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# Central Sydney On-Street Parking Policy

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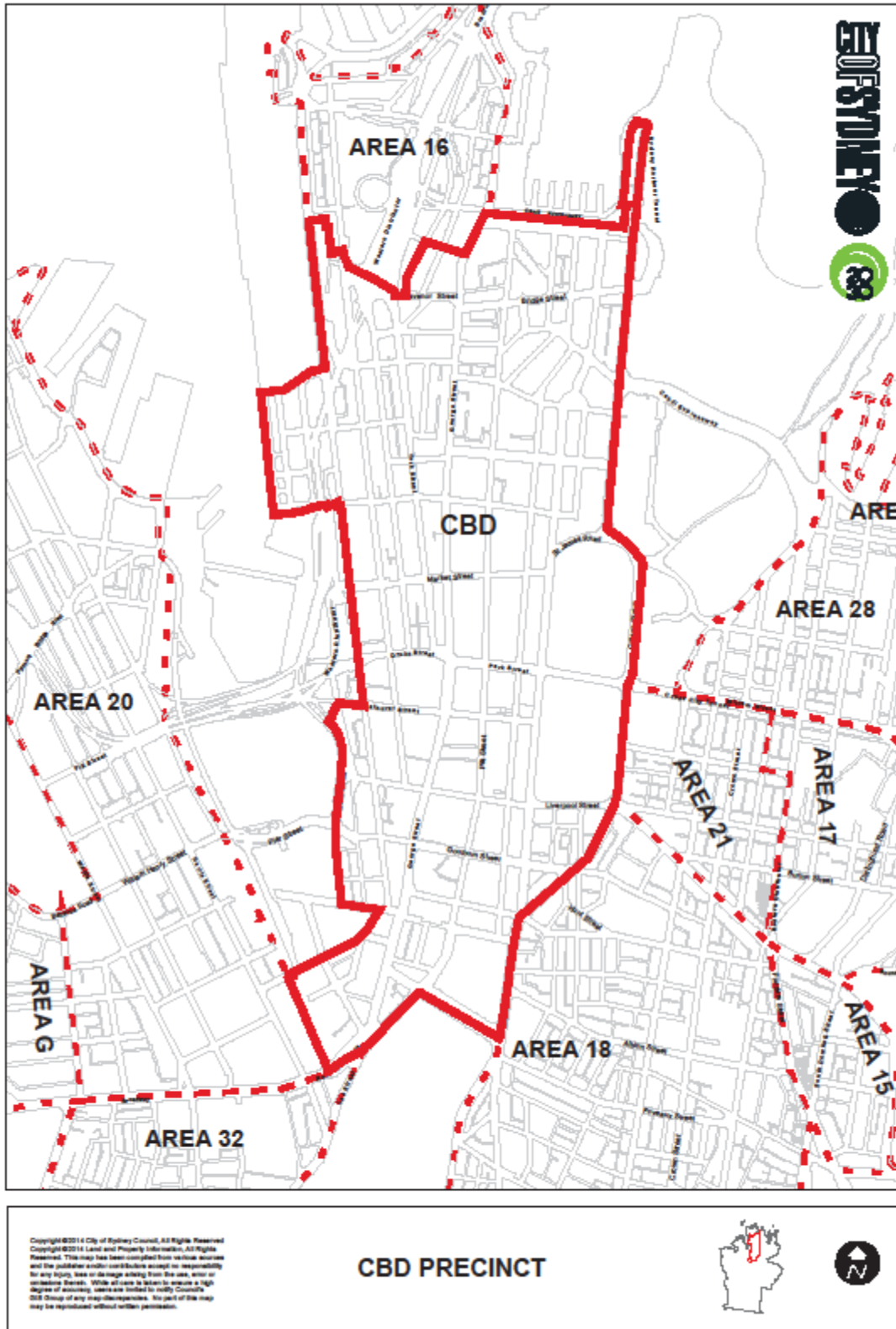
## Purpose

The City's on-street parking policy establishes criteria and service objectives for allocating kerbside parking and loading in central Sydney.

## Scope

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

Figure 1 CBD Precinct



# 1 PRIORITISING KERBSIDE SPACE

## 1.1 Background

There is intense competition for use of kerbside space in central Sydney. The City's narrow streets and short east-west blocks limit the useable kerb space that can be safely allocated to support the City's commercial and transport functions. Of the space that is available, the majority is occupied by critical transport infrastructure, including general traffic lanes, turn lanes, bus lanes, light rail and cycle ways.


As additional commercial, retail and residential floor space is constructed in and near central Sydney, and new precincts are developed, there will be increasing demands on the City's available kerbside space. The consistent management and allocation of kerbside space will ensure the street network can accommodate critical business and local needs, while maintaining the efficient operation of the broader public and private transport networks.

## 1.2 New developments

The City of Sydney 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.

## 1.3 Proposed hierarchy

Figure 1 shows the hierarchy for the allocation of kerbside space in central Sydney. The hierarchy applies to space that is available – whether full time or part time – for the set down or pick up of goods or passengers.

Priority	Kerbside use	Service Objective
<div style="display: flex; align-items: center;">  </div> <p>Highest</p>	Taxis	To provide taxi ranks within 150m of any location in central Sydney. To provide pick up and drop off locations at or near key accommodation, tourism, commercial and residential facilities. To maximise safe pick up or set down opportunities, while minimising congestion impacts.
	Delivery and service vehicles	To provide Loading Zones within 100m of any location without on-site parking or loading.
	Mobility parking	To provide dedicated mobility parking spaces within 100m of a concentration of specialist medical or human services facilities. To provide dedicated mobility parking or ticket parking that can be used by mobility permit holders within 150m of any location in central Sydney.
	Authorised Vehicles Zones - essential services	Spaces to be provided as required to facilitate postal collection, policing, and parking of dedicated emergency services or incident response vehicles.
	Authorised Vehicle Zones – coach parking	To provide short term coach parking for group pick up and drop off near to major destinations or accommodation. To encourage turnover of on-street coach parking and use of off-street facilities for long-stay coach layover.
	Authorised Vehicle Zones – passenger vehicles	To provide parking for government agencies or consular parking only where alternative off-street parking is not available within reasonable distance, or where on-street parking is required for exceptional circumstances.
	General kerbside parking	To provide time limited ticket parking and parking wherever or whenever space is not required for higher priority uses. To provide ticket parking with resident permit-holder exemptions in locations appropriate for long-stay kerbside parking. To provide dedicated long-stay motorcycle parking for use by commuters.
Lowest		

## 2 ALLOCATION OF PARKING

### 2.1 Taxis

Taxis are a key mode of transport in central Sydney, and will be given the highest priority.

Taxi ranks should generally be no more than 150m from any location in central Sydney. This will encourage their use by taxi drivers and customers, and reduce congestion and road safety impacts of vacant taxis cruising for passengers.

Taxi exemptions for pick up and set down in full-time No Stopping zones will be considered where road safety and traffic impacts are acceptable, and provision of Taxi Zones in the surrounding area is not adequate. Exemptions will generally not be provided if they are likely to have significant impact on public transport operations.

## 2.2 Delivery and service vehicles

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.

The City will allocate loading zones to ensure that any premises that does not have on-site loading or parking facilities is within 100m of a Loading Zone for a minimum of three hours each weekday. Where necessary to accommodate other road users, loading zones may be limited to the inter-peak or off-peak.

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

Loading zones will not be provided to serve buildings with on-site loading docks, or buildings which are subject to consent conditions requiring all loading and servicing to occur on-site.

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.

## 2.3 Mobility parking

There are dedicated mobility spaces across the city centre. However the majority of space available to people holding a Roads and Maritime Services (RMS) issued Mobility Permit is general kerbside ticket parking.

The service objective for mobility parking is that most locations in central Sydney should be within 150m of a dedicated mobility parking space or ticket parking that could be used for mobility parking.

## 2.4 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.

## 2.5 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 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 way-finding.

Long-stay coach lay-over in central Sydney will not be accommodated on-street.

## 2.6 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.

Authorised vehicle zones will be subject to annual review in light of changing needs and changes to surrounding land use.

## 2.7 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.

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.

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

## 2.8 Motorcycle parking

Short-stay motorcycle parking is accommodated by general period parking space.

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. Commuter parking will be allocated for motorcycles where it is not required for higher priority uses.

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

## 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 from the date of the adoption of this policy.

### 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. Second permits will not be renewed beyond a period of 18 months from the date of the adoption of the policy. Resident permits are not transferrable.

## 4 ADMINISTRATION

### 4.1 Consultation

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.

### 4.2 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 Division. The Director City Engagement will establish administrative procedures necessary for the consistent implementation of the policy.

The 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.

### 4.3 Review

The Director City Planning, Development and Transport will review this policy 2 years from the date of its adoption by Council.

#### TRIM Reference Number

Document number: 2018/024009

### 4.4 Definitions

Term	Meaning
<b>Central Sydney</b>	Bordered by Alfred Street, Macquarie Street, College Street, Wentworth Avenue, Elizabeth Street, Eddy Avenue, Pitt Street, Railway Square, Ultimo Road, Thomas Street, Hay Street, Harbour Street, Day Street, Sussex Street, Lime Street, Hickson Road, Jenkins Street, Gloucester Street, Essex Street and George Street.
<b>Period Parking</b>	Any parking space that is allocated for use without restriction by vehicle type, and which is subject to time limits.
<b>Authorised Vehicle Zones</b>	A length of kerb to which a No Parking restriction applies, but which exempts a specific authorised vehicle.



## 4.5 Authorisation

### 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	2018/035211
Next review	22 November 2019		

### Ownership and approval

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