

PUBLIC DOMAIN PARKING POLICY

DOCUMENT PROFILE

Title	Public Domain Parking Policy
Summary	This Policy provides a governing framework for the investigation, development, implementation and ongoing management of parking schemes and controls in the public domain including on-street and in council managed carparks.
Background	The demand for on-street parking across the Inner West often exceeds available supply. Demand is often generated from competing needs or different road users. Parking schemes and controls are developed to better manage excessive demand and to balance competing demands for parking space.
Policy Type	Council
Relevant Strategic Plan Objective	Strategic Direction 2: Unique, liveable, networked neighbourhoods
Relevant Council References	This Policy supercedes: <ul style="list-style-type: none"> • Ashfield Council: Resident Parking Permit Scheme, 2014. • Leichhardt Council: Resident Parking Scheme, 2007. • Leichhardt Council: Angle Parking Policy, 2010. • Marrickville Council: Angle Parking in Residential Streets Policy, 1999. • Marrickville Council: various policies & protocols on Resident Parking Schemes
Main Legislative Or Regulatory Reference	Road Transport Act 2013 Road Transport (General) Regulation 2013 NSW Road Rules
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Other External References	Permit Parking Guidelines, RMS, Oct 2018 Technical Directions, RMS. A Guide to the Delegation to Councils for the Regulation of Traffic. RTA, 2009 Guidelines for On-Street Fixed Space Car Share Parking, RMS, Oct 2018
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1. PURPOSE

Parking in the public domain across the Inner West is often in very high demand. To better manage and balance the competing demands for parking space, parking restrictions involving time of operation, duration, type of parking, prohibition of parking or other parking controls are often implemented supporting specific land uses or functions. Time limits help to ensure parking turnover in shopping precincts, limit commuter parking in residential neighbourhoods and encourage alternative forms of sustainable transport use.

The purpose of this Policy is to provide a governing framework for the investigation, development, implementation and ongoing management of public domain parking schemes and controls.

2. OBJECTIVES

The objectives of this policy are to:

- a) Contribute to road safety outcomes.
- b) Manage public spaces in the public interest.
- c) Protect and enhance the liveability of neighbourhoods.
- d) Support the Integrated Transport Strategy of Council
- e) Support sustainability, inclusion and environmental objectives of the Council.
- f) Support public domain planning initiatives of Council.
- g) Improve the parking amenity for particular categories of road user.
- h) Contribute to the fair, transparent and consistent management of parking demand and the competition for on-street parking space.
- i) Achieve compliance with the regulatory framework governing parking.

3. SCOPE

The Policy applies to all forms of public domain parking regulation within the authority of the Inner West Council including on-street parking and council managed carparks. Parking controls on State Classified Roads require the approval of the Roads and Maritime Services (RMS). Council's Development Control Plan addresses development related off-street/ onsite parking provisions.

4. DEFINITIONS

Term	Meaning
Boarding House	<p>means a building that:</p> <ul style="list-style-type: none"> (a) is wholly or partly let in lodgings, and (b) provides lodgers with a principal place of residence for 3 months or more, and (c) may have shared facilities, such as a communal living room, bathroom, kitchen or laundry, and (d) has rooms, some or all of which may have private kitchen and bathroom facilities, that accommodate one or more lodgers, <p>but does not include backpackers' accommodation, a group home, hotel or motel accommodation, seniors housing or a serviced apartment.</p>



Term	Meaning
Business premises	<p>means a building or place at or on which:</p> <p>(a) an occupation, profession or trade (other than an industry) is carried on for the provision of goods and services directly to members of the public on a regular basis, or</p> <p>(b) a service is provided directly to members of the public on a regular basis, and includes a funeral home and, without limitation, premises such as banks, post offices, hairdressers, dry cleaners, travel agencies, internet access facilities, betting agencies and the like, but does not include home business, home occupation.</p>
Carer	<p>As defined by the Carers (Recognition) Act 2010:</p> <p>A carer is an individual who provides 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.</p> <p>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.</p> <p>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.</p>
Car share vehicle	A vehicle made available for the use of members of a car share scheme.
Car share scheme	A scheme which provides access to vehicles for its members. A car share scheme does not offer its services to non-member customers as is the case with car hire or car rental companies.
Commercial	Means business, office or retail undertaking.
Community facility	<p>means a building or place:</p> <p>(a) owned or controlled by a public authority or non-profit community organisation; and</p> <p>(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.</p>
Dwelling	means a building containing 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.
Entertainment facility	means a theatre, cinema, music hall, concert hall, dance hall, live music venue and the like.
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



Term	Meaning
	exclusively entitled to use the vehicle.
Health care professional	means any person registered under an Act for the purpose of providing health care.
Household	A house, home unit, flat or apartment where one person resides or a group of people reside together. It does not include a hotel.
in-home support	means support provided in the home by a support worker or health care professional
Local Traffic Committee	Committee constituted by Council to enable Council to exercise delegation granted by RMS pursuant to S50 Transport Administration Act 1988.
Mixed use development	means a building or place comprising 2 or more different land uses.
Mobility parking space	a length or area of road identified with a road marking or sign containing the symbol for people with disabilities
Multi unit developments	means 2 or more dwellings or commercial premises on one lot of land
Retail premises	means a building or place used for the purpose of selling items by retail, or hiring or displaying items for the purpose of selling them or hiring them out, whether the items are goods or materials (or whether also sold by wholesale).
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

5. LINKS TO COMMUNITY STRATEGIC PLAN

Strategic Direction 2: Unique, liveable, networked neighbourhoods.

6. POLICY STATEMENT

The sustainability and efficiency of the transport network is crucial to the liveability and prosperity of the Inner West. Key to congestion management, urban planning and liveability strategies are the promotion of public transport usage, encouragement of alternative forms of active transport such as walking and cycling and encouraging a reduction in the dependency on private car ownership and use. Parking policy and strategies are some of the tools available to Council and the community to help realise these objectives, balanced with the local needs for mobility, access and equity.

Parking schemes and strategies will be developed to align with this Policy.



7. POLICY

7.1 Principles for Parking Management

Principles to guide the development and implementation of parking controls include:

7.1.1 Public Access & Safety

Council will use parking controls that recognise that streets are public spaces, open to all people, and are to be managed in the public interest. Accordingly:

- Parking controls will support road safety outcomes.
- Parking permits do not guarantee access to a parking space.
- No areas are set aside exclusively for permit parking.
- Parking Schemes should provide an equitable and/or appropriate mix of on-street spaces for road users.
- Exemptions to parking restrictions should not obstruct short-term access by legitimate users to recreational, cultural and community facilities.

7.1.2 Liveability

In order to protect and enhance the liveability of neighbourhoods Council will prioritise the equitable use of parking space for residents, businesses, their visitors and customers by:

- Providing parking schemes to better cope with extreme demands for on-street parking.
- Discouraging commuter parking on-street in residential and commercial neighbourhoods.
- Avoiding street by street parking changes that move, rather than resolve, parking problems, that is, guard against 'knock-on' effects.
- Avoiding over-subscription to permit parking schemes. Council will have discretion over the total number of permits issued within a scheme zone and how it will distribute these permits across the relevant categories of permits.

7.1.3 Sustainability & Inclusion

Council will prioritise parking controls that support travel by people with mobility disabilities; that encourage increased use of alternative forms of sustainable transport and active travel; and support a reduction in car ownership. Parking measures will consider and support:

- integrated transport objectives & strategies
- public domain plans and strategies
- increased use of public transport
- walking and cycling infrastructure needs
- Inclusion Action Plans and provisions for mobility parking
- participation of authorised car-share vehicles
- other relevant Council policies and strategies

Council may use the location, supply, availability, fee structure and management regime for parking to support the achievement of these outcomes.

7.1.4 Regulation

The management of parking controls is governed by NSW legislation and is administered by Council on local roads under authority delegated to it by NSW Roads & Maritime Services (RMS). The administration of parking permits is guided by the "Permit Parking Guidelines" issued by RMS. This Policy applies that regulatory framework.



7.1.5 Consistency

Council will endeavour to apply the Policy consistently across all parking areas. At times the Council may adopt variations from usually adopted parking controls in order to respond to local conditions.

7.1.6 Pricing

Council may apply fees to recover costs associated with the administration, implementation and maintenance of parking controls and to support the achievement of other Council policy outcomes. All proposed fees and charges will be reviewed annually and exhibited in the draft Annual Plan as required by the Local Government Act.

7.1.7 Consultation

Given the strong community interest in kerbside parking management, the affected 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, Council will notify the nearby community of the change.

Proposals for parking changes will be assessed for technical compliance by the Local Traffic Committee.

7.2 Commercial and Mixed Use Areas

7.2.1 Parking Priority

In commercial precincts, Council will prioritise parking controls that are consistent with the viability and efficient operation of local business and encourage the use of active travel and public transport. This will include priority consideration for the safe movement of pedestrians, the provision for bus zones, taxi zones, service vehicle zones such as loading zones and mail zones, bike parking, drop-off and pick up spaces, and mobility parking spaces. Dedicated on-street spaces for authorised car share vehicles may be provided to use on-street parking spaces more efficiently and enabling businesses access to a variety of shared vehicles.

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

7.2.2 Delivery & Service Vehicles

On-street loading zones contribute to economic activity and provide the opportunity to service multiple properties. Council will prioritise the need for loading zones to ensure commercial, entertainment and retail premises, without on-site loading or parking facilities, are within 100 metres of a loading zone if required for their business operation. Zones within residential areas to facilitate household deliveries may also be considered where demand warrants. On-street loading zones are not provided for exclusive use. Locations will be optimised to maximise their use by multiple premises.

To accommodate other road users and mitigate extended periods of underutilised kerb space, loading zones may have limited hours of operation each day, and may be limited to inter-peak or off-peak operation. Loading zones may be introduced after-hours or on week-ends in cases where



weekday loading is inadequate or where it is desirable to encourage out-of-hours/weekend loading.

New developments that have significant service and delivery requirements are generally required to provide onsite loading bays sufficient for the needs of the land use. Loading zones will generally not be provided to serve premises with on-site loading docks or the capability to load/unload onsite or which are subject to development consent conditions requiring all loading and servicing to occur on-site.

7.2.3 Authorised Vehicle Zones

Authorised vehicle zones may be provided where necessary and feasible for the purposes of parking essential service and other vehicles such as postal collection, law enforcement, wedding and funeral services. The allocation of such dedicated space must be demonstrably in the public interest. The continuation of authorised vehicle zones will be subject to regular review in light of changing needs and changes to surrounding land use.

7.2.4 Paid Parking

To manage the strong competition for kerbside parking Council operates ticketed parking in the following areas commercial/ retail areas as at June 2019:

- King Street, Newtown
- Enmore Rd, Newtown
- Lennox Street Carpark, Newtown
- Edgeware Rd Carpark, Enmore
- Norton Street, Leichhardt and adjacent side streets
- Darling Street, Balmain and adjacent side streets.
- Darling Street, Rozelle and adjacent side streets.

Prices will be set at a level consistent with adequate turnover for local business, maintenance of local economic activity and to provide consistency with adjoining council areas along boundary streets. Where ticket parking is installed in residential areas, resident permit holders are exempt from parking fees.

In order to accommodate short stay parking demand associated with minor purchases, 30 minute free parking is provided in ticketed areas on key retail streets.

Council has resolved not to extend paid on-street parking beyond current installations.

7.2.5 Taxi Zones

The provision of on-street taxi zones will be considered on an 'as-needed' basis near land uses and precincts that generate a demonstrable demand and subject to the concurrence of the NSW Taxi Council.

7.2.6 'No Parking' Zones

'No Parking' zones provide the opportunity for drop-off and pick-up movements and assist in reducing parking demand and illegal parking manoeuvres in the adjacent areas by providing an efficient, high turnover, mechanism for very short-term parking needs.

'No Parking' zones will be provided to address:

- passenger interchange functions at transport nodes,
- short term delivery, loading & unloading activities,
- school children drop-off and pickup along school frontages,
- passenger drop off and pickup at commercial centres,



- Vehicle access constraints,
- Road safety issues.

7.3 Community Facilities

Parking controls adjacent to community, recreational, social and cultural facilities, including parkland, will aim to provide for turnover that is consistent with their desired use. This includes allowing for access for those enjoying organised sports, picnics and casual recreation.

Parking controls adjacent such facilities will 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.

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.

7.4 Mobility Parking

7.4.1 Purpose

People with disability are often dependent on travel by a private vehicle to maintain their mobility and independence. The Mobility Parking Scheme is designed to support this outcome. Council will prioritise on-street parking for this group.

7.4.2 Mobility parking entitlements

Under the Mobility Parking Scheme administered by Roads and Maritime Services, 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.

Holders of Mobility Parking Scheme permits are not required to apply for parking permits.

7.4.3 On-street mobility parking spaces

Signposted mobility parking spaces are provided for the exclusive use of vehicles displaying a current Mobility Parking Scheme permit.

In considering the provision and location of mobility parking space, Council will consider:

- a) likely intensity of use by one or more mobility permit holders;
- b) availability and utilisation of nearby on-street mobility parking spaces;
- c) proportion of spaces provided for people with disabilities within a parking precinct;
- d) availability and utilisation of nearby on-street period parking;
- e) availability of reasonable on-site alternatives.

The time of operation of mobility parking spaces may be limited in locations where usage is dependent on times of operation of particular services and it is important to maintain parking space utilisation.

7.4.4 On-street mobility parking spaces outside homes

Council may consider establishing a mobility parking space outside a resident's home where there is consistent difficulty in finding parking that is accessible within a reasonable distance of the property, provided:

- a) the resident holds a current, individual mobility parking permit issued by the RMS; and



- b) medical certification is provided confirming the person requires the use of a mobility aid to walk and/or cannot walk more than 50 metres without detrimentally impacting their physical condition; and
- c) on-site parking space of suitable dimensions and accessibility is not available and cannot reasonably be provided within the property; and
- d) The vehicle used for transport is registered to the resident's home address.

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 or person(s).

The establishment of the space within a permit parking zone will be in lieu of one entitlement to a Resident Parking Permit for that property.

A mobility parking space established outside an individual's home or premises will be considered for removal if:

- the applicant advises Council the space is no longer required, or
- the applicant no longer resides at the premises, or
- a Council audit confirms the circumstance supporting the initial installation no longer exists.

Any changes will be the subject of prior notification. Council may conduct periodic audits and seek documentary evidence to determine whether mobility parking zones outside homes are still justified.

Council will supply and install signage free of charge. Additional facilities outside an individual's home or premise, such as kerb ramps, for use by the applicant in conjunction with the mobility zones, may be approved subject to installation in accordance with Council's specification at the applicant's cost.

7.5 Angle Parking

Council may consider the introduction of angle parking on local roads which are subjected to high parking demand. The introduction of angle parking will be subject to the following considerations and guidelines:

- Ability to provide increased parking capacity in the street considering car overhang obstructions on the footpath and the location and spacing of driveways.
- Volume of traffic (bi-directional) should not exceed 1000 vehicles per day.
- Sufficient width of road carriageway to safely accommodate traffic movements.
- Street does not form a bus route
- High parking occupancy in the street generally reaching 85% of available parking space over extended periods.
- Needs of cyclists and pedestrians can be safely accommodated
- Road camber or longitudinal gradient is not excessive
- Impact on or potential damage to streetscape
- Height of kerb to accommodate car overhang
- Housing setback
- Public domain improvement proposals and opportunities.

7.6 Parking Encroachment on Driveways

Parked vehicles encroaching on driveways in areas of high parking demand can often obstruct access to/from off-street parking spaces. It is an offence under the NSW Road Rules to obstruct driveways. To mitigate on-going non-compliance with the Road Rule, Council will permit the painting of lines on the road shoulder/ parking lane to Council's specification, to better delineate the extremities of driveways. The lines will not necessarily be used to validate a driveway obstruction offence. Installation and maintenance will be the responsibility of the property owner/ occupier.



To prevent a proliferation of street signage, Council will generally not support the isolated installation of “No Parking” or “No Stopping” signage across driveways to residential property for the purposes of managing non-compliance with the NSW Road Rules relating to driveway obstruction.

7.7 Parking in Laneways

Laneways provide connections to adjoining streets; access to properties; vehicular access to off-street parking; pedestrian and cycle routes; on-street parking opportunities; access by service vehicles, waste collection and emergency services. Increasingly they provide opportunities for activation and use as public spaces. The narrow width of many lanes can often generate conflict between the competing uses of laneways such as parked vehicles obstructing vehicular access and other laneway uses.

Agreement between affected residents on parking outcomes in residential laneways is preferred rather than signposting restrictions. However where access issues cannot be resolved Council will consider implementing appropriate parking restrictions. Parking restrictions will generally be implemented in trafficable laneways having carriageway widths less than five (5) metres. Such laneways are generally too narrow to accommodate parking and permit safe vehicle access along the laneway. Laneways having carriageway widths of five (5) metres or greater may accommodate parking on one side of the lane subject to consideration of:

- Volume and composition of traffic utilising the laneway.
- Vehicular turning paths for access to off-street parking spaces.
- Vehicular turning paths at laneway intersections.
- Camber of the laneway impacting the lean of high vehicles.
- ‘No Stopping’ distance requirements at laneway intersections.

Council will prioritise access to off-street parking spaces over parking provision within the laneway.

7.8 Boat, Caravan & Trailer Parking

The use of kerbside space for the long term storage of trailers and caravans can often have a negative impact on neighbourhoods and streetscape and reduce the capacity of on-street parking. At locations where there is a congregation of long term trailer and/or caravan parking and storage, Council may implement parking restrictions to discourage such activity on its local streets.

7.9 Treatment of Intersections

The *NSW Road Rules* includes offences for stopping a vehicle in or near intersections. Parking within 10 metres of an intersection without traffic signals is not permitted unless it is signposted to permit such parking. Many intersection approaches within the Council area, primarily confined to minor roads, are not signposted with restrictions. In such cases the default position under Road Rule 170 automatically applies prohibiting the stopping of vehicles within the 10 metre zone.

The regulation of parking at non-signalised intersections on local roads can be undertaken by Council subject to following the traffic committee process. Intersections controlled by traffic signals or on State Roads are under the control of the RMS for the purposes of regulating traffic and accordingly the setting of “No Stopping” distances at such sites are not within Council’s jurisdiction.

In areas where parking demand is low, regular parking within the statutory ‘No Stopping’ distance is unlikely and it is generally not necessary to install “No Stopping” signage. Conversely in locations of high parking demand, the Road Rule is often breached making it desirable to provide signs or other indicators of the limit of permitted parking such as yellow line marking.



Council does not undertake a proactive program to signpost all intersection 'No Stopping' restrictions. Action will normally be taken to investigate and consider such signposting in any of the following circumstances:

- a) The incidence of ongoing non-compliance with the Road Rule is supported by multiple requests, penalty infringement notices, or accident history.
- b) The incidence of ongoing non-compliance with the Road Rule results in unacceptable impacts on sight distance & safety or obstructions to vehicle manoeuvrability when negotiating the intersection.
- c) Obstructions to pedestrian ramps, vehicle driveways or designated bike routes.
- d) Other parking restriction signposting is being put in place up to the intersection.
- e) As part of designs for new or modified traffic facilities at intersections.

Where investigations reveal non-compliance is impacting the satisfactory operation of the intersection recommendations will be made through the Local Traffic Committee for the erection of "No Stopping" signage to reinforce the Road Rule. In compliance with the RMS Technical Direction the mandatory "No Stopping" distances are normally regarded as the minimum and recommendations are normally made for the intersections to be signposted to at least that minimum.

Where it is considered reasonable to consider a reduction in the regulatory "No-Stopping" distance, Council may complete a risk assessment to consider potential road safety and network efficiency issues that may arise by reducing the "No Stopping" distance below the statutory minimum.

Issues considered will include:

- a) **Crossing Sight distance for pedestrians** to ensure that a pedestrian can see approaching traffic in sufficient time to judge a safe gap and cross the roadway. Parked vehicles near intersections can cause visual obstructions.
- b) **Vehicle sight distances** to provide sufficient distance for a driver to observe another vehicle approaching the intersection and to decelerate before reaching potential collision point or to provide sufficient gap to complete turning manoeuvre.
- c) **Vehicle speeds** approaching intersections directly impacts required sight distances.
- d) **Turning paths** to provide sufficient clearance to enable vehicles to manoeuvre through an intersection.
- e) **Use by large vehicles**, buses, emergency vehicle access, waste collection.
- f) **Parking manoeuvres** which may obstruct the intersection, eg angle parking.
- g) Other site constraints.

The sight distance and manoeuvring requirements for many intersections that cater for two-way flow are unlikely to provide the opportunity to reduce the 'No Stopping' distance. Opportunities for reductions in distances may present themselves on the departure side of intersections with oneway traffic flows and in narrow laneways subject to there being sufficient manoeuvring room.

7.10 Narrow Street Parking Schemes

The Inner West contains numerous 'narrow streets' that do not have adequate dimensions to facilitate the parking of vehicles on both sides of the road within the carriageway while maintaining a minimum trafficable lane width to accommodate emergency and service vehicle access. Potential solutions that Council may consider include:



- a) "No Parking" restrictions on one or both sides of the road in accordance with the Road Rules.
- b) Creation of a low speed 'shared zone' allowing for parked vehicle encroachment on footpaths within marked parking bays. This option will generally only be considered for streets which have an historic footpath encroachment parking regime.

Proposals for the creation of 'shared zones' require RMS approval and will be assessed and developed in accordance with RMS Technical Directions. The ability to implement 'shared zone' solutions, which necessarily require traffic calming measures to be constructed, will be subject to budget constraints within Council's forward capital works program.

7.11 Car Share Parking Schemes

Council will prioritise the provision of parking for use by Council authorised car share schemes as part of its holistic approach to:

- a) Reduce dependency on private car use
- b) Reduce traffic congestion
- c) Reduce on-street parking demand through reduction in car private ownership.

Council may authorise car share schemes:

- a) to utilise fixed spaces designated for car share parking or
- b) to operate on the basis of non-fixed parking spaces or
- c) to operate with a mixture of both fixed and non-fixed parking.
- d) to be recognised participants in permit parking schemes operating within the Inner West.

Council may provide dedicated on-street car share parking spaces with due consideration of RMS Technical Direction "*Guidelines for on-street fixed space car share parking*" as well as dedicated off-street spaces in Council owned or controlled carparks. Commercial or residential developments, are also considered as appropriate locations for off-street car share. The following hierarchy of preferred locations for on-street designated car share spaces will be considered when assessing suitability of locations:

- a) Transport hub/node
- b) Public land (eg park)
- c) Public facility (eg leisure centre, community hall)
- d) Retail/ commercial strips
- e) High density residential
- f) Side boundary of residences.
- g) Other locations.

The provision of designated car share spaces fronting single dwellings will be given low priority and in most circumstances avoided.

Costs associated with the installation, maintenance and administration of dedicated car share spaces will be met by the authorised car share company seeking its creation. Consideration of a request for the creation of a dedicated car share space will be subject to the applicant demonstrating sufficient demand.

A clearly marked car share vehicle, operated by a car share scheme authorised by Council, will be entitled to the same parking exemption in a permit parking zone as provided to the holder of a resident parking permit.

The authorisation and operation of car share schemes will be subject to Council's Car Share Policy.



7.12 Parking Permits

7.12.1 Purpose

Parking permits exempt holders from time limits and parking fees in spaces signposted '*PERMIT HOLDERS EXCEPTED*' or '*AUTHORISED RESIDENTS VEHICLES EXCEPTED*'.

The need for parking permits arises directly from the imposition of kerbside parking controls and need to improve the amenity for a particular class of road user(s) who do not have sufficient off-street, or unrestricted on-street, parking facilities available. Permit parking also helps to balance the needs of the local community with those of the broader community in high demand areas. Where vehicles are only permitted to park for a short length of time, permits are often also needed for a certain everyday activities, such as visits by friends, tradespeople, carers.

7.12.2 Display and use of permits

A permit must be displayed on the left-hand, passenger side of the front windscreen or dashboard with all permit details clearly visible to an authorised officer.

A permit is valid only where kerbside signposting includes the words '*PERMIT HOLDERS EXCEPTED*' or '*AUTHORISED RESIDENTS VEHICLES EXCEPTED*'. The area identification number must correspond to the number on the permit.

It is the responsibility of the driver to ensure the permit is valid and used correctly.

Council will exempt motorbikes from the requirement to display a parking permit within a permit parking scheme zone.

Council may choose to administer parking permits electronically in the future. For this purpose a parking permit may be a virtual product held in an electronic or other database that contains all relevant information about the permit, permit holder and vehicle. Residents may apply to maintain hard copy parking permits.

7.12.3 Validity

Unless otherwise specified parking permits will be valid for one year from date of issue.

7.12.4 Exclusion of Certain Developments

The intensification of urban land use in the Inner West has significant implications for traffic generation and on-street parking demand and liveability of existing neighbourhoods. In order to mitigate this impact, discourage private car dependency and prevent parking demand associated with major residential and commercial developments from spilling into existing neighbourhoods the developments indicated in Table 7.1 are excluded from participating in permit parking schemes.

Table 7.1 Developments Excluded from Permit Parking Schemes

LG Area	Development Type Excluded	Approved after
Ashfield, Haberfield, Croydon, Croydon Park, and Summer Hill. <i>(Former Ashfield LGA).</i>	Units or Townhouses	30 June 1997
Leichhardt, Lilyfield, Annandale, Rozelle, Birchgrove, Balmain and Balmain East. <i>(Former Leichhardt LGA).</i>	Dual occupancies, multi dwelling housing and residential flat buildings, subdivision into two or more lots and the strata sub division of residential flat buildings	January 2001
Camperdown, Dulwich Hill, Enmore, Lewisham, Marrickville, Newtown, Petersham, Stanmore, Sydenham St Peters, and Tempe. <i>(Former Marrickville LGA)</i>	Development involving land use changes, new commercial and /or multi-unit housing developments or where conditions of development consent exclude participation in a permit parking scheme.	1999
Inner West LGA	<ul style="list-style-type: none"> • Additional lot created by subdivision, or • New dual occupancy, multi-unit residential developments & boarding houses, or • New multi-unit commercial developments, or • Excluded by condition of development consent; or • Alterations and Additions or Change of Use that creates an additional business or residence on the original lot. 	Policy adoption date

7.13 Permit Parking Zones

7.13.1 Zone Boundaries

A number of permit parking zones are created across the Inner West to ensure permits are used to park near the household or business to which they are issued. The number of parking zones will be kept to the minimum necessary to maintain the integrity of the permit system. Where possible and to assist clarity of zone extents, permit parking zone boundaries will generally follow major built or natural features such as arterial roads, railways and natural boundaries.

7.13.2 Zones with Reduced Permit Issue

Certain permit zones (Zone Type A) are eligible for a maximum of one parking permit if properties do not have on-site parking. Such zone restrictions are necessary in areas which have a high density of dwellings and limited on-street parking space so as to provide equitable access to parking opportunities and to mitigate oversubscription.

Council will monitor permit numbers issued relative to available parking spaces in each parking area. Where the number of parking permits exceeds the number of parking spaces Council may reduce the number of permits issued to dwellings or restrict further issue.

7.13.3 Zone Extent

Council recognises that parking issues within the Inner West can probably never be fully resolved to the satisfaction of all parties and compromise is often required to accommodate varying parking needs. The overall philosophy in developing parking options is to provide an equitable distribution of available kerbside parking spaces to accommodate those varying and often competing parking demands.



When developing resident parking schemes, initial implementation will generally be considered for one side of the street only, giving a level of parking security to residents while retaining unrestricted parking on the other side of the street to provide opportunities for use by business and their patrons, trades, service vehicles, residents who are excluded from participating in a permit parking scheme, other visitors to the area or those who wish to opt out of resident parking scheme participation.

Exceptions may apply to locations of high parking demand, such as proximity to commercial areas, which may necessitate a permit parking scheme on both sides of the street.

7.14 Resident Parking Permits

7.14.1 Purpose

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

7.14.2 Eligibility

Residents within parking permit zones may be eligible for resident parking permits subject to:

- a) Proof of residency within the Permit Parking Scheme Zone,
- b) Nominated vehicle having NSW registration,
- c) The applicant's vehicle being registered in the applicant's name at the applicant's address within the parking scheme zone, or
- d) Evidence, satisfactory to Council, from the registered owner that the vehicle is normally used by the applicant for full private use.
- e) The premises having nil or limited on-site parking.
- f) The maximum number of permit entitlements for a rateable residential property not being exceeded.

The following are not eligible to receive resident parking permits:

- a) A development excluded from participation in permit parking schemes (refer Table 7.1)
- b) A dwelling approved with the development consent condition that excludes access to parking permits.
- c) Premises without valid development consent and not approved for residential use.
- d) Hotels, backpacker hostels, guesthouses, tourist accommodation, nursing homes, residential care facilities and serviced apartments.
- e) Vehicles such as a caravan, truck, bus, tram, trailer, tractor or any vehicle which exceeds 4.5 tonnes Gross Vehicle Mass or is longer than 7.5 metres.
- f) Where eligibility is revoked in instances of fraud or misuse.

7.14.3 Quantity of permits

A resident parking permit is issued for a vehicle of an eligible resident provided the property does not have on-site parking available for that vehicle.

The maximum number of permits issued to any one rateable property will not exceed the following limits:

Zone Type A

- a) A household in Zone Type A, without any on-site parking spaces, is eligible for one parking permit.
- b) The one permit will be transferable for use on up to three nominated vehicles registered to that address.



- c) Each room of an eligible boarding house will be treated as a separate dwelling eligible for one resident parking permit.
- d) No permits will be issued to households with one or more on-site parking spaces.

Zone Type B

- a) A household in Zone Type B, without any on-site parking spaces, is eligible for up to two parking permits.
- b) Each room of an eligible boarding house will be treated as a separate dwelling eligible for one resident parking permit.
- c) A household 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.

7.14.4 On-site parking

In determining whether an on-site parking space exists, Council will have regard to:

- a) accessibility by a vehicle
- b) the presence of a garage door or roller door
- c) the existence of a vehicular kerb ramp/ crossover
- d) the presence of a carport, garage structure or hardstand area
- e) evidence of use of the space for parking
- f) ability to utilise space for tandem parking of vehicles.
- g) any approved or registered plans.
- h) Whether property or access could reasonably be modified to provide on-site parking.

7.14.5 Temporary resident parking permits

In certain circumstances the Council may issue a temporary resident parking permit.

Interim Resident Parking Permit

Council may issue an interim resident parking permit for:

- a) Interstate Registered Vehicle.

If an eligible resident has moved to the Inner West and their vehicle is registered interstate a temporary permit, valid for 3 months, may be issued. It is compulsory to change the vehicle registration details to a NSW address within 90 days under NSW regulations. Once the applicant's vehicle is registered to an Inner West address, applicants will be eligible for an annual resident parking permit in accordance with eligibility criteria.

- b) Damaged or Stolen Vehicle.

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

Temporary Construction Work - Resident Parking Permit

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



A temporary permit will be issued to one only nominated vehicle registered at the applicant's address, and may not be used by any other vehicle. The maximum duration of such permits is six months. Residents must provide proof of works being undertaken.

7.15 Visitor Parking Permits

7.15.1 Purpose

Visitor parking permits enable residents' visitors, including family members, friends, carers, medical practitioners and tradespersons to park on-street and avoid time limits and parking fees for the period of operation of the permit. Visitor permits are issued for residential properties only.

7.15.2 Eligibility

Residents within parking permit zones maybe eligible for visitor parking permits subject to proof of residency within the Parking Scheme zone.

The following are not eligible to receive visitor parking permits:

- a) A development excluded from participation in permit parking schemes (refer Table 7.1).
- b) A dwelling approved with the development condition that excludes access to parking permits.
- c) Properties with an on-site visitor parking space, including shared visitor parking spaces in multi-unit developments.
- d) Premises without valid development consent and not approved for residential use.
- e) Hotels, backpacker hostels, guesthouses, tourist accommodation, nursing homes, residential care facilities and serviced apartments.
- f) Any other non-residential premises.
- g) Where eligibility is revoked in instances of fraud or misuse.

7.15.3 Quantity of permits

Visitor permits will be single use, one-day permits. The annual allocation of visitor permits for eligible households will be up to 30 one-day permits.

7.15.4 Validity

A permit is not valid for use on a caravan, bus, 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 valid for one-day use only during the years stated on the permit. They are only valid within the scheme numbered area nominated on the permit and when the chosen date of use has been clearly and correctly indicated. Fees are not refundable.



7.16 Tradespersons Temporary Parking Permit

7.16.1 Purpose

Tradespersons' Parking Permits enable tradespersons, who carry out maintenance and improvement work for residents, to park on-street and avoid time limits and parking fees. They may be used in addition to, or instead of, one-day Visitor Parking Permits.

7.16.2 Eligibility

Tradespersons Parking Permits may be issued to eligible residents in a permit parking zone who:

- a) engage tradespersons, not residing at the resident's address, to undertake alterations, additions, minor maintenance and improvement work at their place of residence,
- b) provide proof of residency within the parking scheme zone and
- c) provide an executed 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.

The following are not eligible to receive permits:

- a) A property with an on-site visitor parking space, including shared visitor parking spaces in multi-unit developments.
- b) Premises without valid development consent and not approved for residential use.
- c) A property for which a 'Works Zone' has been approved.

7.16.3 Quantity of permits

Eligible residents may obtain up to six, one-week permits annually.

7.16.4 Validity

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

7.17 Business Parking Permits

7.17.1 Purpose

A business parking permit exempts a business vehicle from time limits and parking fees in spaces signposted '*PERMIT HOLDERS EXCEPTED*' or '*AUTHORISED RESIDENTS VEHICLES EXCEPTED*'.

A business parking permit may be issued to a business located within an approved parking scheme zone that requires a vehicle for business use.

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

7.17.2 Eligibility

A business within a permit parking scheme zone may be eligible for business parking permit subject to:

- a) Proof of registered business operating in premises located within a parking scheme zone, and



- b) an eligible vehicle being required for routine use in the day to day operation of the registered business
- c) the nominated vehicle being registered for business use in the name of the business, or a principal of the business,
- d) property having nil or limited on-site parking and cannot reasonably modify the property to provide on-site parking.
- e) The maximum number of permit entitlements for a rateable property not being exceeded.

The following are not eligible to receive business parking permits:

- a) A development excluded from participation in permit parking schemes (refer Table 7.1).
- b) A business or premises approved with the development condition that excludes access to parking permits.
- c) Premises without valid development consent and not approved for business use.
- d) 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.
- e) Where eligibility is revoked in instances of fraud or misuse.

7.17.3 Quantity of permits

The maximum number of permits issued to a registered business will not exceed the following limits:

Zone Type A

- a) A business in a permit Zone Type A, without any on-site parking spaces, is eligible for one parking permit.
- b) The one permit will be transferable for use on up to two nominated vehicles registered to that business.
- c) No permits will be issued to businesses with one or more on-site parking spaces.

Zone Type B

- d) A business in a permit Zone Type B, without any on-site parking spaces, is eligible for up to two parking permits for vehicles registered to that business.
- e) A business with one on-site parking space is eligible for one parking permit for a second vehicle registered to that business.
- f) No permits will be issued to a business with two or more on-site parking spaces.

Where more than one business occupies a single rateable property, one permit only will be issued to each registered business provided the maximum number of permits issued to one rateable property in such circumstances will not exceed three (3).

7.17.4 Conditions of use

Business Parking Permits are intended for the operation of a business. They are not intended for commuting to a place of employment or business.

7.18 Support Worker Parking Permits

A support worker parking permit is available for use across the City of Sydney and Inner West Council areas. The permit has been introduced to assist support workers in their duties and relieve them of the obligation to obtain and display multiple permits in these areas.

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.

By agreement the scheme is administered by the City of Sydney and applications for permits must be made through the City of Sydney Council.

7.19 Carers' Parking Permits

7.19.1 Purpose

A carer's parking permit exempts a vehicle used by a carer visiting a resident from time limits and parking meter fees 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.

7.19.2 Eligibility

A carer's parking permit may be issued to a resident who is eligible for a resident parking permit and has a letter from a recognised service provider or health professional setting out the resident's need for in-home care. A carer's parking permit will be issued in lieu of one entitlement to a resident parking permit.

7.19.3 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*.

7.20 Parking Scheme Investigations & Development

The following guidelines will generally apply for the initiation of investigations and implementation of proposed schemes:

Initiation of Investigations

The development, review and implementation of parking schemes may be commenced through Council initiated precinct parking studies or through site specific investigations initiated as a result of a sufficient level of resident requests indicating a reasonable level of resident support for potential changes to parking regulation in the neighbourhood.

Council will schedule the initiation of site specific investigations for a parking scheme, including permit parking or introduction of angle parking, on receipt of requests from at least 10 households or 50% of the households in the street block affected, whichever is less. A minimum of 24 months will elapse before Council will revisit consideration of parking scheme proposals, unless substantial land use change has subsequently occurred permanently impacting on-street parking in the neighbourhood.

Warrant for Implementation

To warrant consideration of a permit parking scheme implementation the parking occupancy in the precinct under consideration should consistently reach 85% of the available parking spaces during the period of proposed parking restriction. Such utilisation being contributed to by parking demand generated from sources external to the neighbourhood.



Level of Support

Council will generally not proceed with implementation of a parking scheme or changes to an existing parking scheme in isolation from a precinct wide parking study unless at least 65% of respondents, from different households within the proposed zone, support the proposal and provided a minimum response rate of 30% of households is achieved to Council's survey. In completing this analysis Council may differentiate responses from those developments excluded from participation in a Resident Parking Scheme (Table 7.1).

7.21 Prevention of Fraud and Misuse

7.21.1 Background

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

7.21.2 Action

Council will take action against misuse of permits. In the case of demonstrated fraud, improper resale or misuse of permits the Council may revoke eligibility for the offending household, business or organisation for a period of up to two years.

In instances where misuse of permits is reasonably suspected, the Council 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 Council may refer the matter to the NSW Police for investigation.

7.21.3 Record of on-site parking

To assist disclosure of on-site parking, the Council may 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, aerial photographs and street-based site inspections.

7.21.4 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.

7.22 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.

7.22.1 Community & Essential Services Permits

A large allocation of transferable business parking permits have been issued to certain community and service organisations within the former Leichhardt Council area to enable unrestricted parking of their employees' private vehicles within designated permit parking scheme areas. Organisations included schools, aged care, health care and police. The provision of free, on-street, unrestricted parking for employee travel to work by private vehicle, in high parking demand areas, is contrary to travel management strategies to reduce car dependency.

This scheme will be closed to new entrants. Existing organisations currently participating in this scheme will continue to be provided access to such employee parking permits but not exceeding their current allocation.



Eligible organisations will generally have access to business parking permits in accordance with Section 7.17 of this policy.

7.22.2 Pensioner Permits

Special parking permits issued to resident pensioners within the former Leichhardt Council area enable unrestricted parking in all residential parking scheme areas. For road users with mobility constraints it is considered that the exemptions from parking restrictions embodied within the Mobility Parking Scheme provides adequate access to unrestricted parking.

This scheme will be closed to new applicants from the date of public exhibition of this policy. Only existing permit holders under this scheme will be able to continue to access this scheme and renew their permits.

7.22.3 Existing Permits & Entitlements

Entitlements of existing permits in use at the time of adoption of this Policy will be honoured until such time as permits expire or are otherwise no longer valid.



Version Control - POLICY HISTORY:

Governance Use only - The history of modifications and approval to the Policy must be detailed in the table below post adoption

Governance Use only:

Version	Amended By	Changes Made	Date	ECM #
1	Traffic and Transport Planning Manager	Policy placed on public exhibition	21/10/2019	
2	Traffic and Transport Planning Manager	Policy amended to revert back to previous policy for the former Leichhardt area	9/06/2020	33777490