



Randwick City  
Council  
a sense of community

# On-Street Parking Policy

Effective Date:	<b>27 July 2004</b>
Contact Officer:	Manager Integrated Transport
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## OBJECTIVE

### 1. Objective

The objectives of this On-Street Parking Policy are to:

1. Ensure that a balanced and rational distribution of kerbside parking is practised across the City;
2. Provide sufficient on-street resident parking in those residential precincts, where the competition for kerbside parking from non-residents severely restricts opportunities for residents in obtaining parking in the immediate or close proximity of their residences;
3. Provide more and better managed parking for shoppers and other short stay users;
4. Provide a more responsive parking regime that will reflect the demands of various precincts at different times of the day and week;
5. Rationalise all day on-street commuter and student parking in and around all business centres, and discourage long-term parking in the vicinity of major institutions such as the University of New South Wales and Prince of Wales Hospitals;
6. Implement an On-Street Parking Control System which is simple, legible, uniform, clearly understood, easily enforceable and efficient, taking into account the standards and policies of other agencies such as Roads and Maritime Services (RMS), Police, Sydney Buses and Australian Road Rules;
7. Control the use of Loading Zones so that service vehicles (panel vans/utilities/ lorries) can obtain more efficient access and parking availability;
8. Achieve consistent and co-ordinated parking enforcement throughout the City, including Council's off-street public parking areas;
9. Assist private land owners (e.g. McDonalds at Kingsford, Coles at Maroubra Junction) in eliminating improper use of their off-street parking facilities; and

10. Devise an effective enforcement strategy for implementation in areas where high levels of illegal parking restrict turnover rates of parking to the deterrent of patrons and visitors to adjoining retail and business establishments.

### 2. Policy Statement

#### 2.1 Priorities in Kerbside Parking Allocation

The demand for on-street parking has always been far greater in the business centres than the supply. Studies have shown that while the supply remains constant, the demand for on-street parking in areas of inner Sydney Metropolitan Councils increases approximately between 2% and 3% per annum, due to changes in land use/transport systems. It is necessary therefore, to impose restrictions and limitations in order to allocate kerbside space rationally and to establish a priority for such allocation.

The various areas in the City have different mixes of users and accordingly the priorities may vary from area to area. However, the following general order of priorities will be followed in the allocation of kerbside parking spaces:-

- i. Pedestrian movement and safety;
- ii. Vehicle movement and safety;
- iii. Public transport needs;
- iv. Servicing of businesses (e.g. Loading Zones, Taxi Ranks);
- v. Resident Parking;
- vi. Special Zones, such as authorised parking for essential services;
- vii. Shopper and client parking (short-term parking);
- viii. General Parking (all day / unlimited parking).

A balance is required in the allocation and distribution of parking, however when conflicting priorities occur, they will be resolved generally in the above mentioned order and limited to the time period for which a restriction is needed.

The allocation of kerbside parking in accordance with the above stated priorities can be effectively undertaken by the adoption of the following action strategy.

## 2.2 Action Strategy

1. Progressively investigate No Stopping, No Standing and No Parking zones in the City with a view to:
  - i. Ensuring that these restrictions comply with the standards stipulated by the RMS, and are in accordance with Australian Road Rules; and
  - ii. Eliminating or reducing these restrictions, where possible, so that the kerb space can be utilised for meeting other priority needs.
2. Review kerbside parking restrictions along bus routes to enable implementation of bus priority measures and introduce, where appropriate, dedicated bus lanes during peak periods of need, in consultation with the relevant Chamber of Commerce and Business Associations;
3. Provide after-hours parking at Bus Zone locations, where possible, for the benefit of other users outside bus operating hours;
4. Review Loading Zone / Truck Zone restrictions, and where possible, provide general parking outside the hours of their usage by service vehicles;
5. Convert existing Truck Zones to Loading Zones, in direct consultation with adjoining businesses, for the purpose of reducing the number of kerbside controls, thereby achieving simplicity in signposting;
6. Review the locations of Taxi Ranks in the City, in consultation with New South Wales Taxi Council and the local Chamber of Commerce to maximise accessibility;
7. Continue to ensure adequate and effective parking facilities for disabled persons in order to increase their mobility within the City;
8. Continue to discourage and restrict the use of public ways as 'unauthorised' Construction Zones that facilitate private building operations;
9. Expedite the introduction of 'area-wide' Resident Parking Schemes and the introduction of 'area-wide' Visitor Parking Permit Schemes;
10. Progressively extend Resident Parking Schemes and Visitor Parking Permit Schemes to other residential precincts as justified;
11. Devise an effective enforcement strategy for implementation in areas where high levels of illegal parking restrict turnover rates of parking to the deterrent of patrons and visitors to adjoining retail and business establishments;
12. Gradually modify the existing system of period parking throughout the City with a view to achieving a more simple and consistent approach in both operating times and permitted parking periods, reflecting more closely the needs of extended trading hours;
13. Install Signage which is simple, uniform, clearly understood, easily enforceable, efficient and cost effective, taking into consideration the standards adopted in the Australian Road Rules;
14. Maximise the use of street furniture (such as electric light poles) for sign installation, thereby reducing the number of sign poles, for the purpose of reducing the clutter and enhancing the streetscape; and
15. Prepare a Strategic Plan for Parking Management to set out key activities, priorities, funding and resource allocation to ensure that the City's On-Street Parking resources are maintained as efficient and cost effective, and reflects an improved corporate image.

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