

OUT →

level 1a stairs

level 1a stairs

WAY

GIVE WAY

1AA

1A 1A 1A

# PARKING STRATEGY

2022-2032

SHARE  
YOUR  
SURFACE



ACKNOWLEDGEMENT  
OF COUNTRY

Sutherland Shire Council acknowledges the Dharawal people as the Traditional Custodians of the land within Sutherland Shire.

We value and celebrate Dharawal culture & language, and acknowledge Dharawal people’s continuing connection to the land, the sea and community.

We pay respect to the Elders and their families, past, present and emerging, and through them, to all Aboriginal and Torres Strait Islander peoples.

Prepared by  
Sutherland Shire Council

Updated September 2022

Contact Details

Sutherland Shire Council  
4-20 Eton Street  
Sutherland NSW  
Australia

Locked Bag 17,  
Sutherland 1499  
T 02 9710 0333

ssc@ssc.nsw.gov.au  
sutherlandshire.nsw.gov.au  
© Sutherland Shire Council 2022

CONTENTS

INTRODUCTION	4
COUNCIL’S ROLE IN PARKING	6
OUR PRINCIPLES	7
STRATEGIC CONTEXT	8
DECISION-MAKING FRAMEWORKS	14
CONSULTATION	16
OBJECTIVES & MEASURES	17
OUR COMMUNITY AT A GLANCE	18
DRIVERS OF CHANGE	20
AREAS OF FOCUS	24
LANDUSE & DEVELOPMENT	26
PARKING IN TOWN CENTRES	28
PARKING IN THE COMMUNITY	30
PARKING QUALITY & INFORMATION SHARING	32
SERVICE STANDARDS	34
REFERENCES	36



# INTRODUCTION

The Parking Strategy and Implementation Plan outlines how our vision for parking supply and management will be progressed over the coming decade. Its intention is to achieve a balance of parking that considers the needs of all users and to acknowledge the important role that parking management has in attaining an integrated and sustainable transport system.

The traditional response to increasing demand for parking has been to increase supply. If suitably located, increased supply can yield benefits in terms of convenience and economic activity. However, these benefits are often short-lived as history shows that additional supply further induces demand and reliance on car-based transport. This results in increased traffic congestion, which can have a negative impact on the liveability of our centres.

With roads already congested and the cost of providing additional parking spaces high, cities worldwide are reconsidering the value and sustainability of a demand satisfaction approach. In cities the shift is toward a demand management approach with more efficient use of existing parking supply and promotion of alternative transport options. This is of particular importance in our town centres where on and off street parking needs to be balanced with increased demand for better amenity, safety, public place presentation and liveability.

Accordingly, the vision of the strategy is to provide: ***“safe and equitable parking that supports the local economy and balances car dependency with improved placemaking and alternative transport choice.”*** It will do this through four key areas of focus and our commitment to working collaboratively and in consultation with the community and key stakeholders.

The activities that Council will deliver to manage parking and progress this strategy are included in the Implementation Plan. The implementation actions will be reflected in Council’s Delivery Program and annual Operational Plans.





# COUNCIL'S ROLE IN PARKING

There are different categories of parking for which Council has either a direct or indirect role in the supply and management of. Their functions are interrelated and are influential in the provision of an integrated transport system.

## ON-STREET PARKING

On-street parking is by definition located on the street. It is generally next to passing traffic and managed by Council. It may be unrestricted or restricted by time limits or for the exclusive use of particular vehicles eg: Loading Zones for service vehicles. Well managed on-street parking can provide convenient access to adjoining landuse. It can also help to reduce vehicle speeds and provide a buffer between footpaths and through traffic.



## OFF-STREET PUBLIC PARKING

Off-street public parking is generally in or near town centres and/or other destinations such as sporting and other community facilities. Open to the general public, it may be unrestricted or restricted by time limits and is often shared by different users. It is usually owned and operated by Council, can either be at-grade (ground level) or multi-storey and takes pressure off on-street supply.



## OFF-STREET PRIVATE PARKING

Off-street private parking is privately owned and generally provides exclusive use for residents, staff, customers or service vehicles. It also helps minimise parking overspill into surrounding on street parking areas. Council and other development consent authorities have a role in determining the number of off-street private parking spaces required by any new development. Parking rates are specified in Council's Development Control Plan and in NSW Government Planning Policy and Guidelines.

## COMMUTER PARKING

Commuter parking is used by people commuting to another location by another mode of transport, most commonly public transport. The provision of parking for commuters is not seen as a Council service function. However, and often due to a lack of public transport connectivity and/or lack of purpose-built commuter parking facilities, on-street commuter parking intrusion becomes an issue for Council and the community. Council's role in this regard is to advocate to and work with the service provider, Transport for NSW, to better manage commuter parking supply and demand.

# OUR VISION

*Safe and equitable parking that supports the local economy and balances car dependency with improved placemaking and alternative transport choice.*

# OUR PRINCIPLES

The following principles aim to inform and provide consistency with respect to the provision and management of parking in Sutherland Shire.

**SUSTAINABLE**  
Parking strategy and policy must support sustainable transport and community liveability.

**EFFICIENT**  
Make the best use of existing parking before providing additional parking.

**EFFECTIVE**  
Parking strategy and policy should have a positive impact with a net community benefit.

**FOCUSED**  
Parking should be managed to support local user priorities.

**ADAPTABLE**  
Where possible, parking strategy and policy needs to be adaptable to future technology including autonomous (driverless) vehicles.

**EVOLVING**  
Parking technology should be embraced as a means to improve the customer parking experience.





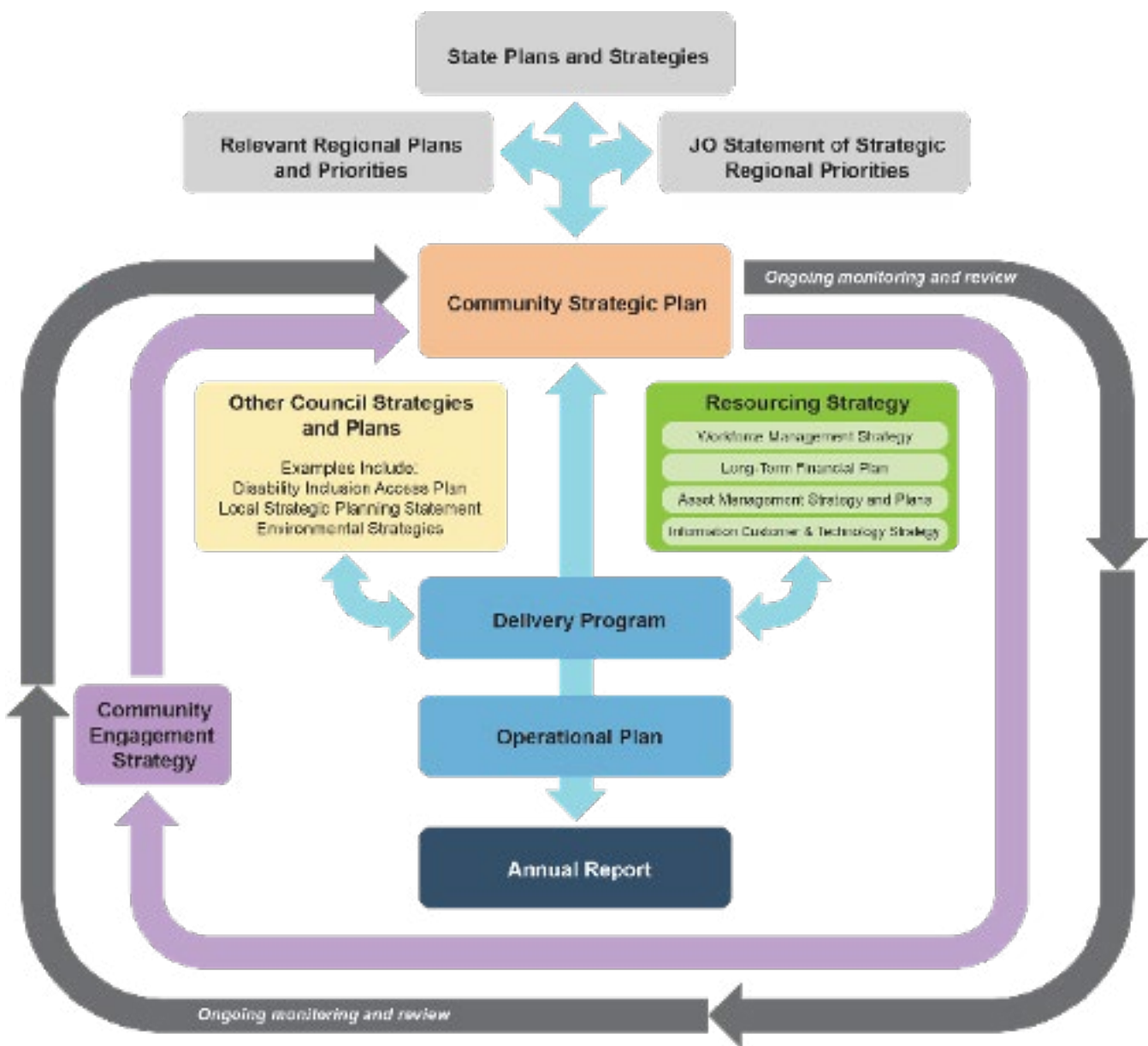
# STRATEGIC CONTEXT

## OUR PLANNING PROCESS

### Integrated Planning and Reporting Framework

Council takes an integrated approach to the implementation of the priorities and aspirations of the community as identified in the Community Strategic Plan.

Supporting documents transform the community’s priorities and aspirations identified in the Community Strategic Plan into clearly defined strategies and actions.



### The Sutherland Shire Local Strategic Planning Statement

The Sutherland Shire Local Strategic Planning Statement (LSPS) conveys the vision and planning principles that will help guide land use planning decisions for the next 20 years in the Sutherland Shire. The LSPS incorporates 4 key themes that emerge from the strategic directions established by the Greater Sydney Commission, the Greater Sydney Regional Plan and the South District Plan. These are:

- Infrastructure and Collaboration
- Liveability
- Productivity
- Sustainability

Transport is identified as a key element across these themes and is reflected in the LSPS’s objective to create a

*“Connected Transport Network”* and

*“Prioritise connected transport networks to provide convenient transport options to schools, open space, centres and employment and reduce reliance on private car transport”* in the Sutherland Shire.

### Community Strategic Plan

The Vision of the 2022 Sutherland Shire Community Strategic Plan supports the theme of the LSPS, through:

*“A connected and safe community that respects people and nature, enjoying active lives in a strong local economy.”*

To achieve this vision in the 2022 Community Strategic Plan , **Outcome 6** states *“A high quality urban environment supporting a growing and liveable community.”*

Strategy 6.3 of the 2022 Community Strategic Plan provides:

*“Plan and develop integrated transport networks to provide transport choices that allow people to get around in a safe accessible and efficient manner.”*

These Outcomes are supported and reinforced by a series of linked Informing Strategies, that include the Integrated Transport Strategy, Car Parking Strategy, Roads and Freight Strategy, and Open Space Strategy.



Integrated Transport Strategy

In May 2020 Council adopted the Integrated Transport Strategy (ITS) as one of its supporting documents. The ITS provides an overview of transport in the Sutherland Shire highlighting the interrelationship between four key areas of transport:

- Active transport,
- Public transport,
- Car parking,
- Roads and Freight



Parking



Active Transport



Roads & Freight



Public Transport

Based on their significant roles in transportation in the Sutherland Shire, Council has developed individual, interrelated strategies and implementation plans for each of these four areas.

Accordingly, whilst it is important that it recognises the importance of private, car-based transport, parking strategy must also be consistent with and supportive of our other transport strategies to achieve a sustainable transport system. In conjunction with improvements to the active and public transport networks, parking strategy and policy can help to reduce car dependency and achieve the objectives and benefits of increased usage of these alternative modes of transport.

“Without a consistent and supportive parking policy it may be virtually impossible to achieve sustainable community goals and objectives such is the influence that parking supply, efficiency, location, price and demand management have with respect to travel behaviour and mode-choice decisions.” (Austroads Guide to Traffic Management Part 11 – Parking 2017)

FROM IDEAS TO ACTION

These ‘Supporting Documents’ form a suite of strategic management documents (plans) that demonstrates how Council moves from ‘Ideas to Actions’.



INTEGRATION WITH OTHER SUPPORTING DOCUMENTS

Council’s Plans and Strategies work together to make Sutherland Shire a liveable place for all people. The Public Transport Strategy expands on the “**A connected community supported balanced development creating liveable high quality environments**” aspects of the Community Strategic Plan and sits alongside several intersecting and ‘supporting documents’, which are connected to the Public Transport Strategy.

The Parking Strategy is closely linked to the following Supporting Documents:

- Active Transport Strategy
- Roads and Freight Strategy
- Public Transport Strategy
- Public Domain Strategy
- Economic Development Strategy
- Housing Strategy

Some of the above were still in development at the time of publication of this document.



# DELIVERING THE STRATEGY

## Integration

Strategic actions identified within this Strategy and Implementation Plan may be included in the four-year Delivery Program and annual Operational Plans, supporting our delivery of Sutherland Shire’s Community Strategic Plan. Unfunded strategic actions will be considered as part of the annual planning process.

## Implementation

The delivery of the Strategy will be guided by the Implementation Plan. The Implementation Plan sets out a program of actions for each of the Focus Areas and includes timeframes, responsibilities and resources required.

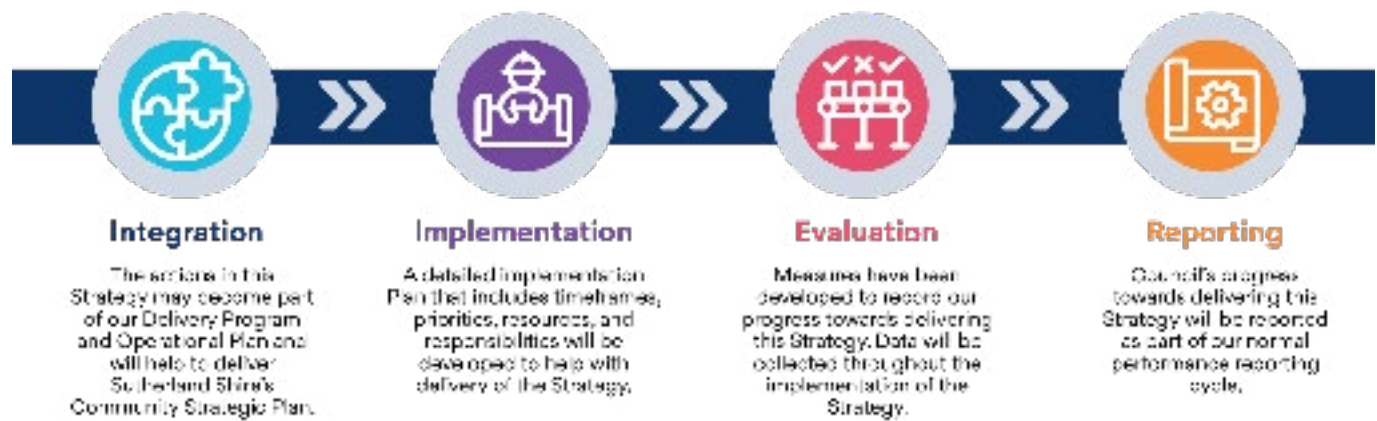
## Evaluation

Monitoring and evaluating our delivery of the Strategy will be ongoing. We will use a range of methods to help us measure the Strategy’s outcomes. These methods may include transport usage data, community and customer satisfaction surveys, focus groups and case studies.

## Reporting

We will report on the delivery of this Strategy in the following ways:

- Annual reporting to Council
- Occasional reporting via social media and Our Shire newsletter
- Major review in 2027 prior to development of the next Parking Strategy



## Resourcing

Many of the actions in this Strategy will not require additional funding and will be included as part of our everyday work. Some may include reviewing the way we work and looking at how existing resources are being used. Some actions will require additional funding and these will be considered as part of Council’s annual budget and planning process.





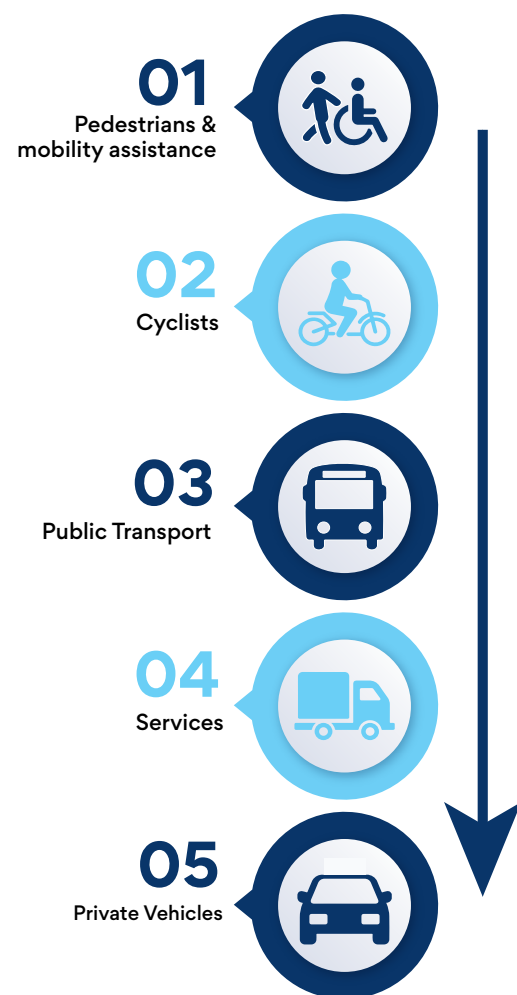
# DECISION-MAKING FRAMEWORKS

Council must manage a finite amount of road, kerbside and footpath space, each with important and different considerations for competing modes of transport and/or user groups. A balance is required in the allocation and distribution of road space and parking, however when conflicting demands occur, they would be resolved generally in accordance with the following frameworks.

## ROAD USER SPACE ALLOCATION

Whilst there may be some differences from centre to centre the following is typical and represents a general order of consideration to be followed in the planning for and allocation of road user space in and around our town centres:

### Typical Town Centre Order of Road User Space Considerations



## KERBSIDE PARKING ALLOCATION

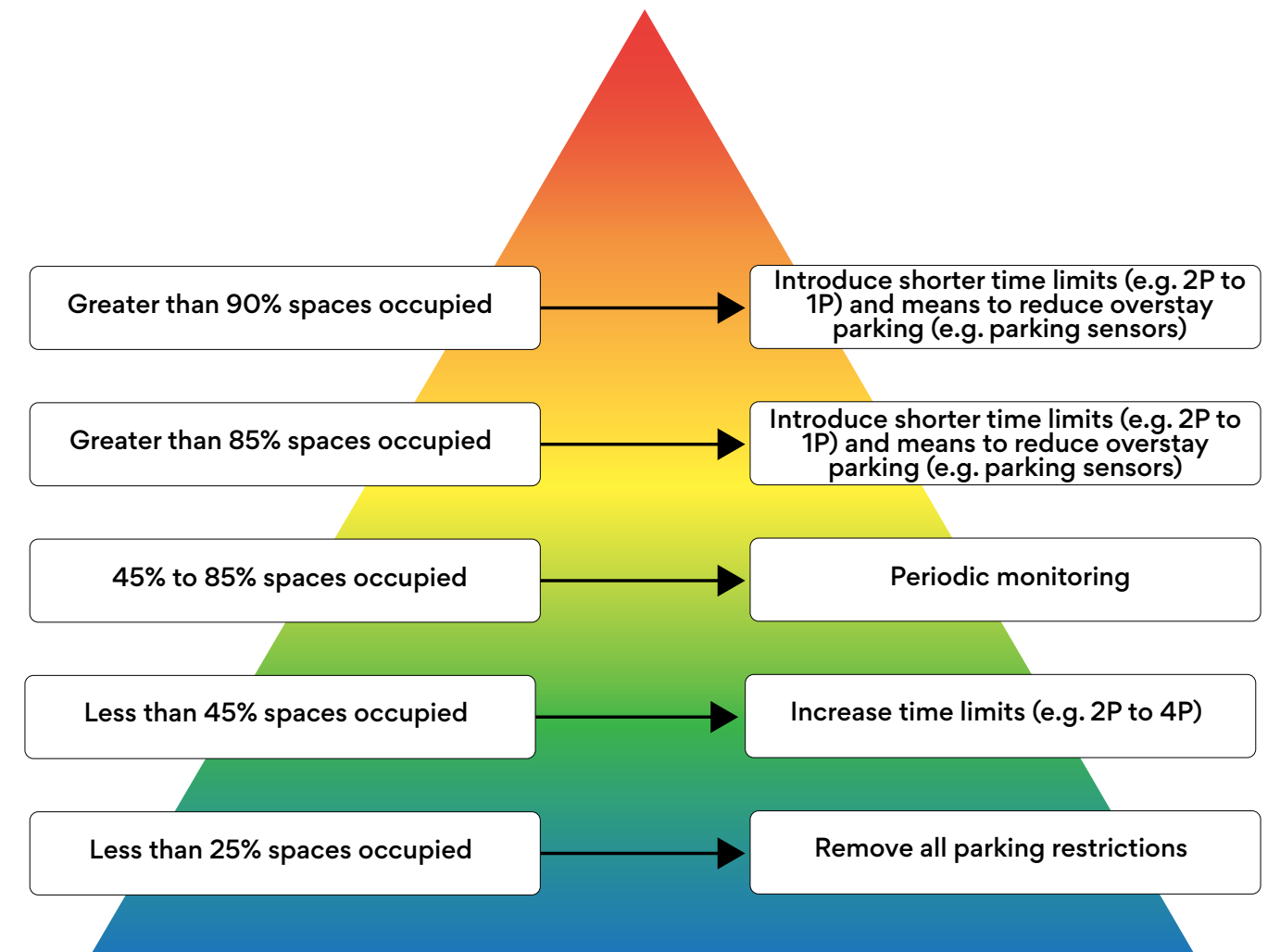
Whilst there may be some differences from centre to centre the following is typical and represents a general order of priorities to be followed in the allocation of on-street parking in and around our town centres:

### Typical Town Centre Order of Kerbside Parking Considerations



## PARKING RESTRICTION FRAMEWORK

The framework establishes a series of trigger points for possible action in relation to management of parking in and around our town centres:



During development of the strategy the following locations have been identified as priority locations (in no particular order) based on community feedback and to align with other planning tasks being undertaken in some of these areas:

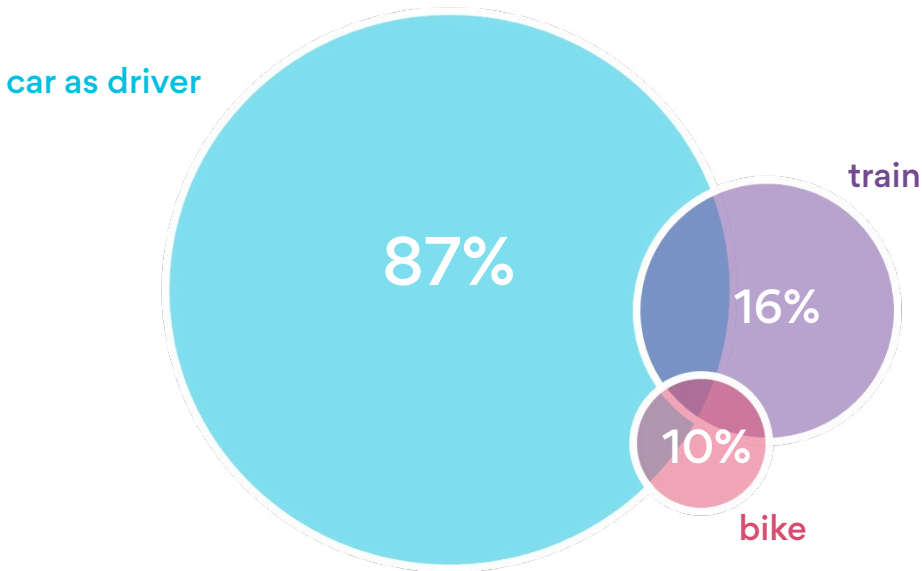
- Bundeena
- Caringbah town centre
- Cronulla beachfront
- Cronulla town centre
- Jannali town centre Taren Point employment zone
- Kirrawee employment zones
- Kirrawee town centre
- Kurnell
- Sutherland town centre
- Taren Point employment zone



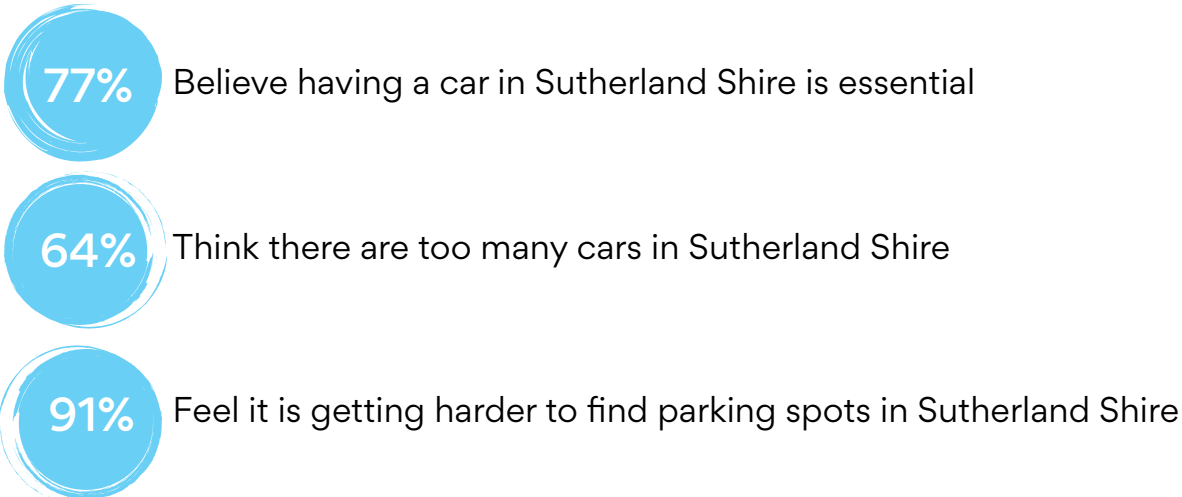
# CONSULTATION

In May 2019, as part of the Integrated Transport Strategy, Council undertook a two staged community engagement program that included two forums and an online survey. Around 730 responses were received. Here are some of the key things you told us about parking and car-based transport in Sutherland Shire.

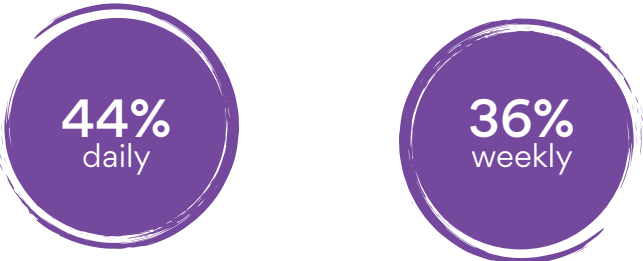
COMMUTING BEHAVIOURS WITHIN SUTHERLAND SHIRE (% of Internal commuters)  
(Multiple modes sometimes used)



ATTITUDES IN SUTHERLAND SHIRE (% Agree)



HOW OFTEN WE USE PUBLIC PARKING (% of those surveyed)



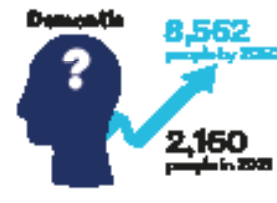
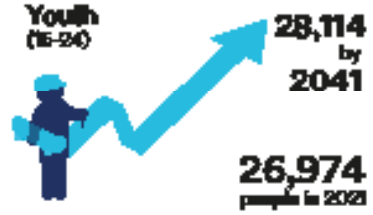
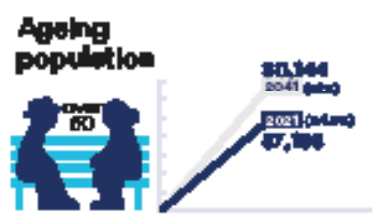
# OBJECTIVES & MEASURES

WE AIM TO	WE WILL TRACK OUR PROGRESS BY
Balance parking supply and demand with increased demand for better amenity, safety, public place presentation and liveability within our town centres.	<ul style="list-style-type: none"><li>Community satisfaction and place-score surveys.</li></ul>
Effectively manage parking supply and demand in order to achieve maximum 85% (on-street) and 90% (off-street) peak occupancy for time limited parking	<ul style="list-style-type: none"><li>Community satisfaction and parking surveys</li></ul>
Establish decision-making frameworks and review and develop policy and guidelines around common parking issues to provide greater certainty and consistency in their management. Plan ahead and develop and maintain good relationships and partnerships with key government and community stakeholders.	<ul style="list-style-type: none"><li>Community satisfaction surveys and number of customer requests.</li></ul>
Where practical, design, construct, upgrade and maintain parking and supporting infrastructure in accordance with best practice and relevant industry standards.	<ul style="list-style-type: none"><li>Community level of safety and satisfaction with the standard and quality of our parking infrastructure</li></ul>



# OUR COMMUNITY AT A GLANCE

The demographic profile of our community is changing and this affects how our parking is used and what is most needed. Council's strategic approach to parking will be guided according to current and future needs.





# DRIVERS OF CHANGE

Planning for future parking demand needs to be agile to respond to various emerging trends, challenges and opportunities:



## STATE TRANSPORT STRATEGY & POLICY

The NSW Government has established a range of strategies, policies and guidelines to guide transport and land use planning in NSW. These generally focus on delivering an integrated response to the pressures and challenges facing our metropolitan and regional areas. As part of its Future Transport 2061 Strategy, TfNSW has committed to the development and implementation of a Greater Sydney Parking Guideline in collaboration with local government including addressing the future provision of commuter car parks.

## DEMOGRAPHICS

It is expected by 2036 that over a quarter of Sutherland Shire's population will be aged over 60 years. Elderly transport users have different needs to a younger population which typically requires a greater focus on personal safety and accessibility including accessible parking. Younger generations are increasingly comfortable using technology and on demand transport such as rideshare and car share services which reduce parking demand. The growth of these types of services may require increased allocation of kerb space for their usage.

## POPULATION GROWTH

Sutherland Shire's population is forecast to grow by 25,500 people to 266,000 by 2036. The majority of this growth will be located in and around our major centres. This will increase demand for all modes of transport. The challenge for Council and the community will be to manage these demands in an efficient and sustainable manner.

## VEHICLE DESIGN

The consideration of changes to our climate, economy and society is becoming more prevalent in policy and decision-making at all levels of government. These considerations, along with other global factors, continue to influence vehicle design, fuel bases and associated regulations and costs. The advent of autonomous (driverless) and hydrogen and electricity fuelled vehicles will influence the nature of our transport systems and our parking practices and design.

## PARKING TECHNOLOGY

The uptake of smart phones and applications (apps), along with data collection, processing and sharing, will continue to influence transport behaviours. These technologies have enabled the mass rollout of on-demand transport, rideshare and delivery services, and have the ability to provide up to date travel-time and parking availability information to motorists and users of public transport.

Advances in parking sensor and camera technology provide Councils and other authorities with opportunities to optimise the use of existing parking supplies and better understand parking demand and behaviour. The NSW government is encouraging local government to use technology as a means to manage parking demand and efficiency, reduce traffic congestion and improve the customer parking experience.



## COST

Assumptions that car parking is free or provided at low-cost are untrue. In 2019, the cost of constructing above-ground deck parking was at least \$16,700 per space for ground plus one level and \$19,700 per space for ground plus 2 levels, plus the cost of the land. The cost of below-ground parking was even higher at more than \$48,000 per space, plus the cost of the land. With high land values and increasing cost of construction, the cost of parking will continue to rise. Available land could also be used for other purposes which deliver greater community benefit.

## WORKPLACE CHOICE

As a direct consequence of the COVID-19 pandemic the concept of workplace has changed. The sudden increase in work from home and other social distancing measures has had a significant influence on our transport systems and behaviour. It will take time to determine the extent and stability of these changes such that the planning of our transport systems, including parking strategy and policy will need to remain agile.

## COMMUNITY HEALTH

There is strong evidence demonstrating links between chronic disease and lifestyles that are characterised by car dominated transport. Replacing car trips and engaging in more walking, cycling or public transport helps to minimise sedentary activity.

## MOVEMENT AND PLACE

The trend towards more housing near transport hubs provides a greater opportunity for reducing car dependency with increased active and public transport usage and improvements to the public domain. Placed based planning by the NSW Government is emerging as a key element in shaping our future urban environments. Its main objective is to facilitate more healthy, active, connected and productive lifestyles. Greater opportunities will be developed to create places with good amenity, and healthy environments that encourage people to spend time in places, shop, dine and exercise.

### The Movement and Place continuum

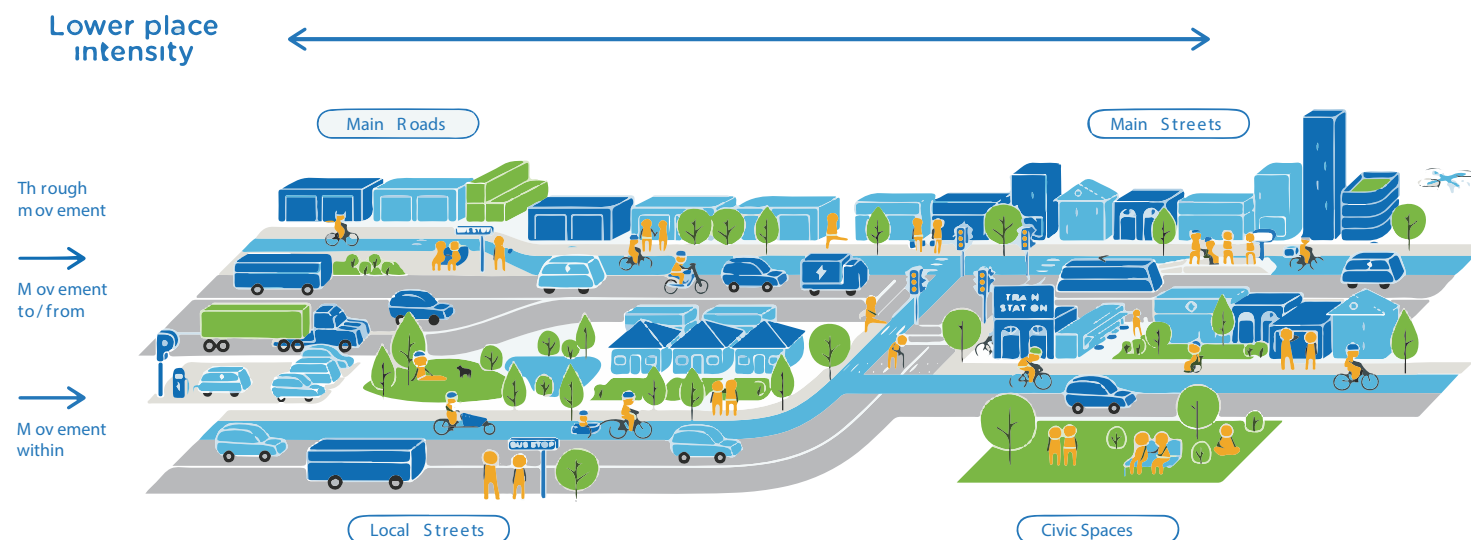


Image sourced from NSW Government, *Future Transport Strategy*





# AREAS OF FOCUS

1

## Landuse and Development

Facilitate landuse and development that supports sustainable and integrated transport, housing affordability and improved public domain outcomes.

2

## Parking in Town Centres

Manage parking to support the economy, vibrancy and liveability of our town centres.

3

## Parking in the Community

Develop and use a range of policy tools to safely and effectively manage parking for the benefit of the whole community.

4

## Parking Quality and Information Sharing

Improve the customer parking experience via the use of technology, information sharing and adhering to industry standards.





# 1

## LANDUSE & DEVELOPMENT

*Facilitate landuse and development that supports sustainable and integrated transport, housing affordability and improved public domain outcomes.*

The relationship between transport, parking and landuse cannot be understated. Consistent and evolving planning policy, controls and decision-making across all levels of government is paramount. With more congested roads and increasing property prices, there has been a general industry shift toward the relaxation of parking minimums for both residential and commercial development. This is reflected in current State Government policies and guidelines and Development Control Plans in other Local Government Areas which aim to reduce car dependency, improve housing affordability and increase residential and commercial development potential within and on the fringe of town centres. In many instances these planning instruments are working towards a constrained parking environment in areas of higher density housing and commercial development through the specification of lower, maximum parking rates rather than minimum rates.

Implementation Actions		Delivery Stream	Collaboration	Funding	23	24	Year			26	27>	On go ing
FOCUS AREA 1 : Facilitate landuse and development that supports sustainable and integrated transport, housing affordability and improved public domain outcomes.												
1.1	Review Council’s Development Control Plan to better align (where appropriate) with the TfNSW Guide to Traffic Generating Developments including parking controls aimed at reducing car dependency	Strategic Planning	Traffic & Public Domain Services, Communication & Engagement	Funded		<div></div>						
1.2	Investigate where new carparks may be appropriate in centres and explore what development incentives would be necessary to deliver publicly accessible parking through planning agreements	Strategic Planning, Traffic & Public Domain Services	Property Services	Funded	<div></div>							
1.3	Integrate Housing and Transport strategies (including parking) to support higher density living with reduced car dependency in the vicinity of centres and transport hubs	Strategic Planning, Traffic & Public Domain Services	Communication & Engagement	Funded	<div></div>							
1.4	Provide education on the benefits of responsible and compliant use of private parking allocations	Traffic & Public Domain Services	Communication & Engagement	Funded		<div></div>					<div></div>	
1.5	Review existing development controls requiring the provision of charging facilities for electric vehicles on private property	Strategic Planning, Traffic & Public Domain Services	Environmental Health and Building	Funded			<div></div>					



# 2

## PARKING IN TOWN CENTRES

*Manage parking to support the economy, vibrancy and liveability of our town centres*

Council must manage a finite amount of road, kerbside and footpath space with increasing demands for better amenity, access and mobility in our centres. There are also demands for better and wider footpaths, footpath dining, streetscaping and landscaping, bus, taxi and loading zones, accessible parking, increasing vehicle traffic, and space for pedestrian crossings. All of these valid demands need to be balanced with general parking provision. In recent times there has been much greater emphasis on movement of people rather than movement of vehicles and improving the place element of our centres. The economic and livability benefits of this approach have been well documented in various case studies around the world.

Implementation Actions		Delivery Stream	Collaboration	Funding	23	24	Year			26	27>	On going
FOCUS AREA 2 : Manage parking to support the economy, vibrancy and liveability of our town centres												
2.1	Allocate road user space to support movement and place principles, sustainable transport options and improved public domain outcomes	Traffic & Public Domain Services	Strategic Planning Communication & Engagement	Funded								●
2.2	Balance the allocation of on and off-street public parking based on established local user priorities		Communication & Engagement	Funded								●
2.3	Improve parking turnover and availability through the expansion and rationalisation of time limited parking restrictions in accordance with an established framework		Public Safety & Lifeguards, Communication & Engagement	Funded								●
2.4	Prepare, consult and deliver Parking Precinct Plans for prioritised town centres and employment zones including the review of: <ul style="list-style-type: none"><li>Time limited restrictions;</li><li>Accessible parking;</li><li>Loading Zone and servicing options and controls;</li><li>Set down and pick up areas and;</li><li>Provision for Public and Community transport including taxis.</li></ul>		Public Safety & Lifeguards, Communication & Engagement	Unfunded	●	●	●	●				
2.5	Explore options to incentivise car share services and the sharing of parking spaces			Funded		●	●	●				
2.6	Rationalise and control of time limited restrictions and overflow parking in neighbourhood centres		Public Safety & Lifeguards	Unfunded								●
2.7	Prepare a discussion paper on the pros and cons of local government paid parking in areas of high parking occupancy.		Public Safety & Lifeguards	Unfunded					●			
2.8	Explore new technology that enables more efficient enforcement of time limited parking	Public Safety & Lifeguards	Information Management & Technology	Funded	●							



# 3

## PARKING IN THE COMMUNITY

*Develop and use a range of policy tools to safely and effectively manage parking for the benefit of the whole community.*

Outside of our town centres, there are a growing number of areas that are experiencing increasing traffic and parking issues. This includes destinations and areas of high parking demand such as sporting and other community facilities, schools, hospitals, neighbourhood centres, employment zones and in the streets surrounding our homes. Reviewing existing and developing new policies and guidelines around many of these issues will provide greater certainty and consistency in their management. Planning ahead and developing and maintaining good relationships and partnerships with the key stakeholders in these areas is also key.



Implementation Actions		Delivery Stream	Collaboration	Funding	23	24	Year		26	27>	On go ing
							25				
FOCUS AREA 3 : Develop and use a range of policy tools to safely and effectively manage parking for the benefit of the whole community.											
3.1	Promote an effective working relationship with Transport for New South Wales (TfNSW) via regular meetings at a senior staff level	Traffic & Public Domain Services	The Executive Office, TfNSW	Funded	●						
3.2	Advocate to TfNSW to expedite delivery of its proposed Greater Sydney Parking Guideline in consultation with Local Government		TfNSW	Funded		●					
3.3	Advocate to TfNSW for an effective commuter car parking strategy that regionally defines the role, function and provision of parking at public transport hubs and park and ride stations		Strategic Planning, TfNSW	Funded							●
3.4	Work collaboratively and develop and maintain partnerships with key government agencies and community organisations to better manage parking demand at and around: <ul style="list-style-type: none"> <li>Schools;</li> <li>Sporting Fields and complexes;</li> <li>Hospitals;</li> <li>Surf Clubs;</li> <li>Churches;</li> <li>National Parks and;</li> <li>Train Stations</li> </ul>		Communication & Engagement, Public Safety & Lifeguards, Business & Community, Sport & Leisure, NSW Area Health, School Infrastructure NSW	Funded							●
3.5	Review/develop policy and customer guidelines for the management and enforcement of parking restrictions at and around: <ul style="list-style-type: none"> <li>Schools;</li> <li>Sporting Fields and complexes;</li> <li>Hospitals;</li> <li>Surf Clubs;</li> <li>Churches;</li> <li>National Parks and;</li> <li>Train Stations</li> </ul>		Public Safety & Lifeguards, Sport & Leisure, Business & Community	Funded							●
3.6	Develop a prioritised 4 year program of works for improvement to parking at Council reserves, playing fields and other community facilities.		Public Safety & Lifeguards, Business & Community, Asset Services	Unfunded						●	
3.7	Review and implement a Summer Transport Management Plan to help manage parking demand at and around: <ul style="list-style-type: none"> <li>Boat Ramps;</li> <li>Beachfronts;</li> <li>Public Reserves and;</li> <li>National Parks</li> </ul>		Public Safety & Lifeguards, TfNSW, NSW Police	Funded					●		
3.8	Support and encourage alternative transport choices and other travel demand management measures aimed at reducing car dependency and/or peak parking demand		Communication & Engagement	Unfunded	●						
3.9	Review existing and/or implement new parking policy and customer guidelines to address common parking issues including: <ul style="list-style-type: none"> <li>Parking in narrow streets;</li> <li>Parking on nature strips;</li> <li>Parking adjacent and across entry to property and;</li> <li>Parking of trailers and caravans</li> </ul>		Public Safety & Lifeguards	Funded					●		



# 4

## PARKING QUALITY AND INFORMATION SHARING

*Improve the customer parking experience via the use of technology, information sharing and adhering to industry standards.*

Advances in technology provide Councils and other authorities with opportunities to optimise the use of existing parking supplies and better understand parking demand and behaviour. The sharing of parking inventory and data through online platforms has the ability to help customers plan their journeys and spend less time looking for parking. The NSW government is encouraging local government to use technology as a means to manage parking demand and efficiency and reduce traffic congestion. In addition to this, the provision and maintaining of parking and supporting infrastructure (eg: lighting) to current standards all add to improving safety and the customer parking experience.



Implementation Actions		Delivery Stream	Collaboration	Funding	23	24	Year			26	27>	On go ing
FOCUS AREA 4 : Improve the customer parking experience via the use of technology, information sharing and adhering to industry standards												
4.1	Support the NSW Governments’ position on the use of smart parking technology as a travel demand management tool and means to improve the customer parking experience	Traffic & Public Domain Services	Public Safety & Lifeguards, Information Management & Technology	Funded								●
4.2	Trial the use of parking sensors including the sharing of real time parking availability via Council’s webpage, TfNSW Parking App and variable message signage		Public Safety & Lifeguards, Asset Services	Unfunded								●
4.3	Map, maintain and share an inventory of all Shire on and off-street public parking restrictions including the use of the TfNSW Parking App		Information Management & Technology	Funded		●						●
4.4	Improve and maintain Council’s webpage as a publicly available information source for Council’s parking strategy, policy guidelines and on and off-street parking facilities		Information Management & Technology	Funded								●
4.5	Develop and Implement a 4 year rolling program to maintain and upgrade Council public parking sites to meet modern standards including lighting		Asset Services	Unfunded	●							
4.6	Advocate to TfNSW for the upgrade of existing commuter parking sites to meet modern standards		TFNSW	Funded	●							
4.7	Develop and Implement a 4 year rolling program to increase allocation of and upgrade accessible parking to meet current standards		Asset Services	Unfunded	●							
4.8	Advocate for further review of the NSW Mobility Parking Scheme and Australian Disability Parking Scheme to minimise misuse		Public Safety & Lifeguards, Service NSW	Funded	●							



# SERVICE STANDARDS

## WHAT WE WILL DO

- We will aim to effectively manage parking supply and demand in order to achieve maximum 85% (on-street) and 90% (off-street) peak occupancy for time limited parking.
- We will use a demand management rather than a demand satisfaction approach to parking.
- We will prioritise safety above all other aspects associated with parking in the context of Council's risk management framework.
- We will manage purpose built on- and off-street parking so that it primarily provides for its intended usage.
- We will, where ever practical, design, construct, upgrade where necessary and maintain parking in accordance with best practice and relevant industry standards.
- We will apply Movement and Place principles in our planning.
- We will always advocate in the best interests of our local community in dealings with Transport for New South Wales.
- We will ensure our advocacy is based on available data wherever reasonable.
- We will seek to leverage the land value of existing at-grade (ground level) parking areas to provide enhanced community facilities.

## WHAT WE WILL NOT DO

- We will not introduce area-based permit parking schemes.
- We will not compulsorily acquire private land for public parking.
- We will not introduce pay parking unless it is a funding source for new facilities or where all other reasonable options to optimise parking turnover have been exhausted.





# REFERENCES

- Austroads Guide to Traffic Management Part 14 – Parking 2017  
[Parking guidelines updated | Austroads](#)
- Sutherland Shire Council Integrated Transport Strategy  
[Informing Strategies and Plans - Sutherland Shire Council \(nsw.gov.au\)](#)
- TfNSW Future Transport 2061  
[Future Transport Strategy | Future Transport \(nsw.gov.au\)](#)
- WALGA Local Government Car Parking Guidelines 2020  
[PowerPoint Presentation \(walga.asn.au\)](#)







WAY

Sutherland Shire Council  
COUNCIL FREE CAR PARK  
2 P  
8:30am - 6:00pm  
MON - FRI  
8:30am - 12:30pm  
SAT

4-20 Eton Street, Sutherland NSW 2232  
Locked Bag 17, Sutherland NSW 1499  
T 02 9710 0333 E [ssc@ssc.nsw.gov.au](mailto:ssc@ssc.nsw.gov.au)  
[sutherlandshire.nsw.gov.au](http://sutherlandshire.nsw.gov.au)

SUTHERLANDSHIRE

