

Parking Fees & Charges Policy

A. POLICY OBJECTIVES

- (i) To effectively manage street parking demand
- (ii) To optimize street parking occupancy and turnover
- (iii) To ensure there is reasonable parking opportunity to meet the needs of the community
- (iv) To encourage alternative and more sustainable modes of transport than the private car.
- (v) To provide a dynamic pay-parking fee structure which corresponds to the level of street parking occupancy.
- (vi) Hypothecate parking revenue to fund projects which will improve local transport services and facilities.

B. STATEMENT OF INTENT

To introduce a dynamic pay-parking system where, parking rates will adjust in accordance to the changing levels of street parking occupancy (see **Figure 17**).

This policy aims to manage the demand for street parking through adjusting parking rates to optimize the operation of Council's limited street parking spaces. This approach aims to:

- Encourage drivers to seek short-stay parking in public or private car parks;
- To balance street parking demand across an area of street parking facilities to mitigate the occurrence of over-use or under-use of parking spaces; and,
- To encourage transport mode shift from the private car to alternative transport modes.
- To return revenue to the community through funding local transport project works.

C. STRATEGIC ALIGNMENT

Street parking is a limited resource. This policy aims to optimize the operation of street parking and balance parking demand. This approach supports the strategic goals and targets in the *Willoughby City Strategy (2013 - 2029)* to promote active and public transport (4.2.1) and to balance traffic management (4.2.2).

D. PROVISION OF PAY-PARKING

A system of pay-parking will be introduced into areas where more than 85 percent occupancy is occurring in existing short-stay time-limited parking areas as per **Figure 16**.

Long-stay pay-parking will also be introduced in residential areas surrounding major employment and retail destinations in the Willoughby LGA as detailed in section 2.3.4. This will improve self-compliance and reduce reliance on enforcement activity.

The policy also enables the removal of pay-parking facilities should demand for the parking facility drop below 20 percent occupancy as per **Figure 16**.

E. FEES & CHARGES

The range of fees and charges will be agreed and reviewed by Council on an annual basis. However, the pay-parking rates will be dynamic and can vary by +/- 20 percent depending on the level of parking occupancy as per the Street Parking Framework (see **Figure 16**).

F. EXEMPTIONS

In accordance with the NSW Mobility Parking Scheme, vehicles displaying a valid mobility parking scheme card with the Australian Disability Parking Permit are permitted to the following concessions:

- (i) Park in metered, coupon or ticket parking areas at no charge.
- (ii) Where parking is limited to more than 30 minutes, the vehicle can park for an unlimited time
- (iii) Where parking is limited to 30 minutes, the vehicle can park for two (2) hours
- (iv) Where parking is limited to less than 30 minutes, the vehicle can park for a maximum of 30 minutes

Note: (ii), (iii) and (iv) are in accordance with RMS Mobility Parking Permit Scheme guidance.

In accordance with the Trade Workers Parking Permit Scheme detailed in section 2.3.5, vehicles displaying a valid Willoughby City Council Trade Worker Parking Permit are granted the following exemptions:

- (i) Park in metered, coupon or ticket parking areas at no additional charge
- (ii) Park in metered, coupon or ticket parking areas for an unlimited time during working hours 08:00 - 17:30.

G. RESPONSIBILITIES / ACCOUNTABILITY

Council’s Traffic & Transport Group is responsible for monitoring and managing the provision for pay parking facilities

Council’s Traffic & Transport Group and the Parking Assets Group are responsible for managing and balancing the demand for pay-parking facilities through the application of the parking framework as set out in **Figure 16**.

Council’s Rangers are responsible for enforcing parking regulations related to the operation and use of ticket and meter parking bays.

Council’s Traffic & Transport Group and the Parking Assets Group are responsible for the production of the Street Parking Annual Report. The report should detail street parking revenue and expenditure.

Council’s Traffic & Transport Group and the Parking Assets Group are responsible for the development of project proposals to be funded by parking revenue.

All drivers accessing ticket and/ or meter parking bays are responsible for securely displaying a valid pay-parking ticket and complying with the permitted duration of stay as sign posted.

Mobility Parking Scheme card holders are responsible for securely displaying a valid Australian Disability Parking Permit to gain exemptions from parking fees, charges and to access unlimited parking.

Trade Worker Parking Permit holders are responsible for securely displaying a valid Willoughby City Council Trade Parking Permit to gain exemptions from additional parking fees, charges and to access unlimited parking between 08:00 - 17:30.

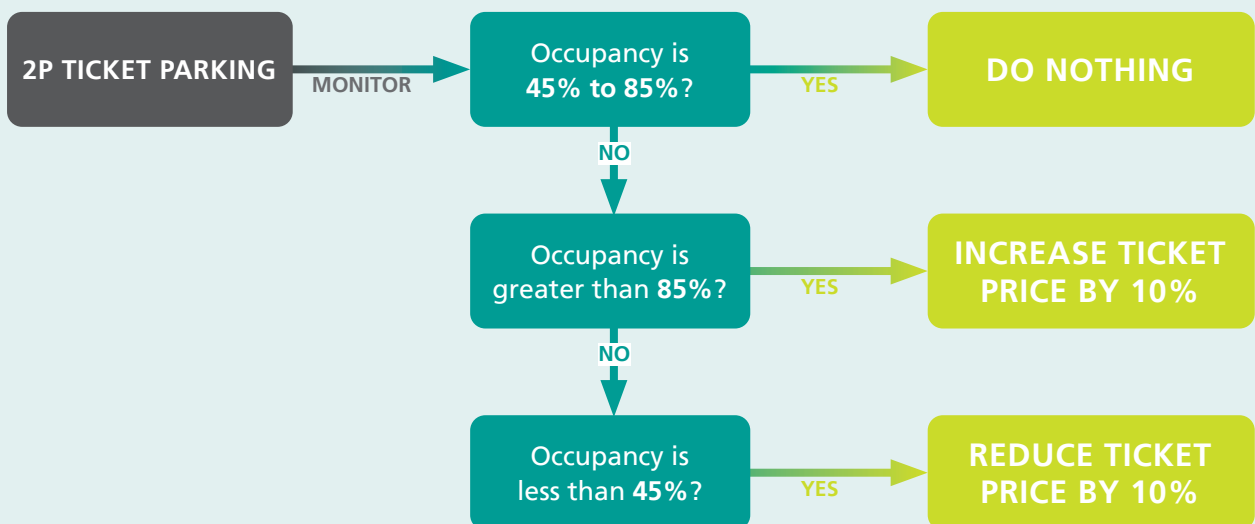


Figure 16 – Monitoring, evaluation and adjustment - process model