

## Parking Policy

### 1. INTRODUCTION

This Parking Policy is an overarching strategic policy document, which sets out how parking management in the Port Macquarie-Hastings LGA should progress over the short to longer term. It has been developed taking account of current transport policy, the Parking Management Plan 2023 and related policy agendas.

Parking policy is an important element of an integrated transport strategy. This Policy supports Council's Parking Management Plan 2023, Community Strategic Plan Imagine2050, Urban Growth Management Strategy 2017 and Development Control Plan 2013.

The Policy provides the framework for effective parking management, which supports Council's strategic objectives for integrated land use and transport planning, the environment, social inclusion, economic prosperity and regeneration which are all important elements of sustainable development.

Parking management can influence how and when people travel by car and other transport modes and therefore affects a wide range of people, organisations and places within our community. Parking policies, at national, state and local level, seek to restrain unnecessary car travel, especially for local trips within town centres, and reduce the need to travel or at least encourage the use of more sustainable travel choices. Policies can be targeted to address trip end as well as origin (residential parking) issues.

Parking is an issue of significant interest for local communities. Members of the public often raise concerns about parking supply, access to parking, traffic congestion and illegal parking.

The Policy supports Council achieving its statutory obligations with respect to traffic regulation, parking enforcement, planning control and financing.

### 2. POLICY STATEMENT AND SCOPE

This Policy covers the Port Macquarie-Hastings LGA and supports Council's Parking Management Plan, Place-Based Parking Plans and other related planning strategies. It is generally non-area prescriptive except where additional guidance is deemed necessary through the development and implementation of local Place-Based Parking Plans or more specific policies associated with aspects such as kerbside management, parking technology, pricing and/or revenue reinvestment. In seeking to achieve the Council's strategic outcomes, the Policy sets out a number of overarching parking objectives. The Policy recognises that pressures for on-street parking are likely to increase in the future, especially in and around the town centres.

This Policy documents a framework of objectives that reflects both the continued importance of the car for access to activity centres, and the need to move towards a balanced and sustainable transport system.

The Policy targets the provision of safe, convenient and efficient parking facilities to meet the reasonable demands for car access to an area, whilst supporting the amenity, environmental quality, and place experience of the Port Macquarie-Hastings region.

The Policy sets out a comprehensive approach to managing on-street and off-street parking, provision, control and enforcement.

## **POLICY STATEMENT**

This Policy requires the Council to be pro-active, especially in its 'manager' and 'facilitator' roles. This means managing on-street parking in a smart effective manner, in order to make efficient use of existing resources. It also means facilitating arrangements with private operators and developers, such as shared parking agreements, which could give the Council additional influence in achieving its desired strategic objectives. The Council's role of 'provider' and 'regulator' will not change substantially.

## **POLICY OBJECTIVES**

The key objectives of this Policy are to:

- Support access and movement for road and parking users.
- Establish a framework that Council will follow to apply parking restrictions, permits and other parking measures
- Ensure the equitable use of available parking spaces across the urban area.
- Provide safe and accessible parking for residents, employees and visitors to the LGA.
- Inform and support the development of parking management plans.
- Inform and educate residents, employees and visitors to activity centres and trip attractors as to Council's approach to managing competing parking demands

## **IMPLEMENTATION**

Implementation of this Policy will generally occur through the short-, medium- and long-term strategic actions identified in Council's Parking Management plan, including through the implementation of local Place-Based Parking Plans for individual centres and key high demand parking locations.

There is likely to be ongoing review of the Parking Management Plan's Implementation Plan and Policy with appropriate community involvement and Council approvals.

## **3. REGULATORY & STRATEGIC CONTEXT**

This Policy operates within a legal framework for the making of land use planning controls and the regulation of traffic through parking controls. The Policy also operates in the policy and planning framework of Council to ensure alignment with Council related policy and strategic plans.

### Environmental Planning & Assessment Act – 1979

Part 3 Section 24 of the Act prescribes the making of environmental planning instruments. Section 74C prescribes the making of Development Control Plans. Council must follow the requirements of this Act in the making of planning instruments and development control plans, which may prescribe certain parking provisions.

### Road Transport Act – 2013

Council must exercise its powers as a road authority to regulate traffic (parking) in accordance with Part 8 of this Act.

Sections 121 to 126 set out the requirements relating to traffic control devices and the authority for installing, displaying or removing them. This is exercised through the Local Traffic Committee (LTC).

### Transport & Administration Act – 1988

Council must exercise its delegations in accordance with Section 50 of this Act to authorise the implementation of traffic control facilities (including parking control facilities). This is exercised through the Local Traffic Committee (LTC).

### Local Government Act – 1993

Council may issue a penalty notice for a parking offence prescribed in Sections 650 & 651 of this Act.

#### Road Transport (General) Regulation 2021

An authorised officer of Council may issue a penalty notice pursuant to Section 132 to 138 of this Act if it appears a person has committed an offence (parking) pursuant to Sections 650 & 651 of the LG Act.

#### Road Rules 2014

Rules 204 to 207, 317 and 318 describe the application of signs and driver responsibilities relating to permissive parking signs and fees.

#### Community Strategic Plan Imagine2050

The Community Strategic Plan (CSP) is an overarching plan that is prepared by Council and the community for strategic actions to deal with current and future challenges to the year 2050. This Policy aligns with Council's vision and strategic objectives as they relate to parking services.

#### Local Strategic Planning Statement - Shaping our Future 2040

The Local Strategic Planning Statement (LSPS) is the core strategic land-use planning document for the Port Macquarie Hastings LGA. It outlines the vision for land-use planning to 2040 and sets the direction for our community's environmental, social and economic land-use needs.

#### Development Control Plan 2013

DCP 2013 is objective based and prescribes requirements for parking facilities associated with new developments. The PMHC Parking Strategy identifies the need for a review of the current requirements to better align with the Strategy objectives. This Policy supports the review of the DCP.

## 4. REFERENCES

Guidance on parking policy, planning and design is available from the following sources:

- Austroads – Guide to Traffic Management – Part 11 Parking 2020
- Standards Australia (or jointly with Standards New Zealand)
  - AS/NZS 2890.1-2004 Parking facilities Part 1: Off-street car parking
  - AS 2890.2-2002 Parking facilities Part 2: Off-street commercial vehicle facilities
  - AS 2890.3-1993 Parking facilities Part 3: Bicycle parking facilities
  - AS 2890.5-2020 Parking facilities Part 5: On-street parking
  - AS 2890.6-2009 Parking facilities Part 6: Off-street parking for people with disabilities
  - AS 1742.11-2015 Manual of Uniform Traffic Control Devices Parking Controls
- Transport for NSW – Pay parking and controlled loading zones guidelines
- PMHC Development Control Plan (DCP) 2013

## 5. DEFINITIONS

<b>Parking</b>	The act of stopping a vehicle and leaving it in the one location for a period of time.
<b>Parking Demand</b>	The demand for parking spaces, normally a factor of development type and size.
<b>Parking Supply</b>	The number of parking spaces provided in a particular locality.
<b>On-Street Parking</b>	Parking provided within a public road, normally by Council.
<b>Off-Street Parking</b>	Parking provided within private property or on a public reserve, or other Council owned land.
<b>Kerbside</b>	The side or footpath of the road that is closest to the kerb
<b>Asset Management</b>	The life cycle process of assets and infrastructure of developing, operating, maintaining, upgrading, and disposing of assets in the most cost-effective manner
<b>Land Use</b>	The type of development (proposed or existing) to use a particular parcel of land.
<b>Transport Mode</b>	The means of travel e.g. car, rail, air, boat, bus, bicycle, etc.

<b>Future Transport Trends</b>	<p>The emerging types of technology and ways people can travel including:</p> <ul style="list-style-type: none"> <li>• Electric vehicles (EVs), including cars, electric bikes and other personal mobility devices.</li> <li>• Rideables or personal mobility devices, which include e-bikes, e-scooters, hoverboards, and skateboards provide an efficient and environmentally friendly way for people to move around</li> <li>• Connected and Autonomous Vehicles (CAVs and AVs) meaning vehicles which have a level of automation or can communicating with road infrastructure</li> </ul>
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## 6. PROCESS OWNER

### Roles and Responsibilities

The Council has a limited influence on the total parking system as it provides and manages only a share of the total parking stock in the town centres.

Most of the spaces are in private non-residential development or in public off-street buildings that are not owned or managed by the Council. The private sector will be responsible for provision and /or funding of parking supply associated with new developments.

A description of the Council's roles in relation to parking is set out below, as the:

- **Provider:** The Council is mainly limited to providing on-street parking space and public off street parking facilities, such as foreshore parking and public reserves.
- **Manager:** The Council, as a road controlling authority under transport legislation, is responsible for managing road space for various purposes, and parking management for sites including:
  - Part of the Port Central Port Macquarie carpark
  - Part of the Coles site, Hayward Street Port Macquarie
  - Short Street carpark, Port Macquarie
  - Part of the Supa - IGA carpark Wauchope
- **Regulator:** The Council uses the Development Control Plan 2013 and the consent process to manage the development of new parking spaces within the LGA that are undertaken as part of private developments to help manage off street parking.
- **Facilitator:** The Council can help other organisations or individuals to achieve shared goals, without providing direct funding. This role is only used in a limited way for managing parking in the town centres.

Implementation of the Parking Policy is a shared responsibility of the Divisions of Council. The primary roles and responsible Council staff are as follows;

Land Use Planning:	Executive Manager Strategy
Development Approvals and Control:	Group Manager Development Assessment
Parking Infrastructure Planning and Design:	Group Manager Infrastructure Planning & Design
Parking Construction:	Group Manager Project Delivery
Parking Maintenance:	Group Manager Community Infrastructure & Recreation Operations
Parking Compliance:	Group Manager Environmental and Regulatory Services

Developers and Consultants have responsibility to ensure land use proposals comply with this Policy.

## Support and Advice

The principal contacts for support and advice on this Policy are the Group Manager Infrastructure Planning & Design, and Transport & Stormwater Engineering Planning Manager.

### 7. REVIEW

This Policy is to be reviewed within two (2) years of its adoption by Council. The Transport & Stormwater Engineering Planning Manager shall co-ordinate the review and report to Council as required on behalf of the Group Manager Infrastructure Planning & Design.

### 8. COMMUNICATION

Development of this Policy has involved community participation and engagement. The community is to be engaged in any subsequent reviews or major amendments prior to adoption by Council. Community engagement on this Policy shall be in accordance with Council's Community Engagement Policy.

### 9. AMENDMENTS

<b>Superseded Documents</b>	Parking Policy 2011
<b>Associated Documents</b>	PMHC Parking Management Plan 2023  PMHC Development Control Plan 2013  Urban Growth Management Strategy 2017  Local Strategic Planning Statement Shaping our Future 2040  Community Strategic Plan Imagine 2050