

Why is Council updating the Parking Policy and Strategy?

Parking is a key issue for the Port Macquarie-Hastings regional community. Reviewing the Parking Policy and Strategy, developed in 2011, will help to establish a coordinated, consistent, and transparent approach to providing and managing car parking across the region both now and into the future.

What is the purpose of the Parking Policy and Action Plan?

The Parking Policy and Action Plan will ensure a strategic and integrated approach to guide the development of parking plans, initiatives, and strategies.

Sensitivities that Council needs to balance when thinking about potential parking solutions may include:

- Competing interests (for example, residents being able to park near their homes, versus shoppers or commuters being able to park in this residential street)
- Trade-offs between the use of open space and providing convenient parking
- The need to change travel behaviour to manage increasing parking demand (for example, commuters may need to use park and ride facilities rather than parking close to where they work, or people may need to walk or cycle when they are making short trips).

What is the Parking Policy and Action Plan expected to cover?

The Parking Policy and Action Plan will seek to guide and develop potential solutions to current and future parking challenges. These potential solutions could include:

- Planning future parking infrastructure requirements (e.g. building additional parking, modifying parking designs etc.) and implementing parking management approaches for operations, enforcement, and monitoring
- Implementing parking provision requirements (i.e. new development and land use, customer and staff parking etc.)
- Applying best practice for kerbside use and allocation of available space (e.g. prioritising loading zones, disability parking, pram ramps, public transport and bus zones)
- Reallocating parking supply (i.e. different parking solutions to suit different times of day and years e.g. day/night time and peak holiday periods)
- Introducing paid parking options (e.g. hourly parking fees, parking permits etc.)
- Introducing time restrictions in places where there is high parking demand, so that there is regular turnover of cars in parking spaces (i.e. someone is not able to park in a space all day where there are lots of people trying to access short term parking in that area)
- Planning for emerging transport and parking technologies and new forms of mobility (i.e. electric vehicles, autonomous vehicles and other personalised transport services)

What other research and consultation methods are being used to inform the plan?

Council and its consultants are conducting research on our key town centres to inform the plan. This has included collecting parking occupancy and duration of stay data for particular areas, along with reviewing parking sensor data collected by Council.

Community engagement is key to understanding the community's parking priorities. Feedback we receive will help us to design potential solutions to current and future parking challenges and issues, and support the shift to more sustainable transport modes (including walking, cycling, public transport and fully electric vehicles).

To provide feedback to help inform the plan, residents, business owners and visitors are encouraged to:

- Take our online survey
- Map your experience on our online interactive map
- Share your ideas on our online ideas wall
- Attend a 2-hour workshop
- Drop in at one of our PARK(ing) Pop Up sessions.

How does Council currently manage car parking?

Please refer to Council's [Parking Policy](#) and [Strategy](#).

What role does Council play in car parking?

Parking is an asset that is managed both publicly and privately.

Council is responsible for local roads and associated public parking, paths and trails, walking and cycling infrastructure, and how parking affects these functions.

Section 7.11 of the Environmental Planning and Assessment Act, 1979 allows Council to levy a charge to cover costs associated with development in the Local Government Area. The PORT MACQUARIE - HASTINGS CONTRIBUTIONS PLAN 1993 Version 1.6 Part C – Carparking, provides information on this scheme.

What the community can influence?

When it comes to developing the Parking Policy and Action Plan, the community can provide feedback to influence:

- Strategic parking priorities (i.e. improved wayfinding and signs about available parking)
- Kerbside utilisation priorities (i.e. prioritising space for loading zones, disability parking or public transport)

FAQ's - Parking Policy & Action Plan

- Options for user pays and free parking in public areas
- Options for how we manage parking (e.g. reallocation of parking supply, paid parking, time restrictions, and kerbside space allocation policies)
- Space allocation principles, which balance how we allocate space for parking against other urban development needs, such as green space and paths (including priorities within localised Parking Precinct Plans, and Major Activity Centres)
- Options for increasing active modes of transport e.g. improved shared paths and cycleways
- Transport and parking advocacy priorities, for example what innovative and best practice ideas have been implemented in major cities around the world
- Parking technology investment priorities (including parking sensors, dynamic signage, electric vehicle charging stations, and emerging technologies).

What can't the community influence?

- Disability discrimination act requirements related to parking
- Statutory parking requirements and standards
- Alignment with existing strategic plans and policies that have already been endorsed by Council, including the Integrated Transport Strategy
- State Government transport infrastructure and projects

I just want more parking to be built. Is Council going to provide more?

We understand with growth and the associated increase in traffic, parking availability and convenience is an issue for our region. However, the cost to build parking can be substantial.

Each car park space in a multi-storey car park costs between \$20,000 and \$35,000 per space when they are above ground, and between \$50,000 and \$60,000 per space when they are underground in a basement.

These costs do not consider the cost of the land or space that is occupied by parking or the cost of any ongoing asset maintenance requirements.

An on-street, or at-grade, car park can cost around \$6,000 per space, but available land is becoming increasingly scarce.

Creating more parking is not a cheap exercise. Building more parking would come at a cost for ratepayers or for end users, if a user pays scheme is implemented.

The cost of providing car parking, coupled with the increasing scarcity of appropriate land, is why it is so important to think carefully and strategically about our future parking needs. We need a balanced approach to better manage our existing parking assets, including managing the parking demand and turnover, and improving information about available parking options.

Why do we need parking regulations and time limits?

Parking regulations are needed in busy areas and regulations help to achieve accessibility, convenience and safety for all community members.

It may have been easier in the past to find a car park and park for long periods. But, as a growing region the expectation that you can park where you want for extended periods, right at the front door of your destination, is no longer reasonable.

Time limits and parking regulations manage the limited parking in particular areas. For businesses to succeed they need people to be able to come and go throughout the day to attend appointments or purchase goods or services.

Why do we have reverse angle parking, and can it be changed?

Reverse angle parking is safer for vehicles that are parking and other road users. It also provides better use of space, as more reverse angle car parks than parallel car parks fit in similar space.

When leaving a parking space, drivers are facing forward. This allows a better view of traffic and cyclists when drivers are leaving their space. This makes departures safer, quicker and easier.

When car doors are open, they stop people from walking in to the travel lane, guiding them back to the footpath. The vehicle's boot is accessed from the footpath, making it safer and more convenient to load and unload items.

What are the current NSW Parking rules and regulations?

To learn more about NSW Parking regulations in NSW visit [Parking safely | NSW Government](#).