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CCL 23/02/21 – ADOPTION OF PARKING PLAN

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ITEM-7 **Attachment A:** Parking Plan – On Our Streets

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2021 – 2030

On the street

A plan to better manage parking in the Newcastle LGA

City of Newcastle

newcastle.nsw.gov.au

Acknowledgement

City of Newcastle acknowledges that we operate on the grounds of the traditional country of the Awabakal and Worimi peoples. We recognise and respect their cultural heritage, beliefs and continuing relationship with the land and waters, and that they are the proud survivors of more than two hundred years of dispossession. City of Newcastle reiterates its commitment to address disadvantages and attain justice for Aboriginal and Torres Strait Islander peoples of this community.

We are committed to contributing towards achievement of the United Nations' Sustainable Development Goals (SDGs). We have adopted the SDGs and New Urban Agenda as cornerstones for our planning.

In September 2015, Australia was one of 193 countries to commit to the SDGs. These goals provide a global roadmap for all countries to work towards a better world for current and future generations.

For information about the Parking Plan, contact Transport and Compliance, City of Newcastle.

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Cover photo by Lynda Hinton

Message from the Lord Mayor

Nuatali Nelmes

The City of Newcastle is pleased to present our strategic Parking Plan 2021-2030 *On the street: A plan to better manage parking in the Newcastle LGA*.

This plan underpins a clear and consistent approach to parking throughout the City Centre and surrounding suburbs aimed at supporting our vibrant local businesses and protecting local residential amenity for those who call the city and surrounding suburbs home.

Importantly, our new plan for parking has been developed in close consultation with local businesses, communities, and key stakeholders, and focuses on managing parking demand and utilisation now, and into the future, as our City continues to grow.

A comprehensive parking demand and supply assessment covering the area from Hamilton East through to Nobbys and south to Cooks Hill, and the Hamilton and The Junction commercial areas has been undertaken.

This assessment indicates that perceived parking issues in Newcastle are related to management, rather than lack of supply.

It also indicated that concerns once raised only in relation to the City Centre, were becoming more prevalent in other local commercial centres.

To address this, City of Newcastle is committed to managing parking more effectively throughout the CBD while also ensuring that our local centres can thrive.

By carefully considering the amount, location and design of parking in new developments, we will ensure vitality of our City and surrounding suburbs and consistency with our strategic planning objectives for vibrant, connected and walkable neighbourhoods.

From feedback provided by local businesses, we know that promoting regular car parking turnover is crucial to achieving optimal utilisation of our existing on-street parking spaces.

By improving and properly managing parking demand and utilisation, we hope to support our community's aspirations for Newcastle to be a smart, liveable and sustainable global city.

Councillor Nuatali Nelmes
Lord Mayor of Newcastle

Message from the CEO
Jeremy Bath

Filling 85% of car spaces is widely viewed as the optimum capacity for on-street parking. Flip that number and it tells us that we need to ensure on a typical day in Newcastle, one in seven car spaces should be available for parking.

At 85%, parking spaces are well used but not so much that drivers can't locate a space reasonably quickly. Once occupancy levels go above 85%, the data tells us drivers become frustrated, often leaving. When they remain and commence circling the area waiting for an available park to appear, their presence can cause traffic to bank up.

In developing this new Parking Plan, City of Newcastle has looked to best practice examples and reshaped them for our local context. The Plan focuses on action to manage parking demand and utilisation.

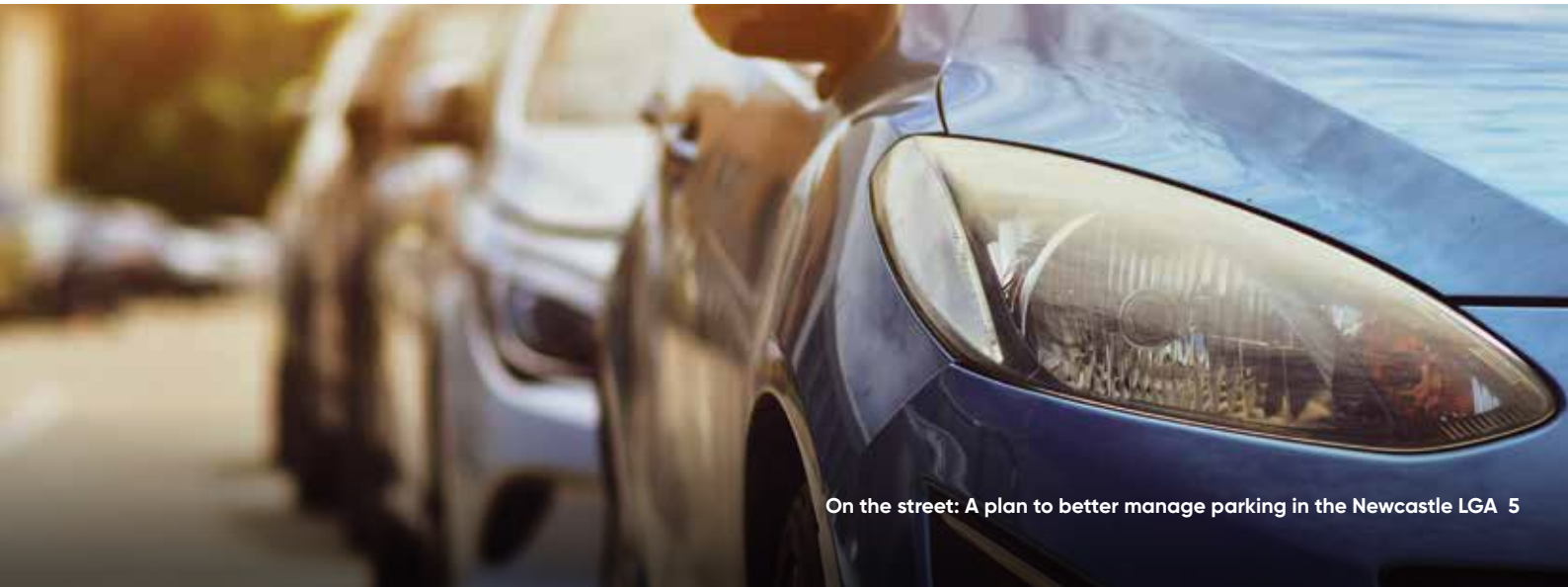
Our City Centre has a long history of paid parking, with meters introduced in the 1950s. Charging the right price for parking – where paid parking schemes exist – is an important mechanism to help manage parking demand.

Importantly, this Plan proposes to develop a policy for local reinvestment of parking revenue, with consideration to be given to types of projects funded and how projects will be identified and prioritised.

We also want to improve the experience of the people who use parking and make better use of data to inform our management of parking spaces.

A holistic approach – which optimises our potential and the opportunities for our streetscapes, whilst recognising and addressing the challenges – is how we will 'flip the power' from a narrow perspective focused on vehicles, to a broader perspective focused on people.

Jeremy Bath
Chief Executive Officer



Introduction

City of Newcastle (CN), like many other cities and towns in Australia, and indeed throughout the world, is grappling with how to address high reliance on car use, given the adverse consequences cars can produce in densely populated urban areas.

How we manage parking supply, utilisation, location and price will support or undermine our efforts to become a smart, liveable sustainable city.

The quantum of parking, where it is located, what form it takes and how it is managed, have significant environmental, economic, social and health impacts. Some of these impacts are obvious, others less so. We can observe congestion arising from cars cruising around to find spaces, and the loss of active street frontages from large areas of at-grade car park. Less transparent, and perhaps not so immediate, are the costs and impacts of providing these spaces, on our travel choices, our health, street amenity and the vibrancy of our centres.

Newcastle is a city in transition. While our city's history and geography are unique, there are relevant learnings from other cities that have had success with addressing the impacts of car use and made their city and local centres more vibrant places for people to live, work and recreate. We also need to continue to be flexible in our approach given the rapidly evolving space that is modern public transport in many parts of the world and the opportunities that improvements in technology are providing.

Our Newcastle 2030 Community Strategic Plan outlines a vision for Newcastle as a smart, liveable and sustainable global city in which walking, cycling and public transport are viable choices for the majority of our trips. Our land use planning strategies reinforce compact mixed-use centres, that reduce travel demand.

Determining the quantity, location and cost of parking are complex matters that are rarely resolved in such a way that satisfies all interested parties. Even though multiple parking studies have been undertaken in the City Centre, implementation of recommendations has been somewhat piecemeal.

Objectives for management of parking outside of the City Centre are not clear. In short, there is a lack of clear direction, policy and objective evidence on which to base decisions.

Our challenge is to provide enough parking spaces to support reasonable access by car, particularly where other options are limited, while making changes that support more walking, riding, public transport and shared arrangements. Further, we should make the best and most efficient use of public space, and be able to adapt to a changing transport environment. While we do this, we need to inform and work with our community so that they understand our objectives and the evidence that sits behind our decision making.

We need to change. This Plan is a ten-year plan that will guide parking management and assist in shaping how our streets and public spaces are used, supporting our vision for a smart, liveable, sustainable city.

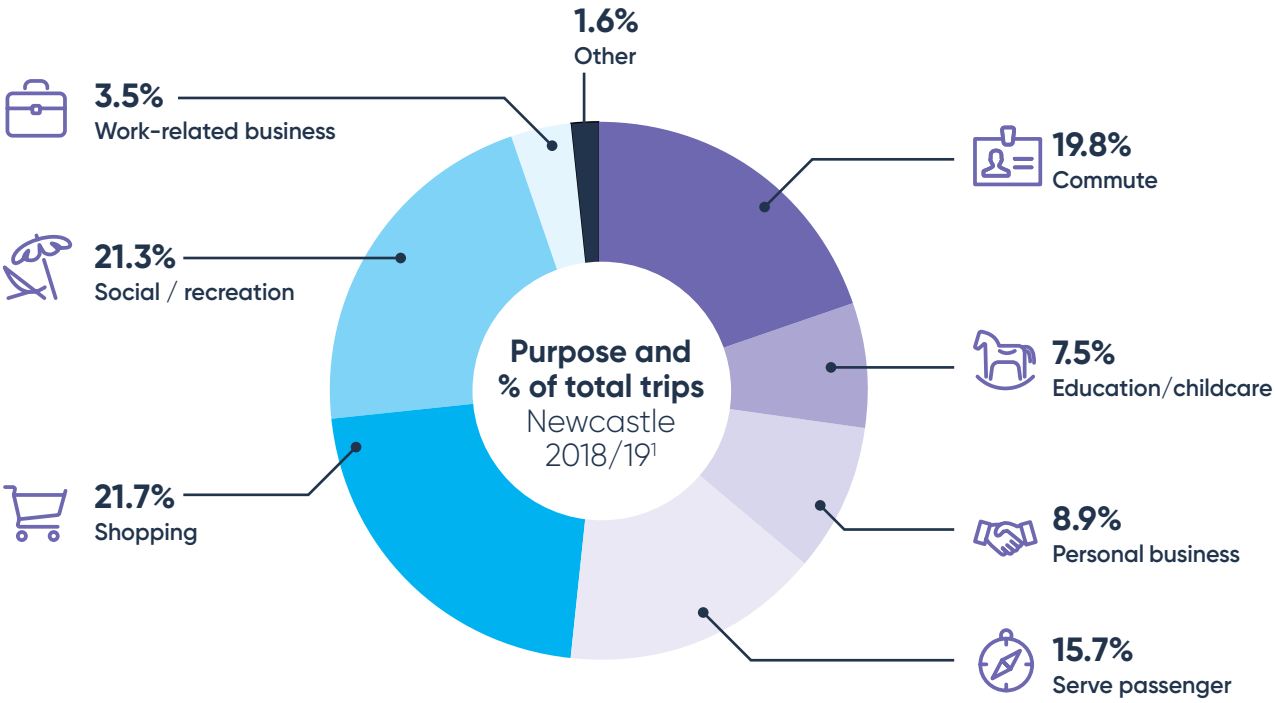
Current situation

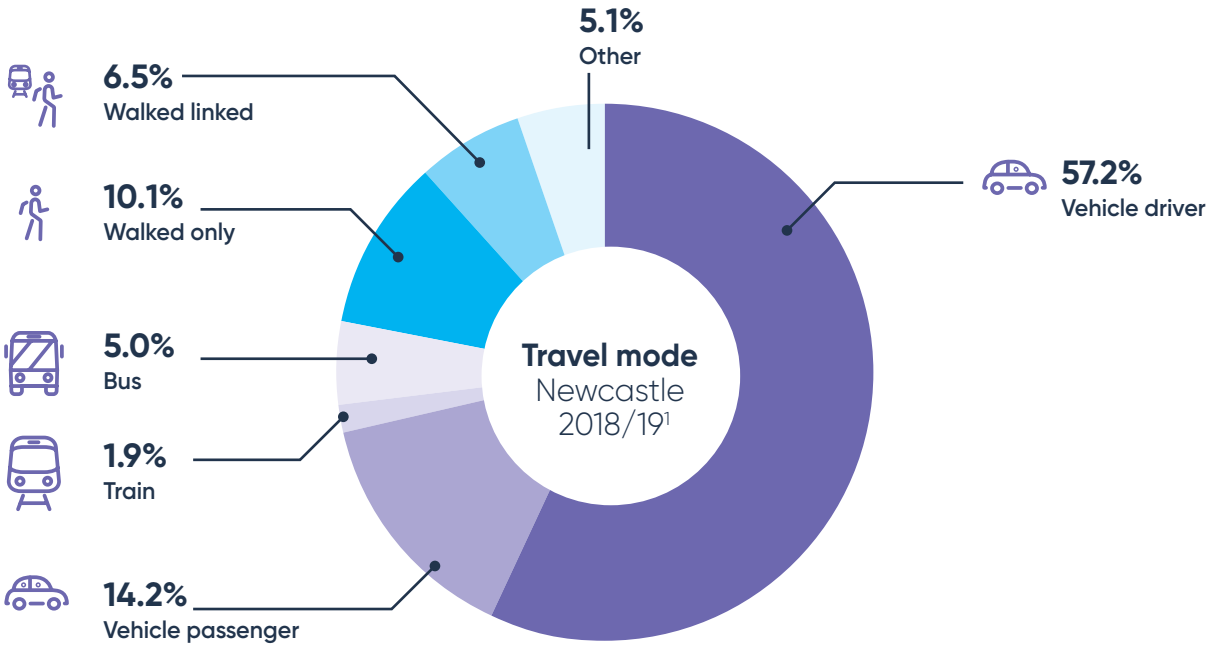
Travel patterns

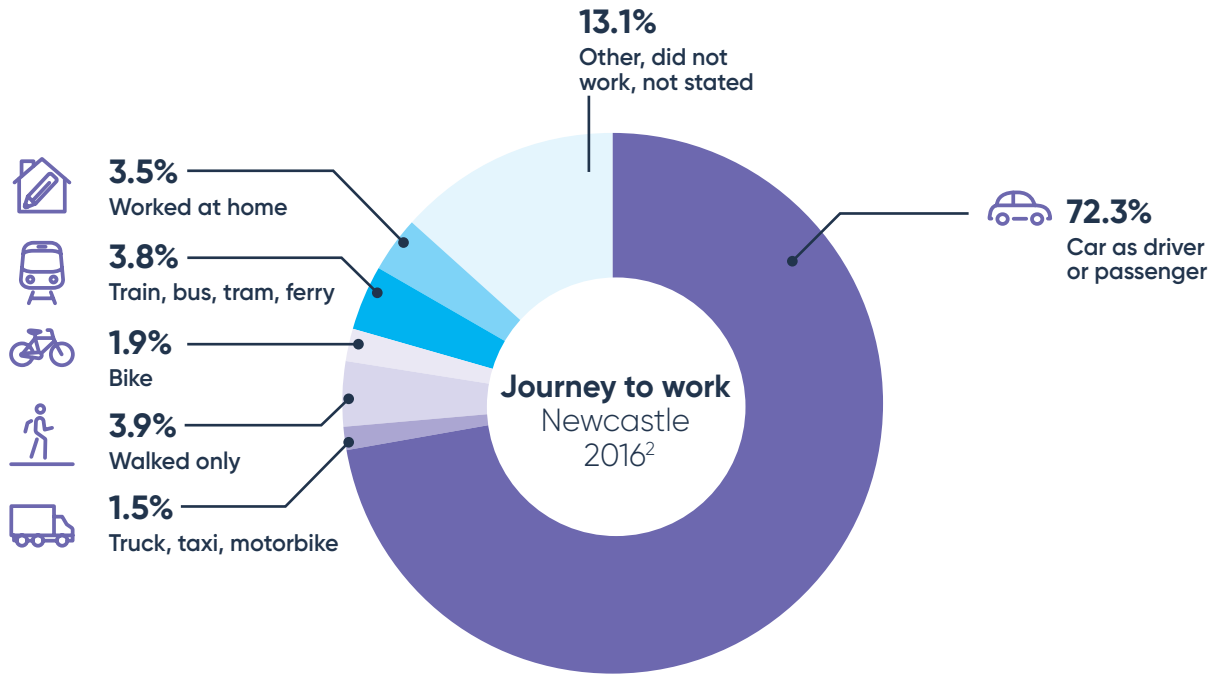
At present, we are heavily reliant on private cars for the majority of our transport needs. While the NSW Government has primary responsibility for public transport, CN is largely responsible for walking and cycling infrastructure. With the majority of our trips being less than 10km, we know that there is significant potential for mode shift to walking and cycling. We will continue to advocate for improvements to public transport and over time, our land use strategies for densification and mixed-use centres will reduce the need to travel. For the short to medium term at least, the majority of our community will continue to place great importance on access by cars and other motorised transport.

How do we travel?

Our use of cars for travel has been consistently high over the last two decades, for the journey to work, as indicated by Census data, and for all trip purposes generally, as indicated by the Transport for NSW Household Travel Survey. For the journey to work, decreases in mode share to public transport, walking and riding have occurred from 1996 to 2016, accompanied by increases in mode share to cars.







As for Greater Newcastle,[3] the majority of trips in the Newcastle local government area are for discretionary purposes such as shopping or recreation. Generally, there is a greater ability to choose the destination and timing of travel with these trips, than for work-based trips. Over time, with better and safer infrastructure, more of these trips could be made by walking and riding.

Parking supply

Parking supply in the Newcastle City Centre and inner suburbs parking precincts is comprised of private and publicly accessible off-street spaces (private residential, private commercial, at-grade off-street car parks and publicly accessible off-street spaces in buildings) and on-street spaces. Numerous parking products apply, including unrestricted areas, five, 10, 15, 30 minutes and one-hour (1P) free, time limited parking zones, and paid parking zones with varying time restrictions. In all 1P and 2P areas, 15 minutes of free parking is automatically offered to customers if they use the EasyPark app.[4]

The City Centre has a long history of paid parking, with meters introduced in the 1950s. From 1995, a series of consultants' reports has been relatively consistent in recommendations to expand paid parking areas, for pricing of on-street parking higher than off-street and gradual increases in parking charges. Implementation of recommendations has been somewhat more ad hoc and the outward expansion (and benefits) of paid parking advised by these reports has not been realised.

Paid parking applies at:

Honeysuckle
The Foreshore
Newcastle East
City West and Civic (Monday to Friday and Saturday mornings)
Newcastle East and The Hill (Monday to Friday)

Utilisation of public parking (on and off-street) has been surveyed relatively regularly, however, little is known about the total quantity and utilisation of private spaces.

Major changes have occurred to on-street and off-street parking since the development of the city's last parking strategy in 2015, with significant development in the Honeysuckle precinct, the city's hosting of temporary major events and construction and operation of light rail. These changes include:

Closure of the Lee Wharf temporary car park
Reduction in spaces at the temporary Throsby car park
Removal of spaces on Hunter Street due to light rail development
Closure of the former David Jones car park
Opening of No. 2 Sports Ground for parking
Closure of the Mall car park

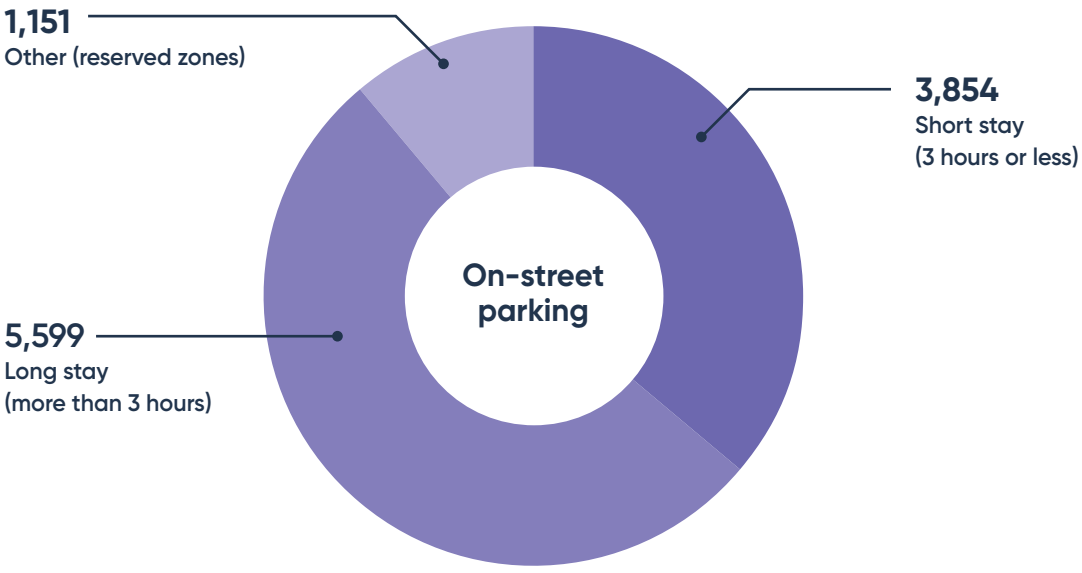
Park and ride schemes have been trialled. Initiated by Transport for NSW in response to light rail construction impacts, the service was continued by CN until April 2020 when it was suspended due to COVID-19. University of Newcastle operates a limited free park and ride service for its students and staff between its City Centre and Callaghan campuses.

Prior to 2012, CN owned and managed three off-street car parks in the City Centre. Two of these have since been sold to a private operator. The third, the Mall car park, has been closed since March 2020. Where possible, on-street and off-street prices should be set to encourage long-term parking to occur off-street. Coordination of pricing is challenging as CN is unable to set rates in private car parks, that now make up a large proportion of the off-street supply.

Parking precincts

Long-stay and short-stay parking – Newcastle City Centre

Surveys undertaken in 2019 indicated 5,924 off-street spaces and 10,604 on-street spaces.[5]



Outside of the Newcastle City Centre, paid parking operates at the CN owned Blackbutt Reserve and in the privately operated Westfield Kotara.

Time restrictions apply in some main streets of suburban centres. Off-street at-grade parking with time restrictions is provided at:

Adamstown (Date Street)
Hamilton (Cleary Street, James Street)
Lambton (De Vitre Street)
Mayfield (Dora Street, Victoria Street)
New Lambton (Cromwell Street)
Wallsend (Boscawen Street, Kemp Street, Dan Rees Street, Council Street)

Off-street parking areas associated with recreational and sporting locations, such as car parks at CN pools, parks and beaches, are generally unrestricted.

It is apparent that some suburban centres are experiencing high demand and warrant close observation and survey in the short term. These include Islington, New Lambton, Mayfield and Tighes Hill.

Parking demand

Finalised and reported to Council in 2015, a comprehensive assessment of parking demand and supply covering the area from Hamilton East through to Nobbys and south to Cooks Hill, and the Hamilton and The Junction commercial areas, indicated that the 'parking problem' in Newcastle was primarily one of management, rather than lack of supply. It also indicated that issues once experienced only in the City Centre were becoming more prevalent in other commercial centres. It recommended a change in approach based on travel demand management.

Particular issues noted were that:

Parking is not yet managed as part of an integrated transport strategy for the entire city.
There is little real-time, easy to access information about available parking supply.
Commuters take up many premium parking bays in the early part of the day and CN has little influence over the provision of public transport or designated routes and frequency.
The implementation of user-pay parking and parking fees has not been based on strategic principles and on measured demand.
The method of monitoring compliance in non-metered areas is impractical.
Regular surveys of parking demand every three years would provide comparative results, which would assist to determine time and fee restriction amendments and the expansion of paid parking to manage demand and reduce spillover into unwanted areas.

Notwithstanding action to progress several of the recommendations made in the study, there has been little done to address the key issues identified.

2019 Parking survey

In line with the 2015 recommendations, surveys have been repeated, with the most recent undertaken in 2019. These were undertaken on a Wednesday, Saturday and Sunday. Analysis of results was undertaken by parking consultant APC.[6]

A summary of key issues identified for each precinct follows.

Precinct	Key Issues
Hamilton (1,992 on-street and 191 off-street spaces)	The precinct has high demand for short to medium term parking. Multiple streets have greater than 85% occupancy, including Lawson, Cameron, William, Bridge, Steel, Eddy, Swan, Devon, Hudson and Bennett streets.
Newcastle West (291 on-street spaces)	The precinct has inconsistent time restrictions and parking is generally underutilised.
City West (949 on-street and 1,348 off-street spaces)	Demand in this area is for short and medium term parking. Sections of long term and unrestricted parking are inappropriate for this precinct. Generally, on-street parking is underutilised, which may be due to multiple time restrictions causing driver confusion.
Honeysuckle (196 on-street and 1,010 off-street spaces)	Further parking management measures are required to support night-time economy, precinct visitation and activity. The wide range of time restrictions throughout the precinct likely contributes to driver confusion.
Civic (452 on-street and 493 off-street spaces)	8P on-street parking encourages long term parking in a highly desirable short to medium term parking precinct. Further parking management measures are required to support night-time economy, precinct visitation and activity.
City East (933 on-street and 900 off-street spaces)	Several streets are averaging greater than 85% occupancy on Wednesday, including Hunter, Darby, Crown, Newcomen and Church streets. High average occupancy (greater than 85%) is also occurring on the weekend in some streets. There are multiple time restrictions and inconsistencies, which are likely to cause driver confusion. Pay parking provisions are inconsistent. Better parking management on weekends and evenings is needed.
The Foreshore (499 on-street and 655 off-street spaces)	Several streets have greater than 85% occupancy. Parking demand is high all week. More turnover of spaces is required to provide sought after short term parking.

Precinct	Key Issues
Newcastle East (704 on-street and 489 off-street spaces)	The precinct has very high on-street occupancy, with several streets averaging over 85% on Wednesday.
The Hill (1,101 on-street spaces)	Several streets are averaging over 85% occupancy. Multiple time restrictions apply. There is high demand for long stay parking in streets around King Edward Park.
King Edward Park (184 spaces)	Spaces are not used efficiently, with insufficient turnover of unrestricted areas.
Darby (526 on-street and 164 off-street spaces)	The off-street car parks (Art Gallery and Civic) averaged greater than 90% occupancy on Wednesday.
Cooks Hill (404 on-street spaces)	There is high medium term parking demand in the area. Several streets averaged greater than 85% occupancy.
Wickham (782 on-street spaces)	The precinct has numerous streets of underutilised parking. While several streets average over 85% occupancy, the overall average on-street utilisation is approximately 40%.
Hamilton East (821 on-street and 421 off-street spaces)	On-street spaces are not used efficiently.
The Junction (770 on-street and 253 off-street spaces)	While several streets have greater than 85% occupancy, they are not grouped but distributed throughout the precinct. A large proportion of on-street parking is unrestricted and does not match the demand profile for short to medium term parking.

Other key issues noted were:

Forty percent of on-street parking in the area is unrestricted. These spaces are not able to be well-managed for users. This figure is considered too high to ensure optimal turnover of parking spaces.

Numerous parking time restrictions create driver confusion. Reducing the number of time restrictions will provide better options for users and better management.

What you told us about parking

Early engagement workshops

In September 2020, we undertook early engagement with a range of government, business and other stakeholders through a series of workshops in which we discussed the roles of cycling, parking and our streetscapes in contributing to the outcomes we want for our city. Stakeholders consulted included:

- Transport for NSW
- Department of Regional NSW
- Hunter and Central Coast Development Corporation
- University of Newcastle
- Property Council
- Urban Development Institute of Australia
- Newcastle Cycleways Movement
- Hunter Business Chamber
- Representative for Business Improvement Associations
- CN's Liveable Cities Advisory Committee
- CN's Strategy and Innovation Advisory Committee
- CN's Cycleways Working Party
- CN staff

The early engagement workshops explored principles and issues around four key areas:

1. streetscapes
2. cycling
3. parking
4. implementation.

There was broad agreement that our streetscapes need to safely accommodate a range of uses and purposes, including walking, bike riding, travelling by car or public transport, parking, as well as contributing to our sense of community and facilitating business activity. The evolving transport scene globally was noted, with emergence of different technologies having potential to change how we move in the future.

It was acknowledged that our streets are a precious, finite – and public – resource, and that with constrained space, some trade-offs will be required. A prominent theme in many of the discussions was for greater consideration of people in our streetscapes – not just cars, and not just from an infrastructure perspective. It was also acknowledged that all streets are not the same – whether main roads or suburban streets – and therefore the needs of those streets are not the same. Explicit definition of a hierarchy of uses for the different types of streets in our city was suggested as a way to provide clarity about needs and opportunities.

While it was noted that many members of the community still have an expectation of free parking close to their desired destination, it was also noted that at large shopping centres (like Westfield Kotara and Charlestown Square) people often walk 500 metres from their car to a shop.

There was general support for encouraging parking space turnover through time restrictions, though restrictions should be developed considering the types of businesses in an area, noting that different areas may require different approaches. There was also a call for consideration of off-street parking options, with some stakeholders noting underutilisation of commercial parking areas.

Determining the 'right price' for on-street parking was viewed as challenging. Some commented that the price of parking should be positioned as more expensive than public transport, with others noting that parking needs to be equitable for all. One stakeholder suggested surge-based pricing. There was general agreement that parking should be for customers and patrons above business owners and employees.

The idea of investing parking proceeds to improve the streetscapes they are collected from was generally well received. Education and transparency of how the proceeds would be used were noted as important to the success of such an approach. Allowing some flexibility in the use of kerbside parking for local businesses or the community was also suggested (e.g. allowing pop-up activities).

Integration of parking with other transport modes, such as having parking available near public transport nodes or cycleways into the City Centre, was raised by several stakeholders as a means of transitioning to sustainable transport modes. Similarly, incentives for carpooling were also raised.

Evidence-based decision making, community involvement and clear communication were seen as key elements in approaches to implementation of parking plans. Support for trial projects, noting the potential they afforded for data collection and development of sound justification for permanent measures, was raised in several forums.

The importance of our streetscapes

Parking and associated access areas consume considerable space – a standard on road space takes up approximately 15m^2, and a car space in a structure considerably more (approximately 35m^2), accounting for access and manoeuvring. On-street parking modifies a street's aesthetics, particularly from a pedestrian's point of view. On a typical street, on-street parking accounts for approximately 25% of the road reserve space.

Streets are one of our most important public assets. They are in effect 'the veins' of our city, enabling movement of people, vehicles, goods, services and infrastructure. The way in which they have been designed and built affects our decisions about how we choose to move around, how easily we can incorporate physical activity into our daily routine, the quality of the air we breathe, exposure to the risk of a collision, our ability to interact with others and our general health and well-being.

Our streets are finite spaces with multiple demands on them. Trees and landscaping, wider footways, cycling infrastructure, public transport stops and seating, are all desirable streetscape elements that compete for space with parking. However it is clear that we cannot have all of these in our streets and public spaces or at least all cannot be equally prioritised.

For example, how space is allocated in a residential street may be quite different from how it is allocated in a mainstreet or local centre. How space is prioritised will be informed by the Safe Systems approach and the Movement and Place framework.

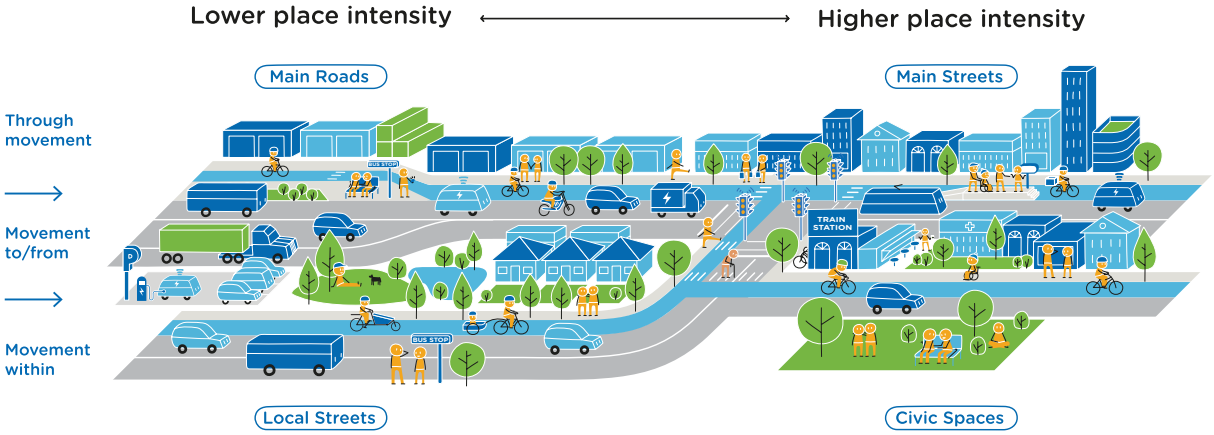
As indicated in the Practitioners' Guide to Movement and Place,[7] the objective is to achieve roads and streets that:

> contribute to the network of public space within a location, where people can live healthy, productive lives, meet each other, interact, and go about their daily activities

> are enhanced by transport and have the appropriate space allocation to move people and goods safely and efficiently, and connect places together. Balancing movement and place recognises that trade-offs may be required to achieve a best fit for the objectives.

Particularly for our centres, the priority that we place on providing for people, as opposed to providing for cars, is key to how well the centre will function and attract people to visit and linger.

The Movement and Place Continuum



Source: Transport for NSW

Challenges

Lack of knowledge about how and why people travel where they do can hinder our efforts to undertake works in the public domain. Many business owners consider that readily available, plentiful parking is essential to their continued operation and vitality of a centre and that decreases in provision would be detrimental. This is allied with opinions about the proportion of customers that arrive by car – figures which are often overestimated. The fact that the media and business owners express concern over parking suggests, as Marsden also observes, that we 'do not understand enough about how individuals respond to parking policy interventions nor how these responses interact with local circumstances, the availability of alternate transport modes or alternative destinations'.[8]

Various studies have shown that those who do ride or walk are better customers, spending more time in the area and more money over a period than those engage in drive-by shopping.[9] In Good for Busine$$, Tolley found that many car-borne shoppers 'are "drive-through" shoppers, stopping to pick up one item on the way to their eventual destination, rather than people for whom shopping is their main purpose for visiting the area' and that retail vitality 'would be best served by traffic restraint, public transport improvements, and a range of measures to improve the walking and cycling environment'.[10]

Other than parking, the mix of goods that are on offer, the ease of getting around having arrived, options for access by alternative transport modes, amenity of the area – all of these factors influence functioning of the centre.

Opportunities

A range of factors influences an individual's decisions about how and when they travel. The viability of alternatives to private vehicles will vary depending on the individual, origin and destination and time. Making it easier to walk and ride are priorities for CN. We are endeavouring to address key barriers to increased participation in active transport, by working on connecting and expanding active transport networks and improving safety and amenity.

The infrastructure that we design and build now needs to cater for a wide range of likely future micromobility devices, such as e-scooters and cargo bikes. We need a degree of 'future proofing', not only in our public domain works but in development provisions.

CN has a limited role in public transport, but will continue to advocate and work with Transport for NSW for improvements. The NSW Government's Greater Newcastle Future Transport Plan outlines initiatives for improvements to bus services, investigation of light rail expansion and travel demand management measures to meet its 2056 targets.

Through advocacy and direct action to improve walking and cycling networks, CN is working towards changes in mode share splits. That said, not everyone wants or is able to walk or cycle and if public transport is not viable, a reduction in single occupant car trips may be achieved through facilitating car pooling, car sharing and park and ride.

Over the last decade consumers have increasingly embraced new mobility options. With advancements in GPS and smart cards, car share has expanded rapidly and is now available in most capital cities, as are bike share schemes.[11] Carpooling, or ride sharing, can now be arranged virtually instantly via a smart phone. Ride hailing services such as Uber and Lyft have experienced rapid growth. Mobility as a service is on the rise, with pilot programs operating in several cities around the world.

Autonomous vehicles (AVs) have the potential to significantly change how we move. The NACTO Blueprint for Autonomous Urbanism warns that AV technology 'must be harnessed to decrease driving, not to merely make long drives more palatable'.[12]

'City governments must work rapidly to change how street space is designed and allocated before yesterday's values become enshrined in tomorrow's concrete.'[13]

The policy settings for parking are all in place

Our aspirations for parking in the Newcastle LGA align with a comprehensive suite of local, regional and state strategies.

High level alignment with the Newcastle 2030 Community Strategic Plan (CSP) is essential to the long-term implementation and success of the Parking Plan. The actions of this Plan have been designed to clearly integrate with the community objectives and strategies of the CSP across the seven strategic directions as well as the UN Sustainable Development Goals.

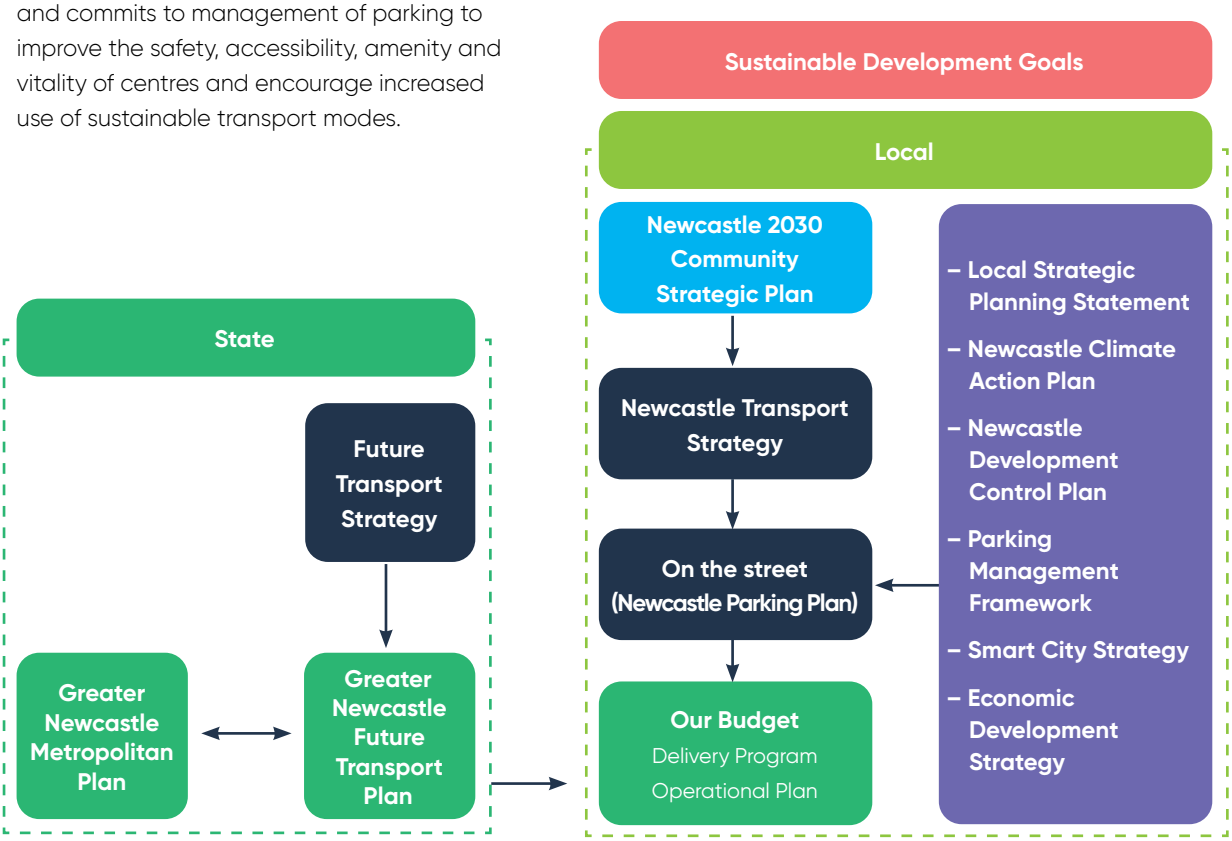
The strategic direction for transport in the Newcastle 2030 CSP is:

Transport networks and services will be well connected and convenient. Walking, cycling and public transport will be viable options for the majority of our trips.

Reduction in private vehicle use and shifts to active and public transport are central to CN's Newcastle Transport Strategy. It acknowledges the role of parking in influencing travel choices and commits to management of parking to improve the safety, accessibility, amenity and vitality of centres and encourage increased use of sustainable transport modes.

Sustainable Development Goals and New Urban Agenda

Newcastle is a United Nations city and has adopted the Sustainable Development Goals (SDGs) and the New Urban Agenda as cornerstones for planning. Achieving the SDGs and the New Urban Agenda requires partnerships between stakeholders, including all levels of government, community and the private sector. Initiatives in the Parking Plan align with and contribute to the realisation of the following SDGs:



Newcastle 2030 Community Strategic Plan

The Newcastle 2030 CSP outlines a vision for a smart, sustainable, liveable city in which walking, cycling and public transport are viable options for the majority of our trips.

The Parking Plan is aligned with the following community objectives and strategies of Newcastle 2030 CSP:

Objective 1.3:	Safe, reliable and efficient road and parking networks
Strategy 1.3a:	Ensure safer road networks through effective planning and maintenance
Objective 3.1:	Public places that provide for diverse activity and strengthen our social connections
Objective 4.2:	Active and healthy communities with physical, mental and spiritual wellbeing
Objective 5.2:	Mixed-use urban villages supported by integrated transport networks
Strategy 5.2b:	Plan for an urban environment that promotes active and healthy communities
Objective 6.3:	A thriving city that attracts people to live, work, invest and visit
Objective 7.1:	Integrated, sustainable, long-term planning for Newcastle and the Region
Objective 7.3:	Active citizen engagement in local planning and decision-making processes and a shared responsibility for achieving our goals
Strategy 7.3a:	Provide opportunities for genuine engagement with the community to inform Council's decision-making
Strategy 7.3b:	Provide clear, consistent, accessible and relevant information to the community
Objective 7.4:	A local government organisation of excellence
Strategy 7.4a:	Continuous improvement in services delivery based on accountability, transparency and good governance

The case for change

Reinforcement of a hierarchy of centres, densification and integration of a mix of land uses are underlying principles of our Local Strategic Planning Statement and Local Environmental Plan. We are planning for growth, in jobs and population but do not want corresponding growth in private car use and its concomitant impacts. Pressures that were previously evident in the City Centre core are now manifest in many of the adjacent residential areas and commercial centres.

With recognition that catering for unconstrained population demand is unsustainable, and of the poor urban design outcomes of past approaches, cities throughout Australia and around the world are making concerted efforts to reduce private vehicle use. Travel demand management[14] is the application of techniques and programs to achieve more efficient use of transport resources. It gives higher value trips and lower cost modes priority over lower value, higher cost trips with a corresponding hierarchy of walking, cycling, public transport and service vehicles over private cars.

Walking and cycling are the most sustainable modes of transport; they are accessible to the majority of people, offer significant health benefits and, given that the majority of trips in Newcastle are less than 10km, there would appear to be significant potential to substitute car trips for these modes.

However, desired mode share to sustainable transport will not be achieved without deterrents to unrestrained car use. Management of parking needs to be firmly aligned with, and complement CN's efforts to improve walking and cycling infrastructure and planning for compact, mixed use neighbourhoods.

There are inconsistencies in our current arrangements and practices. While overall goals for mode shift are clear in our overarching strategies, some of our development controls lack flexibility and clarity to readily support objectives, such as when a development proposes car parking provision lower than stipulated rates with supporting travel demand measures. In the absence of an endorsed user hierarchy, we have not consistently afforded people the priority they should have in decisions of how best to use our public space.

We have failed to manage knock on effects of parking restrictions applied on a street basis, in lieu of a more comprehensive area-wide approach. Drivers can park free of charge in many streets adjacent the Newcastle City Centre and in high demand areas such as Cooks Hill (e.g. Darby Street), The Junction (e.g. Union Street, Kenrick Street, Glebe Road) and Hamilton (e.g. Beaumont Street, Tudor Street, Donald Street). These are areas with relatively good public transport access. Free parking in these locations undermines efforts to encourage mode shift and contributes to more congestion as drivers cruise for a space.

Our population is growing. Most of our future development within the Newcastle LGA and especially the City Centre will be infill development. Our streets are largely fixed. We need to ensure our parking decisions complement and support other strategies for working towards a liveable, sustainable city. This is particularly critical in our centres. Vibrant, active, people-oriented, successful centres are not achieved by planning around cars and traffic. **Planning for people should be our focus.** This approach is a central tenet of recent guidance from the NSW Government, reflected across planning, transport and health agencies.

Our plan to manage parking

Goal

City of Newcastle will manage parking to improve the amenity of our streets, support accessibility of our centres and to encourage mode shift to active and public transport.

Key themes

To achieve this goal, the Parking Plan is structured around six key themes:

1. Improve parking controls for development
2. Manage parking demand
3. Charge the right price
4. Improve customer experience
5. Improve knowledge, data analysis and operational policies
6. Engage with stakeholders

We will manage parking demand and utilisation in the Newcastle LGA by:

- Carefully considering the amount, location and design of parking in new development to ensure vitality of centres and consistency with our planning objectives for compact, walkable neighbourhoods
- Using technology, type and time restrictions and price, to promote turnover, achieve optimal utilisation and mode shift to sustainable transport
- Ensuring our operational parking policies allow for a consistent approach to resolution of parking issues
- Charging the right price for parking and establishing a model to reinvest paid parking proceeds to improve the streetscapes they are collected from
- Engaging with local businesses, communities and stakeholders when implementing new or changed parking arrangements.

1. Improve parking controls for development

Objective 1:

Implement parking controls to support CN's strategic objectives for mode shift to sustainable transport and best use of public space.

We acknowledge the role that parking plays in urban design outcomes and functioning of our centres. The amount, location and design of parking in new development will be carefully considered to ensure vitality of centres and consistency with our planning objectives for compact, walkable neighbourhoods. In our centres, we will prioritise space for emergency vehicles, walking and riding and landscaping, over private cars.

Parking in new development

Through our Newcastle Development Control Plan (DCP), we directly influence the supply of parking. The DCP contains objectives to facilitate increased modal share to public transport and to encourage consideration of alternatives to private vehicle ownership, use and parking. It contains rates of car parking that are required in conjunction with new development, which, outside of the Newcastle City Centre, are largely based on the *Guide to Traffic Generating Development*[15] and are, for the most part, indicated as flat rates. For the Newcastle City Centre, a flat rate of one space per 60m^2 of gross floor area is required for all development other than residential development. While variations to the parking rates can be considered where it is demonstrated this is appropriate, the process can be lengthy and uncertain. The parking rates in the DCP should be reviewed to ensure they are consistent with the objectives to encourage alternative modes of travel.

The availability of car parking strongly influences an individual's decision to drive, particularly so if it is cheap or free at the destination. A decision to own a vehicle is influenced by the ease with which they can park at their home. Recognition of the consequences of supply focused policies has prompted changes, particularly in dense locations. Fixed rates based on a single land use can make future changes of use problematic. Abolishing minimum parking requirements, or stipulation of maximum rates, is becoming more commonplace in development controls. It is timely for CN to review rates and other aspects of development controls to ensure that our parking controls align with our transport and land use planning objectives.

To date, DCP provisions have required that each development addresses parking needs on a site-by-site basis. Consideration of parking on a precinct basis with consolidation of parking for multiple sites, has the potential for more efficient use of spaces. Similarly, an 'unbundling' approach, where parking spaces are separately titled from dwellings, will create a market for unused bays and improve utilisation.

Regional approach

The Greater Newcastle Future Transport Plan and the Greater Newcastle Metropolitan Plan are the overarching land use and transport planning documents for our region, developed in concert by Transport for NSW and the NSW Department of Planning and Environment. Both documents refer to cooperative work with Greater Newcastle councils to improve public transport services, active transport links and implementation of travel demand management policies and tools to response to growth in transport demand.

Park and ride

Park and ride facilities located at the right locations can effectively increase public transport patronage, provide decongestion benefits and improve accessibility for commuters who are not served by frequent public transport feeder services. They can effectively extend the market catchments for public transport.

In addition to McDonald Jones Stadium, past reports have suggested various locations for investigation, including District Park and the former BHP site. It is clear that such services are best managed by the NSW Government given its role as the overarching provider of public transport. Without a single master and decision maker, park and ride services have been viewed as a threat to existing public transport routes.

The Greater Newcastle Future Transport Plan[16] acknowledges that a 'consistent approach to managing parking needs to be achieved and that it 'cannot be undertaken in one area and not others'.

Initiatives include:

Reviewing car parking provision across Greater Newcastle and limiting parking in centres where strong public transport exists and exploring opportunities for park and ride, car-pooling and car share services.

Encouraging and working with stakeholders to develop travel demand management policies (re-time, re-mode, re-route and reduce travel) such as promoting people working from home or working with employers to promote sustainable working and organisational practices, travelling in off peak periods or reallocation of road space to reduce the number of single occupant vehicle trips.[17]

Over time, policy decisions for parking provision, including supply restraint and pricing in the Newcastle City Centre, and unconstrained parking elsewhere, has been a factor in decentralisation of shopping activities. Where alternative locations exist to satisfy trip desires, restraint measures may lead to a change of destination, rather than a change in mode, reinforcing the need for region wide policy consistency.

Actions:

1.1 Review the Newcastle Development Control Plan provisions relating to access, parking and road space allocation. The review should consider, but not be limited to:
- Rates of parking provision - their basis, whether flat, maximum and/or minimum or abolished and the areas to which they should apply
- Provisions for flexibility in application of parking rates
- Requirements for supporting documentation, included a parking control and management plan
- Road widths and whether space for parking should be included on road
- Identifying and reducing barriers to unbundling of car parking
- Share parking
- Provision for electric vehicles and car share parking.

1.2 Investigate the potential for parking consolidation and parking precincts, and their implications for development controls.

1.3 Undertake, in conjunction with Transport for NSW, analysis of trips patterns and determine appropriate location and feasibility of establishment of park and ride facilities. Sites for park and bike (with connection to key cycle routes) and park and car pool could also be considered.

1.4 Advocate to Transport for NSW to progress, in the short term, parking related actions in the Greater Newcastle Future Transport Plan.

1.5 Apply the Movement and Place framework and Safe Systems approach to guide decisions about repurposing parking spaces.

1.6 Apply a hierarchy of uses, prioritising space for walking, riding, public transport, service vehicles over private cars, in our activity centres.

Orchardtown Road Local Centre

The Local Centres Public Domain Program guides the infrastructure renewal works in local and neighbourhood centres throughout the Newcastle LGA. There are 23 local centres (zoned B2 under the Newcastle LEP) and 24 neighbourhood centres, zoned B1, both of which are referred to as 'local centres' in communication with the community. In 2016, all centres were audited to visually assess and rate the centres based on criteria including activity, safety, amenity and aesthetics, to prioritise centres for action.

Blackbutt Village is dominated by vehicle movements and parking, to the detriment of safe pedestrian and cycle access and public amenity. At this location Orchardtown Road comprises three separate roadways with multiple conflict points between vehicles, pedestrians and cyclists. These significant safety issues are compounded by traffic volumes of around 4,000 vehicles per day on the central through road.

An online survey of Blackbutt Village Orchardtown Road was conducted in December 2017 to gain feedback from the community about issues related to the public domain and priorities for improvement. In June 2019, place experience surveys were conducted with 50 community members to gain further insights.

The community identified the following objectives for Blackbutt Village:

A highly value local community hub

A great place for customers

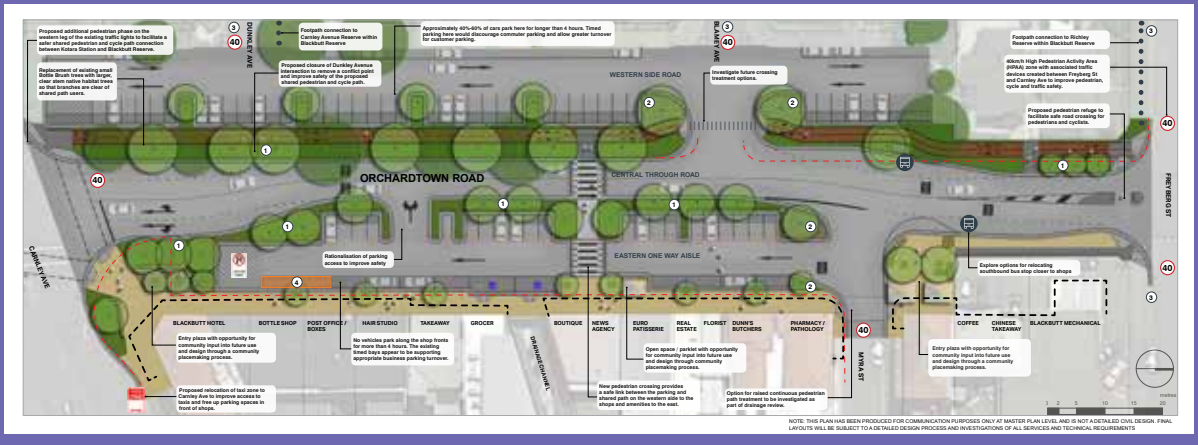
Slower and enjoyable for walking and cycling

Having balanced investment in movement and place

These insights, together with data from site analysis and the preliminary concept plans for a proposed cycle route from Grinsell Street to Rydal Street, New Lambton, were used to inform the draft Blackbutt Village Orchardtown Road Public Domain Plan and Traffic Plan. Exhibition results indicated a 50/50 split on proposals for an overall reduction in car parking to accommodate safety and amenity improvements. Parking occupancy surveys indicate that introducing and enforcing timed parking to prevent long stay commuter parking will balance the net loss of parking spaces by increasing parking vacancies.

Consultation indicated clear majority support for introduction of time restrictions to increase parking turnover.

The public domain plan was adopted by Council in September 2020.



Orchardtown Road, New Lambton, Public Domain and Traffic Plan

2. Manage parking demand

Objective 2:

Manage parking demand to promote turnover, achieve optimal utilisation and support mode shift to sustainable transport.

Our management of parking complements other CN activities to improve conditions for walking and riding and reduce reliance on cars. We will use technology, type and time restrictions and price, to promote turnover, achieve optimal utilisation and encourage mode shift to sustainable transport.

Optimising turnover and utilisation

Multiple international studies suggest that motorists are not concerned with the quantum of parking on offer; they are concerned about how easily they can find a parking space.[18] Maintaining availability is the goal.

A target occupancy of 85% of spaces is widely viewed as the optimum capacity of on-street parking. That is, approximately one in seven spaces should be free.

At this level, parking resources are well used but people can still easily find a space. Higher occupancy levels can lead to frustration. Drivers will leave or continue circulating and looking for a space. This 'cruising' for a space can contribute to congestion.

Availability of a proportion of spaces has the following effects:

Elimination of cruising for parking
Reduction in congestion
Reduction in drivers' frustration
Drivers are confident of finding a space to park within a reasonable time

In response to recommendations made in the 2015 study of the Newcastle City Centre,[19] Council adopted a Parking Management Framework, which set out the trigger points at which changes to parking management should be considered. The framework[20] is shown below:

Newcastle Parking Management Framework

Trigger	Response	
	Unrestricted or time-limited parking areas	**Existing pay parking areas**
85% of spaces occupied	Introduce pay parking and/or shorter time limits	Increase parking fees and discourage long stay parking
75% - 85% of spaces occupied	Introduce shorter time limits	Increase parking fees
50% - 75% of spaces occupied	Periodic monitoring; survey every three years	Periodic monitoring
Less than 50% of spaces occupied	Increase the time period for parking e.g. from 2P to 4P; survey every five years	Reduce parking fees
Less than 20% of spaces occupied	Remove all parking time limits	Remove pay parking

The Parking Management Framework is based on the concept of maintaining operational efficiency, providing reasonable opportunity to access parking spaces. While payment for parking is considered best practice, the introduction of time limits can also be used to encourage turnover.

Enforcement

Enforcement of parking restrictions is an essential component of parking management. It encourages turnover of vehicles, and supports safety and access. Monitoring parking time limits and restrictions helps to maintain the viability of a commercial centre by maximising parking opportunities for customers and visitors to the many business and services being offered.

CN has an obligation to enforce the laws relating to motor vehicle parking and to manage public safety and traffic flow in accordance with:

Roads Act 1993
Road Transport Act 2013
Road Rules 2014
Local Government Act 1993

CN's Transport and Compliance service unit is responsible for the administration of motor vehicle parking on public land in the Newcastle LGA and the Parking Officers within this unit for monitoring and enforcement. Subject to agreement with the owner, CN also has the authority and delegation to enforce private car parks. The enforcement team operates between 6.30am and 7pm however the demand for an enforcement presence regularly extends beyond these hours.

Parking Officers undertake patrols of on-street and off-street parking, to ensure that parking spaces are being used in accordance with the signposted restrictions. The restrictions may apply to the type of vehicle permitted to use the space, the time for which it can be used and/or fees that apply. The task of monitoring parking turnover and duration of stay is labour intensive, however, technology in this space is rapidly advancing with the use of bay sensors and mobile licence plate recognition increasing within the industry.

Where parking signs indicate a time limit, such as 2P, a penalty applies if a vehicle is parked for longer than the period indicated on the sign as the maximum time for which a vehicle may be parked. 'Feeding the meter' is not an option. Measures to improve communication and education of parking rules and offences have been initiated.

Periodically, in response to community requests or as a proactive measure, Parking Officers will target specific illegal parking behaviour. These targeted responses are generally focused on improving safety and access. Examples include programs focusing on illegal parking around schools, parking on footpaths or across driveways and misuse of permits.

It is difficult to respond to all requests in a timely manner. Use of technologies such as in ground sensors and mobile licence plate recognition can potentially supplement foot patrols to improve efficiency of enforcement and coverage, facilitating a more proactive approach to parking enforcement and freeing up staff for other activities.

Actions:

2.1 Apply the Parking Management Framework in City Centre parking precincts to optimise utilisation and improve consistency of restrictions.
2.2 Undertake parking surveys in local centres to understand issues, challenges and opportunities to optimise utilisation and improve consistency of restrictions, and implement changes as required.
2.3 Investigate the feasibility of vehicle mounted licence plate recognition systems to complement current enforcement and collection of real time utilisation data.
2.4 Review allocation of kerbside space in local centres to better match allocation with adjacent land uses and facilitate flexible use.

3. Charge the right price

Objective 3:

Charge the right price for parking to help manage parking demand, and reinvest paid parking proceeds in the areas from which they are collected.

Payment for parking is considered 'one of the essential transport measures necessary to ensure the long-term viability of commercial centres'.[21] Properly designed paid parking provides the following benefits:

- Increased turnover in parking spaces, which often has the effect of reducing traffic congestion by eliminating vehicles circulating in search of parking places
- An accurate time check on parking duration, thereby simplifying enforcement
- Discouragement of all-day or other long term parkers from parking in areas restricted for short term use
- Reduction in the number of people required for time-limit enforcement
- Reduce potentially market distorting subsidies that have induced excess auto travel
- A source of revenue to the responsible authority that can be used to fund the provision of services to the public
- The opportunity to impose price controls on the demand for kerb space. Maximum charges can be imposed where demand is greatest while lower charges can assist in redistributing demand to less competitive areas.

Different pricing models support different objectives, and a 'one size fits all' pricing structure is unlikely to be suitable for all locations. In general, pricing structures should allow for highest pricing closest to destinations and support customers and other short-term visitors ahead of long-stay commuters. On-street parking should be priced higher than off-street parking, to discourage cruising.

Consideration is to be given to flexible pricing structures that allow for variation in price according to demand and associated issues such as how precincts would be divided into price areas (with similar parking demand profiles), data requirements (occupancy surveys and their frequency) and communication of price changes.

Who pays for parking?

The true costs of parking are rarely apparent. They include land and construction costs, subsidies to cars over other modes, externality costs (pollution, congestion from traffic cruising) and opportunity costs.

Costs of parking can be separated into six broad categories:

- **Land costs**
- **Design and development costs**
- **Construction costs**
- **Maintenance and operation costs**
- **Decommissioning costs**
- **Costs of environmental and aesthetic impacts**

Allowing for circulation, a parking space takes up approximately 35m². The Austroads Guide to Traffic Management indicates that land and construction costs per parking bay range from $50,000 to $126,000.[22]

Parking spaces represent significant opportunity costs, taking up land that could otherwise be used for open space, other transport modes or higher, more productive uses. Provision of parking with development increases development costs, which are then passed on in goods and services sold.

Indirect costs fall disproportionately on low income households and unfairly on those that choose to walk, ride or use public transport.

Costs of externalities such as pollution and congestion are borne by the wider society.

When parking is provided without charge, the costs are borne indirectly by all of society.

Best practice parking management is to charge directly for using parking facilities. This is fairer and more efficient than paying indirectly.

Charging for parking is often politically contentious. Extensions to paid parking are politically unappealing, and even more so in the context of the disruption that has characterised the City Centre environment in recent years, with construction of light rail, Bathers Way and more recently East End development. Community support is especially unlikely if it is seen solely as a money-making exercise.

The parking literature indicates that charging for parking is perceived more favourably if a proportion of revenue is returned to the area from which it was generated. This sentiment was reflected in early engagement undertaken for development of this Plan. In the USA, these are known as parking benefit districts.

Further investigation is necessary. A potential model is to allocate revenue to a transport infrastructure reserve, to improve local amenity and access to public transport through financing of infrastructure such as local area traffic management devices and compliant public transport stops and other public domain improvements.

Actions:

3.1 Investigate pricing models and structures, including flexible, demand-based pricing structures for on and off-street parking.

3.2 Develop a policy for local reinvestment of paid parking proceeds, with consideration to be given to types of projects funded, where funds raised are spent, and how projects will be identified and prioritised.

4. Improve customer experience

Objective 4:

Improve the customer experience through provision of clear information and uptake of available technologies.

We will provide clear information about our parking policies and management, and address inconsistencies in signage. We will make the best use of available technologies to streamline processes and improve efficiency.

Previous studies of parking in the City Centre and surrounds have noted confusing signage and lack of clear information. Some improvements have been made, however more can be done to ensure clarity and consistency, for example by reducing the number of different zones, through removal or consolidation of parking restrictions and time limits.

Easy to access information about available parking supply is scarce. Improved on-street wayfinding signage is required in most centres, with the integration of technology to provide real time information on parking space availability. Technology can be introduced to provide better wayfinding guidance, quicker location of vacant bays, more convenient forms of payment, better control of permit parking, and improved compliance with regulations.

'Smart parking', implemented through measures such as new sensors, meters, mobile phone apps and digital guidance systems, provides a range of benefits, including:

- Reducing time spent searching for a space (and so less congestion and emissions)
- Accurate sensing of parking space occupancy in real time
- Simplifying the customer experience
- Real time monitoring of parking activity
- Informing decision making through analysis of data.

The EasyPark mobile app has been in use in Newcastle for three years, allowing a simple to use, convenient option for payment of parking. Use of the app accounts for in excess of 40% of all pay parking transactions. The app also provides guidance to available parking, with real time data and predictive modelling indicating the likelihood of finding a parking space in the vicinity of the desired destination.

Future possibilities are for dynamic parking signs connected with sensors either on-street and/or in various car parks to advise parking availability, with the real time status of parking spaces transmitted from sensors to a central control system. This would, in turn, update the parking spaces availability signage with information about the number and location of available spaces. In cities where such systems have been implemented, they have proven to reduce time spent cruising for space, thereby reducing environmental impacts, improving amenity and the customer experience.

Actions:

- 4.1 Undertake a communication and education campaign to inform residents and stakeholders of parking management measures.
- 4.2 Develop a consistent system to guide drivers to car parks. System is to include a suite of parking wayfinding signage, for CN and privately owned public car parking facilities.
- 4.3 Develop and promote digital parking tools to enhance customer experience and flexibility, including tools to identify and promote available parking, more convenient forms of payment and electronic permits.
- 4.4 Liaise with private parking operators and providers to offer better information about off-street availability. Guidance, compliance and other technology should incorporate both on and off-street parking to ensure that integrated, comprehensive parking information is collected and relayed.
- 4.5 Monitor performance of parking infrastructure and replace/upgrade as required.

5. Improve knowledge, data analysis and operational policies

Objective 5:

Improve the knowledge base and policy framework for parking-related decisions.

Our decisions on parking issues will be evidence-based and transparent. Our operational parking policies will allow for a consistent approach to resolution of parking issues.

Operational policies

CN receives requests from businesses, residents and the general public for new, or changes to, parking restrictions. It is not always possible, or appropriate, to change parking restrictions or meet the customer's expectations because of competing demands and limited on-street parking space. A consistent approach that explains how the various parking restrictions are applied and how they will be enforced is needed.

Parking data

We have undertaken regular surveys of utilisation of on-street and public off-street spaces in the City Centre, however, we do not have accurate figures on the total parking supply. Development of a database of on and off-street parking will allow ready observation of trends and total parking supply. It will involve definition of parking precincts, baseline estimates of parking stock and coordination with development approvals to capture future parking proposals. Consideration is to be given to undertaking a comprehensive floor space study to establish overall parking supply.

Understanding behaviour

We need to better understand who is using our centres, why and how they get there (and their preferred modes if options are available) to better inform decisions about allocation of space and enhancement works. Centres across Newcastle are subject to different pressures and have varying standards of public transport, walking and riding provisions that could support changes in travel behaviour. Parking management measures need to respond to local circumstances, but be consistent in aim.

Permit schemes

Many people, mainly commuters, who require long stay parking in and near the City Centre, seek out free, unrestricted parking in the fringe areas, in preference to payment for parking.

There are currently 17 residential parking precincts and two exclusion zones in operation in Newcastle. They are generally an exemption mechanism, allowing permit holders unrestricted parking in areas otherwise controlled by timed and/or pay parking. The majority of the schemes are concentrated in close proximity to the City Centre and to Hamilton's main street, Beaumont Street. Schemes have also been implemented in Broadmeadow, Adamstown and Waratah.

When permit schemes were originally set up, the intent was to provide some assistance to inner city residents and manage competing demands for on-street space by retaining some capacity for use by residents of each area and their visitors. A review of permit parking schemes and other forms of road occupancy licence that impact on parking supply was undertaken in 2017. The review indicated that the manner in which the schemes have been implemented has not been consistent and that this inconsistency tends to cause confusion and make management of schemes less efficient. CN's approach (and introduction of schemes) has been focused on commercial centres, which do not cover all significant land use activities which generate significant demand.

Actions:

5.1 Establish a comprehensive database of on and off-street parking supply for the City Centre.

5.2 Undertake behavioural surveys to better understand who is using our centres, why and how they get there (and their preferred modes if options were available) to better inform decisions about allocation and management of parking spaces.

5.3 Review the boundaries of parking precincts and adjust as required.

5.4 Develop clear operational policies and procedures for application of reserved parking zones (loading zones, motorbike parking, mobility parking, taxi stands, buses and coaches, tour coaches).

5.5 Develop operational policies and procedures to support shared mobility, including car share.

5.6 Review operational policies and procedures for establishment of permit parking schemes.

5.7 Establish operational policies and procedures for responding to requests for review of parking conditions in centres.

5.8 Establish a program for review and assessment of parking and access in local and neighbourhood centres, incorporating collection of information about the purpose of visitor trips.

5.9 Prepare access and parking management plans for our local centres.

5.10 Undertake regular data analysis and reporting to inform and adjust parking approaches.

6. Engage with stakeholders

Objective 6:

Engage with local businesses, communities and stakeholders when implementing new or changed parking arrangements.

Through our early engagement in developing this Plan, we clearly heard that people want to be informed and involved, and decisions need to be open and firmly based on data.

Decisions on parking are made on a daily basis, by individual officers, advisory groups and the elected Council. We will undertake engagement in line with the scale of the issue and proposed response, prior to making changes, unless immediate action is required to address a safety issue. Minor changes may involve introduction of a loading zone, taxi zone, or changes to time restrictions on a street or several street sections in a specific area. Major changes may involve restrictions across a centre, residential area or introduction of fees. All changes involving prescribed signage requires consideration by the Newcastle City Traffic Committee. Our approach for minor and major changes is outlined below.

Minor changes:
Following analysis of issue, report to Newcastle City Traffic Committee
Letters to affected stakeholders with details of proposal, known impacts and link to web page
Engage over a four-week period
Collate responses, prepare modified proposal if required and report to Newcastle City Traffic Committee for endorsement

Major changes:
Collection of data
Early engagement
Analysis of responses, preparation of proposals
Report to Newcastle City Traffic Committee
Engage over a four-week period
Collate responses, prepare modified proposal if required and report to Newcastle City Traffic Committee for endorsement

Actions:
6.1 Undertake engagement, commensurate with the scale of change, with the community and stakeholders when implementing parking management measures, including when applying the Parking Management Framework in the City Centre.

Implementation and monitoring

The objectives and actions outlined in this Plan will be translated into specific, time-based actions and tasks. Actions requiring funding will be subject to exhibition and adoption through the annual budget process.

We will ascertain progress on achieving our objectives through a range of measures covering:

- Parking utilisation
- Perceptions
- Mode share

Measure/indicator	Baseline/latest available data	Data source	Frequency
Parking utilisation			
Satisfactory/optimal utilisation of parking spaces	2019 survey data	Surveys by CN or consultants	2-3 years, or as required by each precinct in accordance with the Parking Management Framework
Mode share			
Decrease in proportion of journeys to work by car (driver or passenger)	72.3% (2016 Census)	ABS Census	5 years
Increase in proportion of journeys to work by public and active transport	9.6% (2016 Census)	ABS Census	5 years
Perceptions			
Improved customer perceptions about parking availability		CN engagement	2 years
Improved perceptions by community about parking engagement		CN engagement	
Improved perceptions by community about parking information			

References

1 Source: https://www.transport.nsw.gov.au/data-and-research/passenger-travel/surveys/household-travel-survey-hts/household-travel-survey-1.

2 Refer to https://profile.id.com.au/newcastle/travel-to-work, Australian Bureau of Statistics, Census of Population and Housing 2011 and 2016. Compiled and presented by .id , the population experts, accessed 25 October 2020.

3 Greater Newcastle refers to the local government areas of Cessnock, Lake Macquarie, Maitland, Newcastle and Port Stephens.

4 The EasyPark app is a smart phone application that allows drivers to pay for their parking in a simple, cashless transaction. Refer to https://newcastle.nsw.gov.au/living/transport/easy-commute/easy-park-our-mobile-app for information.

5 APC, 2020, Analysis and Review of Parking Survey Data

6 APC, 2020, Analysis and Review of Parking Survey Data

7 Government Architect NSW and Transport for NSW, 2020, Practitioners' Guide to Movement and Place, p. 9

8 Marsden, G. R., 2006, *'The evidence base for parking policies – a review'*, p. 18, http://eprints.whiterose.ac.uk/2023/2/ITS15_The_evidence_base_for_parking_policies_UPLOADABLE.pdf, accessed 25 October 2020

9 http://content.tfl.gov.uk/walking-cycling-economic-benefits-summary-pack.pdf, accessed 19 September 2020

10 Tolley, Dr Rodney, 2011, Good for Busine$$ - The benefits of making streets more walking and cycling friendly – Discussion Paper, National Heart Foundation of Australia, p. 5

11 Bykko, in partnership with Transport for NSW, launched an e-bike share scheme in Newcastle in 2018.

12 National Association of City Transportation Officials, 2019, Blueprint for Autonomous Urbanism, Second Edition, p. 12

13 National Association of City Transportation Officials, 2019, Blueprint for Autonomous Urbanism, Second Edition, p. 10

14 Travel demand management (TDM) may also be referred to as transportation demand management or mobility management. It emphasises the movement of people and goods, rather than motor vehicles, and so gives priority to more efficient modes (such as walking, cycling, carpooling and public transit), particularly under congested conditions.

15 Other than for the Newcastle City Centre, car parking rates are based primarily on the Roads and Traffic Authority, 2002, Guide to Traffic Generating Developments, Version 2.2.

16 Transport for NSW, 2018, Greater Newcastle Future Transport Plan, p. 121

17 Transport for NSW, 2018, Greater Newcastle Future Transport Plan, p. 57

18 See, for example, Rye, T., 2010, 'Parking Management: A Contribution to Liveable Cities, Module 2c Sustainable Transport: A Sourcebook for Policy-makers in Developing Cities', GTZ Transport Policy Advisory Services, Federal Ministry for Economic Cooperation, Bonn, Germany.

19 Luxmoore Parking and Safety, ARRB Group, 2015, The City of Newcastle, Parking Study, Newcastle City Centre and Surrounding Suburbs

20 The application of the framework was recommended in the 2015 study by Luxmoore Parking and Safety, ARRB Group, The City of Newcastle, Parking Study, Newcastle City Centre and Surrounding Suburb, in which acknowledgement was made to Willoughby City Council.

21 Austroads, 2020, Guide to Traffic Management Part 11, Parking Management Techniques, p. 11

22 Austroads, 2020, Guide to Traffic Management Part 11, Parking Management Techniques, p. 144

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ATTACHMENTS DISTRIBUTED UNDER SEPARATE COVER

CCL 23/02/21 – ADOPTION OF PARKING PLAN

ITEM-7 **Attachment B:** Summary of Submissions – Exhibition of Draft Parking Plan

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SUMMARY OF SUBMISSIONS – DRAFT PARKING PLAN

No.	Form / Document Date	Reference	Individual / Organisation	Summary of Submission	Response
1	26/11/2020	TR2020/03242	Individual	▪ Respondent queries why the park and ride service (stadium to City Centre) has not been restarted and why time limits near the Art Gallery have been modified. Respondent states that spaces are now not being used. ▪ Respondent states that parking is unaffordable and that public transport would take too long. Good public transport, or free/more affordable parking is needed if people are to be encouraged to the City Centre.	▪ City of Newcastle (CN) suspended the park and ride service due to impacts on travel patterns and increase in working from home associated with COVID-19. Occupancy of long term (eight hour) parking spaces has been around 50% and public transport use significantly lower than prior to the pandemic. CN will continue to monitor the situation to determine when the park and ride service will be reinstated. ▪ CN will continue advocating to the NSW Government for improvements to public transport in Newcastle.
2	26/11/2020	TR2020/03246	Individual	▪ Bigger and more efficient park and ride systems are needed. Potential locations are train stations or a multilevel car park at Wallsend with frequent (10 - 15 minutes) shuttle bus connections.	▪ Noted. Investigation of park and ride is an intended action.
3	26/11/2020	TR2020/03251	Individual	▪ Respondent considers closures of businesses through Honeysuckle and the City Centre is partly due to paid parking (increases in price and fewer spaces) over years. Similar factors are causing people to seek other destinations for entertainment avenues. If paid parking continues, windows of free parking should be considered. Event park and ride is suitable for the city. CN should consider transport options to bring people back into the City Centre (e.g. free bus, tram outside peak hours). ▪ Free public transport could reduce cars on road, reduce maintenance costs, reduce car ownership and related climate impacts. Cost-benefit analysis would be worth pursuing. Respondent noted that people did park (around Hamilton) and ride (bus to City Centre) when the fare free bus zone was in operation. Removal of the need to buy a second car has benefits for family, city and climate.	▪ Noted. ▪ CN has previously advocated to the NSW Government to undertake a cost-benefit analysis of free public transport. When in place, CN promoted use of the fare free zone. Fare free transport in the City Centre was discontinued with introduction of light rail. At present, public transport costs are consistent throughout the Opal network, however, parking costs vary substantially. If public transport costs are higher than parking costs, there is less incentive to change modes. The NSW Government has primary responsibility for public transport services. As it is not a core function of CN (and therefore unlikely to be funded), actions relating to public transport will be limited to support (through provision of new shelters and seating) and advocacy.
4	29/11/2020	TR2020/03252	Individual	▪ Parking is needed for clients and visitors and designated parking for workers and tourists. Many small businesses have suffered, ceased or moved due to parking issues.	▪ Noted.
5	30/11/2020	TR2020/03523	Individual	▪ Respondent notes less congestions, fewer people, free parking and better facilities in the suburbs.	▪ Noted.

No.	Form / Document Date	Reference	Individual / Organisation	Summary of Submission	Response
6	30/11/2020	TR2020/03274	Individual	▪ Respondent would like to see cheaper parking in car parks across the city, as well as more designated parking areas for motorcycles. Respondent considers motorcyclists should be allowed to park anywhere on the street at no cost.	▪ While trips by motorbike offer some benefits over single occupant car trips, it is not CN's position to encourage motorbike trips over public transport, walking and cycling. In high demand locations where turnover is required, CN considers it appropriate to have time/price restrictions.
7	1/12/2020	TR2020/03275	Individual	▪ Most people come into the City Centre for social/recreation purposes or to shop. The need to carry purchases makes a car trip practical. ▪ High density accommodation along the waterfront will increase traffic woes. Respondent queries whether traffic impacts are considered as part of development approval. ▪ Respondent does not have an issue with paid parking as long as cost is not exorbitant but considers high prices are inevitable when parking is privatised. Allocated parking times should be sufficient. Respondent considers that Newcastle has been over-developed.	▪ Cars can certainly be convenient and a preferred mode, however, not necessarily the only viable choice for shopping, social and recreation trips. ▪ Traffic studies are required to be undertaken in accordance with the requirements of the Newcastle Development Control Plan. When development applications are assessed, judgements are made about the overall merits and disbenefits of a project and whether the benefits outweigh the drawbacks, if any. ▪ CN acknowledges that some time restrictions are in need of modification. Implementation of the Parking Plan will allow for ongoing monitoring and review of occupancy and turnover to inform changes.
8	1/12/2020	TR2020/03276	Individual	▪ Respondent queries accuracy of statements about Mall (King St) car park - closed since March or temporarily closed for structural assessment. Respondent queries whether the car park is to be closed permanently and if it is to be sold to a private developer.	▪ CCL 8/12/20 'Stairway to Heaven' Concept states that the car park at 92 King St (Mall Car Park) was temporarily closed on 20 April 2020 due to concerns about its structural condition. A detailed structural assessment confirmed the poor condition of the building. The Council report stated that a development application will be lodged to seek approval for demolition of the car park.
9	14/12/2020	TR2020/03427	Individual	▪ Respondent notes issues with workers taking up spaces in Wickham, preventing their use by visitors. (Photo attached to submission.)	▪ Noted. This area, as with other precincts, will be assessed and reviewed using the Parking Management Framework in conjunction with other qualitative and/or quantitative information.
10	20/01/2021	TR2021/00255	Individual	▪ Submission relates primarily to the draft Cycling Plan. The respondent considers a pedestrian and bike crossing at Clyde Street Hamilton North is urgently needed. ▪ An [active transport] network, not compromised by cars, is needed, as are rules to prevent speeding on e-bikes and additional bike racks.	▪ Noted and supported. CN is liaising with ARTC regarding the crossing. ▪ Noted. Compliant e-bikes are speed-limited to 25km/h. Additional bike racks are installed as part of public domain planning and new development (in accordance with the Newcastle DCP). Requests for provision at specific locations can be made to CN.

No.	Form / Document Date	Reference	Individual / Organisation	Summary of Submission	Response
11	3/12/2020	OT2020/04687	Individual	▪ Respondent considers that fewer apartment buildings and more car parks should be built so visitors can park.	▪ Parking structures, like apartments, can be built by private developers. Use of CN funds to construct and manage a car parking structure is a questionable use of limited public funds and not aligned with community priorities, as indicated through community surveys.
12	3/12/2020	OT2020/04688	Individual	▪ (2nd submission- Refer to OT2020/04687) Respondent notes lack of parking in Honeysuckle, The Foreshore, Newcastle East. More parking is needed in apartment buildings, the interchange and the city generally.	▪ Noted.
13	5/12/2020	OT2020/04709	Individual	▪ Respondent requests more consideration of mobility impaired people, noting removal of some drop off spaces with light rail construction.	▪ Noted. The Implementation Plan includes actions to review rationale and processes for allocation of on street spaces, including loading zones, kiss and ride and accessible spaces.
14	11/12/2020	OT2020/04835	Individual	▪ Respondent supports residential parking schemes but does not support paid parking on foreshore and considers car parking from Nobbys to Merewether should remain free of charge, to encourage visitors.	▪ The Parking Management Framework indicates that changes in time restrictions would be the likely first step to ensure appropriate turnover. Application of the Framework should ensure that drivers can find a space readily.
15	11/12/2020	OT2020/04908	Individual	▪ Parking in Cooks Hill is extremely problematic (often overrun with workers, incidences of people parking across driveways, vandalism, fights). Respondent suggests imposition of a 30 minute time limit and provision of two resident parking permits.	▪ Noted. This area, as with other precincts, will be assessed and reviewed using the Parking Management Framework in conjunction with other qualitative and/or quantitative information. As surveys were undertaken in 2019, it is likely that they would be repeated prior to further consultation and recommendation of changes to arrangements, as several factors have impacted on parking in the interim.
16	18/12/2020	OT2020/05003	Individual	▪ Respondent notes increase in driver delivery services and related parking impacts. Respondent suggests that more very short term parking zones are needed.	▪ Noted and agreed. The Implementation Plan includes actions to review rationale and processes for allocation of on street spaces, including loading zones, kiss and ride and accessible spaces.
17	6/01/2021	OT2021/00168	Individual	▪ Respondent queries whether CN plans to implement paid parking in Wickham as several streets are above 85% utilisation. Another option is for extension of 2P restrictions to all day.	▪ The precinct has areas of unrestricted parking. The surveys were undertaken prior to completion of several significant developments in the precinct and the relocation of CN offices. Further surveys (nominally in 2021/22) will likely be undertaken prior to exhibition of any proposed changes.

No.	Form / Document Date	Reference	Individual / Organisation	Summary of Submission	Response
18	11/01/2021	OT2021/00191	Individual	▪ Respondent requests provision of electric car charging stations in off street car parks, as having infrastructure in place will support increased uptake.	▪ Noted and agreed. Review of the parking provisions of the Newcastle Development Control Plan (which would encompass infrastructure for electric vehicles) is to commence in 2021. Action 4.2 of the Climate Action Plan (to provide publicly accessible electric vehicle charging infrastructure) is scheduled to commence in the short term.
19	11/01/2021	OT2021/00256	Individual	▪ Respondent notes that with high demand for parking in various locations, there are many incidences of cars parked too close to driveways. This, coupled with increasing congestion, may increase potential for accidents to occur.	▪ The Australian Road Rules form the basis of road rules of each Australian state and territory and are reviewed every two years. For the most part, each state and territory has copied the Rules into their own laws. NSW Road Rules dictate that a vehicle should not be stopped on or across a driveway or footpath, or within one metre of another vehicle (in front or behind). Parking officers enforce NSW Road Rules but CN does not set the rules. Under Road Rule 198, a driver must not stop on a road in a position that obstructs access by vehicles or pedestrians to or from a footpath ramp or similar way of access to a footpath, or a bicycle path or passageway, except under specific conditions.
20	19/01/2021	OT2021/00444	Individual	▪ The strategy needs to reinforce the active and public transport focus for Newcastle. Long term planning for the city should include on road, separated cycle highways. The strategy should consider long-term CN parking assets (multi-storey) and their future use and should indicate now how assets could transform over 20 years as autonomous vehicles, ride sharing and active transport become the dominant mode choices. ▪ Developers should now be required to provide for electric vehicle charging stations in their visitor parking spaces, in anticipation of the shift.	▪ Noted. Both the Cycling and Parking Plans reinforce the community's vision for a far less car dependent city. ▪ Provisions of the Newcastle Development Control Plan relating to parking are to be reviewed. The review will encompass electric vehicle charging points. Similar actions are included in the adopted Climate Action Plan.
21	20/01/2021	OT2021/00452	Individual	▪ Respondent is concerned about use of Crown land allocated and sealed as a road access for use of the preschool, Badminton Centre, Scout Hall and Goodlife Church, by the workers and users of other sites. Respondent supports introduction of restrictions to limit spaces near the badminton hall to two hours between 9am and 5pm Monday to Friday and signage on remaining spaces alongside the Scout Hall and behind the preschool grounds indicating unrestricted parking for businesses abutting the car park. Respondent also requests removal of time-limited parking along Albert Street adjacent to the playground.	▪ The precinct has areas of unrestricted parking. The surveys noted in the draft Parking Plan were undertaken prior to completion of several significant developments in the Wickham precinct and the relocation of CN offices. Further surveys (nominally in 2021/22) will likely be undertaken prior to exhibition of any proposed changes. More targeted consultation will be undertaken prior to any changes. ▪ Noted.

No.	Form / Document Date	Reference	Individual / Organisation	Summary of Submission	Response
				▪ Respondent is concerned at the number of workers parking in front of residential properties, increasing potential for accidents on entry/exit from properties and limiting opportunities by residents to park in close proximity to their properties. Respondent considers that removal of parking in Honeysuckle and the CBD, increasing and ongoing construction work, the interchange at Wickham and relocation of CN offices have contributed to the increased need for parking, but considers the needs of residents should also be taken into account.	▪ Noted. Needs of residents would be considered in any changes to parking arrangements. Comments indicate interventions are likely required.
22	25/01/2021	OT2021/00667	Individual	▪ The respondent notes concerns over insufficient detail about proposed parking changes. ▪ Past parking strategies have been expensive and not successful, due in part to insufficient parking stations and lack of resident parking in high density residential development. Streets (around The Hill) are jammed with parking. Visitors cannot find spots. New, innovative and cheap (preferably free) solutions are required. ▪ The submission also raises concerns about changes to Swan Street, notably near its intersection with Kitchener Parade.	▪ Exhibition of the draft Parking Plan was not intended to substitute for area-specific engagement. ▪ Noted. Comments indicate parking management is required. ▪ Noted. Comments forwarded to relevant CN officer for consideration.
23	23/01/2021	OT2021/00684	Individual	▪ Respondent would appreciate a resident parking scheme in proximity to their residence. Respondent notes that adjacent land uses have changed, reducing the need for parking turnover that there once was.	▪ Noted. Rationale and processes for establishment of resident parking schemes is an action in Parking Plan.
24	23/01/2021	OT2021/00685	Individual	▪ Respondent objects to any suggestion of paid parking in Dumaresq St, Hamilton East. Time-limited parking restriction would be a more acceptable outcome.	▪ Noted. The 2019 surveys indicated that on street parking occupancy in the Hamilton East precinct is low, with numerous on street unrestricted spaces available. The streets with highest occupancy were in the northwest of the precinct. The likely action would be for conversion of some of the unrestricted bays in the northwest to 4P parking, then further review, however, this would not be done without targeted consultation with residents of the precinct.
25	24/01/2021	OT2021/00686	Individual	▪ Respondent requests that no more paid parking be implemented throughout Cooks Hill. Respondent considers that turnover is high enough that a parking space can readily be found.	▪ Some changes to time restrictions have been implemented since the 2019 surveys (2P limits, Monday to Saturday between Queen Street and Bull Street, with 4P limits on Sundays). CN has not received many, if any, adverse comments regarding impacts of these changes. Further surveys are required to determine the efficacy of the time restrictions.

No.	Form / Document Date	Reference	Individual / Organisation	Summary of Submission	Response
26	24/01/2021	OT2021/00687	Individual	▪ Respondent considers that it would be 'smart' to provide parking stations for all-day use, to allow city workers to travel by car. Respondent considers that forcing people to change mode by making it impossible to park in the city is a cruel and conniving strategy. ▪ Active and public transport are far less efficient for working people who may need to attend to other needs on their way to and from work. Respondent considers active transport to a job in town is ridiculous. ▪ Respondent suggests opening up parking stations and building more. Respondent considers UN goals should not be part of decision-making.	▪ Active and public transport are efficient modes of transport with multiple benefits. It is not CN's intention to force people to change modes. However, greater recognition and transparency of the costs and benefits of the various modes is needed. ▪ Development controls require provision of end of trip facilities (showers, changes rooms). ▪ Costs to build a parking station range from around $650 to around $3000/$m^2$ depending on type. Future-proofing, to allow conversion/repurposing when demand falls, would likely add to costs. Much more work needs to be done to determine ongoing need, suitable locations, costs and where construction of additional parking rates in terms of CN's priorities for expenditure of public funds.
27	25/01/2021	OT2021/00688	Individual	▪ Respondent supports time restrictions in Cooks Hill but not meters.	▪ The Parking Management Framework is one of the tools to be used in conjunction with other qualitative and/or quantitative information to inform parking proposals for an area. Precinct-wide changes would not be made without targeted consultation and more current information.
28	25/01/2021	OT2021/00689	Individual	▪ Respondent objects to any loss of on street parking in Laman Street, noting parking is already a problem for residents.	▪ Noted.
29	25/01/2021	OT2021/00690	Individual	▪ Respondent considers that parking meters in residential areas (notably Cooks Hill) is unacceptable.	▪ The Parking Management Framework is one of the tools to be used in conjunction with other qualitative and/or quantitative information to inform parking proposals for an area. Precinct-wide changes would not be made without targeted consultation and more current information.
30	25/01/2021	OT2021/00691	Individual	▪ Respondent states objection to proposed installation of parking meters in a heritage residential area. Respondent considers parking issues are a result of failures over time to retain appropriate car parking in the CBD for workers and visitors. ▪ Better policing of existing restrictions is needed.	▪ The Parking Management Framework is one of the tools to be used in conjunction with other qualitative and/or quantitative information to inform parking proposals for an area. Precinct-wide changes would not be made without targeted consultation and more current information. ▪ More enforcement is dependent on resourcing or development of more efficient processes. The application of technologies such as licence plate recognition to facilitate enforcement is to be explored in the short term.

No.	Form / Document Date	Reference	Individual / Organisation	Summary of Submission	Response
31	25/01/2021	OT2021/00692	Cooks Hill Community Group	▪ The Cooks Hill Community Group strongly opposes the draft Parking Plan in its current form, notably the Newcastle Parking Management Framework. The submission notes that much of the on street parking in Cooks Hill falls into the over 85% category, due to residents requiring on street parking and the daily influx of commuters. ▪ The CHCG considers that meters would not be a deterrent to commuters and that any required management of parking can be effectively achieved with time restrictions. The submission notes support for 2P time restrictions in conjunction with resident permits.	▪ Noted. The Parking Management Framework is a tool to assist in determination of parking interventions - when they should occur and what form they should take - and is considered in conjunction with other qualitative and/or quantitative information to inform proposals. No changes would be done without targeted consultation and more current surveys. ▪ Support for time restrictions noted.
32	25/01/2021	OT2021/00693	Individual	▪ Respondent notes that parking should be managed by time restrictions, not meters, and that resident parking must be accommodated. CN needs to ensure that new developments have adequate on site parking. Submission notes that CN has a poor record of doing so.	▪ Noted. The Parking Management Framework is a tool to assist in determination of parking interventions - when they should occur and what form they should take. Parking provisions for new development are set out in the Newcastle Development Control Plan. The review process will incorporate community consultation.
33	25/01/2021	OT2021/00694	Individual	▪ Respondent considers that installation of parking meters is residential streets is unacceptable, not a solution and purely a money-grabbing exercise. Existing time restrictions should be more effectively enforced.	▪ The Parking Management Framework is one of the tools to be used in conjunction with other qualitative and/or quantitative information to inform parking proposals for an area. Precinct-wide changes would not be made without targeted consultation and more current information. The Parking Plan acknowledges that enforcement is a key part of parking management.
34	25/01/2021	OT2021/00695	Neuron Mobility (E-scooter Operator)	▪ The submission discusses the role of e-scooters in the transport mix of a city. E-scooters belong to a broad category called Personal Mobility Devices (PMDs), which encompass a range of battery powered devices allowing for micromobility transport solutions. E-scooters present a much more environmentally friendly alternative to car journeys. Experience in Canberra suggests that 42% of all e-scooter rides directly replace car journeys. E-scooters make public transport more viable. While some e-scooter rides do replace cycling, e-scooters should be seen as a complement to cycling rather than a threat. As noted in the Cycling Plan, there is a subset of the population that has no interest in cycling. E-scooters may be an option. Data from Brisbane showcases success with support of first-mile and last-mile transportation. PMDs play an important role in providing COVID safe transport options.	▪ The role of e-scooters in the transport mix, and other points are noted, however much of the content of this submission is outside the scope of the Parking Plan.

No.	Form / Document Date	Reference	Individual / Organisation	Summary of Submission	Response
				Neuron Mobility is highly supportive of the initiatives outlined in the Cycling Plan, noting an extended network of paths means better infrastructure for e-scooters. E-scooter ride sharing reduces car traffic an eases pressures on parking. However, NSW legislation needs to be updated to allow for e-scooters (not currently allowed on NSW roads and road related areas). Neuron Mobility is keen to work with CN to develop a proposal for design of an e-scooter ride sharing trial.	
35	25/01/2021	OT2021/00696	Individual	▪ Respondent considers that the installation of parking meters in residential streets is unacceptable and that parking can be effectively managed with time restrictions. ▪ The cost of visitor permits may dissuade people from using this option, in addition to the failure of the online application process.	▪ The Parking Management Framework is one of the tools to be used in conjunction with other qualitative and/or quantitative information to inform parking proposals for an area. Precinct-wide changes would not be made without targeted consultation and more current information. ▪ Noted. Processes are under review.
36	25/01/2021	OT2021/00697	Individual	▪ Respondent does not support paid parking but supports time restrictions with exemptions for residents.	▪ The Parking Management Framework is one of the tools to be used in conjunction with other qualitative and/or quantitative information to inform parking proposals for an area. Precinct-wide changes would not be made without targeted consultation and more current information.
37	25/01/2021	OT2021/00698	Individual	▪ Respondent does not support time restrictions or paid parking outside their Cooks Hill residence.	▪ The Parking Management Framework is one of the tools to be used in conjunction with other qualitative and/or quantitative information to inform parking proposals for an area. Precinct-wide changes would not be made without targeted consultation and more current information.
38	25/01/2021	OT2021/00699	Newcastle Cycleways Movement	▪ NCM applauds the intention to recognise higher value uses of public road space other than long term car parking. Loss of parking will be necessary at times to implement cycle connections and create the smart city envisioned in the Cycling and Parking Plans. The anticipated result of success with the Plans is a reduction in parking demand. Deterrents to unrestrained car use are supported. ▪ Park and ride can also incorporate riding to public transport (and parking the bike or taking it on public transport for the final section).	▪ Noted. ▪ Noted and agreed.

No.	Form / Document Date	Reference	Individual / Organisation	Summary of Submission	Response
39	25/01/2021	OT2021/00700	Individual	▪ Respondent considers that it is not enough just to charge for parking on public land, rather, CN should start removing parking from places that are to be improved. Respondent provides the example of Oslo, where over the course of a year, parking was banned on street and developers were prevented from providing new parking. This led to increased patronage of sustainable modes and improved amenity.	▪ Noted. Public domain planning is being undertaken progressively for all precincts in the City Centre and for centres throughout the Newcastle LGA. These address movement networks and opportunities to improve active transport and places for people. Proposals are subject to exhibition and endorsement by Council.
40	25/01/2021	OT2021/00701	Individual	▪ Respondent considers that parking for Newcastle City, Newcastle East and Darby Street should be provided by CN car parks. ▪ Respondent does not support parking meters for Cooks Hill.	▪ Noted. ▪ The Parking Management Framework is one of the tools to be used in conjunction with other qualitative and/or quantitative information to inform parking proposals for an area
41	25/01/2021	OT2021/00702	Individual	▪ Respondent does not support parking meters for Cooks Hill and considers that parking stations should be a component of design and planning for the city. ▪ Respondent indicates that the King Street car park should be fixed and reopened.	▪ Noted. ▪ The King Street car park is not structurally sound.
42	27/01/2021	OT2021/00703	Hunter Business Chamber	▪ The Plan acknowledges the need to respond to substantial changes that have taken place, particularly in the CBD, since development of the last plan. The Chamber is supportive of CN's intention to review development controls to ensure that they align with transport and land use planning objectives and concur that cumulative parking outcome on a precinct basis be factored into decision making. The submission notes there is often divergence between the practical demands of the market and the theoretical objectives of strategies and that finding a balance is important. ▪ The Chamber supports, in principle, the focus on encouraging greater use of sustainable transport options but sees the need for a mix of solutions that meets the demands of all users and does not compromise viability of business centres. Planning should acknowledge that for many people commuting by car is the most reasonable and functional option. Any move to encourage change to sustainable transport use should focus on positive messaging and incentives, rather than punitive approaches such as restricting parking opportunities or increasing pricing.	▪ Support noted. ▪ Noted. CN will continue to improve active transport and promote its benefits. ▪ Noted and agreed. ▪ More current surveys and analysis of parking demand are required before a commitment to investigate the feasibility of a multilevel car park in the City West precinct. ▪ Support for Parking Management Framework noted. ▪ Support for investigation of pricing models noted. ▪ Support for actions relating to data collection and monitoring noted.

No.	Form / Document Date	Reference	Individual / Organisation	Summary of Submission	Response
				▪ Where parking demand is high, pricing and timed parking should favour short-stay users to encourage high turnover of spaces. ▪ The Chamber considers there is merit in investigating a multilevel car park in the City West precinct, designed and built to facilitate future conversion, should demand change. The city needs to learn from the impacts of the changes that have occurred in parking and traffic arrangements across the CBD since 2015. Perceptions now drive a large part of the behaviour of consumers and floor space users. ▪ The Chamber supports the use of the Parking Management Framework and the use of shorter time restrictions to encourage turnover of spaces in centres where short term parking is in high demand. The needs of customers should be prioritised over those of workers in these situations. The Chamber is supportive of surveys in centres. ▪ The Chamber notes that the draft Plan does not set or suggest any pricing benchmarks, and supports further investigation into optimum pricing, such as price disincentives for extending stays in high demand spaces. There is great merit in the suggestion of reinvesting of parking funds. The Chamber supports further investigation of this concept. ▪ The intended actions around data collection and analysis are fully supported. Better utilisation of privately owned spaces could be explored.	
43	25/01/2021	OT2021/00658	University of Newcastle	▪ University of Newcastle is supportive of the principles of the Plan, in encouraging mode shift and a commitment to reducing single user vehicle trips. ▪ Respondent agrees with approach of discouraging longer term parking on street, particularly in higher density areas and would like to see a greater commitment to reduction of on street parking as the primary user of our streetscapes, particularly in the City Centre. ▪ University of Newcastle encourages open dialogue about park and ride opportunities to benefit city and campus connectivity and would like to see more information about utilisation of drop off, accessible and loading parking types in the vicinity of city campus assets.	▪ Noted. ▪ Noted. Hierarchy of uses to be developed, for different streets, locations. ▪ Noted. Further investigation of park and ride is an action in the Plan.

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CCL 23/02/21 – ADOPTION OF PARKING PLAN

ITEM-7 **Attachment C:** Summary of Changes to the Exhibited Draft Parking Plan

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SUMMARY OF CHANGES TO EXHIBITED DRAFT PARKING PLAN

Page	Change (**Highlighted**)
P. 2	*Contact details added:* For information about the Parking Plan, contact Transport and Compliance, City of Newcastle. Published by City of Newcastle PO Box 489 NEWCASTLE NSW 2300 Phone 4974 2000 mail@ncc.nsw.gov.au newcastle.nsw.gov.au 2021 City of Newcastle
P. 9	In all 1P and 2P areas, 15 minutes of free parking is automatically offered to customers if they use the EasyPark app.[4] *Change endnote 4:* ~~Where on-street bays are not marked, the number is estimated by measuring kerb length and dividing by the parking bay length nominated in Australian Standard 2890.5 2020 for a parking bay length.~~ The EasyPark app is a smart phone application that allows drivers to pay for their parking in a simple, cashless transaction. Refer to https://newcastle.nsw.gov.au/living/transport/easy-commute/easy-park-our-mobile-app for information.
P. 18	*Diagram showing policy context:* ~~Hunter Regional Plan~~ Greater Newcastle Metropolitan Plan ~~Greater Newcastle Metropolitan Plan~~ Greater Newcastle Future Transport Strategy
P. 19	(Para 1) ~~Community Strategic Plan~~ CSP *Additional CSP objectives and strategy added:* Objective 7.3: Active citizen engagement in local planning and decision-making processes and a shared responsibility for achieving our goals Objective 7.4: A local government organisation of excellence Strategy 7.4a: Continuous improvement in services delivery based on accountability, transparency and good governance
P. 24	*(Following last para)* Consultation indicated clear majority support for introduction of time restrictions to increase parking turnover. The public domain plan was adopted by Council in September 2020.
P. 25	**Newcastle Parking Management Framework** Trigger (Less than 50% of spaces occupied) Response (Unrestricted or time-limited parking areas, 85% of spaces occupied – Introduce pay parking and/or shorter time limits

P. 26	Action 2.2 Undertake parking surveys in local centres to understand issues, challenges and opportunities to optimise utilisation and improve consistency of restrictions, and implement changes as required.
P. 27	(Para 3) ~~At grade parking areas consume approximately 35m^2 of space.~~ Allowing for circulation, a parking space takes up approximately 35m^2.
P. 32	Action 6.1 Undertake engagement, commensurate with the scale of change, with the community and stakeholders when implementing parking management measures~~, commensurate with the scale of change~~, including when applying the Parking Management Framework in the City Centre.
P. 33	~~**Monitoring progress**~~ **Implementation and monitoring** The objectives and action outlined in this Plan will be translated into specific, time-based actions and tasks ~~as part of future Delivery Programs and Operational Plans~~. Actions requiring funding will be subject to exhibition and adoption through the annual budget process. **Measure/indicator** Parking utilisation ~~Parking utilisation in accordance with Parking Management Framework~~ Satisfactory/optimal utilisation of parking spaces
P. 34	*Endnotes 1 and 2 reversed.*

Note: Minor formatting, punctuation and word changes are not listed.

ATTACHMENTS DISTRIBUTED UNDER SEPARATE COVER

CCL 23/02/21 – ADOPTION OF PARKING PLAN

ITEM-7 **Attachment D:** Implementation Plan

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Parking Implementation Plan

City of Newcastle

Acknowledgment

City of Newcastle acknowledges that we operate on the grounds of the traditional country of the Awabakal and Worimi peoples.

We recognise and respect their cultural heritage, beliefs and continuing relationship with the land and waters, and that they are the proud survivors of more than two hundred years of dispossession.

City of Newcastle reiterates its commitment to addressing disadvantages and attaining justice for Aboriginal and Torres Strait Islander peoples of this community.

Enquiries

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Introduction

The Parking Plan is the key document which will guide our approach to management of parking throughout the Newcastle local government area. The actions identified in the Parking Plan are aligned with the Community Strategic Plan and supporting strategies. Implementation of actions stated in the Parking Plan will be monitored through City of Newcastle's Integrated Planning and Reporting (IP&R) Framework, utilising CAMMS Strategy software.[1] To align with the IP&R Framework, actions are identified as commencing within one year (short term), two to four years (medium term), or greater than four years (long term). Once initiated, several actions will be ongoing, and will become 'business as usual'.

Actions undertaken each year that require specific allocation of funds are approved through the annual budget planning process and endorsed by Council in adoption of the Delivery Program and Operation Plan. Other actions, some of which will become 'business as usual' may be undertaken by officers as part of operational funding for the Transport and Compliance service unit.

The Implementation Plan will be reviewed each year and modified as actions are completed, resources modified or external or internal influences necessitate change in priorities.

Key

Timeframe

Short: 1 year
(Commence in 2021/22)

Medium: 2 – 4 years
(Commence 2022/23 to 2024/25)

Long: 4+ years
(Commence after June 2025)

Ongoing

Control
Core business
Statutory requirements
Direct decision making and action is necessary

Influence
Areas which council has a partial or shared responsibility or influence
Advocacy, lobbying, education and communication are possible
Action may be possible in collaboration

[1] CAMMS Strategy is an integrated planning and corporate performance management software solution designed to bring together organisational, strategic and service planning into a common monitoring and reporting framework.

Theme 1. Improve parking controls for development

Parking Plan Objective 1
Implement parking controls to support CN's strategic objectives for mode shift to sustainable transport and best use of public space.

We acknowledge the role that parking plays in urban design outcomes and functioning of our centres. The amount, location and design of parking in new development will be carefully considered to ensure viability of centres and consistency with our planning objectives for compact, walkable neighbourhoods. In our centres, we will prioritise spaces for emergency vehicles, walking and riding and landscaping, over private cars.

Delivery Program Objective	Operational Plan Action	Timeframe	Responsibility	CSP Objective	CN Role
Implement parking controls to support CN's strategic objectives.	1.1 Review the Newcastle Development Control Plan provisions relating to access, parking and road space allocation.	Short: 1 year	Regulatory Planning & Assessment Transport & Compliance	Mixed-use urban villages supported by integrated transport networks	Control
	1.2 Investigate the potential for parking consolidation and parking precincts, and their implications for development controls.	Long: 4+ years	Transport & Compliance Regulatory Planning & Assessment	Mixed-use urban villages supported by integrated transport networks	Control
	1.3 Undertake, in conjunction with Transport for NSW, analysis of trips patterns and determine appropriate location and feasibility of establishment of park and ride facilities. Sites for park and bike (with connection to key cycle routes) and park and car pool could also be considered.	Medium: 2-3 years	Transport & Compliance	Mixed-use urban villages supported by integrated transport networks Sustainable infrastructure to support a liveable environment	Influence
Collaborate with Transport for NSW to implement the Greater Newcastle Future Transport Plan.	1.4 Advocate to Transport for NSW to progress, in the short term, parking related actions in the Greater Newcastle Future Transport Plan.	Short: 1 year Ongoing	Transport & Compliance Regulatory Planning & Assessment	Mixed-use urban villages supported by integrated transport networks	Influence
Manage parking to make the best use of public space.	1.5 Apply the Movement and Place framework and Safe Systems approach to guide decisions about repurposing parking spaces.	Short: 1 year Ongoing	Transport & Compliance Assets & Projects	Safe, reliable and efficient road and parking networks	Control
	1.6 Apply a hierarchy of users, prioritising space for walking, riding, public transport, service vehicles over private cars, in our activity centres.	Medium: 2-3 years	Transport & Compliance Assets & Projects	Linked networks of cycle and pedestrian paths Safe, reliable and efficient road and parking networks	Control

Key Short: 1 year · Medium: 2-3 years · Long: 4+ years · Ongoing · Control · Influence

Theme 2. Manage parking demand

Parking Plan Objective 2
Manage parking demand to promote turnover, achieve optimal utilisation and support mode shift to sustainable transport.

Our management of parking complements other CN activities to improve conditions for walking and riding and reduce reliance on cars. We will use technology, type and time restrictions and price, to promote turnover, achieve optimal utilisation and encourage mode shift to sustainable transport.

Delivery Program Objective	Operational Plan Action	Timeframe	Responsibility	CSP Objective	CN Role
Manage parking to support CN's strategic objectives.	2.1 Apply the Parking Management Framework in City Centre parking precincts to optimise utilisation and improve consistency of restrictions.		Transport & Compliance Major Events & Corporate Affairs	Safe, reliable and efficient road and parking networks	
	2.2 Undertake parking surveys in local centres to understand issues, challenges and opportunities to optimise utilisation and improve consistency of restrictions, and implement changes as required.		Transport & Compliance Assets & Projects	Safe, reliable and efficient road and parking networks Mixed-use urban villages supported by integrated transport networks	
	2.3 Investigate the feasibility of vehicle mounted licence plate recognition systems to complement current enforcement and real time utilisation data.		Transport & Compliance Community, Strategy & Innovation.	Safe, reliable and efficient road and parking networks	
	2.4 Review allocation of kerbside space in local centres to better match allocation with adjacent land uses and facilitate flexible use.		Transport & Compliance Assets & Projects	Safe, reliable and efficient road and parking networks	

Key Short: 1 year | Medium: 2-3 years | Long: 4+ years | Ongoing | Control | Influence

Theme 3. Charge the right price

Parking Plan Objective 3

Charge the right price for parking to help manage parking demand, and reinvest paid parking proceeds in the areas from which they are collected.

Delivery Program Objective	Operational Plan Action	Timeframe	Responsibility	CSP Objective	CN Role
Investigate parking pricing models and supporting policy framework.	3.1 Investigate pricing models and structures, including flexible, demand-based pricing structures for on and off street parking.		Transport & Compliance Finance	A local government organisation of excellence	
	3.2 Develop a policy for local reinvestment of parking revenue, with consideration to be given to types of projects funded, where funds raised are spent, and how projects will be identified and prioritised.		Transport & Compliance Legal Finance	A local government organisation of excellence	

Key Short: 1 year | Medium: 2-3 years | Long: 4+ years | Ongoing | Control | Influence

Theme 4. Improve customer experience

Parking Plan Objective 4
Improve the customer experience through provision of clear information and uptake of available technologies.

We will provide clear information about our parking policies and management, and address inconsistencies in signage. We will make the best use of available technologies to streamline processes and improve efficiency.

Delivery Program Objective	Operational Plan Action	Timeframe	Responsibility	CSP Objective	CN Role
Provide clear information about parking policies and management.	4.1 Undertake a communication and education campaign to inform residents and stakeholders of parking management measures.		Transport & Compliance Major Events & Corporate Affairs	7.3 Active citizen engagement in local planning and decision-making processes and a shared responsibility for achieving our goals	
Improve the customer experience through application of parking tools and technologies.	4.2 Develop a consistent system to guide drivers to car parks. System is to include a suite of parking wayfinding signage, for CN, and privately owned public car parking facilities.		Transport & Compliance Community, Strategy & Innovation	Safe, reliable and efficient road and parking networks	
	4.3 Develop and promote digital parking tools to enhance customer experience and flexibility, including options to identify and promote available parking, more convenient forms of payment and electronic permits.		Transport & Compliance Community, Strategy & Innovation	A local government organisation of excellence	
	4.4 Liaise with private parking operators and providers to offer better information about off-street availability. Guidance, compliance and other technology should incorporate both on and off-street parking to ensure that integrated comprehensive parking information is collected and relayed.		Transport & Compliance	Safe, reliable and efficient road and parking networks	
	4.5 Monitor performance of parking infrastructure and replace/ upgrade as required.		Transport & Compliance	Safe, reliable and efficient road and parking networks	

Key  Short: 1 year  Medium: 2-3 years  Long: 4+ years  Ongoing  Control  Influence

Theme 5. Improve knowledge, data analysis and operational policies

Parking Plan Objective 5
Improve the knowledge base and policy framework for parking-related decisions.

Our decisions on parking issues will be evidenced based and transparent. Our operational parking policies will allow for a consistent approach to resolution of parking issues.

Delivery Program Objective	Operational Plan Action	Timeframe	Responsibility	CSP Objective	CN Role
Establish databases for monitoring of parking supply.	5.1 Establish a comprehensive database of on and off street parking supply for the City Centre.		Transport & Compliance Community, Strategy & Innovation Regulatory Planning & Assessment	A local government organisation of excellence	
	5.2 Undertake behavioural surveys to better understand who is using our centres, why and how they get there (and their preferred modes if options were available) to better inform decisions about allocation and management of parking spaces.		Transport & Compliance Major Events & Corporate Affairs	A local government organisation of excellence	
	5.3 Review the boundaries of parking precincts and adjust as required.		Transport & Compliance	Safe, reliable and efficient road and parking networks	
Improve the policy framework for parking-related decisions.	5.4 Develop clear operational policies and procedures for application of reserved parking zones (loading zones, motorbike parking, mobility parking, taxi stands, buses and coaches, tour coaches).		Transport & Compliance	A local government organisation of excellence	
	5.5 Develop operational policies and procedures to support shared mobility, including car share.		Transport & Compliance Community, Strategy & Innovation	A local government organisation of excellence	
	5.6 Review operational policies and procedures for establishment of permit parking schemes.		Transport & Compliance	A local government organisation of excellence	
	5.7 Establish operational policies and procedures for responding to requests for review of parking conditions in centres.		Transport & Compliance Assets & Projects	Safe, reliable and efficient road and parking networks	

Key Short: 1 year | Medium: 2-3 years | Long: 4+ years | Ongoing | Control | Influence

Parking Pan Objective 5 (Continued)

Delivery Program Objective	Operational Plan Action	Timeframe	Responsibility	CSP Objective	CN Role
Improve the policy framework for parking-related decisions.	5.8 Establish a program for review and assessment of parking and access in local and neighbourhood centres, incorporating collection of information about the purpose of visitor trips.		Transport & Compliance	A local government organisation of excellence	
	5.9 Prepare access and parking management plans for our local centres.		Transport & Compliance Assets & Projects	Linked networks of cycle and pedestrian paths Safe, reliable and efficient parking management networks	
	5.10 Undertake regular data analysis and reporting to inform and adjust parking approaches.		Transport & Compliance	A local government organisation of excellence	

Theme 6. Engage with stakeholders

Parking Plan Objective 6
Engage with local businesses, communities and stakeholders when implementing new or changed parking arrangements.

Delivery Program Objective	Operational Plan Action	Timeframe	Responsibility	CSP Objective	CN Role
Undertake genuine and comprehensive community engagement on parking management proposals	6.1 Undertake engagement, commensurate with the scale of change, with the community and stakeholders when implementing parking management measures, including when applying the Parking Management Framework in the City Centre.		Transport & Compliance Major Events & Corporate Affairs	Active citizen engagement in local planning and decision-making processes and a shared responsibility for achieving our goals	

Key  Short: 1 year  Medium: 2-3 years  Long: 4+ years  Ongoing  Control  Influence

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