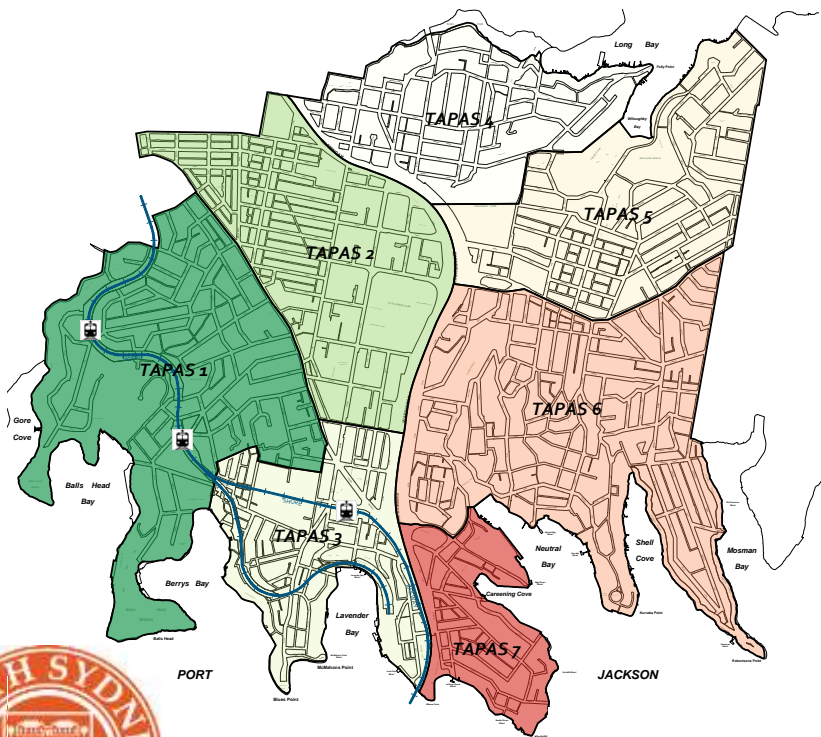


North Sydney Integrated Traffic & Parking Strategy



Traffic & Transport Operations
Department
North Sydney Council
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1. Executive Summary

As part of Council's commitment to improving the traffic and parking situation across the LGA, Council has created this Integrated Traffic and Parking Strategy (the Strategy). The Strategy proposes to create seven (7) Traffic and Parking Area Scheme (TAPAS) zones and consider all traffic and parking issues on a holistic area-wide TAPAS basis, taking into account local and metropolitan transport issues and requirements. The Strategy will provide an overarching framework on the formulation of TAPAS Action Plans for the seven (7) TAPAS zones.

The goals of the Strategy are to:

- **Improve traffic and parking management across the LGA.**
- **Ensure that traffic and parking is balanced to meet the needs of road users, particularly residents and businesses both now and into the future.**
- **Encourage sustainable transport modes as alternatives to private motor vehicle use.**

To work towards these goals Council will:

- Endorse the concept of Traffic and Parking Area Scheme (TAPAS) approach.
- Develop seven (7) TAPAS Studies through extensive community consultation.
- Fund and implement the recommendations made in the TAPAS Studies, namely – the Traffic and Parking Action Plans for each TAPAS zone.
- Continually engage with the community to keep up with community changes in attitude towards traffic and parking management.
- Regular monitoring of traffic and parking through improved technology such as traffic counting equipment and Licence Plate Recognition (LPR) and improvements in Community Engagement processes.
- Implement the recommendations made from the North Sydney Integrated Cycling Strategy 2013.
- Implement the recommendations made from the North Sydney Sustainable Transport Action Plan.

Definitions

Roads and Maritime Services (RMS) – the roads authority of NSW responsible for building major roads, promoting road safety, managing traffic, regulating vehicles and licensing drivers.

Transport for NSW (TfNSW) – A NSW Government agency that formulates and implements transport policy.

State Transit Authority (STA) (also known as Sydney Buses) – A NSW Government agency responsible for the operation of public buses and ferries in Sydney and NSW.

Parking Occupancy Rate – the number of parking spaces occupied divided by total number of parking spaces multiplied by 100.

Parking Vacancy Rate – the percentage of parking available in a street or area (100% – Parking Occupancy Rate)

Short Term Parking – Parking control restrictions less than 1 hour (i.e. 30min, 15 min)

Medium Term Parking – Parking control restrictions between 1 hour and 2 hour (i.e. 1P, 2P)

Long Term Parking – Parking controls over 2 hours (i.e. 3P, 4P, 8P, 10P and 24P)

Resident – An individual that resides primarily in the North Sydney LGA

Commuter – A non-resident that travels to or from the North Sydney LGA

Rat-running – The infiltration of through-traffic to avoid main arterial roads

Resident Parking Permit – a printed permit or an electronic permit issued by Council

2. Introduction

2.1 Background

The North Sydney Council Local Government Area (LGA) is one of the most highly urbanised areas in Australia. In 10 square kilometres there are 67,722 people living in 34,900 dwellings. These residents own 27,800 vehicles. A further 52,700 people from outside the LGA come to work each day and there are 17,445 students attending one of the 17 educational institutions in the area. Outside the North Sydney CBD there are six small retail-shopping villages. Each of these has a number of cafes and restaurants as well as supermarkets and other speciality stores. There are also a number of facilities that generate traffic which result in significant demands for parking. These include; Luna Park, The North Sydney Indoor Sports Centre, the regional open space around the harbour foreshore, The North Sydney Olympic Pool, North Sydney Oval, North Sydney Leagues Club and the various sporting ovals.

North Sydney Council is experiencing a notable increase in traffic and parking demand. This demand is being caused by an increase in car usage by the existing population, an increase in the number of workers and visitors to the area and an increase in residential and commercial development in the area.

This increasing demand for traffic and parking has instigated the need for North Sydney Council to develop an Integrated Traffic and Parking Strategy (the Strategy).

2.2 Purpose of the Integrated Traffic and Parking Strategy

This Strategy will be the guiding document for the way Council manages traffic and parking across the LGA both now and into the future. The purpose of the Strategy is to:

- Provide vision, goals and targets for parking and traffic management in the LGA;
- Provide a strategic approach to current issues and needs for the management of traffic and parking across the LGA;
- Ensure that traffic and parking is balanced to meet the needs of road users, particularly residents and businesses
- Ensure that traffic and parking is managed in a sustainable manner;
- Provide a management framework for consultation, monitoring and evaluation.

The Strategy will also ensure that Council takes a proactive approach to traffic and parking management rather than a demand responsive approach.

2.3 Links to the North Sydney Community Strategic Plan 2013 – 2023

The North Sydney Community Strategic Plan – 2023 Vision, Living Sustainably sets out where the community wants to be in the year 2023. It contains goals, objectives and actions specific to traffic and parking management and these have informed the development of this Strategy.

The relevant goals, objectives and actions are:

Goal 2.6 - Improving traffic management

Goal 2.5 - Encouraging sustainable transport; and

Goal 2.7 - Improving parking options and supply

The following objectives are applicable to these Goals.

- Manage traffic to meet the needs and expectations of the community
- Promote the use of sustainable transport (2.5.1)
- Provide a network of accessible, safe and linked pedestrian and cycle paths through North Sydney (2.5.3)
- Managing parking efficiently in residential and commercial areas to meet the needs and expectations of the community and other road users:

To meet these goals and objectives, the North Sydney Community Strategic Plan 2013 – 2023 contains the following actions:

- i. Plan, design, investigate and manage traffic and transport in accordance with safety and community priorities (2.6.1)
- ii. Work with State Government to develop and implement long-term transport Strategy (NSW Long Term Transport Master plan) (2.6.2)
- iii. Secure additional grant funding for the upgrade of traffic facilities (2.6.3)
- iv. Promote the use of public transport and encourage use of alternative modes of transport e.g. car share schemes
- v. Increase the amount of street space dedicated to sustainable transport modes e.g. bus lanes and integrated network of pedestrian and cycle paths.
- vi. Provide integrated and efficient parking options in residential and commercial areas
- vii. Use technology to manage parking
- viii. Manage off-street parking in new developments through the Development Control Plan (DCP)

2.4 Related Documents

This document should be read in conjunction with the following Council planning and Policy documents:

- North Sydney Community Strategic Plan 2013 – 2023
- North Sydney DCP 2013
- Sustainable Transport Action Plan
- North Sydney Integrated Cycling Strategy
- North Sydney Pedestrian Amenity Study
- North Sydney Public Domain Style Manual and Design Codes
- North Sydney Infrastructure Specification

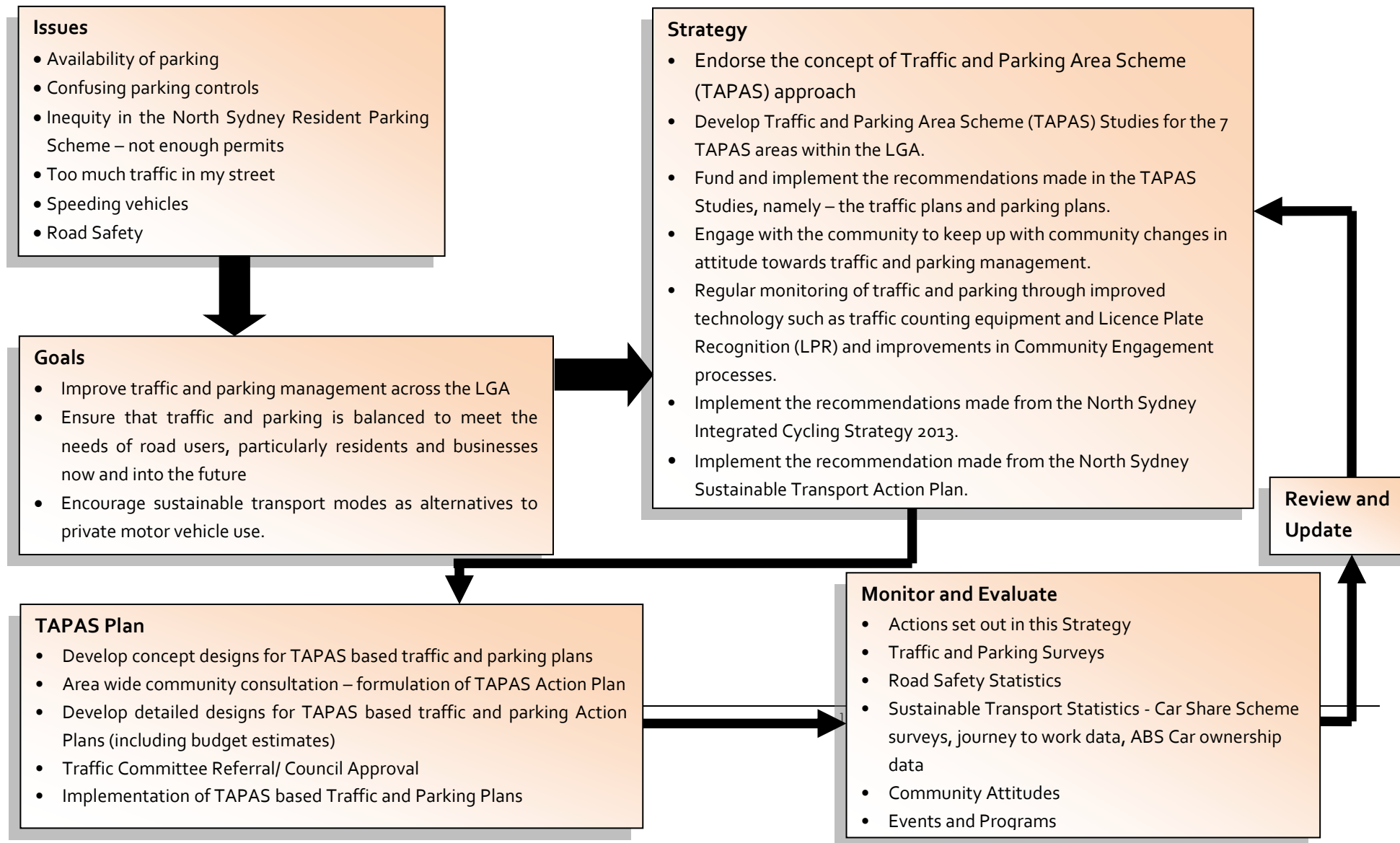
2.5 Development of this Strategy

This Strategy was developed using the following process:

- i. Review of relevant plans policies and strategies (North Sydney Parking Strategy 2009, North Sydney Traffic Strategy 1993 and North Sydney Strategic Traffic and Transport Study).
- ii. Review of the local and policy context
- iii. Review of past traffic and parking related issues raised by the community and Council
- iv. Analysis of area specific parking demand and traffic speeds/ volumes

2.6 Strategy Framework

The following chart provides an overview of the Strategy framework and shows the relationship between Issues, Goals and Actions identified by Council.



3. On-street Parking – Existing Situation

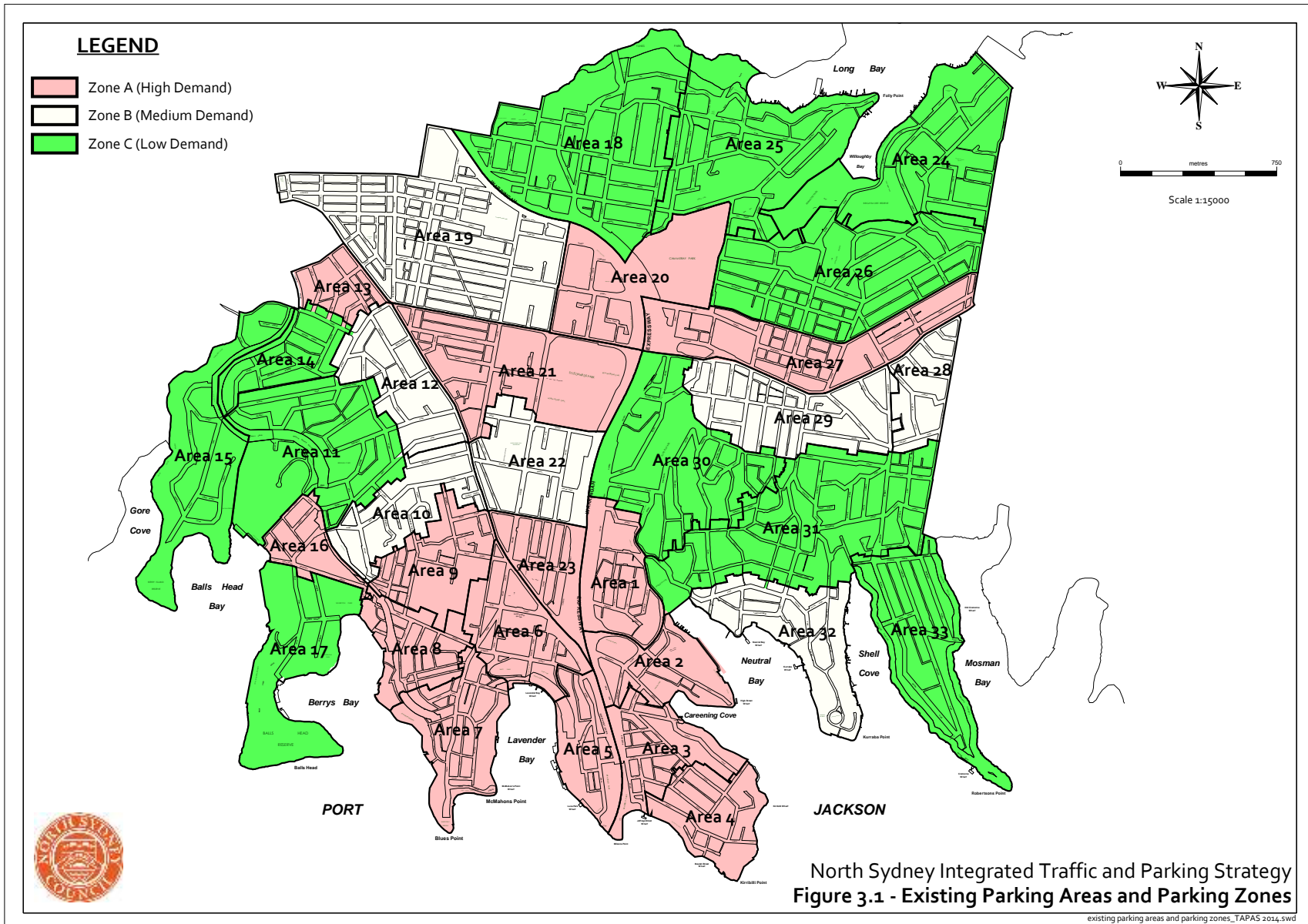
3.1 Current management framework

On-street parking is currently managed through 33 Parking Areas across the LGA and three (3) Parking Zones (High Demand, Medium Demand and Low Demand). Within these 33 Parking Areas there are approximately 23,500 on-street parking spaces.

A map of the 33 Parking Areas is shown in Figure 3.1.

In many Parking Areas of North Sydney, the demand for on-street parking is greater than the supply of on-street parking. Since North Sydney Council is unable to increase the supply of on-street parking, the only equitable way to manage the parking in some areas and give residents and visitors fair access to the resource, is to place time restrictions on the available parking spaces.

A list of parking restrictions currently in place (as of March 2014) across the LGA, including their percentages, is shown in Table 3.1.



3.2 On-street Parking Control Typologies

To ensure that Council is managing parking fairly and equitably across the LGA, various parking controls have been installed on public roads. An LGA-wide audit of parking controls was undertaken in 2013. A breakdown of each parking control typology is shown in the Table 3.1 below.

Table 3.1 –Existing On Street Parking Controls

TYOLOGY	NUMBER OF SPACES	PERCENTAGE
4P,8P,10P PHE*	632	2.69
2P PHE*	5427	23.06
1P PHE*	2161	9.18
1/2P PHE*	402	1.71
4P, 8P, 10P	297	1.26
2P	1037	4.41
1P	1129	4.80
OTHER (1/2P, 15min)	505	2.15
MOBILITY PARKING	42	0.18
CAR SHARE	108	0.46
DROP OFF/PICK UP ZONES (5MIN, 2MIN)	198	0.84
LOADING ZONES	261	1.11
BUS ZONES	802	3.41
TAXI ZONES	37	0.16
MOTORBIKES	246	1.05
UNRESTRICTED	10247	43.55
TOTAL	23531	100

* Permit Holders Excepted

3.2 Current Permit Parking Scheme Operations

Council operates three types of Permit Parking Schemes, subject to certain conditions and approvals.

A parking permit issued by Council under any of the following schemes exempts the permit holder from charge or time restrictions whilst parked in a permit parking zone:

- Resident Parking Scheme (RPS)
- Visitor Parking Scheme (VPS)
- Carers Parking Scheme (CPS)

Resident Parking Scheme

Council's current Resident Parking Permit Policy splits North Sydney into three Zones. In those areas where it was demonstrated that the provision of additional resident parking permits (i.e. demand) across the whole parking area would not exceed the total supply of on-street parking spaces, then these areas were given a more generous entitlement to resident parking permits.



Generally, residents who live in low/medium demand areas have access to two to three parking permits and residents who live in high demand parking areas have access to one or two parking permits. Residents in newer apartment developments are not entitled to any parking permits.

The maximum entitlement is reduced by the number of off-street parking spaces within the property. E.g. If the maximum entitlement is 2 and there is 1 parking space on the property then the entitlement is reduced to 1 resident parking permit.

Visitor Parking Scheme

Visitor Parking Permits exempt the bearer from time limits and/or meter parking fees for one day only in the parking area written on the front of the Permit, where parking is signposted, "Permit Holders Excepted". Each residential property is entitled to 30 Visitor Parking Permits per year. Eligible residents can obtain permit(s) from Council and then issue the permit(s) to and retrieve them from their visitor(s).

Carers Parking Scheme

If a resident is eligible for a Resident Parking Permit and requires a carer, then a Carers Permit may be issued in lieu of a Resident Parking Permit. The eligibility criterion for Resident Parking Scheme applies to the Carers Parking Permit Scheme.

Fees and Charges

Fees and charges for the Permit Parking Scheme are imposed in accordance with Section 608 of the Local Government Act.

The fees imposed for Parking Permits are intended to cover a proportion of the cost of production of the Parking Permits, the cost of erecting and maintaining street side parking signage as well as covering a proportion of the administrative costs required to maintain and manage the Scheme.

3.3 Current Restricted Parking Controls Operations

In addition to the resident parking scheme controls, Council operates a significant amount of parking controls across the LGA. The three main types are

- Long term Parking Controls - greater than 2 hour parking (i.e. 4P, 8P, 9P, 10P)
- Medium term Parking Controls – 1 and 2 hour parking (i.e. 1P, 2P).
- Short term Parking Controls - less than 1 hour parking (i.e. 15min, 30min)

Unfortunately, some of the current parking controls are not user friendly and are confusing. A standardised approach to the installation of new parking controls and rationalisation of existing parking controls is required.

Enforcement

Enforcement is essential for the satisfactory operation of any parking restriction. Parking restrictions only achieve their objective of encouraging vehicle turnover and acceptable occupancy rates if they are regularly enforced. Council's Parking Rangers do regularly enforce parking areas and will continue to do so as part of the Strategy. New parking enforcement technologies, such as Licence Plate Recognition (LRP), are also in operation in some parts of the LGA.

3.4 Mobility Parking Operations

Mobility Parking Spaces are managed in accordance with Council's three Parking Zones (high demand, medium demand and low demand).



Due to an increasing demand for mobility parking spaces, Council's current practice is not to approve the installation of Mobility Parking spaces within high demand parking areas or in medium demand parking areas which are within 200m of an area zoned as Commercial or Mixed Use as defined by the LEP.

The reasoning for this is that past experience has

shown that the Mobility Parking Spaces which are installed in high demand/ medium demand parking zones are often used as long term parking by commuters with Mobility Parking Permits. Requests for mobility parking spaces will continue to be assessed in accordance with Council's Disabled Parking Procedure.

3.5 School Related Parking Control Operations

Council assists local schools in terms of providing 'Kiss and Ride' zones. A 'Kiss and Ride Zone' provides an appropriate place to drop off or pick up children at school.

There are several types of "Kiss and Drop" zones which operate across the LGA. These are:



- No Parking 8.00am – 9.30am, 2.30pm – 4.30pm School Days
- 5 Min 8.00am – 9.30am – 2.30pm, 4.30pm School Days

No Parking 8.00am – 9.30am, 2.30pm – 4.30pm Mon – Fri

The "No Parking 8.00am – 9.30am, 2.30pm – 4.30pm Mon – Fri" control is the standard 'Kiss and Ride' facility used for primary and secondary schools. A driver may stop in a "No Parking" zone for a maximum of two minutes to drop off and pick up passengers.

The driver of the vehicle must stay within three metres of their vehicle at all times.

5 minute 8.00am – 9.30am, 2.30pm – 4.30pm Mon – Fri

The "5 minute 8.00am – 9.30am, 2.30pm – 4.30pm Mon- Fri" control is often used around schools which require younger children to be accompanied by the parent/ guardian to the school. Parents who park in the zone are permitted to stop for a maximum of 5 minutes to drop off/ pick up their children. This enables the driver of the vehicle to leave the vehicle and accompany their passenger to their destination. The downside to the 5 minute parking zone is that it impacts on the effectiveness of the operation of the 'Kiss and Ride' zone.

3.6 Car Share Operations

There are dedicated car share parking spaces installed in various locations across the North Sydney LGA. These spaces are signposted as "No Parking Authorised Car Share Vehicles Excepted" and can only be used by a car share vehicle displaying an appropriate permit.

Encouraging car share schemes is identified under objective 2.5.1 "Encourage Sustainable Transport' in North Sydney Community Plan 2013- 2023, where it states that Council will "encourage use of alternative modes of transport e.g. car share schemes". Car share schemes are

considered part of a move towards more sustainable transport as they can reduce the use of and dependence on private vehicles.

In addition to providing a more sustainable transport option, car share schemes have the potential to provide a number of other benefits to the community by:



- Reducing the pressure on on-street parking resources, as one car parking space can cater for multiple residents
- Reducing traffic congestion caused by vehicles 'circling' for car parking spaces
- Providing a transport option for those residents and community members who don't or can't own their own car.

At the end of 2013, North Sydney LGA had more than 3000 car share scheme members accessing approximately 100 vehicles, and membership had grown consistently since vehicles were first installed. Residents make up the majority of members and there is also a significant level of business membership.

The installation, management and monitoring of car share spaces is guided by Council's Car Share Policy.

3.7 Metered Parking Operations



Council currently has 433 multi-bay and 6 pay and display Parking Meters servicing 2,681 individual meter spaces. The parking meters are located in the North Sydney CBD, the major shopping and business areas; Crows Nest, St Leonards, Neutral Bay, Cremorne, Milsons Point, Kirribilli and other fringe/shoulder areas that are in high demand for parking turnover. They are used in conjunction with controlled resident parking to allow for the local community to access parking near their homes.

Parking Meters have been used in the North Sydney Local Government area to provide an efficient and effective means of managing parking in these high-demand areas. This is achieved by using the pricing mechanism to control the demand for parking and by making the policing of parking more effective. The revenue from the parking meter system is a significant secondary benefit, but is not the primary consideration of the system. A map of where Parking Meters currently operate is shown in Figure 3.2 and Appendix D.



Figure 3.2 – Parking Meter Areas

4. Traffic Management – Existing Situation

4.1 Current Traffic Operations Framework

Council has been delegated certain powers from the RMS with regard to managing traffic matters on local and regional roads. State Roads continue to be under the care and control of the RMS (see Administrative Road Network Hierarchy – Figure 7.2). A condition of this delegation is that Council must take into account the recommendations made by the Traffic Committee.

Minor and routine traffic matters are dealt with directly through the Traffic Committee and more complex traffic projects, including traffic calming devices and local area traffic management schemes, are dealt with under the Traffic Strategy (1993) Review Process.

4.2 Traffic Committee

The Traffic Committee is not a Committee of Council but a Committee set up as a requirement of the Roads and Maritime Services. There are four permanent members of the Traffic Committee, each of whom has a single vote only. The members are:

- NSW Police
- Roads and Maritimes Services
- State Member of Parliament (for the location of the issue to be voted upon)
- North Sydney Council

If the Police or the RMS disagrees with any of the Traffic Committee recommendations, or Council's resolution on any Traffic Committee recommendation, they may lodge an appeal with the Sydney Regional Traffic Committee for determination.

4.3 1993 Traffic Strategy (Current)

Currently, Council manages its major traffic projects across seven (7) traffic strategy zones. These zones are based on Council's Precinct System boundaries which were devised as part of the 1993 North Sydney Traffic Study. These zones are detailed in Figure 4.2

The implementation of major traffic projects involves annual consultation and review of the priorities of works identified for each of the seven Traffic Zones, which cover the whole North Sydney LGA. The review of priorities is undertaken with representatives of the precincts in each

Traffic Zone. Consultation also occurs throughout the year with interested groups such as Bicycle NSW, the Access Committee, the Roads and Maritime Services (RMS), Sydney Buses, emergency services and adjoining councils and through the North Sydney Traffic Committee meetings which are held every six weeks.

Each traffic project which has been identified through the previous traffic strategy process is then assessed according to the following criteria:

- i. Safety
- ii. Residential amenity
- iii. Pedestrian amenity
- iv. Cyclist amenity
- v. Through traffic control
- vi. Public transport benefits
- vii. Equity

This assessment is necessary because only a limited number of the community's high priority traffic projects can be implemented in any year.

Following Council's adoption of priority projects, designs are prepared for the listed projects. The project designs will go through community consultation as per Council's Community Engagement Policy.

Following resident consultation, based on feedback and other considerations such as safety, the following will occur:

- The works are approved under Traffic Delegation
- The works are referred to the Traffic Committee for approval (if contentious)
- The works are implemented as designed
- The works are modified and implemented

Over the years, the Traffic Strategy list has grown to over 240 projects with an estimated cost of \$6.7M to implement.

Some examples of Traffic Calming Devices in North Sydney LGA installed as part of the 1993 Traffic Strategy are shown in Figure 4.1 on the next page.

Figure 4.1 – Examples of Traffic Calming Devices



Raised Pedestrian Refuge in Bay Road, at Edward Street, North Sydney



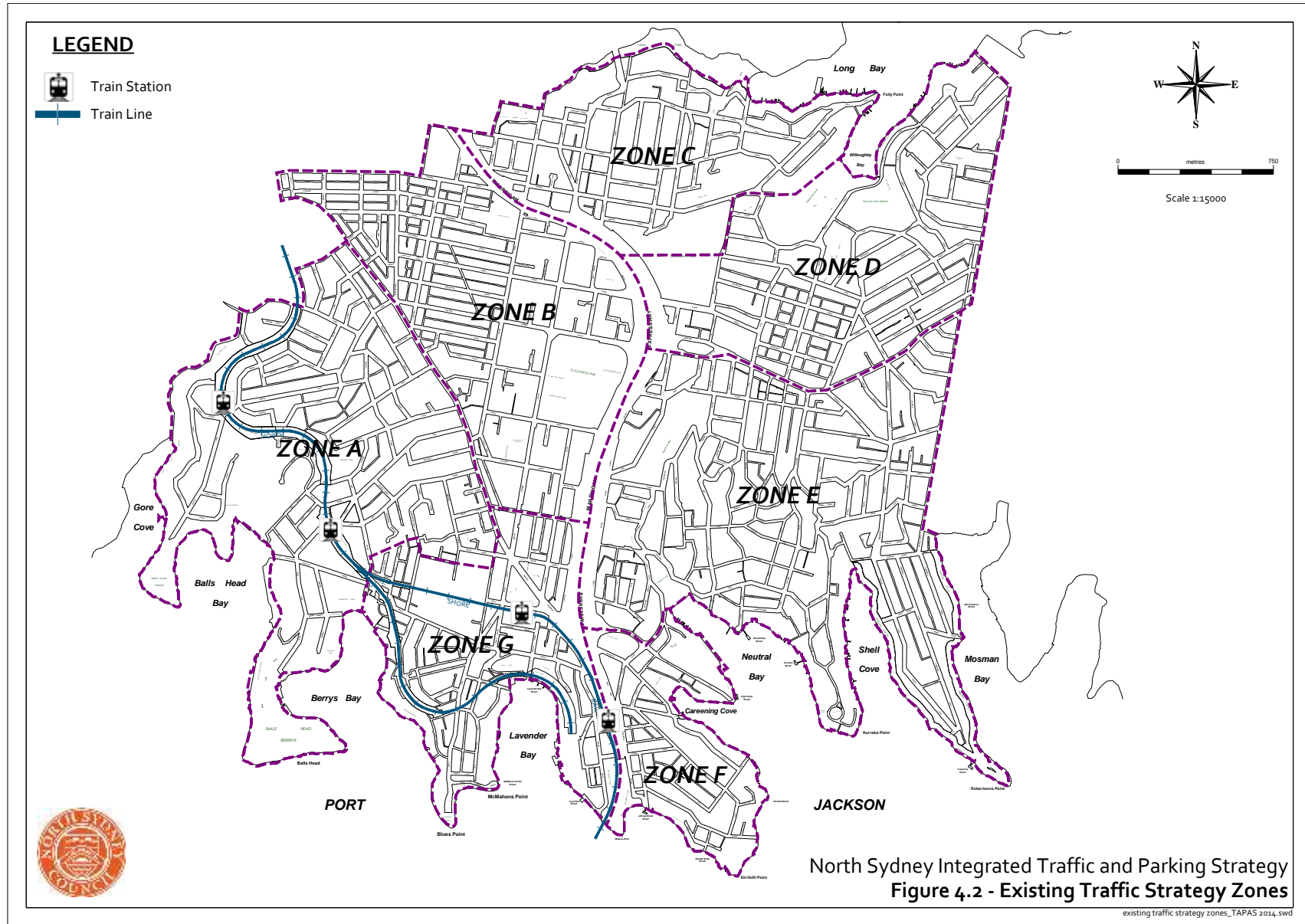
Rain gardens – Union Street, McMahons Point



Pedestrian Refuge in Montpellier Street, Neutral Bay



Speed Cushions in Sutherland Street, Cremorne



4.4 State Government Traffic Management Matters

There are various traffic management issues which are not under the care and control of Council but greatly affect Council and the North Sydney community. In the past Council has lobbied the State Government on these State Government traffic management issues.

State Roads



State Roads are managed by the RMS. The operation and efficiency of the State Road network greatly affects the Local and Regional Road network (Council controlled roads). State Roads which are approaching or at capacity result in more vehicles “rat-running” through local and regional roads which frustrate residents. Congested State Roads also lead to queuing on local and regional roads. Council works closely with the RMS to ensure that State Government decisions on the State Road network does not have any adverse impact on the North Sydney Community.

Speed Limits

Council has no power to impose speed limits. This power rests with the Roads and Maritime Services (RMS). However, Council works closely with the RMS to ensure that speed limits meet the needs of the local community.

School Zones



School Zones remain the responsibility of the RMS. Council has lobbied the RMS for improved safety around school zones to improve the safety of pedestrians and motorists, particularly school children.

Traffic Signals

Traffic signal operations, including all traffic control devices 50 metres around traffic signals, remain the responsibility of the RMS. Given that many traffic signals affect the local community, Council works closely with the RMS to ensure that signals are operating efficiently and effectively without adversely impacting community amenity.

Public Transport

Numerous public transport modes operate within the LGA. Large volumes of trains, buses and taxis funnel from the North Shore and beyond, to and from the Sydney CBD. Ferry services also operate from a number of wharves to locations around the Harbour and along the Parramatta River.

Given that improvements to public and alternative forms of transport are imperative in directly improving traffic and parking, Council lobbies the State Government on improving public transport services.

As part of the Strategy, it is also proposed that Council will promote the use of public transport through the development of Transport Access Guides and other educational and behavioural campaigns.

Parking on State Roads

There are many areas across the LGA where parking on state arterial roads is required to meet the needs of the local communities. Parking on these arterial roads are considered imperative for the vitality of local businesses and the communities they serve. Council works closely with the Roads and Maritime Services to ensure the conflicting demands for arterial road kerb space, in terms of parking provision and improved traffic flow, are managed effectively.

5. Issues with the existing Traffic and Parking Management

5.1 On-street Parking

Through past resident parking surveys and past correspondence, the community has highlighted several problems affecting residents and other road users trying to park in the LGA. In many areas the parking controls are claimed to be inadequate in addressing the identified problems. The key problems identified are listed below:

- In some areas, the demand for commuter parking far exceeds the available supply for parking. There is no available kerb space for residents, visitors or their tradespeople.
- There are too many (or not enough) parking restrictions installed in the street. The restrictions are very confusing and Council is limiting my ability to have visitors/ tradespeople (social engineering).
- There are not enough Motor Bike Parking spaces.
- There are not enough Loading Zones to support my businesses.
- The recent nearby parking changes have shifted the parking/ boat parking problem to my street/ area.
- I support car share as I need car share because I do not own a vehicle. I do not support car share as it reduces the on-street parking supply.
- There are not enough resident parking spaces to cater for the number of permits issued.
- I want more resident parking permits.
- There are plenty of parking spaces in an adjoining resident parking area but not in the area that my permit is in, i.e. area 3 & 4.
- In unmetered areas near the commercial areas, there are high levels of non-compliance.
- The Mobility Parking Space installed outside my property is used by other Mobility Parking Permit holders.

5.2 Traffic Management

The key traffic management issues identified through past traffic surveys and past correspondence are:

- There is too much traffic/ too much speeding in my street.
- My street is a rat-run for "through traffic".
- I do not support the proposed traffic calming devices given its impact on parking.
- I want traffic calming devices in my street, just not in front of my property.
- Why does Council install traffic calming devices in isolation and not on an area-wide basis

6. Improving traffic and parking management – what Council will do

To meet the goals for traffic and parking set out in the Community Strategic Plan 2013-2023, Council has developed this Strategy which provides an integrated approach to traffic and parking management across the LGA. This approach will also rationalise a number of Council's complex processes for managing traffic and parking in the LGA which will lead to better decision making and more efficient management of Council's resources.

Vision for Traffic and Parking in North Sydney

To ensure that traffic and parking is managed proactively, sustainably and holistically so that it meets the needs and expectations of residents, businesses and other road users now and in the future.

Goals

The goals for this Strategy, which build on those in the Community Strategic Plan 2013-2023 are:

- Improving traffic and parking management across the LGA.
- Ensure that traffic and parking is balanced to meet the needs of road users, particularly residents and businesses.
- Encourage sustainable transport modes to improve traffic and parking across the LGA.

6.1 Next Steps – What Council will do to meet goals for improving Traffic and Parking

Table 5.1 outlines what Council will do to achieve the goals of this Strategy and how progress will be measured.

GOAL	STRATEGY	INDICATORS	TIMELINE
What do we want to achieve?	What we will do	How will we measure progress	
Improving traffic and parking management across the LGA	<ul style="list-style-type: none"> Endorse the concept of Traffic and Parking Area Scheme (TAPAS) approach Develop Traffic and Parking Area Scheme (TAPAS) Studies for the 7 TAPAS areas within the LGA. Fund and implement the recommendations made in the TAPAS Studies, namely – the traffic plans and parking plans. 	<ul style="list-style-type: none"> Improved community engagement relating to traffic and parking management in the LGA Improved community satisfaction towards traffic and parking management in the LGA (bi-annual community satisfaction survey) 	<ul style="list-style-type: none"> 2014
Ensure that traffic and parking is balanced to meet the needs of road users, particularly residents and businesses both now and into the future.	<p>As above plus:</p> <ul style="list-style-type: none"> Engage with the community to keep up with community changes in attitude towards traffic and parking management. Regular monitoring of traffic and parking through improved technology such as traffic counting equipment and Licence Plate Recognition (LPR) and improvements in Community Engagement processes. 	<ul style="list-style-type: none"> Reduction of "rat running" through local roads Reduced incidences of speeding Reduced traffic volumes in local roads Reduction in reported collisions Increased turnover in parking Improved compliance to the parking restrictions 	<ul style="list-style-type: none"> On-going
Encourage sustainable transport modes as alternatives to private motor vehicle use.	<p>As above plus:</p> <ul style="list-style-type: none"> Implement the recommendations made from the North Sydney Integrated Cycling Strategy 2013. Implement the recommendation made from the North Sydney Sustainable Transport Action Plan. 	<ul style="list-style-type: none"> A 50% increase in cycling trips to and from the LGA by 2020. Increases in sustainable transport modes including trains, buses, ferries, bikes and car share. 	<ul style="list-style-type: none"> 2020

7. Traffic and Parking Area Schemes (TAPAS)

The development of this Strategy is aimed at creating a more integrated, strategic and proactive approach to traffic and parking management across the LGA. To do this, the Traffic and Parking Area Scheme (TAPAS) has been formulated. In North Sydney, TAPAS will be a fundamental tool for traffic calming and parking planning at the local level.

TAPAS provides a much simpler framework for planning and managing the usage of road space, in terms of traffic and parking, within a locally defined area. Each TAPAS will follow a systems-based approach which can be applied on an area-wide basis. It considers neighbourhood traffic and parking related issues within the context of the overall road network within each TAPAS zone. Through consultation and guidance from traffic planning professionals an integrated Action Plan will be developed for each TAPAS zone.

The benefits of the establishment of TAPAS are:

- Major traffic and parking issues can be assessed on a **holistic area wide basis**, taking into account metropolitan transport issues and requirements.
- Traffic and parking management will shift from a reactive (current) approach to a proactive approach. Instead of waiting for issues to be brought to Council's attention, the TAPAS will identify major issues and propose solutions.
- Provides a more **unified approach** to traffic and parking and improves planning and co-ordination issues in traffic and parking management as both traffic and parking are intrinsically related.
- Traffic and parking plans can be tailored to meet the **needs and expectation** of the local community.
- Traffic and parking consultation areas are based on Council's Precinct System – which assists in community engagement and consultation.
- The ability to prioritise area-wide traffic and parking facilities for **budget allocation** and implementation.
- The TAPAS approach rationalises a number of Council's existing complex processes for managing traffic and parking. The rationalisation and simplification of these processes will lead to better decision making and a more efficient use of Council's resources.

7.1 TAPAS Definition

Traffic and Parking Area Schemes or "TAPAS" are defined areas within the North Sydney LGA in which traffic and parking will be managed holistically. All major traffic and parking changes will be considered, designed, prioritised and implemented as part of TAPAS Studies.

7.2 TAPAS Zones

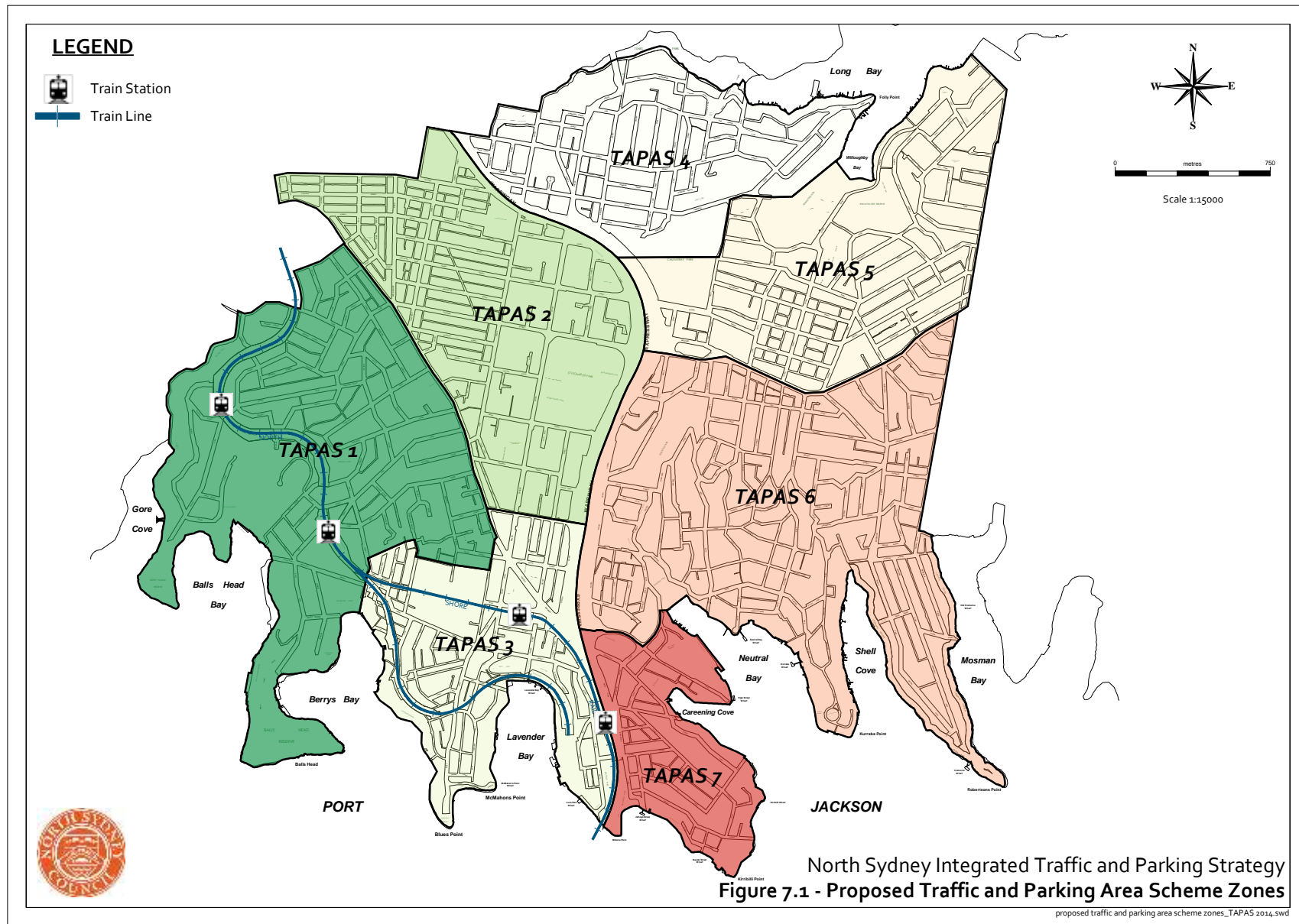
There are seven (7) TAPAS Zones representing the areas in which traffic and parking is to be managed. The TAPAS Zones are based on the existing Traffic Strategy (1993) and on Council's Precinct System. The TAPAS Zones are outlined in Table 7.1 and Figure 7.1.

Table 7.1 TAPAS Zone based on Precinct System

TAPAS	Zone
1	Edward, Waverton & Wollstonecraft Precincts
2	Hayberry, Holtermann, Registry & Stanton Precincts
3	CBD, Lavender Bay & Union Precincts
4	Bay, Bridgeview & Plateau Precincts
5	Brightmore, Parks & Willoughby Bay Precincts
6	Anderson, Bennett, Cremorne Point, Harrison, Hayes, Kurraba & Neutral Precincts
7	Bradfield & Milson Precincts

Following public exhibition of the Integrated Traffic and Parking Strategy it was resolved to retain the existing 33 Resident Parking Areas and Resident Parking Policy. These will be subject to more detailed reviews at a later date. However the on-street parking restrictions will be considered within the context of the 7 TAPAS Zones. That is to say a TAPAS Zone may include more than one resident parking area.

7. Traffic and Parking Area Schemes (TAPAS)



7.3 TAPAS Road and Parking Hierarchies

TAPAS Administrative Road Hierarchy

The RMS has adopted an administrative Road Hierarchy to manage the road network across NSW. The three administrative classes are:

- i. State Roads
- ii. Regional Roads
- iii. Local Roads

In terms of traffic management, Council has been delegated the responsibility for managing traffic on local and regional roads. The RMS has an input into the local and regional road system through Council's Traffic Committee and through direct contact with Council. Changes to the local road system by Council which influence traffic flows require the submission of a Traffic Management Plan (TMP) to the RMS for approval. Although State Roads remain under the care and control of the RMS, Council works closely with the RMS to ensure that traffic on the State Road network does not adversely impact on the Regional or Local Road network to which it is responsible for.

A map of the Administrative Road Network Hierarchy is shown in Figure 7.2.

TAPAS Functional Road Hierarchy

The functional classification of roads relates to its role within the overall road network. Changes to traffic flows on roads can then be assessed within the context of the functional road hierarchy. The RMS has developed guidelines for functional classifications of roads. These guidelines are published in the document titled "The Functional Classification of Roads".

As part of the Strategy, Council recognises the importance of defining the roles of roads within the overall road network and proposes to adopt the RMS Functional Classification of Roads which classifies roads according to the traffic roles they fulfil and the appropriate traffic volumes of traffic that they should convey. The Functional Road Hierarchies will be defined as part of future TAPAS Studies (see Section 8).

The four functional road classes are:

- i. **Arterial Road** - is typically a main road carrying in excess of 15,000 vehicles per day and over 1,500 vehicles per hour in the peak period. They predominately carry traffic from one regional to another, forming principal avenues for metropolitan traffic movements.
- ii. **Sub Arterial Road** – is typically a secondary road carrying between 5,000 – 20,000 vehicles per day and over 500 and 2,000 vehicles per hour in the peak period. They predominately

- carry traffic from one sub-region to another forming secondary inter-regional transport links.
- iii. **Collector Road** – is typically a minor road carrying between 2,000 and 10,000 vehicles per day and over 250 and 1,000 per hour in the peak period. They provide a link between local areas and regional areas carrying low traffic volumes. At volumes greater than 5,000 vehicles per day, residential amenity begins to decline. Trunk collector and spine roads with limited property access can carry traffic flows greater than 5,000 vehicles per day.
 - iv. **Local Road** – is typical a local street carrying less than 2,000 vehicles per day and 250 vehicles per hour in the peak period. They provide direct access to individual houses and carry low traffic volumes.

A summary of road characteristics under the functional classification system is outlined in Table 7.2

Table 7.2 – Functional Classification of Roads

Road Type	Traffic Volume (AADT)	Through Traffic	Inter-Connections	Speed Limit (km/h)
Arterial/Freeway	No limit	Yes	Sub-arterial	70-110
Sub-Arterial	<20,000	Some	Arterial / Collector	60-80
Collector	<5,000	Little	Sub-arterial / Local	40-60
Local	<2,000	No	Collector	40

Source: Updated Guidelines for Functional Classification of Roads in Urban Areas, RTA, 1993

TAPAS Kerb Space (Parking) Hierarchy

On-street parking is vital component in the overall parking supply in the North Sydney LGA. Inevitably when the demand for parking exceeds the supply there will always be competing interest for the parking. Different parking management controls will always favour one interest over another. Parking Controls should only be implemented to support to parking objectives set for the area. There are two distinct types of parking objectives in the Council Area – Commercial/ Mixed Use Areas and Residential Areas. The objectives for each of these are presented in a priority list where by parking resources will only be made available to lower priority objectives if the higher priority objectives have already been meet.

The priorities for on-street parking are outlined in Figure 7.3.

7. Traffic and Parking Area Schemes (TAPAS)

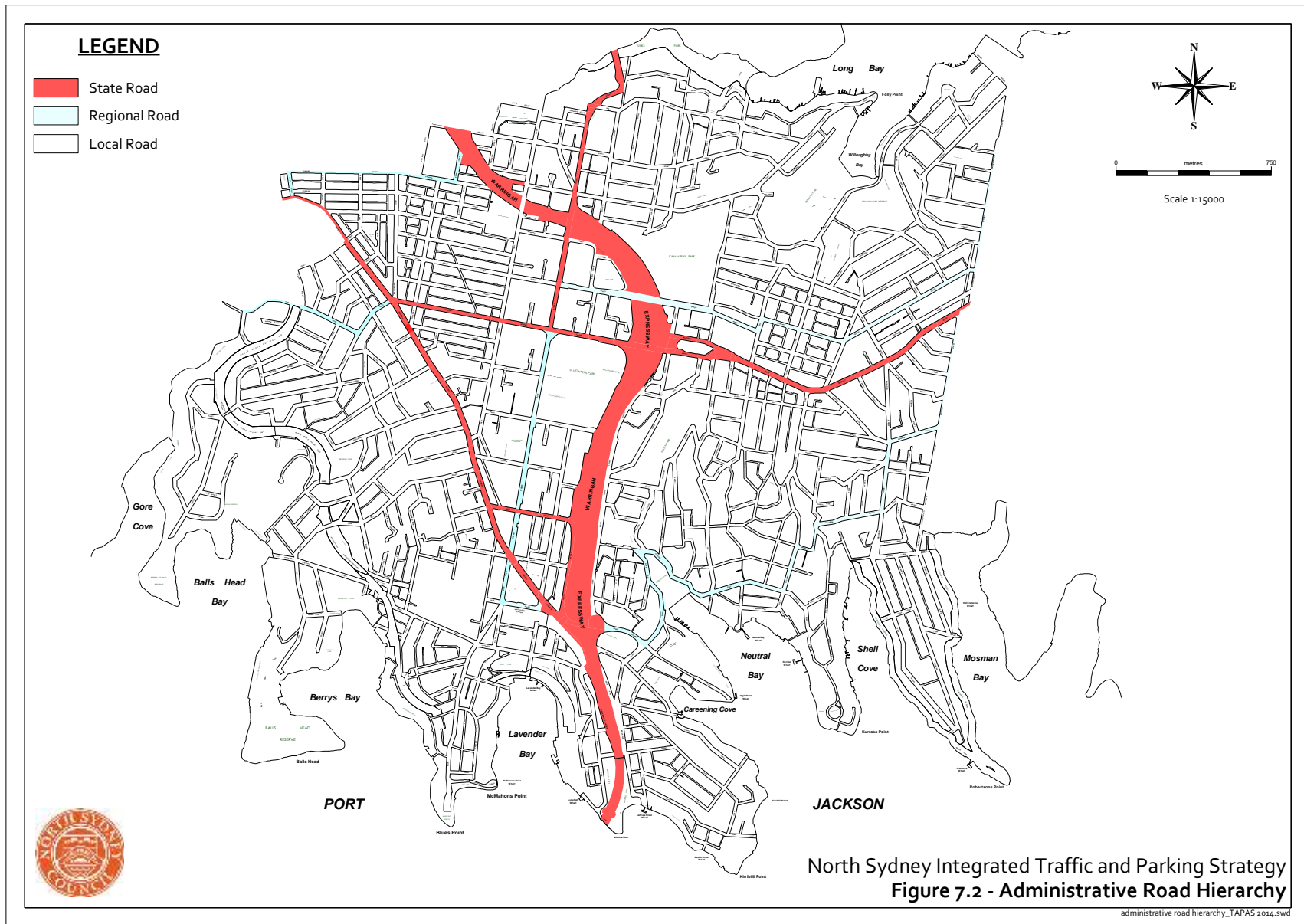


Figure 7.3 TAPAS Kerb Space (Parking) Allocation Hierarchy



7.4 TAPAS Action Plan Formulation

The TAPAS Action Plan involves the development of Traffic and Parking Plans for each of the seven (7) TAPAS zones. These Traffic and Parking Plans will be developed using a score based system which allows traffic and parking to be prioritised and ranked on a street by street basis but also on a TAPAS zone basis.

The two models are:

1. The Traffic Plan – Criteria, Scoring and Warrants Model
2. The Parking Plan – Criteria, Scoring and Warrants Model

Although the traffic and parking plans will be prioritised on a street by street basis, there may be some cross border issues or issues where different sections of road serve differing land uses. In these instances, these roads will be logically be broken up into sections and to enable the traffic and parking plans to be coherent, the scoring framework will be flexible.

Traffic Plan – Criteria, Scoring and Warrants

The criteria, scoring and warrants system for the Traffic Plan adopts a methodology that allows the community's high priority traffic projects to be ranked on an area-wide basis according to a number of criteria, including safety, residential amenity, pedestrian amenity and through traffic control. In addition, public and sustainable transport benefits and equity will also be taken into account.

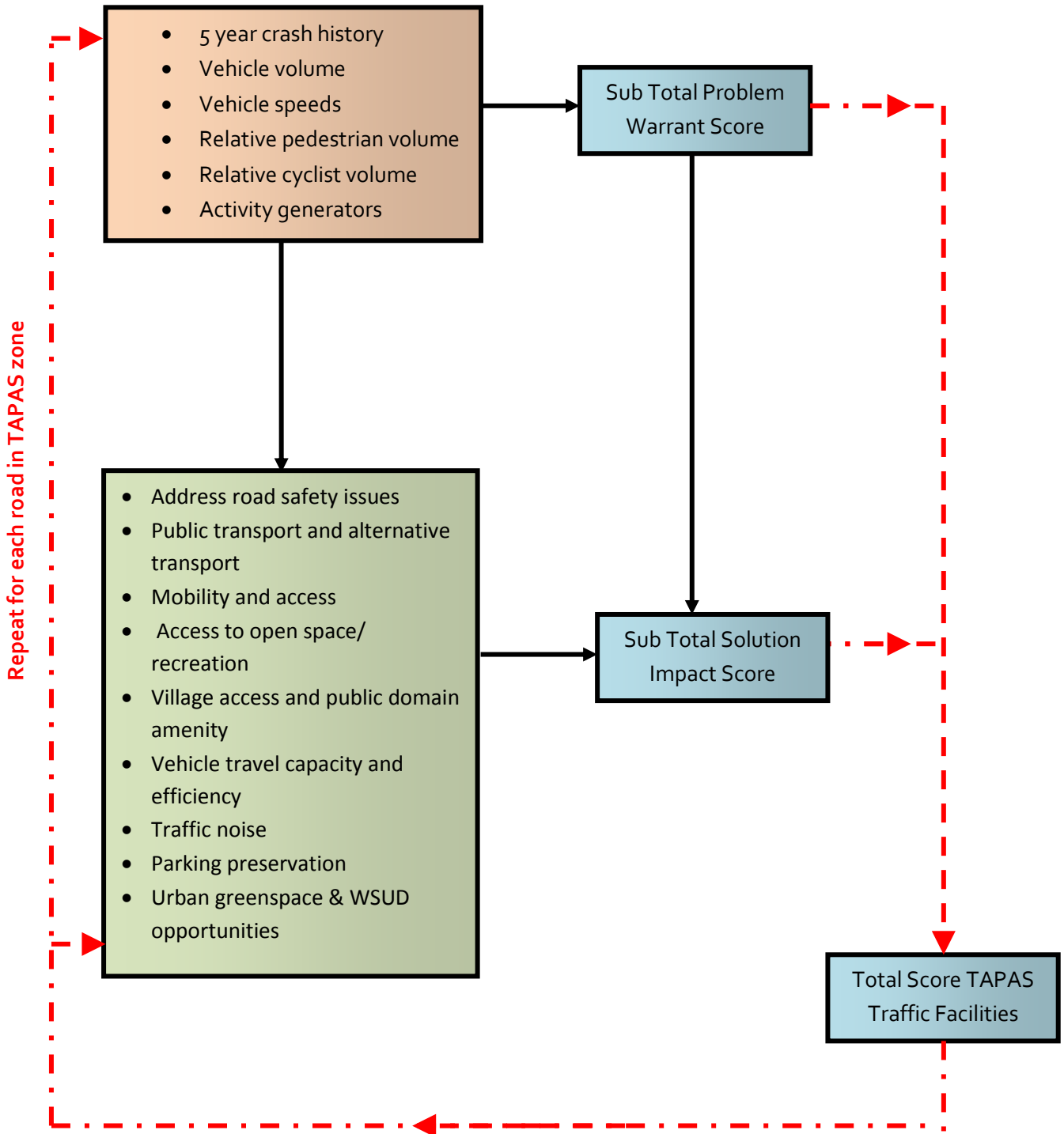
In formulating solutions, Council will take into consideration the impacts of solutions in relation to objectives of the Community Strategic Plan.

The Traffic Plan scoring system is outlined in Figure 7.4.

TAPAS Consultation

Extensive community consultations will also be undertaken as part of the Action Plan formulation. Refer to Section 8.o.

Figure 7.4 TAPAS Traffic Plan - Scoring System



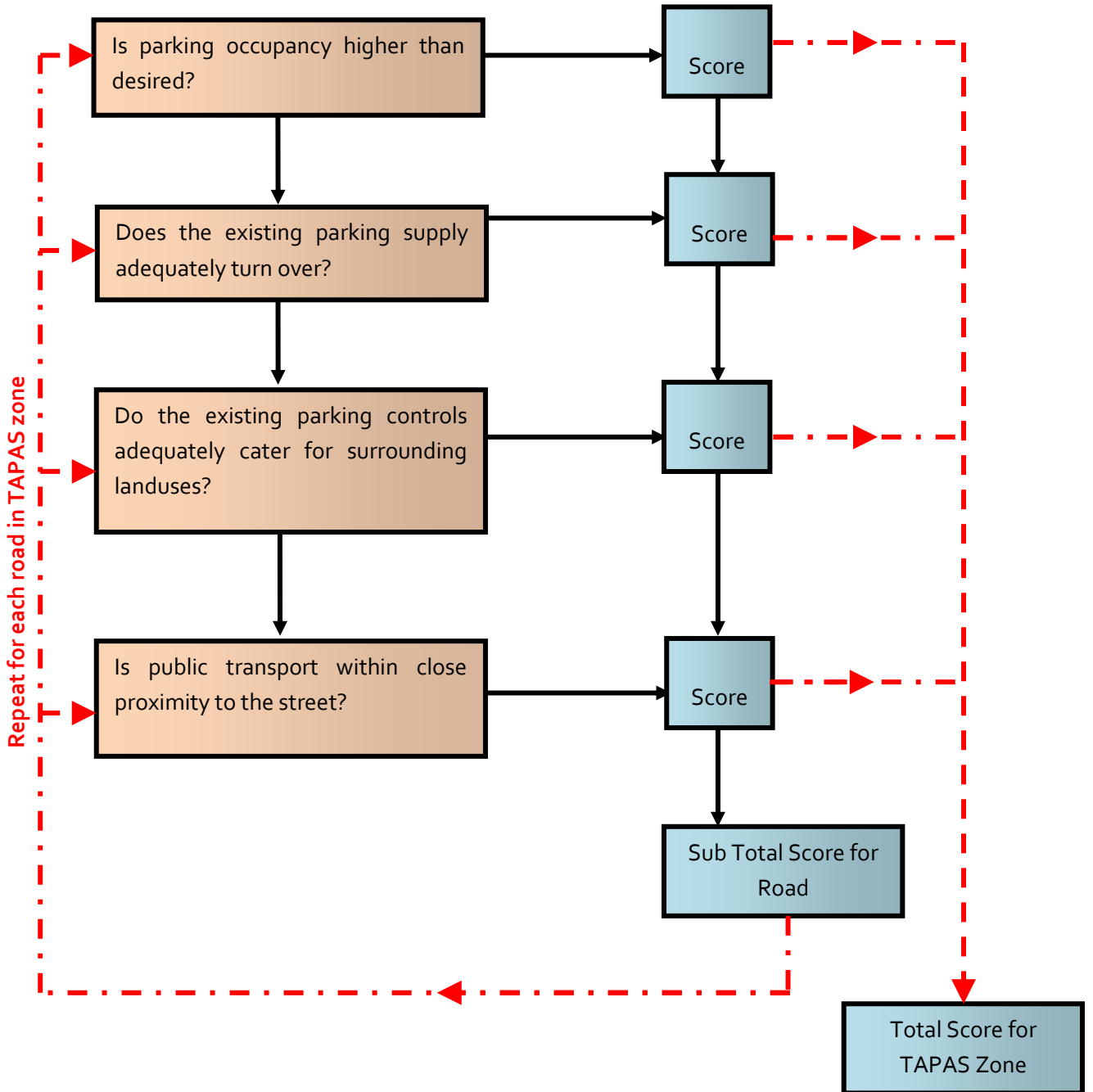
TAPAS Parking Plan – Criteria, Scoring and Warrants

The criteria, scoring and warrants used in the formulation of the Parking Plan adopts a methodology to maintain the operational efficiency of on-street parking to support various land use activities.

Parking is managed according to the parking occupancy/ vacancy rates of roads and parking controls are established and/ or removed to ensure that TAPAS areas are operating efficiently from a parking perspective.

The Parking Plan scoring system is outlined in Figure 7.5 and criteria and warrants are outlined in Table 7.5 and 7.6.

Figure 7.5 TAPAS Parking Plan – Scoring System



7. Traffic and Parking Area Schemes (TAPAS)

Table 7.5 – TAPAS Parking Plan - Criteria

Description	Parameter	Score*	
		Commercial Areas	Residential Areas
Occupancy	>90%	10	10
	>85%	5	8
	between 45% and 85%	0	0
	between 20% and 45%	5	0
	<20%	10	0
Turnover	Controls meet the adjacent land use	0	0
	Controls do not meet the adjacent land use	10	10
Activity Generators in the area	Primary School	10	10
	High School/ University	7	7
	Retirement Village/ Aged Care/ Hospital	10	10
	Park/ Open Space (major)	6	6
	Park/ Open Space (minor)	4	4
	Shopping/ Retail (major)	7	7
	Shopping/ Retail (minor)	5	5
Public Transport Access	Train Station (within 800m)	0	0
	Bus Stop (within 400m)	0	0
	Ferry Wharf (within 400m)	0	0
	Along a bike route	5	5
	Not near a train station, bus stop, Ferry Wharf or bike route	10	10

* Score will be use to rank/ prioritise streets. Once streets have been ranked/ prioritised on a TAPAS zone basis, Parking Plans will be formulated using the Parking Principles Plan outlined in Table 7.6 (below).

Table 7.6 – TAPAS Parking Principles Plan (Warrants)

Parking Occupancy	Existing Unrestricted or Restricted parking areas	Existing Meter Parking Areas
>90% Occupancy	Reduce the parking time limits* (e.g. – 2P to 1P) or introduce parking meters	Utilise parking rates for high demand areas as per Council's Fees and Charges
>85% Occupancy	Reduce the parking time limits* or introduce permit parking schemes	Utilise parking rates for high demand areas as per Council's Fees and Charges
45% - 85% Occupancy	Regular Monitoring	Utilise parking rates for medium demand areas as per Council's Fees and Charges
20% - 44% Occupancy	Increase the parking time limits (i.e. –2P to 4P).	Utilise lowest parking rates as per Council's Fees and Charges or consider removing parking meters
<20% Occupancy	Remove parking restrictions	Consider removing parking meters

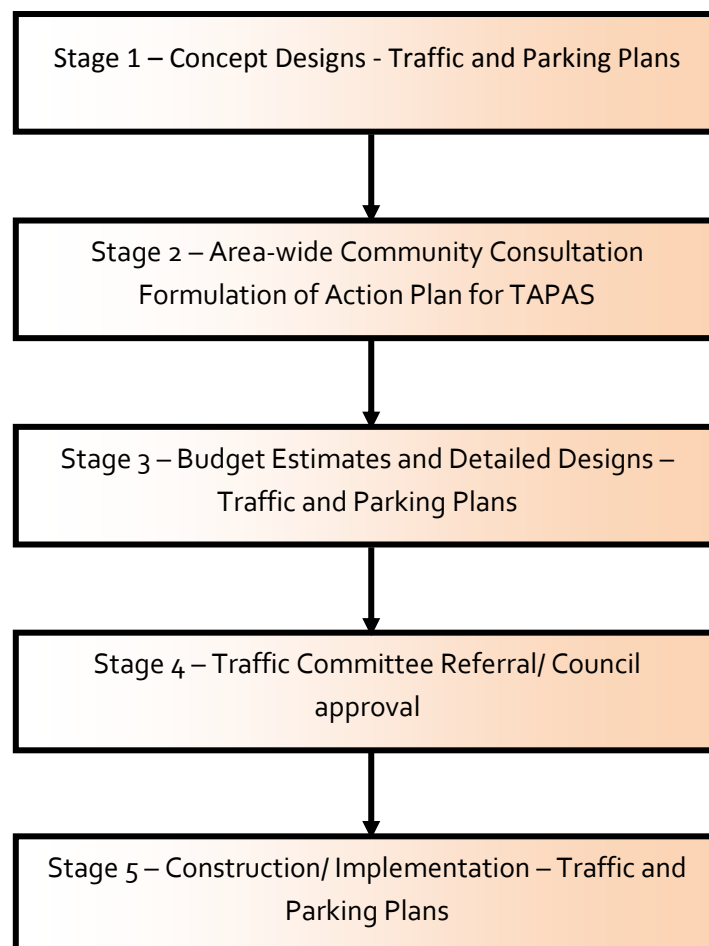
* Permit Parking Scheme controls less than 1 hour are not permitted given their adverse impact on resident amenity. The parking controls must be able to accommodate for resident visitors and residents who are not eligible for a Resident Parking Permit.

7.5 TAPAS Implementation

Following the adoption of this Strategy, seven (7) TAPAS Studies will be completed which will outline area-wide Traffic and Parking Plans. These Traffic and Parking Plans will identify major traffic and parking changes on an area-wide TAPAS Zone basis.

Traffic Plans will be developed in accordance with Australian Standards AS1743, Austroads Guides to Local Area Traffic Management (LATM), North Sydney Infrastructure Specification and the North Sydney Public Domain Style Manual. Parking Plans will be developed in accordance with AS2890.5, the kerbspace allocation hierarchy, the Parking Principles Table and the Parking Prioritisation Scoring System.

As a guide, the five stages in the TAPAS Implementation program are outlined below.



Stage 1 – Concept Designs Traffic and Parking Plans

Using the Strategy and the formulation of the TAPAS Action Plan outlined in Section 7.4, prepare concept designs for Traffic and Parking Plans. These concept designs should be at a high level where the intent of the parking controls and traffic device typology is outlined. For approved traffic devices see Appendix A1 and for approved parking controls see Appendix C.

The Traffic and Parking Plan concept designs will then taken through to the next stage of the development “Community Consultation”.

Stage 2 – Area Wide Community Consultation – Formulation of TAPAS Action Plan

Using the Traffic Plan and Parking Plan concept designs, the next stage will be to engage the community through area-wide community surveys and hold a community workshop for each TAPAS zone.

The community surveys and workshops will be undertaken in accordance with Council’s Community Engagement Protocol. Once the results of the surveys have been analysed, the Traffic and Parking Plan concept designs can be refined, taking into account the views of the community (refer to Section 8.o).

Stage 3 – Budget Estimates and Detailed Designs – Traffic and Parking Plans

Following the area-wide community consultation stage, a detailed Action Plan for the TAPAS zone will be prepared. The Action Plan will include the Parking Plan detailed designs that will be prepared in accordance with AS2890.5, the kerbspace allocation hierarchy and the Parking Plan – criteria, scoring and warrants system. The Action Plan will also include the Traffic Plan detailed design that will be prepared in accordance with AS1742, Austroads Guide to Traffic Management Part 8: LATM, the Traffic Plan – criteria, scoring and warrants system, Council’s Infrastructure Specification and the North Sydney Public Domain Style Manual. When the Action Plan is complete for each TAPAS zone the actions will be prioritised from High, Medium to Low priorities and fully costed by a Quantity Surveyor (QS).

Stage 4 – Traffic Committee/ Council Approval

Once the detailed Action Plans have been prepared they will be referred to Traffic Committee and Council for approval.

Stage 5 – Construction/ Implementation – Traffic and Parking Plans

Once approved by the Traffic Committee and Council, the works will be carried out in accordance with Council’s Procurement Protocol and in order of priority (High, Medium, Low). Prior to construction and implementation of the Traffic and Parking Plans, the affected community will be notified through Council’s standard notification process.

7. Traffic and Parking Area Schemes (TAPAS)

Note: During the transition to the TAPAS based approach, Council will continue to manage minor and routine traffic and parking related matters through the Traffic Committee process.

7.6 TAPAS Costs

	Description	Cost	Timeline
Tapas Zone 1	Stage 1 – Concept Designs Traffic and Parking Plans (including traffic and parking surveys)	20,000	2014/ 2015
	Stage 2 – Area-wide community consultation – Formulation of TAPAS Action Plan	5,000	2014/ 2015
	Stage 3 – Budget Estimates and Detailed Designs – Traffic and Parking Plans	25,000 (detailed designs)	2014/ 2015
	Stage 4 – Traffic Committee/ Council Approval	N/A	On-going based on priority ranking (high, medium, low)
	Stage 5 – Construction/ Implementation – Traffic and Parking Plans	Budget estimates to be determined following detailed designs.	On-going based on priority ranking (high, medium, low)
Tapas Zone 2	Stage 1 – Concept Designs Traffic and Parking Plans (including traffic and parking surveys)	20,000	2014/ 2015
	Stage 2 – Area-wide community consultation – Formulation of TAPAS Action Plan	5,000	2014/ 2015
	Stage 3 – Budget Estimates and Detailed Designs – Traffic and Parking Plans	25,000 (detailed designs)	2014/ 2015
	Stage 4 – Traffic Committee/ Council Approval	N/A	On-going based on priority ranking (high, medium, low)
	Stage 5 – Construction/ Implementation – Traffic and Parking Plans	Budget estimates to be determined following detailed designs.	On-going based on priority ranking (high, medium, low)
Tapas Zone 3	Stage 1 – Concept Designs Traffic and Parking Plans (including traffic and parking surveys)	15,000	2014/ 2015
	Stage 2 – Area-wide community consultation – Formulation of TAPAS Action Plan	3,000	2014/ 2015
	Stage 3 – Budget Estimates and Detailed Designs – Traffic and Parking Plans	17,000 (detailed designs)	2014/ 2015
	Stage 4 – Traffic Committee/ Council Approval	N/A	On-going based on priority ranking (high, medium, low)
	Stage 5 – Construction/ Implementation – Traffic and Parking Plans	Budget estimates to be determined following detailed designs.	On-going based on priority ranking (high, medium, low)
Tapas Zone 4	Stage 1 – Concept Designs Traffic and Parking Plans (including traffic and parking surveys)	15,000	2014/ 2015
	Stage 2 – Area-wide community consultation – Formulation of TAPAS Action Plan	3,000	2014/ 2015
	Stage 3 – Budget Estimates and Detailed Designs – Traffic and Parking Plans	17,000 (detailed designs)	2014/ 2015

7. Traffic and Parking Area Schemes (TAPAS)

	Stage 4 – Traffic Committee/ Council Approval	N/A	On-going based on priority ranking (high, medium, low)
	Stage 5 – Construction/ Implementation – Traffic and Parking Plans	Budget estimates to be determined following detailed designs.	On-going based on priority ranking (high, medium, low)
Tapas Zone 5	Stage 1 – Concept Designs Traffic and Parking Plans (including traffic and parking surveys)	15,000	2014/ 2015
	Stage 2 – Area-wide community consultation – Formulation of TAPAS Action Plan	3,000	2014/ 2015
	Stage 3 – Budget Estimates and Detailed Designs – Traffic and Parking Plans	17,000 (detailed designs)	2014/ 2015
	Stage 4 – Traffic Committee/ Council Approval	N/A	On-going based on priority ranking (high, medium, low)
	Stage 5 – Construction/ Implementation – Traffic and Parking Plans	Budget estimates to be determined following detailed designs.	On-going based on priority ranking (high, medium, low)
Tapas Zone 6	Stage 1 – Concept Designs Traffic and Parking Plans (including traffic and parking surveys)	20,000	2014/ 2015
	Stage 2 – Area-wide community consultation – Formulation of TAPAS Action Plan	5,000	2014/ 2015
	Stage 3 – Budget Estimates and Detailed Designs – Traffic and Parking Plans	25,000 (detailed designs)	2014/ 2015
	Stage 4 – Traffic Committee/ Council Approval	N/A	On-going based on priority ranking (high, medium, low)
	Stage 5 – Construction/ Implementation – Traffic and Parking Plans	Budget estimates to be determined following detailed designs.	On-going based on priority ranking (high, medium, low)
Tapas Zone 7	Stage 1 – Concept Designs Traffic and Parking Plans (including traffic and parking surveys)	15,000	2014/ 2015
	Stage 2 – Area-wide community consultation – Formulation of TAPAS Action Plan	3,000	2014/ 2015
	Stage 3 – Budget Estimates and Detailed Designs – Traffic and Parking Plans	17,000 (detailed designs)	2014/ 2015
	Stage 4 – Traffic Committee/ Council Approval	N/A	On-going based on priority ranking (high, medium, low)
	Stage 5 – Construction/ Implementation – Traffic and Parking Plans	Budget estimates to be determined following detailed designs.	On-going based on priority ranking (high, medium, low)

8. TAPAS Community Engagement Plan

Council recognises that the local community, particularly residents and businesses have a practical knowledge of the traffic and parking issues affecting their local areas and can contribute greatly to the planning, development and implementation of the Strategy and the outcomes of the Traffic and Parking Area Scheme (TAPAS) Studies.

Council will ensure that the community is extensively consulted in the decision making process for the development of each TAPAS Action Plan.

The following consultation methodology is proposed:

- Surveys
- Workshops or community information sessions related to TAPAS Action Plan formulation
- Public comment on key documents
- Potential collaborative online GIS mapping tool and web interactives
- Council's website
- Consultation through Council's Precinct System
- Consultation through the North Sydney Traffic Committee.

Council will also conduct regular communications with the local community to ensure they have up to date information about traffic and parking plans and policies. Information about traffic and parking related projects will be distributed through a variety of methods including:

- Regular print, email, web media and social media
- Community newsletters – North Sydney Newscene
- Community Precinct Meetings
- Ward Forums
- North Sydney Traffic Committee
- Specific local advertising campaigns (e.g. on bus shelters or banner poles).

9. TAPAS Monitoring and Evaluation Plan

Regular monitoring and evaluation will be used to manage the success of the Strategy and the extent to which Council is meeting its goals for traffic, parking and sustainable transport management.

Results of monitoring and evaluation activities will be reported in Council's Annual Report and regularly through Councillor Bulletins. Monitoring and evaluation will centre on six key areas, each is further considered below:

- Community input and participation during the consultation phase
- Changes in Driver Behaviour i.e. – traffic speeds and volumes
- Changes in Parking Occupancy Usage
- Changes in community attitudes towards traffic and parking (as identified in the community satisfaction survey undertaken biannually by Council)
- Road Safety
- Completion of prioritised actions identified in each TAPAS Action Plan

The findings of monitoring and evaluation will be reported as part of the annual review of the TAPAS Action Plans with amendments made to each plan as appropriate. This will include assessment of TAPAS priority projects complete and incomplete and reviewing the performance targets set out in Section 5.

9.1 Traffic and Parking Surveys

Council organised Traffic and Parking Surveys will be regularly conducted to monitor traffic behaviour and parking utilisation rates and variations to the traffic and parking conditions across the LGA.

Council will conduct counts in key locations to capture traffic speeds/ volumes, determine the origin and destination (OD surveys) of vehicles and determine where they park on the street.

The three main types of traffic and parking surveys that will be undertaken are:

- Pneumatic Tube Counts – to determine traffic speed and volumes
- Origin-Destination Surveys – to gauge where traffic is coming from and going to.
- Parking Occupancy Surveys (Licence Plate Recognition (LPR) and manual Surveys – to determine parking occupancy, turnover, compliance.

The results of this survey will be reported annually to the North Sydney Traffic Committee and Council.

9.2 Road Safety Statistics

Council will monitor crash data through resources such as RMS CrashLink data and report on crash statistics as part of the annual review of this Strategy.

To be reported on CrashLink, a crash must result in \$500 worth of damage, lead to a police call out or a hospital visit, and so Council will also monitor smaller incidents where possible by tracking any reported incidents and mapping these in a geodatabase.

Any crash blackspots identified will be reported to the Traffic Committee, the annual Federal Blackspot Program and internal/ external transport stakeholders in order to prioritise responses.

9.3 Community attitudes towards the traffic and parking

Council will undertake regular assessment of attitudes toward the traffic and parking, the level of service of traffic volumes and parking utilisation, and road safety. This will occur through the biannual community satisfaction survey conducted as part of the Community Strategic Plan 2013 - 2023, as well as through face to face interactions during traffic and parking related events, such as the North Sydney Traffic Committee, North Sydney Sustainable Transport Reference Group, Ward Forums and Precinct/ Streetscape Committees.

Council will also consider conducting intercept surveys with pedestrians, motorists (who are parking in the area) and cyclists following the installation of new infrastructure or signage, to understand the performance of the new infrastructure.

9.4 Events and Programs

Council will collect feedback on events and programs by collecting data on participation numbers, demographic composition and qualitative feedback. This will be used to evaluate the success of the programs relative to investment and identify strategies to increase effectiveness.

Appendix A

Amended Traffic and Parking Policies

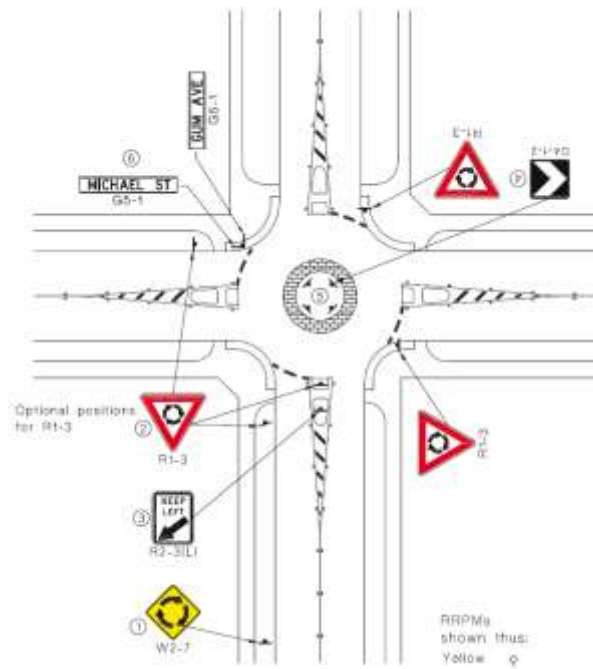
Appendix B

Typical Traffic Calming Devices and Parking Controls

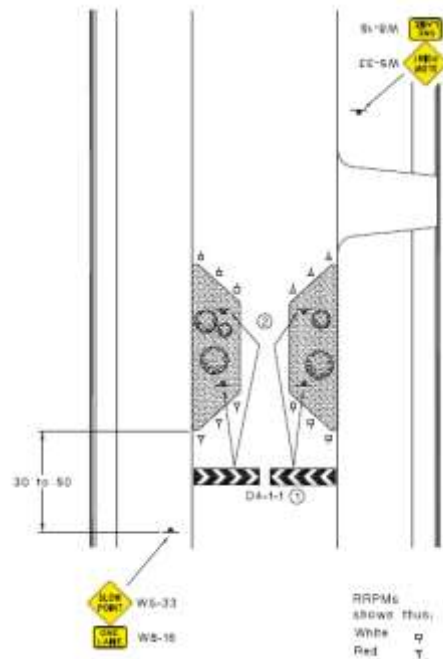
Typical Traffic Device Typologies for Traffic Plans

<p>Threshold Treatment</p>	
<p>Speed Humps</p>	
<p>Raised Flat Top Speed Hump</p>	

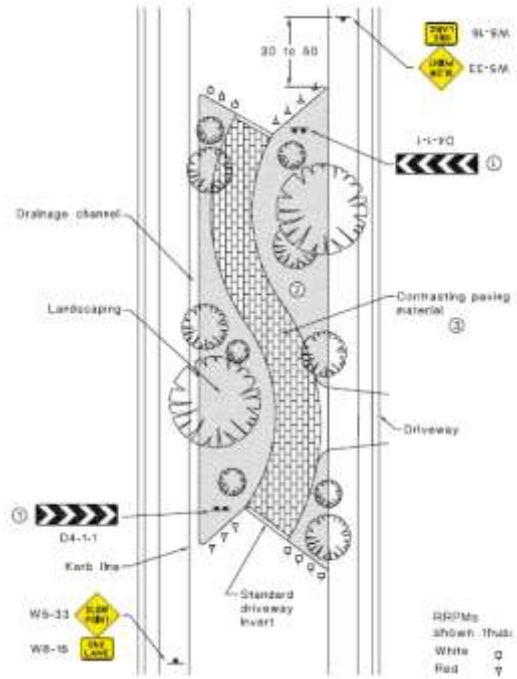
Roundabouts



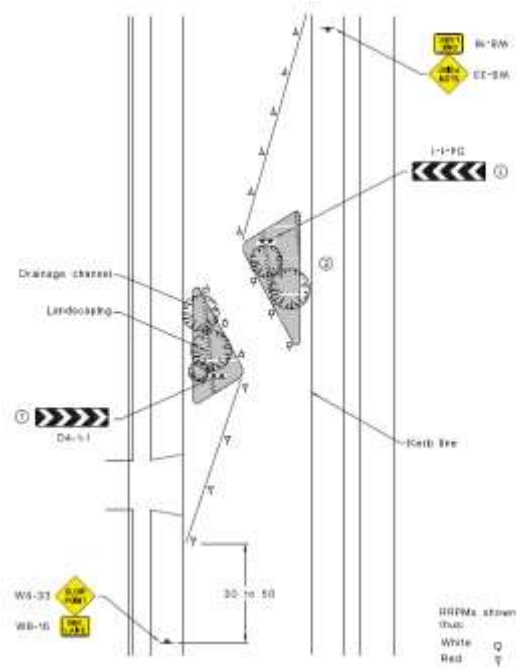
Single Lane Slow Points



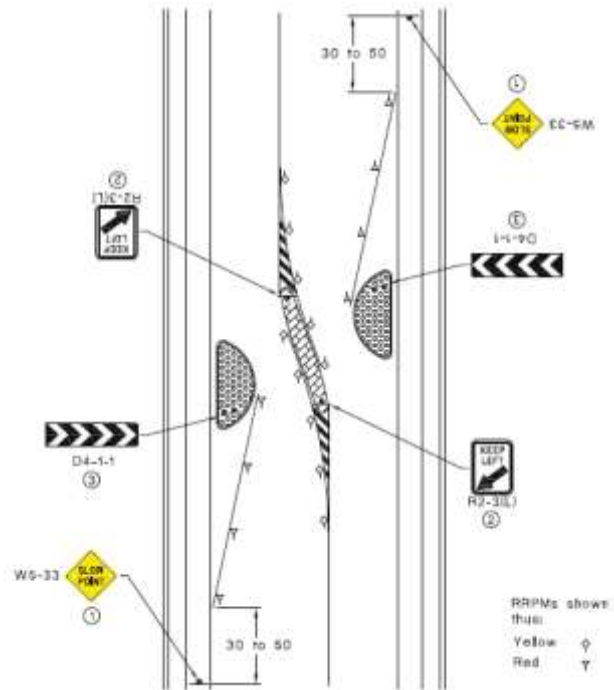
Driveway Link



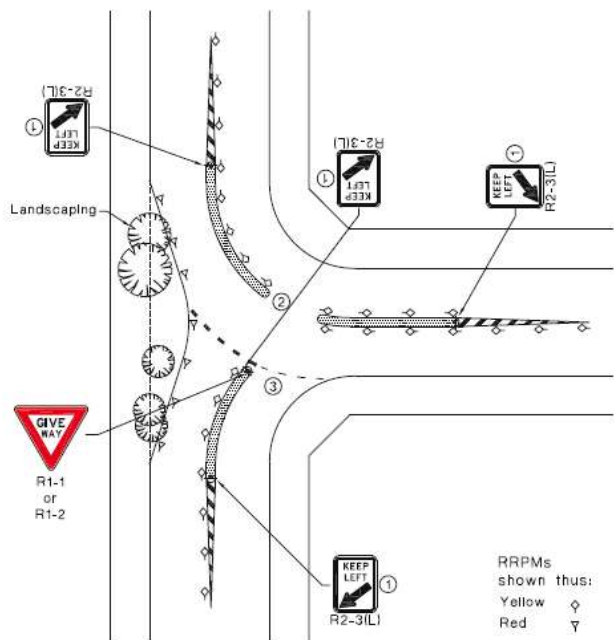
Single Lane Angled Slow Point



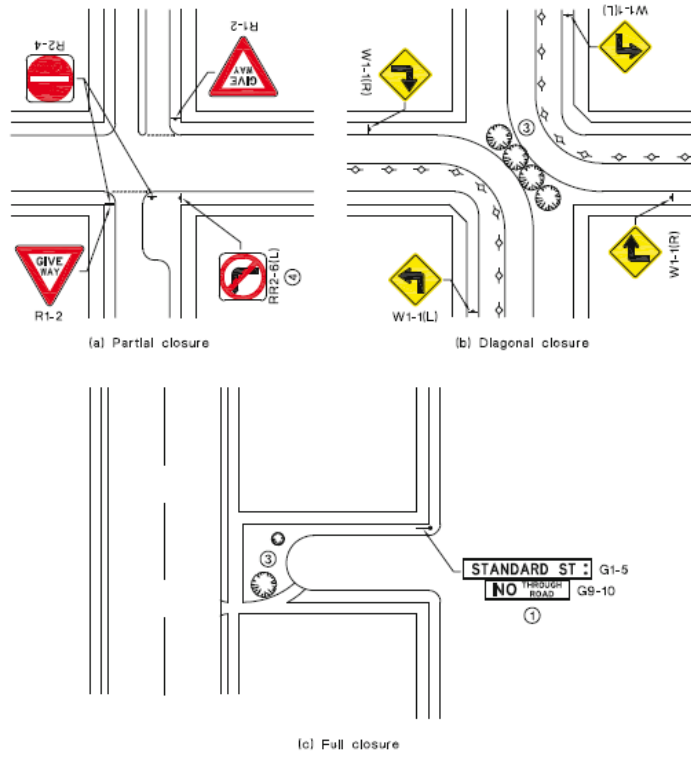
Two Lane Angled Slow Point



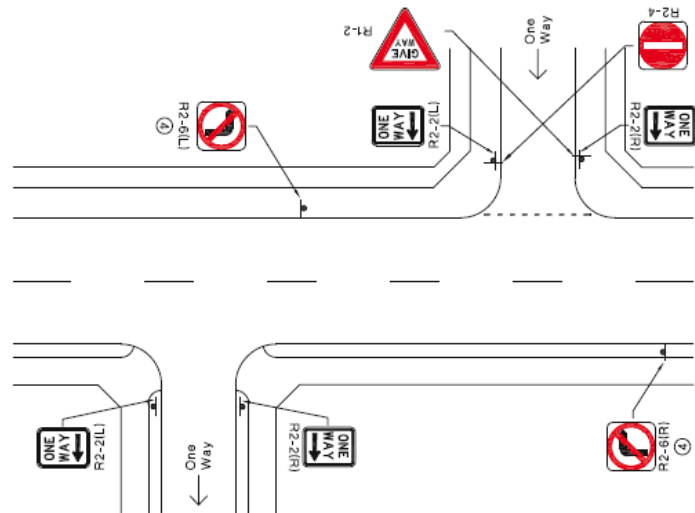
Modified T-intersection



Road Closures



One Way Streets



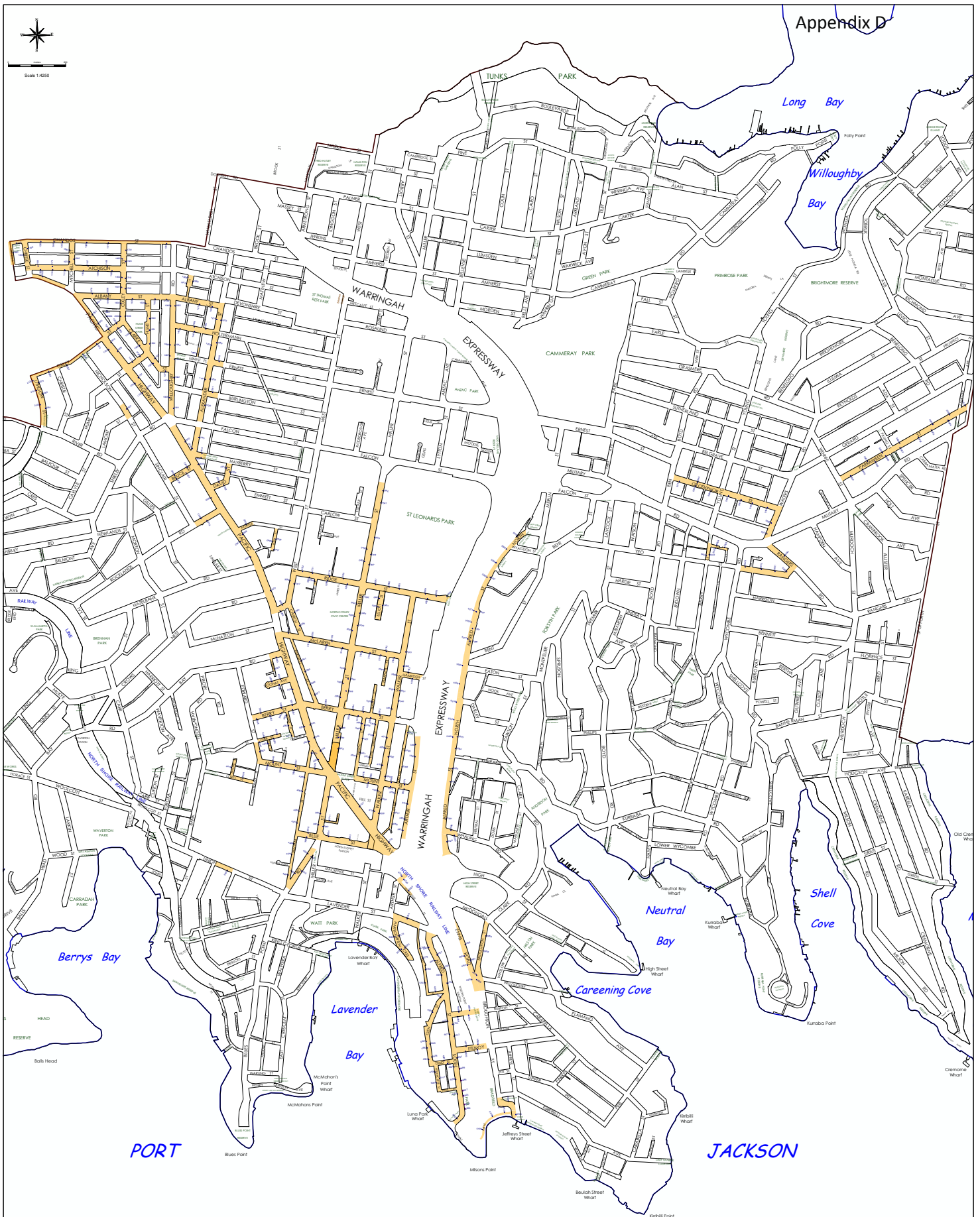
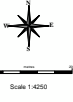
(Source AS1743)

Typical Parking Control Typology for Parking Plans

	Landuse	Parking Type	Times of Operation	Comments
1	Residential	2P Permit Holders Excepted	8.30am - 6.00pm Mon - Fri	Standard Resident Parking restriction
2		2P Permit Holders Excepted	8.30am - 6.00pm Mon - Sun	Parking Control to be used if residential areas are affected by weekend commercial/ recreational activity.
3		2P Permit Holders Excepted	8.30am - midnight Mon - Sun	Parking Control to be used in residential areas affected by late night trading.
4		2P Meter Permit Holders Excepted	8.30am - 6.00pm Mon - Fri	Parking Control to be used in residential areas where there is high non-compliance/ non turnover of non-resident vehicles.
1	Commercial/ Mixed Use	1P or 1P METER	8.30am - 6.00pm Mon - Sun or 8.30am - 10pm Mon - Sun or 8.30 - midnight Mon - Sun	Newsagent, speciality stores, mixed businesses, other types of retail
2		2P or 2P METER	8.30am - 6.00pm Mon - Sun or 8.30am - 10pm Mon - Sun or 8.30 - midnight Mon - Sun	Restaurants/ Retail Strips/ Cafes etc
3		4P or 4P METER	8.30am - 6.00pm Mon - Sun or 8.30am - 10pm Mon - Sun or 8.30 - midnight Mon - Sun	Theatres, Offices,
4		2P Permit Holders Excepted or 2P Meter Permit Holders Excepted	8.30am - 6.00pm Mon - Fri	Historical residential parking controls in retail areas

Appendix D

Parking Meter Areas



Traffic Planning Department
North Sydney Council
Integrated Traffic and Parking Strategy

Issue: A

16/02/16

NORTH SYDNEY COUNCIL PARKING METERS