



## 5: Parking

### Our Objective

To manage car parking in a way that is equitable and supports the economic viability of centres and boosts sustainable, public transport and active transport use.

### Our Challenges

Car parking has evolved around the development of the Northern Beaches town and village centres without consideration of broader strategic landuse and transport objectives or demands.

Parking permit schemes operate giving preference to local residents and ratepayers to park on-street and in Council reserve carparks. These schemes are having unintended consequences in places such as Manly and Palm Beach, where there are also increasing visitor and commuter demands for parking.

There is limited off-street parking near centres and transport hubs. The introduction of time limits at these locations has displaced parking into adjacent residential areas.

Other challenges include the high costs of land, capital and infrastructure in providing new or additional parking. There are limitations with the existing parking supply. There are also evolving parking standards, due to changing vehicle requirements and specifications (e.g. height, width, fire safety, lifts, electricity charging needs) over time. There is also an unknown number of private operators supplying parking throughout the area.

### Council Parking

Council controls 39 carparks in reserves, mostly located on the coastline and beaches throughout the Northern Beaches via pay and display machines, mainly to control beach access and availability.

Council controls and manages five parking stations with 1,325 spaces where parking is limited for residential, commercial and commuting purposes. There is also a new Council commuter car park at Dee Why (PCYC).

### Our Opportunities

Management of parking has an influence on traffic flow, economic activity and amenity of our streets. Parking is an integral part of the public transport and road network. Most vehicle journeys involve parking at both the start and end of each trip. Council needs to better understand the community's needs in terms of parking at key villages and places in the area.

Driving to and from work also impacts public transport patronage and congestion on the road network. The availability and cost of car parking also influences decisions on the transport mode used, congestion, travel time and the choice of destination.

Council will improve parking in key destinations, pay and display, car share spaces, demand management and commuter parking. We will consider the needs of all road users in accordance with our road user hierarchy and encourage walking, cycling and public transport as preferred travel modes.

Increasing parking supply is not always an option. Other ways of managing the availability of parking in high demand areas is through timed parking and enforcement.

Shifting travel modes to public transport and car share options may reduce parking demand and congestion. For instance, in some areas where parking is limited, there is a growing demand for car share schemes (e.g. Manly). These provide further opportunities to be supported and trialled throughout the Northern Beaches.

### Our Future Priorities

- Developing a Northern Beaches Parking Plan
- Developing local parking management plans based on investigating data and the needs of towns and village centres
- Supporting new and innovative parking technology to improve information and experiences
- Enabling on-street and off-street dedicated parking for car share providers and charging stations for electric vehicles
- Ensuring parking permit schemes are balanced, fair and equitable
- Offering better parking options that support resident and visitor needs in non-peak and peak periods



### Have Your Say On Parking

1. Do you support these priorities?  
Why or why not?
2. How do we better manage our high demand for parking in towns, villages and beaches?
3. Who should we prioritise parking for? Consider residents, visitors, commuters, clubs and schools.

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