

22 May 2026

Mr Kendall Banfield  
Senior Transport Planner  
Inner West Council

Sent to: [Kendall.Banfield@innerwest.nsw.gov.au](mailto:Kendall.Banfield@innerwest.nsw.gov.au)

Dear Mr Banfield

## **Inner West Draft Parking Strategy and Public Domain Parking Policy**

I write in relation to the draft Inner West Parking Strategy and Public Domain Parking Policy which are currently out for public consultation.

Urban Taskforce Australia does not support a number of Objectives within the draft Parking Strategy which are restrictive on car ownership, constrain parking and have perverse outcomes for local residents and businesses.

To go to specifics, in relation to Objective 4: *Reduce the need for car ownership and constrain parking*, just by placing development near public transport doesn't remove the need for cars. This presumes that everyone has the same driving needs, which is clearly not true. Shift workers, including police officers, nurses, ambulance officers, cleaners, hospitality workers, security staff, along with tradies and families all need flexibility to move around the city for personal and business reasons, often after hours and beyond the reach of public transport.

Urban Taskforce does not agree that constraining road and parking space suppresses car use and makes sustainable transport more attractive than driving. There is no empirical data to support this. If anything, it forces these people further afield, creating longer travel times, increasing stress, polluting the environment and resulting in shortages of labour supply in many areas.

The effective pushing of families and tradies, along with shift workers and others named above (and no doubt many more) out of the inner west is unconscionable. It will cause traffic congestion, slow down the movement of goods and services around our city and increase costs on businesses and the community.

In relation to Objective 5: *Prioritise areas of high parking demand*, Urban Taskforce does not support residents of new developments not being eligible for on street parking permits unless there is a ready source of parking available to them within their residences.

On street parking permits provide parking to residents who own a car but have no access to off street parking. When read with Objective 6 below, Council's draft policy is effectively attempting to ban car ownership of residents in new developments.

In relation to Objective 6: *Mandate constrained maximum parking rates for new developments in accessible areas and encourage flexible provision*, Urban Taskforce does not support mandated maximum parking rates for new developments.

As called for in recently released report by the Grattan Institute *Wasted space: Axe car parking rules to ease the housing crisis* state and local governments should remove both maximum and minimum parking requirements for new housing developments. As the report states, letting Australian homebuyers choose the car-parking they need will make housing cheaper, get more homes built faster, and create more walkable, cleaner, and better-designed cities. It should therefore be left to the market to decide how many parking spaces are required in a development.

While consideration of provisions to encourage flexible parking arrangements such as decoupled, detached, and shared parking may have some merit, that should not be a trade-off for parking spaces more generally or at the expense of retail or commercial activities. In fact, this should not be a matter for Council at all.

In relation to Objective 7: *Design, manage and repurpose public domain parking for maximum benefit*, Urban Taskforce is concerned that the strategy may be looking at expanding paid parking to major commercial centres and increased charges for kerbside parking.

Council should be focussed on supporting its local economy not imposing charges that impact the economic viability of retail and other small businesses in the local area and increase the cost of living for residents by imposing higher charges.

In relation to Objective 9 – *Prioritise parking for targeted users to improve equity and efficiency of access*, Urban Taskforce while supporting funding of additional kerbside EV infrastructure, this should not be at the expense of other vehicle types. EVs are expensive and their support represents a regressive distribution of Council funds.

In relation to the action plan outlined in Part 3 of the draft Strategy, Urban Taskforce provides the following comments on each action.

### Immediate Actions

1. Develop land use plans to facilitate dense, mixed-use development oriented to major commercial centres, public transport nodes and Our Fairer Future Plan uplift areas	Supported
2. Prioritise major commercial centres, public transport nodes, Our Fairer Future Plan uplift areas, major events and other places of high parking demand for improved parking management	Supported
3. Prioritise Our Fairer Future Plan uplift areas for implementation and improvement of permit parking schemes, to occur as redevelopment proceeds	See comments on Objective 5 above
4. Mandate constrained maximum parking rates for new developments in accessible areas and Our Fairer Future Plan uplift areas to facilitate affordable housing and allow flexible provision	Opposed

<p>5. Encourage shared and flexible parking arrangements in new developments to improve the efficiency of use of parking space and allow flexible provision</p>	<p>Supported</p>
<p>6. Improve permit parking schemes to ensure permit availability relates to available parking space, permits are appropriately priced, schemes operate consistently across the Council area and the parking needs of all users are considered and balanced</p>	<p>We have concerns that this is simply an anti-car initiative and will work against families, tradespeople, shift workers, key workers and many more</p>
<p>7. In areas where parking is already priced, improve demand-related timing and pricing systems for parking at the kerb and in council car parks, to optimise turnover and generate funds for transport and streetscape improvements</p>	<p>No comment</p>
<p>8. Improve the operation of mobility parking schemes to ensure mobility parking is available for genuine users</p>	<p>No comment</p>
<p>9. Mandate and encourage provision of electric vehicle ready infrastructure in new developments and continue to install electric vehicle charging facilities at the kerb and in council car parks</p>	<p>Council should fund additional kerbside EV infrastructure, but not at the expense of other vehicle types, EVs are expensive and their support represents a regressive distribution of Council funds</p>
<p>10. Incorporate what is considered locally and internationally to be proven good practice parking policy and management when developing and implementing this strategy</p>	<p>This is a parenthod statement of zero value</p>
<p>11. Consider relevant Inner West Council and NSW Government policies when developing and implementing this strategy</p>	<p>This seems a bit obvious – did anyone proof-read this table? Was this action item included to check that anyone was still reading??</p>

## Medium Term Actions

<p>12. Constrain public domain parking space and ensure it is well designed so that safety, traffic, amenity and environmental impacts are minimised</p>	<p>This will adversely affect retail and commercial businesses within the LGA</p>
<p>13. Subject to a parking study, repurpose some public domain parking space to create space for other uses such as pedestrian, bike and bus priority, landscaping, outdoor dining and affordable housing</p>	<p>This initiative is opposed. It will adversely affect retail and commercial businesses within the LGA as well as inconveniencing car users</p>
<p>14. Adopt contemporary technology for efficient management and enforcement of parking, and to generate data that can be used for monitoring and continuous improvement</p>	<p>No comment</p>
<p>15. Develop and disseminate physical and digital information to drivers about locations, availability, restrictions and pricing of parking</p>	<p>This is not a core business activity for Council</p>
<p>16. Price permit parking schemes to discourage multiple vehicle ownership, discourage excessively large vehicles and generate funds for transport and streetscape improvements</p>	<p>Opposed. This action item represents an attack on heritage vehicle restorers and larger families</p>
<p>17. Map and monitor areas of high demand, including temporary 'hot spots', to assist with a proactive approach to parking management and a timely response to issues</p>	<p>This is not a core business activity for Council</p>
<p>18. Develop policies and manage parking holistically across the private and public domains in recognition of interactions between these two areas</p>	<p>No comment</p>
<p>19. Use technology, pricing and other actions identified in this strategy to improve parking management so there is a reduction in breaches of parking rules and fines</p>	<p>Start with expanding free, tie limited and residential kerbside parking – an initiative that, when implemented in Balmain, was widely supported by business owners and residents</p>

<p>20. Ensure other relevant Inner West Council policies consider this strategy as part of their development and implementation</p>	<p>Is anyone suggesting that Council policies should be inconsistent? No wonder this document is so long and duplicative</p>
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**On-going/Long Term Actions**

<p>21. Advocate to the NSW and Australian Governments the need for strong, supportive parking policies and actions based on local and international best practice</p>	<p>The policies of Australia must take into account the availability of public transport, the special connection between Australians and their vehicle heritage, and the practical needs of all families of occupations of residents (both now and into the future)</p>
<p>22. Continue to oppose expanded road capacity, including new motorways, and encourage sustainable transport - to reduce private car ownership and use</p>	<p>This is strongly opposed. This opposition was correctly ignored in relation to West Connex. Council's opposition is disgraceful and saves on fuel consumption, improves amenity, reduces congestion, and has resulted in a fast connection between Parramatta, Olympic Park, Rozelle, the CBD of Sydney, the Airport and Southwest of Sydney. Travel between these areas has never been so fast, effective, efficient and environmentally friendly</p>
<p>23. Generally constrain parking provision in new developments, at the kerb and in council car parks</p>	<p>Opposed. The market should decide what parking is needed. This proposal could destroy feasibility</p>

24. Mandate and/or encourage, in both the private and public domains, priority parking space for the targeted users identified in this strategy	Council should not be seeking to involve itself in private parking numbers or use
25. Implement actions in this strategy to facilitate enforcement that is proactive as well as reactive	This sounds like a Council policy to increase revenue
26. Continue to improve this strategy, based on feedback on parking issues and solutions from the community and all stakeholders	Supported – we look forward to this policy being re-written in light of this feedback
27. Raise awareness of this Strategy through meetings, workshops, the media and other information outlets, with a view to a broad dialogue and consensus on good practice	This sounds like a waste of ratepayer money. If any promotion of this policy is undertaken, it should be from within Council's existing communications allocation

## Public Domain Parking Policy

As with the draft Inner West Parking Strategy, Urban Taskforce does not support measures which are restrictive on car ownership and constrain parking and have perverse outcomes for local residents and businesses.

Specifically in section 7.1.3 - *Sustainability & Inclusion*, Council states that it will support measures that lead to a reduction in car ownership. What role does Council have to tell its residents and ratepayers who can own a car and who cannot?

Urban Taskforce is also concerned that council is looking to increase the cost burden on its residents with unfair pricing measures (section 7.1.6).

Looking to introduce punitive cost increases at a time of rising housing unaffordability and cost of living is a kick in the guts to local residents and businesses.

As per our comments on the draft Strategy, Urban Taskforce does not support the exclusion, as outlined in section 7.12.4, of certain residential and commercial developments from accessing parking permits.

It is not up to Council to dictate who can own a car, nor is this measure supportive of encouraging thriving local retail and commercial activities.

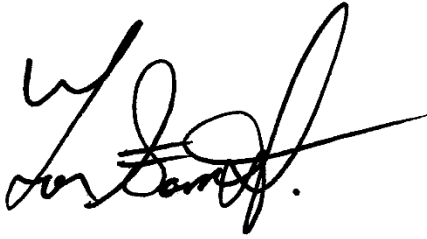
## Conclusion

While Urban Taskforce Australia supports measures that improve the ability for residents to move around easily and access their local businesses and services, we do not support measures that aim to restrict car ownership or impose arbitrary parking mandates and costs on residents.

Punitive increases in kerbside parking fees and other measures to reduce parking and the movement of traffic in the Inner West do nothing to reduce congestion but rather add to costs for residents and for local business who Council should be supporting.

Should you wish to discuss any aspect of this submission further, please contact our Economist and Planning Analyst, William Hughes, on 0418-286-530 or via email at [will@urbantaskforce.com.au](mailto:will@urbantaskforce.com.au)

Yours sincerely

A handwritten signature in black ink, appearing to read 'Tom Forrest', with a long horizontal flourish extending to the right.

**Tom Forrest**  
Chief Executive Officer