

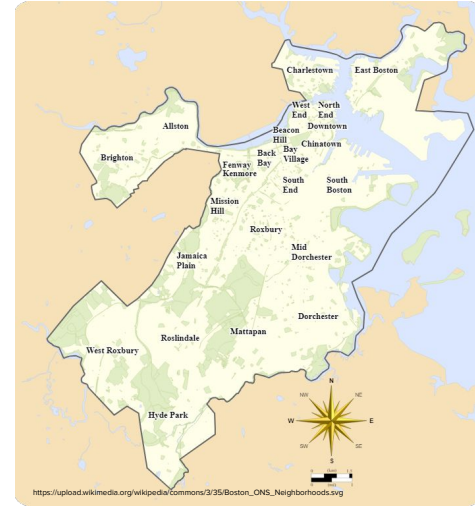
Moral Hazard: Residential Parking Permits in Boston, MA and Sydney, AUS



Overview

	Boston	Sydney
Area	119 sq km	26 sq km
Population	675,647 (2020)	248,736 (2020)
Number of households	299,472 (2018)	124,116 (2021)
Number of households with a vehicle	66.2% (2016)	56.7% (2017)
Average number of vehicles per household	0.94 (2016)	0.76 (2017)

- Sydney is 1.68x more densely populated
- Boston has nearly 3x as many vehicles



Eligibility and permit cap

Boston

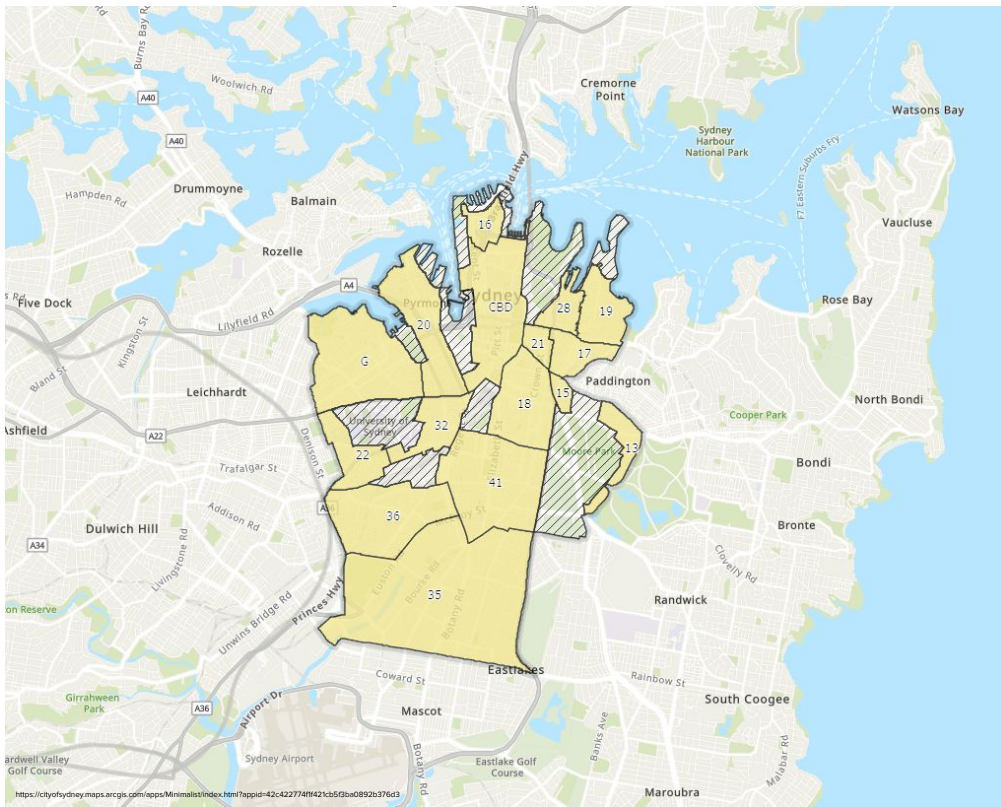
- Be a resident of the city/permanent address in the city and parking zone
- Have no outstanding parking tickets/violations
- Permits only needed in certain neighborhoods
- No limit on number of permits

Sydney

- Be a resident of the city/permanent address in the city and parking zone
- Property is deemed residential
- Permits are only for cars, not trucks, trailers, etc.
- Less than 2 off street parking spots on your property
- Multi-unit dwellings built after 1996 generally not eligible
- 2 permits per eligible household, in some zones only 1



Sydney parking zone map



- No permit parking in the cross hatched areas
- CBD (top center) has grandfathered permits, can only renew
- Zone 19 (top left) is unique and only allows one permit per household
- You can park anywhere in the zone your address is in

Boston Parking zone map



- No precise parking zone map available
- Permits are assigned to zones within each neighborhood
- You can park anywhere in the zone your address is in

Cost and duration per permit

	Boston	Sydney
Price per permit	No charge (fine for parking without a permit is \$100)	Base price: First permit: \$86 AUD Second permit: \$133 AUD
Variation by vehicle type?	No	Yes, measured based on tailpipe emissions.
Other variables?	None	Age of vehicle owner, pensioners (67+) get a discount
Duration	Renewed annually	Renewed annually at same cost as initial purchase

Vehicle emissions	First permit	Second permit
111.9 or less emissions (tailpipe CO2 g/km comb)	\$45	\$67
112–186.5 emissions (tailpipe CO2 g/km comb)	\$65	\$100
186.6–261.1 emissions (tailpipe CO2 g/km comb)	\$86	\$133
261.2 or more emissions (tailpipe CO2 g/km comb)	\$172	\$263

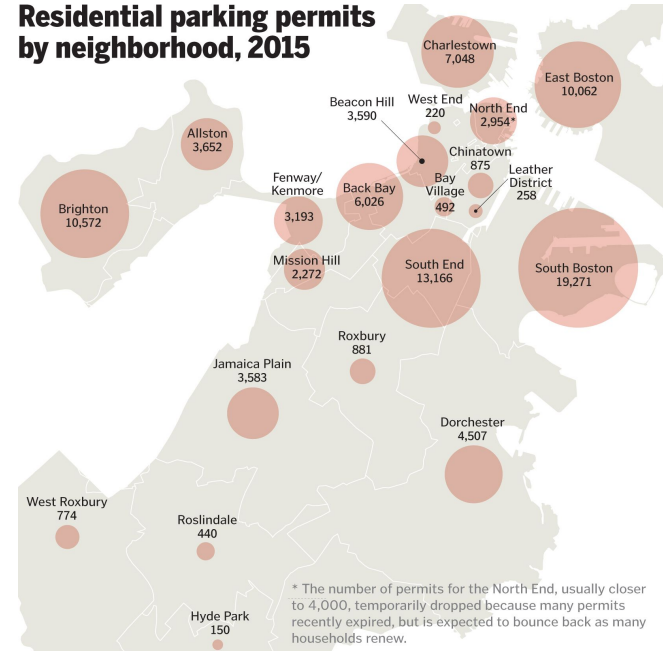
Vehicle emissions	First permit	Second permit
111.9 or less emissions (tailpipe CO2 g/km comb)	\$6	\$28
112–186.5 emissions (tailpipe CO2 g/km comb)	\$10	\$41
186.6–261.1 emissions (tailpipe CO2 g/km comb)	\$13	\$56
261.2 or more emissions (tailpipe CO2 g/km comb)	\$26	\$112

- Sydney redesigned permitting costs in 2008 to be in line with climate/emissions goals

Effects of these permitting programs

- Unable to find exact data for number of permits issued in Sydney
- Boston is being strained by parking
- A parking study from the earlier 2000s reported 44,855 permits issued in 1990 and 65,830 in 2000, 93,986 issued in 2015
- City center is most limited for parking, narrow streets, denser housing
- A 2015 estimate stated 4000 permits for 1500 spots in the North End

Residential parking permits by neighborhood, 2015



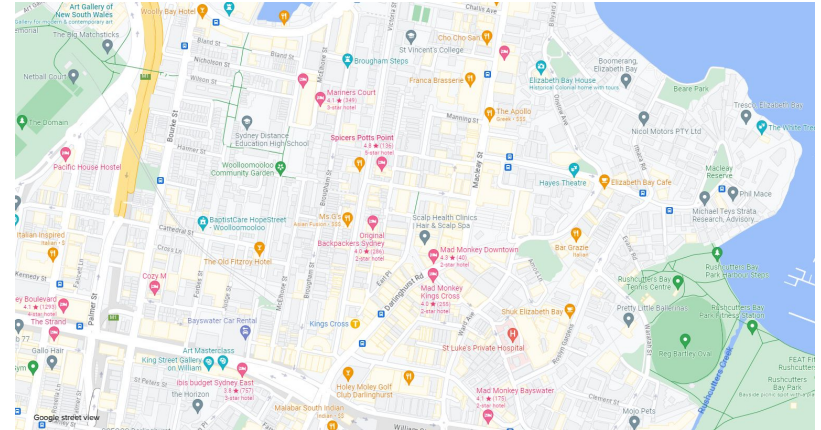
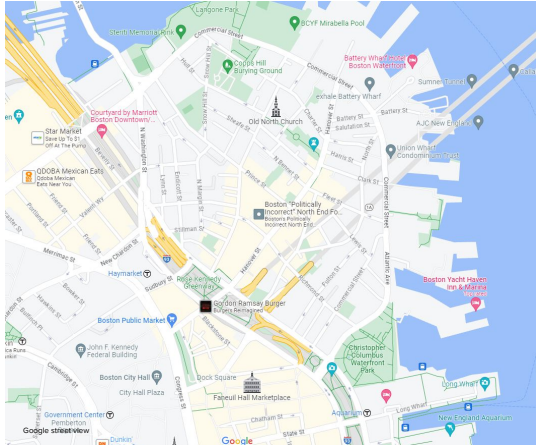
SOURCE: Globe analysis of data received from the city of Boston

TODD WALLACK, DAVID BUTLER/GLOBE STAFF

<https://arc-anglefish-arc2-prod-bostonglobe.s3.amazonaws.com/public/77P7JBVALA6JMBAAQJAYGQXE.jpg>

Going forward

- Remains a contentious political issue in Boston to price parking
- Sydney offers a view of a city that takes parking supply and climate change more seriously, “tax” parking and emissions simultaneously
- Boston and Sydney both have old, dense city centers with narrow, meandering streets
- The same report from the 2000s recommended Boston put a price and cap on permits
- Limiting the number of permits per household may be a palatable first step





**Built
forms are
not so
different**



References

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