



# Parking Controls Policy

<b>Reference Number:</b>	4.27
<b>Type:</b>	Council Policy
<b>Category:</b>	Safety & Community
<b>Relevant Community Plan Outcome:</b>	<ul style="list-style-type: none"> <li>Educate and regulate to enable a safe and healthy environment</li> </ul>
<b>Responsible Officer(s):</b>	Manager Public Health and Safety
<b>First Issued/Approved:</b>	February 1995
<b>Minutes Reference:</b>	CoS 3/02/2020, Item 3.5
<b>Last Reviewed:</b>	February 2020
<b>Next Review Due:</b>	February 2022
<b>Applicable Legislation:</b>	Road Traffic Act 1961 Australian Road Rules 1999 Road Traffic (Road Rules – Ancillary and Miscellaneous Provisions) Regulations 1999 Local Government Act 1999
<b>Related Policies:</b>	Expiation Notice Review Policy
<b>Related Procedures:</b>	N/A

## 1. Purpose

The City of Charles Sturt recognises the need to effectively and efficiently manage the “on-street” parking within the City to ensure the safety and convenience of pedestrians, motorists, residents and businesses. We also recognise the need for some residents to have access to dedicated on-street parking which can be achieved via the issuing of Residential Parking Permits in particular circumstances.

## 2. Scope

The Road Traffic Act 1961, Australian Road Rules 1999 and Road Traffic (Road Rules – Ancillary and Miscellaneous Provisions) Regulations 2014 gives Council the power to establish and police parking controls within the Council area. All parking controls will be declared and recorded in accordance with the Rules. All signage and road markings will comply with the requirements specified in the Australian Road Rules and relevant Australian Standards.

### 3. **Policy Statement**

The City of Charles Sturt will pursue the following objectives with the management of its on-street parking:

- The safety of pedestrians
- The safety of motorists
- The free-flow of traffic
- Access rights to properties
- To ensure parking rights
- To protect the special needs of certain groups eg disabled, cyclists
- To protect Council property
- To protect private property

and apply the following principles to all parking management decisions within the City:

- Safety
- Responsibility
- Impartiality and consistency
- Professionalism
- Legality and clarity
- Appropriateness and balance
- Enforcement
- Customer service and responsiveness
- Visibility
- Education and consultation.

#### **Enforcement Prioritisation**

Enforcement priority, subject to availability of resources, will be:

- Arterial and main roads
- Prohibitions and restrictions near schools
- Prohibited zones (eg. Bus Zones, No Parking, Disabled, driveways, footpaths)
- Short term restricted zones (eg. loading zones, 15 minute parking)
- Other restricted zones

#### **Residential Parking Permit Eligibility**

Residential parking permits are used to facilitate on-street parking for eligible residents who own a vehicle and do not have access to any off-street parking and where there is a high demand for kerb parking space by the public.

To be considered for the issue of a residential parking permit a person must:

- be a permanent resident of the property for which they are applying;
- have an applicable vehicle;
- not have any off-street parking available to them; and
- not have on-street parking available to them due to high demand street parking.

A permit will not be issued if off-street parking could reasonably be provided on the property. Reference should be made to Table 1 in regard to the maximum permissible provision of permits per property.

If an applicant resides in a dwelling where off-street parking capacity has been removed by development (such as the conversion of a garage or carport to a habitable room or store) then eligibility for a permit is revoked.

**Table 1: Residential Parking Permits - Maximum Permissible Permits**

Number of off-street vehicle parks on the property	Number of vehicles registered at this property	Maximum number of permits permissible
0	0	0
0	1	1
0	2 or more	2
1 or more	Ineligible for permit	

Please note that apartment buildings are not eligible for residential parking permits.

Council will consider issuing residential parking permits for certain times if residents live within a 'High Impact Zone' (an area within very close proximity ie their street or road abuts a major venue that attracts large numbers of visitors/spectators on a regular basis to their neighbourhood. It should be recognised that 'High Impact Zones' are defined in the Definitions section of this Policy.

An assessment of the merits of each application will be made to ascertain whether dedicated space could safely and conveniently be provided on the adjacent street(s).

### **Exclusion from Residential Parking Permit Eligibility**

#### High Density Residential Areas

The City of Charles Sturt is supporting the concept and development of higher density developments at various locations across our City, ie Bowden/Brompton, Woodville West, St. Clair and West. Key objectives of these higher density areas are based on –

- reduced private vehicle ownership and use
- increased use of alternative transport methods i.e. walking, cycling and public transport
- minimised car parking where possible
- creating a value for car parking

Therefore residential on street parking permits will not be considered in any high density residential areas even if they meet all the above stated eligibility criteria.

#### Henley Square

The City of Charles Sturt recognises that parking surrounding Henley Square can be problematic due to the popularity, and therefore the demand on parking, in the area. Residents living in the following locations will be ineligible to apply for a new Residential Parking Permit installation even if they meet all the above stated eligibility criteria:

- The Esplanade, between North Street and South Street Henley Beach; and Seaview Road between North Street and South Street Henley Beach.

It should be recognised however that residents who live in Henley Beach in the 'No Parking 1am to 5am Zone' are eligible for a permit, via application, to exempt their vehicle from this restriction (maximum of 2 permits issued/property). This parking restriction is implemented over the daylight savings period and was established in consultation with residents.

## Rear Loaded Laneways

The use of rear loaded laneways has become a popular feature in high-density areas to perform a function similar to that of a common driveway by servicing the properties with driveway access off of them. As such the laneways connection to the roadway is similar to that of a driveway invert, rather than a typical intersection.

In these situations, to maximise on street parking availability within these localities, an assessment of parking suitability within intersections will be undertaken upon request. Where deemed low risk from a traffic safety perspective, the installation of no stopping line marking to 5 metres of the intersection will be applied, rather than the Australian Road Rules (Rule 170) of restricting parking within 10 metres of an intersection.

## 4. Definitions

List all key terms and acronyms that are used in the policy, and their definition.

Key Term – Acronym	Definition
Applicable Vehicle	A registered vehicle which is not a truck, trailer, caravan, boat or bus with proof of registration that the vehicle is garaged at the property.
Australian Road Rule 170(3)	A driver must not stop on a road within 10 metres from the nearest point of an intersecting road at an intersection without traffic lights, unless the driver stops— (a) at a place on a length of road, or in an area, to which a parking control sign applies and the driver is permitted to stop at that place under the Australian Road Rules;
High Impact Zone	Adelaide Entertainment Centre, Coopers Stadium
No Parking 1am to 5am Zone – Henley Beach	a) On both sides of Durham Street in between Military Road and East Terrace. b) On both sides of York Street in between Military Road and East Terrace. c) In all the on-street parking facilities in Main Street in between Military Road and East Terrace. d) In all the on-street parking facilities on The Esplanade south of Henley Square up to South Street