

Policy Name	Narrow Street Parking & Access
Policy Number	CA10
Responsible Section	Transport
Responsible Department	City Assets
Date Last Adopted	14 September 2021
Date of Next Review	September 2024
Applicable Legislation	<p>All parking control alteration requests need to comply with the Road Traffic Act, Australian Road Rules and other relevant legislative requirements.</p> <p>The following Legislation has precedence over any Council Policies and must be considered when interpreting and implementing this policy.</p> <ul style="list-style-type: none"> • Department for Infrastructure and Transport “Manual of Legal Responsibilities and Technical Requirements for Traffic Control Devices” (Part 2 -Code of Technical Requirements) • Road Traffic Act (1999) • Private Parking Areas Act (1986) • Australian Road Rules (1999) • Local Government Act (1999) • Road Traffic (Road Rules – Ancillary and Miscellaneous Provisions) Regulations (1999) • Instrument of General Approval and Delegation to Council for the Use of Traffic Control Devices, Road Closures and Granting of Exemptions for Events • AS1742.11 Manual of Uniform Traffic Control Devices part 11: Parking Controls (2016) • AS 1743 Road signs – Specifications (2001) • AS/NZS 2890.1 Parking facilities - Off-street car parking (2004) • AS/NZS 2890.5 Parking facilities - On-street car parking (2020) • AS/NZS 2890.6 Parking facilities - Off-street parking for people with disabilities (2009)
Related Governance Documents	Asset Management Policy
City Plan Theme	<p>Community – a City that supports community wellbeing</p> <p>Placemaking – a City where people love to be</p> <p>Leadership – a City confident in its leaders</p>

PURPOSE/OBJECTIVE

- This policy defines the criteria for traffic management and accessibility for narrow streets within the City of Port Adelaide Enfield (PAE).
- This policy provides guidance on the management of access, traffic and pedestrian movements within narrow streets.
- One of the key objectives of the policy is to create a road network and access that is in compliance with the relevant law, regulations and Australian Standards.
- An objective of the policy is to provide a safe and accessible road network across all streets within the Council area.
- The policy provides guidance for engaging with the local community and residents of narrow streets.
- Ensure efficient use of Council resources and budgets.

SCOPE

The policy applies to local Council streets within the City of Port Adelaide Enfield which are less than 7.2 metres wide.

The policy seeks to manage:

Emergency access: Provide adequate width to accommodate emergency vehicles.

Waste collection and delivery services: Maintain suitable access for waste vehicles and delivery vehicles.

On-Street Parking: Allow parking in narrow streets where appropriate access is maintained with line marking and/or parking signs to manage access where required.

Access to off-street parking and driveways: Ensure adequate access to properties along a narrow street to maximise use of existing off-street parking.

Accessible on-street parking: Provide accessible parking spaces for people with a disability where appropriate and in accordance with Australian Standards.

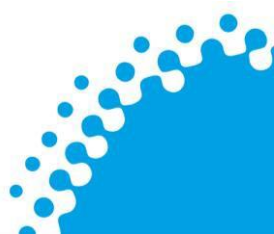
Access along footpaths: Provide access for pedestrians.

Note – See Australian Road Rules requirements in later section for legislative requirements.

POLICY

Narrow streets – for PAE assessment purposes, a narrow street is defined as a road with less than 7.2 road width.

Where a street meets the criteria outlined in Table 1, the first option to be considered is to install parking restrictions.



Street Width (kerb – kerb or trafficable width)	Treatment
Less than or equal to 4.9 m	No Parking on both sides (consider providing additional streetscape if possible), one way to be considered, or defined parking areas for straddled parking on footpath/road with signs only on one side of the street if appropriate.
5.0 m to 7.2 m	Parking on one side
Greater than 7.2 with waste/emergency vehicles*	Parking on both sides

Table 1 – Criteria for treatments on narrow streets

*Where 2m has been allowed for parking and 3m is required for vehicle access

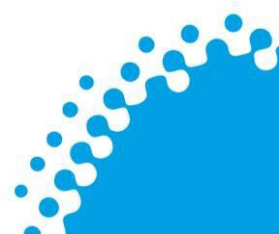
If a street is 4.9 metres wide or less, then consideration may be given to a one way operation.

Rear laneways may be assessed on a case by case basis to determine the best treatment noting that these roads have a different function to typical streets.

Streets that are less than 4.9 metres wide will be considered for streetscapes and other landscaping, however at least 3 metres is required for traffic to pass under the requirements of the Australian Road Rules. Along these streets, following a community notification process, parking will be restricted on both sides. However if a footpath exists on both sides of the street then consideration can be given to allowing 'straddled' parking on the footpath/ road if appropriate.

If the street and footpath is nearing the end of its useful life and a renewal is imminent than shared space/shared street type of treatments (removal of footpath and kerbs) can be considered. For the streets that have demonstrated 'rat-running'/high incidents of non-local traffic using the narrow street, consideration may be given to the installation of distinctive coloured intersection treatments.

The flow chart in Figure 1 outlines the proposed process to be followed for narrow streets within the City of Port Adelaide Enfield.



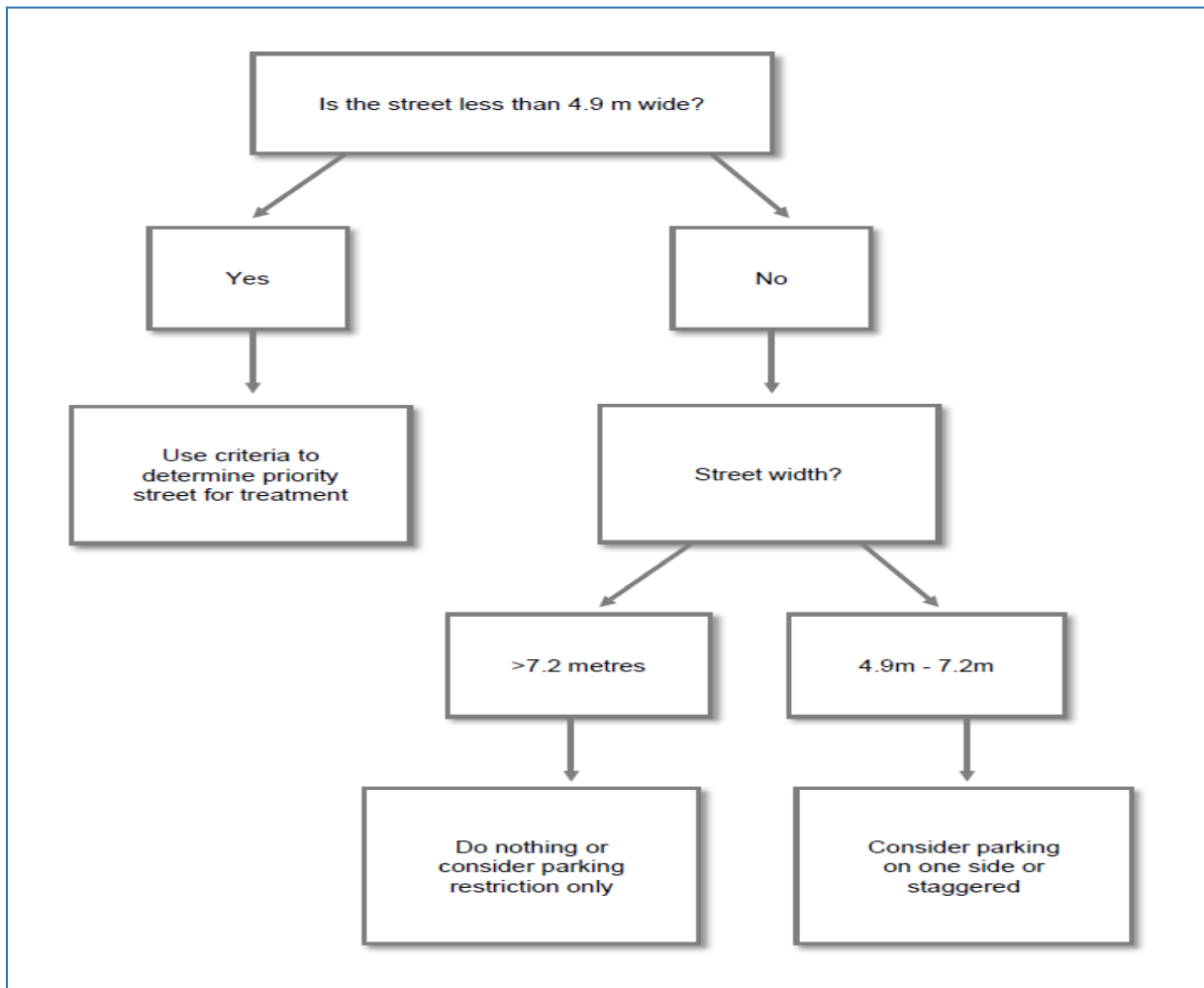


Figure 1 – Flowchart for Treatment of Narrow Streets

The Criteria to be used in determining the priority of a street for treatment is as follows:

- Road width
- Road length
- The number of properties fronting the street
- Availability of off street parking
- Footpath quality
- Traffic volumes
- Other issues such as adjacent land use and density.

DEFINITIONS

Australian Road Rule 208(6) states that at least 3 metres of space must be left between a parked vehicle and a continuous white centre line. At least 1 metre must be left between the front and rear of two parallel parked vehicles.

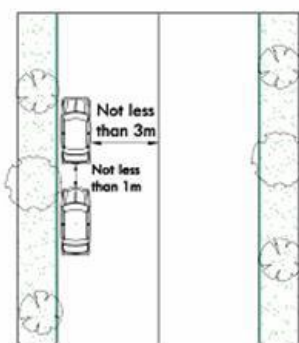
Australian Road Rule 208 (7) states that when parking opposite another vehicle, a driver must make sure there is at least 3 metres distance between both vehicles (and the kerb on opposite side of the road) for other vehicles to pass safely.

Australian Road Rule 197 states that a driver must not stop on a bicycle path, footpath, shared path or dividing strip adjacent to a length of road in a built up area, unless –

- (a) The driver stops 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; or
- (b) The driver is permitted to stop under another law of this jurisdiction

Illustrative Examples

Example A:



Aust Road Rule 208 (6)

At least 3 metres of space must be left between a parked vehicle and a continuous white centre line.

At least 1 metre must be left between the front and rear of two parallel-parked vehicles.

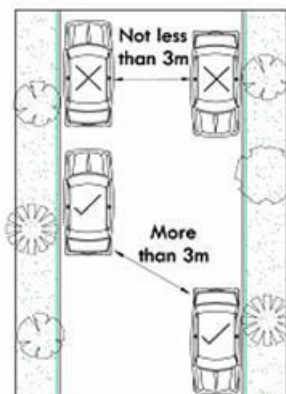
Example B:



Aust. Road Rule 208 (7)

If the road does not have a continuous white centre line, at least 3 metres must be left between a parked vehicle and the kerb on the opposite side of the road.

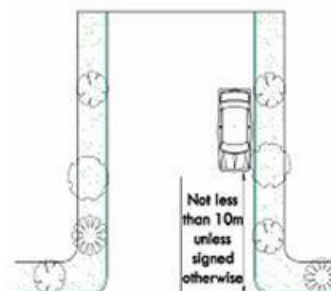
Example C:



Aust. Road Rule 208 (7)

When parking opposite another vehicle, a driver must make sure there is at least 3 metres distance between both vehicles for other vehicles to pass safely.

Example D:



Aust Road Rule 170 (3)

A vehicle must not stop or park within 10 metres of an intersection.

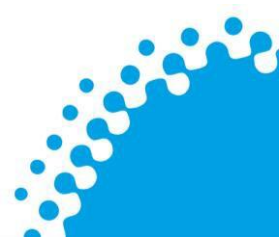
If the intersection has traffic signals, vehicles must not park within 20 metres of it.

DIT means Department for Infrastructure and Transport (State Government Authority).

Council means City of Port Adelaide Enfield.

Authorised Officer means a Council employee so authorised under the provisions of the Local Government Act.

Legislation means all relevant State and Federal legislation and Council By-Laws.



Parking Control means signage or line marking used to delineate an individual length of kerb by signposting one or more parking zones, no stopping, no parking or bicycle panels together.

On-Street Parking means parking your vehicle on the street, anywhere on or along the kerb of streets.

