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**HUME CITY  
PARKING ON  
NARROW STREETS  
POLICY**

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Policy Reference No:

File Reference No:

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Strategic Objective:

Council Plan 4.3

Date of Adoption:

12 October 2015

Date for Review:

October 2020

Responsible Officer:

Manager Engineering and Assets

Department:

Engineering and Assets

# Hume City Parking on Narrow Streets Policy

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## 1. POLICY STATEMENT

- 1.1 Council recognises that there are many narrow streets in parts of Hume, where there is limited ability to park on the street. For example, many streets are only wide enough to park on one side.
- 1.2 Parking on the nature strip is illegal under the Victorian Road Rules which Council is under a legal obligation to enforce.
- 1.3 This Policy outlines the options available to Council and residents to address any shortage of on-street parking that is identified at specific locations.
- 1.4 It is not financially viable for Council to construct additional parking at every location where there is a perceived shortage. Therefore, construction of additional parking should be considered only as a last resort, where it is established that the demand for parking cannot be met through the management of the existing road space.
- 1.5 The timing of any works identified through this Policy is subject to available Council funds. If all the funds are exhausted in a financial year the works will be listed for consideration in the following financial year pending funding. The priority of any request for the installation of indented parking bays will be based on on-street parking demand, safety and history of parking infringements.

## 2. PURPOSE

- 2.1 The purpose of this policy is to outline Council's approach to the management of parking on narrow streets.

## 3. SCOPE

- 3.1 This Policy applies to local Council streets within Hume City that meet the following warrants:
  - 3.1.1 On narrow Council roads where if vehicles parked kerb side opposite each other, less than 3 metres of road width is available for through traffic.
  - 3.1.2 On Council collector roads where if vehicles parked kerb side opposite each other, less than 6 metres of road width is available for two through lanes (one in each direction).
- 3.2 All other local roads that do not meet the above warrants do not qualify for consideration under the Hume City Parking on Narrow Streets Policy.

## 4. OBJECTIVE

- 4.1 The objectives of the Hume City Parking on Narrow Streets Policy are to:

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- 4.1.1 Ensure that parking on narrow streets is managed in an equitable, sustainable, consistent and transparent manner across the City.
- 4.1.2 Recognise that under the Victorian Road Safety Road Rules 2009 (Road Rules) it is illegal to park on the nature strip.
- 4.1.3 Provide guidance on how to treat narrow roads where if vehicles are parked kerb-side opposite each other, there would be insufficient road width available for through traffic.

## 5. POLICY IMPLEMENTATION

5.1 This policy is a component of Council's overarching Parking Management Policy. It will be implemented at locations that are identified through a needs-analysis and prioritised by Council's Traffic Team.

5.2 Application of Hume City Parking on Narrow Streets Policy:

5.2.1 Option 1 – Where a street meets the warrants outlined in the scope, the first option to be considered is to install parking restrictions on one side of the road.

- Requires supporting evidence that the on-street parking demand restricts traffic flow that can be solved by restricting parking on one-side of the road.
- Safety and maximizing on-street parking will be taken into consideration when identifying which side of the road the parking restrictions are to be located.
- Requires majority of support from affected residents. Majority support is considered over 50% support with residents not responding considered to be in favour.

5.2.2 Option 2 – Where the demand for on-street parking exceeds the space that is available on one side of the street, install Indented or Partially Indented Parking Bays along a road length:

- Requires supporting evidence that the on-street parking demand restricts traffic flow, with demand exceeding parking that is available on one side, and requires indented parking.
- Requires the majority of support from affected residents. Majority support is considered over 50% support with residents not responding considered to be in favour.
- Where the road width permits a partially indented parking bay will have preference to a fully indented parking bay.
- Construction of the indented or partially indented parking bays will be funded 50% by Council and 50% by property owner contributions as part of a special charge scheme.

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- The timing of any works is subject to available Council funds. If all the funds are exhausted in a financial year the works will be listed for delivery in the following financial year pending funding. The priority of works will be based on on-street parking demand, safety and history of parking infringements.
- The location of an indented or partially indented parking bay is subject to existing service pits and nature strip trees.
- Council's Traffic Team will prioritise all requests for Council funded indented parking bays and maintain a prioritised list of all requests. The criteria for prioritisation will include an assessment of on-street parking demand versus supply, safety issues, history of infringements and environmental/streetscape issues.

## 5.2.3 Option 3 - Installing Indented Parking Bay at an individual location:

- This may be considered on roads that meet the warrants outlined in the scope but where parking demand is such that the road is not a priority for Council to fund indented parking bays along the length of the road.
- The property owner is required to forward a written request.
- Council will make an assessment to determine whether the location is suitable.
- If all the assessment criteria are met the property owner is required to make a contribution cost of \$1,000 with the balance of the costs met by Council. The timing of any works is subject to available Council funds. If all the funds are exhausted in a financial year the works will be listed for delivery in the following financial year pending funding.
- Upon receipt from the property owner of the \$1,000 contribution payment Council will arrange for the construction of the indented parking bay.
- The installation of an indented or partially indented parking bay is subject to existing service pits and nature strip trees.

## 6. DEFINITIONS AND ABBREVIATIONS

Not applicable.

## 7. RELATED DOCUMENTS

Hume Parking Management Policy.

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