

# HUME CITY PARKING ON NARROW STREETS POLICY

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<b>Policy Reference No.</b>	POL/184
<b>File No.</b>	HCC12/429
<b>Strategic Objective</b>	4.3 Create a connected community through efficient and effective walking, cycling, public transport and car networks
<b>Adopted by Council</b>	21 September 2020
<b>Re-Adopted</b>	
<b>Date for Review</b>	1 September 2023
<b>Responsible Officer</b>	Manager Assets
<b>Department</b>	Assets

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## 1. POLICY STATEMENT

- 1.1 The State Government through the Victorian Planning Authority set guidelines that enabled narrow streets to be constructed by developers of residential subdivisions.
- 1.2 The effect of this is that there are many narrow streets in parts of Hume where there is limited ability to park on the street which has led to complaints from residents.
- 1.3 Many streets are only wide enough to park on one side of the road which has enticed some residents to park on the nature strip. This is illegal under the Victorian Government's Road Rules and Council is legally obliged to enforce this Road Rule when a complaint of parking on the nature strip is received.
- 1.4 This Policy outlines the options available to Council and residents to address any shortage of on-street parking that is identified at specific locations.
- 1.5 It is not financially viable for Council to construct additional parking at every location where there is a perceived shortage. Construction of additional parking should only be considered where it is established that the demand for parking cannot be met through the management of the existing space.
- 1.6 The timing of any works identified through this Policy is subject to available funds through Council's Parking on Narrow Streets allocation of the Capital Works Program. If all the Program 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 residential Council roads where, if vehicles parked kerb side opposite each other, less than 3 metres of road width is available for through traffic.

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- 3.1.2 On Council residential collector roads with a daily volume greater than 3,000 vehicles, 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).
- 3.1.3 At residential property frontage locations where parking is restricted due to traffic treatments, road bends and crests.
- 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:
  - 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.
    - (a) Requires supporting evidence that the on-street parking demand restricts traffic flow, with demand indicating that there is less than 20% parking available on one side of the road, and can be solved by restricting parking on one side of the road.
    - (b) 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.
    - (c) Requires consultation of affected properties. If more than 50% objections are received within the consultation period Council will not proceed with the proposal. Objections can only be made from property owners and occupiers.

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- 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:
- (a) 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.
  - (b) Requires consultation of affected properties. If more than 50% objections are received within the consultation period Council will not proceed with the proposal. Objections can only be made from property owners and occupiers.
  - (c) Where the road width permits a partially indented parking bay will have preference to a fully indented parking bay.
  - (d) The installation and location of an indented or partially indented parking bay is subject to existing service pits and nature strip trees.
  - (e) The design of the indented parking bays is in line with Council's Draft Urban Land Forest Principles in order to maintain or improve canopy cover and the urban environment as part of the process.
  - (f) Construction of the indented or partially indented parking bays will be funded by Council.
  - (g) The timing of any works is subject to available funds through Council's Parking on Narrow Streets allocation of the Capital Works Program. If all the Program 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.
  - (h) 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.

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

- (a) This may be considered on roads that:
  - (i) 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.
  - (ii) where on-street parking is restricted to a residential property due to traffic treatments, road bends and crests.
- (b) The property owner is required to forward a written request.
- (c) Council will make an assessment to determine whether the location is suitable.
- (d) 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.
- (e) Upon receipt from the property owner of the \$1,000 contribution payment Council will arrange for the construction of the indented parking bay.
- (f) The installation of an indented or partially indented parking bay is subject to existing service pits and nature strip trees.

5.2.4 Multi-unit development applications on narrow streets will be requested to provide indented parking along the frontage of the property.

## 6. DEFINITIONS AND ABBREVIATIONS

Not applicable.

## 7. RELATED DOCUMENTS

Hume Parking Management Policy.

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