



# On-Street Parking Policy



City of  
Norwood  
Payneham  
& St Peters





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# Introduction

## Context

Like many inner urban Councils, the City of Norwood Payneham & St Peters experiences parking pressures from a wide range of users including local residents, business and commercial activity, and people who park within our City but work elsewhere (e.g. long term parkers walking/riding into the Adelaide CBD).

Parking is an 'end game': the result of people wanting to drive cars to and from their destinations, including their home. Over time, the Council will influence travel choice to reduce the need for parking. This will be reflected in a range of integrated land use and transport strategies.

However, in the short term, the Council has an immediate role in managing overall parking supply. This includes parking on-street as well as the supply of additional off-street parking.

This Policy specifically deals with how we will manage on-street parking throughout the City. On-street parking is a limited resource with competing user requirements and demands. Managing these competing demands can be difficult and there is no one best solution for all situations.

The Council will also continue to monitor the need for additional off-street car parking in high demand areas.

Diagram 1.

### Framework for Community Well-being Quadruple Bottom Line

The Council exists to improve the Well-being of their citizens and our community, through:

**Social Equity**

**Cultural Vitality**

**Economic Prosperity**

**Environmental Sustainability**



# CityPlan 2030: Shaping Our Future

**The Council has adopted a strategic plan—*CityPlan 2030: Shaping Our Future*. Ultimately, the provision and management of parking has a direct relationship to the Council's four pillars in *CityPlan 2030*.**

## Social Equity

The City of Norwood Payneham & St Peters is a growing and culturally diverse community. Managing on-street parking needs to accommodate a changing social structure including age demographics, housing stocks, socio-economic profile, increases in the number of people working and studying from home, smaller allotment sizes, and alternative transport choices including sustainable and active transport.

## Cultural Vitality

The City of Norwood Payneham & St Peters has a strong 'sense of place' that is built upon the unique features of the built environment and streetscapes. The Council continues to encourage activities that involve community participation. The built form is a unique built heritage, featuring Adelaide's best concentration of early, mid and late Victorian residential development, ranging from small settler cottages to large villas and mansions. How parking is managed in these areas, and whether kerbside space is allocated to activities other than parking is an important consideration.

## Economic Prosperity

The Council has taken both a precinct and sector approach to business and economic development. Maintaining access to local businesses, services and amenities with convenient parking provides fundamental support to the range of business activities and economic growth of our City.

## Environmental Sustainability

The impacts of climate change will underpin the Council's operations. The vision for our City includes less cars on the road, improved air quality, attractive local streets which provide shade, with more people choosing sustainable transport choices like walking and cycling. The provision of unfettered parking will simply continue to support car usage, which cannot be sustained in the future.

## Key Objectives

The Council will manage on-street parking on the following basis:

- 1 To provide a fair and equitable process in assessing and meeting the parking needs of all road users within our City;
- 2 To optimise the use of available on-street parking in a manner that best meets the needs of the precinct, taking into account the availability of off-street parking; and
- 3 Provide a clear and transparent basis, for the Council and the community on how on-street parking will be managed.

## Principles

Parking will be managed on a precinct basis acknowledging that decisions made in one street can affect parking demand and availability in other nearby streets.

On-street parking will be available in a safe convenient and appropriate manner that supports the highest needs of the precinct (reflected by the range of activities and land uses).

On-street parking will not be allocated through the means of the exclusive use of a single space or spaces by any individual or group.

Where necessary and based on available evidence, on-street parking will be managed through the implementation of time limit controls in order to provide adequate turnover of parking vehicles to actively encourage use by all road users.

# How will On-Street Parking be Managed

The allocation of parking will never satisfy all stakeholders and will be managed on the basis of a hierarchy of needs of the different precincts.

This approach acknowledges that there will be different demands throughout the City and that one approach will not be appropriate for all conditions. Ultimately, on-street parking will be managed in a manner that best meets the needs of the precinct taking into account the availability and limited supplies of off-street parking.

## *Not all Parkers are the Same*

The Council strives to accommodate a wide range of different users throughout the City. These include:

- Residents;
- Cyclists;
- Disability permit holders;
- Pick-up and drop-off (private users);
- Shoppers;
- Loading (commercial);
- Long stay/employee parking – people who work in the Council area;
- Long stay/employee parking – people who work outside of the Council area;
- Motorcycle and scooter parking;
- School parking (employees as well as drop-off and pick-up times);
- Public transport (bus stops etc);
- Visitors;
- Trades and services;
- Taxis; and
- Ride share.

## *Land Uses and Competing Demands*

In considering who has priority to a specific section of on-street space, the Council must consider the nature of the surrounding land use and the function that the particular road plays in the overall transport network. This allows for different priorities within the same precinct depending on the adjacent generators of on-street demand. These are:

- in some areas, this will favour visitors, shopping and traders to support the economic prosperity of our City; and
- in other areas, controls might be needed to discourage all-day parking and encourage alternative and sustainable transport choices.

# *Parking Precincts and Priority of Use*

## **Parking Precincts**

Seven general precincts have been established based on known parking demand, land uses and overarching transport objectives. The precinct boundaries are not absolute and there will be areas that overlap in functionality and parking pressures.

### **Commercial Activity District (CAD) (Norwood Central)**

This focuses on The Parade and side roads immediately abutting the Parade (generally within 50–100m of The Parade).

On-street parking will support the business and economic activities along the Parade. Parking will also be managed to support alternative sustainable transport modes. Parking controls will include short to medium term parking zones to manage vehicle turnover.

### **CAD Fringe**

This includes roads beyond 50–100m from The Parade but with parking demand influenced by the commercial activity.

The focus of on-street parking will be to support the business and economic activities along The Parade, while acknowledging the competing demands for residential parking. Parking will also be managed to support alternative sustainable transport modes.

### **Residential**

Primary land use is residential with only a few other traffic and parking demands from other developments.

The Council will support parking for residents and discourage undue parking pressures from other demands. Some longer term commuter parking can be accommodated to support alternative transport modes, where it does not unduly reduce parking supply for residents and their visitors.

### **Mixed Use Residential**

Including areas with a mix of lower intensity developments including schools within mostly residential areas.

Parking will be managed to support the peak demands of the various activities. Higher levels of parking occupancy can be accepted to support the overall parking pressures. Longer term parking will be managed to support the longer term employment car parking, where inadequate off street parking is available.

### **Mixed Use Higher Density**

There is ongoing development of higher density residential living throughout the Council—most notably in Kent Town where there is also pressure from surrounding business and commuters who work in commercial/light industrial.

These are predominantly employment areas that require a mix of short term customer car parking and longer term employment parking. The Council will not look to support surplus residential parking on-street for higher density developments.

### **Arterial Roads and Fringes**

Main roads require specific parking controls to supplement Clearway and Bike Lane conditions that are often applied and regulated by the State Government. Time limit controls will be used to manage turn over in business and commercial strips.

Local streets that have parking demands from business activity along the main roads, generally within 50m of the main roads.

Some longer term employee parking will be permitted as will parking to support public transport usage, to the point that it does not adversely compromise the availability of residential parking.

### **Commercial / Light Industrial**

Areas that include a mix of commercial and light industrial land uses.

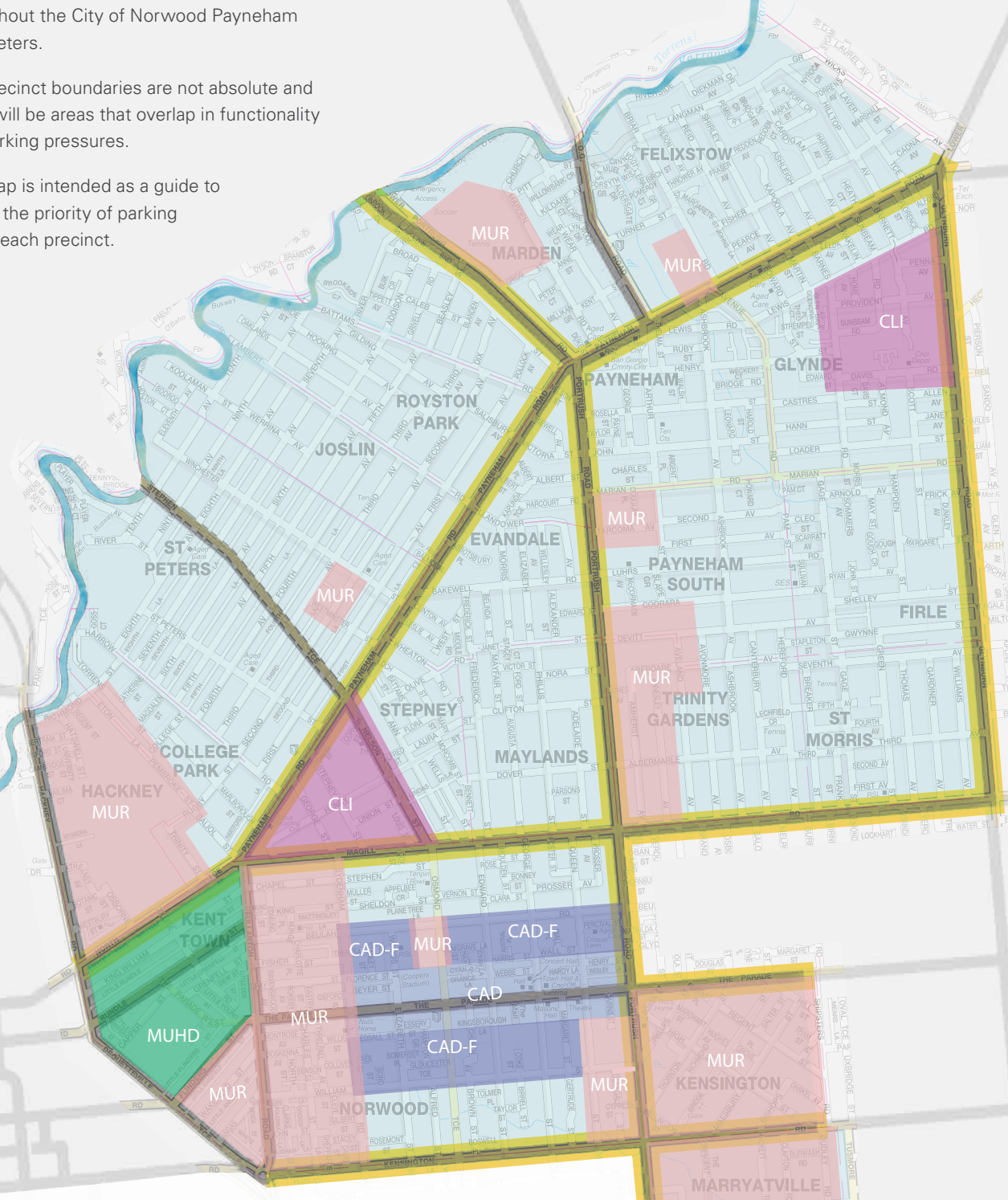
These are predominantly employment areas that require a mix of short term customer car parking and longer term employment parking.

## Parking Precincts Map

This map shows the parking precincts areas and the different parking pressures that apply throughout the City of Norwood Payneham & St Peters.

The precinct boundaries are not absolute and there will be areas that overlap in functionality and parking pressures.

The map is intended as a guide to inform the priority of parking within each precinct.



### Legend

- Arterial Roads
- Arterial Road Buffer 50m
- Commercial Activity District (CAD)
- Commercial Activity District Fringe (CAD-F)
- Commercial and Light Industrial (CLI)
- Mixed Use Residential (MUR)
- Mixed Use Higher Density (MUHD)
- Residential



## Prioritisation Of Users

The following table provides general guidance on how the Council will assess the prioritisation of parking users in different precincts.

The table addresses the peak demands when there are conflicting requirements and demands for the parking spaces.

At other times (eg after business hours) parking will be managed on the needs at those times.

Prioritisation of Parking Users	Precinct						
	Commercial Activity District	CAD 'Fringe'	Residential	Mixed Use Residential	Mixed Use Higher Density	Commercial / Light Industrial	Arterial Roads and Fringes
<b>Residential</b> includes parking for residents and visitors	Low	Medium	High	High	Medium	Low	Medium
<b>Disability permits</b>	High	High	Low	Medium	Medium	Low	Low
<b>Short Term Shopping</b> < 2 hours	High	High	Low	Low	Medium	Medium	Medium
<b>Loading Zones</b>	High	High	Low	Medium	Medium	High	Medium
<b>Long term commuter / public transport</b> working outside of the immediate area or the Council area	Low	Low	Low	Low	Low	Low	Low
<b>Long Term Employee</b> working within the precinct and generally staying within Council	Low	Medium	Medium	Medium	High	High	High
<b>School Parking</b> parking for employees and short term drop-off and pick-up activities	Low	Low	Medium	Medium	Medium	Low	Low
<b>Ride Share</b> including shared hire vehicle schemes	Medium	Medium	Low	Medium	High	Low	Low
<b>Taxi</b> includes other short term commercial drop-off and pick-up areas	High	Low	Low	Low	Medium	Low	Low

# *When is intervention needed?*

## **Overview of process**

The Council will manage on-street parking based on evidence that demonstrates a need for parking controls. This evidence-based approach provides a framework for consistent and transparent decision-making to promote the efficient, fair and equitable use of available on-street parking.

Analysis of parking needs is best completed on a precinct basis so that parking demands are not moved to the next street following the introduction of change. This is especially true for shopping and commercial areas.

The following process provides an overview of the investigations the Council will undertake depending on the specific situation. It will allow the Council to respond to parking needs on a strategic basis, rather than in reaction to a vested interest suggested resolution of a parking problem:

1. Define the precinct boundary. This will depend on the location and specific concern. The precinct should include any streets that might be affected by any changes.
2. Identify the hierarchy of parking uses that should apply to the precinct based on this section.
3. Undertake parking surveys during daytime on a weekday or weekend. This will establish parking demand and availability during the critical periods. The type of survey could include parking occupancy, turn over and compliance with the existing controls, depending on the issue being investigated.
4. Prepare an inventory of the current total parking supply (including on and off-street) in the precinct, including the current restrictions that apply at each.
5. Summarise public transport facilities, pedestrian and cyclist facilities within and in close proximity to the precinct and any other relevant data available from other State agencies and Local Government authorities.

6. Summarise the perceived issues for the precinct. Consider any inputs from the results of the parking surveys and stakeholder input.
7. Compare these issues with actual parking demand recorded by the parking surveys and identify areas of deficiency/surplus.

Recommendations should establish what measures are required to rebalance parking so that adequate provision exists for visitors and stakeholders in the precinct. An outline of the different application of parking zones is addressed in Appendix A (and further information in the Austroads guidelines).

## **Other Factors**

The following factors will also be considered by the Council when deciding the best way to manage parking in a certain precinct:

- safety;
- road type/function;
- road location;
- key land uses in the precinct;
- traffic flows within the precinct;
- public transport and bike requirements;
- availability of off street parking in the precinct; and
- service vehicles, emergency access.

## Occupancy Rates

Parking occupancy describes the percentage of spaces occupied at any given time. Parking occupancy rates, also called utilisation, reflect the relationship between parking supply and demand.

In areas of commercial activity, the occupancy of on-street parking facilities in our City should be high enough to ensure they are occupied at a level that justifies the supply, but not so high that it is unreasonably difficult to find a space.

Industry standards generally acknowledge that parking is considered at capacity when available spaces are 85% occupied at times of peak demand. This equates to approximately 1 in 7–8 spaces being available.

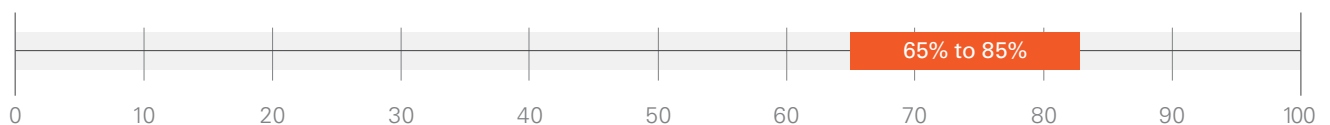
The optimum occupancy range for a commercial activity area is regarded as 65%–85%. Occupancy below 65% or above 85% suggests that parking management intervention may be required.

When the average parking occupancy is regularly above 85%, a change to the parking management approach may be necessary to encourage turn-over of the spaces. Equally, if parking occupancy rates are consistently below 65% it indicates there are many spaces that are empty or unused.

While this may be convenient for some drivers, lower occupancy rates can also mean that an oversupply of parking or inappropriate parking prices exist in the area. By contrast, an area with a very high level of occupancy could mean the available parking is limited and needs management to accommodate a certain level of demand.

*Diagram 2.*

### Optimum occupancy range for a commercial activity area



#### Under 65% occupancy

Under 65% occupancy indicates additional parking controls could be relaxed in commercial activity areas.

In residential areas, low occupancy rates suggest that no further changes are needed.

#### Over 85% occupancy

Over 85% occupancy indicates additional parking controls may be needed to encourage turn over.

It may also indicate an overall shortfall in parking spaces that can only be addressed through additional (off-street) parking supply.

In residential areas, additional parking controls or permits may be warranted.

# Parking Permits

## *Residential Permits*

Residential Parking Permits may be provided for residential properties that do not have off street (on-property) car parking and are in a street with time-limited controls or Residential Only Permit Zones.

Residential Parking Permits are also available for residential properties in precincts where the following conditions apply:

- there is limited available on-street parking;
- there are time limited parking controls applied to the street; and
- there is demonstrated competing demands between drivers due to other land uses in the precinct.

Residential Permits are not intended for multi-dwelling developments that are provided with off-street car parking facilities. Residents in these developments (particularly newer developments within the Urban Corridor Zone and Norwood District Centre) are expected to make adequate arrangements for parking within the premises.

Residential Permits do not guarantee an available on-street parking space. The permits can only be used in the nominated street/s to which they are allocated which exempt the specified vehicle from any time limit restrictions that may be applicable.

Residential Permits can only be used in parking permitted areas, cannot be used in parking zones of less than two-hour duration, and cannot be used in Loading Zones etc.

Residential Permits will be limited as follows:

- maximum of two permits per residential property;
- permits will only be issued to residents and not business owners, operators, employees, landlords or property maintenance personnel;
- permits will be allocated to a specific vehicles and are non-transferable;
- permits are only available for registered/roadworthy motor vehicles and are not available for trailers, caravans, etc;
- permit/s will not be issued if parking spaces could reasonably be provided on the property. This includes, for example, where a garage has been converted to an alternative use or used for storage; and
- permits may only be used in the street/s where it is allocated.

## *Visitor Permits*

Visitor Permits are intended for occasional use where additional time may be needed for visitations, for example friends, family or trades people/workers.

Visitor Permits are not intended to be used for longer term parking needs or to supplement a shortage of on-site parking.

The permit allows parking up to a maximum of four hours.

Like the Residential Permits, Visitor Permits are only available in precincts where the following conditions apply:

- there is limited available on-street parking;
- there are time limited parking controls applied to the street; and
- there is demonstrated competing demands between parking users due to other land uses in the precinct.

Visitor Permits can only be used in parking permitted areas, cannot be used in parking zones of less than two-hour duration and cannot be used in Loading Zones.

Residents can purchase books of Visitor Permits as needed. The total number of permits issued by the Council to each residential property may be limited to a maximum each year and will be subject to the following conditions:

- Permits can only be used in the street/s where they are allocated and cannot be used in other streets in our City;
- only provide a maximum of four hours parking; and
- location and time of parking to be recorded on the permit along with vehicle registration details.

# Narrow Streets Policy

There are many historic laneways and narrow streets throughout our City that significantly limit on-street parking. In these areas, the Council will manage parking through consultation with the local affected residents, and in accordance with the Australian Road Rules (ARRs).

Under the ARRs, drivers must leave a 3m clear width between parked vehicles or the continuous centre line along the road (if one is marked). This requirement allows for emergency access.

This requirement affects all roads less than 7.2m wide (allowing 2.1m for each parked car and 3m for vehicle access). On these roads, it is not legally possible to park a car on each side of the road as there will be less than 3m left for vehicle access. On very narrow roads less than 5.1m, it may not be possible to allow any parking at all.

In managing parking controls in narrow streets, the Council will consult with residents and businesses directly affected by any changes/decisions on the following basis:

- notification of the issue and likely need for parking controls;
- education of the ARR requirements;
- consultation to determine how parking restrictions might be applied (e.g. which side of the road);
- use of advisory sign posting (shown below); and
- ongoing monitoring and communication as maybe required.

## The Council's policy for managing parking in narrow streets is as follows:

Road Width (between kerbs)	Treatment
Less than 5.1m	No Parking allowed.
5.1m – 7.1m	Parking on one side only. This will be negotiated with the local residents and could include staggered parking along the road.
7.2m or more	Parking can be allowed on both sides of the road subject to other considerations such as driveway access.

# Driveway Policy

The Council has endorsed the following framework for the discretionary use of yellow line marking over property driveways.

Under the Australian Road Rules (ARRs), there is no requirement for a Council to install road markings or signage to indicate that it is illegal to park in a manner that obstructs a driveway. This is on the basis that the existence of the driveway should be sufficient notification to motorists not to obstruct or restrict access to and from the property.

However, there is a level of expectation from the community that the Council should provide some form of road marking to assist in reducing the number of instances whereby vehicles are found to be obstructing/impeding access to driveways. This is exacerbated in areas where there is a combination of urban infill and business precinct areas.

The Council will mark a continuous yellow (No Stopping) edge line 500mm from the edge of the driveway in the following areas:

- all driveways located within areas of high on-street parking demand, around schools as identified in the City-Wide Schools Traffic, Parking and Safety Review report;
- all driveways located within a designated zone, bounded by Portrush Road, Payneham Road/ North Terrace, Dequetteville Terrace and Kensington Road and the whole of the suburb of Hackney (as this area has been identified as having consistently high demands); and

- all other streets which are located outside the designated zone be assessed on a case-by-case basis and the following considerations be satisfied prior to the installation of driveway line marking:
  - consistent high demand for parking (typically exceeding 85% occupancy rates); and
  - regular disregard by drivers parking over driveway.

The isolated use of yellow marking over individual driveways along a street will not be considered as this creates an inconsistent use of the marking for drivers. Where applied, line marking over driveways will be applied to a whole street or precinct.

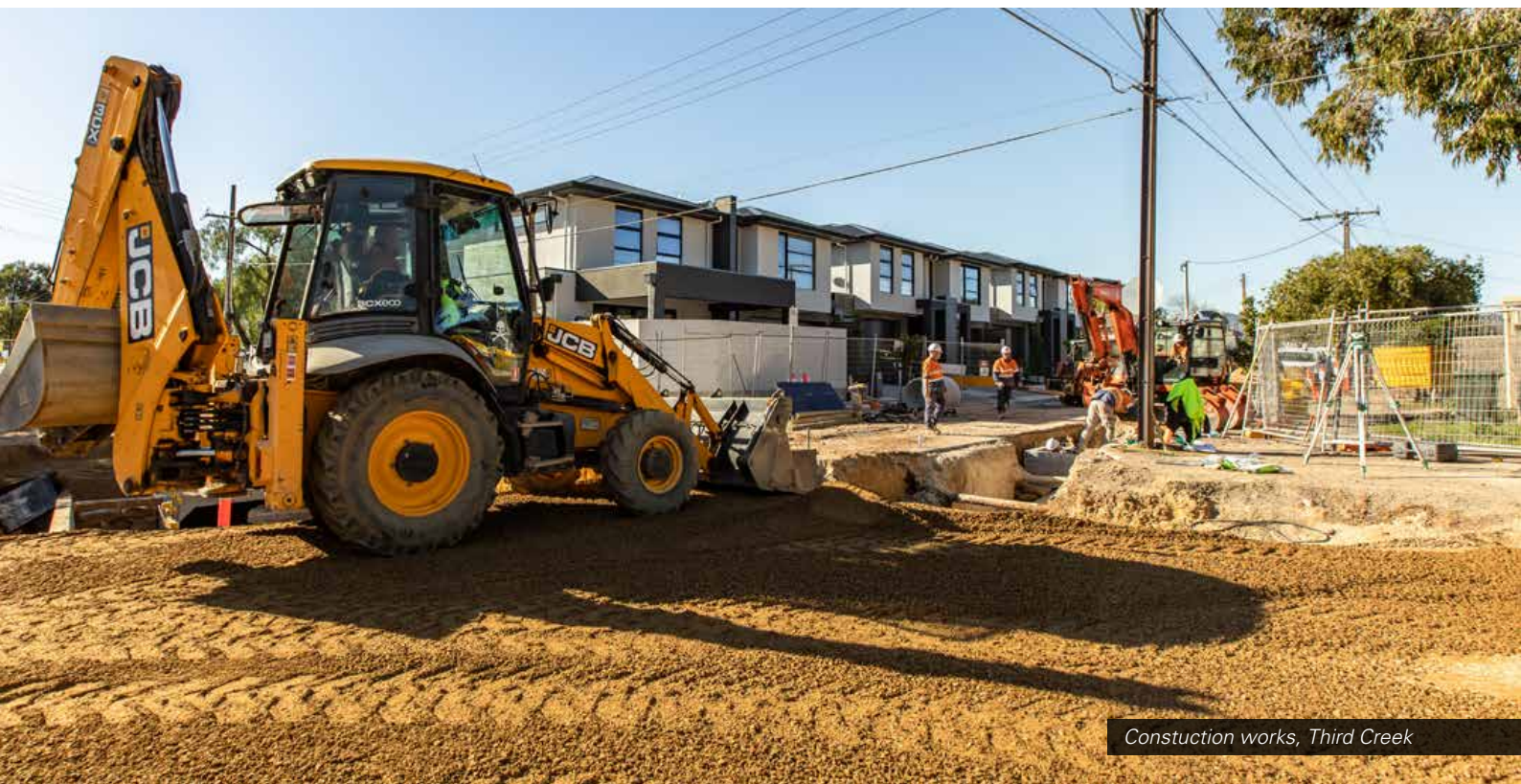
Diagram 3

**Line marking shown in the following diagram extending 500mm either side of the driveway.**



# Construction Zones

The Council will request developers of major and/or medium to high-rise development to prepare a traffic management and on-street parking plan in consultation with Council staff, with a view to identifying the most appropriate suite of controls during the construction period to minimise impacts on local residents and traffic management.



*Construction works, Third Creek*

## **The Council's ability to request the development of a traffic management and on-street parking plan will be limited as to the following:**

- for large scale developments which are assessed by the State Commission Assessment Panel (SCAP), the Council will request the Commission to apply for a condition of approval for the development of a traffic management and on-street parking plan.
- for Council assessed developments, the requirement for a traffic management and on-street parking plan will be considered on an as-needs basis (with consideration given to size of development, general availability of on-street parking and existing parking controls).

# Appendix A

## *Application of Parking Zones*

**The following overview provides examples of the various permissive parking controls that can be applied to effectively manage on-street parking. (Extract: Austroads Guide to Traffic Management Part 11 – Parking).**

It is important to ensure that streets do not have too many different time restrictions as this will lead to confusion for drivers and an increase in disputes related to infringements. The start and finish times of the restriction will be clearly sign posted and be as consistent as practical (e.g. Mon–Fri 8am–5pm).

- 5 minute parking is appropriate in areas with a very high arrival rate e.g. where passengers are dropped off but some waiting is likely. It may apply near cinemas, post offices and hotels and may potentially be used in business districts and near schools.
- 10 minute or ¼ hour (15 minute) parking can provide for pick-up and set-down outside schools and for a high turnover outside commercial facilities providing a high level of convenience such as banks, post offices, milk bars and newsagents. It is only appropriate for motorists who wish to go to the one address.
- ½ hour parking can be applicable directly outside local shops that rely on providing a reasonably high level of convenience to maintain a competitive market position. There is usually a high demand and 1-hour parking would result in inadequate parking turnover. A ½-hour restriction allows people to go to two or three shops.
- 1 hour parking is appropriate outside major shopping centres and in other locations where there is a demand for parking and the activity is likely to take longer than half an hour. This type of parking is able to be diverted into off-street locations but parking access needs to be clearly visible from the frontage road.
- 2 hour parking is sometimes appropriate outside major shopping centres although it can result in enforcement difficulties with some motorists staying excessively long times. It is more likely to be applicable in areas with developments containing professional and personal services. It is also applicable in streets where a resident parking permit scheme applies and time limited parking is available for non-residents. The 2 hour limit can be used to discourage or remove commuter parking.
- 4 hour parking is appropriate where it is desired to stop all-day commuter parking but allow parking by other local people. While it is desirable that car park access is identifiable from the arterial road it will often be acceptable to assume that motorists are relatively well-informed regarding the access arrangements for the site.
- Parking with no time limit (all day parking) is usually generated by employees or park-n-ride motorists and will occur across all types of development. It does not require signs to be used to indicate that parking is permitted where there is no time limit or no user limitation.



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## Further information

**For information on the Council's On-Street Parking Policy, please visit [www.npsp.sa.gov.au](http://www.npsp.sa.gov.au) or phone 8366 4555.**

You can also visit the Council's Customer Service Centre at the Norwood Town Hall, 175 The Parade, Norwood.

## Additional copies

The On-Street Parking Policy can be viewed online at [www.npsp.sa.gov.au](http://www.npsp.sa.gov.au)

Copies may also be obtained by:

- visiting Norwood Town Hall
- visiting any of the Council's Libraries
- emailing [townhall@npsp.sa.gov.au](mailto:townhall@npsp.sa.gov.au)
- contacting the Council on 8366 4555
- writing to the Council at PO Box 204, Kent Town SA 5074

## Document History and Status

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<b>Revision A - Draft for Council endorsement for community consultation</b>		
Council	Tonkin	30 November 2020
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Council	Council	21 December 2020
<b>Revision C - Endorsed by the Council 1 November 2021</b>		
Council	Council	1 November 2021



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