



Guidelines for Assessment of Parking Spaces along Narrow Streets

Adopted: 11 December 2019

TRIM (301885.2019)



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1. LEGISLATIVE REQUIREMENTS

- Roads Act 1993
- AS2890.5:1993
- RMS Technical Direction (TTD 2014/004 July 2014)

2. PURPOSE

In accordance with Roads and Maritime Services (RMS) delegation to Councils, Council manages traffic and parking along local and regional roads under its care and control.

A number of established suburbs in the Liverpool Local Government Area (LGA) have many residential streets with narrow carriageway widths between 5.5m and 7m. These carriageway configurations do not permit on-street parking on one or both sides while maintaining two-way traffic flow.

Some residents have therefore been parking on footpath and nature strips. NSW Road Rule No 197 prohibits parking on footpaths and nature strips. Council has been receiving requests from local residents for on-street parking along narrow streets.

Council resolved to develop guidelines for the assessment and prioritisation of requests for additional on-street parking along narrow streets (Guidelines).

The Guidelines apply to the assessment, prioritisation and provision of additional on-street parking along narrow streets.

3. OBJECTIVES

The objectives of the Guidelines are to:

- a) provide a clear assessment methodology to assist Council staff in selecting streets where verge parking or alternative treatments can be provided;
- b) provide guidance on how to treat narrow roads to permit parking and provide sufficient road width for through traffic;
- c) provide design specifications and requirements for parking treatments along narrow streets;
- d) ensure that parking provision along narrow streets complies with legislation, RMS Technical Directions and Australia Standards;
- e) ensure that cost-effective parking treatments are provided along narrow streets;
- f) establish a clear and streamlined process for the prioritisation of requests for additional on-street parking along narrow streets; and
- g) ensure that the parking treatments minimise impacts on existing streetscapes / utilities.

4. DEFINITIONS

AS2890.5 -1993 - Australian Standard: Parking facilities – On-street parking.

Footpath - An area open to the public that is designated for, or has as one of its main uses, use by pedestrians, and maybe paved or unpaved

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Nature strip - an area between a road (except a road related area) and adjacent land, but does not include a bicycle path, footpath or shared path.

Road – an area that is open to or used by the public and is developed for, or has as one of its main uses, the driving or riding of motor vehicles.

Road related area - is any of the following:

- a) An area that divides a road
- b) A footpath or nature strip adjacent to a road.
- c) An area that is not a road and that is open to the public and designated for use by cyclists or animals.
- d) An area that is not a road and that is open to or used by the public for driving, riding or parking vehicles.

Roads Act - NSW Roads Act 1993

Street – a road as prescribed in the Local Government Act.

Verge parking – Provision of a hard stand area in the nature strip such as paving or concrete to permit vehicle to park safely in the nature strip without disrupting pedestrian movement and other functions of the verge.

Indented parking – Provision of a parking bay located immediately adjacent to a through traffic lane, but protected from through traffic by virtue of the kerb & channel alignment adjacent to the parking bay(s) being offset in the direction of the property boundary.

5. POLICY STATEMENT

In accordance with the NSW Roads Act, Council is responsible for the management of the local and regional road network, under its jurisdiction.

In addition to the local and regional road network, under an agreement with the Roads and Maritime Services (RMS) with local councils, Council is also responsible for provision of footpath, verge and landscaping along roads in its LGA except motorways.

5.1 Assessment and Prioritisation Requirements

All requests for on-street parking on narrow streets should be sent to Council's email: lcc@liverpool.nsw.gov.au or by post to Locked Bag 7064 Liverpool BC NSW 1871.

Such requests will be registered in Council's Parking on Narrow Streets Fund project database.

Council will carry out a warrant assessment to decide whether on-street parking treatment is required based on the following factors:

- An assessment of on-street parking demand versus supply
- Traffic efficiency and road safety issues caused by on-street parking such as impacting through traffic
- History of infringements
- Environmental/streetscape issues

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- Utility affectation

If the treatment is warranted, Council staff will carry out a detailed investigation to determine appropriate treatment options and will prepare concept design plans and costings.

The proposed treatment will be considered by the Council's Pedestrian, Active Transport and Traffic Committee and a Council meeting for approval.

The timing of improvement works is subject to available funds through Council's Parking on Narrow Streets Fund. If the funds are exhausted in a financial year, the works will be listed for delivery in the following financial year pending allocation of funds through the budget process.

5.2 Assessment requirements

In accordance with RMS Technical Direction (TTD 2014/004 July 2014), verge or indented parking will only be considered if it meets the following requirements:

- Narrow roads with adjacent off-road parking spaces must not have a speed limit greater than 50km/h.
- Narrow roads have road carriageway widths less than 7.2 m.
- The footpath meets the requirements set out in the RMS Technical Direction or Council's footpath specification. Appropriate residual width is maintained on the verge for pedestrians.
- The location of the parking spaces or areas must not comprise sight distances for vehicles at intersections and property access. There are existing mandatory restrictions at intersections, road crossings, and traffic signals contained in the NSW Road Rules 2008 (statutory restrictions) and RMS Technical Directions (signposted restrictions). These are applied to ensure that minimum sight distances are provided for road safety purposes. These documented requirements must be applied when locating off-road parking spaces and areas.
- The parking spaces, including access to and from spaces, are not to affect utilities and the streetscape.
- Parking spaces can be accessed without driving on the footpath or nature strip.
- Paved parking spaces will not cause any adverse impacts on on-street stormwater drainage system.

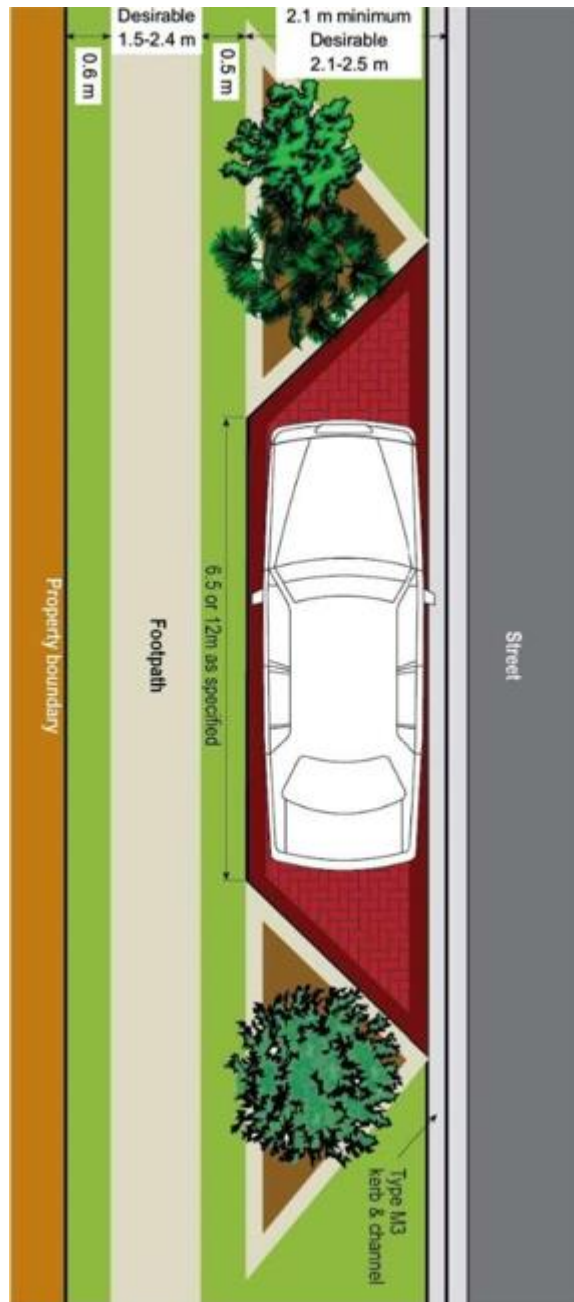
5.3 Types of parking treatments

Option 1 – Installation of parking restriction on one side of the road	Factors to be considered: a) Evidence indicates that the on-street parking demand restricts vehicle movements b) Safety and maximising on-street parking will be taken into consideration when identifying which side of the road the parking restrictions are to be located c) Consultation with affected properties along the street
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Option 2 – Verge parking

(Design dimensions as shown below)
(Example show in Figure 1)



Factors to be considered:

- a) Evidence indicates that the on-street parking demand restricts traffic flow;
- b) High parking exceeds parking supply (including on-site parking) in the surrounding area;
- c) Low traffic, pedestrian and cyclist movements;
- d) Low speed street;
- e) Sufficient verge area to covert parking space;
- f) Adequate footpath width for pedestrians;
- g) No impact on utilities and landscaping;
- h) Safe sight distances for vehicles at intersections and property access;
- i) Detailed design is to minimise impact on existing landscaping, include tree planting and where possible include water sensitive design principles and features.
- j) Available funds through Council's Parking on Narrow Streets allocation in the Capital Works Programme.

Option 3 – Indented parking

Factors to be considered:

- a) Evidence indicates that the on-street parking demand restricts traffic flow;
- b) High parking exceeds parking supply (including on-site parking) in the surrounding area;

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- c) Medium/high traffic, pedestrian and cyclist movements;
- d) Street length and width to provide indented parking bays;
- e) Sufficient footpath width for pedestrians;
- f) No impact on utilities and landscaping;
- g) Safe sight distances for vehicles at intersections and property access;
- h) Detailed design is to minimise impact on existing landscaping, include tree planting and where possible include water sensitive design principles and features.
- i) Available funds through Council's Parking on Narrow Streets allocation in the Capital Works Programme.



Figure 1 – Example of car parking spaces within nature strips

5.4 Funding

In general, Council will fund the provision of on-street parking.

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Local residents are able to apply to Council to fund the construction of on-street parking along their street frontage, subject to the design being approved by Council. However, the subject parking spaces will remain public and can be used by anyone including neighbours.

5.5 Prioritisation

The selected streets for parking treatments will be prioritised based on the following factors:

- a) Traffic volume;
- b) History of infringements;
- c) Number of community requests;
- d) Other road safety concerns;
- e) Footpath paving projects program
- f) Cost and available funds;
- g) Private funds from local residents

AUTHORISED BY

Council Resolution

EFFECTIVE FROM

11 December 2019

DEPARTMENT RESPONSIBLE

Planning & Transport Strategy (City Economy & Growth)

REVIEW DATE

The policy must be reviewed every two years

VERSIONS

Version	Amended by	Changes made	Date	TRIM Number

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THIS POLICY HAS BEEN DEVELOPED IN CONSULTATION WITH

- *Planning & Transport Strategy*
- *Infrastructure & Environment*
- *City Design & Public Domain*

REFERENCES

- *Australian Standard AS2890.5 Parking Facilities*
- *RMS Technical Direction (TTD 2014/004) – off road parking provision on narrow roads*
- *Department of Transport and Main Roads Technical Note 138 Verge Parking and Indented parking*