

Aligned City Value/s	Approachable	Responsive	Transparent	Innovative
Responsible Directorate	Infrastructure			
Responsible Business Unit/s	Engineering Services			
Responsible Officer	Manager Engineering Services			
Affected Business Unit/s	Community Safety			

Objective

This Policy provides a consistent and orderly approach in determining the need for on-street parking controls on local roads in the City.

Scope

This Policy applies when considering the installation of parking controls for on-street parking on Local Access roads only.

The Policy does not consider parking controls for verges, on-street parking embayments, off-street parking areas, laneways, or roads with a classification of Local Distributor and above (except in specific circumstances). Parking controls associated with school pick-up and drop-off activities will be assessed separately under Council's Parking Restrictions Adjacent to Schools Policy.

Policy

1. Background

- 1.1 On-street parking is considered an appropriate use of Local Access roads under normal conditions. This position is supported by the Western Australian Planning Commission's Liveable Neighbourhoods (LN) guidelines, specifically Element 2 – Movement Network, which states that access streets are characterised by low traffic speed and volumes and on-street parking.
- 1.2 Local Access roads with a pavement width of 5.5-7.2 metres can safely accommodate on-street parking on one side of the road whilst still permitting the minimum passing width for through traffic.
- 1.3 Local Access roads with a pavement width of 7.2 metres and above can safely accommodate on-street parking on both sides of the road whilst still permitting the minimum passing width for through traffic.
- 1.4 On-street parking will not be supported under the following circumstances:
 - At locations prohibited under the *Road Traffic Code 2000*, including, but not limited to, driveways, signalised or unsignalized intersections, continuous dividing lines, dividing strips or median strips, crests or curves, bus stops, fire hydrants, pedestrian or children's crossings.
 - Within laneways or rights of way, due to the minimum passing width not being sufficient and impacts on vehicles leaving garages.
 - Along roads with a classification of Local Distributor and above, due to high traffic volumes and potential impacts on traffic congestion. Exceptions can be considered on multi-lane distributor

roads in town centres, where parking will assist in the activation of adjacent businesses.

2. Investigation

- 2.1 Upon receipt of a request for the implementation of on-street parking controls, the City will assess the need for such controls via parking utilisation surveys undertaken at various times of the day between the hours of 8.00am and 6.00pm. The survey times can be modified if concerns are related to specific times of the day. The utilisation will be calculated based on the maximum number of legal parking spaces that can be provided on the carriageway along that road section for the applicable times.
- 2.2 Provided there are no legislative reasons that prohibit parking along the subject road section, the City may consider timed parking restrictions where the utilisation of parking exceeds specific (percentage) thresholds listed in the Category Matrix of this Policy.
- 2.3 The implementation of timed restrictions ensures that parking is still available for residents and visitors but reduces the frequency and duration of vehicles parked along the road.
- 2.4 Parking controls associated with bin collection times and days (to ensure bins are not obstructed by parked vehicles) can be considered and assessed separately as part of normal operations on a case-by-case basis.

3. Category Matrix

- 3.1 The following table will be used as a guide when considering the implementation of timed restrictions on local roads.

Utilisation During Nominated Periods	Type of Timed Restrictions Considered					
	Nil	4-hour (4P)	2-hour (2P)	1-hour (1P)	30 mins (½P)	15 mins (¼P)
< 85%	✓					
85-95%		✓	✓	✓		
>95%			✓	✓	✓	✓

- 3.2 The timed restrictions will generally be applied between the hours of 8:00am and 6:00pm on normal business days, to allow the roads to be utilised overnight and on weekends when traffic volumes and parking activities are generally lower.
- 3.3 The type of timed restrictions (Clause 3.1) and applicable time periods (Clause 3.2) can be modified to ensure that local circumstances can be considered when determining the most suitable solution.
- 3.4 Prior to the installation of any proposed timed restrictions under this Policy, all owners and residents likely to be affected by those restrictions shall be contacted for comment (as per Council's *Parking Restrictions – Notification of Affected Residents* Policy). The responses received during the consultation would be considered before a decision is made to proceed.

Definitions

Minimum passing width is 3 metres between the passing vehicle and the adjacent fixed or stationary object.

Relevant management practices/documents

City of Stirling Functional Road Hierarchy

West Australian Planning Commission Liveable Neighbourhoods Guidelines

Parking Restrictions Adjacent to Schools Policy

Parking Restrictions – Notification of Affected Residents Policy

Legislation/local law requirements

Road Traffic Code 2000

City of Stirling Parking Local Law

Office use only				
Relevant delegations	Not Applicable			
Initial Council adoption	Date	29 October 2024	Resolution #	1024/018
Last reviewed	Date		Resolution #	
Next review due	Date	2026		