

1. Parking congestion

Manage parking congestion to reach the desired level of parking availability

Managing parking congestion is a complex task that may not fully meet the preferences of all community users. Therefore, adopting a clear, transparent, and evidence-based approach is essential to effectively address and handle this issue.

Parking occupancy is used to determine how well a street is functioning from an on-street parking perspective. Parking occupancy describes the percentage of spaces occupied at any given time.

Example of a congested street where on-street parking is 85% occupied



Industry standards define **parking congestion** as when parking spaces along a street or street section are 85% or more occupied in peak times. Parking management practices should aim to achieve parking availability where 1 in 7 to 8 spaces are available for use within a 400-metre walking catchment zone.

Introducing parking restrictions

Parking congestion in the City is typically managed through the use of parking restrictions. With the increase in demand for on-street parking Council has seen an increase in the number of requests to introduce parking restrictions.

Installing parking restrictions requires careful consideration, as it may resolve one issue but create new problems, particularly if the chosen restriction is not the appropriate control type. Issues include:

- ▶ Displacement of the on-street parking issue to nearby streets
- ▶ Increased vehicle shifting and associated traffic movements
- ▶ More requests for resident permits to exceed the specified time limit
- ▶ Increased complaints from business staff regarding lack of close on-street parking options near where they work
- ▶ More enforcement requests to ensure compliance of the control type.

The **desired level** of parking occupancy when parking restrictions are installed within a 400-metre walking catchment of key retail, entertainment, business, commercial and school precincts, as well as popular parks and open spaces, is between 65% and 85%.

In locations where parking occupancy falls below 65%, Council may review existing parking restrictions, particularly if parking is causing undue impact on the surrounding local streets.

Council may also implement parking restrictions without community consultation:

- ▶ To address traffic safety-related issues
- ▶ To enhance safety and accessibility around schools during peak drop-off and pick-up times
- ▶ To provide access to accessible parking.

For all other situations, Council will adhere to a **three-step process** for any changes to parking control types, as detailed on the following page.

Council's approach to introducing or altering parking restrictions

Step 1: Request

Receive a customer request to review parking controls

To request a change to parking restrictions, residents or businesses will be required to complete a Parking Change Request Form, which should include the following:

- ▶ A description of the parking issue
- ▶ The proposed changes to parking regulations they would like Council staff to investigate
- ▶ The names and addresses of four other property owners/occupiers in the street who support the parking proposal.

Step 2: Analysis and options

Analyse the average parking occupancy and formulate parking proposals if congestion is identified

Upon receiving a completed Parking Change Request Form, Council will conduct up to 10 parking occupancy surveys during peak demand times over a two- to three-week period. The proposal will proceed to community consultation only if the observed average parking occupancy during peak demand times along the street, or street section, exceeds 85% (i.e., the street is deemed to be congested).

The parking proposal will then be reviewed. Collaborative efforts with the applicant will be made to develop amendments or alternatives to the parking proposal, with the aim to achieve the desired level of parking occupancy along the street.

Step 3: Consultation

Engage with the community to gauge their support

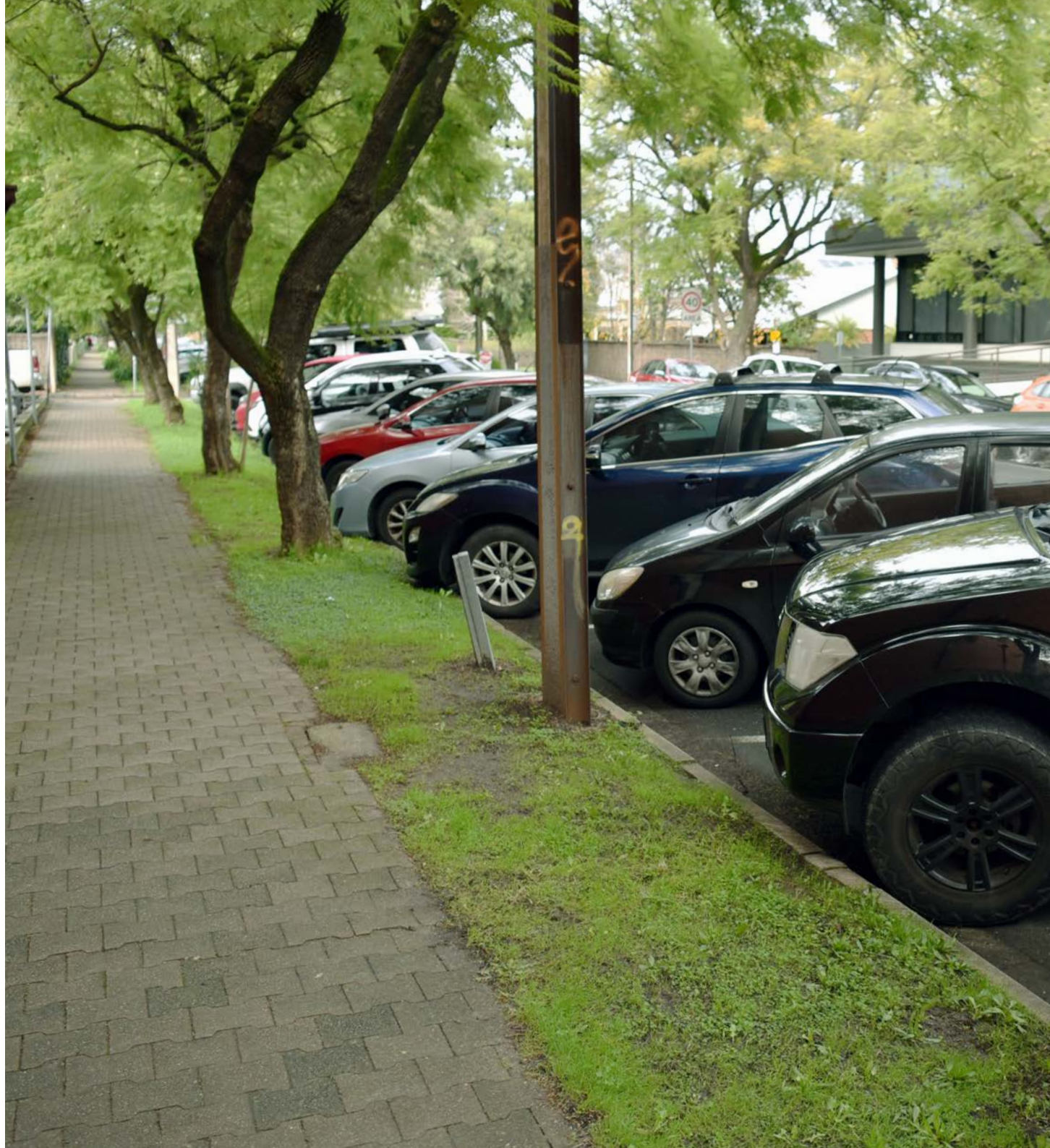
Council will notify every rateable property about the parking proposal and seek occupants' feedback. Council will consider one response from each eligible rateable property occupant, and will proceed with the installation of the parking proposal only if at least a 33% response rate to the parking survey is received and 66% of people who do respond are in favour of the parking proposal.

Actions

- ▶ **1.1** Revise the Council webpage to offer a concise definition of parking congestion and establish a simple and transparent process for requesting or altering parking restrictions.
- ▶ **1.2** Review existing parking restrictions to ensure they align with best practice and achieve the desired level (65% to 85%) of parking occupancy.

Operational directions

- ▶ Parking restrictions within a 400-metre walking catchment of key retail, entertainment, business, commercial and school precincts, as well as popular parks and open spaces, will aim to achieve the desired level (65% to 85%) of parking occupancy.
- ▶ Every community-led parking restriction change request must follow 'Council's approach to introducing or altering parking restrictions'.



2. Narrow streets

Manage accessibility in narrow streets

Key considerations in managing 'narrow' and 'small yield' streets

- ▶ The Council often receives complaints about inadequate spacing between parked cars, resulting in potential issues such as vehicle damage, blocked driveways, difficulties in navigating past parked vehicles while driving, and hindrance to emergency and waste vehicles' access.
- ▶ The Australian Road Rules outline minimum distances that drivers should maintain between parked vehicles (Figure 3). However, enforcement can only occur when there is evidence indicating which vehicle arrived later than the first.
- ▶ The Council frequently receives requests to limit on-street parking on the 'small yield' street network for better access and traffic flow. However, on-street parking serves as a successful traffic calming measure, supporting the City's 40 kilometre per hour local street speed limit. It encourages more attentive driving, reduces rat running, and ultimately contributes to safer streets.

Obtaining community consensus on parking restrictions has proven challenging, primarily because most individuals are resistant to having restrictions implemented in the area directly in front of their property.

Technical insights

The technical definition of a '**narrow**' street is any street that is less than 7 metres wide, based on the Australian Standard 'ASNZ 2890.5 2020 Parking Facilities - On-street Parking'.

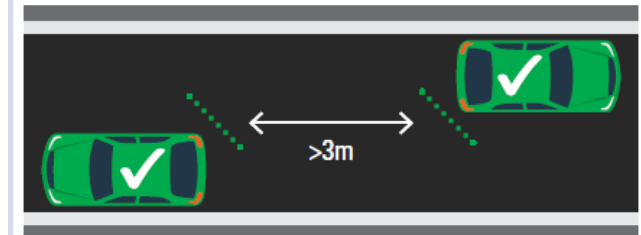
There is a common perception that it is difficult for two cars to pass each other on streets with a width between 7.1 metres and 9 metres when vehicles are parked on both sides of the street. These streets are what Council terms as '**small yield**' streets.

As many as 12% of local streets in the City of Unley fall under the category of 'narrow' streets, and up to 55% fall under the category of 'small yield' streets, which is a reflection of the City's historic street layout.

Figure 3. Australian Road Rules relating to narrow streets

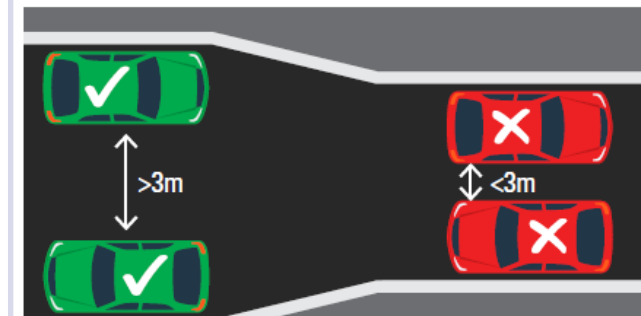
Australian Road Rule 208 (8)

You must position the vehicle so your vehicle does not unreasonably obstruct the path of other vehicles or pedestrians.



Australian Road Rule 208 (7)

You must position the vehicle so there is at least 3 metres of the road alongside your vehicle, enabling other vehicles to pass.



Expiation notices may be given to vehicles that park too close to another vehicle.

Parking restrictions in Whittam Street, 5.5 metres in width, that falls into a category of a 'narrow' street.



Actions

- ▶ **2.1** Create Unley-specific educational materials on parking 'do's and don'ts' for 'narrow' and 'small yield' streets, to raise community awareness about appropriate parking practices.
- ▶ **2.2** As part of the Council's annual road and kerb renewal program, consider opportunities to:
 - ▶ Reduce existing wider road widths to 7.6 metres and allow for increased footpath and verge widths
 - ▶ Increase the road widths to a minimum 7.3 metres where they are currently narrower, while reducing the width of the adjacent verge only in areas where street trees and accessible footpaths can be maintained.

Operational directions

- ▶ Parking is prohibited on streets narrower than 5 metres in width.
- ▶ A stepped approach will be taken to manage on-street parking on narrow streets (between 5 and 7 metres wide):
 - ▶ **1. Educate** - Install signs along the street to emphasise its narrowness and discourage parking opposite other vehicles. Provide residents with educational material on the Australian Road Rules (ARR) and proper parking practices for narrow streets.
 - ▶ **2. Enforce** - Increase proactive and regular enforcement of non-compliant narrow street parking.

- ▶ **3. Restrict** - If education and enforcement (steps 1 and 2) are not effective, the Council will seek input from local residents on potential parking restrictions, prioritising minimal loss of on-street parking capacity. If most residents support the restrictions, they will be implemented. In cases of insufficient support, parking restrictions may still be enforced on waste collection days to ensure safe access for waste trucks and bin collection.
- ▶ On 'small yield' streets, on-street parking will not be restricted to enhance traffic flow and public access. However, targeted restrictions may be considered at specific locations, such as near busy community facilities, parks, or schools, during peak demand times when both parking and traffic volumes are high. Any such restriction decisions will be based on evidence such as a road safety audit or traffic impact assessment.

'Narrow' street information signage in Moore Street





3. Driveway access

Manage driveway access to properties

Key considerations in managing parking near driveways

- ▶ Unley's character is defined by historic cottages and bungalows with narrow driveways (less than 3 metres in width) and occasionally obstructed sightlines due to high fences.
- ▶ The increasing popularity of larger vehicles, such as 4WDs and SUVs, is affecting sightlines and access to driveways.
- ▶ New developments tend to have smaller garages, leading to more challenging access and egress for vehicles.
- ▶ Unley's ageing demographic raises issues including reduced driver confidence and mobility limitations, making driveway access and egress more difficult.
- ▶ Some driveways still have historic 'L' shaped line-marking, installed before 1999 when parking controls were regulated through the 'Local Government (Parking) Regulations 1991' in South Australia. Residents often request renewal of the current faded line-marking.

Figure 4. Australian Road Rules relating to parking near driveways

Australian Road Rule 198 (2)

You can park to the edge of a driveway, however you must not park your vehicle on or across a driveway (even partially), even if this driveway is to your own property.

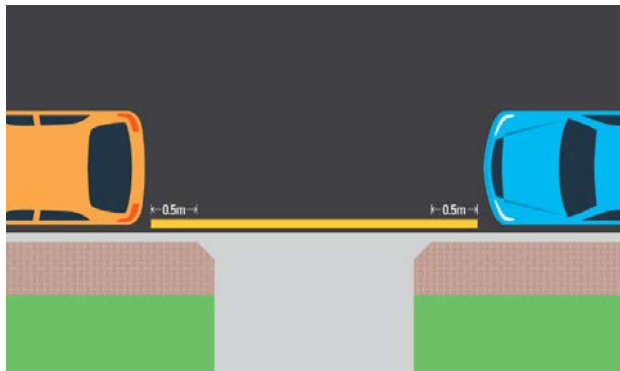
You are permitted to stop across a driveway only if you are dropping off or picking up passengers, do not leave the vehicle unattended and complete the dropping off or picking up within two minutes of stopping.



Actions

- ▶ **3.1** As part of road renewal projects, review and remove all existing driveway line marking that does not comply with the directions outlined in this Plan.
- ▶ **3.2** Develop educational materials specific to Unley that outline parking 'do's and don'ts' adjacent to driveways, aiming to increase community awareness regarding appropriate parking practices.

Figure 5. Illustration of yellow line-marking across the driveway



Operational directions

A stepped approach will be taken to manage parking near driveways:

- ▶ **1. Educate** - Consider installing temporary warning signs to educate people about driveways on streets where repeated instances of illegal parking or blocking have been observed.
- ▶ **2. Enforce** - Boost proactive and regular enforcement of vehicles parked too close to driveways.
- ▶ **3. Introduce line-marking** - Install yellow line-marking across a driveway to improve access, as shown in Figure 5, subject to meeting the following conditions:
 - ▶ The street is less than 8.5 metres wide
 - ▶ The driveway is less than 3 metres wide
 - ▶ There is no shared driveway immediately next to or opposite the driveway
 - ▶ On-street parking occupancy along the street section is more than 50%.Under the circumstances described above, yellow line-marking will be considered only if repeated enforcement and educational efforts have failed to yield results and there is evidence, as reported by Council's enforcement team, of persistent illegal parking or driveway blockage.
- ▶ **4. Re-configure driveway** - Residents with driveways narrower than 3 metres and obstructed sightlines caused by fence lines or buildings should consider redesigning their driveways to resolve these problems.