



Council Policy Manual

CP22.9 ON STREET PARKING

POLICY OBJECTIVE

To govern the control and management of kerb-side space within the entire City of Perth area to provide a strategic direction for future provision of on-street parking facilities.

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POLICY STATEMENT



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1. INTRODUCTION

This policy outlines the City's approach to the management and control of on-street parking facilities within the City of Perth.

This Policy may be cited as the On Street Parking Policy.

This Policy has been prepared pursuant to Part 9 of the Local Law.

2. AIM

To govern the control and management of kerb-side space within the entire City of Perth area to provide a strategic direction for future provision of on-street parking facilities.

3. POLICY AREA

This policy applies to the entire City of Perth local government area.

4. OBJECTIVES

- a. To provide guidance for the allocation of kerbside space within the City of Perth.
- b. To ensure the scarce resource of kerb-side space is allocated in an equitable way.
- c. To achieve a balance of accessibility to and within the city for all users.
- d. To address sustainable transport issues.
- e. To provide guidance to the general positioning of parking uses along road sections.

5. DEFINITIONS

In this Policy, unless the context otherwise requires:

TERM	DEFINITION
'Local Law';	Means the City of Perth Parking Local Law 1999.
'Short stay parking'	Means car parking of less than three hours

6. GENERAL PROVISIONS

This Policy has been prepared pursuant to Part 9 of the Local Law.



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7. PARKING MANAGEMENT

- For the purposes of on-street parking management, the City of Perth area is divided into a number of zones (as per figure 1), with each zone having a unique hierarchy of priority for the allocation of scarce kerb-side space. The zone system should be reviewed 12 months from the date of implementation and then every 5 years period there onward, to make amendments if necessary.
- An order of priority has been adopted for each of the on-street parking zones. Future decisions regarding the allocation of kerb-side space within each zone should be determined on the basis of the order of priority for each zone. The zone system should be reviewed 12 months from the date of implementation and then every 5 years period there onward, to make amendments if necessary.
- Priority should be awarded to vulnerable road users and sustainable transport modes. Within all areas pedestrians should be given the highest priority. Private vehicle parking should have the lowest priority (however short stay parkers should be ranked above long stay parkers and commuters).
- The following order of priority should be adopted for the provision of kerb-side space within the **Central Zone**:
 - Transperth buses;
 - Service vehicles;
 - People with disabilities;
 - Taxis;
 - Chartered vehicles and coaches;
 - Short stay motorcycle parking; and
 - Short stay car parking.
- The following order of priority should be adopted for the provision of kerb-side space within the **Northern Zone**:
 - Transperth buses;
 - People with disabilities;
 - Taxis;
 - Service vehicles;



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- Chartered vehicles and coaches;
 - Resident parking;
 - Short stay motorcycle parking;
 - Short stay car parking; and
 - Long stay car and motorcycle parking.
-
- The following order of priority should be adopted for the provision of kerb-side space within the **Western Zone**:
 - Transperth buses;
 - Service vehicles;
 - People with disabilities;
 - Taxis;
 - Resident parking;
 - Short stay motorcycle parking; and
 - Short stay car parking.
-
- The following order of priority should be adopted for the provision of kerb-side space within the **Eastern Zone**:
 - Transperth buses;
 - People with disabilities
 - Taxis
 - Service vehicles;
 - Chartered vehicles and coaches;
 - Resident parking;
 - Short stay motorcycle parking; and
 - Short stay car parking.



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Figure 1: Proposed On-Street Parking Zone Boundaries



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- The uniform parking restriction system as summarised in Table E1 has been adopted. It is recognised that isolated pockets could exist within each zone that may have different requirements to those outlined in this policy and these could be considered by the Council.

Table E1 Proposed Hours of Restrictions

Location	Existing Hours of Operation	Proposed Hours of Operation
Central Zone	8.00am - 5:30pm Monday to Saturday 12noon to 5:30pm Sunday	8.00am - 6.00pm (Mon-Sat) 12.00noon-6.00pm (Sun)
Northern Zone	8.00am - 5:30pm Monday to Friday 8.00am to 12noon Saturday	8.00am – 6.00pm (Mon-Sat) 12.00noon-6.00pm (Sun)
Western and Eastern Zones – commercial	8.00am - 5:30pm Monday to Friday 8.00am to 12noon Saturday	8.00am - 6.00pm Monday to Saturday
Western and Eastern Zones – residential	8.00am - 5:30pm Monday to Friday	8.00am - 6.00pm Monday to Friday

- No long-stay parking be permitted during restricted hours.
- General parking time limits are restricted to 30 minute, one and two hour parking. Three hour time limits may be applied in the western and eastern zone where appropriate.
- Loading bays should generally be restricted to 15 minutes with a maximum of 30 minutes where appropriate.
- Parking time limits are summarised in Table E2.



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Table E2 Parking Time Limits (During Restricted Hours)

Parking Zone	General Parking Time Limit	Loading Bay Time Limit	Comments
Central	30 minutes, 1 hour maximum	Generally 15 minutes, maximum of 30 minutes	
Northern	1 to 2 hours		Restaurant, entertainment and cultural land uses may attract parkers wishing to stay 4 hours (or longer). This demand is normally outside of proposed restricted hours.
Western	1 to 3 hours		
East	1 to 3 hours		

- The City maintain on-street parking fees at approximately 120% of the highest off-street parking fee (excluding the Convention Centre car park).
- Parking fees will be charged in all general parking bays where a restriction is applicable, other than the Sunday restrictions in the Central and Northern Zones.

8. PARKING CONTROLS

- AS1742.11 be adopted as the basis of all parking signs in the City of Perth.
- Continuous yellow line marking could be used to supplement no stopping signs. Yellow line marking without the supplementary no stopping signage is not supported.

9. POSITIONING OF PARKING USES ALONG ROAD SECTIONS

- Different categories of on-street parking should be appropriately located along the road section, as summarised in Table E3.



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Table E3 Locations for Parking along a Road Section

Start of road section	Mid-block	End of road section
Loading bays Universal access bays Bus bays (first 25m)	Private car bays, motorcycle bays, ACROD bays	Loading bays Universal access bays Taxi rank Bus bays (end 25m)

- On-street parking adjacent to crossovers is restricted to a minimum 1.5m on either side of the crossover.
- Areas of kerb-side space not appropriate for parking shall be controlled by No Stopping signs (and not by No Parking signs) to reduce driver confusion. Table E4 should be adopted where possible with all restrictions being 'No Stopping' and 1.5m clearance to crossovers to be maintained. Figure E1 provides supplementary information.



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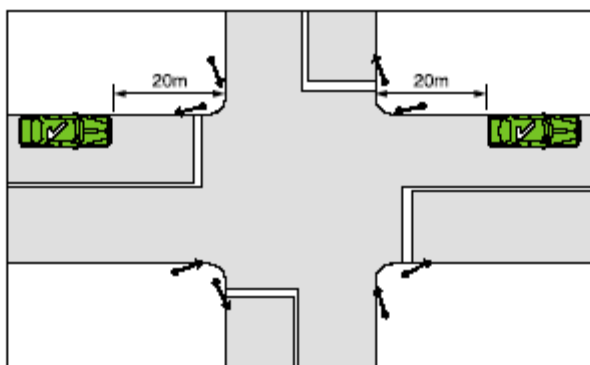
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Table E4 No Stopping Areas

Location	Restriction	Restricted Area	
		Approach Side	Departure Side
Signalised intersection	No Stopping	20m	20m
Unsignalised intersection	No Stopping	10m	10m
Level crossing	No Stopping	20m	20m
Unsignalised pedestrian crossing	No Stopping	20m	10m
Signalised pedestrian crossing (non intersection)	No Stopping	10m	3m
Fire hydrant	No Stopping	1m	1m
Australia Post box	No Stopping	3m	3m
Crossover	No Stopping	1.5m either side	

Figure E1 No Stopping Areas for Signalised and Unsignalised Intersections

Measurement of distance — intersection with traffic lights

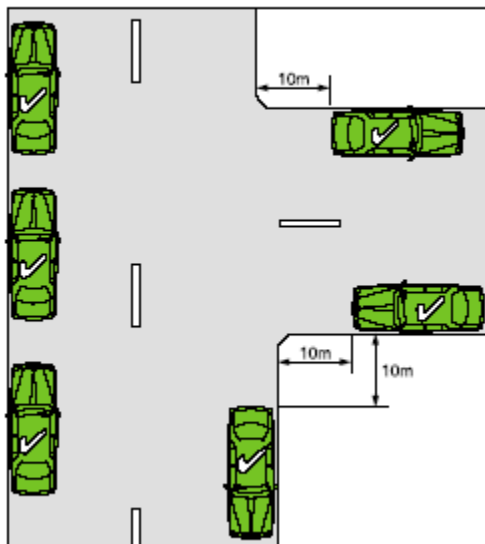




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Measurement of distance — T-intersection without traffic lights



(Source: Australian Road Rules, 1999)

10 LOADING BAYS

- In response to requests for additional loading bays, consideration will be given as to whether designated loading bays or universal access bays would be more appropriate.
- Extending loading bay time limits to half an hour in the central city will be considered where deemed appropriate.

11 BUS PARKING

- Bus layover bays will remain in the eastern zone until such time that off-street bus layover in the area has been established.
- Consideration will be given to the impact on bus operations when proposals to remove existing clearways are determined.

12 TAXI PARKING

- The best practice guidelines for taxi rank facilities, as summarised in Table E5, be adopted where possible.

Table E5 Best Practice Guidelines for Taxi Rank Facilities



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Objective	Recommended Facilities					
	Transport Interchange	CBD	Hospitals	Hotels	Recreational Venues	Taverns & Nightclubs
Safety	Indented bay, public phone, after hours lighting					Also security staff
Comfort	Also lounge area	Seating, protection from heat and rain, access to nearby toilets, rubbish bins				
Location and Design	Easy access to road system, away from parked cars, prominent and convenient position, large enough for MPT to load and unload, central rank preferred to multiple ranks, dedicated ranks preferred to dual uses zones, radio equipment required for communication equipment.					
Identification	Also signage from within interchange	Road markings, high visibility to pedestrians, international signage standards	Also signage from within hospital	Road markings, high visibility to pedestrians, international signage standards		
Universal Access	Kerb ramp					

- New taxi ranks be designed to accommodate multi purpose taxis (MPTs) with a minimum width of 3.1m, length of at least 8m and flush kerb access to the footpath.
- Where possible existing taxi ranks be upgraded to disability access requirements to accommodate MPTs.

13 PARKING FOR PEOPLE WITH DISABILITIES

- A dedicated ACROD bay with a 2 hour time limit be provided on every street block (see Figure E2 for illustration of typical street block) in the central area where general parking bays are provided. Kerb ramps would be required adjacent to these bays.

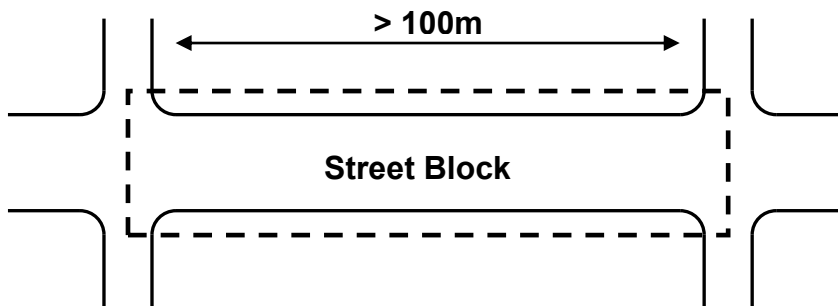


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- Bays for ACROD permit holders (which includes dedicated ACROD bays as well as universal access bays) be provided at a rate of approximately 1 ACROD/universal access bay for every 50 general car bays.
- Ticket machines be located within 10 metres of ACROD bays where possible to prevent permit holders having to walk long distances.

Figure E2 Illustration of Typical Street Block



14 MOTORCYCLE AND SCOOTER PARKING

- On-street motorcycle parking bays be located on every street block (where general parking bays are provided), at a minimum rate of approximately 1 motorcycle bay for every 20 general car bays.
- Motorcycle parking be charged at 33% of the car parking fee.
- Motorcycle parking be subject to the same general time restrictions as private car bays.
- Parking meters or electronic multi-bay meters be provided for all motorcycle bays.
- Parking of motorcycles and scooters on footpaths is prohibited.

15 PARKING FOR EMERGENCY VEHICLES

- Police, ambulance and fire brigade vehicles are permitted to park in any on-street parking bays for operational purposes.
- Vehicles that can not be easily identified as an emergency vehicle can be issued with an on-street parking permit.

16 TOUR COACH PARKING

- Tour Coach parking facilities will be considered in response to requests.
- Pick-up and set down bays (of appropriate length to accommodate coaches) or universal access bays will be considered as an option to designated Tour Coach bays if appropriate.



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17 UNIVERSAL ACCESS BAYS

- Universal access bays will be provided on every street block in office/ commercial areas, where possible.
- Outside of office/commercial areas, universal access bays will be provided adjacent to medical facilities, public transport stations, court buildings, other public and entertainment venues where possible. Bays will operate with a minimum time limit of 15 minutes.
- Bays for ACROD permit holders (this includes regular ACROD bays as well as universal access bays) will be provided at a rate of approximately 1 ACROD bay for every 50 general car bays.

18 DUAL USE OF BAYS

- Dual use bays will be considered when requests for on-street parking modifications are received by the City.
- Restrictions for dual use bays will be consistent with the standard hours applicable to an area to avoid confusion.
- Signage for dual restriction needs to be clear, whilst complying with AS1742.11 (Manual of uniform traffic control devices Part 11: Parking controls).

19 RESIDENT PARKING

- Resident On-Street Parking is addressed in the Resident On-street Parking Policy 22.6.

20 PARKING FOR CHARITABLE ORGANISATIONS

(this policy replaces City of Perth Policies 1.5 and 1.10).

- On request, one kerbside parking space may be made available free of charge to charitable institutions to facilitate the conducting of street appeals.
- Additional bays should be charged at a rate of 50% of the usual parking fee.
- Only general on-street car parking bays should be allocated to charitable organisations, (this excludes ACROD, loading, universal access or other bays).

21 ALFRESCO DINING

- The assessment of footpath widening proposals (for alfresco dining) and the conversion of embayed parking into alfresco dining areas will take into account the hierarchy of priority within the relevant on-street parking zone.
- ACROD, universal access, bus, coach, loading, taxi, pick up and set down and motorcycle bays should not experience a net loss to accommodate new alfresco dining areas.



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22 VERGE PARKING

- Verge parking is prohibited.

23 CLEARWAYS

- Clearways will be reviewed frequently to ensure free traffic flow is maintained.
- Morning and afternoon peak traffic should be monitored and reviewed at least every five years to assess the extent of peak spreading.

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