



COUNCIL POLICY

ON-STREET PARKING POLICY

Approved by: Council. 2 October 2001

Subsequent Amendments:

Document Owner

Position: *Principal Transport Planner (Philip Hewitt)*

Phone: *8203 7379*

1 INTRODUCTION

Until 1998 parking policy was derived from statements contained in the City of Adelaide Plan 1991-1996. When this plan was replaced with the Adelaide (City) Development Plan in 1999 the Council endorsed an Interim On-Street Parking Policy.

Since then the first integrated transport policy for the City titled ***Adelaide on the Move - an Integrated Movement Strategy*** has been endorsed. This Policy replaces the interim policy and supports the Adelaide City Council New Directions statement.

2 POLICY OBJECTIVE

To optimise the use of on-street space available for parking in a manner that best meets local needs and complements the role of available off-street parking.

In achieving this objective, traffic planning and urban design principles will be observed.

3 POLICY STATEMENTS

The Policy Statements are:

- The priority for on-street parking will be the availability of safe, convenient and appropriate parking that supports the primary activities in the street resulting from the desired land uses for each District within the Adelaide (City) Development Plan.
- It will be a priority to make the most effective use of on-street parking space by ensuring sufficient space for public transport to encourage large numbers of visitors to the City to use public transport.
- On-street parking will be time limited to provide “turnover” of parked vehicles and to encourage visitors to the City by equitably sharing the available on-street parking space.
- On-street parking in the Park Lands will be time limited to encourage medium stay visits to the Park Lands.
- “Time limit” parking will be available at a cost that reflects the convenience of on-street parking, is comparable with off-street parking charges and will encourage greater use of long stay off-street parking.
- The special parking needs of residents, their visitors and people with disabilities will be catered for through schemes specifically designed for these groups of people.
- The availability of spaces will be increased through the “turnover” of parking bays by encouraging driver compliance with time limits through improved engineering, effective regulation and resource management.
- On-street stopping and parking controls will be simple and easily understood.

4 MAJOR LEGISLATIVE AND CORPORATE REQUIREMENTS

In adopting this policy it is recognised that there are specific legislative requirements to be met as well as other corporate goals. The relevant major legislative requirement is the Road Traffic Act (including the Australian Standards, codes and guidelines called by the Act).

This Policy is to be implemented in conjunction with other relevant Corporate Policies and Strategies including the:

- *Adelaide on the Move – an Integrated* Movement Strategy and supporting reports
- Adelaide (City) Development Plan
- Access Adelaide: Access Action Plan 2000-2004
- Park Lands Management Plan
- Environmental Management Plan



OPERATING GUIDELINES

*POLICY TO WHICH THE OPERATING GUIDELINES RELATE:
ON-STREET PARKING POLICY*

ON-STREET PARKING OPERATING GUIDELINES

Approved by: *Council. 2 October 2001*

Subsequent Amendments:

24 June 2002

Strategy and Policy Committee

Variations to “hours of operation” and “payment for parking”

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Document Owner

Position: *Principal Transport Planner (Philip Hewitt)*

Phone: 8203 7379

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1 INTRODUCTION

1.1 Scope

The Policy applies on public Roads and to all of the stopping and parking upon them. These Guidelines support the Policy.

1.2 Policy Context

When demand is low unrestricted parking provides drivers with greatest flexibility to stop to deliver/pick-up goods/passengers or park near intended destinations. As demand increases, parking spaces become less readily available so controls (ie signs and line marking) are used to optimise the efficient use of on-street space.

Demand for on-street parking in the City is high with 82% of the available space subject to controls and 65% occupancy rates for the available kerb-side space.

The total area of roadway used by vehicles in the City has been reduced over time to improve safety, convenience and amenity for other road users and enjoyment of the City for people working, living or visiting it. Segregation of the roadway to improve conditions for cycling and public transport also tends to restrict the area available for parking. The direct benefits of these changes include:

- Outdoor dining,
- Improving walking conditions,
- Greater safety for all road users,
- More street furniture,
- Improved shelter and more trees,
- More and improved crossing places for pedestrians,
- More parking for cyclists,
- Improved bus stops and shelters for public transport passengers; and
- Driveways to off-street secure parking for residents.

The indirect benefits include improved amenity, ambience and vitality of the City. This supports increased property values, greater personal wealth, improved personal health and a City form that is more sustainable when measured against environmental objectives. However it has reduced the total on-street parking stock, and increases the need for efficient management to maximise use of the space available.

1.2.1 Parking Stock

The Policy applies to a length of kerb equivalent to 20,000 parking bays or 28% of the total parking stock available within the City. Of this length, parking controls operate for 15,800 parking bays. Of these, 2,500 are used for passenger pick up and set down, public transport and access for commercial vehicles and 1,000 are reserved for permit users. The remaining length is subject to "No Stopping" controls used to protect personal safety and improve traffic conditions.

City Parking Stock by Primary Use

Location	Owner	Control	Bays*	Totals	Share
On Street	ACC	No Stopping	1,386	1,400	7%
		No Parking	309		
		Bus zones	223		12.5% of on-street parking
		Taxi zones	83	2,500	
		Loading zones	1,895		
		Authorised Permit	627		
		Central Market Permit	25		
		Rundle Mall Permit	34		
		Australia Post Permit	26		
		Residential Permit	127		5% of on-street parking
		Visitor Permit	40	1,000	
		Special Visitor Permit	4		
		Disability Permit	84		
		TPI/EDA Permit	10		
		Time Limit Parking	8,499		
		Tickets Parking	3,675		
		Meter Parking	48	15,100	75.5% of on-street parking
Motor cycle Parking	30				
Unrestricted (estimate)	2,775				
On-Street Sub-Total			20,000	28%	
Off Street	ACC U-Park		6,500	9%	
Off Street	Private Carparks		14,500	20%	
Off Street	Private on-site parking		31,000	42%	
Off-Street Sub-total			52,000	72%	
Grand Total			72,000	100%	

August 2001

*Note: This list includes bays on "Private Roads" where the Adelaide City Council has agreements with landowners to establish stopping & parking controls and to regulate parking.

1.2.2 Key Factors

Changing community expectations impact on parking demand and management. Significant factors include extended shop trading hours, increased use of user pays for services, self compliance, higher expectations for public safety, greater emphasis on leisure and tourism, increased awareness of environmental impact, a growing City resident population, and increased retail competition from suburban centres. The Policy recognises these changes and provides direction to optimise on-street parking availability.

1.2.3 Bus Zones

Reliance upon buses in Adelaide's public transport system is relatively high when compared to many other Australian cities and the City does not have off-street bus stations on the edge of the Central Activities District. Consequently along the length of key City Streets (Currie, Grenfell, King William, Pulteney and North Terrace) around Rundle Mall and the commercial core, bus zones demand much of the available on-street space.

In terms of efficient and convenient visitor access to the City, and support for public transport as a more environmentally friendly alternative to the private car, this is a justifiable priority in the allocation of space. However, policies seek to ensure maximum efficiency in the allocation of space for bus zones, to maintain availability of space for other priority users as for as possible.

1.2.4 Signage

The Council has been highly responsive to kerbside parking requests by individual landowners and tenants. However this has led to streets containing many parking controls and a proliferation of signs, creating conditions confusing for drivers.

The parking system should be easily understood. Where possible, parking controls should be consolidated to reduce driver confusion. There also appears to be genuine confusion about the meaning of some parking controls (eg "No Parking" zones) and information about their meaning should be distributed to the community.

1.2.5 Time Limits and Pricing

Time limits and parking charges provide the means to ensure "turnover" of parking spaces in areas of high demand. Longer-term parking should be in off-street Carparks wherever possible. Ticket parking is simple and highly visible, enabling more effective regulation, and the pricing of on-street space should reflect its convenience with rates set at least equivalent to nearby off-street parking rates. Time limits should be appropriate to visitor needs in the locality.

1.2.6 Parking Regulation

Without adequate regulation, parking controls have little effect. The Policy acknowledges the importance of adequate, firm, equitable and friendly regulation and identifies mechanisms to improve driver acceptance of parking controls. This will increase the availability of on-street parking through increased vehicle "turnover", and maximise access consistent with the primary activities (eg retail, commercial, residential) of each precinct.

Drivers are sensitive to parking changes and new regulation practices. Changes made should be introduced in consistent and sensitive ways to ensure drivers enjoy their visit to the City.

1.3 Legislative and Corporate Requirements

1.3.1 Legislative

The following Legislation has precedence over any Council Policies and must be considered when interpreting and implementing this policy.

- Road Traffic Act.
- Australian Road Rules

1.3.2 Corporate

Council endorsed ***Adelaide on the Move - An Integrated Movement Strategy*** on 18 September 2000. This establishes the overall policy framework to maintain and improve ease of access for all road users to and within the City. The strategy addresses relative roles of off-street and on-street parking and establishes the contextual framework for this On-street Parking Policy. The strategy includes the following actions to be given effect through the Policy:

"4.3 Manage kerbside parking space to best meet District needs.

4.3.1 Develop and adopt a Council 'Kerbside Parking Policy' to guide management of on-street parking to best meet rate-payer and visitor needs, addressing:

The level of regulation required and operating procedures for parking inspectors and management to ensure effective control of kerbside space in a customer sensitive manner.

Relative pricing of on-street and off-street parking and policy for location and pricing of ticket machines.

Maintenance of parking "turnover" in areas of high demand.

Hours of parking control, having regard to changing patterns of demand with extended shopping hours and a strengthening evening economy.

Policy for issuing Resident and Visitor permits.

Providing for the access needs of people with disabilities.

Providing for the relative priorities of emergency access, special permit areas, bus and taxi zones, business loading areas and public parking in each District.

4.3.2 Give priority to short-stay zoning for kerbside parking in high activity areas to maximise use of spaces. (Ongoing)

4.3.3 Ensure that parking demand for non-residential uses does not adversely impact on residential precincts through effective management of kerbside use. (Ongoing)"

2 POLICY IMPLEMENTATION STRATEGY

2.1 Key Elements

The approach for implementing the Policy is based on:

- **IMPLEMENTATION PROGRAM** – applying the actions supporting the Policy in a programmed way. See Appendix 3. The actions are programmed over 5 years.
- **PUBLIC PROMOTION** - a media and communications strategy will be developed so that the community is aware of the Policy and the benefits and to minimise risks associated with managing the changed parking objectives.
- **TRAINING** - all relevant officers will be made aware of the Policy and those concerned with its implementation will receive focused instruction about these Implementation Guidelines and how to apply them.
- **ROLE OF STREETS** – identifying the parking role for each street in conjunction with the available off-street parking, to support the desired development of the City.
- **STREET DESIGN** – determining the best street layout to support traffic and pedestrian movement activities, parking and other necessary street activities within urban design principles.
- **CONSULTATION** – changes to parking will include consultation that is appropriate for the changes. This may include “face to face” interviews, notification by letter and display of project drawings, consultation letters outlining proposals. Consultation will include the Policy owner and the operational area responsible for regulating stopping and parking controls.
- **PARKING REVIEWS** – undertaking surveys of the existing parking and review infrastructure to ensure that the on-street space available for parking is being optimised.
- **PARKING REQUESTS** – undertaking changes to parking after investigations considering Policy, the current level of use of the parking and consultation where there is more than one option for parking provision.
- **PARKING ALTERATIONS** – undertaking changes to parking as part of a capital works project when that project changes the role of the street, or the space available for parking.
- **RECORDING** – all stopping and parking controls will be recorded to assist with administrative provision of this service and to provide a legal record of when the control was endorsed by the Council and installed, altered or removed.
- **INSTALLATION** – all stopping and parking controls will be installed, altered or removed as soon as practicable when sufficient funds are available for this purpose.
- **MAINTENANCE** – all stopping and parking controls will be maintained to ensure their legibility to the driver and to meet legal requirements.
- **REGULATION** – all stopping and parking controls will be regulated in a sensitive and equitable manner.

2.2 Training Program

The process for implementing the Key Elements through training is indicated in Appendix 1.

2.3 Communication Plan

The process for implementing the Key Elements relies upon the communication plan indicated in Appendix 2.

3 POLICY GUIDELINES

3.1 District Parking Priority

To support the Policy Statements some clearly established parking priorities are provided for the equitable distribution of parking to meet the strategic directions of Council. The priorities for the available parking space varies to support the desired land use mix in each District as identified in the Adelaide (City) Development Plan. These Districts are shown in **Map A: City District Structure**.

3.1.1 Central Activities District

In the Central Activities District large numbers of people work, shop and undertake business activities in a relatively concentrated area with multi-storey buildings and high density. The most effective use of on-street space is for public transport (which allows access to the greatest number of people for the available space) and to deliver/pick-up goods/passengers. Any remaining space can be used for short-stay parking allowing drivers to leave their vehicles to undertake short activities. Spaces are not available for medium and long-stay parking during business hours and drivers use off-street parking in this District for these purposes. The priority for on-street controls where space is not needed for traffic flow or safety will be:

- Bus zones and Taxi zones;
- Loading zones (goods/services) and “No Parking” (passenger loading);
- Parking for people with disabilities;
- Short-stay private vehicle parking for business and retail needs.

3.1.2 Frame District

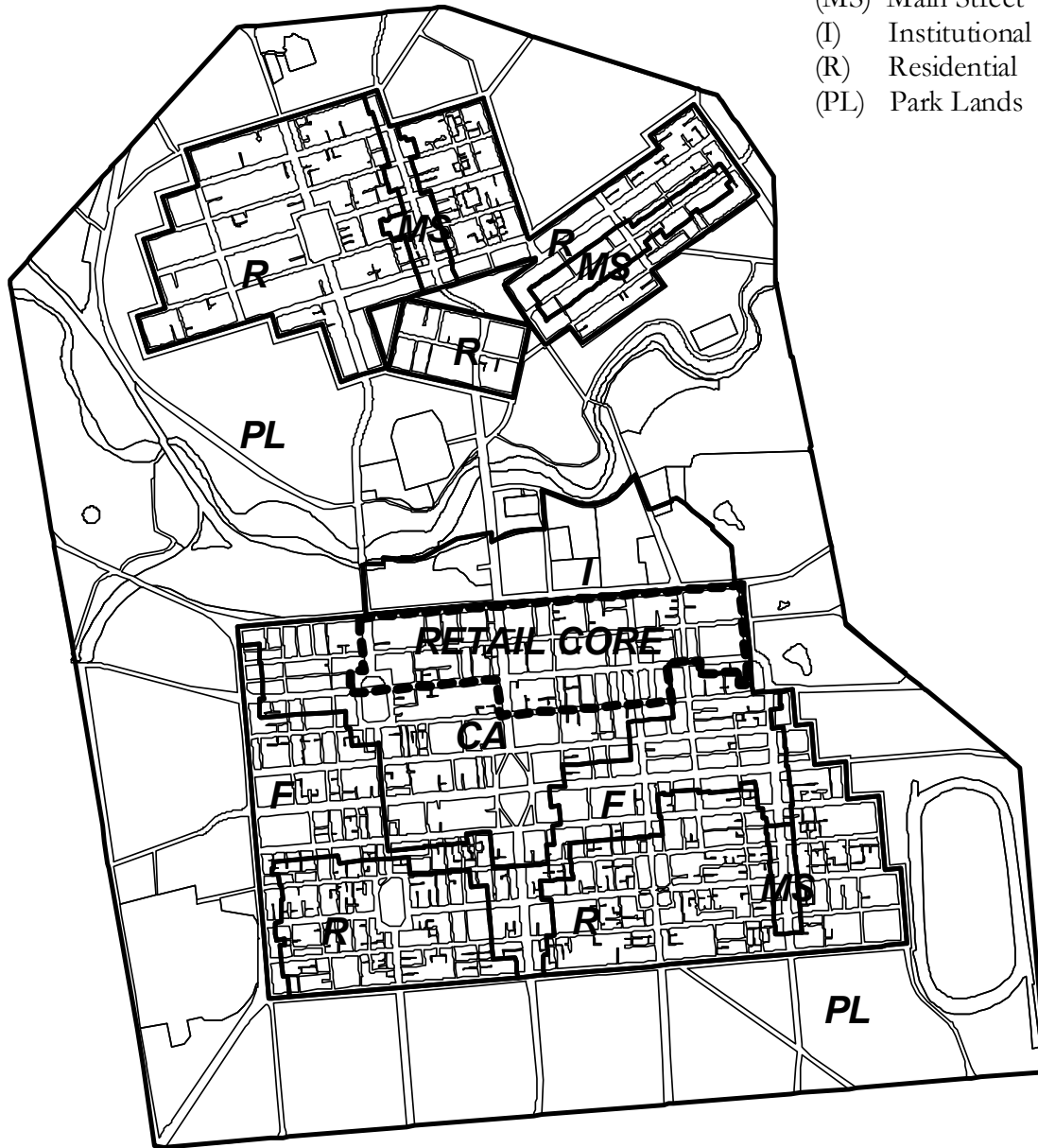
Similar conditions to the Central Activities District apply in the Frame District, though at a lesser intensity providing greater opportunity for medium-stay on-street parking. The priority for on-street controls where space is not needed for traffic flow or safety will be:

- Bus zones;
- “No Parking” (passenger loading) and Loading zones (goods/services);
- Taxi zones;
- Parking for people with disabilities;
- Private vehicle parking for business and retail needs;
- Resident vehicle parking.

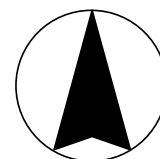
The quality of the public realm is to be progressively enhanced and policies seek to ensure that impacts from developments in the Frame District and associated car parking do not spill over into nearby streets in the Residential District.

CITY DISTRICT STRUCTURE and Retail Core

- (CA) Central Activities
- (F) Frame
- (MS) Main Street
- (I) Institutional
- (R) Residential
- (PL) Park Lands



500 0 500 1000 1500 Meters



3.1.3 Institutional District

Similar conditions to the Frame District apply in the Institutional District, though greater priority is given for passenger loading. The priority for on-street controls where space is not needed for traffic flow or safety will be:

- Bus zones;
- “No Parking” (passenger loading);
- Taxi zones;
- Parking for people with disabilities;
- Private vehicle parking;
- Loading zones (goods/services).

The quality of the public realm is to be progressively enhanced and policies seek to ensure that impacts from activities in the Institutional District and associated car parking do not interfere with traffic movement on City roads, or detrimentally affect access to, or the amenity of, the Park Lands.

3.1.4 Mainstreet Precincts

Similar conditions to the Frame District apply in the Mainstreet Precincts, though greater provision is given to commercial vehicle loading. The priority for on-street controls where space is not needed for traffic flow or safety will be:

- Loading zones (goods/services);
- “No Parking” (passenger loading);
- Bus zones and Taxi zones;
- Parking for people with disabilities;
- Private vehicle parking for business and retail needs.

The quality of the public realm is to be progressively enhanced and policies seek to ensure that impacts from developments in the Mainstreet District and associated car parking do not unnecessarily spill over into nearby streets in the Residential District.

3.1.5 Residential District

In the Residential District priority shifts to support resident and visitor access, though the needs of existing non-residential uses must also be recognised. The priority for on-street controls where space is not needed for traffic flow or safety will be:

- Resident and Visitor car parking;
- Parking for people with disabilities;
- “No Parking” (passenger loading);

- Loading zones (goods/services);
- Commuter parking.

A balance is required in the allocation and distribution of parking. Commuter parking will be provided when it does not unreasonably restrict access to parking for residents and their visitors.

3.1.6 Park Lands

In the Park Lands recreational access for Park Lands users has priority. The priority for on-street controls where space is not needed for traffic flow or safety will be:

- Parking for leisure activities and recreational use of the Park Lands;
- Parking for people with disabilities;
- Commuter parking.

In the Park Lands stopping and parking controls will support recreational activities enjoyed in the adjacent Park Land and facilitate visual “windows” into the Park Lands for people entering and leaving the City.

3.2 Supporting Statements

In addition to the priority for allocating stopping and parking in each District, the statements below provide the detail as to how the Policy Statements guide the use of stopping or parking controls to generally support the Policy Objective.

3.2.1 Safety and Access

“No Stopping” controls prohibit all vehicles except emergency vehicles, stopping adjacent to the kerb for any purpose.

“No Stopping” controls will be used:

- Where required by legislation.
- Where needed for vehicle occupant, cyclist or pedestrian safety.
- To support improved traffic conditions.
- To protect driveway access to property.

3.2.2 Public Transport

A plan for bus access will be developed with the Office of Public Transport, Bus Service Providers and Key Stakeholders with the objectives of:

- Providing adequate bus stops appropriately located throughout the City.
- Designing bus stops that are safe and able to be used by passengers with disabilities.
- Keeping to a minimum the impact that bus stops have upon on-street space by ensuring minimum length and reducing hours of operation.
- Reducing the need for terminus and layover areas by increased use of through routing.
- Giving priority measures to buses during peak travel periods.
- Providing long-stay off-street parking for tourist bus and coaches.
- Greater use of “No Parking” controls for scheduled tourist bus and coach passenger embarking/disembarking.

A plan for taxi access will be developed with the Office of Public Transport, Taxi agencies and Key Stakeholders with the objectives of increasing taxi access and customer safety through:

- Conveniently located zones in safe locations throughout the City.
- More frequent zones sufficient for the demand for taxis.
- Stop/go points for picking up/dropping off passengers.
- Improved safety measures for waiting customers.
- Easily identified by pedestrians using the footpath.
- Greater recognition of the nature of the taxi services.

3.2.3 Commercial Vehicle Access

“Loading zones,” mean an area where commercial vehicles and passenger cars can pick up or deliver goods. A bus or taxi may also pick up or deliver. By Council policy a general time limit of 10 minutes applies with exemption for commercial vehicles that have a time limit of 30 minutes.

- Loading zones will be provided in convenient locations to expedite local business, commercial and retail activities.
- Truck zones will only be provided where the demand for other parking is low and there is no community objection and where it is demonstrated that there is no reasonable transport alternative and the frequency of use warrants installation.
- Australia Post will be provided Mail zones upon request and as provided under Commonwealth legislation.

3.2.4 Motorbikes and Bicycles

Motorbike and bicycle transport will be encouraged as these are sustainable transport modes using less fuel than a car and are space efficient vehicles by providing:

- Motor Cycle zones.
- Bicycle zones when the footpath is narrow or occupied by other uses.

3.2.5 Passenger Loading

Access to the City will be encouraged through greater use of “No Parking” and short-stay time limit parking by expanding the use of 24-hour:

- “No Parking” controls.
- “Loading” zones.

3.2.6 Commuter Parking

“Unrestricted” parking means areas where it is legal to park and no signs operate. Drivers can park and leave a vehicle for 24 hours before moving it.

Commuter parking will only be provided where other forms of stopping and parking are not required. In most cases commuter parking in Residential Districts will be “unrestricted” parking. Where demand for commuter parking is high in areas of the Park Lands “Payment for Parking” will be introduced when space is not required to support Park Land activities.

3.2.7 Hours of Operation

Hours of Operation

DISTRICT	TIME LIMIT PARKING	NO PARKING & LOADING
Retail Core, Institutional	8am – 6pm Any Day	8am – 6pm Mon – Sat
Main Streets & Central Market	As above (subject to consultation), otherwise CAD times	As above (subject to consultation), otherwise CAD times
Central Activities, Frame	8am – 6pm Mon – Sat	8am – 6pm Mon – Sat
Residential	8am – 6pm Mon – Fri 8am – 12 Noon Sat	8am – 6pm Mon – Fri Sat morning as needed
Park Lands		
Generally	8am – 6pm Mon – Fri	
Major traffic & bus routes		<u>CLEARWAYS</u>
City bound	9.00am–6pm Mon–Fri	7.30am–9.00am Mon–Fri
Metro bound	8am – 4pm Mon – Fri	4pm – 6.30pm Mon – Fri

Footnote 1: These hours of operation are for general application and some local variations may occur in specific localities.

Footnote 2: Operation on Public Holidays.

‘No-Stopping’ will continue to operate to maintain pedestrian and vehicle occupant safety.

Bus, Taxi, No-Parking and other short stay access will continue to operate to facilitate easy access to the City for passenger drop-off/pick-up.

‘Time Limit Parking’ (which includes ‘Payment for Parking’) will not operate, except where demand for parking is high.

The hours of operation for stopping and parking controls will be extended generally in accordance with the table and:

- Parking and loading controls will commence at 8am so those vehicles parked overnight will vacate bays by 9am when most retailers commence trading.
- Where peak hour traffic conditions are congested, stopping controls will protect peak period access on major traffic and bus routes.
- According to the parking demand and land use within each District, particularly:
 - In the Retail Core hours of operation will reflect changes in the Shop Trading Hours Act to improve access for customers. Subject to consultation weekend retail trading and tourism/leisure activities will be supported by 2 & 3 hour weekend time limits.
 - Subject to consultation with precinct groups hours of operation in the Retail Core will be introduced in the Central Market (CA 13) and Mainstreet Precincts.

- In the remainder of the Central Activities District and in the Frame District the hours of operation will reflect the less intense land uses and where possible accommodate residential land uses.
- In the Residential District hours of operation will reflect the residential character of the land uses in this District.

3.2.8 Payment for Parking

“Payment for Parking” means time limit parking requiring a driver to pay a fee to park. The fee can be paid by various means, but most commonly at a ticket machine or a multi-bay parking meter.

Payment for Parking Fee Structure

- “Payment for Parking” will be used to encourage greater compliance to parking controls by more visible and effective regulation.
- The convenience of 30 minute parking will be recognised by charging a premium rate.
- In the Central Activities District and the Institutional District convert all parking being 30 minutes or longer time limit to “Payment for Parking”.
- Where demand for parking is high in the Frame, or Residential Districts, convert 2 hour, or greater time limit parking to “Payment for Parking”.
- To maintain access for recreational activities in the Park Lands, “Payment for Parking” will not be used for time limits of less than 2 hours.
- A weekday rate (consistent within a District) will apply in all Districts.
- A nominal weekend fee will be charged on Saturday and Sunday to allow a ticket to be issued to assist regulation.
- To give effect to this Policy the fee structure will commence as soon as practicable after endorsement of the Policy and Guidelines.
- The rates applicable to “Payment for Parking” will be reviewed annually and included in the Adelaide City Council’s annual Schedule of Fees and Charges document.
- “Payment for Parking” machines will be electronic, use sustainable energy wherever possible, be attractively designed and have minimal environmental impacts, use network communications for diagnosis and re-programming and provide customers with electronic payment options.

3.2.9 Parking for People with Disabilities

Council will meet its obligations under federal and state legislation to provide access for people with disabilities by:

- When a holder of a permit for people with disabilities issued by Transport SA demonstrates reasonable level of use and that no off-street alternative is available then an accessible parking bay will be designated with a “People with Disabilities” sign, line marked and, if not already existing, a kerb ramp for access.
- The Disability Employment Parking Scheme with parking exemptions consistent with other parking schemes.

- Providing parking exemptions for 4000 series registration plate vehicles (those vehicles specifically modified to carry people with disabilities and registered as a taxi) in “Payment for Parking” zones, Permit zones for Resident Parking Schemes, and in parking designated by “People with Disabilities” signs.
- All other parking for people with disability schemes will be withdrawn.

3.2.10 Authorised Parking Permit Scheme

Existing Authorised Parking Permit schemes will be reviewed to determine whether they are an appropriate allocation of on-street space and then individual zones will be subject to periodic review. The existing scheme will be reviewed with the following criteria:

Objective

- The provision of on-street parking for community benefit and City vitality.

Conditions

- The conditions in this scheme apply only on Public Roads.
- The scheme is available in any District of the City.
- Permit zones will be restricted to those hours absolutely necessary to conduct the activity.

Eligibility

Authorised parking will be approved:

- Where genuine community benefits can be demonstrated.
- For street trading supporting tourism and contributing to City vitality.
- Where emergency functions are continuously “on call” from/to a building.

Fees

- An annual fee will be charged for each Permit zone approved under this scheme to recover administration costs.
- Fees will be reviewed annually and included in the Schedule of Fees and Charges document.

Special Conditions

- Information signs clearly identifying the location and hours of operation of tourist businesses using Permit zones will be erected for pedestrians standing on the footpath (eg pie cart).

3.2.11 Resident Parking Scheme

The existing scheme will be reviewed with the following criteria:

Objectives

- The provision of on-street parking for residents.
- The protection of on-street parking for businesses.

Conditions

- Residential District to have day, night and weekend provision through parking exemptions and Permit zones.
- Frame District to have night and weekend provision where commercial, business and retail activity, road width and on-street space allows through Permit zones.
- Mainstreet Precincts to have parking provision in adjacent Residential District.
- The Resident Parking Scheme not available to residents living in the Institutional District and the Central Activities District.
- Special provision is made for residents living in Gray Street (between Hindley Street and North Terrace) and Oakley Street (between Gouger Street and Grote Street).
- Residents must park in the Designated Area nominated on the Permit.
- Exemptions are to apply in time limit and "Payment for Parking" being 1hr or longer.
- Permits are valid for one (1) year.

Eligibility

- A resident must produce evidence that their primary place of residence is in a Designated Area covered by the scheme.
- Not more than two (2) permits may be issued per dwelling multiple dwelling or group of dwellings within a single building built before 1976.
- One (1) permit only may be issued per dwelling multiple dwelling or group of dwellings within a single building built after 1976 where there is no parking on site and the terms of any planning approval do not indicate an intention to the contrary.
- A resident requiring daily medical treatment may be issued a permit for the sole use of approved carers (eg Medical Practitioners, Registered and Enrolled Nurses and Accredited Carers).

Fees

- There will be no fee for Permits issued to residents living in the Residential District in dwellings built before 1976.
- There will no fee for Permits issued for daily care.

- In all other cases an annual fee reflecting the convenience of the scheme to the resident will be charged.
- Fees will be reviewed annually and included in the Schedule of Fees and Charges document.

3.2.12 Resident Visitor Parking Scheme

The existing scheme will be reviewed with the following criteria:

Objectives

- The provision of on-street parking for visitors to residents.
- The protection of on-street parking for businesses.

Conditions

- Vouchers must only be used in the Designated Area nominated on the Voucher.
- Exemptions are to apply in time limit and “Payment for Parking” being 1hr or longer.
- When a Voucher is properly completed and placed on the left-hand side of the dashboard the vehicle is exempt from the parking control and may be parked for an additional 2 hours.

Eligibility

- A resident may purchase up to 50 Vouchers at any time.

Fees

- A fee reflecting the convenience of the scheme to the visitor will be charged for each Voucher.
- The fee will be reviewed annually and included in the Schedule of Fees and Charges document.

3.2.13 Temporary Parking

Temporary parking controls that provide exclusive use of on-street space will be provided where need is demonstrated and the appropriate fee is paid. There are two types proposed to be used being “Temporary Parking Controls” and “Works” zones.

“Temporary Parking Controls” (TPC) are for any purpose to facilitate a specific activity. They can be any form of “No Stopping” or parking control but cannot be applied for any longer than 35 days. They are usually issued for events or exclusively to a specified user group.

- Temporary Parking Controls will be regulated to deliver the contracted service. Where a customer cannot use the Temporary Parking Control for its intended purpose, the fees paid will be refunded.

“Works zones” reserve space for access, permitted by the applicant, for the management, construction and delivery of materials to development sites.

- The applicant will issue permits only to those vehicles used for management, construction and delivery of materials. The Adelaide City Council will regulate unauthorised parking.
- The Fee Structure will be reviewed annually and included in the *Schedule of Fees and Charges* document.

3.2.14 Strategic Parking Plans

Officers of the Council will meet regularly with Local Area Development Program Precinct groups to discuss the Policy and develop Local Area Parking Plans for parking provision with the objectives of:

- Delivering Policy.
- Forming integrated on-street and off-street parking strategy.
- Developing promotional materials about “how to use” the available parking.

3.2.15 Parking Management

Regulating Parking

- The number of Parking Officers will be adequate to consistently, fairly and equitably regulate parking to encourage the “turnover” of vehicles and maximise the availability of parking bays.
- Discussions will be held with Local Area Development Program Precinct groups about the Policy and the function that regulation plays in encouraging the “turnover” of vehicles to maximise the availability of parking bays.
- The number of signs will be reduced by reducing the variation in parking controls along each section of street and removing signs adjacent to driveways.
- The use of Parking Areas will be increased to improve parking consistency and reduce the number of signs.

Offence Penalties

The Minister for Transport and Urban Planning will be requested to increase penalties for parking offences so they are comparable with fines issued by the South Australia Police and parking penalties in other States, and act as an effective deterrent to non-compliance.

Parking Administration

To ensure that stopping and parking controls are reviewed consistently and quickly in accordance with the Policy and these Guidelines:

- Endorsement of Traffic Impact Statements will be delegated to Council officers.
- Authorised officers will only endorse Traffic Impact Statements when changes to controls comply with the Policy and as provided for by the delegation.
- All changes to parking controls not complying with the delegation will be in accordance with delegated authority.
- Procedural Guidelines will be revised to ensure consistency with this Policy and they will include:
 - No fee for requests to alter controls.
 - Reviews based on locality but consistent with this Policy.
 - Consultation requirements including method and level of support required.
 - Steps to consolidate parking controls.

3.2.16 Strategies for Identifying More Parking

The following strategies will be used to ensure that on-road space available for parking is fully utilised.

Signs and Line Marking

Individual parking bays will be line marked in angle parking areas where this will encourage efficient use of the parking space.

Disused Driveways

When a driveway is no longer being used for property access the footpath crossover will be removed and kerbs reinstated so parking controls can be extended.

Centre of Road Parking

Centre of road parking will be considered in City streets, except those streets being Circulation Routes, where traffic conditions and the street environment can provide high levels of safety for all road users.

On-going Review of On-street Space Use

Stopping and parking controls and line marking will be subject to on-going review on a “locality by locality” basis to ensure that the maximum number of parking bays is available.

3.2.17 Regulating Parking on Private Property

Regulatory parking services will be provided on private property when property owners/managers enter into an agreement for service provision.

4. ROLES AND RESPONSIBILITIES

Several organisational areas have roles and responsibilities for delivery of parking provision. For instance, there are 3 areas (City Development, Customer Service and City Projects) that separately investigate parking needs and the coordination of the approach to investigations and outcomes is essential to encourage consistent decisions making. Care is also required to avoid overlap of effort reducing the effectiveness of resources and confusing stakeholders.

Similarly, the installation and regulation of changes to parking are complex requiring cross business unit work requests, information flow and feedback. Organisational procedural improvements will be identified and responsibilities clearly allocated improving accountability.

Generally the roles and responsibilities in the list of Action Statements that form the Appendices are distributed on the basis below. Many of the Actions require budget provision and the timeframes will be subject to funding.

4.1 Policy

City Development will promote the new Policy and coordinate policy development. This department is responsible for coordinating resources, reporting on the overall progress toward the realisation of the Action Statements in the Appendices and reviewing the outcomes. The actions are programmed over 4 years.

4.2 Street Elements

City Development will formulate a guide to be inserted in the Council Design Manual issued to Consultants for capital works projects. This will include:

- **ROLE OF STREETS** – identifying the parking role for each street, in conjunction with the available off-street parking to support the desired development of the City.
- **STREET DESIGN** – determining the best street layout to support traffic and pedestrian movement activities, parking and other necessary street activities within urban design principles.
- **LIGHTING** – establishing street lighting levels appropriate for parking convenience and safety.

4.3 Consultation

The level of consultation will depend upon the circumstance that causes the parking controls to be changed and the type of control it is. Consultation will be appropriate for the available staff and financial resources. It may include “face to face” interviews, notification by letter and display of project drawings, consultation letters outlining proposals. Consultation will include the Policy owner and the operational area responsible for regulating stopping and parking controls.

Where the changes to parking are a result of a strategic review of stopping and parking controls then the consultation will include Customer Services and Regulatory Services. Where the changes are necessary because of capital works then the consultation will include the Policy owner, Customer Services and Regulatory Services.

4.4 Strategic Reviews of Stopping and Parking Controls

Customer Service will arrange strategic review of precincts to improve parking provision.

- PARKING REVIEWS – undertaking surveys of the existing parking and review infrastructure to ensure that the on-street space available for parking is being optimised.

4.5 Customer Requests for Parking Reviews

Customer Service will investigate customer requests to change stopping and parking controls to improve local parking provision.

- PARKING REQUESTS – undertaking changes to parking after investigations considering Policy, the current level of use of the parking and consultation where there is more than one option for parking provision.
- RECORDING – all stopping and parking controls will be recorded to assist with administrative provision of this service and to provide a legal record of when the control was endorsed by the Council and installed, altered or removed.

4.6 Temporary Parking

Customer Service will investigate customer requests for Temporary Parking and will be authorised to issue Temporary Parking Controls and Works Zones.

4.7 Capital Works Projects

City Projects will include parking in the scope of any project that changes the role of the street or requires parking to be altered so that the parking provision can be included as part of the consultation during the concept phase of the project.

4.8 Installation of Controls

City Operations will install, alter, or remove controls in streets, as soon as practicable when sufficient funds are available for this purpose. This is because of stakeholder expectations that changes will occur soon after Council approval. In some cases there may be revenue implications. Changes made will be immediately reported to Regulatory Services.

4.9 Maintenance of Controls

City Operations will maintain stopping and parking controls so they are legible and meet their legislative purpose thereby avoiding risk that may arise through public liability to maintain these traffic control devices.

4.10 Compliance

Regulatory Services will regulate the controls so that vehicles do not obstruct traffic, or reduce safety, reduce property access and ensure that space “turnover” is as intended by a parking control (ie drivers obeying the time limits). All stopping and parking controls will be regulated in an equitable manner that is sensitive to particular circumstances.

4.11 Approvals

The Notice from the Minister to Councils now allows the Council to authorise persons to endorse traffic impact statements on its behalf.

5. MONITORING AND PERFORMANCE

5.1 General

For the purposes of monitoring the implementation of these Guidelines the following performance measures will be used. The responsible Departments must keep adequate records to be able to supply the necessary performance measures.

City Development will review the Policy and Guidelines on an annual basis. The performance indicators will include the collation of the annual:

- Number of complaints.
- Number of offence penalties issued.
- Amount of revenue generated through “Payment for Parking”.
- Parking bay occupancy rates.

The table below allocates the responsibilities for the collection of this data.

PERFORMANCE INDICATOR	DESIRED TREND	RESPONSIBILITY
Number of complaints	Reducing	Customer Service
Number of offence penalties issued	Reducing	Regulatory Services
Parking bay occupancy rates	75% (ticket parking areas)	Customer Service

APPENDIX 1 - TRAINING PROGRAM

TRAINING PROGRAM	RESPONSIBILITY	TIMELINE
1. Identify Departments effected by the On-Street Parking Policy & meet with managers to discuss current processes.	City Development	Oct-Nov 2001
2. Develop a presentation that gives an overview of the objectives & addresses areas relevant to each department.	City Development	Oct-Nov 2001
3. Make the presentations to staff & obtain comments about process improvements, evaluate solution options.	City Development	Nov-Dec 2001
4. Investigate concerns with managers & report back to staff.	City Development	Jan-Feb 2002
5. Review Policy application.	City Development	Mar 2002
6. Review Policy application.	City Development	June 2002

APPENDIX 2 – COMMUNICATIONS PLAN

COMMUNICATION PLAN	RESPONSIBILITY	TIMELINE
1. Develop and implement a media and communications strategy to better inform the community about On-street Parking Policy.	Marketing	Oct-Nov 2001
2. Develop and implement a media and communications strategy including promotional materials in advance of changes to parking rates, daily limits and other parking fees.	Marketing	Nov-Dec 2001, then annually in July
3. Develop promotional materials for general circulation explaining the benefits of “sharing” on-street parking and using “off-street” parking so everybody can get access to and enjoy the City.	City Development	Oct-Nov 2001
4. Develop promotional materials that explain why “ticket” parking is being considered to replace “time limit” parking. Distribute during consultation.	City Development	Nov-Dec 2001
5. Develop consultation guidelines that reflect the sensitivity of areas to parking changes, the extent of the changes and the type of change being proposed.	City Development	Oct-Nov 2001
6. Develop promotional materials to increase awareness of and how to use Temporary Parking Controls and Works Zones. Distribute on inquiry with application forms.	Customer Service	Nov-Dec 2001

APPENDIX 2 – COMMUNICATIONS PLAN (CONT..)

COMMUNICATION ACTIONS	RESPONSIBILITY	TIMELINE
7. Develop promotional materials to increase awareness of and how to make application to the Council for agreements for regulation of parking on private property. Distribute on inquiry and with application forms.	Regulatory Services	Jan-Feb 2002
8. Develop promotional materials about the Disability Employment Parking Scheme for distribution to residents. Distribute to Disability Representative Groups.	Customer Service	Feb-Mar 2002
9. Develop promotional materials about the Resident Parking Scheme for distribution to residents.	Customer Service	Feb-Mar 2002
10. Develop promotional materials to increase awareness of the Visitor Parking Scheme for distribution to residents.	Customer Service	Feb-Mar 2002
11. Develop an easily recognisable Taxi rank sign and install these throughout the City.	City Development	Jan-Jun 2002
12. Design and install signs so pedestrians standing on the footpath can easily identify the location and times of operation of permit zones used to support tourism.	City Development	Jan-Jun 2002
13. Develop promotional materials for general circulation about the meaning and use of stopping and parking controls particularly “No Parking”, “yellow lines”, “area parking” & “parking in bays”.	Regulatory Services	Mar-Jun 2002

APPENDIX 3 – IMPLEMENTATION PROGRAM

IMPLEMENTATION PROGRAM ACTION STATEMENT	RESPONSIBILITY	FINANCIAL YEAR
Safety and Access 1. Review “No Stopping” controls and consider alternatives where stopping is not allowed by ARR or use yellow edge lines.	City Development	2000/02
Public Transport 2. Review Bus Zones with the Passenger Transport Board. 3. Make provision for people with disabilities using public transport 4. Identify significant bus routes with the Passenger Transport Board and consider bus improvement options including peak hour Bus Lanes. 5. Encourage the Passenger Transport Board and the Minister for Transport to develop long term plans for bus operations that include “through routing” of buses and the use of “bus stations”. 6. Encourage the State Government to make improved provision for overnight parking for tourist bus and coaches. 7. Develop a Taxi Access plan with the Passenger Transport Board and Key Stakeholders better facilitate taxi services. 8. Upgrade facilities (lighting, telephones, security, seating, bins, etc) at Taxi zones and ease of identification for pedestrians.	City Development City Development City Development City Development City Development City Development	2000/02 2001/05 2001/05 Ongoing Ongoing 2001/02 2001/02

APPENDIX 3 – IMPLEMENTATION PROGRAM (CONT..)

ACTION STATEMENT	RESPONSIBILITY	FINANCIAL YEAR
Commercial Vehicle Access		
9. Review the locations and adequacy of Loading Zones. Where they are not required by commercial vehicles convert to “No Parking” – 5 minute, or Parking – 10 minute limit.	Customer Service	2000/03
Motorbikes and Bicycles		
10. Investigate the possibility of designating motorcycle parking in small areas such as the wedges between car parks and kerb protuberances without the use of signs.	City Development	2003/04
11. Where the 20 metre “No Stopping” length on the approach to traffic signals is not required for vehicle flow, seek the approval of the Minister for Transport to allow bicycle parking on-road and develop and implement a program of installation.	City Development	2001/03
Passenger Loading		
12. Increase the use of “No Parking” throughout the City for easy convenient access and promote an understanding of the meaning of this parking control.	City Development	2001/03
13. Investigate ways to improve tourist bus and coach passenger loading and disembarking.	City Development	2003/04

APPENDIX 3 – IMPLEMENTATION PROGRAM (CONT..)

ACTION STATEMENT	RESPONSIBILITY	FINANCIAL YEAR
<p>Commuter Parking</p> <p>14. Survey and record unrestricted parking</p> <p>15. Undertake occupancy surveys of unrestricted parking to consider whether this is the optimal use of the available space.</p> <p>16. Expand the use of long-stay parking controls in Residential Districts where space is not required for resident parking.</p> <p>17. Expand the use of long-stay ticket parking in the Park Lands where the space is not required to support Park Land activities.</p>	<p>City Development</p> <p>City Development</p> <p>City Development</p> <p>City Development</p>	<p>2003/05</p> <p>2003/05</p> <p>2004/05</p> <p>2004/05</p>
<p>Hours of Operation</p> <p>18. Install 2 & 3 hour weekend time limits in the Retail Core.</p> <p>19. Subject to consultation, introduce Retail Core hours of operation in the Central Market (CA13) and Mainstreet Precincts.</p> <p>20. Replace parking signs to ensure that the hours of operation are consist with the Policy.</p>	<p>City Development</p> <p>City Development</p> <p>City Development</p>	<p>2001/02</p> <p>2002/03</p> <p>2001/05</p>

APPENDIX 3 – IMPLEMENTATION PROGRAM (CONT..)

ACTION STATEMENT	RESPONSIBILITY	FINANCIAL YEAR
Payment for Parking		
21. Review the benefits and disadvantages of parking meter and ticket machine for “Payment for Parking” machines with a driver focus and considering Corporate Strategy.	City Development	2000/01
22. Change “Payment for Parking” machines to the new rates and set the daily limit. Where this causes the maximum fee payable to rise by more than \$1.00 (or the proposed rate per hour), then limit the increase to \$1.00 (or the proposed rate per hour) for 6 months before further increasing the maximum fee payable. Repeat until the maximum fee payable reaches the maximum daily fee.	City Operations	2001/02, then adjust yearly – Ongoing
23. Progressively convert 30 minute, or greater, time limit parking within the Central Activities District to “Payment for Parking”.	Customer Service	2001/02
24. Where demand is high, progressively convert existing non-metered 2-hour, or greater, time limit parking within the Frame and Residential Districts to “Payment for Parking”.	Customer Service	2002/03
25. Where demand is high, progressively convert existing non-metered 6 hour, or greater, time limit parking within the Park Lands Districts to “Payment for Parking”.	Customer Service	2003/04
26. Review rates annually and included in the Adelaide City Council’s <i>Schedule of Fees and Charges</i> document.	Customer Service	Ongoing
27. Monitor improvements in smart cards and maintain discussions with other Capital Cities, SA Councils and significant users of electronic payment options for Parking.	City Development	Ongoing

APPENDIX 3 – IMPLEMENTATION PROGRAM (CONT..)

ACTION STATEMENT	RESPONSIBILITY	FINANCIAL YEAR
Parking for People with Disabilities		
28. Inform representative disability groups of procedures for requesting parking accessible to people with disabilities.	Community Development	2001/ 02, 2003/04
29. Designate parking bays for people with disabilities with a sign, line mark and provide a ramp access.	Customer Service	Ongoing
30. Ensure that capital works projects include accessible parking bays.	City Projects	Ongoing
31. Review the Disability Employment Parking Scheme so parking exemptions are consistent with other parking schemes.	City Development	2001/02
32. Seek legislative change to provide exemptions for specially modified 4000 series registration plate vehicles.	City Development	2001/02
33. Provide exemptions for specially modified 4000 series registration plate vehicles within existing ARR.	Community Services	2001/02
34. Withdraw all other on-street parking for people with disability schemes.	Community Services	2001/02
Authorised Parking Permit Scheme		
35. Review Permit schemes for Authorised Parking in accordance with the criteria set out in the Guideline.	City Development	2001/02
36. Review remaining Permit Zones to determine continued need and to secure opportunities for the bays to be used by other vehicles	Customer Service	2002/03, then ongoing

APPENDIX 3 – IMPLEMENTATION PROGRAM (CONT..)

ACTION STATEMENT	RESPONSIBILITY	FINANCIAL YEAR
37. Review signs and where possible implement a simplified sign system for Permit zones for authorised parking.	City Development	2002/03
Resident Parking Scheme		
38. Review the Resident Parking Scheme Parking in accordance with the criteria set out in the Guideline.	City Development	2001/02
39. Fees will be reviewed annually and included in the <i>Schedule of Fees and Charges</i> document	Customer Service	Ongoing
Resident Visitor Parking Scheme		
40. Review the Visitors Parking Scheme Parking in accordance with the criteria set out in the Guideline.	City Development	2001/02
41. Fees will be reviewed annually and included in the <i>Schedule of Fees and Charges</i> document.	Customer Service	Ongoing

APPENDIX 3 – IMPLEMENTATION PROGRAM (CONT..)

ACTION STATEMENT	RESPONSIBILITY	FINANCIAL YEAR
Temporary Parking		
42. Review resources needed to inspect Contractors working on streets and to issue and regulate Temporary Parking.	Regulatory Services	2001/02
43. Temporary Parking fees will be reviewed annually with the Daily Rate being set at the same amount as the maximum daily fee for “Payment for Parking” and included in the <i>Schedule of Fees and Charges</i> document.	Customer Service	Ongoing
44. A set of Guidelines and procedures will be developed and issued for applicants seeking Works zones.	Customer Service	2001/02
45. The Council will Authorise specific officers to issue Works zones required for works approved under the Development Act.	Customer Service	2001/02

APPENDIX 3 – IMPLEMENTATION PROGRAM (CONT..)

ACTION STATEMENT	RESPONSIBILITY	FINANCIAL YEAR
Strategic Parking Plans		
46. Meet with Gouger St Retail Association & Grote Street Business Association to review locality streets.	City Development	2001/02
47. Meet with Hutt St Retail Association & review locality streets.	City Development	2001/02
48. Meet with O'Connell St Retail Association & review locality streets.	City Development	2001/02
49. Review Tynte Street "village" area.	City Development	2002/03
50. Meet with Melbourne St Retail Association & review locality streets.	City Development	2002/03
51. Meet with East End Co-ordination Group to discuss parking options as part of the Rundle Street re-development capital works project.	City Development	2002/03

APPENDIX 3 – IMPLEMENTATION PROGRAM (CONT..)

ACTION STATEMENT	RESPONSIBILITY	FINANCIAL YEAR
Parking Management		
<u>Regulating Parking</u>		
52. The number of Authorised Officers required to adequately regulate parking will be reviewed when the times of operation are extended or parking controls operate for 7 days per week	Regulatory Services	2001/02
53. Authorised Officers will take part in developing Strategic Parking Plans that increase the availability of parking in Mainstreet Precincts.	Regulatory Services	2001/03, ongoing
<u>Offence Penalties</u>		
54. The Adelaide City Council request the Minister to annually increase the penalties for parking offences until they are comparable with fines issued by the South Australian Police and penalties in other States. This will make them a greater deterrent to continuous offenders. Provision should be made for the issuing authority to include an Administration Fee	City Development	2001/02
<u>Parking Administration</u>		
55. Council establish a policy for and give delegation to officers to endorse Traffic Impact Statements for stopping & parking controls.	Customer Service	2001/02
56. Requests to alter parking controls will not be reported to the Council (or the Authorised Officer) unless they meet Parking Policy and receive adequate support from the consultation.	Customer Service	Ongoing

APPENDIX 3 – IMPLEMENTATION PROGRAM (CONT..)

ACTION STATEMENT	RESPONSIBILITY	FINANCIAL YEAR
<u>Allocating Space for Stopping and Parking</u>		
57. Establish Procedural Guidelines for Allocating Stopping and Parking Controls.	Customer Service	2001/02
58. All requests to alter parking controls will be investigated in accordance with the Procedural Guidelines for Allocating Stopping and Parking Controls.	Customer Service	Ongoing
59. Parking controls will be assessed on a locality basis and consultation will include all the occupiers of premises within the locality.	Customer Service	Ongoing

<u>Strategies for Identifying More Parking</u>		
<u>Signs and Line Marking</u>		
60. Wherever possible, recyclable plastic signs will be used for stopping and parking control signs.	City Operations	Ongoing
61. Systematically review parking with the objective of reducing the variation and the number of parking controls thus reducing the number of parking signs, line marking and increase legibility to drivers.	Customer Service	2001/02
62. Progressively introduce line marking for terminal and intermediate bays in areas of parallel parking where it known that drivers are not fully utilising the available on-street space	Customer Service	2002/03

APPENDIX 3 – IMPLEMENTATION PROGRAM (CONT..)

ACTION STATEMENT	RESPONSIBILITY	FINANCIAL YEAR
63. Review opportunities to establish parking areas requiring a reduced number of parking controls signs. <u>Driveways and Kerb Protuberances</u>	City Development	2002/03
64. Identify driveway crossovers that are no longer being used and reconstruct kerb and water-table to allow parking controls to be extended.	City Development	2001/02, ongoing
65. Where drivers continually park vehicles across a driveway, a yellow edge line will be painted.	Regulatory Services	Ongoing
66. Where drivers may decide to park vehicles adjacent to kerb protuberances and obstruct a traffic lane, a yellow edge line will be painted. <u>Centre of Road Parking</u>	Regulatory Services	Ongoing
67. Investigate opportunities for centre of road parking <u>On-going Review of On-Street Space Use</u>	City Development	202/03
68. Review the need for peak hour “No Stopping” on the East kerbside of West Terrace	City Development	2001/02
69. Review the need for all traffic lanes on Montefiore Road, especially during inter-peak & off-peak times in conjunction with the Strategic Bicycle Plan.	City Development	2001/02
70. Review Frome Rd/Lefevre Tce in conjunction with the Strategic Bicycle Plan.	City Development	2001/02

APPENDIX 3 – IMPLEMENTATION PROGRAM (CONT..)

ACTION STATEMENT	RESPONSIBILITY	FINANCIAL YEAR
71. Review Angas St (between King William St & Pulteney St) in conjunction with the Strategic Bicycle Plan.	City Development	2003/04
72. Review South Tce (East end) for the possibility of changing parallel parking to angle parking.	City Development	2001/02
73. Review Grenfell St (East end).	City Development	2003/04
74. Review street widths for opportunities angle of parking.	City Development	2002/03
75. Investigate the possibility of introducing business permits in exchange for the removal of multi-vehicle driveways freeing up kerb space for evening and weekend parking.	City Development	2003/04
76. Investigate the relocation of fire hydrants onto protuberances or adjacent Australia Post areas.	City Development	2003/04

ACTION STATEMENT	RESPONSIBILITY	FINANCIAL YEAR
Regulating Parking on Private Property		
77. The process and agreement conditions currently being used will be reviewed and formalised by documenting and recording as a Council Policy.	Regulatory Services	2001/02