



## RESIDENT PARKING SCHEMES

<b>Date Adopted:</b>	30 <sup>th</sup> October 2007
<b>Council or Corporate Policy</b>	Council Policy
<b>Responsible Division:</b>	Infrastructure and Service Delivery
<b>Supporting documents, procedures &amp; forms of this policy:</b>	N/A
<b>References &amp; Legislation:</b>	N/A

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## 1 Purpose

The purpose of this policy is to set out the requirements for consideration of a Resident Parkign Scheme (RPS).

## 2 Criteria for Consideration of an Area for a Resident Parking Scheme

- a) A minimum of 3 enquiries or a petition signed by 3 or more residents from different properties in the street within a year is required to initiate an investigation for a RPS.
- b) The parking occupancy levels, undertaken on a typical Tuesday and Wednesday in the street in AM and PM peak periods (outside school peak periods) must be higher than 85% to become a candidate street for further investigation.
- c) Residents on both sides of the entire section of the subject street/area and 6 properties immediately outside the proposed RPS should be consulted to assess their views on the proposed RPS and any properties that have 'No Parking' restrictions in front of their property within a 50m radius thus affecting their access to on-street parking.
- d) All surveyed residents to be advised of the Local Traffic Committee's recommendation when considering RPS, including details of the next Ordinary Council meeting where the matter will be considered.
- e) Council will inform residents of the limitations of a RPS during consultation surveys for example:
  - i. A support rate of 50% based on all properties is required to consider the proposal favourably.
  - ii. The maximum number of Resident Parking permits issued to a household can be one (1) or two (2) based on the type of RPS proposed and off-street parking space available on-site.
  - iii. No permits to be issued for boats, caravans, buses and trucks over 3 Tonne.
  - iv. Signposting of new RPS restrictions may require signposting 'No Stopping' restriction at the adjacent intersection.
- f) The Chamber of Commerce to be advised of the proposed RPS, if the subject street/area is within or one block away from a retail area.
- g) A minimum 50% resident support from the properties within the proposed RPS area is required to favourably consider the installation of a RPS.
- h) If the parking issues are generated due to commuters accessing public transport, the RPS proposal should be designed to be equitable to both residents and commuters.
- i) Dual occupancies, multi dwelling housing and residential flat buildings, subdivisions into two or more lots and the strata subdivision of residential flat buildings, approved after January 2001 are not allowed to participate in a RPS as off-street parking should be provided in accordance with Council's DCP - Parking.

**Note:** Those residents that have already received a permit within these properties are able to do so until there is a change of ownership or tenancy of that property. (The terms: dual occupancies, multi

dwelling housing and residential flat building, are defined in the State Government's Standard Instrument – Principal Local Environmental Plan and Council's soon to be published Local Environmental Plan 2013)

j) In future, the need for an extension or modification of a Resident Parking Scheme will be assessed according to the above guidelines. These guidelines will be reviewed as required to achieve an equitable process for the community.

### 3 Version Control and Change History

<b>Version Control</b>	<b>Date Effective</b>	<b>Approved By</b>	<b>Amendment</b>
1	30 <sup>th</sup> October 2007	Council	
2	29 <sup>th</sup> April 2014	Council	Requirements for Resident Parking Schemes amended