On-Street Parking Guidelines

August 2026

City of
Norwood
Payneham
& St Peters

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Introduction

Context

Like many inner urban Councils, the City of Norwood Payneham & St Peters experiences parking pressures from a wide range of users including local residents, business and commercial activity and people who park within our City but work elsewhere (e.g. long term parkers walking/ riding into the Adelaide CBD).

Parking is an 'end game': the result of people wanting to drive cars to and from their destinations, including their home. Over time, the Council will influence travel choice to reduce the demand for on-street parking. This will be reflected in a range of integrated land use and transport strategies.

However, in the short term, the Council has an immediate role in managing overall parking supply. This includes parking on-street as well as the supply of additional off-street parking.

These guidelines specifically deals with how on-street parking will be managed throughout the City. On-street parking is a limited resource with competing user requirements and demands. Managing these competing demands can be difficult and there is no one best solution for all situations.

The Council will also continue to monitor the need for additional off-street car parking in high demand areas.

Diagram 1.
Framework for Community Well-being
Quadruple Bottom Line

The Council exists to improve the Well-being of their citizens and our community, through:

Social Equity
Cultural Vitality
Economic Prosperity
Environmental Sustainability

CityPlan 2030: Shaping Our Future

The Council has adopted a strategic plan—*CityPlan 2030: Shaping Our Future*. Ultimately, the provision and management of parking has a direct relationship to the Council's four pillars in *CityPlan 2030*.

Social Equity

The City of Norwood Payneham & St Peters is a growing and culturally diverse community. Managing on-street parking needs to accommodate a changing social structure including age demographics, housing stocks, socio-economic profile, increases in the number of people working and studying from home, smaller allotment sizes, and alternative transport choices including sustainable and active transport.

Cultural Vitality

The City of Norwood Payneham & St Peters has a strong 'sense of place' that is built upon the unique features of the built environment and streetscapes. The Council continues to encourage activities that involve community participation. The built form is a unique built heritage, featuring Adelaide's best concentration of early, mid and late Victorian residential development, ranging from small settler cottages to large villas and mansions. How parking is managed in these areas, and whether kerbside space is allocated to activities other than parking is an important consideration.

Economic Prosperity

The Council has taken both a precinct and sector approach to business and economic development. Maintaining access to local businesses, services and amenities with convenient parking provides fundamental support to the range of business activities and economic growth of our City.

Environmental Sustainability

The impacts of climate change will underpin the Council's operations. The vision for our City includes less cars on the road, improved air quality, attractive local streets which provide shade, with more people choosing sustainable transport choices like walking and cycling. The provision of unfettered parking will simply continue to support car usage, which cannot be sustained in the future.

Key objectives

The Council will manage on-street parking on the following basis:

1. To provide a fair and equitable process in assessing and meeting the parking needs of all road users within our City;

2. To optimise the use of available on-street parking in a manner that best meets the needs of the precinct, taking into account the availability of off-street parking; and

3. Provide a clear and transparent basis, for the Council and the community on how on-street parking will be managed.

Principles

Parking will be managed on a precinct basis acknowledging that decisions made in one street can affect parking demand and availability in other nearby streets.

On-street parking will be available in a safe convenient and appropriate manner that supports the highest needs of the precinct (reflected by the range of activities and land uses).

On-street parking will not be allocated through the means of the exclusive use of a single space or spaces by any individual or group.

Where necessary and based on available evidence, on-street parking will be managed through the implementation of time limit controls in order to provide adequate turnover of parking vehicles to actively encourage use by all road users.

How On-Street Parking is managed

The allocation of parking will never satisfy all stakeholders and will be managed on the basis of a hierarchy of needs of the different precincts.

This approach acknowledges that there will be different demands throughout the City and that one approach will not be appropriate for all conditions. Ultimately, on-street parking will be managed in a manner that best meets the needs of the precinct taking into account the availability and limited supplies of off-street parking.

Not all parkers are the same

The Council strives to accommodate a wide range of different users throughout the City. These include:

- Residents;
- Cyclists;
- Disability permit holders;
- Pick-up and drop-off (private users);
- Shoppers;
- Loading (commercial);
- Long stay/employee parking – people who work in the Council area;
- Long stay/employee parking – people who work outside of the Council area;
- Motorcycle and scooter parking;
- School parking (employees as well as drop-off and pick-up times);
- Public transport (bus stops etc);
- Visitors;
- Trades and services;
- Taxis; and
- Ride share.

Land uses and competing demands

In considering who has priority to a specific section of on-street space, the Council must consider the nature of the surrounding land use and the function that the particular road plays in the overall transport network. This allows for different priorities within the same precinct depending on the adjacent generators of on-street demand. These are:

- in some areas, this will favour visitors, shopping and traders to support the economic prosperity of our City; and
- in other areas, controls might be needed to discourage all-day parking and encourage alternative and sustainable transport choices.

There are some situations where the Council may determine to reallocate space within the public realm for reasons such as the implementation of landscaping, traffic control devices, protected cycle lanes, or improved crossings for active transport modes etc. In addition, the of removal of on-street parking spaces may be necessary for traffic management or road safety purposes—e.g., removing parking on the approach or departure side of intersections, or along bends where safe sight distance cannot be achieved. In such cases, the proposed changes would typically be subject to site specific community consultation.

Parking precincts and priority of use

Parking precincts

Seven general precincts have been established based on known parking demand, land uses and over arching transport objectives. The precinct boundaries are not absolute and there will be areas that overlap in functionality and parking pressures.

Commercial activity district (Norwood Central)

This focuses on The Parade and side roads immediately abutting the Parade (generally within 50–100m of The Parade).

On-street parking will support the business and economic activities along the Parade. Parking will also be managed to support alternative sustainable transport modes. Parking controls will include short to medium term parking zones to manage vehicle turnover.

Commercial activity district (Fringe)

This includes roads beyond 50–100m from The Parade but with parking demand influenced by the commercial activity.

The focus of on-street parking will be to support the business and economic activities along The Parade, while acknowledging the competing demands for residential parking. Parking will also be managed to support alternative sustainable transport modes.

Residential

Properties in these precincts are residential with only a few other traffic and parking demands from other developments.

The Council will support parking for residents and discourage undue parking pressures from other demands. Some longer term commuter parking can be accommodated to support alternative transport modes, where it does not unduly reduce parking supply for residents and their visitors.

Mixed use residential

These areas include a mix of lower intensity developments including schools within mostly residential areas.

Parking will be managed to support the peak demands of the various activities. Higher levels of parking occupancy can be accepted to support the overall parking pressures. Longer term parking will be managed to support the longer term employment car parking, where inadequate off street parking is available.

Mixed use higher density

There is ongoing development of higher density residential living throughout the Council—most notably in Kent Town where there is also pressure from surrounding business and commuters who work in commercial/light industrial.

These are predominantly employment areas that require a mix of short term customer car parking and longer term employment parking. The Council will not look to support surplus residential parking on-street for higher density developments.

Arterial roads and fringes

Roads adjacent to arterial roads require specific parking controls to supplement Clearway and Bike Lane conditions that are often applied and regulated by the State Government. Time limit controls will be used to manage turn over in business and commercial strips.

Local streets that have parking demands from business activity along the main roads, generally within 100m of the arterial roads.

Some longer term employee parking will be permitted as will parking to support public transport usage, to the point that it does not adversely compromise the availability of residential parking.

Commercial and light industrial

These areas that include a mix of commercial and light industrial land uses.

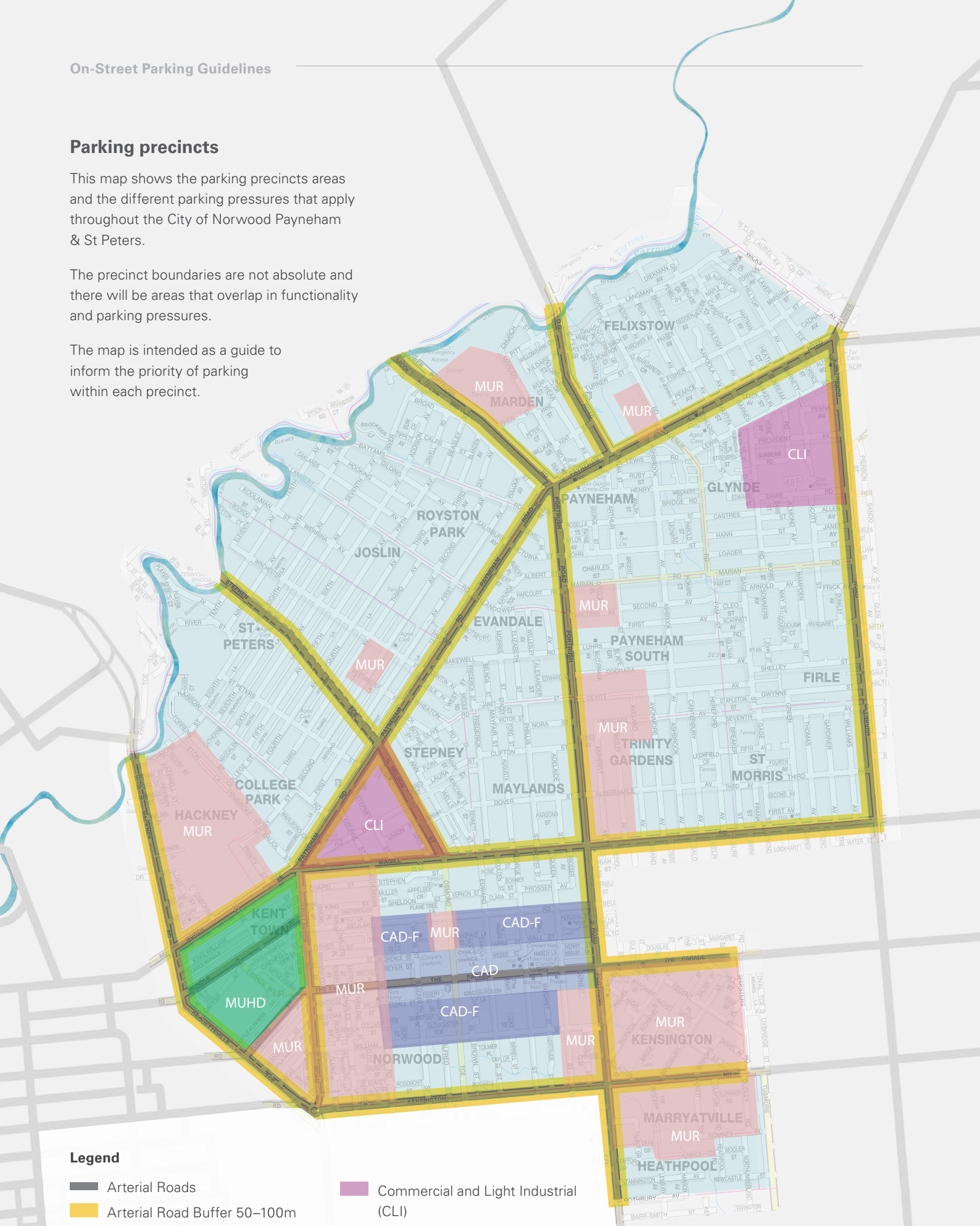
These areas predominantly employment areas that require a mix of short term customer car parking and longer term employment parking.

Parking precincts

This map shows the parking precincts areas and the different parking pressures that apply throughout the City of Norwood Payneham & St Peters.

The precinct boundaries are not absolute and there will be areas that overlap in functionality and parking pressures.

The map is intended as a guide to inform the priority of parking within each precinct.



Legend

- Arterial Roads
- Arterial Road Buffer 50–100m
- Commercial Activity District (CAD)
- Commercial Activity District Fringe (CAD-F)
- Commercial and Light Industrial (CLI)
- Mixed Use Residential (MUR)
- Mixed Use Higher Density (MUHD)
- Residential

Prioritisation of users

The following table provides general guidance on how the Council will assess the prioritisation of parking users in different precincts.

The table addresses the peak demands when there are conflicting requirements and demands for the parking spaces.

At other times (eg after business hours) parking will be managed on the needs at those times.

	Precinct						
Prioritisation of Parking Users	**Commercial Activity District**	**CAD 'Fringe'**	**Residential**	**Mixed Use Residential**	**Mixed Use Higher Density**	**Commercial / Light Industrial**	**Arterial Roads and Fringes**
Residential includes parking for residents and visitors	Low	Medium	High	High	Medium	Low	Medium
Disability permits	High	High	Low	Medium	Medium	Low	Low
Short Term Shopping < 2 hours	High	High	Low	Low	Medium	Medium	Medium
Loading Zones	High	High	Low	Medium	Medium	High	Medium
Long term commuter / public transport working outside of the immediate area or the Council area	Low	Low	Low	Low	Low	Low	Low
Long Term Employee working within the precinct and generally staying within Council	Low	Medium	Medium	Medium	High	High	High
School Parking parking for employees and short term drop-off and pick-up activities	Low	Low	Medium	Medium	Medium	Low	Low
Ride Share including shared hire vehicle schemes	Medium	Medium	Low	Medium	High	Low	Low
Taxi includes other short term commercial drop-off and pick-up areas	High	Low	Low	Low	Medium	Low	Low

When intervention is required

Overview of process

The Council's Policy for when intervention is required is set out below.

The Council will manage on-street parking based on evidence that demonstrates a need for parking controls. This evidence-based approach provides a framework for consistent and transparent decision-making to promote the efficient, fair and equitable use of available on-street parking.

Analysis of parking needs is best completed on a precinct basis so that parking demands are not moved to the next street following the introduction of change. This is especially true for shopping and commercial areas.

The following process provides an overview of the investigations the Council may undertake depending on the specific situation. It will allow the Council to respond to on-street parking needs on a strategic basis, rather than in reaction to a vested interest suggested resolution of a parking problem:

1. Define the precinct boundary. This will depend on the location and specific concern. The precinct should include any streets that might be affected by any changes.
2. Identify the hierarchy of parking uses that should apply to the precinct based on this section.
3. Undertake parking surveys during daytime on a weekday or weekend. This will establish parking demand and availability during the critical periods. The type of survey could include parking occupancy, turn over and compliance with the existing controls, depending on the issue being investigated.
4. Prepare an inventory of the current total parking supply (including on and off-street) in the precinct, including the current restrictions that apply at each.
5. Summarise public transport facilities, pedestrian and cyclist facilities within and in close proximity to the precinct and any other relevant data available from other State agencies and Local Government authorities.
6. Summarise the perceived issues for the precinct. Consider any inputs from the results of the parking surveys and stakeholder input.
7. Compare these issues with actual parking demand recorded by the parking surveys and identify areas of deficiency/surplus.

Recommendations should establish what measures are required to rebalance parking so that adequate provision exists for visitors and stakeholders in the precinct. An outline of the different application of parking zones is addressed in Appendix A (and further information in the Austroads guidelines).

Where the issues at hand are of a relatively minor nature, undertaking some of the investigation steps set out in this Policy will not necessarily be required or undertaken.

Implementation of minor changes to existing on-street parking controls to address local parking issues that will, in the opinion of the Manager, Traffic & Integrated Transport or the Manager, Development & Regulatory Services, not cause adverse on-street parking issues in the broader locality, will be determined by Council staff, having regard to the factors set out in this Policy that provide guidance in respect to when intervention may be needed and any other factors deemed relevant. Where it is deemed necessary to consult on any proposed changes of a minor nature, the consultation will be limited to persons who are deemed to be directly impacted by the proposed changes.

Other factors

The following factors will also be considered by the Council when deciding the best way to manage parking in a certain precinct:

- safety;
- road type/function;
- road location;
- key land uses in the precinct;
- traffic flows within the precinct;
- public transport and bike requirements;
- availability of off street parking in the precinct; and
- service vehicles, emergency access.

Occupancy rates

Parking occupancy describes the percentage of spaces occupied at any given time. Parking occupancy rates, also called utilisation, reflect the relationship between parking supply and demand.

Occupancy of on-street parking spaces should be high enough to ensure they are occupied at a level that justifies the supply, but not so high that it is unreasonably difficult to find a space.

Industry standards generally acknowledge that parking is considered at capacity when available spaces are 85% occupied at times of peak demand*. This equates to approximately 1 in 7– 8 spaces being available.

The optimum occupancy range is regarded as 65%– 85%. Occupancy below 65% or above 85% suggests that parking management intervention may be required.

When the average parking occupancy is regularly above 85%, a change to the parking management approach may be necessary to encourage turn-over of the spaces.

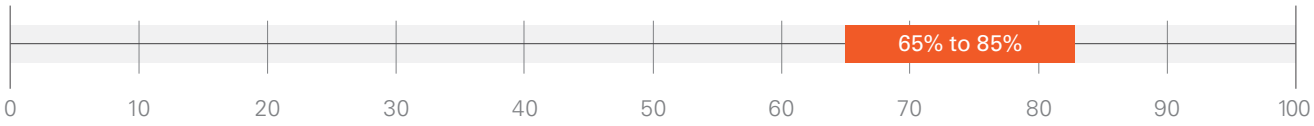
Equally, if parking occupancy rates are consistently below 65% it indicates there are many spaces that are empty or unused.

While this may be convenient for some drivers, lower occupancy rates can also mean that an oversupply of parking or inappropriate parking prices exist in the area. By contrast, an area with a very high level of occupancy could mean the available parking is limited and needs management to accommodate a certain level of demand.

The competing needs for on-street parking need to be balanced to ensure, where possible, that there is sufficient on-street parking spaces available for residents, visitors and businesses.

The Council considers that the ideal maximum occupancy rate for on-street parking is 85% before intervention should be considered, meaning that approximately one in every eight (8) on-street parking spaces should be vacant at any given time. In a practical sense, this approach should enable drivers to find an on- street parking space within reasonably close proximity to their destination, without excessive searching**.

Diagram 2.
Optimum occupancy range



Under 65% occupancy

Under 65% occupancy indicates additional parking controls could be relaxed.

In residential areas, low occupancy rates suggest that no further changes are needed.

Over 85% occupancy

Over 85% occupancy indicates additional parking controls may be needed to encourage turn over.

It may also indicate an overall shortfall in parking spaces that can only be addressed through additional (off-street) parking supply.

In residential areas, additional parking controls or permits may be warranted.

**Austroads Part 11, Parking "Generally, parking is considered 'at capacity' when available spaces are 85% occupied at times of peak demand" (Shoup 2005).*
*** Shoup, D. (2007) Cruising for Parking. Transport Policy 13(6), 479-486.[2].*

Introducing or altering parking controls

The Council's Policy for introducing or altering parking controls is set out below.

Parking occupancy surveys will be undertaken during business hours and/or outside of business hours on a weekday or on a weekend depending on the relevant issues that need to be addressed. This will establish on-street parking demand and availability throughout the day. The type of survey may include parking space occupancy, duration of stay, permit holder parking and compliance with the existing controls, depending on the issues being investigated.

Generally, at least three (3) surveys will be conducted throughout the day or on more than one day, to identify the relevant issues and to assist in determining what type of intervention may be required. Where parking occupancy rates are below 85% on average, intervention such as the implementation of additional parking restrictions, will generally not be considered. However, the Council may consider education initiatives, additional signage and enforcement of existing parking controls as alternative types of intervention, where such a requirement is identified.

Intervention where maximum occupancy rates are below 85%, may also be considered, when local conditions and other relevant factors are taken into account. This may also include the implementation of parking controls in areas adjacent to the area where new or altered parking controls are proposed to mitigate against the new parking controls shifting the parking problem to the next street or area.

If there are existing parking controls in a street where surveys identify that there is less than 65% occupancy, the alternation or removal of the controls will be considered.

Where on-street parking occupancy surveys are undertaken, average occupancy rates and other considerations, such as walkability, will be considered. For this, occupancy rates for on- street parking areas will be generally considered in grouped areas of up to 150 metres, which is considered a reasonable maximum distance that a motorist should have to walk to their vehicle within a suburban residential setting – all things being equal.

This may mean that is parking occupancy rates are high at one end of the street compared to another end of the street that may be separated by a significant distance. The need or otherwise for the parking controls will take into account, the average parking occupancy rates separately for both ends of the street, rather than grouping them together to ensure that occupancy servey results are not skewed.

Where intervention through new, altered or removed parking controls is deemed necessary, the Council will consult over a minimum period of two weeks, with the affected citizens and businesses.

The Council will carefully consider all responses that are received on proposed parking controls and use an evidence-based approach in determining and implementing parking management actions.

Parking Permits

Residential permits

The Council's Policy for Residential Parking Permits is set out below.

Residential Parking Permits may be provided for residential properties that do not have off-street (on- property) car parking and are in a street with time- limited controls or Residential Only Permit Zones.

Residential Parking Permits are also available for residential properties in precincts where the following conditions apply:

- there is limited available on-street parking;
- there are time limited parking controls applied to the street; and
- there is demonstrated competing demands between drivers due to other land uses in the precinct.

Residential Permits will not be issued to residents or owners of dwellings within multi-dwelling developments that have provision of off-street car parking facilities, constructed and completed for occupation after 1 November 2021. Residents living in these developments are expected to make adequate arrangements for on-site parking within their premises.

For the avoidance of doubt, multi-dwelling developments refer to single and multi-storey developments that include three or more dwellings and mixed-use developments that comprise a mix of residential and non-residential land uses and three or more dwellings.

Residential Permits do not guarantee an available on-street parking space. The permits can only be used in the street/s for which they are issued, which exempts the specified vehicle from any time limit restrictions that may be applicable.

Residential Permits will be provided on the following basis:

- maximum of two permits per residential property.
- permits will only be issued to residents and not business owners, operators, employees, landlords, tradespersons or property maintenance personnel;
- permits will be allocated to specific vehicles and are non-transferable);
- permits are only available for registered/roadworthy motor vehicles , motorcycles and scooters (excluding light weight recreational scooters intended for footpath use) and are not available for buses, trucks, boats, motor homes, trailers or caravans;
- permit/s will not be issued if parking spaces could reasonably be provided on the property. This includes, for example, where a garage, carport or other parking space has been converted to an alternative use or used for storage of any kind, including, but not limited to, items such as boats, jet skis, trailers or caravans;
- permits cannot be used to park a vehicle on The Parade, Norwood between Portrush Road and Osmond Terrace;
- permits may only be used in the street/s for which they are issued and only in Resident Only Parking Zones or time restricted parking spaces located adjacent to the relevant property. For the avoidance of doubt, this allows the permit holder, subject to meeting other eligibility requirements, to park in any Resident Only Parking Zone or time restricted parking areas located in a continuous arrangement within a street or section of a street, located adjacent to their property, including on the opposite side of the street.
- Residents who live in properties where time restricted parking areas or Resident Only Parking Zones are not located immediately in front of their property or on the opposite side of the street are not eligible for a Residential Permit;
- Residential Permits can only be used in parking permitted areas, cannot be used in parking zones of less than one-hour duration, and cannot be used in Loading Zones, No Parking Zones, Bus Zones etc; and
- Vehicles must not remain stationary in the same position when parked on-street within a Residential Only Parking Zone or time restricted parking area for more than seven (7) consecutive days. Vehicles must be moved a minimum distance equivalent to four (4) on-street parking spaces after this time if the vehicle is to remain parked in the same street.

All Permits must be displayed in the bottom passenger-side corner of the motor vehicle windscreen at all times when the vehicle is parked in the Resident Only Parking Zone or relevant time restricted parking area. Failure to display the permit will leave the vehicle owner liable for an expiation and or prosecution for illegal parking.

The Council may, by notice in writing, revoke permit/s where:

- the holder of a permit ceases to reside in the dwelling in respect of which the permit was issued; and/or
- in the opinion of the Council's Chief Executive Officer, it is no longer appropriate that the resident/s of a particular street be issued with permits or the permit has been misused or misappropriated.

The Council will issue Residential and Visitor Permits for a maximum period of twenty-four (24) months, or part thereof, and permits will be subject to a fee as determined by the Council from time to time.

Table 1 sets out the Residential Permit eligibility for residents in streets with Resident Only Permit Zones and/or Time Limited Parking Areas. Eligibility for Residential Permits set out in Table 1 must be read in conjunction with all other Applicable eligibility criteria and limitations set out in these guidelines.

Table 1. **Residential permit eligibility**

Number of off-street car parking spaces on the property	Number of vehicles registered at the property	Maximum number and type of Residential Permit
0	0	No Permit
0	1	1 non-transferable
0	2 or greater	2 non-transferable
1	0 or 1	No Permit
1	2	1 non-transferable
1	3 or greater	2 non-transferable
2	0, 1 or 2	No Permit
2	3	1 non-transferable
2	4 or greater	2 non-transferable
3	0, 1, 2 or 3	No Permit
3	4	1 non-transferable
3	5 or greater	2 non-transferable
4 or greater	Number of registered vehicles exceeds the available spaces on the residential property by one vehicle	1 non-transferable
4 or greater	Number of registered vehicles exceeds the available spaces on the residential property by two or more vehicles	2 non-transferable

Visitor permits

The Council's Policy for Visitor Permits is set out below.

Visitor Permits are intended for occasional use where additional time may be needed for visitations, for example friends, family or trades people/workers. The holder of a visitor permit is not guaranteed a parking space in the street for which the permit is issued.

Like the Residential Permits, Visitor Permits are only available in precincts where the following conditions apply:

- there is limited available on-street parking;
- there are time limited parking controls applied to the street; and
- there is demonstrated competing demands between parking users due to other land uses in the precinct.

Visitor Permits are not intended to be used for longer term parking needs or to supplement a shortage of on-site parking.

Visitor Permits will not be issued to residents or owners of dwellings within multi-dwelling developments that have provision of off-street car parking facilities, constructed and completed for occupation after 1 November 2021. Residents living in these developments are expected to make adequate arrangements for on-site parking within their premises.

For the avoidance of doubt, multi-dwelling developments refer to single and multi-storey developments that include three or more dwellings and mixed-use developments that comprise a mix of residential and non-residential land uses and three or more dwellings.

The provision of Visitor Permits does not guarantee an available on-street parking space. The permits can only be used in the street/s for which they are issued, which exempts the specified vehicle from any time limit restrictions that may be applicable.

Visitor Permits are subject to limitations as follows:

- the permit allows parking up to a maximum of six (6) hours.
- a maximum of two Visitor Permits will be available per residential property.
- permits cannot be used to park a vehicle on The Parade, Norwood, between Portrush Road and Osmond Terrace
- permits may only be used in the street/s for which they are issued and only in Resident Only Parking Zones or time restricted parking spaces located adjacent to the relevant property. For the avoidance of doubt, this allows the permit holder, subject to meeting other eligibility requirements, to park in any Resident Only Parking Zone or time restricted parking areas located in a continuous arrangement within a street or section of a street, located adjacent to their property, including on the opposite side of the street.
- Residents who live in properties where time restricted parking areas or Resident Only Parking Zones are not located immediately in front of their property or on the opposite side of the street are not eligible for a Visitor Permit;

Visitor Permits can only be used in time restricted parking areas or Resident Only Parking Zones, cannot be used in parking zones of less than one- hour duration and cannot be used in Loading Zones, No Parking Zone, Bus Zones or Taxi Zones etc.

All Permits must be displayed in the bottom passenger-side corner of the motor vehicle windscreen at all times when the vehicle is parked in the Resident Only Parking Zone or relevant time restricted parking area. Failure to display the permit will leave the vehicle owner liable for an expiation and or prosecution for illegal parking.

Temporary permits

The Council's Policy for Temporary permits is set out below.

Events and significant activities

The Council, at its absolute discretion, may provide Temporary Parking permits to occupiers of residential and commercial premises located in parts of the City in which temporary parking controls are implemented from time to time to address accessibility issues for on-street parking arising from the staging of an event or the undertaking of a significant activity.

The aim of the temporary parking controls and permits of this kind, is to enable local residents and businesses to conduct their day-to-day business and activities and maintain reasonable access to on-street parking during the course of a significant event or activity.

The Temporary Parking Permit is transferable between vehicles and will only be issued in relation to significant or major events or activities, as determined by the Manager, Development & Regulatory Services, at his or her absolute discretion.

A Temporary Parking Permit related to significant or major events or activities will only be valid on the days where temporary parking controls are in places in the affected streets.

Parking for tradespeople

Temporary permits for Tradespeople are subject to limitations as follows:

- The Council may, at its absolute discretion, provide a maximum of one (1) Temporary Parking Permit per residential property to occupiers or owners of residential properties to allow a tradesperson to park in a time restricted parking area or Resident Only Parking Zone, whilst the property is being renovated or new residential development is being constructed.
  Such permits will generally only be issued where a major renovation or construction of residential development valued over $50,000 is being undertaken and will not be issued in relation to maintenance works of any kind. The permits will only be valid for tradespeople vehicles that are no larger than a sedan, van, ute or SUV and where the total length of the vehicle including any overhanging materials or trailers or the like do not take up more than two on-street parking spaces at any one time.
- Temporary Parking Permits issued in relation to tradespeople vehicles will be subject to a daily fee, must be displayed on the Tradesperson's vehicle and may be issued for a minimum of one (1) day up to a maximum of forty-two (42) days.
- The Council may, at its absolute discretion, request proof from the applicant, that the value of the renovation or other construction works being undertaken exceeds $50,000.
- The Council may, at its absolute discretion, grant a further minor extension of time for Temporary Permits issued for tradespersons, provided that the renovation or other construction works are close to finishing and in all cases, any extension of time granted for the Permit, will be subject to the imposition of a daily fee.
- Temporary permits cannot be used to park a vehicle on The Parade, Norwood, between Portrush Road and Osmond Terrace
- Temporary permits may only be used in the street/s for which they are issued and only in Resident Only Parking Zones or time restricted parking spaces located adjacent to the relevant property. For the avoidance of doubt, this allows the permit holder, subject to meeting other eligibility requirements, to park in any Resident Only Parking Zone or time restricted parking areas located in a continuous arrangement within a street or section of a street, located adjacent to their property, including on the opposite side of the street.
- Residents who live in properties where time restricted parking areas or Resident Only Parking Zones are not located immediately in front of their property or on the opposite side of the street are not eligible for a Temporary Permit;
- Temporary Permits can only be used in parking permitted areas, cannot be used in parking zones of less than one-hour duration, and cannot be used in Loading Zones, No Parking Zones, Bus Zones etc;
- A Temporary Permit for a tradesperson will only be issued where the granting of the Permit will not unreasonably restrict access to on-street parking spaces for Residential Permit Holders.

All Permits must be displayed in the bottom passenger-side corner of the motor vehicle windscreen at all times when the vehicle is parked in the Resident Only Parking Zone or relevant time restricted parking area. Failure to display the permit will leave the vehicle owner liable for an expiation and or prosecution for illegal parking.

Narrow Streets

There are many historic laneways and narrow streets throughout our City that significantly limit on-street parking. In these areas, the Council will manage parking through consultation with the local affected residents, and in accordance with the Australian Road Rules.

Under the Australian Road Rules (ARRs), drivers must leave a three metre clear width between parked vehicles or the continuous centre line along the road (if one is marked). This requirement allows for emergency access.

This requirement affects all roads less than 7.0m wide (allowing 2.0m for each parked car and 3m for vehicle access). On these roads, it is not legally possible to park a car on each side of the road as there will be less than 3m left for vehicle access. On very narrow roads less than 5.0m, it may not be possible to allow any parking at all.

In managing parking controls in narrow streets, the Council will take a staged approach focusing on education about local conditions as the first stage, enforcing existing controls if education fails and implementing new or altered parking controls as the third stage.

This approach is underpinned by the principle that managing parking controls in narrow streets is very difficult and requires a collaborative approach with all affected parties.

The Council will engage with residents and businesses directly affected by any changes/decisions on the following basis:

- notification of the parking and access issues;
- education of the ARR requirements. This may include actions such as the installation of advisory signs along the street to highlight the narrowness and discourage parking opposite other vehicles and/or the distribution of educative material to local residents;
- enforcement of the ARR requirements. This may include actions such as proactive and regular enforcement of illegal parking;
- Restricting parking opportunities. If education and enforcement are ineffective, there may be need to implement new or alter existing parking controls to improve accessibility. Where such interventions are proposed, the Council will consult with directly affected parties to determine how parking restrictions might be applied (e.g. which side of the road); and
- ongoing monitoring and communication as may be required.

The Council's approach for managing parking in narrow streets is as follows:

Road Width (between kerbs)	Treatment
Less than 5.0m	No parking allowed.
5.1m –6.9m	Parking on one side only or staggered parking may be considered. This will be negotiated with the local residents and could include implementing actions such as staggered parking along the road and parking controls to facilitate safe and convenient waste collection.
7.0m or more	Parking can be allowed on both sides of the road subject to other considerations such as driveway access.

Driveways

The Council's Policy for the discretionary use of yellow line marking over property driveways is set out below.

Under the Australian Road Rules (ARRs), there is no requirement for a Council to install road markings or signage to indicate that it is illegal to park in a manner that obstructs a driveway. This is on the basis that the existence of the driveway should be sufficient notification to motorists not to obstruct or restrict access to and from the property.

However, there is a level of expectation from the community that the Council should provide some form of road marking to assist in reducing the number of instances whereby vehicles are found to be obstructing/ impeding access to driveways. This is exacerbated in areas where there is a combination of urban infill and business precinct areas.

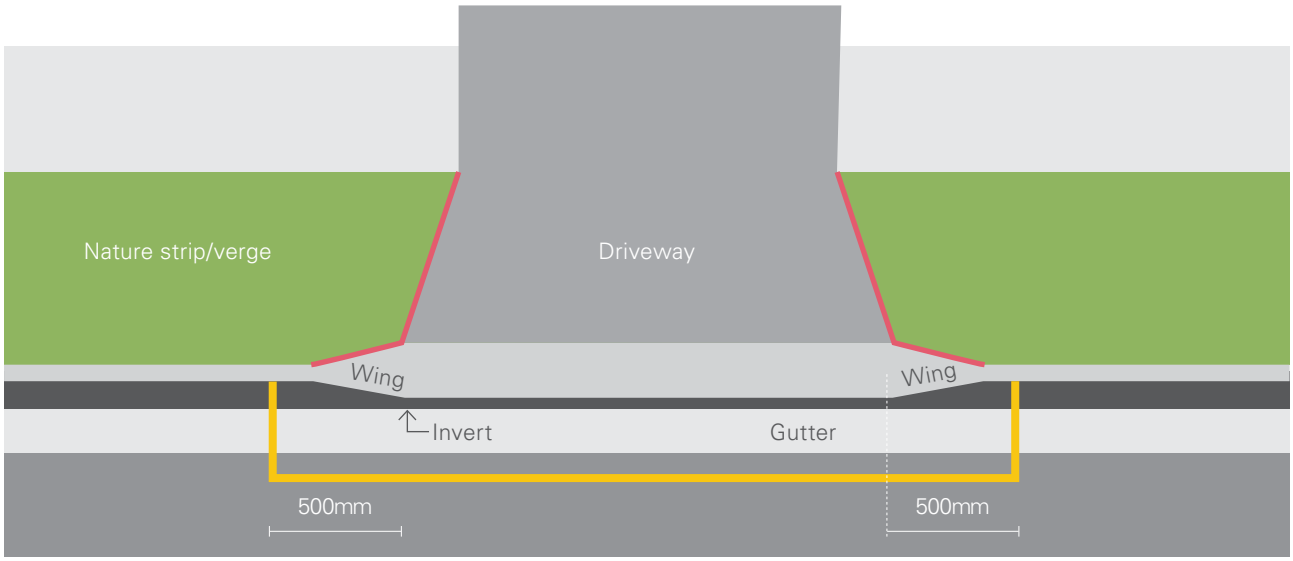
The Council will mark a continuous yellow (No Stopping) edge line 500mm from the edge of the driveway in the following areas:

- all driveways located within areas of high on-street parking demand, around schools as identified in the City-Wide Schools Traffic, Parking and Safety Review report;
- all driveways located within a designated zone, bounded by Portrush Road, Payneham Road/ North Terrace, Dequetteville Terrace and Kensington Road and the whole of the suburb of Hackney (as this area has been identified as having consistently high demands); and
- all other streets which are located outside the designated zone be assessed on a case-by-case basis and the following considerations be satisfied prior to the installation of driveway line marking:
  - consistent high demand for parking (typically exceeding 85% occupancy rates); and
  - regular disregard by drivers parking over driveway.

The isolated use of yellow marking over individual driveways along a street will not be considered as this creates an inconsistent use of the marking for drivers. Where applied, line marking over driveways will be applied to a whole street or precinct.

Diagram 3

Line marking shown in the following diagram extends 500mm outward from the edge of the trafficable section of the adjacent driveway.



Construction Zones

The Council will request developers of major and/or medium to high-rise development to prepare a traffic management and on-street parking plan in consultation with Council staff, with a view to identifying the most appropriate suite of controls during the construction period to minimise impacts on local residents and traffic management.

Constuction works, Third Creek

The Council requires developers of major and medium to high-density developments to prepare traffic management and on-street parking plans in consultation with Council staff, to identify the most appropriate suite of controls during the construction phase of developments to minimise traffic and parking related impacts. Traffic Management Plans may also be required for small-scale developments that, in the Council's opinion, are likely to have impacts on the public realm, including on-street parking.

Traffic Management and On-street Parking Plans should include at a minimum, information about the following aspects of the development construction which specifically relate to how traffic and parking impacts are proposed to be managed:

- requirements for temporary works zones in the public realm;
- hoardings;
- loading and unloading of building materials and supplies;
- traffic management;
- impacts on on-street parking arrangements;
- management of parking by tradespeople;
- traffic and parking signage requirements;
- proposals for required temporary parking controls, temporary signage; and
- how the local community will be informed about the management of on-street parking during the construction period and who they can contact on the developer's behalf to address concerns.

For further information or to discuss construction related requirements, contact the Council's Public Realm Compliance Officer on 8366 4530.

Waste Collection

There are many historic laneways and narrow streets throughout our City that significantly limit on-street parking. In these areas, the Council will manage parking through consultation with the local affected residents, and in accordance with the Australian Road Rules.

Demand for on-street parking spaces is high across much of the Council area, particularly in areas located adjacent to the City of Adelaide Central Business District as well as suburbs such as Norwood, where there is a significant mix of traffic generating land uses and Kensington, which contains an historic pattern of development with limited space for the provision of offstreet parking facilities and relatively narrow streets.

These conditions result in high demand for on-street parking spaces across the City which, combined with the substantial number of narrow streets in the City, and historic housing stock that has limited or no off-street parking available, creates a conflict from time to time for the safe and convenient collection of waste.

The Council's waste collection service is provided by East Waste, which generally provides citizens with the following bins and services:

- red lidded bin (140 litre) for general waste;
- yellow lidded bin (240 litre) for recycling;
- green lidded bin (240 litre) for food/kitchen organics; and
- at call hard waste collection service.

General waste is collected weekly and alternate fortnightly pick-ups are scheduled for recycling and green organics. East Waste vehicles generally collect waste using a robotic arm that lifts bins into the truck's receptacle. However, from time to time, the waste collection trucks have trouble accessing narrow streets and or struggle to collect bins using robotic arms due to vehicles obstructing the location of the bins. To overcome this issue, many residents place their bins in driveway cross-overs or adjacent to neighbouring properties where access to the bins is more convenient.

In general, these ad-hoc arrangements work reasonably well, however, in some rarer cases, there are very limited opportunities to present bins in suitable and convenient locations for collection and this either results in the affected residents having to present bins a long distance from their property or in some cases, bins not being emptied which causes re-work for East Waste.

This can also cause frustration for the affected residents. To address this issue, the Council may implement shortterm parking controls to facilitate safe and convenient waste collection.

This type of intervention will only be considered where:

- there is high and regular demand for on-street parking spaces and high occupancy rates, including, but not limited to narrow streets and high density residential areas;
- East Waste has verified that the waste collection process has been regularly impeded by vehicles blocking access to bins presented for collection; and
- there are not reasonable alternatives available for the affected residents to present their bins for collection.

If parking controls are required, the restrictions will only apply to the relevant day of collection and will be generally limited to between 7.00am and 5.00pm or other such times as may be required by East Waste or the Council.

The Council does not generally endorse or support the use of stickers on bins to provide visual cues to motorists to avoid parking adjacent the bins on bin collection day. It is acknowledged that this approach is simple and likely to be effective in some cases, however, it places the burden of addressing the issue on residents rather than the Council, has the potential to lead to confrontation between residents and motorists, has no legal effect and if they are used 'en-masse' and heeded by motorists, this would displace many vehicles that would otherwise park in these areas, potentially shifting demand for on-street parking to adjacent streets.

Accessible Parking

The City of Norwood Payneham & St Peters is committed to making parking accessible and convenient for persons with disability. Accessible parking bays are available adjacent to most community facilities, open space and commercial precincts.

Accessible Parking

When the Council upgrades its assets and community facilities, accessibility to the facilities, including the availability of accessible parking spaces, is given careful consideration to evaluate compliance with current accessibility standards.

Accessible parking spaces are sign-posted or have the accessibility symbol painted on the road surface or signs cover the space. When parking in a designated accessible parking space, the time limit on the sign applies (ie. no extra time is allowed).

The Disability Parking Permit that is issued by the South Australian Government, must be clearly displayed to be eligible for the extended time limit described above, either hanging from the rear-view mirror or on the passenger side of the dashboard of the vehicle.

A vehicle correctly and legally displaying a Disability Parking Permit, may be parked in a time limited parking space and be entitled to additional time beyond the signed time limit restriction as follows:

- for time restricted parking areas less than 30 minutes, the time for a Disability Parking Permit holder will be 30 minutes;
- for time restricted parking areas between 30 minutes and one hour, the time for a Disability Parking Permit holder will be two hours; and
- for time restricted parking areas where the time limit is more than one hour, the time limit for a Disability Parking Permit holder will be twice the period indicated on the sign.

Smart Parking Technology

The City of Norwood Payneham & St Peters is committed to making use of Smart Technology to assist in the management and enforcement of parking areas and parking controls.

The use of smart technology to assist in the management and enforcement of parking areas and parking restrictions is rapidly expanding across Australia. Smart Parking comes in many forms and has many benefits. Where a need is identified, the council will consider the use of smart parking technology to assist with the management and enforcement of parking controls or to enhance wayfinding and other directional signage as well as experiences for the convenience of citizens.

Case study – Webbe street car park, Norwood

In 2024, the Council installed in-ground sensors for each parking bay located within the ground floor of the Webbe street car park, Norwood.

The Council's overall objectives for monitoring and enforcing time limited car parking spaces in the car park with the use of smart technology include:

- increasing turn-over of available parking spaces to benefit local traders;
- issuing or facilitating the issuing of expiation notices in an effective and efficient manner;
- improving the standard of proof of evidence for issuing expiations, using data obtained from technology such as in-ground-sensors;
- reducing the time the Council's Parking Compliance Officers need to patrol the car parking, in turn enabling them to perform more duties elsewhere; and
- monitoring of the car park usage rates, including during peak times and during community or significant events, to inform timing and delivery of council projects and initiatives such as capital works and other infrastructure upgrades.

Vehicle overstays trigger an electronic notification that is sent to hand-held devices used by the Council's Parking Compliance Officers, who will then attend the car park to address the parking issue.

This efficient use of technology will reduce the need for the traditional and time consuming foot patrolling of the car park and 'chalking' of tyres as the presence of the

Parking Compliance Officers will only be needed when a vehicle overstay is identified by the in-ground sensor technology.

This contemporary approach to monitoring parking controls will ensure that the Parking Compliance Officers use their time more effectively and efficiently to monitor other parts of the City and respond to parking overstays in the Webbe Street car park, only when the smart technology has identified a need.

Electric vehicle charging stations

There are six publicly accessible electric vehicle (EV) charging stations, provided by JOLT and Evie in operation across the Council area.

EV charging station locations include:

- Webbe Street car park, Norwood;
- Osmond Terrace, Norwood (on street parking bay near the Republic Hotel);
- Dunstone Grove/Linde Reserve car park;
- Borthwick Reserve, Portrush/Payneham Road;
- Payneham Community Centre; and
- Gylnde Corner car park.

In collaboration with JOLT and Evie, the Council aims to provide up to 16 EV charging stations in the City over the next fifteen (15) years, subject to demand.

A map showing the location of the charging stations is available on the Council's website. The Council may take enforcement action and expiate owners of non-electric vehicles that park in designated electric vehicle parking spaces.

Charging of electric vehicles in the public realm

Charging of Electric Vehicles, caravans, motorhomes etc. located within an on-street parking space that is not a designated publicly accessible electric vehicle charging station location, using permanent or temporary charging facilities (including, but not limited to, the use of an electrical cable running from the property to the on-street parking space across the adjacent footpath and verge), is not allowed.

This restriction is to obviate the risk of electrocution, ensure the footpath and verge areas remain clear of physical obstructions for passing pedestrians and cyclists, including, but not limited to, visually impaired persons and to ensure that the provision of on-street parking remains unrestricted, where practicable, to maximise access for all road users.

Appendix A

Application of parking zones

The following overview provides examples of the various permissive parking controls that can be applied to effectively manage on-street parking. (Extract: Austroads Guide to Traffic Management Part 11—Parking).

It is important to ensure that streets do not have too many different time restrictions as this will lead to confusion for drivers and an increase in disputes related to infringements. The start and finish times of the restriction will be clearly sign posted and be as consistent as practical (e.g. Monday–Friday 8am–5pm).

Where practicable, following investigations into on-street parking issues, implementation of changes to on-street parking arrangements may include consideration of area-wide parking controls across a large area, suburb or precinct. Further parking controls that may be considered, include, but are not limited to the following:

- 5 minute parking is appropriate in areas with a very high arrival rate e.g. where passengers are dropped off but some waiting is likely. It may apply near cinemas, post offices and hotels and may potentially be used in business districts and near schools.
- 10 minute or 15 minute parking can provide for pick-up and set-down outside schools and for a high turnover outside commercial facilities providing a high level of convenience such as banks, post offices and newsagents. It is only appropriate for motorists who wish to go to the one address.
- 30 minute parking can be applicable directly outside local shops that rely on providing a reasonably high level of convenience to maintain a competitive market position. There is usually a high demand and 1-hour parking would result in inadequate parking turnover. A 30 minute restriction allows people to go to two or three shops.
- 1 hour parking is appropriate outside major shopping centres and in other locations where there is a demand for parking and the activity is likely to take longer than 30 minutes. This type of parking is able to be diverted into off-street locations but parking access needs to be clearly visible from the frontage road.
- 2 hour parking is sometimes appropriate outside major shopping centres although it can result in enforcement difficulties with some motorists staying excessively long times. It is more likely to be applicable in areas with developments containing professional and personal services. It is also applicable in streets where a resident parking permit scheme applies and time limited parking is available for non-residents. The 2 hour limit can be used to discourage or remove commuter parking.
- 3 or 4 hour parking is appropriate where it is desired to stop all-day commuter parking but allow parking by other local people. While it is desirable that car park access is identifiable from the arterial road it will often be acceptable to assume that motorists are relatively well-informed regarding the access arrangements for the site.
- Parking with no time limit (all day parking) is usually generated by employees or park-n-ride motorists and will occur across all types of development. It does not require signs to be used to indicate that parking is permitted where there is no time limit or no user limitation.

Please note that this overview provides general guidance only for the application of parking controls. Consideration may be given to local conditions and/or a combination of measures, including alternative measures, to address on-street parking issues in the City.

Further information

For information on the Council's On-Street Parking Guidelines, please visit www.npsp.sa.gov.au or phone 8366 4555.

You can also visit the Council's Citizen Service Centre at the Norwood Town Hall, 175 The Parade, Norwood.

Additional copies

The On-Street Parking Guidelines can be viewed online at www.npsp.sa.gov.au

Copies may also be obtained by:

- visiting Norwood Town Hall
- visiting any of the Council's Libraries
- emailing townhall@npsp.sa.gov.au
- contacting the Council on 8366 4555
- writing to the Council at PO Box 204, Kent Town SA 5074

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