



Managing parking in narrow streets

Municipal Parking Strategy

In a snapshot

- Parking on nature strips or footpaths is not permitted under the Victorian Road Rules.
- Council is gradually consulting residents who live in narrow streets on various parking and engineering options to help them follow this rule.
- Some options are easily implemented with limited costs and others involve large works and are expensive, with financial contribution required from the residents.
- Once a street has been consulted and changes made, Council will start enforcing the no stopping or parking on nature strip and footpath rule.

After extensive community consultation, Council adopted a new Municipal Parking Strategy (MPS). This strategy provides effective tools to manage parking around the city now and in the future. It takes into consideration the needs of various users and ensures a fair and consistent process.

The parking strategy includes the adopted position that parking on nature strips or footpaths is not allowed, since it is against the Victorian Road Rules.

This information is a summary of the framework in the parking strategy to manage parking in narrow streets.

A full version of the MPS, other fact sheets and information are available on Council's website, at the Civic Centre or at local libraries.

Why was there a need to develop a framework to manage parking in narrow streets?

Parking on nature strips is a hard issue to tackle and there is no easy solution. We understand that people primarily use the nature strip because they feel it is safer than parking on the road, especially in streets that are narrow.

However the reality is that parking fully or partially on nature strips and footpaths, regardless of the intention, is against the Victorian Road Rules, which Council is under a legal obligation to enforce.

Vehicles parked on the nature strip or footpath cause major damage to public infrastructure both above and below the ground, which leads to increased maintenance costs. They may also prevent emergency personnel from accessing key infrastructure such as water, sewage, gas, Telstra and drainage pipes. Studies show that cars parked on nature strips can pose increased safety risks for pedestrians as they are less visible to oncoming cars and restrict access for wheelchair and pram users.

Council identified the need for a consistent approach to manage this

issue around the municipality and ensure people stop using the nature strips or footpaths for parking.

What is the framework and how does it work?

The framework outlines a fair and consistent process for Council to follow when reviewing and, if appropriate, changing parking conditions in narrow streets.

The framework divides narrow streets into three categories based on their width and outlines the possible parking options available for each category. The table below provides information on each category.

Category	Road width	Parking options
C	More than 7.2m	In most cases, roads wider than 7.2 metres can accommodate parking on both sides of the road and one lane of traffic with cars travelling in both directions, giving way to each other.
B	From 5.2m to 7.2m	In most cases, roads that are between 5.2 and 7.2 metres can accommodate parking on one side of the road only and one lane of traffic with cars travelling in both directions, giving way to each other.
A	Less than 5.2m	Roads that are narrower than 5.2 metres cannot accommodate any on-street parking. There can only be one lane of traffic with cars travelling in both directions, giving way to each other.





Possible parking options for each category

1. Minor traffic and parking engineering solutions

For streets in category C and some streets in category B, the aim is to implement minor changes to the street if needed to ensure residents can park on the road safely and not park on the footpath or nature strip. These changes can include things like:

- proposing parking on one side of the road only, which could either be staggered (alternating sides along the road) or on the same side throughout the length of the road
- introducing line-marked parking bays to clearly outline where it is safe to park
- implementing measures and signage to slow traffic down in that street
- proposing and trialing different parking restrictions

Before any changes are made, Council will consult with residents to obtain feedback about their street and to see what minor traffic and parking engineering solutions are preferred. These options for category C and some streets in category B can be implemented at no cost to the residents.

2. Major engineering structural change

Category A and some category B streets are just too narrow to accommodate on-street parking – yet parking on the nature strips and footpaths still needs to stop. The easiest solution for residents in these streets is to use their own garage or driveway if possible.

Another option is to look at changing the nature strip in these streets to officially become on-street parking spaces. This is a major change that is costly because it involves major works like widening the road, creating indented parking, relandscaping and relocating public infrastructure like water, sewage, gas, Telstra and drainage pipes.

Council will only consider this option if a significant majority of residents (60 per cent or more) on that street support it.

Since a change like this will benefit only a very small number of people, namely mostly the people residing in the street being changed, it will have to be partly financed by the private land owners on that street. Costs will vary depending on the street, but residents should expect to pay several thousand dollars per household for such a change.

It should be noted that these new parking spaces are open to anyone to use. Parking restrictions would only be considered if parking demand in the street was high, ie parking spaces occupied more than 85 per cent of the time, as outlined in the MPS.

Council would carry out a preliminary assessment to determine whether the nature strips could indeed be changed into on-street parking, taking into account the parking demand and a list of criteria including accessibility, traffic flow and impact on speed, environment and visual amenity.

If the street is eligible, then Council would develop a concept plan including designs on what the on-street car parking would look like. Council would then send this plan and cost estimates to all affected property owners in the street. 60 per cent or more of property owners would need to agree to carry out the works before this project could proceed. Note that if the change was voted through, the cost would be divided between all the street's residents, whether or not they agreed with the scheme or even own a car.



Using private off-street parking

As pointed out before, no matter how wide your street is, we strongly encourage you to use your garage or driveway, if you have one, to park your vehicle. This private off-street parking is a guaranteed car space for you and it helps ease the demand for parking on the street.

Consultation and enforcement

Council will be reviewing possible parking options for each of the municipality's narrow streets, then consulting residents on their preferred way forward for their street. Once a solution has been adopted, it will be communicated to all residents by mail and implemented.

Council will then start enforcing the no stopping or parking on nature strips and footpaths rule across the city and issue fines where required.

Council has a list of narrow streets across the municipality and has already commenced implementing this framework, including consulting residents, one street at a time.

For more information, please visit mvcc.vic.gov.au/narrowstreets



Moonee Valley Language Line

عربي	Arabic	9280 0738	Ελληνικά	Greek	9280 0741	Español	Spanish	9280 0744
中文	Cantonese	9280 0739	Italiano	Italian	9280 0742	Türkçe	Turkish	9280 0745
Hrvatski	Croatian	9280 0740	Somali	Somali	9280 0743	Việt-ngữ	Vietnamese	9280 0746

All other languages 9280 0747

Hearing Assistance 133 677

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