
POLICY TITLE: **PARKING RESTRICTIONS NEAR DRIVEWAYS AND LANEWAYS**

FOLDER NUMBER: F2007/00307

POLICY OWNER / DIVISION: Infrastructure and Major Projects

POLICY OWNER / BRANCH: Traffic Engineering and Road Safety

FUNCTION: Parking

RELEVANT LEGISLATION: Australian Road Rules

POLICY ADOPTION/AMENDMENT DATE: 14 December 2022 **REPORT NUMBER:** IM6/22

REVIEW YEAR: 2025

AMENDMENT HISTORY: 20 April 2011 (Report WK18/11)
18 December 2013 (Report IR26/13)
9 September 2015 (Report IR27/15)
14 November 2018 (IR9/18)

RELATED POLICIES:

POLICY PURPOSE / OBJECTIVES:

To provide guidelines for parking restrictions near driveways and laneways within Hornsby Shire.

1. Policy statement

On-street parking is a valuable asset requiring careful management. Ensuring a proper balance of supply and demand for different users can be a complex process. Council is regularly asked to remove on-street parking near driveways where parked vehicles are perceived to be restricting a driver's view of traffic when entering the road. Removal of on-street parking near driveways should only be considered in cases where doing so can provide measurable traffic safety improvements. Parking near public laneways is regulated by the Australian Road Rules. Variation from the requirements to facilitate additional kerbside parking may be possible at locations where doing so will not impact on safety of the intersection. This policy is intended to assist staff in assessing the need for parking restriction near driveways and laneways.

2. Statutory context

The Roads and Traffic Authority of NSW has delegated its powers to authorise certain traffic control devices on regional and local roads, including parking control signs, to Councils. Requests for changes to parking restrictions are investigated by Council staff and any proposals are forwarded to the Local Traffic Committee for consideration prior to any decision by Council.

The road rules relating to driveway access

Drivers can legally stop briefly in, or across, a driveway when they are picking up and dropping off passengers, except where a 'No Stopping' parking restriction has been applied. It is not illegal to park a vehicle on-street up to the edge of a driveway. It is only illegal for a driver to park their vehicle in such a way that prevents reasonable access to or from the property.

The road rules relating to parking near laneways

In accordance with Australian Road Rules, drivers must not stop within 10m of an intersection (including laneways). "No Stopping" signs are not required to enforce this rule.

3. Scope

This policy applies to all staff and external parties involved in the investigation of parking and traffic related matters for Hornsby Shire Council.

4. Policy purpose/objectives

1. To deliver solutions to parking related problems in a consistent manner and assure a systematic approach to each request.
2. To ensure that parking restrictions near driveways are only implemented in cases where doing so can provide measurable traffic safety improvements.
3. To maximise parking near laneways where it can be done without reducing road safety.
4. To provide information for Council staff that will assist them to eliminate unnecessary inefficiency in the investigation process.
5. To ensure community input by referring Councillor requests for parking restrictions near driveways and laneways to the Local Traffic Committee.

5. Factors affecting road safety near driveways

The following factors need to be considered when investigating requests for parking restrictions near driveways;

1. Sight distance at driveway (as per AS2890.1)
2. Volume of traffic on frontage road
3. Volume of traffic accessing the property
4. Speed of traffic along frontage road
5. Width of the driveway
6. RTA crash data (most recent 5 year period, within 50m radius of subject driveway, excluding intersections)

6. Procedure for assessing requests for parking restrictions near driveways

The following ranking system applies to driveways:

Speed of traffic (km/h) along frontage road (85th percentile)
0-40km/h =1
40-60km/h = 2
60+ = 3

AADT along frontage road
<1500 =1
1500-4000 = 2
>4000 = 3

Peak hour traffic movements accessing the driveway (as per RTA TGD)
<10 =1
10-50 = 2
50-100 = 3
>100 = 4

Number of driveway related crashes in the past five years of data (x2)
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Sight distance at driveway (due to factors other than parked cars, eg; street trees, crest or curve)
poor = 3
average = 2
good = 1

Typical worked examples:

Road name	Road Vol	Driveway Vol	Speed	Sight dist	Crashes
Road 1	5600	98	65	average	1
Ranking Points	3	3	3	2	2

Total Points 13

Road name	Road Vol	Driveway Vol	Speed	Sight dist	Crashes
Road 2	2100	35	56	good	0
Ranking Points	2	2	3	1	0

Total Points 8

Road name	Road Vol	Driveway Vol	Speed	Sight dist	Crashes
Road 3	800	20	48	good	0
Ranking Points	1	2	2	1	0

Total Points 4

7. Recommendation

Recommended actions to implement parking restrictions near driveways are set out in the following table:

Ranking points	
0-5	No action required
6-10	Monitor site
11+ (or Councillor request)	Refer to LTC

8. Additional assessment for laneways

The following factors need to be considered when investigating requests for parking restrictions near laneways:

1. Prior crash history at the intersection (nil in past 5 years)
2. Traffic calming devices or road terminates within 50 metres of the intersection
3. Swept paths of service vehicles are not affected
4. Only in areas of high demand ie, all day or event related parking
5. Only intersections on local roads can be considered

9. Procedure for assessing requests for reduced parking restrictions near laneways

Following a request review factors identified in Point 8 and if all criteria are met refer proposal to Local Traffic Committee for a recommendation.