

Responsible Directorate	Infrastructure
Responsible Business Unit/s	Engineering Design
Responsible Officer	Manager Engineering Design
Affected Business Unit/s	Engineering Operations Community Safety

Objective

This policy provides guidance and direction to the orderly provision of on-street parking facilities, within the road reserve and adjacent to schools, on a shared cost basis.

Scope

This policy defines the City's role in providing on-street parking for the benefit of, but not for the exclusive use by, public and private schools. It is also important that school communities recognise the parking and traffic issues they create and take responsibility to actively address these issues.

Policy

The City receives requests from public (government) and private (non-government) schools to provide on-street parking, pick up and set down areas and other facilities to service their respective school. The construction of these facilities should only be considered after schools have explored alternative non-infrastructure solutions to address parking and traffic issues around the school.

1. Cost of Construction

- 1.1. The City will accept responsibility for, and meet the cost of, the construction of parking bays, pick up and set down areas, bus bays or other on-street parking facilities adjacent to existing schools, provided that:
 - A minimum 50% contribution is provided by the school or Education Department; and
 - It can be established that there is general community benefit resulting from improvements in pedestrian and traffic safety and traffic flow on the public road system.
- 1.2. Where a school is expanding or being newly constructed 100% of the cost of all additional parking requirements should be met by the school or Education Department as part of the development works.
- 1.3. The City's funding contribution for any construction works shall be approved through the normal budgeting process. Prior to the City listing any project for consideration in future capital works programmes, written correspondence is required from the school or Education Department confirming commitment to the minimum 50% contribution to the works.

2. Prioritisation of Requests

Priority will be given to schools that demonstrate one or more of the following:

- Willingness to provide a greater than minimum 50% contribution to any works.
- Development and implementation of a strategy to manage the school's parking and traffic requirements.
- Ongoing promotion of sustainable modes of transport to its students, parents and staff, including walking, cycling and public transport.
- Willingness to actively police and monitor traffic behaviour in dropping off and picking up students.
- Promotion of different arrival and departure times, where practical.
- Shared use of facilities and ovals by the school and general community.

3. General Considerations

- 3.1 This policy does not apply to requests for parking facilities constructed outside of the road reserve and within school grounds.
- 3.2 Parking shall be available for use by all motorists (subject to compliance with any parking restrictions) and shall not be limited to exclusive use by the school community.
- 3.3 Parallel parking provides the safest means of access and egress, particularly on busy streets, but is less efficient in terms of parking bays per kerbside metre. Angle or perpendicular parking provides more spaces, but requires a greater depth of road verge and is consequently more expensive per kerbside metre. Angle parking may be acceptable on low traffic streets and may provide a better solution than parallel parking.

Definitions

Nil

Relevant management practices/documents

Parking Restrictions Adjacent to Schools Policy

Legislation/local law requirements

City of Stirling Parking Local Law 2014

Office use only

Relevant delegations	Not applicable			
Initial Council adoption	Date	10 December 2013	Resolution #	1213/007
Last reviewed	Date	26 May 2020	Resolution #	0520/027
Next review due	Date	2021		