

AS 2890.5—1993

Australian Standard<sup>®</sup>

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**Parking facilities**

**Part 5: On–street parking**

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This Australian Standard was prepared by Committee CE/1, Parking Facilities. It was approved on behalf of the Council of Standards Australia on 19 May 1993 and published on 16 August 1993.

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The following interests are represented on Committee CE/1:

A.C.T. Government  
Australian Automobile Association  
Australian Local Government Association  
Australian Road Transport Federation  
AustRoads  
Bicycle Advisory Council of N.S.W.  
Building Owners and Managers Association of Australia  
Commercial Vehicle Industry Association of Australia  
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## PREFACE

This Standard was prepared by the Standards Australian Committee on Parking Facilities. It is Part 5 of a series of Standards on parking facilities, the other parts in the series being as follows:

AS

2890 *Parking facilities*

2890.1 Part 1: *Off-street car parking*

2890.2 Part 2: *Commercial vehicle facilities*

2890.3 Part 3: *Bicycle parking facilities*

2890.4 Part 4: *Bus parking*\*

This Standard is largely based on the guidelines for the application of parking controls given in AS 1742.11—1989, *Manual of uniform traffic control devices, Part 11: Parking controls*, and gives guidance on the provision and layout of on-street parking, both as parking zones and parking areas. When AS 1742.11 is next revised, this material will be omitted, and that Standard will then be concerned only with signs and markings associated with on-street parking.

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\* In course of preparation.

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## FOREWORD

The provision of on-street parking is an integral part of urban transportation planning. In conjunction with off-street parking facilities, it seeks to cover the complete parking needs, especially in commercial and business districts. Parking authorities need to develop policies for both on-street and off-street parking. A typical policy for high activity business districts would have most of the parking demand met by providing off-street parking, and parking on arterial and sub-arterial roads severely restricted.

The principal function of a public road is the movement of vehicular traffic. On-street parking should therefore be permitted only to the extent that it will not result in an unacceptable loss of capacity for moving traffic or that it will not create unacceptable hazards for moving traffic due to the partial blocking of moving lanes or the parking manoeuvre itself.

The use of this Standard does not alter the need to comply with regulatory and administrative requirements of both State and local authorities.

# STANDARDS AUSTRALIA

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## Australian Standard

### Parking facilities

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#### Part 5: On-street parking

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## SECTION 1 SCOPE AND INTRODUCTION

**1.1 SCOPE** This Standard sets out requirements for the location, arrangement and dimensions of on-street parking facilities. It includes provisions for special classes of vehicles and for people with disabilities, together with guidelines for the control of parking.

It normally applies to parking on public roads that provide for through traffic as well as traffic seeking access to immediately adjacent development. However, in large off-street car parking areas, high volume circulating roadways on which there is some parking may need to be treated in accordance with this Standard.

**1.2 REFERENCED DOCUMENTS** The following documents are referred to in this Standard:

AS

1158	Code of practice for public lighting
1158.1	Performance and installation design requirements
1428	Design for access and mobility
1428.1	Part 1: General requirements for access—Buildings
1742	Manual of uniform traffic control devices
1742.2	Part 2: Traffic control devices for general use
1742.11	Part 11: Parking controls
1742.13	Part 13: Local area traffic management
2890	Parking facilities
2890.1	Part 1: Off-street car parking
2890.2	Part 2: Commercial vehicle facilities
2890.3	Part 3: Bicycle parking facilities

**1.3 DEFINITIONS** For the purpose of this Standard, the definitions below apply.

**1.3.1 Clearway**—a continuous length of roadway along which stopping is restricted part-time or full-time, and along which special enforcement provisions may apply.

**1.3.2 No parking**—a requirement similar to ‘No stopping’ except that stops for short periods as specified in regulations, are permitted.

**1.3.3 No stopping**—a requirement that a vehicle may not be stopped or allowed to remain stationary except when necessary to avoid conflict with other traffic or to comply with the directions of a member of the police force or a traffic control sign or signal.



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