



City of
STONNINGTON

Narrow Streets Policy

VERSION 1.0



1.1.1 Responsible officer

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4.1.1 Approval date

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5.1.1 Approved by

Council

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1.0

1 Purpose

The purpose of this Policy is to:

- Outline Councils commitment to providing equitable accessibility to its residents and visitors on narrow streets with significant pedestrian traffic
- Outline an approach by which Council will manage equitable accessibility on narrow streets through auditing and prioritising streets for necessary improvement.
- Address legacy issues impacting accessibility on narrow streets in a transparent way, recognising that shifts from present established conditions may be disruptive and unpopular but are required to meet contemporary standards and policies.

2 Scope

This Policy applies to any street that is 9 meters or less in width measured between property boundaries, and/or that has a navigable footpath narrower than 1.2 meters (footpath obstructions are also considered) that provides pedestrian access to premises.

This policy does not apply to laneways, as although they may play an important role for pedestrians, were not designed for this purpose and require other management approaches.

3 Objectives

Walking is an important component of Council's transport network and a key objective of Council is to create an active transport network that is connected, integrated, safe and accessible to promote and ensure social and economic inclusion, economic prosperity, environmental sustainability, integration of transport and land use, efficiency, coordination and reliability and safety, health and wellbeing.

Council has many narrow streets having inherited a legacy roadwork from a time when streets were not designed or built for motor and when it was not considered necessary to have car accessibility or storage to the front of one's home or destination. Many narrow streets are important for walkability and accessibility but providing compliant footpaths alongside traffic lanes and, in some instances parking, is problematic.

The objective of the Narrow Streets Policy is to establish a framework and a criteria to identify and prioritise narrow streets for improvements to provide equitable accessibility, promote mobility, and ensure compliance with relevant legislation.

4 Definitions

Term	Definition
Equitable	Treating all people in a fair and impartial manner
Laneway	Roads that are primarily used for rear access or loading to properties.
Premises	A structure, building, aircraft, vehicle or vessel; and a place whether enclosed or built on or not under the 1992 Disability Discrimination Act including: <ul style="list-style-type: none"> • Public footpaths and walkways • Educational institutions • Public swimming pools • Public transport facilities • Hospitals and other medical facilities

	<ul style="list-style-type: none"> • Cinemas and sports venues • Libraries and other information and advice centres • Other premises the public or a part of the public is entitled or allowed to enter or use.
Technically viable options	Option or options that meet current standards and legislation and/or Council Policies and/or Strategies when these go over and beyond existing standards and legislations.

5 Policy Principles

Council's approach for managing narrow streets aims to prioritise mobility, equity and accessibility of pedestrian movement, compliance with all relevant legislation, whilst managing any potential conflict in addressing long standing legacy issues on narrow streets such as parking availability under the following principles:

Access and equity

- Mobility is a right under the Australian Human Rights Convention as well as the United Nations Convention on the Rights of Persons with Disabilities.
- The 1992 Disability Discrimination Act states it is against the law for a public space to be inaccessible to people with disabilities, which includes footpaths and sidewalks. Section 23 of the 1992 Disability Discrimination requires non-discriminatory access to premises.
- Australian Standards 1428.1 indicate a desirable minimum width of a pedestrian path with a low volume is 1.2m with an absolute minimum of 1.0m at constrained locations and with agreement by the relevant road agency. These standards are not applied retrospectively but are required for new constructions. Constrained locations include those where obstructions narrow the footpath and impair movement.
- Relevant Council policy commits to improving access and equity for all residents noting this is important for social and economic participation. Barriers to access and mobility can limit an individual's ability to engage in public life.

Community engagement

Narrow streets are a legacy issue and, in many cases, current arrangements have been in place for many decades. Whilst ensuring accessibility is a priority and required by legislation, it is important that the process followed to do so is transparent and includes community involvement.

- Council Officers will present the community with technically viable option(s) (where more than one option is viable) and the community can assist in informing a preferred option.
- Council officers will accept feedback on the presented options and will, as much as possible, feed that into the final decision.

Approach to addressing accessibility

- Council is unable to address all accessibility issues on narrow streets immediately and will prioritise narrow streets based on need, factoring in the following criteria:
 - Road Speed and Behaviour – reflecting those streets where any use of the roadway would be most unsafe and so pedestrian facilities are of highest importance.
 - Pedestrian Volume – reflecting those where there is proven high levels of usage and therefore demand.
 - Pedestrian Crashes – reflecting those with a history of pedestrian safety issues.

- Obstructions – prioritising where paths are further narrowed by obstructions
- Connectivity – reflecting those streets which are likely to be used as part of a walking journey because they are through streets as opposed to cul-de-sacs and connect to a pedestrian crossing, and those where there is no viable alternative.
- Community Demand – reflecting those streets with community requests for improved accessibility, significant obstructions within the footpath, and evidence of demand such as accessibility parking permits.
- Adjacent Land Use – reflecting those streets expected to have the highest level of usage and therefore need for accessibility, related to proximity to activity centres, and other activity generators and within the Principal Pedestrian Transport Network.

6 Responsibilities

Example table:

Party/parties	Roles and responsibilities	Timelines
Council	Implement necessary changes in order to provide equitable accessibility.	Ongoing

7 Human Rights Charter

This policy has been reviewed against and complies with section 13 of the *Charter of Human Rights and Responsibilities Act 2006*, as this Policy aligns with and provides for the protection of an individual's right not to have their privacy unlawfully or arbitrarily interfered with. It is also in line with section 18, which recognises a person's right to participate in the conduct of public affairs.

8 Monitoring, Evaluation and Review

Council Officers commit to monitoring processes, information sharing and decision making to understand the overall level of success in the Policy's implementation.

A periodic review of this policy will be undertaken to ensure any changes required to strengthen or update the policy are made every four years by the Transport Planning Coordinator. The Policy implementation will be continuously monitored and will finish upon completion of improvements on all narrow streets.

9 Related Policies and Legislation

- Charter of Human Rights and Responsibilities Act 2006
- Disability Discrimination Act 1992
- United Nations Convention on the Rights of Persons with Disabilities
- Australian Human Rights Convention
- Austroads Guide to Road Design Part 6A: Paths for Walking and Cycling
- AS1428.1 Design for access and mobility – General requirements for access – New building work
- Stonnington's Integrated Transport Plan
- Council Plan
- Health and Wellbeing Plan
- Inclusion Plan
- Walking Strategy
- Community Engagement Policy