Unley Parking Management Plan 2023-2033

THE CITY of Unley

Kaurna Acknowledgment

We acknowledge that the City of Unley is part of the traditional lands of the Kaurna people and we respect their spiritual relationship with their country. We acknowledge the Kaurna people as the traditional custodians of the Adelaide region and that their cultural and heritage beliefs are still as important to the living Kaurna people today.

Prepared by Intermethod in collaboration with the City Design Team for the City of Unley

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Introduction

The Unley Parking Management Plan (the Plan) aims to:

- Provide a holistic and strategic framework to guide Council decision-making relating to the management of on-street parking, including permits
- Provide a better balance of parking provisions for residents, businesses, shoppers and visitors
- Optimise existing parking facilities to their full potential and implement new ones as needed
- Better manage changing parking demands over time.

The Plan acknowledges the dynamic and evolving nature of parking requirements within a thriving and growing inner-metropolitan area such as the City of Unley. These continuously evolving needs drive an on-going assessment of parking provision and adaptation of how parking is managed on the local street network.

Parking management is a complex undertaking that requires striking a delicate balance to address various competing considerations.

This Plan establishes the primary principles for parking decision-making and outlines 13 parking management directions to assist the Council in making equitable and well-informed decisions regarding parking provision and management within the City of Unley, ensuring a fair and balanced approach.

It is essential to also recognise the need to support sustainable transport choices. Encouraging alternatives such as public transportation, cycling and walking helps reduce traffic congestion, minimise the need to ‘store’ cars in our local streets, and reduce environmental impacts of private car trips.

Development of this Plan

This Plan is based on:

- Extensive community engagement in the City of Unley, applying a new and innovative five-step 'Shaping Unley' engagement process shown in Figure 1
- Recommendations made by Community Panel sessions, comprised of up to 20 resident and business representatives who actively engaged in a series of four workshops
- Recommendations made by the Elected Members during three workshops
- Review of best practice
- Review of trends relating to parking management customer requests in recent years
- Technical survey and data analysis of current parking trends in the City of Unley.

Community engagement process

Parking management affects all residents, businesses and visitors in the City of Unley, making it essential to incorporate the community's perspectives and experiences into shaping this Plan. Over the course of one year, concluding in May 2023, the Council conducted an extensive five-step, community-led engagement process named 'Shaping Unley', shown in Figure 1. This engagement process provided opportunities to listen to Unley's community, exchange technical insights derived from Council's research and experience, and collaborate with a diverse panel of community representatives.

Together, these efforts generated parking decision-making principles and ideas that have directly shaped the directions and actions outlined in this Plan.

Early feedback highlighted that in addition to concerns related to the availability and accessibility of parking spaces in the City of Unley, especially in its bustling commercial and business areas, there were access and safety concerns arising from parked vehicles on Council's narrow local streets, as well as across driveways, and a perceived lack of compliance and enforcement.

Figure 1. Five-step 'Shaping Unley' engagement process

Understanding the issues and ideas

The initial step, Issues and Ideas, of the 'Shaping Unley' engagement process, held in April and May 2022, was carried out via 'Your Say Unley', the Council's online platform for engagement initiatives. This platform offered various opportunities for the community to have their say, including a brief survey, a map-based tool for sharing location-specific feedback and an ideas board. The engagement efforts were widely promoted through methods including flyers delivered with the rates notice, social media campaigns, digital messaging and city-wide on-street signage.

During the Issues and Ideas step of engagement, the Council collected feedback from 261 individuals. This stage of engagement identified the scope of the Plan and key issues that required consideration.

A key comment from the Issues and Ideas engagement that resonated with the Panel was:

'On-street parking is a great luxury, and we should cherish and protect it. A lot of suburbs and cities around the world would love such a luxury.'

Work by the Community Panel

The Council , in partnership with community engagement consultant democracyCo, used a random selection process to conduct Community Panel sessions comprising up to 20 individuals from diverse backgrounds, including Unley residents, business owners and employees, property owners, landlords, regular and occasional visitors. This inclusive representation guaranteed a broad spectrum of opinions and experiences.

The Community Panel was entrusted with the responsibility of formulating principles and ideas that served as the foundation for this Plan. For instance, the Plan incorporates 'Key parking management decision-making principles', 'Parking user-type considerations', and numerous ideas for actions and directions, that were initiated by the Panel.

The Panel initially convened for three facilitated discussion sessions, during which it:

- Reviewed and assessed the issues and ideas presented by the community in the first engagement step
- Engaged in discussions about research presented by Council staff and opinions surrounding the key issues that had been raised
- Formulated recommendations to address the key parking issues raised by the community.

The Panel sessions collectively acknowledged the need for the Council to adopt more efficient strategies and seek innovative solutions to enhance access and availability of on-street parking spaces.

In addition, it recognised the importance of taking a holistic approach and working with the community to shape expectations regarding parking. This consideration took into account the constraints of the historical layout of the City of Unley, its narrow streets, and the growing demand for parking as its population increases.

With the assistance of Council staff and democracyCo, the Community Panel created a 'Shaping Unley Parking Conversation Guide'. This guide served as the basis for testing the Panel's recommendations with the community.

'Shaping Unley' Parking Conversation Guide

Community Testing

In August 2022, the community was invited to offer feedback on the 'Shaping Unley Parking Conversation Guide' by participating in a community poll.

Responses were received from 78 individuals.

- 68% and 90% of survey respondents to the community poll definitely agreed or somewhat agreed respectively with the parking decision-making principles developed
- 69% and 72% of survey respondents to the community poll respectively definitely agreed or somewhat agreed with the proposed parking ideas.

Several comments and concerns were raised about certain parking principles and ideas. These comments were further deliberated with the Community Panel during a fourth panel session in October 2022. As a result, some adjustments were made to the final 'Shaping Unley Engagement Outcomes' report, which received the Council's endorsement in May 2023.

Draft Plan

The Draft Plan was endorsed by Council for the purpose of community consultation in September 2023, with community consultation held for a four-week period in November 2023.

Responses were received from 145 individuals, with 81% of respondents being residents/property owners and 7% being businesses (owner/staff).

68% of people who responded to the survey either strongly supported, supported or were neutral to the Draft Plan.

Feedback from the community consultation was discussed with Elected Members at a workshop in January 2024. This led to some adjustments in parking management directions, and the Plan was endorsed by the Council in February 2024.

Key challenges

There are many challenges in managing parking in the City of Unley, due to constraints of existing street space, competing demands, increasing traffic and higher population density. These were explored during the development of this Plan and are summarised below.

Too much traffic

The City of Unley wasn't built or designed for the amount of traffic it now experiences. It was designed before cars existed, and the way the streets and house blocks have been built does not lend itself to the number of cars that currently traverse the city and park here.

Too many cars

The numbers of cars on local streets is increasing. Households have more cars than ever before. There is greater affluence in the Unley area, with many high-density households having two or more cars. This, coupled with the number of small businesses, schools, aged care facilities and hospitals, in and near the Council area, has increased the number of cars in Unley, putting pressure on parking availability and making parking more congested.

Increase in medium- to high-density developments

The number of medium- to high-density developments is growing in the City Unley. These developments are not always close to good transit, and/or walking and cycling connections, putting more pressure on local streets from parking and traffic perspectives.

Commuter parking

Unley is close to the City of Adelaide, the busiest employment hub in Greater Adelaide. The proximity to the CBD and the availability of trams, buses and trains makes Unley an attractive place for city commuters to park for the day, for free. The increasing cost of city-based parking is compounding this problem.

Event parking

Unley hosts South Australia's largest event space, the Wayville Showgrounds, with numerous medium to large events held annually. Nearby residents expect Council to restrict access to parking for visitors to the showgrounds, but visitors expect easy and safe access to and from events staged at the Showgrounds. Finding the balance is often challenging.

Convenience, attitudes and behaviours

South Australians are accustomed to parking close to their desired destinations, regardless of whether they are a resident, commuter, or employee. Research shows that if parking is not available within 50 to 100 metres of a destination, it will be perceived to be a 'problem'.

Parking types

The number of larger cars, such as SUVs, 4WDs and light commercial vehicles, has increased in Australia in recent years. This influences expectations around the size (width and length) of on-street parking spaces in cities, as well as impacts on driver sight lines, especially when accessing driveways.

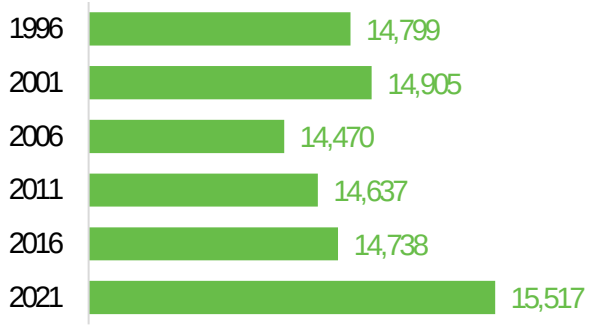
Trends in resident motor vehicle ownership in the Unley Local Government Area

Australians' way of living in urban environments has been undergoing consistent changes. A steadily growing population and rising land values, driven by a limited supply of housing, has led to infill development becoming an incremental response. Available Census Community Profiles spanning from 1996 to 2021, published by the Australian Bureau of Statistics, have been examined to analyse evolving trends.

Over the 25-year period from 1996 to 2021, within the Unley Local Government Area (LGA):

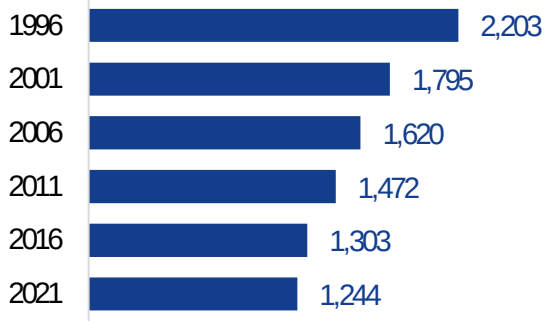
- The number of occupied households increased by 5% or 716 dwellings
- The number of households without motor vehicles decreased by 44% or 959 dwellings
- The estimated number of vehicles owned by individuals within occupied households increased by 29% or 5,590 vehicles.

The number of occupied households in the Unley LGA



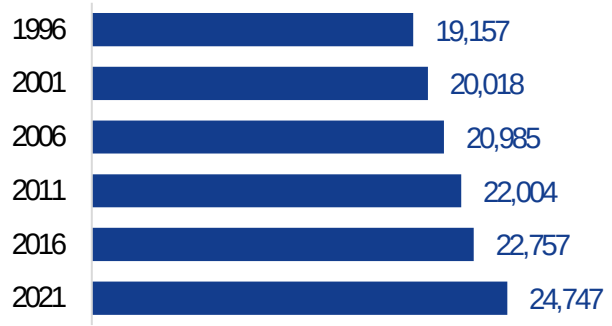
The number of occupied households in the Unley LGA increased from 14,799 in 1996 to 15,515 in 2021 (5% increase or 716 dwellings).

The number of occupied households with no motor vehicles in the Unley LGA



The number of households with no motor vehicles in the Unley LGA decreased from 2,203 in 1996 to 1,244 in 2021 (44% decrease or 959 dwellings).

The estimated number of vehicles owned by the occupied households in the Unley LGA



The ABS Census survey includes the following descriptions regarding vehicle ownership by households:

- No motor vehicles
- One motor vehicle
- Two motor vehicles
- Three motor vehicles
- Four or more motor vehicles.

The chart above displays the estimated number of vehicles owned by households, assuming that households in the last category own four vehicles. It is noteworthy that the number of households with four or more vehicles increased from 307 in 1996 to 734 in 2021. In general, motor vehicle ownership in the Unley LGA has been steadily increasing, with a 29% rise over the analysed time period.

Strategic alignment

The Unley Parking Management Plan 2023-2033 responds to a range of current strategic directions across a suite of Council strategies and plans.

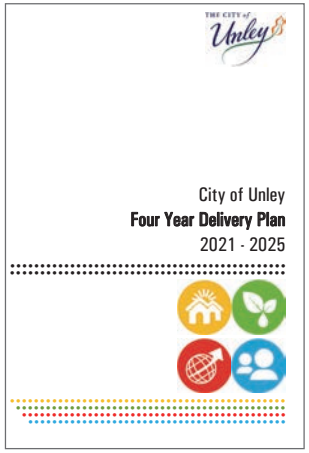
The following is a summary of relevant insights from key strategic Council documents.

City of Unley Community Plan 2033

The Community Plan is the Council's leading strategic document and identifies priorities for the City to 2033. The Plan is underpinned by a shared vision for the City, which is 'recognised for its enviable lifestyle, environment, business strength and civic leadership'. The Community Plan provides the vision, strategies, and framework for the future of the City of Unley.

Objectives in the Plan's Community Living theme that relate to parking are:

- 1.1 Our community is active, healthy and feels safe
- 1.3 Our City meets the needs of all generations
- 1.5 Our City is connected and accessible.



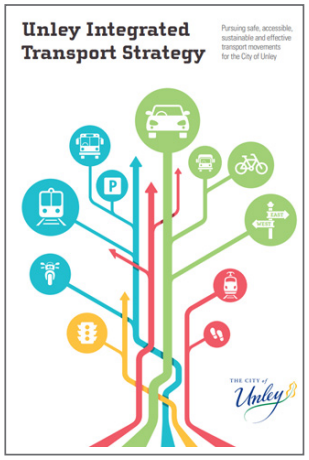
City of Unley Four Year Delivery Plan 2021-2025

The Four Year Delivery Plan outlines how Council will deliver the vision, strategies and framework set out in the City of Unley Community Plan 2033. To achieve the key objective (1.5) 'Our City is connected and accessible' it identifies as a key strategy:

Manage parking supply and turnover through development control, enforcement, smart solutions and working with private property owners.

Key initiatives and projects include:

- Implement traffic management and smart parking upgrades (including King William Road)
- Investigate pay-for-use parking.



Unley Integrated Transport Strategy

Unley's Integrated Transport Strategy aims for a transport system that is safe, accessible, sustainable, and effective. 'Parking' is one of the four focus areas of this Strategy.

Objectives

Unley is recognised for its proactive, innovative, and customer centric approach to parking management.

Equitable and convenient parking options are delivered throughout the City.

Targets

Percentage reduction in parking related customer complaints.

Increase parking solutions and infrastructure that provides for all modes of transport and people with disabilities.

Key programs

- Invest in producing data to ascertain parking behaviours and 'problem areas'
- Invest in smart parking solutions that will meet current and future parking management demands
- Undertake precinct based parking reviews of the existing parking controls and use the data collected to inform future parking management
- Undertake a business parking needs analysis for customer and staff parking. Include findings in policy reviews
- Implement technology based solutions that provide simple and economical systems for users.

Outcomes

- Parking options are optimised and the mix of residential and business parking needs is met
- Commuter parking only occurs in appropriate areas
- Parking systems are simple and user-friendly.

Active Ageing Strategy

The Active Ageing Strategy guides Council's approach in all of its activities to promote active ageing by becoming an Age-friendly City and to meet the changing needs of the City's population throughout people's lives.

Focus Area 2, 'Transportation', includes 'Strategy 4: Driving and Parking' with ongoing objectives:

Car parking is maximised to improve availability, accessibility and support people with disabilities.

Encouragement of carpooling initiatives to lead to fewer cars on the road, with more transport options available for local drivers.

Disability Access and Inclusion Plan 2022-2026

The Disability Access and Inclusion Plan has been developed to ensure improved access and inclusion for citizens of all ages who are living with disability. The City of Unley will lead the way in creating a community that is accessible and inclusive for all who live, work, and visit the City of Unley.

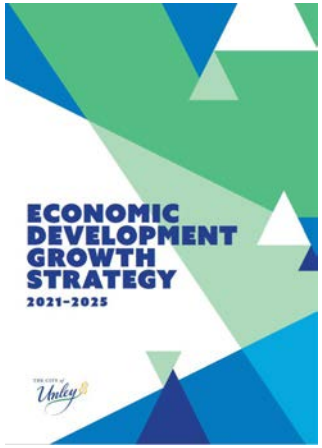
Theme 1, 'Inclusive Communities for All', states that social inclusion is a priority for the City of Unley. There is one action in this theme directly relevant to parking:

- 1.4.4 Accessibility principles embedded in event permit application process, ensure event organisers consider disability parking at event sites.

Theme 3, 'Accessible Communities', aims to increase accessibility to public and community infrastructure, transport, services, information, sport and recreation, and the community.

All new Council streetscape infrastructure is designed using Universal Design Principles. Actions directly relevant to parking management are:

- 3.3.5 Conduct regular reviews of accessible on- and off-street car parking
- 3.4.1 Create a register of all accessible playgrounds, parking and public amenities and place on Council website. Investigate new technology options such as apps
- 3.5.3 Ensure that Universal Design Principles are included and adherence to the Commonwealth Disability (Access to Premises-Building) Standard 2010 in all new Council buildings and renovations to existing buildings, including consideration of indoor and outdoor furniture and consider minimum two wheelchair parking spaces per building.



Economic Development Growth Strategy 2021-2025

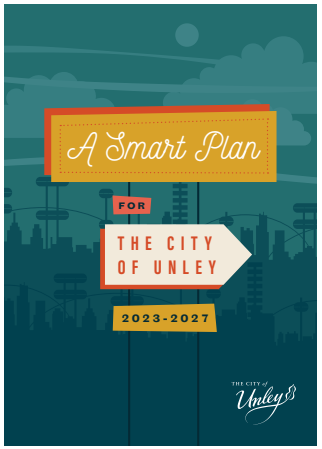
The Economic Development Growth Strategy sets out a whole-of-city approach to economic growth to influence a vibrant and successful local economy that reflects the quality of life, environmental principles and values of the community. A key focus for the strategy is a holistic approach to increase the population and number of jobs within the City and to support sustainable business growth. Strategy 3.4 states:

Optimise transport and parking solutions in and around key business precincts.

Underpinning priorities include:

- 3.4.1 Identify opportunities to increase parking accessibility around business precincts
- 3.4.2 Develop and implement an on-street Business Parking Permit program
- 3.4.3 Review the current Car park Contribution Policy and opportunities to strengthen the requirement to contribute or increase parking efficiency through the planning process

- 3.4.4 Use smart technology to deliver parking solutions and educate the community to change parking perceptions around business precinct
- 3.4.5 Consider and advocate for alternate transport solutions to improve access to business precincts.



A Smart Plan for the City of Unley 2023-2027

The Smart Plan establishes clear and collaborative objectives and principles to facilitate the city's transformation into a smart and intelligent urban environment. It describes how Council will use technology and data to enhance the lifestyle of residents, better manage the environment, support the local economy, and continuously improve the delivery of Council services. Within the Smart Plan there are five areas of focus. The focus areas that consider parking and are relevant to the this Plan include:

Safe, connected spaces and vibrant, creative places with a key action:

- 1.2 Expand smart options for parking management including use of sensors and the intelligent analysis of parking data to identify parking trends and improve parking accessibility and compliance.

An empowered and engaged community with a key action:

- 3.2 Develop a Smart Unley insights portal to share real time data with the community from business systems and sensors, providing access to information about our cities, activities, disruptions, parking availability, facilities and organisational performance.

Parking user-type considerations

Parking types and needs often compete as residents, workers, shoppers, tradespeople and commuters vie for limited spaces. Some of the user considerations are summarised below.

Residents

- Residents often consider the space in front of their property to be theirs, rather than for the use of local workers or commuters
- The increasing number of subdivisions with off-street parking not catering for the number of vehicles in households
- Expectation that if timed parking is introduced, residents should be issued free parking permits
- On-street parking can obstruct bin collection and street cleaning opportunities
- Concerns with vehicles parked too close to intersections and driveways.

Local workers

- Most small- to medium-sized businesses, schools and childcare centres do not have off-street parking capacity to satisfy worker demand. This often results in:
  - Staff parking in residential streets, displacing the issue
  - Staff regularly shifting their vehicles (two to three times) throughout the day
  - Businesses relocating to other areas where parking availability is better.

Schools and childcare centres

- Parents and caregivers rely on nearby short-term parking when dropping children at and collecting them from schools and childcare centres
- Operational hours of schools and to a lesser degree childcares result in a burst of parking demand during short periods. This often results in illegal parking and local congestion
- High-school students (years 11 and 12) often drive to school when they get their licenses, adding to the demand for on-street parking.

Shoppers and customers

- Convenient and easily accessible parking locations close to shopping precincts
- Sufficient parking spaces to accommodate peak shopping hours and ensure availability
- Clear signage indicating parking controls, time limits, and any fees or restrictions
- Safe and well-lit parking facilities to enhance customer security and confidence
- Utilisation of smart parking technology to provide real-time information on available parking spaces.

A 2021 parking analysis study found that 24% of vehicles parked in 30 surveyed streets were those of tradespeople attending local construction or maintenance projects.

Tradespeople

- Ability to park adjacent to a property where works are carried out to minimise distance across which equipment, materials and waste are carried
- Sufficient space to accommodate larger vehicles and equipment.

Commuters

- General perception by the Unley community is that there is a large number of people who park all day on Unley streets, many of them commuters from outside Unley accessing the City of Adelaide
- Desire to park a car at little or no cost for a long period, close to public transport, bicycle routes or final destinations
- Good lighting and walking accessibility at parking location.

People with disabilities

- Designated accessible parking spaces close to entrances and amenities
- Adequate space for wheelchair accessibility and easy maneuverability, often difficult to provide due to the City's narrow footpath network
- Clear and visible signage indicating accessible parking spots and accessibility features
- Ensuring that accessible parking spaces are not blocked or occupied by unauthorised vehicles.

Figure 2 on the following page shows the different land uses and destinations in the City of Unley, and their associated parking 'walking' catchments, including:

- Commercial/business precincts
- Retail/entertainment precincts
- Popular parks and ovals
- Schools
- Aged care facilities
- Tram/train stations/stops.

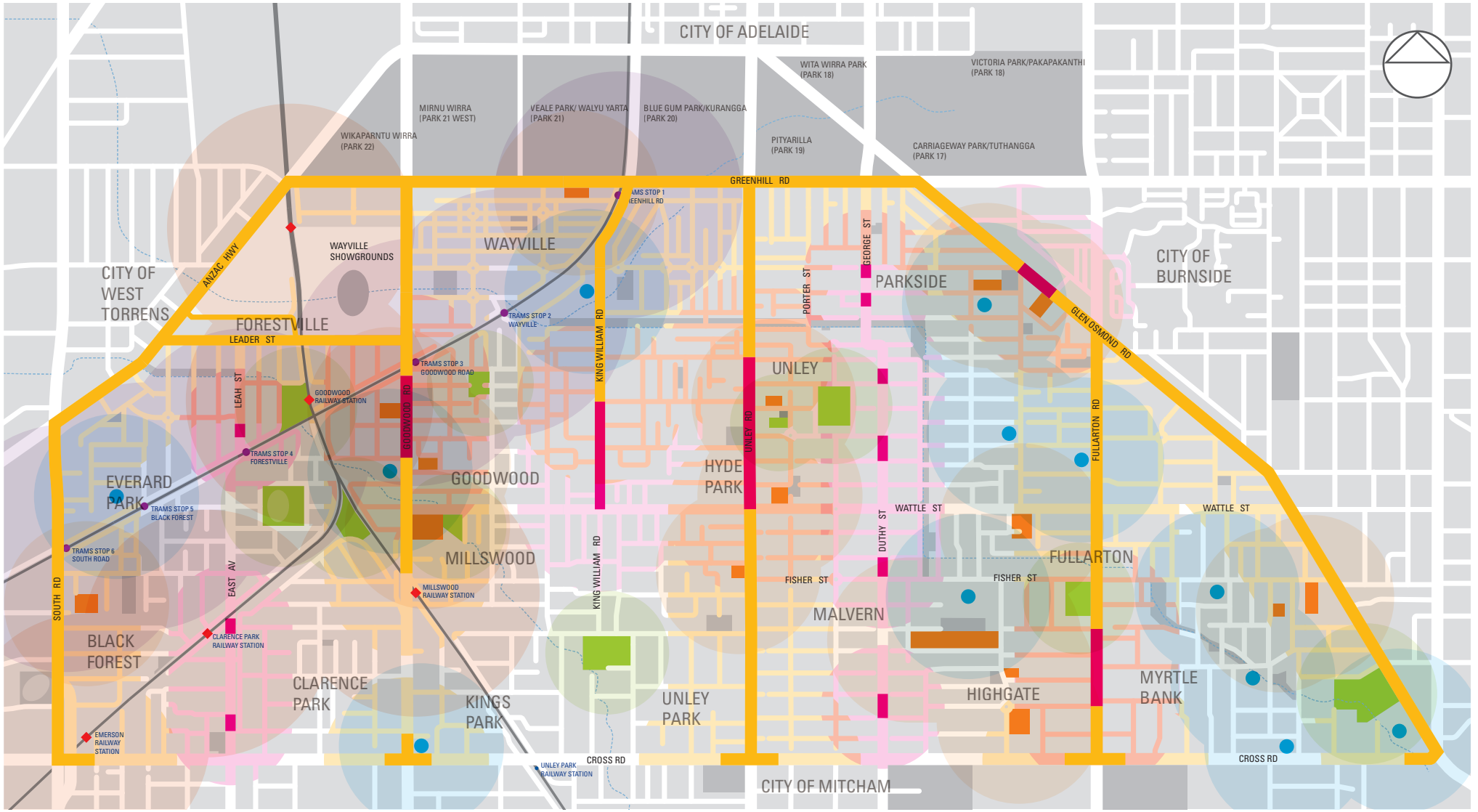
The figure only considers current land uses and not proposed new future developments.

Parking 'walking' catchments refer to the likely distance that someone may be willing to walk between their parked vehicle and destination. A 200 metre walking distance takes about 2.5 minutes, 400 metres is about 5 minutes and 600 metres is about 7.5 minutes.

The figure highlights the mixed-use nature of the City and the difficulty that Council has in managing all user needs, noting that the many land uses and associated parking 'walking' catchments overlap, often with conflicting user considerations.

The key parking management principles and parking management directions outlined in this Plan will help manage the different parking user considerations in a more balanced, fair and sustainable manner.

Figure 2. City of Unley - key current lands uses/destinations and associated parking 'walking' catchments



Local insights: On-street parking analysis, 2021

The City of Unley conducted a comprehensive study[1] on 30 streets to ascertain the reasons for on-street parking.

The study involved face-to-face discussions with 425 individuals who parked their vehicles on the streets, as well as vehicle counts to assess parking availability.

The study found that:

- 41% of Unley residents parked in surveyed streets, while 59% of people who parked lived outside Unley but had a purpose in Unley, for work, shopping, education, visiting family etc
- 65% of people who parked in the study streets parked there regularly, as many as several times per week
- Parking occupancy varied greatly among the study streets
- At least 69% of parking spaces were unoccupied between 7 am and 8 am with the proportion of unoccupied spaces reducing to 60% after 9 am.

1 'On-street car parking analysis', Intermethod, 2021

Key reasons for visiting for on-street parking users

Four dominant reasons for visiting, for on-street parking users were: residents parking next to their home (25.6% of all survey respondents), tradespeople working in adjacent houses (23.5%), people working in local businesses (20.7%) and visitors to local businesses (16.2%). All other reasons for parking amounted to less than 14% of the survey sample. Commuters made up 3.5% of the 425 surveyed people parking on-street.

Parking control types

Parking restrictions are not considered necessary when street occupancy is below 80-85% and/or parking turnover does not significantly impact retail, entertainment, commercial, and business activities.

When applying parking controls there are four broad types that can be applied to effectively manage on-street parking: user-based, safety-based, time-controlled and pay-for-use. Choosing the correct parking control type is important in addressing the specific parking issues at hand. The following description of each parking control type will guide Council in determining when and where each type should be applied.

When installing parking controls:

- Ensure that all signs are installed in compliance with the Australian Standards
- Implement clear, uniform and continuous signage throughout a street, street section or area. Avoid excessive variations in restrictions, start and finish times, as this can cause confusion for drivers and escalate disputes regarding infringements
- Minimise signage clutter, for example by using area-wide parking signage, existing stobie poles and light poles.

User-based

Example:

User-based parking restrictions ensure parking spaces are reserved for particular zone uses, including loading, bus, motorcycle, accessible parking, permit and taxi.

Generally, user-based parking restrictions are introduced to address a specific user need or provide a service for an area/precinct.

Safety based

Example:

Safety-based restrictions, like No Parking and No Stopping zones, improve safety and access around schools, popular open spaces and parks, bikeway routes, and in narrow streets, especially during waste collection. They typically apply during peak traffic hours and times of higher on-street parking demand.

Time-controlled: short term

Example:

Short-term parking restrictions, with time limits of one hour or less, are commonly implemented in entertainment, business, and school areas to support drop-off and pick-up activities, as well as a quick turnover outside entertainment and retail precincts, allowing for easy access to purchases.

Time-controlled: medium term

Example:

Medium-term parking restrictions include time limits of more than one hour but less than four hours. They are primarily used to alleviate parking congestion and encourage parking turnover. If no restrictions are in place on certain streets, the Council should first implement higher controls like 3P or 4P parking. Only if parking congestion persists, should they consider lower limits of 1P or 2P.

Pay-for-use parking

Example:

Pay-for-use parking is suitable when time-based controls are ineffective in improving parking congestion. Pay-for-use parking is appropriate in the following scenarios:

- Near popular transit stops to generate revenue from known all-day commuter parking locations
- Adjacent to busy business and commercial precincts to generate revenue from known all-day staff parking locations
- Within key retail or entertainment precincts to increase parking turnover and availability.

Parking management: decision-making principles

The following six parking decision-making principles outline how Council makes parking-related decisions. The principles were developed by Community Panel sessions of up to 20 residents and businesses, and supported by Council.

P1. Many of the issues faced around parking in Unley are either one, or a combination of, safety/access, convenience, and productivity, and need to be considered in the context of the Australian Road Rules. Therefore, it is fair and reasonable:

- To ensure that the Australian Road Rules comes first in all decisions made about parking
- That Council does not install unnecessary line-marking and signs to reiterate Australian Road Rules, except at locations where repeated poor parking behaviours are observed and a safety warrant is established
- That behaviour change initiatives are considered first (education and enforcement) to address an on-street parking issue, and, if the issue continues, Council implements infrastructure measures (lines and signs) and/or restricts parking
- That on-street parking is not removed to facilitate easier and faster manoeuvring of vehicles, or vehicle access into a property and/or along a street.

P2. Many people have individual issues that they may want solved; the Council's role is to serve the entire community. Therefore, it is fair and reasonable:

- To try and put in place parking solutions that serve all the people of Unley, not just some. No one should have exclusive rights to public on-street parking spaces.
- To try and put in place parking solutions that optimise the use of available on-street parking spaces
- That Council considers parking issues holistically in the context of the street, not just in hotspots or localised sites.

P3. Unley largely comprises a mixed-use area, including residents, retail/business, commercial, schools/education, community/open space, and aged care, and hence on-street parking management needs to consider all users, not just some.

Therefore, it is fair and reasonable:

- For Council to facilitate some parking for business-related staff and visitors on local residential streets that are located near a mixed-use area, and where there is on-street parking capacity
- For council to actively engage with all stakeholders before changing on-street parking control, to ensure it is understood who is parking on-street and why.

P4. Council needs to work with all stakeholders collaboratively to address and solve parking dilemmas; they can't do it alone. Therefore, it is fair and reasonable:

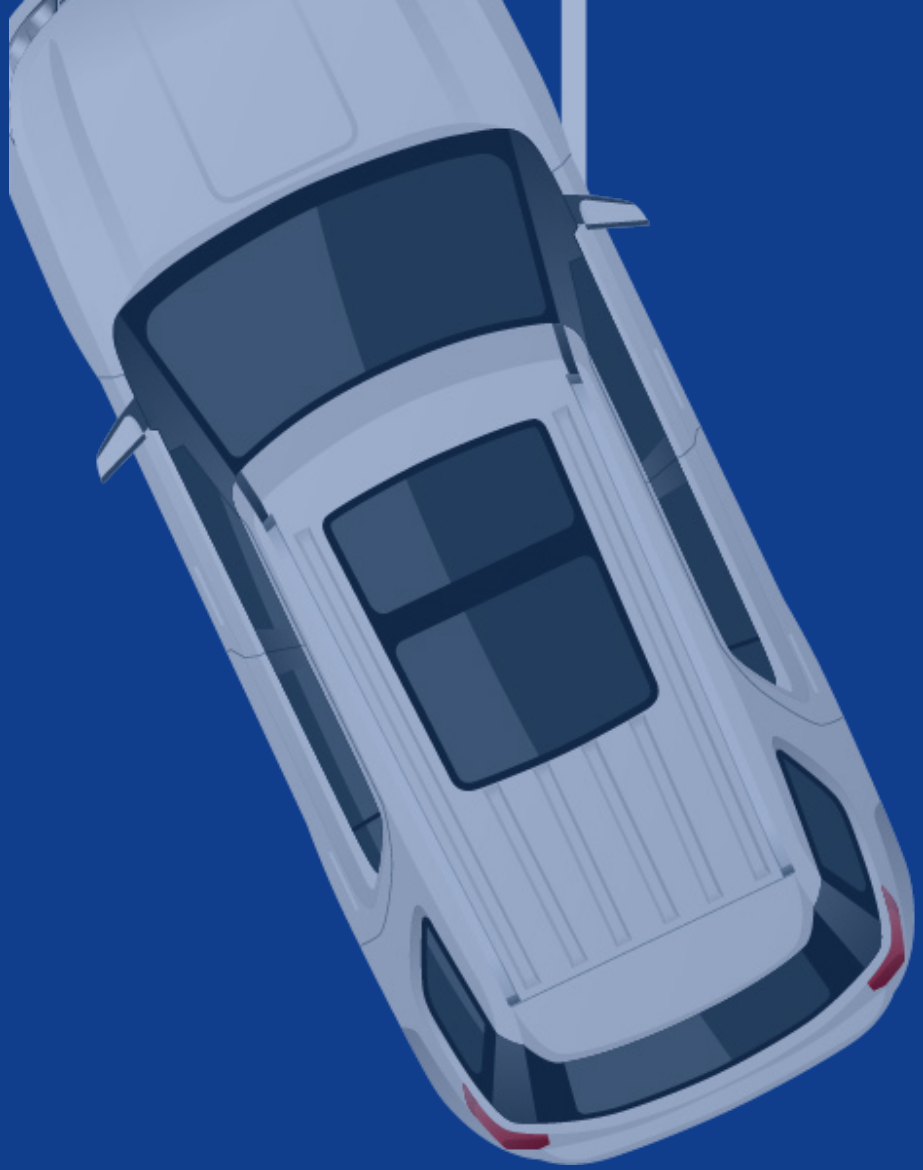
- That parking problems and solutions should be solved by community, business and Council working together
- That Council should collaborate further with neighbouring Councils and State Government agencies with the aim of improving and resolving the core on-street parking issues, rather than displacing the issues.

P5. Many people view the parking in front of their business or house to be their own parking space, when in fact this space is public space. Therefore, it is fair and reasonable:

- To view all on-street parking to be public parking, and not for the exclusive use of the property bounding the on-street park
- Where a resident has mobility issues, Council is to work with them to ensure they have equitable access to their residence.

P6. Many people view that the provision of more parking spaces (on and off-street) will improve parking congestion issues, but managing parking needs a holistic approach. Therefore, it is fair and reasonable:

- That Council, in partnership with the State Government, invest more in providing the community with more attractive and reliable transport choices/end-of-trip facilities to help reduce the reliance on the car.



Parking management directions

This Plan outlines 13 parking management directions, grouped into six themes, essential for achieving the aims of this Plan.

Table 1. Parking themes and parking management directions

Parking themes	Parking management directions
Local streets	1. Parking congestion 2. Narrow streets 3. Driveway access
Precinct parking	4. Retail and entrainment precincts 5. School precincts 6. Accessible parking
Parking technology	7. Smart parking 8. Parking information 9. Pay-for-use parking
Permits	10. Parking permits: residents, businesses and events
Temporary parking	11. Temporary parking: construction and events
Advocacy	12. Sustainable travel 13. Planning and building design

Each parking management direction is supported by recommended actions for the Council to implement, aimed at enhancing parking management in the City of Unley area.

Operational directions are provided to guide Council in making decisions concerning parking matters that necessitate additional information, such as the implementation of parking restrictions, management of narrow streets, driveway access and permits.

Funding will be sought each financial year through the Annual Business Plan to deliver on the actions identified in this Plan.

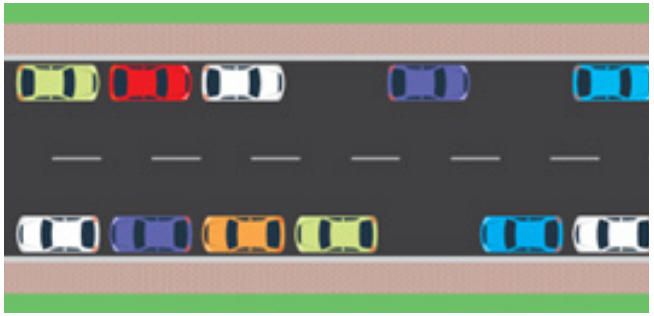
1. Parking congestion

Manage parking congestion to reach the desired level of parking availability

Managing parking congestion is a complex task that may not fully meet the preferences of all community users. Therefore, adopting a clear, transparent, and evidence-based approach is essential to effectively address and handle this issue.

Parking occupancy is used to determine how well a street is functioning from an on-street parking perspective. Parking occupancy describes the percentage of spaces occupied at any given time.

Example of a congested street where on-street parking is 80-85% occupied



Industry standards define parking congestion as when parking spaces along a street or street section are 80-85% or more occupied in peak times. Parking management practices should aim to achieve parking availability where 1 in 7 to 8 spaces are available for use within a 400-metre walking catchment zone.

Introducing parking restrictions

Parking congestion in the City is typically managed through the use of parking restrictions. With the increase in demand for on-street parking Council has seen an increase in the number of requests to introduce parking restrictions.

Installing parking restrictions requires careful consideration, as it may resolve one issue but create new problems, particularly if the chosen restriction is not the appropriate control type. Issues include:

- Displacement of the on-street parking issue to nearby streets
- Increased vehicle shifting and associated traffic movements
- More requests for resident permits to exceed the specified time limit
- Increased complaints from business staff regarding lack of close on-street parking options near where they work
- More enforcement requests to ensure compliance of the control type.

The desired level of parking occupancy when parking restrictions are installed within a 400-metre walking catchment of key retail, entertainment, business, commercial and school precincts, as well as popular parks and open spaces, is between 65% and 85%.

In locations where parking occupancy falls below 65%, Council may review existing parking restrictions, particularly if parking is causing undue impact on the surrounding local streets.

Council may also implement parking restrictions without community consultation:

- To address traffic safety-related issues
- To enhance safety and accessibility around schools during peak drop-off and pick-up times
- To provide access to accessible parking.

For all other situations, Council will adhere to a three-step process for any changes to parking control types, as detailed on the following page.

Council's approach to introducing or altering parking restrictions

Step 1: Request

Receive a customer request to review parking controls

To request a change to parking restrictions, residents or businesses will be required to complete a Parking Change Request Form, which should include the following:

- A description of the parking issue
- The proposed changes to parking regulations they would like Council staff to investigate
- The names and addresses of four different property owners/occupiers in the street who support the parking proposal.

Step 2: Analysis and options

Analyse the average parking occupancy and formulate parking proposals if congestion is identified

Upon receiving a completed Parking Change Request Form, Council will conduct up to 10 parking occupancy surveys during peak demand times (typically between 9am and 5pm) over a two- to three-week period. The proposal will proceed to community consultation only if the observed average parking occupancy during peak demand times along the street, or street section, exceeds 80-85% (i.e., the street is deemed to be congested).

The parking proposal will then be reviewed. Collaborative efforts with the applicant will be made to develop amendments or alternatives to the parking proposal, with the aim to achieve the desired level of parking occupancy along the street.

Step 3: Consultation

Engage with the community to gauge their support

Council will notify every rateable property about the parking proposal and seek occupants' feedback. Council will consider one response from each eligible rateable property occupant, and will proceed with the installation of the parking proposal only if at least a 33% response rate to the parking survey is received and 66% of people who do respond are in favour of the parking proposal.

Actions

- **1.1** Revise the Council webpage to offer a concise definition of parking congestion and establish a simple and transparent process for requesting or altering parking restrictions.
- **1.2** Review existing parking restrictions to ensure they align with best practice and achieve the desired level (65% to 85%) of parking occupancy.

Operational directions

- Parking restrictions within a 400-metre walking catchment of key retail, entertainment, business, commercial and school precincts, as well as popular parks and open spaces, will aim to achieve the desired level (65% to 85%) of parking occupancy.
- Every community-led parking restriction change request must follow 'Council's approach to introducing or altering parking restrictions'.

2. Narrow streets

Manage accessibility in narrow streets

Key considerations in managing 'narrow' and 'small yield' streets

- The Council often receives complaints about inadequate spacing between parked cars, resulting in potential issues such as vehicle damage, blocked driveways, difficulties in navigating past parked vehicles while driving, and hindrance to emergency and waste vehicles' access.
- The Australian Road Rules outline minimum distances that drivers should maintain between parked vehicles (Figure 3). However, enforcement can only occur when there is evidence indicating which vehicle arrived later than the first.
- The Council frequently receives requests to limit on-street parking on the 'small yield' street network for better access and traffic flow. However, on-street parking serves as a successful traffic calming measure, supporting the City's 40 kilometre per hour local street speed limit. It encourages more attentive driving, reduces rat running, and ultimately contributes to safer streets.

Obtaining community consensus on parking restrictions has proven challenging, primarily because most individuals are resistant to having restrictions implemented in the area directly in front of their property.

Technical insights

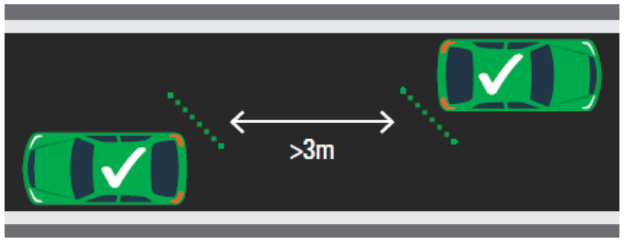
The technical definition of a 'narrow' street is any street that is less than 7 metres wide, based on the Australian Standard 'ASNZ 2890.5 2020 Parking Facilities - On-street Parking'.

There is a common perception that it is difficult for two cars to pass each other on streets with a width between 7.1 metres and 9 metres when vehicles are parked on both sides of the street. These streets are what Council terms as 'small yield' streets.

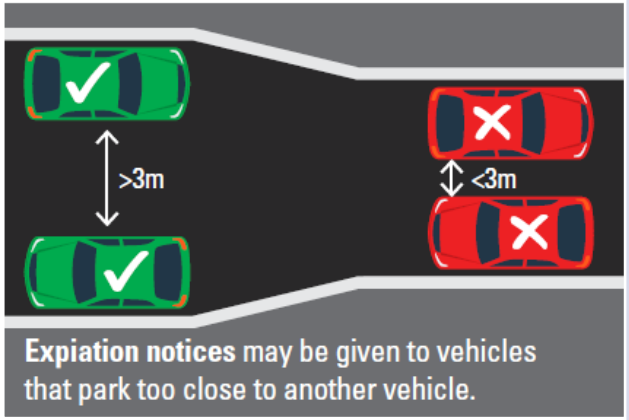
As many as 12% of local streets in the City of Unley fall under the category of 'narrow' streets, and up to 55% fall under the category of 'small yield' streets, which is a reflection of the City's historic street layout.

Figure 3. Australian Road Rules relating to narrow streets

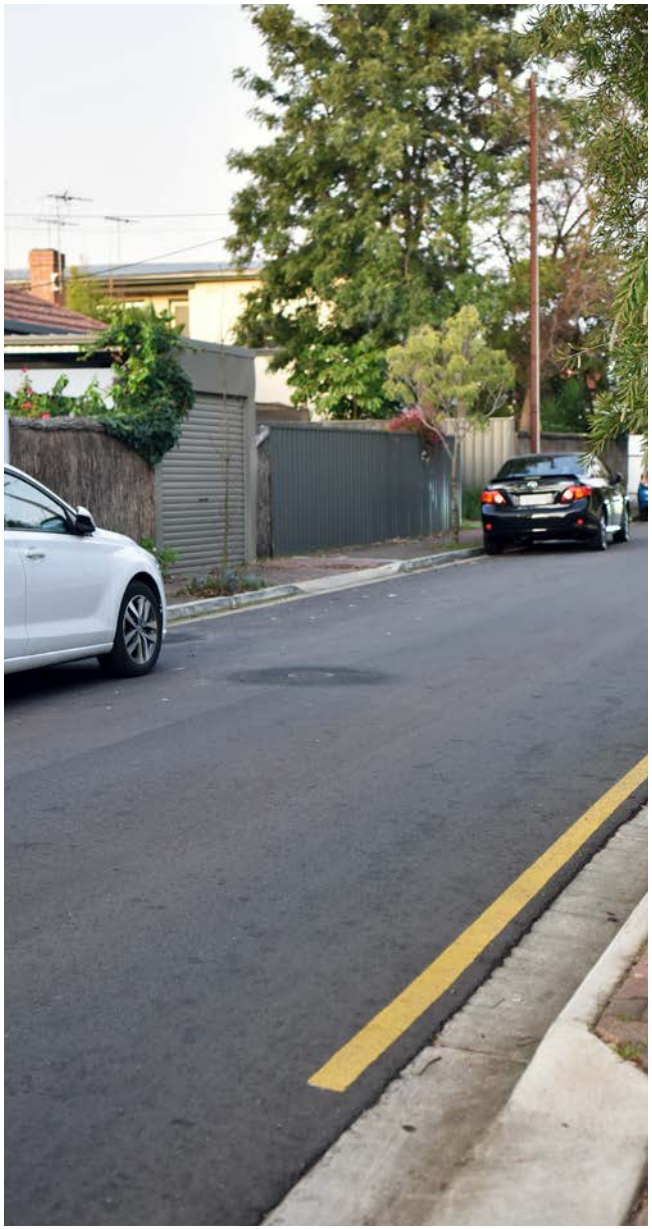
Australian Road Rule 208 (8)
You must position the vehicle so your vehicle does not unreasonably obstruct the path of other vehicles or pedestrians.



Australian Road Rule 208 (7)
You must position the vehicle so there is at least 3 metres of the road alongside your vehicle, enabling other vehicles to pass.



Parking restrictions in Whittam Street, 5.5 metres in width, that falls into a category of a 'narrow' street.



Actions

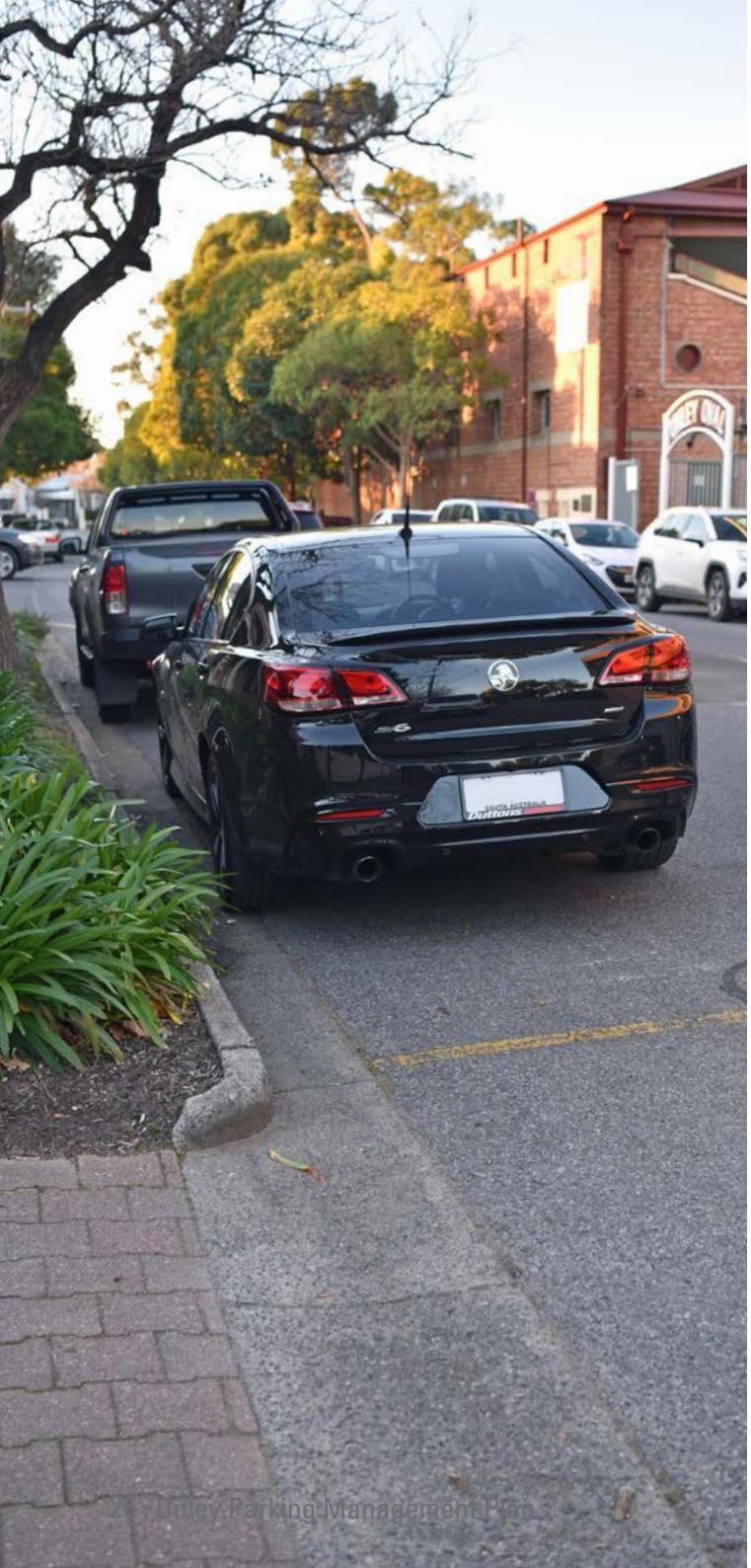
- **2.1** Create Unley-specific educational materials on parking 'do's and don'ts' for 'narrow' and 'small yield' streets, to raise community awareness about appropriate parking practices (and send to all properties that bound a narrow street).
- **2.2** As part of the Council's annual road and kerb renewal program, consider opportunities to reduce existing wider road widths to 7.6 metres and allow for increased footpath and verge widths.

Operational directions

- Parking is prohibited on streets narrower than 5 metres in width.
- A stepped approach will be taken to manage on-street parking on narrow streets (between 5 and 7 metres wide):
  - 1. Educate - Install signs along the street to emphasise its narrowness and discourage parking opposite other vehicles. Provide residents with educational material on the Australian Road Rules (ARR) and proper parking practices for narrow streets.
  - 2. Enforce - Increase proactive and regular enforcement of non-compliant narrow street parking.
  - 3. Restrict - If education and enforcement (steps 1 and 2) are not effective, the Council will seek input from local residents on potential parking restrictions, prioritising minimal loss of on-street parking capacity.

    If most residents support the restrictions, they will be implemented. In cases of insufficient support, parking restrictions may still be enforced on waste collection days to ensure safe access for waste trucks and bin collection.
- On 'small yield' streets, on-street parking will not be restricted to enhance traffic flow and public access. However, targeted restrictions may be considered at specific locations, such as near busy community facilities, bikeways, parks, or schools, during peak demand times when both parking and traffic volumes are high. Any such restriction decisions will be based on evidence such as a road safety audit or traffic impact assessment.

'Narrow' street information signage in Moore Street



3. Driveway access

Manage driveway access to properties

Key considerations in managing parking near driveways

- Unley's character is defined by historic cottages and bungalows with narrow driveways (less than 3 metres in width) and occasionally obstructed sightlines due to high fences.
- The increasing popularity of larger vehicles, such as 4WDs and SUVs, is affecting sightlines and access to driveways.
- New developments tend to have smaller garages, leading to more challenging access and egress for vehicles.
- Unley's ageing demographic raises issues including reduced driver confidence and mobility limitations, making driveway access and egress more difficult.
- Some driveways still have historic 'L' shaped line-marking, installed before 1999 when parking controls were regulated through the 'Local Government (Parking) Regulations 1991' in South Australia. Residents often request renewal of the current faded line-marking.

Figure 4. Australian Road Rules relating to parking near driveways

Australian Road Rule 198 (2)

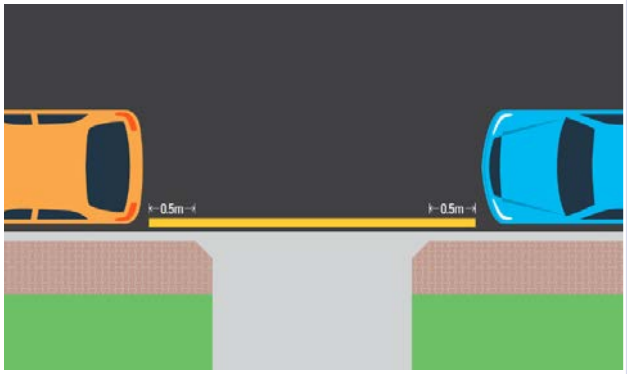
You can park to the edge of a driveway, however you must not park your vehicle on or across a driveway (even partially), even if this driveway is to your own property.

You are permitted to stop across a driveway only if you are dropping off or picking up passengers, do not leave the vehicle unattended and complete the dropping off or picking up within two minutes of stopping.

Actions

- **3.1** As part of road renewal projects, review and remove all existing driveway line marking that does not comply with the directions outlined in this Plan.
- **3.2** Develop educational materials specific to Unley that outline parking 'do's and don'ts' adjacent to driveways, aiming to increase community awareness regarding appropriate parking practices.

Figure 5. Illustration of yellow line-marking across the driveway



Operational directions

A stepped approach will be taken to manage parking near driveways:

- 1. Educate - Consider installing temporary warning signs to educate people about driveways on streets where repeated instances of illegal parking or blocking have been observed.
- 2. Enforce - Boost proactive and regular enforcement of vehicles parked too close to driveways.
- 3. Introduce line-marking - Install yellow line-marking across a driveway to improve access, as shown in Figure 5, subject to meeting all the following conditions:
  - The street is less than 8.5 metres wide
  - The driveway is less than 3.5 metres wide
  - There is no shared driveway immediately next to or opposite the driveway.

  Under the circumstances described above, yellow line-marking will be considered only if repeated enforcement and educational efforts have failed to yield results and there is evidence, as reported by Council's enforcement team, of persistent illegal parking or driveway blockage.
- 4. Re-configure driveway - Residents with narrow driveways and obstructed sightlines caused by fence lines or buildings should consider redesigning their driveways and/or fence, at their cost, to resolve these problems.

4. Retail/entertainment precincts

Manage parking in key retail/ entertainment precincts to support the local economy

The City of Unley features a number of vibrant retail and entertainment areas along some of its main streets, with shopping strips exceeding 500 metres along Goodwood Road, King William Road, Unley Road and Fullarton Road. There are also smaller pockets of activity on streets such as East Avenue, Duthy Street and Glen Osmond Road. Refer to Figure 6 for a map outlining these key activity zones and their corresponding 400-metre parking walking catchments.

The accessibility of retail and entertainment areas is crucial for their economic vitality and growth, which includes having enough on-street parking. Each precinct will have its own parking needs; however the target parking occupancy rate should range from 65% to 85%. The following ***guidelines*** are recommended to achieve this:

- Loading zones should be available along the main street or nearby side streets to ensure efficient delivery of goods and services.
- Accessible parking spaces should be clearly marked and located on the main street or nearby side streets to ensure easy access for all community members.
- Short-term parking spots should be situated on the main street or nearby side streets to help customers find parking quickly and encourage smooth turnover of visitors.
- Medium-term parking spots should be within a 200 to 400-metre walking distance (about a 2.5 to 5-minute walk) from the main street to make it easy for customers to park and encourage turnover.
- Long-term parking spots should be located beyond a 400-metre walking distance to accommodate customers and business staff who need to stay in the precinct for longer periods.
- Motorcycle, bicycle and e-scooter parking should be provided and situated on the main street or nearby side streets to support sustainable transport options to the precinct.
- Pay-for-use parking is an appropriate parking management tool, when there are time limits in place and parking within the precinct remains congested with limited turnover.

Key considerations in managing parking in key retail/entertainment precincts

- Each precinct presents a distinct blend of uses, resulting in diverse parking requirements due to the varied business types and operational hours of the businesses involved.
- In retail/entertainment precincts, effective parking management should promote vehicle turnover and discourage prolonged storage, thereby attracting a higher volume of customers to these areas. This is often challenged by businesses also wanting close and easy parking for their staff.
- Most of Unley's retail/entertainment precincts are encircled by residential and/or school areas that have different and competing parking user considerations.
- Most businesses depend on convenient and dependable access to loading areas situated near their storefronts.
- Efficient wayfinding and signage, including the use of smart parking signs, plays a vital role in improving access to key retail/entrainment precincts, as proven with the King William Road main street upgrade project.
- The flexible design of parking spaces is an important consideration for retail/entertainment precincts, allowing kerbside parking to be re-purposed during events or for alternative uses as demand arises.
- Developing secure and convenient bicycle parking and easily reachable and appealing

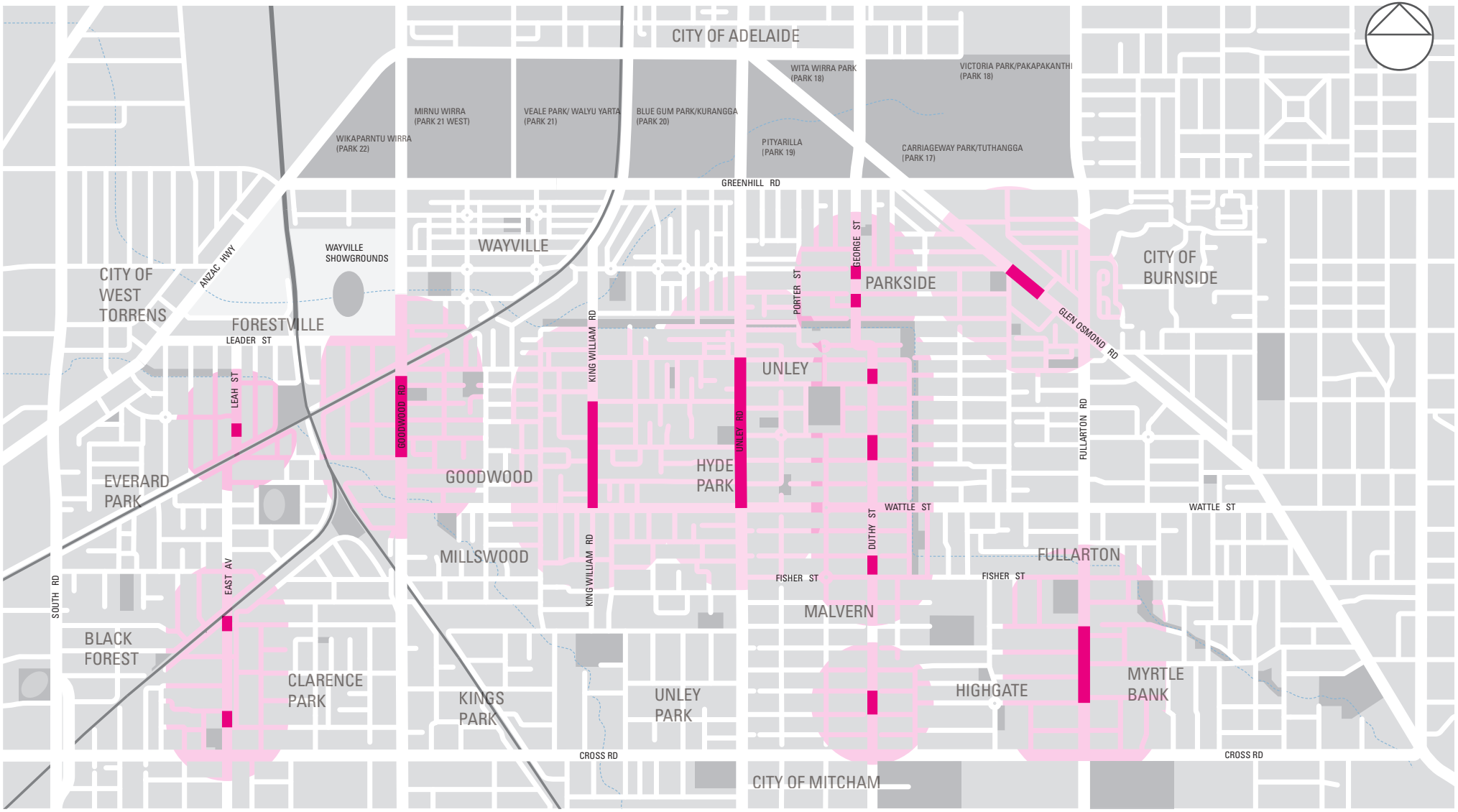
public transport waiting areas will encourage alternative modes of travel to retail/ entertainment precincts, thereby reducing parking requirements.

- Ensuring parking availability for emergency vehicles and providing accessible parking options for visitors with mobility challenges remains vital to ensure overall safety. These user groups often require guaranteed access to nearby parking at key destinations.
- The dynamic nature of businesses entering and exiting a scene will likely cause shifts in demand, necessitating a constant reassessment of the approach to parking management.
- It is acknowledged that when more than 80-85% of parking spaces within short walking distances are consistently occupied the community might perceive a precinct as challenging to access, potentially impacting local businesses.

Actions

- **4.1** Re-assess parking controls in key retail/ entertainment precincts, extending the assessment to encompass nearby side streets, with the objective of aligning them to the *guidelines* outlined on page 28. Involve local businesses, and nearby impacted residents, in the assessment process to ensure specific parking requirements, unique to the precinct, are well-understood and considered.
- **4.2** Identify opportunities to expand smart parking technology within key retail/ entertainment precincts to better understand parking occupancy and turnover, improve parking compliance, and enhance parking access for customers through on-street real-time signs and mobile applications.
- **4.3** Reevaluate and, if necessary, enhance the strategy for enforcing parking time limits within retail/entertainment precincts to improve compliance and parking turnover.
- **4.4** Collaborate with private business property owners in key retail and entertainment precincts to enhance off-street parking availability by using or expanding rear lots for public use, thus improving overall parking support for the precinct.

Figure 6. Key current retail and entertainment precincts and corresponding parking 'walking' catchments



Retail/entertainment precinct

Retail/entertainment catchment zone

5. School precincts

Manage parking around schools to improve safety and access

Unley has 14 schools within its Council area. These schools and other key places of education are shown in Figure 7. Ensuring the safety of school children takes precedence in the Council's management of street considerations.

In recent years, the Council has collaborated with the Department for Infrastructure and Transport (DIT) to implement the Way2Go program. The Council has also assessed on-street parking regulations around schools to enhance safety and accessibility during peak drop-off and pick-up times (usually 8-9am and 2.30-3.30pm).

School parking reviews aim to:

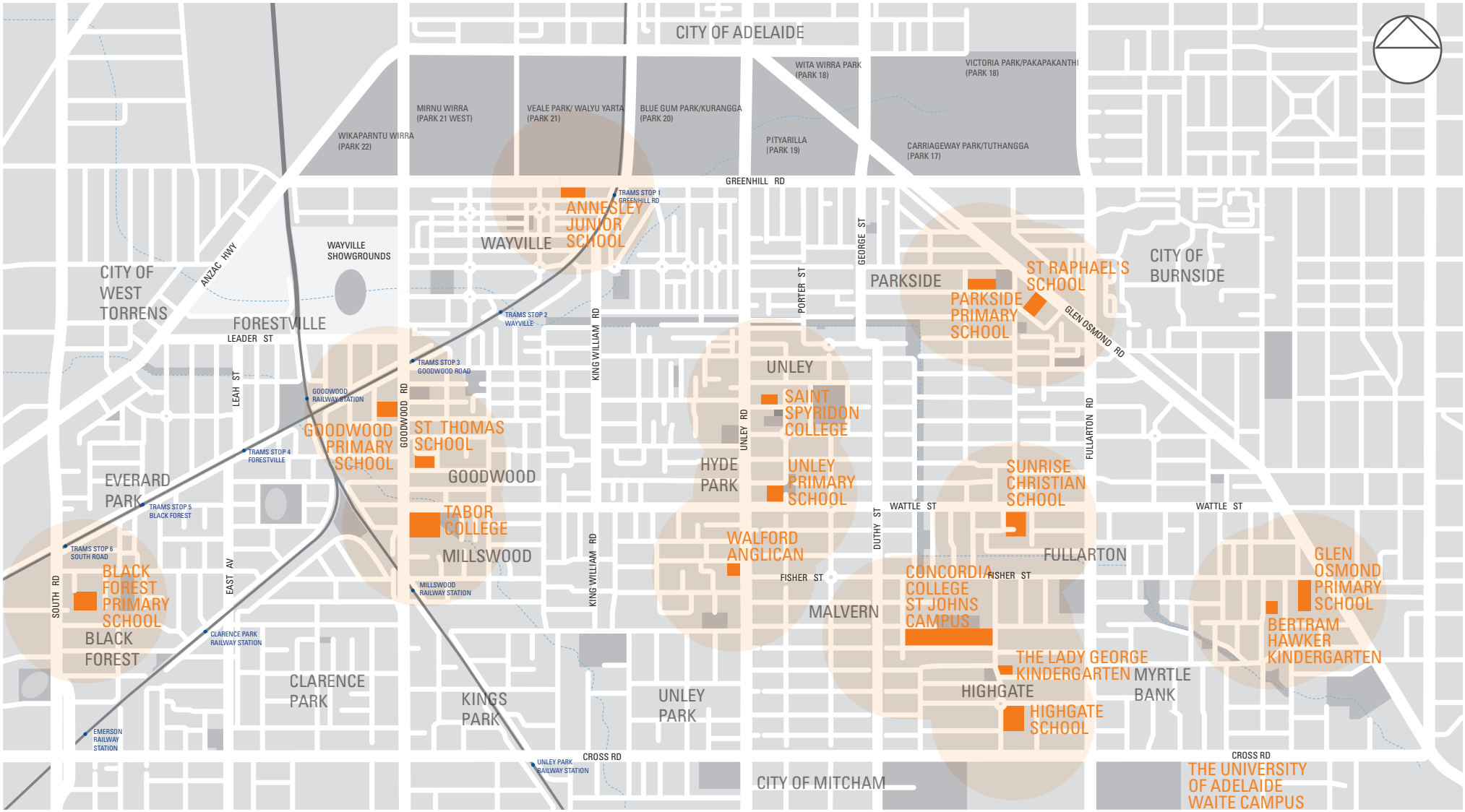
- Enhance Kiss and Drop zones, strategically located near school entrances, through signage improvements
- Provide short-term parking to help parents who need to pick up their children from school or have discussions with teachers
- Enhance safety and accessibility on 'narrow streets' (see direction 2) by establishing No Stopping zones on one street side during peak drop-off and pick-up times
- Ensure uniform and easily understandable signage on all streets adjacent to schools.
- Prevent illegal parking obstructing driveways
- Improve parking compliance through the measures listed above, combined with enforcement.
- Identify opportunities to install bicycle parking in proximity to the school, to encourage sustainable transport options for students and staff.

Alongside parking control assessments, the Council is creating information brochures for parents and caregivers of the school community, aiming to enhance parking behaviours.

Actions

- **5.1** Continue the school parking reviews in the Unley area, in alignment with the aims, with the objective of conducting a minimum of one school parking review annually.
- **5.2** Continue developing, enhancing and publicising Unley's educational resources tailored to foster road safety in school environments.
- **5.3** Continue collaboration with DIT for the Way2Go program's implementation in Unley schools, aiming to reduce car dependency for school drop-offs and pick-ups.
- **5.4** Explore options for school staff parking in nearby underused private lots to meet the needs of schools with limited or no off-street parking, reducing the impact on local residential streets.

Figure 7. Key places of education and corresponding parking 'walking' catchments



Key education place

Key education place catchment zone

6. Accessible parking

Manage accessible parking to support an inclusive City

Council is dedicated to enhancing accessible parking for individuals with disabilities within the City of Unley. However, it acknowledges that there are limited designated Accessibility Parking Zones available. Those that do exist are mainly clustered around retail and entertainment areas, community facilities, and popular parks and ovals, and can be difficult to locate.

Council has supported residents with mobility challenges by providing Accessible Parking Zones in front of residential properties. However, many of these zones do not meet current accessibility standards and have not been adequately monitored or managed over the years.

In light of identified challenges, Council will initiate a thorough review and explore opportunities for improvements to support a more accessible and inclusive City.

Actions

- **6.1** Conduct an audit of current public Accessibility Parking Zones on-street and in Council's off-street car parks to evaluate compliance with current accessibility standards. Develop an improvement plan as needed.
- **6.2** Identify opportunities for more Accessible Parking Zones in Council's commercial, business, retail, and entertainment precincts, aiming to double the number of public Accessibility Parking Zones in the City by 2033.
- **6.3** Engage in continuous consultation with disability advocacy groups to gain a deeper understanding of parking needs for individuals with disabilities within the City.

See also actions **10.4** and **10.5** related to the development of the 'Resident - Mobility Access Permit'.

7. Smart parking

Expand the use of smart technology to optimise existing parking supply

What is smart parking?

Smart parking refers to an advanced and integrated technology that uses real-time data, sensors, cameras and data analytics aimed at improving parking efficiency.
It provides real-time information about available parking spaces, making it easier for drivers to find parking.

In Australia, smart parking technology is advancing rapidly and gaining widespread adoption by Councils. Smart parking offers the highest benefits in high-demand parking areas where non-compliant parking is commonplace.

The rapid progress of parking sensors and camera technology, coupled with the increasing popularity of smart devices and apps (phone applications), presents Council with a valuable opportunity to maximise the use of existing parking facilities. By leveraging technology advancements, a deeper understanding of parking demand and patterns on City streets can be gained, leading to more informed and efficient parking management

Expansion of smart parking technology within the City may assist in:

- Optimising existing on-street parking assets, rather than focusing on adding more parking bays
- Enhancing compliance and enforcement of our time limit controls
- Enhancing the customer experience by providing easily accessible information on parking availability through smart parking signage and mobile applications.

Parking meters

Council is considering replacing its parking ticket machines with smart parking meters. This comes in the context of Telstra's expected shutdown of the 3G network in June 2024 and the need to upgrade all existing ticket machines from 3G to 4G technology.

Smart parking meters have many benefits in comparison with existing ticket machines, including:

- Opportunities for payment with credit card and digital wallet options (note that cashless transactions already account for 95% of ticket machine payments in the City of Unley)
- Greater efficiency in operating and maintaining
- A more compact meter design to minimise physical and visual clutter on the footpaths
- Improved customer experience, as physical tickets do not need to be placed within the vehicle.

Case study: Implementation of smart parking in Hyde Park

In 2019, as part of the King William Road main street and Heywood Park upgrade projects, Council successfully implemented smart parking technology. The technology incorporated in-ground sensors and real-time signage to inform visitors about parking availability, resulting in enhanced parking turnover, improved customer experience, deeper insights into parking behaviours, and heightened parking compliance at these busy City destinations.

Smart parking information sign in King William Road

Other smart technology opportunities include improving the enforcement approach through the use of smart technology. Lack of enforcement and non-compliance was collectively one of the top 10 parking issues identified by the community.

Actions

- **7.1** Investigate the feasibility of converting existing ticket machines to smart parking meters.
- **7.2** Investigate the feasibility of expanding smart parking technology to other high-demand parking locations, including:
  - Goodwood main street precinct
  - Unley Civic Precinct
  - Fullarton Park Community Centre off-street car park
  - Unley Swimming Centre.
- **7.3** Explore new technology that enables more efficient enforcement of time-limited parking.
- **7.4** Collaborate with other councils and learn from their smart-parking solutions to enhance the City of Unley's parking initiatives.

8. Parking information

Provide up-to-date detailed parking information

In alignment with direction 7 'Smart Parking', sharing parking inventory and data in online platforms will help customers plan their car journeys and reduce the time spent searching for parking.

Council is working to enhance the customer experience by improving the provision of publicly available parking information.

As part of the implementation of smart parking technology on King William Road main street and the Heywood Park off-street car park, Council recognised the opportunity to enhance the customer experience by:

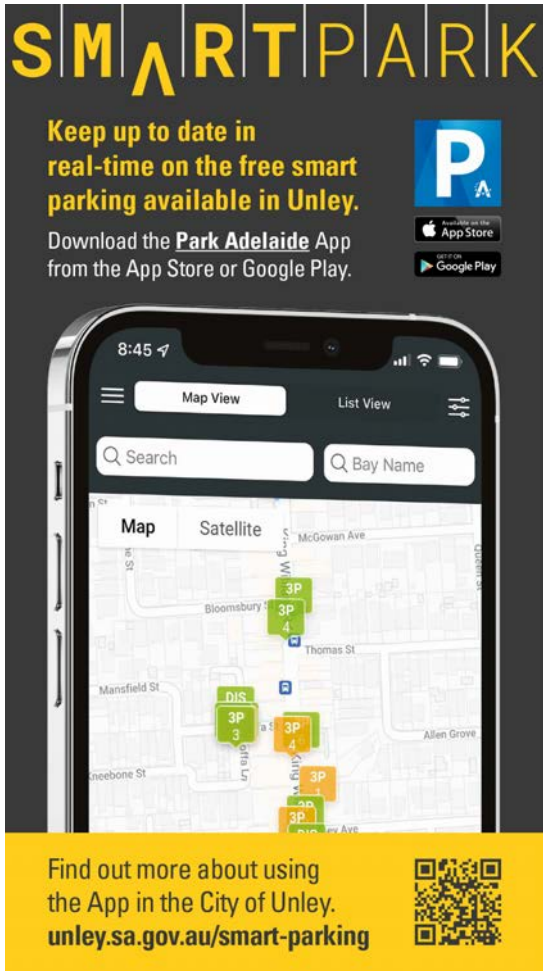
- Installing smart parking displays to provide real-time visibility of parking availability in public areas
- Collaborating with the City of Adelaide to extend the coverage of its Park Adelaide App by incorporating the smart parking sensors of the City of Unley.

Council has also started developing a comprehensive, city-wide, on-street parking database, displaying all the various parking controls along each street. This database aims to provide a better understanding of the existing parking regulations within the City's streets.

Actions

- **8.1** Through the expansion of smart parking technology (action **7.2**) identify opportunities to:
  - Expand the Park Adelaide App
  - Expand the installation of on-street smart parking signs.
- **8.2** Ensure the ongoing accuracy and relevance of Council's city-wide, on-street parking database through continuous updates and maintenance.
- **8.3** Develop an Unley Parking Map to publicly share Council's on-street parking database online, thereby displaying all parking controls in the City of Unley area.
- **8.4** Improve and maintain Council's website as a publicly available information source on parking regulations and processes to apply for permits, parking restrictions and work zones.

Information campaign for Unley's Smart Park App



9. Pay-for-use parking

Expand pay-for-use parking

Pay-for-use parking in the City of Unley constitutes less than 1% of on-street parks. These parks are strategically positioned near tram and train stops to generate revenue from all-day, non-Unley commuters.

However, pay-for-use parking is typically employed as a tool to manage parking congestion. Implementing payment systems in high-demand areas can reduce parking demand, ensuring availability for those who genuinely require it.

Council has an opportunity to extend its approach to implementing pay-for-use parking to also:

- Manage parking congestion and encourage turnover in key retail and entertainment precincts
- Facilitate all-day business staff parking for a fee at appropriate locations.

As detailed in direction 7 'Smart Parking', the use of smart parking meters also provides opportunities to install ticket machines on residential streets, located within mixed-use residential and business precincts, without affecting footpath accessibility or the amenity of the street.

Council acknowledges the need for variable fees in pay-for-use parking across the City to ensure effective parking management. A demand-responsive approach allows fees to be customised according to location and user types (commuters, business staff and visitors) to achieve desired (65% to 85%) parking occupancy levels.

Actions

- **9.1** Conduct a comprehensive review of pay-for-use fees and charges by location or precinct, and adjust fees to achieve an optimal occupancy rate of 65% to 85%.
- **9.2** Initiate a trial of pay-for-use parking in a designated section of the Greenhill Road mixed-use business precinct to evaluate its effectiveness in providing all-day parking options for business staff at a reasonable cost.
- **9.3** Explore possibilities to extend pay-for-use parking as a measure to regulate commuter parking in proximity to train and tram stations.
- **9.4** Collaborate with the local community to identify suitable locations for pay-for-use parking in busy retail and entertainment precincts. This approach aims to effectively manage parking congestion and enhance parking turnover, ultimately supporting local businesses.

Operational directions

- Pay-for-use parking may be used to:
  - Generate revenue from all-day, non-Unley commuter parking
  - Manage parking congestion in key retail/ entertainment precincts
  - Facilitate all-day business staff parking at specific locations.
- Pay-for-use parking should only be used at locations where:
  - Parking demand is sufficient to justify the cost of the ticket machine
  - Time-limit controls have not been effective in managing parking congestion
  - Restrictions in surrounding streets will support the use of pay-for-use parking and not simply encourage vehicles to park in 'free', less restricted or unrestricted areas.
- Residents who display valid Time Limit Exemption Permits will be exempt from paying fees in residential streets where pay-for-use parking is installed to manage non-Unley commuter and all-day business staff parking.
- Council endorsement of all pay-for-use parking locations will be required before installation.
- Fees for on-street, pay-for-use parking will be determined by Council and detailed in the annual 'Fees and Charges Schedule'.

10. Parking permits: residents, businesses and events

Manage parking permits

Council offers a range of parking permits to help residents, businesses and their visitors access on-street parking.

Permit types include the following.

Residents

- Resident parking permits, including time-limit exemption parking permits and resident-only parking permits
- Temporary parking permits
- Mobility access permits
- Temporary caravan/trailer exemption permits

Businesses

- Business parking permits

Events

Royal Adelaide Show permits.

Figure 8. Parking permit types

Residents: Resident parking permits

Resident parking permits may be provided for residential properties that are in streets with time-limit controls or do not have off-street (on-property) parking.

Council provides two types of resident parking permits:

- Time-limit exemption parking permits are issued to residents, allowing their specified vehicles to exceed time limits in restricted parking areas should a time-limit parking control be installed in front or opposite their property.
- Resident only parking permits are issued to residents, enabling their specified vehicles to park in a designated permit zone(s) and/or exceed time limits in the areas covered by permits. The Resident Only Parking Permit zone(s) significantly restricts parking access for neighbouring residents and other community users. The permit zone(s) aim to provide residents that live in historic cottages with no off-street parking, and in high parking demand areas, access to parking adjacent to their property.

Key residential-permit issues that Council aims to address as part of this Plan include:

- Legacy resident-only parking permits - Council recognises that numerous Resident Only Parking Permit zones have been established in high-demand areas over time. These legacy zones may no longer align with Council's operational directions for resident parking permits. The low utilisation of these zones in high-demand parking areas has caused contention among neighbouring properties, making the use of public space appear inequitable.
- Permit fees - over the past several years, permit fees for different resident parking permit types have remained consistently low, regardless of the benefits they provide to applicants. This pricing approach does not reflect the true value of the permit, and does not encourage residents to use their private property for parking or consider alternative transportation options.
- Permit issuing process - the current system for issuing residential permits involves a manual process, requiring physical permits to be displayed in vehicles to avoid penalties. This method is inefficient from an administrative and enforcement standpoint, especially with the anticipated increase in time-limit controls and residential parking permits across the city.

Actions

- **10.1** Review legacy Resident Only Parking Permit zones to align with the operational directions outlined in this Plan.

- **10.2** Review resident parking permit fees, with the aim of increasing fees to encourage the use of private parking by residents and better reflect the benefit that the permits provide. This review will encompass all permit types, not just resident parking permits.
- **10.3** Explore the potential for a Digital Permit System to enhance the efficiency of processing and administering permits for customers, administrators and regulatory services. This investigation will encompass all permit types, not just resident parking permits.

Operational directions

- Resident parking permits will not be issued to residents of community or strata-titled dwellings or other multi-dwelling buildings if granted development approval on or after 1 November 2013.
- Resident parking permits will not be issued for residential properties that bound an arterial road owned and operated by State Government.
- Resident parking permits will not be issued for residential properties that have no on-street parking provision along its length (e.g., a lane way).
- The holder of a resident parking permit is not guaranteed a parking space in the street for which the permit is issued.
- The fee for each resident parking permit issued will be determined by the Council and detailed in the annual 'Fees and Charges Schedule'.

Time-limit exemption parking permits

- Time-limit exemption parking permits may be issued to eligible residents based on off-street parking availability and the number of registered vehicles at their property.
- Subject to meeting the eligibility criteria, a maximum number of time-limit exemption parking permits will be issued as shown in Table 2.
- Time-limit exemption parking permits cannot be used in parking zones of less then one hour's duration and cannot be used in Loading Zones, No Parking Zones, No Stopping Zones, Bicycle Lanes or pay for use parking (except if located along a residential frontage).
- A resident who requires more time-limit exemption parking permits than the entitlement outlined in Table 2 may apply for excess to entitlement permits, up to a maximum of two permits per residential property.

Resident only parking permits

- Resident Only Parking Permit zones (24/7) will:
  - only be installed in front of a residential property if the property has no off-street parking, and
  - has time limit controls installed along the street (or street section) to manage day-time parking congestion for all street users.
- Resident Only Parking Permit zones are only accessible to residents along the street who have access to a resident only parking permit.

Table 2. Guidelines for maximum number of permits to be issued by Council

Number of off-street car parks on the property	Number of vehicles registered at this property	Maximum number of and type of permits
0	0	1 transferable
0	1	1 fixed and 1 transferable
0	2+	2 fixed and 1 transferable
1	0	0
1	1	1 transferable
1	2	1 fixed and 1 transferable
1	3+	2 fixed and 1 transferable
2	0	0
2	1	0
2	2	1 transferable
2	3+	1 fixed and 1 transferable
3+	0	0
3+	1	0
3+	2	0
3+	3+	1 transferable

Table 2 notes:

- A transferable permit is not tied to a specific vehicle registration and can be used by visitors to the residential property.
- A fixed permit must be associated with a specific vehicle registration, which should be registered to the respective property.
- A permit must be located within the vehicle and in an observable position, and can only be used in the street specified.

Residents: Temporary parking permits

Temporary parking permits are available to exempt applicants from time-limit parking controls for brief periods. These permits are generally issued to tradespeople engaged in house repairs or renovations and to family members or friends who may be house-sitting or caring for someone who is ill.

Operational directions

- Temporary parking permits can be issued for streets only where time-limit parking controls are implemented.
- Temporary parking permits will be granted for a maximum duration of three months.
- The holder of a temporary parking permit is not guaranteed a parking space in the street for which the permit is issued.
- The fee for a temporary parking permit will be determined by the Council and detailed in the annual 'Fees and Charges Schedule'.

Residents: Mobility access permits

Council acknowledges the significance of providing Accessible Parking Zones in public spaces, including council services, community facilities, parks, and key commercial areas. However, Council has been receiving numerous requests for the installation of Accessible Parking Zones directly adjacent to residential properties. In recent years, several Accessible Parking Zones have been installed in front of residential properties to support individuals with accessibility or mobility needs, enabling them to access their homes safely. However, a significant number of these installations have proven to be inconsistent, non-compliant, and challenging to manage, monitor and remove when no longer needed.

To enhance the management of Accessible Parking Zones and review existing installations, a new 'Mobility Access Permit' will be introduced. A formal process will govern the installation of this new permit type.

Actions

- **10.4** Conduct a comprehensive review of all existing Accessible Parking Zones situated in front of residential properties to ensure alignment with the operational directions in this Plan.
- **10.5** Develop and implement a 'Mobility Access Permit' scheme in alignment with the operational directions in this Plan.

Operational directions

- Mobility Access Permit zones will be installed in front of a residential property if all the conditions listed below are met:
  - There is no publicly available Accessible Parking Zone within 50 metres of the property.
  - The applicant has a valid disability parking permit.
  - The applicant owns a motor vehicle registered to the property.
  - The applicant can demonstrate that the property either lacks off-street parking or that their existing off-street parking is unsuitable for accessing and egressing their property safely.
  - There is enough kerbside space adjacent to the property to accommodate the zone.
  - A nearby driveway access or kerb ramp, located within a distance of less than 6 to 10 metres, is available to ensure safe access to the footpath from the street.
- If all the above conditions are met, the Mobility Access Permit zone can be designated for exclusive use of the residential property and associated permit holder.
- The fee for a mobility access permit will be determined by the Council and detailed in the annual 'Fees and Charges Schedule'. Residents may incur a cost for the installation of any necessary infrastructure upgrades that may be required associated with the zone.

Residents: Temporary caravan/ trailer exemption permits

Australian Road Rule (ARR) 200 specifically deals with parking regulations for heavy and long vehicles on streets within residential areas in South Australia.

According to ARR 200 (2 and 2a):

'The driver of a heavy vehicle, or long vehicle, must not stop on a length of road in a built-up area for longer than 1 hour, unless throughout the time the vehicle is stopped the driver is engaged in dropping off, or picking up, goods.'

This ARR pertains to vehicles towing trailers, caravans, boats and motor homes, etc., with a combined length exceeding 7.5 metres or a gross vehicle mass of more than 4.5 tonnes.

In recent years, Council has experienced an increase in exemption requests for such vehicles by residents. Without a formal process in place, the review of these requests has been conducted on a case-by-case basis by Council staff.

Action

10.6 Develop and implement a Temporary Caravan/Trailer Exemption permit scheme.

Operational directions

- To park a long or heavy vehicle such as a caravan, trailer or boat on a residential street for more than one hour, individuals will need to obtain a temporary caravan/trailer exemption permit.
- Temporary caravan/trailer exemption permits will not be issued for longer than five days (including weekends). The permit duration will be subject to a safety assessment undertaken by Council staff and will consider the characteristics of the street including width, parking demand and traffic volumes.
- A temporary caravan/trailer exemption permit will not be issued to an unregistered vehicle.
- Temporary caravan/trailer exemption permits will not be issued to any caravan or motor homes used for overnight sleeping while parked on the street.
- The fee for a temporary caravan/trailer exemption permit will be determined by Council and detailed in the annual 'Fees and Charges Schedule'.

Businesses: Business parking permits

Business staff often ask Council for business parking permits that exceed the time-limit controls near their place of business. These include schools and childcare centres.

Legacy trial business permits issued in 2016 intended to transition into a new business parking permit scheme. However, subsequent directions for business parking permits lacked clarity and required review.

Council acknowledges that it has a role in supporting business parking (staff and visitors) to facilitate its *Economic Development Strategy*. Council will aim to achieve this by:

- Reviewing time-limit controls in commercial and business precincts to provide a more balanced outcome between resident and business parking, including schools and childcare centres
- Extending pay-for-use parking near commercial and business precincts, to cater for short-term and all-day parking
- Providing a simplified Business Parking Permit for business use (refer to operational directions in this section).

Actions

- **10.7** Develop and implement a 'Business Parking Permit' scheme in alignment with the operational directions in this Plan.
- **10.8** Assist the participants of the 2016 trial business permits (including Goodwood Primary School) in transitioning to the new Business Parking Permit scheme.
- **10.9** Review the provision of the Joint Venture On-Street Parking Permit, which was established in 1996 with Business SA.

Operational directions

- Business parking permits will not be issued to any Unley-registered businesses located in buildings granted development approval on or after 26 February 2024.
- All other Unley-registered business owners or occupiers may obtain Business Parking Permits, allowing them to exceed the time-limit zones solely within a defined precinct and/or streets specified by the permit.
- Exclusive permit zones for businesses will not be established.
- Up to a maximum of two permits can be issued to an Unley-registered business (owner and/or occupier).
- Business parking permits cannot be used in parking zones of less then two-hour duration, and cannot be used in Loading Zones, No Parking Zones, No Stopping Zones, Bicycle Lanes and Clearways.
- A permit will be transferable for business staff use.
- The holder of a business parking exemption permit is not guaranteed a parking space in the street for which the permit is issued.
- The fee for a business parking permit will be determined by Council and detailed in the annual 'Fees and Charges Schedule'.

Events: Royal Adelaide Show

Since approximately 2010, Council has been implementing event parking restrictions for the Royal Adelaide Show on streets surrounding the Wayville Showgrounds.

The event parking restrictions are designed to:

- Ensure that a reasonable level of parking availability is maintained for residents and businesses throughout the nine-day Adelaide Royal Show.
- Encourage Show patrons to use off-street parking facilities and/or catch public transport.

Operational directions

- Each residental property in the designated event parking area will be issued with one (transferrable) show exemption permit up to one week before the Show starts.
- Residents can seek a maximum two additional (fixed) Show exemption permits on request only.
- Businesses cannot access Show exemption permits and must manage their parking requirements during the Show period.
- No fee will be charged for a Show exemption permit.

Duration of permits

Permits, excluding temporary parking permits and Royal Adelaide Show permits, are currently renewed biennially, expiring on 31 December of the biennial period. Given the challenges posed by the holiday season, limited staff resources and the increasing number of permits issued annually, a review is necessary to determine a more suitable timing for permit renewals.

Actions

- **10.10** Move the expiry of permits from 31 December to a more appropriate time of the year.

Operational directions

- Permits, excluding temporary parking permits and Royal Adelaide Show permits, can be issued at any time of the year and will remain valid until the end of the corresponding biennial period.
- Permits fees will be determined at the time of issue.
- Permit holders will be responsible for seeking permit renewals and replacing existing permits. A reminder notice will be sent to the permit holder within 4 to 6 weeks of the expiry date.
- In the case of non-renewed resident-only parking permits and mobility resident permits, all signage and related infrastructure will be removed. Residents may incur a cost for the removal of signage or infrastructure. associated with the respective zone.

11. Temporary parking: construction and events

Manage parking associated with major construction works

An increase in the number of high-rise developments in the City of Unley is leading to temporary impacts on local residential streets due to ongoing construction activities. Early planning of works and communication are essential to efficiently managing traffic and parking impacts during construction projects, minimising disruptions and enhancing the experience for the construction contractor and the local community.

Council mandates the submission of construction traffic and parking management plans for all major and/or medium- to high-rise developments as a requirement of the Development Planning Approval process. These plans are designed to address construction-related parking impacts. Council has also established a Major Development Coordinator role to facilitate communication between construction contractors and affected residents and businesses.

Key issues and considerations

- It can be challenging to obtain a well-considered construction traffic and parking management plan before or during construction. This hinders the effective management of traffic and parking impacts.
- Council staff frequently receive requests for construction work zones and traffic management road closures only two or three days before the implementation date, which does not allow time for processing or influencing outcomes.
- The existing fees for establishing construction work zones do not appropriately reflect zones' exclusivity and the effort involved in their establishment.
- Council staff often receive complaints from residents about increased parking demand near construction sites. Managing these impacts is challenging due to their temporary nature and the likelihood of displacing the issue to other streets if temporary parking restrictions are installed.
- Council staff's requests for additional information or requirements to improve access and safety for the local community are sometimes perceived as hindering development.

Actions

- **11.1** Review the process of establishing construction work zones, including the necessary supporting documentation, to enhance efficiency and results.
- **11.2** Update the publicly available information on the application process for a construction work zone.
- **11.3** Reevaluate fees for establishing construction work zones to reflect the exclusivity of provided spaces.
- **11.4** Reevaluate Council's enforcement approach to effectively address parking compliance issues near major construction sites.

Operational directions

- Enhance construction-related parking management. The developer of a medium to major high-rise development must create a traffic and parking management plan in consultation with Council staff before any permit related to the works is approved. The plan should:
  - Explore options for alternative off-street parking arrangements, including a shuttle bus service for areas beyond walking and/or biking distance
  - Consider incentives and subsidies to promote active and sustainable travel options, such as bike riding, public transport, and carpooling
  - Consider flexible working hours to encourage off-peak access to the site.
- Enhance construction-related communications. The Major Development Coordinator will be the key contact person, and will be supported by Council's technical staff, to manage all concerns or issues raised by the developer or the local community before or during the construction of a major development.
- Construction work zones will be established adjacent to the development site to support safe and efficient loading and worker activities, for a fee determined by Council and detailed in the annual 'Fees and Charges Schedule'.
- Shift the focus to enforcing existing parking restrictions instead of implementing temporary timed-parking restrictions, to manage the impacts of construction workers' parking.

Manage parking associated with major events

Unley hosts South Australia's largest event space, the Wayville Showgrounds. The Showgrounds holds numerous medium-sized and large events each year, including the Royal Adelaide Show, which draws about 500,000 visitors in late August and early September.

During large events at the Wayville Showgrounds, the local street network is affected. To mitigate impacts on the community during the Royal Adelaide Show, Council has since 2010 implemented event-specific parking controls. These include Royal Adelaide Show exemption permits that enable residents to exceed parking restrictions in their streets (see also direction 10, Parking Permits.

For other medium to large events staged at the Wayville Showgrounds, parking impacts are addressed by permanent parking restrictions and event-specific temporary parking controls that enhance safety and access at the main Showground entrance points.

Apart from the Wayville Showgrounds, Council is responsible for parking controls at Unley Oval and Goodwood Oval, where parking is regulated using a combination of temporary event and permanent parking controls.

Other medium-sized to large events also require temporary event parking controls to ensure safety for participants and road users. These include the Tour Down Under, Unley Gourmet Gala, Cycling Criterium, community and business events. Council staff review and assess the need for temporary event parking controls when associated applications are received.

Actions

- **11.5** Review the process for requesting temporary event parking controls, including the required supporting documentation.
- **11.6** Reevaluate the fees for approving temporary event parking controls to align with the time and effort required for installation and removal of the signs.
- **11.7** Reassess the enforcement approach to effectively address parking compliance issues near major event sites, with a focus on evening and weekend events.
- **11.8** Identify opportunities to improve event parking communication through online and social media platforms, to better inform the community of the temporary traffic and parking controls related to medium-sized and large events.

Operational directions

- Enhance event related parking management. Organisers of a medium-sized to large event must create a traffic and parking management plan in consultation with Council staff before a permit is granted. The event parking management plan will be reviewed to:
  - Ensure adequate parking is available for the community during the event
  - Encourage the use of off-street parking facilities
  - Promote sustainable transportation options (public transport, cycling, walking, etc.)
  - Facilitate event safety.
- Install and/or review parking restrictions adjacent to event spaces to support the management of parking. Except for the Adelaide Royal Show, Council will not install temporary event parking controls around event spaces (e.g., Unley Oval or Goodwood Oval) unless it is necessary to enhance safety and access to and from events. Instead, parking will be managed through permanent parking restrictions adjacent to these spaces. Where resident property access is directly impacted Council may issue temporary parking permits to assist with access to nearby on-street parking during the event.

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- Shift the focus to enforcing existing parking restrictions rather than implementing temporary restrictions to manage event patron parking impacts.

12. Sustainable travel

Encourage travel by modes other than private car

The City of Unley can reduce the burden of car usage and parking demands by promoting sustainable transportation options such as public transit, cycling and walking. This will ease traffic congestion and reduce environmental pollution, contributing to improved air quality and a healthier urban environment. The City is determined to support and promote the allocation of kerbside space for bicycle parking, ride-share vehicles, e-scooters and other forms of transport that reduce reliance on travel by private vehicles.

Actions

- **12.1** Public transport: Advocate to the State Government for major improvements to public transport, including but not limited to more frequent services, the introduction of bus priority measures on select priority routes, and better maintained stations/stops.
- **12.2** Active transport: Continue delivering on actions of Unley's 'Walking and Cycling Plan', promoting active transportation as a viable and eco-friendly option for short trips.
- **12.3** Carpooling and ride-sharing incentives: Advocate to the State Government to offer incentives and programs to encourage carpooling and ride-sharing to reduce the number of single-occupancy vehicles on the roads.
- **12.4** Car-share schemes: Work with car-share operators to introduce car-share schemes in the City of Unley, with a focus on mixed-use resident and business precincts and electric car-share vehicles.
- **12.5** Public electric-vehicle charging: Expand public on-street and off-street electric-vehicle charging stations in the City of Unley where feasible and appropriate.
- **12.6** E-scooter and bike parking nodes: Identify opportunities to create on-street parking facilities for e-scooter and bike parking to minimise the impacts on footpaths and continue to support active and sustainable transport modes.
- **12.7** Education and awareness campaigns: Offer educational programs and awareness campaigns to inform the community about the benefits of sustainable travel and the impact of individual choices on the environment.
- **12.8** Workplace travel plans: Collaborate with local businesses to develop workplace travel plans that promote sustainable commuting options for employees.

13. Planning and building design

Ensure planning and building outcomes that minimise demand for on-street parking

An increase in development proposals from renovations, sub-divisions and medium- to high-density developments in recent years has prompted community concerns related to the supply of and demand for on-street parking in the City's streets.

A development proposal should minimise any demand for on-street parking associated with the development and consider existing street capacity and usage issues.

This can be achieved by:

- Council staff discussing parking as a component of the development proposal with the designer and owner while plans are evolving.
- Council taking a holistic approach to the assessment of a proposal, giving due weight to the aspects of the design such as sufficient storage areas to prevent garages being used for storage, and the location and amalgamation of driveway crossovers to maximise the space available for on-street parking.
- Garage sizes meeting or exceeding Australian Standards.
- Including measures to ensure visitors can find and use individual driveways for parking.
- Master-planning housing estates to ensure designs cater for anticipated parking demand and that any road can accommodate expected traffic, service vehicles and a reasonable degree of on-street parking.

Actions

- **13.1** Planning and design code: Advocate to the State Government, in partnership with the Local Government Association (LGA), for updated policies in the Planning and Design Code (P&D Code) that give greater consideration and weight to:
  - Garage sizes that better accommodate larger domestic vehicles such as 4WD vehicles (which may also require amendment to Australian Standards)
  - Providing adequate storage facilities in dwellings so garages can be used for vehicle-related purposes
  - The development of design standards for on-street parking and the location of and shared vehicle crossovers
  - Alternative transport options that minimise parking demand (e.g., end-of-trip bicycle facilities, car share schemes, and public or active transport).
- **13.2** Car-parking fund:
  - Review its Car Parking Contributions Fund Policy.
  - Seek the LGA to advocate for amendments to the PDI Act to give greater powers to councils in the exercise of imposing a contribution to car-parking funds (as opposed to being discretionary to applicants).
- **13.3** Design and building standards: Ask the LGA to advocate to development industry bodies for improved design and building outcomes linked to more sustainable design principles.
- **13.4** Private off-street car parks: Work with landowners in key retail/entertainment and commercial/business precincts to coordinate shared access to and the availability of existing off-street parking areas, as well as provide design advice on signage, paving and landscaping of areas. Seek opportunities to maximise existing assets.