





Shaping Unley Step 1 Issues and Ideas ‘Verbatim’ Parking Survey Responses





City-wide Parking Strategy Survey Responses

The following tables show the responses that were received to the survey for this consultation. The issues raised are categorised into three areas, with icons next to each submission as a quick reference.

-  **P1** Parking congestion –issues around mixed use areas with business/staff parking, school parking, residents, subdivision and commuters.
-  **P2** Driveway access –driveways being parked over, or difficulty entering and exiting driveways due to parked cars
-  **P3** Narrow streets – on-street parking causing accessibility issues, especially on a narrow street, this becomes problematic for waste trucks / emergency vehicles

Survey responses have only been slightly modified where minor grammar and spelling errors were noted. This document was provided to the Shaping Unley Community Members to support their panel discussions.

Please tell us about any on-street parking issue(s) you have experienced in the City of Unley.	Please tell us about your ideas on how to address the on-street parking issue(s) you identified in Question 6 in a fair and equitable way.	Issue code
<p>We have a problem down Porter Street, from Maud to Young Street. It is extremely dangerous. Parking allowed both sides with bikers plus cars allowed to travel down this road. There should be no parking allowed on one side to give a safer passage to all road users.</p> <p>As there is only one way out to Unley Road from Young Street, (unless you go to Porter Street), there should be no parking so close to Unley Road on Young Street southern side. If you have one car turning right (which takes ages) then other cars have to wait and can't turn left as parking is allowed too close to the Unley Road.</p>	<p>Restrictions on parking on one side on Porter Street between Maud and Young Street. Get rid of a couple of parking areas on Young Street South Side close to Unley Road.</p>	

<p>Eton St Malvern between Duthy St and Cambridge Tce used to be a quiet suburban street. It has become a seven day a week parking lot for staff and customers of Pat A Cake, Hark Coffee, Funky Chicken and Windsor Meats. Residents can no longer find a parking spot anywhere near their homes. Rubbish and recycling bins have to be placed on the road by residents to be collected as people park in front of them and often move them off the road to park where the bins were placed. Rubbish dropped on the road and footpath is also becoming a problem. Using the street as a rat run to avoid the traffic signals on the Duthy St Fisher St intersection is also an issue with many vehicles speeding.</p>	<p>Block off Eton Street from Duthy Street on the western side.</p>	
<p>Our street (Edmund Ave) is very busy with parking, with people parking for the Oval and other community services on the western end of Edmund Ave. Drivers often park in a way that partially blocks our driveway, so that it is difficult to back out. This happens a few times a week.</p>	<p>Re-apply the yellow lines on the road that indicate where car parks start and stop, to prevent people blocking driveways. These lines solve the problem and when they were they were very effective.</p>	
<p>Congestion in Mary, Oak and Queen streets. Difficulty getting out of drive way with cars parked too close to drive way. Commuter's cars parked continually in front of our house for long periods of time no parking for visitors. Lack of parking in Unley in general, especially close to bus stops. The impact on accessing local businesses.</p>	<p>Have time limited parking throughout Unley. Provide a resident parking permit to all properties.</p>	
<p>Many streets in Everard Park are used by Ashford Hospital workers . The parking restrictions for Mon to Fri need to be extended to ore streets , especially around the park near Hilsey St. Hartland Ave North end is full of parked cars Mon - Fri day time. More " park & ride " spaces are needed off street. The area under the tram overpass near South Rd is not used for anything and could fit quite a few cars with easy access to stop 6. I realise this area may be impacted by the South Road upgrade, but it could certainly be used short term & potentially built into the future Sth Rd plan. The King William Rd parking is difficult to pick. The parking spots should be a very distinctly different colour to the footpath & driveways.</p>	<p>See above. Ashford Hospital does not pay rates to Unley Council . So there is NO OBLIGATION to work with this private business to provide parking for their staff !</p>	

Our street is being used for all-day parking by employees of near-by businesses on Greenhill Road. It is often impossible to find a park on the northern end of Palmerston Road during business hours. Although there is a 2 hour limit on parking, drivers frequently circumvent the regulation by cooperating with each other to swap parking spaces every 2 hours. The negative impact on the residents is that our daytime visitors, including family, friends and trades-people, then have to park a long way away, and carry anything they bring with them all that way. This is particularly difficult for tradesmen and a chore for elderly visitors.

Another on-street parking issue is the obstruction of narrow streets such as Little Charles Street, which are vital for local access to the shopping centre.

Of course, these business people have to park somewhere, but here are some suggestions to alleviate the problem:

The State Government should provide adequate public transport to service the sizeable number of businesses along Greenhill Road, This area has been a growing business precinct now for over 50 years, plenty of time for planners to see a trend and plan ahead.

The business owners on Greenhill Road should be required to provide parking for all employees, not just senior executives and visitors. This could be a State Government or Local Council requirement before granting development approval.

Parking limits should require vehicles to be moved out of the street entirely once the time limit expires. They should not be permitted to re-park at a different location on the same street.

Obstruction of narrow streets could be avoided by restricting parking to one side only, as was done for collection day in Palmerston Place.

It seems that a lot of parking space is now taken by "park-and-walk" commuters who walk in to the city to save on paid parking. Ideally, dedicated parking should be provided for these vehicles, although this should not be the responsibility of Unley Council. Perhaps the City of Adelaide or the State Government could be pressured to cover this cost.


Another suggestion would be to charge for parking in streets affected by parking problems, but this would require exemption permits for local residents and visitors, which are difficult to use in my experience.




P1

P3

<p>I am not able to park my car outside my home- because people working in offices on Greenhill Road take all the parking. They park in permit zones and across driveways. Also- every 2 hours it's a chorus of people walking up and down the street and shuffling vehicles. It's beyond annoying to live here.</p>	<p>Residents only permit parking.</p>	<p>P1 P2</p>
<p>Due to proximity to Malvern Village -7 Day cnr of Cheltenham & Unley Rd as residents we cannot park outside our home.</p>	<p>Restricted parking apart from residents -why does Austral Tce. & Dover St. have restricted parking?</p>	<p>P1</p>
<p>The parks near our house are filled early each week day morning with workers from businesses on King William Rd leaving no free spaces. Many Uber eat vehicles (and others) park illegally while collecting food orders particularly from Raj on Taj and Fish out of water restaurants.</p>	<p>Residents permits only? Approach some of the nearby businesses to see what parking they provide or are able to provide for their workers e.g. Toop Real Estate, Phil Hoffman etc. Higher penalties for Uber & other drivers who park on the yellow lines.</p>	<p>P1</p>
<p>The parking along King William Road is dreadful and has been as soon as the recent upgrade was completed. It is way too hard to get into the free spaces and dangerous when getting out, so close to the road & on a slope. Old people hate this. There are also too many obstacles to avoid crashing into, e.g. poles, plants etc. If I don't find a double space easier to get into, I often go past the shops which miss out on my business. It is just too hard. I used to be able to get a park behind Mullets when I go there. Not anymore. The council should have anticipated the problem and acquired land behind shops for extra short term parking. Additionally, the row of SUVs usually parking all along KW Rd is visually unattractive and blocks views to and from restaurants and businesses.</p>	<p>council to acquire off street short term parking behind shops & restaurants.</p>	
<p>People daily parking in side streets to take a bus to town</p>	<p>Limit time and patrol the trouble zones to fine repeat offenders</p>	<p>P1</p>

<p>The surrounding streets of my workplace (Greenhill Rd) have very limited parking. Half of each street is residential permit only, but these parks are 90% empty during business hours and completely underutilised. Moving cars takes each employee up to an hour per day. Bin day there are additional car parks unavailable due to residents placing their bins on the street in the time limited parks.</p>	<p>Permits available for employees of local businesses which allow them to park for longer than the sign posted times or in the residential parking zones. Designated areas for waste bins to be placed on bin collection day.</p>	<p>P1</p>
<p>No issues, always loads of spaces, except for the short while around the show.</p>	<p>Reduce the need for additional parking by reducing the number of people that have to use personal motor vehicles to travel. Improve cycling, transit, and look into car share schemes (preferable EVs). No need to have parking on Goodwood Rd, KWR or Unley Road, use for cycling and transit lanes instead. Put good bike racks too. To ensure equity, increase disability parking spaces, and loading spaces for taxi drop offs.</p>	<p>P1</p>
<p>I have issue with the car parking in Forestville reserve that surrounds the Mike Turtur bikeway. It's dangerous to have cars parking and backing out onto the main cycling thoroughfare, with lots of pedestrians and school children using this path. I also find the workers that park along Leader street dangerous to cyclists using the cycle way.</p>	<p>Remove the car parking from and landscape the Mike Turtur bikeway. Introduce a car share scheme Council wide so that private car ownership and parking pressures can be greatly reduced. By allocating Flexicars to key areas around the Council area, parking pressures would be alleviated as businesses, Council and residents forgo private or fleet cars in favour of the car share vehicles. Residents would cycle or walking to their nearest Flexicar, and also use healthier and zero emissions modes of transport more regularly (only booking a Flexicar when they really need to). Flexicars can be electric and hybrids. Cars used for short trips would be greatly reduced, meaning businesses have car parks freed up and the roads have less traffic. The great by product is a reduction in light car emissions which considerably heats the planet. Council needs to encourage people to cycle and walk to the pool and Forestville reserve, a reduction in ticket price would encourage this.</p>	<p>P1</p>

<p>We have a 4 hour parking limit now in front of our house. We had 4 adults living at the property each requiring a vehicle for work but because we had 2 off street car parks did not qualify for a parking permit. What are we expected to do? We have to park in adjoining streets while people park in front of home for 8 hours or longer as the restriction is not enforced anyway.</p>	<p>Relax the rules around parking permits to allow people to access their own homes.</p>	
<p>Workers from Ashford Hospital as well as from Community Kids Ashford Education Centre, using the streets in Everard Park and Forestville, for all day parking, restricting available parking for locals, and deliveries. Parking on both sides of the street during the day, making it hard to travel along that street, and especially for larger trucks and the garbage pick-up!</p>	<p>Make 2 hour parking, Monday to Friday, and make parking permits FREE for those living there. Don't just do a few streets, as this will only shift the problem to other streets, as this is already happening.</p>	 
<p>Time limits are unnecessary and annoying</p>	<p>Remove time limits except during special events</p>	
<p>There is very little available on street parking on our street, especially during the farmers market and Gilles on the Ground. Living close to the Showgrounds, we expect limits, but I feel there should be more parking available to residents during these times.</p>	<p>Limit time for on street parking, even on the weekend. Provide exemptions to residents.</p>	
<p>Drivers block our driveway all the time. They park partly or totally across our driveway, blocking it. They are individuals, construction workers and others.</p>	<p>I've asked the council to help with signs or yellow lines or anything and have had no help.</p>	
<p>In previous years, there weren't any issues with on-street parking in the City of Unley. In recent years, excessive property development has occurred. This has had a massive negative impact on on-street parking. As properties have been sold, developers have had inappropriate plans approved for excessive dwellings as opposed to in previous years, only plans that fitted the character of the area and requirements of the residents would have been approved. When this occurs and for example, one house is replaced with 6 units/apartments, with no off-street parking or that of such small dimensions it shouldn't actually be classified as such, pressure on on-street parking becomes unsustainable. This is currently happening</p>	<p>To address the on-street parking issues is to actually consider the number of dwellings and therefore residents actually living on a street. Property developments must take this into account and the City of Unley must actually listen to its residents. Previous City of Unley requirements and guidelines regarding property development would have restricted the number and size of dwellings. Currently it appears as though there is no limit to the number of dwellings that is being approved.</p>	

<p>on virtually every street in the City of Unley area. If this attempt to obtain feedback and the panel process is actually serious then this is really the only issue that should be considered and addressed.</p>	<p>Despite resident feedback pleading for it not to occur, a development for 6 units was recently approved for White Avenue Fullarton after the original single dwelling was sold to a property development company. There are already minimal on-street parks available so this will only make it increasingly difficult to secure an on-street park. I am actually shocked that the City of Unley is conducting this feedback/panel process when the cause of most on-street parking issues is so blatantly obvious.</p>	
<p>Difficult to park on Palmerston road as workers park their cars there. Many residential parking with permit only left vacant during the day. On street parking on Unley road still problematic as there are no 'turn right' area on many streets causing congestions. Corner of Ramage and Arthur could be better designed.</p>	<p>Allow 1 hour parking on permit only vacancies from 10am -4pm may solve the issue somewhat. Increase clearway similar to Greenhill Road. 7-10am and 3-6pm. Corner of Ramage and Arthur could be better designed to allow better vehicle manoeuvre by not permitting a car to park right on the T junction on Arthur street by RSL and leave a longer stretch of clearway on the 'Reserve side' for vehicles turning right into Ramage St from Arthur St.</p>	
<p>Facing Unley Oval, I am aware of increasing all day parking by commuters. This compromises both residential parking and also short term parkers for recreational users of the oval and it's amenities. E.g. Playgrounds/Tennis/Bowls.</p>	<p>A three hour time limit with Time Limited Exemption Permits for residents would alleviate this concern.</p>	
<p>1. Leah St Southern end Limited parking in our street. I think about sixteen parks on one side (east) for the length of the street only, to accommodate speed cushions and build outs. Only 5 parks up this end. Often taken up by users of local cafe from early morning till mid-afternoon. At times all day parking for those who catch tram. (Have had people park over our drive...on one occasion for five daystill police came to help. No council answering call to assist as it was over a long weekend.) This parking causes issues with garbage collectors who have threatened NOT to collect our bins because of the cars. Blaming residents for the problem. Now if cars are parked there the garbos leave the bins on the road - which is dangerous as it is only 2 and half cars wide and has a bus</p>	<p>1. Because we have limited parking, more clear line marking indicating actual parking spaces. Council Liaise with the cafe to ask them to get patrons to respect the local community. (e.g. pubs have signs asking people to leave quietly...) OR advertise the parking available along Norman Tce 2. Council policing of those not obeying yellow lines on either side of the road, and of those parking over driveways. 3. Ensure garbage drivers are aware of the issues of this road and that threatening residents and leaving bins on the road is not appropriate to the</p>	

route and large vehicles travelling through.

Some people park right in middle of a two car spot. I recently had a tradesperson threaten that he was about to drive away because there was no parking outside our address.

Frequent illegal parking on yellow line in front of the house near Shops on the south west end. Several times week - large food delivery trucks (Bideford) park on the yellow line outside this house or other homes with loud engine running for up half an hour. I think they have toned down the engine noise recently after appeals from residents to respect the community. Non council appointed Garbage trucks and a Food waste truck also halt outside the house several times during the week, sometimes for up 15 to twenty minutes it has been noted that buses and other vehicles large and smaller have difficulty passing and near accidents have been noticed --- noise and emissions pollution for those living in the vicinity is an issue.

Parkers also trample resident's verge plantings, drop rubbish, idle engines. Because of lack of parking delivery vans in particular park in our or neighbours' recessed driveway or drive into the flats next door whilst making deliveries to other properties. One recently smashed a neighbours' fence and drove off without reporting it to the owners....and another smashed into a potted plant well in our driveway. Or delivery vans park illegally on the yellow line.

2. Norman Tce east

Unclear signage and marking on Norman causing confusion near tram stop. not sure of the purpose of the broken lines...

3. Charles St, Everard and others

Seems to be an increase in parking on both sides Charles St, which is very narrow and causes some issues driving along whole length Everard Ave and a number of streets near hospital end appear to have increase in vehicles .

4. King William St

The King William Rd parks are extremely difficult to negotiate because of the slope and the bollards....I sometime fear I could easily fall into the path of the oncoming traffic whilst alighting from the vehicle down the slope.

5. Parking on both sides of the road at the corner of Erskine St and Bloomsbury is dangerous...line marking is inadequate.

6. Driving along Arthur St can be difficult to negotiate at the western end because of the number of parked vehicles on both sides of the road.

safety of community and of road users.

4. Place a few more bins in the vicinity of the area - though this may not dissuade the fast food users from parking out front and dropping rubbish.

5. Negotiate with Adelaide metro for some more parking where it least affects residents

I realise there are many problems associated with the areas of traffic management and parking and appreciate the opportunity given to raise them. Hopefully by the raising of these issues in Florence Street, it will create an opportunity for Traffic Engineers to analyse the problems and provide a workable solution that will impact both issues..

RAT RUNNING.

In addition to on - street parking issues, Florence St, from Fullarton Rd to GO Rd and vice versa, is used by "Rat Runners" particularly at peak times but also generally throughout the day. Speed limits are regularly abused/ignored.

This practice is anticipated to increase due to the proposed Fullarton/GO Rd intersection upgrade, which apparently will not include a dedicated right turn lane for traffic heading N on Fullarton Road to turn into GO Rd.

ON STREET PARKING

Much of the street parking on Florence Street, Fullarton between the roundabout and GO Road is taken up by persons that are either visiting or working at the businesses on Glen Osmond Road or catching a bus to the City on GO Road. Parking congestion has recently been accentuated by the opening of the Motel on the SW corner of GO Rd and Florence St and new offices/professional rooms and gym on the SE corner of this intersection.

RAT RUNNING.

A solution to prevent "rat running" could be to permanently close the NE section of Florence Street, from GO Road at the current roundabout to prevent the "rat running" from GO Road to Fullarton Road.

I realise there is a lot of detail that would require addressing and that a Traffic Engineers report would be necessary to address the finer details of how Martens Avenue and Wellington Tce could still remain operative and alternative solutions.




However, we do need to find a solution to control such "rat running" in Florence Street which will also result in less speeding traffic by way of encouraging such users to utilise main roads.

There are various "deterrents" such as chicanes and speed humps (differing types) that have been successfully used for many years within the City of Unley. Not all are popular with everyone but any impact on the "rat running" in Florence Street, Fullarton would be useful.

ON STREET PARKING.

The above may not totally reduce the on street parking issues we suffer and therefore monitored/enforced time limits would probably be required. I realise there are issues with imposing/monitoring time restrictions but note that these have been overcome/addressed in many of the streets adjacent to King William Road, Hyde Park over the years and I am sure elsewhere in Unley where similar issues have arisen in the past. Clearly, monitoring costs are one main issue.



<p>The parking on KWR shopping precinct is dangerous because parked vehicles hang out over the road impeding through traffic. Because of the height of the parking space it is difficult to see when reverse parking. It is dangerous to exit the vehicle after parking due to the steep drop to the road. It is easier to shop elsewhere, where parking is easier.</p>	<p>It needs ripping out and replacing, making proper parking bays at street level. Otherwise, more off street parking would be a good idea.</p>	
<p>Some people who park large cars on King William Rd make driving on the road difficult as they are unable to park completely off the road.</p>	<p>No idea.</p>	
<p>Relating to Whittam Street Parkside:</p> <p>Whittam Street is extremely narrow. Traversing the street is compounded by its use as a “rat run’ from Duthy and George Streets to Unley Road.</p> <p>Footpaths in Whittam Street are also very narrow and some areas are obstructed by foliage. Pedestrians are quite often forced onto the road.</p> <p>In addition to providing services (including waste collection and mail delivery) for the residents of Culvert Street, (car rear) access to Culvert Street is also from Whittam Street.</p> <p>Although the south and the north sides (of the Unley Road end) are designated as no standing, cars continue to illegally park there (with impunity) throughout the day. Vehicle traffic is often banked up for traffic heading in either direction.</p> <p>Owners and patrons of Unley Road businesses (and in particular of the REVL gymnasium), illegally park with impunity in no standing areas throughout the day. They also park too close to driveways obstructing entry to, and exit from same.</p> <p>Vehicle parking on the south side of Whittam Street at the Porter Street end is allowed too close to the Porter / Whittam Street intersection. Vehicles heading east on Whittam Street are required to pull out to the wrong side of the road at the intersection prior to turning. They are then at risk of head of collisions with cars turning into Whittam Street from Leicester and Porter Streets. Near misses are a common occurrence.</p>	<p>Actively and frequently police parking violations. Ensure yellow lines are clearly marked. Increase the yellow no parking line at the eastern end of Whittam Street to make the Porter / Whittam Street intersection safer. Increase 2 hour parking limits. Make parking permits for residents of Whittam Street more readily available.</p>	

Vision into the south side of Porter Street from Whittam Street is poor, with vehicles parked on both sides (of Porter Street), impeding vision for traffic and in particular, cyclists heading north along same.

Vehicles parking in Whittam Street constantly ignore 2 hour parking limits and no standing signage.

Many city commuters park cars in Whittam Street all day whilst using public transport or cycling for the rest of their journey.

A business owner constantly harasses residents (even those with permits) parked in the 24/7 15-minute zone outside his business when his business is not open. As he has a permit that overrides the 15 minute restriction, he effectively treats the area as his own personal parking space outside of business operating hours.

There have been multiple times where he has come to residents doors after business hours on weeknights/weekends when his business has been shut demanding that they move their cars so he can park there. The police have had to be called on multiple occasions due to his threats of physical violence. He also once boxed my partner's car with his car in so she could not move it to try intimidating her.

I do not believe the 15-minute zone is needed and it should be converted to a 3P zone. The 15 minute zone is rarely used by his customers, who often park across the street in the 3P zones as there is no way one can park, order, eat and pay for their hot food in 15 minutes. This takes up any off-street parking in 3P areas for residents who cannot park in the 15 minute zone if they don't have a permit, and if they do have a permit, are afraid to park their due to the business owners bullying and threats.

If the zone is to be kept, my feedback would be to change the '15 minute zone' which is present at all times on the southern side of the road outside a 15 or 30 minute zone ONLY between the hours of 9am-3pm (rather than 24/7). From my observations, the business is super quiet outside the hours of 11.30am-1.30pm and there is always ample parking for customers and suppliers (even in their peak hours), including the in the loading zone and 1 hour parking area on George St next to the business.

The reason I propose a starting time of 9am is to allow time for residents who have parked in the zone overnight to leave for work between 8.15am and 8.55am without worrying that they'd receive a fine for overriding the 15 minute restriction. If the restriction started at 8am, residents would be

P1



forced to move their cars before 8.15am to avoid a fine. 9am also aligns with the time restrictions of the other zones in the street (3P starting at 9am). A finishing time of 3pm aligns with the closing time of the business and as such, would allow residents who come home from work between 3-5pm an opportunity to park their car in the zone overnight without having to move it, whilst having absolutely no effect on business operations.




I understand and agree with the purpose of the zone but to have it 'active' when the business is shut defeats the purpose of it. It effectively precludes the public from parking in these areas which contributes to parking congestion on the opposite side of the road, especially on weekends and outside of business hours when residents are home. I feel this proposal would present a better balance between the needs of the business and the needs of residents.






Narrow roads such as Leicester Street, Parkside make it very difficult to drive down when people park on both sides. If cars are driving in both directions, people have to find a place on the street to pull into in order to let the cars coming in the other direction pass. A lot of people don't have any manners so usually it's my husband who has to pull over to let cars coming in the other direction pass. Too many people who don't live in the area are also parking along streets before Greenhill Road to avoid paying parking fees in the city.






My suggestion is to allow people to park on only one side of the street when the street is too narrow. This way, people can drive in both directions without having to pull over. Perhaps you could even issue resident parking only permits to those who don't have a driveway so that those residents aren't disadvantaged. To prevent people from parking close to Greenhill Road who don't live in the area, perhaps giving residents visitor parking permits and only allowing those with a permit to park there, maybe between 8:00am and 6:00pm on weekdays (excluding public holidays). My husband and I pay council rates and we also pay parking fees in Adelaide. Why should non-residents be able to park for free?







<p>1. I used to shop more often in King William Road but since the redesign, I find there are not enough on-street parking spaces or car parks behind the shops which I want to visit. So I tend to go to Unley Road or Goodwood Road instead, or to shop in Mitcham. For example, as an older person, I can no longer access the King William Road pharmacy easily because of bollards, tables and chairs in front of it. I have transferred my custom to other pharmacies, which is a shame for the KWR pharmacy.</p> <p>2. When I am driving through many residential streets in Unley, 2 vehicles from opposing directions often cannot pass each other because vehicles are parked on both sides of the street. Many streets are too narrow to enable vehicles to be parked on both sides.</p> <p>3. The City of Unley should enforce its bylaws against parking on footpaths. For example, in Douglas Street, Millswood, a new triple garage was built and the owners regularly park vehicles on the footpath, in front of the garage, and even wash their cars on the footpath, which forces pedestrians to walk on the road.</p>	<p>1. More off-street car parks should be developed on both sides of King William Road to enable shoppers to park and walk short distances to KWR. Time limits could be imposed if considered necessary.</p> <p>2. Many residential streets should have yellow lines on one side so that vehicles cannot park on both sides of the street.</p> <p>3. The City of Unley should ensure that all new residential and commercial buildings provide onsite parking. The owners/developers of new houses, in particular, should not expect to be able to obtain permits to park on the street.</p>	
<p>We live on a narrow street with a very high volume of traffic. Our street is a go through street between King William and Goodwood Roads. After many negotiations some small parking restrictions were put in place. Whilst these restrictions are appreciated, and they do help to some extent it would be much better if there was only parking on one side of Albert Street. We constantly have to wait for extended periods to exit our driveway and it is also difficult to enter our drive way due to the volume of traffic and parked cars. At times cars park over part of our driveway. Exiting or entering our street from King William Rd can be dangerous as cars are banked up due to cars parked on both sides of the road. Neighbouring streets are also congested with cars parking all day. Many of the cars parked are not supporting local businesses as the owners are parking and then getting bikes out to ride to the city for work or parking and walking to the bus or tram stop. The cars are parked all day. Weller Street is extremely congested and it has very poor bike lanes which are dangerous to bike riders as they need to go out around parked cars when the bike lanes are not in place. I don't think that council members understand how dangerous this situation is. We pay over \$4000 in rates and the council should support the residents, make our streets safe and make it equitable for all residents.</p>	<p>Parking on one side of the road only. Policing of parking to ensure that residents can access their driveways.</p> <p>The width of streets should be acknowledged by the council when it makes any recommendations. Residents need to be listened to and supported.</p>	

<p>I have had recent issues with conflicts between local business open 7 days a week (both morning and evening parking) and residential parking on our street. I understand it is difficult for local businesses to have control over where their users park as often people will try to park as close to the business as possible.</p>	<p>Educate businesses and their patrons to access off street parking options such as the Woolworths and target parking or active travel. For streets with competing uses for parking it may be a good compromise to provide 1 side of the street with resident permit parking and the other side of the street with no parking restrictions. This may help balance the uses between businesses and residents.</p>	
<p>Goodwood. There are too many unnecessary restrictions on parking that make it too hard to visit friends and family and businesses. We often have to avoid meetings to avoid the silly parking restrictions.</p>	<p>6 Hardy Street Remove and reduce the parking restrictions. Give us our freedom of movement back.</p>	
<p>There are no issues with parking around where I live.</p>	<p>Please continue to keep time limited parking off of our streets so that we can park, and visitors can park freely. Please also keep plenty of spaces available.</p>	
<p>My issue incorporates parking problems, we have a very narrow street that thankfully has one side as a no standing area. However, unlike other no standing areas on roads, in this council area, our southern side doesn't have a solid yellow line all the way along it to clearly mark it as No-Standing. Therefore, we often have people parking along the southern side as they have not seen the spaced out 'no-standing signs' on the footpath. This leads to very dangerous situations as cars move through our street at a 'fast rate'. It also stops us having clear vision when reversing out of our driveways. I will explain the 'fast rate' below. Even when no one is parked on the southern side we have a very narrow street, people who live in the street use the northern side to park cars, which they are entitled to do. So overall we have a very dangerous traffic hazard during the day. There are two timeslots when it is worse, however the potential is there throughout the day. The two worst timeslots are: in the mornings from 7am to approximately 10am and at the end of the day from 3pm to approximately 6pm. Due to the speed humps on Mitchell street a huge amount of traffic turns off of Goodwood Road in the mornings and cuts through Clifton Street to access King William Road/</p>	<p>Place a solid line along the southern side of Clifton Street. Place signs at end of all streets along Goodwood Road – Local Traffic Only. Or ideally this would be my preference: Many years ago a considered plan, by the then Unley Council, blocked off many streets east of Unley Road to address a similar issue. Possibly this could be considered to address a potentially fatal accident waiting to happen. That is, make the intersection of Clifton street with Harvey a dead end for Clifton street. At the intersection of Gilbert and Harvey Street, make this a dead end street for Gilbert. Put bumps on Angas and Lilly/Ophir. Then people won't go down Clifton or Gilbert but they also wouldn't want to go down Angas and Lily streets with the bumps.</p>	 



<p>Eastern suburbs. Similarly this same traffic then returns at the end of the day to cut off traffic jams on major arterial roads or humps on Mitchell Street. Residents come out very cautiously from driveways however, as I have experienced, due to lack of vision re trees along the street and vehicles being parked, I have nearly been swiped by many a fast moving car, truck. We have many young children loving on our street and their welfare in relation to this is of grave concern.</p>		
<p>The new parking on King William Road is restrictive. The parks are too tight for many cars to successfully navigate.</p> <p>Additionally, parking around Unley Oval (and on my street, Cambridge Terrace) can be difficult and restrictive when Sturt games are on at Unley Oval.</p>	<p>More off-street parking should be made available off King William Road.</p> <p>Not sure how to solve the Unley Oval parking issue. It would be great to encourage more people to attend Sturt games, so parking should be looked at as part of that.</p>	
<p>Cars parked on both sides of narrow streets ...e.g. Wellington Street</p>	<p>Allow parking on one side only</p>	
<p>Cars stop anywhere and block the driveways near Unley primary school. There are no time or permit limits to park cars around this area. The cars of property residents have difficulty getting out or in during students' drop off or pick up time.</p>	<p>more regular council patrol around 8:45 am and 3:20 pm. Video recording would be good to catch cars violating regulations and endangering other road users.</p>	
<p>Extensive showgrounds traffic and parking in residential streets.</p>	<p>In these high use areas, provide more resident on street permit zones to allow residents to park effectively.</p>	
<p>Two issues at both ends of Clifton St, Millswood: I had written to the Unley Council almost nine years ago regarding the amount of traffic in Clifton St and that the junction of Hardy St and Clifton St was very dangerous with the amount of traffic coming through from Goodwood Road into Clifton St. Traffic comes from Clifton St , Lanor Ave, and Mitchell St where it can form a glut of cars (all in a hurry at peak hour which has caused some road rage) at the junction of Clifton and Hardy Streets.</p>	<p>Do not allow parking on Hardy St near the end of Clifton St and towards Mitchell St from Clifton St - at the very least on one side of the road.</p> <p>Do not allow cars to be parked at the Goodwood Road end of Clifton St.</p>	

<p>In addition allowing parking at the top of Clifton St and Goodwood Road is also dangerous - when cars turn from Goodwood Road if there are cars parked on both side and cars are streaming up Clifton to Goodwood and from Goodwood to Clifton there is nowhere for them to go.</p>		
<p>Narrow streets. Big cars and trucks. No space.</p>	<p>I read all the comments and I do think that one way streets may help especially if parking only allowed on one side, so that there is a proper thoroughfare. (Especially the older areas where narrow roads were built before people had so many cars) People don't seem to manage to park properly in the elevated bays on KW, so perhaps don't put any more in. Electric scooters parking a problem too in side streets. Wind blows over and they can't be seen in the dark. Maybe council could only approve new dwellings with at least 2 car spaces</p>	
<p>Parking in narrow Thomas St makes driving a cycling a challenge , especially during events in Unley Central or the Soldiers Memorial Gardens. Also getting out of and into our driveway with our car is very difficult with car parked for long periods on the South side.</p>	<p>Reduce car parking on the South side of Thomas St and make Thomas St one way to stop very large vehicles using it as a thru way between Unley and King William roads to access Unley Shopping Centre</p>	  
<p>All residents should be provided on street parking permits annually without having to reapply</p>	<p>Provide all residents with on street parking permits</p>	
<p>There is an over-abundance of on-street parking in the City of Unley, which translates as a waste of valuable space. Instead of using a car parking space to benefit a single occupant (driver) at a time, the space could be dedicated to native tree planting to mitigate the effect of urban heat islands; widening a footpath for better pedestrian safety; creating separated cycling infrastructure (especially around schools); bioswale etc.</p> <p>Further, on transit routes such as Goodwood and Unley Roads, for example, on-street car parking impedes the flow of traffic at best; at worst</p>	<p>Reduce the amount of car parks in the City of Unley.</p>	







<p>it creates a hazard for cyclists (from dooring, by having to swerve out to avoid collisions with parked cars etc).</p>		
<p>Cars parked on both sides of street in Forestville and Goodwood frequently create hazards</p>	<p>Only allow parking on one side. Maybe alternate days?</p>	
<p>Difficulty driving up Hardy Street and Arthur Street because of cars parked on both sides</p>	<p>Limit parking to one side only</p>	
<p>Kneebone Street is a narrow road used as a cut through by those wanting to avoid the traffic lights at the Mitchell / KWR intersection. People park on both sides of the road so there are often near misses at the corner due to oncoming cars being forced to travel in the middle of the road. Mansfield St is even worse. Because lots of roads in this area pre-date cars, there is insufficient room for parking on both sides of the road plus cars moving in both directions.</p> <p>There are few un-timed parks near the tram and train stops, which discourages city workers from using public transport if they are Unley residents who don't actually live near those stops.</p> <p>Residents who have no on-site car parks are forced to park on narrow streets where they have to compete with workers from KWR who park all day, and with people parking for a shorter term. Residents are frequently not aware of the option of requesting a parking permit in front of their property to ensure they can have a convenient parking spot.</p>	<p>Make more narrow roads like Kneebone and Mansfield streets where parking is prohibited on one side of the road.</p> <p>Although it's difficult to source the necessary land, increasing the number of untimed parks near tram and train stops would make for greater uptake of public transport.</p> <p>Publicise the option of parking permits for those with no on-site parking on their properties.</p>	 
<p>A large number of streets were designed and built for horse and cart only. That can't be changed. More tram parking is needed now and in the future.</p>	<p>A common sight. 20's villa raised, two or more town houses go up. SUV won't fit in the garage because entrance is too narrow. Leaves one car left outside then second car on the street. Before development two cars inside but after three more on the street.</p>	 






<p>Albert Street, Goodwood is narrow at the best of times but more so Monday to Friday due to parking. Arthur St, Unley has the same problem.</p>	<p>A lot of through traffic use both streets for short cuts. Simple solution would be to park on one side only to allow cars travelling in either direction to pass safely.</p>	<p>P3</p>
<p>1. Time limits for non-residents are enforced on an ad hoc basis. 2. Why are there 'Resident Only' parking spaces at various places along Joslin St, Rose Tce, almost the whole of the western side of Short St and places along Young St - to name a few? What gives these residents the right to 'exclusive' parking, whereas other residents in the vicinity do not have this right. I have been a resident for over 40 years and these parking spaces have existed for that time and yet the properties have changed hands.</p>	<p>1. There is a need for more regular monitoring of non-resident parking. 2. Do away with 'Resident Only' parking. If needed, put in disability parking where necessary.</p>	
<p>Davenport Terrace Wayville, especially Joslin to Short streets is used by businesses & offer workers on Greenhill Rd for parking. The street (was well as Rose St 7 parts off Young St) is consistently filled with cars all day, with several not moving although there are 2 & 4 hour limit sections. Your visitors, tradespeople etc find it difficult to find a park due to office workers parking and most just move their cars around at the expiry of the relevant time - so little to no parks during office hours. If people are driving into the suburb & filling up residential streets, they should be made to pay.</p>	<p>Davenport Tce- Meters - this way revenue would be raised if office workers want to park in streets - which may dissuade them & make them come to work on public transport. They would also pay some fee to assist in the cleaning of the suburb. Reduce all parking to 2 hours, not 4 on one side of the road. Constant parking inspectors to police area.</p>	<p>P1</p>
<p>Many streets are too narrow for parking on both sides of the street so cars trying to use the street are blocked while waiting for cars to come the other way. Parking around tram stops also means that on-street parking is taken for residents or visitors.</p>	<p>More off-street parking for the tram like on Aroha Tce and narrow streets changed so parking is only allowed on one side.</p>	<p>P1 P3</p>
<p>It is extremely difficult to park proximate to shops on King William Road. Yellow lines need to be updated on several streets in Forestville. Cars park on corners, causing issues with visibility when turning into side streets or crossing t-sections.</p>	<p>Put in place yellow lines to prevent cars obstructing corners and t sections.</p>	<p>P1</p>
<p>Car obstructing my driveway on a weekly basis</p>	<p>Paint parking markers on the road to deter people from parking too close to my driveway</p>	<p>P2</p>

<p>I can generally find a park in front of my house but have to purchase a pass to allow me to park in my own street all day People who park all day in my street but move once only should need to purchase a pass also - could this be managed through the businesses on Greenhill Rd? Is there another way to ensure workers from the offices on Greenhill do not park all day on the street?</p>	<p>The businesses on Greenhill Rd need to allow staff to park on their site - a significant number of businesses have parking spaces that are not utilized currently - some sort of audit could be done To ensure workers parking on Davenport Tce (and Rose Tce, Joslin St, Clarke Tce etc) pay for a pass the time should be reduced to below 4 hours so they need to move cars frequently rather than just the once as is the case now (perhaps 2 or 3 hours or NO parking prior to 10.00 am or something else of this nature)</p>	<p>P1</p>
<p>My daughter lives in Hillsley Avenue Everard Park & the parking is absolutely shocking. This is due mostly to workers parking their cars at 8.30am & not collecting their car again until 5.30pm. There are a few roads in Everard park where there are NO 2 hour max parking times & in these places particularly the parking is dreadful. Outside of my daughters house there is NO 2 hour park sign & sadly the parking along those stretches of road without the parking restrictions is disgraceful. Only recently I had to park in Hungry Jack car park as we were visiting for the day & EVERY SINGLE car park was taken up by the Ashford hospital workers. It is simply appalling that we are unable to park outside of our daughters home when visiting her & even worse that many times we have had to park at Hungry Jacks so bad was the parking. PLEASE FIX THIS UNLEY COUNCIL</p>	<p>Strictly enforce the 2 hour parking to all roads in a and around L'Africane Rd & Hillsley Ave Everard Park. To leave the parking as FREE for all is simply outrageous</p>	<p>P1</p>
<p>Recently our end of Second Ave (south of Everard) is being increasingly used for parking by workers at the Ashford Hospital. They park for their entire shifts. There are concerns that any development on the old Le Cornu site will not have adequate parking.</p>	<ol style="list-style-type: none"> 1. Consult with Second Ave residents re parking restrictions during weekdays, while taking up the matter of inadequate parking with Ashford Hospital and the City of West Torrens. 2. Any development on the Le Cornu site must contain adequate parking for its residents/staff/patrons. 	<p>P1</p>
<p>On Street parking near the shops is terrible. There is little available. For residents it is painful. We are not allowed to have double garage so must park one of our streets on the road, with use by those commuting using tram, bus or train, we have no options - there needs to be a time limit.</p>	<p>We need to introduce 2 hour limit parking on all streets around Unley. We need to a place where commuters can park and catch transport. They cannot simply be parking in areas where residents and their visitors need to park</p>	<p>P1</p>



<p>Addison Rd is near the Clarence Park Railway station - it runs off Canterbury Tce.</p> <p>There are no parking time limits on Addison Road, therefore cars park on the street for the whole day. I find it strange that some street that are nowhere as close to a station - train or tram - actually have 2 or 3 hrs time limits.</p> <p>But I think that the biggest problem in the street is that several old houses have recently been knocked down and replaced by two or even three homes where there was one. Parking is limited in these properties; hence a lot of cars are parked on the street.</p> <p>What aggravates this, is that many of these cars are really large 4 wheel drives or large tradesman's vehicles - which are particularly difficult to navigate your way around. If you head west on Addison Rd, there is a curve, and when cars are parked on both sides of the road, it is extremely dangerous.</p> <p>It is exactly the same situation on the corner of Coulter St and Addison Rd. There are two very large tradesman's vans which park right across from each other on the corner of Coulter and Addison - they are legally parked, but I have seen several near misses as cars have tried to get around them. I am really surprised that there hasn't been an accident yet.</p>	<p>Being so close to the station, I think there should be a time limit imposed on parking near Canterbury Tce.</p> <p>AS for the corner of Addison and Coulter, the yellow lines near the corner should be extended further so that vehicles are parked further from the corner. But better still, I have seen signs in the Burnside area which prohibits cars from parking opposite each other as the street are too narrow - and some of the streets, are no narrower than Coulter Street.</p> <p>As for the curve on Addison Rd, there should be no parking allowed on either side of it - it is just too dangerous.</p> <p>And may I add that because there is no right hand turn from East Ave to Addison Rd, you HAVE TO go onto Coulter Street in order to reach Addison Rd if you are coming from north.</p>	
<p>When on street parking limits were introduced in Unley I understood that it was to protect residents and traders from workers parking and using public transport. I have spent 2 years having a back extension done with builders who were untimely, deceitful and took forever. I assumed that I would have been able to access on street parking as aa resident, to leave my driveway free for tradies who never deliver on time or turn up on the arranged day. However I was told I have no right to park on the street and begrudgingly given a 3 month permit. This added to the stress of the whole building debacle. I feel there is no respect for your residents and their needs.</p>	<p>Allow residents to access an on street permit per household. Just because my property is deemed 2 cars doesn't make it possible to leave a driveway free for a delivery of timber, a skip or a visitor when there is an event across the road at the community centre.</p>	
<p>Parking time limits around the bridge club on Young Street are impractical. They should be increased to 5 hours as a bridge session lasts 4 hours. Think about the facilities around the parking area rather than just randomly putting up signs.</p>	<p>Make the parking limit from 9.30 am to 2.30 to save elderly persons having to move their cars at the lunch break. They all just shuffle the cars around anyway!</p>	






<p>cars park outside my home (2-3 cars per day) and take bus to city</p> <p>7:30 onwards and return 5:00pm - all day parking</p> <p>restricts trades, family and friends having access to my home - already have bus stop both side s of road - (noise).</p> <p>one trade charged me \$80 extra as they had to park Cremorne Street and bring floor sander to my home 35a Duthy St</p> <p>it is rude to assume you can all day park - we all love a vibrant Unley - just consider rate payers and dissuade all day parking when these people don't pay rates. I leave messages on windscreen to say I wouldn't park all day outside your home -!</p> <p>Weekends are different - and short term and overflow when football is on full the street and they are welcome</p>	<p>Residential parking sign (non-residents max time Mon - Fri 3 hours</p>	<p>P1</p>
<p>Unley Road is too narrow to allow any on-street parking at all. Between Greenhill Road and Fisher Street it is dangerous and stressful for drivers who must be constantly alert to change lanes because of cars parked on the left or cars waiting to turn right. At all times of day and night.</p>	<p>Consider copying Prospect Council's treatment of Prospect Road. Extremely limited parking on the left, right-hand turn lanes wherever needed, space for bus stops allowed: uninterrupted traffic flow in one lane each way</p>	<p>P3</p>
<p>There is far too much on-street parking available in the City of Unley. Instead of cars, people should be walking, cycling and using public transport whenever possible. And further, residents should have no more cars than they can park on their own property.</p>	<p>Simple ... have fewer cars. Encourage residents and visitors to walk, cycle and use public transport ... and replace the presently excessive and unnecessary availability of on-street parking with indigenous vegetation.</p>	
<p>Narrow streets and too many cars parked in the road</p>	<p>I think one way would be to have less restrictions on building of parking facilities for new and renovated residences. Parking restrictions are unfair to residents but if private parking is available then it should be used (not sure how this could be encouraged or enforced).</p>	<p>P3</p>

<p>I live near a bus stop which is on Duthy St. People park in my street adjacent to my house and take the bus in to the city. Street parking spaces are precious, and this inconveniences me and my neighbours. Secondly some neighbours have several cars and don't park any of them in their property all on the street. The street often looks like a car park and makes it difficult for visitors to secure a park nearby. We are fortunate to live in a wide street however.</p>	<p>Not sure. Don't people get paid to do that?</p>	
<p>There generally seems to be enough on-street parking in residential areas, for those that need to park a vehicle on the road. I avoid parking on Unley Road, and consequently do not go to some of the businesses on Unley Rd that I may otherwise wish to use due to the lack of safe parking. I will not park on Unley Road as it is unsafe.</p>	<p>A decision is needed on whether Unley Road is 2 lanes in both directions or whether Unley Road provides for parking in which case only a single lane in each direction is safe,</p>	
<p>Cars parking all day/night out front of my residence. Cars appear to belong to employees of Care facility at 25 Cross Road, Kingswood</p>	<p>Limit parking to three hours with residents permits made available</p>	
<p>Parking in Eton Street/Duthy Street intersection is both over crowded and dangerous due to sheer volume of cars at any given time. Parking is now pushed down Eton St to Cambridge Terrace. Cars are being parked across resident's drive ways. Cars turning right into Eton St from Duthy St speed and now with the intersection even more narrow, it is only a matter of time until there is a car crash or worse, a pedestrian being hit. Add to that, the proliferation of electric scooters scattered across foot paths, hindering free flow of pedestrians. It is a disgrace and all due to Unley Council</p>	<p>Limited parking along Eton Street</p>	 
<p>1.City workers park in residential streets and then either bike or bus into the city and take up space and reduce parking in the street. 2.There is no resident parking in Robsart Street and with the increase in land subdivision, there are more cars per household and more parking on the street. There is also a school and aged care facility that take up parking. 3. Overall more congestion in the existing narrow streets with people owning, parking and driving large SUV's. 4. Castle street is so narrow with cars parked on either side, it's just an accident waiting to happen. 5.George and Duthy Street up to Young street intersection should be no parking at any time as it's a death trap for cyclists and a very narrow street.</p>	<p>Increase rates if households own more than 2 cars. Climate change is real, and people need to take some responsibility. Introduce resident only parking to make people aware of the impact they are having on the environment. Introduce one way streets to reduce traffic flow noise and parking. Encourage people to walk and ride bikes or take the bus and put in more bike paths. (More shade from sun and rain at bus stops would help) Publish walking maps to encourage residents to</p>	 

	walk to the shops using the lovely tree lined back streets. Reduce rates for residents who only own one car.	
<p>1. People parking down the beginning of Austell street using it for all day parking and then transporting into work by bike or public transport (have seen them parking in the morning when going to work). Also cars from adjoining Mary Street utilise the parks limiting spaces for the street residences. For a such a small, tiny, street there is problem with so much congestion/movement for trucks and local cars at the end of the street. Also dangerous as the street is designated as a bike throughput.</p> <p>2. Also the elderly are still parking on my end to attend the citizens centre. They have numerous times hit our gars and damaged gates.</p>	<p>1. I really don't like residential parking permits as it does not allow visitors but perhaps timed parking down the beginning of the street may assist.</p> <p>2. Restrict the users of the citizens centre from parking in the end of the street. may parks available in the close carparks of shopping centres</p>	
Traffic flow on Unley Road is often restricted, made hazardous by short term kerbside parking by truck and cars.	Suggest a daytime Clearway on Unley Road from Greenhill Road to Cross Road, both sides.	
I have not yet received a fine, but it is a large disruption to my working day having to move my car every couple of hours on a residential street where I don't see too many people at home during the day.	Either removal of parking limits (the same people move their cars to a different spot on the street, so the limits do nothing except creating a nuisance), or have longer parking limits where there are 2hr signs.	
The Mitchell end of Oxford St Hyde Park gets very congested at times and it is not uncommon for one vehicle to have to reverse to enable someone coming the other way to get through. This can be dangerous with children crossing the street.	No parking for the first 20 metre on one side of the street would enable cars to pull over and let others through without endangering pedestrians	
We have recently had no parking between 8-10am zones placed along one side of Everard Terrace, Third Avenue and Second Avenue. The apparent purpose is to limit parking by Ashford Hospital workers. However, there is no rationale for a no parking zone, which cannot be over-riden by a residence permit. The only rationale seems to be to permit speeding in the mornings along these streets.	These parking zones should all be changed (as in other parts of Unley) to two hour parking zones that can be overridden by permits, allowing residents at least to park outside their own homes overnight.	

<p>Parking at the top of Woodfield Avenue (on the corner with Fullarton Road) has become a big problem and a danger for residents of Woodfield Avenue. Often, I can barely reverse out of my driveway as cars are parked close to the driveways on both sides of the road. Despite yellow lines on Woodfield Avenue adjacent Fullarton Road, many drivers ignore these and park where they want, blocking safe entry to and exit off Woodfield onto Fullarton Road. On Thursdays, drivers ignore the no parking signs between 11am and 2pm, designed to allow access to the bin collection trucks. This happens consistently every week. With cars parked on both sides of the very narrow Woodfield Avenue, access is reduced. Often there is just a narrow gap to pass through. Parking issues are exacerbated by the fact that there is a bakery, two cafes and a sports store on Fullarton Road, whose staff and patrons/clients park on Woodfield Avenue.</p>	<p>Please make one side of Woodfield Avenue near Fullarton Road a non-parking zone. There are many examples of this in Unley Council, for example, this works successfully to make driving and parking safer on nearby Cross Street between Wattle and Fisher Streets.</p> <p>Woodfield Avenue residents wrote to Unley Council before the bakery began operating to express our concerns, which have all come to fruition. Unfortunately, nothing was done to mitigate the traffic and parking issues that we now experience every day.</p> <p>Thank you for the opportunity to comment, and for considering this very real safety request. I do hope that it can be addressed to improve safety, to avoid an inevitable accident (especially upon entering and exiting Woodfield Avenue/Fullarton Road), and address the concerns of residents.</p>	
<p>My issue is that we have to buy a permit to park in front of our own house. Whilst it is only a nominal amount of money, the imposition of the permit fee/levy discriminates according to your address. I live in Young St and the timed parking was introduced to stop people parking in the street & then taking the bus/bike to the CBD. Why is it that I then have to pay to park in front of my own home? Me paying to park should not be the solution to a commuter parking issue. Why does the council not just issue residents with the permit. Furthermore, people in the streets south of Young St don't have to pay.</p> <p>The other issue is that resident parking slows the traffic - this is reasonable. However, the parked cars add to congestion when out of suburb 'rat-runners' use Parkside side streets as a short cut. This congestion will only become worse when the Fullarton/Glen Osmond Rd intersection project is in full swing.</p>	<p>Issue rate payers with free parking permits. Change the parking restriction to 2 hours. Limit the parking time in the north/south streets between Greenhill Rd and Young St (major traffic congestion in these streets during business hours)</p>	
<p>Our street is busy with residents with multiple cars. I regularly see people parking and removing bikes (not in our street) but surrounding areas. This is certainly frustrating when you are unable to park outside your own house for entire days and we are certainly conscious of not doing this to our neighbours.</p>	<p>Pay if longer than 3 hours (similar to Mitcham Shopping centre with cameras recognising number plates). Engage with Uber system with residents registering to offer their residential parking space for a non-resident to park & cycle. DO NOT want Unley becoming like Glenelg with endless car</p>	

	<p>parking signs and limits. With driverless cars and electric bikes we need only a short-term solution. Once minority parking all day & cycle groups start paying then the situation is likely to differ again. Suggest liaising with Adelaide City Council for greater incentives to park in purpose built car parks than build any new parking facilities.</p>	
<p>It's absolutely necessary to address the issue re: parking on Unley Road. It just does not work, and cars parks along Unley road create hazards for drivers / cyclists who commute up and down daily. Clearway signs are not abided by and many are faded and no longer readable. Simply not good enough on a road that's a main route to the CBD. Come on Unley Council - it's your responsibility to fix this and create off Unley Rd parking.</p>	<p>Introduce off Unley Road parking options, reduce footpath width to enable parking without interrupting traffic lanes, no right hand turns from Unley Road between 7 - 6pm to avoid traffic flow interruption. Extend clearway timeframe!!</p>	
<p>1. People routinely park across our drive - generally on weekends when there is no-one at Council to take action i.e. over 150 individual vehicles parked over our front driveway in 10 months (have photo evidence from security cameras).</p> <p>2. Several residents have multiple people movers/4 wheel drive vehicles which take up a lot of space. Some cars have been parked on the street for several months without being moved. Most of these residents have access to park vehicles at the back of their properties.</p> <p>3. There is nowhere for cars to turn on Leicester St with vehicles parked at the dead end section all day. The four end houses with off-street parking are used as turning points. Our front gate has been damaged and replaced at our cost twice by people running into it yet. Last year Council installed temporary bollards with the aim of installing yellow lines for turning. Apparently this did not continue as 1 person whose property fronts George St and has off-street parking on George St complained. Council did not engage with any of the other residents on why the bollards were installed or why they were removed despite them being there for some months.</p> <p>4. Non-residents park all day to go into the City catching buses on Unley Rd or George St or ride in parking right on the corner of Whittam/Porter both sides. With narrow streets anyway these 4 x 4s block visibility and there are near misses constantly of pedestrians, bicycles and vehicles on Whittam/Porter and Leicester/Porter junctions. Drivers frequently cut the</p>	<p>1. Where the four houses with drives are at the George Street end of Leicester St (106, 107, 108, 109) put yellow lines in to stop people parking over the driveways and install timed parking signs e.g. 2 hours Mon-Sat 10-3pm with appropriate signage. This will limit the time people can block driveways.</p> <p>2 Make other parking on the street timed say 3 hours with free permits for one vehicle for residents. This will encourage residents to use their rear off-street parking for additional vehicles or purchase additional permits. Making parking timed would stop commuters taking up the limited space and free up space for residents and people who want to walk to use the Park or visit Unley Rd to shop/eat for a few hours or go to the Footy/Earl of Leicester for example.</p> <p>4. Stop people from parking on the corners of Leicester St and Porter Place to allow more visibility and use give-way signs or speed humps to slow people down. As noted by residents in previous surveys Porter Street is and continues to be a rat run for vehicles to avoid Unley Road traffic. Porter Street should not be a bicycle lane it is way too narrow and dangerous for both car and bike</p>	

<p>corners without indicating, slowing or stopping.</p> <p>5. Porter Lane - rear access is regularly blocked by neighbours/builders parking all day and kids bicycles left in lane.</p> <p>6. The turn from Unley Rd to Culvert St is clumsy - the traffic lights would be better on the corner of Unley Whittam Streets. Culvert St is wasted space with a lost opportunity for parking bays.</p>	<p>users.</p> <p>5. Install no parking/penalty signage in Porter Place/Porter Lane to ensure residents are aware they cannot block other resident's accessibility. Ensure that parking inspectors regularly police the streets/laneways to enforce parking restrictions - this seems to only occur if you call the Council which has to be done during office hours. Perhaps residents could also send photos of vehicles obstructing driveways out of hours for council to follow up with penalty notices (to discourage repeat offenders).</p> <p>7. Move the traffic lights to corner Whittam and Unley Road and improve access to Culvert Street and allow timed off-street diagonal parking bays opposite the houses.</p>	
<p>Need all day clear ways on major roads (Goodwood Rd, Unley Rd). Parking on main roads is dangerous and blocks traffic. Lack of clear ways makes cycling very dangerous.</p>	<p>Clear ways on major roads, and enhance parking areas behind shops, e.g. parking behind Goodwood Rd shops.</p>	
<p>Mary Street on-street parking is causing road risks. With on street parking on both sides of the street it reduces traffic to one lane stopping and starting (at speed) and risks in getting out of driveways and kids crossing roads. The street paths are in a bad condition so often cause pedestrians (especially anyone with a mobility devise of stroller) to walk on one road in sections casing additional risks .</p>	<p>Reduce speed Improve walking paths (and size) so no need to walk on road Parking one side of road (not both)</p>	 
<p>I've added specific comments to the map.</p> <p>Overall, my parking experience as a consumer is good. I can almost always find a park whenever I visit a house, business or facility (like a park).</p> <p>I would sometimes like to "park and ride" to the city via tram. I'm happy to pay for this parking. This works quite well from the Greenhill Rd stop where these is paid parking available.</p>	<p>I'd like to see all day paid parking options near tram stops, in particular, in areas where 4 hour limits have been imposed to discourage park and ride. (I we remove those limits and allow free parking, then lots of people would park for free all day... and we don't want that. But I think that even a small cost will discourage many of these people. Why not experiment with \$5 all day parking meters near Wayville, Goodwood and Black Forest tram stops?)</p>	 

Some streets are hard to navigate because of all day resident parking on street. For example, I live on the corner of Mitchell and Weller streets. Weller St has several spots (including one very near the Mitchell St corner) that are generally filled by residents cars. This parking near the intersection makes the corner less safe. Parking near the bike way turn in points is also awkward and makes the street less useful.

Discouraging all day on street parking by residents is a trickier problem. I have a few suggestions:

1) try to shift that parking away from intersections and narrow streets into wider streets. For example, can we encourage residents who park all day in Weller St to move to Lanor St or Louisa St? (Both of these streets have parking spaces free every day because their residents park off the street).

2) Look at planning schemes to make sure that the parking spaces included in new multi dwelling developments are actually large enough to be fit for purpose. I'm not an expert in this area, but it seems to me that the spots are often small and awkward, and residents end up parking on the street instead of using them.

3) Somehow we need to encourage people to park in their own driveways instead of the street! I'm not sure how to do this exactly, but perhaps it could be something that is discussed in the Unley News or similar?



Unley resident Tim decided to start parking in his driveway to stop blocking up his Street. 'I'd always complained about people parking on the street' said Tim 'and then I realised I do it... so I'd better be the change I want to see. So I started parking in the driveway. Once in a while I have to go out and move my car to allow my teenagers to get their car out... but it isn't all that often. And Now I'm one of the good guys'.

With the development of Parkside Place, cnr Banks, Olive and Fullarton roads the potential for increased street parking in both Banks & Olive has the potential to clog the eastern ends of those streets. This could cause difficulties for residents with increased intrusions (<1mtr) of driveway curbing due to the need to manoeuvre in and out of a property. The street effectively halves in width when vehicles are parked on either side making

1. Make driveways with intrusion limitations to assist with exit and access ease.
2. Consider the use of time limitations if extended parking becomes an issue once the apartment complex is occupied.
3. Insert chicanes along Olive Street to interrupt



<p>exit from a street property more difficult into an oncoming stream of traffic which uses Olive Street to access Fullarton Road. The apartment development parking capacity will not meet the vehicle parking demands of new residents with most homes having 2 or more vehicles. This will result in cars being left parked in front of street residents for extended periods reducing access for their guests and increasing frustration of people that may result in clandestine anti-social behaviours.</p>	<p>traffic flow to prevent excessive speeding and focus drivers' attention to changing traffic circumstances in the street.</p>	
<p>Living 100 metres from Greenhill Road it is extremely difficult to obtain parking for family, visitors and trades people during Monday to Friday due to office workers using two hour parks and moving a short distance to avoid fines. The street is often full all day that has been further compounded by businesses being provided transferable exemption permits for all day parking.</p> <p>My recommendations for current and future regulars reviews are as follows:</p> <p>Create more Resident Permit Zones in the first 800 metres off Greenhill Road to support local residents and other users can park further from the offices. This assists with support services and genuine visitors to our homes.</p> <p>Restrict workers permits for Office staff that encourages them to create on-site parking.</p> <p>Restrict residential parking for future High Density residential parking to existing commercial or home parking approvals. This will reduce potential further clogging of streets.</p> <p>Seek planning for Greenhill Road parking strategy. Should the existing option to park between 10.00am to 3.00pm be removed for traffic flow the spillage will be into our streets.</p>	<p>As above</p>	<p>P1</p>
<p>Parking anywhere around a tram stop is very difficult as users who park then ride the tram to another point take up spaces which could be better utilised by having short time limit around the area for shoppers, visitors and locals.</p>	<p>As above plus having consultations with State Government re the lack of on-street parking in front of new planning developments. As an example, there will be two new, four bedrooms each, double storey houses, on block widths of 7.5 metres each, with a tree and a "Stobie" pole out the front, with</p>	<p>P1</p>

	<p>driveways for each property to be erected. This means NO on-street parking available outside these premises. With an average of two to three vehicles per property, you can imagine the outcome. As Planning consent seems to have been passed to the State Government, there seems little Council can do other than simpler. In the street I live we already have all day parking which commuters use, which makes life a little harder.</p>	
<p>Use of Unley by owners of Utes for all day parking before unloading the bike and riding to the city; particularly in Porter and Rugby Streets</p>	<p>Resident has a right to raise the issue with council and have it controlled if it becomes a persistent problem.</p>	
<p>No serious issues as I can travel in out of peak times</p> <p>However when electric vehicles are the norm charging facilities will require some serious infrastructure attention</p>	<p>In Europe especially in Scandinavia countries pop up charging facilities are common.</p> <p>Many cars that are parked on street overnight will need access to power. Very long extension cords would not seem to be the best option. Some long term thinking to accommodate this change will need consideration</p>	
<p>We live in a very narrow street. Parking is limited to one side only but this still restricts the movement of traffic. One often has to pull over, as in Mary and Arthur St, to allow other cars to pass. Our main problem is the fact that outsiders are using our street for parking. I have been keeping a record for the last month or so and we regularly have the same cars arrive about 8.30 and not leave until 5pm. This makes it impossible for friends, relatives etc to find a park in our street. As there are a number of shared driveways, we would like to request that the north eastern part of Queen St, up to No 7, be limited to 4 hours. This would provide approximately 4 parking spaces which are currently not available during the week day. Weekends are not a problem.</p>	<p>We would really appreciate a 4 hour limit, as described above.</p>	

I have raised the issue regarding the problems associated with long-term parking along both Katherine and Moore Streets over the past number of years with little success. The only 'solution' Council has granted has been the recent introduction of a parking ban on the western side of Moore Street on Thursday mornings; and this was to facilitate the movement of the rubbish truck through the street, it was not aimed at addressing the parking issue per se! This is intended to be a short-term 'band aid' approach to ascertain its effectiveness and was to be subject to later Council review. However, to tackle the current car parking problem, the only true solution is to implement time-limited parking along the whole of Katherine and Moore Streets (and probably Nelson Street as well, though the northern need of this street and the eastern end of Katherine Street do in fact have a 1 hour limit - and it shows as to the relative 'openness' of the streets). For whatever reason, Council has been reluctant to implement such a solution on the grounds (apparently) that this just pushes the problem further along. My response to that is so what! Make it more difficult or further away as it discourages the potential for people to park near their destinations, which in our case (as pointed out previously) are commuters catching the bus at the nearby Glen Osmond Road stop, businesses along Glen Osmond Road and (a fairly significant factor) students/staff/workers attending Glenunga High School. These are the drivers attracting all-day parking in the local streets. By saying you're pushing the problem further out so let's leave the situation as is, is really discriminating against us in that you're saying we need to put up with it. No good enough, sorry. This needs to be tackled now as a matter of importance, particularly in view of the great usage of the Katherine Street Park which is one of Council's great success stories in Fullarton. Allied to the congestion created by the all-day parking is the rat run through Katherine Street then up Moore and Nelson Streets by traffic crossing Glen Osmond Road at the lights with Conyngham Street/Bevington Road. This is incessant and increasing and continues to create amenity and safety problems for local residents. Again, I have pointed out this issue several times in the past but absolutely nothing has been addressed. I've provided Council with a copy of the traffic engineering report from 1990 prepared for Council that recommended that the top end of Katherine Street be closed off to entry at the Glen Osmond Road boundary. This has been ignored since that time despite my reminders to revisit this solution. In closing, below I have pasted my previous emails to Council, about this



Restrict all-day parking by erecting 2 hour (or similar) parking limits - residents excepted - along the entirety of Katherine and Moore Streets (and probably Nelson Street) to ensure the streets are not clogged, generally both sides, with parked cars. This time would enable better access for the Park users as well. The temporary parking Thursday mornings to satisfy rubbish truck movement isn't addressing the issue at all, it is a convenience to Council in effect.

Also, think about implementing the 1990 traffic report and close the top end of Katherine Street or, at a minimum, instal serious traffic calming devices to not only slow the traffic down (yes, despite what some Council officers believe, speed is a real issue) and, hopefully, discourage some of it altogether.

issue so that (hopefully) you'll read them again and take note of the somewhat dire situation that most residents around here have of the current parking and traffic issues -

27 June 2021

Good afternoon Councillors

Thank you for making me aware of Council's briefing session on commuter parking last Monday night. I found the discussion very interesting indeed and illustrated the extent of the issue Council-wide and the complexity in addressing the problem. It is quite clear that there is unlikely to be one single or 'one size fits all' solution that would adequately address the range of parking issues already identified.

Whilst much of the discussion was focussed at the macro or strategic level, diagnosing the key drivers and characteristics that influence the incidence and range of commuter parking, it was pleasing that the presentation did to some extent also recognise some of the existing micro 'hot spots' that have triggered levels of concern from residents. And, in this regard I thank you both for elevating the Katherine/Moore Street 'hot spot' onto the agenda so visibly as well as the recognition of the role that Glenunga High School is playing in this. This has been greatly appreciated.

Although not necessarily disagreeing with the top level, broad scale approach to more thoroughly define and better understand the whole picture, and map out what actually does happen on the ground, such an exercise will take a significant amount of time. And, meanwhile, the existing identified 'hot spot' problems are likely to compound. I agree with your comment on the night, Kay, that Council, in effect, should be looking at both long-term and short-term measures concurrently. The key 'hot spots' and their local issues are largely already known and could be tackled sooner rather than later (i.e. before the whole strategic picture is known) with local conventional solutions such as timed parking controls, Aus. Roads Rule 208 signage, perhaps staggered parking where justified etc being installed. Such sign infrastructure would not be an overly expensive exercise to Council, nor would it result in more costly physical roadworks reconstruction or the like being required. Neither would this work be likely to compromise any long-term options that may be ultimately confirmed from the strategic review outcomes, but the more immediate implementation of the 'hot spot' improvements would considerably help in

overcoming our current parking problems.

I will leave these thoughts with you in order to help frame the discussions as to what may happen in Moore Street. In this respect, in light of the strategic analysis work on the 'global' commuter parking issue that Council has committed itself to, do I take it that the proposal to enforce the staggering of on-road car parking along Moore Street may now be off the agenda whilst a more 'holistic' solution is thought through?

Thank you for reading through my somewhat lengthy rundown on this matter. I hope that I'm not outwearing my welcome but I do think that a better solution to the Moore and Katherine Street parking problem needs to be considered.

On a final note, once clarity has been reached on the parking, I do wish to pursue the other point I made in my email to Michelle, namely the traffic problem resulting from the Katherine Street rat run courtesy of the Glen Osmond Road traffic signalling. This is a major issue with many local residents along the roads affected. It is well past the time that this needs to be addressed as well.

And -
6 June 2021

I am responding to your letter delivered the other Friday outlining the action Council is planning to take in response to the car parking congestion along Moore Street. We live directly opposite the park. I have lived here for decades and know the situation well. The street parking, and the traffic for that matter, have been significant issues for residents in both Moore Street and Katherine Street for some time. I will raise the traffic question later.

Firstly, it is pleasing that the Council has acknowledged that a problem does exist but secondly, the solution proposed will not properly address the primary issue and the reality is that the alternate parking limitations staggered along Moore will discriminate against existing residents and their parking needs.

The solution ignores the fundamental cause creating the congestion in the first place. Moore Street (and Katherine Street) have turned into nothing more than long-term public car parks during weekdays. There is rarely a problem on weekends. The parking is generated by people who park along the streets to attend Glenunga International High School, to work at the offices etc nearby along Glen Osmond Road or who commute to the city

from the bus stop conveniently located just around the corner. Before, say, 7.30 am and after 5.30 pm, again, there is no real parking issue apparent.

These all-day parkers are the ones blocking the roadway function; rarely are residents' vehicles involved as they come and go and/or use their driveways for parking. The short shrift given in Council's letter to timed parking controls misses this point entirely. With, preferably, a 1 hour parking limitation on weekdays between 8.00 am and 5.00 pm in place, the long-term parking would (in a legal sense) disappear which, in my opinion, would resolve the problem. If Council has to issue fines to enforce this, then all the better. The all-day parkers would soon learn that their customary parking option is not profitable to them! This would eliminate the all-day vehicle parking yet allow residents/visitors and those using the park to have better parking opportunities than now.

This parking control could be reinforced by signage placed at the entries to the street advising people not to park opposite another car parked in the street since this is a breach of Australian Road Rules subject to penalties. Burnside Council makes much use of their practice around Glenunga. This, combined with the timed parking control, is a better option than the one described in Council's proposal.

As to the specific one-side parking layout is concerned, it is proposed that my, and my neighbour's, property will have the parking restriction along our boundaries, with parking allowed adjacent the park boundary. This directly discriminates against us and our visitors trying to find a convenient parking spot along Moore Street. If anything, the restriction needs to be on the park side. This change is my bottom line in the event Council blindly pursues the current recommendation.

Which raises another point. Your letter reads as if this is a fait accompli, and will be implemented by the end of the month. If so, this is incredibly disappointing as what happened to any prior consultation process with affected rate payers before deciding? This is a repeat of the park's trampoline fiasco a few years back when on the basis of a single complaint, Council ripped the then trampolines out of the park with no notice whatsoever to residents. Only a concerted community campaign was able to rectify this poor decision. It was pointed out then that Council's Community Engagement and Consultation Policy was never followed in seeking community feedback prior to decisions being taken, and I fear the same is happening here. Surely, for something that directly affects Moore Street residents in such a significant way should be subject to the Policy. It would be appreciated if you can take a step back and review the process

followed to date and reconsider firstly, the solution you have identified and secondly, undertake serious and genuine consultation with us rather than unilateral action being taken.

Lastly, I want to raise the traffic issue with you. The volume and speed of traffic coming down Katherine Street, originating from the eastern side of Glen Osmond Road and channelled by the lights at the Conyngham Street/Bevington Road junction to then pick up Wattle Street, has increased notably over the past few years. These rat-runners are causing safety and nuisance problems for residents along Katherine Street, Moore Street and Nelson Street in particular as they seek the short-cut to avoid the righthand turn from Glen Osmond Road into Wattle Street. I've raised this issue a couple of times in the past, the last time with the then Mayor during the start of the trampoline saga, but have not got responses. I followed this up with staff in another email (late 2017) which I've cut-and-paste below for you to read -

If Council is serious about remedying nuisance in this locality then the real nuisance issue is that associated with the traffic, both volume and speed, down Katherine Street and along Moore Street. Over the last 20 years in particular (it was even bad before then) the number of vehicles using these streets has increased enormously and is having a direct negative impact on the residential amenity (orders of magnitude over a trampoline) quite apart from the safety concerns that also arise, particularly now that Council has specifically designated and highlighted the streets as part of its bikeway scheme.

I have raised the traffic issue several times over many years now to no affect at all. Once more I'm sending Council an extract from the report prepared in late 1990 by a Traffic Management Consultant engaged by Council which recommended that Katherine Street be closed at its eastern end adjacent Glen Osmond Road. This was strongly accepted by many living along Katherine Street at the time but nothing came of it, for whatever reason(s) as we were never officially informed. Since that time the number of vehicles moving down Katherine Street, motorists using the route as a short-cut to Wattle Street, courtesy of the Bevington Road/Conyngham Street traffic lights, has grown substantially thereby compounding the issues identified by the Consultant all those years back. I have made this point to Council on previous occasions, with the same extract being sent along each time (there must be numerous copies floating around the Council offices!); however, no interest at all has been shown by Council regarding the matter which I find regrettable.

It's the traffic that is the real nuisance for the area in terms of noise and general well-being which has a clear negative influence on our amenity. Council needs to tackle this issue for the safety of residents, the park users (especially children) and now bike riders. The Consultant's conclusion and recommendation should be revived and acted upon sooner rather than later to minimise the traffic dangers and to help sort out the function of the local road network as a substitute main bypass thoroughfare for Glen Osmond Road/Wattle Street.

So, how do we move on from this point to get Council interested in addressing the worsening traffic conditions that Katherine Street/Moore Street residents are facing. At some time in the future I have little doubt that there will be an accident with a cyclist or someone using or accessing the park.

I'm happy to say that my prediction in the last sentence re a pending accident has proved wrong, there has not been any thank goodness.

I've also attached another copy of this report for you to read.

But the fact remains that traffic and parking management in this part of Fullarton is a mess. Deal with long-term weekday parking through timed parking controls. This will be far more effective than the proposed solution as all this will do is to relocate the all-day parkers along Moore Street to take up the available spaces to the disadvantage of existing residents who will have no parking options left until after hours. Staggering the parking will not achieve a satisfactory outcome.

And then deal with the traffic issue by closing the top end of Katherine Street at Glen Osmond Road (as recommended in the consultant's report) or at the very least construct multiple speed calming devices along the affected streets to discourage volume (hopefully) but at least impede the speed of vehicles. Have no illusions that the proposed staggered parking along Moore Street will actually slow traffic as you suggest. I have seen firsthand that this does not deter a lot of drivers, they see it as more of a challenge!

Thanks for reading this lengthy response, Michelle, but it is something I am deeply concerned about and I want to see feasible, practical solutions implemented that are in the best interests of local residents and that tackle the real problem and are not a band-aid formula.

I would be very happy to talk to you direct on this so that you can perhaps understand clearer where I'm coming from as I feel confident that reason can prevail. Ideally a meeting on-site, in the park possibly, would be beneficial since we can observe firsthand the situation. Please contact me

if you wish to follow this up and we can arrange a time convenient to you.

And -

September 2017 (in the context of the trampoline fiasco at Katherine Street Park, which thankfully got largely rectified!)

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<p>thoroughfare for Glen Osmond Road/Wattle Street.</p> <p>So, how do we move on from this point to get Council interested in addressing the worsening traffic conditions that Katherine Street/Moore Street residents are facing. At some time in the future I have little doubt that there will be an accident with a cyclist or someone using or accessing the park.</p> <p>I hope these views will be relayed on up the executive management line, even to the Council body itself so that they can perhaps understand the depth of feeling about the decision and the absence of any transparent process here.</p>		
<p>Vehicles overstaying the 4 hour limit. On informing council of the issue they send an officer to mark the car and then come back 4 hours later to fine the owner, however by which time it is past 5pm so no fine can be issued.</p>	<p>I believe parking limits should be a max of 3 hours throughout the city. This would certainly solve the issue in Dunks Street.</p>	
<p>Albert St near King William Rd - cars currently parked on both sides of the road constantly during working hours. makes driving through very difficult as there are almost always cars going both ways & is no operating as a one way street. 2. Mary St Unley - cars currently parked both sides as above</p>	<p>parking during working hours Mon-Fri be limited to one side of Albert St only</p>	<p> </p>
<p>1. Issue of concern: Recent road resurfacing in Arthur Street Fullarton resulted in the removal of the raised yellow markers at the junction with Watson Street. Current painted road markings suggest that these markers will be returned. As this is a narrow street and cars are regularly parked on both sides (east or west) of Arthur Street, these markers present a hazard for cars entering or leaving Arthur Street at Watson Street.</p> <p>2. Issue of concern: Overgrown planted traffic management/water catchment barriers in Wattle Street impede views of the roadway.</p>	<p>Recommendation: That Council consider limiting car parking to one side of Arthur Street. Recommendation: Regular maintenance of plantings is required to ensure that curbing and roadways are clearly visible.</p>	<p></p>
<p>At a minimum, reinstate 'yellow lines' to designate resident (and other) driveways. Optimally the use of yellow road marking dots to designate driveways would provide a physical, but unobtrusive, barrier.</p> <p>b) Limit Parking along Gilbert street between Goodwood Road and Rushton Street to one side only</p>	<p>I would like to firstly thank the council for undertaking this process.</p> <p>Due to the formats of the feedback options that are available and the limited characters allowed I have opted to submit my suggestions, and the concerns these have been developed from, in long form via</p>	<p></p>

c) Mark designated parking spaces (individual car spaces) along Gilbert Street (in fact every street within Unley council) so that cars can effectively use the space available.

d) Make Gilbert Street between Goodwood Road and Rushton Street a 'One Way' street (with traffic able to turn off Goodwood road and head East only), direct traffic to turn right only (east) from Rushton street onto Gilbert Street. The addition of a slow point just west of the Rushton St/ Gilbert Street intersection would also greatly increase resident amenity.

I have already responded in more general terms to the above therefore in this instance I limit my comments to carefully researched narrow streets [8M or less] particularly Stamford Street as it remains this precincts highest volume rat run.

With that in mind and how it relates to the density of Business/Commuter Parking 5 days a week, I respectfully raise the need to resolve Stamford Street issues in order to provide safe and convenient traffic movement for all parties concerned.

Current Conditions exacerbated by Business/Commuter Parking

- inadequate visibility to avoid children or pets on the road.
- increased danger for vehicles navigating the exit of private driveways as oncoming traffic is not visible. Accidents have and do result.
- approximately 10 years ago Council removed the mandatory 1.8M parking from either side of private driveways [still mandatory by DIT for all main roads]. With increasing traffic volume the removal of such a basic safety measure creates congested and hazardous conditions in narrow residential streets.
- periodically driveways are completely obstructed by business/commuter vehicles causing significant inconvenience to residents and anxiety in the case of emergency.
- commuters frequently park illegally in Permit Zone/Time Limit zone - NB residents are afraid to speak out for fear of having their Permit Parking facility taken away from them by Council.
- business/commuter parking on both sides of narrow streets prohibits any parking provision for emergencies, visitors, deliveries and/or for tradesmen.
- no road space for garbage collection, also allowing parking immediately adjacent to either side of driveways denies a practical space for garbage

this portal.

I trust they will be received and added to the submissions received via the other formats.

As a resident on Gilbert Street Goodwood for 9 years I have seen a number of issues develop and some pre-existing concerns increase in occurrence.

Suggestions to resolve for all parties - Residents, Regular Services i.e. Postal and Garbage & Business/Commuters:

1. Council to engage with State Gov. Councils, Businesses, Sponsors, to introduce a peak hour Electric Mini Bus Service linking areas to provide Public Transport where needed e.g. Greenhill Road. Said buses could also provide a shuttle service linking key shopping precincts thus minimising the need for private vehicles. Subsidised Card paying passengers.
2. Council to conjoin with Businesses, State Gov. and Developers to provide a central car park facility to relieve pressure on residential streets.
3. An immediate implementation for Permit Only Business/Commuter parking to be restricted to one side only in all streets 8M wide or less from 9am to 5pm thereby providing Safer Road Use and a facility for Emergency, Visitors, Deliveries and/or Tradespeople.
4. Council to re-instate the mandatory 1.8M space either side of Driveways to allow for safe driveway exit of vehicles, cyclists etc. This would also provide a practical location for garbage bins which currently obstruct very narrow footpaths causing an increased hazard for Postal Deliveries and for Garbage Collection forced to stop frequently to place bins on the roadside.
5. For obvious safety reasons parking should not be permitted opposite driveways or T junctions.



bin placement. Contractors therefore are forced to delay traffic [a potential hazard] as they exit their vehicle to place bins [which obstruct pedestrian movement] onto the roadside to be emptied.

6. Residents who are restricted to Permit Zone Parking should be entitled to this provision 24/7. Council Legislation must be amended to ensure this entitlement cannot be removed for as long as there is a licensed vehicle attributed to that address and no parking available on their property.
7. As current Infringements are so minimal there is a case for increased penalties for noncompliance - particularly so for those parking illegally in Permit Zones and obstructing Driveways.






I have lived on Ada Street Goodwood since 1997 and in that time have never observed what one would call a "parking problem" on the Street. In all that time the only occasion when getting and on Street car park has proven to be difficult is during the week of the Royal Show – and even then typically only on weekends – which is perfectly acceptable given this is a one-off large-scale community event. In 2017 the Council determined (without direct consultation to the property owners in Ada Street to the best of my knowledge) that parking permits would be applied to the Street and a 4 hour restriction put in place Monday to Friday. This was supposedly to limit commuter parking problems created by people parking in the Street and catching the tram into the city for work each day. The reality on the ground in my street is that this was never a problem, yet I suspect someone drew a radius around the Goodwood and Wayville tram stops and assumed it was, applying this restriction to the entire street! As a result we now pay for an annual permit that we don't need and my children who have their own cars need to be aware that they could be fined for parking out the front of their own home – which has happened.

Applying parking permit and time restrictions on streets like this needs to be done with more consideration and discussion with residents as to whether there is actually a problem. I suspect if the residents of Ada Street were properly consulted we would never have had these permits in the first place, which costs the community (and Council administration) unnecessary time and money wastage. I would love this permit restriction on my street to be lifted and would be pleased to discuss this matter with someone to enable that to happen.

I absolutely support the introduction of dedicated bike Lanes on residential streets where appropriate, but this needs to be carefully considered and designed appropriately. Recreational and commuter cycling is to be encouraged but not at the exclusive cost to other road users and property owners. The most recent examples of dedicated bike Lanes I have seen in my neighbourhood (Weller Street/Wood Street) are terrible in my view. To be frank they look like an engineered design solution that "ticks the boxes" when it comes to Australian standards etc. The City of Unley rightly talks about the importance of beautification of its streets and neighbourhoods, yet installs eyesores like this. An ounce of additional design imagination and creativity could have produced a far better outcome for all concerned. There are plenty of good examples around the place where this is done – based on these recent examples Unley needs to do better.

P1

<p>where are our friends going to park? I live beside K.W Rd so expect street parking. Shops on K.W. Rd would not do enough business if customers could not park in the side streets</p>	<p>get over it residents or move !!!</p>	<p>P1</p>
<p>ensure parking signs are relevant and accurate. as an example in Fashoda Street many years ago signs were provided for a "No Parking" zone opposite the Walford School gates to facilitate school bus entry and exit. around 10 years ago the off-street car park in front of the Chapel became tennis courts with the original gates replaced by a wall and one rarely used gate. the parking restriction is no longer relevant and ignored on a daily basis. sign removal required.</p> <p>as an example the two-hour limit zone on the north side of Fashoda St at the eastern end is ignored on a daily basis. for the past 12 months vehicle in particular have been parking in the zone from before 730AM to around 430PM. when untimed parking is available on the southern side of the street. infringement notices have not been obvious suggesting limited checking by Council inspectors.</p>	<p>Rangers to regularly inspect for noncompliance as a discouragement to those over staying. development approval to include provisions to limit the impact of contractors vehicles on neighbouring residential properties. renovations can continue for months to over a year. Contractors vehicles generally being large utilities and vans which are higher and wider than a car. When they are parked close to both sides of a driveway entrance it makes exiting from a residential driveway dangerous. The exiting drivers eye height it likely to be lower than the height of the contractors vehicle so that the view of oncoming traffic is totally obstructed. A traffic marshal is required for a safe exit unless the parking procedure it changed. Suggest Development Approval cover this aspect by considering the setback from driveway required in lieu of a marshal or some other provision such as mirrors placed to give a street view each way. a 4m vehicle setback from the driveway is not effective as the view to the road centre extends no more than 10m along the street. In older streets with wider allotments many properties have a central pedestrian access . In time zoned locations it would be good if a space adjacent the gate was always left for residential use. in other cases a spot anywhere would do.</p> <p>senior Citizens Residences- the occupant are generally in an out several times per day and also often have daytime visitors which adds to on street parking issue. some friends prefer not to visit because of parking inconvenience.</p>	<p>P1</p>

<p>I have had no problems with parking in my street. I cannot park in my driveway as it is too narrow. I always park in front of my house or across the road in front of my neighbour's house- they have no problems with this. I have no issues in parking on my street, but I run a business from my house teaching piano to young students. their parent must continue to be able to park in front of my house. No Fines! There must be no complications with this current arrangements. I also have regular visits from my 2 gardeners who often park outside my house while they are working for me. There must be no restrictions to their parking in my street. My visitors and students must incur no fines or restrictions for parking in front of my hours</p>	<p>I expect there will be no changes to my current use of the street in front of my house. I will of course refuse to pay any fines if Unley Council decides to restrict parking on my street. there are no problems now for me with parking - please do not introduce any restrictions re parking in my street</p>	
<p>Regarding the feedback for parking in Unley Streets Your site was very difficult to browse, to find out how I could submit any comments So I thought I would contact your department by e-mail I live in Young Street, and during each day, local office workers park along both sides of the street That is fine, but sometimes on bin pickup day (each Wednesday) some car owners move the bins That gives them more room to park, but sometimes means that bins are not picked up Either the bins are moved too close to the car or they have been moved onto the pavement Either way, in can be impossible for the truck mechanism to lift some bins The residents used to leave their bins on the pavement along the front kerb But some cars would be parked in front of them during the day Now, most residents put them on the road edge to highlight the fact that they are there ready for council pickup I have from time to time left a note on car windscreens to notify the driver when he or she returns And it usually works, but not always</p>		 
<p>I am pleased to have the opportunity for input into a review of on-street parking in The City of Unley. While my comments will focus on the street where we live, it is very likely that they might apply to other locations as well.</p> <p>We live on Church Street, Highgate, which is very close to the Highgate School. For the most part, it is a great joy to see parents accompanying</p>	<p>2. Optimising the available parking space. While we cannot take back the space taken by too many wide driveways, we can look towards making the best use of the available parking space. To this end, I suggest that the council consider delineating parking spaces by painting lines on the road. Sadly, we have had many occasions in which a</p>	 

their happy children to and from school each day. However, every morning and every afternoon, there is much demand for parking spaces as parents drop and collect their children each day. On those occasions when there is an event at the school, such as Christmas celebrations and Quiz Nights, the situation is even worse. I recall a year or so ago, when a neighbour was unable to go to work, because her driveway was blocked by a thoughtless motorist, on one such occasion. Moreover, it has been a recent practice that staff of the school use Church Street to park while at work. While I have no objections to this practice, this extra demand on spaces should be noted.

We have lived at Church Street since the 1980s, and during this time we have witnessed considerable changes that have impacted upon the on-street parking in our street. The most notable of these was the mid-90s move towards higher density duplex housing. This move towards two dwellings on one block, with each including a double driveway, has meant that where there was once one driveway, there are now effectively four, dramatically reducing the available on-street parking. I accept that we cannot undo this situation, but it is helpful to be aware of what might have led to the problems we face and to be mindful of the impact that the insistence on double-driveways can have on on-street parking for future development.

Another issue, no doubt prevalent across the community, is that as families grow up, there is a tendency for there to be more cars per household, some of which may not be accommodated with off-street parking on individual properties. Likewise, with quite a few units, each with only one off-street parking space, there is more demand for residents to park in the street.

Having set this context, there are two principal concerns that I wish to raise.

1. Fire Hydrants.

We live at Church Street; Highgate and we have a Fire Hydrant located right in the middle at the front of our property. My understanding is that to park within 1 m of a fire hydrant is an offence against Australian Road Rule 194(1) and attracts a fine of \$87 currently. On most days, during the school terms, both morning and afternoon, there are cars parked in breach

thoughtless motorist has parked in the middle of the space between two driveways, leaving spaces in front and behind too small to accommodate another car. If motorists could in some way be encouraged to park at the front or back of such a space, then this would make space for another vehicle. White lines to delineate spaces that optimise the use of the available space would make a considerable difference.

The use of such parking space marking might allow for some nuancing of the spacing around driveways. The practice that there should be no parking within 2 m of a driveway could be relaxed a little to make more spaces available. For example, the Fire Hydrant outside our place combined with the 2 m driveway requirement removes a complete car-park from the front of our place. In our case, the 2 m gap is ridiculous, because there is a stobie pole between the end of the "parking" region and the driveway, making this space useless as a driveway. An extra half a metre would make no difference to the use of my driveway or the sight-lines that I need when exiting, but it would allow another parking space. Such careful nuancing of the available space, taking careful note of driveway width, sight-lines and the location of the stobie poles, would provide more usable space, and if it were clearly delineated by line marking, there would be no confusion. As it stands, the yellow markings delineating the driveway limits have largely faded and are due for renewal. This gives the council an opportunity to apply some common sense in the markings around driveways to maximise the use of available space.

I would be pleased to discuss these ideas further, ideally in situ, so that I can demonstrate how we could accommodate more car-parking. The solution that I propose will no doubt involve some cost, but given that the current yellow markings are long

of this rule outside our property and in the over 30 years we have lived here, not once, to our knowledge, has this rule been enforced. Likewise, there have been many occasions when cars have been parked in front of the fire hydrant in the evenings and indeed overnight. As residents of an older home, we would like to think that in the event of a fire emergency, the authorities have quick access to the hydrant. Quite simply, this rule is ignored by many motorists, putting the safety of residents at risk. It is my view that the Council should take responsibility in this matter, for the safety of the residents. Additionally, were the council to police this rule, I have no doubt that, at least in the short term, a considerable sum might be raised. To be fair, while the red-topped white post is in place, the yellow markings on the road have long ago faded. A quick check of the other Fire Hydrants in the street indicates that they are poorly signed, their white posts with red tops mostly gone and the yellow line markings faded. I am concerned that were there to be a fire emergency, access to the hydrants might be compromised. The red-topped white posts need to be replaced and the yellow lines renewed and some systematic policing of the fire hydrant parking rule put in place.

We live at Gilbert St, Goodwood and make this submission in response to the Unley Council's request for input into street parking. Our house is situated on the south side of Gilbert St, roughly halfway between Rushton St and Weston St

Gilbert St is a narrow suburban street. It has reasonably high traffic despite it not being a primary conduit between major roads. It also has a high parking demand due to its proximity to St Thomas' School, The Capri Theatre and various commercial and hospitality properties nearby.

We have lived in the street for 6 years and have identified a range of issues with regards to parking on the street. These include:

A. ISSUES

1. Cars parking inefficiently, due to:
 - a) The absence of marked parking bays along the street
 - b) The presence of – and recent increase in – street trees which interfere with passenger egress from vehicles
2. Cars parking in such a way that they obstruct (partially and sometimes completely) residential driveways
3. Significant bidirectional congestion in thoroughfare along the street,

overdue for renewal, the addition of some extra carefully planned white lines at the same time would not be costly. Moreover, if the council were to police the Fire Hydrant rule, there is considerable potential to cover the costs, as well as ensuring that there is space for the emergency services to operate if necessary. As pointed out, Church Street, Highgate, has some unusual demands in terms of parking, but I believe that the above suggestions might make a positive difference. I should be grateful if they might be given some careful consideration.

Some ideas that may have merit in obviating the above issues include:

B. IDEAS FOR CHANGE

1. Limiting parking along Gilbert St (at least between Rushton St and Goodwood Rd) to a single side of the road
2. Marking designated parking bays
3. Installing physical buffers to prevent cars from obstructing residential driveways
4. An urgent review of the number, location and physical position of street trees along the street
5. Consideration of one of the following major strategies to ease congestion and parking concerns:
 - a. Making Gilbert St a single-direction street between Rushton St and Goodwood Rd such that traffic may only flow in a western direction towards Goodwood Rd
 - b. Making Gilbert St a single-direction street between Weston St and Goodwood Rd such that



especially at peak times (school drop off/pick up, between movie screenings and events at The Capri Theatre), with traffic occasionally banked up in a western direction as far as Goodwood Rd

4. Afterhours overflow use of commercial off-street parking, loading zones and no-parking zones with no regulation from council

5. Significant difficulties for residents to enter and exit their own driveways as needed due to a culmination of the following factors:



- a) Narrow width of street
- b) Cars parked on both sides of the street
- c) Cars parked directly opposite driveways
- d) Refer A.2 and A.3 above





traffic may only flow in a western direction towards Goodwood Rd





Both options B.5.a. and B.5.b. have the net effect of prohibiting entry to traffic from Goodwood Rd while still allowing traffic to exit on to Goodwood Rd, thus reducing traffic in an eastern direction. This may have the added benefit of reducing the fairly common occurrence of hoon driving down the street by cars leaving Goodwood Rd. It would also allow for the physical narrowing of the street at the Intersection with Goodwood Rd, returning footpath to pedestrians and also for the use of The Capri Theatre and adjacent hospitality establishments for event queue space and outdoor dining respectively. This would be a win for public safety in this area as pedestrian access is sometimes constrained.

Under option B.5.a. both sides of the street could be utilised for parking by eastern-flowing traffic, whereas under B.5.b. parking on the northern side of Gilbert St would be possible for cars who access via Weston St turning west onto Gilbert St, or after turning around at the Gilbert St/Weston St intersection. Under both these plans, however, issues identified in A.5. above are not addressed, so limiting parking to a single side of the road if feasible would still be to the advantage of residents.

Under B.5.a. Weston St, which connects the west-east running Gilbert St to the north-south running Rushton St would allow recirculation of traffic not wishing to exit onto Goodwood Rd, as well as facilitating residents wishing to travel eastwards. Residential access to Gilbert St from Goodwood Rd would be facilitated by any of the many parallel side streets and their communicating roads.

<p>Our house does not have a driveway. I have a resident parking permit which is fantastic as I am an age pensioner. Signage is good and support from parking inspectors is great.</p>	<p>Some of the parking areas behind shops on King William Rd. are not fully utilised by shoppers</p>	
<p>Often not able to park near my own property. This remains an issue despite the parking restrictions that have been put in place.</p>	<p>It appears that many cars continue to park in the street ignoring the time restrictions. The restrictions will only work if they are monitored. This doesn't appear to be happening.</p>	
<p>We live in Ella St which has several streets adjacent that have time limited parking. As Ella St is not limited we get an overflow of people who park then commute to work elsewhere. We get staff from Unley Road business parking in our street all day when they are at work. Access to Porter St is often dangerous as there are many cars parked on both sides of the road (usually big 4WDs which make it difficult to see oncoming traffic (including cyclists) along Porter St. To exit our street via Pine Street is also dangerous as parking is permitted opposite the Ella St intersection and along narrow Pine Street. There is very little space to accommodate a car coming in the other direction because Pine street is narrow and full of parked cars. Turning into Ella Street from Pine Street is dangerous because you cannot see traffic coming out of Ella Street and constant cars parked on Pine Street at the intersection limit space for cars coming in both directions. The townhouses on Pine St have ample off-street parking that is not always used by the residents.</p>	<p>We would like to see time-limited (4 hour) on street parking in our street, with permits for residents. There should also be stronger yellow-lines market at the intersections so that cars don't park right up to the corners - obstructing the view of oncoming traffic. We would like to see no on street parking in Pine Street where Ella Street intersects. It would also be good to be able to park across our own driveway for short amounts of time for loading and unloading, when the street is full of other cars.</p>	
<p>Cars will often park across our driveway, or very close to the curb of our driveway, making it extremely difficult to get out, or even sometimes cannot get out. Especially since this side of Mitchell Street by King William is busy. Staff and shoppers will park like this all day without any consideration for how residents can exit their own driveway. Constantly calling the parking inspector is not viable, as there have been times of emergency I need to leave now and cannot wait around hoping the car owner will come back when I need to leave.</p>	<p>Please place yellow lines or marked white parked lines in front of all the residential houses between Walter and King William on Mitchell street. That way, all drivers are aware of how to park properly and safely.</p>	

<p>My family and I live on Roberts street less than 50 m from Greenhill road. My wife works part time and I am retired living with Parkinson's Disease. My Daughter is employed fulltime and also lives with us. We all have motor vehicles.</p> <p>The location is ideal for us being so close to the city and the Parkinson's association .</p> <p>Street access and street parking near our home at various times of the day is important to us.</p> <p>During business hours it is extremely difficult to obtain parking near our home. The street is often full of motor vehicles and we are often unable to find a park within practical access to our home.</p> <p>Street parking becomes readily available outside business hours, but we need parking at various and flexible times during the day . Office workers are filling the 2 hour parking zones and simply moving their vehicles a short distance to avoid fines. This daily movement of vehicles renders the 2hr limit meaningless. I often sit and watch the rotation of vehicles during the day. The issue of limited car parking is further compounded by business being issued with transferrable exemption permits allowing for all day parking by employees/visitors.</p>	<p>No easy Solution.</p> <ol style="list-style-type: none"> 1) create more Resident permit zones in the first 500m from Greenhill Hill Road 2) Restrict business permits and do not allow their use within the first 500m from Greenhill Road or create classes of business permit. Say a class A (very limited) can be used within the 500m zone for e.g. Class B outside this zone 3)Do not allow any on street parking permits for residents of future High density Residential developments Effective say from 1st January 2022. 4) Do not allow any on street parking permits for business operating from future commercial developments. Effective say from 1st Jan 2022 5) Explore the possibility of cheap high density parking on council/government land near public transport. Car stackers for e.g. 	
<p>Unley road is too narrow for very large modern 4 WD's and other large passenger vehicles.. Many park on the pavement making it treacherous for pedestrians, especially for disabled. This is also an issue on Duthy St, where they over park onto the 24 hour cycle lane.</p>	<p>Get better off street parking behind businesses.</p>	
<p>Narrow streets used now as traffic for peak traffic cutting through from Unley Goodwood or Fullarton roads both sides of street road have car parking restricting roadway creating potential safety risks drivers turn onto wrong side of the road. Cars parked too close to corners creating blind spots for cars trying to turn onto main roads .No parking go boats ,caravans in side streets and thoroughfare roads(sign posts to be installed)</p>	<p>Park cars on only one side of narrow roads, no parking in spaces directly opposite T junctions</p>	
<p>Goodwood road continues to be difficult. King William Road is worse. Forrest Avenue at school pick up and drop off seems to have gotten worse</p>	<p>Make Forrest Avenue a park on one side all day every day.</p>	

<p>'- Oxford Terrace has poor parking turnover during times of organised activities, training or matches on Unley Oval or meeting and functions in the Cambridge rooms.</p> <ul style="list-style-type: none"> - trades, visiting services or Friends need to avoid the area at the time of activities - the introduction of a 2 hour time limit improves the turnover but only if the driver fears enforcement. Unfortunately there are times when vehicles are parked well beyond the time limit which can be longer than 24 hours - The angle parking on Edmund Avenue West impacts traffic flow and can be hazardous when entering the street from Unley road. Traffic stops in both directions due to cars trying to park or unable to proceed due to oncoming traffic. 	<p>'- advise residents when activities, training, matches or functions are scheduled to take place on Unley Oval or Cambridge Rooms</p> <ul style="list-style-type: none"> - monitor and enforce the 2 hour time on the Southern side of the Street ensuring those exceeding the time limit have appropriate exemptions per the street parking policy - The angle parking on Edmund Avenue West should not be implemented anywhere else 	
<p>Excessive demand in the Oxford Terrace side of Unley Oval</p>	<p>Time limits on parking. Enforcement of same...Van parked for 36 hours in a 2 hour zone (without permit) last weekend for example..... Angle parking not a solution as the Edmund Avenue experience makes two way traffic restrictively dangerous</p>	
<p>Sometimes car side mirrors can get damaged if being lazy and not tucking in the mirror. This is not just an issue only Unley Road but also in the side streets. Also in recent times when getting out of your car, you have the issue of speeding cyclist on the footpath, very dangerous, someone is going to get seriously hurt, this is a major issue.</p>	<p>Slow the speed of Unley Road down during the day like Goodwood Road, the normal average speed during the day is about 40-50km/h.</p>	
<p>Despite years of contacting Unley council about parking issues in our streets nothing has ever been done! Residents coming down from the hills on Glen Osmond Road use our side street as a free parking lot and catch the bus on Glen Osmond Road in to the city. This compounds traffic congestion in the street from all day parkers who use it , as Glen Osmond primary school and the child care centre do not have sufficient parking. The street in question, Rossington Avenue is not wide . At school drop off and pick up times the situation is diabolical. People also use the street as a short cut off Glen Osmond Road in the morning and they speed. Please tell me why I pay my council rates when for years you have fobbed us off? We cannot even get a permit zone parking situation or a restriction on the time a vehicle can be parked! It defies logic given that it is near a school and the Council has a duty of care. The congestion is ridiculous.</p>	<p>Perhaps listen to rate payers and install some signage allowing permit parking only for a sufficient distance along the street to alleviate the congestion.</p>	

Whilst it's recognised that living near a commercial area will of course see increases in surrounding activity, we propose that a better balance is found between the commercial and residential parking activity

These two items are put forward for consideration;

No Parking Zone 8-10am;

This zone on the Western side of Stamford St leaves residents this side with restrictive conditions for activity such as Trades & Deliveries to service the residential property without risk of fine. (Noting during this period the typical parking load is simply displaced over to the 2hr zones) A system to provide resident exemption in some limited circumstances could be considered if the 8-10am zone remains.

Commercial On-Street Parking;

After 10am, commercial parking heavily occupies these zones (including surrounding 2hr zones) for the remainder of the day, being predominately nearby office workers.

In addition to the difficulty with Trades and Deliveries, this daily parking also heavily limits ability to load or move resident vehicles (which is a necessity due to narrow single driveway limitations, and multiple vehicles).

To help reduce on-street parking demand, we suggest adjacent businesses should be engaged by council to ensure they are utilising all of their off-street parking to the extent reasonably possible.

Existing off-street parking capacity at these businesses appear well under-utilised, while many daily office workers are left to find on-street parking in the surrounding streets.

Ultimately, we would like to see on-street space that is more frequently accessible to residents in front of their premises to facilitate their required activities.

On street parking is a vital component of local high street businesses. It provides proximity and accessibility for customers especially those businesses who sell takeaway food and are not in the shopping centres. It adds to the perception of vitality on the main streets and in its own way helps to 'quieten' the traffic on roads such as Unley Road.

1. Provide some limited exemption to residents for standing vehicles in a No Parking 8-10am zone in certain scenario's
2. To help reduce on-street parking demand, we suggest adjacent businesses should be engaged by council to ensure they are utilising all of their off-street parking to the extent reasonably possible.

The Council should provide additional car parking facilities within the main shopping precincts to direct parking away from the side streets and supplement the number of car parks on the main roads. This does not mean that they are an alternative to on street parking on the main streets.



<p>This may not be the right forum but I would like to raise the difficulty of driving on busy main roads such as Unley Rd or Goodwood Rd where on street parking, which blocks part of the left lane, is still allowed. We outgrew this as a city decades ago, and it is a major impediment to traffic flow in the city. It almost certainly increases accidents also, as people take risks when changing lanes, trying to avoid being stuck behind a parked car.</p>	<p>These main roads should be clearways 24/7. Many, if not most businesses, have off street parking and customers should utilise this. If businesses are concerned about the impact on trade, then perhaps road widening should be considered where the problem occurs on these roads, so that cars can still park without the left lane being impinged upon.</p>	
<p>parking across my driveway; wasted parks with people parking half way into a space; no parking when football is going on; rubbish in street after football games; parking restrictions during cycling events; having to park 3 blocks from home when sporting events are on at the oval; city commuters parking in the street all day; inappropriate parking restrictions for club officials on game day; very concerned about the new community hub and the extra pressure this will have on the already limited parking</p>	<p>marked parking bays on the road; time limited parking; parking permits for residents; more equitable parking system;</p>	
<p>I noticed today that 4 hour parking restrictions have been implemented along Porter Street Parkside. I work along Greenhill Road and the business I work at is unable to provide parking for all the staff. It's not practical for us to move our cars every 4 hours. There are no paid parking facilities for workers along Greenhill Road. It isn't practical for me to catch public transport as I finish late sometimes and transport is not reliable. So can you please advise where we can park our cars so that we can earn a living.</p>	<p>Could council consider restrictions on 1 side only of Porter Street and also along Young Street. Or implement a paid parking permit for people working in the area. Businesses in the area are also supported by these workers that spend money on cafes, shopping centres and other businesses in the Unley area.</p>	
<p>As a business owner we quite often have patrons of other businesses parking in our parking spaces. Doesn't seem to be enough parking for the number of businesses encouraged to be a part of Unley Road. Also seems as though people use the Unley area to park their car all day then either use the tram or bus to go into the city for work to save on parking fees.</p>	<p>I think there needs to be adequate parking genuinely considered for any new developments approved. For example, there are new apartments across from the Cremorne hotel on Unley Road, with new shops for lease but no extra parking for customers. It puts pressure on all other areas of parking already under strain. DPTI did not provide carparking for tram transport so there needs to be an active role between council and DPTI when it comes down to commuters parking in Unley, not using the shops, but only using it to avoid parking fees in the city and taking up spaces for people who do want to patron the Unley shops. Some businesses also use the side streets for parking for the vehicles they have scheduled in that</p>	

	<p>day, such as the tyre place on Unley Road. The type of businesses and approvals all need to take account of parking issues, including subdivision of residential land as this also places pressure when 1 house is knocked down and 3 in its place.</p>	
<p>Parks on Cross Road are at times being used on a full time basis where rentals houses have more than two car owners or have vehicles that do not fit in garages and are then unable to be used by others as drop off pick up points, particularly for rideshare operators who then park on the road in traffic to let passengers exit. King William road park is at times causing issues with cars parked awkwardly and creating problems for oncoming traffic</p>	<p>Education of real estate agents renting houses to ensure that their tenants are utilising a number of different parks to allow other residents fair use</p>	<p>P3</p>
<p>Unley parking survey feedback Thank you for considering my feedback on parking in Unley. I have mainly concentrated my feedback on parking but have raised a couple of other issues relating to traffic. Parking in a lot of streets in the Unley Council area is an issue due to the width of the streets but parking is allowed on both sides and cars often park opposite each other which causes congestion. Parked cars can easily be hit or accidents between cars using the streets with parking on both sides can easily happen. While nothing can be done to rectify the width of the street in most cases it is possible to ensure motorists comply with Australian Road Rule no 208 (7) You must position your vehicle so that there is at least 3 metres of the road alongside your vehicle enabling other vehicles to pass. Signs reminding people of this rule and the associated signs in narrow streets may assist. I have noticed these signs in other council areas. This may ease congestion somewhat. I have also made some comments on some issues with some areas and offered a possible solution. The corner where Erskine street turns into Bloomsbury is a blind corner and is dangerous because parking is allowed on both sides and cars often park very close to the bend, sometimes illegally. I have seen quite a few near misses on this corner. Solution: Allow parking on only one side of the street and do not allow parking so close to the corner. Parking in King William road since the redevelopment is a problem. The way in which the parks are structured makes it difficult to get into the parks, especially for some cars. Due to this cars often park askew, leading</p>	<p>see above</p>	<p>P3</p>

to their being parked partially on the road making driving hazardous. This may also be leading to more people to parking in residential side streets due to the reluctance to park on King William Road itself.

The pedestrian crossing on the corner of King William street an Boffa Street is dangerous for pedestrians as it is very close to the corner when cars come around the corner onto King William street as sometimes the vision is obscured especially if they are under the veranda of the shop and you cannot see them.

Solution: Move the crossing further north away from the corner.

Arthur street is very congested as cars can park on both sides of the street, especially near the Unley shopping centre.

Solution: Consider allowing parking on one side of the road.

Charles Street is very narrow but cars are allowed to park on both sides of the road.

Solution: Consider allowing parking on one side of the road only.

Railway Terrace South in Goodwood is very narrow and parking is allowed on both sides which leads to congestion.

Solution: Consider allowing parking on one side only.

The speed bump on Weller Street between Dollman Street and Ophir Street is a problem as it is confusing and sometimes dangerous – if you come from Dollman into Weller you are often faced with someone coming around the corner from Ophir or along Dollman on the speed bump.

Unfortunately, you cannot see these cars until you are partly around the corner so you need to try to pull over prior to the speed bump – there is not much room to do so. In addition, if you want to then turn into Ophir it is difficult if there is someone coming around that corner into Weller.

Solution: Possibly remove this speed bump or move it away from the corners.

The pedestrian crossing on King William Road near the corner of Boffa Street is dangerous for pedestrians – it is too close to the corner especially if you are crossing from the western side as it hard for cars to see people crossing until they are almost onto the crossing, especially if they step out from the under the veranda as they are in shadow and are hard to see. I have nearly been hit at this crossing.

Solution: move the crossing away from the corner.

<p>Not enough all day parking available for employees of the Unley area</p>	<p>Longer parking options</p>	<p>P1</p>
	<p>this is how I would address the on-street parking issues in the City of Unley more broadly. My aim is to establish an app that alleviates congestion during morning and peak hour traffic by offering personal car parks firstly with the City of Unley. Presently there are Park and Ride parks which are \$2 a day, predominantly in the outer suburbs. operating similarly to Airbnb: UrPnR app (your park and ride) allows commuters to search for available parks that will be provided by the City of Unley, Local Businesses, residential driveways and owners of vacant land.</p> <p>Providers would place a description and photo along with a Google map. A description would read 'Opposite 39 Railway Terrace South, three min walk to Goodwood Train Station, 11 min train journey to city. Available Mon- Fri business hours 8am to 7pm and Sat. & Sun Midday to 10.30pm. A Price structure could \$600 per year, \$60 month \$12 weekly \$4 /day.</p> <p>Another example would be 42 Peller Street, Goodwood - Driveway. 15 min bike ride to Grenfell street /45 min walk to South Terrace Tram stop. Available Mon- Fri business hours 8am to 7pm (Price structure)</p> <p>Presently for example there are a handful of car parks but they are at a first come first serve basis at train and trams stations. These parks could be made available by the City of Unley. Street parks presently with 4 hour limit could be made available through UrPnR. Other parks where there is no time limit could have a four hour</p>	

limit for local shopping and dining. Collaboration is key, so I am looking at firstly collaborating City of Unley, Adelaide metro, (incidentally, where I did the instructional videos), Sturt Football club for home matches, Event providers Adelaide Oval, Adelaide Festival, Fringe Festival. This is where we work out tees, advertising benefits for providers to stay with the app after a year.

This app I believe will address on-street parking. Obviously there are environmental benefits, building a stronger community, opportunities for local businesses to lure new customers that would otherwise drive past. More public transport commuters, which may then lead to increased services and also perhaps improvements such as increasing ventilation. With extra revenue coming to the council that could result in providers having their verges turned into gardens.

Filters via bus stops/ train and tram stations. A once of joining fee for providers and users. Driver's licence details to be uploaded for access by both providers and users. A car share system could potentially take off? Access via the Adelaide metro website, advertising only offered to local providers of solar panels, rainwater tanks, professional gardeners, tree and plant specialists perhaps, as well as promoting City of Unley community events.

1. Harley Street (a dead-end street - see photo) is only one back from the busy King William Road precinct near the intersection with Park and Mitchell Streets, and is constantly used for parking by workers and visitors, on both sides of the street. On the eastern side of the street, the made kerb finishes in line with 6 Clarence Street and then is a continuous driveway to the end of Harley Street: this is for double garages for 5 properties: house numbers 6, 8 and 10 Clarence Street, and also 58 & 60 Park Street, whose garages opens onto Harley Street, at the end. On the

2. In addition, with the current permitted parking as described above, a problem already exists with the placement of bins for waste collections. Harley Street is a narrow, dead-end street. The waste collection trucks have to make two runs each (blue & green; blue & yellow) to complete waste collection; firstly driving in to collect from one side, backing out, turning, then backing down the length






western side of Harley Street there is a short section of made kerb between property numbers 2 and 4, which are both buildings each having 4 units and then to the corner with Opey Avenue (see photo). It appears from old yellow kerb paint that a section of kerb was formerly a no-parking and then to the corner with Opey Avenue. This layout makes it quite difficult for residents to safely exit their garages, and often requires 'back & forth' manoeuvres to avoid parked cars.

of Harley Street to collect from the other side. The waste trucks obviously cannot collect from the end 'axis' (Nos 58 & 60 Park Street). We (#8 Clarence Street) have a mutual understanding that our neighbours (#10 & #58, #60) can place their bins alongside ours despite having bins sometimes blocking our garage entrance. With the current layout plus parked cars, it is impossible to place all the bins to allow the minimum space necessary for the mechanical arms of the trucks. This reinforces the absolute need to review current arrangements and, at the very least, make the end western kerb a NO PARKING zone. I have attached photos to show these problems.

I realise that I have missed the consultation period for the 'City Wide Parking Strategy' but as I am a carer for my husband sometimes timelines do not coordinate. I am the sole driver in my home and often need a quick exit from home to attend medical appointments with my husband who has a chronic illness including decreased mobility. I would like Council to investigate the staff parking around the RSL Care Home on Ferguson Avenue. I did see that this issue was raised by someone on Ferguson Avenue during the consultation and I would appreciate if you could also consider my input. I commend the work of the RSL enormously in the care they provide for their residents and originally thought the parking was for family or friends visiting. I live in Glenrowan Avenue – so across the road from the Care Home. We have staff parking in our street from Monday to Friday – yesterday I counted 26 cars along Ferguson Avenue (near the intersection with our street) and down both sides of our street. We have one car park space directly outside our home and there is a car parked there all day. This involves me often pulling out from my driveway blind as I cannot see past the vehicle. In addition I need to watch cars from Wooltana Avenue and people turning into Glenrowan Avenue from Ferguson Avenue. Turning left onto Ferguson Avenue involves trying to see past parked cars on my right hand side allowing for the slight curve in the Ferguson when it intersects with Riverdale Road. Also as I turn left I have to pull into the centre of the Ferguson to get past the parked vehicles on both sides of the road – again staff from the RSL - most admin staff. This requires single file traffic through the congested spot and needs drivers to give way to



<p>others coming from the opposite direction. I would assume that staff parking should be included in the footprint of 'business premises' or at least be restricted to one side of the road – the side closest to the premises. The other side of the road (in our case north-eastern) should be resident only parking. As a resident I consider my needs should override staff car parking. I would appreciate if you could consider my input and sorry its outside the consultation period.</p>		
<p>The Metro carpark has a 2hour parking limit. We are a hairdressing salon who services clients, sometimes our work goes over 2 hours. We were issued parking permits in 2018, in which a client is to take a permit and expected to return the permit after their appointment. We have had clients leave without returning the permit. Our idea by having boom gates at the carpark entrances would allow all visitors of The Metro hold accountability for their stay. A client receiving services at The Metro, they could validate their ticket in the salon, and it could simply double the time. Think the North Adelaide Centre carpark and their validation system. It is inefficient for our clients to come into the salon, go to their car to place the permit in the windshield, come back to get their service, go back to their car to bring the permit back to us, go back to their car to leave. I hope you can understand that this process cuts into our time we allow to spend with our client. Let's say it's Christmas period, if a client were running late, and couldn't find a carpark only to park on the opposite side near Gazman, to do the above process, it is simply not efficient. I look forward to seeing some progression of The Metro carpark. I have addressed my concern several times with Michael Tayler our Centre Manager.”</p>		
<p>Unley Council City Wide Parking Strategy May 2022 For over four decades the incidence of on street parking has become increasingly problematic. The increased density from residential infill, population growth, increased cars per dwelling and expanded retail and commercial activity on major roads and high street village precincts have all contributed. The practice of some residents to persistently park overnight, for days, weeks and even months on streets is a growing concern particularly when they do not park on available space on or in front of their property. There is inconvenience from reduced access, risk to road users and cyclists (the Weller Street, Mitchell and Wood streets precinct a case in point) with cars parked for long periods, increased risk of vandalism, theft, mistaken ID all a nuisance</p>		

<p>for SAPOL. Insurers impose higher premiums for vehicles parked on the street overnight and it may impact claims. Generally residents are considerate but community wide communication is needed given its not only ratepayers but tenants who need to be more considerate. A Hyde Park Resident (I do not have Internet access)</p>		
<p>parking to close /particularly across driveways. Parking in Arthur Street too close to Mizpah Avenue obscuring on-coming traffic. Residents permit only parking zones usually almost empty in high parking demand areas. parking places in king William Road between Arthur St and park/Mitchell streets - especially the movable bollards</p>	<p>parking close to driveways - restrict parking to about 1 meter back from driveways as was required prior to introducing the National Road Rules- will require lobbying for regulation change. 2. Mizpah Ave/Arthur St junction. paint yellow lines on the road to remind drivers of the 10 meter parking Prohibition at junctions. 3. Permit only zones. replace permit only zones with timed parking with residents able to obtain a permit to overstay the limits. 4. increase the heights of the parking bollards to they are visible through the side & rear windows of larger cars & SUV's</p>	
<p>the main lacks are experience as a car-free bike rider, who has a basket on the back of my bike, & often uses panniers as well are; * shortage of suitable bike racks on the eastern side of Goodwood Road, near the Goodwood Road shops. * Narrow bike-racks outside Goodwood Library & man other places. very hard to balance my bike with basket. (the racks outside Clarence Park community centre are wider and much more user friendly.</p>	<p>* see wider bike racks - there are many good options. It would be great to consult bike lobbies (e.g. Unley Bug) for advice before choosing designs. Railings (rather than bike racks) e.g. outside "fresh" fruit & veg and near pharmacy at Goodwood shopping precinct are probably the best options for bikes - carrying - loads not to topple over.</p>	
<p>(a) some bike parking rails are not wide enough. wider bike racks provide more stability for loaded bikes. less chance of falling over. extra cost is minimal. They do not need to be stainless steel; galvanized iron tubing is ok. (b) more parking rails needed near shops Community Centres etc. (c) sheltered bike parking & bike lockers at railway stations and tram stops would lead to less meter vehicles on our roads.</p>	<p>consult cyclists about good locations for more well designed parking rails. work with state Government about bike parking cages/lockers/shelters at (or near) train stations and tram stops.</p>	
<p>'We live at Gilbert Street, Goodwood and provide the following submission in response to Council's request for community feedback on on-street parking. Please refer below for discussion of multiple parking, traffic, and pedestrian safety issues at the following Goodwood locations: - Corner of Gilbert Street and Goodwood Road - Gilbert Street – from Goodwood Road corner to Rushton Street</p>	<p>3. POTENTIAL SOLUTIONS We offer the following suggestions for consideration to improve pedestrian safety, parking, and the Goodwood Village precinct generally: § Amend the Gilbert Street / Goodwood Road corner to be a one-way exit turning on to</p>	

1. PEDESTRIAN SAFETY

We have become concerned over pedestrian safety at the corner of Goodwood Road and Gilbert Street after purchasing our house and living on Gilbert Street for several years. We have identified the following issues:

§ Significant pedestrian overflow from the Capri Theatre at the beginning and end of events as well as hospitality venues resulting in pedestrians wandering onto the road directly adjacent. This causes frequent near misses with vehicles entering and existing Gilbert Street from Goodwood Road.

§ An elderly man recently died in a hit-and-run incident at this corner in the scenario described above.

§ The existing artwork on the road and lack of a raised curb encourage pedestrians wandering onto the road from the footpath (although this is valuable generally as a design element to encourage pedestrian priority in the Goodwood Village precinct generally).

§ Gilbert Street is frequently used by pedestrians coming and going from local retailers, hospitality venues, schools, and community services. This pedestrian traffic exacerbates the issue above when combined with vehicles turning into Gilbert Street from Goodwood Road.

§ Drivers perceive Gilbert Street as a secondary arterial road due to the Capri 'book-ending' the Goodwood Road Village retail precinct. This encourages frequent hoon activity creating an unsafe environment at the corner. Gilbert Street does not lead link to major roads and is part of a network of small side streets.

2. ON-STREET PARKING

We have observed a number of issues with the existing on-street parking on Gilbert Street. This is a particularly busy area due to the proximity to the Capri Theatre and hospitality venues opposite:

§ Parked cars obstructing residential driveways. This happens very frequently and is caused by a disproportionate number of cars trying to park, as well as the issues listed below.

§ Significant traffic congestion caused by parking on both sides of the road, allowing only one car to pass through at a time, especially at peak times.

§ Narrow width of street is not suitable for bi-directional traffic combined with parking on both sides.

§ Individual parking bays are not marked and would be appropriate given

Goodwood Road.

§ Amend the Western portion of Gilbert Street to be one-way.

§ Allow parking on one side of Gilbert Street only, particularly Western section of street.

§ Review of street trees on Gilbert Street

Based on any of the above points, please also consider increasing footpath widths to the Capri Theatre corner and the hospitality venues opposite.

This would have multiple benefits including:

§ Slow down traffic going between Goodwood Road and Gilbert Street generally.

§ Increase pedestrian safety at this corner significantly.

§ Encourage distribution of short-term on-street parking to a wider area than the Western end of Gilbert Street.

§ Allow a greater gathering space for pedestrians outside the Capri before and after events, enhancing its use, civic presence, and community enjoyment.

§ Allow more space for outdoor seating for hospitality venues opposite to compliment the use of the Capri Theatre.

The Goodwood Village precinct is currently perceived to be 'book-ended' by the Capri Theatre, causing the struggling retail tenancies further South on Goodwood Road to feel disconnected from this vibrant precinct. This applies to both sides of Goodwood Road and includes the Goodwood Institute Building housing the Goodwood Theatre and Studios. The above proposal would better connect this section of Goodwood Road (Gilbert Street to Victoria Street) into the Goodwood Village precinct, enabling a safer pedestrian environment while also activating these underutilised retail and community facilities.

the volume of cars parking currently.
§ Street tree positioning encourages drivers to park in inappropriate positions, including across driveways.
§ Lack of enforcement of parking restrictions (however better design preferable to increased enforcement).

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1

Introduction

Walking SA is the not-for-profit peak body that leads, promotes, and supports all forms of walking in South Australia, including walking for recreation and transport, whether in the bush, the suburbs or the city. We have an interest in all matter that affect both the motivation and the ability for people to walk, and so are naturally interested in the City of Unley's City-Wide Parking Strategy. We recognise that Unley has a relatively high population density for the Adelaide metropolitan area, which leads to a relatively high levels of both walking and pressure for parking, as well as sensitivity about the best use of valuable public space.

We congratulate the Council on taking a broad approach in the development of the Strategy, including matters such travel behaviour change, smart parking technologies and pricing alongside the old standbys of time limits. Having said that, it is unfortunate that the Strategy will not include off-street parking. We assume that this is because off-street parking provision is governed by the State Government's Planning and Design Code, not by Council decisions. But on and off-street parking matters are intricately related. We hope that Council recognises these relationships and promotes complementary policies in both its implementation of the Code and in dealings with the State Government over amendments to the Code. Our comments below first identify a few of the key decision-making principles that we think should feature in the output of Stage 1 of the process. These are followed by some broad comments that guide Walking SA's

1. The most important decision-making principle is that the design of the Parking Strategy should be guided Council's strategic imperatives. These are expressed in the goals the City of Unley Community Plan, 2033:

- o People value our City with its enviable lifestyle, activities, facilities and services.
- o We will maintain and enhance our urban environment and strengthen our City's resilience to climate change by providing leadership to our Community .
- o Our businesses are valued because of the range of goods, services and facilities they provide, and new businesses are supported, not burdened with bureaucracy.
- o Council will listen to the community and make transparent decisions for the long-term benefit of the City.

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This should go without saying, but so often these broad strategic goals can be lost among the welter of short-term vested interests. In the same vein, the Council's Integrated Transport Strategy has as one of its four "key focus areas" the promotion of active transport. The Parking Strategy should be shaped with this in mind. In particular,

attitude to on-street parking. These will guide any comments that we make if invited to comment as part of Stage 2 of the process. We include them at this stage as we hope that they will be useful to those framing policies to be presented in Stage 2.

Key decision-making principles

We have identified five decision-making principles that should be used in the development of the Parking Strategy

parking policies should contribute to the creation of beautiful, comfortable and safe places to walk.

2. Another decision-making principle is that the Strategy should be consistent with Australian Road Rules.

A case here is that requirement that (to express it simplistically) there should be no parking with ten metres of a street corner. Ignoring this puts all road users at risk, including pedestrians. It also denies the possibility of providing landscaped curb protuberances that have a number of traffic safety, environmental and amenity benefits.

3. The Strategy should provide real guidance and not obfuscation. Faced with conflicting interests and

values, it is tempting to retreat to the use of terms such as “balance”, “optimize” “appropriate” and “equitable”. This should be resisted where-ever possible because these terms signal a cop-out – that

real guidance has been too hard.

4. While it is important that Strategies guide future decisions, it is important that some flexibility is built in

to enable application in varying circumstances, whether in different locations, or at different times.



For

example, the introduction of permit and parking pricing, even if at nominal levels, provides those implementing the Strategy in the future with a flexible tool that can be adjusted as needs require.

5. A final principle that should guide the Strategy is that it needs to be implementable. At a policy level, it

needs to be politically realistic, to be adaptable to local circumstance. At an administrative level, it needs

to be capable of enforcement. Poor enforcement has been a traditional bugbear of local councils’

	<p>parking policies. The Parking Strategy needs to identify the mechanisms (possibly technological) that will overcome this.</p>	
<p>To Whom it may concern.....Re.....Parking issues in Unley.</p> <p>I am a resident of Ailsa Street Fullarton and have noticed a developing problem with people parking in residential streets from 8am to 5pm whilst obviously at work in the nearby shops, schools or even the city.</p> <p>They are beginning to block streets such as Katherine Street, Moore Street, Florence Street, Ailsa St, and Nelson Street, and sometimes they park over driveways in their haste.</p> <p>Katherine Street in particular is extremely busy with the children's playground and will be busier again when the new development of 6 or 7 townhouses is completed and another 6-12 cars will be driving in and out on a regular basis.</p>	<p>In the future it could be considered that Katherine Street become a one-way street only, and some limited hours parking could be helpful for the other streets.</p>	
<p>I generally have no problem with my parking. except for the timed parking (limited time etc) and the stupidity of KW Rd others parking especially in my street? well that's another matter. see following my previous correspondence or at least the responses from Unley Council has left me shocked & displayed by its lack of logical, relevance and consistency. really disappointing.</p>	<p>1, limited time parking in Gilbert Street is not equitably enforced (tradies, cars for sale, vehicles under repair). Limited time parking means it costs me to park in my own street, where I already pay rates . get rid of limited time parking. 2. cars park such that they obstruct/encroach on my driveway. cars take up more room than one car space . marked parking bays</p>	
<p>I concur with Marina who said, "Parking inspector on a regular basis. Several cars are parked all day both in 2 hour & 4 hour zones. Designated days for street cleaning. Day displayed on parking sign so NO parking that day. Parked cars = no cleaning."</p>	<p>emailed in a picture of leaf litter next to kerb face</p>	