

Draft Unley Parking Management Plan

Community engagement feedback
November 2023



- Community engagement was undertaken over a 5-week period between Monday 3 October and Friday 3 November 2023.



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Draft Unley Parking Management Plan 2023-2033



This consultation has concluded. All comments submitted will be considered in Council's adoption of the Final Unley Parking Management Plan 2023-2033.

Tell us your thoughts on the Draft Plan's 13 parking management directions.

After extensive community engagement in 2022, including applying the innovative [Shaping Unley Process](#), Council has endorsed its [Draft Unley Parking Management Plan 2023-2033](#) for its last consultation phase.

The Draft Plan aims to:

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

The Draft Plan is based on the outcomes from the Shaping Unley engagement process, including the *parking decision-making principles* and *parking ideas* (which were endorsed by [Council at its meeting held on 22 May 2023](#)), as well as the outcomes from two Elected Member workshops held in March and April 2023 to discuss specific parking matters.

The parking decision-making principles ([pages 17 to 18 of the Draft Plan](#)) were consulted on in August 2022.

The focus of this community engagement is on the 13 parking management directions that respond to the common parking issues raised within the City of Unley. They are grouped into six key themes, as summarised in the table below.

[REGISTER](#) to get involved!

Key Dates

 Consultation opens
03 October 2023

 Consultation closes
03 November 2023

Draft Unley Parking Management Plan 2023-2033

 Draft Unley Parking Management Plan 2023-2033 (6.41 MB) (pdf)

Community engagement activities

- Your Say Unley webpage:
 - <https://yoursay.unley.sa.gov.au/city-wide-parking-strategy>
- Social media posts on facebook and twitter
- Draft Plan emailed to:
 - all prior respondents to the Stage 1 Shaping Unley process, including the Community Panel members
 - key local stakeholders including Unley Bicycle User Group, FOCUS and traders' associations
 - the business database and included in the monthly Unley Business Newsletter.
 - all community members registered to Your Say.
- Hard copies were on display at Council's Civic Centre and Libraries.
- Flyer was included in the October 2023 rates notice.

Tell us what you think about
the Draft Unley Parking
Management Plan 2023-33



Last year, we asked our community about their on-street parking issues and ideas. The Shaping Unley Community Panel then provided recommendations to shape the Draft Plan.

We now want to hear your feedback on the Draft Plan's six themes aimed at better balancing on-street parking.

1. Local streets
2. Precinct parking
3. Parking technology
4. Permits
5. Temporary parking
6. Advocacy.

Please read the Draft Plan and give us your feedback at yoursay.unley.gov.au/city-wide-parking-strategy

Engagement participation

145

People provided
feedback

139

People
completed a
survey

5

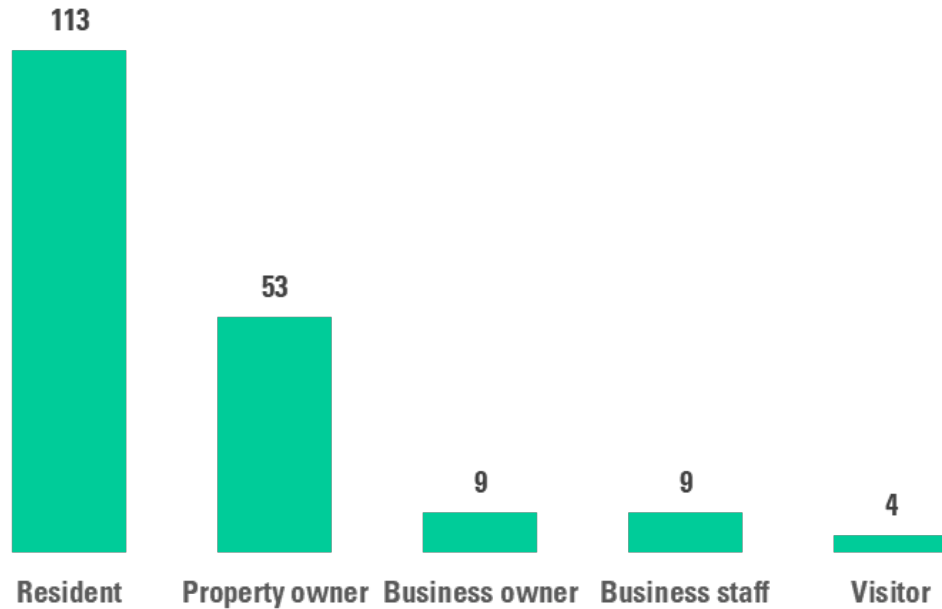
People sent
an email
response

1

Letter from
Unley BUG

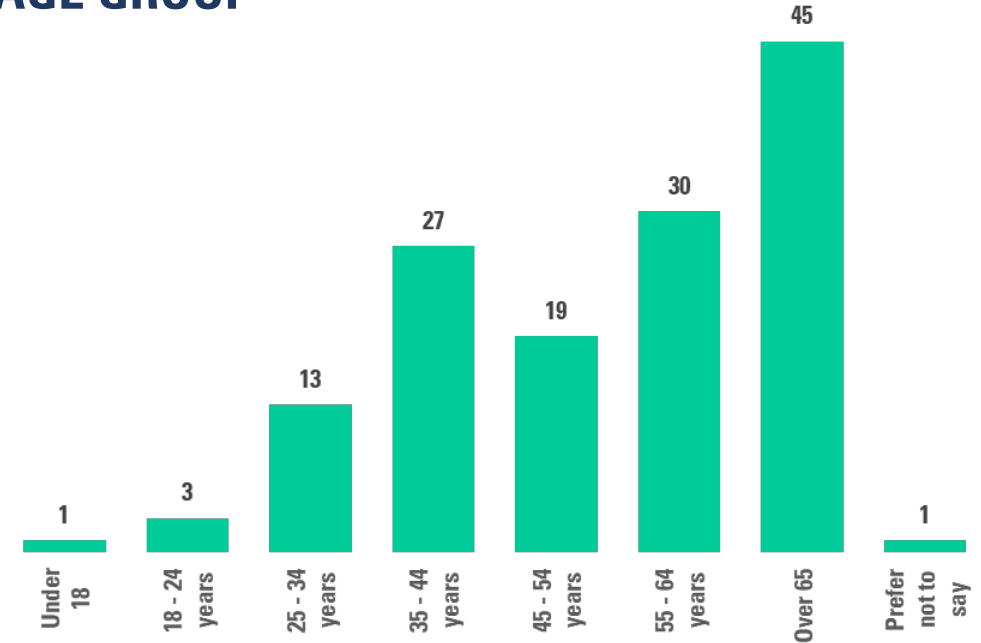
SURVEY RESPONDENT PROFILE

STAKEHOLDER TYPE



81% of people that provided feedback are **residents**, and **7%** are a **business owner and/or staff**.

AGE GROUP

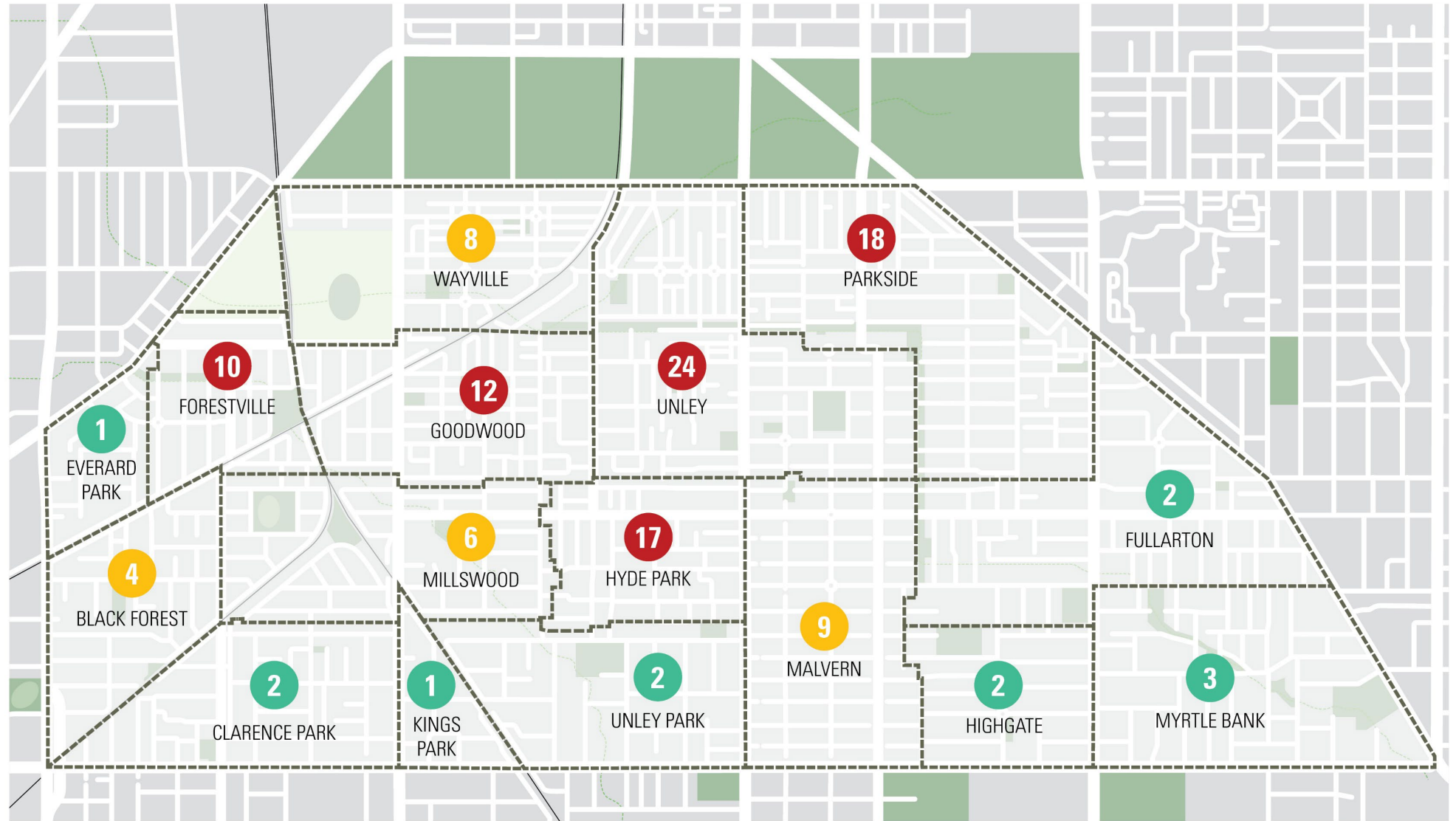


32% of people that provided feedback are over 65 years old, **22%** are between 65 and 55 years old, **19%** are between 54 and 45 years old, **27%** are between 44 and 35 years old **13%** are between 34 and 25 years old, and only **4%** are younger than 24 years old.

SURVEY RESPONDENT PROFILE (RESIDENT)

SUBURBS

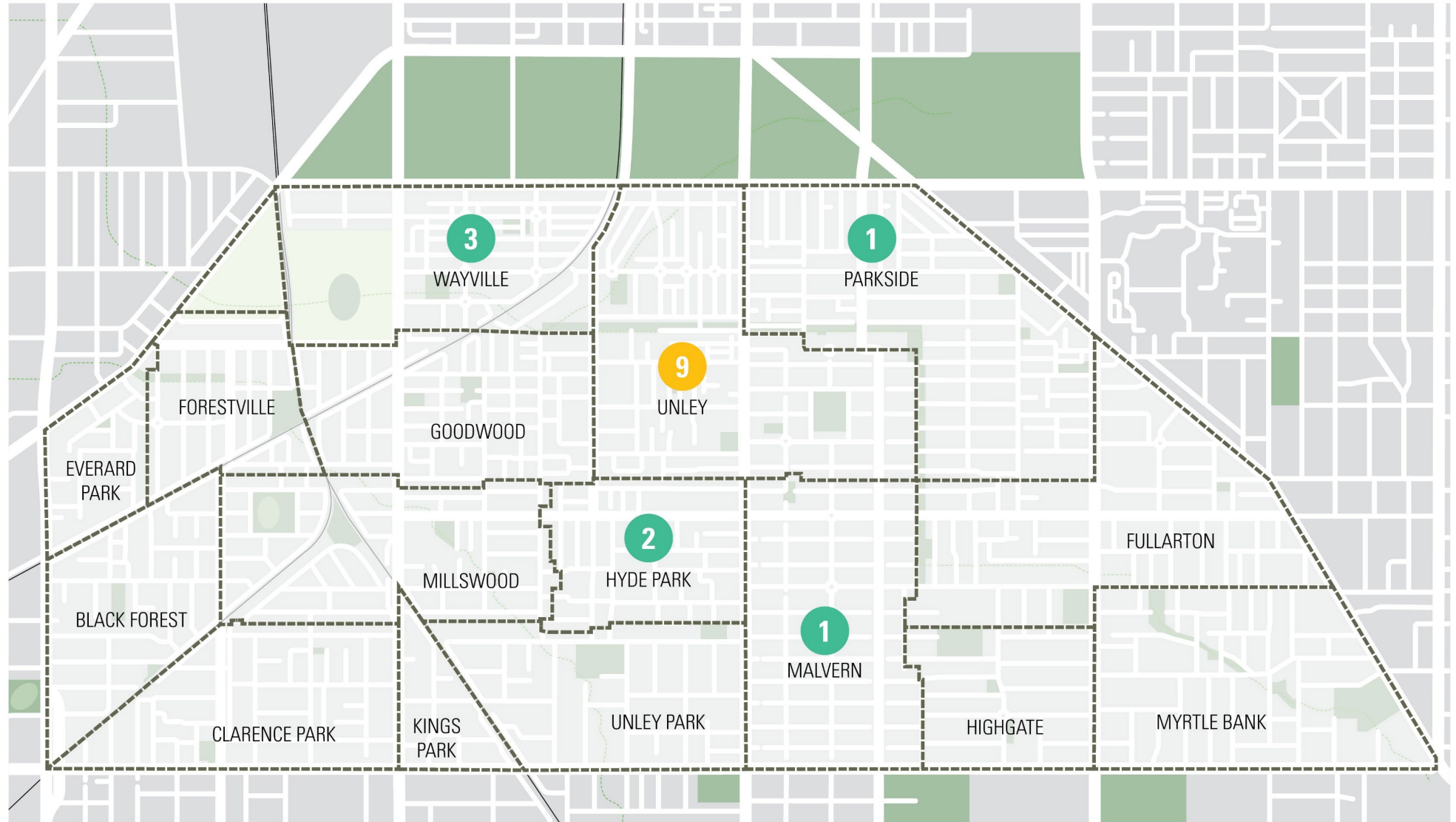
If a resident in the City of Unley, what suburb do you live?



SURVEY RESPONDENT PROFILE (WORKER)

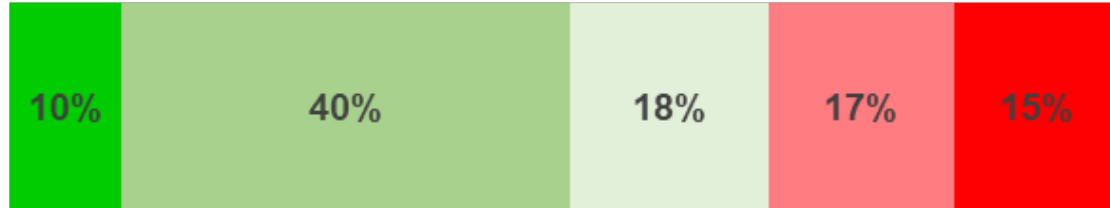
SUBURBS

If a worker in the City of Unley, what suburb do you work?



OVERALL PLAN SUPPORT

Overall, how supportive are you of the Draft Plan?

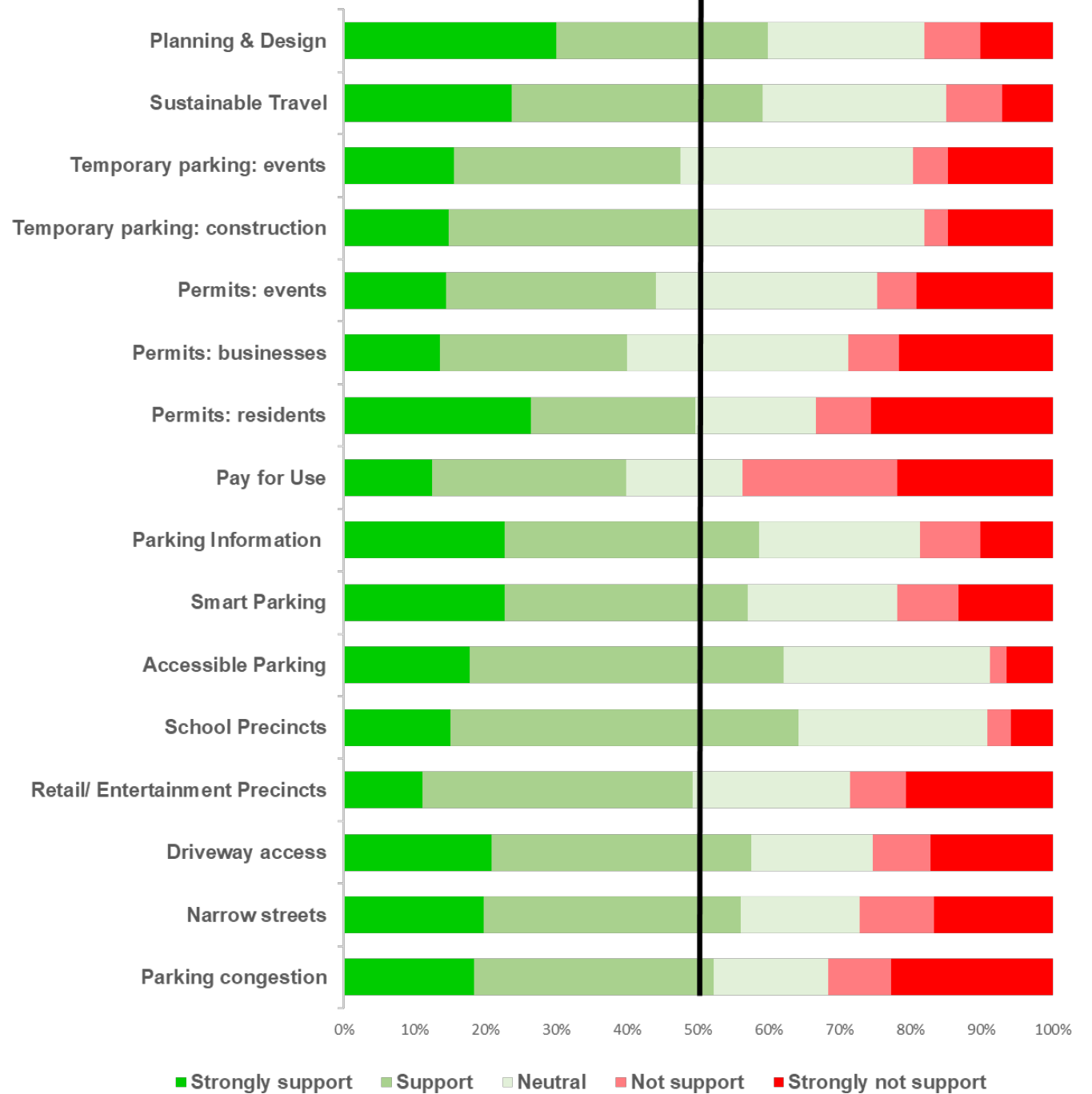


68% of people who responded to the survey either strongly supported, supported or were neutral to the **Draft Unley Parking Management Plan**.

- Strongly support
- Support
- Neutral
- Not support
- Strongly not support

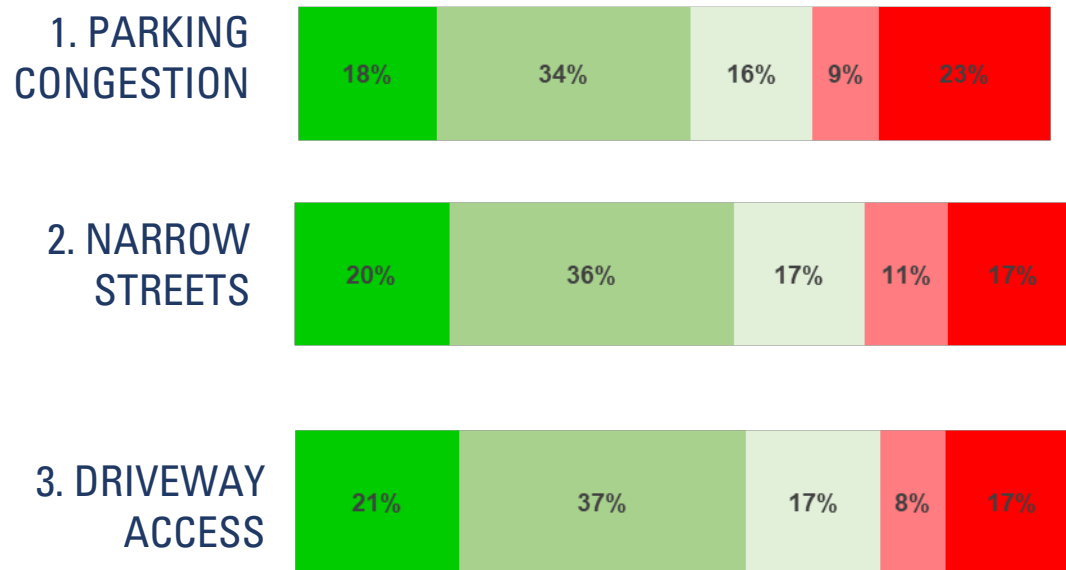
OVERALL PLAN SUPPORT (cont...)

Summary of level of support for the 13 Parking Management Directions.
The black line represents 50%.



THEME 1 - Local Streets

What is your level of support for the parking management actions and directions listed in the Draft Plan (pages 21-27) to help Council manage its Local Streets?



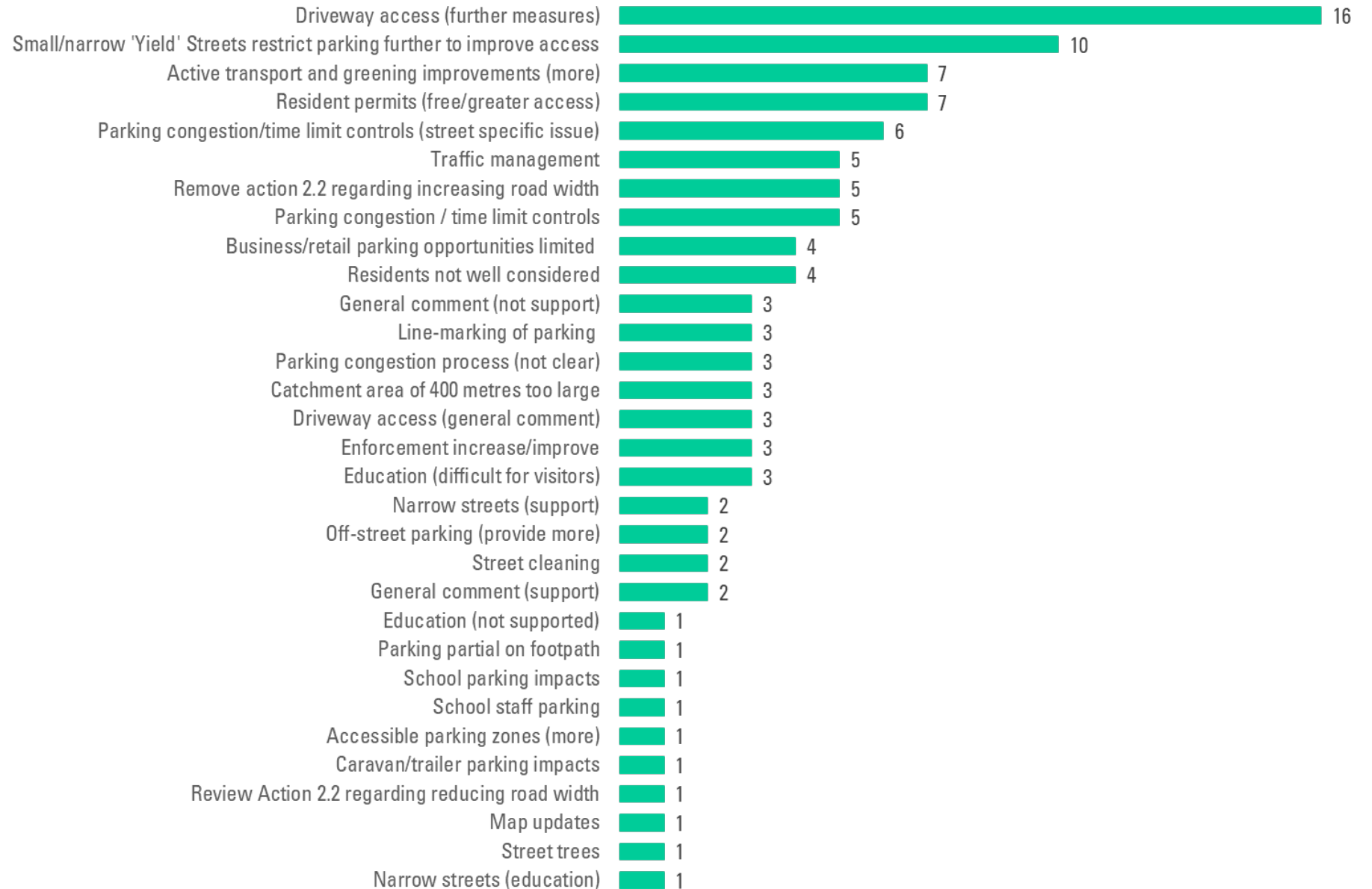
68% to 75% of people who responded to the **local street directions** either strongly supported, supported or were neutral to the directions.

- Strongly support
- Support
- Neutral
- Not support
- Strongly not support

THEME 1 - Local Streets

Do you have any comments on either of the three Local Streets directions?

32 comment types identified, comprising of **108** comments.



THEME 1 - Local Streets (summary of key comments)

A number of varied comments types were made regarding the *Local Streets* parking management directions. Topics with 4 or more comments are summarised below:

Driveway access (further measures) (16 comments, 12%)

- Yellow lines should be considered automatically where:
 - there is an adjacent stobie pole, sign pole or street tree impacting on driveway sight lines.
 - parking demand is high in commercial, business, retail and entertainment precincts.
 - there is an event space and visitor parking is common.
- Driveway crossovers should be reconstructed by Council to ensure they comply with current standards, it should not be the responsibility of residents.
- Yellow line 0.5m either side of driveway is not enough, and conditions should not be placed on its installation.
- Residents have a right to have easy access to/from their driveway.
- Parking opposite driveways should be restricted to improve access/egress from driveways.

To be discussed further at planned EM Workshop to be held on 22 January 2024.

Small/narrow 'Yield' Streets restrict parking further (10 comments, 7%)

- Parking should be restricted opposite driveways as difficult to access/egress my property if car is parked.
- Restrict parking to improve access and safety, often vehicles must reverse or move out of way to allow an on-coming vehicle to pass.
- Parking restrictions should be installed to reduce parking demand.

No changes to the Plan recommended as the aim of the Plan is not to facilitate increased and faster traffic access on our local street network.

THEME 1 - Local Streets (summary of key comments)

Active transport and greening improvements (more) (7 comments, 5%)

- Many of these parking directions inhibit the safe flow of active transport options.
- Sufficient public and active transportation is the only route to creating more accessible, resilient, sustainable and equitable communities.
- On-street parking, where appropriate, should be reallocated to bike parking/e-scooter parking reducing clutter on footpaths.
- With the current climate crisis more emphasis in the Plan should be given to reallocating space to encourage more people to walking, bike ride etc. reducing the reliance/need to continuously cater for cars and parking.

These comments are considered in parking management direction *12 Sustainable Travel*.

Resident permits (free/greater access) (7 comments, 5%)

- If time limit controls need to be installed to manage parking congestion, resident permits should be free for residents.
- The number of permit allocation does not meet my needs:
 - I have a long single driveway that can fit two cars but need a permit for both cars to assist with shifting vehicles.
 - I have two space garage but can only fit one vehicle due to storage requirements.
 - I don't want to park in my driveway as it will block the view of my garden.
- Access to more transferrable permits is required to support trades, carer's etc

These comments are considered in parking management direction *10 Parking Permits*

THEME 1 - Local Streets (summary of key comments)

Parking congestion / time limit controls (street specific issue) (6 comments, 4%)

Specific issues raised on the following streets:

- Beaconsfield Street, Fullarton
- Spence Avenue, Myrtle Bank
- Mann Street, Hyde Park
- Second Avenue, Forestville
- Hampton Street North, Goodwood
- Davenport Terrace, Wayville

Traffic management (5 comments, 5%)

Feedback not relevant to parking matters

No changes to the Plan recommended, as the comments do not relate to the specific content in the Plan.

Review Action 2.2 regarding increasing road width (5 comments, 4%)

- The idea of widening streets at the expense of green space/nature strips just so that people can store their private property (cars) in public space (streets) is ludicrous.
- Not supportive of the part where roads are widened.
- Please do not reduce verge width, particularly where there is opportunity to plant trees or gardens.
- Narrow streets shouldn't be widened. Instead, they should be considered for transformation into slow-speed, safe, shared spaces. These narrow streets are a hugely important part of the character of our city!

To be discussed further at planned EM Workshop to be held on 22 January 2023.

THEME 1 - Local Streets (summary of key comments)

Parking congestion / time limit controls (general comments) (5 comments, 4%)

- *General feedback on installation of time limit controls and type.*

Business/retail parking opportunities limited (4 comments, 3%)

- Time limit controls of 2P are not adequate to support business staff parking. Staff have injured themselves or put themselves at risk running to shift their vehicle.
- Business staff need a place to park their vehicles. By not providing this will force businesses to move.
- More 4P parking, less 2P.

No changes to the Plan recommended. The Plan aligns with these comments and highlights the need to review time-limit controls in commercial and business precincts to provide a more balanced outcome between resident and business parking, including schools and childcare centres (pages 15-16 and 45).

Residents not well considered (4 comments, 3%)

- Residents should not be expected to pay any fees whatsoever for council monitoring parks in residential streets. Any proposed parking changes should be directed and funded by businesses.
- If the space in front of a property is considered public space, why is it left to the homeowner to maintain this area?
- Too much emphasis throughout the Plan on workers and their right to park. This is where the main issue is in relation to parking congestion in most areas.

No changes to the Plan recommended. The Plan aims to provide balanced and sustainable parking outcomes that considers the installation (and/or review) of time limit controls to manage parking congestion, not to preference one parking user type over another.

SUMMARY THEME 1 –LOCAL STREETS

Comment Type	No#	Next Steps
Driveway access (further measures)	16, 12%	To be discussed further at planned EM Workshop to be held on 22 January 2023
Small/narrow 'Yield' Streets restrict parking further to improve access	10, 7%	No changes to the Plan recommended
Active transport and greening improvements (more)	7, 5%	Considered in parking management direction <i>12 Sustainable Travel.</i>
Resident permits (free/greater access)	7, 5%	Considered in parking management direction <i>10 Parking Permits</i>
Parking congestion/time limit controls (street specific issue)	6, 4%	No changes to the Plan recommended
Traffic management	5,4%	No changes to the Plan recommended
Remove Action 2.2 regarding increasing road width	5, 4%	To be discussed further at planned EM Workshop to be held on 22 January 2023
Parking congestion / time limit controls	5, 4%	No changes to the Plan recommended
Business/retail parking opportunities limited	4, 3%	No changes to the Plan recommended
Residents not well considered	4, 3%	No changes to the Plan recommended

THEME 2 – Precinct Parking

What is your level of support for the parking management actions and directions listed in the Draft Plan (pages 28 - 33) to help Council manage its Precinct Parking?



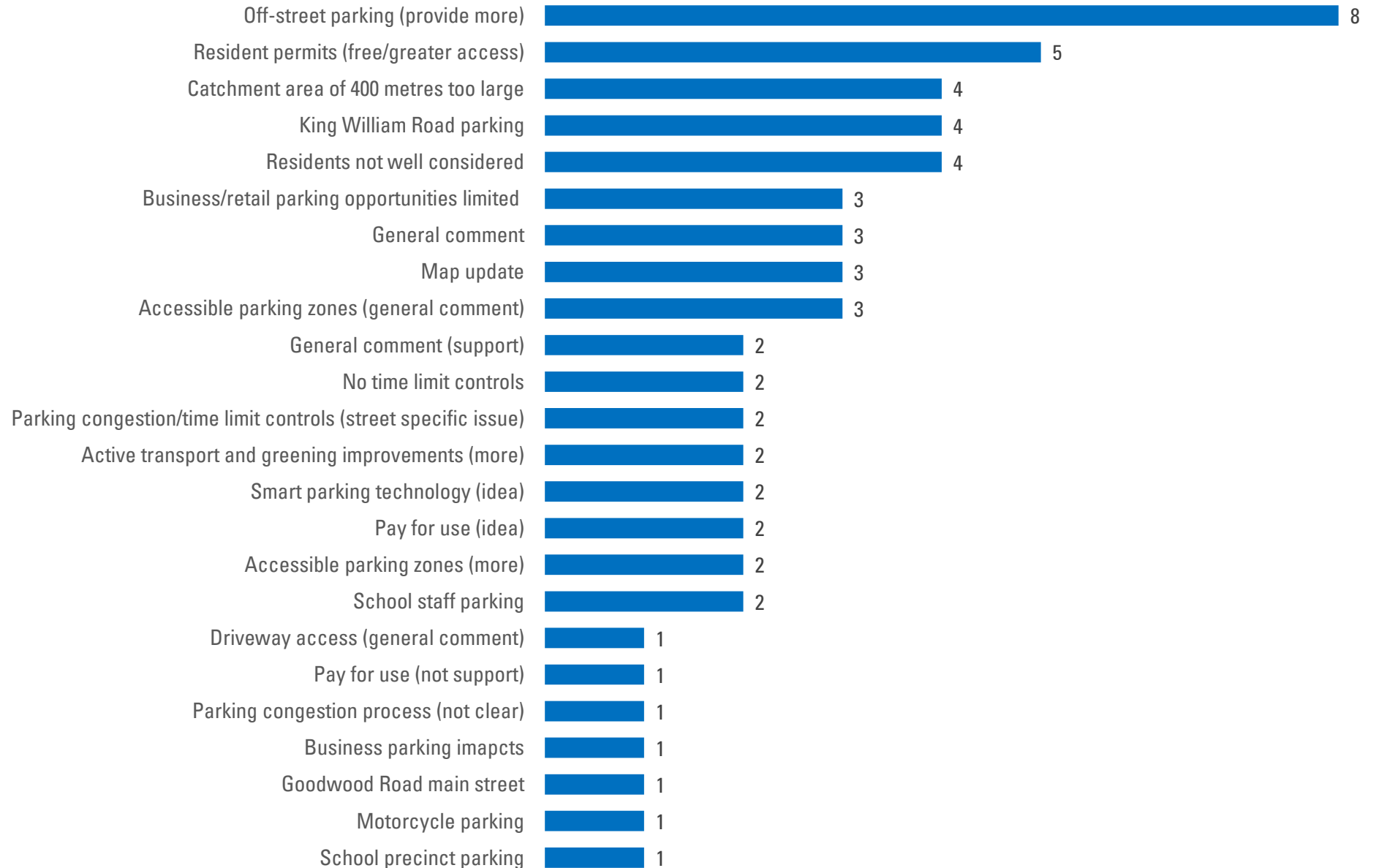
71% to 91% of people who responded to the **precinct parking directions** either strongly supported, supported or were neutral to the directions.

- Strongly support
- Support
- Neutral
- Not support
- Strongly not support

THEME 2 – Precinct Parking

Do you have any comments on either of the three Precinct Parking directions?

24 comment types identified, comprising of 60 comments.



THEME 2 – Precinct Parking (summary of key comments)

A number of varied comments were made regarding the *Precinct Parking* parking management directions. Topics with 4 or more comments are summarised below:

Off-street parking (provide more) (8 comments, 6%)

- More off-street parking should be provided near key retail and entertainment precincts.
- Support for improving and expanding rear parking lots for public use (action 4.4).
- Retail and entertainment precinct parking needs to be off road to improve visibility to, and enjoyment of local cafes, bars and restaurants.
- Build a multistorey car park on top of existing at-grade off-street car parks.
- The Council should be doing what other metro centres do around the country and build parking hubs that provide free parking 0-2hrs and paid afterwards. Simply moving the issue to timed parking on streets isn't the solution.

No changes to the Plan recommended. The Plan is focussed on better managing existing on-street and off-street parking availability, not build new and free multi-storey car parks.

Resident permits (free/greater access) (5 comments, 4%)

- Residents who live within the 400-metre catchment area and have no off-street parking should maintain Resident Only Parking zones.
- Residents within the catchment area should get access to free and more resident permits.
- Without residential parking permits for residents, and transferrable permits for visitors to those residents it would make it near impossible to visit.
- It is unreasonable and unsafe to expect residents to exit children from vehicles which are significant distances from their home due to council prioritising commercial parking.

These comments are considered in parking management direction *10 Parking Permits*

THEME 2 – Precinct Parking (summary of key comments)

Catchment area of 400 metres too large (4 comments, 3%)

- The precincts are too broad and should be confined to 100 metres from the precinct.

Minor changes to the Plan recommended to confirm that the parking walking catchment areas only indicate the distance that someone may be willing to walk between their parked vehicle and destination including staff, customer, visitor etc., and that if you live within a walking catchment area, that it is likely that someone who does not live on your street could park on your street. 400 metres (5-minute walk) is considered appropriate. This is explained on page 12. Time limit controls will not be considered for installation unless parking congestion is observed.

King William Road parking (4 comments, 3%)

- King William Road main street parking:
 - ugly and appears unsafe.
 - severely limits the amount of available parking to service businesses along the street.
 - is challenging to park in.

No changes to the Plan recommended, as the comments do not relate to the specific content in the Plan.

THEME 2 – Precinct Parking (summary of key comments)

Residents not well considered (4 comments, 3%)

- I understand that the Council wants to support the local businesses and encourage more customers to visit the retail and entertainment areas, but I am concerned that this may adversely affect the residents who live in these areas.
- The plan has a heavy bias towards the needs of business rather than those of residents.
- Residential properties were in place well before the businesses. If businesses come into an area that has limited parking, then they should have to adjust to that.
- Council seems to be promoting more business activity. Long term residents have had to put up with this and see a place that they purchased change to favour business over residents.

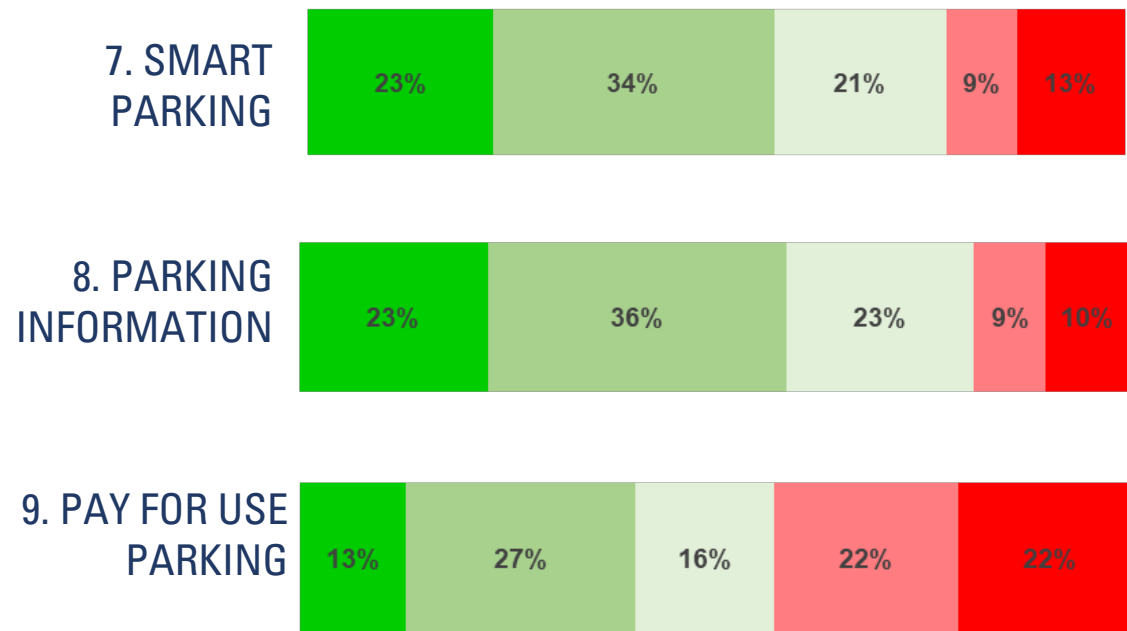
No changes to the Plan recommended. The Plan acknowledges that City of Unley is predominately a mixed-use environment and aims to provide balanced and sustainable parking outcomes that considers the installation (and/or review) of time limit controls to manage parking congestion, not to preference one parking user type over another.

SUMMARY THEME 2 – PRECINCT PARKING

Comment Type	No#	Next Steps
Off-street parking (provide more)	8, 6%	No changes to the Plan recommended
Resident permits (free/greater access)	5, 4%	Considered in parking management direction <i>10 Parking Permits</i>
Catchment area of 400 metres too large	4, 3%	Minor changes to the Plan recommended
King William Road parking	4, 3%	No changes to the Plan recommended
Residents not well considered	4, 3%	No changes to the Plan recommended

THEME 3 – Parking technology

What is your level of support for the parking management actions and directions listed in the Draft Plan (pages 34 - 38) to help Council manage its Parking Technology?



56% to 81% of people who responded to the **parking technology directions** either strongly supported, supported or were neutral to the directions.

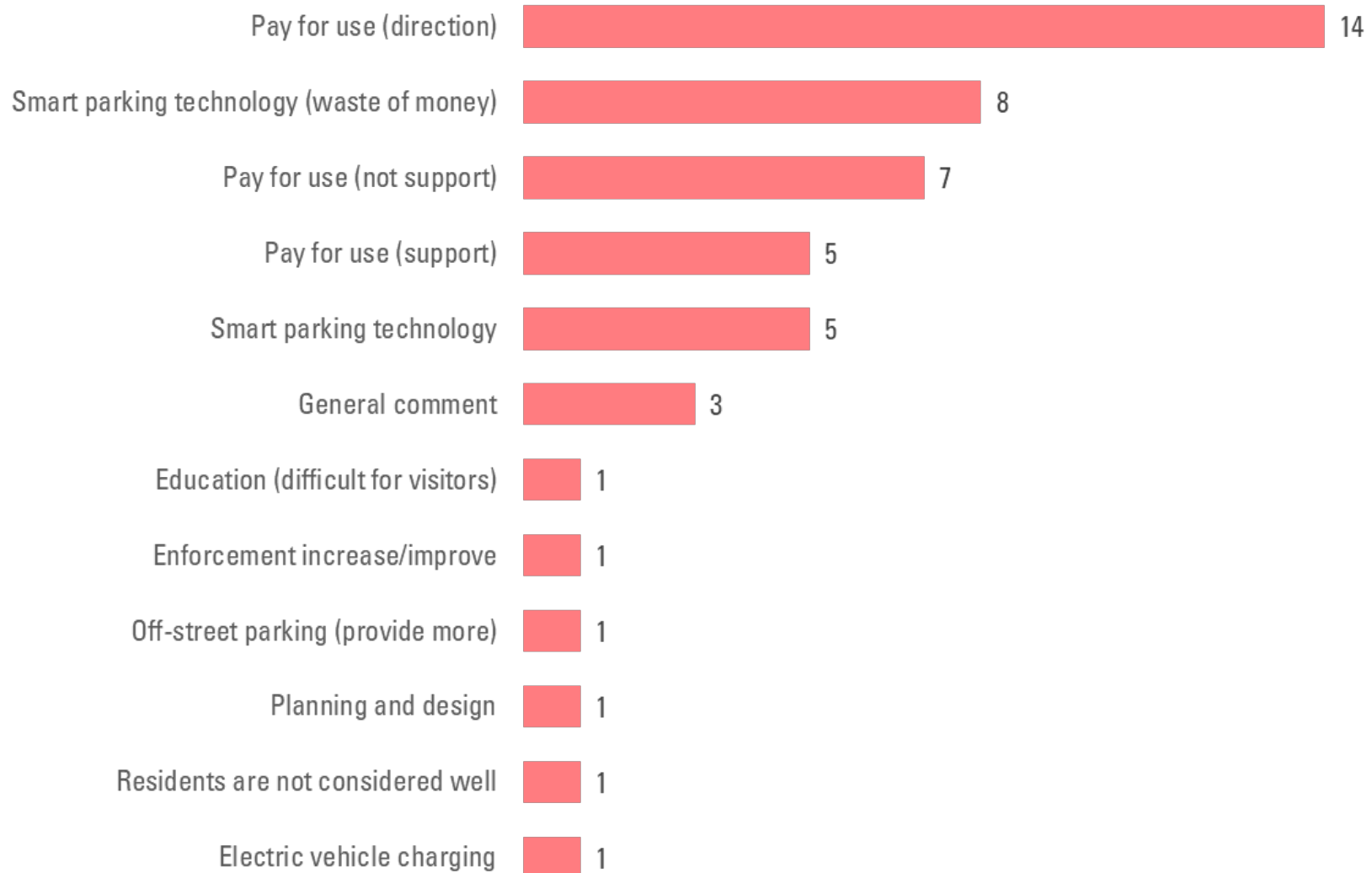
- Strongly support
- Support
- Neutral
- Not support
- Strongly not support

Pay for Use Parking received the highest level of non-support of all 13-parking management direction of **44%**.

THEME 3 – Parking technology

Do you have any comments on either of the three Parking Technology directions?

12 comment types identified, comprising of **48** comments.



THEME 3 – Parking technology (summary of key comments)

A number of varied comments were made regarding the *Parking Technology* parking management directions.

Topics with 4 or more comments are summarised below:

Pay for use (direction)

(14 comments, 10%)

- Support Pay for Use if the fee is affordable. Having an income for Council is a benefit to keeping modern technologies up to date.
- Support Pay for Use for public transport /commuter use only.
- Pay for use shouldn't be around tram/train stops as it may deter people from using public transport,
- Residents should be exempt from fees for Pay for Use parks (x2)
- Maintain the fee structure as simple.
- Support Pay for Use in retail areas, but not business where staff must pay. If business areas have been allowed by the council parking has to be allowed for staff in surrounding streets.
- Do not support Pay for Use in retail/shopping precincts. Pay for Use parking may discourage people from shopping locally.
- Do no locate Pay for Use on residential streets, only in front of businesses (x2).
- Don't go cashless.
- Pay for use revenue should be reinvested into delivering other parking actions,

No changes to the Plan recommended. Action 9.1 addresses the review of current pay for use fees, and an EM workshop to discuss future pay for use fees is proposed for around August / September 2023.

Smart parking technology

(waste of money) (8 comments, 6%)

- Waste of money (x3)
- Money spent will filter down to residents paying rates.
- Council should be focussing its funds on building more bicycle lanes, footpaths and trees.
- Technology is not reliable (x 2).
- I do not support smart technology.

No changes to the Plan recommended. Any further expansion of smart parking would be supported by a precinct parking review and a business case. Smart parking is a parking management tool that is appropriate to consider as part of a 10-year parking plan.

THEME 3 – Parking technology (summary of key comments)

Pay for use (not support) (7 comments, 5%)

- Pay for use will discourage customers from visiting our shops.
- Pay for use is a barrier to accessing the precinct, even if the first two hours are free.
- If I had to pay for parking, I would go somewhere else.
- Residents should not have to pay for parking.
- Pay for use parking will come at an inconvenience for employees working in business in the Unley area.
- Don't install any more pay for use parks.

No changes to the Plan recommended. Pay for use parking is a parking management tool that is appropriate to consider as part of a 10-year parking plan. Pay for use parking would only be installed to achieve a desired outcomes, as outlined in the Plan, including:

- Generate revenue from all-day, non-Unley commuter parking
- Manage parking congestion in key retails/ entertainment precincts
- Facilitate all-day business staff parking at specific locations.

Prior to installing any new pay for use parking consultation would be undertaken and council endorsement would be required.

Pay for use (support) (5 comments, 4%)

- Agree with actions and operational directions.
- If Council receives payment for the provision of parking options will mean the Council has more money to support other more economically accessible modes of transport like walking and riding.
- Increase fees for Pay for Use parking, as it may encourage people to think of other transport choices that are more sustainable.
- Without Pay for Use expansion, City of Unley will be seen as a free alternative to parking in the Adelaide CBD.

No changes to the Plan required, general comments.

THEME 3 – Parking technology (summary of key comments)

Smart parking technology (5 comments, 4%)

- Apply smart parking technology to congested event area of Unley Oval and Goodwood Oval etc to improve access to available parks and optimise usage.
- Smart parking Apps can be difficult to use whilst driving in the car.
- Smart parking technology would inform people about available parks which might stop vehicles from circulating for parks.
- Smart parking technology is good, however needs to be maintained to ensure the information presented is accurate.
- A business case should be established first to support the installation of smart parking technology.

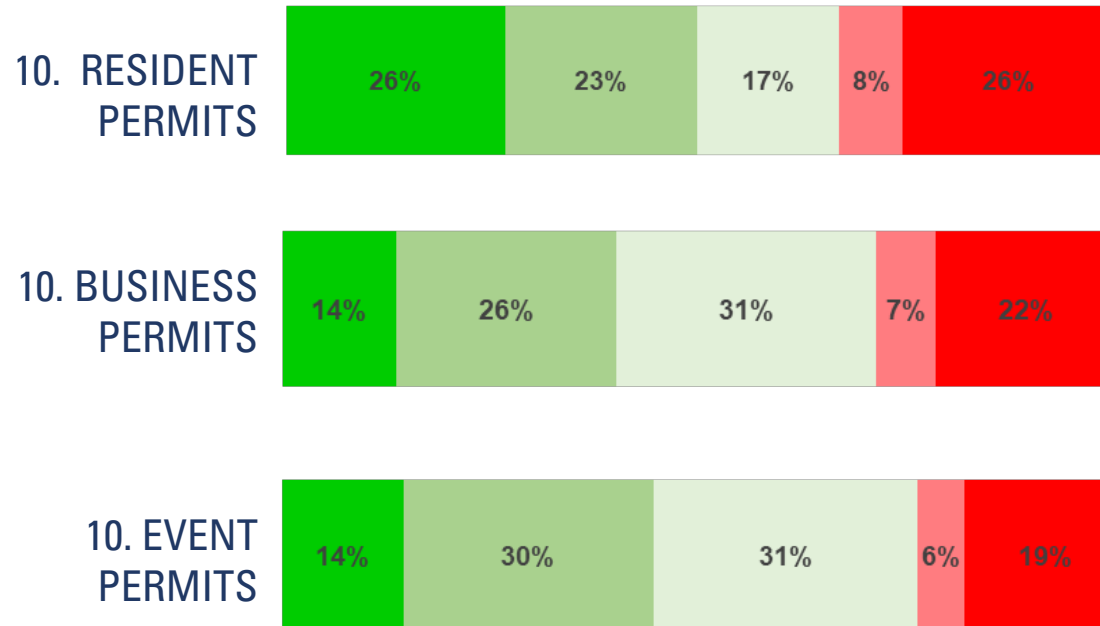
No changes to the Plan required, general comments.

SUMMARY THEME 3 – PARKING TECHNOLOGY

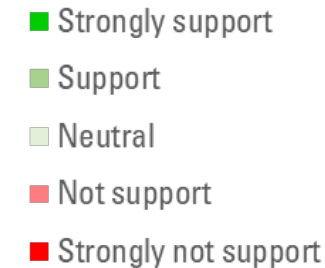
Comment Type	No#	Next Steps
Pay for use (direction)	14, 10%	No changes to the Plan recommended
Smart parking technology (waste of money)	8, 6%	No changes to the Plan recommended
Pay for use (not support)	7, 5%	No changes to the Plan recommended
Pay for use (support)	5, 4%	No changes to the Plan required.
Smart parking technology	5, 4%	No changes to the Plan required.

THEME 4 – Parking Permits

What is your level of support for the parking management actions and directions listed in the Draft Plan (pages 39 - 46) to help Council manage its Parking Permits?



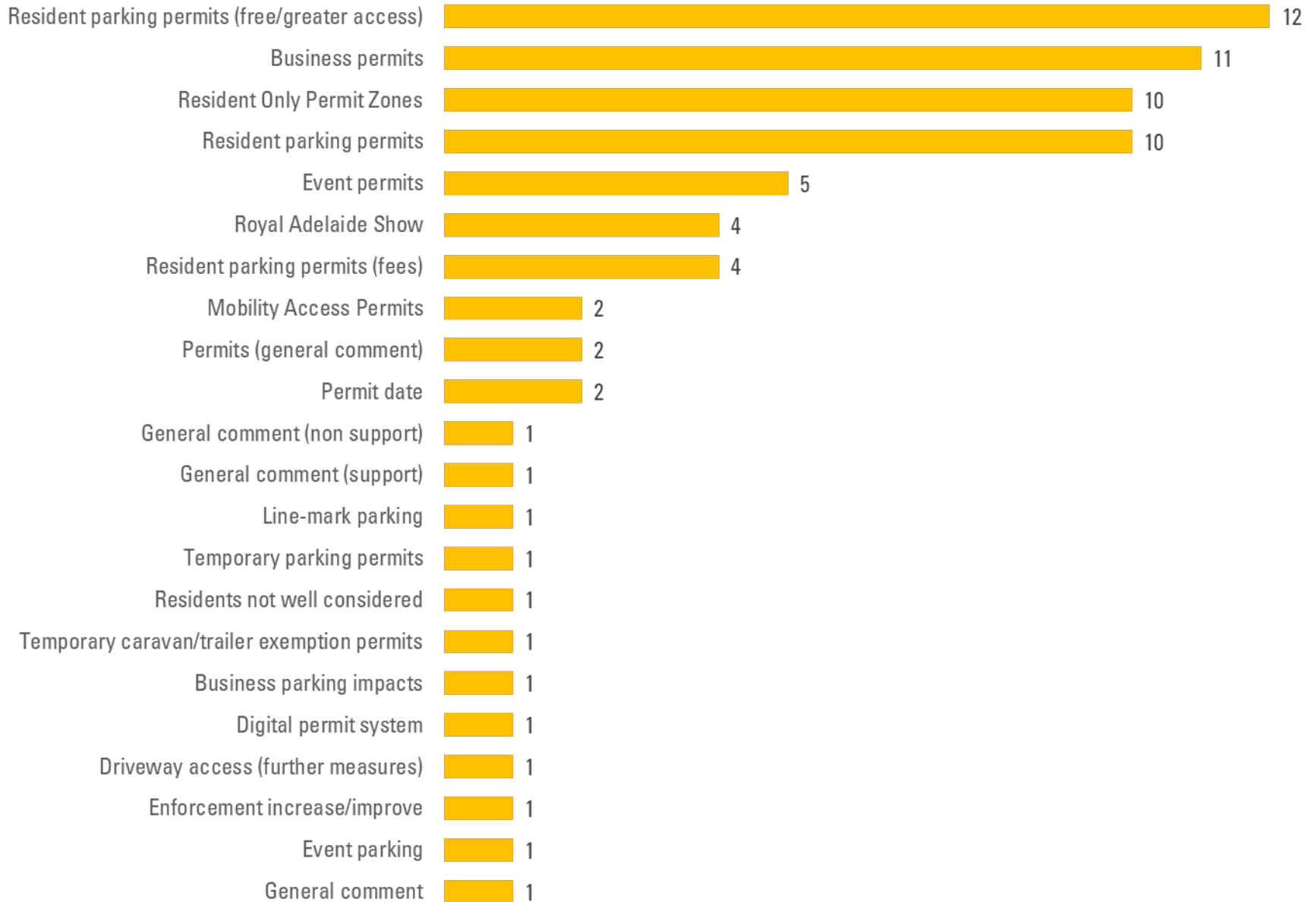
67% to 75% of people who responded to the **parking permit directions** either strongly supported, supported or were neutral to the directions.



THEME 4 – Parking Permits

Do you have any comments on either of the Parking Permits directions?

22 comment types were identified, comprising of **74** comments.



THEME 4 – Parking Permits (summary of key comments)

A number of varied comments were made regarding the *Parking Permits* parking management directions. Topics with 4 or more comments are summarised below:

Resident parking permits (free/greater access) (12 comments., 9%)

- Residents should be able to access at least two free permits per household (x2).
- I shouldn't have to pay the Council for a permit to park in front of my house (x2).
- For Council to charge for resident permits in the Forestville area would be an extra rate impost caused by Council's decision to allow new intensive development on the old Le Cornu site.
- Residents should be exempt from paying for parking permits and should have no limits on accessing transferable permits for trades and visitors.
- Despite the 'low' cost of current residential permits, they do not offer value for money.
- Currently we have 5 vehicles registered to our property. Under the draft Plan this does not allow for adequate permits.
- Without resident parking permits it would make it near impossible to visit and provide childcare for my grandchildren.
- I do not agree that increasing fees will encourage residents to park in their own property. It seems like a grab for more revenue.
- Residents with limited off-street parking are becoming significantly restricted in being able to park outside their property. Equally, the availability of parks for visitors, tradies, carers, mobility access etc outside one's property, due to increased parking congestion, has made living in Unley increasingly difficult. Introducing fair and affordable parking permits for residents is a major step forward in recognising this change.

No changes to the Plan recommended. How many permits issued, as described in Table 2 in the Plan, has not altered from that in the current on-street parking policy (except for 1 minor change i.e. 1 off-street park with 0 vehicles has changed from 1 permit to 0). Council has agreed to continue to support up to 2 excess to entitlement permits, for residents who really need it (ideally for a higher fee).

THEME 4 – Parking Permits (summary of key comments)

Business permits (11 comments, 8%)

- Business parking permits is supported; however, you need to assess how many people work at a business and how many onsite parks they have. For some businesses with 20 staff and 5 onsite parks, two permits will not be need enough (x4).
- Two parking permits per business is completely insufficient (x 3).
- Concerns raised regarding business parking permits not being able to be used in parking spaces with a time limit control < 2 hours.
- Support, but not along main streets or within 100 metres of the main street, taking up customer/visitor on-street parks.
- Permits for Goodwood Primary School is required.
- Business permits could be viewed as a luxury to attract good staff who only support the area, they work in. Businesses could be more inclined to interact with the council if they are supported with permits.

To be discussed further at planned EM Workshop to be held on 22 January 2023.

Resident Only Permit Zones (10 comments, 7%)

- Resident-only parking permits are essential for any single-dwelling property with no off-street parking. It is ridiculous to limit this to off peak times (e.g. 6pm to 7am) as not all residents work and they may need to access their property during the day (this is particularly important for parents of young children, the elderly or disabled people) (x3).
- If you're worried about Resident Only Permit Zones not being used, then allow other residents to use these spaces during the day.
- Support reduction of underutilised resident only parking zones, especially in North Unley and Wayville. These are not considered fair or equitable (x2).
- Increasing of permit fees is not equitable for residents who have no off-street parking.
- Resident Only Permit Zones should be provided to residents who live in parking congested areas e.g. Greenhill Road precinct.
- The plan disincentivises residents from retaining old character buildings and encourages demolishing them and building new structures with car parks or garages.
- Resident only parking controls are useless if not available to use in the day.

To be discussed further at planned EM Workshop to be held on 22 January 2023.

THEME 4 – Parking Permits (summary of key comments)

Resident parking permits (general comments)

(10 comments, 7%)

- The number of resident permits issued should be restricted further to discourage unnecessary car ownership. If people really need cars that much, then they should provide their own off-street parking. Unley is an inner-city location.
- Do not increase permit fees, and provide adequate permits based on the number of people who live in the house.
- The rules around permits makes our lives very difficult and not enjoyable to be a resident of Unley.
- More transferable permits are required to support trades and visitors.
- Increasing the number of permits that a household can apply for based on the number of cars they have is a subsidy for additional car ownership. Why is the council subsidising additional car ownership?
- The Permit Table does not consider how a garage space is used, e.g. for storage. The issuing of permits should be more flexible.
- I do not agree that increasing fees will encourage residents to park in their own property. It seems like a grab for more revenue.
- Council needs to implement a register of how many permits are issued in congested streets and undertake an assessment before any new permits are issued, to gauge how many spots are available compared to how many permits are issued to ensure parking is generally available.

No changes to the Plan recommended. How many permits issued, as described in Table 2 in the Plan, has not altered from that in the current on-street parking policy (except for 1 minor change i.e. 1 off-street park with 0 vehicles has changed from 1 permit to 0). Council has agreed to continue to support up to 2 excess to entitlement permits, for residents who really need it (ideally for a higher fee).

THEME 4 – Parking Permits (summary of key comments)

Event parking permits (5 comments, 4%)

- Events permits should ensure that residential ratepayers are not disadvantaged by their proximity to event venues.
- Event permits would be MISUSED.
- If the operational directions to implement event permits are adhered to, they seem good.
- Expand / be more flexible on the issuing of event permits.
- Time limited parking permits should be offered to eligible residents for all large events at the Wayville Showgrounds, that is, in addition to the Royal Adelaide Show.

No changes to the Plan recommended. Event permits formally only issued for Royal Adelaide Show.

Royal Adelaide Show (4 comments, 3%)

- Further discussions need to be had with Adelaide City Council and RAS organisers as there wasn't any disability allocated parking in the cheaper parking areas for families.
- In relation to Royal Adelaide Show Parking, please go back to either 2-hour restriction or no parking on one side of Charles Street.
- Show parking restrictions and permits should be extended to Everard Terrace and Second Avenue in Forestville. Our visitors have nowhere to park.
- Council could charge for parking for Royal Show patrons who park in local streets.

No changes to the Plan recommended. Comments made will be considered in the Royal Adelaide Show event parking review for 2024.

Resident parking permits (fees) (4 comments, 3%)

- Parking permits for residents should not be expensive. There are limited other transport options for residents, other than to drive.
- Permit cost should not be increased for residents with no off-street car parking.
- Do not support raising fees beyond CPI for residents parking permits.
- Offer a reduced parking permit fee for senior residents.

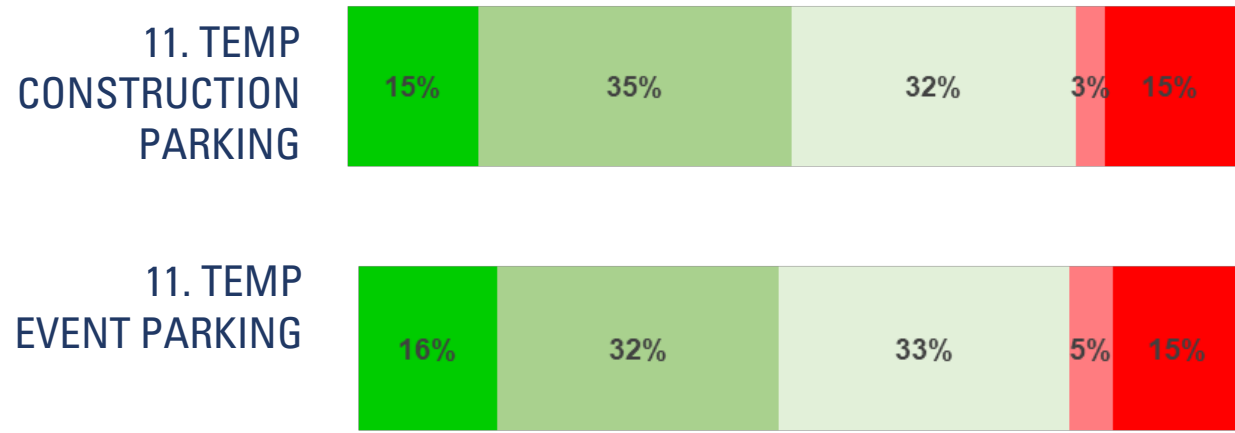
No changes to the Plan recommended. A Council workshop to review permit fees is proposed for around August / September 2023.

SUMMARY THEME 4 – PARKING PERMITS

Comment Type	No#	Next Steps
Resident parking permits (free/greater access)	12, 9%	No changes to the Plan recommended.
Business permits	11, 8%	To be discussed further at planned EM Workshop to be held on 22 January 2023
Resident Only Permit Zones	10, 7%	To be discussed further at planned EM Workshop to be held on 22 January 2023
Resident parking permits (general comments)	10, 7%	No changes to the Plan recommended
Event parking permits	5, 4%	No changes to the Plan recommended
Royal Adelaide Show	4, 3%	No changes to the Plan recommended
Resident parking permits (fees)	4, 3%	No changes to the Plan recommended

THEME 5 – Temporary Parking

What is your level of support for the parking management actions and directions listed in the Draft Plan (pages 47 - 49) to help Council manage its Temporary Parking?



80% to 82% of people who responded to the **temporary parking directions** either strongly supported, supported or were neutral to the directions.

- Strongly support
- Support
- Neutral
- Not support
- Strongly not support

THEME 5 – Temporary Parking

Do you have any comments on either of the Temporary Parking directions?

8 comment types were identified, comprising of 23 comments.



THEME 5 – Temporary Parking (summary of key comments)

A number of varied comments were made regarding the *Temporary Parking* parking management directions. Topics with 4 or more comments are summarised below:

Event parking (6 comments, 4%)

- The provision for parking at Unley Oval for regular sporting and school events is limited. Additional 60-degree parking could be implemented on the north side of Unley Oval.
- Event parking shouldn't be accommodated. More should be done to promote sustainable transport options (e.g. public transport, cycling, walking, etc.)
- During events, no parking should be available to the public.
- Residents should not have any temporary parking restrictions installed. Event parking is already managed appropriately without having to incur a considerable cost to erect, establish and manage temporary parking measures.
- Advanced notice should be provided to all households and businesses, when an event is on, in proximity to the affected area to ensure alternate arrangements can be organised.
- Don't limit notifications on event parking to social media/online.

No changes to the Plan recommended. Majority of comments are in support of the directions of the Plan.

General comments (5 comments, 4%)

- Proposals seem too bureaucratic and should be simplified.
- Support progress where progress is environmentally sound and safe.
- Stop interfering with the daily lives of real people.
- Consider what other inner council process is by comparison.

No changes to the Plan recommended. Majority of comments are general.

THEME 5 – Temporary Parking (summary of key comments)

Construction work zones

(4 comments, 3%)

- I think the construction temporary parking is a great idea given how difficult it can be for contractors to find spots.
- Construction contractors should be required to pay for permits for the number of vehicles associated with each project to reduce the number of vehicles.
- Temporary work zones adjacent building sites should only reflect the normal hours that builders are working on the site.

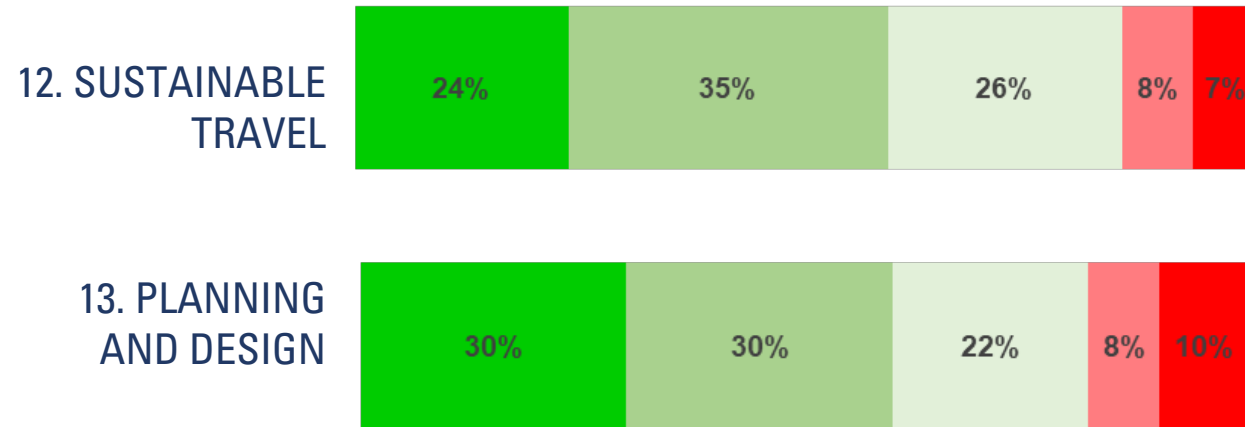
No changes to the Plan recommended. Majority of comments are general or in support of the directions of the Plan.

SUMMARY THEME 5 – TEMPORARY PARKING

Comment Type	No#	Next Steps
Event parking	6, 4%	No changes to the Plan recommended
General comment	5, 4%	No changes to the Plan recommended
Construction work zones	4, 3%	No changes to the Plan recommended

THEME 6 – Advocacy

What is your level of support for the parking management actions and directions listed in the Draft Plan (pages 50 - 51) to help Council manage its Advocacy?



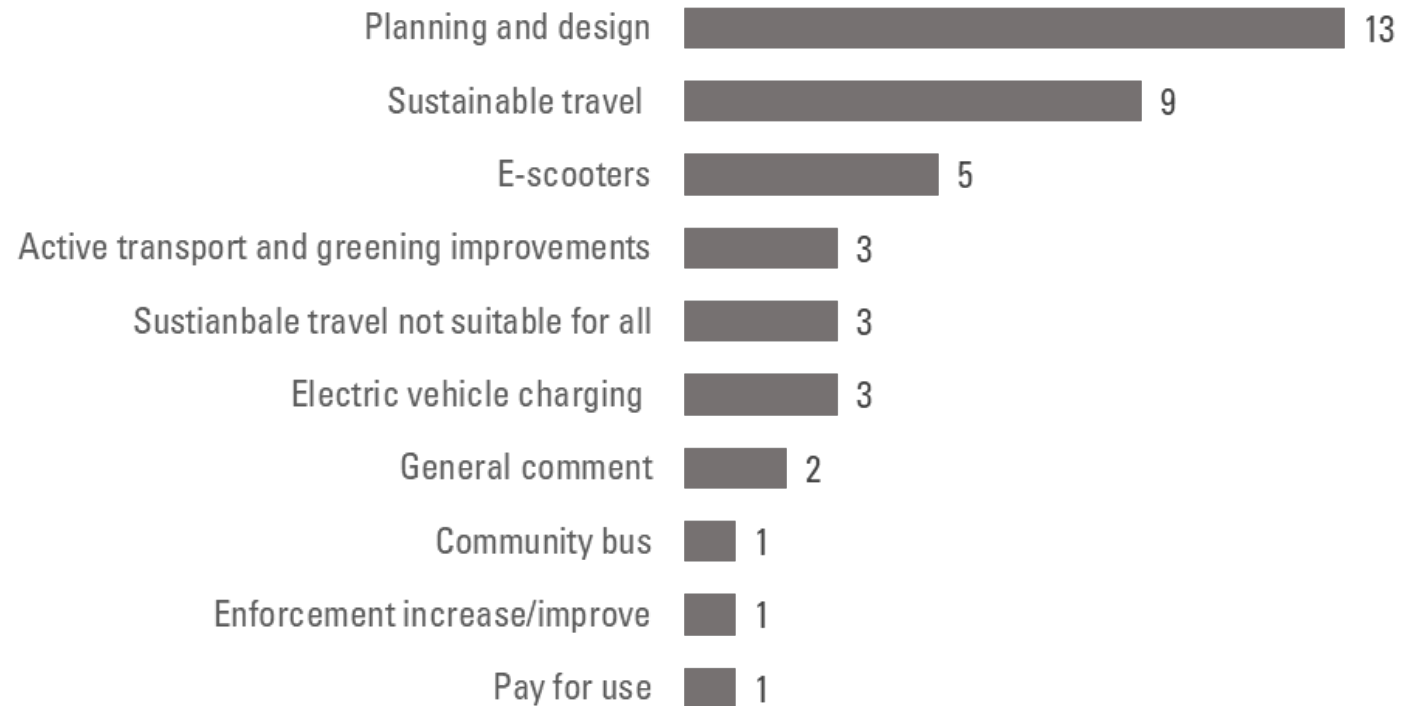
82% to 85% of people who responded to the **advocacy parking directions** either strongly supported, supported or were neutral to the directions.

- Strongly support
- Support
- Neutral
- Not support
- Strongly not support

THEME 6 – Advocacy

Do you have any comments on either of the Advocacy directions?

10 comment types were identified, comprising of **41** comments.



THEME 6 – Advocacy (summary of key comments)

A number of varied comments were made regarding the *Advocacy* parking management directions. Topics with 4 or more comments are summarised below:

Planning and design (13 comments, 9%)

- Any advocacy that can help move parking off-street is worthy of support. (x2)
- Need to include bicycle & motorbike parking facilities into larger residential developments.
- Council needs to be a stronger advocate for better planning and building design of new developments. So many recent developments have been poorly designed in terms of storage and parking and this has had a significant negative impact on residents.
- Increase off street parking requirements for ALL new developments to 1 car space for each bedroom proposed. (x2)
- A recent building approval allowed the reduction in off street parking therefore increasing the demand for on street parking. This should not be allowed.
- Gaining some consistency by planners and the CAP with interpretation of the PD&C will be difficult.
- Medium to higher density developments should have visitor parking factored in.
- If a development has any parking shortfall there should be a compulsory contribution to the car parking fund.
- Action 13.1 should be removed. It makes no sense that Council or any other level of government should seek to make it easier to own unnecessarily large cars in an inner urban environment that present a serious risk to everyone else.

No changes to the Plan recommended. Majority of comments are general or in support of the directions of the Plan.

THEME 6 – Advocacy (summary of key comments)

Sustainable Travel (9 comments)

- Actions are too vague. There needs to be budget and committed actions for rolling out safe and useful infrastructure that actively encourages people to walk and cycle.
- Sustainable travel needs to use safe routes within the council area, not main thoroughfares.
- The actions relating to sustainable travel appear very light weight with a lot of advocating to State Government which will be difficult to action and measure.
- I am pleased to see Unley being a leader in advocating for more economically accessible modes of transport - especially walking and cycling.
- Don't support. Cars are efficient. Stop fighting a losing battle.
- Waffle. I think if I hear of traffic calming one more time I will scream.
- Be careful what you wish for. While improving public transport is desirable, the introduction of bus priority measures on select priority routes in Unley, especially bus lanes in Unley could be a disaster for traffic and traders.

No changes to the Plan recommended. Majority of comments are general or in support of the directions of the Plan.

E-scooters (5 comments)

- Somewhat dubious about the benefits of E-scooters for hire. They do end up clogging footpaths.
- E-scooter cost more than a bus and probably more than an Uber and are barely quicker than walking. I can't understand why anyone uses them.
- Create on-street e-scooter/bike parking nodes where footpaths are narrow to get e-scooters off the footpath.
- Do not support e-scooter use.

No changes to the Plan recommended. Regardless of the future of e-scooters, the provision of e-scooter and/or on-street bike parking nodes (Action 12.6) is an appropriate initiative for Unley, particularly noting the strong desire by Council to make our City's footpaths more accessible for people of all abilities.



SUMMARY THEME 6 – ADVOCACY

Comment Type	No#	Next Steps
Planning and design	13, 9%	No changes to the Plan recommended
Sustainable travel	9, 6%	No changes to the Plan recommended
E-scooters	5, 4%	No changes to the Plan recommended

- EM Workshop on the **22 January 2023** to:
 - discuss consultation feedback, with a focus on four key topics:
 - Driveway access (further measures)
 - Remove Action 2.2 regarding increasing road width
 - Business permits
 - Resident Only Permit Zones
 - *Other topics may be included by EMs.*
 - discuss supporting Implementation Plan and planned short term priorities.
- Council Report **26 February 2023** to seek endorsement on the final Unley Parking Management Plan 2023 – 2033 and supporting Implementation Plan.