



GOODWOOD PRECINCT PARKING REVIEW

JUNE 2026



Council's Unley Parking Management Implementation Plan (UPMIP) has a key Focus Area 10 *Undertaking a parking review at key retail and entertainment precincts*. The parking review will consider opportunities for smart parking technology and pay for use parking to optimise existing parking facilities; and aims to address the following key actions within the Unley Parking Management Plan (UPMP).

ACTION 1.2

Review existing parking restrictions to ensure they align with best practice and achieve the desired level (65% to 85%) of parking occupancy.

ACTION 4.1

Re-assess parking controls in key retail/ entertainment precincts, extending the assessment to encompass nearby side streets, with the objective of aligning them to the [guidelines outlined on page 3 in blue text](#). Involve local businesses, and nearby impacted residents, in the assessment process to ensure specific parking requirements, unique to the precinct, are well-understood and considered.

ACTION 4.2

Identify opportunities to expand smart parking technology within key retail/ entertainment precincts to better understand parking occupancy and turnover, improve parking compliance, and enhance parking access for customers through on-street real time signs and mobile applications.

ACTION 7.2

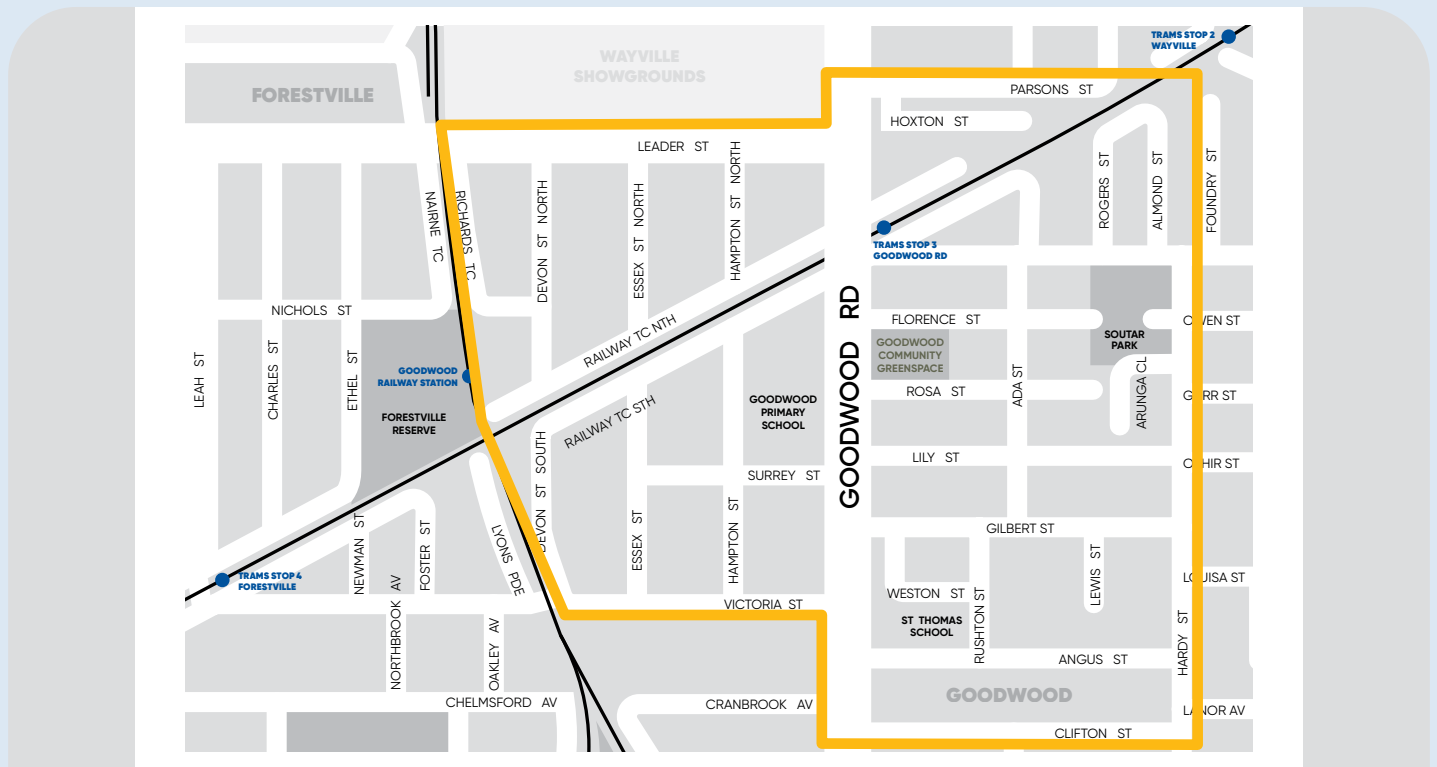
Investigate the feasibility of expanding smart parking technology to other high-demand parking locations.



The first precinct identified for a parking review is the **Goodwood Precinct area**.

For the purpose of the parking review the study area is bounded by Leader Street, Parsons Street, Victoria Street, Clifton Street, Hardy Street and the tram / train Corridor.

A review of on street and off-street parking facilities has been undertaken including bicycle racks and accessible parks (DDA parking).



Retail/entertainment precinct guidelines:

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

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

Source: Unley Parking Management Plan 2023-2033, Parking Management Direction 4 - Retail/Entertainment Precincts, page 28

Parking terms used in this document

On-street parking

Parking spaces located on public streets, usually along the kerb.

Off-street parking

Parking spaces located away from the street, such as in car parks or parking lots. These areas are usually purpose-built and may be managed by councils, businesses, or private operators.

Pay-for-use parking

Parking where drivers must pay a fee to use a space for a set amount of time.

Smart parking technology

Technology that helps manage parking more effectively, such as sensors that show if a space is available, apps that give real-time parking information, or licence-plate recognition.

Unrestricted parking

Parking with no time limits, fees, permits, or other rules, drivers can park for as long as they like, as long as they follow general road rules.

Parking controls

Rules that manage how parking spaces can be used. These may include time limits, paid parking, loading zones, no-parking areas, and other restrictions to improve safety, manage demand, and ensure fair access to parking.

Accessible parking

Refers to parking spaces that are designed and designated to accommodate people with disabilities, ensuring they can safely and conveniently access nearby destinations.



On-street parking

A review of on-street parking has been undertaken. Data on the type and number of parking spaces was collected based on a survey conducted approximately 12 months ago. While this data may not be completely up to date, it is estimated to be at least 85% accurate.

Occupancy data was gathered using Aero Ranger technology, which involves cameras installed on our Community Safety vehicles. These cameras capture the number of vehicles parked within each parking zone. The occupancy data is based on an average of 44 survey runs of the precinct area during the day (9am – 5pm), and collected between September 2024 and June 2025 (excluding school holiday periods).

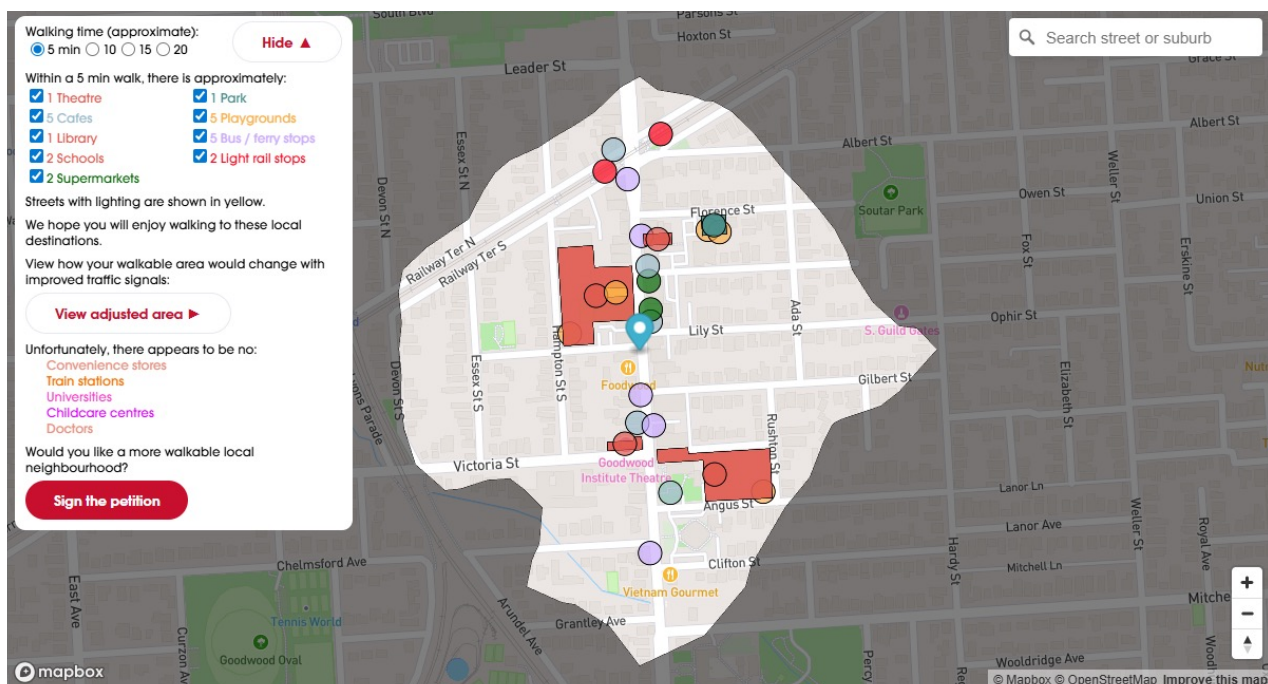
Within the precinct, there are over 1,125 on-street parking spaces. As shown in **Figure 2 (on page 8)**, of these, approximately 66% are 4P (four-hour) parking, 25% are unrestricted, and 3% are ticketed. Only 6% of the spaces are designated for short-term use (15- or 30-minute limits) or Loading Zones.

The average occupancy of all on-street parking in the precinct is approximately 45%. This indicates a relatively low overall occupancy (below the 60% threshold), resulting in a good level of parking availability throughout the day, within a comfortable five-minute walking catchment for all user types in the area, particularly visitors. Refer to **Figure 1 (below)**, sourced from the Heart Foundation, illustrating the five-minute walking catchment in the Goodwood Precinct.

Figure 3 (on page 9) provides a high-level overview of the parking type, the number of spaces, and average weekday occupancy by street.

FIGURE 1

Goodwood Precinct: Five-minute walking catchment

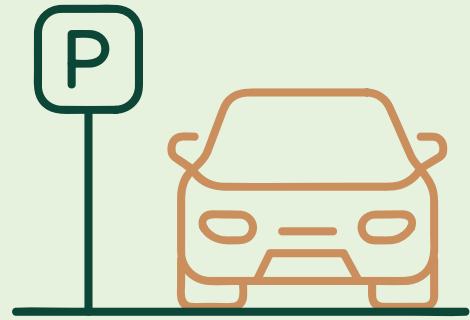


Source: Heart Foundation Community walkability Interactive map (www.healthyactivebydesign.com.au/community-walkability/Interactive-map)

On-street parking continued

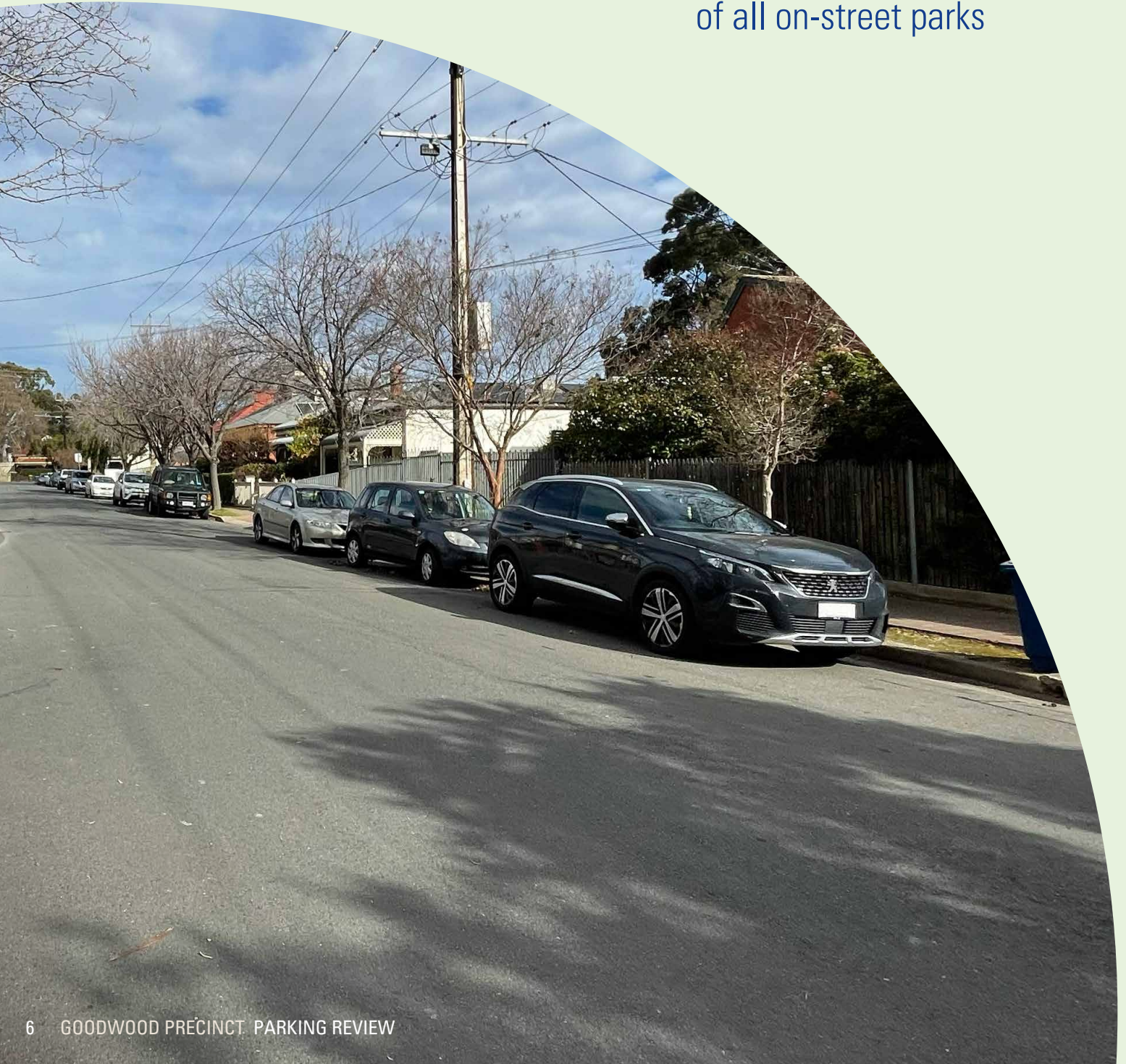
Figure 3 (on page 9) highlights that the busiest streets for parking are those adjacent to Goodwood Primary School, with Hampton Street South and Surrey Street experiencing occupancy rates above 65% on most school days. Railway Terrace South and Railway Terrace North, east of Goodwood Road, also show high demand, with average occupancies of around 62% and over 80%, respectively.

Unrestricted parking on Rosa Street and Rushton Street, maintained to support the Goodwood Community Child Care Centre and St Thomas Primary School are also shown to be fully occupied most days.



45%

average occupancy
of all on-street parks



There are currently no on-street accessible parking spaces within the precinct. However, an accessible space has just been installed on Railway Terrace South, adjacent to the tram corridor, as part of the Railway Terrace South Streetscape Improvement Project.

In discussions with the Community Centre Library staff and the Goodwood Traders Association, it is acknowledged that parking demand in the precinct varies across both weekdays and times of day. Some days are significantly busier than others, for example, Thursday mornings are typically more congested due to events held at the Goodwood Community Centre and Library, as well as when there is a mass or funeral at the church on the corner of Goodwood Road and Florence Street. However, this increased demand generally occurs on only one or two days each week and usually for a limited portion of the day rather than the entire day.



Ticketed Parking

To support long-term parking, ticketed all-day parking is located on Railway Terrace South, east of Goodwood Road (adjacent to the tram corridor), at a rate of \$1.50 per hour and maximum of \$6.00 all day.

In mid-November, Council also transitioned its parking ticket machines to Pay-by-Plate parking machines, including on Railway Terrace South. The new machines improve convenience and payment options for users, reduce street clutter, and align with the same technology already in use across neighbouring City of Adelaide.

Business Parking Permits

Business parking permits (limited to two per business) are also now available to all Unley-registered businesses (since 1 April 2025).

Parking Compliance

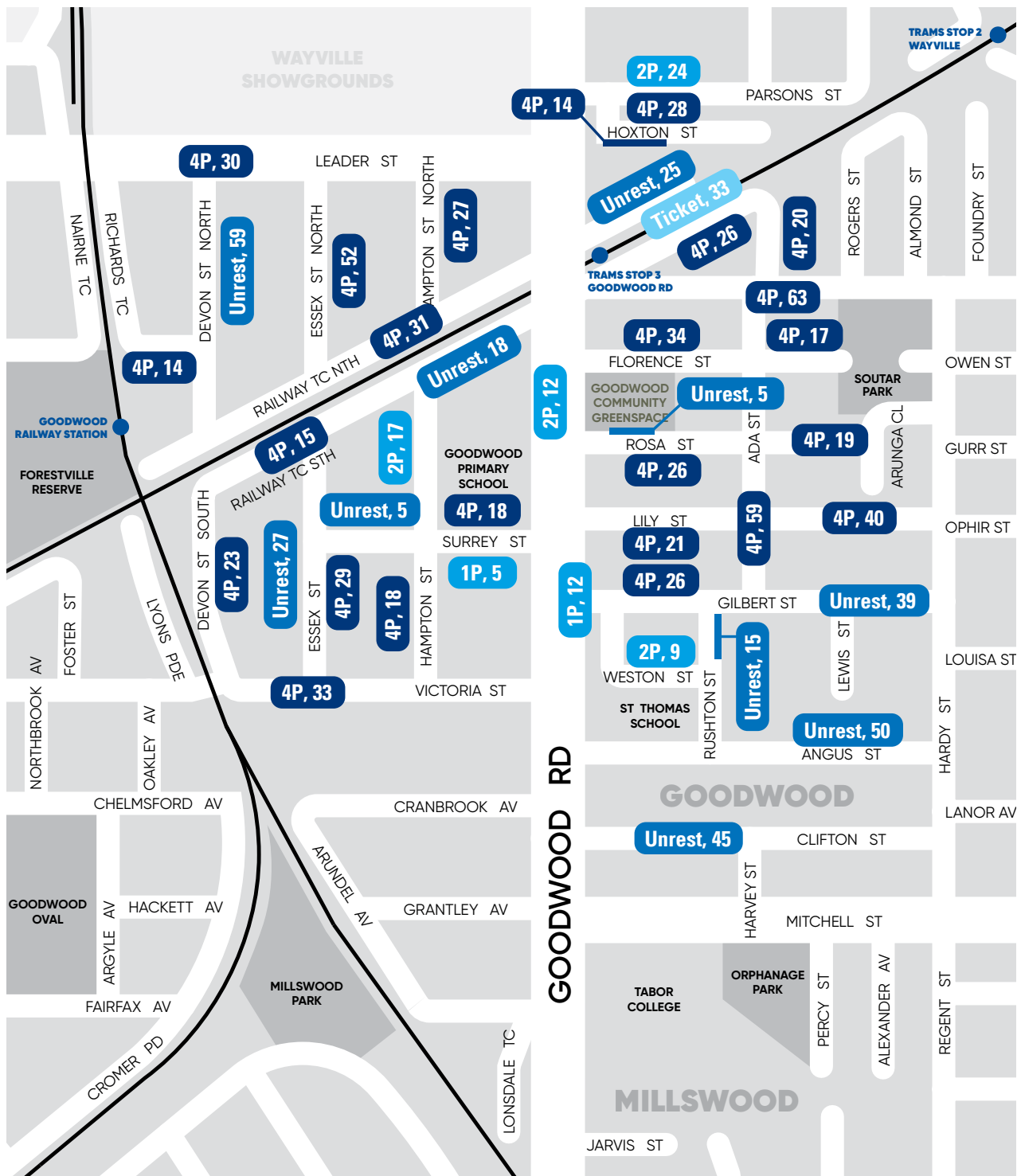
Despite the high number of medium to long-term parking spaces in the Goodwood Precinct, with over 90% of on-street parks classified as either 4P, unrestricted, or ticketed (allowing all-day parking), in 2024 more than 700 expiations were issued for overstaying the time limit, accounting for 54% of all parking infringements.



- **4P** 66%
- **Unrestricted** 25%
- **Ticketed** 3%
- **Other** 6%

FIGURE 2

Goodwood Precinct: Parking Spaces



- 4P time limit parking
- Unrestricted
- 1P, 2P time limit parking
- Ticket parking

4P, 40

PARKING CONTROL
Unrest = unrestricted

NUMBER OF ON-STREET PARKS



Off-street Parking

A high-level review of off-street parking has also been undertaken. As shown in **Figure 4 (on page 11)**, the two main public off-street parking areas are located at the Goodwood Community Centre and Orphanage Park, comprising a total of 66 four-hour spaces and 98 unrestricted spaces. Across both locations, eight accessible parking spaces are provided.

A substantial amount of private off-street parking was also observed, totalling over 620 spaces. Most of these are allocated for staff and visitor use, with only two sites featuring time restrictions. These include the off-street car park between Rosa Street and Lily Street, which contains approximately 61 spaces with a 1.5-hour time limit, and the off-street car park off Railway Terrace South, which offers around 48 spaces with a 2-hour time limit. Up to nine accessible spaces were also identified within the private off-street car parks.

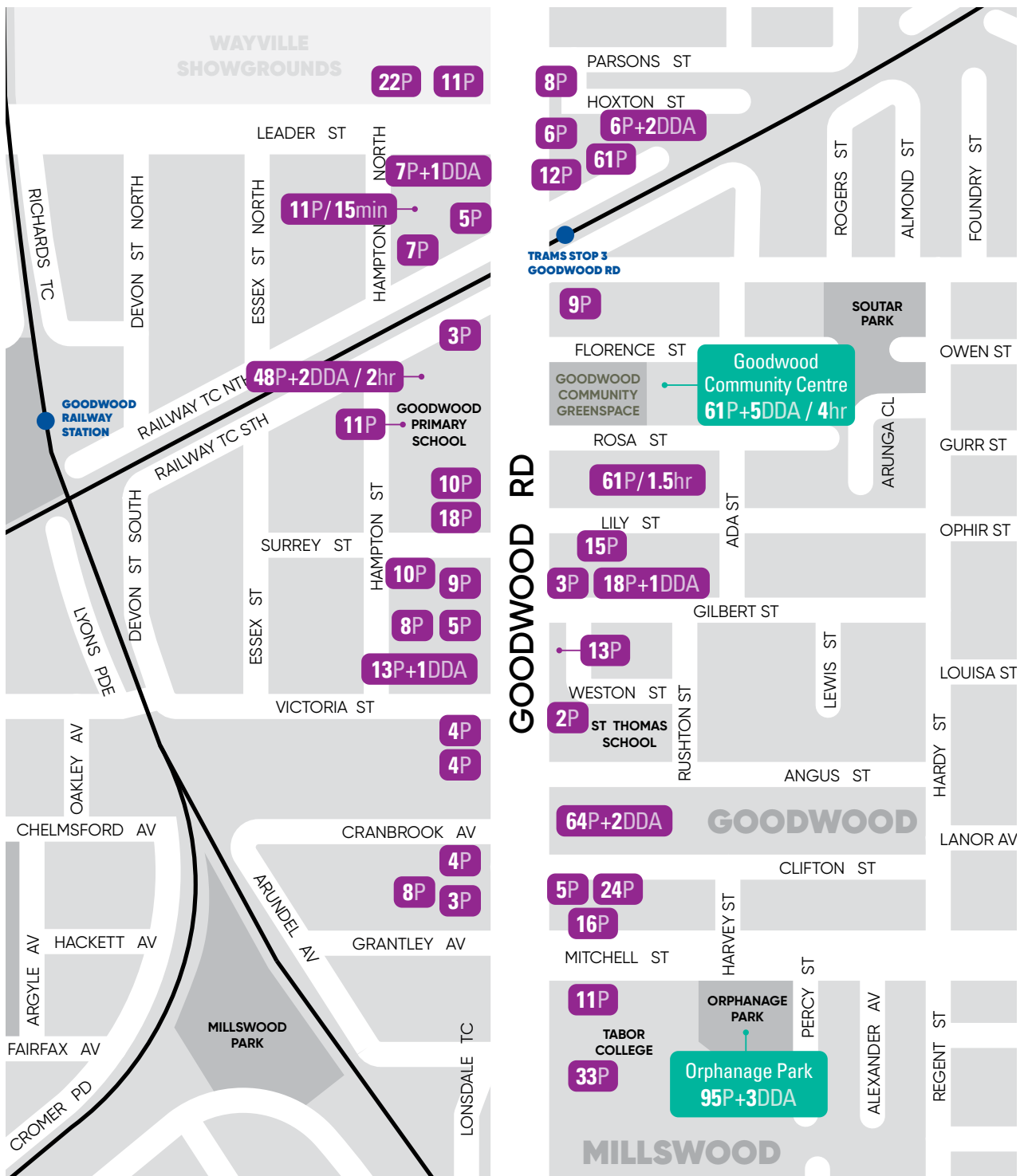
General observations indicated that overall occupancy of these off-street parks during a typical weekday was moderate (between 40 to 80%), suggesting opportunities for traders to collaborate to better manage long term staff parking concerns in the precinct and /or improve access for visitors to the area.



- Public parks**
 164 off-street parks
 8 DDA (accessible parks for people with disabilities)
- Private parks**
 > 620 off-street parks
 9 DDA (accessible parks for people with disabilities)

FIGURE 4

Goodwood Precinct: Off-Street Parking Areas



- Private off-street parking area
- Public off-street parking area

48P+2DDA / 2hr

NUMBER OF
OFF-STREET
PARKS

NUMBER OF
ACCESSIBLE PARKS
FOR PEOPLE WITH
DISABILITIES

PARKING
TIME LIMIT

Servicing / Loading Zones

There are no designated on-street Loading Zones within the study area. However, the area includes several short-term parking zones: four 30-minute (at all times) on-street parks, one on Florence Street, one on Rosa Street, and two on Lily Street and two 10-minute zones on Surrey Street. Additionally, there are two 15-minute parks on the eastern side of Goodwood Road, just north of Gilbert Road, operating between 9:00 am and 3:00 pm, Monday to Friday.

Across the precinct, there are approximately 12 other 15-minute zones associated with schools and child-care centres. These include two spaces in front of Tilbrook Community Child Care Centre, two in front of Goodwood Community Child Care Centre, and eight adjacent to St Thomas School. Refer to map on the right for locations.




Council receives few complaints regarding servicing within the Goodwood Precinct, with the understanding that most loading and unloading activities must take place within the off-street parking areas.



FIGURE 5

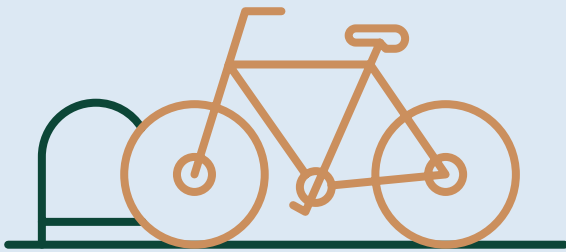
Goodwood Precinct: Servicing / Loading Zones



-  **30 min Servicing / loading zones**
-  **15 min Servicing / loading zones**
-  **10 min Servicing / loading zones**

Bicycle Parking

A review of bicycle parking identified 22 bike racks within the precinct and shown in Figure 6 (on page 15).

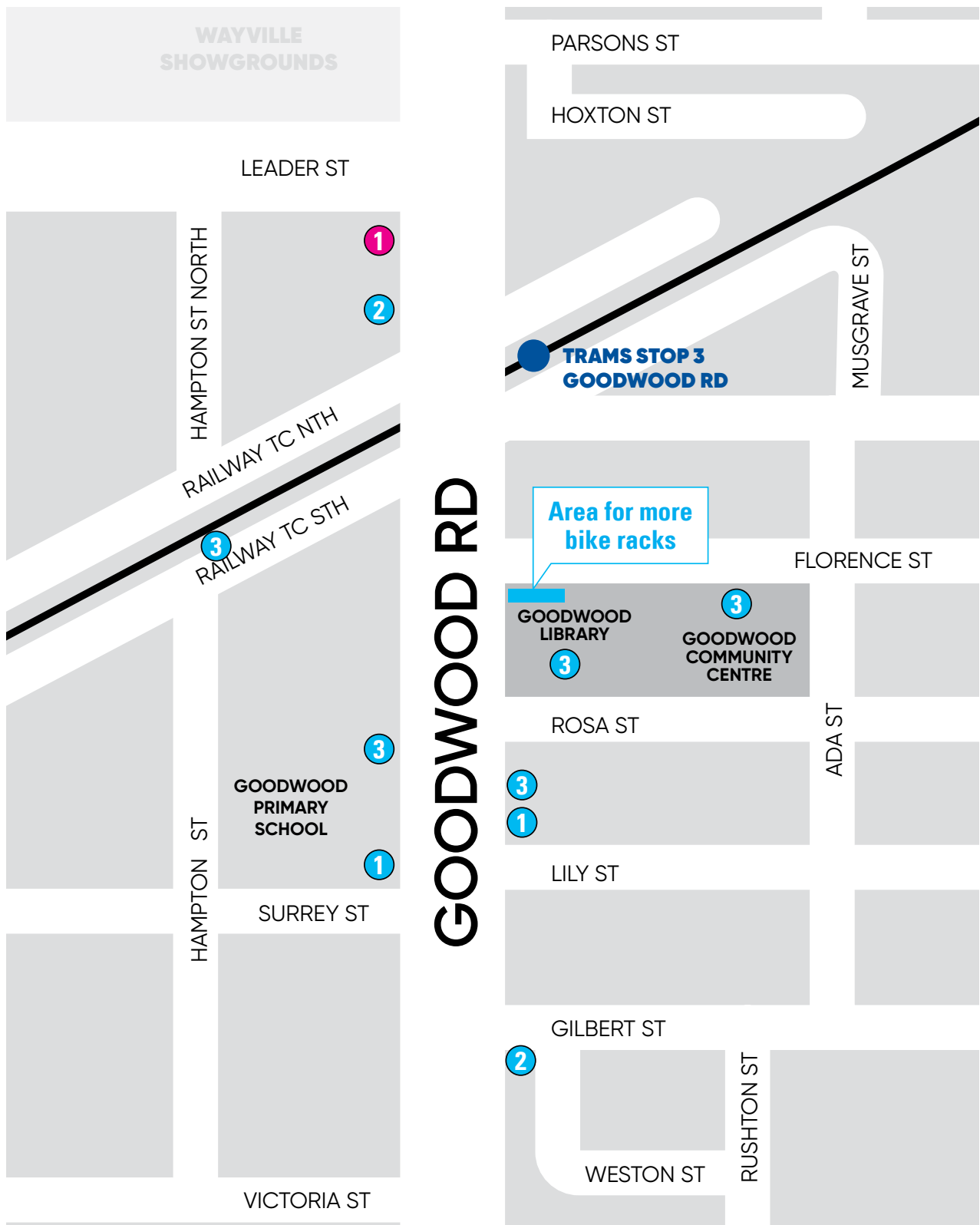




22 Bike Racks



FIGURE 6

Goodwood Precinct: Bicycle Parking Locations



-  Bicycle Parking on public property
-  Bicycle Parking on private property

 = NUMBER OF BICYCLE PARKS AVAILABLE AT LOCATION



Event Parking Controls

Royal Show event parking controls are implemented on most streets within this precinct, as shown in **Figure 7 (on page 17)**. Since around 2010, Council has enforced temporary parking restrictions on streets surrounding the Wayville Showgrounds during the nine-day Royal Adelaide Show. These controls aim to:

- Maintain reasonable parking availability for local residents and business visitors.
- Encourage Show patrons to use designated Royal Show off-street parking facilities and/or public transport.

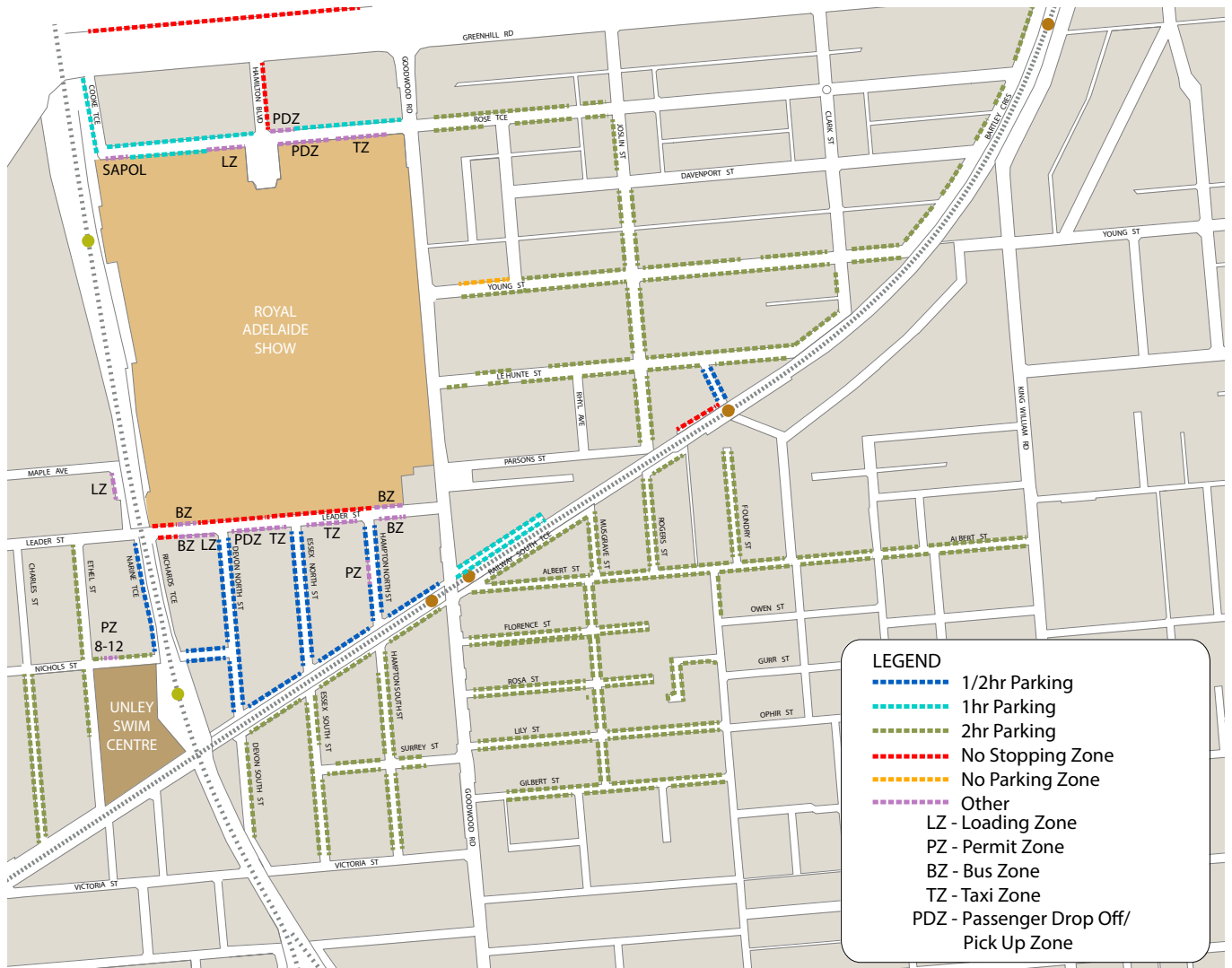
Residents impacted by Temporary Royal Adelaide Show event parking controls are issued a single temporary event parking permit for use during Royal Show Times only. This permit is additional to all purchased residential permits. Businesses are not entitled to Temporary Royal Adelaide Show permits and must manage their parking needs around the restrictions.

Observations from the 2025 Royal Adelaide Show indicated that, even with Event Parking Controls in place, daytime parking occupancy remained high north of the tram corridor, up to Greenhill Road, at 80% or higher. Parking occupancy south of the tram corridor was lower, particularly south of Albert Street, where it was around 40% or less.

In discussions with the Community Centre Library staff and the Goodwood Traders Association, it was acknowledged that the Royal Show does impact business operations, generally resulting in fewer visitors to the area. Some businesses indicated they chose to close during this period, while others noted that staff were encouraged to work from home. A number of businesses also reported that the stricter parking controls introduced during the event actually improved their operations: although staff had to park further away, visitors were able to park closer. It was generally recognised that the Royal Show is a major event for the area and, despite the challenges it presents, most businesses accept that it is something that needs to be planned for and managed as part of their operations.

FIGURE 7

Goodwood Precinct: Event Parking



Last updated: 21 July 2025



School parking improvements

Council recently conducted parking reviews in collaboration with Goodwood Primary School and St Thomas Primary School to enhance safety, accessibility, and convenience in the surrounding precinct. Key improvements include:

Enhanced Kiss and Drop zones:

Strategic signage upgrades have been implemented near school entrances to improve traffic flow and safety during peak times.

Short-term parking provisions:

Additional short-term spaces have been introduced to support parents needing to quickly collect children or meet with teachers.

Improved safety and accessibility:

New No Stopping zones have been established on one side of selected streets during peak drop-off and pick-up periods, where required, to reduce congestion and increase visibility.

Consistent and clear signage:

Uniform, easy-to-understand parking signage has been installed on all streets adjacent to the schools.

Enhanced parking compliance:

The changes aim to encourage better adherence to parking rules and ensure fair access for all users.

Observations and monthly compliance checks by Regulatory Services indicate that the recent changes around these schools have effectively improved safety and access during busy drop-off and pick-up periods. It is acknowledged, however, that the measures at Goodwood Primary School have required staff to park further away, which has shifted some parking demand onto nearby streets, including Essex Street South and Hampton Street South, south of Surrey Street.



Recommendations and actions:

Base on the extensive parking review undertaken for the precinct, and through key stakeholder discussions, the following seven actions are recommended to help improve parking access in the area:

1. Provide more short-term (1 hr or less) parking:

Identify and implement options to increase one-hour (or less) parking spaces both on-street and within the Goodwood Community Centre car park to support convenient access for short visits to the precinct. Businesses are encouraged to advise Council staff of specific needs and preferred locations.

2. Implement smart parking technology at the Goodwood Community Centre Car Park

Investigate the feasibility of expanding the Smart Parking solution used on King William Road and at Heywood Park to the Goodwood Community Centre. This could include real-time monitoring to improve compliance with time limits and smart signage informing visitors of current parking availability. Implementation would be subject to Council funding.

3. Review and consider reducing ticket-parking fees on Railway Terrace South

Consider reducing the current fee structure (\$1.50 per hour or \$6 all-day) with the aim of achieving an average daily occupancy rate of 80%.

4. Support collaboration among Goodwood traders

Encourage businesses to work together to better utilise underused private off-street parking areas, either to accommodate long-term staff parking or to improve parking availability for visitors.

5. Provide more parking for servicing of businesses

Identify opportunities to expand short-stay parking (less than one hour) and introduce dedicated loading zones to better support delivery, pick-up, and drop-off activities. Businesses are encouraged to advise Council staff of specific needs and preferred locations.

6. Install additional bike racks

Provide new bike racks where feasible and in response to requests from businesses within the precinct.

7. Review existing accessible parking spaces

Ensure publicly accessible parks meet current accessibility standards where appropriate and identify opportunities to create additional accessible spaces based on demonstrated need.

8. Ongoing management of parking needs

Overall, parking in the precinct is currently considered to provide a good balance between resident and business needs. However, residents and businesses may apply for changes to parking restrictions at any time if parking congestion becomes an issue. The three-step application process for installing or amending parking restrictions, designed to balance current and future needs in a fair and transparent manner, can be found on Council's website.

The online form is available at:

unley.sa.gov.au/Apply-for-a-change-to-parking-restrictions-in-your-street

