

North Adelaide On-Street Parking Trial Summary

Strategic Alignment - Thriving Communities

Public

Tuesday, 4 July 2023

**City Planning, Development
and Business Affairs
Committee**

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EXECUTIVE SUMMARY

This report responds to the Council resolution of 13 December 2022 to provide a series of background information and historical reports regarding on-street parking in North Adelaide, along with previous initiatives to improve parking in the area. As per the resolution, this report is for information only with no formal recommendations.

The summary of information shows numerous community consultation activities, Council workshops and Council reports have occurred regarding traffic and parking in North Adelaide in previous years, both broadly and through more localised engagement exercises. It is evident that parking behaviour within the area is diverse, and balancing the needs of all stakeholders effectively is complex and challenging. The reports show a range of controls and initiatives are in place to strike a balance in each location, in addition to Council's Residential Parking Permit Scheme and Guidelines to provide additional parking support to eligible properties and residents.

It is also evident from previous initiatives which have altered parking controls and permits, that efforts designed to improve the experience for one segment or group, inevitably leads to impacts on others. This is often the case with on-street parking given it is a shared community asset in which demand often exceeds supply.

RECOMMENDATION

THAT THE CITY PLANNING, DEVELOPMENT AND BUSINESS AFFAIRS COMMITTEE:

1. Notes the report.
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IMPLICATIONS AND FINANCIALS

City of Adelaide 2020-2024 Strategic Plan	Strategic Alignment – Thriving Communities
Policy	The On-street Parking Policy has been established to improve the overall customer experience of on-street parking in the city through accessibility, choice, efficiency and support for the environment. On-street parking is a shared community asset for which demand regularly exceeds supply, particularly in the CBD. This resource requires careful management to ensure a wide range of competing users have fair and reasonable access.
Consultation	Consultation/notification may be required to alter or reinstate previous trial parking controls.
Resource	Resources would be required for consultation/notification, legislative changes required for parking controls and signage, as well as designing and issuing new permit schemes should changes be resolved. This is not currently budgeted in 2023/24.
Risk / Legal / Legislative	Changes to on-street parking must comply with relevant legislation <i>Road Traffic Act 1961</i> and the <i>Australian Road Rules</i>
Opportunities	Not as a result of this report
23/24 Budget Allocation	Not as a result of this report
Proposed 24/25 Budget Allocation	Not as a result of this report
Life of Project, Service, Initiative or (Expectancy of) Asset	Report is for information only
23/24 Budget Reconsideration (if applicable)	Report is for information only
Ongoing Costs (eg maintenance cost)	Report is for information only
Other Funding Sources	Report is for information only

DISCUSSION

Background

1. On 13 December 2022, Council resolved the following:

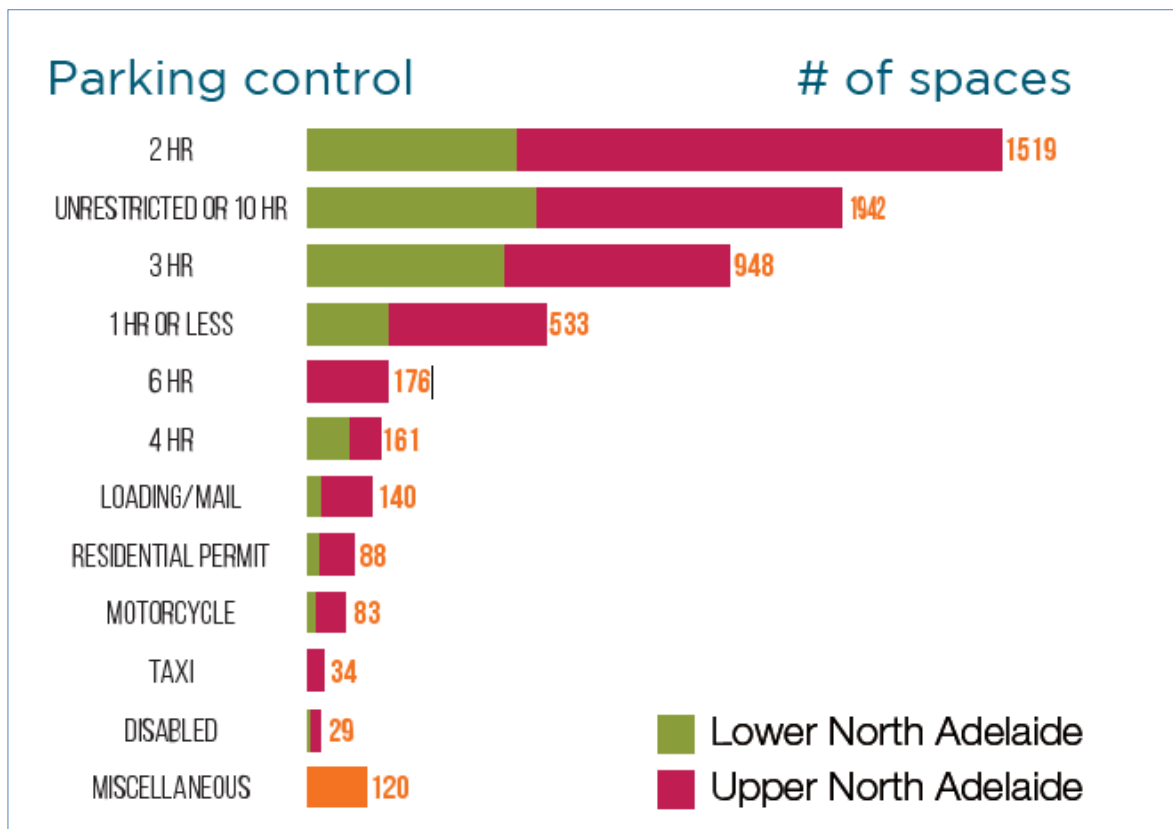
That Council:

Requests the Administration provide to the next appropriate Committee of Council meeting;

1. *A summary of the most recent North Adelaide Local Area Traffic Management Plan's findings in relation to on street parking*
 2. *Details of previously advised Upper and Lower North Adelaide population figures, together with a summary of available on street car parking spaces according to parking controls and zones*
 3. *The broad Committee and Council discussion in the years leading to and the wording of the resolution of the Council meeting of March 12th, 2019*
 4. *The duration of the trial from the date of issue of the first permit to the date of the rescission motion leading to cancellation of the trial, costs of the trial including the placement of "resident exempt" parking signs*
 5. *Any advice given to any meeting of Committee or Council about the impacts of the trial leading to the Council rescission of the March 12th, 2019 decision*
 6. *Any research about changes to on street car parking in Upper or Lower North Adelaide since the rescission motion*
 7. *Costs associated with the re-instatement of the trial, possible sources of funding and an estimate of the time required to re-instate the scheme should Council authorise its recommencement.*
2. By way of background context in relation to Residential Parking Permits:
 - 2.1. The permit criteria and categories available to residents are outlined in Council's Residential & Visitor Parking Permit Operating Guidelines, available on Council's public website: [Residential parking permit | City of Adelaide](#)
 - 2.2. A valid Residential Parking Permit allows eligible residents to park in a time limited parking zone of 1 hour or more, or a paid parking zone of 1 hour or more, and overstay the allowed control. It also allows the resident to park in the designated Residential Parking Permit Zones. Even with a valid permit, the vehicle must be moved every 24 hours.
 - 2.3. Eligibility criteria for a permit predominantly focuses on the year a property was built, whether a property has access to off-street parking spaces, and if so, how many parking spaces.
 - 2.4. These main points of criteria have been in use for many years.
 - 2.5. There are 314 active Residential Parking Permits in North Adelaide, with another 30 undergoing a renewal process likely to bring the total figure to approximately 340.
 - 2.6. Administration often receives requests from residents seeking permits who do not meet the eligibility criteria.
 - 2.7. Administration are aware many residents know which vehicles in their local area have, and do not have, valid Residential Parking Permits. The introduction of new vehicles with permits on a street often results in enquiries from other residents to Administration.
 3. Changes to our permit criteria and approach during the trial and the subsequent impacts are discussed further in the report.

Summary of Previous Local Area Traffic Management Plans

4. The most recent North Adelaide Local Area Traffic Management Plan (NALATMP) was undertaken by 'infraPlan' in 2017.
5. The report was included as a link to the 17 September 2019 Committee (Link 1 view [here](#)).
6. The 'North Adelaide Local Area Traffic and Parking Management Engagement Outcomes – Executive Summary' (May 2017 – Link 2 view [here](#)) outlined at that time there were a total of:
 - 6.1. 7,186 residents living in North Adelaide
 - 6.2. 5,773 total on-street parking spaces



7. The 2017 report highlighted the following options in relation to on-street parking in the area:
 - 7.1. Option 1 (which was not recommended): All residential properties in North Adelaide be provided with on-street parking permits.
 - 7.1.1. It was identified in the supply/demand scenarios of on-street parking that providing all residents with on-street parking permits may result in a significant impact on parking availability that could limit on-street parking supply for businesses, visitors and customers to well below parking demand. Therefore, a more considered approach was recommended.
 - 7.2. Option 2 (which was recommended): Incremental changes (i.e. a relaxation) of the residential parking permit eligibility criteria or Conditions of Use for North Adelaide. Parking supply and demand can be monitored to ensure that the stepped changes do not reach the 'cap' that is proposed for each precinct.
 - 7.2.1. Additional Requirement: Rebalance parking controls to suit precinct land uses based on the assessment of parking controls and land uses to better meet the needs of the area.
 - 7.2.2. While this incremental (or staged) approach will have Council resource and funding implications, it is deemed necessary to appropriately assess the success/challenges of the approach.

Summary of the North Adelaide On-Street Parking Trial – 2019

8. On 14 February 2017, Council resolved that it 'undertakes a full review of the residential parking permit system and that this review be aimed at increasing the availability of street parks for all residents and businesses.'
9. Throughout 2017-2019, significant assessment of parking in North Adelaide and engagement with the North Adelaide community was undertaken. This involved multiple engagements and Council/Committee discussions, many of which are included as links in the table in Link 3 view [here](#).
10. In addition to Council workshops and community consultation, external research and benchmarking was conducted to assess which Council's around Australia ran effective Residential Parking permit systems. The research is summarised in slides 16 to 19 of Link 4 view [here](#), presented to Committee on 20 June 2017. One of the key learnings of this exercise was that each Council and system is vastly different, so schemes are not able or appropriate to be replicated elsewhere.
11. While the feedback Council received throughout the consultation initiatives conducted was varied, the most prevalent concerns at the time included the volume of CBD commuters occupying unrestricted parking areas in North Adelaide, and Resident Parking Permit availability.

12. It was also noted that balancing on-street parking needs in North Adelaide is a complex issue. There are many stakeholders and the potential trade-offs and implications of addressing each component of the system are difficult to predict, particularly when multiple changes are implemented simultaneously.
13. Subsequent reports focused on proposing that Council initially address the two most recurring and prevalent concerns, which were:
 - 13.1. The volume of CBD commuters occupying unrestricted parking areas in North Adelaide; and
 - 13.2. Residential Parking Permit availability.
14. It was proposed that the Residential Parking Permit criteria be relaxed on a trial basis, in conjunction with introducing parking controls to a proportion of unrestricted parking areas to mitigate commuter parking. By introducing the measures simultaneously and taking a street-by-street approach to implementation, it was expected that any unintended impacts to residents would be minimised.
15. In March 2019, Council endorsed changes to parking controls targeting these concerns, along with a 12-month trial to relax Residential Parking Permit criteria and introduce an additional trial permit system.
16. Specifically, the 12 March 2019 resolution outlined at Item 7.1 (Link 5 view [here](#)):

That Council:

1. *Approves the installation of time limit parking controls in North Adelaide in the 10P bays and approximately half of the unrestricted parking areas with a view to reducing commuter parking as detailed in Attachment A to Item 4.1 on the Agenda for the meeting of The Committee held on 5 March 2019.*
2. *Approves a trial of relaxing the Residential Parking Permit Criteria within the trial area as detailed in Attachment A to Item 4.1 on the Agenda for the meeting of The Committee held on 5 March 2019, in addition to;*
 - i) *the issue of one on-street parking permit for a period of one year to a nominated vehicle registered to a dwelling which has only one off street parking space. Such permits will be made available on application and will be strictly limited to one for each address except in special circumstances as may be determined by the Administration.*
 - ii) *on-street permits (as described in i)) allowing parking in designated areas for a period of up to 24 hours*
 - iii) *permits (as described in i)) will initially be limited to 1,200*
 - iv) *an application of a fee for permits (described in i)) that will include Administrative costs and an additional sum of not more than \$100*
 - v) *the identification of areas with alterations to existing signage where permits (described in i)) can be used*
 - vi) *immediate planning for the introduction no later than the end of 2019 of a scheme to allow business ratepayers access to on-street permits in designated areas currently utilised by commuter parking*
2. *Approves such funds that will be required for the notification, implementation and parking utilisation surveys with funds to be requested as part of the Q3 budget reconsideration process.*
3. *Notes the recommendations within the Women's and Children's Health Network – Review of the Medical Centre Car Park Project Trial Report, November 2016 as at Attachment B to Item 4.1 on the Agenda for the meeting of The Committee held on 5 March 2019.*
4. *Approves the continuation of the Women's and Children's Hospital Permit zone in Mackinnon Parade, Monday to Friday from 6am-6pm, in line with the Council decision on 11 August 2015 with the option for either party to relinquish the Agreement with 3 months' written notice.*
17. In September 2019, in response to feedback from the community, Council revoked many aspects of the March 2019 resolution, with parking controls reverting to their previous unrestricted state.
18. Any permits issued under the trial permit system or relaxed permit criteria were honoured for the 12-month timeframe, ending 30 June 2020.
19. Following this, the broad community engagement activities previously conducted were supplemented with localised street level engagements, with further changes to parking controls made in many circumstances.

Implementation, feedback and outcomes of the 2019 trial

20. Communication of the trial included letters to all North Adelaide residents, YourSay website information packs, corrflute signs placed at various locations notifying of upcoming changes, flyers placed on vehicles parked where changes were to be implemented, and the creation of an interactive online map detailing changes and timelines.
21. Parking utilisation surveys were undertaken on 5 June 2019 to obtain accurate measures of parking occupancy and use of Residential Permits prior to the trial commencing, with the intent of undertaking the same surveys at the conclusion of the trial. The follow up surveys were abandoned when the decision was rescinded.
22. Parking Control changes commenced on 1 July 2019 and were completed on 21 August 2019, with the exception of the Aquatic Centre car park.
23. The changes resulted in time limit controls applying to an additional 1,000 bays in North Adelaide (60% of previously unrestricted bays).
24. At the 16 July Council meeting, four petitions objecting to the North Adelaide Parking Trial with a total of 101 signatures were noted.
25. A 17 September 2019 Committee Workshop (Link 6 view [here](#)) informed Members of the progress of the North Adelaide On-Street Parking Review to date, and sought direction on possible amendments for the remainder of the trial.
26. Uptake of the Trial Residential Parking Permits was relatively low, with the below increase across all types of vehicle permits in North Adelaide during this period:
 - 26.1. 35 Trial Permits issued.
 - 26.2. 47 additional Residential Permits under the relaxed criteria.
 - 26.3. 13 additional Residential Permits under existing criteria.
27. Feedback suggested part of the reason for a low uptake of Trial Permits may have been:
 - 27.1. Multi-dwelling properties or group of dwellings such as units, apartments and strata groups were not eligible for Trial Permits. This decision was made to manage demand/supply issues if all such dwellings had access to permits.
 - 27.2. Residents found it restrictive that their property had more vehicles than were eligible for Trial Permits.
28. Based on the feedback, during the trial it was recommended to relax the Trial Permit criteria further to include the issue of one Trial Permit to all occupants who do not meet the current relaxed Residential Permit criteria and require additional parking for their personal vehicle (excluding residential colleges). This was to apply for the duration of the trial (9 months) and capped at a total of 1,200 permits at a fee of \$75 (+ application fee) due to reduced permit duration.
29. Feedback from the community was included in the 17 September 2019 Committee Workshop (Link 6 view [here](#)), and is summarised below:
 - 29.1. Feedback from residents showed a higher rate of support for the Trial than any other demographic, with 17% in support and 83% objecting.
 - 29.1.1. This included 46% wanting no change/different controls; 6% discussing permit eligibility; 20% raising need for more permits; 18% felt lack of consultation.
 - 29.2. The highest volume of feedback was in relation to nurse parking, with 50% from W&CH; 34% Calvary Hospital; 10% unknown and 6% Memorial Hospital.
 - 29.2.1. Concerns included: personal safety when needing to walk a significant distance to/from a parked vehicle at commencement and completion of shift; inability to return to shift to move vehicle within the time limit; lack of suitable parking options for shifts which begin later in the day; not supporting the cost of paid parking for employment; increase in W&CH employees using Kermode Street car park which is creating issues for other employees, patients, parent and care givers accessing the hospital.
 - 29.3. Feedback from schools including St Dominic's Priory and Aquinas College included: lack of unrestricted parking available for staff on-street; all unrestricted parking is used by other user groups early in the morning; time parking is not an option because of inability to leave work due to duty of care for their classes.

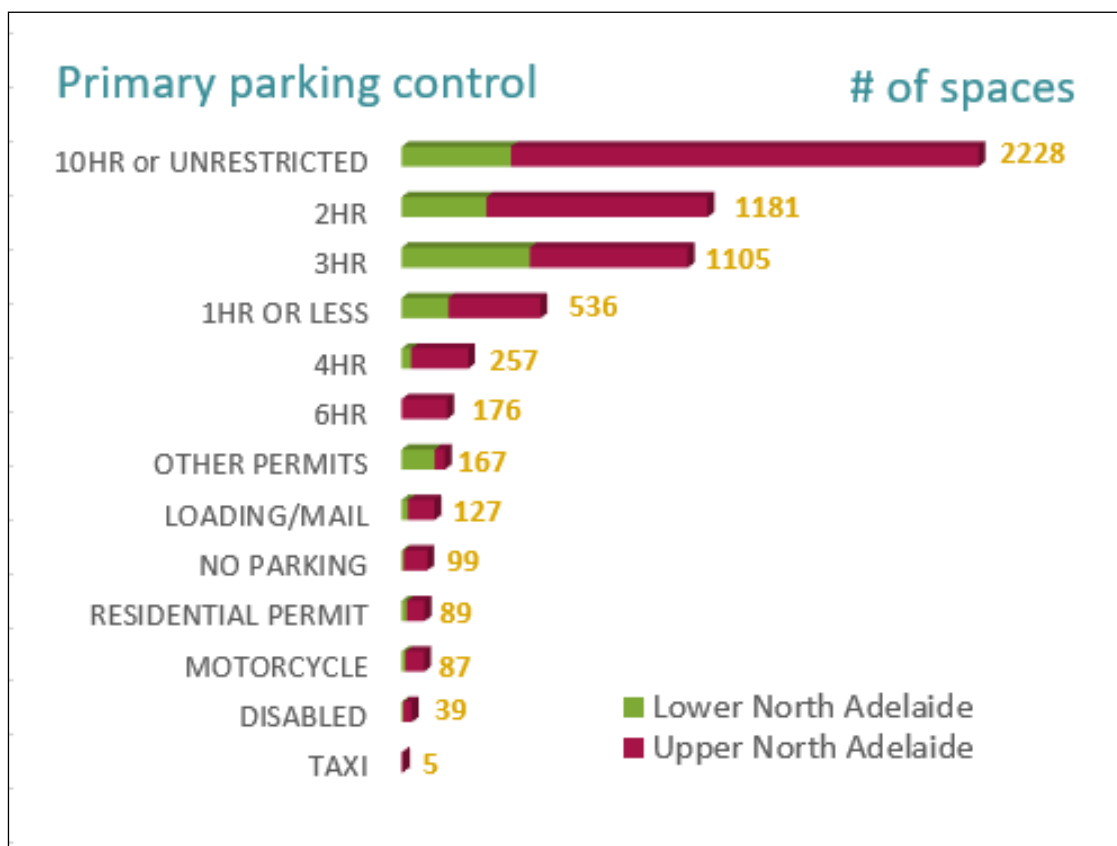
- 29.4. Feedback from North Adelaide workers included: business owners concerned about staff loss of productivity when regularly moving vehicles to comply with time limits; unable to find a park to attend work and/or unable to return to vehicle within time limits.
- 29.5. Feedback from CBD Commuters: inconvenienced as unable to continue to park in same locations; observing time limit bays which are not occupied; feel the trial doesn't support healthy lifestyle (park n ride); concern about the reduction of unpaid parking options for people attending work in the CBD and not supportive of the cost of parking for employment.
- 29.6. Other observations included:
 - 29.6.1. Reduced instances of CBD commuter parking resulting in increased parking availability in time limit areas and greater occupancy in unrestricted areas.
 - 29.6.2. Changes assisted residents who provided the highest proportion of positive feedback from any category of respondent. Advised they can now go out or do their shopping and can park reasonably close to their homes when they return. Previously bays were occupied by all day parkers. Balance of unrestricted parking in residential streets provides additional options for residents.
 - 29.6.3. Visitors to residents are able to locate parking and those visiting accessing the Park Lands (such as dog parks near Medindie Road) are pleased they can park much closer.
 - 29.6.4. It was also recommended to revert some timed parking controls back to unrestricted parking to support local workers (including hospital and school staff) and residents who have multiple vehicles and are ineligible for a permit.

Engagement following the 2019 rescission motion

- 30. No broad research has been undertaken since the rescission of the 2019 resolution, except for localised issues, such as parking turnover studies undertaken around Palmer Place as part of a separate Council resolution, Item 10.2 (Link 7 view [here](#)), triggered by stakeholder feedback.
- 31. For this specific local area, three consultation exercises were undertaken between 2019 and 2022, along with a parking turnover study which helped inform the proposal for the 3rd consultation.
- 32. There were two changes to parking controls and one minor trial between those two changes as a result of the diverse and conflicting feedback received. This further highlighted the complex challenges facing on-street parking in the area.
- 33. Other more localised parking control changes have occurred throughout North Adelaide, however these have occurred following stakeholder feedback or as identified for improvement.

Current State – North Adelaide Resident Population and Parking Data

- 34. The 2022 estimated resident population in North Adelaide was 6,944, consisting of 4,440 in Upper and 2,504 in Lower North Adelaide.
- 35. Current records indicate there are approx. 6,100 on-street parks in North Adelaide. Of these, 89 are Residential Permit Parking At All Times, and a further 152 are Residential Permit Parking after business hours.
- 36. The graph below shows the breakdown of on-street parking in North Adelaide by the 'primary control'. The primary control is the main designated control during business hours. As an example, a parking bay may be 3HR parking during the day, then revert to Residential Parking after hours. This scenario would appear as 3HR parking in the graph below.



37. There are currently 314 residential parking permits issued within North Adelaide.
38. As part of the North Adelaide Parking Trial, in addition to the concept of Trial Permits as defined by point 2 (i) of the resolution, Council also relaxed its standard Residential Parking Permit eligibility criteria in the following ways:
- 38.1. Documentation of a vehicle using an on-site parking space no longer required. (This supported providing permits for pre-1976 buildings with 1 on-site park regardless of whether there is another vehicle utilising the on-site park).
 - 38.2. Documentation confirming primary place of residence no longer required when residents reside part-time at the property or owners are renovating their property. Permits will be available up to the permit eligibility for that property.
 - 38.3. Each individual dwelling within multiple dwelling buildings built prior to 1976 will now be eligible for a Permit.
 - 38.3.1. To avoid confusion, the following definitions for 'Multi Dwelling' and 'Apartment' are now in place:
 - 38.3.1.1. Groups of dwellings such as Townhouses/ Units of up to 15 in the group will now be considered for a permit, if the individual dwelling does not have access to on-site parking or is allocated only one on-site parking space.
 - 38.3.1.2. Each individual dwelling is eligible to apply for one CAT1 Parking Permit.
 - 38.3.1.3. Groups of dwellings of more than 15 dwellings in a group are considered High Density or Apartment Living and are not eligible for parking permits.
 - 38.4. Greater 'case-by-case' decision making during assessment rather than a blanket approach.
 - 38.5. Greater consideration given to properties with poor access to on-site parking during assessment.
39. Based on feedback and the observed impacts to demand and supply, the above relaxed criteria which was instigated during this trial period has remained in place and now forms part of the standard Guideline and process.

Costs of the Trial – Previous and Future

40. At the time of preparing the 2019 Council report, estimated costs of implementing the trial was \$45k.

41. Actual spend following the resolution was higher, with an approximate cost of \$85k across the following areas of work, noting these predominantly show direct costs and do not capture all labour costs and staff time assigned to the project:

Trial Requirements	Cost
250 x parking control signs including installation and fleet charge	\$25,625
Stickers on all (approximately 1,850) 1P or more signs 'Permit Holders Exempt'	\$22,970
Additional administration staff to manage planning for project for approximately 3 months	\$13,200
Trial Permit Decals	\$5,732
Printing & postage notifications to residents	\$5,000
Pre-Trial Utilisation Survey	\$13,000
TOTAL	\$85,527

42. Should another trial be conducted, it is reasonable to expect a similar level of costs subject to standard material increases experienced since that time, and assuming a similar level of permit volume/sign changes.
43. While some budget was provided to cater for additional staff costs, it did not cover all staff time dedicated to the work as it involved many different teams and staff members.
44. There is currently no budget or resources planned for this in 2023/24.
45. A list of the various Council workshops, reports and papers on this topic are summarised in [[Link 3 view here](#)].

DATA AND SUPPORTING INFORMATION

Link 1 - InfraPlan - North Adelaide Local Area Traffic & Parking Management Plan.

Link 2 - North Adelaide Local Area Traffic and Parking Management Engagement Outcomes - Executive Summary - 2 May 2017.

Link 3 - Key documents and information to report listed in chronological order

Link 4 - Item 5.2 - On-Street Parking Permits - Workshop - The Committee - 20 June 2017

Link 5 - Council Meeting - Minutes without Confidential - 12 March 2019.

Link 6 - Committee Workshop North Adelaide On-Street Parking Review - 17 September 2019.

Link 7 - Council Meeting - Minutes without Confidential - 8 February 2022.

ATTACHMENTS

Nil

- END OF REPORT -