

Deputation by Lindsay Prodea to Adelaide City Council, 24-2-2026

Lord Mayor and Councillors,

Thank you for the opportunity to speak today.

I have lived in Adelaide for 12 years on Hume Street, a small street just off Hutt Street. Your after-hours team would know it well with our frequent late night calls asking for parking inspectors.

Just on Hume street, there are enough buildings with permit eligibility for up to 11 permits. However, there are currently only four partially-timed permit parks (arguably three and a half, as one was shortened during apartment construction). I don't know the exact number of permits issued on the street, but there are at least a dozen regular permit-holding vehicles competing for those spaces. With only 3.5 permit spaces, it only takes one or two people to ignore the signage or park across the middle of bays, and residents are left circling the whole neighbourhood.

The parking limits and allocations have not changed since I moved to Hume Street in 2014. However, I have witnessed first-hand how development has reshaped parking accessibility over this time.

And with the introduction of "Park Safe" cars issuing fines, there is no longer an immediate deterrent of a paper ticket so visitors can change their behaviour.

During weekdays between 8 and 4, 100% of the parks on the street are occupied at least 95 percent of the time. You might secure a park on a weeknight evening, but from Thursday through Saturday, it becomes almost impossible. Sunday mornings are also difficult due to Life Church at the end of the street. During major events such as the Adelaide Fringe or any car racing or sporting event, the pressure increases again.

The City of Adelaide's interactive parking map shows only one unrestricted parking area within the city boundary, outside St John's Anglican Church on St John Street. However, Hume Street ALSO has eight unrestricted parks near the intersection of Hume and Cardwell Streets.

The difference here is Hume Street sits immediately adjacent to Hutt Street, surrounded by restaurants, businesses and new developments. It is also home to an eight-storey serviced apartment building, built in 2014 (inexplicably approved above the six-storey height restrictions). That building added 31 serviced apartments to the street with no off-street parking. As you know, developers are not obligated to include off-street parking in their developments, and there is little motivation for them to do so as it would eat into their profits.

As a result, the eight unrestricted parks are almost permanently occupied. Workers come from as far as Calvary Adelaide, walking ten minutes in scrubs to secure an all-day space.

The effect is that residents without off-street parking can't reliably park near their homes for the majority of the time. This pressure will only increase with more developments and more events. You can imagine my joy this week of hearing how SA has "won" the MotoGP event. Who knows how bad this will get with the change in height restrictions in the residential zone from 3 storeys to 20 storeys?

Parking on Hutt Street is also set to be reduced as part of redevelopment, and, a new 10-storey development at 144 Hutt Street, on the corner of Hume Street, Hutt Street and Allen Place, is

scheduled to begin construction early next year. I welcome development and activation of the city but this must not come at the direct expense of existing residents.

I've seen this before. During the Karidis eight-storey build on Hume Street, parking became impossible for residents for nine months. Councillor Michael Henningsen intervened and introduced temporary permit parking *at all times* to several spaces. That helped, but workers frequently ignored restrictions.

While guidelines may state that contractors are not permitted to use on-street parking beyond short-term loading, my lived experience tells me this is not observed.

My request is practical and proportionate. First, increase permit spaces on Hume Street to at least six, one outside each eligible residence. This would provide a one-to-one ratio with eligible properties, even if not 1:1 ratio of parks to permits.

Second, convert permit zones to "permit parking at all times" during major construction periods, including the upcoming Hutt Street development. Some nearby streets – Cairns St, Allen Pl, already have these in place.

Third, review the eight currently untimed spaces on Hume Street. Introduce time limits to discourage all-day parking by non-residents. When trades or services are required, we as residents can apply for temporary permits

Finally, I implore you to proactively review residential parking *before* redevelopment. Tom McCready at the council has advised me there is a current 12 month wait for review of parking conditions, but waiting for crisis conditions places avoidable strain on rate-paying residents.

I accept that on-street parking is a shared community asset. My request is not for exclusivity. It is for reasonable access to park near my home, in a street that has experienced sustained densification without any corresponding parking review.

Twelve years ago when I moved in, parking zones may have been appropriate. Today, they are not.

I ask Council to act proactively, not reactively, so that residents are protected during ongoing development and infrastructure change. Mine is a very personal example, but I imagine a city-wide challenge.

Thank you for your time and consideration.