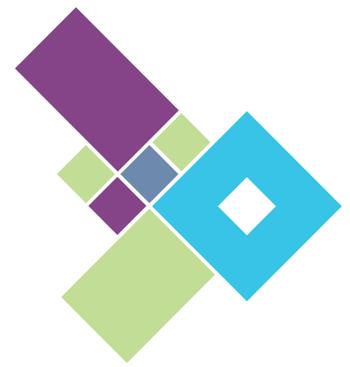


WHAT WE HAVE HEARD REPORT – METROPOLITAN ADELAIDE CAR PARKING REVIEW



What we have heard

The Department of Planning, Transport and Infrastructure is undertaking a review of car parking circumstances across metropolitan Adelaide, and has been working through an early engagement process with local residents, councils and key industry representatives to identify parking issues and consider potential solutions. This report has been prepared as a summary of the consultation and engagement undertaken to date, and in particular highlights the feedback received so far.

Early engagement

Hearing the views and experiences of local residents across the metropolitan area is a valuable part of this initiative. An online 'Your Say' survey and two focus groups gave the Department insight into the issues of car parking in local streets across the metropolitan area. The survey ran for four weeks from 19 January to 16 February 2018 with 840 responses received.

- The survey responses highlighted the following key results.
- The average number of cars per household of 1.8, with travel to work (40%) and shopping (18%) being the most common reasons for car usage.
- Highest number of responses came from one to two person households, the majority of whom indicated they have adequate parking space on their own property.
- People indicated problems parking in their street or neighbourhood with 40% of respondents 'occasionally' having parking problems and 30% 'frequently' having problems.
- Highest number of respondents resided in the inner metropolitan suburbs of Norwood and Kensington followed by Prospect, Adelaide City, Lightview and Mile End.

Community focus group

As part of the engagement process, two community focus groups came together from areas across metropolitan Adelaide. The focus groups highlighted similar issues to respondents of the survey, and in particular identified policy and design, legislation and compliance, technology and cultural/behavioural issues as some of the key driving forces requiring more in depth consideration by policy makers.

Feedback from survey + focus group

- Road safety issues due to cars parked on streets, particularly where the width of streets is narrow (common in new subdivisions).
- Difficulty for local councils waste contractors collecting bins.
- Friends, family and other visitors find it difficult to find a carpark.
- Competing demand for parking between residents, commuters and businesses.
- School pick-up and drop-off and surrounding areas are often a cause of complaint.
- Negative perceptions of public transport in relation to personal safety, uncertainty and infrequency of services, and difficult to access.
- As houses get smaller garages are being used for storage and other uses, reducing on street parking
- Housing affordability - cars per households is increasing in some areas due to young people living at home for longer and more people living in single occupant homes.
- Appropriate and consistent speeds in residential areas, aligned with community safety expectations.
- Residential permits provide carparks for residents but also often results in a sense of entitlement that residents own their street.

YOURSAY ENGAGEMENTS

Car parking in local streets in Adelaide

Have your say on your experience with car parking on your local street.





Car Parking Summit

On the 6 April 2018, the Department hosted a Car Parking Summit attended by over 60 key stakeholders from metropolitan councils and industry groups. The purpose of the summit was to explore car parking concerns, issues and solutions, particularly in inner metropolitan Adelaide. Dr Elizabeth Taylor from RMIT presented on the 'politics and uneven use of residential parking space in Australian cities', and Principal of MRCagney Mr Steven Burgess spoke about social and economic trends influencing parking economics, business and the influence of past policy decisions. The presentations are available on the SA Planning Portal.

Attendees also heard from a panel of South Australian experts across a range of areas including paid parking and the mindset of drivers, driverless vehicles and the future of automated movement and parking, as well as an overview of the practical implications on applying current parking policy to new development across metropolitan Adelaide. This also involved two facilitated workshop sessions to provide attendees with an opportunity to engage in the debate around the issues as well as identifying potential solutions.

Feedback + ideas from Car Parking Summit

- Unpack our 'Car Culture' and the deserved need and sense of entitlement to free car parking space.
- 'Unbundling' housing from car parking and providing alternatives such as parking locations close by, particularly in higher density areas.
- Most people perceive parking as a 'free' commodity, the reality is everyone pays through rates, taxes and housing prices.
- Greater education around the 'full cost' of purchasing a home, balanced against transport needs and access to alternative transport options.
- Car parking is not a demand led commodity, but rather is supply led (i.e. increased car parking supply often perpetuates demand).
- Greater investment in public transport, cycling and walking infrastructure, with better promotion and education.

- Support ride sharing and provide incentives for people who actively participate.
- Coordination of local governments to ensure consistent parking policies and pricing. A consistent regime across the city has potential to reduce pressures, particularly on local residents.
- Smart initiatives such as real time parking availability information, ride-sharing apps and upgrades to public transport technology.
- Parking restrictions and stronger enforcement can only resolve some issues in residential streets.
- Should policy in relation to enclosed garages that encourage on street parking be reviewed?
- Great cities are getting ahead, socially and economically, where they have moved cars out of their city
- Move away from minimum car parking rates and start to consider maximums.
- Government should not be in the business of providing car parking, the private sector does it better.
- Car parking is not liked as much as we think – good public transport is better.
- What sort of city do we want – be clear on the vision and how parking fits with that. Be brave and make a city that people will love.

Next Steps

The feedback and findings from early engagement will be unpacked in more detail through an *Integrated Movement Systems Discussion Paper*. The paper is one of four policy discussion papers being prepared by the State Planning Commission as part of delivering the *Blueprint for South Australia's Planning and Design Code*.

The purpose of the discussion papers is to help to set out policy directions, stimulate conversation and prioritise on how existing planning policy can be transitioned or more significantly reformed as the state's new Planning and Design Code is developed. Car parking cuts across a range of areas including planning policy, demand management, education, infrastructure and enforcement.

Access the Blueprint via the SA Planning Portal

http://www.saplanningportal.sa.gov.au/planning_reforms/new_planning_tools/planning_and_design_code

The feedback received clearly reflected the multi-dimensional nature of our streets with amenity, traffic, parking, walking, cycling and play amongst the key considerations. A number of issues will also require the attention of Councils and the Department's Transport Division, particularly the promotion of public transport alternatives, or improving management and enforcement of parking restrictions in local areas.