



MOUNT BARKER
DISTRICT COUNCIL

Parking Action Plan

Endorsed by Council 8th October 2024



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Introduction

Car parking is a fundamental component of the transport system. Parking is an “end game”: the result of people driving cars to and from their destinations including their home.

It is both influenced by, and an influencing factor on, such things as car ownership and usage, availability of public transport, town centre activity, traffic congestion, cycling and walking initiatives, and the availability of kerb side space for other uses like landscaping or outdoor dining.

Parking can have both positive and negative outcomes:

- Insufficient car parking provision can lead to congested, unsafe traffic conditions or result in illegal parking and may impact on the commercial viability of businesses
- An over-provision of car parking spaces may encourage car use resulting in negative consequences such as congestion, pollution, reduced amenity appeal and inefficient performance of the transport network

- Ongoing provision of ample and cheap/free parking will be an enabler to keep driving rather than encouraging alternative sustainable transport options (walking, cycling, and public transport).

Council has endorsed the **Transport Lead Strategy** which establishes the overarching principles for transport planning and traffic management throughout the Mount Barker District in the coming years.

Six core themes are described in the Lead Strategy namely:

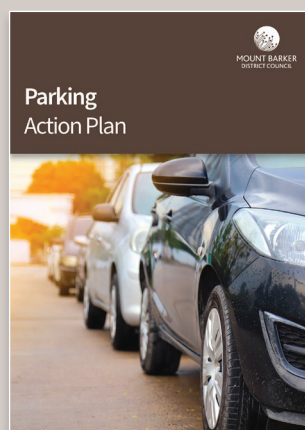
- Road Network Management
- Active Transport
- Road Safety
- **Parking**
- Public Transport and
- Technology and Innovation

The combined suite of the six themes, together with the Lead Strategy, make up the complete Integrated Transport Plan.



Transport Lead Strategy

Endorsed by Council
5 September 2022



Summary Actions & Implementation Plan

Timings
Estimated costs
Criticality/priority
To be determined following community engagement

This document details how Council will best manage **on and off street parking arrangements** to best meet the demands of residents, businesses and visitors.

What We've Heard



Development of the Lead Strategy and each of the six themes has involved various stages of community and stakeholder consultation. Key issues regarding parking include:

- The need for more parking in Hahndorf
- The need for more parking in Mount Barker centre as the town centre grows, and better manage existing parking in the short term
- Parking in narrow streets in new sub-divisions can lead to congestion and limit access by larger vehicles such as Keo-Ride buses
- Possible need for additional park-n-ride facilities to support expanded public transport services.
- Better signage using technology to identify available parking spaces in Mount Barker and Hahndorf.

Vision and Strategic Directions

Good parking policy strives to balance between these competing needs and to also balance an appropriate supply of car parks against the negative impacts of having too many car parks.

The theme covers key issues such as:

- A coordinated approach to the supply and management of on and off-street parking facilities to best meet the demands of residents, businesses and visitors
- Investigations to better understand current parking demands in key commercial centres
- Fairer allocation of available on street parking to meet the demands in those areas
- Better coordination and use of available off street areas, particularly for longer term parking
- Improved approaches to enforcement with new technologies
- Better information and wayfinding to on and off street parking areas.



Current Situation

Mount Barker Town Centre

Parking within the Mount Barker Town Centre is a mixture of on and off street parking. While Council manages the on street parking arrangements, most of the off-street parking is provided by individual land owners to support their specific development/land use.

There is limited general community off street parking provided to supplement private parking. The available public and private off-street parking is not consistently signposted or coordinated, and there are few formal opportunities of shared parking.

There is a lack of information documenting current parking arrangements including:

- Total parking supply (on and off street)
- On street parking zones
- Location and availability of special use parking zones (DDA, loading zones)
- The spatial allocation of short, medium and long term parking areas.

There is also little information on how current car parks are used including:

- Demand usage of on and off street spaces throughout the day
- Weekday vs weekend usages
- How long people park for in each area
- Turn-over of spaces (particularly on-street spaces within time limits)

While there are some calls for additional parking to be available, from casual observations, the total availability of parking rarely reaches capacity. This indicates that there may be an issue with parking management rather than parking supply per se.

The amount of current off street parking throughout the town centre has resulted in inefficient land use, where large amounts of the land are currently allocated to parked cars. This in turn results in greater circulating traffic as drivers look for parking or move between each destination. It also limits development of the land for better economic or place making uses.

Major car parking in Mount Barker



Current Situation Continued

Hahndorf

Hahndorf is a significant tourism township attracting over 1 million visitors annually with over 130 businesses operating from the main street which results in a substantial economic benefit not only for the Mount Barker District but for the broader Adelaide Hills region and State.

Council endorsed the Hahndorf Township Plan in March 2018 following consultation and engagement with community and business associations. There are several principles and actions within the township plan that relate to improving car parking supply in Hahndorf including:

- Opportunities to create public/private partnerships to deliver new car parking areas
- Opportunities to develop a shared car parking policy
- Review of car parking zones and time limits
- Opportunities to increase the number of disabled car parking spaces.

Previous investigations into parking within the Hahndorf main street revealed the following:

- Hahndorf is an easy car trip from Adelaide with no real competitive public transport offer, particularly for local Adelaide people. Because the car trip is so easy and convenient, people obviously use it and will therefore be looking for a parking space
- Parking is free, inferring that it has no value
- People will park wherever and as often as they want. The consequence of this is 'bunny hop' behaviour where people park more than once in one trip to the centre
- Public transport is not likely to be a major role in getting people to/from Hahndorf, other than tourist coaches.

The consequences of inadequate parking supply in Hahndorf are:

- Congestion along the main street
- Spill-over pressure on residential streets as visitors look elsewhere to park
- Inability to use kerbside space for other purposes.

There is limited off-street parking throughout Hahndorf which generally supports specific developments. Council only has two off street car parks. Other observations about the off street car parks throughout Hahndorf include:

- Poor signage and awareness of where parking is available
- Sometimes poor design layouts of the car parks.

Local Streets

In recent years there has become an emerging issue with the availability of on-street parking in new residential areas – particularly narrow streets.

Under the provisions of the Development Plan, the requirements for on-site parking have been reduced (to support lower vehicle ownership/usage). However, in reality families still have multiple cars. Compounding the issue, some residents enclose their garages for other purposes (eg storage) adding to the high demand for parking in local narrow streets.

Under the Australian Road Rule drivers must leave a 3 metre gap for passing traffic. In some areas, drivers are parking illegally on the road verges due to the narrow road widths and car parks on the other side of the road.



Parking Contributions Fund

Mount Barker District Council established a Parking Contribution Fund in 2005.

Money contained in the Fund is used by Council to improve, increase or maintain car parking facilities or enhance transport facilities to reduce the need or demand for car parking within the designated area (Regional Town Centre Zone of Mount Barker).

The Car Parking Fund can be used to:

- Provide new car parking facilities in the designated areas
- Pay for the maintenance of existing car parking facilities in the designated area
- Establish, maintain or improve transport facilities where this would reduce the demand for car parking facilities, such as bike facilities and promoting public transport.

As much as the fund provides alternative means for developers to provide car parking within the designated area, the monetary rate is equivalent to only 75% of actual land and construction costs of new car parking, so there will always be a shortfall.

Further, the amount of money current held in the fund is inadequate to provide a substantial increase in off-street parking.

Under the Planning Development and Infrastructure (PDI) Act (2016) Council has limited ability to review, update or vary an existing “fund”.

Any future changes will require the establishment of a new “scheme” approved by the Minister under the Act.

Compliance Issues

Council’s approach to parking enforcement includes monitoring of time limits in key locations and responding to complaints for parking over driveways, too close to intersections and parking on road verges.

While Council does not currently have a strategic approach to parking enforcement, this will inevitably need to change as increasing traffic demands will increase parking pressures, most notably in the Mount Barker City Centre and Hahndorf.



Opportunities

How parking is managed within the growing city centre will be pivotal in the success of Mount Barker as a regional centre. Council needs to attract new business activity and people to the Centre without attracting unmanageable traffic flows. Similarly, we will need to provide some additional parking supply within the city centre without providing an abundance of free/cheap parking. Developing alternative transport options to/from the centre will be important in constraining this traffic and parking demand.

The Mount Barker Town Centre Strategy (2012) acknowledged the need for an integrated parking strategy with longer term parking on the edges of the centre and short term parking in the core. The Strategy noted that car parking within the town centre is currently structured to individual site provision. However what is needed is the development of an integrated strategy that identifies car parking as a multi-provider 'resource.' Such a strategy will involve a range of innovative private sector partnership models, shared parking arrangements, and agreed management practices.

In accordance with the overall theme of the integrated transport strategy, Council will (over time) try to influence travel choice to reduce the need for parking. This will be reflected in a range of integrated land use and transport strategies.

Various policy settings can be considered in the development of an integrated parking strategy for the town centre including:

1. Unconstrained parking – maintain the current approach to provide additional parks with increasing demand. However the provision of plentiful and cheap parking will result in additional vehicle trips within the town centre and congestion.
2. Heavily constrained parking – no additional parking is provided with an emphasis on providing access to walking, cycling, public transport and ride share arrangements.
3. Customised or balanced parking – additional parking is provided to meet growth and demand in a holistic and coordinated manner. Parking charges are introduced to manage turn over and demand across the centre.



Management of parking supply through parking charges, time limits and enforcement is one of the most effective tools to control traffic demand and travel patterns. The availability of convenient parking is also integral to the economic development of the town centre, and competitiveness with other commercial centres.

An integrated approach to managing on and off-street parking is required based on the following underlying principles:

1. Better manage available car parks and understand the priority of users in different areas
2. Reduce demand for parking by promoting alternative transport modes
3. A simpler solution for on-street parking with fewer time zones
4. Improved enforcement to ensure turnover of short term parking
5. The introduction of parking charges in the future
6. Continue to review demand for additional (multi-deck) off-street parking in the town centre.



Integrated Parking Strategy

Development of an integrated parking strategy should consider a range of options including:

- Hierarchical Approach to Parking – parking for the greatest needs
- Parking for special user groups
- Parking Technologies such as
 - Smart Pay Parking Machines
 - Parking Sensors
 - Smart Parking Signs
 - Parking apps to locate available parking spaces and alternative payment options
- Parking Charges
 - Consideration given to paid parking in order to manage turn-over and encourage use of off-street parking
 - Financial modelling around parking charges
 - on and off street parking charges
- Management of parking based on precinct Parking Plans
- What improvements are needed to Walking and Cycling Linkages
- How to manage parking needs around increasing Public Transport Use
- Balancing parking needs against provisions for increased cycling and walking to the town centre
- Parking requirements for ride sharing programs
- Requirements for future Development Parking
- Importantly, development of an integrated parking strategy must be undertaken along with a review of the future town centre planning.

Principles

A coordinated approach to the supply and management of on and off-street parking is needed so that facilities best meet the demands of residents, businesses and visitors, while supporting sustainable transport solutions.

The Council will manage on street parking on the following basis:

- a. Promotion of sustainable transport options
- b. To provide a fair and equitable process in assessing and meeting the parking needs of all road users within the district
- c. To optimise the use of available on street parking in a manner that best meets the needs of the precinct taking into account the availability off-street parking
- d. Provide a clear and transparent basis for Council and the community on how on street parking will be managed

Parking will be managed on a precinct basis acknowledging that decisions made in one street can affect parking demand and availability in other nearby streets.

On street parking will be available in a safe convenient and appropriate manner that supports the highest needs of the precinct (reflected by the range of activities and land uses).

Where necessary and based on available evidence, on street parking will be managed through the implementation of time limit controls in order to provide adequate turnover of parking vehicles to actively encourage use by all road users.

National guidelines (Austroads) notes that:

“...Parking is not a cause but rather an effect, where demand is generated by land use type and intensity, spatial distribution and availability of supply and choice. Off-street parking is now the preferred option for mass storage of vehicles, with on-street parking mainly used in city and town centres to service road users with the need for high levels of access...”

Austroads also notes that the roadway is a scarce community resource and the allocation of it to different uses including parking will never satisfy all stakeholders.

To enable equitable sharing of on-street parking, it is necessary to identify all the different parking user groups and prepare a hierarchy suitable for the city centre. The parking hierarchy excludes other competing interests for the on-street parking space such as pedestrian paths, cycle lanes, or footpath trading / eating.

User Groups include:

- a. Cyclists
- b. Disability permit holders
- c. Pick-up and drop-off (private users)
- d. Loading (commercial)
- e. Long stay/employee parking
- f. Motorcycle and scooter parking
- g. Park and ride
- h. Public transport (bus stops etc)
- i. Residential parking needs
- j. Short to medium stay parking (short term up to 2 hours and medium term up to 4 hours) and
- k. Taxis.

Special consideration will also be needed for consistent parking arrangements around schools, to ensure a balance between the needs of residents, school workers and the safe drop-off and pick-up of students.



Action Plan

The Action Plan for the development of Active Transport is provided in the following table. Note that timing priorities will be determined by Council following community engagement.

Action	Activity	Council Role	Priority
Mt Barker City Centre • Short Term - better management of current parking supply • Medium Term – investigations to help plan future decision making • Long Term – provision of additional parking supply if justified			
P1.1	Undertake an audit of off street parking (Council and private ownership) to identify current parking supply (on and off street)	Provider	Short Y1
P1.2	Undertake vehicle surveys to understand current demand and turnover of parking spaces	Provider	Short Y2
P1.3	Review on-street parking arrangements and the allocation of all space types (short/long term, DDA, loading zones, bus and taxi zones)	Provider	Short Y1
P1.4	Specifically review the allocation and standard of spaces allocated for disability users (widths, grades, signage and associated infrastructure)	Provider	Short Y1
P1.5	Review signage and wayfinding (including web based information) to existing on and off street parking 1. Update signage as needed 2. Develop web based information on the locations of different parking opportunities	Provider	Short Y1
P1.6	In partnership with private developers, consider opportunities to amalgamate adjacent private parking areas to maximise the efficiency, legibility and availability of off street parking	Provider/Facilitator	Short Y2
P1.7	Undertake an initial review of 2-3 potential land parcels (Council owned) for potential development as future off-street parking with consideration to potential yield (number of parks), accessibility for vehicles and pedestrians, constructability, ownership, location within town centre, opportunity for shared use parking, existing land uses	Provider	Short Y2
P1.8	As part of the proposed review of the Mount Barker Town Centre Plan, consider amendments to Planning Provisions to enable alternative contributions to a coordinated off street multi-use parking area (eg through a potential new parking ‘scheme’)	Provider	Medium
P1.9	Develop a longer term Town Centre Parking Strategy (as outlined in the Mount Barker Town Centre Strategy (2012) to address: 1. Modelling and justification for additional parking supply (eg parking station) 2. Consolidation / integration of parking as part of future developments 3. Possible introduction of parking fees 4. Provision of longer term parking around the edges of the town centre (walkability with the centre) 5. Opportunities for smart parking options	Provider	Medium

Action Plan Continued

Action	Activity	Council Role	Priority
Hahndorf			
• Short Term - better management of current parking supply • Medium Term – investigations to help plan future decision making • Long Term – provision of additional parking supply if justified			
P2.1	Undertake an audit of off street parking (Council and private ownership) to identify current parking supply	Provider	Short Y1
P2.2	Review on-street parking arrangements and the allocation of all space types (short/long term, the appropriateness of the 3 hour precinct limit, DDA, loading zones, bus and taxi zones, and RV parking)	Provider	Short Y2
P2.3	Review signage and wayfinding (including web based information) to existing on and off street parking 1. Update signage as needed 2. Develop web based information on the locations of different parking opportunities	Provider	Short Y1
P2.4	Undertake parking use surveys to better understand parking demand, usage and turnover within the main street precinct and adjoining road network	Provider	Short Y1
P2.5	Prepare a comprehensive parking and traffic management strategy with consideration to: 1. In partnership with private developers, consider opportunities to amalgamate adjacent private parking areas to maximise the efficiency, legibility and availability of off street parking 2. Undertake an initial review of potential land parcels (Council owned) for development as future off-street parking with consideration to potential yield (number of parks), accessibility for vehicles and pedestrians, constructability, ownership, location within town centre, opportunity for shared use parking, existing land uses 3. Investigate opportunities for park and ride arrangements (particularly with event management), complimented with shuttle bus services 4. The implications of future main street upgrading on parking availability and need for additional parking supply 5. The introduction of parking charges to manage turn-over of space	Provider	Short Y3
Parking Contributions Fund			
P3.1	Consider the appropriate use of the current funds in accordance with the policy for programs aimed at reducing car travel (eg such as bike facilities and promoting public transport)	Provider	Short Y1
Parking Behaviour and Compliance			
P4.1	Develop a Council policy for education and enforcement of parking in narrow streets, including the potential use of road verges for parking in some areas	Provider	Short Y1
P4.2	Undertake appropriate enforcement of parking infringements throughout the district with a focus on those behaviours that influence road safety	Provider	Ongoing
Information Services / Technology			

Action Plan Continued

Action	Activity	Council Role	Priority
P5.1	Investigate current and future technologies for parking information, management and enforcement, and develop a program for the application and implementation of appropriate technologies	Provider	Short Y2
P5.2	Review Council's role in the provision of parking and charging facilities for electric vehicles	Provider	Short Y2
Park n Ride Facilities			
P6.1	Investigate opportunities for the location of additional park n ride facilities in Mount Barker to support future public transport services (note the State Infrastructure Deed includes the provision of up to 3 new park n ride facilities – locations to be determined)	Provider / Facilitator	Long
P6.2	Investigate the opportunity for park n ride facilities in regional townships to support public transport services	Provider	Long
P6.3	Investigate the need and appropriate arrangements for parking to support car-pooling activities	Provider	Long
Parking in Narrow Streets (future developments)			
P7.1	Review parking provisions as part of development approval processes with consideration to additional indented car parking particularly in narrow streets	Provider	Short Y1
Parking for Larger Vehicles			
P8.1	Review parking provisions for larger vehicles including recreational vehicles and caravans in main street centres and areas of tourism, including the need for path connections	Provider	Medium

Council role definitions

- Provider** Council directly provides infrastructure including the construction of local roads, footpaths and trails.
- Facilitator** Council facilitates the provision of the required actions by others. e.g. provision of footpath to a bus stop.
- Stakeholder** Council provides information or assistance in the development of a project e.g. desirable active transport links for Adelaide Road interchange upgrade.
- Advocacy** Council advocates on behalf of the community for the actions that are required. e.g. public transport.

Contact

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