

Traffic Management & Road Safety Committee Agenda & Reports

27 January 2026

Our Vision

A City which values its heritage, cultural diversity, sense of place and natural environment.

A progressive City which is prosperous, sustainable and socially cohesive, with a strong community spirit.

City of Norwood Payneham & St Peters
175 The Parade, Norwood SA 5067

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City of
Norwood
Payneham
& St Peters

To all Members of the Traffic Management & Road Safety Committee

NOTICE OF MEETING

I wish to advise that pursuant to Section 87 and 88 of the *Local Government Act 1999*, the next Ordinary Meeting of the Traffic Management & Road Safety Committee, will be held in the Mayor's Parlour, Norwood Town Hall, 175 The Parade, Norwood, on:

Tuesday 27 January 2026, commencing at 10:00 am.

Please advise Jordan Ward on 8366 4507 or email jward@npsp.sa.gov.au if you are unable to attend this meeting or will be late.

Yours faithfully



Mario Barone PSM
CHIEF EXECUTIVE OFFICER

23 January 2026

City of Norwood Payneham & St Peters
175 The Parade, Norwood SA 5067

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**City of
Norwood
Payneham
& St Peters**

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PRESENT

Committee Members Cr Kevin Duke (Presiding Member)
Cr Garry Knoblauch
Cr Hugh Holfeld
Mr Shane Foley (Specialist Independent Member)
Mr Nick Meredith (Specialist Independent Member)
Mr Charles Mountain (Specialist Independent Member)

Staff Carlos Buzzetti (General Manager, Urban Planning & Environment)
Jordan Ward (Manager, Traffic and Integrated Transport)
Rebecca van der Pennen (Engineer, Traffic & Integrated Transport)
Jayesh Kanani (Engineer, Traffic & Integrated Transport)

APOLOGIES

1 CONFIRMATION OF MINUTES OF THE AUDIT & RISK COMMITTEE MEETING HELD ON DATE

That the Minutes of the Traffic Management & Road Safety Committee Meeting held on 3 September 2024 be taken as read and confirmed.

2 PRESIDING MEMBER'S COMMUNICATION

3 COMMITTEE MEMBER DECLARATION OF INTEREST

4 DEPUTATIONS

4.1 DEPUTATION – HEREFORD AVENUE, PAYNEHAM SOUTH – TRAFFIC & PARKING

SPEAKER/S

Mr Max Franchitto

ORGANISATION/GROUP REPRESENTED BY SPEAKER/S

Not Applicable.

COMMENTS

Mr Max Franchitto has written to the Committee requesting that he be permitted to address the Committee in relation to traffic and parking in Hereford Avenue, Payneham South.

In accordance with the *Local Government (Procedures at Meetings) Regulations 2013*, Mr Max Franchitto has been given approval to address the Committee.

4.2 DEPUTATION – HEREFORD AVENUE, PAYNEHAM SOUTH – TRAFFIC & PARKING

SPEAKER/S

Ms Luisa Mercurio

ORGANISATION/GROUP REPRESENTED BY SPEAKER/S

Not Applicable.

COMMENTS

Ms Luisa Mercurio has written to the Committee requesting that she be permitted to address the Committee in relation to traffic and parking in Hereford Avenue, Payneham South.

In accordance with the *Local Government (Procedures at Meetings) Regulations 2013*, Ms Luisa Mercurio has been given approval to address the Committee.

4.3 DEPUTATION – ON-STREET PARKING POLICY – KENSINGTON IMPLEMENTATION

SPEAKER/S

Mr Nick Humzy-Hancock

ORGANISATION/GROUP REPRESENTED BY SPEAKER/S

Not Applicable.

COMMENTS

Mr Nick Humzy-Hancock has written to the Committee requesting that he be permitted to address the Committee in relation to the On-Street Parking Policy – Kensington implementation.

In accordance with the *Local Government (Procedures at Meetings) Regulations 2013*, Mr Nick Humzy-Hancock has been given approval to address the Committee.

4.4 DEPUTATION – ON-STREET PARKING POLICY – KENSINGTON IMPLEMENTATION

SPEAKER/S

Ms Katie Rizk

ORGANISATION/GROUP REPRESENTED BY SPEAKER/S

Not Applicable.

COMMENTS

Ms Katie Rizk has written to the Committee requesting that she be permitted to address the Committee in relation to the On-Street Parking Policy – Kensington implementation.

In accordance with the *Local Government (Procedures at Meetings) Regulations 2013*, Ms Katie Rizk has been given approval to address the Committee.

4.5 DEPUTATION – ON-STREET PARKING POLICY – KENSINGTON IMPLEMENTATION

SPEAKER/S

Mr Josh Peak

ORGANISATION/GROUP REPRESENTED BY SPEAKER/S

Not Applicable.

COMMENTS

Mr Josh Peak has written to the Committee requesting that he be permitted to address the Committee in relation to the On-Street Parking Policy – Kensington implementation.

In accordance with the *Local Government (Procedures at Meetings) Regulations 2013*, Mr Josh Peak has been given approval to address the Committee.

5 STAFF REPORTS

5.1 ON-STREET PARKING POLICY - KENSINGTON IMPLEMENTATION

REPORT AUTHOR: Manager, Traffic and Integrated Transport
APPROVED BY: General Manager, Urban Planning & Environment
ATTACHMENTS: A - F

PURPOSE OF THE REPORT

The purpose of this report is to present to the Traffic Management & Road Safety Committee ("the Committee") the outcomes of the community consultation that has been undertaken for the proposed parking control changes throughout the suburb of Kensington, in accordance with the Council's On-Street Parking Policy.

BACKGROUND

Like many inner-metropolitan Councils, the City of Norwood Payneham & St Peters experiences on-street parking pressures from a wide range of users including local residents, business and commercial activities. Workers and people who park within the City, but work elsewhere (e.g. long-term parkers walking/ riding into the Adelaide CBD). On-street parking is an 'end game': the result of people wanting to drive cars to and from their destinations. Over time, the Council and the State Government have influenced travel choices with the aim of reducing the demand for on-street parking. This approach is reflected in a range of integrated land use and transport strategies. However, in the short term, the Council has an immediate role to play in managing the overall supply of on-street parking and managing equitable access to the available on-street parking spaces.

At its meeting held on 7 April 2025, the Council endorsed a revised 'On-Street Parking Policy' and resolved the following:

1. *That the draft On-Street Parking Policy contained in Attachment C, as amended to include a second Visitor Parking Permit and removal of the provision of a third Resident Parking Permit, be endorsed.*
2. *That all persons who lodged a submission on the draft On-Street Parking Policy, be advised in writing of the Council's decision and thanked for their submission.*
3. *That the next scheduled review of the On-Street Parking Policy be undertaken in April 2028.*
4. *That the Chief Executive Officer be authorised to make further minor changes to the document, that are deemed necessary to ensure that it is suitable for publication, provided that the changes do not affect the intent of the document.'*

The On-Street Parking Policy is a strategic-level document that establishes an overarching framework for the management of on-street parking. It is not intended to address the individual needs of all property owners. Rather, the Policy seeks to balance competing demands for on-street parking across the City's road network. To do so, the Policy established designated *Parking Precincts* based on the characteristics and parking demands and parking needs of surrounding land use and provides guidance on the prioritisation of users within each precinct, when implementing parking management measures. A copy of the On-Street Parking Policy is contained in **Attachment A**.

The On-Street Parking Policy defines the process for determining when parking management intervention is required. This includes undertaking detailed parking occupancy surveys, reviewing alternative transport options and considering local conditions. The Council has adopted a parking occupancy threshold of 85 per cent as the trigger for implementing additional parking controls, which equates to approximately one in every seven to eight spaces being available.

The Kensington Parking Policy Review, contained in **Attachment B**, represents the first comprehensive, precinct-wide implementation of Council's adopted On-Street Parking Policy. This report presents a detailed assessment of existing parking behaviours and identifies recommended parking management measures for the Kensington Precinct. A simplified summary map of the proposed parking controls is contained in **Attachment C** and shown below in **Figure 1**.

Proposed On-street Parking Changes Kensington Precinct

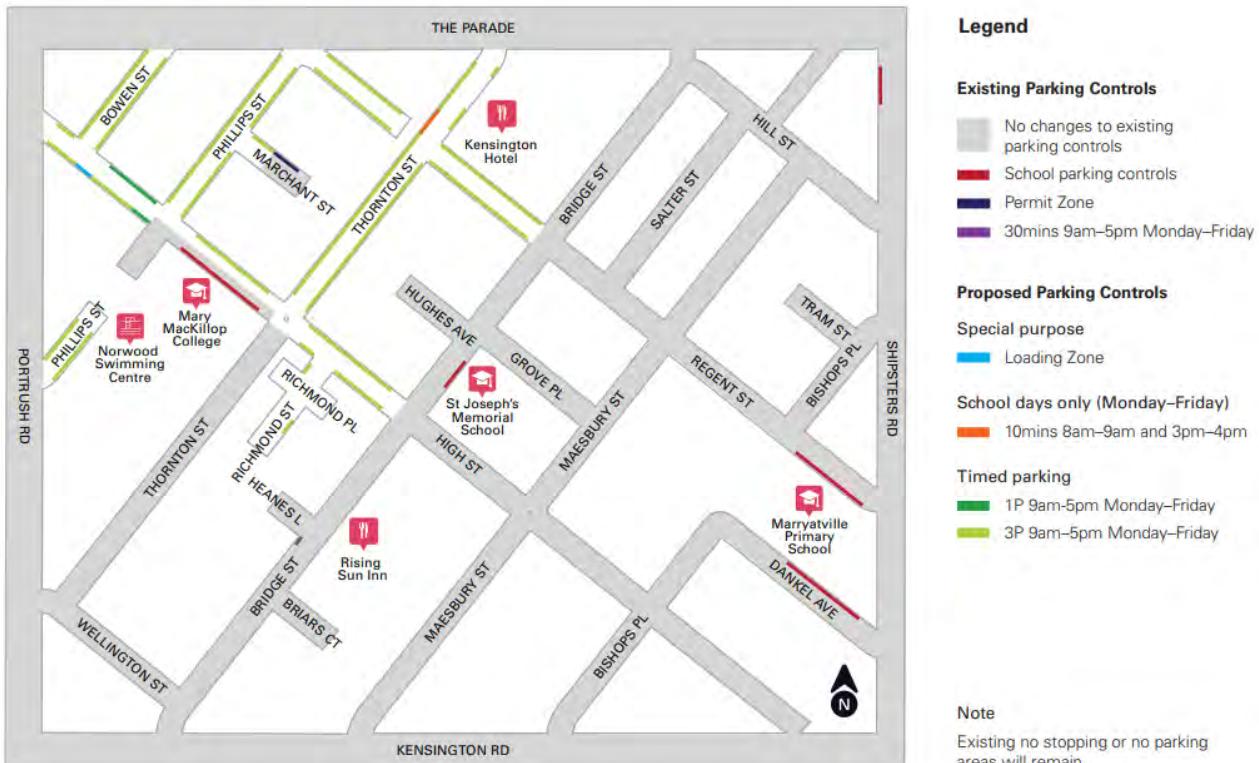


Figure 1: Proposed on-street parking control changes - Kensington Precinct

Currently, Kensington contains 901 unrestricted on-street parking spaces, in addition to 60 spaces that are the subject of some form of parking control (e.g., time limits, loading zones). The Review recommends introducing time-limited parking controls for a further 219 spaces, where parking occupancies have been found to exceed the thresholds specified in the Policy.

Staff have undertaken community consultation on the proposed parking changes outlined in The Kensington Parking Policy Review, with Kensington being the first precinct to undergo a holistic review since the adoption of the Policy in April 2025.

STRATEGIC DIRECTIONS

CityPlan 2030 Alignment

Outcome 1: Social Equity

An inclusive, connected, accessible and friendly community.

Outcome 4: Environmental Sustainability

A leader in environmental sustainability.

Objective 1.2: A people-friendly, integrated and sustainable transport network.

Strategy 1.2.4: Provide appropriate traffic and parking management to enhance residential amenity and support business.

Objective 4.1: Sustainable resource use and management.

Strategy 4.1.3: Promote the use of sustainable, active and low emission transport modes.

FINANCIAL AND BUDGET IMPLICATIONS

The Council has allocated \$40,000 in the 2025-2026 Financial Year for the implementation of the 'On-street Parking Policy in the Norwood and Kensington precincts'.

This budget is sufficient for the implementation of the On-Street Parking Policy throughout Kensington, which includes community engagement costs, parking control signage manufacture and installation.

RISK MANAGEMENT

On-street parking is highly contested across much of the City of Norwood Payneham & St Peters, including within the suburb of Kensington.

As a car-centric city, there is a strong cultural expectation that on-street car parking should be available to all users, regardless of priority or demonstrated need. There is also a growing expectation that individual needs should take precedence over collective needs or outcomes, with parking priorities often viewed through an individual, rather than community lens. By reducing reliance on long-stay on-street parking, the changes may potentially encourage greater use of walking, cycling and public transport for work, supporting lower vehicle emissions and reduced congestion.

Accordingly, a balance must be struck between the needs of residents, businesses, visitors , workers and other road users. The *Land Use and Competing Demands* section of the On-Street Parking Policy, outlines the considerations that will be used to determine the priority for on-street parking within a given area. These considerations were applied in determining the recommended parking controls for the Kensington Precinct and this approach provides the overarching framework for how the Council manages risk, with respect to on-street parking.

CONSULTATION

Elected Members

Elected Members have been consulted and actively engaged throughout the development and update of the On-Street Parking Policy, which was endorsed by the Council in April 2025.

Elected Members have been provided with a copy of the community engagement materials, including the Frequently Asked Questions and guidance on how best to direct community members to formally respond via the consultation survey.

Community

Extensive community consultation has been undertaken regarding the proposed on-street parking controls throughout Kensington. The consultation period was open from 20 October 2025 to 10 November 2025.

The consultation included the following:

- mail-out to all residents and property owners;
- survey available in both online and paper formats;
- the installation of corflute signage throughout Kensington advising visitors that consultation was open;
- targeted emails to key stakeholders within the precinct, including the Kensington Residents Association, large employers, and schools, inviting them to provide feedback;
- dedicated project page on the Council's website; and
- promotion across the Council's social media channels.

This approach provided a comprehensive engagement strategy, ensuring that all residents and visitors to the area had ample opportunity to provide feedback.

A copy of the engagement material and survey questionnaire are contained in **Attachment D**.

Key information sought from the survey questionnaire was:

- parking user feedback (i.e., resident, visitor, etc.);
- feedback on parking controls proposed at a precinct level;
- feedback on parking controls proposed on the street(s) where they commonly park; and
- other relevant comments or information.

Details of the results of the consultation is presented in the *Discussion* section of this report.

Staff

General Manager, Urban Planning & Environment

Senior Traffic Engineer

Traffic Engineer

Parking Officers

Other Agencies

Not Applicable.

DISCUSSION

The Kensington parking assessment and associated consultation, were undertaken in accordance with the guidance established by the On-Street Parking Policy. The Policy acknowledges that while strategic principles can be clearly defined at a City-wide level, localised and precinct-specific issues often only emerge during implementation of the Policy.

The consultation process provides a valuable opportunity to identify and test these issues, as proposed parking controls become more tangible for the community. This stage allows residents, business owners, workers and other stakeholders, to provide detailed, targeted and place-specific comments, which is not typically achievable at a purely strategic level.

In addition, Kensington is the first precinct to undergo consultation in respect to on-street parking controls and represents the first practical application of the Policy. As such, the outcomes of this process will provide important insights and lessons that can inform the implementation of on-street parking controls in other precincts across the City.

The feedback received during the consultation that has been undertaken, reflects a wide range of perspectives, including competing and sometimes conflicting priorities for on-street parking. This Section summarises the key themes arising from consultation. A full detailed summary of feedback received is contained in **Attachment E**.

During the consultation period, a total of 192 responses to the survey were received, together with one written submission from the OTR Group, a large employer within the precinct. A copy of this submission is contained in **Attachment F**.

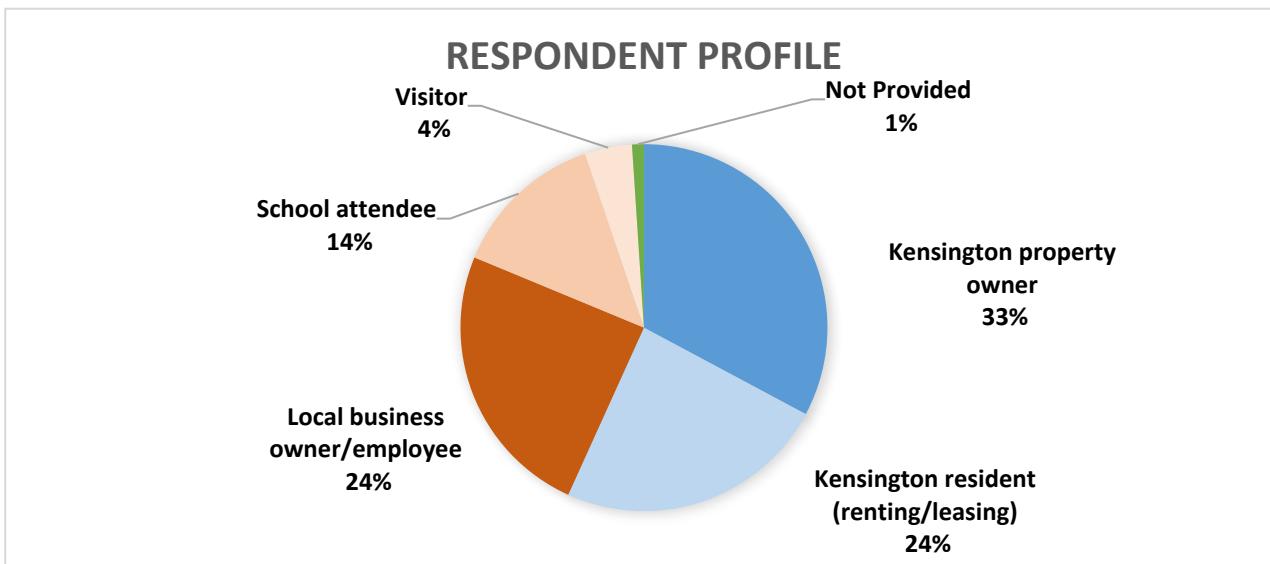
A summary of the key responses and sentiments from the consultation is provided below.

Respondent profile

Respondent profiles were grouped into categories, such as: owners and residents and business owners/employees or school attendees, to distinguish those who reside within the precinct from those who visit the area for work, education, or other purposes. Overall, the results demonstrate a balanced consultation, with relatively even representation from both resident and non-resident respondent groups. The results for the respondent profile are shown in Table 1 below.

Table 1

Respondent Profile	Count	Sub-total
Kensington property owner	63	109 (57%)
Kensington resident (renting/leasing)	46	
Local business owner/employee	47	81 (42%)
School attendee	26	
Visitor	8	
Not Provided	2	2 (1%)
Total	192	100%



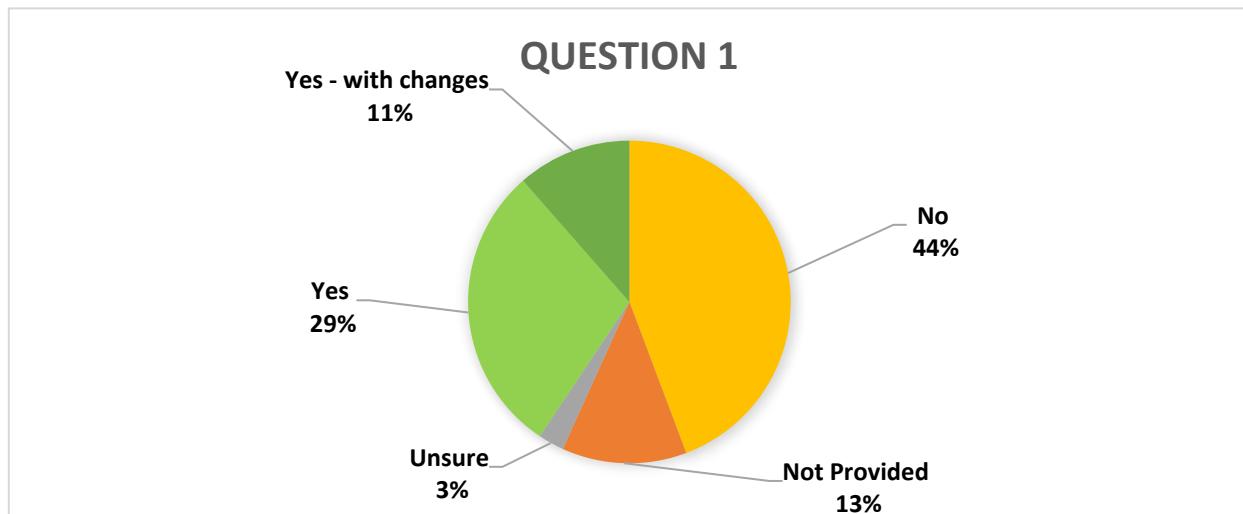
Proposed parking control changes

Respondents were asked whether they supported the proposed precinct-wide parking control changes. This question was intended to provide insight into preferences for parking management at a precinct-wide level, rather than focusing solely on individual street issues.

More detailed feedback was also sought in relation to the street on which respondents most commonly park. The results were broadly consistent across both questions, indicating that sentiment at the street level aligns with views expressed at the precinct level.

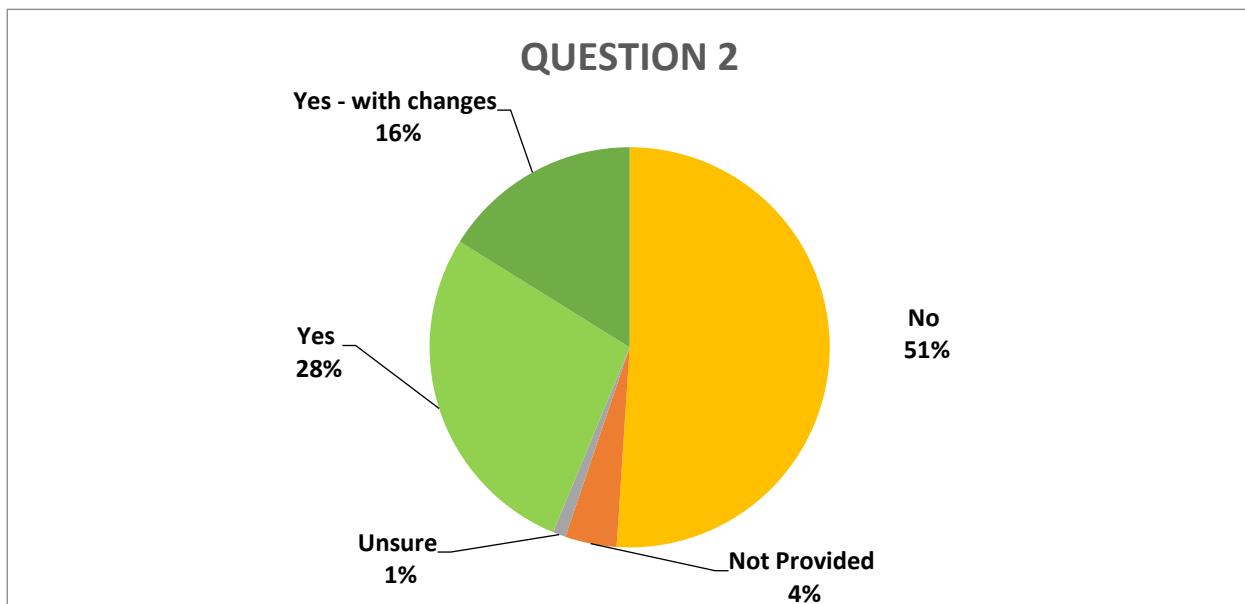
Survey Question 1: Do you support the proposed parking controls changes more broadly throughout the Kensington precinct?

Response	Count	Percentage (%)
No	85	44%
Not Provided	24	13%
Unsure	5	3%
Yes	56	29%
Yes - with changes	22	11%
Total	192	100%



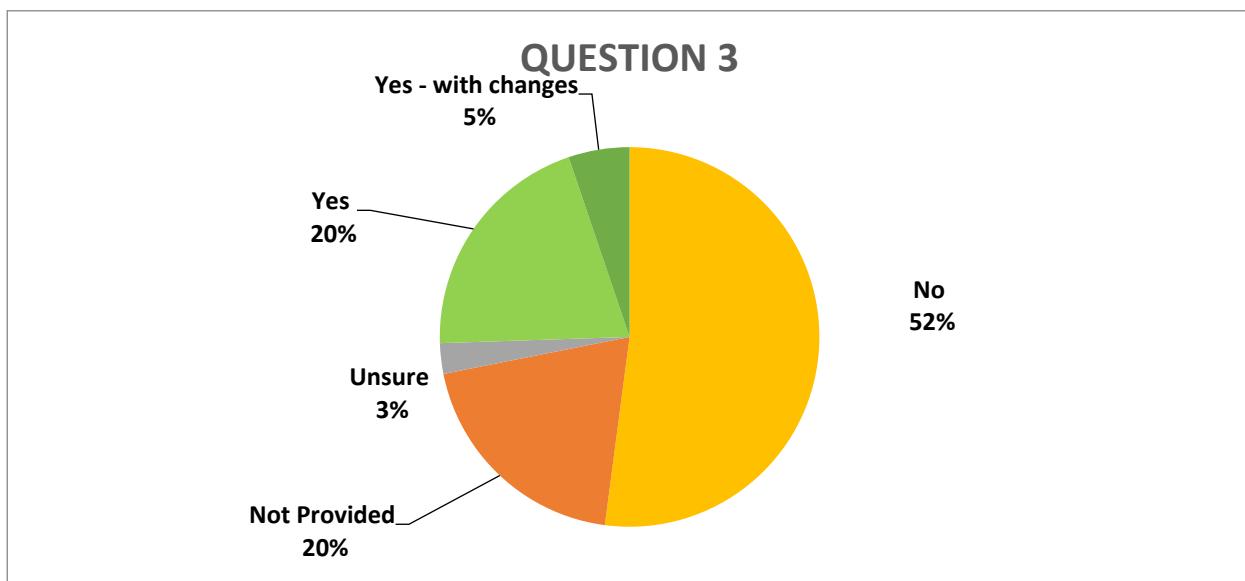
Survey Question 2: Do you support the proposed parking control on the street that you most commonly park on?

Response	Count	Percentage (%)
No	98	51%
Not Provided	8	4%
Unsure	2	1%
Yes	53	28%
Yes - with changes	31	16%
Grand Total	192	100%



Survey Question 3: If your street is listed for timed parking controls, do you support the proposed time limit?

Response	Count	Percentage (%)
No	100	52%
Not Provided	38	20%
Unsure	5	3%
Yes	39	20%
Yes - with changes	10	5%
Total	192	100%



It should be noted that most of the “No” responses reflect a preference for no time-limited parking controls, while the “Yes, with changes” responses, generally relate to requests for resident parking permits or exemptions.

Analysis of Respondent Feedback

Further detailed analysis has been completed for the different user groups to better understand their feedback and the impact of the proposed parking control change would have.

Property owners / resident

Of the 109 respondents in this profile, 48 supported the introduction of on-street parking controls in Kensington, while a further 31 supported the controls with changes. The most common requested change was that residents be exempted from the timed parking restrictions. In most cases, these residents would be eligible for a parking permit to extend their parking beyond the time limit. While information regarding parking permits was provided during the consultation, it could be presented more clearly to ensure better understanding.

Combining both support and support-with-changes responses, 79 of 109 respondents in this profile (72%) supported the proposed on-street parking control changes.

Common feedback from supporters (including those supporting with changes):

- resident and visitor parking permits/exemptions are required;
- considered a reasonable approach given existing parking pressures; and
- support for managing all-day parking from local business employees in residential streets.

Common feedback from those opposing the changes:

- concerns about displacement, with on-street parking being transferred to other streets;
- perception that the controls are primarily being introduced for revenue-raising purposes;
- concerns about effectiveness, as some may simply move cars every few hours;
- viewed as unfair for multi-car households unable to store all vehicles on their property; and
- focus on the source of the problem (i.e., businesses or schools that do not provide sufficient off-street parking on their properties)

School / education establishments:

Of the 26 respondents in this profile, 23 opposed the introduction of parking controls in Kensington.

Common concerns raised included:

- insufficient off-street parking is provided at schools;
- staff unable to leave during school hours to move cars;
- increased local traffic caused by vehicles relocating every 3 hours;
- parking demand likely to redistribute to other streets;
- perception that other larger employers contribute more significantly to on-street parking pressures;
- residents with off-street parking still choosing to park on-street; and
- requests for exemptions for staff.

Local business owner / employee:

Of the 47 respondents in this profile, 42 opposed the introduction of parking controls in Kensington.

Key concerns included:

- difficulty in finding all-day parking;
- requirement to move vehicles every few hours may affect productivity or contribute to staff turn-over;
- increased vehicle circulation within the precinct; and
- limited accessibility to public transport for some employees

OTR Group formal submission

The OTR Group is a large employer within the Kensington Precinct, with their headquarters located at 270 The Parade, Kensington. The OTR Group has formally objected to the proposed parking control changes, providing a written submission, together with staff completing the online survey.

The following provides a high-level summary of a submission that has been received from OTR Group in response to the proposed precinct-wide on-street parking amendments in the City of Norwood Payneham & St Peters. A full copy of the written submission is contained in **Attachment F**.

The OTR Group, on behalf of its 420 staff based at its Head Office at 270 The Parade, has formally opposed the proposed precinct-wide on-street parking restrictions. The OTR Group outlined its significance as South Australia's largest private employer and noted that following its acquisition by Viva Energy Australia in March 2024, a key condition of the sale was the retention of its headquarters at Norwood to protect local employment. The OTR Group advised that its workforce is highly car-dependent, with internal survey results indicating that 98% of staff drive to work, 89% have no viable public transport alternative and over 85% would face significant disruption due to the need to move vehicles, arrive earlier, or park deeper within surrounding residential streets. The majority of respondents indicated the proposed changes would make commuting more difficult.

In its submission, the OTR Group also highlighted the broader economic implications for The Parade and Norwood generally, estimating its workforce contributes approximately \$4 million annually to the local economy through retail, food, hospitality and service spending. The OTR Group expressed concern that the proposed parking changes could negatively affect staff retention, local business activity and potentially OTR Group's long-term presence in Norwood. The OTR Group has urged the Council to reconsider the proposal, seek further engagement with major employers and explore alternative solutions that balance residential amenity with the needs of workers and businesses.

It should be noted that the OTR Group has limited off-street parking provision on its property and the workforce is currently highly dependent on on-street parking.

There is also an existing approval for the Major Development of the Peregrine Mixed-Use (Headquarters) development at 270 The Parade, Kensington. An extension of time to commence construction was granted by the State Government, extending the approval until December 2026.

Summary

Analysis of stakeholder feedback reveals a significant divide between residential property owners and other stakeholder groups (schools and businesses) regarding the proposed parking controls in Kensington.

Further analysis of the outcomes of the consultation is set out below.

1. Insufficient off-street car parking for schools and businesses.

Existing schools and businesses operate under approved Development Consents, which were assessed against the planning and parking requirements in place at the time of approval. The Council does not have the statutory ability to retrospectively require the provision of additional off-street car parking where a lawful approval already exists.

The current high demand for on-street parking reflects the cumulative impact of multiple land uses within a constrained inner-urban environment, where site layouts, heritage considerations and lot sizes often limit the provision of on-site parking.

In these circumstances, the Council's role is to manage the shared public on-street parking in a way that is safe, equitable and efficient. The proposed parking controls were developed in accordance with the 'prioritisation of users' matrix within the Council's On-Street Parking Policy which assigns long-term employee and school parking a medium priority, compared with a high priority for residents within Kensington.

School staff communicated additional concerns and constraints associated with the timed parking controls, noting that their additional responsibilities for student supervision limit their ability to move vehicles every three hours.

In this regard, it should be noted that there are no proposed changes to the existing unrestricted all-day parking near the following schools: Pembroke College, Marryatville Primary School, and St Joseph's Memorial School. While new three-hour parking controls are proposed near Mary MacKillop College, all-day parking opportunities will remain available on Thornton Street, Wellington Street, and Bridge Street, which are within a short walking distance. For those not choosing to alter travel behaviour or adopt alternative transport modes, it is expected that parking demand will redistribute and disperse across the surrounding street network, reducing the current high concentration of parking at the north-west corner of Kensington. Importantly, there are still 682 unrestricted on-street car parking spaces within Kensington.

The changes proposed are shown spatially in **Figure 1** above.

2. Parking permits

The Council has endorsed clear eligibility criteria for parking permits through its On-Street Parking Policy. Parking permits are limited to eligible residents and are intended to support residential amenity where parking controls are introduced.

Permits are not available to businesses, employees, or commuters, as extending eligibility beyond residents would undermine the effectiveness of parking controls and reduce turnover for short-stay users.

Where residents are eligible, permits will allow them to overstay the posted time limit, ensuring that parking controls balance residential needs with broader precinct demand.

3. Parking displacement

The proposed on-street parking controls respond to a clearly demonstrated need identified through parking occupancy surveys. In accordance with Council policy and industry standards, streets operating above approximately 85% occupancy are considered functionally full and are likely to experience high competition, circulation and parking stress.

In some instances, streets operating within the 65%–85% occupancy range were also proactively considered where they were likely to attract displaced parking following the introduction of nearby controls. Applying a precinct-wide, rather than street-by-street, assessment is consistent with best practice and reduces the risk of unmanaged displacement.

This holistic approach is intended to achieve more balanced outcomes across the precinct, ensuring that parking demand is more evenly distributed rather than concentrated in isolated streets. While some redistribution of parking may occur, this is managed in a controlled and equitable manner.

4. “Motorists will just move their car”

Some motorists may choose to relocate their vehicle to avoid overstaying the time limit. This behaviour is anticipated and is an inherent part of demand-based parking management.

The recommended 3-hour time limit has been selected to strike a practical balance between the needs of businesses, visitors, workers and residents. In determining the appropriate duration, the following considerations have been applied:

- 4-hour limits were not considered effective in discouraging all-day parking, as they typically require only one vehicle move per day, which can be readily accommodated by employees;
- 2-hour limits were considered overly restrictive, requiring multiple vehicle moves per day and potentially limiting reasonable visit durations for customers, clients and social visitors; and
- 3-hour limits provide sufficient dwell time for most legitimate short- to medium-stay activities while still discouraging all-day parking and encouraging consideration of alternative transport options such as public transport, walking or cycling where available.

5. Revenue raising

The proposed parking controls are not motivated by the objective of raising revenue. The Council's intent is to respond to long-standing community concerns regarding parking availability and to manage on-street parking in a fair, transparent and consistent manner.

Any revenue that is generated from infringement notices associated with enforcement of the proposed on-street parking controls, is incidental and reflects non-compliance rather than a policy objective. The primary purpose of enforcement is to ensure that the parking controls operate as intended and deliver improved access and equity for all users of the precinct.

OPTIONS

In considering the outcomes of the Kensington Parking Policy Review and the associated community consultation, the following options have been identified for the Committee's consideration.

Option 1 – Implement the proposed precinct-wide parking controls as recommended

(Preferred Option)

This option involves implementing the parking controls outlined in the Kensington Parking Policy Review, as outlined in **Attachment B**, including the introduction of time-limited parking on streets where occupancy surveys demonstrate demand exceeding policy thresholds. These controls would be supported by the application of a resident parking permit scheme in accordance with the On-Street Parking Policy.

This option is consistent with:

- the adopted On-Street Parking Policy;
- the parking occupancy data and supporting technical assessment;
- best-practice parking management principles; and
- *CityPlan 2030* objectives relating to residential amenity, accessibility, and transport network efficiency.

While consultation identified divergent views, particularly from businesses and schools, this option provides the most balanced and equitable response to competing demands. It prioritises short-stay turnover, supports residential amenity and manages on-street parking as a shared public resource. The application of precinct-wide controls also reduces the risk of unmanaged displacement and provides a fair, transparent, and consistent framework for parking management across Kensington.

Option 2 – Modify the proposed parking controls

This option involves amending the recommended parking controls in response to consultation feedback. Potential modifications could include:

- reducing the extent of time-limited parking; and/or
- applying parking controls to one side of the road, over a larger catchment area; and/or
- increasing time limits on all or selected streets; and/or
- deferring implementation on certain streets.

While this option may in the short-term address some of the concerns that have been raised, it would reduce the overall effectiveness of the parking management framework and may undermine the intent of the On-Street Parking Policy. Partial or inconsistent application of parking controls is likely to increase displacement, perpetuate inequitable outcomes and reintroduce parking stress to streets that currently operate above acceptable occupancy thresholds.

This option would also require additional technical assessment and further consultation that will result in delaying the implementation of the Policy and increased costs.

Option 3 – Do not implement additional parking controls

With this option, the Council would retain the existing largely unrestricted on-street parking arrangements throughout Kensington.

This option is not supported as it would:

- be inconsistent with the On-Street Parking Policy;
- fail to respond to demonstrated parking demand and long-standing community concerns;
- continue to disadvantage residents and short-stay visitors; and
- result in the inefficient use of limited on-street parking resources.

Maintaining the status quo would also undermine the Council's strategic objectives and create precedent risks for future precinct-wide parking reviews.

CONCLUSION

The Kensington Parking Policy Review represents the first holistic, precinct-wide application of the Council's adopted On-Street Parking Policy. The technical assessment demonstrates that parking demand in parts of Kensington exceeds acceptable occupancy thresholds, resulting in high competition for parking, reduced availability and impacts on residential amenity.

Community consultation has highlighted competing priorities between residents, businesses and schools. While these concerns are acknowledged, the Council does not have the statutory ability to retrospectively require additional off-street parking for existing developments. Accordingly, the Council's appropriate role is to manage the shared on-street parking resource in a fair, transparent and evidence-based manner.

The recommended on-street parking controls are consistent with best-practice parking management, prioritising turnover, safety and equitable access, while supporting residents through a permit system. Importantly, the precinct-wide approach recognises and manages displacement risks more effectively than isolated, street-by-street interventions.

On balance, the proposed parking controls represent a reasonable and proportionate response to demonstrated parking pressures and align with the Council's strategic objectives for an accessible, people-friendly transport network.

RECOMMENDATION

That the Committee:

1. *Notes the outcomes of the community consultation that was undertaken between 20 October 2025 and 10 November 2025, as summarised in this report and contained in Attachment D.*
2. *Recommends to the Council, that the Kensington Parking Policy Review, including the introduction of time-limited on-street parking controls and associated signage, as contained in Attachment B and as shown on the simplified parking control plan as contained in Attachment C, be implemented.*



On-Street Parking Policy

April 2025



City of
Norwood
Payneham
& St Peters

On-Street Parking Policy





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Introduction

Context

Like many inner urban Councils, the City of Norwood Payneham & St Peters experiences parking pressures from a wide range of users including local residents, business and commercial activity and people who park within our City but work elsewhere (e.g. long term parkers walking/ riding into the Adelaide CBD).

Parking is an 'end game': the result of people wanting to drive cars to and from their destinations, including their home. Over time, the Council will influence travel choice to reduce the demand for on-street parking. This will be reflected in a range of integrated land use and transport strategies.

However, in the short term, the Council has an immediate role in managing overall parking supply. This includes parking on-street as well as the supply of additional off-street parking.

This Policy specifically deals with how on-street parking will be managed throughout the City. On-street parking is a limited resource with competing user requirements and demands. Managing these competing demands can be difficult and there is no one best solution for all situations.

The Council will also continue to monitor the need for additional off-street car parking in high demand areas.

Diagram 1.
Framework for Community Well-being
Quadruple Bottom Line

The Council exists to improve the Well-being of their citizens and our community, through:

Social Equity
Cultural Vitality
Economic Prosperity
Environmental Sustainability



CityPlan 2030: Shaping Our Future

The Council has adopted a strategic plan—*CityPlan 2030: Shaping Our Future*. Ultimately, the provision and management of parking has a direct relationship to the Council's four pillars in *CityPlan 2030*.

Social Equity

The City of Norwood Payneham & St Peters is a growing and culturally diverse community. Managing on-street parking needs to accommodate a changing social structure including age demographics, housing stocks, socio-economic profile, increases in the number of people working and studying from home, smaller allotment sizes, and alternative transport choices including sustainable and active transport.

Cultural Vitality

The City of Norwood Payneham & St Peters has a strong 'sense of place' that is built upon the unique features of the built environment and streetscapes. The Council continues to encourage activities that involve community participation. The built form is a unique built heritage, featuring Adelaide's best concentration of early, mid and late Victorian residential development, ranging from small settler cottages to large villas and mansions. How parking is managed in these areas, and whether kerbside space is allocated to activities other than parking is an important consideration.

Economic Prosperity

The Council has taken both a precinct and sector approach to business and economic development. Maintaining access to local businesses, services and amenities with convenient parking provides fundamental support to the range of business activities and economic growth of our City.

Environmental Sustainability

The impacts of climate change will underpin the Council's operations. The vision for our City includes less cars on the road, improved air quality, attractive local streets which provide shade, with more people choosing sustainable transport choices like walking and cycling. The provision of unfettered parking will simply continue to support car usage, which cannot be sustained in the future.

Key objectives

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

- 1** To provide a fair and equitable process in assessing and meeting the parking needs of all road users within our City;
- 2** 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 of off-street parking; and
- 3** Provide a clear and transparent basis, for the Council and the community on how on-street parking will be managed.

Principles

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).

On-street parking will not be allocated through the means of the exclusive use of a single space or spaces by any individual or group.

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.

How On-Street Parking Will Be Managed

The allocation of parking will never satisfy all stakeholders and will be managed on the basis of a hierarchy of needs of the different precincts.

This approach acknowledges that there will be different demands throughout the City and that one approach will not be appropriate for all conditions. Ultimately, on-street parking will be managed in a manner that best meets the needs of the precinct taking into account the availability and limited supplies of off-street parking.

Not all parkers are the same

The Council strives to accommodate a wide range of different users throughout the City. These include:

- Residents;
- Cyclists;
- Disability permit holders;
- Pick-up and drop-off (private users);
- Shoppers;
- Loading (commercial);
- Long stay/employee parking – people who work in the Council area;
- Long stay/employee parking – people who work outside of the Council area;
- Motorcycle and scooter parking;
- School parking (employees as well as drop-off and pick-up times);
- Public transport (bus stops etc);
- Visitors;
- Trades and services;
- Taxis; and
- Ride share.

Land uses and competing demands

In considering who has priority to a specific section of on-street space, the Council must consider the nature of the surrounding land use and the function that the particular road plays in the overall transport network. This allows for different priorities within the same precinct depending on the adjacent generators of on-street demand. These are:

- in some areas, this will favour visitors, shopping and traders to support the economic prosperity of our City; and
- in other areas, controls might be needed to discourage all-day parking and encourage alternative and sustainable transport choices.

There are some situations where the Council may determine to reallocate space within the public realm for reasons such as the implementation of landscaping, traffic control devices, protected cycle lanes, or improved crossings for active transport modes etc. In addition, the removal of on-street parking spaces may be necessary for traffic management or road safety purposes—e.g., removing parking on the approach or departure side of intersections, or along bends where safe sight distance cannot be achieved. In such cases, the proposed changes would typically be subject to site specific community consultation.

Parking precincts and priority of use

Parking precincts

Seven general precincts have been established based on known parking demand, land uses and overarching transport objectives. The precinct boundaries are not absolute and there will be areas that overlap in functionality and parking pressures.

Commercial activity district (Norwood Central)

This focuses on The Parade and side roads immediately abutting the Parade (generally within 50–100m of The Parade).

On-street parking will support the business and economic activities along the Parade. Parking will also be managed to support alternative sustainable transport modes. Parking controls will include short to medium term parking zones to manage vehicle turnover.

Commercial activity district (Fringe)

This includes roads beyond 50–100m from The Parade but with parking demand influenced by the commercial activity.

The focus of on-street parking will be to support the business and economic activities along The Parade, while acknowledging the competing demands for residential parking. Parking will also be managed to support alternative sustainable transport modes.

Residential

Properties in these precincts are residential with only a few other traffic and parking demands from other developments.

The Council will support parking for residents and discourage undue parking pressures from other demands. Some longer term commuter parking can be accommodated to support alternative transport modes, where it does not unduly reduce parking supply for residents and their visitors.

Mixed use residential

These areas include a mix of lower intensity developments including schools within mostly residential areas.

Parking will be managed to support the peak demands of the various activities. Higher levels of parking occupancy can be accepted to support the overall parking pressures. Longer term parking will be managed to support the longer term employment car parking, where inadequate off street parking is available.

Mixed use higher density

There is ongoing development of higher density residential living throughout the Council—most notably in Kent Town where there is also pressure from surrounding business and commuters who work in commercial/light industrial.

These are predominantly employment areas that require a mix of short term customer car parking and longer term employment parking. The Council will not look to support surplus residential parking on-street for higher density developments.

Arterial roads and fringes

Roads adjacent to arterial roads require specific parking controls to supplement Clearway and Bike Lane conditions that are often applied and regulated by the State Government. Time limit controls will be used to manage turn over in business and commercial strips.

Local streets that have parking demands from business activity along the main roads, generally within 100m of the arterial roads.

Some longer term employee parking will be permitted as will parking to support public transport usage, to the point that it does not adversely compromise the availability of residential parking.

Commercial and light industrial

These areas that include a mix of commercial and light industrial land uses.

These areas predominantly employment areas that require a mix of short term customer car parking and longer term employment parking.

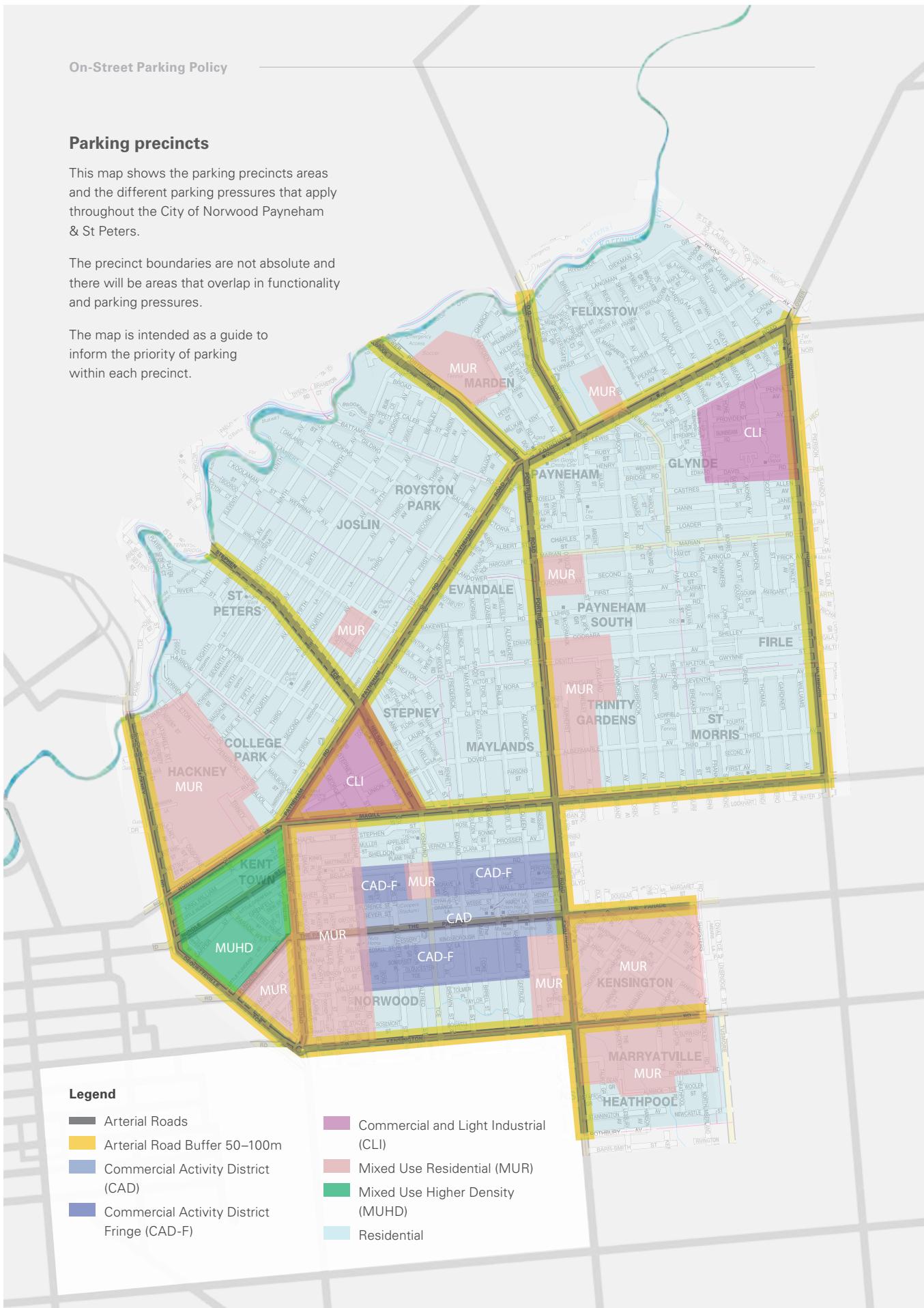
On-Street Parking Policy

Parking precincts

This map shows the parking precincts areas and the different parking pressures that apply throughout the City of Norwood Payneham & St Peters.

The precinct boundaries are not absolute and there will be areas that overlap in functionality and parking pressures.

The map is intended as a guide to inform the priority of parking within each precinct.



Prioritisation of users

The following table provides general guidance on how the Council will assess the prioritisation of parking users in different precincts.

The table addresses the peak demands when there are conflicting requirements and demands for the parking spaces.

At other times (eg after business hours) parking will be managed on the needs at those times.

Prioritisation of Parking Users	Precinct							
	Commercial Activity District	CAD 'Fringe'	Residential	Mixed Use Residential	Mixed Use Higher Density	Commercial / Light Industrial	Arterial Roads and Fringes	
Residential includes parking for residents and visitors	Low	Medium	High	High	Medium	Low	Medium	
Disability permits	High	High	Low	Medium	Medium	Low	Low	
Short Term Shopping < 2 hours	High	High	Low	Low	Medium	Medium	Medium	
Loading Zones	High	High	Low	Medium	Medium	High	Medium	
Long term commuter / public transport working outside of the immediate area or the Council area	Low	Low	Low	Low	Low	Low	Low	
Long Term Employee working within the precinct and generally staying within Council	Low	Medium	Medium	Medium	High	High	High	
School Parking parking for employees and short term drop-off and pick-up activities	Low	Low	Medium	Medium	Medium	Low	Low	
Ride Share including shared hire vehicle schemes	Medium	Medium	Low	Medium	High	Low	Low	
Taxi includes other short term commercial drop-off and pick-up areas	High	Low	Low	Low	Medium	Low	Low	

When intervention is required

Overview of process

The Council will manage on-street parking based on evidence that demonstrates a need for parking controls. This evidence-based approach provides a framework for consistent and transparent decision-making to promote the efficient, fair and equitable use of available on-street parking.

Analysis of parking needs is best completed on a precinct basis so that parking demands are not moved to the next street following the introduction of change. This is especially true for shopping and commercial areas.

The following process provides an overview of the investigations the Council may undertake depending on the specific situation. It will allow the Council to respond to on-street parking needs on a strategic basis, rather than in reaction to a vested interest suggested resolution of a parking problem:

1. Define the precinct boundary. This will depend on the location and specific concern. The precinct should include any streets that might be affected by any changes.
2. Identify the hierarchy of parking uses that should apply to the precinct based on this section.
3. Undertake parking surveys during daytime on a weekday or weekend. This will establish parking demand and availability during the critical periods. The type of survey could include parking occupancy, turn over and compliance with the existing controls, depending on the issue being investigated.
4. Prepare an inventory of the current total parking supply (including on and off-street) in the precinct, including the current restrictions that apply at each.
5. Summarise public transport facilities, pedestrian and cyclist facilities within and in close proximity to the precinct and any other relevant data available from other State agencies and Local Government authorities.
6. Summarise the perceived issues for the precinct. Consider any inputs from the results of the parking surveys and stakeholder input.
7. Compare these issues with actual parking demand recorded by the parking surveys and identify areas of deficiency/surplus.

Recommendations should establish what measures are required to rebalance parking so that adequate provision exists for visitors and stakeholders in the precinct. An outline of the different application of parking zones is addressed in Appendix A (and further information in the Austroads guidelines).

Where the issues at hand are of a relatively minor nature, undertaking some of the investigation steps set out in this Policy will not necessarily be required or undertaken.

Implementation of minor changes to existing on-street parking controls to address local parking issues that will, in the opinion of the Manager, Traffic & Integrated Transport or the Manager, Development & Regulatory Services, not cause adverse on-street parking issues in the broader locality, will be determined by Council staff, having regard to the factors set out in this Policy that provide guidance in respect to when intervention may be needed and any other factors deemed relevant. Where it is deemed necessary to consult on any proposed changes of a minor nature, the consultation will be limited to persons who are deemed to be directly impacted by the proposed changes.

Other factors

The following factors will also be considered by the Council when deciding the best way to manage parking in a certain precinct:

- safety;
- road type/function;
- road location;
- key land uses in the precinct;
- traffic flows within the precinct;
- public transport and bike requirements;
- availability of off street parking in the precinct; and
- service vehicles, emergency access.

Occupancy rates

Parking occupancy describes the percentage of spaces occupied at any given time. Parking occupancy rates, also called utilisation, reflect the relationship between parking supply and demand.

Occupancy of on-street parking spaces should be high enough to ensure they are occupied at a level that justifies the supply, but not so high that it is unreasonably difficult to find a space.

Industry standards generally acknowledge that parking is considered at capacity when available spaces are 85% occupied at times of peak demand*. This equates to approximately 1 in 7–8 spaces being available.

The optimum occupancy range is regarded as 65%– 85%. Occupancy below 65% or above 85% suggests that parking management intervention may be required.

When the average parking occupancy is regularly above 85%, a change to the parking management approach may be necessary to encourage turn-over of the spaces.

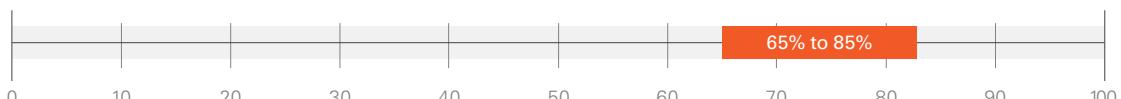
Equally, if parking occupancy rates are consistently below 65% it indicates there are many spaces that are empty or unused.

While this may be convenient for some drivers, lower occupancy rates can also mean that an oversupply of parking or inappropriate parking prices exist in the area. By contrast, an area with a very high level of occupancy could mean the available parking is limited and needs management to accommodate a certain level of demand.

The competing needs for on-street parking need to be balanced to ensure, where possible, that there is sufficient on-street parking spaces available for residents, visitors and businesses.

The Council considers that the ideal maximum occupancy rate for on-street parking is 85% before intervention should be considered, meaning that approximately one in every eight (8) on-street parking spaces should be vacant at any given time. In a practical sense, this approach should enable drivers to find an on-street parking space within reasonably close proximity to their destination, without excessive searching**.

Diagram 2.
Optimum occupancy range



Under 65% occupancy

Under 65% occupancy indicates additional parking controls could be relaxed.

In residential areas, low occupancy rates suggest that no further changes are needed.

Over 85% occupancy

Over 85% occupancy indicates additional parking controls may be needed to encourage turn over.

It may also indicate an overall shortfall in parking spaces that can only be addressed through additional (off-street) parking supply.

In residential areas, additional parking controls or permits may be warranted.

*Austroads Part 11, *Parking* "Generally, parking is considered 'at capacity' when available spaces are 85% occupied at times of peak demand" (Shoup 2005).

**Shoup, D. (2007) *Cruising for Parking*. *Transport Policy* 13(6), 479-486.[2].

On-Street Parking Policy

Introducing or altering parking controls

Parking occupancy surveys will be undertaken during business hours and/or outside of business hours on a weekday or on a weekend depending on the relevant issues that need to be addressed. This will establish on-street parking demand and availability throughout the day. The type of survey may include parking space occupancy, duration of stay, permit holder parking and compliance with the existing controls, depending on the issues being investigated.

Generally, at least three (3) surveys will be conducted throughout the day or on more than one day, to identify the relevant issues and to assist in determining what type of intervention may be required. Where parking occupancy rates are below 85% on average, intervention such as the implementation of additional parking restrictions, will generally not be considered. However, the Council may consider education initiatives, additional signage and enforcement of existing parking controls as alternative types of intervention, where such a requirement is identified.

Intervention where maximum occupancy rates are below 85%, may also be considered, when local conditions and other relevant factors are taken into account. This may also include the implementation of parking controls in areas adjacent to the area where new or altered parking controls are proposed to mitigate against the new parking controls shifting the parking problem to the next street or area.

If there are existing parking controls in a street where surveys identify that there is less than 65% occupancy, the alteration or removal of the controls will be considered.

Where on-street parking occupancy surveys are undertaken, average occupancy rates and other considerations, such as walkability, will be considered. For this, occupancy rates for on-street parking areas will be generally considered in grouped areas of up to 150 metres, which is considered a reasonable maximum distance that a motorist should have to walk to their vehicle within a suburban residential setting – all things being equal.

This may mean that parking occupancy rates are high at one end of the street compared to another end of the street that may be separated by a significant distance. The need or otherwise for the parking controls will take into account, the average parking occupancy rates separately for both ends of the street, rather than grouping them together to ensure that occupancy survey results are not skewed.

Where intervention through new, altered or removed parking controls is deemed necessary, the Council will consult over a minimum period of two weeks, with the affected citizens and businesses.

The Council will carefully consider all responses that are received on proposed parking controls and use an evidence-based approach in determining and implementing parking management actions.

Parking Permits

Residential permits

Residential Parking Permits may be provided for residential properties that do not have off-street (on- property) car parking and are in a street with time- limited controls or Residential Only Permit Zones.

Residential Parking Permits are also available for residential properties in precincts where the following conditions apply:

- there is limited available on-street parking;
- there are time limited parking controls applied to the street; and
- there is demonstrated competing demands between drivers due to other land uses in the precinct.

Residential Permits will not be issued to residents or owners of dwellings within multi-dwelling developments that have provision of off-street car parking facilities, constructed and completed for occupation after 1 November 2021. Residents living in these developments are expected to make adequate arrangements for on-site parking within their premises.

For the avoidance of doubt, multi-dwelling developments refer to single and multi-storey developments that include three or more dwellings and mixed-use developments that comprise a mix of residential and non-residential land uses and three or more dwellings.

Residential Permits do not guarantee an available on-street parking space. The permits can only be used in the street/s for which they are issued, which exempts the specified vehicle from any time limit restrictions that may be applicable.

Residential Permits will be provided on the following basis:

- maximum of two permits per residential property;
- permits will only be issued to residents and not business owners, operators, employees, landlords, tradespersons or property maintenance personnel;
- permits will be allocated to specific vehicles and are non-transferable (except for additional Residential Permits that are issued where proven extenuating circumstances apply);

- permits are only available for registered/roadworthy motor vehicles , motorcycles and scooters (excluding light weight recreational scooters intended for footpath use) and are not available for buses, trucks, boats, motor homes, trailers or caravans;
- permit/s will not be issued if parking spaces could reasonably be provided on the property. This includes, for example, where a garage, carport or other parking space has been converted to an alternative use or used for storage of any kind, including, but not limited to, items such as boats, jet skis, trailers or caravans;
- permits cannot be used to park a vehicle on The Parade, Norwood;
- permits may only be used in the street/s for which they are issued and only in Resident Only Parking Zones or time restricted parking spaces located adjacent to the relevant property. For the avoidance of doubt, this allows the permit holder, subject to meeting other eligibility requirements, to park in any Resident Only Parking Zone or time restricted parking areas located in a continuous arrangement within a street or section of a street, located adjacent to their property, including on the opposite side of the street.
- Residents who live in properties where time restricted parking areas or Resident Only Parking Zones are not located immediately in front of their property or on the opposite side of the street are not eligible for a Residential Permit;
- Residential Permits can only be used in parking permitted areas, cannot be used in parking zones of less than one-hour duration, and cannot be used in Loading Zones, No Parking Zones, Bus Zones etc; and
- Vehicles must not remain stationary in the same position when parked on-street within a Residential Only Parking Zone or time restricted parking area for more than seven (7) consecutive days. Vehicles must be moved a minimum distance equivalent to four (4) on-street parking spaces after this time if the vehicle is to remain parked in the same street.

On-Street Parking Policy

The Council may, by notice in writing, revoke permit/s where:

- the holder of a permit ceases to reside in the dwelling in respect of which the permit was issued; and/or
- in the opinion of the Council's Chief Executive Officer, it is no longer appropriate that the resident/s of a particular street be issued with permits or the permit has been misused or misappropriated.

The Council will issue Residential Permits (other than visitor permits) for a maximum period of twenty-four (24) months, or part thereof, and permits will be subject to a fee as determined by the Council from time to time.

Table 1 sets out the Residential Permit eligibility for residents in streets with Resident Only Permit Zones and/or Time Limited Parking Areas. Eligibility for Residential Permits set out in Table 1 must be read in conjunction with all other Applicable eligibility criteria and limitations set out in this Policy.

Table 1. Residential permit eligibility

Number of off-street car parking spaces on the property	Number of vehicles registered at the property	Maximum number and type of Residential Permit
0	0	No Permit
0	1	1 non-transferable [#]
0	2 or greater	2 non-transferable [#]
1	0 or 1	No Permit
1	2	1 non-transferable [#]
1	3 or greater	2 non-transferable [#]
2	0, 1 or 2	No Permit
2	3	1 non-transferable [#]
2	4 or greater	2 non-transferable [#]
3	0, 1, 2 or 3	No Permit
3	4	1 non-transferable [#]
3	5 or greater	2 non-transferable [#]
4 or greater	Number of registered vehicles exceeds the available spaces on the residential property by one vehicle	1 non-transferable [#]
4 or greater	Number of registered vehicles exceeds the available spaces on the residential property by two or more vehicles	2 non-transferable [#]

[#]Residents eligible for one or two Residential Permits may also be eligible for an additional (transferable) Residential Permit, where extenuating circumstances apply. See other Residential Permit eligibility criteria for more details.

Visitor permits

Visitor Permits are intended for occasional use where additional time may be needed for visitations, for example friends, family or trades people/workers. The holder of a visitor permit is not guaranteed a parking space in the street for which the permit is issued.

Like the Residential Permits, Visitor Permits are only available in precincts where the following conditions apply:

- there is limited available on-street parking;
- there are time limited parking controls applied to the street; and
- there is demonstrated competing demands between parking users due to other land uses in the precinct.

Visitor Permits are not intended to be used for longer term parking needs or to supplement a shortage of on-site parking.

Visitor Permits are subject to limitations as follows:

- the permit allows parking up to a maximum of six (6) hours.
- a maximum of two Visitor Permits will be available per residential property.

Visitor Permits can only be used in time restricted parking areas or Resident Only Parking Zones, cannot be used in parking zones of less than one- hour duration and cannot be used in Loading Zones, No Parking Zone, Bus Zones or Taxi Zones etc.

All Permits must be displayed in the bottom passenger-side corner of the motor vehicle windscreen at all times when the vehicle is parked in the Resident Only Parking Zone or relevant time restricted parking area. Failure to display the permit will leave the vehicle owner liable for an expiation and or prosecution for illegal parking.

Temporary permits

Events and significant activities

The Council, at its absolute discretion, may provide Temporary Parking permits to occupiers of residential and commercial premises located in parts of the City in which temporary parking controls are implemented from time to time to address accessibility issues for on-street parking arising from the staging of an event or the undertaking of a significant activity.

The aim of the temporary parking controls and permits of this kind, is to enable local residents and businesses to conduct their day-to-day business and activities and maintain reasonable access to on-street parking during the course of a significant event or activity.

The Temporary Parking Permit is transferable between vehicles and will only be issued in relation to significant or major events or activities, as determined by the Manager, Development & Regulatory Services, at his or her absolute discretion.

A Temporary Parking Permit related to significant or major events or activities will only be valid on the days where temporary parking controls are in places in the affected streets.

Parking for tradespeople

The Council may, at its absolute discretion, provide a maximum of one (1) Temporary Parking Permit per residential property to occupiers or owners of residential properties to allow a tradesperson to park in a time restricted parking area or Resident Only Parking Zone, whilst the property is being renovated or new residential development is being constructed.

Such permits will generally only be issued where a major renovation or construction of residential development valued over \$50,000 is being undertaken and will not be issued in relation to maintenance works of any kind. The permits will only be valid for tradespeople vehicles that are no larger than a sedan, van, ute or SUV and where the total length of the vehicle including any overhanging materials or trailers or the like do not take up more than two on-street parking spaces at any one time.

Temporary Parking Permits issued in relation to tradespeople vehicles will be subject to a daily fee, must be displayed on the Tradesperson's vehicle and may be issued for a minimum of one (1) day up to a maximum of forty-two (42) days.

Narrow Streets Policy

There are many historic laneways and narrow streets throughout our City that significantly limit on-street parking. In these areas, the Council will manage parking through consultation with the local affected residents, and in accordance with the Australian Road Rules.

Under the Australian Road Rules (ARRs), drivers must leave a three metre clear width between parked vehicles or the continuous centre line along the road (if one is marked). This requirement allows for emergency access.

This requirement affects all roads less than 7.0m wide (allowing 2.0m for each parked car and 3m for vehicle access). On these roads, it is not legally possible to park a car on each side of the road as there will be less than 3m left for vehicle access. On very narrow roads less than 5.0m, it may not be possible to allow any parking at all.

In managing parking controls in narrow streets, the Council will take a staged approach focusing on education about local conditions as the first stage, enforcing existing controls if education fails and implementing new or altered parking controls as the third stage.

This approach is underpinned by the principle that managing parking controls in narrow streets is very difficult and requires a collaborative approach with all affected parties.

The Council will engage with residents and businesses directly affected by any changes/decisions on the following basis:

- notification of the parking and access issues;
- education of the ARR requirements. This may include actions such as the installation of advisory signs along the street to highlight the narrowness and discourage parking opposite other vehicles and/or the distribution of educative material to local residents;
- enforcement of the ARR requirements. This may include actions such as proactive and regular enforcement of illegal parking;
- Restricting parking opportunities. If education and enforcement are ineffective, there may be need to implement new or alter existing parking controls to improve accessibility. Where such interventions are proposed, the Council will consult with directly affected parties to determine how parking restrictions might be applied (e.g. which side of the road); and
- ongoing monitoring and communication as may be required.

The Council's policy for managing parking in narrow streets is as follows:

Road Width (between kerbs)	Treatment
Less than 5.0m	No Parking allowed.
5.1m – 7.0m	Parking on one side only or staggered parking may be considered. This will be negotiated with the local residents and could include implementing actions such as staggered parking along the road and parking controls to facilitate safe and convenient waste collection.
7.1m or more	Parking can be allowed on both sides of the road subject to other considerations such as driveway access.

Driveways

The Council has endorsed the following framework for the discretionary use of yellow line marking over property driveways.

Under the Australian Road Rules (ARRs), there is no requirement for a Council to install road markings or signage to indicate that it is illegal to park in a manner that obstructs a driveway. This is on the basis that the existence of the driveway should be sufficient notification to motorists not to obstruct or restrict access to and from the property.

However, there is a level of expectation from the community that the Council should provide some form of road marking to assist in reducing the number of instances whereby vehicles are found to be obstructing/impeding access to driveways. This is exacerbated in areas where there is a combination of urban infill and business precinct areas.

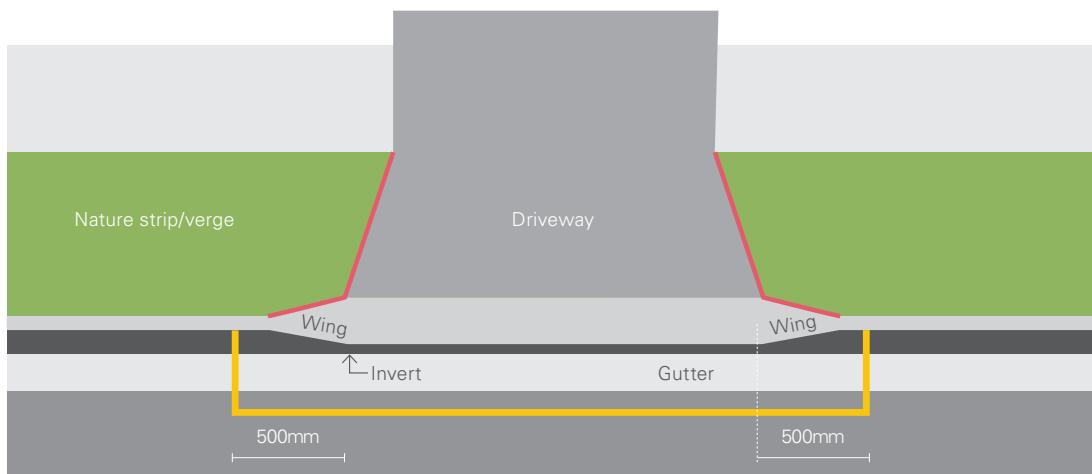
The Council will mark a continuous yellow (No Stopping) edge line 500mm from the edge of the driveway in the following areas:

- all driveways located within areas of high on-street parking demand, around schools as identified in the City-Wide Schools Traffic, Parking and Safety Review report;
- all driveways located within a designated zone, bounded by Portrush Road, Payneham Road/ North Terrace, Dequetteville Terrace and Kensington Road and the whole of the suburb of Hackney (as this area has been identified as having consistently high demands); and

The isolated use of yellow marking over individual driveways along a street will not be considered as this creates an inconsistent use of the marking for drivers. Where applied, line marking over driveways will be applied to a whole street or precinct.

Diagram 3

Line marking shown in the following diagram extends 500mm outward from the edge of the trafficable section of the adjacent driveway.



Construction Zones

The Council will request developers of major and/or medium to high-rise development to prepare a traffic management and on-street parking plan in consultation with Council staff, with a view to identifying the most appropriate suite of controls during the construction period to minimise impacts on local residents and traffic management.



The Council requires developers of major and medium to high-density developments to prepare traffic management and on-street parking plans in consultation with Council staff, to identify the most appropriate suite of controls during the construction phase of developments to minimise traffic and parking related impacts. Traffic Management Plans may also be required for small-scale developments that, in the Council's opinion, are likely to have impacts on the public realm, including on-street parking.

Traffic Management and On-street Parking Plans should include at a minimum, information about the following aspects of the development construction which specifically relate to how traffic and parking impacts are proposed to be managed:

- requirements for temporary work zones in the public realm;
- hoardings;
- loading and unloading of building materials and supplies;

- traffic management;
- impacts on on-street parking arrangements;
- management of parking by tradespeople;
- traffic and parking signage requirements;
- proposals for required temporary parking controls, temporary signage; and
- how the local community will be informed about the management of on-street parking during the construction period and who they can contact on the developer's behalf to address concerns.

For further information or to discuss construction related requirements, contact the Council's Public Realm Compliance Officer on 8366 4530.

Waste Collection

There are many historic laneways and narrow streets throughout our City that significantly limit on-street parking. In these areas, the Council will manage parking through consultation with the local affected residents, and in accordance with the Australian Road Rules.

Demand for on-street parking spaces is high across much of the Council area, particularly in areas located adjacent to the City of Adelaide Central Business District as well as suburbs such as Norwood, where there is a significant mix of traffic generating land uses and Kensington, which contains an historic pattern of development with limited space for the provision of offstreet parking facilities and relatively narrow streets.

These conditions result in high demand for on-street parking spaces across the City which, combined with the substantial number of narrow streets in the City, and historic housing stock that has limited or no off-street parking available, creates a conflict from time to time for the safe and convenient collection of waste.

The Council's waste collection service is provided by East Waste, which generally provides citizens with the following bins and services:

- red lidded bin (140 litre) for general waste;
- yellow lidded bin (240 litre) for recycling;
- green lidded bin (240 litre) for food/kitchen organics; and
- at call hard waste collection service.

General waste is collected weekly and alternate fortnightly pick-ups are scheduled for recycling and green organics. East Waste vehicles generally collect waste using a robotic arm that lifts bins into the truck's receptacle. However, from time to time, the waste collection trucks have trouble accessing narrow streets and or struggle to collect bins using robotic arms due to vehicles obstructing the location of the bins. To overcome this issue, many residents place their bins in driveway cross-overs or adjacent to neighbouring properties where access to the bins is more convenient.

In general, these ad-hoc arrangements work reasonably well, however, in some rarer cases, there are very limited opportunities to present bins in suitable and convenient locations for collection and this either results

in the affected residents having to present bins a long distance from their property or in some cases, bins not being emptied which causes re-work for East Waste.

This can also cause frustration for the affected residents. To address this issue, the Council may implement shortterm parking controls to facilitate safe and convenient waste collection.

This type of intervention will only be considered where:

- there is high and regular demand for on-street parking spaces and high occupancy rates, including, but not limited to narrow streets and high density residential areas;
- East Waste has verified that the waste collection process has been regularly impeded by vehicles blocking access to bins presented for collection; and
- there are not reasonable alternatives available for the affected residents to present their bins for collection.

If parking controls are required, the restrictions will only apply to the relevant day of collection and will be generally limited to between 7.00am and 5.00pm or other such times as may be required by East Waste or the Council.

The Council does not generally endorse or support the use of stickers on bins to provide visual cues to motorists to avoid parking adjacent the bins on bin collection day. It is acknowledged that this approach is simple and likely to be effective in some cases, however, it places the burden of addressing the issue on residents rather than the Council, has the potential to lead to confrontation between residents and motorists, has no legal effect and if they are used 'en-masse' and heeded by motorists, this would displace many vehicles that would otherwise park in these areas, potentially shifting demand for on-street parking to adjacent streets.

Accessible Parking

The City of Norwood Payneham & St Peters is committed to making parking accessible and convenient for persons with disability. Accessible parking bays are available adjacent to most community facilities, open space and commercial precincts.



When the Council upgrades its assets and community facilities, accessibility to the facilities, including the availability of accessible parking spaces, is given careful consideration to evaluate compliance with current accessibility standards.

Accessible parking spaces are sign-posted or have the accessibility symbol painted on the road surface or signs cover the space. When parking in a designated accessible parking space, the time limit on the sign applies (ie. no extra time is allowed).

The Disability Parking Permit that is issued by the South Australian Government, must be clearly displayed to be eligible for the extended time limit described above, either hanging from the rear-view mirror or on the passenger side of the dashboard of the vehicle.

A vehicle correctly and legally displaying a Disability Parking Permit, may be parked in a time limited parking space and be entitled to additional time beyond the signed time limit restriction as follows:

- for time restricted parking areas less than 30 minutes, the time for a Disability Parking Permit holder will be 30 minutes;
- for time restricted parking areas between 30 minutes and one hour, the time for a Disability Parking Permit holder will be two hours; and
- for time restricted parking areas where the time limit is more than one hour, the time limit for a Disability Parking Permit holder will be twice the period indicated on the sign.

Smart Parking Technology

The City of Norwood Payneham & St Peters is committed to making use of Smart Technology to assist in the management and enforcement of parking areas and parking controls.

The use of smart technology to assist in the management and enforcement of parking areas and parking restrictions is rapidly expanding across Australia. Smart Parking comes in many forms and has many benefits. Where a need is identified, the council will consider the use of smart parking technology to assist with the management and enforcement of parking controls or to enhance wayfinding and other directional signage as well as experiences for the convenience of citizens.

Case study – Webbe street car park, Norwood

In 2024, the Council installed in-ground sensors for each parking bay located within the ground floor of the Webbe street car park, Norwood.

The Council's overall objectives for monitoring and enforcing time limited car parking spaces in the car park with the use of smart technology include:

- increasing turn-over of available parking spaces to benefit local traders;
- issuing or facilitating the issuing of expiation notices in an effective and efficient manner;
- improving the standard of proof of evidence for issuing expiations, using data obtained from technology such as in-ground-sensors;
- reducing the time the Council's Parking Compliance Officers need to patrol the car parking, in turn enabling them to perform more duties elsewhere; and
- monitoring of the car park usage rates, including during peak times and during community or significant events, to inform timing and delivery of council projects and initiatives such as capital works and other infrastructure upgrades.

Vehicle overstays trigger an electronic notification that is sent to hand-held devices used by the Council's Parking Compliance Officers, who will then attend the car park to address the parking issue.

This efficient use of technology will reduce the need for the traditional and time consuming foot patrolling of the car park and 'chalking' of tyres as the presence of the

Parking Compliance Officers will only be needed when a vehicle overstay is identified by the in-ground sensor technology.

This contemporary approach to monitoring parking controls will ensure that the Parking Compliance Officers use their time more effectively and efficiently to monitor other parts of the City and respond to parking overstays in the Webbe Street car park, only when the smart technology has identified a need.

Electric vehicle charging stations

There are six publicly accessible electric vehicle (EV) charging stations, provided by JOLT and Evie in operation across the Council area.

EV charging station locations include:

- Webbe Street car park, Norwood;
- Osmond Terrace, Norwood (on street parking bay near the Republic Hotel);
- Dunstone Grove/Linde Reserve car park;
- Borthwick Reserve, Portrush/Payneham Road;
- Payneham Community Centre; and
- Gylnde Corner car park.

In collaboration with JOLT and Evie, the Council aims to provide up to 16 EV charging stations in the City over the next fifteen (15) years, subject to demand.

A map showing the location of the charging stations is available on the Council's website. The Council may take enforcement action and expiate owners of non-electric vehicles that park in designated electric vehicle parking spaces.

Charging of electric vehicles in the public realm

Charging of Electric Vehicles, caravans, motorhomes etc. located within an on-street parking space that is not a designated publicly accessible electric vehicle charging station location, using permanent or temporary charging facilities (including, but not limited to, the use of an electrical cable running from the property to the on-street parking space across the adjacent footpath and verge), is not allowed.

This restriction is to obviate the risk of electrocution, ensure the footpath and verge areas remain clear of physical obstructions for passing pedestrians and cyclists, including, but not limited to, visually impaired persons and to ensure that the provision of on-street parking remains unrestricted, where practicable, to maximise access for all road users.

Appendix A

Application of parking zones

The following overview provides examples of the various permissive parking controls that can be applied to effectively manage on-street parking.
(Extract: Austroads Guide to Traffic Management Part 11—Parking).

It is important to ensure that streets do not have too many different time restrictions as this will lead to confusion for drivers and an increase in disputes related to infringements. The start and finish times of the restriction will be clearly sign posted and be as consistent as practical (e.g. Monday–Friday 8am–5pm).

Where practicable, following investigations into on-street parking issues, implementation of changes to on-street parking arrangements may include consideration of area-wide parking controls across a large area, suburb or precinct. Further parking controls that may be considered, include, but are not limited to the following:

- 5 minute parking is appropriate in areas with a very high arrival rate e.g. where passengers are dropped off but some waiting is likely. It may apply near cinemas, post offices and hotels and may potentially be used in business districts and near schools.
- 10 minute or 15 minute parking can provide for pick-up and set-down outside schools and for a high turnover outside commercial facilities providing a high level of convenience such as banks, post offices and newsagents. It is only appropriate for motorists who wish to go to the one address.
- 30 minute parking can be applicable directly outside local shops that rely on providing a reasonably high level of convenience to maintain a competitive market position. There is usually a high demand and 1-hour parking would result in inadequate parking turnover. A 30 minute restriction allows people to go to two or three shops.
- 1 hour parking is appropriate outside major shopping centres and in other locations where there is a demand for parking and the activity is likely to take longer than 30 minutes. This type of parking is able to be diverted into off-street locations but parking access needs to be clearly visible from the frontage road.
- 2 hour parking is sometimes appropriate outside major shopping centres although it can result in enforcement difficulties with some motorists staying excessively long times. It is more likely to be applicable in areas with developments containing professional and personal services. It is also applicable in streets where a resident parking permit scheme applies and time limited parking is available for non-residents. The 2 hour limit can be used to discourage or remove commuter parking.
- 3 or 4 hour parking is appropriate where it is desired to stop all-day commuter parking but allow parking by other local people. While it is desirable that car park access is identifiable from the arterial road it will often be acceptable to assume that motorists are relatively well-informed regarding the access arrangements for the site.
- Parking with no time limit (all day parking) is usually generated by employees or park-n-ride motorists and will occur across all types of development. It does not require signs to be used to indicate that parking is permitted where there is no time limit or no user limitation.

Please note that this overview provides general guidance only for the application of parking controls. Consideration may be given to local conditions and/or a combination of measures, including alternative measures, to address on-street parking issues in the City.

Further information

For information on the Council's On-Street Parking Policy, please visit www.npsp.sa.gov.au or phone 8366 4555.

You can also visit the Council's Citizen Service Centre at the Norwood Town Hall, 175 The Parade, Norwood.

Additional copies

The On-Street Parking Policy can be viewed online at www.npsp.sa.gov.au

Copies may also be obtained by:

- visiting Norwood Town Hall
- visiting any of the Council's Libraries
- emailing townhall@npsp.sa.gov.au
- contacting the Council on 8366 4555
- writing to the Council at PO Box 204, Kent Town SA 5074

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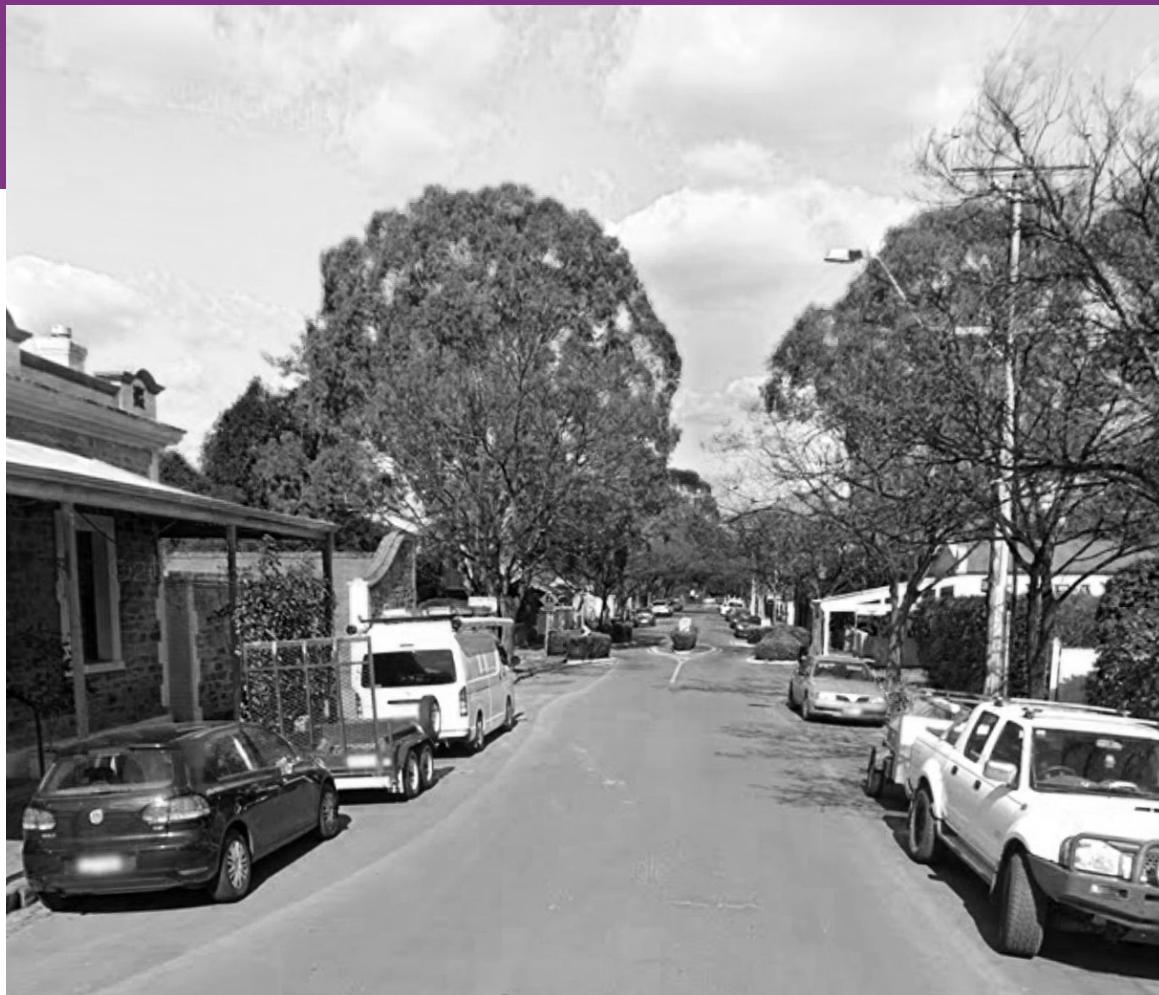
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City of
Norwood
Payneham
& St Peters

On-Street Parking Occupancy Review 2024

Kensington Precinct



City of
Norwood
Payneham
& St Peters

Social Equity | Cultural Vitality | Economic Prosperity | Environmental Sustainability

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EXECUTIVE SUMMARY

The City of Norwood Payneham & St Peters (the Council) experiences parking pressures from a wide range of users including residents, commercial activity, visitors to the City and people who park before commuting by bus to the CBD.

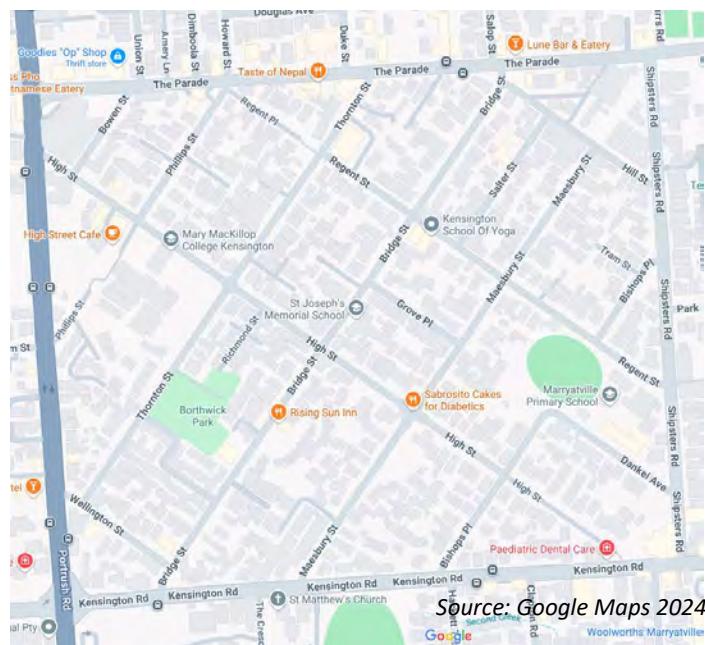
On-street parking is in high demand and is a limited resource that requires ongoing management to provide fair and equitable parking access while optimising the use of on-street parking to best meet the needs of users.

This report aligns with the Council's 'On-Street Parking Policy' (*the Parking Policy*), and summarises the data collection, investigations, citizen concerns raised, parking surveys and analysis that has been undertaken to develop the recommendations also set out in this report for the precinct of Kensington.

The Kensington precinct consists of a mixture of residential, educational, recreational and commercial uses. The commercial uses are predominantly along the arterial roads surrounding the precinct which are Portrush Road, The Parade and Kensington Road. Due to parking controls along these roads that are under the care and control of the State Government, the demand for parking often shifts to the adjacent local street network.

The existing supply of on-street parking on the local street network is largely unrestricted, with the majority of parking controls to facilitate the peaks of school drop off and pick up.

Data from the 2021 census indicates lower than average vehicle ownership in Kensington, and higher than average usage of bus and/or active travel options compared to the wider Council area and the greater Adelaide region.



On-street parking surveys were undertaken on a typical weekday at 7am, 10am, 1pm and 4pm. The surveys recorded the number, and location of vehicles parked on-street and the length of stay.

There were areas where on-street parking occupancy rates were above the optimum rate of between 65% and 85% (i.e. less than 1 in 8 parking spaces available), and as such modifications to parking controls are warranted. Analysis of the survey results and reports made to Council by local citizens, indicated that those staying for extended periods throughout the day are typically people who reside elsewhere and park all day in the precinct. These could comprise employees within the precinct (predominantly schools and including commercial properties along the surrounding arterial roads), or people who park and catch public transport to the CBD or elsewhere. It is understood that some local citizens also park on-street for extended periods i.e. multiple days or even weeks.

The *Parking Policy* identifies that in Kensington, the prioritisation of on-street parking is primarily for citizens residing in the precinct while also supporting local employment and providing for school drop off and pick up. Drivers parking on-street within the precinct then catching public transport or travelling (e.g. walking or scooter) to employment elsewhere is not supported.

There are currently 901 unrestricted parking bays within the precinct, and it is recommended that 219 of these bays be converted to a three (3)-hour time limit in key locations to encourage turnover and discourage all-day parking. This will result in some local employees needing to change their travel mode (catching a bus, car-pooling or riding a bike), however it is also acknowledged that some local employees will continue to park in the precinct and relocate their vehicles at least once during a typical working day. Commercial businesses are encouraged to fully utilise any off-street parking for both employees and visitors.

The transition to 3-hour parking in key locations is expected to benefit both businesses and local citizens by ensuring a more equitable distribution of parking resources throughout the day. It also aims to enhance accessibility and convenience for visitors who require short-term parking solutions. Ultimately, the shift reflects a proactive approach to managing urban on-street parking challenges, promoting turnover, supporting the vitality of local commerce and encouraging sustainable transport options without unduly burdening those who rely on longer-term parking solutions.

For Council, there will be a need to increase regulatory parking patrols and allow for an increase in applications and verification of parking permits so that eligible citizens who rely on on-street (both personally and for visitors) may continue to park on-street for longer than most signed parking controls.

Community consultation will be undertaken before implementing any changes to on-street parking and the recommendations will be refined where an evidence-based need is identified. A summary of the proposed parking control changes are summarised in **Table 1** below (also refer Figure 12 for map depicting proposed parking controls in each street).

Table 1: Existing and proposed on-street parking controls

PARKING CONTROL	EXISTING	PROPOSED
No restriction	901	656
Special purpose:		
Loading Zone	2	2
Pool Staff Only	2	2
Permit	4	3
Bus Zone	1	-
School Days only:		
No Parking 8-9am 3-4pm	47	47
P10 8am-9am 3-4pm	-	4
Bus Zone	-	1
10-minute parking		
P10 8-9am 3-4pm Mon-Fri	4	-
30-minute parking		
1/2P 9am-5pm Mon-Fri	1	1
1-hour parking		
1P 9am-5pm Mon-Fri	-	11
(1P 9am-3pm Mon-Sat)*	(4)	(4)
2-hour parking		
2P 9am-5pm Mon-Fri	15	15
3-hour parking		
3P 9am-5pm Mon-Fri	-	219
TOTAL	961	961

**spaces are within the No parking school days only and therefore already counted in 'School Days' parking totals*

It should be acknowledged the recommendations aim to improve parking management and there is no recommendation that will solve all of the parking issues in the precinct. Local citizens and visitors, need to recognise that there is a competing parking demand, consider their mode of travel and ensure compliance with the Australian Road Rules.

1. INTRODUCTION

In response to the increasing challenges of urban mobility and accessibility, the Council, has undertaken comprehensive *On-Street Parking Surveys* to assess current parking conditions, understand the parking needs and preferences of citizens and visitors, and guide the proposed recommendations for improvement. These comprehensive surveys aim to provide valuable insights into the parking landscape throughout the City, addressing issues such as demand, availability and convenience.

The demand for on-street parking spaces has become a critical issue affecting citizens and businesses. Efficient and well-managed on-street parking plays a pivotal role in enhancing local economic activity, reducing traffic congestion, and improving overall quality of life. Therefore, understanding the dynamics of on-street parking in the City is essential for developing sustainable solutions that meet the needs of all stakeholders.

This report presents the findings and analysis derived from a combination of quantitative data, qualitative observations, and community feedback gathered through reports about on-street parking to Council and field assessments. It explores key aspects such as the distribution of on-street parking across the precinct, percentage occupation, and the impact of current policies and regulations on parking behaviour.

By examining these factors in detail, this report aims to provide actionable recommendations to optimise the utilisation of existing on-street parking, enhance the efficiency of on-street parking management strategies, and propose measures to address existing and emerging challenges. Ultimately, the goal is to contribute to a more sustainable, accessible, and liveable environment for all residents of, and visitors to, Kensington.

However, the recommendations presented in this report will not resolve all of the parking issues and it is important that citizens recognise that parking is a limited resource and consider the suitability and use of off-street parking where available, their mode of travel and compliance with the relevant Australian Road Rules.

By balancing the needs of various users, on-street parking contributes to vibrant, liveable communities.

2. SCOPE

The on-street parking demand along all streets within the Kensington precinct were surveyed on a typical weekday at 7am, 10am, 1pm and 4pm. The survey included the number and location of vehicles parked on-street and the approximate length of stay of each vehicle.

The surveys did not include the main roads that surround Kensington which include Portrush Road, The Parade, Shipsters Road and Kensington Road.

This report cross-references the analysis of the parking surveys with the concerns raised by citizens to provide fair and equitable parking controls that optimise the use of on-street parking to best meet the needs of users.

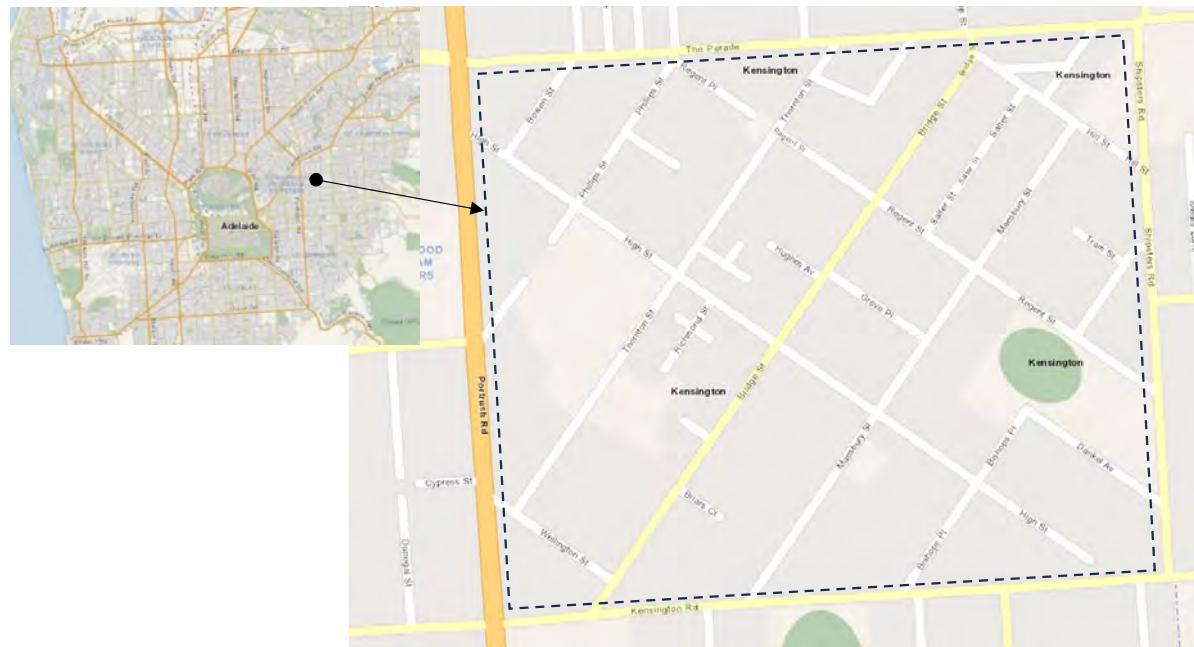


Figure 1: Precinct Roads and Survey Boundary

Source: SAPPA

3. PRECINCT PROFILE

The Kensington precinct is bounded by Portrush Road, The Parade, Shipsters Road and Kensington Road and measures over half a kilometre in size or 0.52km². The majority of land use within the precinct is residential or educational, with some commercial land uses predominantly along the bounding main roads. Parking restrictions along these arterial roads are generally in effect during peak hours but are full time along Portrush Road (in the form of a full-time bicycle lane), and can result in employees and visitors parking in the local street network.

2021 Census data provides an insight into the citizens, car ownership and travel preferences as set out below.

 Number of people	1,808
 Number of private dwellings	1,011
 Average number of motor vehicles per dwelling	1.3

The average number of motor vehicles per dwelling is broken down further into the number of registered vehicles per occupied dwelling. Ownership of unregistered vehicles however is not recorded. It should be noted that unregistered vehicles cannot legally be 'stored' on-street. The number of citizens in Kensington who *do not* own a registered vehicle is higher than the average across the Council area and the Greater Adelaide region, as depicted in the graph below.

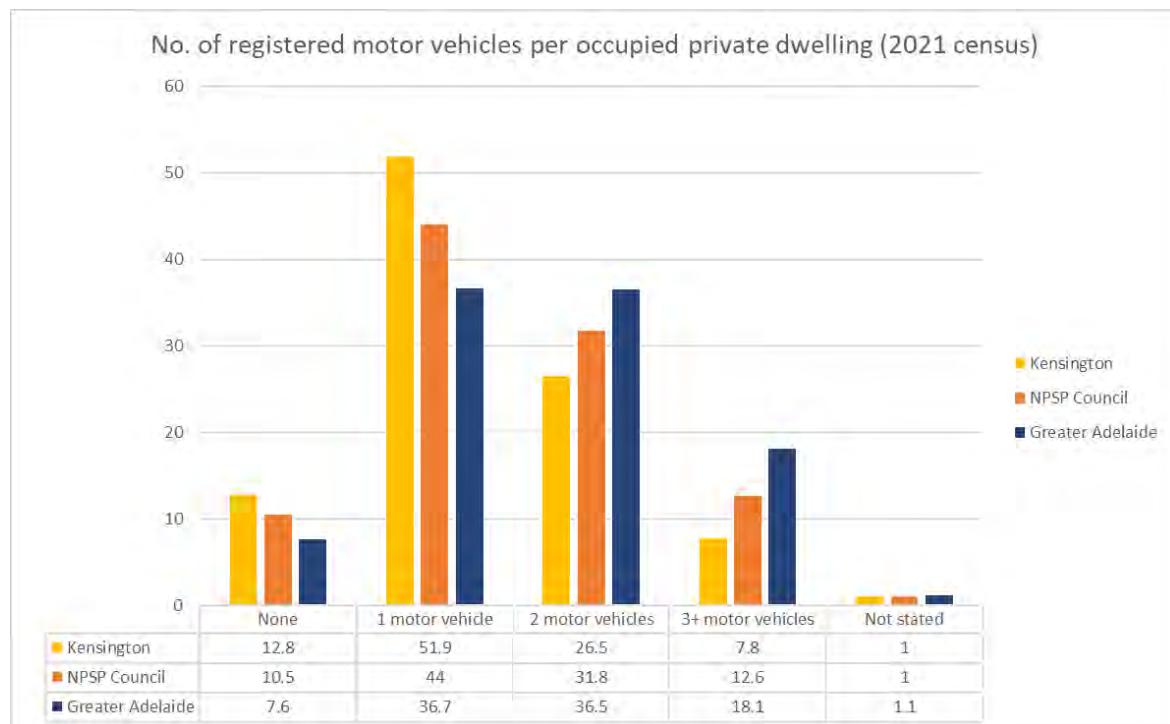


Figure 2: No. of registered motor vehicles per occupied private dwelling (2021 census)

The majority of private dwellings within the precinct have off-street parking however there are some with no off-street parking and/or own multiple vehicles resulting in increased demand for on-street parking in front of, or within close proximity to, the dwelling.

There are also multiple higher density residential properties e.g. blocks of units, where typically one (1) off-street parking space is provided resulting in a reliance on on-street parking if the occupiers own more than one vehicle.

The 2021 Census included questions on how people travelled to work on the day of the census. It should be noted that there were active restrictions on densities, lock downs and home schooling active due to COVID on the day of the census.

Method of travel to work on the day of the Census, top responses

 Car, as driver	481
 Bus	65
 Walked only	42
 Car, as passenger	33
 Bicycle	27
 (Worked at home)	137) ¹

While many worked at home or did not go to work on the day of the census, the proportion that used public transport (bus) or active transport (walked or bicycle) was higher than average for the council area and greater Adelaide, as depicted in the graph below.

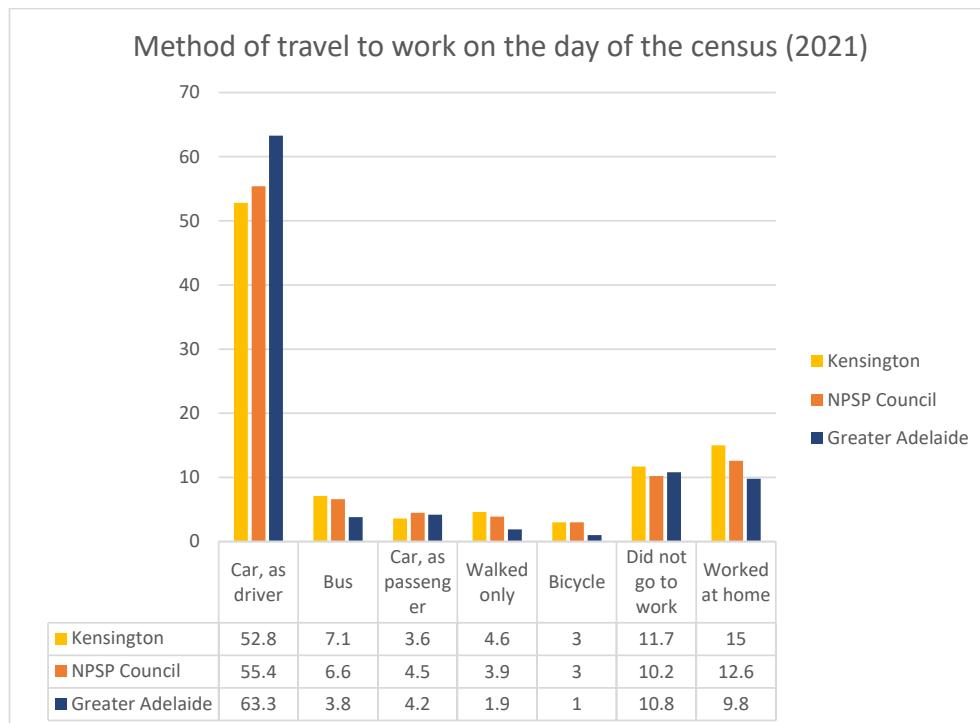


Figure 3: Method of travel to work on the day of the census (2021)

¹ The 2021 Census was conducted during COVID when workplaces and work areas had occupancy restrictions resulting in more people working from home than might typically be expected.

3.1 LAND USE

Land uses that can generate traffic and subsequently parking demand beyond typical work commutes include retail, commercial, recreational and educational uses which are all present within the Kensington precinct. These include:

Schools / Education

- Marryatville Primary School
- Mary MacKillop College
- Saint Joseph's Memorial School
- Mckellar Stewart Kindergarten
- Pembroke College

Recreation

- Borthwick Park
- Norwood Swimming Centre

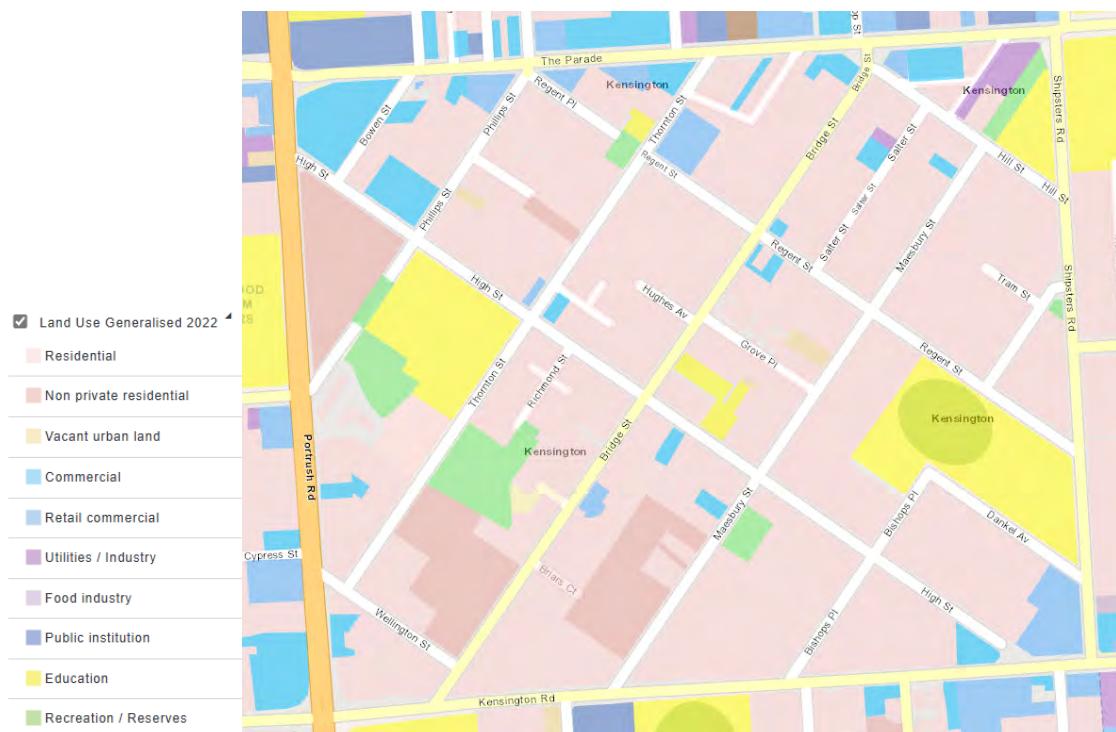
Commercial / Retail / Industry

- Telstra exchange
- Real Estate services
- Accounting services
- Medical & health services
- Cafe & restaurant businesses
- Hotels
- Convenience stores
- Fuel supply
- Offices

Each of these land uses contributes uniquely to traffic patterns, and on-street parking within the Kensington precinct. Many of these land uses front onto the surrounding arterial roads with the associated parking demand spilling onto the local road network, especially when parking restrictions in the form of clear ways and/or bicycle lanes restrict on-street parking.

Educational institutions (schools) generate a substantial on-street parking demand from teachers parking all day, and during drop-off and pick-up times, with parents and students commuting to and from the site by car.

The most recent available information for land use is available from South Australian Government's PlanSA Portal with the relevant layer *Land Use Generalised 2022* in **Figure 4**.



3.2 ALTERNATIVE TRANSPORT OPTIONS

Most streets within the Kensington precinct have footpaths on one or both sides and public transport is available along Kensington Road, Portrush Road and the Parade. Laneways do not have footpaths which result in motorists, pedestrians and cyclists needing to share the street space.



Figure 5: Bus network adjacent to the Kensington precinct

Source: AdelaideMetro

The State Government *Bikedirect* Network travels through Kensington along Philips Street, High Street, Maesbury Street and Regent Street, refer to Figure 6 below. The surrounding arterial roads are also included in the *Bikedirect* Network with full time bicycle lanes along Portrush Road and part of The Parade.

The census data identifies that the proportion of citizens residing in Kensington that utilise public or active transport options is higher than average compared to other precincts in the City and the greater Adelaide region.

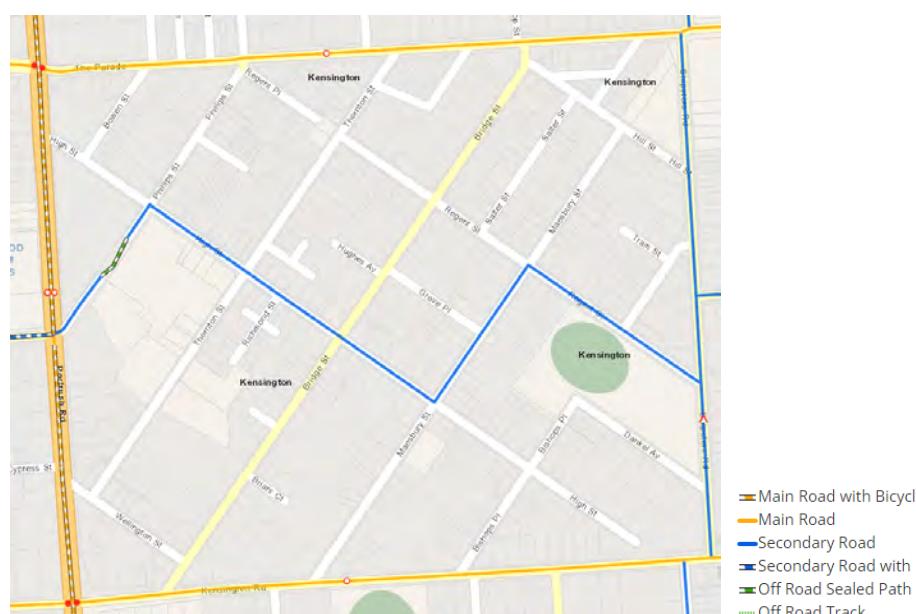


Figure 6: Bikedirect Network.

Source: Cycle Instead.

3.3 HIERARCHY OF PARKING CONTROLS

One of the key challenges in meeting the on-street parking expectations in a precinct is suitably balancing the mixture of parking controls to optimise parking demand. This is particularly challenging in a precinct with a mixture of residential and commercial uses.

The guide to applying various parking controls to prioritise a particular land use is contained in the On-Street Parking Policy ('parking policy'), refer to the extract for the Kensington precinct in **Table 2**.

The prioritisation of parking users in Kensington is *Mixed Use Residential* on local streets and *Arterial Roads* along The Parade, Portrush Road and Kensington Road.

Table 2: Guide to Parking Controls

Source: Extract from Draft On-Street Parking Policy, June 2024

Prioritisation of Parking Users	Mixed Use Residential	Arterial Roads and Fringes
Residential includes parking for residents and visitors	High	Medium
Disability permits	Medium	Low
Short Term Shopping < 2 hours	Low	Medium
Loading Zones	Medium	Medium
Long term commuter / public transport working outside of the immediate area or the Council area	Low	Low
Long Term Employee working within the precinct and generally staying within Council	Medium	High
School Parking parking for employees and short term drop-off and pick-up activities	Medium	Low
Ride Share including shared hire vehicle schemes	Medium	Low
Taxi includes other short term Commercial drop-off and pick-up areas	Low	Low

3.4 EXISTING PARKING SUPPLY

The existing parking supply and controls in Kensington are summarised in **Table 3**, below and their locations relating to landuse are depicted in Figure 7, overleaf.

There are 961 parking spaces in total, and 901 of these spaces do not have any parking control or timed restriction.

Table 3: Existing On-Street Parking Controls and number of spaces

Road Name	Kiss & drop 8-9am & 3-4pm Mon-Fri	Loadin g Zone	10min 8-9am & 3-4pm Mon-Fri	1/2P 9am- 5pm Mon- Fri	1P 9am- 3pm Mon- Fri	2P 9am- 5pm Mon- Fri	Pool staff only	Permit	No restriction	Total Parking spaces to Aust. Standar ds
Bishop Place (NE)									21	21
Bishop Place (SW)									44	44
Bowen Street									26	26
Bridge Street	5			1					122	128
Dankel Avenue	14								37	51
High Street	14	2			4*				136	152
Hill Street									35	35
Hughes Avenue									6	6
Maesbury Street									109	109
Marchant Street							4		3	7
Phillips Street (NE)									40	40
Phillips Street (SW)						15	2			17
Regent Place									23	23
Regent Street	14								90	104
Richmond Street									5	5
Salter Street									32	32
Thornton Street			4						123	127
Tram Street									11	11
Wellington Street									23	23
TOTALS	47	2	4	1	-*	15	2	4	901	961

* Kiss & drop during school peaks so number of spaces already included in totals



Figure 7: Generalised Land Use as of 2022 overlaid with existing parking supply

3.5 WHAT WE HEARD

The parking issues, requests and concerns that were raised by citizens (phone calls, letters or emails) for the 5-year period from June 2019 to June 2024 were reviewed, and the key concerns are summarised below.

- Requests for timed and/or permit only parking (small street sections to large areas);
- drivers parking on yellow no stopping lines which partially or fully blocked driveways;
- staff from local businesses / educational facilities and bus commuters parking all day and prohibiting turnover of spaces;
- poor parking behaviour that restricted waste collection vehicles; and
- citizens being verbally abused for confronting drivers who had parked poorly or overstayed parking controls.

It is acknowledged that the 5-year period includes times when the state of South Australia was under COVID restrictions including lockdowns which may have impacted on-street parking demand.

4. OCCUPANCY SURVEY RESULTS

The results of the on-street parking occupancy survey have been shown spatially in Figure 8 to Figure 11 and in **Table 4**.

using heat mapping. The colours used are based on a 'traffic light' system as set out below.

1. **Green** indicates that parking occupancy is low and the recommendation is that either no changes are required, or any existing parking controls could be reduced or removed;
2. **Orange** indicates that the area is approaching or at optimum parking occupancy (65% to 85%); and
3. **Red** indicates that the parking occupancy is high and intervention is likely to be required.

It should be noted that the minimum length of stay recorded is three (3) hours or less. Drivers who may have visited the precinct between the survey times i.e. less than 3 hours, were not recorded

4.1 KEY OBSERVATIONS

The following key observations were noted when the survey data was being collected.

1. On-street parking, particularly within 50-100m of arterial roads exhibited high demand typically at the 10am and 1pm survey times;
2. Parking turnover varied with some areas exhibiting high occupancy and high turnover, but in other areas there was high occupancy (all-day) with low turnover;
3. Driver behaviour varied with some illegal parking noted e.g. parking over no stopping yellow line, and other locations where drivers parked thoughtfully to maximise the number of vehicles that could fit between parking controls; and
4. Bins had been left out on the road on some streets reducing the availability of on-street parking.

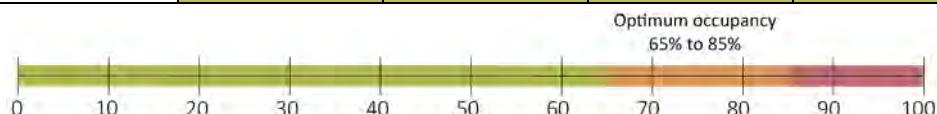
4.3 PERCENTAGE OCCUPANCY

Table 4 overleaf shows the parking occupancy percentages at each survey time period which indicates where parking controls may be in suitable.

These occupancies are broken down further into *Parking Sub-Areas* in Figure 8 to Figure 11 on the following pages to determine if parking demand along a particular length and/or side of a street should be investigated further. This assists in identifying if parking demand is, for example, higher at one end of the street even though the percentage occupancy for the whole street is within acceptable levels. This ensures parking controls are only applied to the locations where they are required.

Table 4: Percentage occupancy by street and survey time

Road Name	7am	10am	1pm	4pm
Bishop Place (NE)	43%	33%	33%	33%
Bishop Place (SW)	30%	39%	32%	36%
Bowen Street	50%	92%	88%	69%
Bridge Street	41%	53%	57%	48%
Dankel Avenue	8%	25%	25%	18%
High Street	48%	72%	71%	59%
Hill Street	57%	77%	74%	29%
Hughes Avenue	0%	33%	50%	17%
Maesbury Street	53%	55%	50%	40%
Marchant Street	43%	57%	43%	43%
Phillips Street (NE)	58%	88%	85%	70%
Phillips Street (SW)	59%	59%	41%	88%
Regent Place	17%	70%	83%	70%
Regent Street	19%	41%	37%	45%
Richmond Street	80%	80%	100%	100%
Salter Street	31%	31%	22%	25%
Thornton Street	33%	67%	69%	57%
Tram Street	18%	18%	18%	18%
Wellington Street	22%	39%	39%	48%
TOTALS	38%	57%	56%	48%

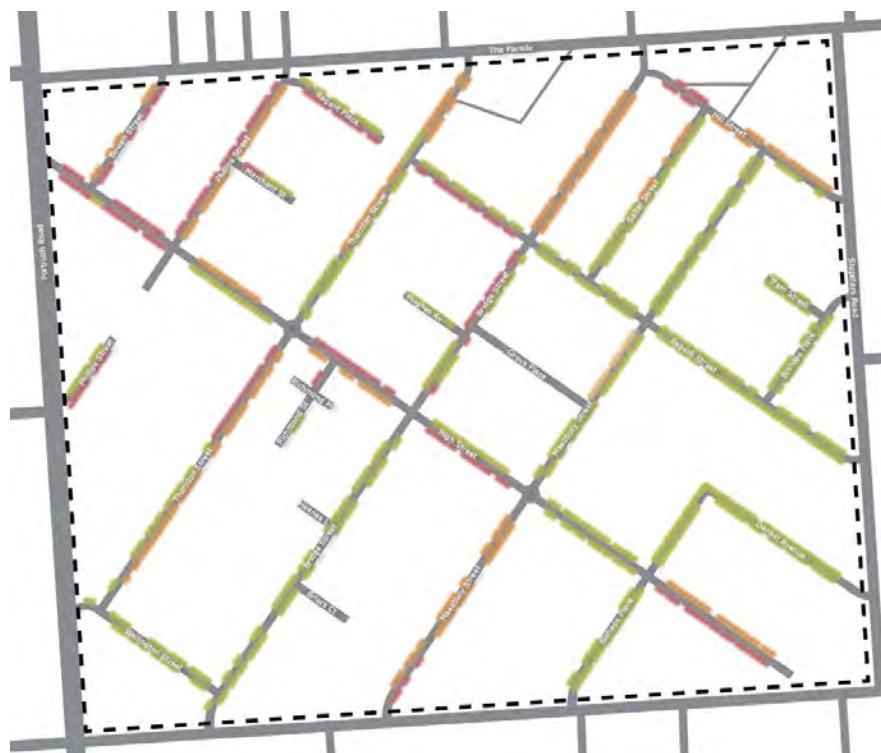




7am occupancy summary

- Small area of Bridge Street above optimum occupancy
- Areas within or above optimum occupancy have spare capacity on the opposite side of the street
- Precinct occupancy at 38%

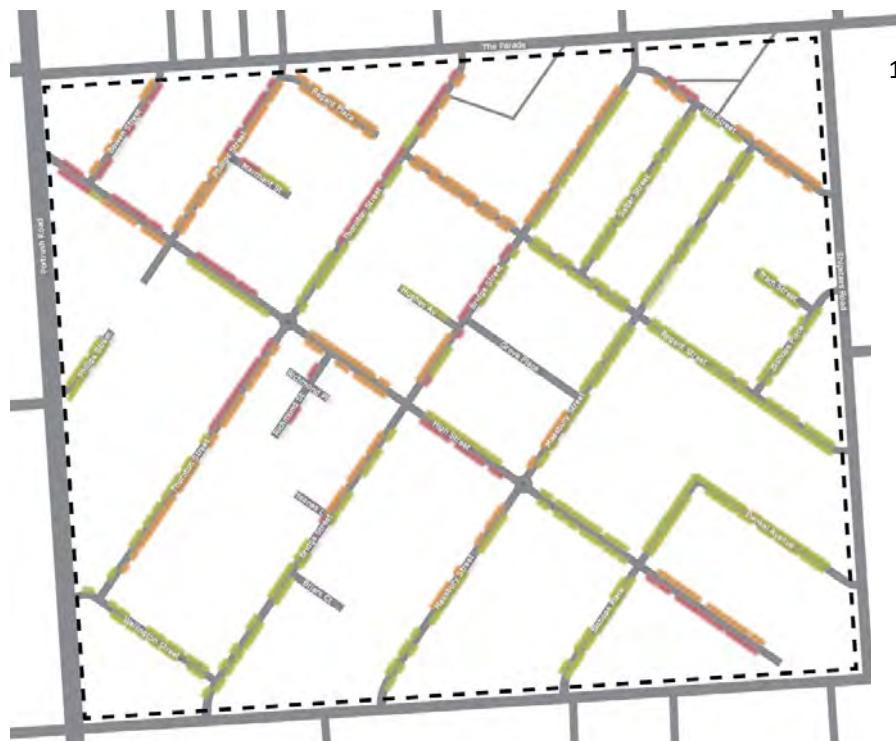
Figure 8: 7am occupancy



10am occupancy summary

- Precinct occupancy increases from 38% to 57%
- Increases in occupancy above optimum in several areas, particularly along High Street and near arterial roads
- Some areas have spare capacity adjacent or opposite the high occupancy areas but most are at or above optimum occupancy both sides of the street

Figure 9: 10am occupancy



1pm occupancy summary

- Slight decrease in precinct occupancy from 57% to 56% (or approx. 10 less vehicles)
- Most areas similar to 10am occupancy
- Slight shift in highest occupancies i.e. opposite side of Regent Place higher than in 10am survey and shift in the streets in the vicinity of the Kensington Hotel

Figure 10: 1pm occupancy



4pm occupancy summary

- Precinct occupancy decreases to 48%
- Most areas at or below optimum occupancy with the exception of the northwestern end of High Street, Richmond Street and vehicles parked all day in a section of Bridge Street

Figure 11: 4pm occupancy

5. PRECINCT RECOMMENDATIONS

The proposed recommendations for changes to parking controls are illustrated on Figure 12. These have been determined by assessing the parking occupancy surveys, the concerns raised by citizens and align with the Council's Parking Policy.

The key recommendations are as follow:

- Parking controls relating to schools:
 - Modify parking controls so that they operate only on school days (i.e. 10- minute parking on Thornton Street); and
 - No change to existing "kiss n drop" zones except as agreed with school communities.
- Install 3-hour time limit (Monday to Friday), where parking occupancy is typically above the optimum rate of 85%, and extend to streets within close proximity to reduce the problem from simply shifting along the street.
- No changes to streets where parking occupancy is within or above the optimum occupancy on one side of the street but 65% or below on the opposite side of the street (unless otherwise noted for specific reasons as detailed in Section 6).
- Continue to monitor the streets where occupancy was recorded within or above the optimum occupancy (65% to 85%), on both sides of the street but vehicle turnover indicated drivers typically stayed for six (6) hours or less.
- A small number of localised changes to parking controls are also recommended. Refer to the individual streets in Attachment A for further details.

Local citizens who rely on on-street parking may be eligible for a parking permit. A permit will allow users to park longer than the specified time limit on their local street.

Retaining some areas of un-restricted on-street parking is aimed at supporting local business. Historically, off-street parking requirements may not have been sufficient to support the land use. As land use changes and for new developments, compliance with the *SA Planning and Design Code* is required noting that some reliance on on-street parking may still be permitted.

The recommendation to change unrestricted parking to 3-hour parking stems from a persistent issue of misuse and overstaying by commuters and long-term parkers. Originally intended to provide convenient parking for short-term visits or daily activities, unrestricted on-street parking has increasingly been occupied for extended durations, sometimes days or even weeks at a time. This misuse has frustrated local businesses and citizens who rely on these spaces for their daily needs, exacerbating congestion and limiting turnover of available spots. By shifting to 3-hour parking, Council aims to discourage prolonged stays while still accommodating short-term visitors and local employment effectively.



Figure 12: Recommended changes to parking controls

ATTACHMENT A: RECOMMENDATIONS BY STREET

A1: BISHOPS PLACE (NORTHEAST)

Length	130m
Width	9.1m
Narrow Street	No
AADT	No data
Existing parking	21 spaces (8 west side, 13 east side) No restrictions

What we heard

- Request for no stopping line

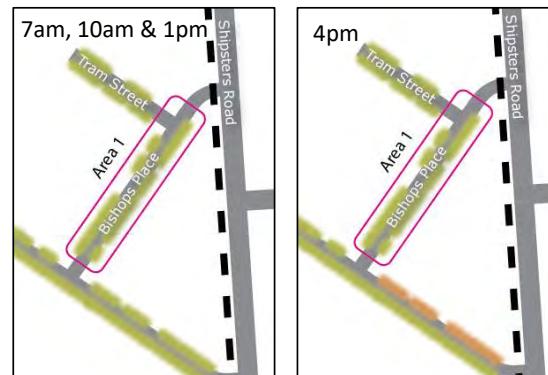
Occupancy Results

Occupancy by Parking Area

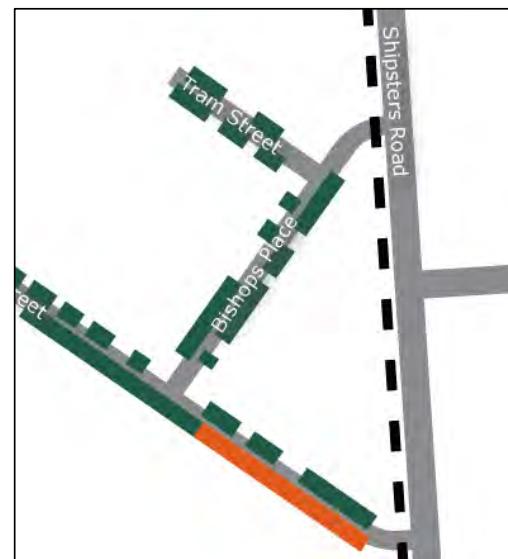
Note: due to the short length of Bishops Place (NE), there is 1 Area only.

	7am	10am	1pm	4pm
Area 1	43%	33%	33%	33%

Occupancy by Parking Sub-Area



Existing parking

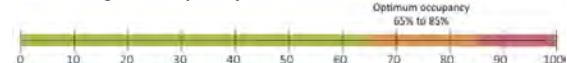


Proposed parking controls

Nil changes

Reference information

Percentage Occupancy



Parking Controls

LEGEND

- No Restrictions
- School Parking
- 8-9am 3-4pm School Days
- Survey Boundary

NOTES

- Permitted parking locations are approximate only.
- All other road sections are either full time No Stopping (painted or signed), driveways or intersections where other rules on stopping and parking apply.

A2: BISHOPS PLACE (SOUTHWEST)

Length	260m
Width	9.7m
Narrow Street	No
AADT (2022 data)	691 (Kensington Rd to High St)
	(2023 data) 416 (High St to Dankel Ave)
Existing parking	44 spaces (21 west side, 23 east side) No restrictions

What we heard

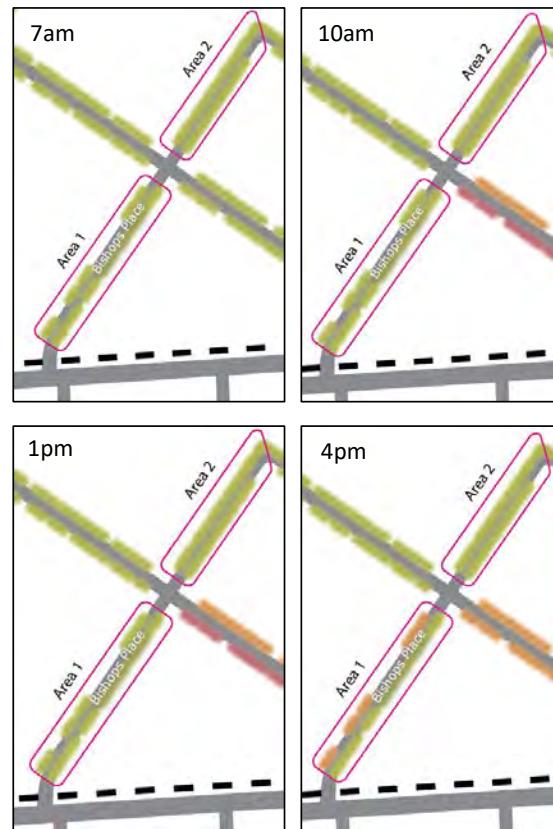
- Illegally reserving on-street parking

Occupancy Results

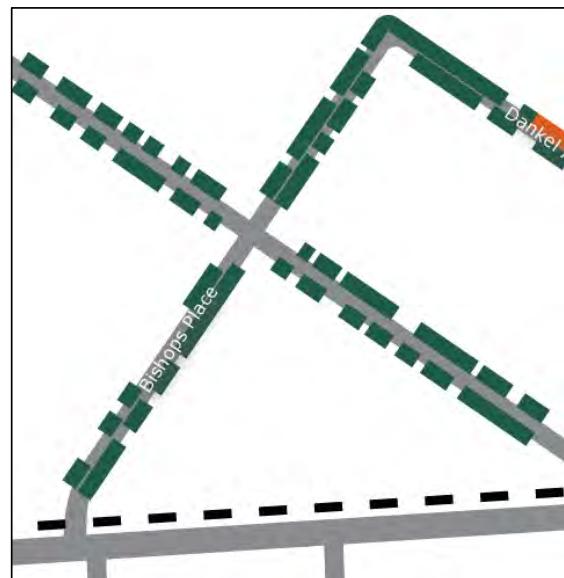
Occupancy by Parking Area.

	7am	10am	1pm	4pm
Area 1	22%	35%	9%	30%
Area 2	38%	43%	57%	43%
TOTAL	30%	39%	32%	36%

Occupancy by Parking Sub-Area



Existing Parking

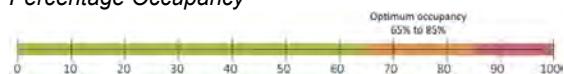


Proposed parking controls

Nil changes

Reference information

Percentage Occupancy



Parking Controls

LEGEND

- No Restrictions (green)
- School Parking (orange)
- 8-9am 3-4pm School Days (orange)
- Survey Boundary (dashed line)

NOTES

- Permitted parking locations are approximate only.
- All other road sections are either full time No Stopping (painted or signed), driveways or intersections where other rules on stopping and parking apply.

A3: BOWEN STREET

Length	125m
Width	7.2m
Narrow Street	No
AADT	No data
Existing parking	26 spaces (12 west side, 14 east side) No restrictions

What we heard

- Vehicles parked on yellow no stopping line
- Parked vehicle blocking driveway/access
- Poor parking behaviour
- Parked vehicle facing the wrong way

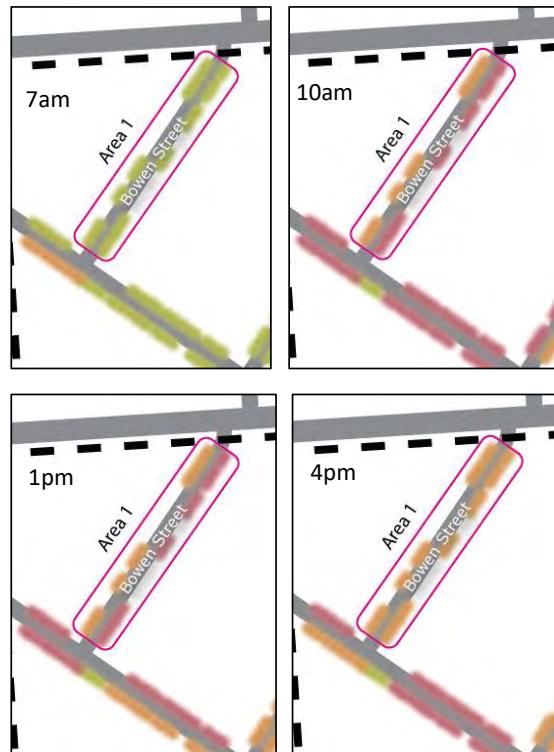
Occupancy Results

Occupancy by Parking Area

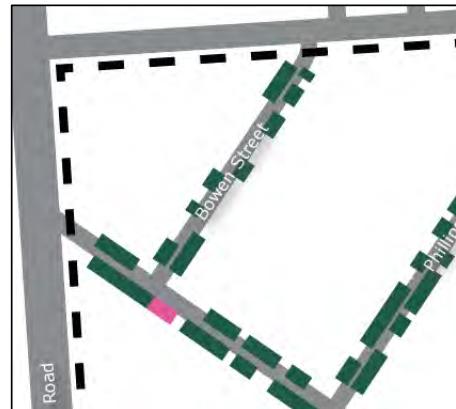
Note: due to the short length of Bowen Street, there is 1 Area only.

	7am	10am	1pm	4pm
Area 1	50%	92%	88%	69%

Occupancy by Parking Sub-Area

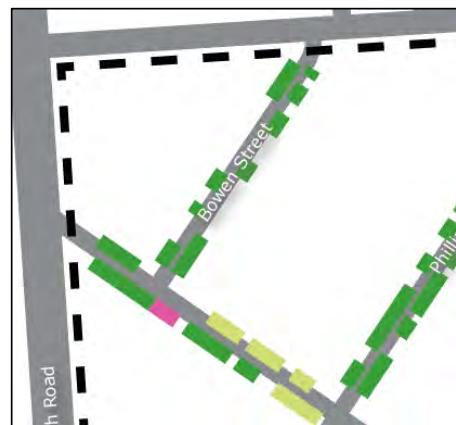


Existing Parking



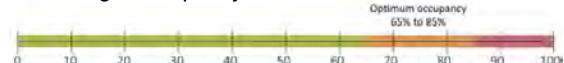
Proposed parking controls

It is proposed that the parking with no restriction be changed to 3-hour parking to encourage turnover and provide for shorter term visitors. Changes to surrounding streets are also proposed so that the all-day parking is not relocated to nearby streets.



Reference information

Percentage Occupancy



Parking Controls

LEGEND

- No Restrictions
- Loading Zone 10 mins
- 1P 9am-5pm Mon-Fri
- 3P 9am-5pm Mon-Fri
- Survey Boundary

NOTES

1. Permitted parking locations are approximate only.
2. All other road sections are either full time No Stopping (painted or signed), driveways or intersections where other rules on stopping and parking apply.

A4: BRIDGE STREET

Length	195m
Width	9.2-9.5m
Narrow Street	No
AADT	No data
Existing parking	128 spaces (65 west side, 63 east side) 5 x Kiss n drop parking 1 x 30 min 9am-5pm Mon-Fri 122 x no restrictions

What we heard

- Abandoned vehicles
- Vehicle parked longer than permitted time
- Vehicles parking or stopping on yellow line particularly outside the school
- Parked vehicle blocking driveway/access
- Request for timed parking controls
- Poor parking behaviour
- Road safety concerns

Occupancy Results

Occupancy by Parking Area

	7am	10am	1pm	4pm
Area 1	45%	32%	39%	26%
Area 2a 1/2P	0%	0%	100%	100%
Area 2b <i>No restriction</i>	41%	55%	59%	55%
Area 3a <i>No restriction</i>	100%	58%	75%	67%
Area 3b <i>NP School days</i>	0%	20%	0%	20%
Area 4	47%	60%	67%	40%
Area 5	26%	69%	67%	60%
TOTAL	41%	53%	57%	48%

Some areas where demand was within optimum occupancy or above were resurveyed (results not included in this summary). Overall, there was a marginal increase in occupancy along the length of the street indicating that drivers may park in a different location as parking occupancy increases.

Generally however, if one side of the street was within or above optimum occupancy, the opposite side had spare capacity i.e. below 65% occupied. For example, Sub-Areas in Area 4 at both 10am and 1pm showed occupation above optimum on the northwest side but overall Area 4, which is all unrestricted parking, is within acceptable occupancy.

Occupancy by Parking Sub-Area

See next page.

Existing Parking

See Page 21.

Proposed parking controls

See Page 21.

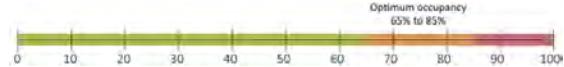
Nil at this time but may need to be reassessed if the proposed 3-hour parking controls nearby lead to occupancies greater than 85% for extended periods.

The higher occupancy in Area 3a has been noted however the adjacent land use consists of higher density housing. Little would be gained by introducing parking controls as those eligible for a parking permit (to overstay a parking control) would largely come from the adjacent dwellings. The 'Kiss n drop' parking control in opposite Area 3b can be utilised by visitors or locals outside of the 2 x 1-hour periods of no parking applicable on school days only which has spare capacity.

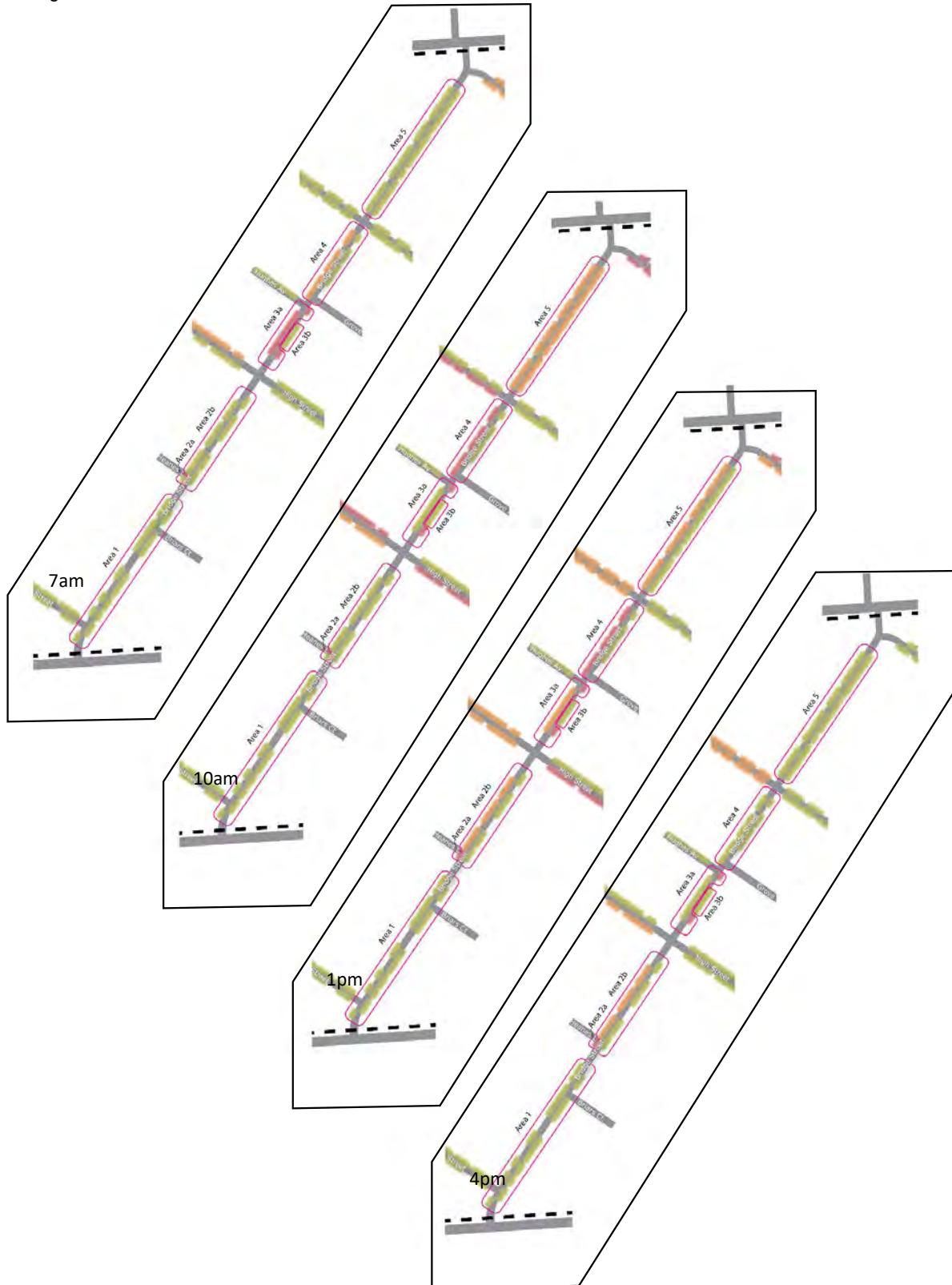
Other concerns noted in 'What we heard' were generally isolated incidents or centred around the school. Parking issues around schools are assessed separately and in conjunction with the school community.

Reference information

Percentage Occupancy



Bridge Street continued...





A5: DANKEL AVENUE

Length	195m
Width	7.8m
Narrow Street	No
AADT	No data
Existing parking	51 spaces (28 north side, 23 south side) 14 x kiss and drop parking 37 x no restrictions

What we heard

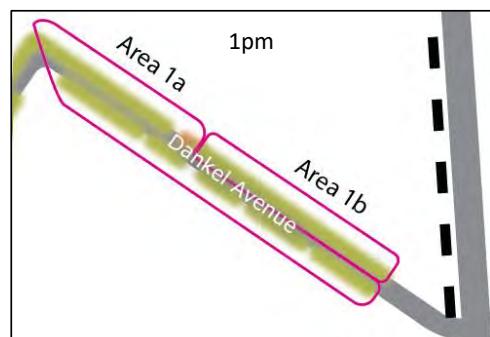
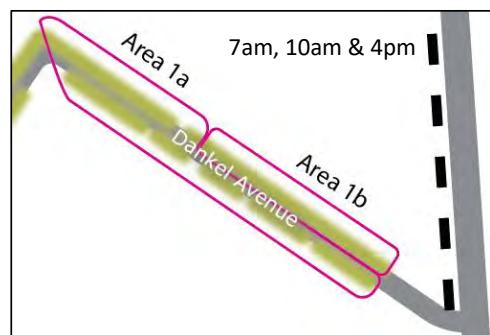
- Vehicles parked on yellow no stopping line
- Reported as a congestion and road safety concern during school peaks, the two (2) on-street parking spaces nearest Shipsters Road cause queuing and forces drivers onto the incorrect side of the road.

Occupancy Results

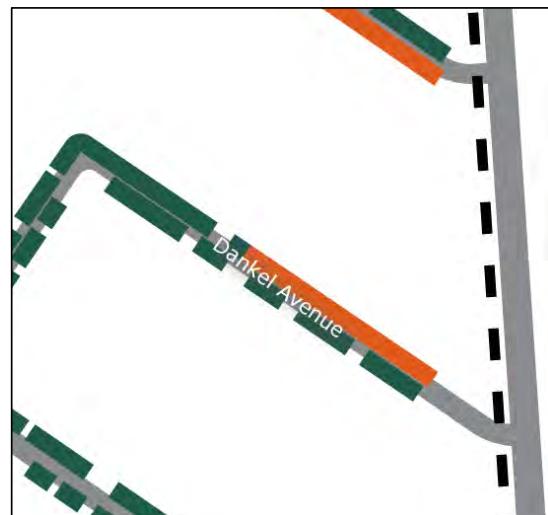
Occupancy by Parking Area

	7am	10am	1pm	4pm
Area 1a No restriction	0%	14%	21%	11%
Area 1b NP School Days	8%	29%	31%	20%
TOTAL	8%	25%	25%	18%

Occupancy by Parking Sub-Area



Existing Parking



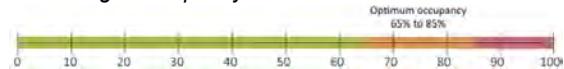
Proposed parking controls

To address the congestion reported during school peaks, the two (2) parking spaces nearest Shipsters Road intersection have already been removed.

No other changes are proposed at this time.

Reference information

Percentage Occupancy



Parking Controls

LEGEND

- No Restrictions
- School Days only
- No Parking 8-9am 3-4pm
- Survey Boundary

NOTES

1. Permitted parking locations are approximate only.
2. All other road sections are either full time No Stopping (painted or signed), driveways or intersections where other rules on stopping and parking apply.

A6: HIGH STREET

Length	915m
Width	9.4-10.1m
Narrow Street	No
AADT (2020 data)	1924 (Phillips St to Bishops Pl)
(2020 data)	614 (Bishops Pl to end)
Existing parking	152 spaces (73 north side, 79 south side) 136 x no restrictions 14 x kiss n drop parking 2 x Loading Zone

What we heard

- Abandoned vehicles (parked greater than 2 weeks)
- Vehicle parked longer than permitted time on signs
- Vehicles parking or stopping on yellow line particularly outside the school
- Parked vehicle blocking driveway/access
- Request for timed parking controls
- Poor parking behaviour (including verbal abuse from drivers)
- Road safety concerns

Occupancy Results

	7am	10am	1pm	4pm
Area 1a No restriction	50%	92%	92%	85%
Area 1b Loading zone	0%	50%	0%	50%
Area 2a No restriction	50%	70%	90%	60%
Area 2b Bus Zone	100%	0%	0%	0%
Area 2c NP School Days + 1P 9am-3pm Mon- Sat	25%	25%	25%	0%
Area 2d NP School Days	22%	44%	33%	33%
Area 3	71%	92%	83%	63%
Area 4	58%	77%	73%	38%
Area 5	43%	33%	43%	43%
Area 6	34%	83%	79%	79%
TOTAL	48%	72%	71%	59%

Occupancy by Parking Sub-Area

See next page.

Existing Parking

See page 25.

Proposed parking controls

See page 25.

No changes to the number of on-street parking spaces is proposed. The following shows the comparison between the existing on-street parking and proposed controls.

Parking Control	Existing	Proposed
No restrictions	132	72
Kiss n drop	14	14
3 hours	0	49
1 hour	0	11
Loading Zone	2	2

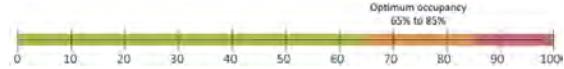
The detail in the results indicated that 69 drivers were recorded as being in the same location for 2 or more consecutive surveys. With 79 spaces with no restrictions proposed to be retained, drivers needing to stay for longer than 3 hours will still be able to do so but will likely need to walk further to the destination.

Alternatively, drivers can relocate their vehicle as required or consider alternative travel modes.

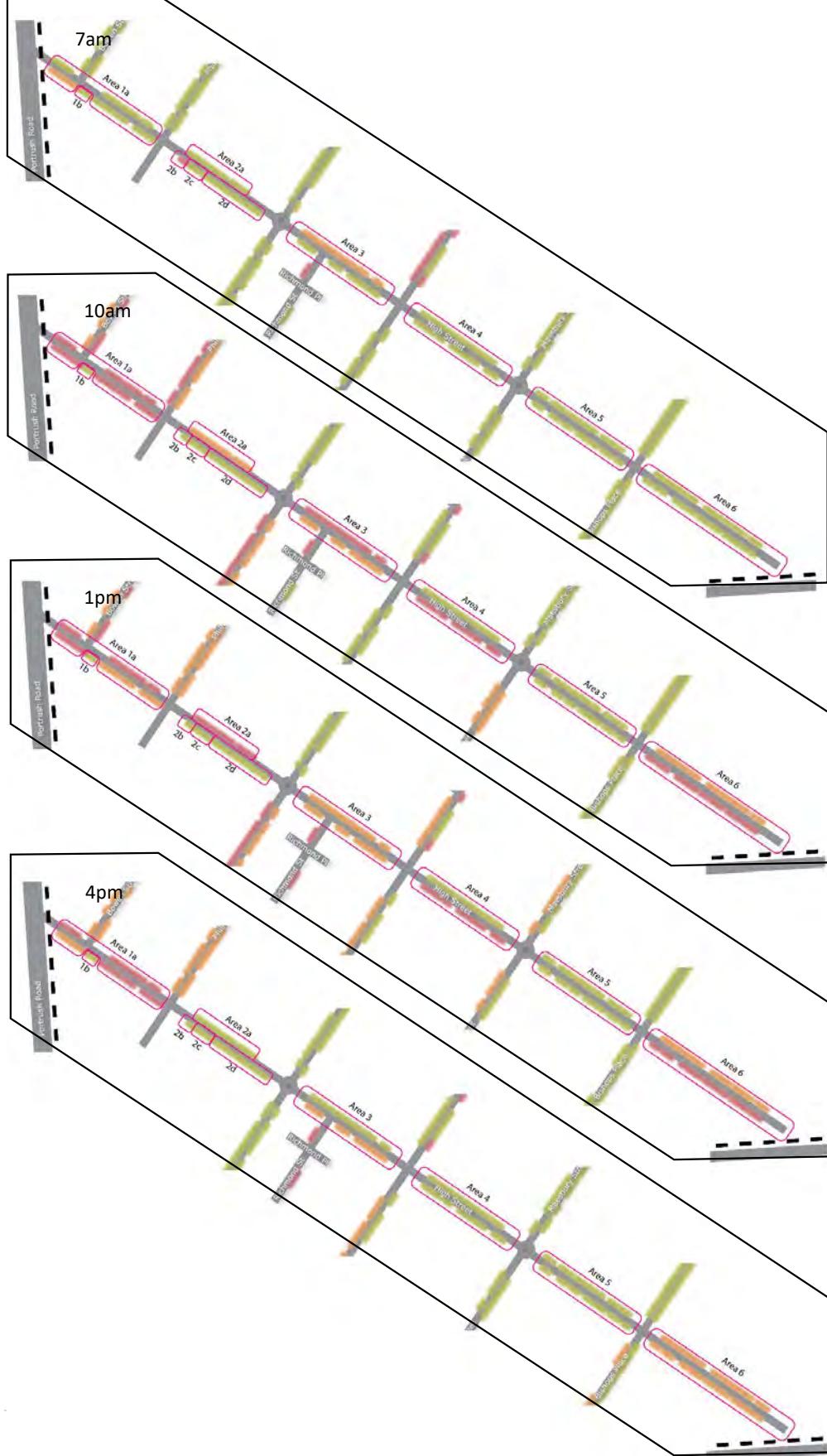
Adjustments to on-street parking around schools to assist with the safe and efficient flow of traffic during school peaks will be managed separately.

Reference information

Percentage Occupancy

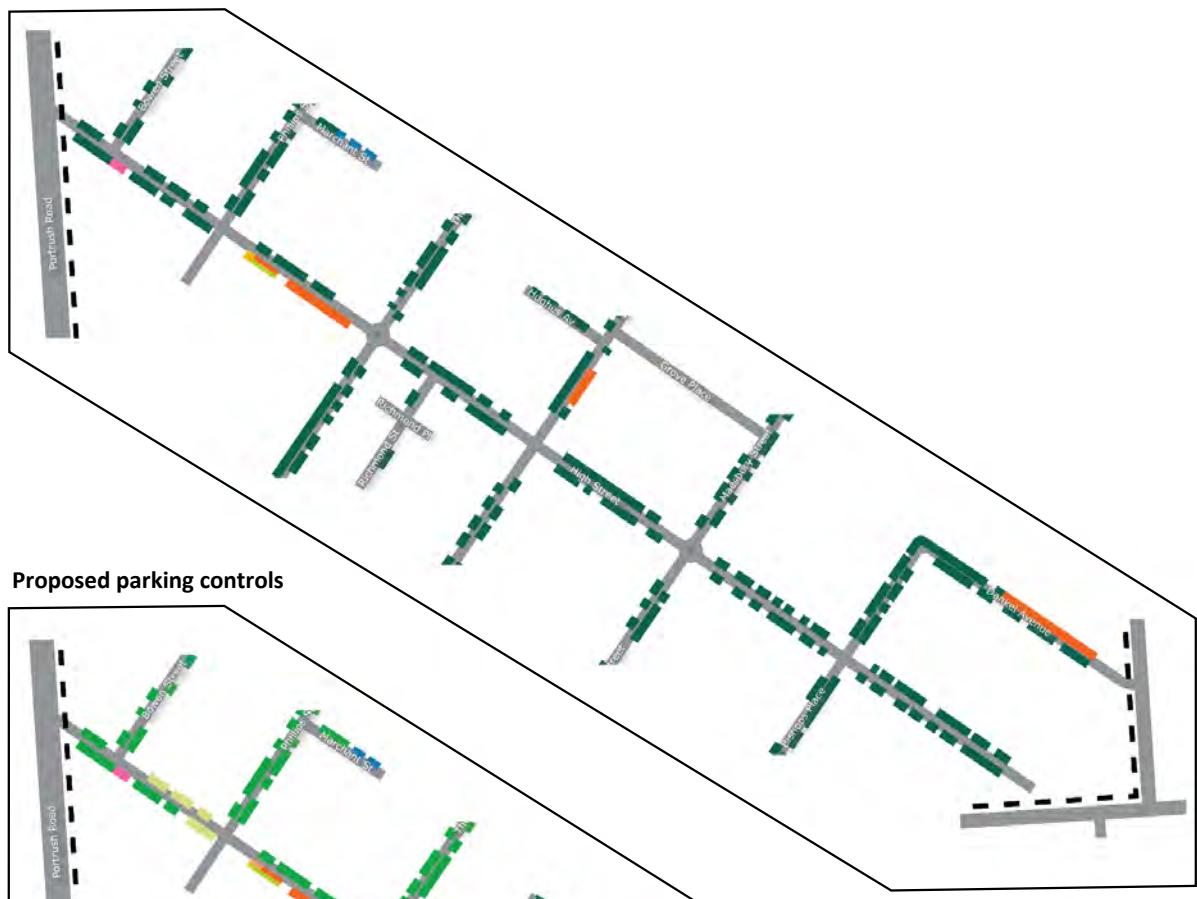


High Street continued...



High Street continued...

Existing Parking



Proposed parking controls



LEGEND

- No Restrictions
- Special Purpose
- Permit Zone
- Loading Zone
- School Days only
- No Parking 8-9am 3-4pm
- Bus Zone
- 1P 9am-3pm Mon-Sat
- 1P 9am-5pm Mon-Fri
- 3P 9am-5pm Mon-Fri
- Survey Boundary

NOTES

1. Permitted parking locations are approximate only.
2. All other road sections are either full time No Stopping (painted or signed), driveways or intersections where other rules on stopping and parking apply.

A7: HILL STREET

Length	240m
Width	9.9m
Narrow Street	No
AADT	No data
Existing parking	35 spaces (19 north side, 16 south side) No restrictions

What we heard

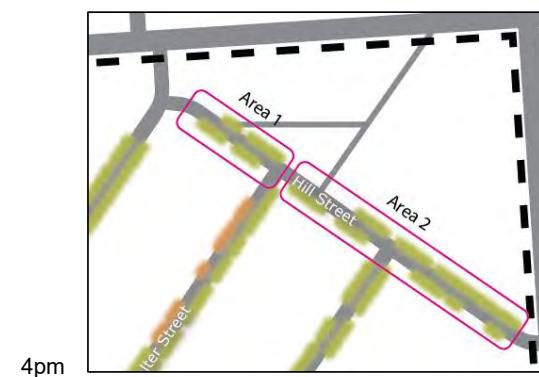
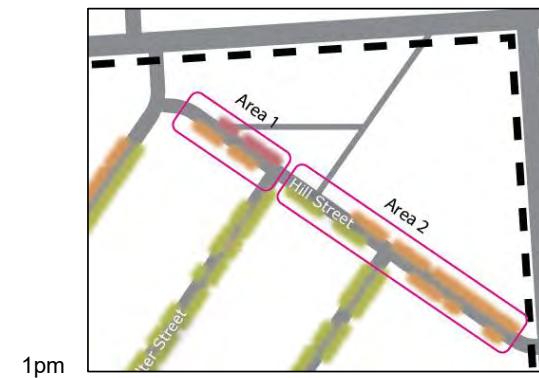
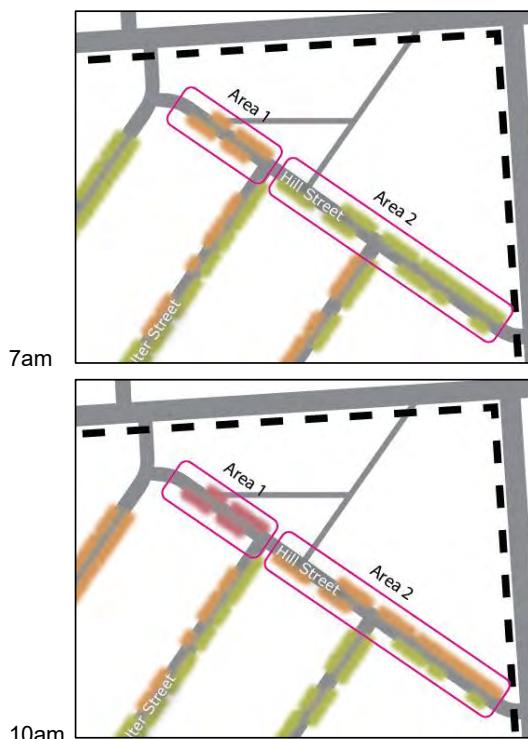
- Request for Permit Zone (residents only)
- Request for timed parking controls
- Illegally reserving on-street parking
- All-day parking by non-resident

Occupancy Results

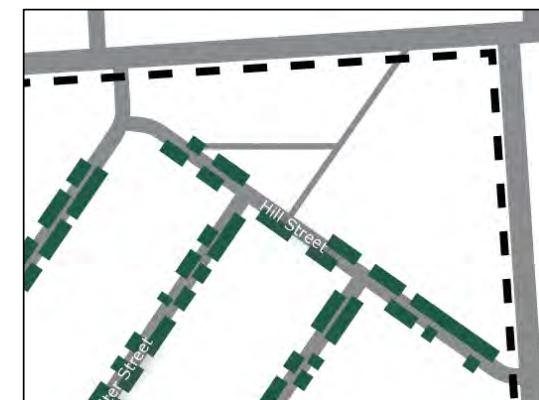
Occupancy by Parking Area

	7am	10am	1pm	4pm
Area 1	78%	100%	89%	22%
Area 2	50%	69%	69%	31%
TOTAL	57%	77%	74%	29%

Occupancy by Parking Sub-Area



Existing Parking



Proposed parking changes

No changes are considered necessary at this time. It is acknowledged that isolated locations are above optimum occupancy however, the street is relatively short and there is spare capacity in adjacent side roads i.e. within walking distance.

A future on-street parking survey along Shipsters Road and a resurvey of the precinct once the other proposed parking changes are in place may provide the information necessary to confirm if parking controls may be needed in the near future.

A8: HUGHES AVENUE

Length	63m
Width	5.6m
Narrow Street	Yes
AADT	No data
Existing parking	6 spaces, north side only No restrictions

What we heard

- Parked vehicles blocking footpath / verge
- Request for no stopping line (new or extend existing)

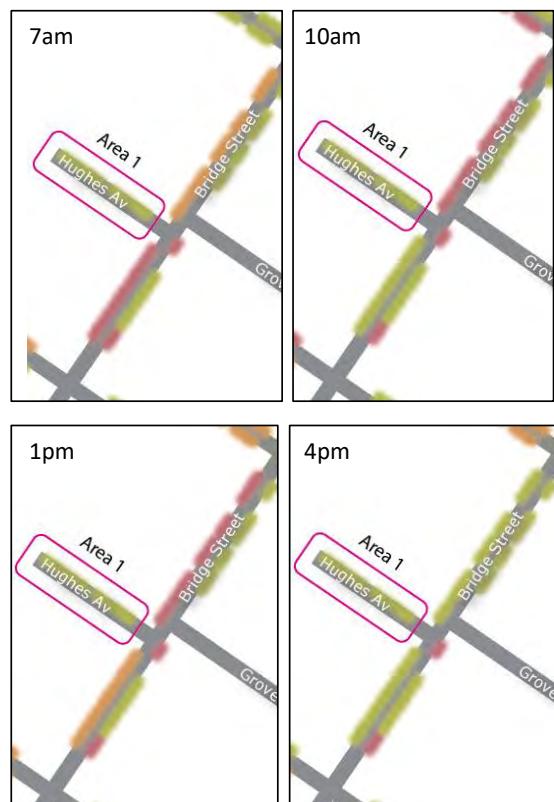
Occupancy Results

Occupancy by Parking Area

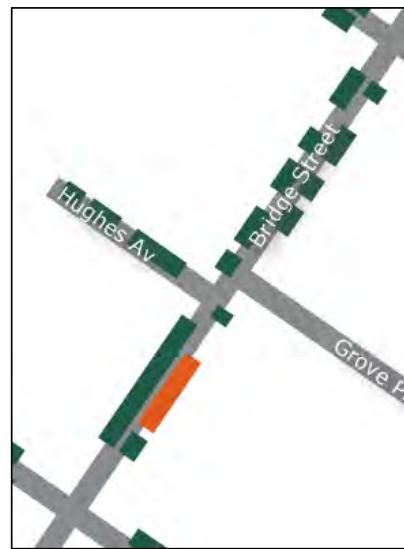
Note: due to the short length of Hughes Avenue there is 1 Area only.

	7am	10am	1pm	4pm
Area 1	0%	33%	50%	17%

Occupancy by Parking Sub-Area



Existing Parking

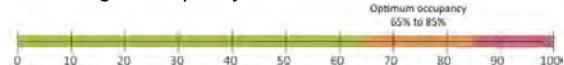


Proposed parking controls

Nil

Reference information

Percentage Occupancy



Parking Controls

LEGEND

- No Restrictions
- School Days only
- No Parking 8-9am 3-4pm
- Survey Boundary

NOTES

1. Permitted parking locations are approximate only.
2. All other road sections are either full time No Stopping (painted or signed), driveways or intersections where other rules on stopping and parking apply.

A9: MAESBURY AVENUE

Length	675m
Width	7m (indented parking) to 9.5m
Narrow Street	No
AADT (2020 data)	796 (southwest end)
	438 (northeast end)
Existing parking	109 spaces (51 west side, 58 east side) No restrictions

What we heard

- Abandoned vehicle (greater than 2 weeks)
- Vehicles parked on yellow no stopping line
- Parked vehicle blocking driveway/access
- Illegally reserving on-street parking

Occupancy Results

Occupancy by Parking Area

	7am	10am	1pm	4pm
Area 1	70%	57%	61%	43%
Area 2	60%	47%	40%	33%
Area 3	30%	30%	26%	22%
Area 4	60%	53%	67%	53%
Area 5	42%	71%	58%	54%
Area 6	78%	89%	56%	33%
TOTAL	53%	55%	50%	40%

Occupancy by Parking Sub-Area

See next page

Existing Parking

See adjacent

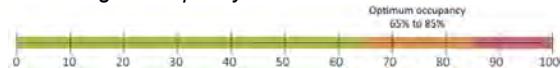
Proposed parking controls

No changes are proposed at this time.

It is acknowledged that area 6 was above optimum capacity at 10am however the results from the sub-areas show spare capacity adjacent and opposite.

Reference information

Percentage Occupancy



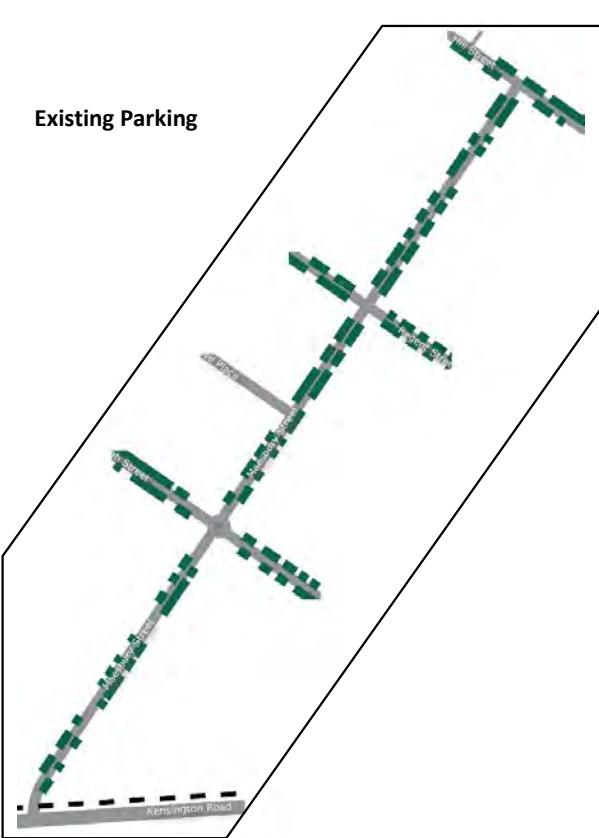
Parking Controls

LEGEND

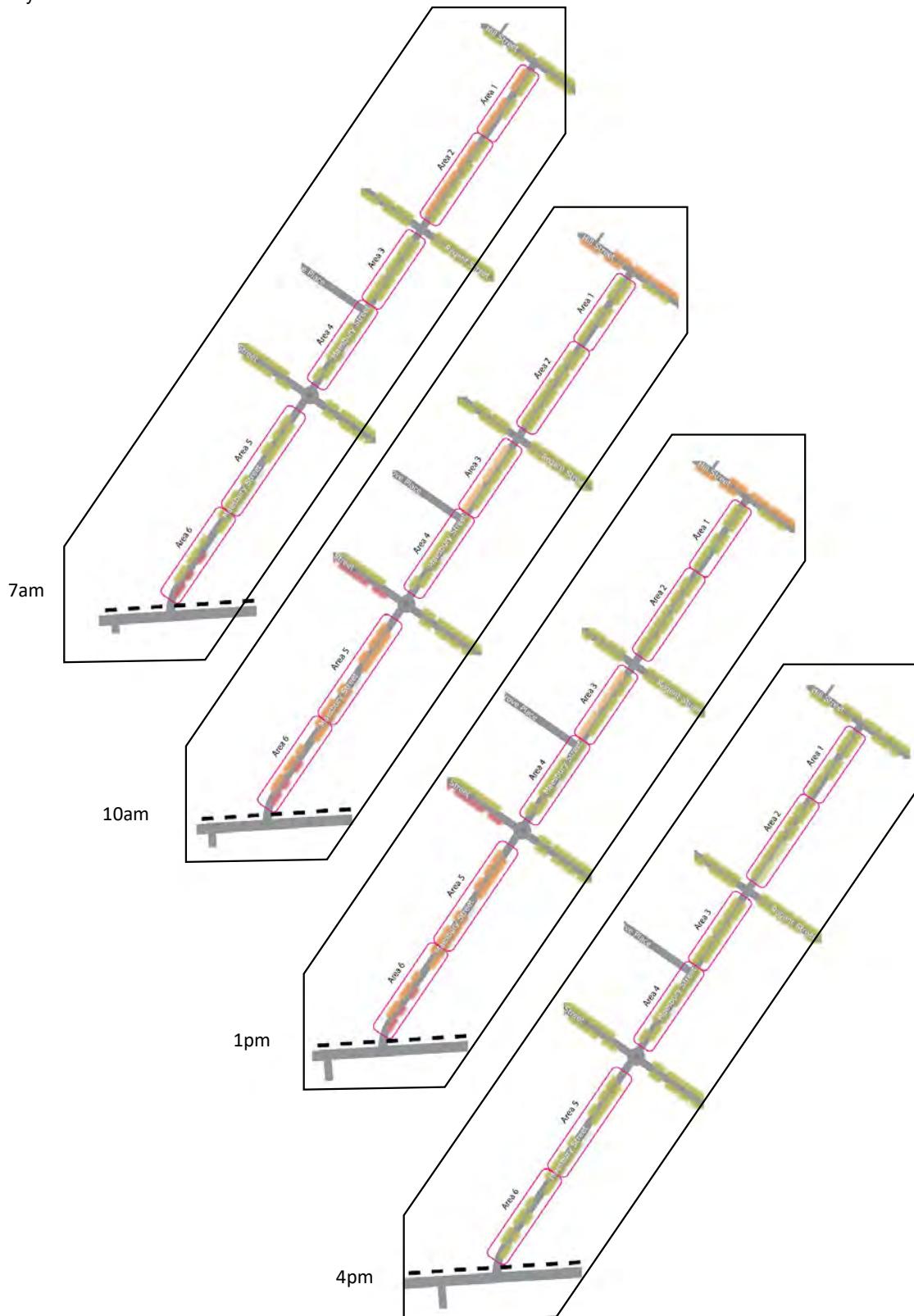
- No Restrictions
- School Days only
- No Parking 8-9am 3-4pm
- Survey Boundary

NOTES

1. Permitted parking locations are approximate only.
2. All other road sections are either full time No Stopping (painted or signed), driveways or intersections where other rules on stopping and parking apply.



Maesbury Avenue continued...



A10: MERCHANT STREET

Length	65m
Width	5.4m
Narrow Street	Yes
AADT	No data
Existing parking	7 spaces (3 no restriction, 4 permit)

What we heard

- Request for more parking spaces (reduce length of no stopping at Phillips Street)
- Poor parking behaviour
- Parked in permit zone without a permit
- Vehicle parking on yellow no stopping line
- Rubbish collection issues due to parked vehicles

Occupancy Results

Occupancy by Parking Area

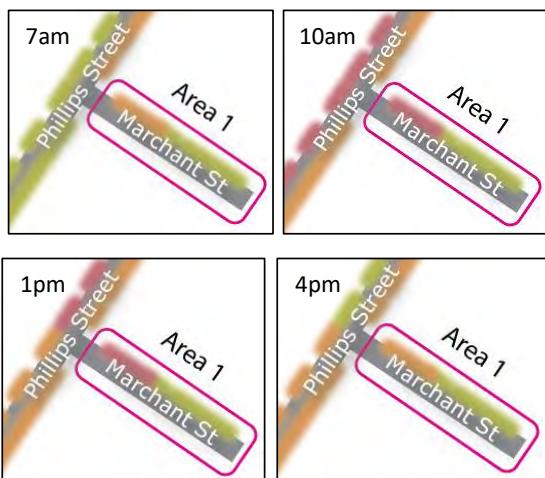
Note: due to the short length of Merchant Street, there is 1 Area only.

	7am	10am	1pm	4pm
Area 1	43%	57%	43%	43%

Occupancy by Parking Controls

The Area is broken down into permit parking and parking with no restriction.

	7am	10am	1pm	4pm
Unrestricted	67%	100%	100%	67%
Permit Zone	25%	25%	0%	25%



Existing Parking



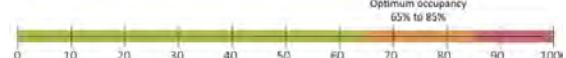
Proposed parking controls

All spaces except for the permit zone, will be included in the proposed area with 3-hour parking controls. Due to the spare capacity in the permit zone, 2 spaces will become available for general users.



Reference information

Percentage Occupancy



Parking Controls

LEGEND

- No Restrictions
- Special Purpose
- Permit Zone
- Survey Boundary

NOTES

- Permitted parking locations are approximate only.
- All other road sections are either full time No Stopping (painted or signed), driveways or intersections where other rules on stopping and parking apply.

A11: PHILLIPS STREET (NORTHEAST)

Length	200m
Width	9.9m
Narrow Street	No
AADT	No recent data
Existing parking	40 spaces (19 west side, 21 east side)

What we heard

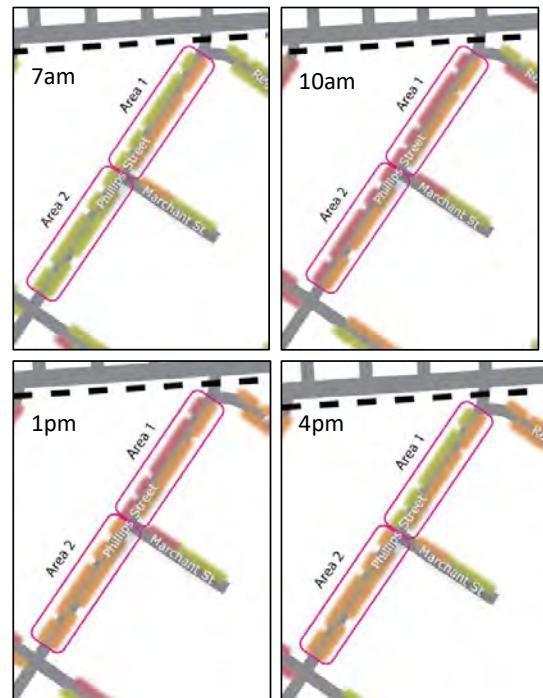
- Request for permit zone
- Vehicle parked on yellow line
- Vehicle parked blocking footpath
- Request for timed parking controls
- Request to modify existing controls
- Request for new no stopping line
- Poor parking of construction vehicles
- Illegally reserving on-street parking

Occupancy Results

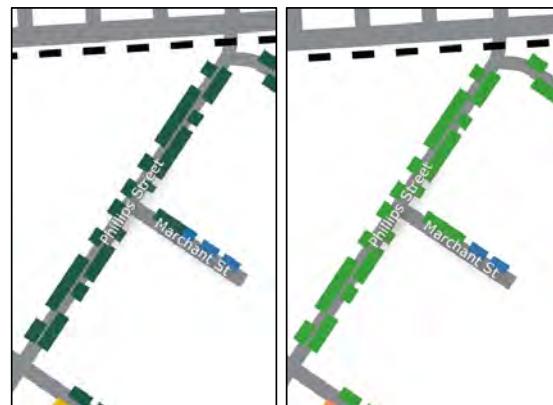
Occupancy by Parking Area

	7am	10am	1pm	4pm
Area 1	55%	90%	90%	65%
Area 2	60%	85%	80%	75%
TOTAL	58%	88%	85%	70%

Occupancy by Parking Sub-Area



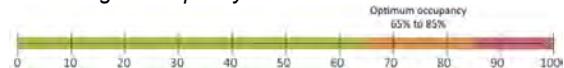
Existing and proposed parking



Due to low turnover and the occupancy above optimum for extended periods, it is proposed 3-hour parking controls be introduced.

Reference information

Percentage Occupancy



Parking Controls

LEGEND

- No Restrictions
- Special Purpose
- Permit Zone
- 3 Hour Parking
- 3P 9am-5pm Mon-Fri
- - - - Survey Boundary

NOTES

1. Permitted parking locations are approximate only.
2. All other road sections are either full time No Stopping (painted or signed), driveways or intersections where other rules on stopping and parking apply.

A12: PHILLIPS STREET (SOUTHWEST)

Length	80m
Width	11.5m
Narrow Street	No
AADT	No recent data
Existing parking	17 spaces (7 west side, 10 east side)

What we heard

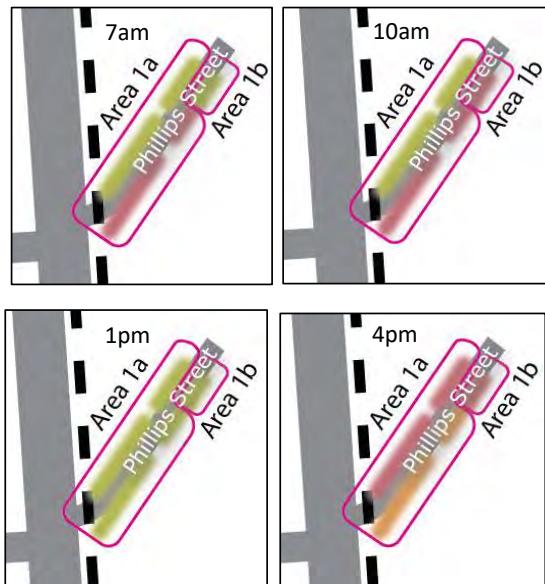
- Request for timed parking controls

Occupancy Results

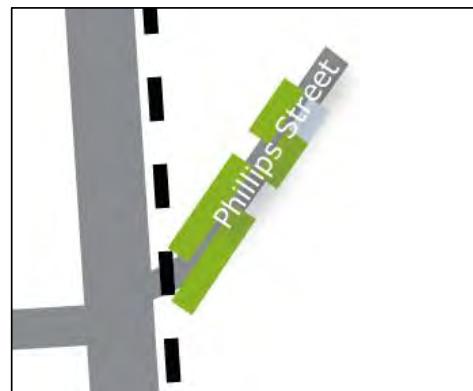
Occupancy by Parking Area

	7am	10am	1pm	4pm
Area 1a 2P 9am-5pm M-F	60%	47%	40%	80%
Area 1b Pool staff only	50%	100%	50%	100%
TOTAL	59%	59%	41%	88%

Occupancy by Parking Sub-Area



Existing Parking



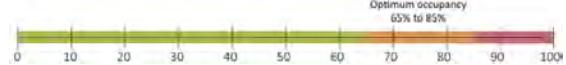
Proposed parking controls

Nil

Timed parking has recently been introduced along this section of Phillips Street to address the concerns already raised to Council.

Reference information

Percentage Occupancy



Parking Controls

LEGEND

- No Restrictions
- Pool Staff Only
- 2 Hour Parking
- 2P 9am-5pm Mon-Fri
- Survey Boundary

NOTES

- Permitted parking locations are approximate only.
- All other road sections are either full time No Stopping (painted or signed), driveways or intersections where other rules on stopping and parking apply.

A13: REGENT PLACE

Length	95m
Width	9.1m
Narrow Street	No
AADT	no data
Existing parking	23 spaces (13 north side, 10 south side)

What we heard

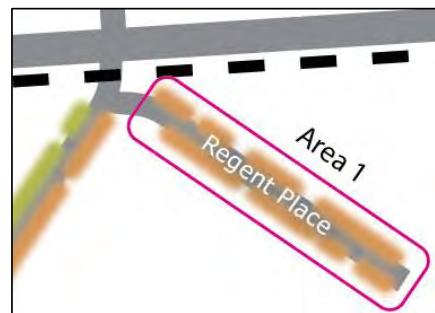
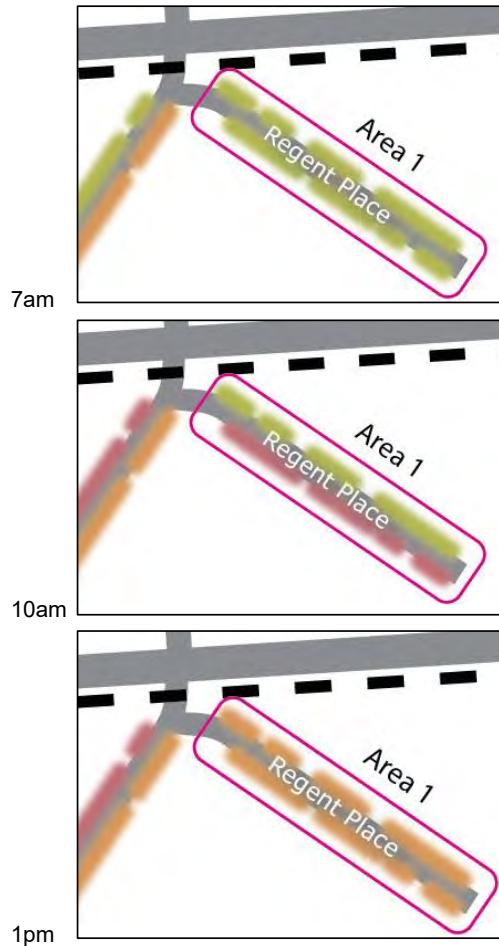
- Requests for timed parking
- Requests for permit zone
- Drivers parking on yellow line and/or blocking driveways
- Parking on-street when off-street is available

Occupancy Results

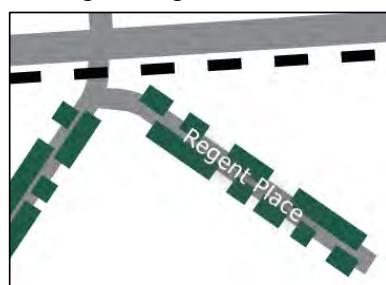
Occupancy by Parking Area

	7am	10am	1pm	4pm
Area 1	17%	70%	83%	70%

Occupancy by Parking Sub-Area

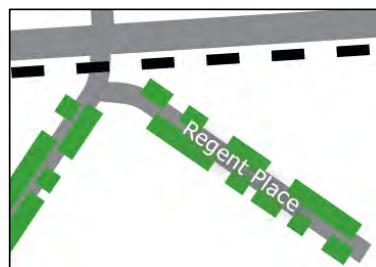


Existing Parking



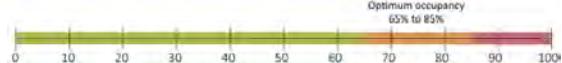
Proposed parking controls

Due to the proximity to the 3-hour parking controls proposed for Phillips Street, there may be some shift to Regent Place which is already close to being above optimum occupancy. Therefore, it is recommended the 3-hour parking control include Regent Place.



Reference information

Percentage Occupancy



Parking Controls

LEGEND

- No Restrictions
- 3 Hour Parking
- 3P 9am-5pm Mon-Fri
- Survey Boundary

NOTES

1. Permitted parking locations are approximate only.
2. All other road sections are either full time No Stopping (painted or signed), driveways or intersections where other rules on stopping and parking apply.

A14: REGENT STREET

Length	530m
Width	9.1m
Narrow Street	No
AADT (2020 data)	884 eastern end 725 western end
Existing parking	104 spaces (45 north side, 59 south side)

What we heard

- Parked vehicle blocking driveway/ access
- Parked vehicle blocking footpath/verge
- Road safety concerns

Occupancy Results

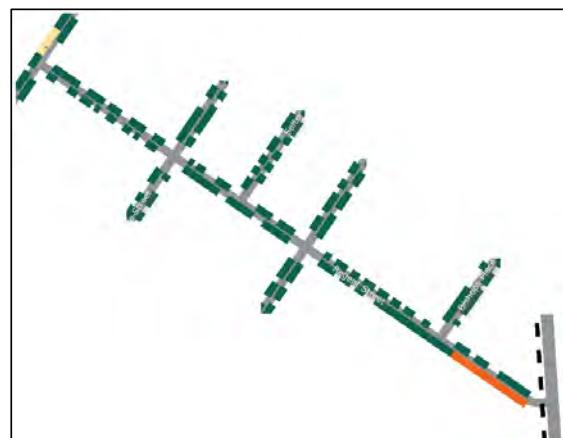
Occupancy by Parking Area

	7am	10am	1pm	4pm
Area 1a No restriction	20%	50%	50%	80%
Area 1b NP School Days	0%	0%	0%	7%
Area 2	26%	19%	23%	29%
Area 3	26%	59%	37%	48%
Area 4	14%	73%	73%	73%
TOTAL	19%	41%	37%	45%

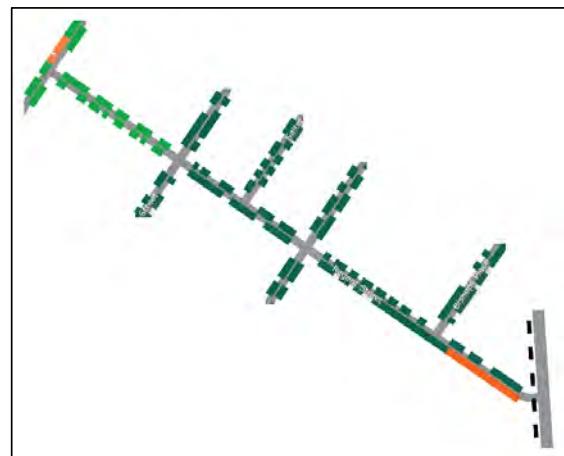
Occupancy by Parking Sub-Area

See next page

Existing Parking



Proposed parking controls



The results indicate there is spare capacity along the majority of Regent Street, however, it is anticipated that the proposed 3-hour parking along selected lengths of Phillips Street, High Street and Thornton Street will shift demand to the northeastern section of Regent Street. The 3-hour parking is therefore recommended to continue in Area 4 on Regent Street.

Reference information

Percentage Occupancy



Parking Controls

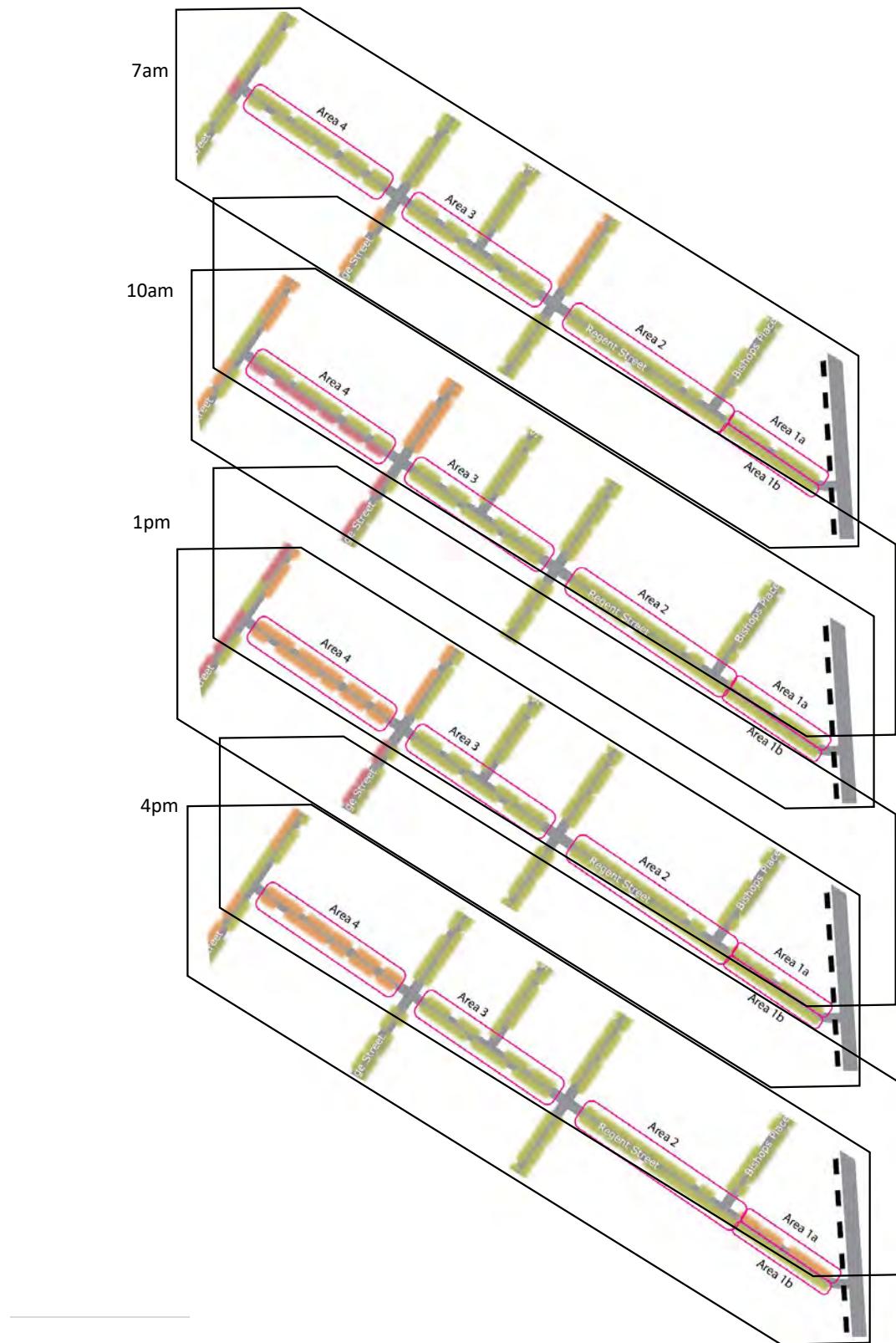
LEGEND

- No Restrictions
- 10 Minute Parking
■ P10 8am-9am 3pm-4pm Mon-Fri
- School Days only
■ No Parking 8-9am 3-4pm
■ P10 8am-9am 3pm-4pm Mon-Fri
- 3 Hour Parking
■ 3P 9am-5pm Mon-Fri
- Survey Boundary

NOTES

1. Permitted parking locations are approximate only.
2. All other road sections are either full time No Stopping (painted or signed), driveways or intersections where other rules on stopping and parking apply.

Regent Street continued



3 e

A15: RICHMOND STREET

Length	90m
Width	4.0-6.0m
Narrow Street	Yes
AADT	No data
Existing parking	5 spaces (2 west side, 3 east side)

What we heard

- Parked vehicle blocking driveway/ access
- Parked vehicle blocking Richmond Place

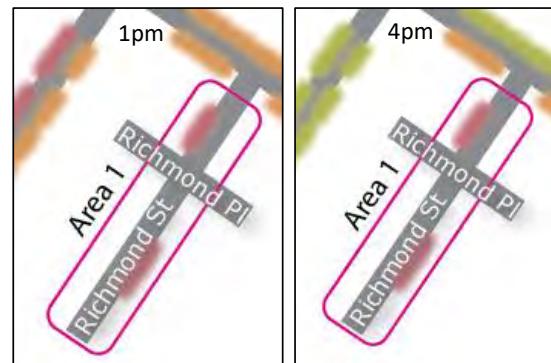
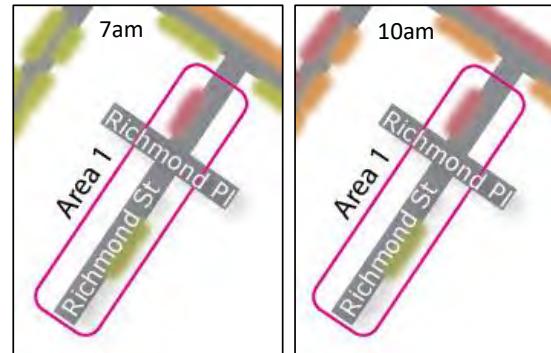
Occupancy Results

Occupancy by Parking Area

Note: due to the short length of Richmond Street, there is 1 Area only.

	7am	10am	1pm	4pm
Area 1	80%	80%	100%	100%

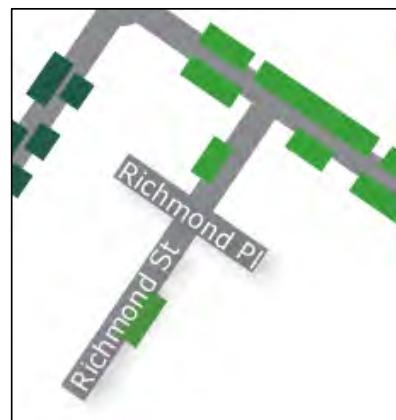
Occupancy by Parking Sub-Area



Existing Parking



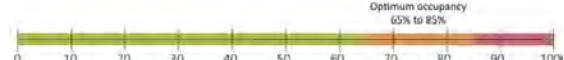
Proposed parking controls



Due to the low turnover and proximity to proposed 3-hour parking along High Street, there may be some shift to Richmond Street which is already within or optimum occupancy. Therefore, it is recommended the 3-hour parking control include Richmond Street.

Reference information

Percentage Occupancy



Parking Controls

LEGEND

- No Restrictions
- 3 Hour Parking
- 3P 9am-5pm Mon-Fri
- Survey Boundary

NOTES

1. Permitted parking locations are approximate only.
2. All other road sections are either full time No Stopping (painted or signed), driveways or intersections where other rules on stopping and parking apply.

A16: SALTER STREET

Length	195m
Width	6.9m
Narrow Street	Yes
AADT	No data
Existing parking	32 spaces (14 west side, 18 east side)

What we heard

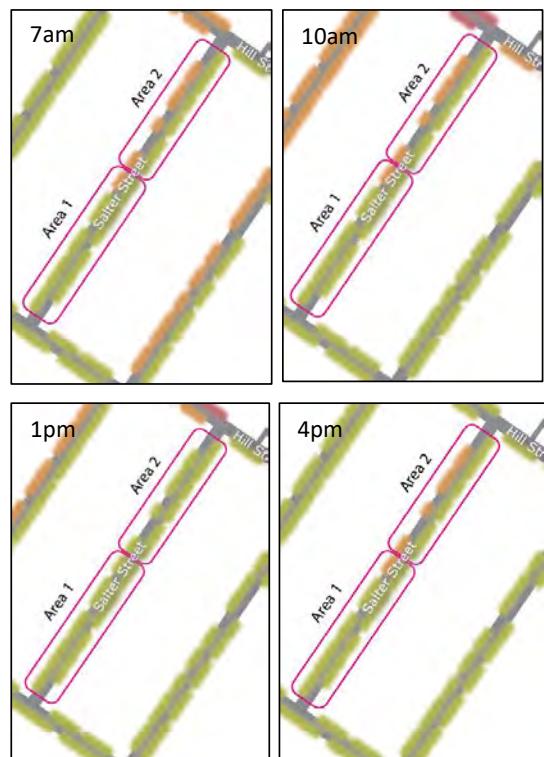
- Request for permit parking
- Vehicle parked on yellow line
- Rubbish collection issues due to parked vehicles
- Parked vehicle facing the wrong way

Occupancy Results

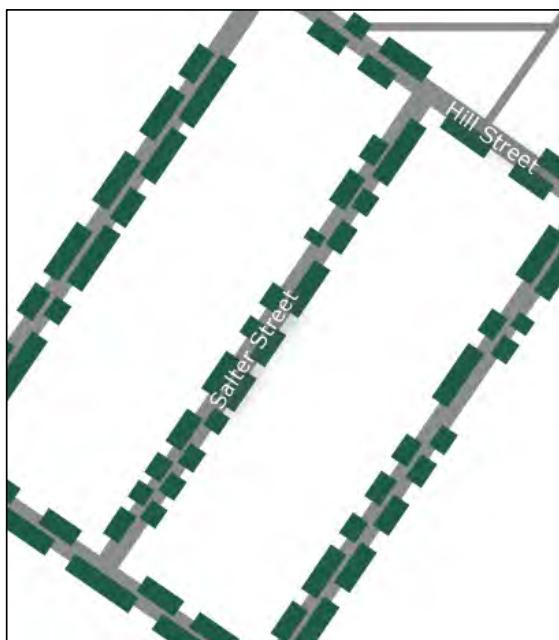
Occupancy by Parking Area

	7am	10am	1pm	4pm
Area 1	24%	18%	18%	24%
Area 2	40%	47%	27%	27%
TOTAL	31%	31%	22%	25%

Occupancy by Parking Sub-Area



Existing Parking



Proposed parking controls

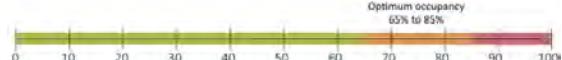
Nil

It is acknowledged that Salter Street is a narrow street and according to Council's parking policy, the parking should be reduced to one side only (which may include alternating which side the parking is retained or reducing parking to a single side of the whole road).

However, due to the low demand, restrictions are not considered necessary at this time. This allows drivers to park where it is most convenient, which may require crossing the road, instead of parking where there is an available space.

Reference information

Percentage Occupancy



Parking Controls

LEGEND

- No Restrictions
- Survey Boundary

NOTES

1. Permitted parking locations are approximate only.
2. All other road sections are either full time No Stopping (painted or signed), driveways or intersections where other rules on stopping and parking apply.

A17: THORNTON STREET

Length	680m
Width	10.1-10.5m
Narrow Street	No
AADT (2020 data)	700 (Wellington to High Street) 1260 (High Street to The Parade)
Existing parking	127 spaces (68 west side, 59 east side)

What we heard

- Request for permit zone
- Abandoned vehicle (greater than 2 weeks)
- Parked vehicle blocking driveway/access
- Parked vehicle blocking footpath/verge
- Concerns with distance between available parking and destination
- Request for timed parking controls
- All-day parking by non-resident
- Road safety concerns
- Rubbish not collected due to parked vehicles
- Bins not collected as drivers relocate them to park – request for timed parking on bin day

Occupancy Results

Occupancy by Parking Area

	7am	10am	1pm	4pm
Area 1a No restriction	29%	67%	86%	62%
Area 1b P10 8-9am 3-4pm M-F	25%	0%	25%	25%
Area 2	38%	67%	76%	71%
Area 3	39%	61%	50%	56%
Area 4	25%	85%	81%	59%
Area 5	36%	64%	58%	50%
TOTAL	31%	31%	22%	25%

Occupancy by Parking Sub-Area

See next page

Existing Parking

See page 40

Proposed parking controls

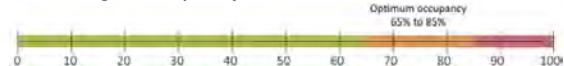
The results indicate there is spare capacity along the majority of Thornton Street, however, it is anticipated that the proposed 3-hour parking along selected lengths of Phillips Street and High Street will shift demand to Thornton Street. The 3-hour parking is therefore recommended to continue in Areas 1a, 2 and 3 along Thornton Street.

To be consistent with other school related parking in the precinct, the 10 minute parking adjacent Mckeller Stuart Kindergarten will be changed to School Days only.

It is acknowledged that Area 4 is also within or above optimum occupancy at 10am and 1pm. Parking demand is likely associated with Mary MacKillop College and therefore not all year round. However, should the 3-hour parking shift more demand into Area 4, then traffic controls may need to be considered.

Reference information

Percentage Occupancy



Parking Controls

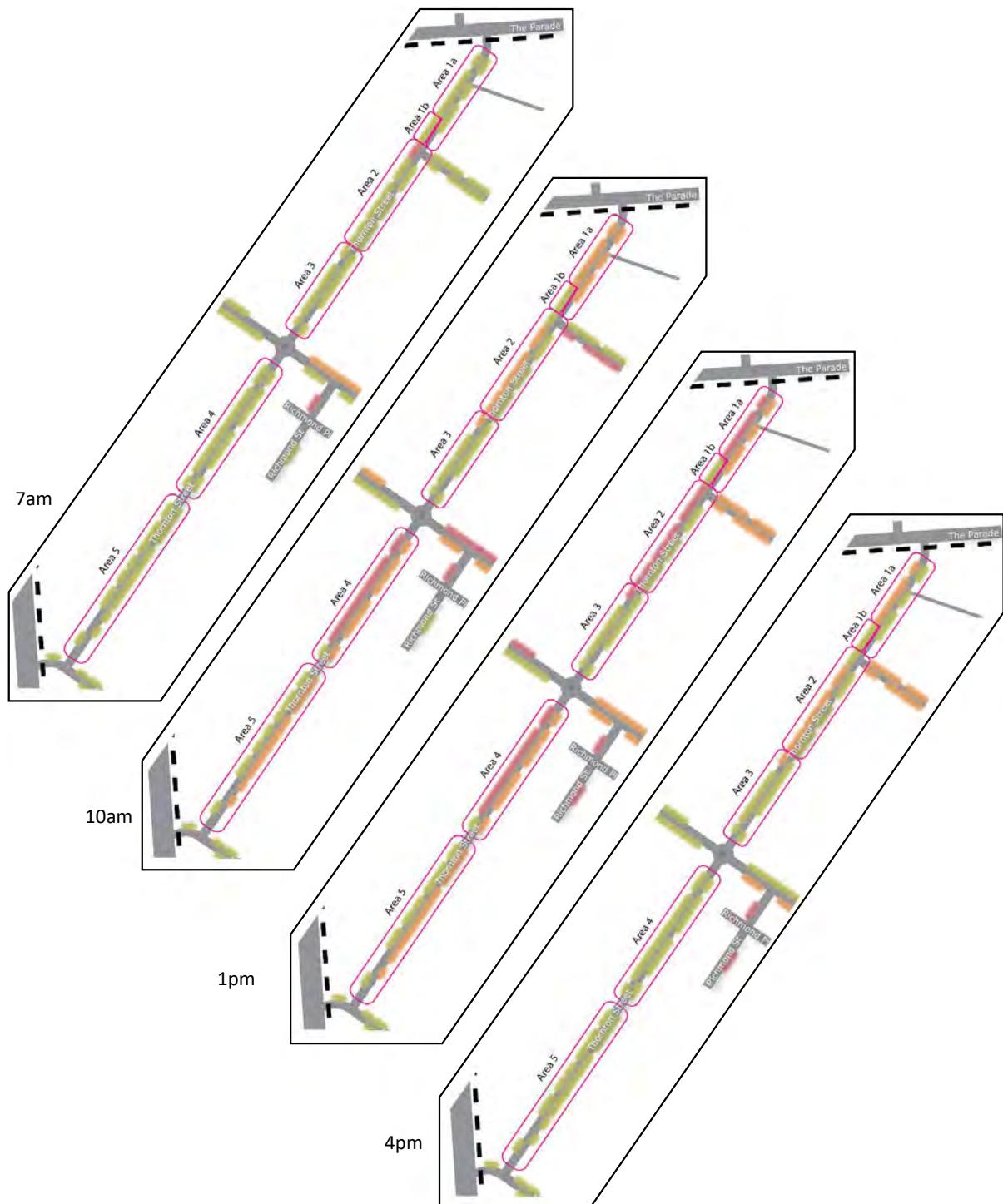
LEGEND

- No Restrictions
- 10 Minute Parking
- P10 8am-9am 3pm-4pm Mon-Fri
- School Days only
- No Parking 8-9am 3-4pm
- P10 8am-9am 3pm-4pm Mon-Fri
- 3 Hour Parking
- 3P 9am-5pm Mon-Fri
- Survey Boundary

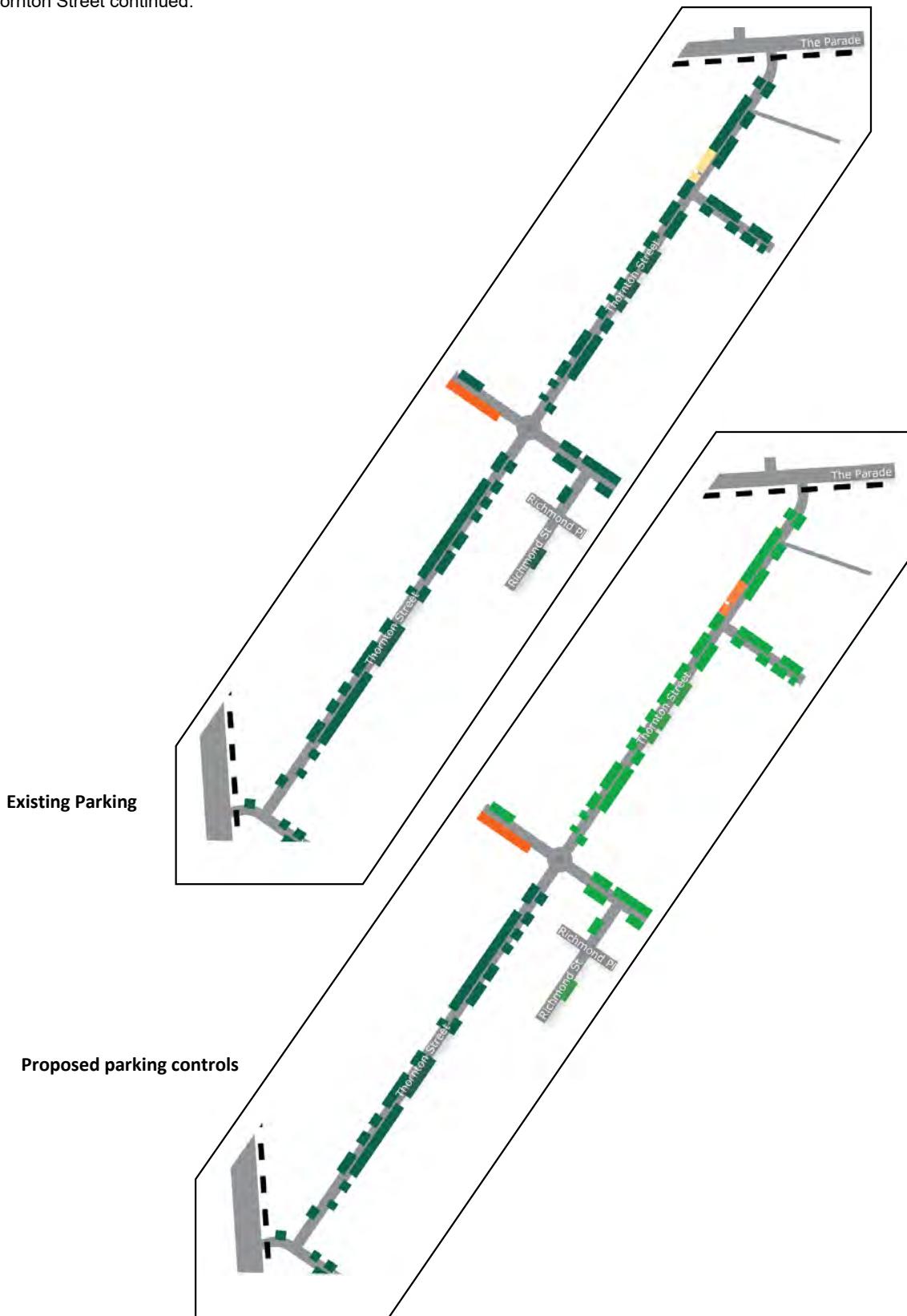
NOTES

1. Permitted parking locations are approximate only.
2. All other road sections are either full time No Stopping (painted or signed), driveways or intersections where other rules on stopping and parking apply.

Thornton Street continued.



Thornton Street continued.



A18: TRAM STREET

Length	65m
Width	5.8m
Narrow Street	Yes
AADT	No data
Existing parking	11 spaces (4 north side, 7 south side)

What we heard

- Request for yellow no stopping line

Occupancy Results

Occupancy by Parking Area

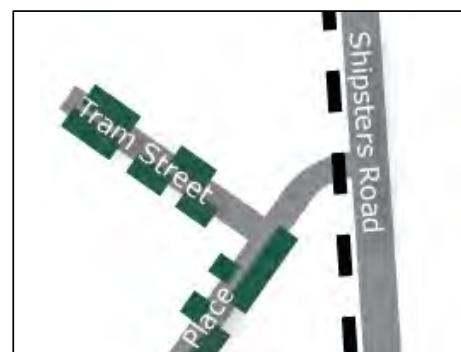
Note: due to the short length of Tram Street, there is 1 Area only.

	7am	10am	1pm	4pm
Area 1	18%	18%	18%	18%

Occupancy by Parking Sub-Area



Existing Parking



Proposed parking controls

Nil

It is acknowledged that Tram Street is a narrow street and according to Council's parking policy, the parking should be reduced to one side only (which may include alternating which side the parking is retained or reduced to a single side of the whole road).

However, due to the low demand, restrictions are not considered necessary at this time. This allows drivers to park where it is most convenient instead of parking where there is an available space.

Reference information

Percentage Occupancy



Parking Controls

LEGEND

- No Restrictions
- Survey Boundary

NOTES

- Permitted parking locations are approximate only.
- All other road sections are either full time No Stopping (painted or signed), driveways or intersections where other rules on stopping and parking apply.

A19: WELLINGTON STREET

Length	160m
Width	8.2m
Narrow Street	No
AADT	No data
Existing parking	23 spaces (12 north side, 11 south side)

What we heard

- Abandoned vehicles
- Vehicles parked on yellow line
- Parked vehicle blocking driveway/access
- Parking on-street when off-street parking is available
- Add-day parking by non-resident

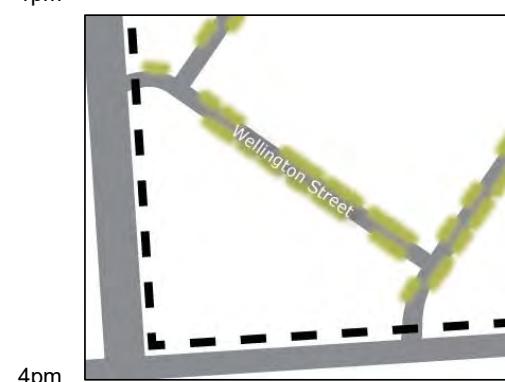
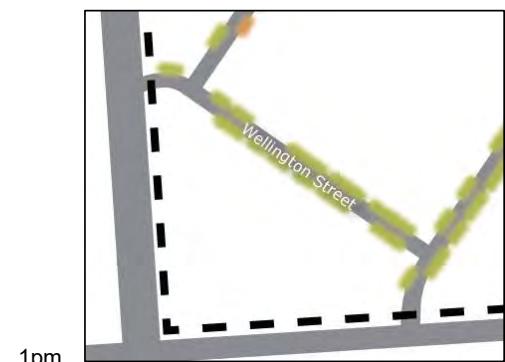
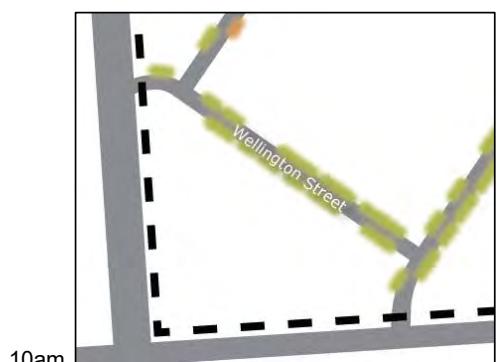
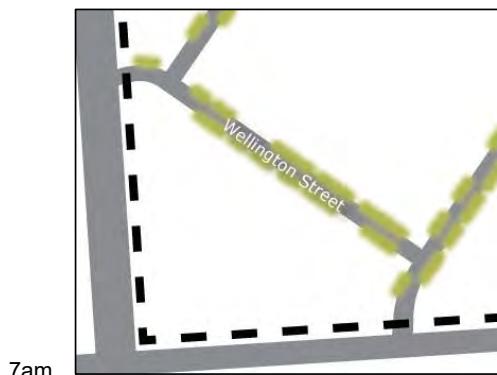
Occupancy Results

Occupancy by Parking Area

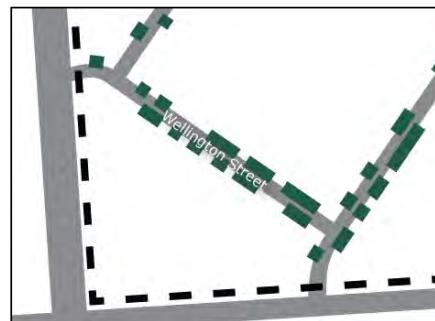
Note: due to the short length of Wellington Street, there is 1 Area only.

	7am	10am	1pm	4pm
Area 1	22%	39%	29%	48%

Occupancy by Parking Sub-Area



Existing Parking

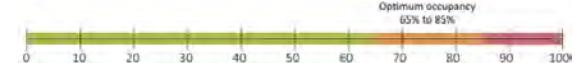


Proposed parking controls

Nil

Reference information

Percentage Occupancy



Parking Controls

LEGEND

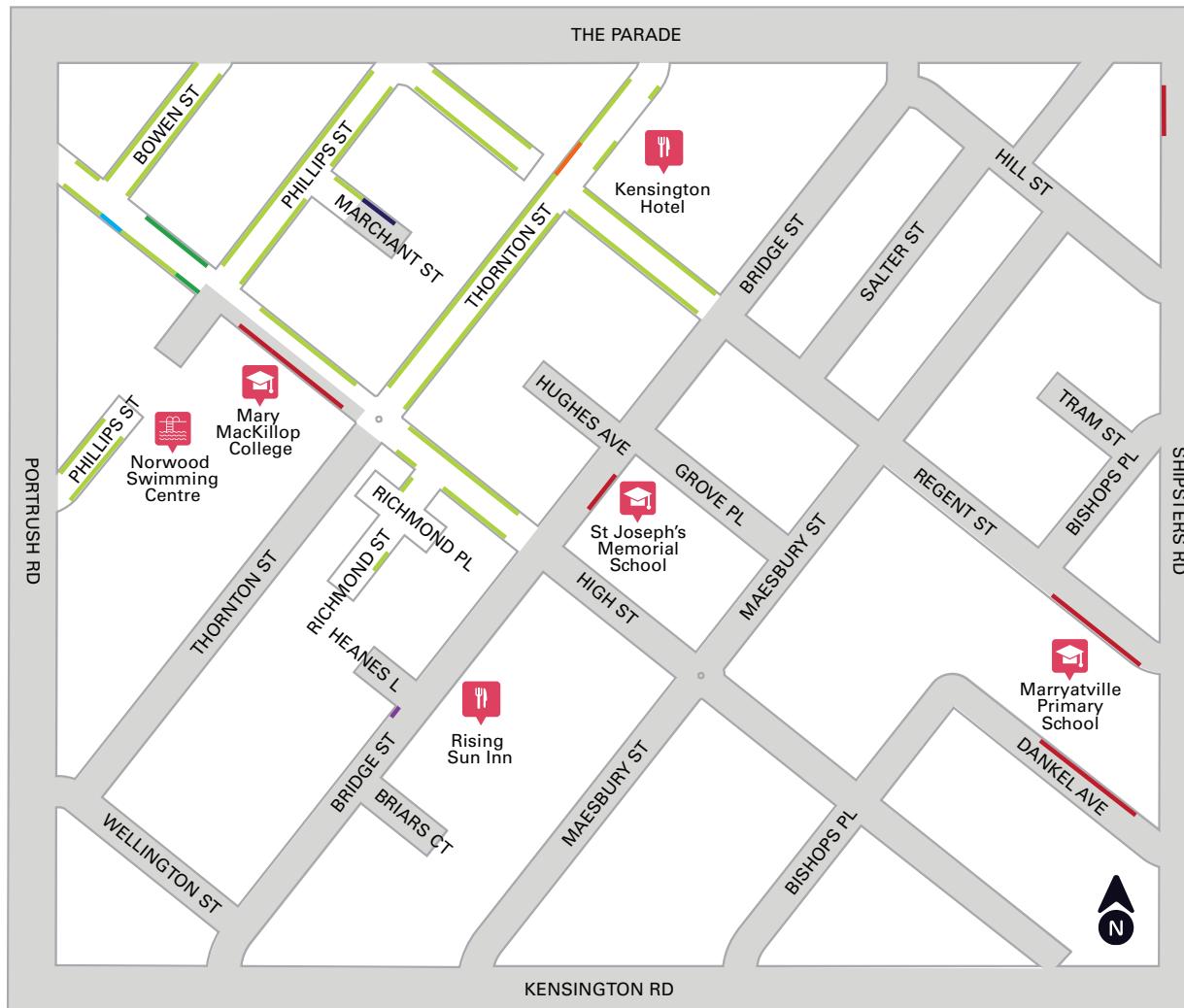
- No Restrictions
- - - Survey Boundary

NOTES

1. Permitted parking locations are approximate only.
2. All other road sections are either full time No Stopping (painted or signed), driveways or intersections where other rules on stopping and parking apply.

Proposed On-street Parking Changes

Kensington Precinct



Legend

Existing Parking Controls

- Grey: No changes to existing parking controls
- Red: School parking controls
- Dark Blue: Permit Zone
- Purple: 30mins 9am–5pm Monday–Friday

Proposed Parking Controls

Special purpose

- Blue: Loading Zone

School days only (Monday–Friday)

- Orange: 10mins 8am–9am and 3pm–4pm

Timed parking

- Green: 1P 9am–5pm Monday–Friday
- Yellow: 3P 9am–5pm Monday–Friday

Note

Existing no stopping or no parking areas will remain.

File Number: A1254361
Enquiries To: Jayesh Kanani
Direct Telephone: 8366 4542



**City of
Norwood
Payneham
& St Peters**

20 October 2025

[Insert Addressee Details]
[Insert Addressee Details]
[Insert Addressee Details]
[Insert Addressee Details]

Dear [Insert Name]

HAVE YOUR SAY — CHANGES TO ON-STREET PARKING IN KENSINGTON

Parking is one of the most valuable and limited resources in our inner-city suburbs. Kensington experiences parking pressures from a wide range of users including residents, commercial activity, visitors to the City and people who park before commuting by bus to the Adelaide CBD.

We know that access to parking directly affects how people live, visit and do business in our City. Without careful management, streets can become congested, citizens and visitors may struggle to find parking near their homes, and patrons may find it difficult to access local businesses and services.

To address these challenges, the City of Norwood Payneham & St Peters has updated its On-Street Parking Policy. The aim is to manage parking fairly, transparently and in a way that balances the needs of all users.

Background

The On-Street Parking Policy was reviewed, updated, and endorsed by the Council at its meeting in April 2025, following community consultation. Feedback received from residents, businesses, and other stakeholders directly informed the final policy.

The policy aims to:

- Provide fair and equitable access to on-street parking.
- Optimise the use of limited parking spaces to meet the needs of residents, businesses, and visitors.
- Ensure that parking management is clear, transparent and consistent.

These objectives reflect the Council's commitment to balancing demand in a busy inner-city environment and ensuring that access to parking is fair for everyone.

175 The Parade
Norwood SA 5067

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Kent Town SA 5071

Telephone
8366 4555

Email
townhall@npsp.sa.gov.au

Website
www.npsp.sa.gov.au



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Recycled Paper

Implementing on-street parking controls

We are now entering the implementation phase of the On-Street Parking Policy. This involves reviewing the effectiveness of existing parking controls, identifying where changes are needed, and determining if additional controls should be introduced.

Kensington is the first precinct in the City to undergo this comprehensive, precinct-wide review of on-street parking.

This review followed the evidence-based methodology set out in the policy, which includes:

- Parking occupancy surveys conducted across four separate time periods to understand current demand and usage patterns.
- Assessing results against the policy thresholds (the levels of parking use that trigger a review).
- Reviewing transport options, surrounding land use, and local conditions to determine the most appropriate parking controls.

Community Well-being is...
Social Equity
Cultural Vitality
Economic Prosperity
Environmental Sustainability

Proposal

We are proposing changes to on-street parking arrangements within the precinct, as part of the Kensington on-street parking review. Please refer to the attached map detailing the proposed changes.

- Parking changes are proposed on streets where occupancy levels reached or exceeded the thresholds outlined in the Council's On-Street Parking Policy. These changes aim to improve turnover of parking spaces, increase access for residents and visitors, and better manage overall demand.
- Adjustments are proposed on adjacent streets where parking demand is likely to be displaced from areas with new restrictions.
- If no changes are proposed on your street, this is because occupancy levels were below the thresholds that trigger review under the policy.

How you can provide feedback

We invite you to share your views on the proposed changes. You can provide feedback by:

- Completing and returning the enclosed survey, or
- Completing the survey online via www.npsp.sa.gov.au/haveyoursay

Consultation closes Monday, 10 November 2025. One survey per household or business.

Next steps

Following consultation, all feedback will be reviewed and considered. While it may not be possible to accommodate every individual preference, the Council will ensure that feedback is carefully reviewed as part of the broader Kensington Parking Management Plan.

The final Plan will be presented to the Council for endorsement before any changes are implemented. Funding has been allocated in the current financial year budget. We expect to deliver the endorsed change in early 2026.

Where to get more information

To help you prepare your feedback, the following additional information is available on Council's website at www.npsp.sa.gov.au/haveyoursay or by scanning the QR code below:

- On-Street Parking Policy
- Parking occupancy survey results
- Frequently asked questions.

If you have any further questions, please contact the Council's Traffic and Integrated Transport Unit by emailing townhall@npsp.sa.gov.au or by phoning **8366 4555**.

Yours sincerely



Jordan Ward
Manager Traffic & Integrated Transport



On-street Parking Policy Implementation — Kensington Precinct Survey

The City of Norwood Payneham & St Peters is seeking community feedback on proposed parking control changes within the Kensington precinct.

New or amended parking controls are proposed for some streets in the Kensington precinct, while others will remain unchanged. We want to understand how these proposals may affect you and the wider precinct.

Full Name:

Address:

Phone Number:

Email Address:

1. How many cars do you have at your property?
 - 0
 - 1
 - 2
 - 3
 - 4
 - 5+
2. Where do you most commonly park your vehicles: (please circle or tick)
 - Within your property (e.g. garage, driveway)
 - On-street
 - Off-street car park (e.g. business carpark)
3. Which of the following best describes your interest in the Kensington On-Street Parking Policy implementation:
 - Resident
 - Property owner
 - Visitor to the precinct
 - Business Owner / Operator
 - Employee of local Kensington Business
 - School
 - Other (please specify) _____
4. Do you support the proposed parking controls changes more broadly throughout the Kensington precinct?
(when answering this question, consider the parking controls more broadly, not on your street)
 - Yes
 - Yes, with changes (please specify below)
 - Unsure
 - No (please explain why) _____

5. Do you support the proposed parking controls the street that you most commonly park on? (please circle or tick)
(this may or may not include changes to parking controls)

Street name:

- Yes
- Yes, with changes (please specify below)
- Unsure
- No (please explain why) _____

6. If your street is listed for timed parking controls, do you support the proposed time limit? (please circle or tick)

Street name:

- Yes
- Unsure
- No (please explain why) _____

7. Please provide any other relevant feedback or information to assist the Council in this parking control review.

Please return this survey to:

Attn: On-street Parking Policy Implementation — Kensington Precinct Survey

PO Box 204, Kent Town SA 5071

OR

175 The Parade, Norwood. Monday–Friday 8.30am–5.30pm.



**HAVE
YOUR
SAY!**

On-street Parking Kensington Precinct

Consultation now open

The Council is seeking feedback on proposed changes to parking controls throughout Kensington to improve access and manage demand.

Scan the QR code to view the proposed changes and provide your feedback.

Consultation closes at 5pm, Monday, 10 November 2025.



MORE INFO

www.npsp.sa.gov.au/consultation



**City of
Norwood
Payneham
& St Peters**

Kensington Precinct - On-Street Parking Policy Implementation



Category: Streets and footpaths

Parking is one of the most valuable and limited resources in our inner-city suburbs.

Kensington experiences parking pressure from a wide range of users, including:

- Residents
- Local businesses
- Visitors
- Commuters who park before catching a bus to the Adelaide CBD.

We know that access to parking directly affects how people live, visit and do business in our City. Without careful management, streets can become congested, citizens and visitors may struggle to find parking near their homes, and patrons may find it difficult to access local businesses and services.

To address these challenges, the Council has updated its On-Street Parking Policy to ensure parking is managed fairly, transparently, and in a way that balances the needs of all users.

Background

The On-Street Parking Policy was reviewed, updated, and endorsed by the Council at its meeting in April 2025, following community consultation.

Feedback received from residents, businesses, and other stakeholders directly informed the final policy.

The policy aims to:

- Provide fair and equitable access to on-street parking
- Optimise the use of limited parking spaces to meet the needs of residents, businesses, and visitors
- Ensure that parking management is clear, transparent, and consistent.

These objectives reflect the Council's commitment to balancing demand in a busy inner-city environment and ensuring that access to parking is fair for everyone.

Implementing on-street parking controls

We are now entering the implementation phase of the On-Street Parking Policy. This involves reviewing the effectiveness of existing parking controls, identifying where changes are needed, and determining if additional controls should be introduced.

Kensington is the first precinct in the City to undergo this comprehensive, precinct-wide review of on-street parking.

This review followed the evidence-based methodology set out in the policy, which includes:

- Parking occupancy surveys conducted across four separate time periods to understand current demand and usage patterns
- Assessing results against the policy thresholds (the levels of parking use that trigger a review)
- Reviewing transport options, surrounding land use, and local conditions to determine the most appropriate parking controls.

What is being proposed

We are proposing the following changes to on-street parking arrangements within the precinct, as part of the Kensington on-street parking review.

- Parking changes are proposed on streets where occupancy levels reached or exceeded the thresholds outlined in the Council's On-Street Parking Policy. These changes aim to improve turnover of parking spaces, increase access for residents and visitors, and better manage overall demand
- Adjustments are proposed on adjacent streets where parking demand is likely to be displaced from areas with new restrictions
- If no changes are proposed on your street, this is because occupancy levels were below the thresholds that trigger review under the policy

Residents may be eligible to obtain a residential parking permit on a case-by-case basis. More information about how to apply for a residential parking permit can be found under [Parking Permits](https://www.npsp.sa.gov.au/our_services/parking_traffic_and_vehicles/parking_permits) (https://www.npsp.sa.gov.au/our_services/parking_traffic_and_vehicles/parking_permits).

Download:

Next steps

Following the consultation (<https://www.npsp.sa.gov.au/consultations/have-your-say-kensington-precinct-on-street-parking-policy-implementation>), all feedback is being reviewed and considered. While it may not be possible to accommodate every individual preference, the Council will ensure that feedback is carefully reviewed as part of the broader Kensington Parking Management Plan.

The final Plan will be presented to the Council for endorsement before any changes are implemented. Funding has been allocated in the current financial year budget. We expect to deliver the endorsed change in the last quarter of 2025-26 financial year.

TIMELINE

FAQ'S

Why is Council changing or introducing on-street parking restrictions in my area?

The Council has endorsed a precinct-wide to managing on-street parking to better address increasing demand, safety, turnover near activity centres, and fairness across residential and commercial areas. The Kensington precinct has been identified as the first area for the implementation of the on-street parking policy, with remaining precincts to be addressed progressively in future stages.

How and when was the parking study conducted and what did it involve?

The Council undertook a comprehensive parking study in late 2024 to assess existing on-street parking conditions within the Kensington precinct. The study involved detailed surveys of all streets in the precinct on a typical weekday, with observations conducted at 7am, 10am, 1pm, and 4pm. Data collected included the number and location of vehicles parked on-street, as well as the estimated duration of stay for each vehicle.

How were decisions made about which streets get restrictions and which do not?

Streets with observed parking occupancy levels exceeding 85% were identified as requiring new parking controls to improve turnover and access. Streets with occupancy levels between 65% and 85% will continue to be monitored, with no immediate changes proposed. Streets with low occupancy will generally remain unchanged, as they do not currently experience significant parking demand.

It is noted, however, that in some instances streets within the 65%–85% range were proactively managed where they were likely to attract displaced parking from nearby new parking controls. In these cases, new parking controls have been recommended to ensure balanced parking outcomes across the area.

Are the results of the parking study been made available to the public?

Yes, this can be accessed under the document library on this project page.

What were the key findings of the parking study?

There are currently 901 unrestricted parking bays within the precinct, and it is recommended that 219 of these bays be converted to a three-hour time limit in key locations to encourage turnover.

Where should I park?

The preferred place to park is on your own property, as this provides the most convenient access. If this is not possible, the next option is to use the nearest available legal on-street parking space that meets your time limit requirements.

The Council acknowledges that some heritage properties do not have off-street parking. These residents may be eligible for a parking permit.

How do I get a parking permit?

You can apply for a [parking permit](#) (https://www.npsp.sa.gov.au/our_services/parking_traffic_and_vehicles/parking_permits).

Please note that [eligibility criteria applies](#) (https://www.npsp.sa.gov.au/our_services/parking_traffic_and_vehicles/parking_permits#eligible).

How many parking permits can I get per household?

Please review the Council's [on-street parking permits page](#) (https://www.npsp.sa.gov.au/our_services/parking_traffic_and_vehicles/parking_permits).

Do parking permits guarantee a parking space in front of my home?

No. A parking parking permit allows you to overstay the timed parking control. The overstay time changes based upon the permit type. However, it does not reserve a specific parking space.

How will the proposed parking restrictions affect residents who currently park on the street?

Time-limited restrictions may require some residents shift to off-street parking or obtain a permit.

Can businesses apply for parking permits for staff or customers?

No. Parking permits are only available to eligible residents. Businesses are not entitled to permits for staff or customers.

I am an employee of the business in this area. Where should I park if my business does not have enough

If you are an employee of a business in this area and your workplace does not have sufficient off-street parking spaces, you are encouraged to consider alternative travel options such as public transport, carpooling, cycling, or walking where possible.

What happens if I have visitors?

Visitors can park on your property where space is available. In some cases, visitor permits may be available. Otherwise, visitors can make use of nearby unrestricted parking areas or adhere to the timed parking limit. Council aims to balance the needs of residents with maintaining fair public access when applying parking restrictions.

For further details, please refer to the Council's [on-street parking permits information](#) (https://www.npsp.sa.gov.au/our_services/parking_traffic_and_vehicles/parking_permits).

Where should I park my truck, trailer, caravan, boat, bus, or motor home?

As stated in the Council's on-street parking policy, permits are not available for trucks, trailers, caravans, boats, buses, or motor homes. It is the responsibility of the vehicle owner to ensure these types of vehicles are parked within their own property or other suitable parking area.

My street isn't that busy – why does it need restrictions?

In some instances, streets within the 65%–85% range were proactively managed where they were likely to attract displaced parking from nearby new parking controls. In these cases, new parking controls have been recommended to ensure balanced parking outcomes across the area.

If my street is heavily impacted by the new restrictions but neighbouring streets are not, will traf

The Council's precinct-based approach helps avoid this issue by applying consistent and logical restrictions across all streets within a defined area. Staff will also complete a post implementation review to understand how effective the controls have been.

How will the restrictions accommodate people visiting local shops, cafes, or schools?

Time-limited parking promotes turnover near commercial areas and schools. This ensures more parking availability for customers and visitors while balancing residential parking.

Has the Council considered parking pressures during school drop-off and pick-up times?

Yes. The Council considers peak demand periods including school pick-up and drop-off times.

How will the Council enforce the new restrictions?

The Council's Compliance Officers will monitor the new parking controls. This encourages compliance and maintains fairness.

Why doesn't the Council just deal with parking controls on a street-by-street basis?

Individual requests often create uneven treatment and displace the problem. The Council applies a consistent precinct-based approach to ensure equitable and effective outcomes in accordance with the On-Street Parking Policy.

How can I formally submit my feedback, support, or objections?

Please complete the online survey on this page.

Can I suggest alternative restrictions (e.g. shorter time limits, permit exemptions)?

Yes. During consultation, residents can provide feedback and suggest changes. Council considers community feedback alongside the study results before finalising parking control plan.

What happens when I provide my feedback?

When the consultation period has closed, the Council will review all feedback received and consider changes to the parking control plan. Residents will then be informed of the final parking control plan prior to installation of the new parking controls.

Will the Council review the effectiveness of the new restrictions after implementation?

Yes. The Council will undertake a post-implementation review approximately 12 months after the new restrictions are in place. This review will assess how effective the changes are in addressing parking issues and whether any adjustments are required. During this period, residents will be encouraged to provide feedback, which will be considered as part of the review process.

Can the parking in front of my property or business be reserved for use by me or my customers?

No. Many people view the parking in front of their business or house to be their own parking space, when in fact is public space, and is available to all, subject to complying with any parking control and the Australian Road Rules.

What will the parking controls and signage look like?

The Council typically installs parking control signs that display the applicable conditions along the section of road. These signs are relatively small, but several may be required.

Where a larger area is subject to the same parking restriction, an 'area' parking control may be used instead. These signs are larger in size, but fewer are needed.

Can tradespeople obtain a parking permit while working on my property?

Yes. Temporary Parking Permits for tradespeople may be issued at Council's discretion in accordance with the On-Street Parking Policy. These permits are only available for major residential renovations or construction works (generally valued over \$50,000) and are not issued for routine maintenance or minor works.



Site Address

Kensington, SA

Documents

[On-Street Parking Policy \(files/13411_on-street_parking_policy.pdf?v=423\)](#)

[Kensington Precinct - On-Street Parking Occupancy Review 2024 \(files/30854_kensington_precinct_on-street_parking_occupancy_review_18_july_2025.pdf?v=640\)](#)

[Kensington Precinct - On-street Parking Policy Implementation Map
\(files/30860_kensington_precinct_on-street_parking_policy_implementation_map.pdf?v=645\)](#)

PROJECT CONTACT

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ID No	General Information				Do you support the proposed parking controls changes more broadly throughout the		Do you support the proposed parking controls the street that you most		If your street is listed for timed parking controls, do you support the proposed			Final Comment	
	Your Address (Street Address)	Are you a	Where do you most commonly park your vehicles?	Residents: How many cars do you have at your property?	Response	Comment	Response2	Street name:	Comment2	Response3	Street name	Comment3	Do you have more comments?
1	Beasley Street, Marden	School attendee	On-street		No		No	High Street		No	High Street		As an employee of Mary MacKillop College, I am extremely frustrated by the proposed parking changes in Kensington. The expectation that staff will move their vehicles every three hours is not only unreasonable, but also demonstrates a complete lack of understanding of the nature of our work and our duty of care to students. Teachers cannot simply abandon classrooms, yard duties, or meetings to comply with arbitrary parking time limits. This proposal does nothing to address the real issue – the ongoing and unfair use of local parking spaces by Peregrine Corporation employees, whose underground carpark was approved by Council during their building process but never delivered. The result is that residents, school staff, parents, and visitors have been forced to compete with a large commercial workforce for the few available spaces. Rather than solving Kensington's parking pressures, this plan will only push the problem further out into surrounding residential streets that currently have no time limits. It will inconvenience residents, create more congestion, and unfairly penalise those of us who are already struggling to find a safe and legal park near our workplace each day. This is not a solution – it's a band-aid fix that punishes residents, schools and local workers while ignoring the real causes of the parking shortage. Council needs to revisit its commitments, hold Peregrine accountable for the carpark they were meant to provide, and consult meaningfully with local institutions like Mary MacKillop College before imposing measures that make our workday even more difficult.
2		Local business owner/employee	On-street		No	This will affect traffic and burden upon local business employees.	Unsure	High St	High St across the Mary MacKillop Museum	No			
3	Wear avenue, Marden	Local business owner/employee	On-street		No	No, I do not support the proposed parking control changes throughout the Kensington precinct. These changes will significantly reduce the availability of parking spaces for people who work in or visit the area. This means many of us will either have to arrive extremely early just to secure a spot, or end up parking much farther away, which is highly inconvenient and impractical. Overall, the proposed changes will place unnecessary strain on workers, residents, and visitors.	No	Dimboola Street	I work in the office five days a week and I also need to drive my spouse into the city each morning for work. Because of this, I have to use my car everyday. If the proposed parking restrictions are implemented, I would be required to move my car every three hours. This would significantly disrupt my work day, reduce productivity, and create unnecessary stress. For these reasons, I am opposed to the suggested parking restrictions.	No	Dimboola Street	I work in the office five days a week and I also need to drive my spouse into the city each morning for work. Because of this, I have to use my car everyday. If the proposed parking restrictions are implemented, I would be required to move my car every three hours. This would significantly disrupt my work day, reduce productivity, and create unnecessary stress. For these reasons, I am opposed to the suggested parking restrictions.	
4	Bridge Street, Kensington	Kensington property owner	Within your property (e.g. garage, driveway)	1	Yes	None	Yes	Bridge Street	None	Yes	Bridge Street		What is proposed seems reasonable.
5	Rowland Road, Magill	Local business owner/employee	On-street	1	No	It would be difficult to find parking and hectic to move car every few hours. It would impact my work and may even force me to switch jobs,	No	High Street		No	High Street		
6	Howdertort / thornton st, Kensington	Kensington resident (renting/leasing)	On-street	1	Yes		Yes			Yes	Thornton St		
7	Hill street, Kensington	Kensington property owner	Within your property (e.g. garage, driveway)	1	No	Occasionally park on the street	No	Hill street	Currently school teacher parking a problem	No	Hill street	Occasionally park on the street	Pemba school teacher parking an on going problem

General Information					Do you support the proposed parking controls changes more broadly throughout the		Do you support the proposed parking controls the street that you most		If your street is listed for timed parking controls, do you support the proposed		Final Comment		
ID No	Your Address (Street Address)	Are you a	Where do you most commonly park your vehicles?	Residents: How many cars do you have at your property?	Response	Comment	Response2	Street name:	Comment2	Response3	Street name	Comment3	Do you have more comments?
8	peppermint avenue, Belair	Local business owner/employee	On-street		No		No	High St., Thornton St., Phillips St.	It is already a struggle to find parking (on-street and in the carpark alongside MMC) for before school hours. Often, these parks are taken by residents prior to leaving for work, and/or, employees from Peregrine. In the summer months, parks are also taken up by Norwood Swimming Centre attendees who attend morning classes.	No	High St., Phillips St., Thornton St.	3 hrs is not acceptable. We have already faced these challenges with timed parking implemented in the carpark alongside MMC, as well as Phillips St, outside the swimming pool. We are employees who are bound to timetables (Teachers and ESO's) who are not able to leave our work and move our car when required within the time controls.	The proposed parking controls are ludicrous. As an employee at Mary MacKillop College for the past 14 years, parking has already become an issue, particularly since the expansion of the Peregrine Corporation, and not including parking for their employees (300+). This has caused stress for on-street parking in the Kensington area around Mary MacKillop College. Additionally, the timed parking controls that have been implemented alongside the Norwood Pool and half the carpark alongside MMC/ High St. Cafe have reduced the parking spaces for Staff / College attendees (10 parks for MMC Staff/ visitors), and caused increased stress for those who need to instead seek on-street parking, which is not timed. As staff members are in an education setting, we are not able to leave our classes/ students due to our duty of care requirements, and therefore, unable to move our cars every 2-3 hours. At break times, we are often with students also, yard duty etc. so again, not able to go and move our cars during this time frame. If you implement the proposed parking changes, it will severely impact education settings such as MMC, and will only drive the issue further out of the proposed streets for timed parking, as employees, such as those at MMC, will need to park further out to avoid restrictions. The issue has started due to Peregrine with their 300+ employees, and the knockback of their proposed car park. Please do not change the parking restrictions, which will only negatively impact smaller businesses/ educational sites such as MMC and those around it.
9	Mithcell Close, Fitzroy	Local business owner/employee	On-street	1	No		No	Bowen Street, Phillips Street,	No this is ridiculous leave as is do not change	No	Bowen Street, Phillips Street, Thornton Street,		For an employee in the local area this will cause so much disruption and stress to my daily commute and day at work there is no need to add parking restrictions as after-working hours and weekends, when visitors and residents require carparks there is plenty available
10	Maesbury St, Kensington	Kensington property owner	On-street	2	Yes - with changes	Maesbury St; therefore not applicable	No		Exemption for Residents cars + visitors permit	No	Maesbury St	Issue Resident Parking Permit	Re-survey Maesbury St in October 2026 to determine parking impact. Support 3h parking proposed zone. Provide resident and visitor parking permit. Remove 2 car park on the intersection of shipsters rd and Park Tc north easter side as it is difficult to turn right off park tce onto shipsters rd as cars block line of sight. please provide a response.
11	Regent St, Kensington	Kensington resident (renting/leasing)	On-street	3	Yes - with changes		Yes with changes		As long as residents get exemption	Yes		Provide residents exemption	
12	Bridge St. Kensington	Kensington property owner	Within your property (e.g. garage, driveway)	1	Yes	Not Listed	Yes		Would like to know why & very large caravan is permitted to park on permanent basis near the car of bridge st and regent st. This is unsafe as it obscure the vire of the intersection. I have no vision as I try to exit my driveway. The owners think this space belongs to them and when they go away, they strategically place another car in this space and thus reserve it for when they return. I approached them once and asked if they could leave this area vacant so I could temporarily use it and they replied in the negative. The most important point to take from this is safety. Secondly, it is dangerous for a vehicle to have two wheels on the footpath in such a built-up area. Thirdly, this behaviour contravenes community spirit which generally flourishes in Kensington."	Not Provided		No changes on bridge st	
13	Sewell Avenue, Payneham	School attendee	On-street		No		No	Thornton, High street		No			This problem isn't being fixed. It's only being moved elsewhere. As a student, this is disgraceful and unfair. We shouldn't have to waste valuable time walking long distances to and from our cars. Residents and many businesses already have allocated driveways and garages, but students do not. Peregrine employs over 300 people who park in the same area, causing issues for small businesses and schools. Their staff should have a dedicated car park instead. Students are unable to leave school every 3 hours to move their cars, so this rule is completely unreasonable and unsafe. Residents already have access to driveways and garages. Having to park on the street is a minor inconvenience compared to the major impact this will have on students.
14	Thornton St, Kensington	Kensington property owner	Within your property (e.g. garage, driveway)	1	yes		Yes			Yes			

General Information					Do you support the proposed parking controls changes more broadly throughout the		Do you support the proposed parking controls the street that you most		If your street is listed for timed parking controls, do you support the proposed			Final Comment	
ID No	Your Address (Street Address)	Are you a	Where do you most commonly park your vehicles?	Residents: How many cars do you have at your property?	Response	Comment	Response2	Street name:	Comment2	Response3	Street name	Comment3	Do you have more comments?
15	Salter Street, Kensington	Kensington property owner	Within your property (e.g. garage, driveway)	2	Yes		Yes	Salter Street		Yes			In some of the smaller, more narrow streets (Salter Street is an example), could there be signs erected similar to Beulah Park where it advises motorists to not park parallel to each other. My partner has had her vehicle hit twice in the street. Also the yellow no parking lines are useful, as opposite my house I requested the lines be repainted as it had become difficult and it was by a fire plug. When cars would park there, it was extremely difficult to reverse out of my property. There are a couple of businesses across the road from me with vehicles arriving and leaving during the day. I really appreciated the assistance by the council in actioning this. But it would be good if they could be repainted regularly as some lines have begun to fade. Also thanks for this initiative. It's great to have this support. Cheers
16	Thornton St, Kensington	Kensington resident (renting/leasing)	Within your property (e.g. garage, driveway)	5+	NO		No		Proposed parking does not address problem. Long term parking and residents park off street overnight.	No			Do not support the idea
17	Thornton St, Kensington	Kensington property owner	Within your property (e.g. garage, driveway)	1	Yes		Yes	Thornton Street		Yes	Thornton Street		No.
18	Phillips St, Kensington	Kensington resident (renting/leasing)	Within your property (e.g. garage, driveway)	1	yes		Yes			Yes			
19	no	School attendee	Don't own a vehicle		No	THIS IS AN UNFAIR THING, THE RESIDENTS ARE FINE.	Not Provided	kengsington road		No			This problem isn't being fixed. It's only being moved elsewhere. As a student, this is disgraceful and unfair. We shouldn't have to waste valuable time walking long distances to and from our cars. Residents and many businesses already have allocated driveways and garages, but students do not. Peregrine employs over 300 people who park in the same area, causing issues for small businesses and schools. Their staff should have a dedicated car park instead. Students are unable to leave school every 3 hours to move their cars, so this rule is completely unreasonable and unsafe.
20	Swanport road, Murray Bridge	Local business owner/employee	On-street		No		Unsure	thornton street,		No	phillips or thornton		
21	Henry Street, Norwood	Visitor	On-street	1	No	It needs to be looked at across the immediate area. Otherwise parking congestion will increase elsewhere	No	Henry Street Norwood		Yes - with changes			Whilst I support the timed parking in this area along with the other proposals these are going to put more pressure on other streets close to the corner of Portrush Road and The Parade including Henry Street Norwood. I am surprised that the council is proposing such extensive changes to parking in Kensington but no consideration of what is and has been for over 100 years a residential street.
22	Kurrajong, Athelstone	School attendee	On-street		No	This change doesn't solve the issue as it simply shifts the problem somewhere else. Students at Mary Mackillop College, nearby residence, and local business employees will all be forced to deal with the fallout. No one benefits. all the same. There is no long-term solution, no measurable improvement - only frustration, congestion, and angry community members. The streets might look less full but what about the schools? A less filled school is never a good sign. The council isn't merely helping anyone - they are removing parking altogether around schools and residential streets. This isn't a cosmetic tweak; it is a direct attack on the everyday routines of families, staff, and local businesses. CHILDREN will have no where safe to park, residents will lose essential access to their homes, and employees will be forced to hunt for distant parking. The decision replaces convenience and safety with inconvenience and risk. This proposal does not create a safer or more functional community. It creates inconvenience, tension, and resentment. The community deserves a real solution and not a problem disguised as one.	No	Kurrajong	No, these parking controls don't change a thing. What you are doing is moving the problem to another location, where an even bigger issue will arise, parking near my school is already scarce, and to force us to look elsewhere is cruel and inhumane. Imagine after a long day of school, where many burnt out students have been working tirelessly all day, just to afford a future in this ridiculously overpriced economy, there is a 10-minute walk. Where we would be subjected to countless vehicles in our dazed state, tarnishing our safety as we won't be as alert, so crossing numerous roads is dangerous.	No	Kurrajong	As a school attendee, I will say that this new proposed parking control is horrible. Not only is my health and safety at risk, but you will be jeopardizing my learning as a student. If I have to move my car every 1 or 3 hours, who is that benefiting? Certainly not me and my education, neither would it benefit any residence, as it would just be moved to another spot. The school is responsible for my safety, how are the limited (yet amazing) teachers supposed to stop lesson time, EVERY DAY, to watch me and my cohort move our vehicles, in hopes that another reckless driver doesn't come speeding through and put our lives at risk. Lives that will one day be leading the future... or maybe not considering how much lesson time would be interrupted. I am ashamed it has taken a year 11 student to come out here, and protest for something so idiotic.	Let me ask you this. Is a life worth a parking spot? Is an education worth a delay to someone's day? No, if you think this, you wouldn't have brought the proposal forward. Shame on you.
23	Brand Street, Oakden	Local business owner/employee	On-street	2	No	already nowhere to park	No	thornton	closest park I can get to work	No			
24	Brebner Drive, West Lakes	Visitor	On-street	1	No		No	phillips st		No			There is limited parking available for people who work within the Kensington areas, and adding time-limited parking will impact my ability to commute to work in the local area. I purchase lunch and other goods 5 days per week so this would be lost income as I would potentially need to seek alternative employment options

General Information					Do you support the proposed parking controls changes more broadly throughout the		Do you support the proposed parking controls the street that you most		If your street is listed for timed parking controls, do you support the proposed			Final Comment	
ID No	Your Address (Street Address)	Are you a	Where do you most commonly park your vehicles?	Residents: How many cars do you have at your property?	Response	Comment	Response2	Street name:	Comment2	Response3	Street name	Comment3	Do you have more comments?
25	High Street, Kensington	Kensington property owner	Within your property (e.g. garage, driveway)	4	Yes - with changes		Yes - with changes	High Street	Yes, but the timed parking areas will just move the problem further up High Street. People would rather walk an extra 100-200m than move car every 3 hours.	Yes	High Street	Yes, but the timed parking areas will just move the problem further up High Street. People would rather walk an extra 100-200m than move car every 3 hours.	I completely support the need for parking control in Kensington. The amount of workers and commuters that use the western end of Kensington have made it impossible to find a park in that area. The main issue we have is that the proposed parking controls will move the problem further east in the suburb. Workers and commuters would simply choose to walk an extra 100-200m to park than move their car every 3 hours. If the current proposal goes ahead, I would like to see an additional parking review done to see what effect this change has made on the rest of the suburb.
26	Phillips St, Kensington	Kensington property owner	Within your property (e.g. garage, driveway)	1	Yes		Yes			Yes			
27	The parade, Norwood	Local business owner/employee	On-street		No		No	Gylde St	The streets are the primary location for employees to park on and this restriction will only push the parking further into the suburbs	No		All day parking is required	
28	Phillips St, Kensington	Kensington property owner			Yes		No	Phillips		Yes	Phillips		Hello Adding to my earlier detailed response - Merchant St has Residential Parking. I have always wondered why they are the only street in the whole of Kensington to have Residential Parking restrictions? Perhaps now is a good time to have equity in the areas concerned in parking management. Thank you, Sharon Campbell Thank you for this survey opportunity. As Phillips St is very busy with businesses/The Parade, the school and its proximity to a bus stop it is near impossible to get a park outside of your own home during business hours. At the weekend and in the evenings there is no problem parking - it is a normal suburban street in Kensington showing the parking problem is directly related to the above reasons. I agree a change is needed with the current parking situation - I have had many cars partially block my driveway all day during business hours - but I question the proposed 3 hour time limit. I would like to see the time limit set to one hour to persuade people to acknowledge the limit or perhaps a 'Residents Only Permit' is needed in Phillips St? Thank you for considering the views of those directly affected and please note I have voiced my concern to Council regarding parking on a number of occasions. Kind regards, Sharon Campbell
29		Kensington resident (renting/leasing)	On-street		No		No	High st		No	High st		
30		Kensington resident (renting/leasing)	Within your property (e.g. garage, driveway)	1	Yes	Cars parked on the proposed streets seem to be mostly from OTR employees. The parking controls would simply make them park elsewhere, which is the rest of Kensington not covered by parking controls. Maybe the council should charge OTR for parking.	Yes	Bridge Street		Yes - with changes			
31	Bridge ST, Kensington	Kensington property owner	Within your property (e.g. garage, driveway)	0	Yes		No			No	Bridge St(parade end)	No parking controls proposed in my st	Extend parking controls to her street
32	Harrow Ave, Magill	School attendee	On-street		No		No	Harrow Ave		No	Thornton St, High St and Phillips St		This problem is not being fixed, it is only being moved. As a school student, I think this is disgraceful and unfair, I should not have to waste time walking to and from my car park streets away just to attend and leave school, it is dangerous as a high school student and unfair. Residents and some businesses have allocated driveways and garages but students do not. Peregrine has 300+ employees who park in the area and cause issues for small businesses and schools, they should have an allocated carpark for their employees. I am unable to leave school to park every 3 hours so this is very unethical and doesn't consider high school students who drive to and from school. Residents have their driveways and garages and having to park on the street is already a hassle but by now making it unable for us to park near our school you are making it a hostile, unsafe environment. As minors and high school students we are already overwhelmed with the transitions of life, don't make it more difficult by making us park inconveniently far away.

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33	Bowen Street, Kensington	Local business owner/employee	On-street		No	Surrounding areas are used frequently to enable business to run smoothly and allow visitors to the suburb to engage in commerce on the Parade.	No	Bowen Street		No	Bowen Street		
34		Local business owner/employee	On-street		No		No	Thornton Street and High Street	As an employee of Mary MacKillop College, I believe it is already extremely difficult to find a park within close proximity, and by changing current controls this would push parking further away and will still impact homes and residents.	No	High Street and Thornton Street	As an employee of Mary MacKillop College, it is imperative that we are at school supervising children, therefore it would make it extremely difficult to park within the 3 hour parking zones and needing to shift cars during the day. Same goes for student drivers who need to attend school within these hours and are not permitted to leave school grounds throughout the day. I believe this would cause a further issue in the community.	I believe that these proposed changes to certain streets around the local businesses would affect their employees and surrounding clients. These parking controls are extremely difficult for Mary MacKillop College employees and students who need to park their car throughout the entire school day, not just 3 hours. This should be put into perspective when determining what streets need to be changed within the Kensington area. As it is, there are only many cars present during the daytime hours between 8am-4pm by which I believe does not impact many residents in surrounding homes. In conclusion, I hope there is much consideration in regards to this change. Thank you.
35	The Parade, Kensington	Kensington property owner	Within your property (e.g. garage, driveway)	3	Yes - with changes	As above	No	The Parade	Also include the souther side of The Parade in your changes east of Thornton Street. Between the Swim Centre, Altavilla Club, and Heyne's Nursery, (ALL BURNSIDE COUNCIL RATEPAYERS) most of the times there is no parking available for visitors or tradespeople.	Yes - with changes			It seems that council supports ratepayers that do not pay rates to Norwood Payneham & St Peters, perhaps it's time to start supporting its own ratepayers.
36	Grove Place, Kensington	Kensington property owner	Within your property (e.g. garage, driveway)	1	Yes		Yes	n/a		Yes	n/a		there is a caravan parked on the corner of Bridge and Regent Streets (the periphery of the precinct), I have observed this for years and it is seemingly semi-permanent. I doubt whether this is legal and your new restrictions will disperse parking to this street possibly resulting in conflict.
37	High St, Kensington	Kensington resident (renting/leasing)	Within your property (e.g. garage, driveway)	2	No		Yes		Everyone does not have off street parking.	Yes			why is this online survey different to the paper version. Sloppy processes?
38	Neston Avenue, North Plymton	Local business owner/employee	On-street	1	No	A lot of the streets listed are streets that I park on if I can't get a spot on Bowen Street, this will affect my ability to come to work and of others in the company	No	Bowen Street	It will affect my ability to come to work	No	Bowen Street	It will affect my ability to come to work	
39	Bridge St Kensington	Kensington property owner	Within your property (e.g. garage, driveway)		Yes	Timed parking is essential as otherwise streets become too congested with people parking all day using the proximity to Norwood and city by bus	Yes	Bridge St		Yes	Bridge St		Unfortunately lots of people tend to take advantage of inner city parking areas to utilise an easy access to jumping on a bus into the city or Norwood. For the residents living on these streets it's very inconsiderate as sometimes you can't navigate out of one's driveway very easy and visibility is hard. With more timed parking area and inspectors policing the areas this practice will become less of a problem. It's happening in a lot of inner city suburbs not just Kensington and some people park all day in a shopping centre car park and catch a bus into the city so they don't have to pay for parking. I've seen people do this regularly where I live and when we need to do our shopping we can't find a park anywhere so we end up going out of our own area just to get groceries as we can't get a park in our own suburbs. Not good is it.
40	The Parade, Kensington	Local business owner/employee	On-street		No		No	Phillips Street	This will be inefficient to move my car during the work day	No	Phillips Street	This will be inefficient to move my car during the work day	I feel like the changes will just move the issue to other streets and will impact those working in the area most

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41	Russell Road, Athelstone	School attendee	On-street		Yes		No	Thornton Street		No	Thornton Street		This problem isn't being fixed. It's only being moved elsewhere. As a student, this is disgraceful and unfair. We shouldn't have to waste valuable time walking long distances to and from our cars. Residents and many businesses already have allocated driveways and garages, but students do not. Peregrine employs over 300 people who park in the same area, causing issues for small businesses and schools. Their staff should have a dedicated car park instead. Students are unable to leave school every 3 hours to move their cars, so this rule is completely unreasonable and unsafe. Residents already have access to driveways and garages. Having to park on the street is a minor inconvenience compared to the major impact this will have on students.
42	High St, Kensington	Kensington resident (renting/leasing)	On-street	2	Yes - with changes	could be 1hr but unlimited for permit holders	Yes with Changes	More Permit Zone	Unsure	3hrd would be hard for residents	Agree -control needed. Visitor permit should be allowed.		
43	Regent St, Kensington	Kensington property owner	Within your property (e.g. garage, driveway)	4	Yes - with changes	could be 1hr but unlimited for permit holders	Yes - with changes	Regent Street	TIMED PARKING CONTROLS WITH RESIDENT PERMIT EXEMPTION FOR ADJACENT RESIDENTIAL PROPERTY OCCUPIERS	Yes - with changes	REGENT STREET	TIMED PARKNG CONTROLS WITH RESIDENT PERMIT EXEMPTION FOR ADJACENT RESIDENTIAL PROPERTY OWNERS	AS EVIDENCED BY PARKING OCCUPANCY ON WEEKENDS AND OTHER NON BUSINESS/SCHOOL HOLIDAY DAYS, RESIDENT OCCUPIER VEHICLES ARE A TRIVIAL CONTRIBUTOR TO ON STREET PARKING CONGESTION.. PROPOSED CHANGES THAT IMPACTS ON THE FLEXIBILITY OF THE USAGE BY RESIDENTS, IN THIS INSTANCE BY IMPLEMENTATION OF PUNISHABLE TIME LIMITS ARE UNREASONABLE. PARKING CONTROL CHANGES WITHOUT ADDITIONAL RESIDENT EXEMPTIONS ARE NOT SUPPORTED
44	Third Ave, Royston Park	Local business owner/employee	On-street		No	could be 1hr but unlimited for permit holders	No	High Street, Thornton Street, etc and most around the very limited area proposed	Since Peregrine has moved its headquarters into the area, parking has been severely impacted and reduced. An agreement should have been reached for them to create a multi - parking garage to house their employee vehicles.	No	High Street, Thornton Street etc and most around the very limited area proposed	The problem will be moved to other streets and cause further issues. The problem needs meaningful address and not accommodate a few.	It is extremely concerning that Council's consideration appears to have been extended primarily to residents, with little regard for the significant impact on small businesses and schools operating in the area. Large corporations, such as Peregrine, employ over 300 staff and attract numerous daily visitors. Their establishment has significantly altered the character and functionality of the surrounding streets. While the frustrations of residents are acknowledged, it is important to note that most have access to private garages and rear-lane parking. The majority of employees in the area do not have allocated parking spaces. The substantial on-street parking pressures only began following the transfer of large-scale corporate headquarters into a predominantly residential area. It is a matter of public record that a parking facility was initially proposed as part of a transfer and subsequently rejected; an outcome now imposing unfair consequences on both residents and small businesses. Council must take into account the operational realities of small enterprises and educational institutions within the area. In my case, as a teacher of 30 years in the area, it is inconceivable that my colleagues and I leave our classrooms to move vehicles every two to three hours. We have a duty of care. As a long-standing resident and ratepayer, I am deeply disappointed by the lack of equitable consideration afforded to small business owners and employees in this matter and urge Council to review its approach in light of its obligations to support a balanced and sustainable local economy.
45	Bridge St, Kensington	Kensington property owner	On-street	2	Yes		Yes			Yes	Bridge St	No changes needed on bridge st	NA
46	Kensington Rd, Kensington	Kensington property owner	Within your property (e.g. garage, driveway)	3	No	3 hours is enough for a visit and the opportunity for someone else to park there.	No	Sometimes we need to park in bishops st nearby due to work being done	Tradesperson vehicle and trucks on our property to fix things on our house. Our cars end up in bishop st.	Yes	Kensington Rd, Kensington SA 5068	We already have a bus stop across both our driveways. We also have clearways and endless traffic.	I would like to see caravans and boats off the street. We live in a beautiful suburb with lovely trees. Cars should be parked in people driveways too. All these things blocks our view of oncoming traffic and has nearly caused me car accidents in back streets.
47	High St, Kensington	Kensington property owner	On-street	3	Yes		Yes	High St, Bowen St, Phillips St, Thornton St	Permit should be provided	Yes	High St, Bowen St, Phillips St, Thornton St	Permit should be provided	
48	River Glen Drive, Windsor Garden	Visitor	On-street		No		No	High St, Bowen St, Phillips St, Thornton St		No	High St, Bowen St, Phillips St, Thornton St		

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ID No	Your Address (Street Address)	Are you a	Where do you most commonly park your vehicles?	Residents: How many cars do you have at your property?	Response	Comment	Response2	Street name:	Comment2	Response3	Street name	Comment3	Do you have more comments?
49	Thornton Street, Kensington	Kensington resident (renting/leasing)	Don't own a vehicle	1	Yes	Provide fair, and equitable access to on-street parking - for other streets in the Kensington precinct, including The Parade.	Unsure	Thornton Street, Kensington SA	Provide fair and equitable access to on-street parking	Yes	Thornton Street, Kensington SA	Provide fair, and equitable access to on-street parking - unsure about timed parking controls with time limit.	I have noticed car(s) being parked near the Bus Stop 11 sign, on The Parade, traffic going towards the City. I don't think there is a 'no parking' zone sign near the Bus Stop 11 sign. I assume it makes the bus driver(s) awkward in getting bus back onto The Parade, after picking up passengers, as there is not much room to move bus, because of the car(s) being
													because of the car(s) being
													of the car(s) being
													of the car(s) being
50	High St, Kensington	Kensington resident (renting/leasing)	Within your property (e.g. garage, driveway)	5	Yes - with changes		Yes - with changes	High Street	Either 2 x residential permits AND 1 x visitor permit OR 3 x residential permits required for this plan to be acceptable. Otherwise we will leave our rental property if unable to park out the front of our house	Yes	High Street	Either 2 x residential permits AND 1 x visitor permit OR 3 x residential permits required for this plan to be acceptable. Otherwise we will leave our rental property if unable to park out the front of our house	
51	high street, Kensington	Kensington resident (renting/leasing)	Within your property (e.g. garage, driveway)	5	Yes - with changes	Residential permits and visitor permits	Yes - with changes	High street	Either 2 x residential permits AND 1 x visitor permit OR 3 x residential permits required for this plan to be acceptable. Otherwise we will leave our rental property if unable to park out the front of our house!	Yes - with changes	High Street	Either 2 x residential permits AND 1 x visitor permit OR 3 x residential permits required for this plan to be acceptable. Otherwise we will leave our rental property if unable to park out the front of our house	Follow the same standards at Burnside council
52	High St, Kensington	Kensington property owner	On-street	4	Yes - with changes	High St	Yes with Changes			Yes	High St		Only support if there are residential exemption available. Two residents at his property will leave his property if permit can not be issued.
53	High St, Kensington	Kensington property owner	On-street	4	Yes - with changes		Yes with changes	High ST		Yes	High St		Support if residents exemption available. He has 2 residents who can not park in my garage and who would leave the property to live elsewhere if permit are not available.
54	Bridge St, Kensington	Kensington resident (renting/leasing)	Within your property (e.g. garage, driveway)	1	Yes - with changes		Yes with Changes		parking for visitor is difficult. School students park all day	Yes with Changes			Appreciation of our efforts. But what about students park all day? Issue parking permit to residents.
55	High Street Kensington	School attendee	On-street		No		No	High Street Kensington		No	12 High Street Kensington		Staff at Mary MacKillop College "a school that honours the legacy and significance of Australia's first and only saint" are facing an increasingly untenable situation regarding parking availability. Despite the importance of this site and the vital work being done here every day, our staff are left with nowhere to park.
													Teachers are now routinely forced to leave their vehicles streets away due to the influx of OTR and Parade workers occupying the limited parking near our campus. This is not a minor inconvenience. It is a daily disruption to our ability to carry out our roles effectively.
													Educators already operate under immense time pressure. Many barely have time to use the bathroom or eat lunch during their scheduled breaks. To now expect staff to find additional time to walk considerable distances to move their cars often during teaching hours is simply unreasonable.
													This situation is deeply frustrating and demoralising. It sends a message that the wellbeing and professional needs of educators are secondary. We are calling for urgent attention to this matter and a solution that respects the critical role teachers play in this community.
56	Regent place Kensington	Local business owner/employee	On-street		Yes	many people use the parks surrounding our preschool for bus-city transportation which makes it challenging for locals to utilise businesses in the area.	Yes	Regent Street	We are requesting some consultation with the Kindergarten due to complications for staff as they cannot leave the building for legal reasons to move their cars during the school day.	Yes	Regent St	Same as above	We are so lucky to have our parking spot for families directly outside the preschool!
													We are in a unique situation where our staff team is so small that legally all staff are required to stay in the kindergarten grounds for ratio of child safety. We would be unable to move our car within the time frames and the nearest parking location walking distance wise is far from our workplace. It would be great if an exemption for staff would be considered. We are not like a school with a large amount of staff - it's just 2 people most days.
57	The Parade, Kensington	Kensington resident (renting/leasing)	Within your property (e.g. garage, driveway)	2	Yes - with changes		Yes - with changes		Extend 3hr parking at corner of bridge and regent st to support customer of pc commuters. I have found it difficult to park close by at times.	Not Provided			Good for resident and local businesses but suggest extension of 3hr parking at corner of bridge and regent st.

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58	Richmond St, Kensington	Kensington resident (renting/leasing)	On-street	1	No	Parking time limits near Mary McKillop School are understandable.	No	Richmond St	I do not support timed parking on Richmond Street as we have no off street parking at our house and have no choice but to park in the street. We have one car and feel it's unfair that we will have to pay for a permit to park in the street we live in.	Yes - with changes	Richmond Street	I do not support timed parking on Richmond Street as we have no off street parking at our house and have no choice but to park in the street. We have one car and feel it's unfair that we will have to pay for a permit to park in the street we live in.	If parking controls are to be enforced in Richmond Street it should be residential's parking by permit only, 24/7. Three hour parking limits are purely revenue raising exercises.
59	Bridge St Kensington	Kensington property owner	Within your property (e.g. garage, driveway)	2	Yes	We are concerned that the proposed changes on Regent St will have a negative spinoff effect directly onto our street and our amenity.	Yes	Bridge Street		Yes - with changes			We park both off street within our property as well as on Bridge St outside our property. We already have a lot of people parking outside our house and it is regularly difficult for ourselves, our guests and/or tradespeople to find a park. This may be due to people parking during business hours to access busses on the parade or the flats across from us which bring more people to the area. Furthermore we have our beautiful gum tree which removes some of the parking outside our home and we will soon have construction right next door which will bring many more vehicles. If Regent St becomes a chargeable parking area this will force even more people around the corner and onto Bridge St. I'm not sure of the solution here but perhaps you could consider making the proposed street controls on only one side of the street in a wider area which may reduce the load on any one street?
60	Talbot grove, Marryatville	Local business owner/employee	On-street	2	No		No	Phillips Street	I will park at the closest available street to the office	No	Phillips Street	I will be park at the closest available street to the office	
61	Hackett Terrace, Marryatville	Kensington property owner	Within your property (e.g. garage, driveway)	2	No	It is an obvious grab for money.	No	High Street		No			
62	High St, Kensington	Kensington property owner	On-street	5	Unsure	Phillips St	Unsure			Yes		2 permit parking and don't want to pay extra \$75 a year. Parking permit will be critical for gov car.	
63	Phillips Street, Kensington	Kensington resident (renting/leasing)	On-street	2	No		No	Phillips street.	There are times where we will need to park on the street during the day and this restricts us to a certain time limit which I don't think is fair for people who live on the street	Yes	Phillips Street	There are times where we will need to park on the street during the day and this restricts us to a certain time limit which I don't think is fair for people who live on the street	
64	Seaview Road, Kensington	Local business owner/employee	On-street		No		No	PHILLIPS ST		No	PHILLIPS ST		
65	Phillips St, Kensington	Kensington resident (renting/leasing)			Not Provided		Not Provided			Not Provided			As a resident of Phillips Street Kensington & before I complete the recently received survey, I need you to clarify if the proposed 3 hour parking limit in my street applies to the residents. I would hope residents are exempt from this change. Parking at the front of my house has always been a nightmare with people parking over my driveway. This is something I have contacted the council over many times since purchasing the property in 2014. It is very frustrating to not be able to exit or enter my own property.
66	Bishops Pl, Kensington	Kensington resident (renting/leasing)	On-street	1	Yes	It is not listed for parking control	Yes with changes			Yes with changes	Bishops Pl	Resident only parking	Agree with proposed changes. However, Residents in his st does not have off street parking. Problem time - school drop off and pick up. Is it worth considering permit zone during school time time? If so, residents would get permit so I could park my car. I have physical disability and need to park close to my residence.
67	High Street, Kensington	Kensington property owner	On-street	4	No	While there are some positive elements, I do NOT believe the overall proposal will be effective in addressing the parking pressures, as the proposal focus is to address the symptom rather than the local sources of parking pressure.	No	High Street - Area 3 (Thornton to Bridge Street)	Off street parking is accessible only via poorly maintained rear laneway - Regularly potholed	No			Feedback on the report: I noted the report lacks some details which I believe are needed for Kensington residents to fully consider the proposal: 1) When in the calendar year were the On-street parking surveys were undertaken? Over the previous 20 years we observe a seasonal impact on parking pressure. Most notable for us is the escalating demand for student parking by Mary MacKillop senior students as they cumulatively obtain provisional drivers licences throughout the year, culminating in peak numbers around October/November, before easing with the end of school year 2) In the report there is no reference to, or acknowledgement of the dead-end section of Phillip street in between Mary MacKillop School and Mary MacKillop Museum (located between A11 and A12 in the report maps). It is not clear from the report if this is public or private parking space? I have noted: - North-West side 1 hour park (x4), 2 hour disabled park (x1), 3 hour park (x8) - South-East Side - Mary MacKillop College Permit Zone (x13) - (7:30am - 3:30pm) Do we support the proposed parking controls? While there are some positive elements, I do NOT believe the overall proposal will be effective in addressing the parking pressures, as the proposal focus is to address the symptom rather than the local sources of parking pressure. Specific to our residence, we do NOT currently support the proposed parking controls for High Street Area 2 (Extending between Thornton to Bridge Streets)
68	Hughes Ave, Kensington	Kensington property owner	Within your property (e.g. garage, driveway)	1	Yes	Thornton St	Yes			Yes	Thornton St		
69	Regent pl, Kensington	Kensington property owner	Within your property (e.g. garage, driveway)	2	Yes		Yes	Regent Place		Yes	Regent Place		no

General Information					Do you support the proposed parking controls changes more broadly throughout the		Do you support the proposed parking controls the street that you most		If your street is listed for timed parking controls, do you support the proposed			Final Comment	
ID No	Your Address (Street Address)	Are you a	Where do you most commonly park your vehicles?	Residents: How many cars do you have at your property?	Response	Comment	Response2	Street name:	Comment2	Response3	Street name	Comment3	Do you have more comments?
70		Local business owner/employee	On-street		No	With the current cost of living crisis adding this cost for people trying to earn a living and getting to work is unacceptable.	No	Bowen, Thornton, High, Phillips Street		No	Bowen, Thornton, High, Phillips Street		
71	High St, Kensington	Kensington resident (renting/leasing)	On-street	2	Yes - with changes		No		Remove timed parking from high st between thornton and bridge st. Remove timed parking from richmond st	No			In Richmond Street, where Council has proposed 5-hour timed parking for 5 vehicle spaces 9-5pm, there are 26 residential vehicles and only 13 off-street parking conditions. This means that at any one time 13 residents' vehicles require on-street parking, vying for the potential of the 5 remaining spaces within Richmond Street. Residential Permit parking in Richmond Street would be the desired option, if Council proposes any changes. Given the need to find on-street parking when Richmond Street spaces are fully occupied, look to High Street (between Thornton and Bridge Streets) for available parking spaces. Generally, the available spaces for on-street parking in Richmond Street are used by the residents of Richmond Street only. Services and trade vehicles attending Richmond Street may occasionally compete for parking along this strip. No other vehicle parks in Richmond Street, so why impose a timed parking (5hr) for the residents of Richmond Street, who absolutely rely upon the availability of the meagre 5 spaces in said street? If Council is serious about timed parking in the north/western corner of Kensington, please monitor the disruptive and continual illegal parking of vehicles collecting students after school at Mary MacKillop. Continually, vehicles park illegally on yellow lines, blocking access to side street, Richmond Street, at school pick-up time. Vehicles are often parked illegally for 15-20 minutes at a time, motor running. Some residents do not work, so 9-5 parking is ridiculous for them. Lastly, as an additional gripe, I did not receive this letter, addressed to Resident/Occupier, and had to source this copy from my neighbour.
72	High Street, Kensington	Local business owner/employee	On-street		No	Employees should be able to park with their permits displayed for all day parking in areas marked for 3 hour parking or no parking.	No	High Street, Thornton Street, Phillips Street	Parking in front of the Mary MacKillop College tennis courts and the school should be available to school employees/visitors from 9.00am-3.00pm with a permit displayed. The 3 minute kiss/drop area should be monitored as many parents sit for ages in their cars. The bus zone should be moved to a more eastern position to allow buses to exit without running straight into the school crossing.	Yes - with changes	10-14 High Street		
73		Local business owner/employee	On-street		No		No	Bowen St		No			
74	Maesbury St, Kensington	Kensington resident (renting/leasing)	Within your property (e.g. garage, driveway)	1	Yes		Yes with changes			Yes with changes			Maesbury st near kensington rd should have restricted parking. Difficult to have visitors, trades come to my property. Parking taken by students and commuters. These people will migrate to other streets.
75	Hallett ave Tranmere	School attendee	On-street	4	No	Residents already have access to driveways and garages. Having to park on the street is a minor inconvenience compared to the major impact this will have on students.	No	phillips	it unfair as students need to park outside	No	phillips	Peregrine employs over 300 people who park in the same area, causing issues for small businesses and schools. Their staff should have a dedicated car park instead.	i think it is unfair trying to change the rules as at year 10 and 11 girls are starting to get their licence and need to park before school
76	Kensington rd, Kensington	Kensington resident (renting/leasing)	Within your property (e.g. garage, driveway)	2	Yes		Yes			Not Provided		N/A	increase in traffic volume on the parade.
77	Regent place, Kensington	Kensington property owner	On-street	2	Yes		Yes	Regent Place		Yes	Regent place	Residents get a permit to park all day	
78	High St, Kensington	Kensington resident (renting/leasing)	On-Street	2	NO	Unreasonable for residents particularly where WFH or caring for your children	No	Unreasonable for residents	NO		Unreasonable for residents particularly where WFH or caring for your children	Provide resident parking permit to solve this issue	
79	Marchant St, Kensington	Kensington property owner	Within your property (e.g. garage, driveway)	2	Yes		Yes			Yes	Marchant St		

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80	High street, Kensington	Kensington property owner	Within your property (e.g. garage, driveway)	2	No	Unreasonable for residents particularly where WFH or caring for your children	No	High street	Occasionally require to park on street for extended period. i.e. to give plumber access while I'm at work all day. Current plan will ensure I can park close to property. Unless resident permits provided.	No	High street	As above. Unless resident permits are provided this will make parking worse for existing residents.	Most parking appears to be related to local schools and businesses. 3hr parking unlikely to prevent current users moving their cars around throughout the day. 30 min parking with resident and visitor permits would make a difference.
81	Thornton st, Kensington	Kensington property owner	On-street	2	No	It appears there isn't no dedicated parking for residents. I recommend converting part of the 3-hour parking area into a residential permit zone, with annual permits available for residents.	No	Thornton		Yes - with changes	Thornton		I am writing to express my strong concern regarding the recent changes to on-street parking in Kensington. The new parking restrictions are both unfair and unreasonable, particularly for residents who are already the most affected by the ongoing parking pressures in the area.
													As residents, we rely on having access to at least two on-street parking spaces, as our household includes teenage children who each own a car. Our property only provides a single off-street parking space, leaving us dependent on nearby street parking.
													We are already at a disadvantage, as the majority of available parking is often taken by Kensington Hotel patrons, as well as people parking to walk to the Peregrine/OTR offices or to The Parade. The introduction of timed parking further worsens this situation and does nothing to support residents who live here year-round.
													Instead of timed parking, I strongly urge the Council to implement a resident-only permit parking area, which would provide fair access for those who contribute to the community and pay local rates.
													This change disproportionately penalizes local residents and does not address the core issue - non-resident parking overflow from surrounding businesses and venues. I respectfully request that the Council reconsider this decision and prioritize a solution that supports residents rather than disadvantages them.
													Thank you for your attention to this matter. I look forward to your response and to seeing a fair resolution for our community.
82	High St, Kensington	Kensington property owner	On-street	4	yes	as long as sufficient parking permit is provided	Unsure			Unsure	High St	Provide parking permit	Give residents priority by providing permit. Don't support if sufficient permits to residents can not be provided.
83		Local business owner/employee	On-street		No	I oppose the changes to timed parking. In order to be employed in Norwood, I require parking as there is no public transport from my home in Meadows (Adelaide Hills Region).	No	Phillips street	I oppose the changes to timed parking. In order to be employed in Norwood, I require parking as there is no public transport from my home in Meadows (Adelaide Hills Region).	No	Phillips Street	I oppose the changes to timed parking. In order to be employed in Norwood, I require parking as there is no public transport from my home in Meadows (Adelaide Hills Region).	I travel to Norwood for my employment at a minimum of 4 days per week. I have recently had a total knee replacement, on one knee and the other knee requires the same. If I find it hard to get a park close enough to work let alone if I had to try and move my car several times a day, I would have to rethink my employment and shopping within Norwood/ Kensington area
84	Regent St, Kensington	Kensington resident (renting/leasing)	Within your property (e.g. garage, driveway)	2	Yes		Yes			Yes			
85	Phillips Street, Kensington	Kensington property owner	Within your property (e.g. garage, driveway)	4	Yes - with changes	Again, we would like to see the addition of "3 Hour Parking Resident Permit Excepted" so all residents can park outside their own home for longer than three hours.	Yes - with changes	Phillips Street and Merchant Street (corner)	We would like to see the addition of "3 Hour Parking Resident Permit Excepted"	Yes - with changes	Phillips Street and Merchant Street (corner)	As above, would like to see the addition of "3 Hour Parking Resident Permit Excepted"	It is common for areas with newly restricted parking times to have the inclusion of "Resident Permit Excepted". Where these new restrictions are put in place, the people who previously parked there will need to park and walk a bit further to where they are going and thus hopefully spread out where they park, and not affecting other residents too much. However, where there is time limited parking outside a resident's house, there is often a need for the resident to be able to have their own car parked for longer than three hours and they should be able to park outside their own property and not have to park their car one or two streets away (especially with young children or the elderly). It should be noted we are currently renovating 12 Phillips Street and do not have any vehicles on the property. When we move in, we hope to park three vehicles on the property, however we will need to park the fourth vehicle on the street. One vehicle is a hybrid caravan which we will park on site. I make the comment in regard to parking for workers in the area. I used to work in the city and had a 10 minute walk from the bus stop to my place of work so placing the proposed three hour restriction in areas very close to their places of work should not be seen as a burden to them.
86	Bowen St, Kensington	Kensington resident (renting/leasing)	On-street	2	Yes		Yes			Unsure			Unsure proposed time limit will solve the OTR problem especially when visitors or trades can not find carpark close to my house. Also, car ignore no entry sign and come down south west from the parade through bowen st.

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87	Leonore Avenue, Kensington Gardens	School attendee	On-street		No	The area for parking restrictions is too large. This will push long term parking further into residential areas. Thornton, High and Phillips Streets surround a school and staff require long term parking as they are unable to move cars during the day. Parking is needed between the hours of 8:00am and 5:00pm and current parking conditions allow for this. Some restriction closer to the Parade may help improve turnover of parking spaces due to commuters parking and bussing into the city having to park elsewhere, but this is arguable in it effect. It is worth noting that some days in winter, which is the school Term 3, as students gain the P plates and commence driving to school parking becomes even more challenging. Sometimes school staff are walking several streets to get to school. Changing the parking to short term will increase this inconvenience for school communities as well as for local businesses.	No	Thornton Street	Having 3 hour parking on this street will push parking closer to Mary MacKillop College causing difficulty for staff parking near the school.	Yes - with changes	High Street	We currently have existing parking restrictions out the front of Mary MacKillop College in High Street and in Phillips Street and these are working satisfactorily and do not need altering.	Mary MacKillop College, St Joseph's School and the Kensington Hotel along with others are long established institutions and residents most likely moved into the area in full knowledge of these places. They were likely part of the local appeal and charm of the area. This benefit comes with the cost of reduced street parking and a lively atmosphere. Changing the parking may, arguably, slightly improve parking for local residents but I feel the opposite would occur. The turnover of parking will actually increase traffic as cars are roaming the suburb looking for parking. Not to mention the cars that will block streets by parallel parking while waiting for a park to eventuate. I feel that the Council's best intentions will backfire and create larger issues and ultimately please very few. The current parking arrangement is working on the whole, not perfectly, but what does? The parking currently is manageable but the changes will complicate parking considerably.
88		Local business owner/employee	On-street		No		No	Bowen, Phillips & Thornton		No			I am an employee at OTR, and already find the parking to be challenging around this area. Increasing timed parking areas will have a material impact on my ability to complete my duties in my role, which includes a significant number of meetings required at the office.
													If I have to constantly move my car multiple times a day, I quite simply cannot attend the required meetings with my teams, and given I am responsible for a portfolio of teams it will impact my performance. Additionally many in my teams cannot easily catch public transport to the office, with driving the only viable option. Many of us have young families, and participate in school drop offs / pick ups, and thus the proximity of our vehicles matter.
89	Hill Street, Kensington	Kensington property owner	Within your property (e.g. garage, driveway)	2	Yes		Yes	Hill Street Kensington	Staff of Pembroke School occupy most or all available spaces on both sides of the street during school hours and into the afternoon and some evenings. This leaves no access for visitors and tradespeople to access the residential properties. During drop off and pick up times, the street becomes very busy and dangerous as the parked vehicles narrow the roadway. Timed or permit parking along the southern (opposite Pembroke) may help to alleviate these concerns. It is likely that restrictions in nearby streets will further increase these concerns. A council study of parking in this area seems sensible.	Yes			
90	Regent Place, Kensington	Kensington resident (renting/leasing)	On-street	3	Yes		Yes with Changes			Yes	Regent Place	Permit parking for residents	
91	Shipsters Rd, Kensington	Kensington property owner	Within your property (e.g. garage, driveway)	1	Yes - with changes		Yes		Amount of street proposed for 3hrs is not necessary	Yes			

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92		Local business owner/employee	On-street		No	Additional parking controls will create significant challenges to the OTR Head Office for all staff. This will hinder our ability to work from the office, and in turn the revenue to related businesses on the Parade, which all staff and I contribute significantly on a daily basis	No	Union St		No			
93		Kensington property owner	On-street	3	No	This will just make people park in other places that do not have time parking. It will not solve the issue.	No	Regent Street	Do not support time parking. Residents/visitors should be able to park in front of their property.	No	Regent Street	Do not support time parking. Residents/visitors should be able to park in front of their property.	
94	Phillips St, Kensington	Kensington property owner	On-street	2	Yes - with changes		Yes - with changes	Phillips Street kensington	Permit parking available for residents	Yes	Phillips st	Time limited parking is an excellent idea. Residents should be offered permit parking.	I am a property owner with no off street parking. I am impacted Monday to Friday from 7am to 5 pm. Local business including OTR park on the street. I have to be mindful about leaving because I can't find a park where I return.
95	High Street, Kensington	Kensington property owner	On-street	3	Yes - with changes		Yes - with changes	High Street	Support for non-residents. Residents should be able to park all day without restrictions except for the school zones. (We only park one car on the street and outside business hours but would like to not see restrictions for sick leave / holidays etc.)	Yes	High Street	Support for non-residents. Residents should be able to park all day without restrictions except for the school zones. (We only park one car on the street and outside business hours but would like to not see restrictions for sick leave / holidays etc.)	The survey did not allow for multiple selections of current car parking - we park 2 cars on our property accessed via a laneway. The third car is parked on High Street.
96	High St, Kensington	Kensington property owner	On-street	5+	Unsure		NO			Unsure			
97	Thornton Street, Kensington	Kensington resident (renting/leasing)	Within your property (e.g. garage, driveway)	1	Yes		Yes	Thornton		Yes	Thornton		No
98		Visitor	On-street		No		No	PHILLIPS ST		No			
99	Phillips St, Kensington	Kensington resident (renting/leasing)	On-street	2	Yes - with changes		Yes with changes			Yes		One permit should be provided	Support a time limit but will lead to suffling a car. Provide atleast 1 permit.
100	High Street, Kensington	Kensington property owner	Within your property (e.g. garage, driveway)	2	Yes - with changes	2hr parking not 3hr, workers and students will only need to move vehicles once if its 3hrs which isn't a very high turnover, more parking officer patrols need to be implemented	No	High Street, Kensington SA, Australia	Permit parking only, 2hr Maximum if not permit,	Yes - with changes	High Street, Kensington SA, Australia		No place for delivery drivers to park outside residences, they have to break the law to do their job. I have disabled relatives who visit, they are unable to get convenient parking. TOO much preference is given to the schools for their student parking the schools should supply their own, maybe council should only permit more building upgrades on the basis that parking space is supplied for all staff and students off street, students should take public transport why do they need to drive? We rarely see a council parking officer in this street there are numerous occasions of parking infringement especially around 3.15 - 3.30pm, when people park in no stopping zones with engines running filling homes with exhaust gases. Make a by-law that enforces people with garages to actually use them for parking, the town houses on the corner of High Street and Bridge Street all have off-street parking but the majority is not used, and the vehicles are semi permanently parked outside on High Street, same in Richmond street, especially number 2, it's a rental the owner advertises 2 parks, there is only one which is the garage which the tenant is not allowed to use as the owner uses it for storage, and tells tenants the on street parking is theirs, where is the fairness in that for Richmond street residents, most of that streets cars end up on High street as there is a lack of space there is probably close to twice the cars to spaces available in Richmond street including any off street.. The Problem with your survey is the parameters you set, the parking problems in this area are 24hrs a day not just the hours your surveys locked!!! By not doing the whole suburb you are only forcing the problem deeper and further east in Kensington, do the whole suburb and make it Burnside councils' problem!
101	Treck Avenue, Kensington	Local business owner/employee	On-street		No		No	Bowen Street, Phillips		No			

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ID No	Your Address (Street Address)	Are you a	Where do you most commonly park your vehicles?	Residents: How many cars do you have at your property?	Response	Comment	Response2	Street name:	Comment2	Response3	Street name	Comment3	Do you have more comments?
102	Thornton Street, Kensington	Kensington resident (renting/leasing)	Within your property (e.g. garage, driveway)	2	Yes - with changes	I would like the council to concern residential permit exemptions so that those that need access to on street parking during peak periods are not disadvantaged.	Yes - with changes	Thornton Street	Yes, but with some residential permit exemptions.	Yes - with changes	Thornton Street	There needs to be some sort residential permit exceptions. We only have access to one off street car park, at 27a Thornton Street so a second vehicle must be parked on the street at various times, including during long periods during the new 3P 9am-5pm M-F time slot. 3P parking controls would add an extra inconvenience living in Thornton Street and would give further weight to moving out of Kensington..	
103	Bridge Street, Kensington	Kensington property owner	Within your property (e.g. garage, driveway)	1	Yes - with changes	The controls as planned will without doubt exacerbate parking congestion in Bridge Street. The timed parking runs to Bridge Street's western boundary, both on High and Regent Streets.	Yes - with changes	Bridge Street	There are no proposed changes for Bridge Street. (Because occupancy levels were below the thresholds that trigger review) Bridge Street is the only street that runs between The Parade and Kensington Road, and is relatively busy and appears to have a significant number of parked cars on a daily basis.	Yes - with changes			You state adjustments are proposed on adjacent streets where parking demand is likely to be displaced from areas with new restrictions. I think that this displacement has been underestimated for Bridge Street! It may be necessary for Bridge Street to have 3 hour parks (or some sections of it) in the not to distant future. If not now, there should be a review conducted of the effects of these parking controls after their implementation.
104	Marchant Street, Kensington	Kensington property owner	On-street	2	Yes - with changes	Yes, believe the restrictions are essential. But the restrictions should not apply to residents.	Yes - with changes	Marchant Street	Agree with the proposed changes, but can residents be exempt from the 3-hour restriction? For us on Marchant Street, we have no off-street parking option, and our household has two vehicles (required for our occupations) and only have one permit park we can use. Our schedules fluctuate and sometimes require leaving vehicles at home. Which is not reasonable to move every 3 hours if not at home. Alternatively, can the remaining two parks on Marchant Street be turned into permit parks?	Yes	Marchant Street, refer above comment		Mainly would like residents to be excluded from the timed restrictions and explore the option of turning the remaining two free parks on Marchant Street into permit parks. Also, can Peregrine and Mary MacKillop please be assessed on providing parking for their employees? They both keep doing renovations and make no allowance for car parking but are increasing their workforces.
105	Bowen Street, Kensington	Kensington property owner	On-street	2	No	I do not think it will make any changes. Majority of the carparks are occupied by Peregrine's workers.	No	Bowen Street	We require on street parking for our second vehicle. Unless we are given parking permit as home resident and owner. Controlled parking will bring inconvenience to our family especially when my spouse and I go to work irregular hours.	No	Bowen Street	We do not support any time limit unless we are given parking permit as home residents and owners from the Town Council. We both work irregular hours during the week and the proposed parking controls would tremendously bring inconvenience to us, Kensington residents.	
106	High St, Kensington	Kensington resident (renting/leasing)	Within your property (e.g. garage, driveway)	1	Yes		Yes			Yes			
107	Bridge St, Kensington	Kensington resident (renting/leasing)	Within your property (e.g. garage, driveway)	2	Yes		Yes			Yes	Bridge St		As long as bridge st is not affected

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112	Rostrevor	School attendee	On-street		Yes		Yes	High st		Yes	High st		Iâ€™m asking the council to reconsider the new parking time limits around our school, as theyâ€™re creating unnecessary difficulties for students, families, and staff. Many students depend on driving to school because public transport or walking isnâ€™t always safe or practical. Short parking times make it stressful for students who have longer school days, after-school commitments, or part-time jobs. These limits also cause congestion, as cars are constantly moving in and out rather than staying parked safely. Extending parking times would ease traffic, improve safety, and show support for the local school community. This small change would make a big difference in helping students focus on their education instead of worrying about fines or rushing to move their cars.
113	Thornton St, Kensington	Kensington property owner	Within your property (e.g. garage, driveway)	2	Yes		Yes	Thornton Street		Yes			Whilst we can park our cars in our driveway - visitors to our place always find parking a challenge. It is evident that students from MMC, workers from OTR and we suspect people who catch a bus into work - use our street to park all day. Timed parking during the day will help control this issue. Will there be the option to have a residents' parking permit for those occasions where we need to park in front of our house longer than 3 hours? Or we have trades who need to work at the property for longer than 3 hours?
114	Regent st, Kensington	Kensington resident (renting/leasing)	On-street	2	Yes - with changes		Yes with changes		resident and visitors permit should be provided	Yes		resident and visitors permit should be provided	No Major concerns about current car parking situation. Bigger concerns about lack of planning for pedestrians & cyclists.
115	Maesbury St, Kensington	Kensington resident (renting/leasing)	Off-street car park (e.g. business carpark)	1	Not Provided		Not Provided	Maesbury St	There are already parking pressures at the Kensington Rs end of Maesbury during school terms. Many students from the local high schools park their cars along the street during school hours. I'm not sure if the proposed changes will funnel more of them into Maesbury??	Not Provided			
116	Stradbroke Road, Athelstone	School attendee	On-street		No	I support the proposed parking control changes in principle; however, consideration must be given to the broader implications of these changes. Specifically, it is important to assess where current long-term parkers will relocate if these restrictions are implemented. Without adequate alternative parking options, the changes may unintentionally increase congestion and parking pressure in neighbouring untimed streets.	No	High Street	As a staff member of Mary MacKillop College, I am required to park for periods longer than three hours. The existing staff carpark does not have sufficient capacity to accommodate all staff members, and it is already challenging to find suitable parking in the surrounding area. Over recent years, the availability of all-day parking near the school has steadily declined due to new line markings and the introduction of additional short-term parking zones, as well as increases in business requirements in the surrounding area. Implementing further restrictions would significantly impact staff who rely on street parking to attend their workplace.	Yes - with changes	Parts of High Street and Thornton Street	I do not support the proposed time limit. I require parking for longer than the proposed duration. The existing staff carpark does not provide enough spaces for all staff, and finding available parking nearby is already challenging. Introducing additional time restrictions would further reduce access to suitable parking for staff who need to remain on site for the full working day and it would push more parking to occur in the surrounding non-timed streets.	As a staff member of Mary MacKillop College, I rely on street parking for the duration of the workday, as the staff carpark does not have capacity for all staff and there are already limited all-day parking options nearby. Over time, the availability of long-term parking around the school has already been significantly reduced. While I understand and support the intent behind the proposed parking controls, it is important to recognise that many local residents have off-street parking available on their properties and therefore retain an alternative to street parking but they currently choose to use street parking. In contrast, workers in the area do not have such alternatives, and the introduction of further time restrictions would make parking for work purposes increasingly difficult. In addition, surrounding businesses and facilities such as the Swimming pools and Peregrine Corporation create significant parking demand, particularly during peak periods throughout the year. This further reduces the availability of parking for MMC staff, who already face challenges finding suitable work-hours parking in the area.

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117	Thornton street, Kensington	Kensington property owner	On-street	3	No		No	Thornton Street		No	Thornton Street		<p>My thoughts are that you are penalising the wrong people in implementing on street parking controls. The majority of people parking in the areas marked to have 3 hour parking limits are employees (OTR/Peregrine in particular) which seems obvious from the proposed parking control area. These are the people going to work so they can pay the bills every week. These people have to park somewhere and for them to be moving cars every 3 hours and receiving expiation notices/fines to access their workplace is unfair. Why not speak to the businesses responsible for the parking demand issue and come up with a fee structure/traffic management plan etc with them, which would be tackling the problem at the source of the issue rather than penalising everybody else who is not responsible for it. It's immoral and unfair to target the employees who essentially just need somewhere to park. There are no consequences to retail (unlike the streets off the Parade where retail businesses are affected by the turnover of parked vehicles). It's also a burden and inconvenience on residents and commuters. The residents are already paying rates where they live. If your prioritising residential parking as per the policy in this area why further penalise residents with more fees and permits? If a relative/babysitter comes around for the day we now need a permit for them to leave their car out the front of the house for the day, likewise for a trades person. It's ridiculous. It's over regulation in my eyes and takes away from the appeal and the feel of the suburb. And for people commuting, the restrictions only make it harder for them in trying to do the right thing and catch a bus.</p> <p>There will also be the problem that once you start in the area indicated it will just push people into the areas without parking regulations and have a flow on affect in the adjacent areas noting that on the other side of the Parade is the Burnside council area (20m from the proposed parking controls) which will likely trigger them to act and the ongoing process will continue.</p> <p>I believe you should concentrate on the businesses (which there are not many) causing the congestion and leave the residents/average people alone.</p>
118	Day Avenue, Broadview	Local business owner/employee	On-street	3	No		No	Phillips St and Regent		No	Phillips St and Regent Pl		
119	Thornton St, Kensington	Kensington property owner	On-street	2	No		No		Provide permit	Unsure		No unless permit is granted to resident	Need to provide permit
120	Tram St, Kensington	Kensington resident (renting/leasing)	Within your property (e.g. garage, driveway)	1	Yes - with changes		Yes - with changes	Tram St	More than 3hr should be allowed near the parade esp when attending function	Not Provided		No Parking restrictions on tram st.	nature of the street. I've lived here 10 yrs and have only had 1 (one) issue with a congested street. The residents work very well together with parking (there is off-street for every residence), especially in regard to Wed mornings (bin collection), whereby one side is left clear for the trucks to reverse. The biggest issue in this street is the flats' carpark; depending on who's renting, that can be noisy, driving too fast, etc. They often drive over the stormwater cover, moving it & making noise
121	Frederick Street, Maylands	Local business owner/employee	On-street		No		No	Bowen Street		No	Bowen Street		
122	Measbury St, Kensington	Visitor	Within your property (e.g. garage, driveway)	1	Yes		Yes			Not Provided			
123	High st kensington	Kensington resident (renting/leasing)	On-street		Yes		Yes	High St	Opposite Mary MacKillop College	Yes - with changes	High St	Opposite Mary MacKillop College	Either 2 x residential permits AND 1 x visitor permit OR 3 x residential permits required for this plan to be acceptable. Otherwise we will leave our rental property if unable to park out the front of our house.
124	The Parade, Kensington	Local business owner/employee	On-street	1	No	Imposing timed restrictions on Bowen St would impact my ability, and that of my co-workers, to find appropriate parking to enable us to continue working on The Parade.	No	Bowen Street	Imposing timed restrictions on Bowen St would impact my ability, and that of my co-workers, to find appropriate parking to enable us to continue working on The Parade.	No	Bowen Street	Imposing timed restrictions on Bowen St would impact my ability, and that of my co-workers, to find appropriate parking to enable us to continue working on The Parade.	
125	32a Regent Street, KENSINGTON SA 5068	Kensington property owner	Within your property (e.g. garage, driveway)	2	Yes		Yes	Regent Street, KENSINGTON		Yes	Regent Street, KENSINGTON SA 5068	as long as resident parking permits are available!	I fully support the proposed parking controls if, and only if, residents are able to obtain a parking permit.
126	Thornton Street, Kensington	Kensington property owner	On-street	2	Yes - with changes	residential parking permits appropriate to bedroom/ residential expected adults per household	Yes	5/12 thornton street kensington	residential parking permits that are exempt from the parking controls and appropriate for each residence ie 2 bedroom place- two cars permitted.	Yes	5/12 thornton street kensington		no
127	William Street, Adelaide	Local business owner/employee	On-street		No		No	Philips Street		No			

ID No	General Information				Do you support the proposed parking controls changes more broadly throughout the		Do you support the proposed parking controls the street that you most		If your street is listed for timed parking controls, do you support the proposed		Final Comment		
	Your Address (Street Address)	Are you a	Where do you most commonly park your vehicles?	Residents: How many cars do you have at your property?	Response	Comment	Response2	Street name:	Comment2	Response3	Street name	Comment3	Do you have more comments?
128		Visitor	On-street		No	Sure, but depends what you are trying to achieve, as a council you need to allow those who work in the precinct to be able to park and not worry about being fined as they need to move their cars, more flexibility is needed for these streets.	No	Phillips & Bowen Street	As an OTR employee, the restriction is unfair. We have very limited parking and it is not possible to have to rush out every 3 hours and move the car. Over 500 employees work here and provide many benefits for the businesses on the Parade, don't give a reason for OTR to leave these premises	Yes - with changes	Phillips & Bowen Street	As an OTR employee, the restriction is unfair. We have very limited parking and it is not possible to have to rush out every 3 hours and move the car. Over 500 employees work here and provide many benefits for the businesses on the Parade, don't give a reason for OTR to leave these premises	3 hours is not enough for those who work full time at OTR and other businesses. There are parking issues in many suburbs around the city, and the fact that over 500 employees work at OTR and spend on the Parade, means there is more benefits having OTR here then if they leave because you are not flexible enough to understand the parking requirements of the biggest business in your council.
129	Glyde street , Beulah Park	School attendee	On-street	1	No	This is unfair and I don't support it	No	High street	I park there when I go to school	No	High street	I literally park there when going to school	This is unfair to students who need to park to school, we carry books and bags and no one wants to walkagers to school with that cause the council is & making it better& you making it worse and not fixing the problem now your creating even more problems for so many students who need to park near the school, your now creating more issues and creating even more inconveniences to us
130	Turnbull Ave, Enfield	Local business owner/employee	On-street	1	Yes		Yes	Union Street		Yes			All good to me, I always obey all the parking sign.
131		Local business owner/employee	On-street		No		No	Thorntorn Street		No	Thorntorn Street		I am a full-time employee for OTR. The On-Street parking policy will affect me and other colleagues. It is really difficult to find a parking place when we come to our office.
132	Murray Avenue, Kelmzig	Visitor	On-street	1	No	It's really hard to find parking and there's limited direct public transportation to the office in Kensington area	No	Union St		No	Union St		
133	The Parade, Kensington	Local business owner/employee			Not Provided		Not Provided			Not Provided			good morning as an owner and business owner on the parade Kensington 282 the parade corner of Bowen street . I would like it if u consider to looking into changing the time limit to two hours in front of my business and the accountant on the parade as well people park there car from 9 am to 5 pm everyday and none of our customers can park . I wrote a letter 9th March 2006 complaining and nothing was done my number is 0403285143
134	Thornton st, Kensington	Kensington property owner	On-street	2	No	Change to include resident permits.	No	Thornton st	Include resident parking permits to the proposed location	Yes - with changes	Thornton st		As a resident and owner of 2 units on Thornton st, I have requested parking changes and controls on a number of occasions over the past 5 years to combat the use of on street parking on Thornton and Regent st to accommodate nearby businesses (not the Kensington Hotel, or businesses on Thornton or Regent st) that do not have enough on site parking for their employees. I have requested timed parking on previous occasions, with resident permits to combat this issue. By imposing limited parking, but not giving residents exemptions this is not addressing the issue, merely punishing residents. I would be agreeable to the new timed restrictions, but only if a residents permit was able to be applied for.
135	Marchant Street, Kensington	Kensington property owner	Within your property (e.g. garage, driveway)	2	Yes		Yes	Phillips/Mar chant Streets		Yes	Phillips/Marchant		Thankyou for these proposed changes. A very positive move. However, I would ask that they be reviewed with local residents, at the end of 12 months, to ascertain whether this move has helped alleviate the ongoing problem of parking for trades whilst they are providing maintenance to housing in the area. If residents need to call a plumber, an electrician, a gardener, etc there is nowhere for them to park. The houses are old(some local heritage) and in need of constant maintenance. Is there some approach that can be taken to help overcome this problem.
136		School attendee	On-street		No	thornton st, high st	No	thornton st, high st		No	thornton st, high st		This issue isn't being fixed it's being ignored and pushed onto students like it doesn't matter. As a student, I find this absolutely disgraceful and unacceptable. Why should I have to waste my time driving and walking back and forth just to find a car park? Residents and businesses already have their driveways and garages, yet students are left with nothing. It's completely unfair and shows a total lack of consideration for us. Peregrine has over 300 employees who clog up the streets every day, taking up spaces that should be available for students and the local community. It's outrageous that they still don't have an allocated carpark for their staff, and we're the ones forced to deal with the consequences. Expecting students to leave class every few hours to move their cars is ridiculous and unethical. How is that supposed to be manageable? Residents already have the convenience of their own garages and driveways & yet we're punished for trying to park near our school. It's an absolute disgrace and something that needs to be fixed properly, not just shifted around to make it look like progress.

General Information					Do you support the proposed parking controls changes more broadly throughout the		Do you support the proposed parking controls the street that you most		If your street is listed for timed parking controls, do you support the proposed			Final Comment	
ID No	Your Address (Street Address)	Are you a	Where do you most commonly park your vehicles?	Residents: How many cars do you have at your property?	Response	Comment	Response2	Street name:	Comment2	Response3	Street name	Comment3	Do you have more comments?
137	Windsor Grove, Klemzig	School attendee	On-street		No		No	Thornton Street, High Street		No			i believe that you shouldnt make school students par far away from our school, in cold weather, walking is not ethical. time is wasted and i am unable to move my car every 3 hours
138	windsor grove, Klemzig	School attendee	On-street		No		No	thornton street, high		No			
139	Lassie Avenue, Windsor Gardens	Local business owner/employee	On-street		No		No	All Street		No			The current parking controls are good for local business as well as visitors.
140	The Parade, Kensington	Local business owner/employee	On-street		No	There is insufficient all day parking already. If I have to go out I struggle to find another spot anywhere nearby that is allowed	No	Howard		No			
141	Tram St, Kensington	Kensington resident (renting/leasing)	Within your property (e.g. garage, driveway)	2	Yes - with changes		No		propose changes on tram st	No	Tram St	Street is too narrow to park on both sides	The following information is provided. Current situation - Currently parking on both sides of street is allowed apart from areas covered by Yellow markings. This situation has for years proved only limited or no access to street if 2 vehicles parked opposite each other as the street is only 6.2 metres wide kerb to kerb. Because of narrowness of the street which is dead end East Waste trucks can only pick up bins by reversing down the street. They cannot do this if cars are parked on northern side of street. Residents are aware of this and park on southern side on pick up days. Most residents have either 1 or 2 vehicles with limited on-site parking. If parking on roadside they usually park on Southern side. On a daily basis 5-6 residents vehicles park on Southern side. Access is also required for some townhouses on Maesbury St who do not have vehicle access to that street but have access from a car park in Tram St. There would be up to 7 or 8 vehicles who exit from this car park. These parking arrangements are not identified or reflected in the Parking occupancy survey which does not identify traffic movement during the day and night. As a result there are about 11 vehicles when including vehicles from 1 and 1A Tram street who have on site parking who daily access the Western end of Tram St to leave or return their properties. Additional vehicles would also be affected as movement moves easterly up the street if 2 vehicles are parked opposite each other. My proposed solution is that parking should be only allowed on Southern side of Tram Street. This would be consistent with the Narrow Streets Policy component of the Council's On Street Parking Policy - Road width 5.1 metres to 7.0 metres. I also noted that the Parking occupancy survey for Tram street only surveyed the times of 7am, 10 am, 1 pm and 4pm. I consider the information from the occupancy survey looked at only weekday parking whereas from personal experience there is a higher occupancy after 5pm when residents return from employment or university students and also on weekends. Also, there is often and influx of short term parking for parents dropping off and picking up students from Marryatville Primary school. I have contacted the council on numerous occasions about this matter without any success, starting when
142	Dale Avenue, Ridgehaven	Local business owner/employee	On-street		No		No	High St, Bowden St, Phillips St and Thornton St	These proposed changes would affect where and how I will be able to park and access my workplace, as well as local businesses. I will have to leave home earlier to get to work on time. I would have to leave the office multiple times per day to move my vehicle. My role doesn't allow me to work from home and I'd have to consider looking for alternative work. I'll have to park further into Norwood suburbs/residential areas to avoid the restriction areas	No			
143	Phillips St, Kensington	Kensington property owner	Within your property (e.g. garage, driveway)	2	Yes - with changes		Yes - with changes	Phillips Street	Would prefer 4 hours (rather than 3) to allow more time for visitors / tradies to come to our house during weekday (eg grandparents coming over for babysitting during the day). This would allow visitors/tradies to only have to move the car once during the 8 hour restriction period (9am-5pm).	Yes	Phillips Street	Would prefer 4 hours (rather than 3) to allow more time for visitors / tradies to come to our house during weekday (eg grandparents coming over for babysitting during the day). This would allow visitors/tradies to only have to move the car once during the 8 hour restriction period (9am-5pm).	As mentioned above, it would be great if a 4 hour limit were investigated rather than 3, as it would make it easier for visitors/tradies to come for the day. Also, I would happily pay for a permit if it allowed me the opportunity to park on the street, mainly for visitors / tradies who come to our house all day.
144	Thornton St, Kensington	Kensington resident (renting/leasing)	Within your property (e.g. garage, driveway)	2	Yes		Yes			Yes			
145	High St, Kensington	Kensington resident (renting/leasing)	On-street	2	No		No	High St		No	High St and Bowen St		

General Information					Do you support the proposed parking controls changes more broadly throughout the		Do you support the proposed parking controls the street that you most		If your street is listed for timed parking controls, do you support the proposed			Final Comment	
ID No	Your Address (Street Address)	Are you a	Where do you most commonly park your vehicles?	Residents: How many cars do you have at your property?	Response	Comment	Response2	Street name:	Comment2	Response3	Street name	Comment3	Do you have more comments?
146	Adnamira Ave, Rostrevor	School attendee	On-street		No		No	Thornton street, High street		No			This problem is not being fixed, it is only being moved. As a school student, i think this is disgraceful and unfair, i should not have to waste time walking to and from my car park. residents and some businesses have allocated driveways and garages but students do not. peregrine has 300 employees who park in the area and cause issues for small businesses and schools, they should have an allocated carpark for their employees. i am unable to leave school to park every 3 hours so this is very unethical. residents have their driveways and garages and having to park on the street is already a hassle
147	Nilpene court, Craigmore	Local business owner/employee	Within your property (e.g. garage, driveway)	2	No	Work hour 7 am till 5pm	No	Bowen street	Work hour 7 am till 5pm	No	Bowen street	Work hour 7 am till 5pm	This is a cash grab by council to fine cars and people working in area.
148	Regent St, Kensington	Kensington property owner	On-street	2	Yes		Yes			Yes			Assure to provide 2 parking permits for my home
149	high St, Kensington	Kensington resident (renting/leasing)	On-street	2	No	NO timed parking controls on richmond st / place	No		NO timed parking controls on richmond st / place	No		NO timed parking controls on richmond st / place	NO timed parking controls on richmond st / place
150		School attendee	On-street		No		No	Thornton street and high street		No	Thornton street and high street		This problem is not being fixed, it is only being moved. As a school student, i think this is disgraceful and unfair, i should not have to waste time walking to and from my car park. residents and some businesses have allocated driveways and garages but students do not. peregrine has 300 employees who park in the area and cause issues for small businesses and schools, they should have an allocated carpark for their employees. i am unable to leave school to park every 3 hours so this is very unethical. residents have their driveways and garages and having to park on the street is already a hassle
151	Murray Street, Lower Mitcham	Local business owner/employee	On-street		No	The area you are wanting to put parking controls on is an area where there are businesses and schools with employees, staff and students looking for all-day parks to go about their business. These restrictions will just congest and move the all-day parkers into the adjacent streets.	No	Thornton Street	There is a small off-street carpark where I work (Cheeseman Architects) servicing two other businesses. Needless to say, the number of carparks is less than the number of employees, therefore, street parking is our only option.	No			I have been working and parking in this area for the past 12 years and never noticed any parking congestion or experiences any parking issues with residents. I understand you have to look after your local residents, but you also have a duty to the people that work in this council area. If the parking conditions on Thornton Street were to remain unchanged from The Parade to Regent Street, this will help the businesses on the corner of Thornton Street and The Parade with little impact on the surrounding residents. Thank you.
152		School attendee	Don't own a vehicle		No	I understand why the parking restrictions are being considered, but I think it is just moving a problem, and making a bigger problem. The restrictions directly impact school students and staff, making a bigger problem.	No	High St	I am a school student who does not live in this area, but these new parking changes directly affect all students.	No	High St	The proposed parking limits do support school students who cannot move their cars every three hours, as this is very disruptive from our education.	
153	Maesbury St, Kensington	Kensington property owner	On-street	2	Yes		Yes			Yes	Maesbury St		Welcoming timed parking
154	Lexington Road, henley Beach South	Local business owner/employee	On-street		No		No	Bowen Street		No			As someone who travels from the other side of town for work, I rely heavily on the availability of parking near my workplace. Public transport is unfortunately not a viable option due to the significant time it would add to my commute and the personal commitments I have both before and after work. Implementing these restrictions would place undue stress on individuals like myself who have limited alternatives and could impact our ability to maintain consistent work schedules and responsibilities.
155	Thornton St, Kensington	Kensington resident (renting/leasing)	Within your property (e.g. garage, driveway)	1	Yes		Yes			Yes	Thornton St		

General Information					Do you support the proposed parking controls changes more broadly throughout the		Do you support the proposed parking controls the street that you most		If your street is listed for timed parking controls, do you support the proposed		Final Comment		
ID No	Your Address (Street Address)	Are you a	Where do you most commonly park your vehicles?	Residents: How many cars do you have at your property?	Response	Comment	Response2	Street name:	Comment2	Response3	Street name	Comment3	Do you have more comments?
156	Merchant St, Kensington	Kensington resident (renting/leasing)	On-street	1	Yes		Yes			Yes			support as long as existing parking permits as is
157		School attendee	On-street		No		No	Thornton Street		No			Parking is required for staff and students at Mary Mackillop College, as well as parking needed to be accessed by employees of surrounding businesses. The timed parking measures will not encourage higher rates of turnover, as these people and their cars are required to be there at least 8 hours a day. The proposed parking measures will not decrease the number of cars parking in the Kensington Precinct. It will only congest vehicles in a sector. It would be more beneficial to keep free parking, which allows vehicles to be spread out. Furthermore, the roads of Thornton St. & High St are extremely wide; therefore, parked cars do not impede any vehicles required to pass through. If there is an issue with people parking their cars, then catching buses into the city, that is a separate problem that could be solved by creating Park 'n Ride parking, which makes public transport more achievable. It is likely to cause more problems for residents, as parking will be difficult to access, therefore causing more issues with cars being congested/blocking people's driveways. The current parking system works well as it is easily accessible, and there are still numerous parks free around Kensington during the day that can be accessed. There are hardly any businesses in the Kensington precinct, and they should have their own car parks that are accessible for customers. The proposed changes are mainly near Peregrine; however, it would have a large impact on the nearby school and residents, because their employees will be required to park further, therefore simply shifting the issue by condensing the number of parks that will be accessed. It would detract from valuable education time, as staff members would be required to move their cars at least 3 times a day, cutting into valuable lesson time. In addition, senior students would be constantly leaving the premises, which puts them in an unsafe situation, as well as missing critical study time. I highly implore you to think about this decision from a more diverse perspective, as these changes have the possibility to exacerbate the problem by causing parking chaos due to the lack of accessibility, rather than relieve it.
158	Gage Street, St Morris	School attendee	On-street		No		No	thornton street		No	thornton street		This problem is not being fixed, it is only being moved. As a school student, I think this is disgraceful and unfair, I should not have to waste time walking to and from my car park. Residents and some businesses have allocated driveways and garages but students do not. Peregrine has 300 employees who park in the area and cause issues for small businesses and schools, they should have an allocated car park for their employees. I am unable to leave school to park every 3 hours so this is very unethical. Residents have their driveways and garages and having to park on the street is already a hassle.
159		School attendee	Don't own a vehicle		No		No	Phillips street		No			I am concerned about the proposed parking fees at my school. As a future driver, the prospect of these charges is worrying. Affordable parking is essential for students who will rely on their vehicles to attend school and participate in extracurricular activities.
160	High st, Kensington	Kensington property owner	Within your property (e.g. garage, driveway)	3	Yes		Yes			Yes			
161	Maesbury Street, Kensington	Kensington property owner	Within your property (e.g. garage, driveway)	1	Yes		Yes	Maesbury Street		Yes			
162	Brookfield Circuit, Northgate	Local business owner/employee	On-street		No	insufficient parking available in the area regardless	No	high street and thornton street	time limit not enough time, do not have time to keep moving car during the day,	No	not long enough, cant move car during day,		Parking at Mary Mackillop Museum could be reduced or timer be removed, understand high street cafe need a park or 2 for visitors. Perhaps 2 parks each. Review of yellow lines on some streets eg Thornton Street/High Street by roundabout/industrial premises. Bridge Street near High Street & also timed parking at Norwood Pool not necessary.
163	Lot 906 Riptide St	Visitor	On-street	1	No		No	Kombi		No			
164	Thornton St, Kensington	Kensington resident (renting/leasing)	Within your property (e.g. garage, driveway)	5+	Yes		Yes			Yes			
165	Richmond St, Kensington	Kensington property owner	On-street	5	No	Family collectively says no to these changes	No		changes are disastrous and don't have any faith	No	Richmond ST	5 cars, 5 adults & 1 child. Where should we park our car in 3hr parking limit	Proposal has given no consideration to the residents on Richmond St and surrounding st. Where should we and neighbour park? Parking permit? Whoever came with idea does not live in the area. If aim is to increase access for residents then it is a big fail.

General Information					Do you support the proposed parking controls changes more broadly throughout the		Do you support the proposed parking controls the street that you most		If your street is listed for timed parking controls, do you support the proposed		Final Comment		
ID No	Your Address (Street Address)	Are you a	Where do you most commonly park your vehicles?	Residents: How many cars do you have at your property?	Response	Comment	Response2	Street name:	Comment2	Response3	Street name	Comment3	Do you have more comments?
166	Melville Road, Paradise	School attendee	On-street	5	No		No	Around High St	No. This will affect staff and students at Mary MacKillop College and St Josephs Memorial as there is no set carpark around the area. I do feel sorry for the residents around the area but they should accept that living directly between two schools and near the city will come with this congestion. The council also should have considered the rationality of putting a school in the middle of a busy street. The occupants of the schools should not be punished for this. It is hard enough to park as it is.	No			No thank you but I thank you for your consideration
167	Thornton St, Kensington	Kensington resident (renting/leasing)	Within your property (e.g. garage, driveway)	5+	Yes		Yes			Yes			
168	The Parade, Kensington	Local business owner/employee	On-street		No	You can expect more people to move their vehicles during the day more frequently, you are creating additional traffic unnecessary.	No	High St, Philips St, Thornton St.	It is already very hard to find parking now	No			
169		Local business owner/employee	On-street		No		No	Bowen St or Philips St		No	As above		
170	Thornton street, Kensington	Kensington resident (renting/leasing)	On-street		No		No	Thornton street		No	Thornton street		I am staying at 3/14 Thornton street Kensington. My unit has only one parking slot. So my wife's car park at on street. If it changed to day time like only three hours how could I park the car? Because every weekday 8am to 5pm we are not using the car.
171	High Street, Kensington	Kensington property owner	Within your property (e.g. garage, driveway)	2	No	Placing 3-hourly restrictions up to a certain point will only move the problem towards the eastern section of High Street. We already see people who park and ride or park and walk from our section. It's convenient to bus stops, and not much further for workers to walk to the western end of Kensington.	No	High Street	We have two smallish cars, one of which is often needed to be on High Street. The proposed 3-hour parking restrictions in High Street, up to Bridge St will push the business parking problem up beyond Bridge Street. This section of High Street, and surrounds streets including Maesbury and Bridge are already congested with St Joseph's school, Maryatville Primary and Maryatville High. People will walk another 200m to park all day, instead of moving their car every 3-hours, and we won't have spaces on our street for us or visitors to park.	Yes - with changes	See answer above. The proposed 3-hour parking restrictions in High Street, up to Bridge St will push the business parking problem up beyond Bridge Street. This section of High Street, and surrounds streets including Maesbury and Bridge are already congested with St Joseph's school, Maryatville Primary and Maryatville High. People will walk another 200m to park all day, instead of moving their car every 3-hours, and we won't have spaces on our street for us or visitors to park.	The eastern end of High Street and surrounding streets is incredibly congested throughout the day - it is often we can not park our second compact car near our house. Three local schools, people who park and ride or park and walk, tradespeople and residents take up a significant number of the unrestricted road space. Adding 3-hour restrictions to the western side of Kensington will push those workers needing all day parking up to the eastern side, further congesting our section of High Street and surrounding streets. The Council is simply moving the problem to another area of a small suburb, which houses a kindergarten and three schools. The parking restrictions must extend further, allowing for residents to obtain on-street permits if needed, so that all residents are accommodated.	
172	Regent Place, Kensington	Kensington property owner	On-street	1	No		No	Regent Place	there needs to be permit parking for residents	No	1 Regent Place, KENSINGTON SA 5068	there needs to be daily permit parking for residents	If a resident needs to park their car on the street a 3 hour park is no good. but agree we need to stop the workers from the service station parking in the street all day and taking up all the parks.

General Information					Do you support the proposed parking controls changes more broadly throughout the		Do you support the proposed parking controls the street that you most		If your street is listed for timed parking controls, do you support the proposed			Final Comment	
ID No	Your Address (Street Address)	Are you a	Where do you most commonly park your vehicles?	Residents: How many cars do you have at your property?	Response	Comment	Response2	Street name:	Comment2	Response3	Street name	Comment3	Do you have more comments?
173	Paula Street, Athelstone	School attendee	On-street		No		No	High street, Thornton street		No			This problem isn't being fixed. It's only being moved elsewhere. As a student, this is disgraceful and unfair. We shouldn't have to waste valuable time walking long distances to and from our cars. Residents and many businesses already have allocated driveways and garages, but students do not. Peregrine employs over 300 people who park in the same area, causing issues for small businesses and schools. Their staff should have a dedicated car park instead. Students are unable to leave school every 3 hours to move their cars, so this rule is completely unreasonable and unsafe. Residents already have access to driveways and garages. Having to park on the street is a minor inconvenience compared to the major impact this will have on students.
174		School attendee	On-street		No	Residents and many businesses already have allocated driveways and garages, but students do not. This problem isn't being fixed. It's only being moved elsewhere.	No	Thornton st	No, this unfair and impractical this decision is for students. Peregrine employs over 300 people who park in the same area, causing issues for small businesses and schools. Their staff should have a dedicated car park instead which can hold all their staffs cars.	No	Thornton st	Students are unable to leave school every 3 hours to move their cars, so this rule is completely unreasonable and unsafe.	The proposal of Kensington Precinct On Street Parking changes, near the school is deeply concerning and unfair to students. This policy does not solve the parking issue; it merely relocates it. Unlike residents and nearby businesses, who have access to private driveways and garages, students rely entirely on street parking to attend school. Requiring students to leave class every few hours to move their vehicles is completely unreasonable and poses serious safety concerns. Furthermore, large employers such as Peregrine, whose 300-plus staff also use the same parking areas, significantly reduce the availability of spaces for students and small businesses. It would be far more effective for such companies to provide dedicated parking for their employees rather than occupy limited public spaces. Students should not be penalised for circumstances beyond their control. We are simply trying to access our education safely and on time. I urge the council to reconsider these restrictions and explore fairer, more practical solutions that support both students and the local community.
175	Thornton St, Kensington	Kensington resident (renting/leasing)	Within your property (e.g. garage, driveway)	5+	Yes		Yes			yes			
176	The Parade, Kensington	Local business owner/employee	On-street	10	No	We have been operating as a significant SA business and have contributed to the local economy and community for more than 30 years. We have 500 employees that work in the Peregrine/OTR Head Office and the proposed changes will impact the ability for motorists to park in the vicinity to get to work. Introducing timed parking controls on the proposed streets will only push motorists to park further away, which may exacerbate parking issues/concerns on other streets in the area. We feel that this initiative from council is such that they can monitor and enforce parking infringements with fines when motorists have parked their vehicles for a period over the proposed (3P) three hour parking. It is clear that businesses in the area are targeted with the proposed changes as the timed parking is proposed between Mon-Fri 9am-5pm. Notwithstanding, the parking controls on Bowen Street and The Parade were recently revised through a community consultation process already. I suggest that if there are individual requests for changes to introduce timed parking in front of other properties/homes/businesses that changes are made by council to assist these properties on a 'case-by-case' basis and not introduce proposed timed parking controls for a whole precinct area.	No	Bowen St, High St, Phillips St, Thornton St	We have been operating as a significant SA business and have contributed to the local economy and community for more than 30 years. We have 500 employees that work in the Peregrine/OTR Head Office and the proposed changes will impact the ability for motorists to park in the vicinity to get to work. Introducing timed parking controls on the proposed streets will only push motorists to park further away, which may exacerbate parking issues/concerns on other streets in the area. We feel that this initiative from council is such that they can monitor and enforce parking infringements with fines when motorists have parked their vehicles for a period over the proposed (3P) three hour parking. It is clear that businesses in the area are targeted with the proposed changes as the timed parking is proposed between Mon-Fri 9am-5pm. Notwithstanding, the parking controls on Bowen Street and The Parade were recently revised.	No	Bowen St, High St, Phillips St, Thornton St	We have been operating as a significant SA business and have contributed to the local economy and community for more than 30 years. We have 500 employees that work in the Peregrine/OTR Head Office and the proposed changes will impact the ability for motorists to park in the vicinity to get to work. Introducing timed parking controls on the proposed streets will only push motorists to park further away, which may exacerbate parking issues/concerns on other streets in the area. We feel that this initiative from council is such that they can monitor and enforce parking infringements with fines when motorists have parked their vehicles for a period over the proposed (3P) three hour parking. It is clear that businesses in the area are targeted with the proposed changes as the timed parking is proposed between Mon-Fri 9am-5pm. Notwithstanding, the parking controls on Bowen Street and The Parade were recently revised through a community consultation process already. I suggest that if there are individual requests for changes to introduce timed parking in front of other properties/homes/businesses that changes are made by council to assist these properties on a 'case-by-case' basis and not introduce proposed timed parking controls for a whole precinct area.	We have been operating as a significant SA business and have contributed to the local economy and community for more than 30 years. We have 500 employees that work in the Peregrine/OTR Head Office and the proposed changes will impact the ability for motorists to park in the vicinity to get to and from work. Introducing timed parking controls on the proposed streets will only push motorists to park further away, which may exacerbate parking issues/concerns on other streets in the area. We feel that this initiative from council is such that they can monitor and enforce parking infringements with fines when motorists have parked their vehicles for a period over the proposed (3P) three hour parking. It is clear that businesses in the area are targeted with the proposed changes as the timed parking is proposed between Mon-Fri 9am-5pm. Notwithstanding, the parking controls on Bowen Street and The Parade were recently revised through a community consultation process already. I suggest that if there are individual requests for changes to introduce timed parking in front of other properties/homes/businesses that changes are made by council to assist these properties on a 'case-by-case' basis and not introduce proposed timed parking controls for a whole precinct area.
177	Gulview Parade, Valley View	Local business owner/employee	On-street	2	No		No	Bowen		No			
178	Canterbury Avenue, Payneham South	Local business owner/employee	On-street		No		No	Bowen St, Thornton St		No			
179	Emerald Drive, angle Vale	Local business owner/employee	On-street		No		No	Thornton/Regent/High/P hilips/Bowen	The parking in the streets is already crowded if restrictions were to go in it would mean we would have to park upwards of a 10 or 15 minutes walk away, which would effect my ability to get to work on time	No			Restricting parking is going to push the problem somewhere else and not provide a solution. Parking on and around the Parade has never been easy and the council has not provided enough opportunity relying on businesses to solve the problem.
180	Regent street, Kensington	Kensington property owner	Within your property (e.g. garage, driveway)	2	Yes - with changes		Yes	Regent Street	Removal of some parking to create a new school crossing	Yes	Regent		Support the changes but need more infrastructure for school crossing on Regent st.

General Information					Do you support the proposed parking controls changes more broadly throughout the		Do you support the proposed parking controls the street that you most		If your street is listed for timed parking controls, do you support the proposed			Final Comment	
ID No	Your Address (Street Address)	Are you a	Where do you most commonly park your vehicles?	Residents: How many cars do you have at your property?	Response	Comment	Response2	Street name:	Comment2	Response3	Street name	Comment3	Do you have more comments?
181	Second Avenue, Royston Park	Local business owner/employee	On-street	1	No	I think you have a right to be able to come to a work place and park for the period of your work time.	No	Bowen Street	I work in the area and you are asking us to move our cars regularly. Not sure why the need.	No	Bowen	With the changes you will end up with more cars moving around the area looking for parks.	
182	Phillips St, Kensington	Kensington property owner	On-Street	2	No	Unnecessary and will only inconvenience resident	No		Unnecessary & can have no effect	No		I use it for myself and have no difficulty now without parking control	Lived here many years and no issue in finding a car park space. Most visitors already only park for limited time so there will be no need of this. This will only inconvenience resident who have no alternative parking.
183	High St, Kensington	Kensington property owner	Within your property (e.g. garage, driveway)	1	Yes - with changes	I have concerns about narrow roadways, such as Bridge St, having no parking controls in place.	Yes - with changes	High Street	As my property does not have its own driveway (shared), property owners should be issued with 1-2 parking permits that exempt me (or a visitor) from the time limit. I would also suggest the section of the street with proposed parking controls be expanded, to prevent shifting the congestion "up the road."*	Yes - with changes	High Street	Depending on if residents will be issued either exempting parking permits, the time period may need to be extended (eg. to 4 hours)?	I think parking controls should be in place for most of the streets within the suburb.
184	The Parade, Kensington	Local business owner/employee	On-street		No		No	Thornton Street		No			
185	High St, Kensington	Kensington property owner	Within your property (e.g. garage, driveway)	1	No		No	High St	There needs to be some changes to parking access for residents in High St at the end near Kensington Rd, after Bishops Place.	Yes - with changes			The council needs to make another assessment of the parking in High St (from Bishops Place to Kensington Rd), as during the week most of the street parking is taken up by staff at the nearby office suites (paediatric dentist, real estate agent, etc). People also park here to go to the Maryatville Hotel & local Maryatville shops. Mechanics at Jarvis Subaru also park in High St. If I have visitors or tradespeople coming to my home at 70 High St there is nowhere for them to park. Also many of the residents in the large block of flats opposite my property park in the street. Also access to High St from Kensington Rd was blocked more than 30 years ago, but every day people drive up High St thinking they can get to Kensington Rd & have to do a U turn. Please can council make the "Road Closed" signage bigger & more visible as it seems many people have impaired vision.
186	kerley crs, Athelstone	School attendee	On-street		No		No	Thondom Street	I strongly oppose the proposed parking changes in the Kensington precinct, especially around the school area. These new restrictions will make it far more difficult for students, like myself as well as parents and teachers to find safe and accessible parking. Additionally, during school drop-off and pick-up times, parking is already limited and stressful adding more restrictions will only create unnecessary chaos and frustration for everyone involved. The current parking arrangements may not be perfect, but they at least allow families and students to park within a reasonable distance of the school. If these changes go ahead, many people will be forced to park even further away, leading to unsafe conditions as students walk across busy roads and side streets. This proposal doesn't reflect the real, everyday experience of those who attend or work at the school. Instead of restricting parking	No	Philips street	This street already experiences high traffic and limited parking due to its close proximity to the school, and introducing new restrictions will only make things worse. Many students and parents rely on Philips Street for short-term parking during school hours, and reducing this access will push cars into surrounding streets, increasing congestion and frustration for everyone. Philips Street is one of the few convenient and relatively safe areas to park near the school, and taking that away will make daily travel far more difficult for families. Instead of adding restrictions, the Council should be finding ways to make Philips Street more accessible and better organised, not more limited.	It is also important to consider young drivers like myself, who are not as experienced in busy parking environments. Limiting these parking availabilities could possibly cause car accidents and greater chaos within the area. I understand that residents in this area may be frustrated however by enforcing this new policy you are not fixing the problem, you are just moving it. Students are only going to find alternative parking spots elsewhere they will end up parking in nearby residential streets instead, which will cause frustration for other local residents and make those areas more congested too. May I also mention that the company down the road, Peregrine employs over 300 people who park in the same area, this is causing issues for small businesses and schools. The Council appears to be prioritising theory over the real experiences of local residents and school communities. Forcing people to park further away will increase congestion, create unsafe walking routes for children, and push parking problems onto quieter residential streets. Anyone who's here during school hours can see that this plan will cause more harm than good. Making parking harder won't magically reduce demand; it will just create new problems, more frustration, and more traffic as teachers, families and students circle the block trying to find a spot to park. Residents already have access to driveways and garages. Having to park on the street is a minor inconvenience compared to the major impact this will have on students. Additionally, it is inconvenient for students and teachers to stop what they are doing after 3 hours and go out of their way to move their car. please consider this, thank you
187		Not Provided			YES	Maesbury St	No			YES		I do not park on the street	
188	High St, Kensington	Kensington resident (renting/leasing)	Within your property (e.g. garage, driveway)	5+	Yes		Yes			Yes	High St		
189		Local business owner/employee			Not Provided		Not Provided			Not Provided			
190	Regent St, Kensington	Kensington resident (renting/leasing)	Within your property (e.g. garage, driveway)	2	Yes - with changes		No			No			Don't know how we collected data but regent st between thornton st and bridge st has not an issue for 25 years. Never fully parked. Plenty of parking space for casual and permanent patrons. Restrictions will upset residents and raise money through fine. Totally unnecessary and need to be rethought.

General Information					Do you support the proposed parking controls changes more broadly throughout the		Do you support the proposed parking controls the street that you most		If your street is listed for timed parking controls, do you support the proposed			Final Comment	
ID No	Your Address (Street Address)	Are you a	Where do you most commonly park your vehicles?	Residents: How many cars do you have at your property?	Response	Comment	Response2	Street name:	Comment2	Response3	Street name	Comment3	Do you have more comments?
191		Not Provided			Not Provided		Not Provided			Not Provided			Rather than a 3-hour time limit, an offence of 'storing on roadway' should be introduced. The tyrant who is a tenant at 22 High St has stored his VW sedan reg. S439-AGB in Richmond St for 5 years. When approached about fairness he intimidates with verbal + physical threats. He states that the Council allocated him this parking spot + he will 'store' his vehicle there for as long as he wishes.
192	Thornton St, Kensington	Kensington property owner	Within your property (e.g. garage, driveway)	1	No	unclear how changes will benefit the area (positive and negative impacts)	No	Thornton Street	not needed and benefit not clear - demand and availability on Thornton St is not an issue	No		not needed and benefit not clear - demand and availability on Thornton St is not an issue	



ABN 19 638 356 466

270 The Parade
Kensington SA 5068

10 November 2025

City of Norwood Payneham & St Peters
175 The Parade
NORWOOD SA 5067

Sent via email to: townhall@nsps.sa.gov

Subject: Proposed On-street Parking Changes in Kensington

We refer to your invitation to participate in the consultation process regarding proposed on-street parking amendments in the City of Norwood Payneham & St Peters as part of a precinct-wide review. As this proposal will impact the 420 staff we employ on The Parade, we appreciate the opportunity to contribute to this process, and accordingly we are providing an overview of our business and its people.

On behalf of OTR Group and our team based at our Head Office located at 270 The Parade, Norwood, **we express our strong opposition to the proposed parking restriction changes in nearby streets.**

OTR is the single largest private employer in South Australia, and is one of SA's greatest business success stories. In March 2024, OTR was officially acquired by Viva Energy Australia, one of Australia's leading energy companies, supplying approximately a quarter of all Australia's fuel supply. One major caveat of the sale was that OTR would remain headquartered on The Parade, in its current location to protect the employment for the 420 people that support our sites. Our Norwood Head Office now supports a national network of over 1,500 fuel, convenience and quick service restaurant sites across Australia.

Employees at our Norwood Head Office come from all areas of Adelaide, South Australia, and the rest of the world. Our people are skilled in sales, marketing, fuel & convenience, supply & logistics, and a broad range of financial disciplines. In addition, our team are supported by in-house human resource professionals, IT experts, legal advisors – and more.

OTR | Reddy Express | Smokemart & Giftbox

Part of the Viva Energy Australia group of companies

Beyond their roles at our Head Office, our people are deeply involved in the community. They volunteer across a range of causes including cancer research, junior sports coaching, emergency services (SES and CFS), faith-based organisations, The Shepherd Centre for children with hearing loss, Food For Life programs, career mentoring, and Women's Legal Services.

Our people are committed, innovative, and hard working – and they bring their skills to our Norwood Head Office every day.

Our office has conducted an internal survey to understand how these proposed parking restrictions would impact our people and their engagement with the local area. The survey results provide a clear picture of the potential effects on both our workforce and the broader Norwood business community.

Key findings include:

- **98% of our employees drive to work**, averaging with the majority of our workforce **in-office 5 days per week**.
- **89% of employees** reported having no direct public transport route from their residence to the office, meaning driving is their only practical option.
- If parking is restricted, over **85% of our team** indicated they would need to leave the office multiple times a day to move their cars, need to arrive significantly earlier to find compliant parking, or would need to park further into the Norwood residential area.
- **86%** of employees expressed that the changes would make commuting more difficult.

OTR Group's Norwood workforce contributes approximately \$4 million to The Parade's economy annually through food, retail, and service purchases. As such, the proposed changes would have a measurable economic effect on The Parade and its traders.

- On average, staff reported spending **\$215 on coffee and lunch, \$244 on goods, \$108 on services, and an additional \$207 for restaurants per month** on The Parade and in the Norwood area.
- On average, employees also reported spending **\$331 per person** in gift spending last Christmas.

In order to support our workforce, if the Norwood council were to proceed with the parking restriction changes, OTR Group may need to consider its long-term tenure at Norwood.

At a time when local councils across Australia are seeking to attract and retain employers to strengthen their local economies, introducing parking restrictions would represent a backwards step. To ensure our concerns are shared and understood, we intend to request an opportunity to make a **formal deputation to council**, where we can also present the results of our internal petition.

We strongly urge the Council to reconsider this proposal and engage further with employers before implementing any changes that would have such a significant impact on commerce and employment.

We welcome the opportunity to collaborate on alternative solutions that balance parking accessibility with the needs of residents, businesses, and workers across the Norwood precinct.

Kind regards,



Nick Humzy-Hancock
Chief Business Officer

OTR | Reddy Express | Smokemart & Giftbox

Part of the Viva Energy Australia group of companies

5.2 CONSULTATION REPORT - RICHMOND STREET, HACKNEY - BIKEWAY AND STREETSCAPE UPGRADE

REPORT AUTHOR: Senior Traffic Engineer
APPROVED BY: Manager, Traffic & Integrated Transport
ATTACHMENTS: A - C

PURPOSE OF THE REPORT

The purpose of this report is to present to the Traffic Management & Road Safety Committee ("the Committee"), the concept design and outcomes of the community consultation that was undertaken for the proposed bikeway and streetscape upgrade along Richmond Street, Hackney.

BACKGROUND

The preparation of the concept design was undertaken to address traffic and road safety concerns which had been raised in a petition from the community, regarding speeding and dangerous driving in Richmond Street, Hackney, between Torrens Street and Hatswell Street.

A report was present to the Committee at its meeting held on 15 August 2023 and the Committee made the following recommendations to the Council.

1. *That the Petition (as contained in Attachment A), that was received by the Council at its meeting held on 3 July 2023, be received and noted.*
2. *That the Committee notes that the Council is currently consulting with citizens regarding the implementation of a 40km/h speed limit in the suburbs of Hackney (including Richmond Street), College Park, St Peters, Joslin, Royston Park and Marden, and that if supported, it is anticipated that a 40km/h speed limit would be implemented in the 2024-2025 financial year, subject to the allocation of funding by the Council.*
3. *That the Committee notes that Council staff will engage a traffic engineering consultant to undertake detailed investigations and concept designs with the objective of improving road safety for all road users in Richmond Street, Hackney, and in particular the amenity and safety for pedestrians and cyclists.*
4. *That the Committee notes that the funding for the investigations and the preparation of concept design will be funded from the 2023-2024 Traffic and Integrated Transport Operating Budget.*
5. *That the Council notes that the traffic management outcomes from the investigations may include low-cost items that could be implemented in the short term and high-cost measures that may need to be longer-term measures incorporated into the future Capital Works Program. The timing of the implementation of the recommended works would be dependent on the complexity and cost of each measure, the potential to integrate these works with the future Capital Works Program priorities and taking into consideration other traffic management works that are currently planned.*
6. *That the Petitioners be thanked for bringing their concerns to the Committee's attention and be advised of the outcomes of the investigations which have been undertaken by staff.*

An extract from the Minutes from the Committee meeting that includes the relevant Richmond Street staff report is contained in **Attachment A**.

To address 'Recommendation 3' above, Council staff engaged Neo Traffic and Transport (Consultants) to undertake the development of the concept design. A copy of the concept design is contained in **Attachment B**. Community consultation was undertaken based upon the prepared concept design.

The Committee's consideration and approval of the concept design and consultation response will allow the project to progress.

STRATEGIC DIRECTIONS

CityPlan 2030 Alignment

Outcome 1: Social Equity

An inclusive, connected, accessible and friendly community.

Objective 1.2: A people-friendly, integrated and sustainable transport network.

Strategy 1.2.1: Provide pleasant, safe, accessible, green and well signed walking and cycling routes.

FINANCIAL AND BUDGET IMPLICATIONS

The Council has allocated \$50,000 in its 2025-2026 Budget to undertake the preparation of detailed design of the proposed Bikeway and Streetscape Upgrade. This funding was deferred from the 2024-2025 Budget and aligns with the Capital Works Program for road and kerb renewal that is proposed for Richmond Street.

The Department for Infrastructure and Transport, as part of the 2025-2026 State Bicycle Fund, has provided the Council with a grant of \$20,000 to assist with the cost of preparing the detailed design.

If the recommendation is supported by the Committee, a budget bid will be submitted for consideration as part of the 2026-2027 Budget, to fund the supplementary construction costs for new capital works improvements in addition to the asset renewal works.

RISK MANAGEMENT

The Council has a duty of care to address concerns associated with traffic management and to eliminate, mitigate, or manage, risks identified through data analysis.

Where vehicles, pedestrians, and cyclists share limited road space, inherent risks will always exist. Pedestrians and cyclists are vulnerable road users, and collisions involving vehicles can result in serious or catastrophic outcomes. Providing safe infrastructure and maintaining moderate traffic speeds can significantly reduce residual risk.

However, the installation of traffic management controls is not always supported by all members of the community. In these circumstances, the Council must carefully balance its duty of care with the reputational risk associated with implementing measures that may not be supported by all members of the community.

The Committee's recommendations will assist to the Council to consider its risk tolerance and risk management approach for this project.

CONSULTATION

Committee Members

The Committee considered the petition that was submitted in respect to this issue at its meeting held on 15 August 2023.

Community

The community consultation summary and processes are set out in the Discussion section of this report.

Staff

General Manager, Urban Planning and Environment
Manager, Traffic and Integrated Transport
Manager, Assets and Projects
Traffic Engineer

DISCUSSION

Richmond Street is classified as a Main Connector under the Council's Local Area Traffic Management Policy and provides access between the suburbs of Hackney, College Park and St Peters, with the arterial road network at Hackney Road. The River Torrens forms a barrier to the north and St Peters College takes up a large parcel of land along the Hackney Road frontage. As such, Richmond Street is the only access road to Hackney Road for these suburbs.

Richmond Street also forms part of the City's cycling network as well as the State Government *Bikedirect* route and provides an important link between the City of Norwood Payneham & St Peters and the Adelaide CBD, for people who ride a bicycle. Cyclists can either cross Hackney Road into the Adelaide Park Lands via a pedestrian refuge in the centre of Hackney Road, or exit Richmond Street to enter the River Torrens Linear Park via the Old Mill Reserve, to access the grade-separated underpass of Hackney Road.

In addition to its function as a Main Connector route for vehicles and cyclists, Richmond Street services and provides access to several activity generators that attract vehicle, pedestrian and cyclist movements, including:

- Twelftree Reserve which includes play equipment, a bar-b-que and a basketball ring;
- Fix Specialty Coffee (café);
- Old Mill Reserve;
- Access point to River Torrens Linear Park shared path;
- Adelaide Caravan Park;
- St Peters College; and
- Bus stops on Hackney Road.

Previous traffic data and investigations (as contained in **Attachment A**) identified that Richmond Street has several design deficiencies that warrant traffic management intervention. The key points were the very high levels of pedestrian and cyclist activity, high traffic volumes, three (3) crashes in a five (5)-year period, narrow footpaths, narrow traffic lanes with no space for cyclists and no pedestrian crossing facilities.

Cyclist usage data indicates consistent demand despite the existing road conditions. An average of approximately 120 cyclists per day was recorded along Richmond Street in 2024. A bicycle count undertaken in March 2025, at the intersection of Richmond Street and Torrens Street, recorded 169 cyclists during the two-hour morning peak period. Given the current traffic conditions of Richmond Street, it is likely that these cyclist numbers predominantly reflect users who are confident and experienced riders, who are comfortable to ride on the road with high volumes of traffic.

The Council's 2021-2026 City-Wide Cycling Plan Action Plan identifies completion of the Ninth Avenue Bikeway, including Richmond Street, as a high-priority action. The section of Richmond Street between Torrens Street and Hackney Road, forms part of Stage 1 of the proposed bikeway improvements.

In June 2025, the Council implemented a speed limit reduction to 40 km/h on Richmond Street and the surrounding suburbs to improve road safety. Lower vehicle speeds reduce both the likelihood and severity of crashes, particularly for vulnerable road users such as pedestrians and cyclists.

Concept Design

The concept design as contained in **Attachment B**, provides a combination of new infrastructure and upgrades to existing facilities. The available road reserve along Richmond Street provides insufficient space to safely accommodate all road users and on-street parking.

As a result, the concept design has been developed with consideration of Richmond Street's strategic movement function, balancing the needs of all road users within a constrained corridor. Where trade-offs are required, priority has been given to safety, accessibility, and network connectivity over parking retention. Accordingly, a reallocation of verge space, including the removal of on-street parking, is necessary to create a safer and more inclusive environment along Richmond Street.

The key elements of the concept design include:

- upgrade of the existing footpath on the north side of Richmond Street to a 3-metre-wide shared-use path for pedestrians and cyclists (including the removal of 25 on-street car parking spaces);
- a new wombat crossing and bicycle ramps near the intersection with Torrens Street;
- two new pedestrian refuge crossings on Torrens Street at the Richmond Street intersection;
- a raised crossing at the intersection of Richmond Street and Hackney Road; and
- raised intersections at:
 - Richmond Street and Hatwell Street;
 - Richmond Street and Regent Street; and
 - Richmond Street and Eton Lane.

Shared Use Path

Cyclists travelling along Richmond Street currently are required to share the traffic lane with motor vehicles or share the existing narrow footpaths with pedestrians. This presents a risk due to the conflict between high traffic volumes, vehicle speeds and the lack of cycling infrastructure. To mitigate this risk, physically separated cycling facilities should be provided.

Richmond Street has a constrained road cross-section, with an overall carriageway width of approximately 8.3 metres, inclusive of on-street parking. Verge widths are limited, which restricts the range of feasible design options and necessitates careful consideration of trade-offs between parking, traffic movements and cyclist safety.

On-road bike lanes were considered initially as part of the City-Wide Cycle Plan in 2013, however due to the road width, these bike lanes would have a minimum width of 1.2m and result in vehicular traffic lanes of less than 3m. This option does not allow for a buffer to be provided between vehicles and cyclists and therefore, other treatments were considered.

Physically separated on-road bicycle lanes are also not feasible due to existing infrastructure within the verge, including stobie poles and kerb ramps. As a result, the preferred option was the provision of a shared use path on the northern side of Richmond Street. This can be achieved by widening the northern verge, reducing traffic lane widths and removing on-street car parking along Richmond Street. A shared use path will provide a safer and more accessible facility that caters to a broader range of cyclists, not only experienced riders.

Raised Intersections

Traffic data has not been collected along Richmond Street since the introduction of the 40 km/h speed limit in June 2025. However, based on current road conditions, including traffic volumes, wide traffic lanes and short sections of on-street parking, higher vehicle speeds can still be achieved.

While the proposed shared use path will significantly improve cyclist safety, some experienced cyclists are likely to continue riding on the road. Without additional traffic calming, the removal of on-street parking may further encourage higher vehicle speeds.

Raised intersections are proposed to assist in creating a lower-speed road environment and improve safety outcomes for all users. These treatments encourage speed reduction, improve pedestrian visibility, highlight the presence of intersections and may discourage through traffic. Within the constraints of the corridor, raised intersections were identified as the preferred solution to achieve these outcomes without inhibiting the strategic movement function of the road.

Pedestrian and Cyclist Crossing Facilities

As previously identified, Richmond Street services a number of key destinations that generate pedestrian and cyclist movements. The provision of new and upgraded pedestrian and cyclist crossing facilities improves safety, accessibility and connectivity along the corridor and at key intersections.

Community Consultation

The community consultation period commenced on 20 October 2025 and concluded on 10 November 2025. Citizens were invited to share their feedback by completing a survey or contacting a member of the project team by email or telephone.

Community consultation was promoted through the following methods:

- letters were individually addressed and delivered via Australia Post to ninety-one (91) owners of residents and businesses in the area;
- letters were delivered via letter drop to six hundred and fifty (650) occupiers of residents and business in the area;
- targeted emails sent to the Local Bicycle User Group, St Peters Residents Association and St Peters College;
- publication of background information and an online survey on the Council's website; and
- installation of coreflute signs along Richmond Street.

Consultation Responses

A total of 103 responses were received during the consultation period. A summary of responses by respondent type and level of support is provided in Table 1 below.

Respondent Type	Support - Yes	Support with changes	Support - No	Unsure	Preference Not Provided	Total	Percentage
Resident on Richmond Street	6	3	3	1	0	13	13%
Neighbour to Richmond Street	18	16	10	2	1	47	47%
Visitor	22	3	0	0	0	25	24%
Local Business Owner/Staff	2	1	1	0	0	4	4%
Other	6	5	3	0	0	14	14%
Total	54	28	17	3	1	103	
Percentage	52%	27%	17%	3%	1%		

Overall, a majority of respondents supported the proposed Richmond Street Bikeway and Streetscape Upgrade Project. A full list of comments received during consultation is contained in **Attachment C**.

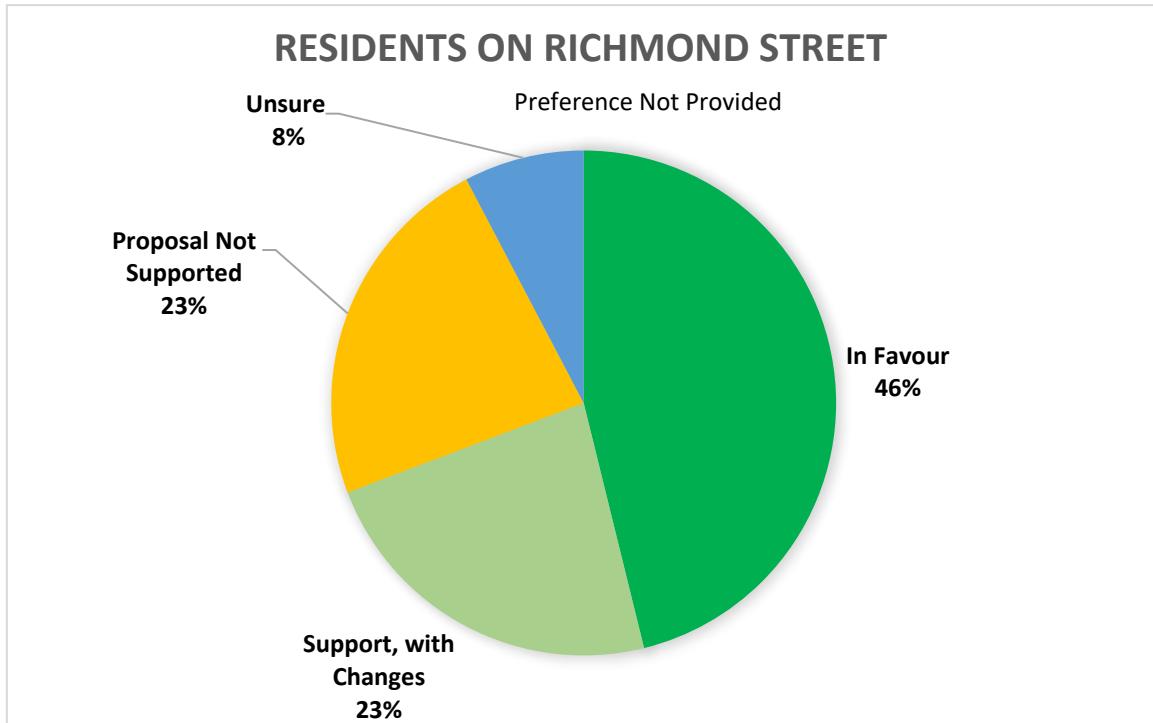


Figure 1: Response summary from residents on Richmond Street

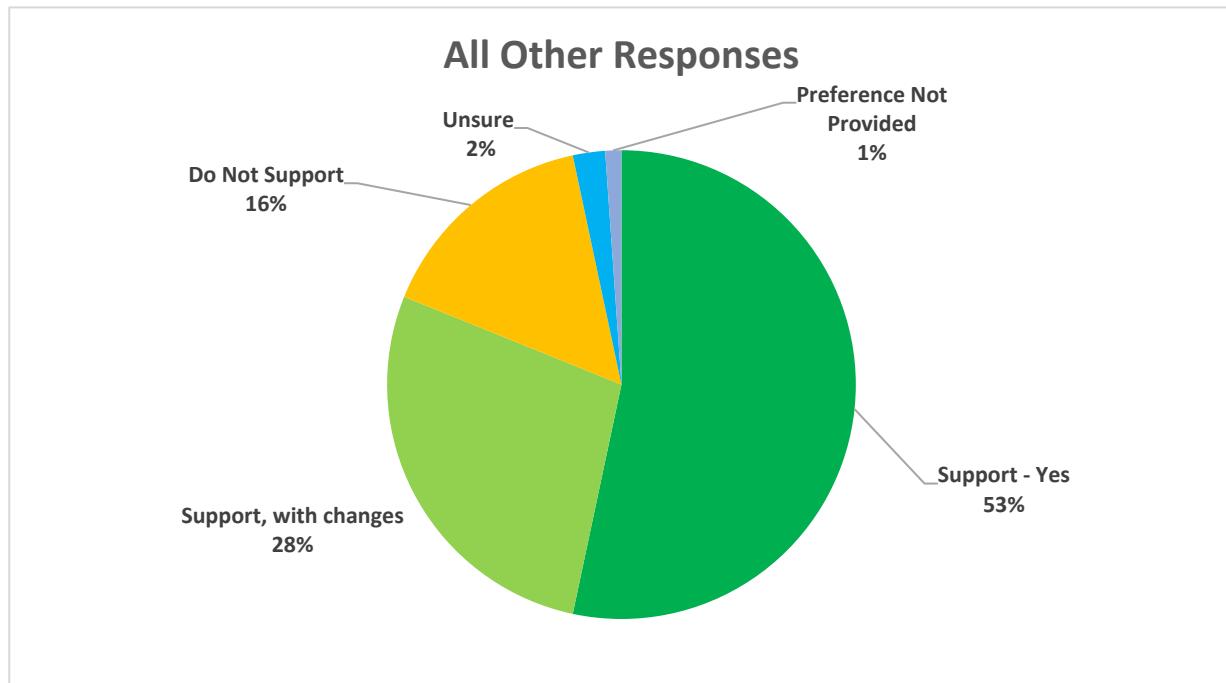


Figure 1: Response summary from all other respondents

Key Themes from the consultation

Comments received during the consultation were mixed and several recurring themes have been identified.

On-Street Parking

The removal of 25 on-street parking along Richmond Street to facilitate the proposed shared use path and maintain two-way traffic flow, is a key issue that has been raised by respondents.

Residents living on Richmond Street have expressed concerns regarding the availability of parking for visitors, carers and tradespeople. Neighbouring residents raised concerns that removal of on-street parking may increase parking demand in surrounding streets. Some respondents however, also noted that on-street parking is currently used by commuters walking or cycling to the city.

Parking availability for local businesses was also identified as important. Suggestions included the introduction of resident-only parking controls or timed parking restrictions in the area.

Some respondents expressed support for the removal of on-street parking, acknowledging its current impact on cyclist safety and the need for the removal of on-street parking to deliver the proposed improvements.

The community's concerns regarding the availability of on-street parking are acknowledged. Due to the constrained road environment however, trade-offs are required to deliver a safer, more accessible road environment to meet the strategic movement function of Richmond Street. The removal of on-street car parking is required in order to facilitate this proposed improvement.

It should also be noted that some short-term off-street parking is available in the Old Mill Reserve Car Parking that is located opposite Hatswell Road.

Parking management in the area will be reviewed through Council's On-Street Parking Policy Implementation Project.

Raised Intersections

Comments regarding the proposed raised intersections is mixed.

Some respondents supported the construction of raised intersections as an effective measure to reduce vehicle speeds and improve safety for pedestrians and cyclists. Others considered the number of raised treatments excessive or unnecessary, citing potential impacts on vehicle access, driver comfort and noise.

Some respondents indicated that the proposed raised pedestrian crossings alone would be sufficient to achieve a reduction in vehicle speeds.

The raised intersections are proposed to achieve slower vehicle speeds and a safer road environment for all road users. Three intersections are proposed to achieve a consistent and uniform road corridor and work in conjunction with the raised pedestrian crossings at the Torrens Street and Hackney Road end of Richmond Street.

Pedestrian Safety

The majority of respondents are supportive of pedestrian crossings to improve safety.

Some respondents have raised concerns about pedestrians having to share the footpath with cyclists due to the speed of cyclists and overtaking behaviour.

The ultimate treatment to improve cyclist and pedestrian safety along Richmond Street, would be to provide separate cyclist and pedestrian facilities. The road reserve of Richmond Street, however, does not allow sufficient space to provide this treatment. A shared use path was proposed as the next order treatment, as it separates the vulnerable road users from vehicles.

Australian Road Rules are in place to ensure cyclists safely share the footpath with pedestrians. There is also an additional footpath provided on the southern side of Richmond Street that may be utilised.

Should the proposed traffic control devices be implemented, these will create a safer road environment and will assist in reducing vehicle speeds. This may result in more confident and high-speed cyclists to use and continue to mix with vehicles on the road in lieu of the shared use path.

Caravan Park Development

The Adelaide Caravan Park site on Richmond Street has a current land division proposal over the land which will be reviewed by the Council's Assessment Panel. This development proposal involves the removal of the caravan park with a medium and high-density housing development.

Some respondents have referenced the proposed shared use path within the caravan park development site, suggesting that this may duplicate the Richmond Street proposal.

The proposed shared use path within the proposed development, connects the underpass to stairs leading to the River Torrens Linear Park and the northern section of Torrens Street.

Traffic volumes and parking impacts due to the proposed development on the surrounding suburb have also been raised as a concern, particularly with the removal of on-street parking on Richmond Street.

It should be noted that traffic volumes and parking impacts associated with the proposed development on the caravan park property, will be assessed through the Development Assessment process. This development is considered independent to the Richmond Street Bikeway and Streetscape Upgrade.

Construction Impacts

Some respondents have raised concerns regarding the impacts of construction, particularly in the context of other recent nearby projects, including the Hackney Botanic Development and the caravan park development.

Concerns relate primarily to the duration of construction, temporary road closures and disruption to access along Richmond Street.

If this project proceeds to implementation, the Council will manage construction activities to minimise disruption, including communication of timelines, traffic management measures and coordination with other nearby projects.

Summary

The information that has been gathered during the consultation period has been carefully considered. While there are some concerns, particularly regarding on-street parking, raised intersections and pedestrian-cyclist interactions/interface, the proposed Richmond Street concept design is recommended to be retained in its current form.

The concept design balances the constraints of the road environment with the need for a safe and accessible corridor that meets the strategic movement function of Richmond Street. Modifying the design, such as reducing the number of raised intersections or retaining on-street parking, would undermine the safety improvements and potentially increase vehicle speeds, which would negatively impact both cyclists and pedestrians. It is noted that due to the limited road reserve width and existing services and stobie poles, it is not possible to retain on-street parking, while providing a separated cycling facility and providing for two-way traffic flow.

The current design represents the most feasible solution for improving safety, accessibility, and connectivity along Richmond Street while maintaining the operational efficiency of the road.

OPTIONS

The Committee has the following options in respect to the outcomes of the community consultation.

Option 1 - Do Nothing

The Committee can determine that no further road safety or traffic management improvements are required for Richmond Street, Hackney.

This option is not recommended, as previous traffic investigations (refer Attachment A) identified multiple safety deficiencies, including high traffic volumes, narrow footpaths, lack of cyclist facilities and a history of crashes. Retaining the existing conditions does not address these identified risks.

Option 2 - Proceed to Detailed Design

The Committee can determine that given the combination of high traffic volumes, narrow footpaths, lack of kerb ramps, limited space for cyclists and high levels of pedestrian and cyclist activity, traffic management improvements are warranted to improve safety and amenity along Richmond Street. With this option, the Committee would endorse the proposed concept design which will then proceed to detailed design, informed by the outcomes of the community consultation.

This option is recommended, as it responds to the identified safety issues, aligns with Council's 2021-2026 City-Wide Cycling Plan Action Plan and also addresses the needs of a broad range of road users.

Option 3 - Modify the Concept Design

The Committee can determine that changes or alternative treatments to the proposed concept design are required in response to issues that have been raised during the community consultation process.

This option is not recommended, as the proposed concept design has been developed to address identified constraints and safety concerns, and further modifications may compromise the effectiveness of the proposed treatments or delay delivery of the project.

CONCLUSION

Richmond Street is a critical access route for the suburbs of Hackney, College Park and St Peters and plays an important role within City's cycling and pedestrian network. Previous traffic investigations have identified a range of safety deficiencies, including high traffic volumes, narrow footpaths, limited provision for cyclists and a history of crashes. These issues are compounded by the high level of pedestrian and cyclist activity generated by nearby destinations and connections to the River Torrens Linear Park and the Adelaide CBD.

The proposed concept design responds to these constraints by prioritising safety, accessibility and connectivity for all road users. Key treatments, including the provision of a shared use path, improved pedestrian and cyclist crossing facilities and raised intersections, are consistent with Council's 2021-2026 City-Wide Cycling Plan Action Plan and support the creation of a lower-speed, safer street environment.

The community consultation that has been undertaken has identified mixed views, with a majority of respondents expressing support for the project. Key concerns relating to the removal of on-street parking, raised intersections and construction impacts are acknowledged and have been taken into account.

Proceeding to detailed design represents an evidence-based response to the identified safety risks and strategic objectives of this project. Approval of the recommended option will enable the concept design to be refined, respond to stakeholder comments and concerns and progress a project that improves safety, amenity and access along Richmond Street for pedestrians, cyclists and the broader community.

RECOMMENDATION

1. *That the outcomes of the community consultation in respect to the bikeway and streetscape upgrade on Richmond Street, as outlined in this report, be received and noted.*
2. *That the Committee recommends to the Council that the Richmond Street Bikeway and Streetscape Project proceed to Detailed Design with the current concept design.*
3. *That the Committee notes that citizens who engaged with the Council during the community consultation stage, will be advised of the outcomes of the Council's decision.*

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5.1 PETITION – RICHMOND STREET, HACKNEY – TRAFFIC MANAGEMENT

REPORT AUTHOR: Manager, Traffic & Integrated Transport
GENERAL MANAGER: General Manager, Urban Planning & Environment
CONTACT NUMBER: 8366 4542
FILE REFERENCE: qA126030
ATTACHMENTS: A

PURPOSE OF REPORT

The purpose of this report is to advise the Traffic Management & Road Safety Committee (“the committee”) of a Petition that was received by the Council at its meeting held on 3 July, 2023, regarding traffic Management concerns on Richmond Street, Hackney.

BACKGROUND

The petitioners are requesting that the Council consider measures to address their concerns regarding speeding and dangerous driving in Richmond Street, Hackney, between Torrens Street and Hatswell Street, which in their opinion, endangers children, pedestrians, cyclists and residents.

A copy of the Petition is contained in **Attachment A**.

The Petition has been signed by a total of 180 citizens, which includes approximately 46 signatories who reside outside of this City. In accordance with the Council's *Privacy Policy*, the personal information (street addresses) of the petitioners have been redacted from the Petition.

The petitioners have listed the following matters of concern:

- Speeding/dangerous driving between Torrens Street and Hatswell Street, Hackney endangering children, pedestrians, cyclists and residents;
- this issue has been recognised for years by SA Police, St Peters College and local residents with no action forthcoming; and
- proposed 40km/h speed limit will not address the dangerous driving.

The petitioners request that the Council undertake the following:

- position speed humps / road narrowing / bike path before the completion of the Botaniq development ('re-development of the Hackney Hotel site on the corner of Hackney Road and Richmond Street') which will further exacerbate the current hazards even further.

RELEVANT STRATEGIC DIRECTIONS & POLICIES

The relevant Goals contained in *CityPlan 2030* are:

Outcome 1: Social Equity

Objective 1.2: A people friendly, integrated and sustainable transport network.

Strategy:

1.2.4 Provide appropriate traffic management to enhance residential amenity.

FINANCIAL AND BUDGET IMPLICATIONS

To progress the recommendations in contained in this report, further investigations and design work will be required and will be funded from the 2023-2024 *Integrated Transport and Traffic Operating Budget*.

EXTERNAL ECONOMIC IMPLICATIONS

Not Applicable.

SOCIAL ISSUES

Excessive traffic volumes, speed and noise can reduce community liveability and safety of residential streets.

CULTURAL ISSUES

Not Applicable.

ENVIRONMENTAL ISSUES

Not Applicable

RESOURCE ISSUES

The work required to undertake the recommendations made in this report will be undertaken by Council Officers, which may impact other traffic management projects that are already planned.

RISK MANAGEMENT

When vehicles, pedestrians and cyclists share a limited road space, there will be inherent risks. Pedestrians and cyclists are vulnerable road users and a collision between a vehicle and a pedestrian can result in a catastrophic impact. If safe infrastructure is provided and traffic speeds are moderate the residual risk can be reduced.

TABLE 1: RISK CATEGORY

Risk Event	Risk Event	Impact Category	Risk Rating	Primary Mitigation	Impact Category	Residual Rating
1	A pedestrian or cyclist injury or fatality	People	Extreme 3	Safe road crossings, dedicated space for all road users and slow traffic speed.	People	Substantial 13

CONSULTATION

- Committee Members**
Crs Duke, Knoblauch and Holfeld are aware of the petition as it was tabled to the Council at its meeting held on 3 July, 2023.
- Staff**
General Manager, Governance & Civic Affairs
General Manager, Urban Planning & Environment
- Community**
Not Applicable.
- Other**
The South Australian Police (SAPOL)
St Peters College.

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DISCUSSION

Richmond Street provides access between the suburbs of Hackney, College Park and St Peters, with the arterial road network at Hackney Road. The River Torrens forms a barrier to the north and St Peters College takes up a large parcel of land along the Hackney Road frontage. As such, Richmond Street is the only access road to Hackney Road for these suburbs.

Richmond Street forms part of the City's cycling network as well as the State Government *Bikedirect* route and provides an important link between the City and the Adelaide CBD for people who ride a bicycle. Cyclists can either cross Hackney Road into the Adelaide Park Lands via a pedestrian refuge in the centre of Hackney Road, or exit Richmond Street to enter the River Torrens Linear Park via the Old Mill Reserve, to access the grade-separated underpass of Hackney Road. There was an average of 170 cyclists per day riding along Richmond Street, counted in 2023.

As well as being a main connector route for vehicles and cyclists travelling *through* Richmond Street, there are a number of destinations that generate vehicle, foot and cycle traffic *to or close to*, Richmond Road, as set out below.

- Twelftree Reserve which includes play equipment, a bar-b-que and a basketball ring;
- Fix Specialty Coffee (café);
- Old Mill Reserve;
- Access point to River Torrens Linear Park shared path;
- Adelaide Caravan Park;
- St Peters College; and
- Bus stops on Hackney Road.

Traffic data for Richmond Street, between Hatswell Street and Torrens Street, was collected in July 2023 and is contained in Table 2 below.

TABLE 2: TRAFFIC DATA – RICHMOND STREET, HACKNEY (AVERAGE WEEK DAY)

2023 DATA	TWO-WAY	ONE-WAY
Bicycle volume (cyclists per day)	163	Not available
Traffic speed (85 th percentile)	47km/h	48km/h eastbound 45km/h westbound
Traffic volume (vehicles per day)	3,769	2,290 eastbound 1,479 westbound
Traffic volume (AM peak)	485	160 (7%) eastbound 325 (22%) westbound
Traffic volume (PM peak)	373	279 (12.2%) eastbound 128 (8.6%) westbound
2004 DATA (prior to O-Bahn extension on Hackney Road)		
Traffic speed (85 th percentile)	50km/h	Not available
Traffic volume (vehicles per day)	5,300	Not available

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During the data collection period, there were some traffic diversions that were associated with the redevelopment of the Hackney Hotel property (the Botaniq development). To minimise potential errors in the data as a result of the diversions, the time/day schedule of detours was obtained from the Project Manager of the Botaniq development, the length of the survey period was extended, and the traffic data was analysed to ensure that the data quoted in this report did not include periods when the diversions occurred. In addition, the data was cross-referenced with data that was collected in 2020, which given its similarity, concluded that the data was accurate.

In summary, the 85th percentile traffic speed is 45km/h in a westbound direction and 48km/h in an eastbound direction, which are both below the default urban speed limit of 50km/h and as such, does not point to a technical deficiency in the operating speed of Richmond Street. For clarification, the 85th percentile speed is the speed that 85% of motorists travel at or below, and is used by traffic engineers universally to determine whether any traffic management interventions are required. However, a more in-depth assessment was undertaken to identify if there were instances of high-speed or hoon driving. This assessment found that the 95th percentile speed was recorded at 50.7km/h, which is still within the legal framework of the street.

The traffic volume is 3,769 vehicles per day which is high for a residential street, but is an outcome of the surrounding street network and lack of alternative streets that provide access to and from Hackney Road. The Council's *Local Area Traffic Management Policy* states that is acceptable for a *main collector street* to carry up to 6,000 vehicles per day. The eastbound traffic volume is higher across an entire day, but the westbound AM peak carries 22% of the daily traffic which is a high concentration of traffic between 8am and 9am.

Historical traffic data was also reviewed and it was identified that traffic volumes and speeds were considerably higher prior to the O-Bahn busway extension on Hackney Road, which included the removal of the right turn out onto Hackney Road. In 2004, Richmond Street carried an additional 1,650 vehicles per day and the 85th percentile speed was 3km/h faster, than in 2023.

Crash data was obtained from the Department for Infrastructure & Transport for the five (5) year period from 2017 to 2021. There were three (3) recorded crashes on Richmond Street, between Hackney Road and Torrens Street, as set out below:

- two (2) crashes, one resulting in an injury to a cyclist and one hitting a fixed object, at the intersection of Richmond Street and Torrens Street; and
- one (1) crash as a result of hitting a fixed object, at the junction of Richmond Street and Eton Lane.

The Council has endorsed the implementation of a 40km/h speed limit in the residential streets in the suburbs of Hackney (including Richmond Street), College Park, St Peters, Joslin, Royston Park and Marden, if supported by the majority of residents. Community consultation for this new speed limit commenced on Friday 28 July 2023 and is currently underway at the time of writing this report. Evaluation of 40km/h speed limits throughout metropolitan Adelaide has identified that the speed limit reduction can improve road safety by reducing speeds by 3 to 4 km/h in some streets. If supported by the community, it is anticipated that a 40km/h speed limit would be implemented in the 2024-2025 financial year, subject to funding by the Council.

The width of Richmond Street varies and is predominantly 8.9 metres wide except for localised widening at Torrens Street. On-street car parking is permitted on the south side between Torrens Street and Regent Street. The footpaths are 1.5 metres wide (north side), and 1.8 metres wide, (south side) measured from property boundary to the kerb. This is considered narrow, particularly given that there is no buffer (i.e., verge), between the footpath and the moving traffic.

Kerb ramps are provided at each street junction to facilitate walking *along the length* of Richmond Street, but the narrow footpaths restrict the ability to provide compliant kerb ramp with landings to facilitate the *crossing* of Richmond Street. As such, there are no kerb ramp road crossings on Richmond Street, between Torrens Street and Hackney Road and the kerb ramps at Hackney Road do not meet the requirements of the Australian Standards. In addition, the ramps across the driveway access to the Old Mill Reserve car park, do not comply with the Australian Standards.

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Although Richmond Street is a key cycling connection and carries approximately 170 cyclists a day, there is insufficient width for a bicycle lane, and as such, cyclists are required to either share the road with the traffic or ride on the footpaths which are too narrow for a cyclist to comfortably pass a pedestrian.

The Petition contained a comment that the traffic issues have '*been recognised for years by SA Police, St Peters College and local resident's*'. A previous email from the Convenor of the Petition stated that a Senior Sergeant from SAPOL informed her that, '*a design fault of the road makes it almost impossible to police and that the MP/council need to be contacted to address this ongoing issue*'.

The SAPOL Traffic Investigations Unit has been contacted to seek clarification on this comment and the response from SAPOL is that, it is not suitable to deploy a mobile traffic camera because Richmond Street is too narrow and includes a horizontal bend. In addition, SAPOL has a site selection criterion when determining locations for speed cameras that include four (4) weighted criteria that are; a history of casualty crashes, reports by the public, expiations exceeding the speed limit of 30km/h or more and other offences relating to road safety. Therefore, given that the recorded traffic speeds are below the current speed limit of 50km/h and that there are no recorded crashes, it would be unlikely that SAPOL would allocate resources to monitoring Richmond Street.

St Peters College was contacted to seek clarification on the schools understanding of road safety issues in Richmond Street, however no response had been received at the time of writing this report.

CONCLUSION

The investigations as set out in this report, have identified that the 85th percentile traffic speeds on Richmond Street are operating at a speed less than the current default speed limit of 50km/h. As such, the speeding and dangerous driving concern that is raised in the petition is not verified by evidence-based data.

However, the street has high levels of pedestrian activity, high cyclist volumes, high traffic volumes, three (3) crashes in a 5-year period, narrow footpaths, a lack of kerb ramps and a lack of dedicated space for cyclists. As such, the safety concerns for pedestrians and cyclists that were raised in the petition are acknowledged.

There is justification for traffic management measures to be investigated further with view to improving amenity and safety for pedestrians and cyclists travelling along and across Richmond Street, within the constraints of the width of the existing road reserve. Further investigations may identify a number of possible improvements for pedestrians and cyclists that could include new kerb ramps, a zebra crossing, road narrowing and footpath widening. These measures may include low-cost items that could be implemented in the short term and high-cost road reconstruction measures that would be longer-term measures incorporated into a future Capital Works Program. Any traffic management measures would also need to be prioritised taking into consideration the existing traffic management works program across the City.

COMMENTS

At the time of writing this report, community consultation is underway to ascertain if citizens support a speed limit of 40km/h in the residential streets of Hackney (including Richmond Street), College Park, St Peters, Joslin, Royston Park and Marden. If supported, it is anticipated that a 40km/h speed limit would be implemented in the 2024-2025 financial year, subject to funding by the Council.

OPTIONS

The Council has the following options in respect to addressing the concerns of the petitioners.

Option 1

Do nothing. The Committee can decide that given that a 40km/h speed limit is pending, there is no justification for the Council to undertake further road safety improvements in Richmond Street, Hackney.

This Option is not recommended on the basis of the traffic investigations identified in this report.

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Option 2

The Committee can recommend to the Council that given the combination of high traffic volumes, narrow footpaths, lack of kerb ramps, lack of space for cyclists, and high level of pedestrian and cyclist activity, that traffic management improvements are warranted to improve the amenity and safety for pedestrians and cyclists, and that future investigations be undertaken to determine the most appropriate measures.

This option is recommended on the basis of the traffic investigations identified in this report

RECOMMENDATION

1. That the Petition (as contained in **Attachment A**), that was received by the Council at its meeting held on 3 July, 2023, be received and noted.
2. That the Committee notes that the Council is currently consulting with citizens regarding the implementation of a 40km/h speed limit in the suburbs of Hackney (including Richmond Street), College Park, St Peters, Joslin, Royston Park and Marden, and that if supported, it is anticipated that a 40km/h speed limit would be implemented in the 2024-2025 financial year, subject to the allocation of funding by the Council.
3. That the Committee notes that Council staff will engage a traffic engineering consultant to undertake detailed investigations and concept designs with the objective of improving road safety for all road users in Richmond Street, Hackney, and in particular the amenity and safety for pedestrians and cyclists.
4. That the Committee notes that the funding for the investigations and the preparation of concept design will be funded from the 2023-2024 *Traffic and Integrated Transport Operating Budget*.
5. That the Council notes that the traffic management outcomes from the investigations may include low-cost items that could be implemented in the short term and high-cost measures that may need to be longer-term measures incorporated into the future Capital Works Program. The timing of the implementation of the recommended works would be dependent on the complexity and cost of each measure, the potential to integrate these works with the future Capital Works Program priorities and taking into consideration other traffic management works that are currently planned.
6. That the Petitioners be thanked for bringing their concerns to the Committee's attention and be advised of the outcomes of the investigations which have been undertaken by staff.

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Cr Holfield moved:

1. *That the Petition (as contained in Attachment A), that was received by the Council at its meeting held on 3 July, 2023, be received and noted.*
2. *That the Committee notes that the Council is currently consulting with citizens regarding the implementation of a 40km/h speed limit in the suburbs of Hackney (including Richmond Street), College Park, St Peters, Joslin, Royston Park and Marden, and that if supported, it is anticipated that a 40km/h speed limit would be implemented in the 2024-2025 financial year, subject to the allocation of funding by the Council.*
3. *That the Committee notes that Council staff will engage a traffic engineering consultant to undertake detailed investigations and concept designs with the objective of improving road safety for all road users in Richmond Street, Hackney, and in particular the amenity and safety for pedestrians and cyclists.*
4. *That the Committee notes that the funding for the investigations and the preparation of concept design will be funded from the 2023-2024 Traffic and Integrated Transport Operating Budget.*
5. *That the Council notes that the traffic management outcomes from the investigations may include low-cost items that could be implemented in the short term and high-cost measures that may need to be longer-term measures incorporated into the future Capital Works Program. The timing of the implementation of the recommended works would be dependent on the complexity and cost of each measure, the potential to integrate these works with the future Capital Works Program priorities and taking into consideration other traffic management works that are currently planned.*
6. *That the Petitioners be thanked for bringing their concerns to the Committee's attention and be advised of the outcomes of the investigations which have been undertaken by staff.*

Seconded by Mr Shane Foley and carried unanimously.



1 Corner treatment and path widened

2 Raised crossing with Give Way signs

3 3.6m wide shared path

4 Continuous footpath across access

5 Landscaped path terminal treatment

6 Two-way traffic operation.
11 parking spaces removed

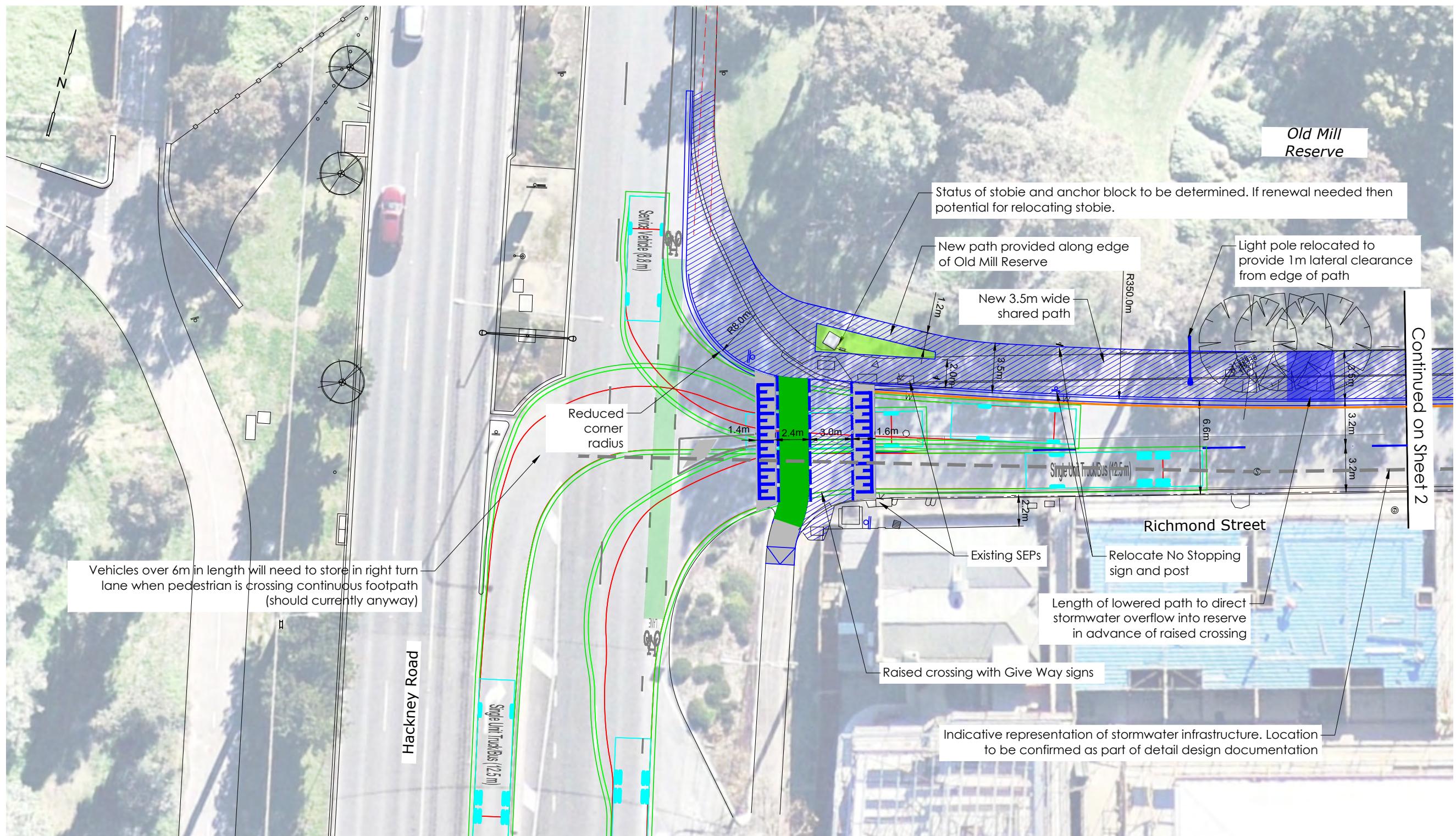
7 Wombat crossing and widened paths.
5 parking spaces removed

8 Raised pavement at intersections

9 Refuge islands and widened paths.
8 parking spaces removed

10 Bicycle exit ramp. One parking space removed

Richmond Street Upgrade Stage 1



Richmond Street Upgrade Stage 1



neotrafficandtransport@gmail.com

Concept design based on an aerial image and subject to change.
Underground utility location where shown is indicative only. The location of
underground utilities must be verified before detailed design commences.

Notes

1. Design vehicle: SV.
2. Check vehicle: SUT/B.
3. 0 on-street parking spaces removed on this sheet.
4. 0 additional trees.

DRAWN BY: C. Hardman

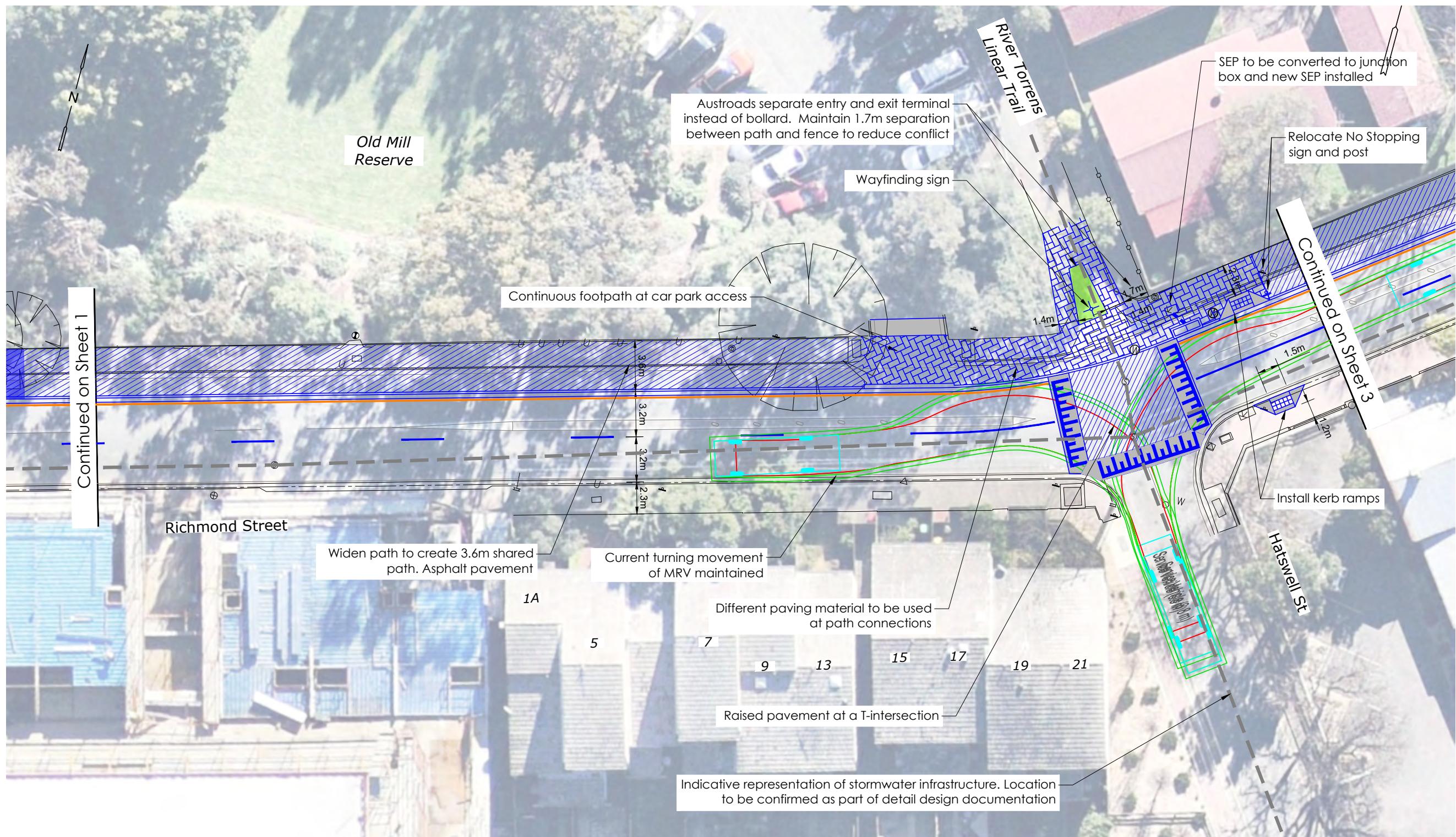
DATE: 8 Sept 2025

SCALE: 1:250

SHEET SIZE: A3

EDITION: 3

Concept
Sheet 1



Richmond Street Upgrade Stage 1



Concept design based on an aerial image and subject to change.
Underground utility location where shown is indicative only. The location of
underground utilities must be verified before detailed design commences.

Notes

1. Design vehicle: Passenger Vehicle.
2. Check vehicle: Service Vehicle.
3. 0 on-street parking spaces removed this sheet.
4. 0 additional trees.

DRAWN BY: C. Hardman

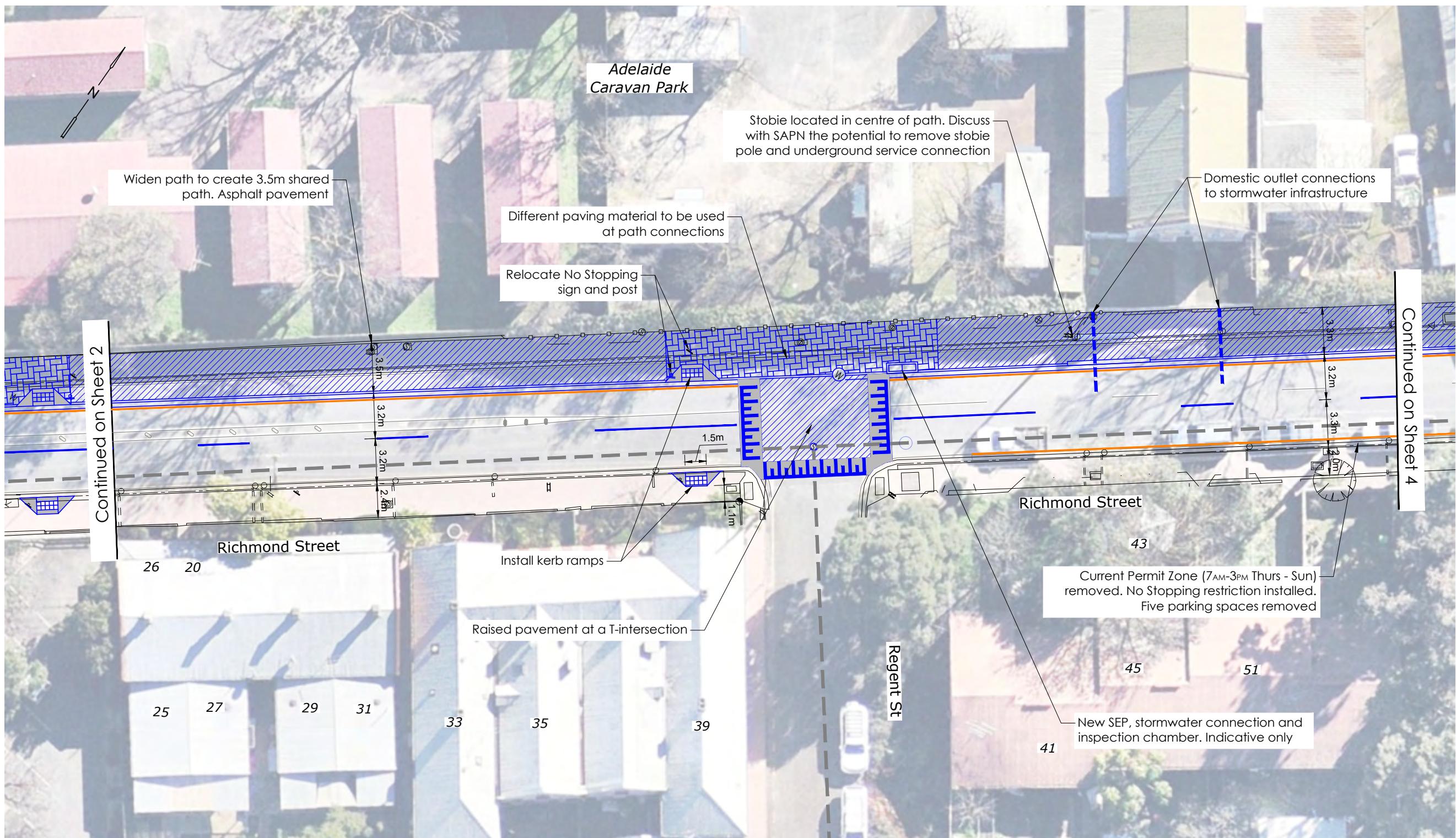
DATE: 8 Sept 2025

SCALE: 1:250

SHEET SIZE: A3

EDITION: 3

Concept
Sheet 2



Richmond Street Upgrade Stage 1



Concept design based on an aerial image and subject to change.
Underground utility location where shown is indicative only. The location of
underground utilities must be verified before detailed design commences.

Notes

1. Design vehicle: Passenger Vehicle.
2. Check vehicle: Service Vehicle.
3. 5 on-street parking spaces removed on this sheet.
4. 0 additional trees.

DRAWN BY: C. Hardman

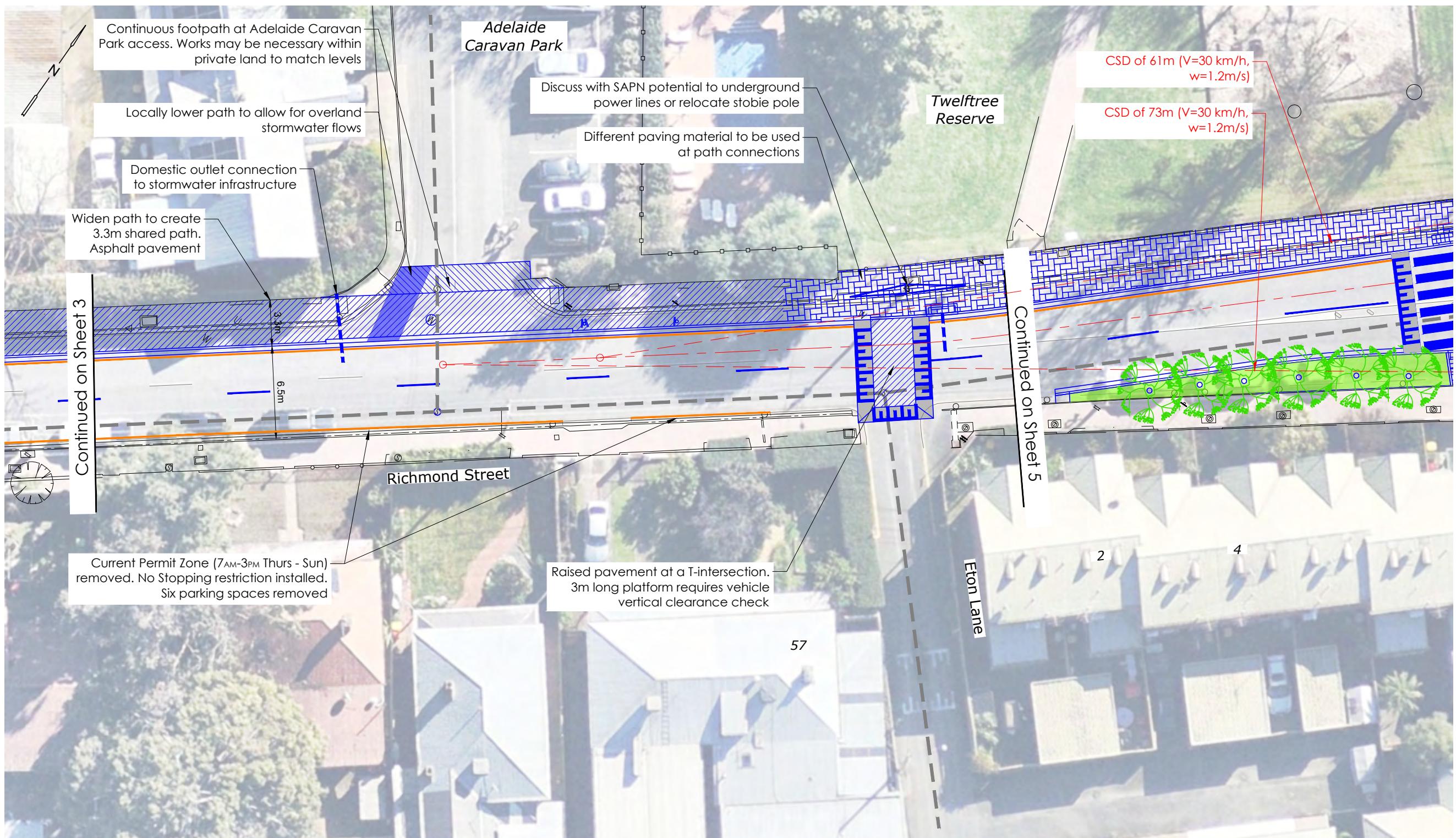
DATE: 8 Sept 2025

SCALE: 1:250

SHEET SIZE: A3

EDITION: 3

Concept
Sheet 3



Richmond Street Upgrade Stage 1



Concept design based on an aerial image and subject to change.
Underground utility location where shown is indicative only. The location of
underground utilities must be verified before detailed design commences.

Notes

1. Design vehicle: Passenger Vehicle.
2. Check vehicle: Service Vehicle.
3. 6 on-street parking spaces removed on this sheet.
4. No additional trees.

DRAWN BY: C. Hardman

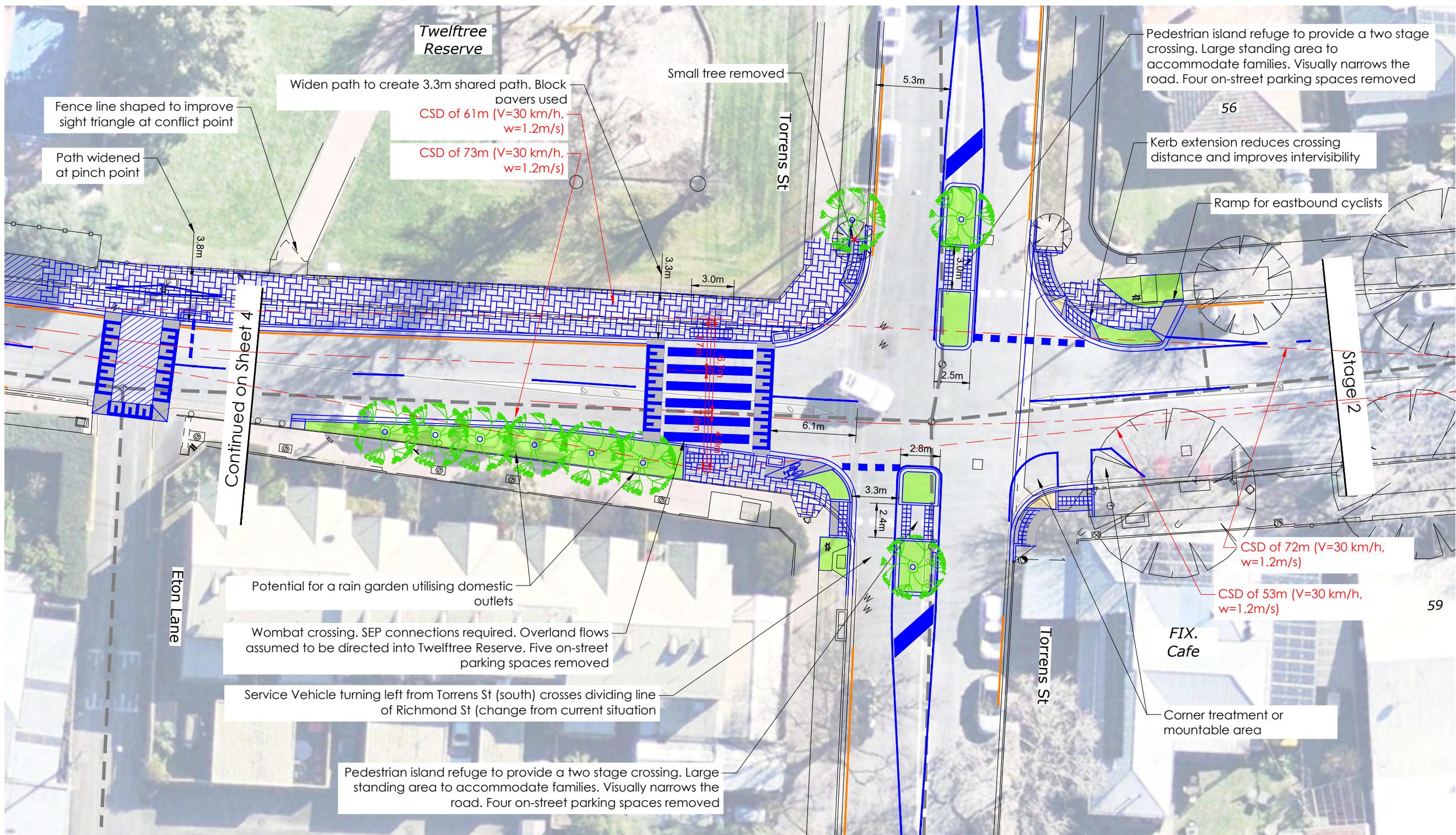
DATE: 8 Sept 2025

SCALE: 1:250

SHEET SIZE: A3

EDITION: 3

Concept
Sheet 4



Richmond Street Upgrade Stage 1



Concept design based on an aerial image and subject to change.
Underground utility location where shown is indicative only. The location of underground utilities must be verified before detailed design commences.

Concept Sheet 5

Note

1. Design vehicle: Passenger Vehicle.
2. Check vehicle: Service Vehicle.
3. 14 on-street parking spaces removed on this sheet
4. 8 additional trees.

DRAWN BY: C. Hardman

DATE: 10 Sept 2024

SCALE: 1:250

SHEET SIZE:

EDITION: 4

General Information		What is your connection to the area?		How do you typically use Richmond Street?		Do you support the proposed upgrades?		Features of the proposed upgrade that you support. Refer Consultation Plan		Final Comments
ID	Your Address (Street Address)	Are you a	If Other, please specify	Response 1	If Other, please specify	Response 2	Suggested changes:	Response 3	If Other, please specify	Do you have more comments?
1								1. Corner Treatment & Path Widened 2. Raised Crossing with Give way signs 3. 3.6m Shared Use path for peds & cyclists 4. Continuous footpath across driveway accesses 5. Landscaped path terminal treatment 6. Two-way traffic operation 7. Wombat Crossing & widened paths. 8. Raised pavement at intersections 9. Refuge islands and widened paths 10. Bicycle exit ramp		
2	Adelaide	Other	advocacy group	I walk / I cycle	Yes, with changes	Whilst a constrained road environment, the proposed shared path can introduce new conflicts for path users, with new entryways created in the caravan park redevelopment cross-path movements, and motor vehicle movements across driveways over the path. The proposed shared path width of 3.4m is desirable, but it would also be possible to implement a separated footpath and bi-directional footpath, where the DIT Active Travel Design Guide indicates a recommended minimum width of 2.4m. Any improvements to the Torrens Linear Trail and associated paths would likely attract similar volumes of users, and it may be more conducive to user safety and comfort of use to separate the user types. The Active Travel Design Guide also recommends 1.5m minimum width paths, or 1.2m in constrained locations. It is unclear to us the current width of the northern pathway on Richmond St, however the minimum footpath and bikepath widths suggest that both can be accommodated separated in the current alignment. It should be considered whether this better aligns with Council's intention to provide a walking and cycling link between the two parts of the Torrens Linear Trail, and connecting the Eighth/Ninth Ave route.	All	As above, Bike Adelaide's preference is to provide separated facilities where possible, noting that on-road separated bicycle facilities would be a better outcome for deconflicting different path users, noting the recent introduction also of PMDs on paths. We understand path users concerns about sharing space with PMDs and other electric devices eg e-bikes, and conversely the concerns people on bikes and scooters etc have with sharing with pedestrians when paths more conducive to smooth travel are possible or available. If separated facilities are not implemented, Bike Adelaide would welcome the proposed improvements, but we must be clear that is it not our preferred design outcome to have a shared path.		
3	Harrow Rd, St Peters	Neighbour to Richmond Street		I walk / I cycle / I drive/ am a passenger in a vehicle	Yes, with changes	I think there are too many raised sections in such a short space. One at each end and 1 in the middle is enough.	All Except 8		Overall I think the project is a good idea to promote safety for pedestrians and cyclists heading to and from town (especially students in the area). I just think there are a few too many raised areas in the proposal. Narrowing the road and having just a couple of raised areas will be enough to have the desired effect. Removing parking could have an impact on some residents, but it doesn't affect me or my family.	
	walkerville Tce, Gilberton	Other	Resident of adjacent council	I drive/ am a passenger in a vehicle	No	Perfect opportunity to remove motor vehicle traffic from Richmond and Eight Avenue roads.	Other	Do not retain car traffic on Richmond Street	As right hand turns at western end of Richmond street are not possible , Richmond Street and the corresponding Avenues are the Rat Runners tracks and really not access corridors to Lower or North Adelaide. It should be designed to become the first part perhaps of a dedicated cycle corridor into the CBD via Botanic Park. Cars should be discouraged from using the residential streets and steered to the main arterial roads.	

	Whinham Street, Fitzroy	Visitor	I walk / I cycle / I drive/ am a passenger in a vehicle	Yes	All	As somebody who cycled this route frequently while living in St Peters as a child and young adult, and now cycles this route as a mother with two girls, visiting my parents in St Peters (from Prospect) and to visit Fix cafe, this street has always been an issue. Especially when cycling with children, this street has been very stressful and I have always been really worried about my children's safety. When I have driven this road, it is also stressful, as I worry about being able to give people cycling enough space while avoiding oncoming traffic. It is so important that we create healthy streets, that are comfortable for all users. As our city grows, more people need to walk/wheel and cycle or congestion will increase. As the population ages, it is important that streets are calmer and more forgiving (for all users). Therefore, this project is really important and has my full support. The design is an excellent entry statement to St Peters, and will signify a green, healthy area that supports residents and visitors. I look forward to enjoying cycling it with my children.
4	Catherine Street, College Park	Neighbour to Richmond Street	I walk / I drive/ am a passenger in a vehicle	Yes	All	It's not clear but I assume the car park next to the Old Mill Reserve is gone ? With the removal of car parks along Richmond Rd would be good that it remains else people will start parking in other streets. Have you considered when this upgrade will occur due to the housing development planned for the Caravan Park ? Would make sense if the latter was starting in next 12 months to wait as the trucks etc will ruin the work done. Regardless the developer must be required to make new, any parts they destroy.
5	Alexander Lane, Marden	Neighbour to Richmond Street	I drive/ am a passenger in a vehicle	Yes	4	
6	Richmond St, Hackney	Resident on Richmond Street	I walk / I cycle / I drive/ am a passenger in a vehicle	Yes	All	
7						

8	Catherine Street, College Park	Neighbour to Richmond Street	we live a street over, and also own an investment property a further street over	I walk / I drive/ am a passenger in a vehicle	Yes, with changes stop sign at end of Richmond St turning onto Harrow Road as we regularly have cars pulling out in front of us (by those who use the suburb as a thoroughfare), also we are concerned about the impact of loss of parks on the access of parking in our own street (putting more pressure on already busy streets)	2 / 6 to 9	support removing a car park each side of street closest to the intersection at Fix as visibility is poor when trying to turn onto the road - it needs to be remembered that the speed limit has only recently been reduced to 40km/hr in this area - it is tricky crossing the road on Richmond Street at times with the amount of traffic, however, with the crossings this will be an improvement - we have already had to deal with lack of access via Richmond Street with the Hackney redevelopment over years now, so we do not want to have any more major changes or disruption to access to our property (we feel are becoming more locked in our suburb over time e.g., the bus lanes and no right turn from Richmond Street, having to drive a fair distance down Hackney Road to U-turn at Botanic Park is never easy and almost impossible at busy times, and it is so hard to access and turn on Stephens Terrace at busy times) - increasingly people have been parking in our street and surrounding streets all day and walking or riding into the city for work, this impacts access to our property at times, and this will only worsen with less parking in the general area - the laneways are often used by people to cut through and regularly people speed down our laneway making it unsafe to exit our garage, and unsafe for children in the area, we would like to see signs such as "residents only" at each end and a speed reduction to 25 km/hr or lower
9	Ninth Ave, St Peters	Neighbour to Richmond Street	I walk / I drive/ am a passenger in a vehicle	Yes	All		Thank you for making this safer for cyclists. I drive this road several times a day and the potential risk to cyclist is a major concern, especially students riding to city high schools and uni. Also the risk of head on accidents when cars are crossing the centre line to go past the parked cars. But please can you be aware of the ongoing issue of tradesmen parking at the hackney road development.
10	Ninth Ave, St Peters	Neighbour to Richmond Street	I walk / I cycle / I drive/ am a passenger in a vehicle	Yes	All		I am all for the changes as noted. It improves safety for cyclists dramatically. I am very much in favour of the physical traffic calming devices (you also should look at using them on other high traffic areas like Eighth Ave etc) The loss of on-street parking is acceptable - a quick glance reveals most properties on the Southern side of Richmond St gave off-street parking available. The removal of the existing parks on the South side of Richmond St near the Torrens St intersection will be very welcome. When I am travelling East along Richmond St vehicles regularly fail to give way and illegally cross the white line due to those parked cars. Re on-street parking in the area generally, it would be worth speaking with your neighbours at the Town of Walkerville who have introduced 3hr parking in the area around Gilbert St. There are a lot of people that park on Torrens and Richmond and then go to work all day, in good weather you will not find a park in the precinct anywhere. I really hope this sensible modification succeeds and council bravely powers through in the face of what will no doubt be a handful of noisy people that find it more convenient to park on the street rather than in their driveway/parking area. Look ahead for when the Hackney development is complete as well as the planned development on the caravan park site - it is going to be a very busy little area - make the changes

	Beltview Drive, Athelstone	Visitor	I often cycle through Richmond Street to North Adelaide or the south bank of the river as it appears to be the only east west access between North Terrace and the river	I cycle	Yes	I have also heard of continuation of the riverside path into the caravan park for further separation from cars	All	It looks to be an improvement though still not best practice appearing to still prioritise car use
11	Payneham Road, St Peters	Neighbour to Richmond Street		I cycle	Yes		3 to 6 / 10	
12	Harrow Rd, College Park	Neighbour to Richmond Street	I walk / I drive/ am a passenger in a vehicle	I walk / I drive/ am a passenger in a vehicle	Yes, with changes	Major concerns for resident is loss of the car parking - during Festival times eg Womad parking is extremely restricted on all of the streetsincreasing	1 / 2 / 4 / 6 / 8	<p>Increasing bicycle access is a significant concern - the rate payer's rates should not be used to support commuters movement through our residential neighbourhood - bikeways and scooter access are hazards for older residents, and those with young children</p> <p>There have been a number of near misses with scooters along Harrow road and Richmond street (where I have lived since 1993).</p> <p>The main issue is slowing traffic, which could be achieved by the raised crossings.</p> <p>Loss of car parking spaces even closer to the Hackney hotel development will inevitably put parking pressure on nearby residents (the people who live here)</p> <p>These changes in toto do not have my or my family as long term rate payers and residents support (we have driveway access onto Richmond Street).</p>
13	Richmond St, College Park	Resident on Richmond Street	I walk / I cycle / I drive/ am a passenger in a vehicle	I walk / I cycle / I drive/ am a passenger in a vehicle	Yes, with changes	Consider extending raised intersection to include the footpath on the southern side of the road to improve wheelchair access.	All	<p>Great plan, raised walkway will also slow vehicles reducing the likelihood of bottoming out on the spoon drain next to Fix cafe.</p>
14	Torrens St, College Park	Neighbour to Richmond Street	I walk / I cycle / I drive/ am a passenger in a vehicle	I walk / I cycle / I drive/ am a passenger in a vehicle	Yes	If bicycles are to have each way access to the northern bike path [or the roadway] then I would prefer the southern footpath be reserved for pedestrians; I walk in the street regularly and at 85 years I do not want to have to contend with cyclists travelling in both directions! They do not use their bells to warn of their approach; some do not even have a warning device on their bike! Some like to get up alongside you and call out "on your right/left!!" and frighten hell out of you!	1 to 7 / 9	<p>You will need the cooperation of the existing caravan park to keep their hedge trimmed back; over the years I have felt it necessary, from time to time, to ask Council to speak to them about the hedge growing halfway across the existing northern footpath, effectively reducing usage to on single lane and forcing pedestrians to have to step onto the roadway, sometimes with traffic approaching from behind!</p>
15		Visitor	I walk / I cycle / I drive/ am a passenger in a vehicle	I walk / I cycle / I drive/ am a passenger in a vehicle	Yes	Please include a raised pedestrian crossing at Torrens St (item 9 on the plan). It is a long, straight and wide street. When I'm at Fix coffee I notice it seems to promote higher car speeds. I feel that a raised pedestrian crossing would be the cherry on top for the intersection upgrade	All	<p>Rebecca and NPSP, you've done a fantastic job. It is fantastic, and quite frankly refreshing, to see such a well thought out project. The raised intersections, the smaller radius left turn from Hackney Rd and the pedestrian kerb extensions (with the yellow line to improve sight lines) are all great to see.</p> <p>I hope this project sets a new standard for pedestrian and cyclist safety moving forward. I hope that you continue with this level of consideration and investment for active mobility for every street refurbishment in the future.</p>
16								

	Magdalen Street, College Park	Neighbour to Richmond Street	I cycle	Yes, with changes	1 & 9	I commute daily on Richmond street to work at the Women's and Children's Hospital as a doctor. My feedback is as follows General -narrowing a street in the context of a potential massive development on the caravan park site is concerning -we predict a significant increase in cars and traffic and do not think this development should go ahead -I recommend only having raised crossings at (9) and no others, having crossings at eton lane and hackney rd and regent st are unnecessary and has very low traffic to warrant it -I agree with removing the car parking spaces - this is the main issue for cyclists having to swerve around parked cars with on-coming traffic - I propose a cheaper and easier solution - remove the parking spaces on the southern side of richmond street and replace with a painted bike lane - Widening the path is optional but would not think this issue is pressing - you might find that inserting a bike lane means the road is unable to be narrowed further. -Cyclists won't ride on the proposed 3.6m shared path - lots of young families with wide prams would make this impractical and cyclists stick to roads going in the direction of the traffic Specific -(2) this would potentially cause traffic to back up on
17	Gover St, North Adelaide	Visitor	I walk / I cycle / I drive/ am a passenger in a vehicle	Yes	All except 6	Glad to see these improvements. This is one of my least favourite roads to walk or cycle down but what is proposed will make this much safer.
18	Cambridge Street, Hackney	Neighbour to Richmond Street	I walk / I cycle / I drive/ am a passenger in a vehicle	Yes	All	Thanks to the Senior Traffic Engineer for the correspondence and this proposal. It is excellent. I am a regular walker and cyclist, and Richmond St is generally very busy. Crossing Richmond road as I walk along Hackney Rd has been especially risky during the Hackney Hotel renovation, as the corner has been cramped. This upgrade will fix many safety issues, but may cause further traffic jams for cars during the morning peak hour. There is a regular morning traffic jam at the corner of Richmond St and Hackney Rd, as up to 20 cars at a time (heading west) wait to turn left onto Hackney Rd. Some cut through via Hatwell St and onto my street (Cambridge St) to get to Hackney Rd, and certainly appear to be travelling well over the 40km/h limit. More bike paths are the answer, but the question is: how do we convince more Adelaidians to give up their car commute and get on a bicycle? This city is ideal for cycling.
19	North Terrace, Hackney	Other Local Hackney Resident	I cycle	Yes, with changes Include out the front of the Hackney Hotel as part of the upgrade	All except 6	I fully support this upgrade! As a local resident who rides a bike to and from Fix Cafe, this section of road often feels unsafe, cars travel at great speeds and due to the bend in the road has poor sight distance. The footpaths aren't currently wide enough to support shared use and this will allow the much needed separation from cars. I also hope this upgrade includes out the front of the redeveloped Hackney Hotel on hackney road, while a bike path already exists at this area, the construction of the apartments has seriously degraded the quality of the infrastructure, pot holes etc.
20						

	Second Ave, St Peters	Visitor	I walk / I drive/ am a passenger in a vehicle	Yes	All	Please support this upgrade. As a St Peter's resident who uses this section of road to a/cerat runas some might describe it even though it is a necessary accessway I am also a regular pedestrian, and use the local area with my family. We are supportive of the design to reduce unnecessary traffic and to increase use of the local amenities. We don't need the car spaces and this will not impact locals in a negative way.	
21	Hay Road, Linden Park	Visitor	I cycle / I drive/ am a passenger in a vehicle / Other	Scooter	Yes	Please implement all the proposed changes	
22	Bowden	Visitor	I cycle	Yes	All	As someone who's frequented this street by bike, scooter, and car many times - I really support all of these changes. I think that this would be a massive positive step change in terms of safety and making this area actually nice to be in/around. Currently I actively avoid the area because it's really unpleasant to be in - it's a shame being that it provides one of the only active transport routes between the city and this part of NPS. These changes would make me far more likely to use this route, and far more likely to e.g. meet people at the coffee shop on the corner.	
23	Luhrs Rd, Firle	Other	I commute to work riding my bike through the area	cycle	Yes	All	An important improvement for the corridor as not all cyclists are following the Torrens Linear Trail and options to access streets is necessary. It is a bit unclear how westbound cyclists are supposed to access the proposed shared path from Richmond St east of Torrens St. Speeding through this area is a big problem so the calming measures are very welcome. Noting there will be public parking spaces made available as part of the caravan park redevelopment, there will probably be a net increase to spaces available for people who insist on driving to the cafe.
24	Augusta Street, Maylands	Visitor	Visit frequently	I walk	Yes	1/2/3/7/10	
25	Laura Street, Stepney	Visitor	I walk / I cycle / I drive/ am a passenger in a vehicle	Yes	All	I regularly cycle to and through this area, often with my children on my bike, so I highly favour the plans intention of prioritising cyclists and pedestrians. I've had several near misses with vehicles in this area, particularly at the intersections, so the slowing of vehicles at intersections (particularly coming off Hackney Rd) is a very important aspect of this plan. If costs are of a concern, I would prioritise the slowing of vehicle provisions (street narrowing, raised crosswalks) and leave the landscaping for a later date.	
26							

	Janet Street, Maylands	Visitor	Hi i live in the council area and use this regularly riding with my 11 year old son. This upgrade would be amazing. I had a very scary close pass just after the cafe about 1 month ago. It rocked me to my socks. I turned around and a Ute was with it 20cm of me. I think trying to hit me as i was riding in the lane to avoid the car door zone. I very strongly support this upgrade. Using this route means I don't have to get in the car to get to the city safely with kids.	I cycle	Yes	All	Thanks you for being inclusive of all transport modes in our council after. With better streets me and my family will have more chances to leave our car at home. I always worry with so many cars in our streets that people are going to get hurt.
27	Payneham road, Evandale	Visitor	I walk / I drive/ am a passenger in a vehicle	Yes		All	
28	Player Court, St Peters	Neighbour to Richmond Street	I walk / I cycle / I drive/ am a passenger in a vehicle	Yes		All except 6	Would love to see the bicycle path be one way on each side of the street, but the shared path is a great use of the very limited space.
29	TORRENS STREET, College Park	Neighbour to Richmond Street	I walk / I cycle / I drive/ am a passenger in a vehicle	No	It is a complete disregard to locals in this and adjacent areas to remove half of the car parks for this project. 25!!!! To treat such an important thing as car parks with such contempt is a big mistake. Especially when off street car parking has become such a hot topic in all Councils. Yes we all want to see safety but losing car parks is not an acceptable part of the answer, especially such a large number. By removing these parks you will put greater pressure on Torrens St which already is full much of the time day and night, you will cut the throat of the cafe which finally has good operators who have rejuvenated the community and park, and most importantly you will deprive off street parking for residents on Richmond who have purchased there with those parks as part of the deal. You are quick to provide the stats of how many bikes use Richmond Rd each day, what about how many people living in Richmond St, Torrens St (both sides of Richmond), Eton Lane and other adjacent streets that would be affected by these changes every day? Do not do this to increase the safety of bike riders going through our suburb. There are other accesses to linear park for bike thru St Peters and College Park, with only a slight diversion. I don't know of any bike accidents at this corner or street. The only problem is cars suing Richmond as a cut though from Stevens Tce	2 / 4 / 8.	This is a heavily used street by cyclists and pedestrians and is currently dangerous
30	Bertram St, Hackney	Neighbour to Richmond Street	I walk / I drive/ am a passenger in a vehicle	Yes	removal of parked cars better traffic flow	1 & 6	the corner of Richmond and Hatswell could be wider so turning left onto Hatswell is easier in school peak times
31							

	River Street, St Peters	Neighbour to Richmond Street	I walk / I cycle / I drive/ am a passenger in a vehicle	Yes	Bike path definitely needed. Two way on one side would be good. North footpath should be wider. Maintenance of the hedge that Big4 has (gets overgrown sometimes)	1 / 3 / 4 / 6 / 10		
32	Richmond Street, Hackney	Resident on Richmond Street	I drive/ am a passenger in a vehicle	I am a Carer to our youngest son as well as supporting my husband. I use the car to which is parked at the back of our residence accessed from Regent St via the car park at the rear of where we live. I take our son to his medical appts.outings. Our youngest adult son stays over and has meals with us. I often do errands for my husband who has health issues. We also park on Richmond St at the front of our home. These units were designed to	Yes, with changes	1	I am concerned the upgrades will significantly affect my caring role. Of particular concern the access to & from the carpark at the rear entering and exiting from Regent to Richmond St. Any works undertaken I can well envisage the restrictions placed upon other residents who use cars and for those people who use taxis due to not having cars to bring their food shopping and blocks for taxis delivery items to residents. Our youngest adult son would have issues using public transport. Due to a medical issue I don't use public transport getting to destinations. I would like to draw your attention to the safety component a traffic officer from Norwood St Peter's Council mentioned to me. Firstly I would like to say the suburb of Hackney comprises 9 streets and is the smallest suburb in Australia. It was highlighted to me there had been an accident in the Richmond Street. Our car which was parked in stationary position and was crashed into by a driver who was driving on the the wrong side of the road. Our car was a write off. Thankfully no one was in the car at the time of the accident. The driver had borrowed someone else's car. The owner of the vehicle which crashed into our car denied knowing who he lent his	
33	Oxford Street, Hackney	Neighbour to Richmond Street	Live on Oxford street, just off Hatswell Street	I walk / I drive/ am a passenger in a vehicle	Yes, with changes	Richmond Street needs to be tree-lined like all other streets in St Peters. Walking along the street in the sun is hot in summer. Suggest adding trees either side of Richmond Street to reduce heat for cyclists, drivers and pedestrians. The plan you've developed is great, it just needs more trees lining the road. It looks like your plan includes trees at the intersection of Hatswell and Torrens but not lining Richmond.	All	Plan is terrific, just needs trees lining either side of Richmond Street after the Torrens road intersection.
34	Myrtle st, Prospect	Visitor	I walk / I drive/ am a passenger in a vehicle	Visit friends in street	Yes	All	Timely as dangerous area for cyclists, and pedestrians alike for driving!	
35	Wesley Street, Campbeltown	Visitor	Regular cycling user	I cycle	Kids at the park. Visit the cafe.	Yes	1 to 3 / 7 to 10 Make it one way to stop rat runs to Harrow Road but otherwise more calming	Soon the new apartments and hotel will be open and busy. Cyclists exiting Linear Park should be protected from cars travelling from Hackney Rd with calming or one way or one car at a time chicanes. Thanks. It's a welcome improvement. Add a crossing at Ninth Ave across Stephens Tce and it'll be great.
36	Harrow Rd, College Park	Other	Local resident	I walk / I cycle / I drive/ am a passenger in a vehicle	No	No change	6 & 10	I don't want less parking and 25 parks is a lot! Families and parents need close parking near the play ground and cafe goers need parking. Narrow streets make it more dangerous to drive. It's bad enough when the right hand turn onto Hackney Rd was removed!! Use our rates on more tree trimming and shaping, replacing trees that have died along verges and footpaths, ie Hackney Rd, near Wim Centre.
37								

38	Leslie Ave, Campbelltown	Other	Campbelltown resident cycle commuter to city	I cycle / I drive/ am a passenger in a vehicle	drive occassionally	Yes	All signage at turn on to river path - Botanic Park Zoo 1 km Frome bikeway connect etc
							Fantastic if you can instate this critical connection point to increase safety and encourage cycling to the city from the East. Have been advocating that for many years. Good some of my suggestions there - eg - raised areas at intersections - maybe beautify them like the ones that work well on the Port bikeway. I bet car parking along the road will be the sticking point! Will need to be sure caravans and campers can access caravan park - with enough turning space. Keep me informed on progress.
39	Greenhill Rd, Burnside	Other	I regularly visit and assist my elderly sister and brother-in-law who live in a unit in 40 Torrens St. College Park, close to the corner with Richmond Rd.	I walk / I drive/ am a passenger in a vehicle	The concern is regarding the loss of 25 carparks on Richmond Rd and Torrens St.	No	Other
							With the removal of 25 carparks this whole concept will be a disaster for some people living in the area. There is no mention of the loss of car parks in the above list
							In principal a bike lane seems good and pedestrian crossings are well worthwhile.
							The Fix cafe is well used by local residents and many who park on Richmond and Torrens Streets during their open hours of 8am and 3pm They will have to park on Torrens St with the loss of 25 car parks mainly on Richmond Street. The loss of 25 carparks will severely affect elderly people who live in Torrens St. who rely on carers and support workers who attend several times each day and need to park near to their clients, as do taxis.
							2 residents in units in 40 Torrens St. use walking frames having limited ability to walk any distance and slowly.
							4 of the 9 units in 40 Torrens St have a single car park off Eton Lane. They have locked gates and difficult walking access and no room for taxis, so all their access is through a common walkway to Torrens St.
							These issues are of considerable concern regarding your proposed bikeway upgrade.
							I can be contacted by email as above or by phone 0415 382 121.
							Thanks for the opportunity to raise these issues.
40	Payneham Rd, College Park	Neighbour to Richmond Street	I walk / I drive/ am a passenger in a vehicle	Yes, with changes	Too many car spaces lost - more visitors expected with redevelopment of caravan park & completion of Hackney Hotel. Turning into Torrens St is already tight when Fix is open - pls update traffic counts on Sat/Sun am. Concerned with implications to traffic flow on Hackney Rd if traffic turning left needs to give way to pedestrians - expect many rear-end collisions.	3 / 4 / 7 to 10	Def need to slow traffic, but not at the expense of other streets
							Where will the cars park? It's a very busy area on weekends. Will the redeveloped caravan park need to offer 20+ extra carparks to external users to accommodate the current demand? Expect complaints from residents in neighbouring streets as onstreet parks overflow.
							Poor outcome for traffic flow on Hackney Rd
							Drainage from Eaton Lane?
41	Harrow Rd, College Park	Neighbour to Richmond Street	I walk / I drive/ am a passenger in a vehicle	Unsure		2	

	Torrens St, College Park	Neighbour to Richmond Street	I walk / I cycle / I drive/ am a passenger in a vehicle	Yes, with changes	2/4/5/7/10	Currently you have under consultation plans to allow the building of high rise and extremely high density living in the caravan park ON Richmond street which is going to exponentially increase the traffic flow in this area, increase the need for street parking (ZERO street parking/parking has been allowed for in this development for visitors to the homes or additional cars), and worsen congestion on an already narrow and busy street - not to mention the contribution from the development on the corner of Richmond/Hackney Rd. And the plan is to further narrow Richmond street and remove off street parking? Even without the development this parking is used heavily by people visiting the very busy cafe and park on the weekend, where are these people to park? I expect the parking congestion and resulting danger to pedestrians is just moved south up Torrens Street. I would support these changes IF the development in the caravan park is rejected as an undertaking not fit for the amenity or living standards of the area. I believe proceeding with the caravan park and then this "upgrade" will see the current residents very negatively impacted. I also see no mention in these plans to fix the dip in the road which is frequently hit at high speed by drivers.			
42									
	Other	Commuter that cycles through Richmond St daily.	I cycle	Yes	Potential for more tree shading along the shared path. Maybe along Old Mill Reserve and Tewltree Reserve. Consider extending the raised pavement intersection on Hatswell St to eliminate the need for pram ramps. Pram ramps would create a pinch point in the shared path	All			
43	Devitt Avenue, Firs	Visitor	I cycle	Yes		All			
44									
	Richmond street, Hackney	Resident on Richmond Street	I walk / I cycle / I drive/ am a passenger in a vehicle	Yes	None. Perfect as is	All			
45									
	Richmond street, Hackney	Resident on Richmond Street	I walk / I cycle / I drive/ am a passenger in a vehicle	Yes		All			
46									
	River St, St Peters	Other	Frequent user of this street as both a driver and a pedestrian.	I walk / I drive/ am a passenger in a vehicle	Yes, with changes	This road is an important one both for drivers and pedestrians so any upgrade should make the road use better for both groups. Narrowing the road to make it safer for cyclists/ pedestrians is going to inconvenience drivers. Upgrades should benefit all users both in car and on foot/cycle. A separate secure pathway for pedestrians and cyclist is the preferred solution not narrowing an already narrow road.	1 & 3	Keep the road the same or even wider if possible to allow room for parked cars and a separate pathway for pedestrians and cyclists so they don't have to use the road.	Don't change anything. It's so necessary. Plenty of parking in other streets around with no safety issues. Well planned and the sooner it happens the better before a fatality occurs.
47									
	Oxford Street, Hackney	Neighbour to Richmond Street	Live off hastwell	I walk / I cycle / I drive/ am a passenger in a vehicle	Yes, with changes	Richmond Street is not tree lined. The trees are lovely up until the Torrens street intersection. The plan doesn't show any new trees lining the road. For cyclists and pedestrians, it would reduce sun exposure, and make it a more accessible on hot summer days. It looks like your plans add trees only at the intersection. The road should be tree lined like all other streets in st peters.	All	I agree with all of it with the addition of trees lining the new footpath on Richmond street and the other side of the	Thank you for the opportunity to provide feedback.
48									

	Seventh Avenue, St Peters	Neighbour to Richmond Street	I walk / I drive/ am a passenger in a vehicle	No	Council can't even keep the verge clear now because of residents shrubbery encroachment even after repeated complaints. Cyclists already have the river shared walkways and repeatedly show they can be a greater hazard to pedestrian safety than motor vehicles. The car parks earmarked for removal won't serve any positive impacts for the proposal. And finally, local government consultation is a farce, undertaken only through coercion to tick a box, ignoring residents and proceeding with their intentions, regardless of what residents think.	8 & 10	There should be more permit parking made available to residents and there should be some solution put into place to dissuade motorists from illegally parking around the intersection around the park and coffee shop		
49		Visitor	I walk / I cycle / I drive/ am a passenger in a vehicle	Yes		All except 6			
50		Visitor	I cycle / I drive/ am a passenger in a vehicle	Yes		All except 8 & 10	I'm glad you are prioritising cycling infrastructure for active transport and a healthier more vibrant community. I hope you continue to install more dedicated cycle lanes throughout the council area.		
51		Neighbour to Richmond Street	I walk / I drive/ am a passenger in a vehicle	No		All except 3, 8, 10	More consideration needs to be given to pedestrians and vehicles period. A more recent example is Frome Road that has failed terribly to cater for the vehicles leading to excess traffic because of adding a cyclist lane in an already squeezed and busy road. I drive and walk at this place daily and it's always quite busy, there's not much room to expand to justify adding a cyclist lane.		
52	Kevin Taylor Lane, Bowden	Visitor	I walk / I cycle	Yes		All	If these changes are implemented, I will visit Richmond St and patronise local businesses more frequently, as these upgrades will make the area considerably more attractive and safe as an active, and therefore unfortunately vulnerable, road user.		
53	Seventh avenue, St Peters	Neighbour to Richmond Street	I walk	Yes		2 / 5 / 7 / 8 / 9	We are residents with 2 young boys. One of our boys goes to Hackney Kindy. We ride / walk to Kindy and it is SO hard to cross Richmond street safely in the morning. There needs to be a crossing and cars need to slow down.		
54	Richmond St, College Park	Other	I am the owner of 56 Richmond St, right on the corner of Torrens St. It is currently rented.	I walk / I cycle / I drive/ am a passenger in a vehicle	Yes, with changes Many of the proposed changes seem attractive, although, unless you convince St Peters College to give up some of their land, there are no alternative routes to get onto Hackney Rd without congesting Stevens Tce even further. The one proposal that I think is madness is the removal of 25 car park spaces. Having 'fix' adjacent to the playground is a great amenity, and used by many families both in the morning, after school, and on the weekends. The number of carparks in the street is already insufficient for the stream of traffic, and taking 25 out is just going to expand congestion to other streets. There must be some way you can widen footpaths without taking out carparks. They are also used for events in the parklands like Womad.	1 to 4 / 9 / 10 & Other	Although it's not clear from the plan, I presume that the raised pavement at the intersection of Richmond St and Torrens Road means that the dip drain that currently causes a lot of damage to cars travelling too fast will go underground. Is this correct? It's just silly to leave it as it is and spend money on beautification.	As a landowner in Richmond St, I would welcome a decrease in traffic, particularly at peak times. As a cyclist, I welcome a safer passage through to the River Park path. However, doing all this and making parking harder is not sensible.	
55	Scott St, Beulah Park	Visitor	Frequent bike rider on Richmond St	I cycle	Yes	All	This street is an important link into Eastern Suburbs. Going north on Torrens St and south on Eton lane		
56									

	River St, St Peters	Neighbour to Richmond Street	I walk / I cycle / I drive/ am a passenger in a vehicle	Yes, with changes	I think the changes (especially raised Wombat crossings) should continue along Richmond St to Harrow Road and from there to corner of Eighth Avenue as this would improve safety around the Kindergarten.	All except 4 & 6	I am generally supportive of the plans. Richmond St and Torrens St are used for parking by commuters to the CBD and students at St Peters Boys. I suggest that 7am-10am Residents Only Parking Restrictions could be added to these streets to mitigate the impact of reduced parking spaces. I suggest that Richmond St could be made one-way towards Hackney Road from Hatswell St. I am aware of several near misses caused by cars on Hackney Road performing U-turns. This would also enable widening of the footpath without intruding into Old Mill Reserve. Cars could exit St Peters via Hatswell St and Bertram St. I suggest that plans are delayed until the outcome of the Adelaide Caravan Park redevelopment is known and that it takes into consideration works that will be required on Richmond St to facilitate the development.
57	College St, College Park	Neighbour to Richmond Street	I walk / I cycle / I drive/ am a passenger in a vehicle	Yes		All	Are the raised crossings and intersections de facto speed bumps? If so - good. How do you plan to manage massively increased traffic congestion with development of the caravan park?
58	Theresa Street, Norwood	Other	I use Richmond Street regularly to access the River Torrens Linear Park	I cycle	Yes	All except 9	If parking is an issue, more regulation of the parking in the Old Mill Reserve could be considered
59	Stanfield Avenue, Windsor Gardens	Visitor	I cycle / I drive/ am a passenger in a vehicle	Yes, with changes	The bike access towards the city from Richmond to Hackney road is 1-way and would be better if it was 2-way.	3/7/8.	The bike access towards the city from Richmond to Hackney road is 1-way and would be better if it was 2-way. I use this connection in both directions.
60	College St, College Park	Neighbour to Richmond Street	I walk / I drive/ am a passenger in a vehicle	walk with dog	Yes, with changes raised crossings only at torrens st corner	All except 8	
61	South road, Mile End	Visitor	Regular visitor to foster mum	I walk / I cycle / I drive/ am a passenger in a vehicle	Yes	All	Please get this done quickly as it is so dangerous. Car speeding down 100kph yesterday with children walking in narrow pavement
62	Vailima Court, Hackney	Neighbour to Richmond Street	I cycle / I drive/ am a passenger in a vehicle	Yes, with changes	1. 40 km per hour speed limit along Richmond Street after leaving Hackney Rd. 2. "Slow cyclists crossing" or similar sign marked on the road either side of a raised section of road at junction of Hatswell St and Richmond Street.	Other	Will the road at the junction of Hatswell St and Richmond St be raised to slow the traffic? If not I propose that it should be to force traffic to slow. I cross from Hatswell Street to Linear Trail each morning on my bicycle. Parents dropping off their children at St Peter's Boys School access the school car park via Hatswell Street from Richmond Street. They cut the corner at speed when entering Hatswell St from Richmond St when travelling from Hackney Road. I have been nearly hit on my bike a number of times as I am waiting to cross Richmond St to enter Linear Trail on my commute. I support the slowing of traffic along Richmond Street. Raising the road at the intersection of Hatswell and Richmond Streets would significantly improve safety at that junction. But perhaps also the parents of St Peter's school could be asked to drive more responsibly as well as making the proposed changes to the road layout. Other people drive along Richmond St too fast but this group of people seem to be most at fault from my experience. Why not contact St Peter's Boys' School leadership and ask for their assistance in telling the parents? Road improvements are all well and good but it's the drivers who need educating to use the roads around the school with more care and responsibility.
63							

	Kapunda Tce Payneham	Other	Live in this LGA	I cycle	Yes, with changes There must be a bike way on both sides of the road for cyclists	3 / 5 / 7 / 8 / 10	We desperately need safe bike paths in our council area, separated from cars for safety. We need safe bike paths for our kids and community, to encourage people to get on bicycles. We must reduce the amount of fossil fuel emitting cars and prioritise bikes as a climate friendly alternative.
64	Torrens street, College Park	Neighbour to Richmond Street	I walk / I drive / am a passenger in a vehicle	I don't drive. I volunteer at the Botanic Garden. I catch the bus on Hackney Road. I buy meals from Fix.	No Do nothing. As the ONLY advantage will be for cyclists. Currently, cyclists using the road must wait for traffic to clear before turning right across Richmond Street to enter the Torrens linear parkway.	None of the above Prefer no change. The proposal would increase parking on Torrens Street, reduce parking options for Fix customers and remove the choice of walking on the shaded or sunny path.	The only people to benefit from the proposed changes will be cyclists who sometimes need to dismount to wait for traffic to pass. The NPSP council has already overspent its budget on the Payneham Pool, therefore unnecessary spending (as on the above proposal) should be avoided.
65	Hallett road, Burnside	Visitor	I cycle	Commute from torrens linear park to Beulah bikeway	Yes	All	
66	Torrens Street, College Park	Neighbour to Richmond Street	I walk / I drive / am a passenger in a vehicle	No Richmond Street is a major thoroughfare for those of us living in College Park. It is the main exit onto Hackney Road. I do not support this change!	None of the above		Leave Richmond Street as it is. I do not see an issue. The speed limit is already reduced and traffic flows are steady and generally well behaved in relation to the road rules. I consider this a waste of rate payers money.
67	Richmond St, College Park	Resident on Richmond Street	I walk / I cycle / I drive/ am a passenger in a vehicle	Yes	All		I fully support the proposal, even though it means losing parking in front of my residence, one of the townhouses directly opposite Tivelltree Reserve. Richmond Street is a busy street which drivers use to cut through from Hackney Rd to Stephens Tce. Add to that the extra traffic due to the cafe and reserve, and all in all it's a much utilised thoroughfare. Having said that, the hustle and bustle of this spot is one of the things that makes it a great place to live, utilised by so many people who don't even live in the area. Reducing the speed to 40kmh was a positive step but I believe narrowing the road and making it more pedestrian and cyclist friendly is an excellent next step. I fully support the introduction of a wombat crossing (making all reserve users safer) and the raised intersections to further slow down traffic. Whilst not listed in the consultation plan, I note on the aerial view attached that new trees along Richmond St - near the corner with Torrens St - have been included, as well as a few additional trees near that intersection. This would be wonderful as this stretch (essentially in front of the townhouses where I reside) is extremely hot in the afternoons. Planting trees in that section of Richmond St would help cool things down and bring it in line with the eastern section of the street which is tree-lined and shady in summer.
68							

69	Richmond Street, Hackney	Resident on Richmond Street	Other	I am a wheelchair user and mobility aid user	Yes, with changes	Widen footpath on south side of Richmond street, because of the hide hedges, it is difficult to access footpath, when 2 wheel e-scooters are parked on the footpath. Also the ramp access on Hatswell street, needs to be accessible for wheelchair user. Currently, it is too narrow to turn to access footpath. It is dangerous crossing Richmond street, Hackney from South side to North side. A pedestrian crossing at Hatswell street Hackney to cross over from South side of Richmond street to North side of Richmond street. The footpath on both the north and south side of Richmond street, travelling towards Hackney road, needs to be upgraded	1 / 2 / 4 / 7 / 9 / 10 & Other
						wheelchair accessible path is needed. The footpaths on both sides of Richmond street need to be widened to allow for inclusive accessibility.	As a wheelchair user, I have to use Hatswell Street because the ramp to the footpath is not accessible, from East to West side of the Hatswell street and corner of Richmond street. It is very dangerous, when many large vehicles use Hatswell street. It is dangerous to cross over Richmond street, at the corner of Hatswell street, to get to the north side of Richmond street, footpath. There needs to be pedestrian crossing at that corner, to make it safer. The footpath is sloping, and not safe for wheelchair.
							I have lived on Richmond street, for over 20 years and it is a very busy street. Traffic does speed over 40km. I live on the South side of Richmond street, and would like to see the footpath widened on this side of Richmond Street, Hackney. I think it would be best to have one lane traffic on Richmond street, from Torrens street to Hackney road, where traffic needs to give way. Also Richmond street, between Torrens street and Hatswell street, has increased cross-slope, from the crown of the street, which makes it difficult for tricycles (special mobility aides) and this cross-slope needs to be decreased for safer access. The bikeway is on 8th Avenue, St Peters, but needs to continue along Richmond street. There is currently no bike path on Richmond street, between Torrens street, and Hackney road and this needs to be put in place. I agree that parking on Richmond street, needs to be after hours for residents only, or no parking on Richmond street, to allow for widening footpaths on both sides and for bike path.
70	Koolaman Street, Joslin	Visitor	I walk / I cycle / I drive/ am a passenger in a vehicle	Yes	All		one of the impediments to using the existing foot paths on Richmond Street is overhanging foliage and branches, especially the ivy on the wall near the old church beside the caravan park. Whatever is in the new plan, please ensure that the total width of pathways for pedestrians and cyclists is available - not just when it is completed, but as an ongoing maintenance task. The big dips at the intersection of Richmond Street and Torrens Street are hard to negotiate on a bike - is it possible to level them out a bit?
71	Mansfield Street, Goodwood	Local business owner/staff	I walk / I cycle	Yes	All except 6		On a bike - The right angle turn from Richmond Street onto the bike path by the Torrens, and from the bike path onto Richmond Street is hazardous. Is it possible to make a curve there?
72	Hatswell Street, Hackney	Neighbour to Richmond Street	I walk / I cycle / I drive/ am a passenger in a vehicle	Yes			Eton Ln should be a shared zone to allow for better pedestrian safety and easier cycling
73	Long St, Plympton	Other	Commuter via bike	I cycle	I both drive and ride richmond street	Yes	Great proposal. Please ensure the bike lanes are built so the flow is easy for continuing east or north from the intersection without obstacles or a gutter to tightly navigate.
74	Ninth Avenue, St Peters	Visitor	I walk / I cycle / I drive/ am a passenger in a vehicle	Yes	All & Other	I would also recommend considering the St Peters college students who are travelling west(ish) on Richmond St and then turn left into Hatswell St to access the school, and ensuring they have a safe way to turn off the shared path and onto Hatswell St.	Great proposal. 100% in support. Please consider bicycle parking for the local park and lowering car speed limit along the whole bike route in the area to 30 to disintcentivise traffic doing the "rat run". Looks like traffic calming measures that are tried and tested in Netherlands are implemented here and will work fantastic. The local coffee shop will get a boost from families cycling too.
							I am very supportive of these changes to make Richmond St safer for cyclists - I am extremely lucky to have a very 'safe' feeling cycle commute into the city, and Richmond St is the only hairy part of my ride!!! I am excited for the changes to eliminate having to deal with aggro drivers in this section! Thankyou!

75	Catherine street, College Park	Neighbour to Richmond Street	I walk / I cycle / I drive/ am a passenger in a vehicle	Yes	All except 4, 6, 7	Great plan - we support this	
76	Hackney	Neighbour to Richmond Street	I walk / I drive/ am a passenger in a vehicle	No	All except 3,8, 10		Bin the cycling lane and give more consideration to vehicles and pedestrians. I'm referencing the frome road upgrade next to Uni Adelaide. They added cycling lanes and made it 2 way traffic. The traffic jam there at peak hour has become worse. There's no arrow to turn left onto north terrace and two lanes have now become one. The best minds in Adelaide are working and learning in those buildings next to that catastrophic #upgrade & co. Looking at Richmond street, I don't see much space for a cycling lane on each side of the road. I can't wait to see your masterpiece.
77	Avonmore Avenue, Trinity Gardens	Other	NPS bike commuter to the city who would use this as a preferred route	Yes	All except 6		
78	Sixth Avenue, Joslin	Visitor	I cycle	Yes, with changes	Consultation to extend to cover crossing Hackney Road near the bus station to the bikeway is a hazard for all	All	
79	Regent Street, Hackney	Neighbour to Richmond Street	I walk / I drive/ am a passenger in a vehicle	Yes	All except 4,5,8		
80	Torrens Street, College Park	Neighbour to Richmond Street	I walk	Yes	All		Excellent that something is being planned to address the traffic problem on Richmond Street. The volume of cars and speed of quite a few motorists have increased making it very dangerous especially for the cyclists who access the linear park. Parked cars along the street also add to low visibility when trying to cross the street. Walking along the west side of the street is also very difficult as cyclists, joggers and walkers try to share a fairly narrow footpath particularly when the ivy at the caravan park hasn't been trimmed (but that won't be as problem with the redevelopment of that area). With the shared footpath, could there be separate lanes for cyclists/pedestrians or at least signage to direct this traffic. Also, can ebike speeds be somehow addressed as sometimes these can be quite dangerous on the shared linear park shared path.

Richmond Street, Hackney	Resident on Richmond Street		No		Response provided via Email I am writing to you as a bemused 12 year old residing at Richmond Street, whose life will be a complete mayhem if this preposterous idea goes ahead. First of all, I would like to voice what I believe you are saying: "We, the Council of Norwood, Payneham, and St Peters, do not care for the residents of Richmond Street, Eton Lane, and the surrounding area and streets and prefer passing people to them". You have consistently shown that you don't care about the local residents by trying to destroy a vital entrance to Hackney Road. This so-called "people caring council" decides to impose purely money-making ideas (the townhouse complex that's almost finished and the proposed apartment complex in place of the caravan park) and try and waste all of that money on a bikeway upgrade. This is quite unreasonable, because these cyclists can easily take the Torrens River bikeway, thus, there is no need for a new bike path. You are not even thinking of local businesses. For example "Fix Coffee" will be annihilated because all the people who come from around Adelaide to try the magnificent food and drink will have nowhere to park. The successful business has only just sailed into calm seas and yet you want to destroy one of your most successful businesses. I am pretty sure in your survey, the results from my neighbours will reflect and
Richmond Street, Hackney	Resident on Richmond Street	I walk / I drive / am a passenger in a vehicle	No	absolutley not! It doesn't take into account interests of the residents. Bikeway will apperently benefit people passing through our street, but do nothing for the residents stripping them of all the available street parking. None of the above	This plan negatively affects comfort and safety of the existing residents who have to find other places to park and walk home at night. Continuous bikeway will endanger children coming to and going from the platigribd as bikers won't have to slow down. Out limited parking that you want to stop is actually taken by said bikers (who park their cars, get their bikes and ride to the city to avoid paying parking fees). You should reinstate local parking only (resident permits). With one townhouse complex almost finished and another one proposed, it seems only newer or very wealthy residents have the voice whereas existing population can be ignored/taken advantage of.

Winchester Street, St Peters	Neighbour to Richmond Street	I walk / I drive/ am a passenger in a vehicle	Yes, with changes	1/4/6/7/8	<p>I write in response to the proposed safety and streetscape upgrades to Richmond Street, between Torrens Street and Hackney Road.</p> <p>I am a neighbour to Richmond St and use this section of roadway and footpaths 6-7 days/week. I walk along Richmond St morning and evening during weekdays on my commute to work, and usually drive along it 1-2 times per weekend, turning off Hackney Rd to enter Richmond St.</p> <p>1. Corner treatment and path widened I am supportive of this work, though I have subsequently not supported the widening of the bike path, so this seems unnecessary to me given it does not continue to other shared path infrastructure. I don't see the need for this work to proceed, so if it did not proceed then I would be comfortable with that outcome also. However, if the shared path was to proceed, then I am supportive of this treatment to support pedestrians and cyclists.</p> <p>2. Raised crossing with give way signs I am NOT supportive of the proposal for raised crossing at the intersection with Hackney Rd, as this does not deliver benefit for traffic management.</p> <ul style="list-style-type: none"> • Traffic exiting Richmond St to Hackney Rd already must come to a stop due to the limited visibility facing right up Hackney Rd. • Traffic entering Richmond St from Hackney Rd must perform an existing 90-degree left hand turn so vehicles
Richmond Street, Hackney	Resident on Richmond Street	I walk / I cycle / I drive/ am a passenger in a vehicle	No		<p>Assessment of Speeding and Dangerous Driving Concerns Council has not provided any tangible evidence indicating that issues related to speeding and dangerous driving are of greater concern on this section of road compared to other stretches within the local area. The observed traffic behaviours on this road are consistent with those witnessed elsewhere in the neighbourhood, and do not stand out as being significantly different or more problematic.</p> <p>Furthermore, there is a lack of clarity regarding the specific behaviours that have led to perceptions of dangerous driving in this locality. In the absence of detailed examples or precise accounts of such behaviours, it becomes challenging to fully understand the nature of the concerns being raised about road safety on this stretch. This lack of specificity makes it difficult to identify or address any issues related to speeding or dangerous driving in the area.</p> <p>Concerns Regarding Consultation and Evidence I am not aware of the demographics or the sample size of the citizens who raised these concerns, which Council is now attempting to address by proposing significant road upgrades and the reconstruction of Richmond Street, specifically between Torrens Street and Hackney Road.</p> <p>Without clarity on who was consulted or how representative their views are, it is difficult to assess the necessity or appropriateness of such major works.</p> <p>Evaluation of Consultation and Recent Council Actions Considering the scale of the proposed changes, it is worth</p>
No Address	Resident on Richmond Street	I work or own a business in the area	I walk / I drive/ am a passenger in a vehicle	Unsure	2/5/6/8
Cambridge St, Hackney	Neighbour to Richmond Street	I walk / I drive/ am a passenger in a vehicle	No	Its fine the way it is	Where are people going to park that use the park and the coffee shop (fix). Sharing the foot path with cyclist is unsafe

Torrens St, College Park	Neighbour to Richmond Street	I walk / I drive/ am a passenger in a vehicle	Not Provided	1	25 car park spaces lost - there are 3 sorts of parking in Torrens St and Catherine St. A. Short term coffee shop clients B. All day - 7 days a week parking - many very regular cars C. Residents of 40 Torrens St who do not use garages which are accessed by Eton Lane. Suggestions - re-apply existing yellow lines in Torrens St. - line mark parking bays in upper torrens st as far as far as at least magdalen st intersection - line mark parking bays in torres st besides the park - line mark parking bays in richmond st between harrow rd and torrens st - signage and permit parking for torrens st residents similar to that which applies to upper harrow road 2. no proposed treatment for richmond st between torrens and harrow road. cyclists still mixing with cars and commercial vehicles as they zoom at speed in richmond or torrens st 3. should the proposed development at the caravan park be approved where will the overflow cars be parking?
Richmond St, Hackney	Resident on Richmond Street	I walk / I drive/ am a passenger in a vehicle	Yes		Hopefully these changes will encourage more people to get out and exercise but I think more electric bikes will be scattered on the streets and helmets dumped everywhere. Every action has a reaction. Also bikes going fast are causing major accidents too so it could all be a waste of money to change things
Torrens Street, College Park	Local business owner/staff	Fix Specialty Coffee Owners	I drive/ am a passenger in a vehicle	Yes, with changes I don't think the extent of the changes is necessary. Some improvements without eliminating as many car parking spaces.	1 / 6. 1. Please, please, please provide toilet facilities in the playground area. We have been at our business, Fix, Specialty Coffee, for over 7 years and we have only 1 toilet to accommodate our customers and everyone who visits the playground. The toilet facilities in the playground area should be a priority to the council for those children and families who use this area. we do our best to provide this facility at Fix however one toilet for everyone who visits this area in College Park is unreasonable. 2. a pedestrian crossing would be appropriate for the families crossing the road from the park to visit the cafe. 3. maybe speed humps could also help slow down traffic (drivers) 4. adding park benches and tables to accommodate the locals, children and all who visit the area (along richmond st) would be practical also.
Torrens Street, College Park	Local business owner/staff		I drive/ am a passenger in a vehicle	Yes	All
Torrens Street, College Park	Neighbour to Richmond Street	I walk / I drive/ am a passenger in a vehicle	Yes, with changes	All except 8	1. what is the proposed footpath treatment in torrens st. (W side) heading north assuming cyclists will use torrens st to access the lined park when coming off Richmond St? 2. Taking away car parks in Richmond Street will put more pressure on available spaces in Torrens Street will require 2 hr parking to stop workers parking all day & walking/ cycling to CBD residents of Torrens St will need parking permits.
Hatswell Street, Hackney	Neighbour to Richmond Street	I walk / I cycle / I drive/ am a passenger in a vehicle	No	Solution put forward is excessive	6 Most of the dangers are caused by vehicles straddling laneways due to the cars being parked between eton lane and hackney road (on the souther side). Improve lighting at intersections

Torrens Street, College Park	Neighbour to Richmond Street	I walk / I drive / am a passenger in a vehicle	Yes, with changes	All	<p>1. Visibility exiting Eton Lane via vehicle 2. Current visibility with vehicles parked along Richmond St from the corner of Torrens St to Eton Lane presents a long problem for any vehicles exiting Eton Lane and turning onto Richmond St. There's a need to creep out onto Richmond St just to ensure there is no oncoming traffic before turning. 3. Recommend removal of all parking spaces as per point (7), current count point to 6 x parking spaces not 5 x parking spaces as detailed.</p>
Seventh Avenue, St Peters	Neighbour to Richmond Street		Yes		<p>To whom it may concern:</p> <p>I support safety in Richmond St (noting that the problem residents petitioned about in 2023 should already have been substantially addressed by the subsequent introduction of 40 km/h speed limits throughout Hackney and St Peters).</p> <p>The removal of 25 on-street car parks on Richmond St is likely to have a substantial impact on the availability of parking in neighbouring streets, reducing the amenity of resident ratepayers in streets such as Torrens St, Harrow Road and sections of the Avenues to the north east of Harrow Road. To address that problem it may be necessary to impose restrictions or time limits on on-street parking on those streets (with exemptions for residential permit holders and trades vehicles while they are doing work on adjacent properties).</p> <p>Even with the proposed upgrades, cycling along Richmond St is unlikely to be completely safe unless it is grade separated. The safest option for cyclists (including those who currently enter the shared pedestrian/cycle path at the corner of Richmond and Hatwell Streets) would be to enter the shared path instead at the northern end of Harrow Road.</p> <p>Thank you for the opportunity to provide feedback.</p>
Torrens St, College Park	Neighbour to Richmond Street		No		<p>Hello fellow councillors and ratepayers!</p> <p>As I have not been able to follow the QR-coded access to comments on this idea, please excuse me for utilizing this email address.</p> <p>Firstly I have been a ratepayer in the Local Government jurisdiction since 1990 at 2/40 Torrens Street, College Park. Hence I have a vested interest in the proposals to change the character of neighbouring Richmond Street.</p> <p>Of greatest concern is the planned restriction of road width effectively from 3 lanes to 2 lanes by creating artificial obstructions on the northern side.</p> <p>This could only be a viable suggestion if ALL car parking was to be abolished on the southern side of Richmond Street between Torrens Street and Hackney Road.</p> <p>Did anyone consider the fact that Richmond Street is the ONLY access to College Park and St. Peters between North Terrace and the River Torrens?</p> <p>Did anyone consider where the residents of Richmond Street, and their visitors, will have to park their cars?</p> <p>What about reduced access to the caravan park, as well as the nuisance value of those horrible unnecessary speed bumps proposed for this important street?</p> <p>There is already a lot of congested car parking in the immediate vicinity of the very popular FIX CAFE, which would only be aggravated by your proposals.</p> <p>As the FIX CAFE, the local park, the nearby River Torrens Linear Park, and the soon-to-be-completed Hackney Hotel</p>

No Address	Visitor	Norwood Payneham St Peters Bicycle User Group (NPSP BUG)	I cycle	Yes, with changes	<p>To: City of Norwood Payneham and St Peters Via townhall@npsp.sa.gov.au Richmond Street Bikeway and Streetscape Upgrade Dear Sir/Madam, On behalf of the Norwood Payneham St Peters Bicycle Users Group (NPSP BUG), I would like to express support for the above proposal. NPSP BUG represents the interests of people who ride bikes in the NPSP area. We currently have 178 members. As you would be aware, the River Torrens Linear Path (RTLP) has long provided excellent off-road access for pedestrians and cyclists, but just east of the City the RTLP on the "north" side ends at the Gilberton Swing Bridge – which is not easy for cyclists to cross. Path users east of here can only feasibly use the southern RTLP, until it runs out. Then they must use a low-level footbridge to cross to the northern RTLP – but this can be slippery, has a difficult sharp turn, ordinary surface, no safety railing across the river, and access to it is via a steep section of path. In heavy wet weather, it inundates and is completely unusable. Many cyclists bypass all of this via Eighth Avenue – which, further east, feeds into River Street and Ninth Avenue. This is a direct route favoured for fast-travelling cyclists as an alternative to a windy section of the RTLP where local topography leads to steep</p>
No Address	Neighbour to Richmond Street			Yes, with changes	<p>Richmond Street Bikeway and Streetscape Upgrade The St Peters Residents Association is generally supportive of the proposed upgrade of the western end of Richmond Street Hackney.. We make the following comments. – •Action is needed in the immediate time frame to decrease the risk to cyclists, pedestrians, and vehicles using this already narrow street. •The existing footpaths are too narrow for people to easily walk two abreast, let alone for them to be used by cyclists. •A member living in Richmond Street has reported that speeding vehicles are regularly travelling at up to double the new 40km/h limit. •While the loss of parking on Richmond Street is regretted, this may be the only way to improve safety for all users. The road is already too narrow for cars to park safely and for traffic to pass them without crossing the centre line. •Many vehicles park in the street with disregard to the current yellow line markings.</p>

Torrens St, College Park	Neighbour to Richmond Street	I walk / I drive/ am a passenger in a vehicle	Yes, with changes			Thank you for providing the details regarding the proposed traffic changes to Richmond Road in College Park. I fully support the initiatives outlined and commend the effort to improve safety and accessibility in the area. However, I would like to propose that these changes be further extended in the following ways... 1. To install STOP signs on Richmond Rd at the intersection of Torrens St, to further improve safety, especially for young children accessing the adjacent Playground Reserve. 2. To impose a three (3) hour parking limit to both sides of Torrens St adjacent the Twelvetree Playground Reserve, for the following reasons. a. The Council's commitment to maintaining public parks is commendable, and Twelvetree Reserve stands as a testament to that effort—serving as a vibrant, well-loved space frequented daily by families. However, a persistent issue undermines this success: parking access for parents with prams and young children is severely limited. This
Vailima Court, Hackney	Neighbour to Richmond Street	I walk / I drive/ am a passenger in a vehicle	No			This upgrade will likely create 'rat runs' through streets that connect with Richmond Street. As it is unknown as to the future upgrades and/or improvement along Hackney Road, this could be a poor outcome for residents. It will look good on paper but its residents that have to live with these problems
Torrens Street, College Park	Neighbour to Richmond Street	I walk / I drive/ am a passenger in a vehicle	it is my way out to Hackney Road as I live on Torrens St	Unsure	Very worried by how so much traffic will pass through	2 / 5 / 6 / 8 Concern shared use path is too wide. Suggested roundabout would be better than refuge islands. What happens to all extra traffic with the aspen development goes ahead. How do all the cars get in and out from Hackney Road - Richmond Street. It is difficult to get a park outside my property now so this will make it more difficult. I am concerned more cars will decide to go down my laneway as it is getting busier now.

Richmond Street, College Park	Local business owner/staff	Aspen Group		No	None of the above	<p>1. Shared use path will be created as part of development and it is not necessary to duplicate. 2. Construction work will be highly disruptive to the caravan parks operation. Will be lengthy and impact guest statification and business performance. 3. Concerned about the removal of on-street car parking spaces (11 on Richmond St) as it is essential for their visitors who arrive in caravan parks. Will require them to stop on road and obstruct traffic. 4. A high traffic shared use path directly in front of their caravan park raises safety concerns due to in their experience, cyclists travel at high speeds and fail to follow road rules increasing the likelihood of an accident at their driveway. 5. They think the Council should not pursue this option in a time of budget contraints for Council</p> <p>Would like Council to reassess the requirement for the shared path.</p> <p>If it is to proceed consider: retaining as much parking as possible, implement enhanced safety measures at their driveway and future roads, provide a constructions timeline to minimise disruption</p>
Bertram Street, Hackney	Neighbour to Richmond Street	I walk / I drive/ am a passenger in a vehicle	Yes	All	Satisfied with the proposal, thank you.	
On Richmond Street and Harrow Road, College Park	Resident on Richmond Street	I walk / I cycle / I drive/ am a passenger in a vehicle	Yes	All	I travel along the street daily and particularly on my bike or scooter. It is very dangerous with cars parked on both sides of the road and cars trying to speed along the street with limited space becomes quite trecherous for pedestrians and cyclists. welcome this fantastic initiative. thank you NPSP	

5.3 HEREFORD AVE, PAYNEHAM SOUTH - TRAFFIC AND PARKING

REPORT AUTHOR: Manager, Traffic and Integrated Transport
APPROVED BY: General Manager, Urban Planning & Environment
ATTACHMENTS: Nil

PURPOSE OF THE REPORT

The purpose of this report is to present to the Traffic Management & Road Safety Committee ("the Committee"), traffic and parking concerns raised by citizens of Hereford Ave, Payneham South. There are divided opinions among residents regarding road safety and the retention of on-street parking spaces and the issues are being referred to the Committee for its consideration and determination.

BACKGROUND

In late 2024, several requests were received raising traffic and road safety concerns on Hereford Avenue, Payneham South, between Stapleton Street and Aberdare Avenue. These requests identified a reported "rat-run" movement from Stapleton Street (eastbound), south along Hereford Avenue and then eastbound on Aberdare Avenue. This movement is understood to be the dominant traffic pattern during the morning peak, with the reverse movement occurring during the afternoon peak.

At a strategic level, the Council is addressing traffic concerns more broadly across the wider precinct through the development of the Glynde, Payneham, Firle, Trinity Gardens & St Morris Local Area Traffic Management (LATM) plan. The LATM adopts a precinct-wide approach to managing speeding and non-local traffic, rather than addressing issues on an individual street basis.

As part of this work, several priority streets have been identified, and staff are currently progressing treatment options that aim to address non-local traffic closer to the entry points into the local road network, rather than within the centre of the network, such as at this location. Hereford Avenue was not identified for any further traffic control intervention as part of the LATM study.

Delivery of the LATM recommendations is expected to address traffic concerns across the precinct and provide broader benefits, including improvements at Hereford Avenue. However, the LATM process involves lead times associated with planning, concept design, detailed design and construction. While concept designs have been developed and staff are preparing to undertake community consultation on these proposals in early 2026, ongoing concerns continue to be raised by some residents. In the interim, minor works, such as signage and line marking, are being considered where appropriate to manage traffic impacts and supplement the broader precinct-wide interventions.

STRATEGIC DIRECTIONS

CityPlan 2030 Alignment

Outcome 1: Social Equity

An inclusive, connected, accessible and friendly community.

Objective 1.2: A people-friendly, integrated and sustainable transport network.

Strategy 1.2.4: Provide appropriate traffic and parking management to enhance residential amenity and support business.

FINANCIAL AND BUDGET IMPLICATIONS

There are no financial or budget implications, with any minor traffic control line marking or signage, able to be delivered within current budgets.

RISK MANAGEMENT

The Council is responsible for managing traffic and road safety, including the appropriate management of on-street parking. The implementation of on-street parking restrictions is often highly contested, as some residents place a high value on convenient on-street parking close to their properties, whereas some residents place a higher value on safe and convenient vehicle movements in local streets, even if this means a reduction in the availability of convenient on-street parking.

If the current traffic and parking controls are maintained, the existing conflict point will remain, requiring motorists to negotiate opposing traffic movements around parked vehicles. It is worth noting that it is common practice for the travel lane to be restricted to one-way traffic flow between parked vehicles on the local road network.

Introducing additional parking controls would improve traffic movement efficiency, however, this may also inadvertently encourage increased use of the route as a rat-run and higher vehicle speeds.

Should an incident occur at this location and it is determined that the Council has not taken reasonable steps within a reasonable time to address a known traffic hazard associated with on-street parking, there is a potential risk of increased liability exposure.

CONSULTATION

Elected Members

Mayor Bria and Cr Granozio were provided with a copy of the community engagement material and attended a street-corner meeting to discuss traffic concerns with local residents.

Community

Community consultation was undertaken between 30 April 2025 to 23 May 2025, for the most recent minor traffic control improvements. All comments that have been received have been reviewed and considered prior to progressing any traffic and parking control minor works.

Staff

General Manager, Urban Planning & Environment
Senior Traffic Engineer
Parking Officers

Other Agencies

Not applicable

DISCUSSION

Traffic and Parking Context

In late 2024, the Council received several requests raising traffic and road safety concerns on Hereford Avenue, Payneham South, between Stapleton Street and Aberdare Avenue. These requests identified conflicts between traffic flow and parked vehicles, as Hereford Avenue is not wide enough to accommodate two-way traffic flow with vehicles parked on both sides of the street. This is shown in **Figure 1**.

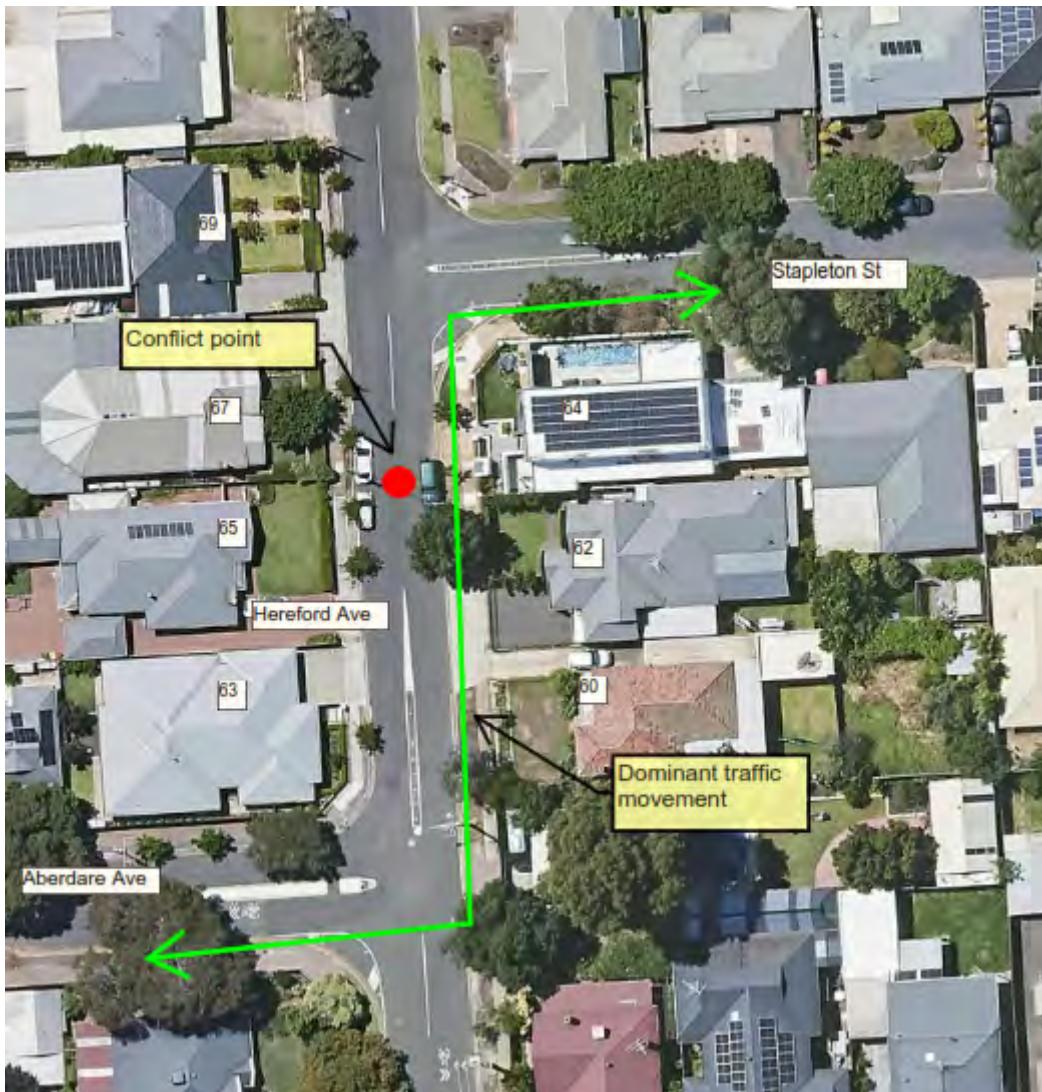


Figure 1 – Hereford Ave – Traffic Summary

Road Crash data for 2020-2024, shows that there are no recorded crashes at this location.

Traffic data was reviewed, and new data collected on Hereford Ave to inform the assessment. A summary is shown below in **Table 1** and **Figures 2 to 4**.

Table 1: TRAFFIC DATA – HEREFORD AVENUE

Date	85 th Percentile speed	Traffic Volume (all day average)	Traffic Volume (weekday average)
May 2020	40km/hr	1,634	1,789
May 2025*	42km/hr	2,332	2,557

*Note: During the traffic survey period, the Council was concurrently delivering the St Morris drainage upgrade works on nearby streets. This may have influenced local traffic patterns and could explain the significant increase in traffic observed between survey periods."

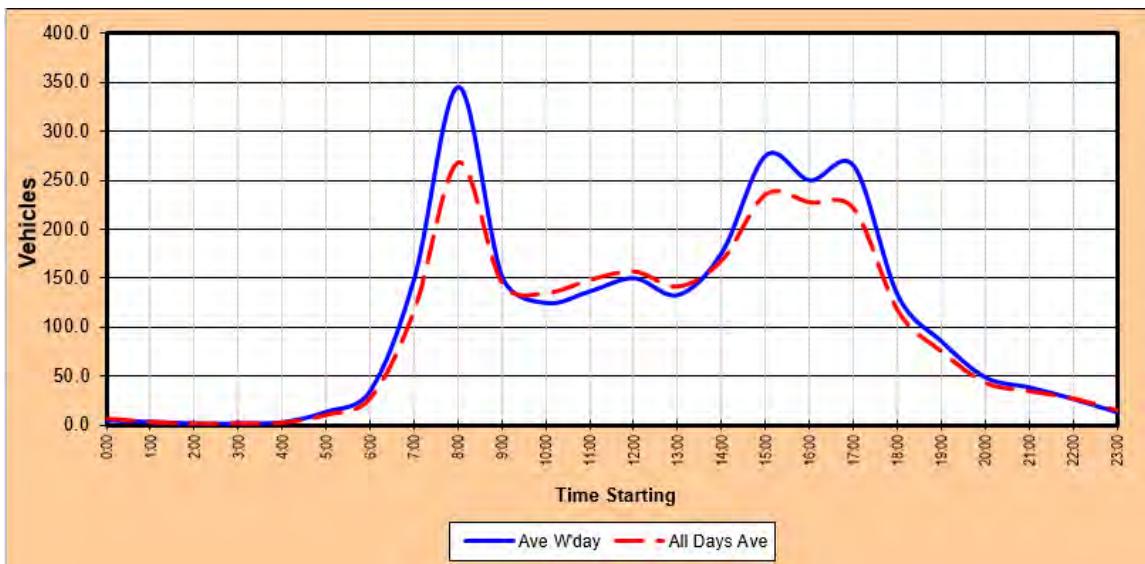


Figure 2: Two-way traffic volumes (2025)

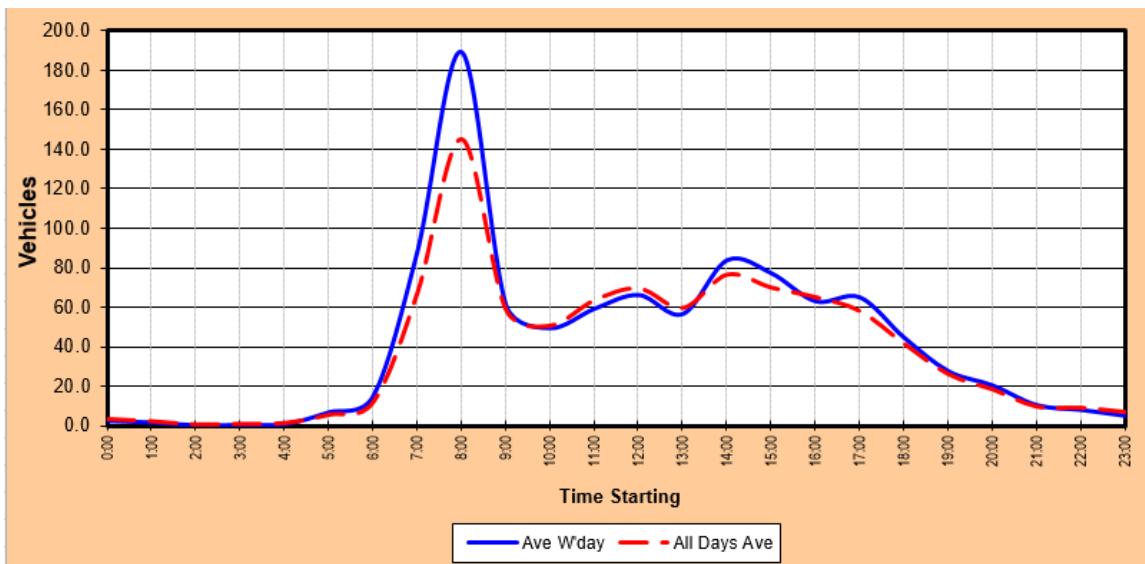


Figure 3: Southbound traffic volumes (2025)



Figure 4: northbound traffic volumes (2025)

Traffic data indicates that operating speeds in this precinct are generally low and within the recently introduced 40 km/h limit. Traffic volumes are relatively high during the morning and afternoon peak periods, with steady flows observed during the inter-peak period. Traffic volumes and speed is being considered as part of the broader LATM study for this precinct.

Hereford Avenue is classified as a local road, however, traffic volumes are slightly higher than typically expected for this classification, as identified in the Council's Local Area Traffic Management Policy. The Policy defines local roads as those carrying up to 2,000 vehicles per day.

Higher traffic volumes were observed in the southbound direction during the morning peak, with the trend reversing in the afternoon peak. While tidal traffic flows are evident, there remains a steady flow of traffic in the opposing direction. Some peak spreading is noted in the afternoon, likely due to traffic to and from nearby schools.

Austroads guidelines do not provide prescriptive thresholds for when traffic movement should be prioritised over on-street parking. However, side friction from parked vehicles becomes increasingly significant as traffic volumes increase, with conflicts arising when vehicles attempt passing manoeuvres.

Higher traffic volumes correspond to an increased exposure to risk at this conflict point.

Continual improvements at this location have been implemented since 2017, including:

- Pre-2017 (base-case) conditions: 10 m intersection separation lines at the Hereford Avenue and Stapleton Street intersection;
- 2017: Pavement bar median installed on the Stapleton Street approach;
- 2019: Pavement bar median installed on the Aberdare Avenue approach;
- 2021: Aberdare Avenue approach median upgraded to a concrete median island; and
- 2024: Painted island and pavement bars at the corner of Stapleton Street and Hereford Avenue.

The 2024 traffic conditions are shown in **Figure 5**.



Figure 5 – Hereford Ave Original Traffic Controls

Traffic investigation and minor improvements

Staff commenced traffic investigations in 2025, in order to address concerns raised by citizens, with some residents of the street requesting a meeting on-site. A street corner meeting was attended by residents, the Councils Manager, Traffic & Integrated Transport, the Councils Senior Traffic Engineer, Cr Granozio, and Mayor Bria. Residents shared their experiences of traffic on Hereford Avenue and provided staff with an appreciation of local traffic issues.

Considering feedback provided by stakeholders and residents, staff completed an assessment and developed a proposal to balance safe traffic movement with the retention of on-street parking through the implementation of minor traffic interventions. The proposal included:

- a pavement bar median at the Hereford Avenue and Aberdare Avenue intersection to improve delineation and manage turning speeds;
- parking controls near intersections to reduce conflicts between parked vehicles and moving traffic; and
- retention of on-street parking on both sides of Hereford Avenue in the mid-section of the street.

Staff consulted residents on this proposal and received comments from most households. There was support for the intersection controls, including the pavement bar median at Hereford and Aberdare. Consistent concerns were raised regarding the loss of on-street parking, particularly where residents have single driveways but multiple vehicles, which previously relied on nearby on-street parking. All feedback was considered, and staff proceeded with the proposal.

The traffic controls were installed as shown in **Figure 6** and represent the current controls in place at this location.



Figure 6 – Hereford Ave Current Traffic Controls

Outcomes, Ongoing Issues and Considerations

Following the most recent traffic investigation that was undertaken in 2025, improved traffic efficiency and safety have been observed by some residents following the introduction of the pavement bar median at the intersection of Hereford Avenue and Aberdare Avenue. However, ongoing concerns have been raised with staff and Elected Members regarding the conflict that continues to exist between traffic flow and parked vehicles on Hereford Avenue. Of particular concern are the two on-street parking spaces located between 62 and 64 Hereford Avenue, which are frequently occupied, including the parking of trailers.

The conflict occurs when motorists turning left from Stapleton Street to head southbound on Hereford Avenue, typically focus only on traffic approaching from their right. If vehicles are parked on both sides of the road and northbound traffic is present, the left-turning vehicle may not adequately perceive the downstream conflict, resulting in near misses or evasive manoeuvres. It is worth noting that there are adequate sight lines at this intersection and vehicles entering from the minor approach are required to giveaway to all traffic and ensure it is safe to proceed before completing the turning manoeuvre.

The types of crashes most likely to result from this conflict include rear-end collisions, collisions with parked vehicles, or head-on collisions. Given the low speeds at which motorists negotiate the left-turn manoeuvre, and recorded traffic speeds along Hereford Avenue, any incident is unlikely to result in serious injury or fatality.

Installing further parking controls on the street has not been supported by some residents, as on-street parking is highly valued as a residential amenity. The Council must balance this community preference with the need to maintain safe and efficient traffic movement, particularly at locations where conflicts between moving vehicles and parked cars have been identified. Any future measures to modify parking controls would need to carefully consider both road safety outcomes and the impact on local resident access to on-street parking.

OPTIONS

Taking into consideration the local traffic and on-street parking issues on Hereford Avenue and the associated comments from the community, the following options have been identified:

Option 1 – Maintain existing traffic controls (per Figure 6)

This option maintains the current traffic controls in place. It has been developed in accordance with the Australian Road Rules and relevant Australian Standards.

Existing mitigations include:

- intersection parking controls to facilitate two-way traffic movements through the junction; and
- painted islands and pavement bars to reduce the speed of vehicles turning on to Hereford Ave.

This option balances road safety with two-way traffic movement at intersections while also retaining on-street parking to support residential amenity.

It should be noted that conflicts between moving traffic and parked vehicles still exist in the mid-section of Hereford Avenue, impacting movement efficiency.

Option 2 – Extend no stopping controls (full time)

The no-stopping controls could be extended along Hereford Avenue between No. 62 and 64, resulting in the loss of two on-street car parking spaces.

This option would provide sufficient space for two-way traffic flow while retaining on-street parking on the western side of Hereford Avenue. It would eliminate the conflict between two-way traffic and parked vehicles at this location.

This option would improve vehicle movement efficiency but may unintentionally encourage higher vehicle speeds and increased traffic volumes at this location.

Option 3 – Part time stopping controls (7.00am to 6pm, all days)

Part-time no-stopping controls (7:00 am to 6:00 pm, all days) could be installed on Hereford Avenue between No. 62 and 64, resulting in the loss of two previously unrestricted on-street car parks.

This option prioritises traffic movement during the day while maintaining residential amenity by allowing on-street parking outside of core movement periods. By restricting parking during higher traffic periods, it reduces the risk of conflicts at this location.

This option would improve vehicle movement efficiency but may unintentionally encourage higher vehicle speeds and increased traffic volumes at this location.

This is the recommended option on the basis that it is considered to strike sensible balance between maintaining clear paths of travel during peak periods along Hereford Avenue and providing on-street parking, when traffic volumes are relatively low.

Option 4 – Part time stopping controls (peak period – 7.00am to 9.00am and 2.00pm to 6.00pm weekdays)

Part-time no-stopping controls (weekdays, 7:00 am to 9:00 am and 2:00 pm to 6:00 pm) could be installed on Hereford Avenue between Nos. 62 and 64, resulting in the loss of two previously unrestricted on-street car parks.

This approach prioritises traffic movement during weekday peak periods only, while maintaining residential amenity outside of these times. By restricting parking when traffic volumes are highest, it helps reduce the risk of vehicle conflicts at this location.

This option would improve vehicle movement efficiency but may unintentionally encourage higher vehicle speeds and increased traffic volumes at this location.

CONCLUSION

The traffic investigation that has been undertaken on Hereford Avenue, Payneham South, has identified ongoing conflicts between two-way traffic and on-street parked vehicles, particularly in the mid-section between No. 62 and 64 Hereford Avenue. While existing intersection treatments have improved turning safety and delineation, mid-block conflicts remain during periods of higher traffic volumes.

At a strategic level, the Council is addressing traffic concerns more broadly across this precinct through the development of the Glynde, Payneham, Firle, Trinity Gardens & St Morris Local Area Traffic Management (LATM) plan, however ongoing concerns from residents has continued in respect to this location.

The introduction of part-time no-stopping controls at the mid-block section, represents a proportionate response. It prioritises traffic movement and safety during periods of higher demand while maintaining residential amenity outside higher traffic flow. This approach aligns with the Council's responsibility to manage road safety and retention of on-street parking as a residential amenity.

RECOMMENDATION

That the introduction of part time no stopping controls on Hereford Avenue between No. 62 and 64 between 7.00am and 6.00pm, all days., be approved.

5.4 TRAFFIC MANAGEMENT & ROAD SAFETY COMMITTEE - SCHEDULE OF MEETINGS

REPORT AUTHOR: Manager, Traffic and Integrated Transport
APPROVED BY: General Manager, Urban Planning & Environment
ATTACHMENTS: A

PURPOSE OF THE REPORT

The purpose of this report is to present to the Traffic Management & Road Safety Committee (the "Committee") with the proposed Schedule of Meetings for 2026.

BACKGROUND

The proposed 2026 Schedule of Meetings has been developed to meet the obligations set out in the Committee's Terms of Reference, as contained in **Attachment A**.

The Committee will be convened no fewer than four times per year, with the Schedule of Meetings to be approved by the Committee. Special meetings may be convened as required to address urgent matters.

STRATEGIC DIRECTIONS

CityPlan 2030 Alignment

Outcome 1: Social Equity

An inclusive, connected, accessible and friendly community.

Objective 1.2: A people-friendly, integrated and sustainable transport network.

Strategy 1.2.1: Provide pleasant, safe, accessible, green and well signed walking and cycling routes.

Strategy 1.2.2: Provide community transport to support people to participate in community life.

Strategy 1.2.3: Work with other agencies to influence or provide improved and integrated sustainable and active transport networks.

Strategy 1.2.4: Provide appropriate traffic and parking management to enhance residential amenity and support business.

FINANCIAL AND BUDGET IMPLICATIONS

Not applicable

RISK MANAGEMENT

Maintaining a regular meeting schedule assists the Traffic Management & Road Safety Committee to meet its purpose and function, as defined in the Terms of Reference contained in **Attachment A**.

CONSULTATION

Elected Members

The Traffic Management & Road Safety Committee membership includes three Elected Members.

In accordance with the Terms of Reference, Elected Members receive a report following each Meeting of the Traffic Management & Road Safety Committee, which includes recommendations that the Committee has made to the Council (where it is not already included in a separate report on the Council Meeting Agenda) and the Minutes of the Meeting.

Community

Meetings of the Council's Traffic Management & Road Safety Committee are open to the public to attend in accordance with the relevant legislative provisions. The Committee Meeting documents and Terms of Reference are publicly available on the Council's website.

Staff

General Manager, Urban Planning & Environment

Other Agencies

Not Applicable.

DISCUSSION

The proposed Committee meeting dates are aligned with the Terms of Reference, which require the Committee to meet at least four (4)times per year.

It is therefore proposed that the Traffic Management & Road Safety Committee meet on a bi-monthly basis. Where there are no items for consideration, the scheduled meeting may be cancelled.

Meetings will commence at 10.00 am in the Mayor's Parlour (or as otherwise advised).

The proposed meeting dates for the Traffic Management & Road Safety Committee in 2026, are:

- Tuesday, 10 March 2026;
- Tuesday, 12 May 2026;
- Tuesday, 14 July 2026; and
- Tuesday, 8 September 2026.*

* Note: The September meeting may be impacted by the Council entering into caretaker prior to the November 2026 and is subject to the date of the Local Government elections.

The meetings have been scheduled to occur on the second Tuesday of every second month.

OPTIONS

The Committee is required to approve the schedule of meeting dates each year to ensure the orderly and timely consideration of agenda items.

While the Committee may choose not to approve the proposed schedule, reliance on ad-hoc meetings throughout the year may present challenges, particularly in relation to the availability of Committee Members and effective forward planning.

CONCLUSION

This report is intended to assist the Committee in scheduling its meetings for 2026, in accordance with the Terms of Reference.

RECOMMENDATION

That the following Ordinary Meeting dates and times for the Traffic Management & Road Safety Committee for 2026, be approved:

- Tuesday, 10.00 am – 10 March 2026;
- Tuesday, 10.00 am – 12 May 2026;
- Tuesday, 10.00 am – 14 July 2026; and
- Tuesday, 10.00 am – 8 September 2026.*



City of
Norwood
Payneham
& St Peters

TRAFFIC MANAGEMENT & ROAD SAFETY COMMITTEE

TERMS OF REFERENCE

1. ESTABLISHMENT

- 1.1 The Council has established the Traffic Management & Road Safety Committee (the Committee) pursuant to Section 41 of the *Local Government Act 1999*.
- 1.2 These Terms of Reference were adopted by the Council on 20 January 2025.

2. PURPOSE

- 2.1 The purpose of the Committee is to consider traffic management and road safety related matters within the City and either advise or determine such matters within their delegated authority.

3. FUNCTIONS AND RESPONSIBILITIES

- 3.1 Matters may be referred to the Committee by the Council in response to a petition received, or any other circumstance that the Council considers necessary. In any other circumstances, relevant matters may be referred to the Committee by the person acting in the role of Manager, Traffic & Integrated Transport.
- 3.2 The Committee may:
 - 3.2.1 make a final determination on traffic management issues in accordance with the requirements of the Council's Local Area Traffic Management Policy (the Policy) and within the delegated powers and functions that the Council has made to the Committee; and
 - 3.2.2 consider proposals and consultation feedback to inform recommendations to the Council regarding traffic and parking which seek to improve traffic management and road safety throughout the City.

4. DELEGATED AUTHORITY

- 4.1 The Council has delegated certain powers and function under the *Road Traffic Act 1961* (and related statutory Instruments) to the Committee, limited only to those in the attached Instrument of Delegation. The Committee has no other delegated powers or functions on behalf of the Council.
- 4.2 As requested by the Council, or where a matter cannot be resolved by the Committee using a delegated power or function from the Council, the Committee will make a recommendation to the Council or to the Manager, Traffic & Integrated Transport.

5. MEMBERSHIP AND CONDITIONS OF APPOINTMENT

- 5.1 The Committee has six (6) Members comprising of three (3) Elected Members and three (3) Specialist Independent Members, all of whom will be appointed by the Council. Specialist Independent Members cannot be an Elected Member or staff member of the City of Norwood Payneham & St Peters.

Traffic Management & Road Safety Committee Terms of Reference

- 5.2 The Specialist Independent Members will have skills, experience, and knowledge in relation to traffic management and road safety.
- 5.3 The term of appointment for all Members of the Committee will be as determined by the Council, and each Member is eligible for re-appointment to the Committee by the Council.
- 5.4 Remuneration will be paid to each Special Independent Member of the Committee (based on a set fee per meeting attended) as determined by the Council.
- 5.5 Prior to the Council appointing Independent Members to the Committee, a Selection Panel appointed by the Chief Executive Officer will evaluate potential candidates with consideration given to the requirements of Clause 5.2 of these Terms of Reference before making a recommendation to the Council.
- 5.6 The appointment of Independent Members will be subject to the endorsement of the Selection Panel's recommendation by the Council.

6. PRESIDING MEMBER

- 6.1 The Council will appoint the Presiding Member of the Committee.
- 6.2 If the Presiding Member of the Committee is absent from a meeting, then the Members present will determine by resolution who will preside at the meeting.
- 6.3 The role of the Presiding Member of the Committee is to:
 - 6.3.1 oversee and facilitate the orderly conduct of Committee Meetings in accordance with the *Local Government Act 1999* and the *Local Government (Procedures at Meetings) Regulations 2013*, and any other procedures relevant to the Committee.
 - 6.3.2 ensure that the Guiding Principles set out in Regulation 4 of the *Local Government (Procedures at Meetings) Regulations 2013*, are observed during Committee Meetings and that all Committee Members have an opportunity to participate in discussions in an open and responsible manner.

7. MEETINGS

- 7.1 Ordinary Meetings of the Committee will be convened not less than four times per year.
- 7.2 The Committee will approve a schedule of Meetings for each year and Special Meetings will be convened as needed for urgent matters.
- 7.3 Meetings will be held in the Mayor's Parlour, Norwood Town Hall, unless otherwise notified.
- 7.4 Notice of each Committee Meeting confirming the venue, time, and date, together with an Agenda of items to be discussed, shall be forwarded to each Member of the Committee, no later than three (3) clear days before the Meeting.
- 7.5 If there is no business for the Committee to consider, prior to Notice of a Committee Meeting being forwarded to Committee Members, the Chief Executive Officer may cancel a scheduled meeting of the Committee, in consultation with the Presiding Member, and advise all Committee Members via email.
- 7.6 Subject to the operation of Section 90 of the *Local Government Act 1999*, and in accordance with the requirement of Section 132 of the *Local Government Act 1999*, the Agendas and Minutes of the Committee Meeting will be published on a website as determined by the Chief Executive Officer.
- 7.7 In accordance with Section 88 of the *Local Government Act 1999*, Notice of Meetings of the Committee must be displayed at the Principal Office of the Council and on a website determined

Traffic Management & Road Safety Committee Terms of Reference

by the Chief Executive Officer, and must continue to be published and kept on display until the completion of the relevant Meeting.

7.8 The quorum for a Meeting of the Committee shall be four (4) Members of the Committee, with at least two (2) of those Members present being Specialist Independent Members.

7.9 The Chief Executive Officer may adjourn a scheduled meeting of the Committee, in circumstances where sufficient apologies have been received to indicate a quorum will not be achieved for the scheduled Meeting.¹

7.10 Meetings of the Committee must be conducted in accordance with the *Local Government Act 1999* and Parts 1, 3 and 4 of the *Local Government (Procedures at Meetings) Regulations 2013*.

7.11 All decisions of the Committee shall be made based on a majority decision of the Members present.

7.12 Each Member of the Committee at a Meeting will have one (1) vote. The Presiding Member will have a deliberative vote and does not, in the event of an equality of votes, have a casting vote.

7.13 Minutes of the Committee Meetings shall be circulated within five (5) days after a Meeting to all Committee Members and to all Members of the Council.

7.14 Deputations may be made to the Committee based on the following conditions:

7.14.1 A person or persons wishing to appear as a deputation to a Committee Meeting must deliver to the Principal Office of the Council a written request to the Committee at least four (4) hours before the scheduled start time of the Meeting. A request may provide in person, or emailed to townhall@npsp.sa.gov.au.

7.14.2 A deputation request must be on a matter relevant to the role and function of the Committee.

7.14.3 The Presiding Member of the Committee may refuse to allow a deputation to appear at a Committee Meeting.

7.14.4 The Chief Executive Officer must take reasonable steps to ensure that the person or persons who requested a deputation are informed of the outcome of the request.

7.14.5 If the Presiding Member of the Committee refuses to allow a deputation to appear at a Committee Meeting, the Presiding Member must report the decision to the next Committee Meeting.

7.14.6 Persons granted a deputation may speak to the Meeting for a maximum of five (5) minutes unless further time is allowed with leave of the Meeting.

8. REPORTING

8.1 A report will be presented to the Council Meeting following each Meeting of the Committee which will contain recommendations from the Committee for the Council to consider for determination as well as any other matters considered by the Committee by way of the Committee Minutes being attached to the Report.

9. TERM OF THE COMMITTEE

9.1 The Committee is established for the Council term and will be wound up without further action by the Council at the conclusion of the term of the Committee.

¹ *Local Government (Procedures at Meetings) Regulations 2013*, Regulation 7(1)

6 OTHER BUSINESS

7 CONFIDENTIAL REPORTS

Nil

8 NEXT MEETING

9 CLOSURE