

4. Retail/entertainment precincts

Manage parking in key retail/entertainment precincts to support the local economy

The City of Unley features a number of vibrant retail and entertainment areas along some of its main streets, with shopping strips exceeding 500 metres along Goodwood Road, King William Road, Unley Road and Fullarton Road. There are also smaller pockets of activity on streets such as East Avenue, Duthy Street and Glen Osmond Road. Refer to Figure 6 for a map outlining these key activity zones and their corresponding 400-metre parking walking catchments.

The economic vitality of these precincts hinges on accessibility, which includes parking availability. While targeting a desired level of parking occupancy of 65% to 85% as a general guideline, tailoring the approach to each precinct is crucial to align with its unique local context.

Key considerations in managing parking in key retail/entertainment precincts

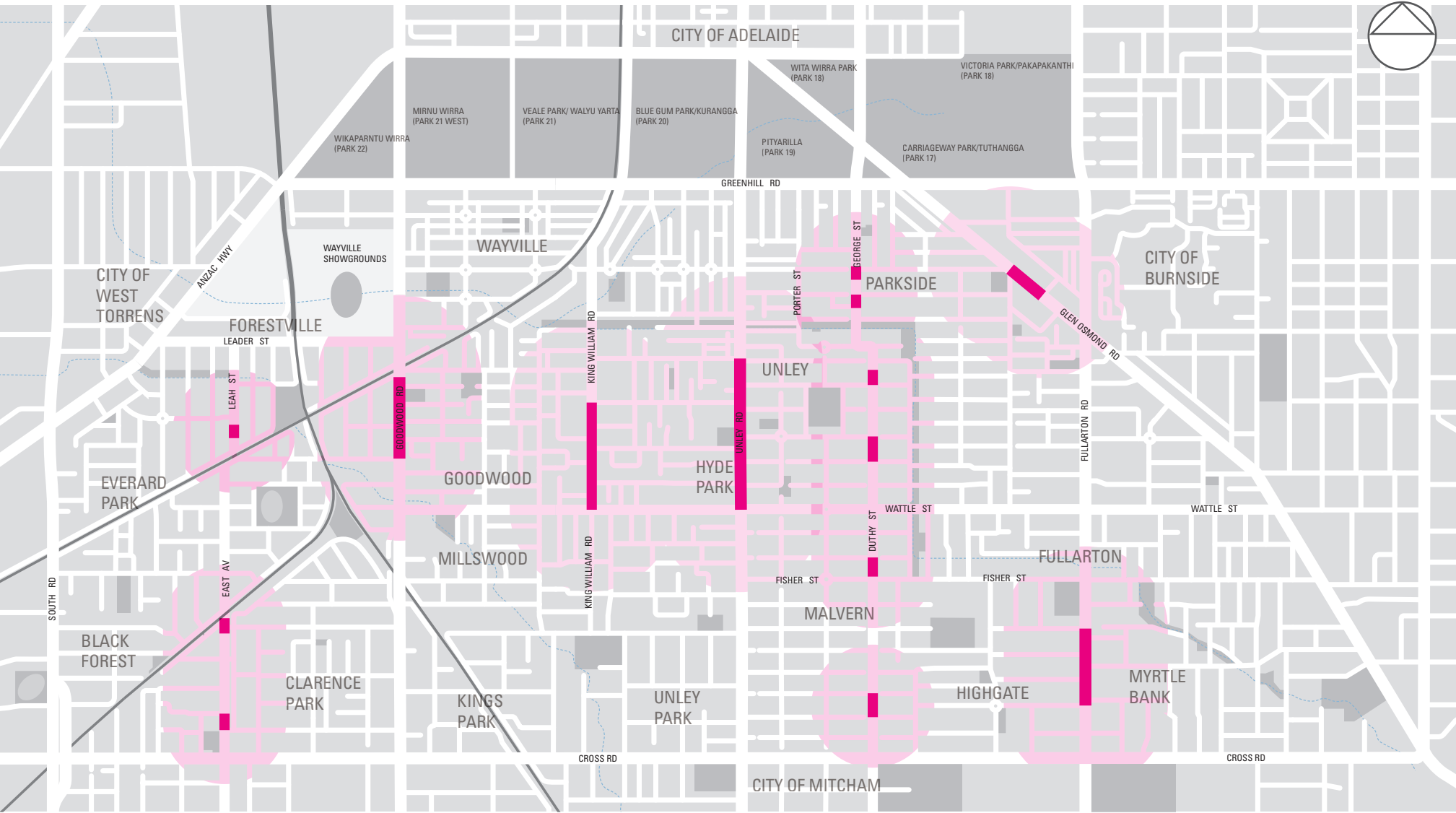
- Each precinct presents a distinct blend of uses, resulting in diverse parking requirements due to the varied business types and operational hours of the businesses involved.
- In retail/entertainment precincts, effective parking management should promote vehicle turnover and discourage prolonged storage, thereby attracting a higher volume of customers to these areas. This is often challenged by businesses also wanting close and easy parking for their staff.
- Most of Unley's retail/entertainment precincts are encircled by residential and/or school areas that have different and competing parking user considerations.
- Most businesses depend on convenient and dependable access to loading areas situated near their storefronts.
- Efficient wayfinding and signage, including the use of smart parking signs, plays a vital role in improving access to key retail/entertainment precincts, as proven with the King William Road main street upgrade project.
- The flexible design of parking spaces is an important consideration for retail/entertainment precincts, allowing kerbside parking to be re-purposed during events or for alternative uses as demand arises.
- Developing secure and convenient bicycle parking and easily reachable and appealing public transport waiting areas will encourage alternative modes of travel to retail/entertainment precincts, thereby reducing parking requirements.
- Ensuring parking availability for emergency vehicles and providing accessible parking options for visitors with mobility challenges remains vital to ensure overall safety. These user groups often require guaranteed access to nearby parking at key destinations.
- The dynamic nature of businesses entering and exiting a scene will likely cause shifts in demand, necessitating a constant reassessment of the approach to parking management.
- It is acknowledged that when more than 85% of parking spaces within short walking distances are consistently occupied the community might perceive a precinct as challenging to access, potentially impacting local businesses.

Actions

- ▶ **4.1** Re-assess parking controls in key retail and entertainment precincts, extending the assessment to encompass nearby residential streets with the objective of aligning them effectively with the specific requirements of local businesses and customers. This alignment includes the provision of loading zones, accessible parking areas, bicycle parking facilities, and short- and medium-term parking options within a pedestrian-friendly proximity. Involve businesses in the assessment process to understand their parking requirements.
- ▶ **4.2** Identify opportunities to expand smart parking technology within key retail/entertainment precincts to better understand parking occupancy and turnover, improve parking compliance, and enhance parking access for customers through on-street real-time signs and mobile applications.
- ▶ **4.3** Reevaluate and, if necessary, enhance the strategy for enforcing parking limits within retail/entertainment precincts, ensuring that enforcement aligns with the objectives of these areas.
- ▶ **4.4** Collaborate with private property owners to enhance off-street parking availability by using or expanding rear lots for public use, thus improving overall parking support for the precinct.



Figure 6. Key retail and entertainment precincts and corresponding arking walking pcatchments





HOW TO SAFELY USE A SCHOOL KISS & DROP ZONE



5. School precincts

Manage parking around schools to improve safety and access

Unley has 14 schools within its Council area. These schools and other key places of education are shown in Figure 7.

Ensuring the safety of school children takes precedence in the Council's management of street considerations.

In recent years, the Council has collaborated with the Department for Infrastructure and Transport (DIT) to implement the Way2Go program. The Council has also assessed on-street parking regulations around schools to enhance safety and accessibility during peak drop-off and pick-up times (usually 8-9am and 2.30-3.30pm).

The parking reviews aim to:

- ▶ Enhance Kiss and Drop zones through signage improvements
- ▶ Provide short-term parking to help parents who need to pick up their children from school or have discussions with teachers
- ▶ Enhance safety and accessibility on 'narrow streets' (see direction 2) by establishing No Stopping zones on one street side during peak drop-off and pick-up times

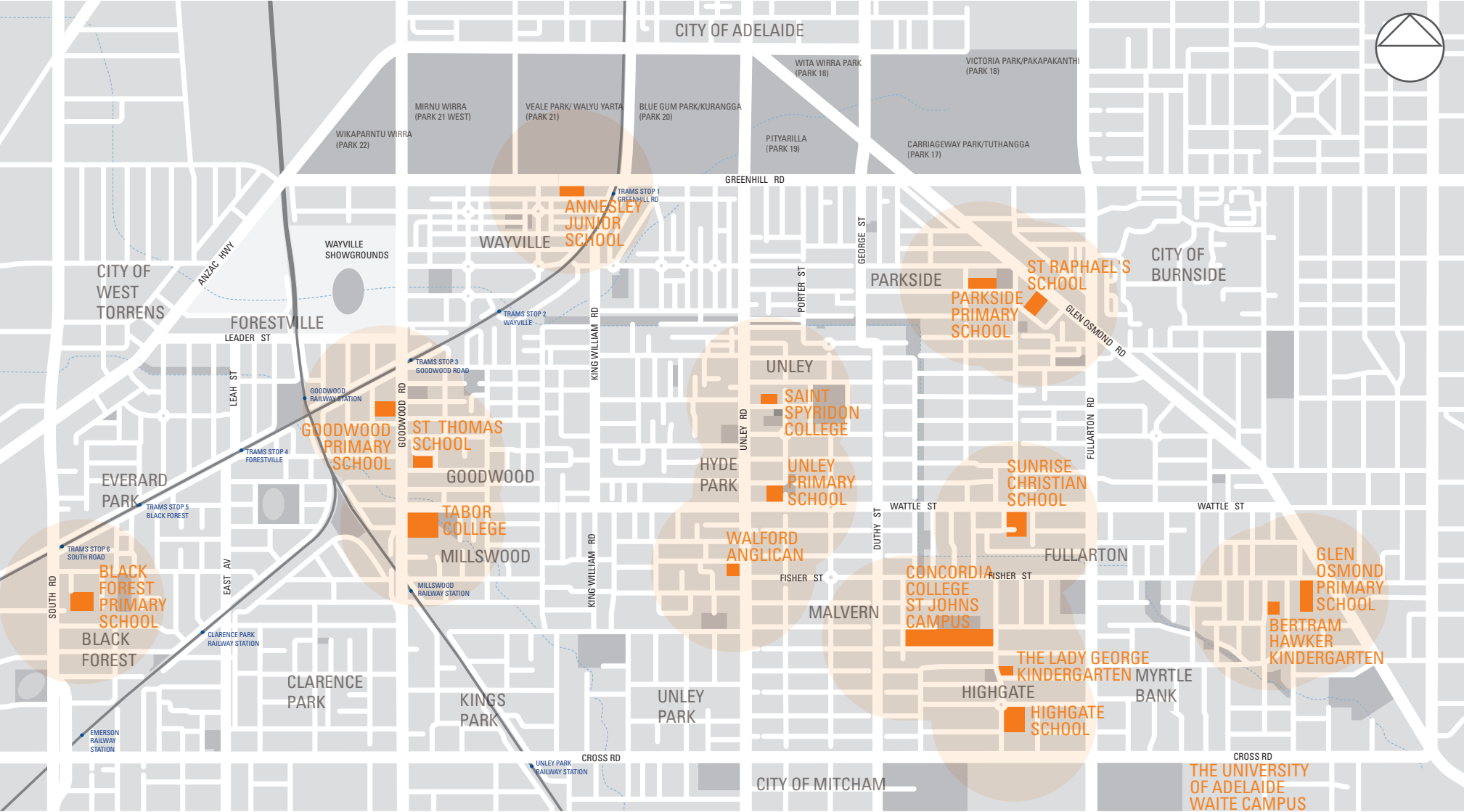
- ▶ Ensure uniform and easily understandable signage on all streets adjacent to schools, aligning the timings of installed zones with the schools' start and end times
- ▶ Prevent illegal parking obstructing driveways
- ▶ Improve parking compliance through the measures listed above, combined with enforcement.

Alongside parking control assessments, the Council is creating information brochures for parents and caregivers of the school community, aiming to enhance parking behaviours.

Actions

- ▶ **5.1** Continue the evaluation of school parking in the Unley area, with the objective of conducting a minimum of one school parking review annually.
- ▶ **5.2** Continue developing, enhancing and publicising Unley's educational resources tailored to foster road safety in school environments.
- ▶ **5.3** Continue collaboration with DIT for the Way2Go program's implementation in Unley schools, aiming to reduce car dependency for school drop-offs and pick-ups.
- ▶ **5.4** Explore options for school staff parking in nearby underused private lots to meet the needs of schools with limited or no off-street parking, reducing the impact on local residential streets.

Figure 7. Key places of education and corresponding parking walking catchments



- Key education place
- Key education place catchment zone



6. Accessible parking

Manage accessible parking to support an inclusive City

Council is dedicated to enhancing accessible parking for individuals with disabilities within the City of Unley. However, it acknowledges that there are limited designated Accessibility Parking Zones available. Those that do exist are mainly clustered around retail and entertainment areas, community facilities, and popular parks and ovals, and can be difficult to locate.

Council has supported residents with mobility challenges by providing Accessible Parking Zones in front of residential properties. However, many of these zones do not meet current accessibility standards and have not been adequately monitored or managed over the years.

In light of identified challenges, Council will initiate a thorough review and explore opportunities for improvements to support a more accessible and inclusive City.

Actions

- ▶ **6.1** Conduct an audit of current public Accessibility Parking Zones on-street and in Council's off-street car parks to evaluate compliance with current accessibility standards. Develop an improvement plan as needed.
- ▶ **6.2** Identify opportunities for more Accessible Parking Zones in Council's commercial, business, retail, and entertainment precincts, aiming to double the number of public Accessibility Parking Zones in the City by 2033.
- ▶ **6.3** Engage in continuous consultation with disability advocacy groups to gain a deeper understanding of parking needs for individuals with disabilities within the City.

See also actions **10.4** and **10.5** related to the development of the 'Resident - Mobility Access Permit'.