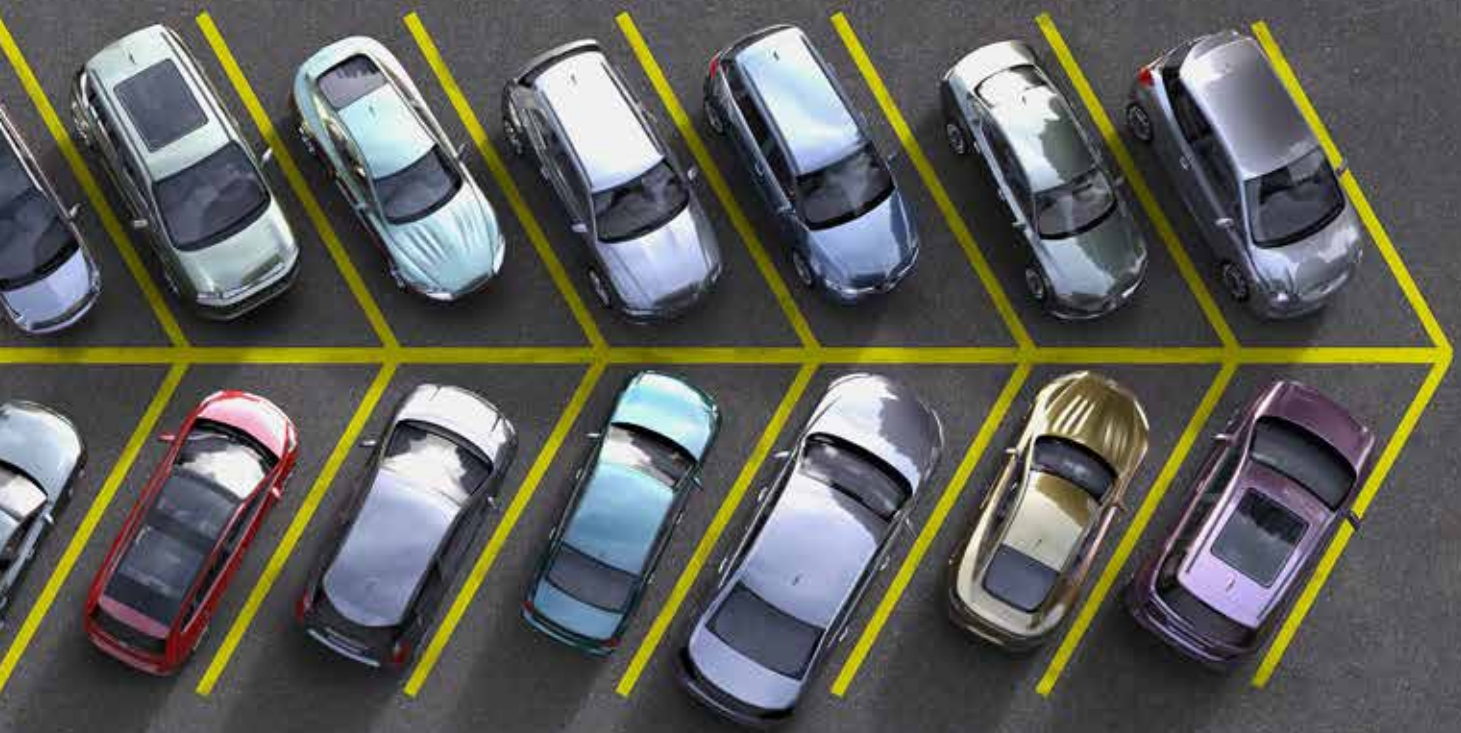


Gawler Town Centre

Car Parking Strategy 2023–2028



Executive Summary

E1 Overview

The Gawler Town Centre Car Parking Strategy 2023-2028 is the Town of Gawler's strategy for the management and provision of car parking in the Gawler Town Centre. This strategy bases its recommendations on numerous investigations undertaken through its development, resulting in guidance on the following:

- current supply and demand for parking in the Town of Gawler central business district (section 2);
- the operations of the Planning and Design Code (section 3);
- new parking supply opportunities (section 4);
- car parking funds and mechanisms (section 5);
- car parking demand management (section 6);
- alternative travel options (section 7);
- public/private parking opportunities (section 8); and
- recommendations (section 9).

Car parking is by its nature both a land-hungry and capital intensive enterprise to provide. Therefore it is an investment that needs to be carefully managed in balance with other strategies such as public transport provision, cycling and pedestrian movement, heritage and urban design. This is a challenge in a town such as Gawler which contains significant local and State significant heritage, a potentially highly walkable urban fabric and a strong collection of speciality shop and services. At its heart, car parking supply and demand involves a wider discussion on how the Gawler Town Centre functions as a dynamic activity centre now and across the coming years.

To this end, the strategy is underpinned by significant field investigation and community engagement, incorporating a work plan which will drive further investigations and investments across the next 4 years and beyond (see **Appendix A**).

E2 Engagement Process

The strategy is built on extensive consultation. The first round of public consultation was carried out between Wednesday 25 August and 17 September 2021. A total of 186 survey responses were received (178 electronically / 8 hard copies). From this, a key findings report was issued.

A second stage of community consultation started on 13 July 2022 and was completed on 5 August 2022. The majority of this consultation was provided through Council's Your Voice online platform. Sixty-one people responded to the consultation received (59 electronically / 2 hard copies). The results are summarised below with a brief summary of the Strategy and its recommendations. A copy of the results of the second round of consultation is provided in **Appendix B**.

Feedback highlighted that parking is seen to be somewhat difficult to find, with traffic intensity highlighted as a concern. Eighty percent of respondents stated they do not believe there is adequate parking in the Gawler Town Centre.

E3 What the data says

Average occupancy levels across Gawler CBD appear to be subject to greater demand on weekdays (58% utilisation) compared to weekends (43% utilisation)¹. Across the study area occupancy rates were around the fifty percent averages across the weekdays and weekends analysed.

The data initially suggests sufficient supply exists. However this data doesn't reflect how several areas are subject to far greater demand than others (see Figures E1 and E2). Nor does it reflect the perception. Some areas such as the Murray St south precinct support a number of mixed-use businesses that have typically lower parking demand. Empty shop fronts also currently diminish demand. Numerous car parks close to key destinations within the central and northern areas of Murray Street display occupancy levels close to capacity.

¹ From surveys completed in September 2021.

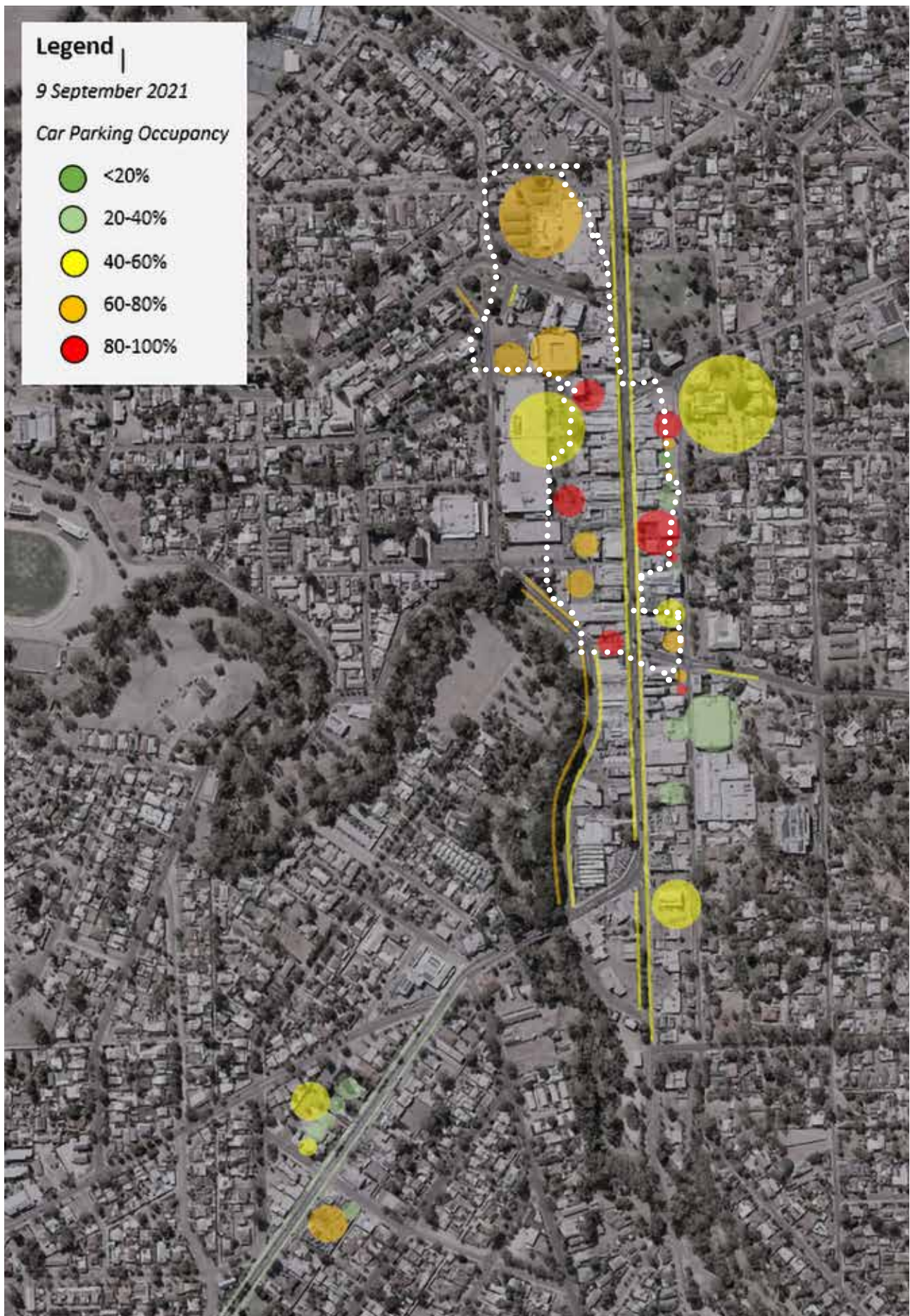


Figure E1: Parking demand expressed in occupancy rates (source: ToG, 2021)

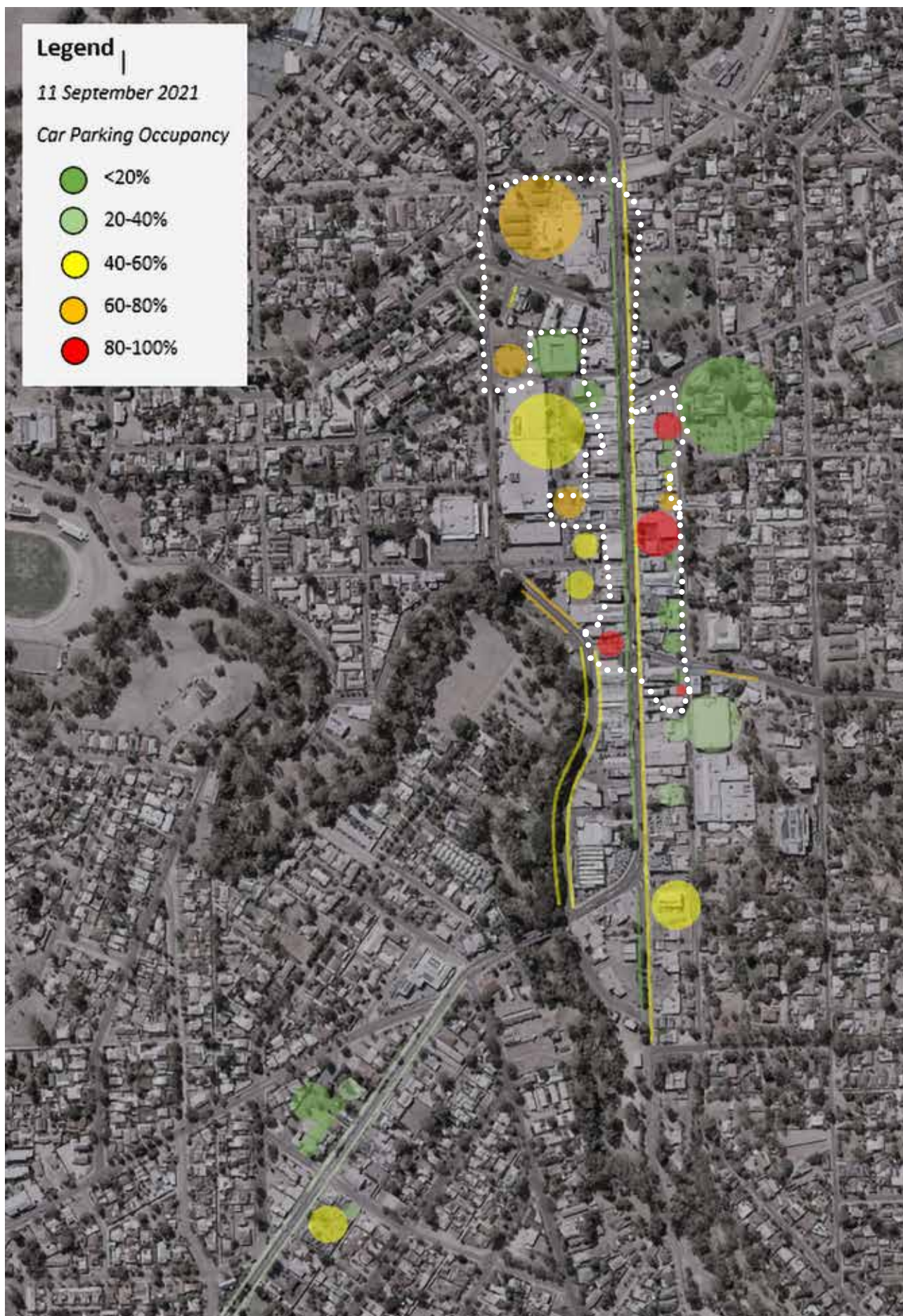


Figure E2: Parking demand expressed in occupancy rates (source: ToG, 2021)

E4 Analysis

The linear and extended nature of the Gawler Town Centre centred on Murray Street² **exacerbates challenges with parking management**, especially in the central and northern precincts. Pressure points have developed over time and the lack of integration between dedicated parking, footpath conditions and traffic circulation are observable.

While future parking demand can in theory be accommodated within the existing parking supply for some years to come, intensifying pressure will be increasingly apparent in the more popular locations – Walker Place, Tod Street, Gawler Central, Victory Square and the Big W carpark. Both increases in parking supply and improvements to existing parking in these locations will be required. Accordingly, **Council is encouraged to still pursue appropriate car parking rates for new developments** to ensure there remains sufficient car parking provision in the popular areas.

The car parking fund applied within Gawler has proven itself to be a valuable tool, however with the introduction of the *Planning, Development and Infrastructure Act 2016 (PDI Act 2016)*, several limitations to this tool are noted including the levy likely under-pricing the real cost of new car parking delivery. Moving forward **the car parking fund should be transitioned to an Off-Set Scheme to more accurately reflect true cost.**

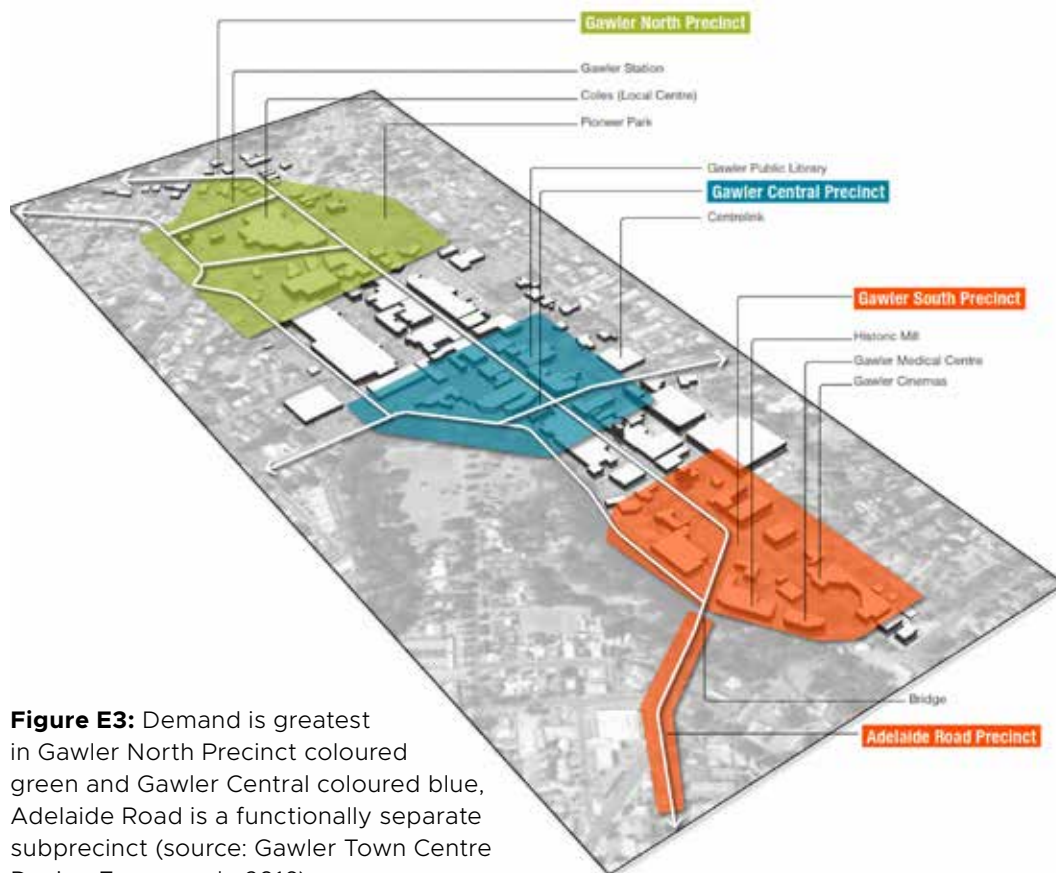


Figure E3: Demand is greatest in Gawler North Precinct coloured green and Gawler Central coloured blue, Adelaide Road is a functionally separate subprecinct (source: Gawler Town Centre Design Framework, 2016)

² 1.3km in length.

Enhancing existing carparks is a priority. Funds derived through car parking funds³ or an offset scheme can be utilised to improve the design/ layout of existing car parks, disabled parking, pedestrian linkages, signage and bicycle parking. Several Council owned car parks (Finniss St, Reid St, Tod St) could benefit from improvements to further their appeal to users.

To future proof parking supply in Gawler CBD there is a case for a **future deck carpark**, likely located between the central and northern precincts as shown in Figure E3. Such an investment requires further analysis confirming (amongst other matters) an optimal location; the opportunity for joint venture funding arrangements; and facilitating urban renewal opportunities. Given these considerations, a clear direction of this Strategy is that this assessment occur as a matter of priority – especially with the projected growth of Gawler to around 35,000 residents in the next 10 years.

It is further recommended that **consolidation of smaller car parks** into larger more efficient car parks occur where adjoining landowners and design constraints permit. High Street for instance has potential for car park consolidation given proximity to Murray Street.

Finally, community consultation highlighted that travel to the Town Centre via car is by far the most popular choice. Improvements to alternative travel options, primarily walking, cycling and public transport, can assist in **managing car parking demand and reducing conflict between cyclists, pedestrians and drivers**. The Walking and Cycling Plan 2018-2028 provides a comprehensive strategy to improve the local walking and cycling network. A Gawler CBD that is highly accessible and safe for both residents and visitors no matter what mode they travel by is a significant indicator of a highly liveable community.

³ Currently the fund sits at \$632,651.86 (30 June 2022)

Table of Contents

Executive Summary	i
E1 Overview.....	i
E2 Engagement Process.....	ii
E3 What the data says.....	ii
E4 Analysis	v
1. Introduction.....	1
1.1 Study Area	2
2. Car Parking Provision.....	4
2.1 Introduction	4
2.2 Existing Parking Provision	4
2.2.1 Demand Assessment.....	4
2.2.2 Quality Assessment	8
2.3 Community Feedback.....	9
2.4 Parking Supply.....	10
2.4.1 Historical Supply	10
2.4.2 Current Supply	11
2.5 Future Supply	11
2.6 Summary.....	14
3. The Planning and Design Code and Car Parking.....	15
3.1 Introduction	15
3.2 Parking Rates – Planning and Design Code	15
4. Council Land Parcels and Opportunities.....	17
4.1 Background.....	17
4.2 Finnis Street Multi-Level Car Park	17
4.3 No.2 Todd Street	19
4.4 No.3 Todd Street	20
4.5 Goose Island.....	21
4.6 High Street	22
4.6.1 Gawler Administration Centre	22
4.6.2 West side of High Street (Adjacent Gawler Administration Centre).....	24
4.7 Reid Street.....	26
4.8 Murray Street South Council Car Park (Adjacent SA Water Depot).....	28
4.9 No. 2 Lyndoch Road Visitor Information Centre Car Park.....	29
4.10 Electric Vehicle (EV) Transition	30
4.11 Other Car Park Opportunities.....	32
4.11.1 Gawler Central.....	32
4.11.2 Phoenix Plaza.....	33
5. Car Parking Compensation.....	34
5.1 Background.....	34
5.2 Car Parking Fund Operation.....	36
5.3 Offset Schemes (Planning, Development and Infrastructure Act 2016).....	38
5.4 Car Parking Fund vs Off-set Scheme.....	39
5.5 Future Utilisation of Funds	40

6. Car Parking Management	42
6.1 Parking Restrictions.....	42
6.1.1 Timed Parking.....	42
6.1.2 Food Delivery Services.....	44
6.2 Disabled Car Parking.....	45
6.3 Car Parking Design	46
6.4 Technology	47
6.5 Wayfinding and Signage	47
6.6 Paid Parking.....	50
7. Alternative Travel Options.....	51
7.1 Walking and Cycling.....	51
7.2 Public Transport.....	52
7.3 Opportunities	56
8. Public / Private Opportunities	57
8.1 Case Study Glenelg Cinema Complex and Council Car Park.....	57
9. Summary and Recommendations.....	61
9.1 Summary.....	61
9.2 Recommendations	63
References	65
10. Appendices	66
Appendix A Work Plan.....	66
Appendix B Survey Results.....	70
Appendix C Summary - Key Findings and Background Report, Town of Gawler (2021)	76
Appendix D Study Limitations.....	84

Acronyms

CBD	Central business district (Main street grid of Gawler as set out in Figure 1)
DIT	Department of Infrastructure and Transport
EV	Electrical vehicle
PDI	Planning Development and Infrastructure Act 2016
ToG	Town of Gawler

Car parking in the Gawler Town Centre has become a topical matter, fuelled by the town's continuing strong population growth, high car ownership and dependency⁴. Council is keenly aware of the value of main street (Murray Street) to local residents and visitors alike as a place to shop, do business and is eager to support the local economy by improving the supply, location and regulation of the car-parking network to support these land uses and activities.

This strategy (the Strategy) supersedes the Gawler Town Centre 2017-2020 Car Parking Strategy. A review of the previous strategy has been completed to provide context, identify trends, issues and opportunities related to the car parking network in the Gawler Town Centre.

This Strategy has taken into consideration the following:

- Parking demand
- Quality of current car parking provision
- Car parking rates associated with the Planning & Design Code
- Council owned parcels and opportunities in this regard
- Value and operation of the Town Centre Car Parking Fund as well as future opportunities
- Future management opportunities to enable the car parking to continue to effectively support the Town Centre;
- Opportunities and benefits related to improving access to the Town Centre by other transport modes..

The Strategy provides consideration of the above matters and offers recommendations to support and enhance the car parking provision in the Town Centre. Effective management of existing and future car parking is crucial for residential, commercial and recreational purposes.

A key findings reports (**Appendix A**) as well as community feedback are key foundations of the Strategy. Furthermore, such a review is envisioned within Goal 2 of the Gawler Community Plan 2030+, specifically, strategy 2.3.6 which seeks to *“Improve management of Town Centre car parking provision to optimised availability in high demand areas.”*

⁴ At 2021 census car ownership was 1.9 cars/household exceeding the Adelaide metropolitan average by approx. 5%.

1.1 Study Area

The study area is shown in Figure 1. This area is zoned Township Main Street Zone under the recently introduced Planning and Design Code. It also aligns with the Town Centre car parking fund area.



Figure 1: Study Area - Township Main Street Zone (source: ToG, 2022)

More broadly, the town centre of Gawler comprises four functional elements as set out in Figure 2 as modified, with different land use characteristics, intensity of use, pedestrian and parking dynamics, namely:

- Gawler North comprising the Gawler train station, Coles complex, Pioneer Park, Finnis St deck carpark
- Gawler Central, comprising Town Hall, Town of Gawler Civic Centre, Big W, Woolworths shopping centre
- Gawler South with The Mill, cinema and service activities, Phoenix Plaza
- Adelaide Road which comprises a mix of franchise retailers, intermixed with heritage buildings and Mitre 10

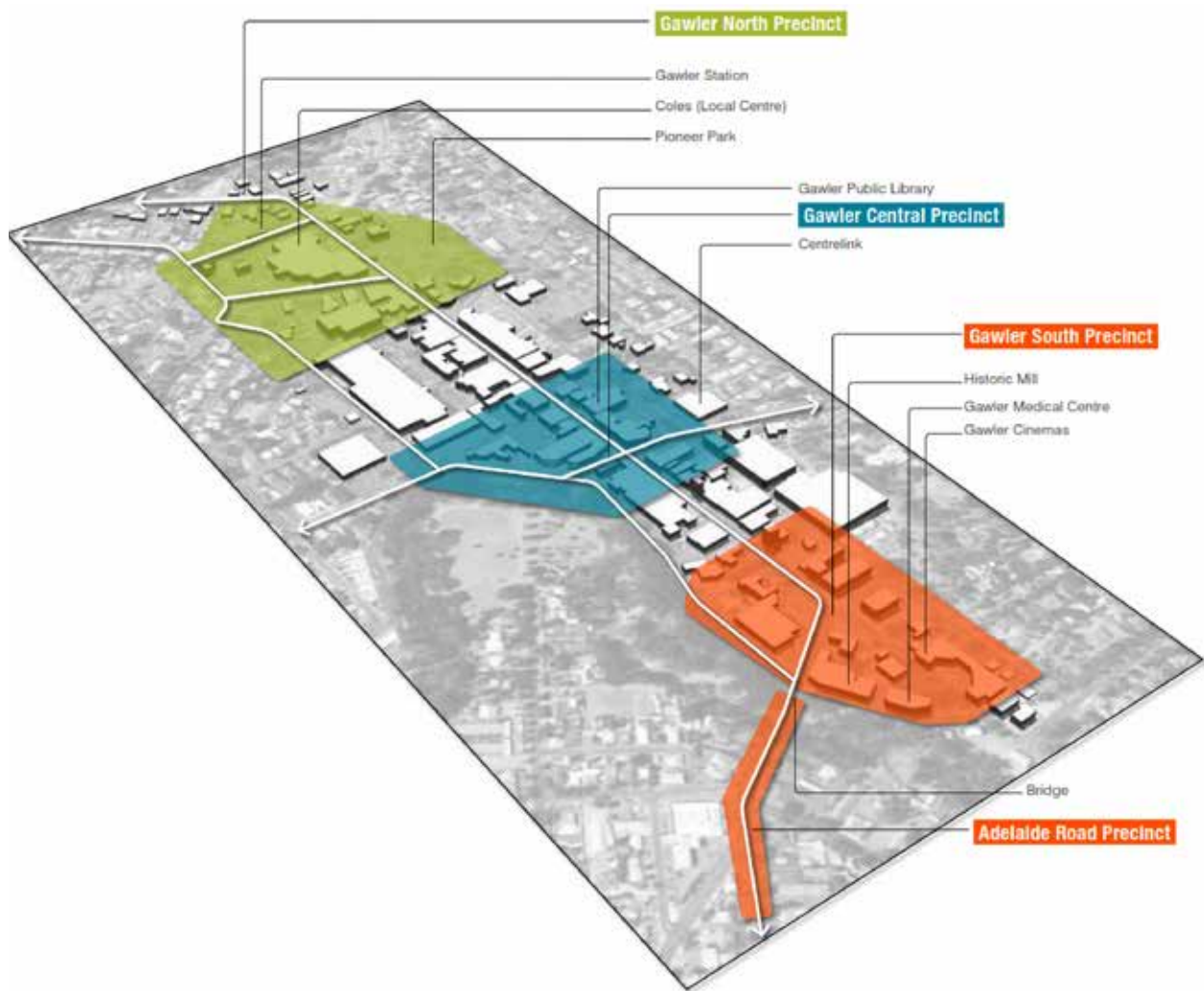


Figure 2: The study area can be further visualised as sub precincts, as per Gawler Town Centre Design Framework, 2016 (source: Wax and URPS, 2016). Adelaide Road is functionally the fourth precinct.

2.1 Introduction

To inform this Strategy, a sound understanding of existing car parking provision, including its quality and location as well as current and future demand (within the life of the strategy) is critical.

Several investigations were conducted including undertaking surveys of existing car parking demand, quality audits of key parking areas, key connecting footpaths and linkages as well as community consultation to determine local views.

Estimates concerning future demand for car parking due to increased development and transport trends have also been identified and considered.

2.2 Existing Parking Provision

2.2.1 Demand Assessment

Occupancy surveys were carried out on Thursday 9 September 2021 and Saturday 11 September 2021, to reflect typical parking demand patterns for a normal weekday and weekend.

The utilisation surveyed identified that the study area appears to be subject to greater demand on weekdays compared to weekends, with the data displaying utilisation rates of fifty eight percent and forty three percent respectively. The utilisation surveys indicate average occupancy levels of around fifty percent across the entire study area when approaching the surveys together (both days). However, this demand is highly uneven.

High levels of use/demand were recorded in the car parks at Walker Place, the rear of 145/139/137 Murray Street (opposite Council car park on High Street) and the rear of 108/98/95 Murray Street (Reject Shop and Zambrero precinct (Victory Square) which were all parking areas at or nearing capacity on both audits.

The Gawler Central and the Big W/Woolworths precincts were heavily utilised and appear to experience similar demand on weekdays and weekends. The multideck carpark on Finnis Street has increased in patronage since the previous strategy with the weekday audit, showing the facility well utilised. However, the Phoenix Plaza Shopping Centre car park remains underutilised.

While there are some differences in car park utilisation rates between the 2016 and 2021 surveys, this is likely in part attributable to the impacts of COVID-19 on travel behaviour, including the following potential factors:

- Increased levels of working from home resulting in local trips to town centres such as Gawler during weekdays;
- Opportunities to undertake discretionary shopping trips during the week due to working from home;
- Preference to shop or visit town centres during the week when activity in certain shops or locations may be perceived to be quieter than at weekends; and
- Increased use of home delivery replacing regular food shopping trips, many of which would have been undertaken on weekends.

Overall, the utilisation surveys indicate average occupancy levels of around fifty percent across the entire study area when approaching the surveys together (both days). This initially suggests a sufficient supply with 4150 spaces approximately, as usage rates indicate a parking demand of around 2000 spaces daily. However, the study area appears to be subject to greater demand on weekdays compared to weekends.

The car parking demand levels for each car parking area were recorded and are shown in more detail within the accompanying key findings report (ToG, 2021). Figures 3 and 4 provide those utilisation rates spatially across the study area. The Town Centre appears to experience its greatest demand north of Walker Place.

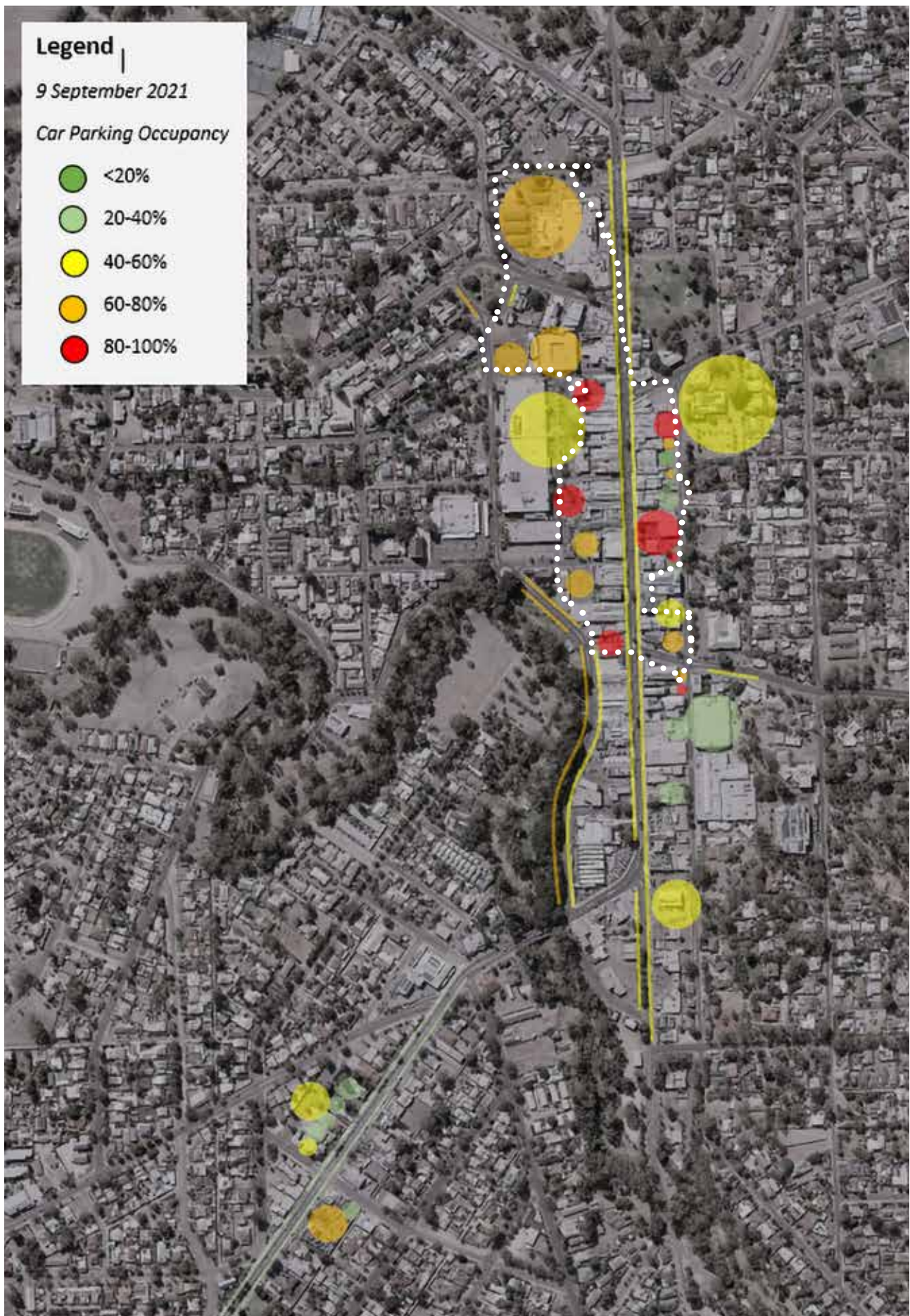


Figure 3: Car Parking Utilisation Map on a weekday of 9 September 2021 (source: ToG, 2022)

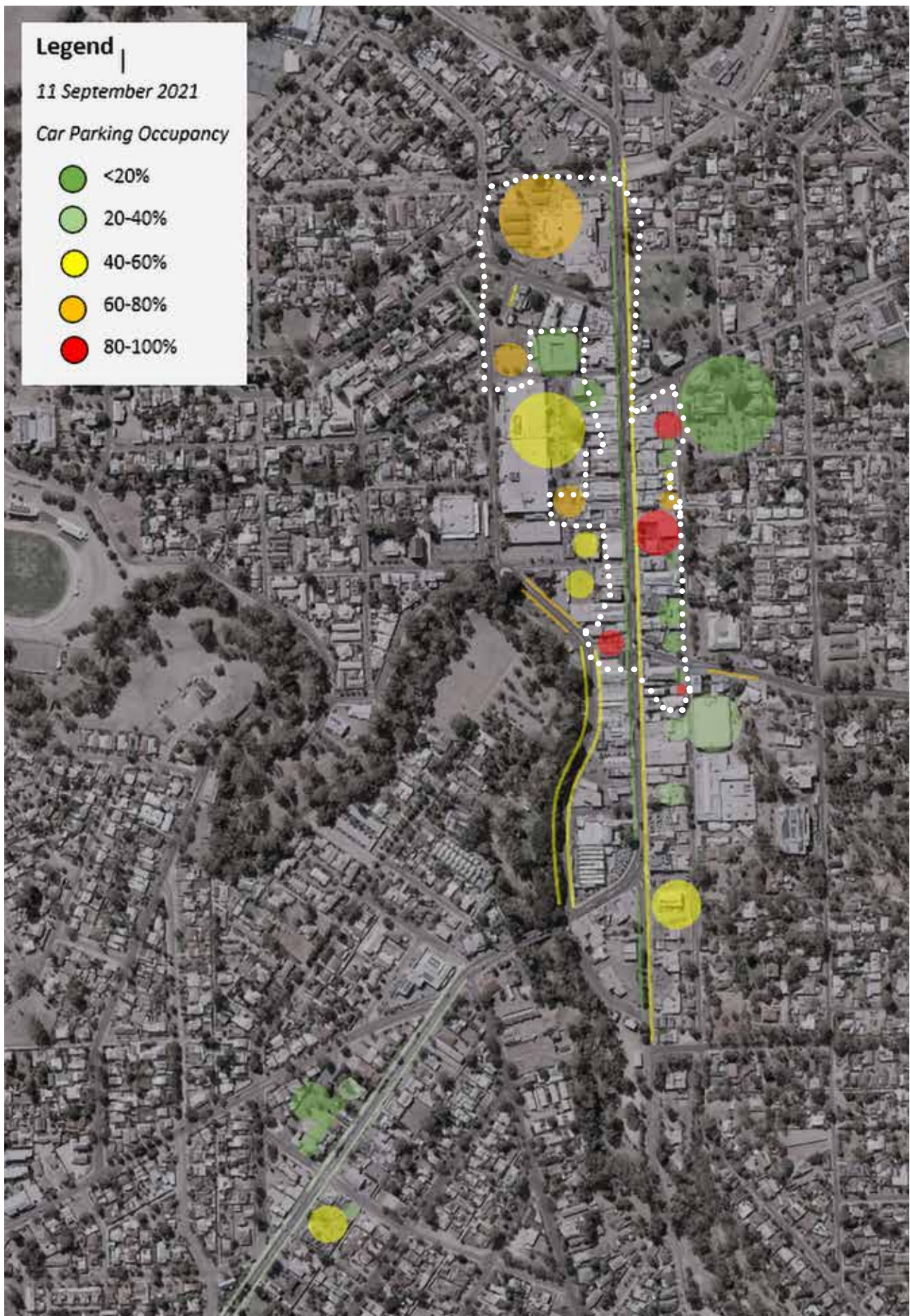


Figure 4: Car Parking Utilisation Map for the weekend of 11 September 2021 (source: ToG, 2022)

2.2.2 Quality Assessment

A quality assessment of carpark conditions was made whilst undertaking the utilisation audit. The quality assessment included observing the general condition and nature of the car parking area's lighting, surface, readability, access (pedestrian and vehicular) as well as linkages to Murray Street and other nearby services and shops. The following summarises the condition of some of the larger car parking areas;

- The condition of on-street parking is generally good as it is well-signed, marked and lit.
- Private parking along High Street is generally in average condition and poorly lit. It would benefit from improved access and legibility.
- There are several dark patches along the western side of the township. The lighting on this side is designed for pedestrians and does not always spill over into the parking areas. Furthermore the line of Moreton Bay Fig Trees absorb lighting. The LED replacement program will not resolve this issue and it is therefore a matter best resolved via future street upgrades/urban renewal projects.
- The parking area around Café Nova is particularly unstructured and would benefit from resurfacing and line marking.
- Although not specific to car parking, the condition and state of footpaths generally declines away from Murray Street. This is particularly obvious in High Street, the eastern side of Julian Terrace, Tod Street and so forth. This can act as a deterrent when trying to encourage people to park in less popular areas.

2.3 Community Feedback

The community survey for the Strategy took place from 13 July to 5 August 2022. Sixty one (61) submissions were received via the *Your Voice* online platform (incl 2 hard copy submissions). The survey indicated the following:

- **Question 1:** The majority of interviewees resided in Gawler (54%). Of all interviewees nearly one in four (38%) lived and worked in Gawler.
- **Question 2:** Less than one in ten (8%) preferred that new car parks be paid for by shoppers. One quarter (26%) identified that ratepayers or Council should pay for new car parking stations. The majority (57%) preferred that developers should pay for new car parking stations. Just over half (54%) said that such projects could be joint ventures.
- **Question 3:** Almost nine in ten (87%) agreed that Council should use the car parking fund for the purpose levied.
- **Question 4:** Regarding measures Council should take to increase car parking spaces available, almost half (48%) nominated improved signage. A similar number (46%) suggested some form of smart parking be provided. The most popular pedestrian related activity was to widen footpaths and provide more crossings (33%). An opportunity to give an “open” answer was also provided – refer to Appendix B of the Strategy. A sample of comments suggests:
 - Increase number of bus routes and frequency including weekends. Identify out of town centre parking area linked with frequent public transport for peak parking events.
 - Build more parking that allows access to Main Street around Woolworths, Fasta Pasta.
 - Need more parking accessible for people who work in the area. The 2/3 hour time limit is not easy when your day is 8.5 hours long. Maybe Target complex could allow workers from other places to park in the upper level without time restrictions.

- **Question 5:** This was an open question seeking any other comments on the draft Strategy. - refer to Appendix B of the Strategy for further details. A sample of comments suggests:
 - Funds shouldn't be used for only carparking. It should be used for bus-shelters, bike paths & end-of-trip facilities. That way these projects can be funded without breaking the Council budget.
 - There is a disparity in some of the current park spaces, for instance north end of Murray Street on western side is a mix of 2hrs and 15 mins in the one small section after the lights. All the signs are very similar and not easily read from the vehicle. I would like to see consistency across the town.
 - Signage from Murray St to Finniss St car park has been asked for since it was built. It doesn't need another expensive report to know this should have been done, long ago.
 - Like the suggestion of utilising the park opposite the ambulance station. This could help businesses at this lower end of Gawler expand too. Perhaps the cinema could be involved in this too?

2.4 Parking Supply

2.4.1 Historical Supply

In 2001, when the Town Centre car parking fund and separate rate commenced there were 994 public car parking spaces available in the town centre. These comprised 561 on-street spaces and 433 public off-street spaces. There were a further 1,608 private car park spaces identified. The total town centre supply in 2001 was 2,602 spaces.

In 2015, when the audit was undertaken to support the previous car parking strategy, there were 1,579 public car parking spaces available in the town centre. These comprised 686 on-street spaces and 911 public off-street spaces. There were a further 2,388 private car park spaces identified. The total town centre supply in 2015 was 3,985 spaces.

2.4.2 Current Supply

The most recent Council car parking inventory from 2021, on which this study has been based, identified a total of 1,552 public car parking spaces in the Town Centre. These were distributed as 677 on-street spaces and 875 public off-street spaces. The private car park space provision had increased to a total of 2,578 spaces.

Since 2015 the total town centre car parking provision increased to 4,130 spaces. This represents an increase of 145 spaces (3.6% increase). As part of this total number, on-street parking decreased by 27 spaces (-1.7% decline), public off-street parking also decreased by 36 spaces (-3.9% decline), however, private car park spaces increased by 190 spaces (8% increase).

The minor decreases in public on-street and off-street parking are largely attributable to more precise counting as well as changes to the parking configuration in the Gawler Administration Centre car park. The minor increase in private car parking spaces is largely attributable to numerous updates, with the largest increase on a single site provided by the Dan Murphy's Development which almost doubled the site's capacity.

The key findings and background report (extracts at **Appendix C**) provides a breakdown of the surveyed public and private parking spaces within the Town Centre.

2.5 Future Supply

As part of investigations associated with the Gawler Town Centre Strategic Framework, an Economics and Retail Analysis was previously prepared (SGS Economics 2012). The analysis advised the supply of retail floorspace in Gawler's Town Centre meets the estimated demand for retail floorspace in 2032. For a conservative analysis (i.e. growth boom in Town Centre) future growth of retail and commercial space was estimated under a scenario with 10% growth⁶ as summarised in Table 1.

⁶ To be verified via updated retail strategy based on updated spending catchment model including population growth in Concordia and Roseworthy as well as in Evanston south. See **Appendix D**.

Use	Existing Floor Areas	Growth Scenario	Approximate Increase
Retail	49,500m ²	10%	5,000m ²
Commercial	14,850m ²	10%	1,500m ²

Table 1: Estimate Future Retail and Commercial Floor Areas (source: SGS, 2012⁷)

Projected car parking demand was also estimated through the Gawler Town Centre Traffic and Parking Review prepared by Frank Siow & Associates in 2012, as part of investigations associated with the Gawler Town Centre Strategic Framework. Projected demand was based on the estimated future floor areas and the following parking rates:

- 5.5 spaces per 100m² for retail uses
- 4 spaces per 100m² for commercial uses.
- A 10% 'discount' to consider mixed use and different parking profiles.

The estimated additional car parking demand based on these assumptions is provided in Table 2.

Growth Scenario	Use	Increase in Floor Area	Car Parking Rate	Parking Demand
10%	Retail	5,000m ²	5.5 spaces/ 100m ²	275 spaces
	Commercial	1,500m ²	4 spaces/ 100 m ²	60 spaces
	Mixed Use Discount	N/A	10%	-34 spaces
	Total			301 Spaces

Table 2: Projected Car Parking Demand (source: Frank Siow & Associates, 2012⁸)

The current supply of parking within the study area is approximately 4,130 spaces. This consists of a mixture of private, public and on-street car parking areas. The car parking surveys indicate an average occupancy level of approximately fifty percent, however with different levels of demand on weekdays (58% utilisation) compared to weekends (43% utilisation). This suggests an average parking demand of 2,050 spaces.

⁷⁻⁸ See **Appendix D**

The 2012 Gawler Town Centre Traffic and Parking Review estimated the total parking demand at some 3000 spaces by 2032, however this was not based on quantitative surveys but rather theoretical peak demand. Siow (2012) also makes estimates on demand. The challenge is that both are dated projections. With that caveat, using the SGS projection for 2032, with peak daily parking demand at 3000 spaces and no additional supply being provided, the level of spare capacity would be quite limited in the CBD (around 70-75% utilisation). Building additional parking capacity, whether by deck parking or other means, will take some years to deliver – meaning the planning should occur in the shorter term.

Further to this, the Jensen (2020) Gawler Rail Corridor and Uplift Report updates Council's understanding of the links between growth, land use and parking demand in Gawler. It identifies that:

- the full electrification of rail to Gawler Central will be a driver of growth, whether by means of infill development, or more medium density development in Gawler CBD;
- additional traffic generation will occur linked to intensified land use activity, with more vehicles on local roads accessing local services (Evanston Park, Hillier Road, Adelaide Road);
- further modelling is required on a range of roads and junctions to address network needs; and
- a new multi-deck carpark will be ultimately needed to meet these needs.

Clearly, parking demand in Gawler will also be impacted by planned growth in the immediate area, even if outside the Town of Gawler boundary. Households in the area will access local services in Gawler. The recent State Government announcement of structure planning to progress Concordia for some 10,000 new lots within 850m of Gawler CBD will significantly change the demand pressures in coming years.

From this it can be seen that future supply of parking in Gawler CBD will be contingent on several factors, namely (a) updated traffic modelling as road hierarchies will impact parking locations; (b) ongoing supply for new development by applying appropriate car parking rates as required in the Planning and Design Code; (c) making the existing supply easier to find and use; (d) recognising and planning for the urban growth being delivered in the northern corridor, whether it be Roseworthy, Concordia or other major precincts and how this will impact land use and parking demand in the area.

2.6 Summary

The analysis of car parking demand and supply within the Gawler Town Centre can be summarised as follows:

1. The utilisation surveys indicate current average occupancy levels of around fifty percent across the study area when approaching the surveys as a whole (both days). However, the demand appears to be greater demand on weekdays.
2. Numerous car parking areas off Murray and High Street were observed as reaching their overall capacity.
3. Usage rates for the multi deck car park (Finniss Street), particularly during the weekday increased considerably from the previous strategy.
4. The introduction of timed parking along Murray Street and the Big W/Woolworths precinct appear to have successfully encouraged turnover.
5. Through the community survey parking was seen to be somewhat difficult to find, with traffic intensity also highlighted as a concern.
6. Most survey respondents believe there is not sufficient car parking in the Gawler Town Centre.
7. Long term/all day parking appears to be one of the key concerns for visitors/workers in the Town Centre.
8. Theoretically the existing parking supply could provide sufficient capacity for existing and future development growth, however without an increase in supply in high demand areas the frustrations currently being experienced are likely to continue. A future deck carpark location needs to be further analysed, with an appropriate site responsive design and costed. A future multi deck car park location needs to be further analysed with an appropriate site response, designed and costed.
9. Growth drivers including the recent electrification of rail to Gawler, infill housing being a likely expectation (the form to be carefully managed), expanded commercial activity and rapid growth in adjoining areas such as Concordia and Roseworthy will impact on the role and function of the Gawler CBD. This will accelerate the need for more comprehensive parking and traffic circulation solutions in the near future.
10. Increases in parking supply should be considered in locations of high demand, reflecting that some of the parking is poorly located for some of the popular town centre destinations.

3.1 Introduction

Through the planning reforms process car parking rates from across South Australia were reviewed and standardised in the Planning and Design Code.

Former car parking rates in the now superseded Development Plan were considered in need of revision. The report prepared by Aurecon in 2013 for City of Port Adelaide Enfield titled 'Parking Spaces for Urban Places: Car Parking Study' played a pivotal role in determining appropriate car parking rates in commercial precincts in light of dated rates. This approach in fact aligned with recommendations from the Gawler Town Centre 2017-2020 Car Parking Strategy, which proposed the Aurecon rates be utilised as a foundation for policy refinement.

This update is considered timely as Table Ga/1 of the previous Gawler (CT) Development Plan was dated and in need of revision. This stance was backed by a number of Council's strategic documents. Council attempted to update this table via numerous Development Plan Amendments however was unsuccessful largely due to the matter not being supported by the State Government and the planning reforms process.

3.2 Parking Rates – Planning and Design Code

Records show that car parking rates were not provided in draft iterations of the Planning and Design Code for comment prior to it being formally implemented. Through the reform process development definitions were also revised considerably. Nevertheless, there are many consistencies between the car parking rates in the Planning and Design Code and the 2013 Aurecon report.

As highlighted within the 'Integrated Movement Systems' policy discussion paper⁹ there is potential for greater standardisation of car parking rates, while still investigating different rates for conditional and geographical contexts. At time of writing however a differential approach has not been progressed, resulting instead in standardised standards in South Australia based on zoning and use.

⁹ Integrated Movement Systems Policy Discussion Paper (plan.sa.gov.au) – issued Aug 2018.

Generally, the new parking rates which are associated with commercial uses, are discounted in comparison to the previous rates. This will hopefully aid Council to support the reuse of buildings within Murray Street and town centre without compromising the overall transport access to the town centre.

As a result of the recent update to car parking rates via the Planning Design Code, further review of these figures is not considered necessary at this time. Council is encouraged to monitor how new developments which have complied with the new car parking rates under the Planning and Design Code are functioning in a real-world environment.

Council needs to achieve at least two critical outcomes. It should as a matter of principle ensure a general user pays approach to parking supply. But it should also ensure the Town Centre is not significantly disadvantaged relative to competing retail complexes.

4.1 Background

As discussed, Council owns car parks in the Gawler CBD which contribute significantly to the car parking supply. This chapter discusses some of these assets as well as identifies opportunities for future consideration.

4.2 Finniss Street Multi-Level Car Park

Council's largest carpark is Finniss Street within the centre of the Gawler CBD. The Finniss Street multi-deck car park is located between Finniss Street and Cowan Street, with access directly from Finniss Street and via Centenary Lane and Whinnen's Lane from Cowan Street. The Finniss Street entrance is on to the ground floor of the car park, whilst the Whinnen's Lane entrance is on to the second of the three decks.

This car park provides a total of 307 parking spaces, with level one and part of the ramp on to level three designated for 3-hour parking and the rest of the car park unrestricted to encourage use for all day parking.

It is noted that Council recently upgraded from florescent to LED lighting. Historically this carpark was one of Council's highest energy using sites, using approximately 96,000kWh of energy during 2017. The total cost of the lighting upgrades was \$37,800 +GST and not only lowered energy costs but improved the quality of lighting.



Figure 5: Finniss Street three storey deck carpark, located in the northern precinct of Gawler Main Street (source: ToG, 2022)

The upgrading of lighting in the car park is a positive step towards enhancing usability. Nevertheless, internally the car park has other limitations including no designated pedestrian walkways, unclear navigation to the exits for pedestrians and no lifts to and from the upper floors. The pedestrian exit route to Finniss Street is also unclear and whilst it is located on the desire line to access the continuing footpaths on the eastern façade of Woolworths, it is not on the desire line for the intermediate wombat crossing on Finniss Street, which as a result was observed to be regularly bypassed by pedestrians. Similarly, the pedestrian route out to the north is of poor quality and legibility, with little activation despite the presence of adjoining buildings. Some of the way finding improvements required are addressed later in section 9 of this Strategy.

The introduction of timed parking along Murray Street and the Big W/ Woolworths precinct appears to have successfully encouraged turnover more broadly. This has also boosted patronage in the Finniss Street carpark since the previous strategy was prepared. The top tier of the car park deck remains underutilised, which is likely due to the deck having no shade structures or elevator.

As identified in the key findings report two preliminary engineering investigations have been undertaken relative to structural integrity, stormwater and flooding. These investigations have now concluded with reports from WGA and previously Tonkin identifying structural defects to be repaired. These repairs¹⁰ are expected to be delivered via the Council annual plan process.

¹⁰ Slab edge remediation on level 3, stormwater modifications, crack repair etc.

To facilitate more extensive use of the top deck of the car park a roofing solution should be explored, in particular one which can provide multiple benefits e.g. a solar roof solution which can also aid in better channelling stormwater. Engineering advice suggests an additional storey is unviable due to the extent of load bearing capacity within the existing building frame.

4.3 No.2 Todd Street

No.2 Todd Street site is a timed 4 hour maximum stay car park identified with an area of some 875m². This is an at-grade carpark with 32 spaces and is heavily used due to centrality and ease of access.

It functionally operates as part of a larger carpark including land identified as 66 Murray Street (the NAB site), with rights of way across 2 Todd Street. The 66 Murray St carpark however is dedicated for NAB customers and staff.

The site sits opposite 7 Todd Street which has an active permit for a new Aldi supermarket and adjoins the Australia Post depot to the immediate west.



Figure 6: No.2 Todd Street carpark with Australia Post to the left (source: ToG, 2022)

4.4 No.3 Todd Street

No.3 Todd Street site is a timed 4 hour maximum stay car park identified with an area of some 630m². This is an at-grade carpark with 18 spaces and is heavily used due to centrality (40m from Murray Street) and ease of access. Only 9 of these spaces are available to the public, with the lane closest to the east issued under permit to specific individuals/businesses.

Two other properties rely on this carpark for access to the rear of their premises being 94 Murray Street and 92 Murray Street.

The site is sandwiched between other existing businesses including to the west a bakery premises and to the east a florist.



Figure 7: No.3 Todd Street carpark (source: ToG, 2022)

4.5 Goose Island

Goose Island forms part of the park lands along the South Para River Corridor, located adjacent to Whitelaw Terrace.

Over recent years Goose Island has been successfully used on a temporary basis to assist with increased parking demand associated with the Gawler Show. As a result, in the festive season of 2019/2020 (December 2019 – January 2020), Council endeavoured to counteract community concerns brought on by the introduction of timed parking in the Woolworths car park and other areas in the Town Centre by undertaking a trial and providing approximately 90 additional car parks for the period.

Throughout the trial period, staff regularly patrolled the area but, despite the availability of the additional all-day parking provided at Goose Island, there was no evidence that the facility was used by the public during the period it was open.



Figure 8: Goose Island, with Julian Terrace to the east and Scheibener Terrace to the west (source: ToG, 2022)

Goose Island is subject to flooding and as a result, notions of developing the land have generally been met with apprehension. Furthermore, the Gawler Town Centre Design Framework envisages Goose Island be developed as an active destination and a high-quality open space that responds to potential flooding.

As a result, it is not recommended Goose Island be developed as hard stand car parking. If Council does seek to develop the site as envisaged by the Gawler Town Centre Design Framework as a high-quality open space, there is the opportunity for the landscaping design to allow for overflow car parking through peak periods e.g. Gawler Show and festive season.

4.6 High Street

4.6.1 Gawler Administration Centre

The Gawler Administration Centre (GAC) is the fifth largest car park in the study area with a total of 196 spaces. The car park consists of largely all day parking, however, it also contains a row of restricted (2 hour) spaces, as well as some secured areas for private parking for tenancies.

The Council Administration Centre car park was operating at close to sixty percent during the weekday survey, suggesting it is assisting with longer term parking requirements. Utilisation rates have increased since the previous strategy when the asset was severely underutilised. Surplus capacity is highest on weekends.

The Gawler Town Centre Design Framework provides guidance relative to this site and car park more specifically. The document identifies that the site should consider increasing parking capacity relative to demand, furthermore the precinct plan indicates the notion of a tiered/multi deck car park to create this said capacity as and when required.

The Gawler Administration Centre has some scope for a multi deck car park. The site benefits include being the largest existing car park in Council ownership, relative to land size. The main car parking area (CT5922/700) at the Gawler Administration Centre is approximately 2,650m² which is almost identical to the size of the allotment on which the Finnis Street multi deck car park was built on.

Notwithstanding, the site has some limitation. It relies on High Street for access, which in turn results in the site being reliant on limited footpath (width, usability) connectivity along High Street to Murray Street. Ideally a deck carpark would drive urban renewal and there are sites elsewhere in Gawler CBD that may better achieve this outcome. Parking deck locations should also be informed by planned circulation patterns for traffic movement. Encouraging more traffic along High Street is potentially suboptimal when other roads have higher capacity.



Figure 9: Town of Gawler Administration Centre (source: ToG, 2022)

4.6.2 West side of High Street (Adjacent Gawler Administration Centre)

This car park is located opposite the Gawler Administration Centre (GAC) and downslope of High Street is situated behind several properties that front on to Murray Street. Two further private car parks are located immediately to the south, although the southernmost of these is separated by a delivery access.

The car park is signed as providing a pedestrian route through to Murray Street, although there is no pedestrian route through the car park itself, visibility to the sign from High Street is poor and the walkway does not present an attractive entrance. There is no lighting within the car park and no immediately adjacent street lighting on High Street to provide any overspill lighting, although as the nearby properties are currently retail oriented.

It is recommended that opportunities for integration with the car parks to the south as well as the abutting land to the north are investigated to increase the parking capacity as the layout of the current car park is inefficient due to the size and requirements of the relevant Australian Standard.



Figure 10: Parking on western side of High Street (source: ToG, 2022)

A separated pedestrian route should be provided, better linking to the walkway to Murray Street and providing suitable pedestrian crossing facilities to link to the Gawler Administration Centre car park. Such works would seek to improve access to Murray Street from this car park. Council should then seek to partner with the adjoining building owners and occupiers to improve the pedestrian walkway through to Murray Street, investigating upgrades and opportunities for activation.

Improved signage to this car park is recommended to form part of a wider signage strategy to the parking areas along High Street. Noting the relatively significant provision of parking on the western side of High Street, enhanced quality (width and condition) of footpath pavement is also warranted to maximise usage and reduce risk of pedestrian accidents.



Figure 11: Pedestrian conditions – High Street need upgrading with respect to width, condition, illumination and amenity if carparking areas are orderly used to connect with surrounding land uses (source: ToG, 2022).

4.7 Reid Street

The Reid Street car park is located on the west side of Reid Street (just north of Drakes Supermarket) and is a surface level, bituminised car park with 39 parking spaces with no internal lighting. This is an all day car park and is typically well used by employees in local business.

The land to the north directly abutting the car park has an encumbrance in respect of the National Trust of SA. The southern portion of the site likely provides all day parking for an adjacent office building that has no on-site parking. The car park is signed for all day parking and its location in relation to the town centre is ideal for use as all day, low turnover parking (possible alignment change to make the carpark a directional entry/exit from a safety aspect).

Improvements which require consideration include lighting provision, improved signage and wayfinding for drivers and pedestrians and improved pedestrian access across Reid Street and towards the town centre. There are currently pedestrian refuges to the north and south of the car park, but neither of these are conveniently located for the car park and neither provides a direct route to the town centre due to the location and design of the Woolworths/Big W building. It is recommended that initially improved signage to the car park is installed.

No changes to the future function of the Reid Street carpark are warranted beyond enhancing its usability.



Figure 12: Reid Street carpark (source: ToG, 2022)

4.8 Murray Street South Council Car Park (Adjacent SA Water Depot)

Although not within the study area, Council owns an informal car park directly abutting the zone (opposite Gawler Ambulance Station). This informal car park has been identified as being significantly underutilised. The site is not sealed and basic in nature. It often doubles as a storage area for contractors who are undertaking works in Murray Street or the nearby surrounds. The space has the potential to accommodate approximately 60 car parks within proximity to the town centre, but generally only has about 5-7 cars occupying it daily.

It is considered that there is a direct correlation between the quality of the parking space and its patronage. Furthermore, it is understood that Council promoted this site in the festive season of 2019/2020 (December 2019 – January 2020) for all day parking with little success.

It is recommended that connectivity and signage relative to this car park be improved to enhance its appeal/presence in the first instance. After this, Council should continue to monitor the car park and if usability increases, seek to formalise via sealing, line marking and lighting. Drainage works and sealing (or even a fresh gravel refresh) of the carpark would significantly increase likely usage.



Figure 13: Council owned land on southern end of Murray Street, opposite Ambulance SA. A good location for all day parking though the surface and drainage would need to be upgraded (source: ToG, 2022)

Due to the site being located at the periphery of the Township Main Street Zone, it should be targeted at encouraging all day parkers to use this facility, as this was an issue raised by a considerable number of people who undertook the survey, highlighting the notion that the Town Centre is underserved in terms of all day parking spots. This should be an early Council priority.

4.9 No. 2 Lyndoch Road Visitor Information Centre Car Park

The Visitor Information Centre carpark on Lyndoch Road with an area of some 911m² makes provision for approximately 18 car spaces. It has a 4 hour time limit generally, with some sites used under permit and others under 30 minute time limits.

The site sits convenient to an adjoining hotel being Murrays Bar which benefits patrons of that establishment. It is also convenient to the adjoining Pioneer Park, a major open space reserve in Gawler.

Little or no additional capacity is identified with the current carpark. Relative to the other carparks listed above, it functions well, is readily usable and convenient for a range of purposes.



Figure 14: Council owned land at Visitor Information Centre (source: ToG, 2022)

4.10 Electric Vehicle (EV) Transition

The electric vehicle transition has already begun and will continue at an escalating pace. Council has already recognised and committed to supporting the EV transition through its Climate Emergency Action Plan approved in August 2022 through community and Council focussed actions. Experience to date in providing EV charging infrastructure has helped Council to understand what is required. Any new car parking strategy must be fully integrated and supportive of the electric vehicle transition.

- General EV design considerations for all car parks should include:
 - Ensuring adequate power feed to the site
 - Supplementing the power feed with on-site renewable electricity
 - A conduit and circuit layout across the site to enable the full addition of trickle chargers (70%), medium speed chargers (40%) and rapid chargers (10%).
 - Sustainability considerations (to prevent against poor outcomes such as the removal of large numbers of trees for solar systems to power EVs).
 - Opportunity for covered vehicle shading under integrated shelter- solar electricity structures.

- Passenger vehicles

For passenger vehicles there is a need to plan for the scenario of large-scale household charging for EVs, together with charging facilities at daily stops such as shopping centres as well as for traveller stops and at destination charging facilities. This will require a range of capacity chargers (between 7 kW and 50 kW + rapid chargers or superchargers that will recharge an EV in approximately 15 and 30 minutes.

Car parks therefore need to be designed to be EV compatible. They will require a range of the cheaper 7 kW chargers for trickle charging cars that are parked for long periods of time, plus faster medium speed chargers where cars are parked for a few hours and some rapid superchargers where drivers are seeking their vehicles to be refilled with energy quickly.

Design considerations include:

- Enhanced fire management controls such as deluge sprinklers and power isolation to areas where a car may ignite through a battery or wiring fault.
- Consideration of exposures where EVs are recharging

■ Micro electric vehicles

Electric cycles, scooters and gofers are also expected to play a greater role in transport and should be adequately catered for with respect to their unique roles.

- Mobility scooters are most likely to require limited recharging opportunities within facilities, such as safe 240V power outlets in a designated space
- Electric cycles are likely to require secure parking areas with 240V power outlets. These would ideally be provided in under cover parking areas with quick but secure access, either for chain lockup or caged lockup.
- Electric scooters may require public recharging opportunities, particularly if any public scooter scheme is undertaken such as in Adelaide.

■ Heavy electric vehicles

Whilst Council is not likely to be heavily involved in heavy vehicle electric charging. There should be one or two locations supported in Gawler where there is room to park heavy vehicles adjacent to a rapid 50 kW + EV charging outlet for unplanned/emergency recharging needs.

4.11 Car Park Opportunities

4.11.1 Gawler Central

Over the years there has been ongoing discussion about the redevelopment of the Gawler Central Precinct, towards a Transit Oriented Development (more efficient mixed use, medium or higher density precinct), to capitalise on the electrification of the Gawler line. In late 2019, the (then) Minister commenced a Development Plan Amendment, under the previous legislation (*Development Act 1993*) to allow this redevelopment opportunity to be realised. However, this was later abandoned amid the planning reforms including the PDI Act 2016 and the Planning and Design Code.

In the likely event that redevelopment of this precinct is revisited, Council should facilitate development proposals that provide adequate parking, noting that a range of transport choices are more effective in centralised and connected locations. Council should also consider supporting a tiered parking arrangement particularly for passengers looking to utilise the precinct as a park and ride facility. This could potentially occur on the existing car park on Bridge Street under the care and control of the Minister for Transport and Infrastructure.

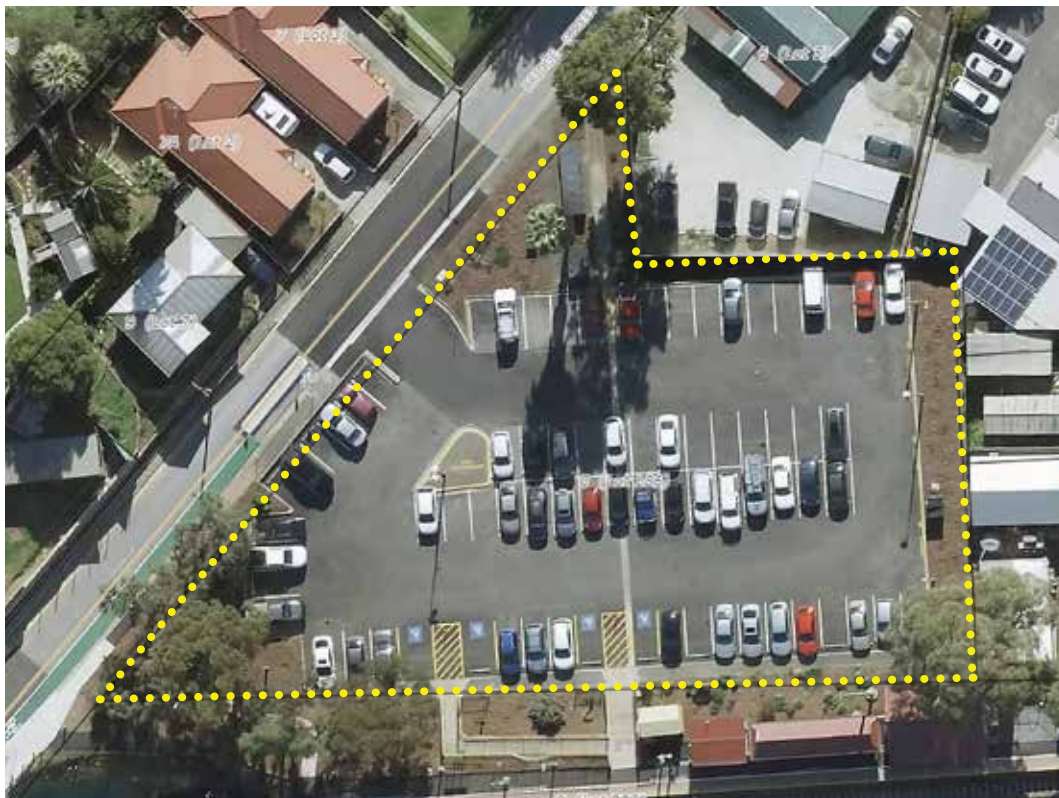


Figure 15: DIT carpark at Gawler Central (source: ToG, 2022)

4.11.2 Phoenix Plaza

The privately owned multi deck car park at Phoenix Plaza (284 spaces) remains a severely underutilised facility but has significant opportunity to meet existing and future demands.

To better promote this facility, Council should consider improving wayfinding signage, upgrade or install footpaths along High Street between Lyndoch Road and Phoenix Plaza, on both sides of the road where feasible, noting that many sections of the road are only 6.5m wide, whilst others currently without footpaths, are up to 8m wide. At least one of the footpaths should be fully Disability Discrimination Act compliant throughout.

Furthermore, the uplift of various laneways should be explored by Council. Thorup Lane is an existing and formal laneway, which should be upgraded (lighting, signage and beautification) to improve and promote connectivity. Additionally, there are several other informal thoroughfares between Murray Street and High Street in this vicinity which could also be formalised and beautified to improve connectivity.



Figure 16: Phoenix Plaza carpark, situated in the southern precinct of Murray Street is heavily under-utilised. The plaza shopping centre sits directly south of the carpark deck (source: ToG, 2022)

5.1 Background

In 2005 the Town of Gawler created a car parking fund. This fund allows developers in the (former) Town Centre Zone the opportunity to substitute via cash in lieu payment an agreed shortfall of on-site car parking under the (former) Gawler Development Plan and (former) *Development Act 1993*. That approach enables Council to then deliver parking management improvements and potentially new parking spaces in or near the CBD. The fund transitioned and still operates under the *Planning, Development and Infrastructure Act 2016*.

At the time of writing the money collected via this funding mechanism is valued \$632,651.86 (to 30 June 2022).

The current contribution levels are \$7,759 per space for the Murray Street Precinct (formerly Centre Light Policy Area) and \$5,803 per space for the Adelaide Road Precinct (formerly the Town Centre Gawler South Policy Area). These figures have been adjusted annually by CPI from a base of around \$4,500 and \$3,500 respectively since the fund was established.

These contribution levels are significantly below the cost of providing car parking spaces today. Within a multi-level car park, industry indicators (Rawlinson) suggest car parking costs between \$25,000-\$45,000 per space excluding land cost. The cost of providing an at-grade public parking space is approximately \$9,000 per space, not including land acquisition which would likely increase costs to around \$20,000 per space.

As car parking can occupy significant areas of land, transferring the statutorily required car parking obligation to Council through an in-lieu contribution, can vastly increase land development capacity. This is relevant to Main Street environments where cross-visitation between shops is crucial to the viability of the street and results in a lower car parking demand for each shop. It is also critical where many buildings are heritage listed and do not have capacity on-site to deliver the quantity or quality of parking required by today's standards.

Car parking and associated manoeuvring space can equate to up to 60% site utilization for a retail development¹¹. Depending on the actual land use, a 1,000m² site that provides on-site car parking is likely to result in as little as 400m² of development and the balance being used for car parking. Reducing or removing on-site car parking through a contribution to the parking fund can therefore increase the building area from 400m² up to as much as 1,000m² if desired by the owner. This would generally rely on a suitable parking supply being available within close proximity of the development.

Offset payments therefore operate as a development incentive. The incentive to use such mechanisms arises from a reduction in up-front development costs by not having to construct all the car parking mandated by the Code. Instead increased revenue can be secured from the larger floor area of the premises. It is not a financial penalty. To retain local character and heritage buildings, re-use of important building fabric (heritage buildings) and more holistic decisions on parking as a support activity for retail and service uses across a precinct are critical.

At the time this strategy was prepared, the *Planning, Development and Infrastructure Act 2016* was freshly implemented and the Planning and Design Code operational state-wide. This legislation provides the opportunity for Car Parking Funds to be replaced with Off-Set Schemes.

¹¹ A brief analysis of Phoenix Plaza for instance gave a parking ratio to total floor area >52%.

5.2 Car Parking Fund Operation

The table below provides an overview of the fund's activity since the 2012/2013 financial year.

Financial Year		Outgoing	Incoming	Total
2012/2013	Contributions Received		8,830.00	339,460.63
2012/2013	Interest		10,348.74	349,809.37
2012/2013	Capital Projects funded by the Fund (This was actually a refunded DC)	3,666.00		346,143.37
				346,143.37
2013/2014	Contributions Received		70,175.00	416,318.37
2013/2014	Interest		8,792.04	425,110.41
2013/2014	Capital Projects funded by the Fund	0.00		425,110.41
				425,110.41
2014/2015	Contributions Received		0.00	425,110.41
2014/2015	Interest		10,797.80	435,908.21
2014/2015	Capital Projects funded by the Fund	0.00		435,908.21
				435,908.21
2015/2016	Contributions Received		0.00	435,908.21
2015/2016	Interest		8,543.80	444,452.01
2015/2016	Capital Projects funded by the Fund (Carparking Strategy)	11,573.36		432,878.65
				432,878.65

Financial Year		Outgoing	Incoming	Total
2016/2017	Contributions Received		0.00	432,878.65
2016/2017	Interest		6,579.25	439,457.90
2016/2017	Capital Projects funded by the Fund	0.00		439,457.90
				439,457.90
2017/2018	Contributions Received		0.00	439,457.90
2017/2018	Interest		6,591.87	446,049.77
2017/2018	Capital Projects funded by the Fund	0.00	0.00	446,049.77
				446,049.77
2018/2019	Contributions Received		0.00	446,049.77
2018/2019	Interest		5,575.62	451,625.39
2018/2019	Capital Projects funded by the Fund	0.00	0.00	451,625.39
				451,625.39
2019/2020	Contributions Received		40,000.00	491,625.39
2019/2020	Interest		2,935.57	494,560.96
2019/2020	Capital Projects funded by the Fund	0.00		494,560.96
				494,560.96
2020/2021	Contributions Received		152,106.00	646,666.96
2020/2021	Interest		2,528.62	649,195.58
2020/2021	Capital Projects funded by the Fund (Gawler Oval Carpark Design)	17,884.74		631,310.84
				631,310.84

Table 3: Council expenditure on parking related items – since 2016 (source: ToG, 2022).
Note the updated figure provided to 30 June 2022 is marginally higher at \$632,000 approx.

The level of current and future car parking funds, though sizable, is unlikely to be sufficient to fund construction of a new car park that would add significant capacity to Gawler's central business district. This is particularly the case when land costs and external works such as access and drainage are included in project delivery costs. The availability of a suitable parcel of land is also considered difficult unless the Council were to partner with the owners of an existing car park or suitable land parcel in the town centre.

Notwithstanding the costs of building a new public car park, it is evident from both the contributions received and the initiatives funded, that the car parking fund has proven a beneficial tool.

Furthermore, the notion of a publicly available register, highlighting how money from the fund/scheme is being utilised, for the benefit of improving car parking in the Town Centre could be a positive action for Council to implement.

5.3 Offset Schemes ***(Planning, Development and Infrastructure Act 2016)***

Section 197 of the *Planning, Development and Infrastructure Act 2016* (*PDI Act 2016*) provides for the establishment of off-set schemes. Under the *PDI Act 2016* Offset schemes can be utilised by councils and/or Joint Planning Boards to establish a scheme that facilitates delivery of 'provide or pay' contributions in the public interest by new development in particular locations. This will include the existing open space contribution scheme, urban tree fund and car parking funds. These discussions may occur alongside the co-ordination and delivery of an infrastructure scheme.

An off-set scheme may be established by a 'designated authority'. A designated authority is the Minister, or a council or joint planning board acting with the approval of the Minister. Subsections 197(2) and (3) apply to the establishment of an off-set scheme. Subsection 197(2) relates to the permissible purpose/s of a scheme, while s197(3) relates to the permissible function/s.

Such a scheme involves a fund being established for the purposes of collecting contributions by applicants for development consent. Where a scheme includes a fund, subsection 197(4) provides for guidance how monies are held in the fund, the potential investment of funds until they are required and auditing requirements. It also regulates how money in the fund may be utilised.

At this point, PlanSA has not provided advice or guidance around the establishment of offset schemes. However, it has indicated a willingness to prepare a template scheme after the Phase 3 commencement date.

5.4 Car Parking Fund vs Offset Scheme

Firstly, the transitional arrangements in the PDI Act have the effect of preserving a fund without the requirement for establishing a scheme. The continuation of a car parking fund can be managed under *Clause 33(1)*, Schedule 8 of the *PDI Act 2016*. It allows for a car parking fund that was established under section 50A of the repealed Act (*Development Act 1993*) to continue as a fund under s197 of the *PDI Act 2016*. Furthermore, it also provides that insofar as may be relevant, any provision made by a Development Plan under the repealed Act can continue to apply to the fund.

However, a consequence of not establishing a scheme under the *PDI Act 2016* is that the car parking fund will be essentially frozen in time. In essence this means that council will not be able to vary the designated area, or the relevant amount. A further consequence is that the designated area for the fund will continue to be defined by reference to a zone(s) or policy area under the repealed Development Plan, which is now redundant and would likely create confusion as people become less familiar with an older system.

As stated above, at this point in time, Plan SA has not provided advice or guidance around the establishment of offset schemes. However, they have indicated a willingness to prepare a template scheme in the near future.

Although guidance in relation to establishing a fund is lacking, this will soon change and any council with an existing car parking fund is being encouraged to consider establishing an offset scheme to replace their existing arrangements.

5.5 Future Utilisation of Funds

Investment in parking facilities is a generally ongoing activity of local government. Council continues to fund improved facilities such as Walker Place and invest in traffic enforcement to ensure timing compliance. Nonetheless, based on the recommendation to maintain an offset scheme in some form, Council can and should consider how to effectively deliver capital works to further deliver parking capacity.

The following opportunities have been identified:

- Improving design, layout and operation of existing low utilisation public car parks to encourage increased use by improving:
 - Lighting
 - Security
 - Legibility
 - General amenity quality
 - Vehicle and pedestrian access.
 - Possible design/upgrade to top level of Finnis Street Carpark
- Improve pedestrian and accessibility routes to and from car parking areas (DDA compliant, well-lit and pleasant, way-finding signage) to Murray Street and other key destinations to encourage relocation of excess demand and reduce multi-parking trips.
- Install directional and information signage to car parks for drivers to navigate to car parks and encourage use of lower occupancy car parks.
- Install town centre bicycle parking at key locations, particularly in relation to existing and proposed bicycle routes that provide access to the town centre and identified locations of existing bicycle parking demand.

Car parks and localities which could benefit from some of the above suggestions include:

- 2 Tod Street car park which has poor lighting, poor wayfinding signage for drivers from Murray Street and poor pedestrian connections to Murray Street.
- Phoenix Plaza, Finnis Street Multi Deck, Reid Street Car Park and the Council Administration Centre car park require better signage to improve driver awareness of the car parks and wayfinding signage to improve pedestrian connectivity to and from Murray Street.
- Although not a Council asset, Phoenix Plaza car park has poor pedestrian access and legibility. Upgrades to the access network could be expected to achieve increased patronage.
- Finnis Street car park which has poor pedestrian and vehicular access and legibility. Upgrades to the access and circulation could be expected to achieve higher levels of use.
- Finnis Street pedestrian improvements to the footpaths, wombat crossing and wayfinding to improve the awareness of the car park and its connections to Murray Street and the Woolworths/Big W precinct.
- Improved lighting required along Whitelaw and Julian Terrace.

These projects are listed with suggested timelines for action in section 9 of the Strategy. As typically low cost actions, many of these are considered high priorities in cost-benefit terms.

Improvements to car parking management can improve the actual or perceived availability of parking provision. Since the adoption of the previous Town Centre Car Parking Strategy, numerous timing restrictions have been introduced and sought to encourage greater use of lower occupancy car parks for long stay parking and improve availability in more popular locations. This appears to have produced positive results.

Notwithstanding, the following matters below should be taken into consideration when revisiting car parking management.

6.1 Parking Restrictions

6.1.1 Timed Parking

Timed parking restrictions are generally implemented to promote convenience as well as support the local business environment.

Parking restrictions can also be utilised to:

- Ensure short term parking in “premium” (i.e. near the door to shops, closest to Murray Street etc.) parking spaces has a high turnover.
- Encourage long term parking (e.g. staff or long stay visitors) a short walk away, not in premium customer/visitor spaces and is considered for car parks with low use or that are further from the primary town centre destinations.
- Make better use of premium car parks as the most convenient parking spaces will turn over more frequently.
- Improve the effectiveness of car parks and for better integration with the town centre car park supply through overall management by Council under the Private Parking Areas Act, particularly in relation to time zones.

Paid parking is likely to be met with some apprehension from the local community, particularly due to Gawler’s country/smaller town origins.

Since the adoption of the preceding Town Centre Car Parking Strategy, numerous parking restrictions were introduced in line with its recommendations. This is considered beneficial and appears to have removed almost all significant parking areas from being overburdened by all day parking. Furthermore, when analysing the

audit survey findings, it appears that timed parking in the highest demand areas on the Town Centre have allowed high usage rates, without allowing these areas to reach their total capacity.

It is noted that time restrictions at the Council owned car parks located on Tod Street, High Street and the Visitor Information Centre were increased from three hours to four hours in the last two years. This change followed community concern as to the introduction of timed parking at the Woolworths Big W precinct. It was originally intended to be a temporary measure for the holiday period, however, was later permanently implemented. This is of concern particularly for the Tod Street and High Street car parks, which are located in convenient and high demand areas. It is recommended that these car parking areas be reverted to 3P (3 hour) parking.

Taking into consideration the above, the following parking management recommendations have been identified:

- Review the operation of the 2 hour parking limits along Murray Street and consider if lower time limits of 1 hour are required for particular locations, to further encourage turnover.
- Ensure the existing 2-hour parking limits on Julian Terrace are appropriately enforced and paid parking may be considered to encourage turnover in certain high-demand areas.
- In the instance Finnis Street car park undergoes a fairly substantial renovation (e.g. inclusion of elevator, improved access/egress, installation of roof) consider implementing shorter timed parking areas in the vicinity.
- Development of a parking management and enforcement strategy, including agreement with private car park owners where they are amenable to ensure that the short-term parking limits are appropriately enforced to support the key town centre functions.
- Revert the Council owned Tod Street and High Street car parking areas back to 3P (3 hour) parking.

In addition to the above, a recent submission has been received concerning car parking around Light Square and the need for timed parking to maximise access. This option will be further analysed via on ground survey in the next 12 months, as reflected in the workplan at **Appendix A**.

6.1.2 Food Delivery Services

There is increasing demand for food delivery services, with most food retailers now subscribing to such services. As a result, there is pressure on Council to provide 5-10 minute parking bays to promote efficiencies for these services. Such an approach has the potential to create tension with businesses who will not benefit from the introduction of particularly short-term parking (e.g. non-food related businesses) and needs to be carefully managed.

At the time of this strategy's development, Council had received several requests from local businesses for various changes to parking controls on Adelaide Road and Murray Street. Council has met with business owners and investigated proposed changes to parking controls at numerous locations and consultation had either been completed or was underway.

The purpose of a town centre and main street is to encourage visitors to stay so creating an environment where duration of stay is potentially discouraged is not likely to benefit the wider town centre. Nonetheless, a small number of very short-term parks could be beneficial in providing for several potential retail and transport uses, including the following examples:

- Food collection and delivery
- Post office collection and drop off
- Dry cleaning collection and drop-off
- Rideshare pick-up and drop-off
- Taxi drop-off

With the abundant presence of food businesses in the Gawler Town Centre and more specifically fronting Murray Street and Adelaide Road, it is deemed appropriate that express short-term parking be considered in some instances. Against this, due to the strong demand for car parking, particularly along Murray Street it is important to try and maintain a sense of equality amongst local businesses and therefore a careful roll out of any changes and full engagement with affected business is essential.

Where possible requests for express short-term car parking should only be considered where there appears to be benefit to a cluster (more than 2) of businesses. The Walker Place locality is an example which now contains a considerable number of food premises, which could benefit from the introduction of such restrictions to facilitate a higher turnover and assist with pick-up and delivery of items.

As such a change would only require the installation and adjustment of parking signage which has a relatively low cost. It could then be trialled to determine whether such an approach is appropriate or not.

6.2 Disabled Car Parking

The layout of disabled car parking spaces is set out in Australian Standard AS2890.6. The standard was last updated in 2009 and requires the provision of a shared space alongside the disabled parking space. Both the disabled parking space and the shared space should be the same dimension of 2.4m wide and 5.4m long and the shared space should be denoted with chevron marking and a centrally located bollard to prevent parking where the space is in an off-street area. The shared space can however be used as a general walking and access route and can be shared between 2 disabled spaces.

The current disabled car parks within off-street car parks in Gawler, both private and public, are mostly marked to the superseded standard, which specified a wider parking space of 3.4m, although many of the spaces are well below this width. An upgrade of the disabled parking spaces within the public car parks should be completed by Council, as well as Council encouraging the private car park owners to upgrade their disabled parking spaces.

An assessment of the overall provision of disabled parking within the town centre was not completed as part of this study. However, an evaluation was undertaken as part of the Gawler Disability Infrastructure Review completed in April 2021. The review identified 55 disability parking bays within the Town – 29 Council owned and 26 privately owned. A recent audit of the Disability Parking Spaces was conducted which identified a total of 72 combined Private and Council owned Disability Parking spaces. This is broken down to 33 Council owned and 39 Privately owned. There will be an additional 3 Disability Parking spaces resulting from upgrades to the Finnis Street Car Park. As the study area for the review was different these figures are indicative only.

The Gawler Disability Infrastructure Review provides an action plan for improving parking spaces for people with disabilities. The proposed works include:

- Upgrading parking space for people with disabilities on Julian Terrace (in line with concept provided in review)
- Seek opportunities to correct grade of parking spaces for people with disabilities on Julian Terrace
- Install parallel parking space for people with disabilities outside Town Hall (in line with concept provided in review)

In addition, Council should consider further improving the convenience of disabled parking on Murray Street via improved signage to the disabled parking provision from Murray Street. The existing spaces in the Tod Street (south) car park are the most convenient for this purpose, in addition to those in Walker Place.

There may also be an opportunity to develop some on-street disabled parking spaces as part of an eventual review of the operation and design of Finnis Street.

6.3 Car Parking Design

Across Gawler, there are numerous car parks that are constrained spatially and provide an inefficient layout as a result. Usually, this scenario plays out in smaller privately owned car parks adjacent to several other similar and smaller car parks.

To assist with increasing the parking supply and the design and layout of car parks, Council should encourage consolidation of small adjacent car parks into larger more efficient car parks where adjoining landowners and design constraints (levels and grades) permit. High Street in particular has potential for car park consolidation.

6.4 Technology

The utilisation of technologies to improve efficiencies in traffic management and information to commuters is ongoing, with the monitoring of car parks no exception. Parking enforcement systems are emerging which utilise vehicle detection sensors and smart network cameras to determine available car parks via wayfinding and durations of parked cars and when appropriate can automatically generate and issue expiation notices. Such technologies can also be utilised to monitor bus zones and loading zones. Generally, in Australia these systems are administered by a third party who require an upfront set up cost, ongoing rental costs as well as collect a percentage of each breach processed.

Significant efficiencies can be achieved by implementing such systems. Automated technologies have their benefits but should only be resorted to in instances where feedback from the community concerning a specific area is ongoing and is viewed as not improving.

6.5 Wayfinding and Signage

Ongoing improvements to wayfinding and signage are immensely beneficial for visitors to the Town Centre, particularly to those who are not familiar or regular visitors to the area. Efficient delivery of information can also reduce congestion as visitors can identify or be directed to available car parks close to their destinations faster.

Street signage is the most obvious form of wayfinding. Street signage should seek to direct vehicles to off street car parking areas (particularly underutilised car parks) and be clear and visible from Murray Street and other key approaches to Gawler where drivers make decisions on route choice to access car parks. Such signage can also indicate the number of parking space available as well as applicable timing restrictions. The benefit of quality, easy to read signage cannot be underestimated and Council may even consider a more holistic Town Centre signage strategy to ensure there is adequate guidance and investment being made.



Figure 17: Existing car parking signage (High Street)

Ultimately the introduction of electronic variable message sign systems should be considered by Council. Such systems can alert visitors to the capacity of numerous parking areas across the township from one strategic or prevailing area (e.g. the beginning of Murray Street).



Figure 18: Example of variable message signage (source: ToG, 2022)

Wayfinding signage for pedestrians is also key to assist pedestrians to easily access Murray Street and other Town Centre destinations. If people have difficulty finding their way from a car park to one of their destinations, they will likely be discouraged from using that car park in the future.

6.6 Paid Parking

The notion of paid parking is likely to be met with some apprehension from the local community, particularly due to Gawler's country/smaller town origins.

However, in the instance that Council seeks to generate more car parking potentially through the construction of a another tiered/multi-deck arrangement in the future, it is considered appropriate that all day car parks could be set up for paid parking for a small fee (likely \$2- \$4). Such a nominal fee could assist Council with general maintenance. It must also be noted that car parks managed by private operators may result in higher fees for all day and casual parking.

7 Alternative Travel Options

A further opportunity to alleviate car parking pressures in Gawler is through the development of alternative travel options. Increasing patronage in alternative travel modes largely walking, cycling and public transport, can help to manage car parking demand. Whilst noted that not all trips are practical by alternative travel modes, due to various factors including age, health, topography, distance, type of shopping etc., increasing the proportion of walking, cycling and public transport trips can provide an important contribution to community health and fitness as well as improve the amenity and vitality of the area and perceptions of safety and security.

As part of the car parking strategy, future strategies that would aid in encouraging alternative travel options have been identified. These strategies are intended to supplement the town centre car parking, seeking to achieve the following objectives:

- Provide a highly walkable main street and town centre environment that encourages activity and permeability and reduces the number of vehicles moving between car parks.
- Enable residents of Gawler to be able to safely and conveniently walk and cycle to the town centre when suited to the nature of their trip.
- Provide convenient, safe and secure bicycle parking.
- Improve access, services and facilities for public transport, by bus and train.

7.1 Walking and Cycling

The Gawler Town Centre lends itself in many ways to active travel, with several residential areas located within a 10-15 minute walk (up to 1 kilometre catchment) and the greater majority of Gawler's residential areas being within a 10-15 minute bicycle ride (up to 3 kilometre catchment). It is however noted that some localised topography, particularly east of the town, may make some cycling routes longer or less practical as routes for utility/transport cycling.

The Town of Gawler Walking and Cycling Plan 2018-2028 identifies the following vision:

‘Gawler residents choose to walk and cycle more often for transport, local errands, health and enjoyment. Tourism in the region is enhanced by the provision of local and regional walking and cycling routes.’

The Walking and Cycling Plan establishes a long-term (ultimate) walking and cycling network, as well as 10-year Action Plan for priority works. The recommendations made in the plan report are based on safety, connectivity, permeability, amenity, access for all abilities, tourism and planning for future growth.

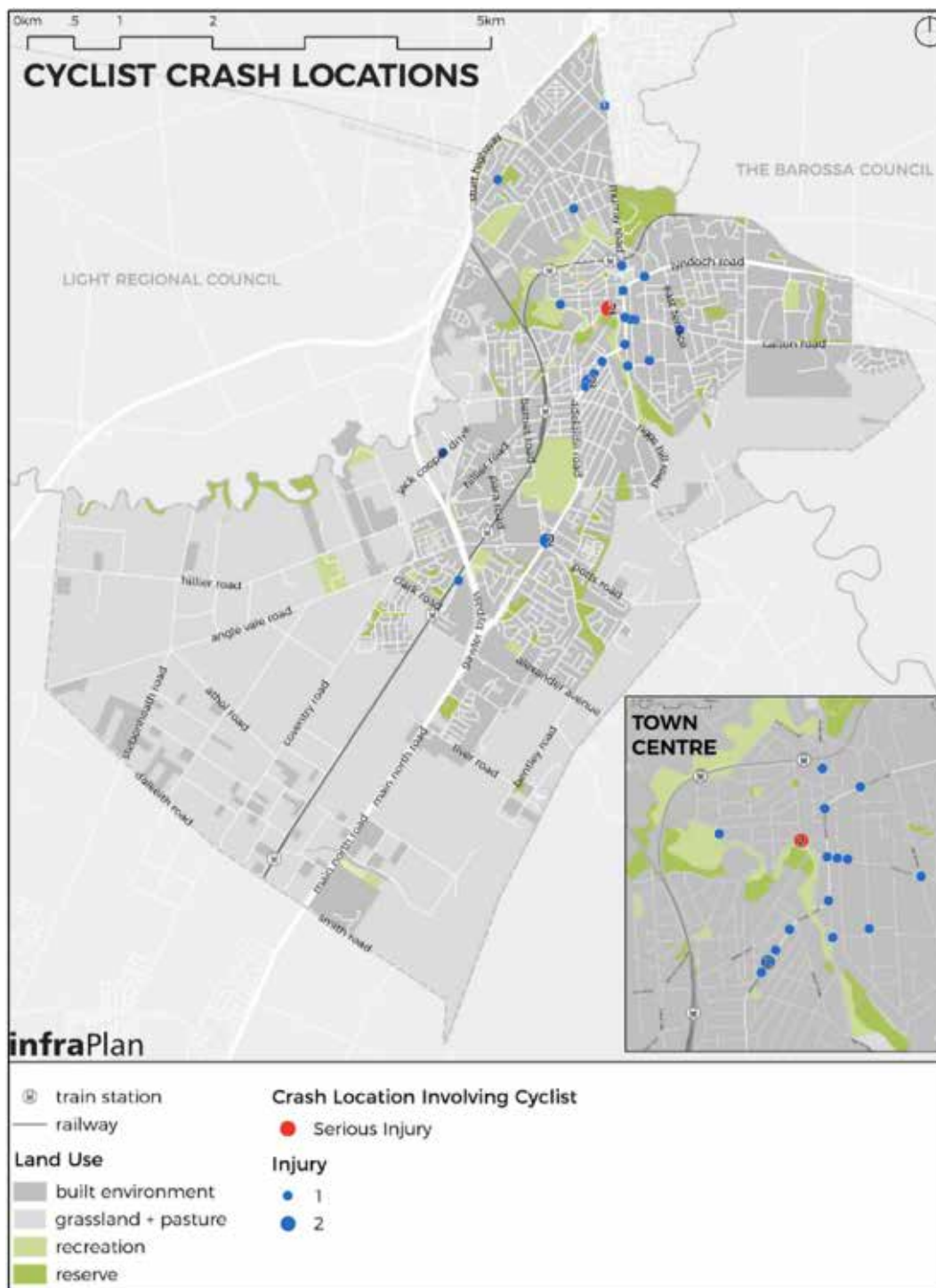
Improvements to active travel facilities and routes can assist residents walking to and from the town centre as well as assist shoppers walking between different shops and to and from their parked vehicles. Improved kerb ramps, footpath widths, crossing locations, signage and street lighting would all be expected to make walking and cycling safer and easier for local shoppers regardless of how they travel to Gawler.

The Walking and Cycling Plan identifies a number of high-volume walking routes such as those linking to train stations, the rivers shared path network and educational facilities that have footpaths less than 1.2m in width, or no footpaths at all. Furthermore, the Plan highlights a gap in cycling infrastructure, resulting in cyclists sharing the road space with (often busy) vehicular traffic. Both of which are problematic and do not promote or encourage active travel.

Additionally, the Plan highlights a lack of permeability between the suburb of Willaston and the train stations within Gawler. While the rivers shared path network improves permeability, access is not always intuitive, making wayfinding critical.

Limited bicycle parking remains an issue within Gawler town centre. Providing well located bicycle parking for short term and long term (all-day) storage will also be key to increasing the cycling opportunities in Gawler. It is considered that the provision of bicycle parking would be supported as a legitimate use of the car parking fund, particularly if it was integrated as part of a wider parking upgrade.

Within the Planning and Design Code, the provision of bicycle parking is only required in designated areas. This is an oversight in terms of encouraging increased cycling activity and for townships such as Gawler. It is recommended that Council advocate for the Planning and Design Code to be amended and the bicycle parking requirement to apply more widely and, specifically in the case of Gawler, within the Township Main Street zone.



7.2 Public Transport

The Gawler Town Centre is serviced by the following three circuit buses:

- 491 Hewett Circuit (Clockwise loop)
- 492A & 492C Gawler East Circuit (Clockwise & Anti - Clockwise loop)
- 493 & 494 Evanston Loop (Clockwise & Anti - Clockwise loop)

Whilst playing an important role, these services have numerous restrictions that limit its appeal for travelling to the town centre.

Limitations include:

- Service routes are not consistent, with route variations and continuation services changing at different times of the day.
- Many areas of Gawler are outside the recommended walking distance to a bus stop/bus service, reducing the potential patronage catchment.
- Service timings vary during the day, particularly in the peak hours with irregular frequencies.
- Service timings are limited with approximately 30-minute frequency peak hour services and 60-minute frequencies during the rest of the day.

As a result, the local bus service is somewhat unappealing and unlikely to attract new and potential patrons who in fact have access to alternatives, such as a car of their own.

An on-demand bus service was introduced in 2018, on-demand buses are a door-to-door public transport service. This service is provided via the 495 bus and captures the entire Gawler LGA as well as Gawler Belt and Roseworthy. This service is available Monday-Thursday, 6am-7pm, Friday 6am-10pm, Saturday 9am-10pm and Sunday 9am-3pm. Bookings need to be made at least one hour before pick-up. The on-demand service is a welcome addition to the Gawler Public Transport network.

The anticipated population growth in and around Greater Gawler should be capitalised on as an opportunity to review and restructure the local bus services. That approach could build on the potential new demand and developing simple and clear routes to and from the town centre and transport interchanges at the two main railway stations (Gawler and Gawler Central).

The Gawler Central Railway Station is within the Town Centre and provides the closest proximity to other services and attractions in the area.

However, pedestrian access to and from the train station is through the Gawler Central car park or via Murray Street and is generally considered poor and in need of significant improvement.

To improve the attractiveness of public transport as a means of travelling to Gawler, Council will need to advocate strongly to the Department of Infrastructure and Transport (DIT) for upgrades to services and stops/stations, seeking to develop service patterns that are likely to increase demand but remain within what is expected to be a limited operating budget. Electrification of the rail line to Gawler can be expected to attract new passengers, with modern rolling stock and improved journey times, although this would need to be complemented with increased service frequencies to maximise the patronage opportunities available.

7.3 Opportunities

- Seek to implement the recommendations from the Town of Gawler Walking and Cycling Plan 2018-2028 to improve walking and cycling conditions as well as permeability more generally. Aim for measurable improvement in accident statistics reported for cyclists and pedestrians in the Gawler CBD.
- Install bike parking at key locations in the town centre, with clear routes and signage to these locations. Furthermore, encourage local business to do the same.
- Advocate for the Planning and Design Code to be amended and the bicycle parking requirement to apply across Council's Township Main Street zone.
- Review existing bus stop locations within the town centre for provision of seating, shelter and information (timetables).
- Review and seek to improve walking route connectivity to/from Gawler Central Train Station and the Town Centre and Murray Street.
- Heavily promote the opportunities which the electrified Gawler line brings to the local community and its visitors.
- Advocate to DIT for regular increases in train service frequency to Gawler Central railway station.
- Work with DIT to improve the bus service operations in Gawler to provide:
 - a simplified network with clear and consistent routes and service numbers and opportunities to increase the catchments of services
 - regular service patterns at the same time each hour throughout the day improved frequencies, increasing further as demand increases
 - Opportunities for local branding to raise awareness and promotion of the services

Developing and fostering positive working relationships with local developers can create unique opportunities which can benefit all parties involved. Although councils are largely occupied with aiding their local communities through more traditional public services, more unconventional projects shouldn't be overlooked.

Below is a case study of a unique collaboration between the City of Holdfast Bay and the Taplin Real Estate Group which took place between 2012 and 2015.

8.1 Case Study Glenelg Cinema Complex and Council Car Park

The City of Holdfast Bay had a long-identified need for additional car parking in Glenelg's Jetty Road Precinct, however, were constrained by the expense of building a new decked car parking solution(s). Council owned and maintained two (ground level) car parks at the eastern end of Jetty Road, the Partridge Street east car park and the Partridge Street West/Cowper Street/Milton Street car park. The two parking areas provided a total of 235 car parks.

In April 2012, Council received a proposal from Taplin Real Estate to construct a purpose-built decked public car park on the Council-owned Partridge Street east car park. The condition was that Council would allow a new multiplex cinema in the air above the Council-owned Partridge Street West/Cowper Street/Milton Street car park.

Under the proposal:

- Council would provide \$2.5 million towards the construction of the Partridge Street east car park and would own, manage and maintain the new decked car park. The Council-owned land under the cinema site would remain a car park.
- Taplin Real Estate would pay for the construction of the cinema and car parks under the cinema, plus any remaining costs associated with the construction of the Partridge Street east car park.
- Taplin Real Estate would contribute to Council's legal fees related to the exploration and establishment of the project, subject to conditions.
- Taplin Real Estate would also demolish two Council-owned buildings on Partridge Street to enable the cinema to be constructed.
- Glenelg's Jetty Road Precinct would get a multiplex cinema which would provide a year-round attraction to draw visitors and residents to the Precinct, With spin-off benefits for surrounding traders.

Council agreed to explore Taplin Real Estate's proposal as it offered a relatively low-cost way to increase car parking provision in the Glenelg Jetty Road Precinct as well as help reinvigorate the area more generally.

The Council-owned Partridge Street West/Cowper Street/Milton Street car park was classified as 'Community Land' and thus limited how the land could be utilised. For the Taplin proposal to work, the Community Land status needed to be revoked. Council agreed in principle, went on to engage with the local community and later applied to the relevant Minister for permission. The Minister granted permission and subsequently Council passed a resolution to revoke the classification.

Council and Taplin Real Estate continued to work through the proposal details. Various reports were compiled and presented, and legal advice sought to ensure that all potential risks associated with the development were identified and addressed, and the proposal would provide clear benefits to the broad Holdfast Bay community. The developer would pay legal fees incurred by Council in exploring the proposal and drafting a Heads of Agreement document.

Council went on to accept a Prudential Review Report as well as negotiate a draft Heads of Agreement. This allowed the Taplin Group to proceed with detailed design, seek development approval, draft contracts and secure finance with certainty that the project would proceed. Council ultimately resolved to authorise the CEO to enter into a formal Heads of Agreement with the Taplin Group and negotiate and execute a formal development contract or agreement.

The Council made a formal request to the (then) Minister for Planning seeking for him to appoint the State Development Assessment Commission as the relevant planning authority given Council's financial interest in the matter. This request was later agreed to.

The Development Assessment Commission considered the merits of the proposal and resolved to grant Development Plan Consent to both applications on 27 February 2014. The Commission's consent included several reserved matters and conditions to be satisfied by the Taplin Group prior to obtaining full development approval.

On 11 March 2014, Council considered and approved revised plans for the development as an outcome of the planning assessment phase by the Development Assessment Commission and authorised the CEO to finalise negotiations and enter into a formal development agreement with the Taplin Group. A formal development agreement with the Taplin Group was executed on 30 June 2014. The Taplin Group advised Council on 19 February 2015 that construction was to commence on or close to 12 March 2015 subject to obtaining full development approval.

In summary

- 235 was the total number of car parking spaces provided across the two subject Council-owned car parks ('Partridge St East' car park and 'Partridge Street West' car park, Partridge St/Cowper St/Milton St).
- 370 car parking spaces were to be provided by the Taplin cinema complex and car park proposal across the two sites.
- \$2.5 million was Council's contribution towards the building of a new decked car-parking facility on the Partridge St East car park site. Council would continue to own, manage and maintain the new decked car park
- \$4–5 million was the estimated total cost to build a similar new decked car-parking facility on the Partridge St East car park site.
- \$30,000 was provided by the Taplin Group as a conditional contribution to the legal fees involved in Council exploring the proposal and drafting a Heads of Agreement.
- 4 Hours of free parking to be offered to cinema patrons across both sites for the lifetime of the cinema.
- The ground level Partridge Street West car park (under the cinema) remained a Council-owned and managed car park.

9.1 Summary

The analysis in this strategy is summarised as follows:

1. The supply and operation of car parking in the Gawler Town Centre has been considered in relation to several wider planning, transport and economic development outcomes.
2. The utilisation surveys in 2021 indicate average occupancy levels of around fifty percent across the entire study area when approaching the surveys as a whole (both days). However, the study area appears to be subject to greater demand on weekdays compared to weekends. The data shows utilisation rates of fifty eight percent and forty three percent respectively. Demand is uneven across the study area with the central and northern subprecincts the tightest in supply terms.
3. Over time (next 5 years) it is expected that demand for parking will increase appreciably due to several factors:
 - a. Pressures for infill development linked to the full electrification of rail to Gawler.
 - b. Transition of Gawler CBD into a stronger service hub as witnessed by allied health and other new investment within the town.
 - c. Significant and ongoing housing growth both within the Town of Gawler but also adjoining areas, from Roseworthy to Concordia in the north to expansion of Blakeview and Playford Alive in the south.
4. Through the community survey parking was seen to be somewhat difficult to find, with traffic intensity also highlighted as a concern. The lack of wayfinding signage may be a partial explanation of the challenges faced.
5. The majority (80%) of survey respondents believe there is not sufficient car parking in the Gawler Town Centre.
6. Usage rates for the multi deck car park, particularly during the weekday increased considerably from the previous strategy.

- 7.** Theoretically the existing parking supply could provide sufficient capacity for existing and future development growth over the next 5-10 years, however without an increase in supply in high demand areas the frustrations currently being experienced are likely to continue. Planning for future car parking decks as well as low cost demand management investment such as wayfinding and tighter timeframes on parking in the CBD should be priorities.
- 8.** Increases in supply (see 7 above) including investigations into options for a future car park deck structure should be considered in locations of high demand, reflecting that some of the parking is poorly located for some of the popular town centre destinations.
- 9.** It is critical that long term parking is adequately addressed in Gawler. Sites such as the established Reid Street carpark, the informal carpark adjoining SA Water on Murray Street and likely parking on High Street meet some of these needs.
- 10.** Linked to 9, numerous parking restrictions have now been introduced in line with recommendations from the previous car parking strategy. This is considered beneficial and appears to have removed almost all significant parking areas from being overburdened by all day parking. Furthermore, when analysing the audit survey findings, it appears that timed parking in the highest demand areas of the Town Centre have allowed high usage rates, without allowing these areas to reach their total capacity.
- 11.** Ongoing improvements to the local walking and cycling network particularly in the town centre, is likely needed to provide genuine opportunities to change travel patterns and reduce parking demand.
- 12.** Public transport services remain at a frequency that are unlikely to be attractive to achieve modal change and are unlikely to generate a demand that will result in significant frequency enhancements. Notwithstanding this, some mode change could be achieved by improved connections to Gawler Central station, improved bus stop provision and better promotion of the services. A review of bus services as additional growth occurs around Gawler would also be beneficial to provide clearer service patterns and routes and improve frequencies.

- 13.** Clause 33(1) of Schedule 8 of the *PDI Act 2016* allows for carparking funds under s 50A of the repealed Act (Development Act 1993) to continue as a fund under s 197 of the PDI Act 2016. However, there are concerns relative to the fund essentially being frozen in time, likely encouraging Council to ultimately establish an Off-Set Scheme.
- 14.** Contribution rates relative to the Car Parking Fund remain significantly lower than the actual cost of providing car parking. The true cost should be captured to avoid public to private subsidisation. More generally, the fund should be treated as an incentive rather than a tax as it enables adaptive re-use of existing heritage buildings and additional commercial floor expansion for buildings where it otherwise would not be permitted

9.2 Recommendations

Refer to workplan at **Annexure A**.



References

- Infraplan (2018): Town of Gawler Walking and Cycling Plan 2018-2028, accessed from 2018-3-20-draft-walking-and-cycling-plan-2018-2028-community-consultation.pdf (gawler.sa.gov.au)
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10 Appendices

Appendix A Work Plan

Ref	Project/Initiative	Timing	Responsibility
1	<p>A New deck carpark is required in Gawler CBD. Regardless of upgrades to Finnis Street Carpark, a new decked carpark will be needed in the Gawler CBD. Such a project will likely focus on the Murray Street north area and Murray Street central precincts, having regard to:</p> <ul style="list-style-type: none"> the supply of parking needing to be provided in the medium to longer term as Gawler grows; land ownership/tenure; site constraints including heritage; potential for private/public partnership; potential for efficiency of use across a 24 hr period and activate road frontages with ground floor businesses/services; whether Council wants to own the land, the carpark or both (or lease). 	<p>Site investigation immediately (next 12 months).</p> <p>Detailed design of preferred location (within 2 years)</p> <p>Construction timing dependent on funding model chosen eg. public/private partnership.</p>	Council
2	<p>The Council owned car park adjacent to SA Water Depot on Murray Street should be improved by way of better connectivity, signage and drainage in the first instance. Thereafter monitor usage, seek to formalise via sealing or new gravel base, line marking and lighting. Promote all day parking.</p>	Ongoing - monitor	Council
3	<p>Provide a publicly available register, highlighting how money from the car park fund/scheme is being utilised, for the benefit of improving car parking in the Town Centre.</p>	Immediately (next 12 months)	Council
4	<p>Council's car parking fund should be transitioned to an Off-Set Scheme under the Planning, Development and Infrastructure Act 2016 to better reflect true cost of parking delivery.</p>	Immediately (next 12 months)	Council

Ref	Project/Initiative	Timing	Responsibility
5	Finniss Street Carpark: <ul style="list-style-type: none"> Stormwater and structural investigation of Council's Finniss Street multi deck car park should be undertaken to ensure the longevity of this asset. Investigate a roofing solution for the upper deck which can provide multiple benefits e.g. a solar roof solution which can also aid in better channelling stormwater. Finniss Street car park upgrades to the access and circulation could be expected to achieve higher levels of use. Finniss Street pedestrian improvements to the footpaths, wombat crossing and wayfinding to improve the awareness of the car park and its connections to Murray Street and the Woolworths/Big W precinct. 	<p>Immediate (next 12 months) Currently being undertaken</p> <p>Immediate (next 12 months)</p> <p>Short term (>12 months <2 yrs)</p> <p>Short term (>12 months <2 yrs)</p>	Council
6	Fund local parking area upgrades including: <ul style="list-style-type: none"> 2 Tod Street car park lighting, wayfinding signage for drivers from Murray Street and pedestrian connections to Murray Street. Phoenix Plaza, Finniss Street Multi Deck, Reid Street car park and the Council Administration Centre car park signage to improve driver awareness of the car parks and wayfinding signage to improve pedestrian connectivity to and from Murray Street. Improved lighting required along Whitelaw and Julian Terrace. 	<p>Begin in next 12 months and complete within 2 years.</p>	Council

Ref	Project/Initiative	Timing	Responsibility
7	<p>Review and facilitate car parking management improvements including:</p> <ul style="list-style-type: none"> a. Review the operation of the 2-hour parking limits along Murray Street and consider if lower time limits are required for particular locations, to further encourage turnover. b. Ensure the existing 2-hour parking limits on Julian Terrace are appropriately enforced. c. In the instance Finnis Street Car Park undergoes a fairly substantial renovation (e.g. inclusion of elevator, much improves access/egress, installation of roof) consider implementing further timed parking areas. d. Develop a parking management and enforcement strategy, including agreement with private car park owners where they are amenable to ensure that the short term parking limits are appropriately enforced to support the key town centre functions. e. Requests for express (<15minute) short-term car parking (catering to Food Delivery Services e.g. UBER) should only be considered where there appears to be benefit to a cluster (more than 2) of businesses. f. Revert the Council owned Tod Street and High Street car parking areas back to 3P parking. g. Critically review parking time limits at Finnis Street upper deck and whether these are effective. h. Examine parking around Light Square and whether this becomes timed parking to manage demand. 	<p>Immediate (next 12 months)</p> <p>Immediate (next 12 months)</p> <p>Monitor</p> <p>Immediate (next 12 months)</p> <p>Monitor</p> <p>Immediate (next 12 months)</p> <p>Immediate (next 12 months)</p> <p>Immediate (next 12 months)</p>	Council
8	<p>To better facilitate usage of Phoenix Plaza, consider improving wayfinding signage, upgrade or install footpaths along High Street between Lyndoch Road and Phoenix Plaza, on both sides of the road where feasible.</p> <p>Furthermore, the uplift of various laneways should be explored. Thorup Lane is an existing and formal laneway which should be upgraded (lighting, signage, beautification) to improve and promote connectivity.</p>	Short term (>12 months <2 yrs)	Council and private landowner

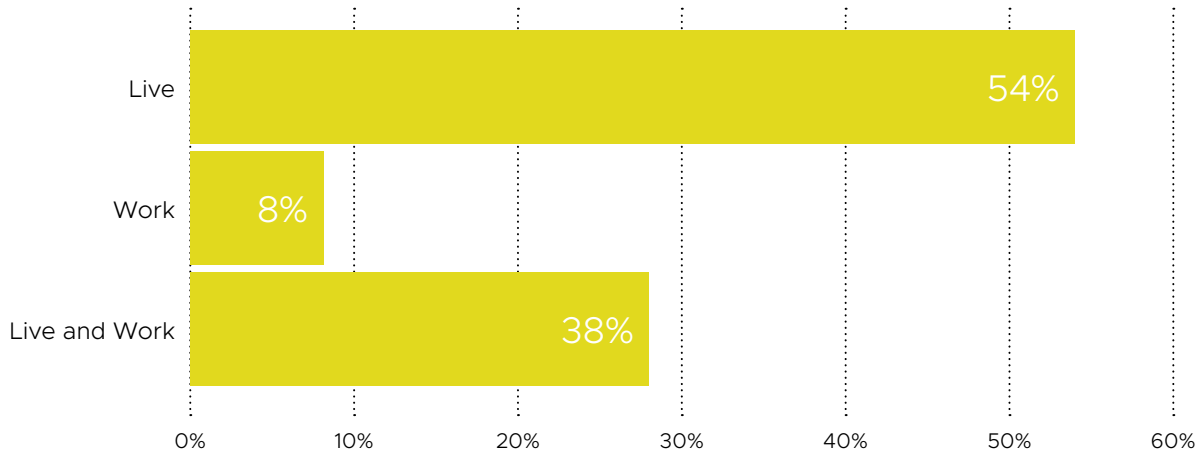
Ref	Project/Initiative	Timing	Responsibility
9	Seek to implement the recommendations from the Town of Gawler Walking and Cycling Plan 2018-2028 to improve walking and cycling conditions as well as permeability more generally.	Ongoing	Council
10	Improved pedestrian route better linking the Gawler Administration Centre car park to the adjacent car park on High Street and ultimately Murray Street.	TBC. Address in integrated transport plan.	Council
11	Install bike parking at key locations in the town centre, with clear routes and signage to these locations. Furthermore, encourage local business to do the same.	Ongoing	Council
12	Review existing bus stop locations within the town centre for provision of seating, shelter and information (timetables).	Ongoing	Council
13	Review and seek to improve walking route connectivity to/from Gawler Central Train Station and the Town Centre and Murray Street.	Ongoing	Council
14	Heavily promote the opportunities which the Electrified Gawler line will bring to the local community and its visitors.	Ongoing	Council & Gawler Business Development Group
15	Advocate to DIT for regular increases in train service frequency to Gawler Central railway station .	Ongoing	Council
16	Car park consolidation on western side of High Street. Opportunities for amalgamation of smaller/inefficient car parks to be considered in partnership with landowners.	Medium term (>4 years)	Council and private landowners
17	Work with DIT to improve the bus service operations in Gawler to provide: <ul style="list-style-type: none"> a. a simplified network with clear and consistent routes and service numbers and opportunities to increase the catchments of services b. regular service patterns at the same time each hour throughout the day improved frequencies, increasing further as demand increases c. Opportunities for local branding to raise awareness and promotion of the services 	Short term (>12 months <2 yrs) Immediate (next 12 months) Short term (>12 months <2 yrs)	Council

Appendix B Survey Results

Summary of Consultation Results

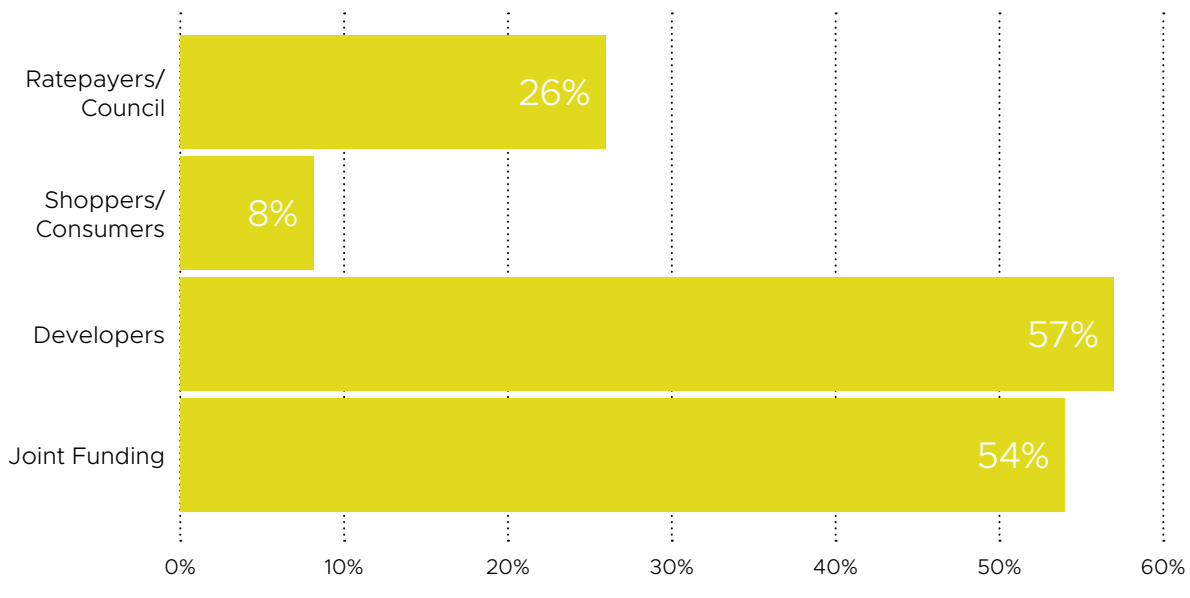
Five questions were asked in the consultation.

Question 1 – Do you live or work in Gawler?



61 people responded with 54% living in Gawler, 8% working in Gawler and 38% both living and working in Gawler.

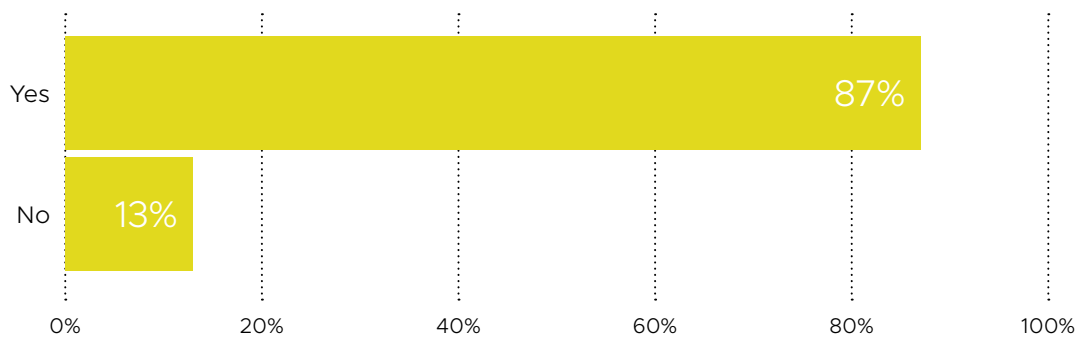
Question 2 – Growth in Gawler may lead to demand for more parking stations. Who should pay for new car parks?



61 people responded with 8% preferring that new car parks are paid for by shoppers or consumers and 26% identifying that Ratepayers or Council should pay for new car parking stations.

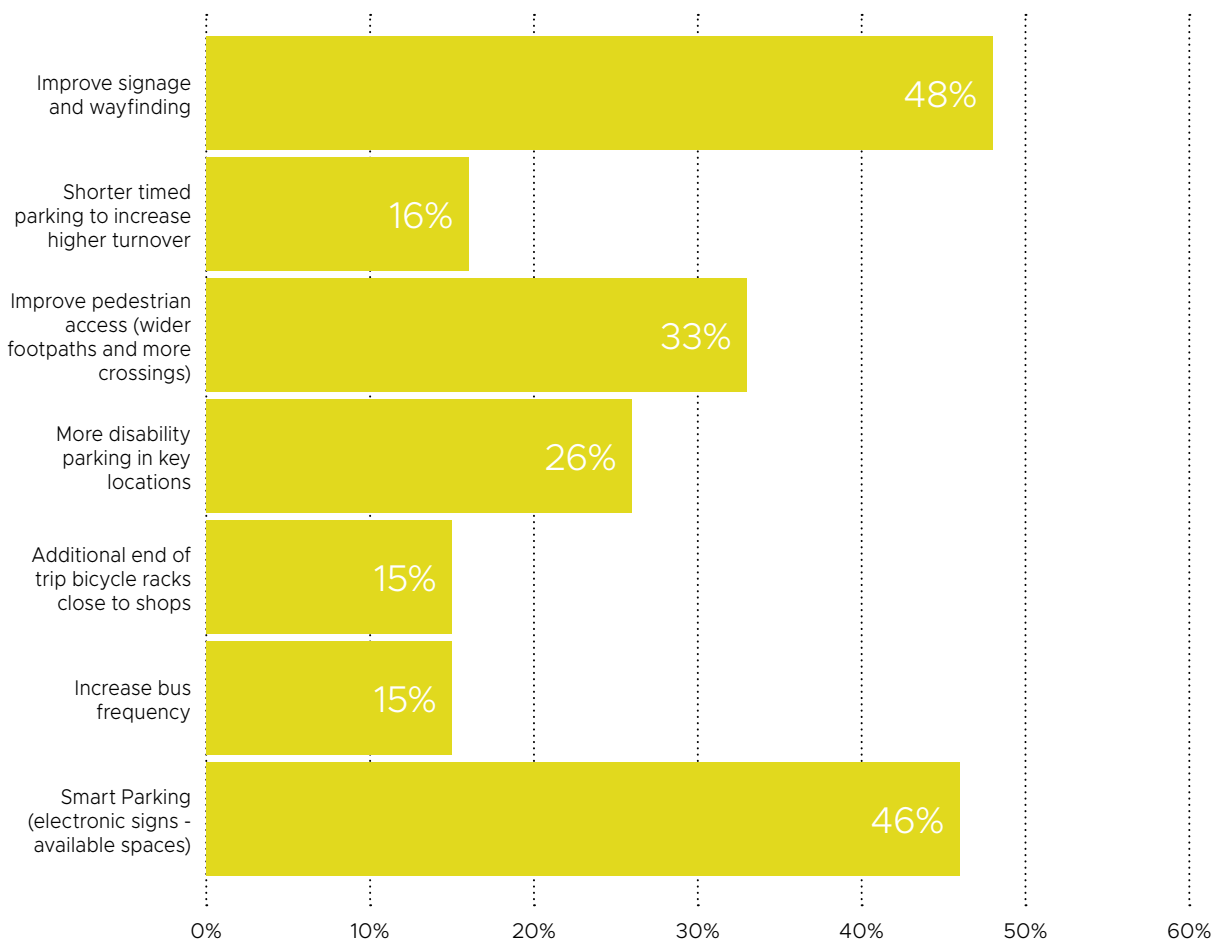
The majority of respondents (57%) preferred that developers should pay for new car parking stations while 54% said that such projects could be joint ventures. It is noted that some people responded to more than one option.

Question 3 – Should Town of Gawler keep its Council Car Parking Fund to contribute to new parking initiatives?



61 people responded to this question with a clear majority, 87% seeking Council keep its car parking fund.

Question 4 – What measures should Council take to make more car parking spaces available?



61 people responded with 48% seeking improved signage and 46% of respondents seeking some form of Smart Parking. The most popular pedestrian related activity was to widen footpaths and provide more crossings (33%). An opportunity to give an “open” answer was also provided, with 21 people responding and listed below.

Question 4 – What measures should Council take to make more car parking spaces available?

Response to “Other please specify”

21 responses out of 61

No.	Response
1	None of the above increase available spaces?
2	Build more car parks (including removing widened footpaths).
3	Parking needs to be relevant to the articles being sourced... if you need to use wheelchair, pusher or trolley then access to the parking needs to be easy with 200+kg being pushed. For example, full trolley from Woolworths to a multi-storey carport is an accident waiting to happen for a fit individual. For elderly disabled or overloaded it's completely impossible.
4	Parking structure with no time limits just a closing time.
5	You need to have more parking accessible for people who work in the area. The 2/3 hour time limit is not easy when your day is 8.5 hours long. Maybe Target complex could allow workers from other places to park in the upper level without time restrictions.
6	More free parking. Longer parking times and no fines.
7	Long term parking for those that need to be in town all day for work.
8	More family friendly parking spaces (for elderly & child passengers). Electronic app to indicate available parking. Encourage more ride sharing activity in area (ie. Uber). Encourage use of hire scooters (like the Barossa).
9	More car park centrally located.
10	Increase number of bus routes and frequency including weekends. Identify out of town centre parking area linked with frequent public transport for peak parking events.
11	Parking at the back of the block of shop's where Cashies, Commonwealth BANK etc. would be good if the access eg. coming from car park and back again is made easier to manage as it is very hilly for disabled would be so good. Also Carpark in Woolworths designed better.
12	More loading zones. And no time limits on parking at all.
13	Angle parking, one way Main Rd.
14	Angle parking each side of the street.

No.	Response
15	This seems like you are trying to make parking something people should pay for. Back off!
16	Build more parking that allows access to Main Street around Woolworths Fasta Pasta.
17	Stop growing the township. Gawler is too small for the amount of housing that's around. This town can't cope with more infrastructure.
18	Improving pedestrian access to already existing car parks I.e Phoenix Plaza.
19	Wider parking for larger vehicles. Not everyone can use the undercover car parks due to height of vehicle.
20	New car park
21	Develop partnerships with the Government and Businesses for "Park and Ride" facility for Gawler Central commuters. Use of Goose Island for some employee car parking.

Question 5 – Do you have any other comments regarding the Draft Car Parking Strategy?

Question 5 provided the opportunity for people to add a general comment on the Car Parking Strategy. 29 people responded with one person providing a two page submission which is included in Appendix 1.

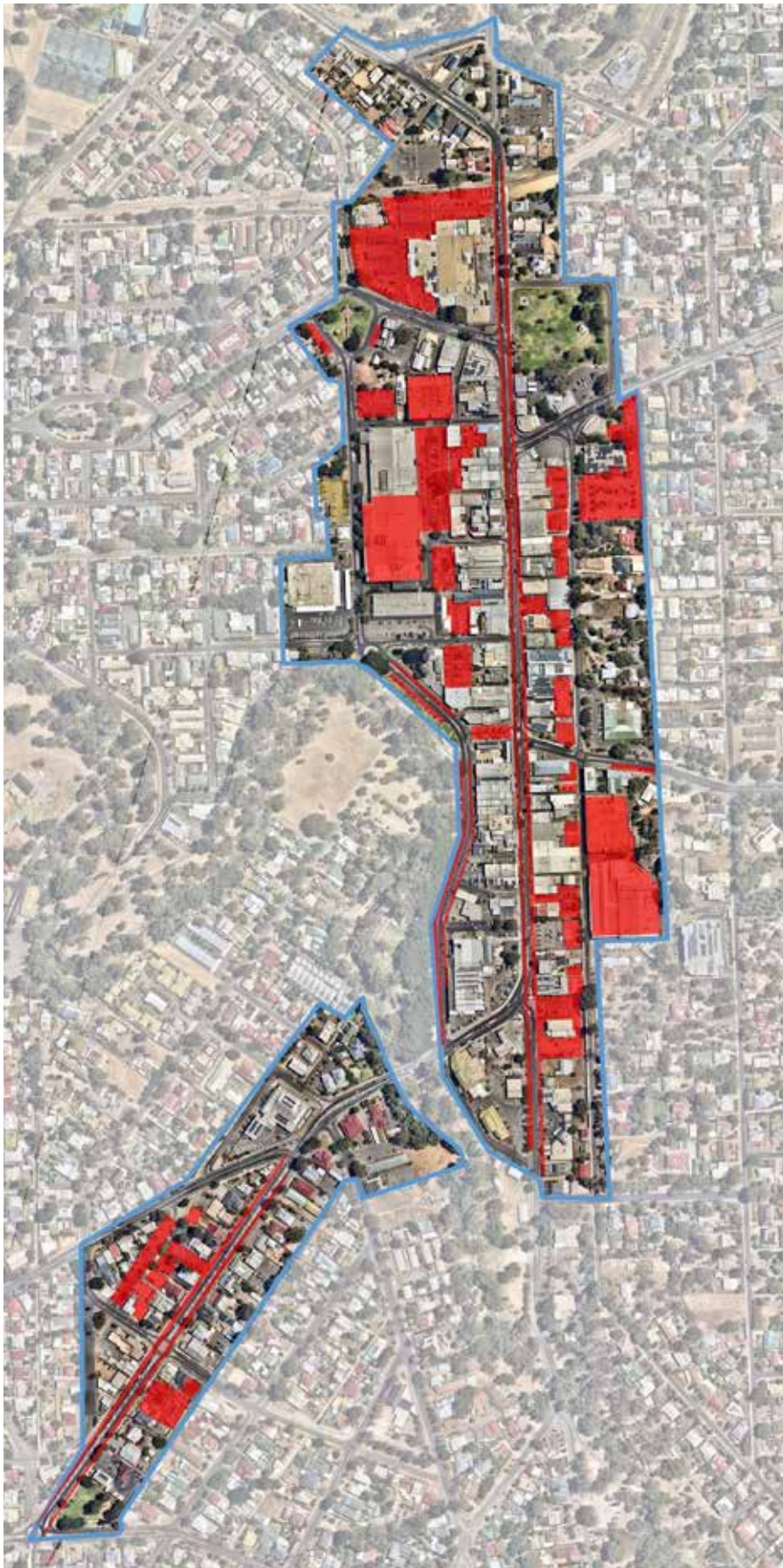
29 responses out of 61

No.	Response
1	We have forwarded additional comments to Chris Hannaford via email Chris and Humphrey George
2	? 3 Fund should concentrate on multi level central car parking initiatives
3	People who work should be allowed to park in timed parks longer or cheaper fines....we can't always get out on time and the parking inspector isn't exactly compassionate.
4	<p>The biggest issue is that people don't want to walk far.. I seldom have issues finding a car park (Christmas time is an issue) if I am happy to walk 5 mins. People complain about Gawler yet have no issues with walking from a car park in Elizabeth or the city.</p> <p>I will only use the top floor of the multi level car park. I don't feel safe using the other floors and I find the parking spaces too narrow with that car park design.</p>

No.	Response
5	It seems that supply is sufficient but citizen behaviour is habitual in relation to parking at the top of town or the Main Street. Phoenix Plaza and the top level of Finnis street need to be incentivised for use by signage to drive cognitive behavioural change within the community. With a 50% usage rate expending more capital to develop the GAC is bad business and not supported by the data. Not to mention the push from councillors to put a bike thoroughfare through the GAC car park, what will be the solution if it's modified to a multi story. Seems like another waste of capital expenditure not supported by data.
6	Enforce car parking laws with appropriate fines and this can help pay for parking. The SA government is introducing new legislation to prevent shopping centres from charging customers, so charging shoppers cannot be considered an option.
7	Q3... ambiguous question unless new initiatives are explained now
8	Utilise goose island for long term day parking for workers in the precinct which will free up short term parking.
9	The need for parking without time constraints, nothing worse than enjoying shopping and lunch to then have to move car to another spot.
10	In response to Question 3 about the Council Car Parking Fund, I responded with yes, however, I believe the funds shouldn't be used for only carparking. It should be used for bus-shelters, bike paths & end-of-trip facilities. That way these projects can be funded without breaking the Council budget.
11	I have recently retired after working in Gawler for 20 years. (Still live here) Due to being unable to park nearby or at work due to Gawler Council parking restrictions and fines Gawler businesses missed out because I went and shopped out of work hours at Munno Para or Elizabeth with unrestricted parking and risking a ridiculously high Gawler council parking fine rather than a hike to my car and back to shops. Habits don't change easily so still leave Gawler to shop apart from supermarket shopping
12	Stop discouraging shoppers by timing car parks. Nothing turns people off of coming back more than a fine. Sure have limits in the Main Street, but elsewhere it's a joke
13	All buses should be the smaller (mini-bus) type. Big buses cause congestion on the road and in parking within Murray St. Car parking policy relating to new or redevelopments must be fair and not penalise local and small businesses (ie. policy should not discourage development).
14	Maybe you could use they car parking fines to find more carparks
15	Easy RV and caravan parking close to shopping areas
16	There is a disparity in some of the current park spaces, for instance north end of Murray Street on western side is a mix of 2hrs and 15 mins in the one small section after the lights. All the signs are very similar and not easily read from the vehicle. I would like to see consistency across the town.
17	Ridiculous. Roads need to be wider, footpaths smaller.

No.	Response
18	Spend the money in the fund for the intention that it's there for. It's not just about making interest for the bank account!
19	With all the building going on in the light council, they should contribute to the cost as they are using our rate payer services at no cost
20	Like the suggestion of utilising the park opposite the ambulance station. This could help businesses at this lower end of Gawler expand too. Perhaps the cinema could be involved in this too?
21	The foot paths are massive down each side. Should have mean used for angle parking.
22	Visitors want parking in the centre of town, to allow ease of access. Why not extend the multi storey car park by Woolworths/Big W to include the current car parking. This space could be three storey car park. Central location brings people in to then walk to various sites. Biggest problem for a business is getting customers to come visit. This needs to be close to business shops. Encourages businesses to take up resident if they get the foot traffic. Parking for workers Could be directed to council multi level but visitors need ease of access
23	Paying for parking in Gawler would be criminal. Please do not do this. The council seems to be money hungry and taking more isn't ok. The current council rates are way above other council rates. Let's focus on less money for counsellors. Less perks and extras because you are a counsellor. I don't appreciate the fact your choices above in question 2 are rigged for people to choose the first option which makes people think we should share a council decision with ratepayers. As I said this is a rigged questionnaire for people who are less able to process what is really going on here. Shame council that you are playing on the less intelligent! Reword this so people can state if the council wants more parking then they should pay for it, not rate payers.
24	Widening the footpaths on the main street and decreasing the car parks was a ridiculous idea. Gawlers population has grown too much that's its infrastructure cannot cope with the amount of traffic the town has developed.
25	Main Street parallel parking use would disrupt traffic flow if the parking were to be shortened too much. People pulling into and out of parallel parks into busy traffic should be avoided if possible.
26	Signage from Murray St to Finniss St car park has been asked for since it was built. It doesn't need another expensive report to know this should have been done, long ago.
27	Not enough parking available for larger vehicles. We need wider parks also available.
28	more carparks ASAP more carparks ASAP more carparks ASAP more carparks ASAP more carparks ASAP more carparks ASAP more carparks ASAP more
29	Support more staff car parking investigation and survey. This could be conducted by the Gawler Business Development Board (part of submission provided in Appendix 1).

**Appendix C Summary – Key Findings and Background Report,
Town of Gawler (2021)**



Category	Number
On Street Parking	677
Public Off Street Parking	875
Private	2578
Total	4130

Table C1: Car parking inventory – 2021 (total numbers)

Category	Percentages (%)
On Street Parking	16
Public Off Street Parking	21
Private	63
Total	100

Table C2: Car parking inventory – 2021 (as %)

Location	Private owned	Public owned
Woolworths Big W	372 spaces	N/A
Finniss Street deck carpark	N/A	307
Gawler Central	295	N/A
Phoenix Plaza	284	N/A
ToG Admin Centre & Fasta Pasta		196

Table C3: Five largest car parks

Car Parking Utilisation – Thursday 9 September 2021				
Location Address	Ref Map #	Total Capacity	No. Occupied	% Occupied
In front of Phoenix Plaza	3	8	4	50.0
Light Square	7	6	3	50.0
Light Square	8	11	7	63.6
Eleventh Street	13	55	29	52.7
Corner Finnis & Reid Street	15	40	32	80.0
Multi-Level Car Park	17	307	198	64.5
Cnr of Lyndoch Road and High St	20	196	114	58.2
Rear of 145/139/137 Murray Street	22	20	20	100.0
Rear of 133 Murray Street - Commonwealth Bank	23	10	8	80.0
Rear of 131 Murray Street - Cash Converters	24	11	2	18.2
Rear of 115/113 Murray Street	25	5	3	60.0
Rear of 111 Murray Street	26	2	0	0.0
Rear of 109 Murray Street	27	13	4	30.8
Rear of 108/98/95 Murray Street	28	25	23	92.0
Rear of 93 Murray Street - ANZ Bank	29	7	6	85.7
Town of Gawler	30	2	0	0.0
Rear of 81 Murray Street	31	67	42	62.7
Rear of 75 Murray Street	32	20	15	75.0
Rear of 67-65 Murray Street	34	6	4	66.7
Rear of 63 Murray Street	35	6	6	100.0

Table C4: Car park utilisation

Car Parking Utilisation – Thursday 9 September 2021				
Location Address	Ref Map #	Total Capacity	No. Occupied	% Occupied
Rear of 55-41 Murray Street	36	12	3	25.0
Rear of 33 Murray Street	39	22	8	36.4
1 Calton Road	43	284	92	32.4
Jacob Street	44	40	36	90.0
Jacob Street	45	372	213	57.3
Walker Place to Murray Street – West Side (135 Capacity/ – 16 toilet construction)	46	119	80	67.2
Walker Place to Murray Street - East Side	47	31	13	41.9
Gawler Central Gawler Central (295 Capacity/ 27 construction)	64	268	205	76.5
132-144 Murray St - Access via Finniss St & Commercial Ln	65	25	20	80.0
19 Murray Street	73	72	38	52.8
17 Adelaide Road	78	22	8	36.4
21 Adelaide Road	79	13	2	15.4
23 Adelaide Road	80	10	4	40.0
25 Adelaide Road - Car park access via Eleventh Street	81	12	2	16.7
27 Adelaide Road - Car park access via Sixth Street	82	12	6	50.0
36 Adelaide Road - Car park access via Sixth Street	87	14	4	28.6
40 Adelaide Road	88	36	25	69.4

Table C5: Car park utilisation (continued)

Car Parking Utilisation – Thursday 9 September 2021				
Location Address	Ref Map #	Total Capacity	No. Occupied	% Occupied
On Street Parking Adelaide Road - West Side	92	43	10	23.3
On Street Parking Adelaide Road - East Side	93	37	10	27.0
On Street Parking Murray Street - West Side	94	66	37	56.1
On Street Parking Murray Street - East Side	95	65	30	46.2
3-5 Tod Street	107	24	19	79.2
2 Tod Street	110	63	50	79.4
On Street parking on both sides of Walker Place (10 Capacity Temp Toilet -1 Park)	120	9	8	88.9
On Street parking on both sides of Whitelaw Terrace (41 Capacity 7 not in use)	135	34	25	73.5
Total		2522	1468	58.2

Table C6: Car park utilisation (continued)

Car Parking Utilisation – Saturday 11 September 2021				
Location Address	Ref Map #	Total Capacity	No. Occupied	% Occupied
In front of Phoenix Plaza	3	8	5	62.5
Light Square	7	6	2	33.3
Light Square	8	11	2	18.2
Eleventh Street	13	55	5	9.1
Corner Finnis & Reid Street	15	40	31	77.5
Multi-Level Car Park	17	307	92	30.0
Cnr of Lyndoch Road and High St	20	196	62	31.6
Rear of 145/139/137 Murray Street	22	20	18	90.0
Rear of 133 Murray Street - Commonwealth Bank	23	10	0	0.0
Rear of 131 Murray Street - Cash Converters	24	11	3	27.3
Rear of 115/113 Murray Street	25	5	2	40.0
Rear of 111 Murray Street	26	2	1	50.0
Rear of 109 Murray Street	27	13	8	61.5
Rear of 108/98/95 Murray Street	28	25	21	84.0
Rear of 93 Murray Street - ANZ Bank	29	7	0	0.0
Town of Gawler	30	2	0	0.0
Rear of 81 Murray Street	31	67	25	37.3
Rear of 75 Murray Street	32	20	2	10.0
Rear of 67-65 Murray Street	34	6	0	0.0
Rear of 63 Murray Street	35	6	6	100.0

Table C7: Car park utilisation

Car Parking Utilisation – Saturday 11 September 2021				
Location Address	Ref Map #	Total Capacity	No. Occupied	% Occupied
Rear of 55-41 Murray Street	36	12	1	8.3
Rear of 33 Murray Street	39	22	0	0.0
1 Calton Road	43	284	62	21.8
Jacob Street	44	40	25	62.5
Jacob Street	45	372	200	53.8
Walker Place to Murray Street - West Side (135 Capacity/ -16 toilet construction)	46	119	50	42.0
Walker Place to Murray Street - East Side	47	31	11	35.5
Gawler Central (295 Capacity/ -27 construction)	64	268	205	76.5
132-144 Murray St - Access via Finnis St & Commercial Ln	65	25	9	36.0
19 Murray Street	73	72	31	43.1
17 Adelaide Road	78	22	6	27.3
21 Adelaide Road	79	13	4	30.8
23 Adelaide Road	80	10	0	0.0
25 Adelaide Road - Car park access via Eleventh Street	81	12	0	0.0
27 Adelaide Road - Car park access via Sixth Street	82	12	1	8.3
36 Adelaide Road - Car park access via Sixth Street	87	14	5	35.7
40 Adelaide Road	88	36	20	55.6
On Street Parking Adelaide Road - West Side	92	43	8	18.6

Table C8: Car park utilisation (continued)

Car Parking Utilisation – Saturday 11 September 2021				
Location Address	Ref Map #	Total Capacity	No. Occupied	% Occupied
On Street Parking Adelaide Road - East Side	93	37	16	43.2
On Street Parking Murray Street - West Side	94	66	33	50.0
On Street Parking Murray Street - East Side	95	65	41	63.1
3-5 Tod Street	107	24	12	50.0
2 Tod Street	110	63	32	50.8
On Street parking on both sides of Walker Place (10 Capacity Temp Toilet -1 Park)	120	9	8	88.9
On Street parking on both sides of Whitelaw Terrace (41 Capacity 7 not in use)	135	34	24	70.6
Total		2522	1089	43.2

Table C9: Car park utilisation (continued)

Appendix D Study Limitations

Whilst best endeavours have been made to develop this Strategy, there remains either ongoing work to deliver on the vision of the Strategy (such as the parking deck study) and/or further analysis to ensure data remains robust to inform decision making.

The car park deck

As indicated, the Strategy identifies the need for another multi-deck/tiered car park to be constructed in the Gawler CBD area. Evidence suggests this should primarily be focused on the Gawler North and Gawler Central areas.

There are a number of considerations with a new multi-deck carparking project, not limited to:

- the supply of parking needing to be provided
- land ownership
- site constraints
- potential for private/public partnership
- potential for mixed use to maximise efficiency of use across a 24 hr period and activate road frontages
- whether Council wants to own the land, the carpark or both (or lease).

Shortlisting of potential sites is likely to be important in the short term, noting the need for concept and detailed design, potential land negotiations, permits and funding allocation.

Car parking linked to urban growth and patterns of movement

There is a risk in focusing on parking as a simple solution to maximise access to a place and undertake daily activities. Parking is a necessary infrastructure but it needs to be understood in the context of movement, how people travel, by which roads and by what means (walking, cycling, bus, rail or driving).

Any car parking strategy needs to have regard to land use. In this context, Council needs to factor the extent of likely growth in population likely up

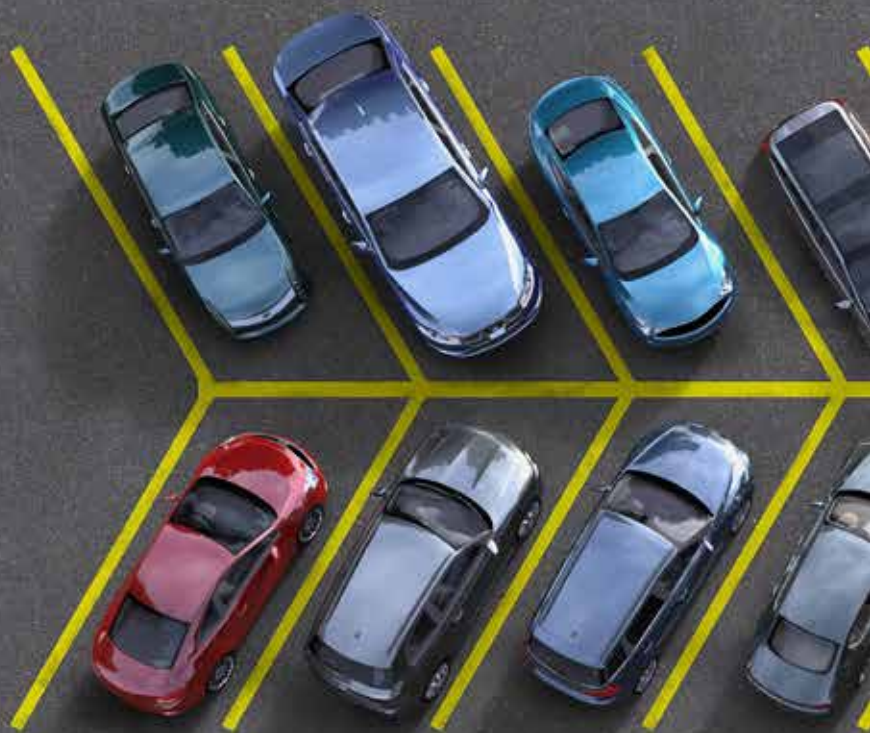
to and beyond 2030, especially with major land releases foreshadowed to the north east (Concordia, >24,000 residents) and north (Roseworthy >10,000 residents). The strategic role of the Gawler CBD is likely to grow significantly as catchment population grows. Longer term planning will be essential if the road network and parking provided is to operate efficiently. Fresh retail and service modelling will become important to understand primary and secondary spending catchments as well as emerging needs in medical health care and education as this growth occurs.

Broader considerations

Future strategic planning potentially within the life of this Strategy will need to occur to further examine how effective parking management can be a stimulus for adaptive re-use of heritage buildings, facilitate quality mixed use urban development and facilitate urban renewal – a task beyond this present Strategy. An integrated transport planning will also be critical to model this traffic growth - a point noted in the Gawler Rail Uplift Assessment (2020). This work is likely to become a component of the vision for Gawler beyond 2030 and a systemic view of critical infrastructure to support the growth that is built into the South Australian planning system and land use planning.

Demand management linked to progressive upgrading of retail and other activity in the Gawler South Precinct will also require further consideration, noting however there are actions identified in **Appendix A** relating to wayfinding, signage, parking time limits and other lower cost initiatives that will begin to more effectively match supply and demand.

The full impact of electrification of rail on retail demand including mixed use development, updates on policy and land use planning linked with Adelaide's 30 year plan and a community transitioning out of COVID 19 lockdowns will also be dynamics that will change travel patterns, shopping behaviour and parking demand in coming years. Some of the implications of these trends will be further analysed in the parking deck investigation (subject to funding in 23/24).



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Gawler |

