



Gawler Town Centre 2017 - 2020 Car Parking Strategy

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Executive Summary

The study has reviewed the current car parking provision within Gawler Town Centre, including the current use of the major car parks. The study has also investigated some of the options to encourage access other than by car as a means of reducing parking demand without impacting on the town centre. A number of recommendations have been made from the study covering the car parking fund, parking management, signage and wayfinding, pedestrian access and amenity and wider travel access to the town centre.

Average car park occupancy levels in Gawler on a weekday and weekend are around 50% across all car parks surveyed. However, a small number of the car parks close to the main destinations display occupancy levels close to or at capacity.

The existing levels of parking use generally corresponded with the quality assessment of the car park, with car parks assessed as average to very poor in the quality categories considered, showing lower occupancy than car parks that were assessed as average, to very good in the quality categories.

The perception of ease of finding a car parking space varied amongst the community survey respondents, particularly where respondents desire a car parking space at the front door of the shop they are visiting.

Although the parking supply exceeds the existing parking demand, the lineal nature of Gawler Town Centre, concentration of demand at certain points and the quality and access of some parking areas results in localised parking pressure.

Although parking demand from future development can theoretically be accommodated within the existing parking supply, this is likely to exacerbate the pressure in the most popular locations and therefore increases in parking or improvements to existing parking in these locations will still be required. Council should still pursue appropriate car parking rates for new developments to ensure there remains sufficient car parking provision in the popular areas.

Development Plan parking rates have been reviewed against the widely accepted '*Parking Spaces for Urban Places: Car Parking Study*' prepared by Aurecon in 2013 for City of Port Adelaide Enfield. It is recommended that the Parking Spaces for Urban Places should generally be adopted within the Development Plan. Adopting the use of the above and appropriate discounts for town centre developments on their individual merits will enable Council to support the reuse of buildings within the main street and town centre without compromising the overall transport access to the town centre.

The Principles of Development Control (PDCs) that relate to car parking within the Town Centre Historic (Conservation) Zone are considered to provide sufficient flexibility to enable appropriate discounting to be applied to arrive at an agreed level of car parking provision, although improved references to the need for safe and convenient pedestrian access would support the town centre and car park connectivity.

It is considered that the advice provided in the divestment strategy report remains valid and appropriate in the context of the town centre car parking strategy. All of the car parks continue to contribute to the town centre, although some upgrades have been identified.

It is evident from both the contributions received and the initiatives funded that the car parking fund has provided a beneficial tool for Council to draw on to enhance the existing parking

provision within Gawler town Centre. The current cost of at-grade provision is broadly comparable to the town centre contribution and slightly above the Gawler South contribution, resulting in the car parking fund operating as a development incentive and not a penalty.

There are a number of options for improving car parking in the town centre to which the car parking fund could contribute including improving the design, layout, amenity and operation of existing low utilisation public car parks, improving pedestrian routes to and from car parking areas, changes to time restrictions, installation of directional and information signage to car parks for drivers and pedestrians and installation of town centre bicycle parking at key locations. Finnis Street and the Tod Street car parks would benefit from general upgrades which signage would assist in distributing parking demand around the car parks.

There are a number of car parks that are constrained in space and consolidation of these small adjacent car parks in to larger more efficient car parks where adjoining land owners and design constraints permit could enable increased town centre parking. High Street in particular has potential for car park consolidation. Opportunities for decked car parking to work with level differences may also be feasible in some locations.

The current parking restrictions may not be achieving the optimum outcomes for short term, high turnover parking in "premium" parking spaces and encouraging long term parking to take place in more appropriate locations, away from premium customer/visitor spaces. The effectiveness of car parks and better integration with the town centre car park supply could be achieved through overall management by Council under the Private Parking Areas Act. A number of options have been identified to improve parking management and information on parking through maps and signage.

As well as standard and operation of the car parks, local facilities around the car parks need to be suitable to encourage use of the car park and the wider town centre. A number of the survey respondents noted a need to provide some improvements to walking access routes to and from car parks, and upgrades to a number of footpaths, pedestrian connections and crossings and town centre amenity have been identified.

Improvements to alternative travel options, primarily walking, cycling and public transport, can help to manage car parking demand, with some trips to the town centre potentially capable of being made other than by car. Improvements to the pedestrian and bicycle access across Gawler are being implemented through Walking and Cycling plans whilst the planned growth in and around Gawler provides an opportunity for public transport changes that could improve access to the town centre.

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1. Introduction

1.1 Strategy Background

This strategy provides an update to the Town of Gawler's town centre car parking strategy. A review has been completed of the previous 2009 strategy, identifying current trends, issues and opportunities related to car parking and wider transport access within Gawler Town Centre.

The review has considered the following which are presented in this strategy report:

- current parking demands in Gawler Town Centre, including identifying areas of high and low parking demand;
- the quality of the current parking provision in Gawler Town Centre;
- anticipated future parking provision to support increased development and travel demand;
- current parking rates specified in the Gawler Development Plan and comparison to recent studies and best practice;
- the value and divestment options for Council in relation to existing car park assets;
- the value and operation of the Town Centre Car Parking Fund and future opportunities that it presents;
- future management opportunities to enable the car parking to continue to effectively support the town centre; and
- opportunities and benefits related to improving access to the Town Centre by other transport modes.

The strategy provides brief consideration of each of the above aspects and recommendations for the Town of Gawler in terms of future car parking provision, maintenance and funding as well as wider recommendations to support and enhance the wider town centre.

This strategy is supported by a key findings and background report, attached as an appendix, which provides more detail of the assessment of the existing and future parking provision, car parking fund operation and alternative travel options.

2. Car Parking Provision

2.1 Introduction

To inform the review of the Town Centre car parking strategy, understanding the existing parking supply, including the quality and location of this parking provision and the current and future projected demand for car parking is a key component. To provide this background, surveys of existing car parking demand were completed as well as a quality review of the main car parking areas. These were supplemented by a community questionnaire to gauge the community views on existing parking supply and connectivity to the town centre. Estimates of the future demand for car parking as a result of increased development and transport trends have also been identified.

2.2 Existing Parking Provision

2.2.1 Demand Assessment

Surveys were undertaken on the afternoon and evening of a Thursday and a Saturday in March 2016, to reflect typical parking demand patterns for a normal weekday and weekend.

The car parks surveyed within the study area had an overall average utilisation of around 50%. However, within the overall utilisation, a number of car parks were more heavily used than others. High levels of use were recorded in the Gawler Central (Coles) carpark and Jacob Street/Woolworths/Big W carpark and adjacent smaller parking areas. The Finnis Street Multi Level Car Park, Phoenix Plaza Multi Level and Reid Street Car Park were observed to be particularly underutilised during the survey periods.

The survey results indicated broadly similar levels of use on a Thursday and Saturday. However, significant differences were recorded in some car parking areas between the two days. The Thursday survey indicated much higher levels of use of the Gawler Central train station car park, consistent with anticipated commuter use. Murray Street on street parking spaces were much more heavily used on the Saturday compared to the Thursday. Of particular note is the car park at 19 Murray Street associated with the Southern Hotel and Café Nova, which was at capacity on the Saturday period but was barely parked in the Thursday period.

Overall, although the utilisation surveys identified an average parking occupancy of around 50%, within this were a number of locations recording very high demand as well as locations with low parking demand. These high and low demand areas were reflective of a number of factors, including location relative to the main town centre destinations and the quality and connectivity of the car park (for vehicles and pedestrians).

The car parking demand levels for each car parking area were recorded and are shown in more detail in section 3 of the Key Findings and Background report, which is attached as Appendix A of this document.

2.2.2 Quality Assessment

Observations of the car park conditions and amenity were also made. The quality review included observing the quality of the car parking area's lighting, surface, readability, access (pedestrian and vehicular) as well as pedestrian links to Murray Street and other adjacent developments and shops. The following summarises the quality assessment of some of the major (larger) car parking areas;

- Surface conditions generally average to very good;
- Legibility of car park generally average or good, with Finnis Street Multi Level noted as poor;
- Lighting generally average or good, with Finnis Street, 2 Tod Street and Reid Street Car Parks noted as poor;
- Pedestrian access ranging from very poor to very good, with Finnis Street Multi Level as very poor, Phoenix Plaza Multi Level and Reid Street Car Parks as poor and Jacob Street/Big W car park as very good.
- Onward route ranging from very poor to good with Finnis Street Multi Level as poor, and Phoenix Plaza Multi Level and Reid Street Car Parks as very poor.

The on-street parking areas were generally noted to be reasonably well-signed, marked and lit, although some localised lighting issues were noted.

The occupancy levels of the different car parking areas are generally considered to reflect the quality of the parking areas, particularly when ease of vehicle access is also considered.

2.2.3 Community Feedback

A community survey was conducted through an online questionnaire. A total of 58 responses were received which indicated the following general patterns;

- The majority of respondents visit Gawler Town Centre at least 3 times a week, with over one quarter of respondents indicating they visit the town centre daily;
- Nearly three quarters of respondents indicated they live in Gawler, with just under a quarter of all respondents indicating they live and work in Gawler;
- All but one respondent noted that they normally travel to Gawler Town Centre by car, although several respondents also indicated bicycle, walking or train as an alternative method of travel for some trips;
- The respondents indicated a variety of different parking areas as their usual parking location, with the Jacob Street/Woolworths/Big W car park indicated as the most popular and on street on Murray Street the second most popular.
- The respondents generally visit more than 2 shops during their visit to the Town Centre.
- Approximately two-thirds of respondents indicated they park in one location and walk to all other shops, whilst just over a third of respondents indicated they drive between some shops and walk to other shops and a small number (3) reported driving between all shops visited.
- Approximately a third of respondents consider it usually easy or very easy to find a parking space where they choose, while just under two-thirds of respondents feel they sometimes or often have to drive elsewhere or wait for a space.
- Over two-thirds of the respondents rated their walking route from their carpark, bus stop or train as very good and clear or only required minor improvements. Around a third of respondents rated their walking route as very poor or in need of major improvements.

2.3 Parking Supply

2.3.1 Historical Supply

At 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 therefore 2,602 spaces.

2.3.2 Current Supply

The most recent Council car parking inventory from 2015, on which this study has been based, identified a total of 1,579 public car parking spaces in the town centre. These were distributed as 686 on-street spaces and 911 public-off street spaces. The private car park space provision had increased to a total of 2,388 spaces.

The total town centre parking supply has therefore increased to 3,985 spaces over the 14 year period. This represents an increase of 1,383 spaces or a 53% increase in parking provision. Within this total, on-street parking has increased by 125 spaces (22%), public off street parking has increased by 478 space (110%) and private off street parking has increased by 780 spaces (49%).

Appendix A of the Key Findings and Background Report (attached as Appendix A to this document) provides a breakdown of the surveyed public and private parking spaces within the Town Centre and their respective occupancy rates.

The Gawler Town Centre Traffic and Parking Review of 2012 included data from URPS on the retail and commercial floorspace within Gawler Town Centre. This was estimated as 49,500sq.m retail and 14,850sq.m commercial space, giving an overall total of 64,350sq.m.

The car parking surveys conducted by GTA indicate levels of around 50% occupancy across the entire study area on a typical weekday and weekend. This suggests a current parking demand under normal circumstances of around 2,000 spaces. As such the current parking demand during typical peak periods is around 3.1 spaces per 100sq.m across all town centre land uses. However, as highlighted by the demand surveys discussed in section 2.2.1, the average utilisation includes a number of very high demand parking areas as well as locations with low parking demand, which will have parking demand rates well above and well below the average rate.

2.3.3 Future Supply

The SGS Economics *Retail Analysis of Gawler's Town Centre* report (July, 2012), concluded that the current supply of retail floorspace in Gawler Town Centre matches the estimated demand for retail floorspace in 2032. For a conservative analysis (i.e. under a situation where the Town Centre was subject to a boom in growth) future growth of retail and commercial space was estimated under a scenario with 10% growth. The resulting changes in floorspace for this scenario is summarised in Table 2.1.

Table 2.1: Estimated Future Retail and Commercial Floor Areas

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

The Gawler Town Centre Traffic and Parking Review prepared by Frank Siow in 2012 estimated the future car parking demand based on the estimated future floor areas using the following parking rates:

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

The estimated additional car parking demand based on these rates and assumptions is provided in Table 2.2.

Table 2.2: Estimated Future Car Parking Demands

Growth Scenario	Use	Increase in Floor Area	Car Parking Rate	Parking Demand
10%	Retail	5,000 sq.m	5.5 spaces / 100sq.m	275 spaces
	Commercial	1,500 sq.m	4 spaces / 100 sq.m	60 spaces
	Mixed Use Discount	n/a	10% discount	- 34 spaces
	TOTAL			301 spaces

Based on the Council's car parking inventory the current supply of parking within the Study Area is some 4,000 spaces, including private, public and on street car parking areas. Current car parking utilisation indicates demand levels of around 50% occupancy across the entire study area. This suggests a current parking demand of around 2,000 spaces during typical conditions, although this would be expected to increase during periods of peak demand such as events and the pre-Christmas period.

Similarly, approximately 1,100 car parking spaces that were not surveyed as part of the existing demand may have a higher than average 50% occupancy, increasing the overall demand. Many of the car parks not included in the survey are small private car parks available for staff and customer use only, which would typically be well used on a weekday and attract little use on a weekend.

The Gawler Town Centre Traffic and Parking Review prepared by Frank Siow in 2012 estimated the total parking demand at some 3,000 spaces. However, this was not based on quantitative surveys and was instead based on theoretical peak demand derived from parking rates. This level of demand may be reflective of peak demand days compared to the typical days observed by GTA.

An increase of some 300 spaces (10% increase in floor areas) would therefore increase typical parking demand to some 2,300 spaces. Within the overall context of the wider town centre, this increased demand could be readily accommodated. However, any new development, particularly retail, is likely to be located where there is already high parking demand and therefore the increased demand will not be capable of being readily accommodated within conveniently located parking.

Gawler Town centre is linear in nature and the length of Murray Street that could be considered the main street is close to 1 kilometre. Although the majority of the town centre is within a 10 minute walk (800m) from most parking areas, and much is within a 5 minute walk, there is likely to continue to be significant parking pressure in popular locations even with strategies in place to disperse some of the longer term parking to less popular locations.

The larger car parks are generally located in the northern part of the town centre and some of them have poor links to Murray Street and other key destinations. The quality and access of vehicle and pedestrian access to some car parks is therefore affecting the desire to use the available

parking, even where it is in good proximity to core activity areas, resulting in the localised demand pressures.

Therefore, although the Town Centre currently has capacity to support current and projected retail demand, Council should still pursue appropriate car parking rates for new developments based on the requirements of the development plan or relevant industry standards and empirical evidence.

2.4 Summary

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

- Typically, occupancy levels on a weekday and weekend were recorded at around 50% average across all car parks surveys. However, a number of the car parks close to the main destinations recorded occupancy levels close to or at capacity, resulting in localized demand pressure for some car parks and high levels of under utilisation in other car parks.
- Only a few car parking areas were observed as reaching their overall capacity, notably the Jacobs Street/Woolworths/Big W car park open air section and convenient on-street spaces were observed to be under significant pressure with people circling and waiting for spaces.
- The existing levels of parking use generally corresponded with the quality assessment of the car park, with car parks assessed as average, poor or very poor in all 5 quality categories considered, generally showing lower occupancy and car parks that were assessed as average, good or very good in all 5 quality categories typically having a much higher level of use.
- The perception of ease of finding a car parking space was shown to vary amongst the community survey respondents, particularly where respondents desire a car parking space at the front door of the shop they are visiting.
- The current car parking supply within the overall Town Centre is well above the current car parking demands observed for a typical Thursday and Saturday.
- Whilst the parking supply theoretically exceeds the existing parking demand, the lineal nature of Gawler Town Centre, concentration of demand at certain points and the quality and access of some parking areas results in localised parking pressure.
- Although parking demand from future development can theoretically be accommodated within the existing parking supply, this is likely to exacerbate the pressure in the most popular locations.
- Strategies to disperse some of the parking, particularly long-stay parking, to less popular areas should be considered to mitigate some of the pressure but Council should still pursue appropriate car parking rates for new developments to ensure there remains sufficient car parking provision in the popular areas.

3. Development Plan and Car Parking

3.1 Introduction

Car parking rates to be provided for new developments or a change of use are set out in the Council's Development Plan. The rates have not been reviewed for a number of years and research suggests that retail and social changes in recent years have reduced peak parking demands, such that historic rates are now higher than required. The current utilisation rate of car parking within the town centre at approximately 3.1 spaces per 100sq.m also appears to support the research that Development Plan rates may be too high and should be reviewed.

In addition to the parking rates, the Development Plan also identifies a series of policies related to the provision of car parking and other transport access to new developments.

3.2 Parking Rates

3.2.1 Existing Development Plan

Table Ga/1 of the Gawler (CT) Development Plan (consolidated 28 April 2016) sets out car parking rates for developments within the Gawler Council Area.

Table Ga/1 references states;

"Car parking that should be provided on the site of the proposed development or on another related site where shared use is permanently secured..."

In accordance with Section 50 A of the Development Act, any shortfall in car parking in designated areas allows the option by the planning authority to allow payment to the Town of Gawler Car-Park Fund of a financial contribution calculated at the specified rate multiplied by the amount of the shortfall."

3.2.2 Parking Spaces for Urban Places Report

The Development Plan has been reviewed against the widely accepted 'Parking Spaces for Urban Places: Car Parking Study'. The report was prepared by Aurecon in 2013 for City of Port Adelaide Enfield, and summarised recommended parking rates in tables covering Commercial, Community/Civic and Entertainment developments.

These rates are now widely accepted as industry standard. It is recommended that the Parking Spaces for Urban Spaces should generally be adopted within the Development Plan, as discussed further below.

Parking Spaces for Urban Spaces also allows discounts to parking with respect to:

- *Accessibility Discount – allows the recommended rate to be discounted due to proximity to public transport, cycling and walking facilities.*
- *Shared Use Discount – allows the recommended rate to be discounted where a development shares a common car parking facility or a public car parking facility is within the locality.*
- *Improved Planning Outcome Discount – allows the recommended rate to be discounted where developers provide a higher quality walking environment or improved visual amenity within the urban environment than would otherwise be required.*

- *Planning Constraint Discount (within a Historic Conservation Area or revitalisation precinct) – allows the recommended rate to be discounted for an area where development is being encouraged, or in a historic area that provides limited opportunity to provide on-site car parking in a cost-effective manner.*

A maximum discount applicable to any one development is also determined within the document. There may however be circumstances where additional discounts could be considered by Council to be appropriate. This could include circumstances where the development is adjacent to existing under-utilised parking areas or will generate a peak demand at times when parking demand is typically lower, for example evening uses.

In all cases, the potential discounts identified within the Parking Spaces for Urban Places Report are discretionary and should be considered on a needs basis for individual sites and in the context of the wider precinct, taking account of current parking conditions and wider travel and transport networks.

Ensuring an appropriate parking rate is applied is a particular consideration when the development forms part of a main street or town centre. Many of the older buildings were constructed before the advent of the motor car and are therefore unable to provide the required level of parking when the use of the building changes. Similarly, excessive town centre parking can be detrimental to the pedestrian environment and public realm amenity, reducing the attraction for people to visit the town centre.

Adopting the use of the above and appropriate discounts will enable Council to support the reuse of buildings within the main street and town centre without compromising the overall transport access to the town centre, considering each development on their individual merit.

Tables B1 to B7 included in Appendix B summarise the Development Plan rates assessed against Parking Spaces for Urban Places rates and provide recommendations on changes to the Development Plan.

3.3 Development Plan Policies

The majority of the town centre study area is within the Town Centre Historic (Conservation) Zone. The Principles of Development Control (PDCs) that relate to the provision of car parking within this area are as follows;

26 *Development should provide car parking spaces in accordance with the requirements of Table Ga/1, either on the site of the development, or another convenient and accessible site in the locality, providing permanent ongoing arrangements for the parking shortfall are provided on another site*

27 *The provision of a lesser amount of car parking on site than that prescribed in Table Ga/1 may be allowed in order to:*

- retain existing buildings of heritage interest; or*
- achieve the desired built form provided however a financial contribution at the specified rate per car park is paid to the Council Car Park Fund for any underprovision with respect to development in the designated area.*

Note: Generally substitution of the total obligation to provide on-site car parking for a financial contribution will be relevant to smaller floorspace developments of less than 450 square metres total floor area or gross leasable area.

It is considered that the above wording provides sufficient flexibility to enable discounting to be applied where it is appropriate in order to arrive at an agreed level of car parking provision.

28 Roof top, undercroft or multi-level car parking may be developed in a manner that:

- a) provides for convenient and safe pedestrian access and movement;
- b) is compatible with the desired built character and is integrated with buildings and land form and screened with vegetation;
- c) promotes personal and property safety (eg lighting and minimisation of entrapment areas); and
- d) provides lighting that is designed to meet performance requirements while minimising energy requirements.

29 Onsite car parking shall incorporate:

- a) a level of provision that meets the requirements of Table Ga/1.
Where appropriate, the amount of any car parking shortfall (calculated with reference to Table Ga/1) may be made-up by a financial contribution to the Council Car Park Fund in accordance with the rate specified for a designated area.
Note: Car parking contribution in lieu of on-site provision will be more suitable in the traditional main street precincts of the town centre and for small to medium scale business developments, ie less than 450 square metres of total floor area or gross leasable area as appropriate;
- b) a design that meets the current Australian Design Standards for car park layout, commercial vehicle loading, disabled parking, and bicycle parking;
- c) car parking spaces for people with disabilities in location which are convenient and accessible to the building/or use on the site;
- d) secure and convenient spaces for bicycles;
- e) landscaped design to shade vehicles and enhance the appearance of the car park;
- f) opportunities for interconnection of access driveways with adjoining sites or car parks to facilitate shared use;
- g) limited number of crossovers points onto public roads;
- h) design elements that promote personal and property safety (eg lighting, surveillance and minimisation of entrapment areas); and
- i) lighting designed to meet performance requirements while minimising energy requirements.

Again, it is considered that the above wording provides sufficient flexibility to enable discounting to be applied where it is appropriate in order to arrive at an agreed level of car parking provision. The above wording also enables Council to ensure that appropriate levels of bicycle parking is provided, encouraging potential cycling trips for suitable journeys.

It is however recommended that reference to the provision of safe and convenient pedestrian access into and within the car park is added.

30 Car parking should be coordinated with other parking sites and preferably located at the rear of buildings which incorporate clearly defined pedestrian links.

This policy is considered particularly relevant to Murray Street and some of the immediately adjoining laneways and streets, where the provision of frontage car parking will detract from the overall streetscape, amenity and pedestrian connectivity of the town centre main street.

4. Land Use Parcels

4.1 Background

In 2015, Council commissioned a review of all Council's strategic property portfolio to identify a potential divestment strategy. The review included a number of Council owned car parks, comprising:

- Reid Street car park, 14-20 Reid Street
- Tod Street (south) car park, 2 Tod Street
- Tod Street (north) car park, 3-5 Tod Street
- High Street car park
- Finniss Street Multi-level car park

4.2 Car Park Opportunities

The outcome of the review was that none of the car parks were recommended for divestment by Council. It is considered that the advice provided in the divestment strategy report remains valid and appropriate in the context of the town centre car parking strategy. Comments in relation to the car parks and future management, operation and ownership are provided below.

4.2.1 Reid Street Car Park

The Reid Street car park is located on the west side of Reid Street and is a surface level, bituminised car park with 39 parking spaces, but does not have any internal lighting. It is noted that the northern portion of the car park has an encumbrance in respect of the National Trust of SA and that 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. However, it is currently poorly used with occupancy levels recorded below 40% on Thursday and Saturday. This is anticipated to be a reflection of the availability of more convenient town centre car parking, either signed as all day parking or with short term restrictions that are not enforced and result in all day parking.

For this car park to be attractive as a year-round, all day parking facility it would require 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. If this, in conjunction with other wider recommendations does not increase the use of the car park, divestment of all or part of the car park could be considered, as the volume of displaced parking could be readily accommodated elsewhere.

4.2.2 Tod Street (south) Car Park

Tod Street (south) car park is located on the south side of Tod Street, a short distance to the west of Murray Street. The car park has separate entry and exit points from Tod Street and provides a total of 62 parking spaces, of which 4 adjacent to Tod Street are marked as disabled car parks using the previous disabled parking standard. The southern section of the car park, comprising 30 of the 62 spaces is within the ownership of NAB and is marked for the use of their staff and customers only. The car park has no internal lighting, relying on overspill lighting from the adjacent street, resulting in dark areas furthest from the street, which would fall within the NAB ownership.

The car park is signed for 3-hour parking on weekdays and Saturday morning and was recorded as around 50% occupied on both the Thursday and Saturday surveys. At the time of the surveys, the NAB car parks were not legibly marked and aerial mapping appears to suggest that general public use was being made of these car parks. The NAB car parks have since been remarked and aerial mapping indicates that the level of general public use may have reduced.

Notwithstanding the NAB ownership, this is considered to be a low occupancy in relation to its proximity to Murray Street, Post Office and the wider town centre. The limited lighting is not anticipated to impact on use for retail shoppers as this will not generally include hours of darkness. The lack of car park signage, particularly from Murray Street and wayfinding signage for pedestrians to Murray Street and the wider town centre and very basic footpath provision are anticipated to be more of an issue in restricting its usage.

It is recommended that initially improved signage to the car park and pedestrian wayfinding from the car park is installed to increase the awareness and use of the car park. If this, in conjunction with other wider recommendations, does not increase the use of the car park, divestment of all or part of the car park could be considered, as the displaced parking could be accommodated elsewhere.

In the short term, the disabled parking is recommended to be upgraded to comply with the current standard and is likely to be able to maintain 4 spaces within the current disabled parking footprint.

4.2.3 Tod Street (north) Car Park

Tod Street (north) car park is located on the north side of Tod Street, a short distance to the west of Murray Street. The car park has separate entry and exit points from Tod Street and provides a total of 18 formal parking spaces and up to 3 informal parking spaces in the north-west corner, anticipated to be used by owners/staff of the adjoining properties. The car park has no internal lighting, relying on overspill lighting from the adjacent street and properties, resulting in dark areas furthest from the street.

The car park is signed for 3-hour parking on weekdays and Saturday morning and was recorded as around 90% occupied on the Thursday and less than 50% occupied on the Saturday surveys. The relationship between the parking area and development approvals for the adjoining properties has not been researched, but it is anticipated that some of the buildings and occupiers will rely on the car park to provide for their customers. Although the weekend occupancy is considered to be low in relation to its proximity to Murray Street, Post Office and the wider town centre, this is likely to reflect that some of the adjoining properties are not open at weekends rather than limitations of lighting, signage or pedestrian access.

The recommended signage and pedestrian wayfinding improvements for the Tod Street (south) car park are likely to assist in increasing usage of this car park at weekends, as this will provide overspill capacity if the south car park is full. Unless there is a wholesale redevelopment of the some

or all of the adjoining buildings, divestment of the car park is not recommended due to the evident relationship with the adjoining buildings.

4.2.4 High Street car park

The High Street car park is located on the west side of High Street towards the northern end of High Street close to Lyndoch Road/Barossa Valley Way and provides a total of 18 spaces, of which 1 is marked as disabled using the previous disabled parking standard. The car park is located opposite to the TAFE building and car park and behind a number of properties that front on to Murray Street. Two further private car parks are located immediately to the south, although the southernmost of these is currently 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, 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, demand during hours of darkness is likely to be limited.

The car park is signed for 3-hour parking on weekdays and Saturday morning and was recorded as less than 50% occupied on Thursday and less than 30% occupied on Saturday.

It is recommended that opportunities for integration with the car park to the south 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.

Whether or not the car park is integrated with the adjoining car park to the south a separated pedestrian route should be provided, linking to the walkway to Murray Street and providing suitable pedestrian crossing facilities to link to the TAFE car park. This will facilitate improved access to Murray Street from this car park, which is also poorly utilised. 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.

The current layout of the car park will facilitate a pedestrian path to the south of the central row of parking and still enable full compliance with the relevant Australian Standard. The disabled parking space is also recommended to be upgraded to comply with the current standard and may be considered for relocation to achieve the current standard without loss of overall car parking.

Improved signage to this car park is recommended to form part of a wider signage strategy to the parking areas along High Street.

It is not recommended to divest this car park as it enables Council to deliver and manage a good quality pedestrian route from Murray Street to a number of car parks that can support the wider town centre close to the most popular part of the town centre.

4.2.5 Finnis Street Multi-level car park

The Finnis Street multi-deck car park is located between Finnis Street and Cowan Street, with access directly from Finnis Street and via Whinnen's Lane from Cowan Street. The Finnis 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. The car park provides a total of 307 parking spaces with level one of the car park designated for 3-hour parking, and the rest of the car park unrestricted to encourage use for all day parking.

Internally the car park presents a poor image, with limited lighting, 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 Finnis 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 Finnis 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.

As a result, the car park was recorded as just over one-third occupied on the Thursday and Saturday surveys. Given its proximity to Murray Street, Woolworths/Big W via the southern entrance and Gawler Central via the northern entrance, this represents a heavily underused asset in the heart of the town centre.

It is not recommended to divest the asset, but significant investment in upgrading the car park, including improved lighting, pedestrian lifts, internal car park and pedestrian route markings, driver and pedestrian wayfinding signage and improved pedestrian connectivity to Finnis Street, Cowan Lane and Murray Street would enable the value of the asset to be significantly improved. The installation of CCTV to monitor the car park could also be considered to provide an improved level of security. The majority of the above upgrades are considered to be legitimate uses of the Council car parking fund other than some of the external pedestrian upgrades. Austroads Guide to Traffic Management – Part 11 Parking provides guidance and recommendations on car park design, layout and appearance that are intended to achieve best practice for car parks and maximise their attraction.

A whole of street approach to upgrading Finnis Street would provide an opportunity to develop more seamless pedestrian connectivity between the Finnis Street car park and the Woolworths precinct and could create opportunities for outdoor dining (noting some existing cafes), street activation and potential reuse of some of the buildings to respond to a street upgrade.

Signage of the current parking restrictions within the car park should also be improved as the nature of the car park grades and ramps makes it unclear exactly where the restrictions apply. Following the recommended upgrades, an increase in the extent of the car park that is available as long stay car parking could be considered, noting the likely need to leave the ground floor as shorter stay car parking as part of the ongoing lease to Fabcot/Woolworths.

Encouraging more long stay parking and a significant upgrade to the car park would enable further consideration of paid parking to be investigated in the future. This would enable Council to derive a revenue to support the ongoing management and maintenance of the car park rather than relying solely on the car parking fund. Partnering opportunities with private sector car park operators could also be considered, both for this car park and the future management of other car parks.

It is considered that if the long stay areas of the car park were set up for paid parking for a small fee (likely \$2-\$4), it would be used by all day parkers if it were seen as safe and welcoming, as it is clearly convenient for much of the town centre. This would however require a rigorous enforcement of all other short-term parking within the town centre to ensure that parking demand was not diverted elsewhere through a lack of enforcement.

5. Car Parking Fund

5.1 Background

The creation of a Car Parking Fund (supported by Development Policies which were introduced in September 2002 and formally established in November 2005) allows a developer in the Town Centre Zone to substitute an agreed shortfall of on-site car parking under the Development Act/ Development Plan for a payment in lieu.

The current contribution levels are \$7,025 per space for the Centre Light Policy Area and \$5,255 per space for 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 within a multi-level car park, which are estimated at between \$15,000 and \$30,000 per space (likely to be \$25,000 to \$40,000 including land acquisition), excluding land cost, depending on the construction materials. The cost of providing an at-grade public parking space was identified at \$5,000 per space based on 2008 works in Eleventh Street. This cost did not include land acquisition, which would be likely to increase the cost to around \$15,000.

The contribution to the car parking fund is therefore likely to be at or below the net cost to a development of constructing on-site car parking (substantially less in the case of multi-level or undercroft parking). This assumes that the cost of land has already been borne by the developer in acquiring the site and is not a further consideration in the development costs.

Transferring a developments car parking obligation to Council through payment of a contribution can significantly increase land development capacity. This is particularly pertinent to main street environments where cross-visitation between a number of shops is a key component of the viability of the main street and results in a lower parking demand for each shop.

Car parking and associated manoeuvring space can equate to up to 60% site utilization for a retail development. Depending on the actual land use, a 1,000sq.m site that provides on-site car parking is likely to result in 400sq.m of development and the balance 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 400sq.m up to as much as 1,000sq.m if desired by the owner. This would generally rely on a suitable parking supply being available within close proximity of the development.

The car parking fund should therefore operate as a development incentive and not a penalty. The incentive to use the car parking fund arises from a reduction in up-front development costs by not having to construct car parking (or constructing a lesser amount) and increasing future revenue potential from a larger floor area.

Despite this potential incentive, the car parking fund has typically been seen as a form of development tax, and in many locations has achieved limited success.

5.2 Car Parking Fund Guidance

Guidance on the operation and purpose of a Car Parking Fund is set out in Planning Advisory Notice 16 – Car Parking Funds. The Advisory Notice details the purposes for which funds proceeds can be used as:

- providing new car parking facilities in the designated area
- maintaining, operating, or improving existing car parking facilities within the designated area
- establishing, maintaining or improving transport facilities outside the designated area, provided that this can be seen to reduce the demand for car parking facilities within the designated area. This may include:
 - the provision of bike parking facilities
 - the provision of public transport facilities
 - the extension of a community bus service.

It is anticipated that these are only intended as examples of alternative transport facilities and that any reasonable provision that could be expected to influence travel mode and reduce parking demand would be considered as an acceptable purpose for the fund. It is also considered that bike parking provision within the designated area is likely to be more beneficial than bike parking outside the designated area in reducing car parking demand.

5.3 Car Parking Fund Operation

The balance of the Car Parking Fund at 30 June 2017 was \$442,000.

Since the last review of the car parking strategy in 2008, the car parking fund has received a total of \$174,216 in contributions and earned \$55,883 in accrued interest. Forward commitments in relation to developments commenced but for which no contribution has yet been received stands at \$154,550.

Since 2008, the Town Centre Parking Fund has been used to fund a number of parking initiatives, including:

- 2011/2012 – Gawler Growth \$15,187.77
- 2010/2011 – Finnis Street Multi Level Car Park \$67,847
- 2009/2010 – Finnis Street Multi Level Car Park \$55,129
- 2008/2009 – Gawler Retail \$155,430
- 2008/2009 – Finnis Street Multi Level Car Park - \$77,137
- 2008/2009 – 11th St Car Park \$4,493
- 2008/2009 – Giannotti \$42,980
- 2008/2009 – **Total \$280,040**

The level of current and future Car Parking Funds is unlikely to be sufficient within a reasonable timescale to enable the development of a new car park that would add significantly to the overall town centre provision, particularly if land costs and external works such as access and drainage are included. The availability of a suitable parcel of land is also considered unlikely unless the Council were to partner with the owners of an existing car park.

However, it is evident from both the contributions received and the initiatives funded that the car parking fund has provided a beneficial tool for Council to draw on to enhance the existing parking provision within Gawler town centre.

It is therefore recommended that the Car Parking Fund be maintained and that appropriate contributions are sourced from developments when this can be mutually agreed at an appropriate level.

5.4 Future Operation of the Parking Fund

Based on the recommendation to maintain the Car Parking Fund and under the provisions of the Planning Advisory Notice there are a number of options that could be considered within the town centre. The following opportunities have been identified:

- Improve design, layout and operation of existing low utilisation public car parks to encourage increased use and reduced parking demand elsewhere, which could include:
 - Lighting
 - Security
 - General amenity quality
 - Vehicle and pedestrian access.
- Improve pedestrian routes to and from car parking areas (safe, 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.
- Make changes to time restrictions.
- 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.

Specific car parks that would benefit from some of the above opportunities, and addressing some of the issues identified in section 5, are:

- Finniss Street car park which has poor pedestrian and vehicular access and legibility and limited lighting currently presents a poor parking amenity. Upgrades to the access, lighting and circulation could be expected to achieve significantly higher levels of use of the car park given its central location. Options for changes to parking restrictions or paid parking in the car park are considered further in sections 4.2.5 and 6.3.
- 2 Tod Street car park which has limited lighting, no wayfinding signage for drivers from Murray Street and poor pedestrian connections to Murray Street. Improved parking signage would also assist access to other lower utilisation car parks located along Tod Street.
- 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.
- Phoenix Plaza, Finniss Street, 14-20 Reid Street and TAFE/Fasta Pasta car park signing to improve driver awareness of the car parks and wayfinding signage to improve pedestrian connectivity to and from Murray Street.
- Wayfinding signage to and from Phoenix Plaza car park and Murray Street.

6. Car Parking Management

6.1 Rationale

Actual or perceived increases in the availability of parking can be achieved through more effective management and design of existing car parking provision. Typically, this would structure time restrictions to encourage greater use of lower occupancy car parks for long stay parking and ensure that the most popular locations are available for high turnover demand.

Considering the existing utilisation (occupancy and turnover) and parking restrictions leads to consideration of the following;

6.2 Car Parking Design

There are a number of car parks that are constrained in space and provide an inefficient layout as a result. Many of these are small car parks relate to a specific ownership or use and are adjacent to a number of similar smaller car parks.

To assist with increasing the parking supply and also the design and layout of car parks, the Council should seek to consolidate small adjacent car parks in to larger more efficient car pars where adjoining land owners and design constraints (levels and grades) permit. High Street in particular has potential for car park consolidation. Opportunities for decked car parking to work with level differences may also be feasible in some locations.

6.3 Disabled Car Parking

The layout of disabled car parking spaces is set out in AS2890.6, specific to disabled parking. 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 located 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.

An assessment of the overall provision of disabled parking within the town centre has not been completed as part of this study. The primary private car parks appear to provide a good number of well located disabled parking spaces, with the provision determined through the application of specified standards. However, there are no formal requirements for disabled parking provision in relation to on street parking areas and therefore areas around Murray Street and High Street are likely to have lower provision of convenient disabled parking spaces. The only current on-street spaces are located on Walker Place, which would be convenient for the southern end of Murray Street.

The most cost-effective way for Council to improve the convenience of disabled parking provision for Murray Street would be to clearly sign the disabled parking provision from Murray

Street, with the existing spaces in the Tod Street (south) car park the most convenient, in addition to Walker Place. There may also be an opportunity to develop some on-street disabled parking spaces as part of a review of the operation and design of Finnis Street.

6.4 Parking Restrictions

The implementation of parking restrictions is used to ensure that parking is provided in the most appropriate format and location to support the adjoining land uses and reflect the nature of the parking demand. Parking restrictions can be used to:

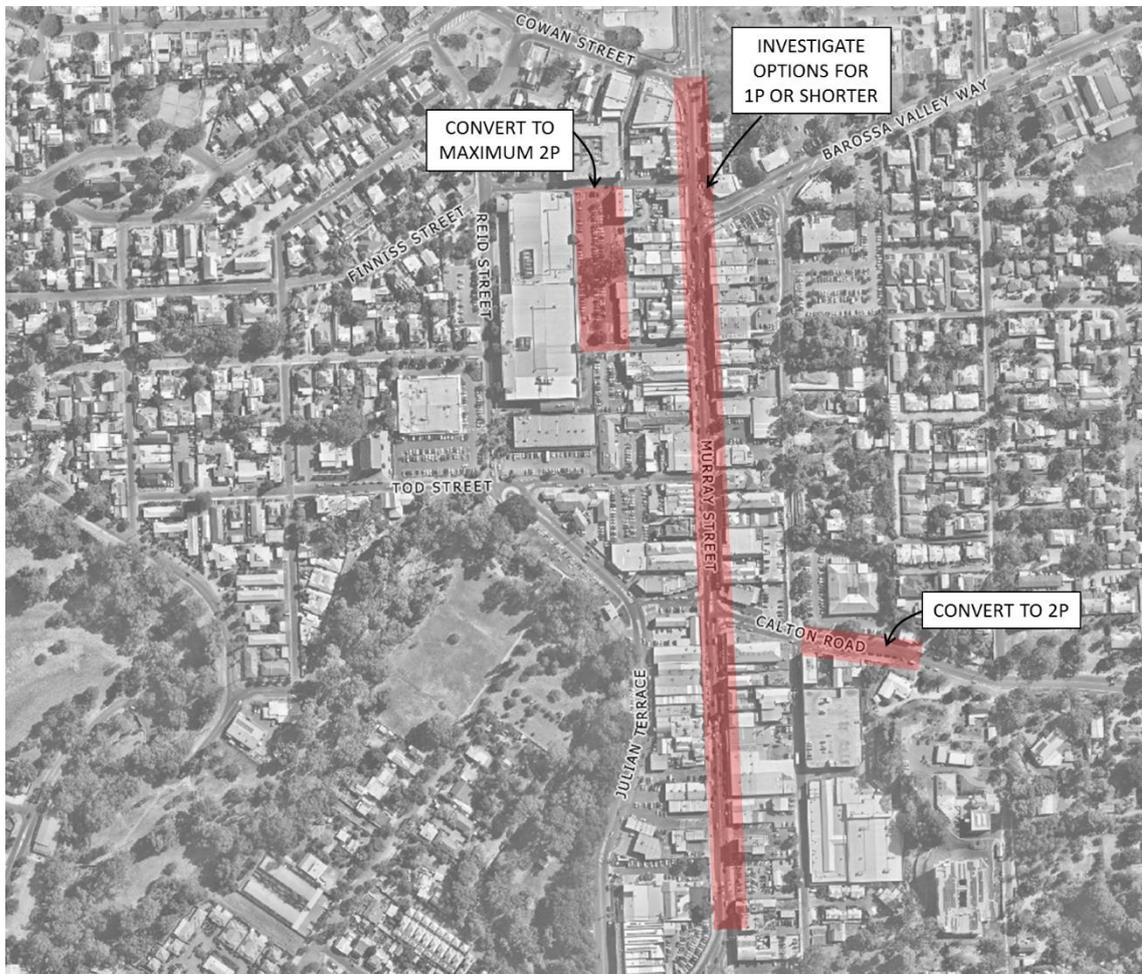
- Ensure short term parking in “premium” (i.e. near the door to shops, closest to Murray Street etc.) parking spaces has a high turnover.
- Encourage long term parking (e.g. staff or long stay visitors) a short walk away, not in premium customer/visitor spaces and is considered for car parks with low 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.

On the above basis, the following parking management recommendations have been identified:

- Seek to agree with Fabcot/Woolworths short term (maximum 2-hour with potentially some parking for shorter periods) parking in the surface car park along Commercial Lane and an agreement for Council to manage the parking restriction. This will ensure that it supports the typical duration of stay for customers to the surrounding businesses, including Woolworths/Big W.
- Review the operation of the 2-hour parking limits on Murray Street and consider whether implementation of 1 hour parking limits, or even shorter periods for specific locations, would ensure optimum turnover to support the main street businesses.
- Convert the on-street parking on Calton Street outside Phoenix Plaza to 2 hour time limited parking.
- Ensure that the existing 2-hour parking limits on Julian Terrace are appropriately enforced.
- 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.

The location and extent of the above recommendations are presented in Figure 6.1.

Figure 6.1: Proposed Parking Management Recommendations



The implementation of wider agreements with private parking owners would be likely to create a clear demand for all day parking contained to specific locations. This would enable further consideration of paid parking to be investigated in the future, providing a revenue to Council to support the ongoing management and maintenance car parks rather than relying solely on the car parking fund. With a significant upgrade, the Finnis Street car park would present a potential location for paid all day parking. Partnering opportunities with private sector car park operators could also be considered, both for the Finnis Street car park and the future management of other car parks.

It is considered that long stay car parks could be set up for paid parking for a small fee (likely \$2-\$4), to accommodate all day parkers. The paid parking could be extended beyond Finnis Street to locations such as Reid Street. However, unless there was a significant increase in overall parking demand, paid parking in Reid Street may not be attractive to drivers. Car parks further from the town centre may be better retained as free all day parking as drivers would have the choice to pay for the convenience of Finnis Street or accept the longer walk from Reid Street.

6.5 Wayfinding and signage

There are a number of options for the provision of vehicle and pedestrian signage as well as the provision of parking maps to assist with navigation to and from car parks. Maps can be web or app based, downloadable and printable, printed and available through a VIC or similar and provided on site.

Vehicle based signage to direct vehicles to off street car parking areas (particularly existing poorly used car parks) should be clear and visible from Murray Street and other key approaches to Gawler where drivers make decisions on route choice to access car parks. This signage could indicate the volume of parking and whether it is short stay or long stay. Figure 6.2 shows an example used in Highgate in Unley, directing drivers to rear parking and advising of the number of spaces.

Figure 6.2: Parking Signage in Highgate, City of Unley



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.

Figure 6.3 shows pedestrian wayfinding examples from the Australian Standard, whilst Figure 6.4 shows custom designed wayfinding used in the Adelaide Parklands.

Figure 6.3: Australian Standard Pedestrian Wayfinding Signs



Figure 6.4: Adelaide Parklands Wayfinding signage



In the longer term, the availability of parking in each car park could be considered through the use of electronic variable message sign systems as shown in Figure 6.4 (Melbourne example from Austroads TM guide Part 11) and Figure 6.5 (UK example). Discussion on the objectives and types of parking systems available is included in a commentary section in the Austroads parking guide.

Figure 6.5: Melbourne Variable Message Parking Sign



Figure 6.6: UK Variable Message Parking Sign



Parking maps would also assist navigation through the Town Centre. This could be in the form of a web-based map and/or printable pdf map. Apps identifying car parks are also now widely available and are evolving in to areas such as smart parking where the app can identify vacant parking spaces. The provision of on-site maps within the town centre also assist orientation and navigation between car parks and town centre destinations.

All forms of maps can show information about the Town Centre, including supply of parking spaces, car park access locations (vehicle and pedestrian), onward walking routes and key destinations. A scale bar could also indicate the amount of time to walk in the Town Centre.

Figure 6.7 shows the web-based and printable Subiaco parking map.

Figure 6.7: Subiaco Parking Map



6.6 Supporting upgrades

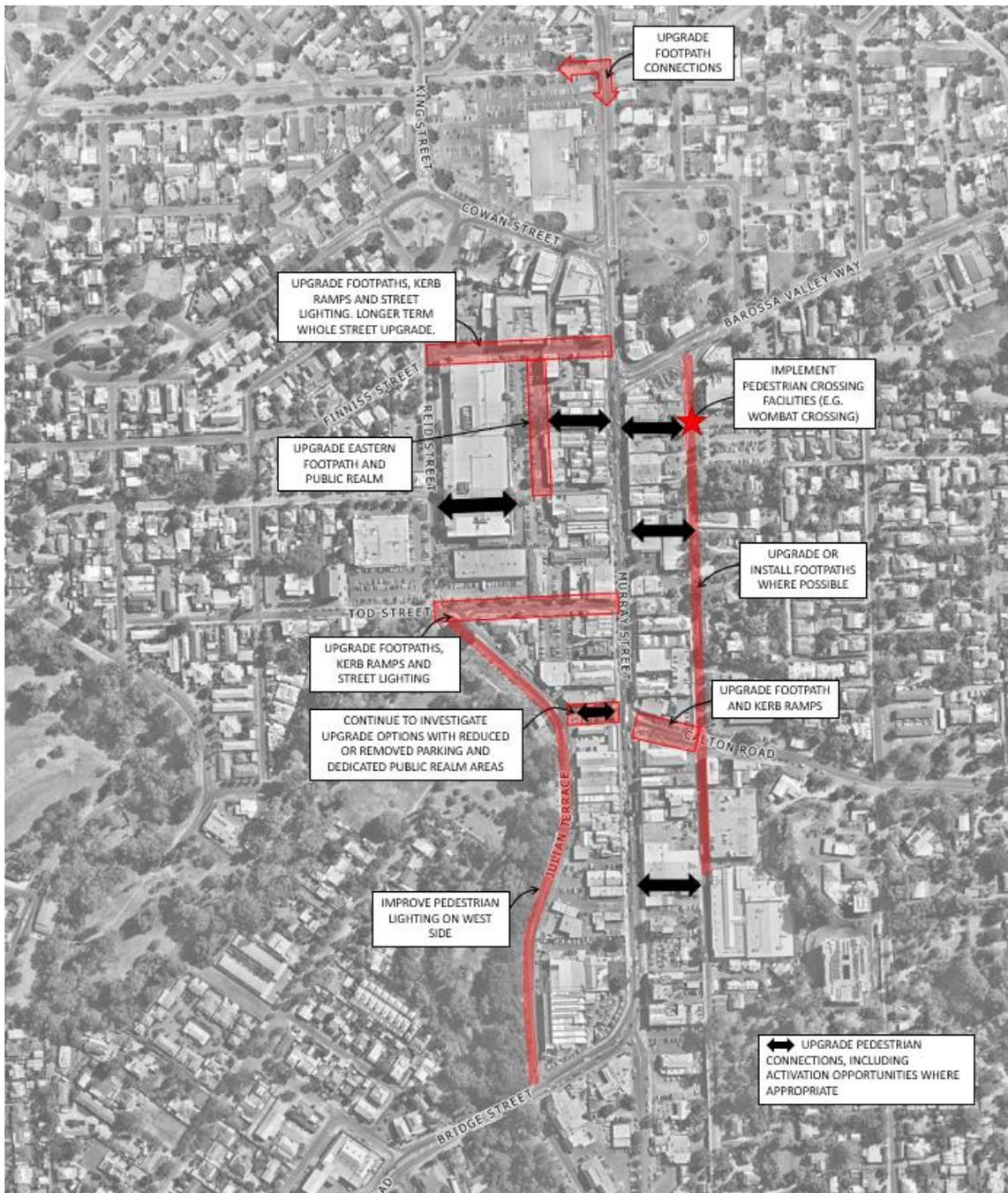
As well as upgrading the car parks and providing driver and pedestrian signage to and from the car parks, there is a need to ensure that the local facilities around the car parks encourage their use and that wider town centre permeability enables drives to explore beyond the immediate car park and environs. A number of the survey respondents noted a need to provide some improvements to walking access routes to and from car parks, with some indicating substantial improvements should be implemented. Some of the supporting upgrades have previously been identified and are included in the recommendations below.

- Upgrades to the footpaths and connections to and from Gawler Central Railway station along Murray Street.
- Upgrades to the footpaths, kerb ramp crossings and street lighting along Finnis Street between Reid Street and Murray Street. In the longer term a whole of street upgrade with wider footpaths, public realm areas and reduced roadway areas may be feasible, particularly between the car park and Murray Street.
- Upgrades to the footpaths, crossovers and street lighting along Tod Street between Reid Street and Murray Street.
- Upgrades to the footpaths along the eastern side of Commercial Lane, including enhancements to the public realm area outside Gawler Arcade.
- Continue to investigate options for an upgrade to Walker Place, with reduced or removed parking and dedicated public realm areas, enhancing the route from Whitelaw Terrace parking to Murray Street.

- Improve the pedestrian lighting along the west side of Whitelaw Terrace and Julian Terrace.
- 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 DDA compliant throughout.
- Seek to implement pedestrian crossing facilities on High Street to better link the TAFE car park across High Street and through to Murray Street. A wombat crossing is considered the most beneficial and may have a current warrant or would be likely to demonstrate the warrant if implemented.
- Upgrade the footpaths and kerb ramps on Calton Street between Murray Street and High Street (east side).
- Upgrade, or work with adjoining businesses to upgrade or implement intermediate pedestrian connections to Murray Street from High Street, Commercial Lane and Whitelaw Terrace, noting the following specific locations, some of which may facilitate activation opportunities:
 - through the High Street car park and existing arcade link
 - adjacent to the Reject Shop
 - Thorupps Lane walkway from Phoenix Plaza to Murray Street
 - Through Gawler Arcade from Murray Street to Commercial Street, connecting to improved public realm on the Commercial Street frontage
 - Reid Street to Jacob Lane and Murray Street
 - Walker Place.

Figure 6.8 shows the location of the above recommendations.

Figure 6.8: Proposed Upgrades to support car park access



7. Alternative Travel Options

7.1 Introduction

One opportunity to address car parking demand is the improvement of alternative travel options. Improving the levels of use of alternative travel modes, primarily walking, cycling and public transport, can help to manage car parking demand. Whilst not all trips are practical by alternative travel modes for all residents due to age, health, topography, distance, type of shopping being done (i.e. weekly shop versus milk and bread shop) etc., increasing the proportion of walking, cycling and public transport trips can provide an important contribution to community health and fitness as well as improving the amenity and vitality of the area and perceptions of safety and security.

As part of the car parking strategy, future strategies that would assist in reducing car dependence within the town centre 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 and facilities for public transport, by bus and train.

7.2 Walking and Cycling

Due to the size and layout of Gawler, there are a number of residential areas that lie within a 10-15 minute walk (up to 1 kilometre catchment) from the town centre. Almost all residential areas of Gawler are within a 10-15 minute bicycle ride (up to 3 kilometre catchment) of the town centre, although 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 Strategic Walking and Cycling Plan (2008) has a stated objective that "there is a culture of walking and cycling in the community, and pedestrians and cyclists are respected" and that "there is a safe, practical convenient and connected network of on-road and off-road walking and cycling routes that caters for all categories of pedestrians and cyclists."

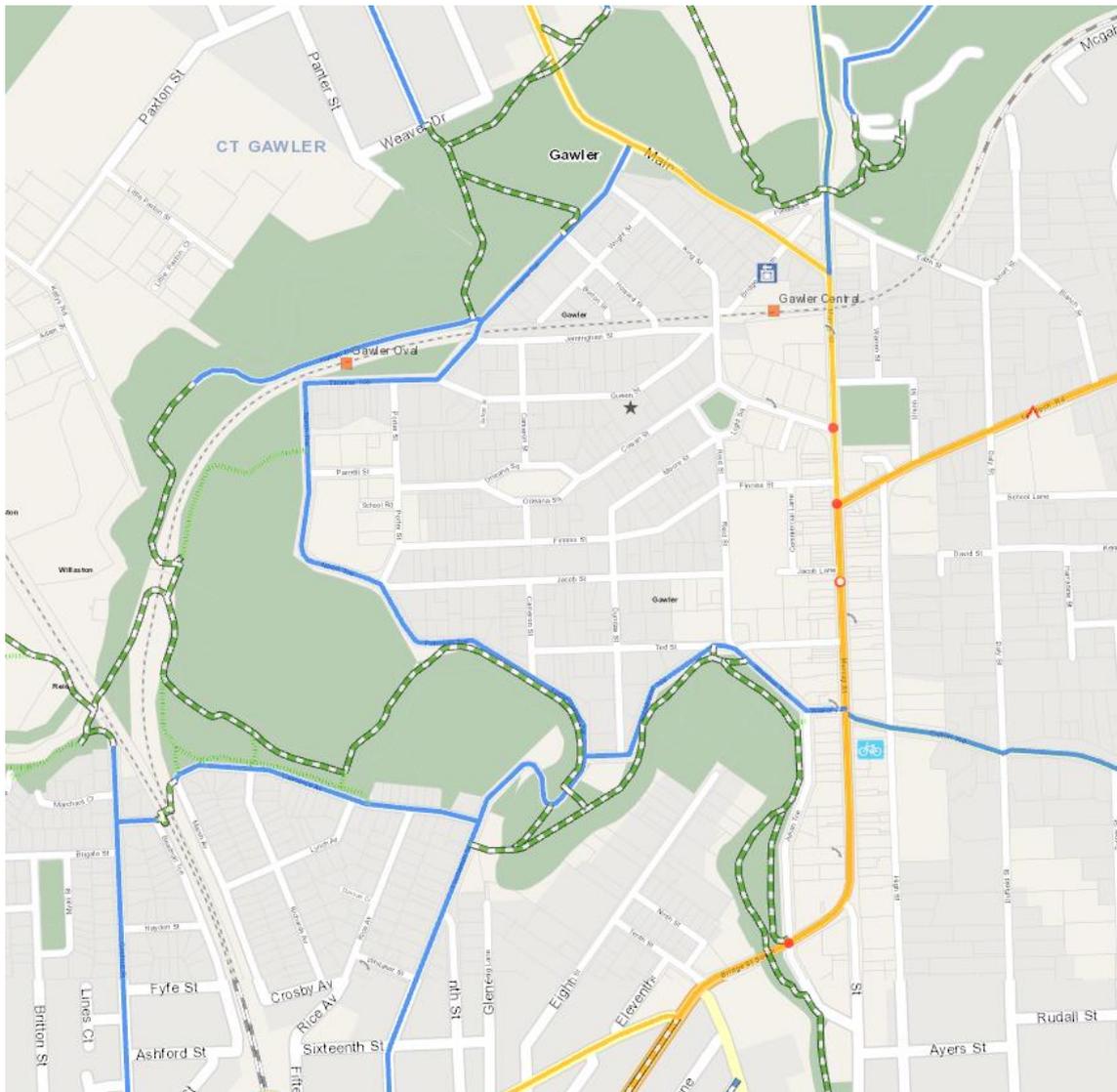
Improvements to walking and cycling facilities and routes will not only assist local residents walking to and from the town centre, but will assist shoppers walking (or cycling) between different shops and to and from their parked vehicles. Improved kerb ramps, footpath widths, crossing locations, signage 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 identified that many footpaths required significant maintenance or renewal and that some new sections of footpath were required. Many of these poor or missing footpaths that were identified provide walking links in the Town Centre study area and are near key car parking areas. It is acknowledged that Council has made significant progress in implementing actions from the Walking and Cycling Plan, with many recent footpath upgrades and implementation evident. A review of the ongoing actions from the Walking and Cycling Plan

should be considered to identify if there are locations where upgrades should be prioritised to support town centre permeability and wider walking accessibility to the town centre.

Many of the current cycling paths and routes do not provide fully integrated routes to the town centre. Figure 8.1 shows the current cycling network advertised for Gawler which shows good connections to the edge of the town centre and around the town, but no designated connections in to the town centre.

Figure 7.1: Current Gawler Cycling Network



The provision of identified and connecting routes in to and through the town centre should be a priority to facilitate an increase in the opportunity for cycling to Gawler town centre.

There is also currently limited bicycle parking within the town centre and 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.

7.3 Public Transport

Gawler Town Centre is serviced by three circuit buses – the Gawler East Circuit, Gawler South Circuit and the Hewett Circuit. The current service however has a number of limitations that clearly limit its appeal for travelling to the town centre as evidenced by very poor patronage levels.

- Service routes are not consistent, with route variations and continuation services changing at different times of the day.
- Many areas of Gawler are well 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.
- The last bus at several of the stops is as early as 6.30pm, limiting connections from the train.

The current local bus service operation is therefore unlikely to achieve much patronage and will not be attractive as an alternative for those that have a car available. The proposed growth areas in and around Gawler should be used as an opportunity to review and restructure the bus services for Gawler, building 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). Opportunities for local branding of the routes could also be considered.

Gawler Central Railway Station is located at the northern edge of the town centre. Not all trains operate to Gawler Central station which is better located for town centre access than Gawler station. Gawler Central Railway Station is located in close proximity to Gawler Central shopping centre and Coles, although there is poor pedestrian access to and from the train station through the car park or via Murray Street to access the shopping centre. Apart from a short period in the peak hour, the current service operates half hourly in the daytime and hourly after 8.30pm.

In order to improve the attractiveness of public transport as a means of travelling to Gawler, Council will need to advocate strongly to DPTI 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. The proposed electrification of the rail line to Gawler could be expected to attract some 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.

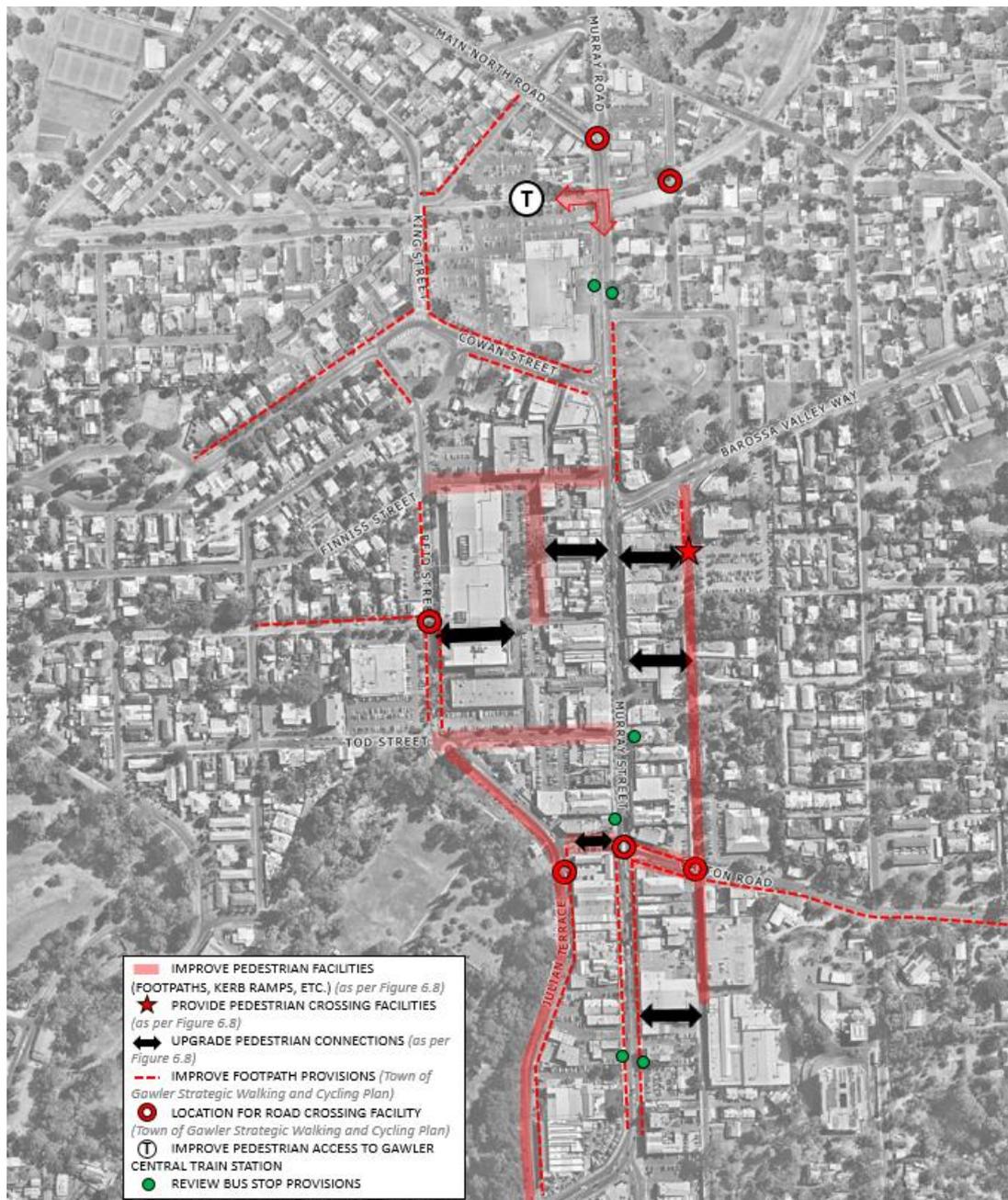
7.4 Actions and Recommendations

- i Improve footpath conditions and pedestrian provisions as identified in section 6.4 above and the Town of Gawler Strategic Walking and Cycling Plan.
- ii Install (or work with private land owners to install) bike parking at key locations (e.g. adjacent shopping centres) within the town centre, with clear routes and signage to these locations.
- iii Improve cycling routes into and in the Town Centre as identified in the Strategic Walking and Cycling Plan.
- iv Review existing bus stop locations within the town centre for provision of seating, shelter and information (timetables).
- v Review and seek to improve walking route connectivity to/from Gawler Central Train Station and the Town Centre and Murray Street.

- vi Advocate to DPTI for regular increases in train service frequency to Gawler Central railway station and implementation of the proposed electrification of the line.
- vii Work with the Department of Planning, Transport and Infrastructure to improve the bus service operations in Gawler to provide:
 - o a simplified network with clear and consistent routes and service numbers and opportunities to increase the catchments of services
 - o regular service patterns at the same time each hour throughout the day
 - o improved frequencies, increasing further as demand increases
 - o opportunities for local branding to raise awareness and promotion of the services.

Figure 7.2 shows locations or possible locations for the above improvements.

Figure 7.2: Locations for Other Transport Improvements



8. Summary and Recommendations

8.1 Summary

The analysis presented in this report can be summarised as follows:

- Average car park occupancy levels in Gawler on a weekday and weekend are around 50% across all car parks surveyed. However, a small number of the car parks close to the main destinations display occupancy levels close to or at capacity.
- The existing levels of parking use generally corresponded with the quality assessment of the car park, with car parks assessed as average to very poor in the quality categories considered, showing lower occupancy than car parks that were assessed as average, to very good in the quality categories.
- The perception of ease of finding a car parking space varied amongst the community survey respondents, particularly where respondents desire a car parking space at the front door of the shop they are visiting.
- Although the parking supply exceeds the existing parking demand, the lineal nature of Gawler Town Centre, concentration of demand at certain points and the quality and access of some parking areas results in localised parking pressure.
- Although parking demand from future development can theoretically be accommodated within the existing parking supply, this is likely to exacerbate the pressure in the most popular locations and therefore increases in parking or improvements to existing parking in these locations will still be required. Council should still pursue appropriate car parking rates for new developments to ensure there remains sufficient car parking provision in the popular areas.
- Development Plan parking rates have been reviewed against the widely accepted 'Parking Spaces for Urban Places: Car Parking Study' prepared by Aurecon in 2013 for City of Port Adelaide Enfield. It is recommended that the Parking Spaces for Urban Spaces should generally be adopted within the Development Plan. Adopting the use of the above and appropriate discounts for town centre developments on their individual merits will enable Council to support the reuse of buildings within the main street and town centre without compromising the overall transport access to the town centre.
- The Principles of Development Control (PDCs) that relate to car parking within the Town Centre Historic (Conservation) Zone are considered to provide sufficient flexibility to enable appropriate discounting to be applied to arrive at an agreed level of car parking provision, although improved references to the need for safe and convenient pedestrian access would support the town centre and car park connectivity.
- It is considered that the advice provided in the divestment strategy report remains valid and appropriate in the context of the town centre car parking strategy. All of the car parks continue to contribute to the town centre, although some upgrades have been identified.
- It is evident from both the contributions received and the initiatives funded that the car parking fund has provided a beneficial tool for Council to draw on to enhance the existing parking provision within Gawler town centre. The current cost of at-grade provision is broadly comparable to the town centre contribution and slightly above the Gawler South contribution, resulting in the car parking fund operating as a development incentive and not a penalty.

- There are a number of options for improving car parking in the town centre to which the car parking fund could contribute including improving the design, layout, amenity and operation of existing low utilisation public car parks, improving pedestrian routes to and from car parking areas, changes to time restrictions, installation of directional and information signage to car parks for drivers and pedestrians and installation of town centre bicycle parking at key locations. Finnis Street and the Tod Street car parks would benefit from general upgrades which signage would assist in distributing parking demand around the car parks.
- There are a number of car parks that are constrained in space and consolidation of these small adjacent car parks in to larger more efficient car parks where adjoining land owners and design constraints permit could enable increased town centre parking. High Street in particular has potential for car park consolidation. Opportunities for decked car parking to work with level differences may also be feasible in some locations.
- The current parking restrictions may not be achieving the optimum outcomes for short term, high turnover parking in “premium” parking spaces and encouraging long term parking to take place in more appropriate locations, away from premium customer/visitor spaces. The effectiveness of car parks and better integration with the town centre car park supply could be achieved through overall management by Council under the Private Parking Areas Act. A number of options have been identified to improve parking management and information on parking through maps and signage.
- As well as standard and operation of the car parks, local facilities around the car parks need to be suitable to encourage use of the car park and the wider town centre. A number of the survey respondents noted a need to provide some improvements to walking access routes to and from car parks, and upgrades to a number of footpaths, pedestrian connections and crossings and town centre amenity have been identified.
- Improvements to alternative travel options, primarily walking, cycling and public transport, can help to manage car parking demand, with some trips to the town centre potentially capable of being made other than by car. Improvements to the pedestrian and bicycle access across Gawler are being implemented through Walking and Cycling plans whilst the planned growth in and around Gawler provides an opportunity for public transport changes that could improve access to the town centre.

8.2 Recommendations

The following are the key recommendations for this report.

- Council continues to seek appropriate town centre car parking associated with new developments in the core town centre where is feasible. Opportunities to integrate new parking with existing car parks should be encouraged.
- Council updates the Development Plan parking rates in line with Parking Spaces for Urban Places rates and the identified discounts to support the reuse of buildings within the main street and town centre without compromising the overall transport access to the town centre. Additional discounts that can be shown to support the town centre and utilise existing spare car parking capacity should be considered on their individual merit.
- It is recommended that the Development Plan makes further reference to the provision of safe and convenient pedestrian access into and within car parks for all references to ensure ease of pedestrian access for all car parks is improved.

- The Council owned land use parcels that provide public car parking are recommended to be retained, although improvements have been identified for some of the car parks.
- It is recommended that the Car Parking Fund be maintained and that appropriate contributions are sourced from developments when this can be mutually agreed at an appropriate level. A number of recommendations of future uses of the car parking fund monies have been identified.
- Recommendations on parking management include changes to time restrictions for some on-street and off-street car parks, appropriate enforcement of existing car parking restrictions and Council seeking to agree wider enforcement of parking limits through agreement with private car park owners.
- To support the upgrades to car parks, improved driver and pedestrian signage is recommended as well as improved walking access routes to and from car parks and general amenity upgrades within the town centre.
- Disabled car parking provision should be upgraded to comply to the current standard in Council car parks, with private car park owners encouraged by Council to upgrade their disabled parking provision. Signage to the most convenient disabled parking for Murray Street (currently in the Tod Street car park and on Walker Place) should be implemented.
- Wider improvement of footpath conditions and pedestrian provisions as specified in the Walking and Cycling plan and upgrades to public transport are recommended to provide more viable alternatives to car travel for access to Gawler town centre.

Appendix A

Key Findings and Background Report



Gawler Town Centre Car Parking Strategy Key Findings and Background Report

Client // The Town of Gawler
Office // SA
Reference // 16A1161000
Date // 22/09/2016

Gawler Town Centre Car Parking Strategy

Key Findings and Background Report

Issue: A 22/09/2016

Client: The Town of Gawler
Reference: 16A1161000
GTA Consultants Office: SA

Quality Record

Issue	Date	Description	Prepared By	Checked By	Approved By	Signed
A	22/09/2016	Final	Lydia Kairl	John Devney	Paul Froggatt	

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1. Introduction

1.1 Background and Proposal

This report sets out the key findings, background research and surveys that have been completed as part of the Gawler Town Centre Car Parking Strategy Review. The project brief identified a number of activities to support the review of the strategy, and in responding to this, GTA proposed an approach the results of which are summarised in this report, including

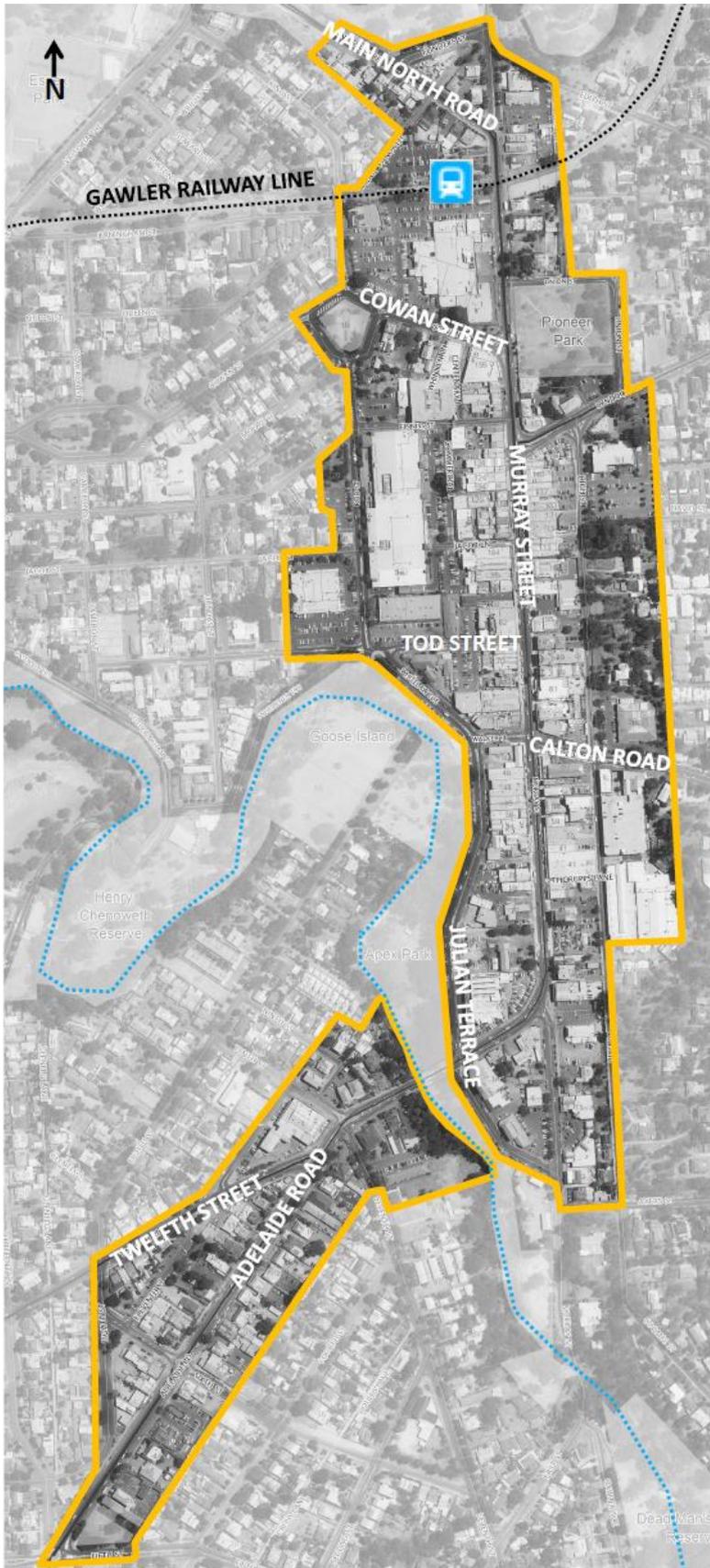
- Review of the background context of the Gawler Town Centre Parking Strategy;
- Completion of occupancy surveys in the major parking areas on a typical weekday and weekend;
- A qualitative review of the existing car parking provision;
- An assessment of the existing and future parking demand and supply based on existing town centre activity and future projections;
- A review of the existing Town Centre car parking fund and future operation;
- An assessment of local and national best practice in town centre car parking practice and policy.

These tasks are covered in separate chapters in this technical report that are used to inform the final car parking strategy document with a series of supporting appendices.

1.2 Study Area

The Gawler Town Centre Parking Strategy study area is shown in Figure 1.1. This area provides the scope for the parking strategy review study and is contiguous with the Town Centre car parking fund area.

Figure 1.1: Study Area

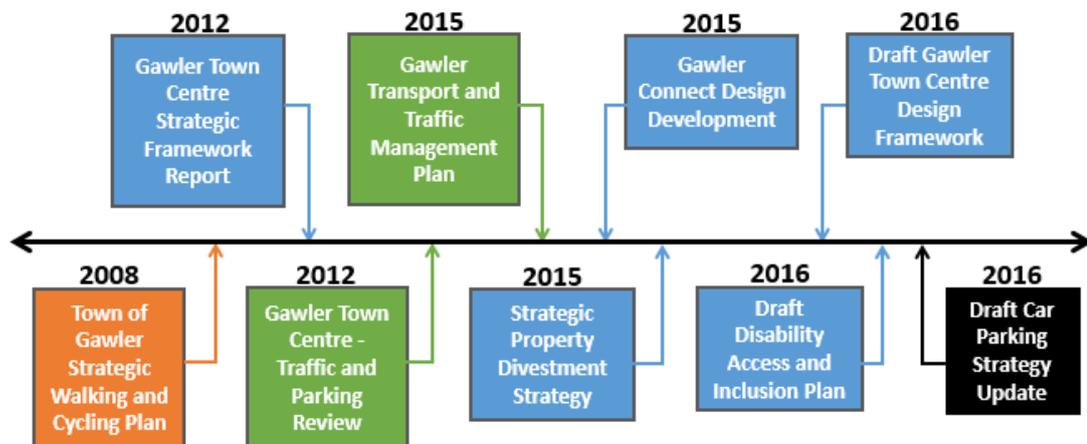


2. Background Document Review

2.1 Introduction

The following documents in Section 2.2 to 2.6 have been reviewed when considering the background to the car parking strategy and support its objectives. A timeline of the recent relevant Town of Gawler documents is shown in Figure 2.1.

Figure 2.1: Background Documents



2.2 Gawler Town Centre Strategic Framework Report (2012)

The Gawler Town Centre Strategic Framework Report outlines the strategy for the Town Centre of Gawler. The strategy aims to reinforce the predominance of the Gawler Town Centre, establish clear direction and policy framework for the Gawler Town Centre as a Major District Centre, and implement ideas and experience from relevant overseas and interstate town centre projects.

The report notes that some of the key locations around Murray Street (i.e. major stores and supermarkets) tend to pull the pedestrian traffic away from Murray Street. This results in higher parking demands over specific and smaller areas, whereas under-utilisation of parking spaces in the outer fringes of the Murray Street tend to occur. The report notes that providing direct and convenient pedestrian linkages between High Street, Murray Street and Reid Street would encourage better use of car parking in the overall town centre.

Future parking strategies:

- Review car parking fund and levy options
- New developments to satisfy parking demands on site
- Consolidation of separate car parking areas
- Joint car parking project where Council could fund excess parking on a site where the space is available for more parking than required by development
- Provide better pedestrian linkages to "outer" car parks of the Town Centre
- Management of length of stay
- Encourage non-car modes of travel

The report outlines a number of recommendations aligned with these strategies, including a recommendation that the Development Plan car parking rates be reduced for shops, restaurants

and serviced apartments. And to encourage greater vibrancy in the Town Centre, do not require additional car parking spaces for outdoor dining seats.

2.3 Gawler Transport and Traffic Management Plan (2015)

The plan identified several key pedestrian and cycling network related issues, which impact upon the uptake of walking and cycling;

- Pedestrian connectivity across Murray Street is limited;
- External to the Gawler Town Centre, there are many streets which do not have footpaths on either side of the road or DDA compliant pram ramps / tactile surface indicators at intersections.
- Many existing footpaths are not wide enough based on current guidelines;
- Lack of bicycle parking at trip generating locations within the Gawler Town Centre;
- Minimal wayfinding, directional or origin and destination signage.
- Main roads, divergent railway lines and rivers form numerous physical barriers that inhibit connectivity across the Gawler Town Centre (similarly to the road network).

The following car parking review / strategic options are recommended in the plan:

- Review success of Council's Parking Fund and update if required.
- Review need and worth of introducing a parking levy to fund general and excess future parking requirements.
- Ensure all developments meet requirements for on-site parking, with allowance/discount for sustainable transport initiatives, e.g. for TOD / mixed use type developments.
- Consolidate small adjacent car parks into larger more efficient ones, particularly applicable along High Street.
- Joint car parking project where more car parks can be readily accommodated on a site that can be provided (by council) for wider uses.
- Consider need and scope for further multi-storey car parks in the core retail area.
- Improve pedestrian connections between fringe car parks and the Town Centre core.
- Improve management of parking spaces to improve customer access and increase turnover.
- Investigate additional car parking levels to the existing Target and Finnis Street Car Parks.
- Provide more all-day car parking for local workers to reduce parking in residential streets.

2.4 Draft Gawler Town Centre Design Framework (2016)

The objective of the Gawler Town Centre Design Framework (GTCDF) was to build upon previous strategic level investigations and after a comprehensive community engagement process, document new urban design thinking, structure plans, design guidelines and associated implementation actions for various precincts across the town centre.

The GTCDF has numerous recommended actions set out into 4 implementation plans, breaking the town centre study area into 3 roughly equal areas – Gawler North, Gawler Central and Gawler South, with Adelaide Road Precinct making up the fourth area. Many of the key recommended actions have been noted in the following section. However the GTCDF sets out extensive recommended actions relating to future development, activation, landscaping, public

transport and active travel opportunities that are also relevant to the character of the Gawler Town Centre.

Gawler North Implementation Plan Recommended Actions

- 2) Develop new transport interchange with built form development that creates integrated train, vehicle and bus access (≤3 storeys) high-quality public realm and elevated walkway connection and seamless integration of bus and train access.*
- 4) Maintain the ring road and potential opportunities to improve access, connections to rail station and public realm. Consideration will need to be given to the ongoing impacts of traffic and rail crossing on Murray Street redevelopment (limited improvement pedestrian access and potential impacts for grade-separated rail crossing). A detailed traffic assessment should be undertaken as well as ongoing review of the State Government Integrated Transport and Land Use Plan.*
- 5) Explore potential to develop a multi-deck car park with retail development and create access to King Street/Light Square. Explore the potential of integrating existing built form into new development.*
- 6) Develop pedestrian access and retail development from Cowan Street.*
- 10) Upgrade Murray Street with central median, street trees and widening of footpaths to encourage pedestrian access and activation (review on street parking and consider removal)*
- 18) Future development of TAFE site including multi deck car park*
- 20) Modification of vehicle circulation along Finnis Street with potential lane closure (one way), between Centenary Lane¹ and Murray Street, to increase footpath width and allow development of lift (refer to masterplan for detail)*
- 21) Upgrade Centenary Lane¹ to improve pedestrian access to the town centre including paving upgrades, seating and rest stops, street furniture and landscape amenity (green walls)*
- 22) Improve pedestrian access with zebra crossing to Cowan Street to provide continuous footpath access between transport interchange and town centre*
- 24) Potential development of lift [at Finnis Street Car Park] as part of site redevelopment and improve connection between council car park and town centre*
- 26) Potential modification of [Finnis Street] car park structure to accommodate small retail and cafe frontage (3-4m frontages) and improve pedestrian access*
- 27) Limit Centenary Lane¹ access to Woolworths carpark (right turn) increase pedestrian access and circulation*

Gawler Central Implementation Plan Recommended Actions

- 1) Develop pedestrian links to existing shopping centre and Jacob Street Council Private Sector*
- 2) Develop existing car parks as shared spaces with paving, tree planting and increased pedestrian access (civic square or market place with potential for car parking as well as community activation) and increase footpath connection north – south across Tod Street to surrounding retail areas and town centre destinations*
- 5) Create pedestrian access between Tod Street and Julian Terrace*
- 9) Develop east – west pedestrian connections to Gawler Connect*
- 11) Develop Walker Place as a one-way shared use zone (maintain car parking opportunities, widen footpaths and increase tree planting and public art)*

¹ Understood to refer to the section of road between Finnis Street and Jacob Lane, which is more generally recorded and mapped as an extension of Commercial Lane.

- 12) Maintain pedestrian access between Walker Place and Calton Road*
- 18) Redevelopment of Target car park to create commercial development (internal walkway) to High Street and remove blank Façade*
- 19) Upgrade of Julian Terrace to include reduction of parking, footpath upgrades and additional tree planting – consider bus stop connection for town centre*

Gawler South Implementation Plan Recommended Actions

- 2) Create pedestrian connection from High Street to Julian Terrace with improved crossing points and landscape amenity (tree planting and green walls)*
- 4) Potential redevelopment of Target as entertainment precinct (retail shopping, cinema, bowling, laser skirmish and restaurants). Encourage street frontage activation and strong links to Murray Street.*
- 6) Redevelopment of Julian Terrace as key connector road with modified parking arrangements and increased footpath widths*
- 10) Southern Hotel with development of car park deck accessed from High Street (long term)*
- 12) Develop commercial and tourist accommodation to provide continuous street frontage to Murray Street South with car park deck and access off High Street (consider 90-degree parking to Murray Street South frontage)*
- 16) Review traffic circulation to facilitate access to Gawler South from Bridge Street South and Julian Terrace*
- 18) Develop public space, car parking and shared use areas that provide outdoor public space, congregation and dining areas that support mixed use and residential land uses [High Street near Target]*
- 20) Pedestrian laneway with stepped and ramped access and landscape amenity to link town centre and precinct [High Street to Murray Street near Target]*
- 21) Develop mixed use with active street frontage (2-3 storeys) to provide continuous street frontage to Murray Street South with car park deck and access off High Street (consider 90-degree parking to Murray Street South frontage)*

2.5 Strategic Property Divestment Strategy (2015)

The *Strategic Property (Divestment) Strategy* was prepared for the Town of Gawler in July 2015 by Fyfe. Comments relating to specific parking areas identified as part of the Gawler Town Centre car parking inventory are summarised in Table 2.1.

Table 2.1: Comments from Strategic Property Divestment Strategy Recommendations

ID	Location/Address	Capacity	Comments
17	Multi-Level Car Park // Lot 20 Finniss Street	307	Subject to favourable legal advice opportunities to generate income could include the introduction of paid car parking. Ground floor is leased to a Woolworths development entity until 2052. The property requires regular maintenance to address graffiti and associated anti-social behavioural issues. Needs a collaborative approach to address underutilisation to get surrounding staff to park there.
20	Fasta Pasta // 45 High Street	210	Leased under a current ground lease arrangement. Will return to Council at lease expiry in 2020.
	Tafe Campus // 37-41 High Street		Recommended that the Council purchase the property in the event that TAFE offers the property for sale.
22	Lot 56 High Street (Rear of 145/139/137 Murray Street)	18	Adjacent retail land provides a walkway linking Murray Street and High Street. Recommendation of Traffic and parking review to consolidate small car parks into larger more efficient carparks applicable to this car park.
49	Information Centre // 2 Lyndoch Road	26	Potential to convert to Council offices, potentially on a co-occupancy basis with Information Centre.
97	14-20 Reid Street // Reid Street Car Park	39	Well located to provide overflow car-parking within the Town Centre, in particular adjacent Shopping Centres Should be considered in holistic nature with neighbouring Council owned site 12 Reid Street, which has no car parking on site. Partially Community Land, northern portion of site is occupied by landscaped grounds and a rotunda/shade structure on a reserve known as Bakers Reserve.
109	2 Tod Street	62	Carpark is well located to provide overflow car parking to land uses within the town centre. 3 hour time limit. Adjacent National Australia Bank accesses their carpark via the Council owned car park. The NAB car park also provides a pedestrian linkage to Murray Street. (Consider divestment if not required as part of the Town Centre car parking solution)
106	3-5 Tod Street	18	Carpark is well located to provide overflow car parking to land uses within the town centre. 3 hour time limit. Several adjoining properties have secondary frontage to the car park (primarily for staff access). (Consider divestment if not required as part of the Town Centre car parking solution)

2.6 Town of Gawler Strategic Walking and Cycling Plan

The Town of Gawler Strategic Walking and Cycling Plan (2008, prepared by QED) states the following objectives of the plan;

- There is a safe, practical convenient and connected network of on-road and off-road walking and cycling routes that caters for all categories of pedestrians and cyclists.
- The river and railway corridors are developed as local and regional recreational routes. They are also direct routes that provide access around the township, and enhance the on-road network.
- There is a culture of walking and cycling in the community, and pedestrians and cyclists are respected.
- More people use dual-mode transport, e.g. walk or cycle to the train.
- The walking and cycling networks respect the existing Bike Direct network and Local and State Planning and are consistent with existing local strategies.

The plan also aims for the following outcomes;

- More people walking and cycling within and around the Town of Gawler.
- There is a safe environment for walking and cycling which people have confidence in using.
- The community is strengthened by communication between people who choose to walk or cycle in the area.
- The community benefits because cycling and walking are cost-effective and sustainable choices.
- Cycling and walking are recognised as integral parts of the transport network.

The following is also noted regarding the walking facilities of Gawler, which is relevant to encouraging walking within and to the town centre;

"There is high pedestrian activity in Murray Street and west of Murray Street in the retail/commercial area. There is a pedestrian actuated crossing centrally located in Murray Street, but pedestrians were observed to cross the street all along its length, often standing stationary in the centre of the road while waiting for cars to pass.

There are many streets that do not have a footpath on either side of the road, and as a result numerous residents were seen walking on the roadway. The footpaths that do exist are generally narrower than that recommended in current guidelines and standards. In addition, many existing footpaths are located along the kerb line of the roadway. Footpaths too close to the roadway (particular where there is high speed traffic) reduce pedestrian amenity due to a higher perception of hazard and discourages walking. They also do not allow space from pedestrians for car door opening

Many intersections do not have kerb ramps to assist wheeled devices to cross roads, and where kerb ramps do exist they are not constructed to current standards and often do not line up across the road."

2.6.1 Gawler Town Centre - Traffic and Parking Review

The Gawler Town Centre Traffic and Parking Review prepared by Frank Siow in 2012 sought to review the existing retail analysis data and to identify any gaps in the data collection and analysis. The study then determined how the capacity (or demand) of the town centre could best be accommodated and what development policy and economic development strategies would be required to deliver a balanced and appropriate outcome.

The report identified the following regarding the town centre's car parking provision and demand;

- The total floor area is estimated by URPS as 49,500sq.m retail and 14,850sq.m commercial space.
- Based on parking rates of 5.5 and 4 spaces per 100sq.m for retail and commercial uses the total requirement is 3,300.
- A 10% 'discount' is applied to consider mixed use and different parking profiles.
- As such a theoretical peak parking demand of 3,000 spaces is assumed for town centre.
- The current parking supply in the Gawler Main Street is estimated at 3,100 spaces (on-street and off-street car parks).
- While the parking supply theoretically matches the existing parking requirement, due to the lineal nature and length of the Gawler Main Street, the size and location of the core activity area and the larger car parks being located in the outer areas, parking pressure is evident in some parts of the Gawler Main Street.

- In assessing future parking requirements for an expanded centre, regard needs to be given to the amount of additional parking that may be required and where the additional parking is to be located.

It was noted that a number of large car parks are located in more "remote" sites away from the core activity of the town centre, for example TAFE college site; Bridge St north railway station. Even though there may be significant opportunity to park in these car parks, the distance from the core activity area may make them less attractive for shoppers, who would generally circulate to find a parking space as close to the destination as possible. Alternatively, if convenient pedestrian linkages were to be provided between these "outer" car parks and the main street, this may encourage more use of the car parks to the benefit of the overall of the town centre. For example, Thorupps Lane and a WOMBAT crossing in High Street provide a very direct and convenient pedestrian connection between the Phoenix Plaza development and Murray Street.

The necessity to provide direct and convenient pedestrian linkages between High Street, Murray Street and Reid Street to encourage better use of car parking in the overall town centre is also highlighted.

Future demands at the time of the report were estimated:

Scenario	Est Extg	Increase, say	Additional parking generated
20% additional retail	49,500m ²	10,000m ²	550 spaces
20% additional commercial	14,850m ²	3,000m ²	120 spaces
		With discount	Say 600 spaces
30% additional retail	49,500m ²	15,000m ²	825 spaces
30% additional commercial	14,850m ²	4,500m ²	180 spaces
		With discount	Say 900 spaces

3. Existing Car Parking Provision

3.1 Surveyed Area

As part of the review a number of the car parks within the study area were surveyed to provide an indication of their current usage. The car parks to be surveyed were selected based on their size (i.e. larger were prioritised), location (e.g. near clusters of shops or the train station) and potential for future improvements (e.g. potential to consolidate adjacent smaller car parking areas to maximise use). The car parks surveyed are highlighted in red on Figure 3.1.

Figure 3.1: Surveyed Car Parking Areas



Surveys were undertaken on the afternoon and evening of Thursday 10 March 2016 and across the late morning/lunchtime period of Saturday 19 March 2016. These days can be considered to be reasonably reflective of typical parking demand patterns for a normal weekday and weekend.

Table 3.1 summarises the car parking supply surveyed.

Table 3.1: Car Parking Supply

Category	Total Number of Car Parks	Total Capacity (spaces)	Number of Car Parks Surveyed	Capacity Surveyed (spaces)
Private	94	2,388	31	1,510
Public	12	911	11	892
On Street	30	686	14	470
Total	136	3,985	56	2,872

Therefore approximately 72% of the car parking spaces within the study area were surveyed.

3.2 Car Parking Utilisation

The utilisation levels for all of the surveyed car parking areas in the study area are provided in Table 3.2.

Table 3.2: Car Parking Occupancy Analysis for the Gawler Town Centre

Category	Capacity Surveyed	Thursday Occupancy		Saturday Occupancy	
		Occupied	%	Occupied	%
Private	1510	792	44%	823	58%
Public	892	393	52%	281	32%
On Street	470	248	53%	264	56%
Total	2872	1433	50%	1368	49%

Based on these statistics, the study area has an overall average utilisation of around 50%. However, within the overall utilisation, a number of the car parks were more heavily used than others, and therefore more localised assessment is critical and is discussed below.

The survey results indicated broadly similar levels of use on a Thursday and Saturday. However, some car parking areas were utilised considerably differently across the different days. The Thursday survey indicated higher levels of use of the Gawler Central train station car park than on the Saturday, consistent with anticipated commuter use. Murray Street on street parking spaces were recorded with a much higher utilisation during the Saturday surveys than during the Thursday surveys. In particular, the car park at 19 Murray Street associated with the Southern Hotel and Café Nova reached capacity during the Saturday period surveyed (early lunchtime) however was barely parked in the Thursday period.

The car parking demand levels for each car parking area recorded during each survey period are shown in Figure 3.2 and Figure 3.3, with red showing the higher occupancy level (approaching capacity) and dark green indicating high levels of vacancies. The dots are scaled to show their capacity, with the larger diameter circles indicating the larger car parking areas (in terms of capacity).

Figure 3.2: Thursday Survey Occupancy

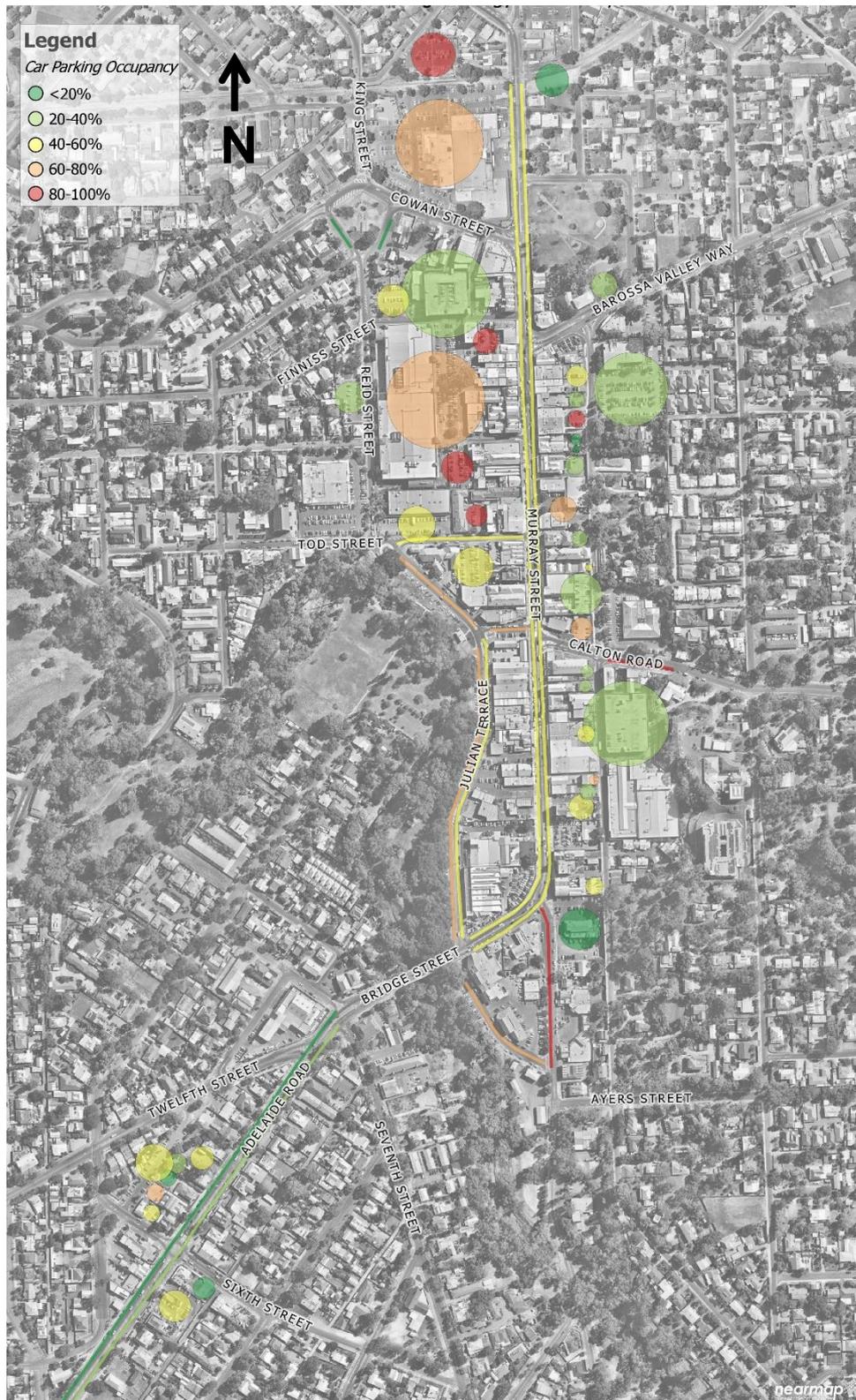
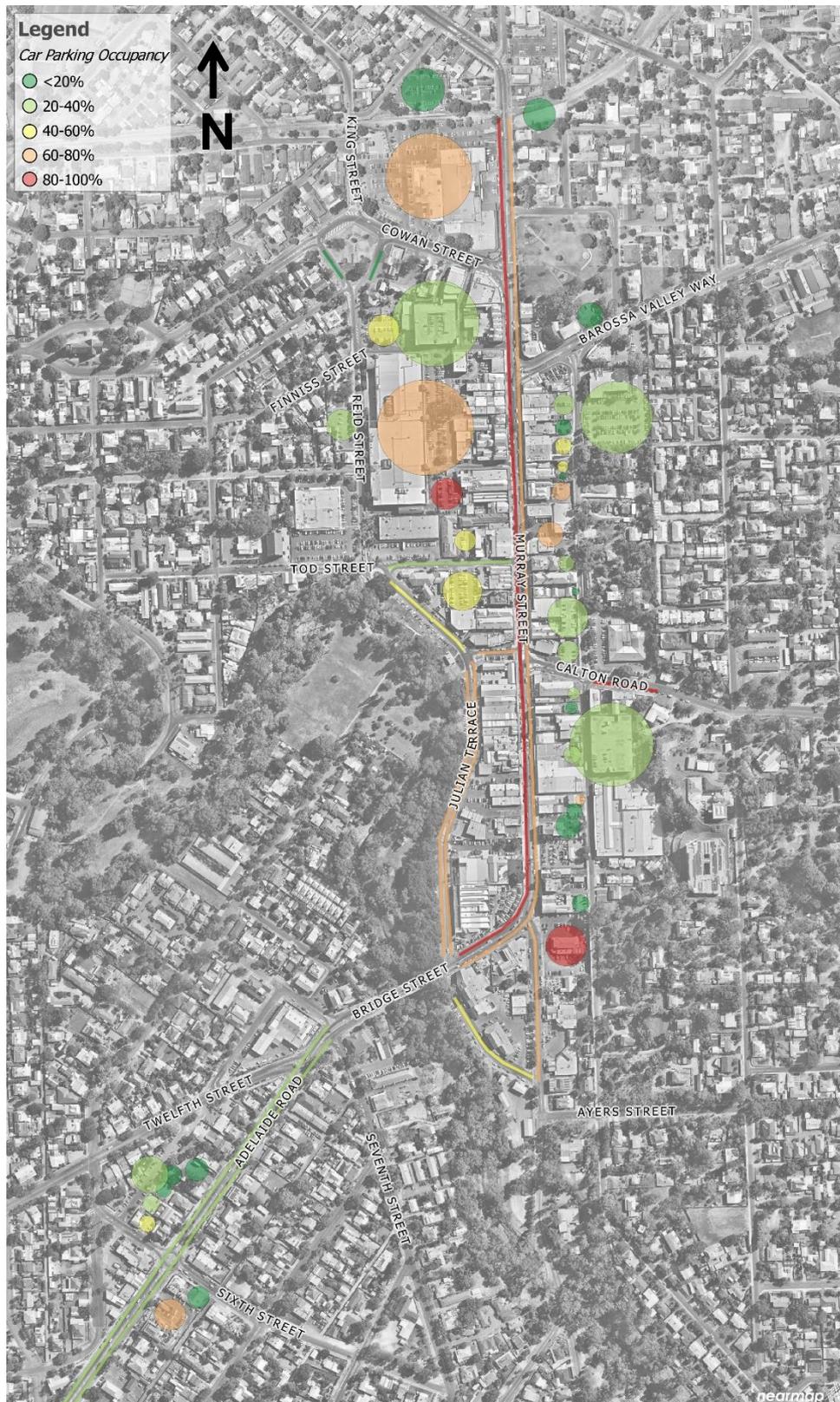


Figure 3.3: Saturday Survey Occupancy



The summary table of the occupancy of each car parking area during each surveyed period is attached as Appendix A.

3.3 Review of Car Park Conditions and Amenity

As part of the utilisation surveys, observations of the car park conditions and amenity were also made. The quality review included observing the quality of the car parking area's lighting, surface, readability, access (pedestrian and vehicular) as well as pedestrian links to Murray Street and other adjacent developments and shops.

Table 3.3 summarises the observed quality of some of the different car parking areas in the study area, and uses the following system to summarise the general quality of different aspects:

- Very Good ●
- Good ●
- Average ●
- Poor ●
- Very Poor ●

Table 3.3: Quality Review Summary

Car Parking Area	Surface	Legibility	Lighting	Pedestrian Access	Onward Route	Occupancy Level		Comments
						Thurs	Sat	
Finniss Street Multi Level Car Park	●	●	●	●	●	39%	37%	Zebra crossing on Finniss Street is not on pedestrian desire line.
Gawler Central (Coles)	●	●	●	●	●	64%	71%	Some pedestrian routes not clearly legible
Jacob Street (Woolworths /Big W)	●	●	●	●	●	66%	78%	Undercroft lighting is very good, surface level lighting is average to good, with dark areas to the shop frontages on both sides and around the wombat crossing. Some lanterns not illuminated.
Behind NAB (2 Tod St)	●	●	●	●	●	48%	58%	Disabled parking not to current standard. No on site lighting, overspill from street.
Phoenix Plaza Multi Level	●	●	●	●	●	33%	33%	
Reid Street Car Park	●	●	●	●	●	36%	38%	No easy onward pedestrian access straight through to Murray Street (Big W/Woolworths Development does not provide easy pedestrian access through site)

The on-street parking areas were generally noted to be reasonably well-signed, marked and lit. Some sections of Whitelaw Terrace and Julian Terrace parking on the west side were noted with dark patches. The lighting on the west side is more of a pedestrian format and does not spill over in to the parking areas, which rely on the street lighting from the east side.

The occupancy levels of the different car parking areas are generally considered to reflect the quality of the parking areas, particularly when ease of vehicle access is also considered.

Since the completion of the surveys, the Gawler Central car park has implemented a 3 hour parking time limit, which is being managed and enforced by agreement with Council. This is anticipated to reduce the overall demand within this car park, removing long stay parking, and increasing the use of the Finniss Street car park in particular. Some transfer to the Gawler Central

rail station car park is also expected, although this is already typically at or close to capacity on weekdays.

Limited observations have been completed following these changes and these showed lower occupancy in both the Gawler Central and Finnis Street car parks. However, these follow up observations were not on the same days as the original surveys, were in winter compared to early autumn (during daylight saving) and were at the start of the school holidays. As a result, limited conclusions can be drawn beyond the anticipated changes in parking behaviours.

4. Community and Stakeholder Views

4.1 Community Survey

A community survey was conducted through an online questionnaire, which was open for responses for a two week time period between in April and May 2016.

The community survey included 11 questions as follows;

1. How often do you visit the Gawler Town Centre?
2. Do you live or work in Gawler?
3. How do you normally travel to the Gawler Town Centre
4. When you travel by car to Gawler Town Centre, where do you usually Park?
5. When you visit the Gawler Town Centre, how many shops do you normally visit?
6. If you visit more than 1 shop do you; park in one location and walk to all other shops, drive between some shops and walk to other shops, OR drive between and park at each shop you visit?
7. How long do you usually stay on a visit to the Gawler Town Centre?
8. How easy do you feel it is to find a car park in the Gawler Town Centre?
9. How would you rate the route to walk from your car park/bus stop/train stop to Gawler Town Centre main street?
10. What would improve the route that you use from your car park/bus stop/train station to Gawler Town Centre Main Street?
11. Where do you live?

Most of these questions were multiple choice, although 'Other (please specify)' was an option for several of the questions to enable different answers to be specified where necessary. The full survey is attached as Appendix B.

58 responses to the online survey were received, although not all 58 respondents answered every question. GTA notes that this is a small sample size, and cannot be considered statistically representative of the population. However, it does provide some useful observations on the use and perception of parking within Gawler.

4.2 Survey Results

The survey results have been analysed by assessing responses to the individual questions, as well as by looking at the relationship between responses to different questions.

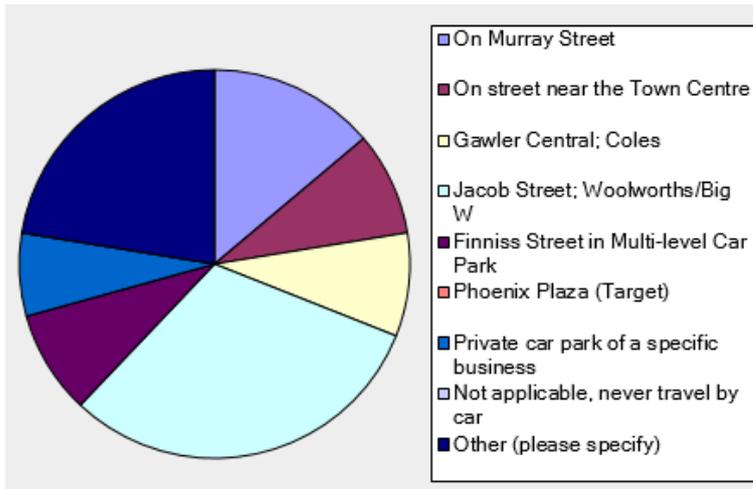
4.2.1 Summary of Responses

The responses to each of the multiple choice questions has been tabulated and is included in Appendix C. The survey results indicate;

- The majority of respondents visit Gawler Town Centre at least 3 times a week, with over one quarter of respondents indicating they visit the town centre daily;
- Nearly three quarters of respondents indicated they live in Gawler, with just under a quarter of all respondents indicating they live and work in Gawler;
- All but one respondent noted that they normally travel to Gawler Town Centre by car, although several respondents also indicated bicycle, walking or train as an alternative method of travel for some trips;

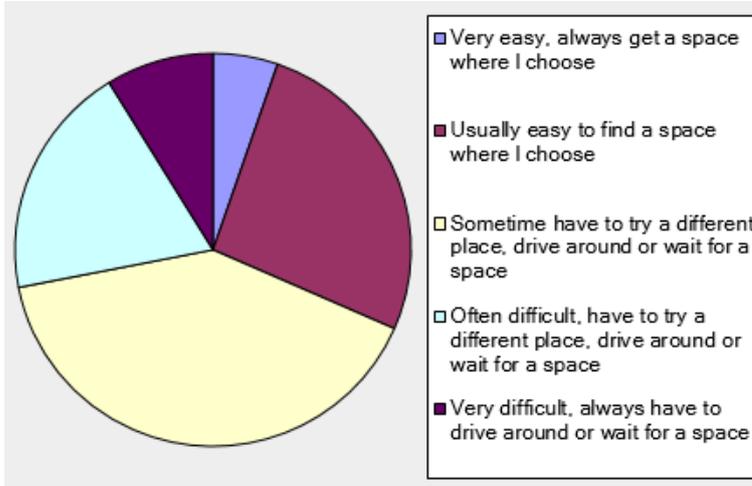
- The respondents indicated a variety of different parking areas as their usual parking location, with the Jacob Street/Woolworths/Big W car park indicated as the most popular and on street on Murray Street the second most popular. The other car parking areas specified by respondents included “all of the above” (i.e. varies depending on trip and availability), the car park on Tod Street behind NAB, Phoenix Plaza Multi Level Car Park, Reid Street Car Park and Foodland. The responses to this question are shown in Figure 4.1.

Figure 4.1: Parking Location in Gawler Town Centre



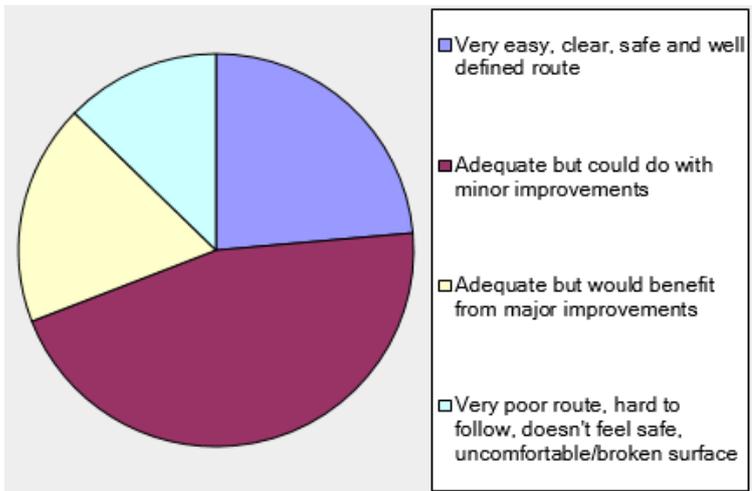
- The respondents generally visit more than 2 shops during their visit to the Town Centre.
- The majority of respondents indicated they park in one location and walk to all other shops (2/3 of respondents). Nearly 1/3 of respondents indicated they drive between some shops and walk to other shops, and the remainder drive between all shops visited.
- Approximately 1/4 of respondents stay in the town centre for less than 1 hour, while around half generally stay in the town centre between 1 and 2 hours. The remainder stay over 2 hours, with some respondents indicating they usually stay in the town centre for more than 4 hours.
- Approximately 1/3 of respondents consider it usually easy or very easy to find a parking space where they choose, while just under 2/3 of respondents feel they sometimes or often have to drive elsewhere or wait for a space. The breakdown of responses to this question are shown in Figure 4.2

Figure 4.2: Ease of finding a car park in Gawler Town Centre



- Nearly half of the respondents indicated they rate their walking route from their carpark/bus stop/train as adequate but could do with minor improvements. Just under ¼ of respondents rated their walking route as very easy, clear, safe and well defined, while the remainder indicated their route was adequate but could do with major improvements, or very poor. The breakdown of responses to this question is shown in Figure 4.3.

Figure 4.3: Walk Routes Quality to Gawler Town Centre main street



4.2.2 Summary of Findings

The responses to the survey questions were also cross tabulated, to consider the response each person gives to the questions. Thus the conclusions that can be drawn about the survey sample are summarised as follows;

- The results of cross tabulating the ease of parking by location of parking indicates respondents felt that the following parking areas were usually easy to find a space or that they sometimes have to try a different place, drive around or wait;
 - Gawler Central/Coles
 - Jacob Street/Woolworths
 - On Murray Street

- On Street (other street in town centre)
- These results reflect the popularity of the Coles and Woolworths car parks, as well as Murray Street on street parking, as they were recorded as being 60-80% occupied during surveys conducted by GTA.
- The perception of ease of finding a car parking space will vary amongst the respondents, particularly where respondents desire a car parking space at the doorstep of the shop they are visiting. One respondent indicated they were disabled and thus had difficulty finding a space sufficiently convenient for them to minimise their travel distance, as opposed to finding a space at all.
- The onward walking routes were generally rated as adequate but would benefit from minor improvements, with some respondents also indicating major improvements for the following car parking areas;
 - Finnis Street Multi Level
 - Gawler Central/Coles
 - Jacob Street/Woolworths/Big W
 - Murray Street
- Cross tabulating the parking location by duration of stay shows that the Jacob Street/Woolworths/Big W car parking area is generally used by respondents who stay in the town centre for more than 1 hour, with one quarter that use this parking area staying in the town centre over 4 hours.
- Cross tabulating the frequency of visit of the respondents by duration of stay indicates that generally respondents visit 2 or more times a week, and most stay 1-2 hours in the Gawler Town Centre.
- Most respondents visit 2-3 shops per trip, with the Woolworths/Big W Jacob Street car park the most popular for respondents visiting more than 2 shops. Respondents that indicated they normally parked on street (Murray Street or other) all stated they visited 2 or more shops.
- Cross tabulating the number of shops visited by method of travel between shops indicates that most respondents who park in one location and walk to all other shops visit 2 to 3 shops. Similarly the respondents that indicated they drive between some shops and walk to other shops usually noted they visit 2 to 3 shops. This implies that these people walk between two shops and drive to a third in their usual visit to the Town Centre.
- There is a spread of parking areas utilised as the main or only car parking area for the respondents that drive between some shops and walk to other shops. The Jacob Street Woolworths/Big W car park is popular for respondents parking in one location and walking to multiple shops, although GTA notes the Woolworths Shopping Centre houses several smaller shops (a pharmacy and liquor store) as well as Big W, so may be used by shoppers walking between these 4 uses, as well as by shoppers walking to other areas of the main street.

5. Existing and Future Car Parking Demand

5.1 Existing Demand

The Gawler Town Centre Traffic and Parking Review prepared by Frank Siow in 2012 identified the existing total floor area of Gawler Town Centre, estimated by URPS, as 49,500sq.m retail and 14,850sq.m commercial space (total of 64,350sq.m).

Based on the Council's car parking inventory the current supply of parking within the Study Area is just under 4,000 spaces, including private, public and on street car parking areas. This indicates an overall parking provision of approximately 6.2 spaces per 100sq.m.

The car parking surveys conducted by GTA indicate occupancy levels of around 50% across the entire study area on a typical weekday and weekend. This suggests a current parking demand under normal circumstances of around 2,000 spaces. As such the current peak parking demand is around 3.1 spaces per 100sq.m. However, as highlighted by the utilisation surveys discussed in section 3.2, the average utilisation includes a number of very high demand parking areas as well as locations with low parking demand.

5.2 Future Growth

The SGS Economics *Retail Analysis of Gawler's Town Centre* reports (July, 2012) conclusion that the current supply of retail floorspace at Gawler's Town Centre matches the estimated demand for retail floorspace in 2032. For a conservative analysis (i.e. under a situation where the Town Centre was subject to a boom in growth) future growth of retail and commercial space was estimated under a scenario with 10% growth summarised in Table 5.1.

Table 5.1: Estimated Future Retail and Commercial Floor Areas

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

5.3 Future Car Parking Demands

The Gawler Town Centre Traffic and Parking Review prepared by Frank Siow in 2012 estimated the future car parking demand based on the estimated future floor areas and the following parking rates:

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

The estimated additional car parking demand based on these rates and assumptions is provided in Table 5.2.

Table 5.2: Estimated Future Car Parking Demands

Growth Scenario	Use	Increase in Floor Area	Car Parking Rate	Parking Demand
10%	Retail	5,000 sq.m	5.5 spaces / 100sq.m	275 spaces
	Commercial	1,500 sq.m	4 spaces / 100 sq.m	60 spaces
	Mixed Use Discount	n/a	10% discount	- 34 spaces
	TOTAL			301 spaces

5.4 Future Car Parking Adequacy

5.4.1 Theoretical Supply

Based on the Council's car parking inventory the current supply of parking within the Study Area is some 4,000 spaces, including private, public and on street car parking areas. The car parking surveys conducted by GTA indicate typical levels of around 50% occupancy across the entire study area. This suggests a current parking demand of around 2,000 spaces.

GTA notes that the Gawler Town Centre Traffic and Parking Review prepared by Frank Siow in 2012 estimated the total parking demand at some 3,000 spaces, however this was not based on quantitative surveys and was instead based on theoretical peak demand. This level of demand may be reflective of peak demand days compared to the typical days observed by GTA.

An increase of some 300 spaces (10% increase in floor areas) would increase typical parking demand to some 2,300 spaces.

Similarly, taking into consideration the possibility that approximately 1,100 car parking spaces that were not surveyed as part of the existing demand have a higher than average 50% occupancy, there would still be theoretical capacity to meet this level of future demand.

However, if the peak demand occupancy estimates of 3,000 from the 2012 review are considered, the level of spare capacity available when taking account of the future demand would be much lower.

Although the Town Centre currently has capacity to support current and projected retail demand, Council should still pursue appropriate car parking rates as required in the development plan or based on relevant industry standards for new developments.

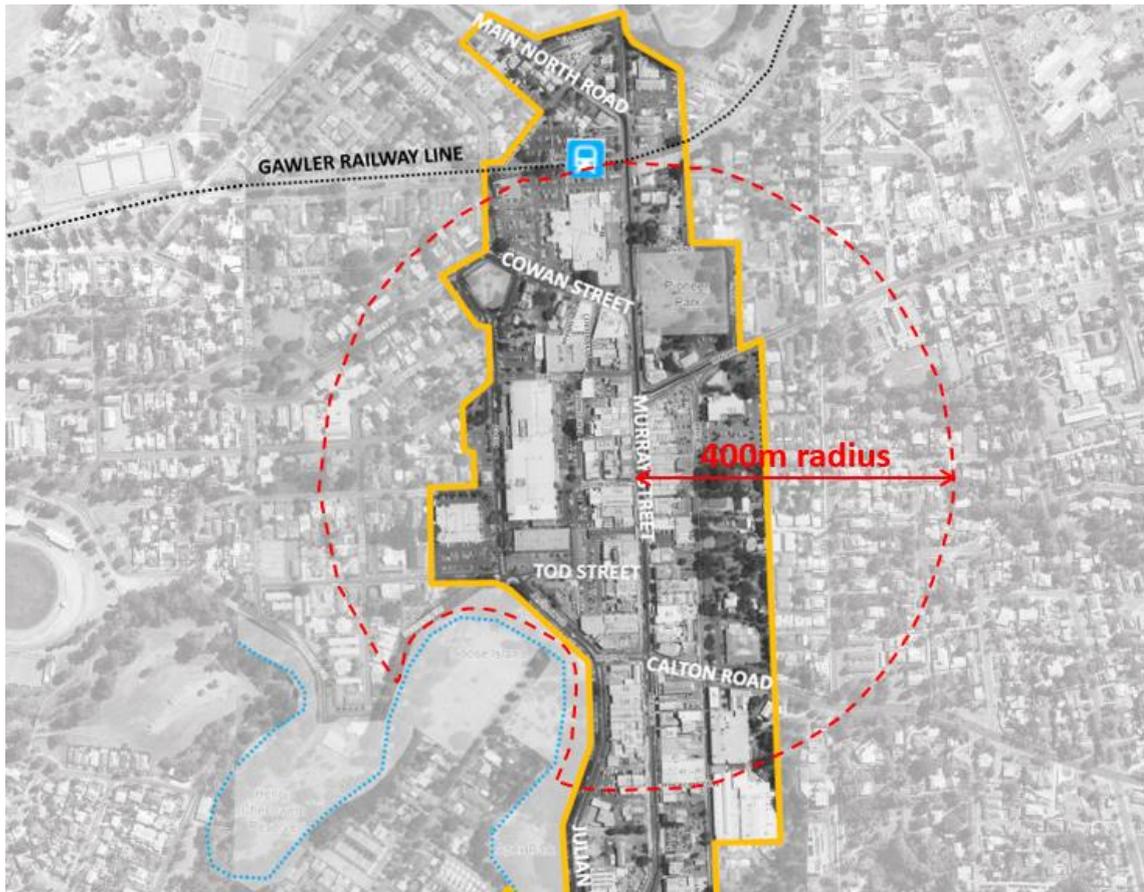
5.4.2 Location and Practicality of Supply

While the parking supply theoretically matches the existing parking requirement, Gawler Town centre is linear in nature and the length of the section of Murray Street that could be considered the main street is close to 1 kilometre in length. The larger car parks are generally located in the northern part of the town centre and some of them have poor links to Murray Street and other key destinations. Parking pressure is therefore evident in some parts of Gawler Town Centre, hence the need for Council to continue to seek suitable parking provision with new developments.

Additionally the quality and access to some car parks, for vehicles and pedestrians, affect the desire to use some of the available parking, even where it may be theoretically in good proximity to core activity areas. These sentiments apply to public car parks and private car parks within the study area.

Figure 5.1 shows the approximate 400 metre walking radius around Gawler Town Centre covering 800m south of the Gawler Railway Line (which is a major barrier to walking). This distance provides an approximate 5 minute walk from the town centre (as the crow flies), noting the barriers of the South Para River and Gawler Railway Line. This demonstrates that most of the town centre (north of the South Para River) is within a 5 to 10 minute walk from the majority of the car parking areas within the town centre. As such there is ample opportunity to increase walking between different Town Centre car parks and destinations.

Figure 5.1: 400m Walking Radius Gawler Town Centre



This analysis also shows that there are a number of residential areas that lie within the 400m/5 minute walk time east and west of the town centre. For some trips to the town centre (i.e. where large volume shopping is not part of the trip), increasing the distance to 800m/10 minute would still be a feasible walk (or cycle) to the town centre with appropriate route infrastructure in place.

5.5 Car Parking Management

The Town of Gawler is responsible for the monitoring and enforcement of car parking within the public car parks and on-street. In addition, by agreement with a land owner, Council can undertake the enforcement of parking restrictions within private off-street car parks and there are currently a number of such agreements in place.

A co-ordinated and consistent approach to the monitoring and management of car parking is considered to provide the most beneficial outcome in terms of parking and wider transport operation within a town or urban area. A consistent approach is more likely to achieve the desired balance of parking demand and supply, ensuring that short stay parking is located where

it is most beneficial and is used accordingly and that all day parking does not occupy prime retail or parking locations. The Town of Gawler is best placed to provide this consistent approach.

It is considered that the Town of Gawler should seek to reach agreement with as many town centre car park operators as possible to undertake the car parking management and enforcement. This co-ordinated approach can then be used to ensure that all day parking is directed to those locations where it is considered most desirable (either due to location or to encourage under used parking areas) and that premium parking areas are maintained for short term use and high turnover. This approach would also need to consider the wider on-street parking opportunities and restrictions to ensure that parking does not displace in to nearby residential streets.

In the longer term, this approach would offer the potential to consider paid parking in some locations or for certain types of parking. Paid parking is most likely to be suited to:

- all day parking locations where there is low turnover, little linked trip activity and potential to encourage modal transfer (which is probably a limited current opportunity based on the majority of alternative transport options in Gawler); or
- premium parking locations, for example short term on-street parking in prime locations.

6. Alternative Options for Travel

6.1 Introduction

One opportunity to address car parking demand is the improvement of alternative travel options. Improving the levels of use of alternative travel modes, primarily walking, cycling and public transport, can help to manage car parking demand. Whilst not all trips are practical by alternative travel modes for all residents due to age, health, topography, distance, type of shopping being done (i.e. weekly shop versus milk and bread shop) etc., increasing the proportion of walking, cycling and public transport trips can provide an important contribution to community health and fitness as well as improving the amenity and vitality of the area and perceptions of safety and security.

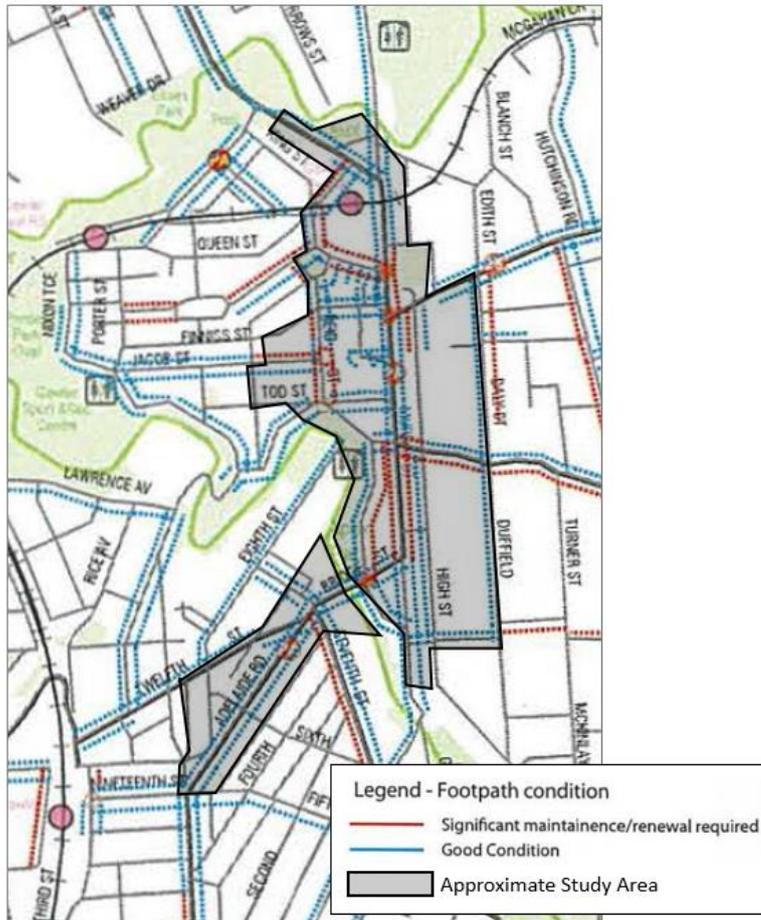
6.2 Walking and Cycling

The Town of Gawler Strategic Walking and Cycling Plan (2008) states one of the objectives of the plan to be that "there is a culture of walking and cycling in the community, and pedestrians and cyclists are respected" as well as that "there is a safe, practical convenient and connected network of on-road and off-road walking and cycling routes that caters for all categories of pedestrians and cyclists."

Improvements to walking and cycling facilities and routes will not only assist local residents walking to and from the town centre, but will assist shoppers walking (or cycling) 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.

Figure 6.1 shows the footpath conditions identified by the Town of Gawler Strategic Walking and Cycling Plan. GTA notes that this plan was developed in 2008 and that some of the upgrades and renewals identified in this plan have been addressed and others are programmed for future upgrade. There are however several areas within the 400 metre walking radius of the Town Centre (shown in Figure 5.1 in Section 5.4) that have no footpaths identified in this plan, and still do not have footpath provision. In addition there are many sections of footpath identified as requiring significant maintenance or renewal on this plan, of which some could provide walking links to the Town Centre study area whilst others are near key car parking areas.

Figure 6.1: Footpath Condition



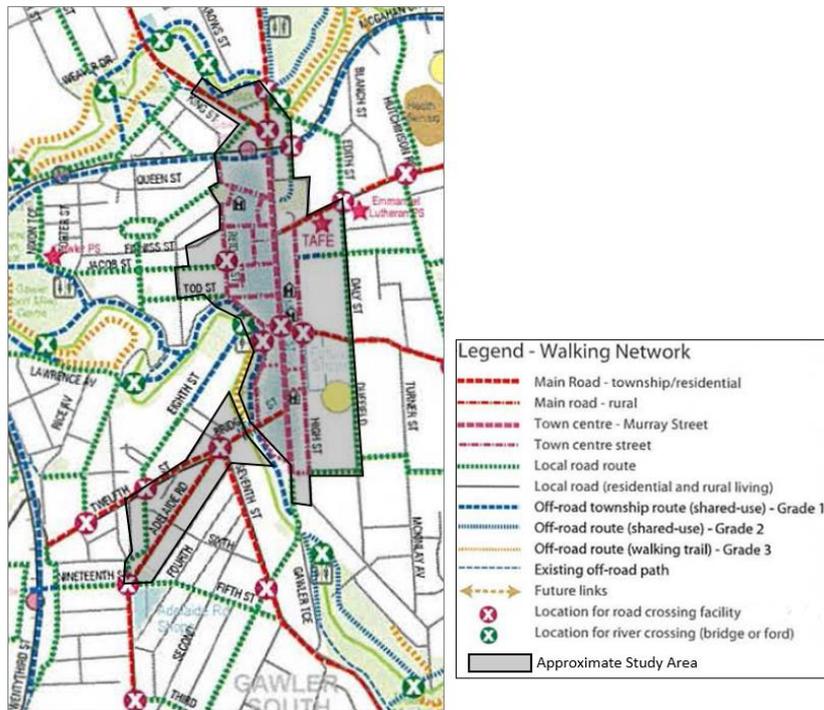
(Source: Town of Gawler Strategic Walking and Cycling Plan 2008)

Providing clear, direct and safe walking and cycling routes between the town centre and surrounding local areas is key to encouraging their use as an alternative means of local access to the town centre. The wider footpath network should be identified and improved as necessary in terms of facilities (if needed) and advertised routes. The development of a town centre way-finding strategy would enhance the ease and connectivity of walking between the various locations within the town centre.

For the full connectivity of the cycling network, suitable bike parking would need to be implemented at key locations within the town centre, with the network providing clear routes and/or signage to the bike parking. Bike parking locations should be close to entrances to the main destinations and preferably provide some form of cover. For longer term bike parking (e.g. staff) more secure bike parking should be considered.

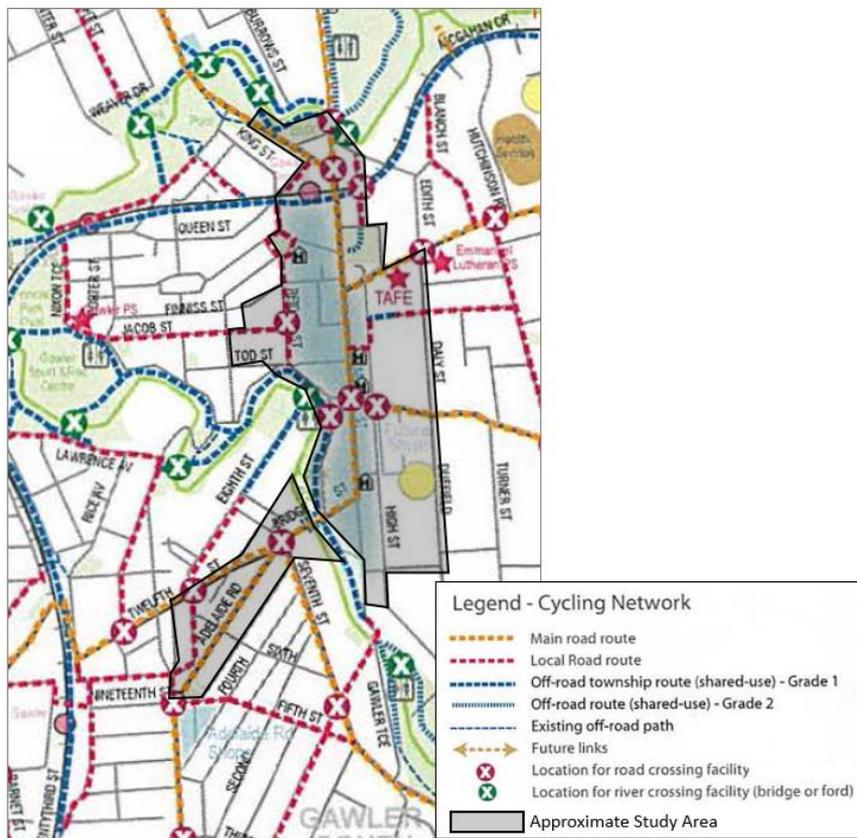
The Strategic Walking and Cycling Plan highlights the importance of this and identifies strategic walking and cycling routes, with these maps reproduced as Figure 6.2 and Figure 6.3.

Figure 6.2: Walking Network



(Source: Town of Gawler Strategic Walking and Cycling Plan 2008)

Figure 6.3: Cycling Network



(Source: Town of Gawler Strategic Walking and Cycling Plan 2008)

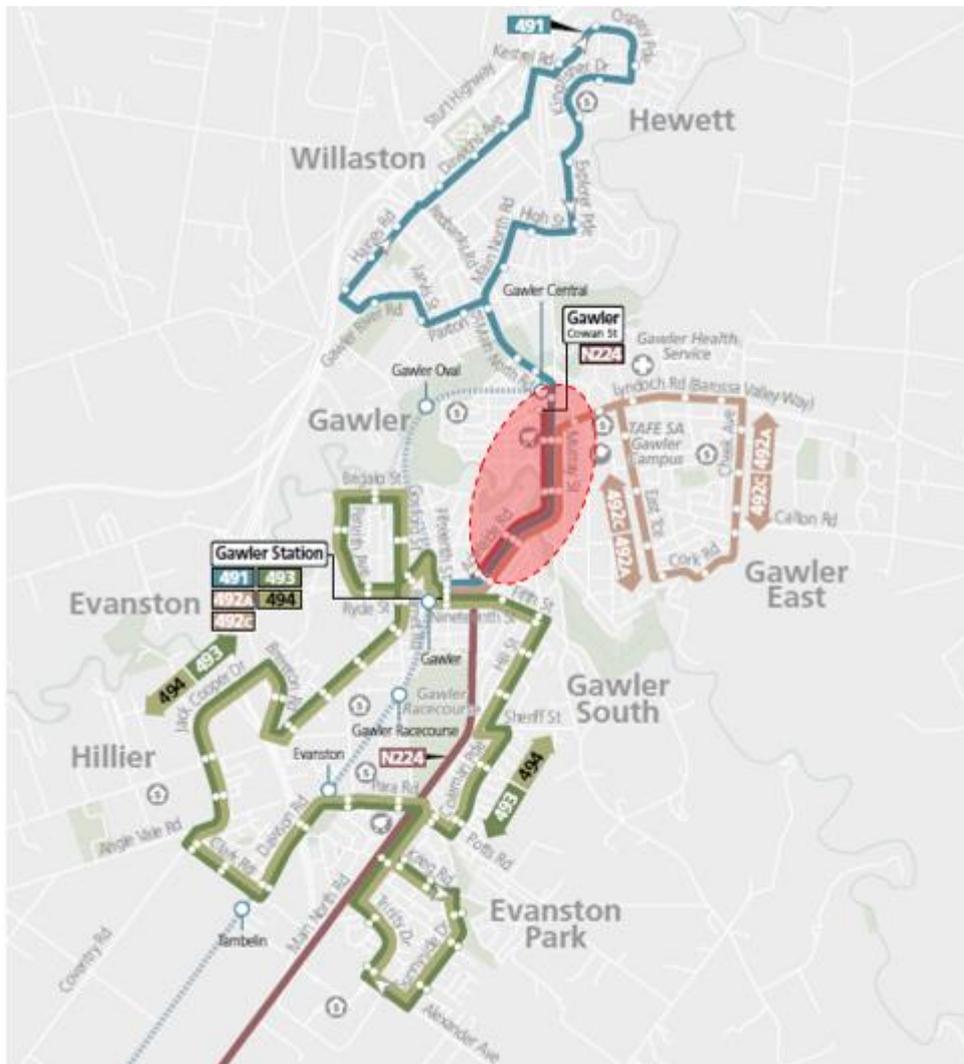
6.3 Public Transport

The Town of Gawler Strategic Walking and Cycling Plan states one of the objectives of the plan to be that “more people use dual-mode transport, e.g. walk or cycle to the train.” Improving connectivity to the existing train station (Gawler Central) and to the Murray Street bus stops.

6.3.1 Buses

Gawler Town Centre is serviced by two circuit buses – the Gawler East Circuit, and the Hewett Circuit, with the routes shown in Figure 6.4 with the town centre highlighted.

Figure 6.4: Gawler Bus Routes



(Adapted from Adelaide Metro Network Map)

The bus routes currently operate at 30 minute peak period and 60 minute inter-peak frequencies, with services commencing around 6am and ceasing before 8pm, with some stops last service at 6.30pm.

The current service is not an appealing ‘turn up and go’ service, particularly when the last bus at several of the stops is as early as 6.30pm. This is also unlikely to assist modal transfer between the

bus and train, and will not encourage workers that catch the train home to Gawler Central to do some shopping or go out to dinner in the Town Centre before catching a bus home.

Furthermore the services regularly switch between routes, discouraging any travel beyond the town centre. This operation is reflected in generally poor patronage levels as noted in table 6.1, which shows recorded Metrocard patronage. There may be some additional fare paying passengers but this is not expected to increase the patronage significantly.

Table 6.1: Daily Metrocard Patronage Levels on Gawler Bus Services

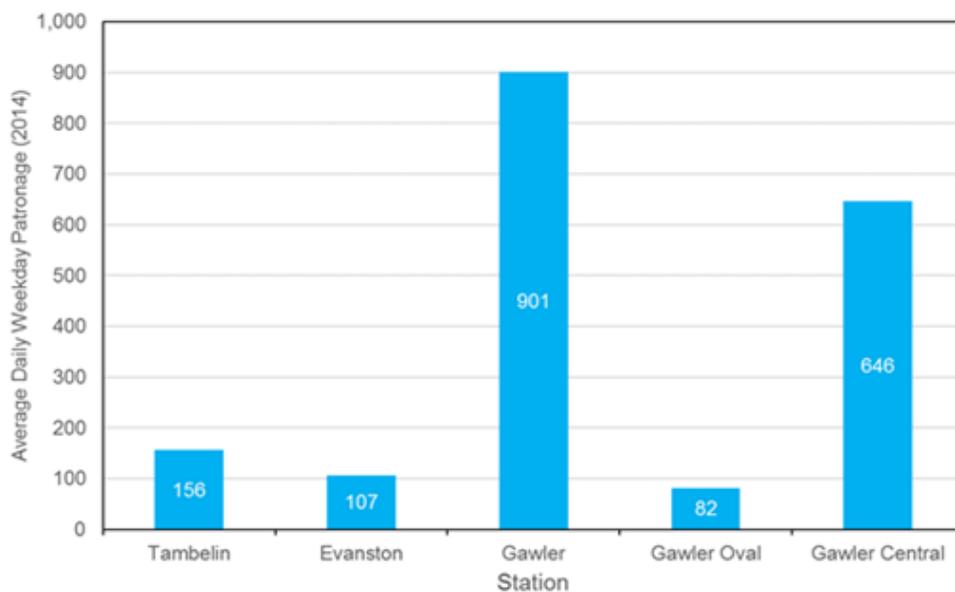
Service Number	Daily Metrocard Patronage
491	12
492	14
493	9
494	11

A review of the current bus service operating patterns would be beneficial to develop a service and route pattern that is more legible to existing and potential passengers. This should particularly seek to provide consistent operating times and routes and focus on town centre and railway station connections. As additional residential growth occurs in Gawler, there will be a need to consider changes to the public transport network to serve these locations and this would provide the most likely opportunity for changes to occur.

6.3.2 Trains

Gawler Central Railway Station is located at the northern edge of the town centre. Services offer 15 minute peak hour and 30 minute inter peak frequencies. Not all trains operate to Gawler Central station which is better located for town centre access than Gawler station. Figure 6.5 shows the daily metrocard patronage recorded for the various stations within the Gawler area, indicating that the majority of the patronage is focused on Gawler and Gawler Central. Increased residential development around Tambelin and Evanston stations may result in future increases in patronage levels.

Figure 6.5: Gawler Area Rail Stations Daily Metrocard Patronage



Connectivity and Access

Gawler Central Railway Station is located in close proximity to Gawler Central shopping centre and Coles, although there is poor pedestrian access to and from the train station through the car park or via Murray Street to access the shopping centre. It is around a 400m walk to the Woolworths/Big W shopping centre and around 800m walk to the more southern shopping areas. Gawler Central station provides a park and ride facility on the north side of the station with capacity for 85 cars.

Frequency of Services

The current service is not an appealing 'turn up and go' service. Whilst the service is currently a limited period 15 minute frequency during the am and pm peak periods on weekdays, the rest of the weekday and weekend services are half hourly, which are unlikely to be appealing to shoppers and visitors. The frequency drops further in the evenings to hourly services. Additional residential growth to the south of Gawler and opportunities that are being considered for an extension to the north may provide opportunities to increase rail patronage in to Gawler town centre and within the wider Gawler area if attractive service frequencies are provided.

7. Car Parking Fund

7.1 Background

The creation of a Car Parking Fund (supported by Development Policies which were introduced in September 2002 and formally established in November 2005) allows a developer in the Town Centre Zone to substitute an agreed shortfall of on-site car parking under the Development Act/Development Plan for a payment in lieu.

The current contribution levels are \$7,166 per space for the Centre Light Policy Area and \$5,255 per space for 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 within a multi-level car park, which have previously been estimated through the use of industry indicators (Rawlison) at between \$25,000 and \$30,000 per space, excluding land cost. The cost of providing an at-grade public parking space was identified at \$5,000 per space based on 2008 works in Eleventh Street. It is therefore likely that the current cost of at-grade provision is broadly comparable to the town centre contribution and slightly below the Gawler South area.

Transferring a developments car parking obligations to Council through payment of a contribution can significantly increase land development capacity. This is particularly pertinent to Mainstreet environments where cross-visitation between a number of shops is a key component of the viability of the Mainstreet and results in a lower parking demand for each shop.

As a rule of thumb, car parking and associated manoeuvring space equate to 60% site utilization for a retail development. A 1,000m² development parcel ground floor space can therefore be increased from 400 m² to 1,000m² (effectively a 1.5 fold increase) for a contribution at current rates of approximately \$350,000 (assuming typical demand based car parking rates of 5 per 100 sqm rather than the development plan rate of 7 per 100 sqm). Because the contribution to the Car parking Fund is likely to be less than the real cost of providing car parking (substantially less in the case of multi-level parking) and can be used to leverage development capacity it operates as a development incentive and not a penalty.

7.2 Parking Fund Operation

Guidance on the operation and purpose of a Car Parking Fund is set out in Planning Advisory Notice 16 – Car Parking Funds. This document sets out the basis of fund establishment, operation and management. The Gawler Car Parking Fund is understood to have met all the relevant criteria and guidelines for the establishment and operation of the fund.

In terms of management, the Advisory Notice provides details of the purposes for which funds proceeds can be used. These are:

- Providing new car parking facilities in the designated area;
- Maintaining, operating, or improving existing car parking facilities within the designated area; and
- Establishing, maintaining or improving transport facilities outside the designated area, provided that this can be seen to reduce the demand for car parking facilities within the designated area. This may include:
 - the provision of bike parking facilities;

- the provision of public transport facilities; and
- the extension of a community bus service.

It is anticipated that these are only intended as examples of alternative transport facilities and that any reasonable provision that could be expected to influence travel mode and reduce parking demand would be considered as an acceptable purpose for the fund.

GTA considers that bike parking within the designated area (in this case Gawler Town Centre) would be expected to be of more benefit to the parking demand in the town centre than bike parking provided outside the town centre.

7.3 Existing Car Parking Funds

The balance of the Car parking Fund at 30 June 2016 was \$433,000..

Since the last review of the car parking strategy in 2008, the car parking fund has received a total of \$174,216 in contributions and earned \$55,883 in accrued interest. Forward commitments in relation to developments commenced but for which no contribution has yet been received stands at \$154,550.

Since 2008, the Town Centre Parking Fund has been used to fund a number of parking initiatives, including:

- 2011/2012 – Gawler Growth \$15,187.77
- 2010/2011 – Finnis Street Multi Level Car Park \$67,847
- 2009/2010 – Finnis Street Multi Level Car Park \$55,129
- 2008/2009 – Gawler Retail \$155,430
- 2008/2009 – Finnis Street Multi Level Car Park - \$77,137
- 2008/2009 – 11th St Car Park \$4,493
- 2008/2009 – Giannotti \$42,980
- 2008/2009 – Total \$280,040

The level of current and future Car Parking Funds is unlikely to be sufficient within a reasonable timescale to enable the development of a new car park that would add significantly to the overall town centre provision, particularly if land costs and external works such as access and drainage are included. The availability of a suitable parcel of land is also considered unlikely unless the Council were to partner with the owners of an existing car park.

However, it is evident from both the contributions received and the initiatives funded that the car parking fund provides a beneficial tool for Council to draw on to enhance the parking provision within Gawler, in terms of total amount of parking and the quality of the available parking.

7.4 Future Operation of the Car Parking Fund

Based on the provisions within the Planning Advisory Notice there are a number of other options that could be considered within the town centre. The following opportunities have been identified

- Improve design, layout and operation of existing low utilisation public car parks to encourage increased use and reduced parking demand elsewhere, which could include:
 - Lighting;
 - Security;
 - General amenity quality; and

- Vehicle and pedestrian access.
- Improve pedestrian routes to and from car parking areas (safe, DDA compliant, well-lit and pleasant, way-finding signage) to Murray Street and other key destinations to encourage relocation of excess demand and reduced multi-parking trips.
- Changes to time restrictions;
- Installation of directional and information signage to car parks for drivers to navigate to car parks and encourage use of lower occupancy car parks;
- Installation of town centre bicycle parking at key locations, particularly in relation to existing and proposed bicycle routes that provide access to the town centre.

8. Car Parking Rates

8.1 Introduction

Car parking rates to be provided for new developments or a change of use are set out in the Council's Development Plan. The rates have not been reviewed for a number of years and research suggests that retail and social changes in recent years have reduced peak parking demands, such that historic rates are now higher than required. The current utilisation rate of car parking within the town centre at approximately 3.1 spaces per 100sq.m also appears to support the research that Development Plan rates may be too high and should be reviewed.

GTA understands the Council's assessment panel has previously supported lower car parking rates than the Development Plan for some developments (for example The Abbey, Costins, Waffle King, Gawler's Farmers Market and the Hotel at Café Nova) to achieve better outcomes, reflect joint parking demand for linked trips and allow for the community benefits of these developments.

8.2 Development Plan Rates

The Development Plan has been reviewed against the widely accepted '*Parking Spaces for Urban Places: Car Parking Study*'. The report was prepared by Aurecon in 2013 for City of Port Adelaide Enfield, and summarised recommended parking rates in tables covering Commercial, Community/Civic and Entertainment developments.

These rates are now widely accepted as industry standard. It is recommended that the Parking Spaces for Urban Spaces should generally be adopted within the Development Plan, as discussed further below.

Parking Spaces for Urban Spaces also allows discounts to parking with respect to:

- *Accessibility Discount* – allows the recommended rate to be discounted due to proximity to public transport, cycling and walking facilities.
- *Shared Use Discount* – allows the recommended rate to be discounted where a development shares a common car parking facility or a public car parking facility is within the locality.
- *Improved Planning Outcome Discount* – allows the recommended rate to be discounted where developers provide a higher quality walking environment or improved visual amenity within the urban environment than would otherwise be required.
- *Planning Constraint Discount (within a Historic Conservation Area or revitalisation precinct)* – allows the recommended rate to be discounted for an area where development is being encouraged, or in a historic area that provides limited opportunity to provide on-site car parking in a cost-effective manner.

A maximum discount applicable to any one development is also determined within the document.

Ensuring an appropriate parking rate is applied is a particular consideration when the development forms part of a main street or town centre. Many of the older buildings were constructed before the advent of the motor car and are therefore unable to provide the required level of parking when the use of the building changes. Similarly, excessive town centre

parking can be detrimental to the pedestrian environment and public realm amenity, reducing the attraction for people to visit the town centre.

Adopting the use of the above discounts will enable Council to support the reuse of buildings within the main street and town centre without compromising the overall transport access to the town centre, considering each development on their individual merit.

Table 8.1 to Table 8.3 summarise the Development Plan rates assessed against Parking Spaces for Urban Places rates and provide recommendations on changes to the Development Plan.

Table 8.1: Commercial Development Plan Recommended Rates

Land Use	Existing Development Plan Rate	Parking Spaces for Urban Places Rate	Comment / Recommendation
Auction Depot	1 space per 100m ² plus 2 spaces	1 space per 100sq.m PLUS 2 spaces <i>10 % allowable discount</i>	Change to permit discount in town centre
Bank	6 spaces per 100m ²	n/a	Retain Development Plan rate and permit discount in town centre
Call Centre	Assess on needs basis (employee based)	8 spaces per 100sq.m	Retain Development Plan rate and permit discount in town centre
Hardware and other Retail Showrooms	4 spaces per 100m ²	3 spaces per 100sq.m <i>40 % allowable discount</i>	Update Development Plan to Parking Spaces rate and permit discount in town centre
Motor Repair Station	2 spaces per 100m ²	3 spaces per 100sq.m PLUS 1 space for each vehicle being serviced, repaired or fitted with accessories, including vehicles waiting to be repaired, fitted with accessories or collected by owners	Update Development Plan to Parking Spaces rate
Motor Showroom	2 spaces per 100m ²	n/a	Retain Development Plan rate
Office	4 spaces per 100m ²	4 spaces per 100sq.m <i>25 % allowable discount</i>	Update Development Plan to Parking Spaces rate and permit discount in the town centre
Petrol Filling Station	1 space per service bay plus 5 spaces per 100m ² retail floor space	6 spaces per bay PLUS 50% of the calculated parking demand of any ancillary land use	Retain Development Plan rate
Post Office	7 spaces per 100m ²	n/a	Retain Development Plan rate and permit discount in town centre
Retail Showroom (Bulky Goods)	4 spaces per 100m ²	3 spaces per 100sq.m <i>40 % allowable discount</i>	Update Development Plan to Parking Spaces rate and permit discount in the town centre
Service Trade Premises	4 spaces per 100m ²	4 spaces per 100sq.m <i>50 % allowable discount</i>	Update Development Plan to Parking Spaces rate and permit maximum discount in the town centre
Shop	7 spaces per 100m ²	<u>NOT WITHIN A SHOPPING CENTRE:</u> 7 spaces per 100sq.m <i>55 % allowable discount</i> <u>WITHIN A SHOPPING CENTRE:</u> 6 spaces per 100sq.m <i>25 % allowable discount</i>	Update Development Plan to Parking Spaces rate and permit maximum discount in town centre whether or not within a Shopping Centre
Used Car Lot/Vehicle Sales Yard	2 spaces per 100m ²	n/a	Retain Development Plan rate
Video Store	6 spaces per 100m ²	n/a	Retain Development Plan rate and permit discount in town centre

Table 8.2: Community/Civic Development Plan Recommended Rates

Land Use	Existing Development Plan Rate	Parking Spaces for Urban Places Rate	Comment / Recommendation
Child Care	1 space per 4 children	1 per employee PLUS EITHER 0.25 spaces per child (drop-off/pick-up bays) OR An area wide traffic management plan to accommodate the drop-off / pick-up demand at 0.25 spaces per child <i>10% allowable discount</i>	Update Development Plan to Parking Spaces rate and permit discount in the town centre
Civic Administration Offices	4 spaces per 100m ²	n/a	Retain Development Plan rate and permit discount in town centre
Community Centre	10 spaces per 100m ²	10 spaces per 100sq.m	Retain Development Plan rate and permit discount in town centre
Education Institutions (long term and short term)	(refer below)	<u>PRIMARY SCHOOL:</u> 1 per full time equivalent employee PLUS EITHER 0.25 spaces per child (drop-off/pick-up bays) OR an area wide traffic management plan to accommodate the drop-off / pick-up demand at 0.25 spaces per child <u>SECONDARY SCHOOL:</u> 1 per full time equivalent employee PLUS 0.1 per full time equivalent employee for visitors (with a minimum 5 spaces per premises) PLUS EITHER 0.16 per student OR an area wide traffic management plan to accommodate the drop-off / pick-up demand at 0.16 spaces per child	Retain Development Plan rates and permit discount in town centre and for Way2Go Travel Plan initiatives
- Pre-school	1 space per employee plus 1 space per 2 children		
- Primary school	1 space per employee plus 1 space per 6 students		
- Middle school	1 space per employee plus 1 space per 12 students		
- Secondary school	1.2 spaces per employee plus 1 space per 20 students		
Tertiary Institution	0.6 space for full time employee plus 0.2 space for part-time student	0.8 per student that is part of the maximum number of students on the site at any time <i>60% allowable discount</i>	Update Development Plan to Parking Spaces rate and permit discount in the town centre
Library	0.75 space per user	4 spaces per 100sq.m <i>50% allowable discount</i>	Update Development Plan to Parking Spaces rate and permit discount in the town centre
Meeting Hall	1 space per 3 seats	0.2 spaces per seat	Update Development Plan to Parking Spaces rate and permit discount in the town centre
Place of Worship	1 space per 3 seats	0.33 spaces per seat <i>25% allowable discount</i>	Update Development Plan to Parking Spaces rate and permit discount in the town centre

Table 8.3: Entertainment Development Plan Recommended Rates

Land Use	Existing Development Plan Rate	Parking Spaces for Urban Places Rate	Comment / Recommendation
Amusement Machine Centre	7 spaces per 100m ²	7 spaces per 100sq.m	Retain Development Plan rate and permit discount in town centre
Bowling Club	10 spaces per bowling green	10 spaces per bowling green	No change
Cinema Complex	85th percentile of projected attendance level	0.33 spaces per seat <i>25% allowable discount</i>	Update Development Plan to Parking Spaces rate and permit discount in the town centre
Concert Hall/Theatre	85th percentile of projected attendance level	0.33 spaces per seat <i>25% allowable discount</i>	Update Development Plan to Parking Spaces rate and permit discount in the town centre
Conference Facility	1 space per 3 seats	Assess on needs basis	Retain Development Plan rate and permit discount in town centre
Entertainment Complex	Assess on needs basis	Assess on needs basis	No change
Exhibition Hall	Assess on needs basis	Assess on needs basis	No change
Hotels & Taverns - Public Bar - Lounge or beer garden - Dining room - Gaming room - Accommodation	1 space per 2m ² 1 space per 6m ² 1 space 3 seats 1 space per 2 machines 1 space per Room	11 spaces per 100sq.m <i>25% allowable discount</i>	Retain Development Plan rate and permit discount in town centre
Indoor Recreation/Gymnasium	Assess on needs basis	7 spaces per 100 sq.m <i>55% allowable discount</i>	Update Development Plan to Parking Spaces rate and permit discount in the town centre
Night Clubs/Late Night Venues	1 space per 2.5 people	Assess on needs basis	Retain Development Plan rate and permit discount in town centre
Non-Residential Club	Assess on needs basis	Assess on needs basis	No change
Restaurant (traditional)	1 space per 3 seats	0.4 spaces per seat <i>25% allowable discount</i>	Retain Development Plan rate and permit discount in town centre
Restaurant (fast food/family) 1 - without dine-in and drive through facilities 2 - with dine-in facilities but no drive through 3 - with dine-in and drive through facilities[1]	1 - 12 spaces per 100m ² 2 - greater of 1 space per 5 seats (internal and external seating) or 1 space per 2 seats (internal seating) 3 - greater of 1 space per 3 seats (internal and external seating) or 1 space per 2 seats (internal seating)	0.55 spaces per seat PLUS 12 vehicle queuing area if a drive through <i>35% allowable discount (to spaces per seat)</i>	Retain Development Plan rate and permit discounts in town centre
Squash/Tennis Courts	4 spaces per court	4 spaces per court <i>25% allowable discount</i>	Retain Development Plan rate and permit discount in town centre
TAB Facility	9.5 spaces per 100m ²	8 spaces per 100sq.m <i>15% allowable discount</i>	Update Development Plan to Parking Spaces rate and permit discount in the town centre

[1] A car queuing area for a maximum of 12 cars is also required. There should be at least 4 spaces adjoining the ordering point for waiting purposes.

9. Best Practice Case Studies

To inform the development and understanding of existing and future car parking provision and operation in Gawler, a number of similar towns have been identified to provide best practice examples and recent experience. These towns would have a number of similarities to Gawler and have recently updated car parking strategies for their town centres and surrounding catchment.

District Council of Mount Barker, South Australia

Mount Barker is located in the Adelaide Hills and is identified as a major growth area within the Greater Adelaide region. Like Gawler, it has an historic town centre core area which includes a main street and a number of shopping centres and commercial areas on roads close to the main street area. The main street (Gawler Street) remains a popular destination with shops, cafes, restaurants and commercial offices along its length. It provides a limited amount of on-street parking although the majority of town centre parking demand is accommodated in a number of off-street car parks, many of which are associated with shopping centres and major retailers.

The Car Parking Fund commenced on Thursday 13 January 2005 in accordance with Section 50A of the Development Act, 1993. The car parking requirements for development are based upon the rates listed in Table MtB3 of the Mount Barker (DC) Development Plan.

A car parking contribution will be considered in lieu of the provision of spaces with discussions with the Council prior to the lodging of a development application. The option is discretionary for both Council and the applicant, with both parties been required to agree that this is the appropriate action. Council will invoice the applicant the required contribution to the Fund. Payment to the Fund will be required prior to Council issuing final Development Approval.

The cash contribution per car park space is \$23,250 inclusive of GST. This represents 75 percent of the actual land and construction costs of new car parking in the District Council of Mount Barker.

The following conditions apply to the applicant:

- The contributor does not retain fee simple ownership of the car parking space(s) and therefore cannot trade them as an asset.
- The occupants, clients and employees of the development cannot have reserved or guaranteed use of the spaces for which a contribution is made.
- The contribution funded car parking spaces will be located the Mount Barker Regional Town Centre Zone.

The Car Parking Fund can be used to:

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

Alexandrina Council, South Australia

In 2010, the Alexandrina Council conducted a study to develop and assess a car parking contributions fund to assist with the future provision of car parking within the townships of Strathalbyn, Goolwa, and Port Elliot in which a Car Parking Fund was established for designated areas. Within these areas development proposals (at the discretion of Council) may be able to satisfy their car parking requirements by making a financial contribution to the Car Parking Fund in lieu of the provision of car parking spaces on-site. Money accumulated within the Fund is to be

used to assist with the provision of car parking, related infrastructure and maintenance within the designated areas, and will be managed by Council in accordance with the provisions of Section 50A of the Development Act.

The money standing to the credit of the Fund may be used by Council:

- to ensure that car parking is aggregated in suitable locations in order to achieve the desired car parking, urban form and movement outcomes sought for the designated areas;
- for, or towards, the maintenance, operation or improvement of car parking facilities; and
- for, or towards, the establishment, maintenance or improvement of transport facilities within the area of the Council with a view to reducing the need or demand for car parking facilities within the designated areas. This includes the encouragement and provision of alternative modes of transport.

City of Stirling, Western Australia

The City of Stirling in metropolitan Perth has a cash-in-lieu parking payment scheme where non-residential developments are unable to meet the Scheme parking requirements (i.e. they have a shortfall of parking). This provision is not replacing the developer's responsibility to provide sufficient on-site parking, but rather as a mechanism to enable desirable developments, for which the full amount of parking cannot be provided on site but can be provided elsewhere, to proceed. In determining whether to accept cash in lieu of parking, the following will be considered / required:

- The actual provision of an adequate supply of parking;
- An identified location (on or off-street) within close vicinity of the subject site for the provision of additional bays exists (either proposed or already constructed);
- Contributions will be calculated per bay based on the estimated average cost of providing a public parking bay, including turning areas, in that locality at current market costs for both the land component to be determined by an independent valuer, at the applicant's cost and construction to be determined by the City's Engineering Design Unit. Where opportunities exist for both on-street and off-street parking to be provided by the City, an averaged cost shall be applied, unless otherwise approved by Council;
- Payment by instalments may be considered for ten or more bays;
- Monies thus collected will be placed in a Special Parking Fund which may only be used by the City for:
 - Acquisition of land for parking in the municipal district;
 - Construction of public parking, both on-street and in a parking station;
 - Improvements to existing parking stations and on-street parking;
 - Servicing of loans obtained to provide parking;
 - Maintenance of public parking areas and bays; or
 - Public transport infrastructure, where Council considers that such expenditure would result in a reduced demand for parking in that area.

Whilst the City will make every effort to ensure the expenditure of cash in lieu occurs within the appropriate location to meet the parking shortfall, the collection of sufficient funds to complete works may take time to accumulate. Consequently, the City makes no commitment in accepting cash-in-lieu of parking to expend that money within a particular time-frame.

Victoria

Several case studies of Victorian car parking studies are summarised in Table 9.1.

Table 9.1: Parking Fund Case Studies

Location	Date Introduced	Description	Fee per additional Car Space	Status
Bendigo, Vic	7/04/2016	<ul style="list-style-type: none"> To provide for the collection of financial contributions to contribute to the construction of public car parking facilities. 	\$10,561.67	Current - Used at Council discretion when sufficient spaces are not provided on site
Traralgon, Vic	7/04/2016	<ul style="list-style-type: none"> To ensure the appropriate provision of car parking spaces in the Traralgon Activity Centre Parking Precinct. To provide for cash-in-lieu payments for car parking provision in the Traralgon Activity Centre Parking Precinct. 	\$8,000	Current - Used at Council discretion when sufficient spaces are not provided on site
Berwick Village, Casey, Vic	19/04/2013	<ul style="list-style-type: none"> To ensure the appropriate provision of car parking spaces in the Berwick Village Commercial Centre. To enable a cash-in-lieu contribution for car parking provision to be validly imposed on planning permits for land currently within the Commercial 1 Zone (C1Z) within the overlay. To spread the cost of the infrastructure on an equitable basis. 	\$16,935	Current - Only applicable to land in a B1Z. Used at Council discretion when sufficient spaces are not provided on site.
Werribee, Vic	27/02/2014	<ul style="list-style-type: none"> To sufficiently and efficiently provide for car parking in Werribee City Centre. To provide for the collection of financial contributions towards the construction of shared car parking facilities. 	\$12,500	<p>Current - Used at Council discretion when sufficient spaces (as required under Planner Scheme) are not provided on site, as the following criteria are met:</p> <ul style="list-style-type: none"> The applicant demonstrates that the car parking requirement cannot be practically provided on site or nearby; The small number of car parking spaces to be provided will not achieve on-site the objective of consolidating car parking into large, well located, easily accessible and locatable facilities; and The applicant agrees, under Section 173 of the Planning & Environment Act 1987, to the financial contribution being applied to the provision of public shared parking, at any site in or adjacent to Werribee City Centre, as determined by the responsible authority.

10. Summary

Based on the analysis and discussions presented within this report, the following summary is presented:

- i The supply and operation of car parking within Gawler town centre has been considered in relation to a number of wider planning, transport and economic development outcomes
- ii The existing supply of around 4,000 spaces is typically around 50% occupied in normal trading and operating conditions, although there are a number of areas with much higher parking demand
- iii In general parking was seen as available, accessible and of reasonable quality within the responses received to the community survey, although localised vehicle and pedestrian access, car parking quality and parking availability issues were identified
- iv The overall existing parking supply is likely to provide sufficient capacity for existing and future development growth, however some localised increases in supply will be required in locations of high demand, reflecting that some of the parking is poorly located for some of the popular town centre destinations
- v Improvements to local walking and cycling access to the town centre for local residents are likely to provide the most viable opportunities to change travel patterns and reduce parking demand. Public transport services are generally at a frequency that will not 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.
- vi The car parking fund has generated a regular income over the last few years sufficient to fund a number of parking improvement projects. The operation of the fund in its current format should therefore continue and could be used to continue to enhance the quality and access of existing parking provision and improve alternative transport options to reduce parking demand, notably bike parking in the town centre and pedestrian connections between existing car parks and the wider town centre.
- vii A number of councils in SA and Interstate operate car parking funds that are being successfully used to improve car parking and in some cases wider transport facilities within the town centre.

Appendix A

A.1 Survey Occupancy

Ref	Location/Address	Capacity	Time Counted	Occupancy	Comments	Occupancy %
86	36 Adelaide Road - Car park access via Sixth Street	Private	19	2:55	3	16%
87	40 Adelaide Road	Private	39	2:55	17	44%
13	Eleventh Street	Public	55	2:55	29	53%
81	27 Adelaide Road - Car park access via Sixth Street // Headstart	Private	11	2:55	5	45%
80	25 Adelaide Road - Car park access via Eleventh Street // Adelaide Road Clinic	Private	12	3:00	9	75%
79	23 Adelaide Road	Private	10	3:00	2	20%
78	21 Adelaide Road // Chemplus	Private	16	3:00	6	38%
77	17 Adelaide Road // KFC	Private	21	3:00	9	43%
91	On Street Parking Adelaide Road - West Side	On St	43	3:00	1	2%
92	On Street Parking Adelaide Road - East Side	On St	45	3:00	15	33%
43	1 Calton Road // Phoenix Plaza	Private	284	3:18	95	33%
20	Cnr of Lyndoch Road and High St // Tafe/Fasta Pasta	Public	210	3:54	77	37%
45	Jacob Street // Woolworths, Big W precinct	Private	372	3:30	247	66%
64	132-144 Murray St - Access via Finnis St & Commercial Ln // Heart N Soul Hair Solutions, EB Games, Hudsons Coffee, Beyond Bank, Anytime Fitness, Telstra Shop,	Private	25	3:25	25	100%
17	Finniss Street // Multi Level Car Park	Public	307	3:40	121	39%
63	Gawler Central	Private	299	3:45	191	64%
2	Railway Station	Public	75	4:10	66	88%
7	Cowan Street - Light Square	On St	6	4:15	1	17%
8	Cowan Street - Light Square	On St	11	4:16	2	18%
15	Corner Finnis & Reid Street	Public	40	4:17	23	58%
97	14-20 Reid Street // Reid Street Car Park	Public	39	4:19	14	No easy links through 36%
44	Jacob Street // Gawler Arms Hotel	Private	40	3:30	37	93%
106	3-5 Tod Street	Public	18	4:30	16	89%
107	Curves Car park	Private	54	4:30	23	43%
109	2 Tod Street	Public	62	4:30	30	48%
111	Tod Street - On Street Parking from Murray St until end of zone - South Side	On St	7	4:25	4	57%
134	On Street parking on both sides of Whitelaw Terrace	On St	41	4:30	29	71%
119	Walker Place - On Street parking on both sides of Walker Place	On St	17	4:32	11	65%
46	Julian Tce - Walker Place to Bridge Street - West Side	On St	107	4:33	70	65%
47	Julian Tce - Walker Place to Bridge Street - East Side	On St	23	4:33	10	43%
47	Julian Tce - Bridge Street to Murray Street - Both Sides	On St	36	4:35	22	61%
61	Railway Tce Gawler West (Gravel Car Park Adjacent Railway)	Public	42	3:58	2	5%
49	2 Lyndoch Road // Information Centre	Public	26	4:12	7	27%
22	Rear of 145/139/137 Murray Street	Public	18	4:14	8	44%
23	Rear of 133 Murray Street - Commonwealth Bank // Commonwealth Bank	Private	10	4:15	3	30%
24	Rear of 131 Murray Street - Cash Converters // Cash Converters	Private	11	4:16	9	82%
25	Rear of 115/113 Murray Street	Private	5	4:16	0	FENCED OFF FOR CONSTRUCTION 0%
26	Rear of 111 Murray Street	Private	2	4:16	0	0%
27	Rear of 109 Murray Street // Prince Albert Hotel	Private	14	4:18	5	36%
28	Rear of 108/98/95 Murray Street // Taste on Main, Reject Shop, Dave the Barber, Phil Hoffman Travel	Private	26	4:20	20	77%
29	Rear of 93 Murray Street - ANZ Bank // ANZ Bank	Private	10	4:21	4	40%
30	Town of Gawler	Private	2	4:21	1	50%
31	Rear of 81 Murray Street // Golden Fleece, Westpac, Cibo	Private	67	4:26	26	39%
32	Rear of 75 Murray Street	Private	19	4:27	12	63%
3	Calton Road - Infront of Phoneix Plaza	On St	8	4:28	7	88%
34	Rear of 67-65 Murray Street // Gawler Bakery, Mortgage Choice, Java Hut, Cartridge World	Private	6	4:31	2	33%
35	Rear of 63 Murray Street // Currently Vacant - Super Elliots Building	Private	6	4:31	2	dodgy gravel 33%
36	Rear of 55-41 Murray Street // Aspire Homes, AWL, Silk & Lace Lingerie, Betta Electrical, Gawler Pizza House, Ezy Wash & Dry Laundromat	Private	12	4:32	7	58%
67	39 Murray Street - Access via Thorupps Lane	Private	4	4:32	3	plus 1 outside Paul Stevens Motor Repairs 75%
38	Rear of 37 Murray Street // Elders Real Estate	Private	10	4:35	3	30%
39	Rear of 33 Murray Street // Bank SA	Private	24	4:37	10	42%
41	Rear of 21 Murray Street // Connects with Café Nova Carpark	Private	12	4:37	7	58%
72	19 Murray Street // Café Nova & The Southern Hotel	Private	68	4:38	9	13%
	On Street Parking Murray Street both sides Bridge Street to Bridge Street	On St	31	4:45	26	84%
93	On Street Parking Murray Street - West Side	On St	48	4:50	25	52%
94	On Street Parking Murray Street - East Side	On St	47	4:50	25	53%

AVG	48%
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Ref	Location/Address		Capacity	Time Counted	Occupancy	Comments	Occupancy %
86	36 Adelaide Road - Car park access via Sixth Street	Private	19	11:07	1		5%
87	40 Adelaide Road	Private	39	11:08	26	both staff used, both disabled used	67%
13	Eleventh Street	Public	55	11:01	15		27%
81	27 Adelaide Road - Car park access via Sixth Street // Headstart	Private	11	11:02	6		55%
80	25 Adelaide Road - Car park access via Eleventh Street // Adelaide Road Clinic	Private	12	11:02	4		33%
79	23 Adelaide Road	Private	10	11:02	1		10%
78	21 Adelaide Road // Chemplus	Private	16	11:03	3		19%
77	17 Adelaide Road // KFC	Private	21	11:03	2		10%
91	On Street Parking Adelaide Road - West Side	On St	43	11:17	11		26%
92	On Street Parking Adelaide Road - East Side	On St	45	11:17	18		40%
43	1 Calton Road // Phoenix Plaza	Private	284	12:12	94	2 additional parked in loading bay	33%
20	Cnr of Lyndoch Road and High St // Tafe/Fasta Pasta	Public	210	12:19	50		24%
45	Jacob Street // Woolworths, Big W precinct	Private	372	12:04	289		78%
64	132-144 Murray St - Access via Finnis St & Commercial Ln // Heart N Soul Hair Solutions, EB Games, Hudsons Coffee, Beyond Bank, Anytime Fitness, Telstra Shop,	Private	25	12:46	38	1 illegal park	152%
17	Finniss Street // Multi Level Car Park	Public	307	11:45	115		37%
63	Gawler Central	Private	299	11:35	213		71%
2	Railway Station	Public	75	12:30	15		20%
7	Cowan Street - Light Square	On St	6	12:33	1		17%
8	Cowan Street - Light Square	On St	11	12:33	0		0%
15	Corner Finnis & Reid Street	Public	40	12:35	19		48%
97	14-20 Reid Street // Reid Street Car Park	Public	39	12:38	15		38%
106	3-5 Tod Street	Public	18	12:54	8		44%
109	2 Tod Street	Public	62	12:53	36		58%
111	Tod Street - On Street Parking from Murray St until end of zone - South Side	On St	7	12:57	2		29%
134	On Street parking on both sides of Whitelaw Terrace	On St	41	12:59	18		44%
119	Walker Place - On Street parking on both sides of Walker Place	On St	17	1:01	12		71%
46	Julian Tce - Walker Place to Bridge Street - West Side	On St	107	1:06	74		69%
47	Julian Tce - Walker Place to Bridge Street - East Side	On St	23	1:06	14		61%
47	Julian Tce - Bridge Street to Murray Street - Both Sides	On St	36	1:10	15		42%
61	Railway Tce Gawler West (Gravel Car Park Adjacent Railway)	Public	42	12:32	0		0%
49	2 Lyndoch Road // Information Centre	Public	26	12:37	3		12%
22	Rear of 145/139/137 Murray Street	Public	18	12:40	5		28%
23	Rear of 133 Murray Street - Commonwealth Bank // Commonwealth Bank	Private	10	12:40	0		0%
24	Rear of 131 Murray Street - Cash Converters // Cash Converters	Private	11	12:40	5		45%
25	Rear of 115/113 Murray Street	Private	5	12:43	3		60%
26	Rear of 111 Murray Street	Private	2	12:43	0		0%
27	Rear of 109 Murray Street // Prince Albert Hotel	Private	14	12:44	9		64%
28	Rear of 108/98/95 Murray Street // Taste on Main, Reject Shop, Dave the Barber, Phil Hoffman Travel	Private	26	12:46	20		77%
29	Rear of 93 Murray Street - ANZ Bank // ANZ Bank	Private	10	12:47	4		40%
30	Town of Gawler	Private	2	12:48	0		0%
31	Rear of 81 Murray Street // Golden Fleece, Westpac, Cibo	Private	67	12:51	18		27%
32	Rear of 75 Murray Street	Private	19	12:52	5		26%
3	Calton Road - Infront of Phoneix Plaza	On St	8	12:54	8		100%
34	Rear of 67-65 Murray Street // Gawler Bakery, Mortgage Choice, Java Hut, Cartridge World	Private	6	12:55	2		33%
35	Rear of 63 Murray Street // Currently Vacant - Super Elliots Building	Private	6	12:56	1	additional 2 parked in ROW	17%
36	Rear of 55-41 Murray Street // Aspire Homes, AWL, Silk & Lace Lingerie, Betta Electrical, Gawler Pizza House, Ezy Wash & Dry Laundromat	Private	12	12:58	3		25%
67	39 Murray Street - Access via Thorupps Lane	Private	4	12:58	3		75%
38	Rear of 37 Murray Street // Elders Real Estate	Private	10	12:59	0		0%
39	Rear of 33 Murray Street // Bank SA	Private	24	1:00	3		13%
41	Rear of 21 Murray Street // Connects with Café Nova Carpark	Private	12	1:02	2		17%
72	19 Murray Street // Café Nova & The Southern Hotel	Private	68	1:05	68		100%
	On Street Parking Murray Street both sides Bridge Street to Bridge Street	On St	31	1:15	22		71%
93	On Street Parking Murray Street - West Side - Bridge Street ot Train	On St	48	1:30	39		81%
94	On Street Parking Murray Street - East Side - Bridge Street to Train	On St	47	1:30	30		64%

AVG

41%

Appendix B

B.1 Survey Questions

Gawler Town Centre Parking Study

Preliminary Consultation Community Survey

1. How often do you visit Gawler town centre?

- Every Day
- Every weekday
- Every weekend
- 2-3 times a week
- Once a week
- Once every two weeks
- Once a month
- Less frequently

2. Do you live or work in Gawler?

- a) Live Yes No
- b) Work Yes No

3. How do you normally travel to Gawler town centre?

- By car
- By train
- By bus
- Walk
- Bicycle
- Other, please specify.....

4. When you travel by car to Gawler town centre, where do you usually park?

- On Murray Street
- On street near the town centre
- Gawler Central; Coles
- Jacob Street; Woolworths/Big W
- Finnis Street Multi-level car park
- Phoenix Plaza (Target)
- Private car park of a specific business

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- Other, please specify.....
- Not applicable, never travel by car

5. When you visit Gawler town centre, how many shops do you normally visit?

- 1 (Go to Question 7)
- 2-3 (Go to Question 6)
- 4 or more (Go to Question 6)

6. If you visit more than 1 shop do you:

- Park in 1 location and walk to all other shops?
- Drive between some shops and walk to other shops?
- Drive between and park at each shop you visit?

7. How long do you usually stay on a visit to Gawler town centre?

- Less than 1 hour
- 1-2 hours
- 2-4 hours
- 4 hours +

8. How easy do you feel it is to find a car park in Gawler?

- Very easy, always get a space where I choose
- Usually easy to find a space where I choose
- Sometimes have to try a different place, drive around or wait for a space
- Often difficult, have to try a different place, drive around or wait for a space
- Very difficult, always have to drive around or wait for a space

9. How would you rate the route to walk from your car park/bus stop/train station to Gawler town centre main street?

- Very easy, clear, safe and well defined route
- Adequate but could do with minor improvements
- Adequate but would benefit from major improvements
- Very poor route, hard to follow, doesn't feel safe, uncomfortable/broken surface

10. What would improve the route that you use from your car park/bus stop/train station to Gawler town centre main street?

.....
.....
.....
.....

11. Where do you live?

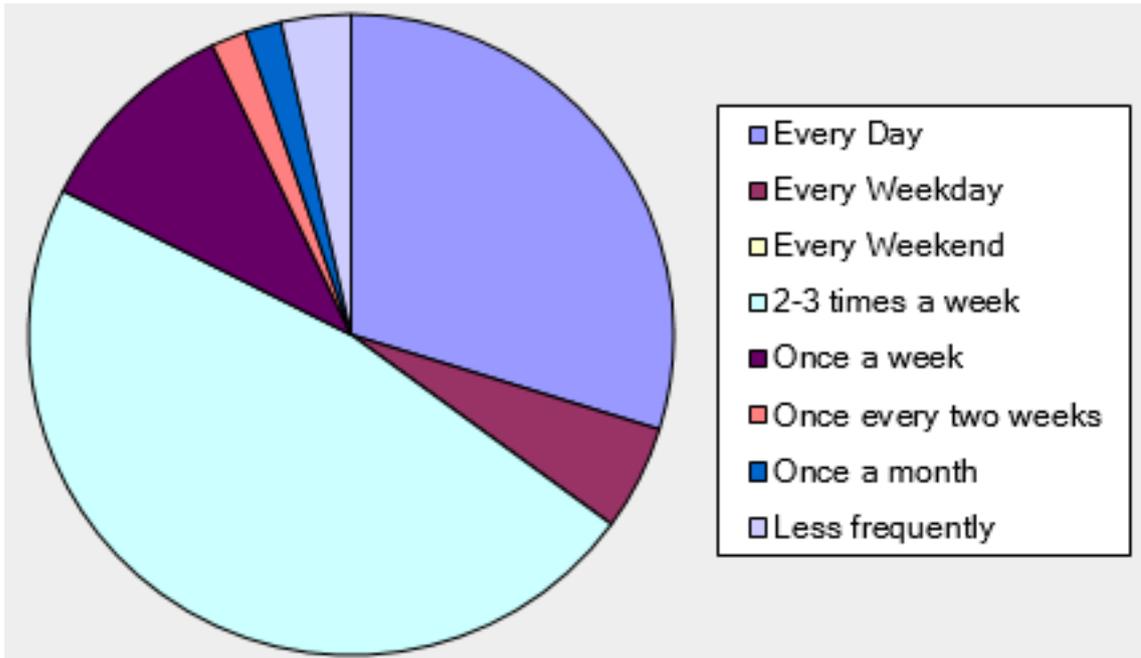
Road/Street name.....

Town/Suburb.....

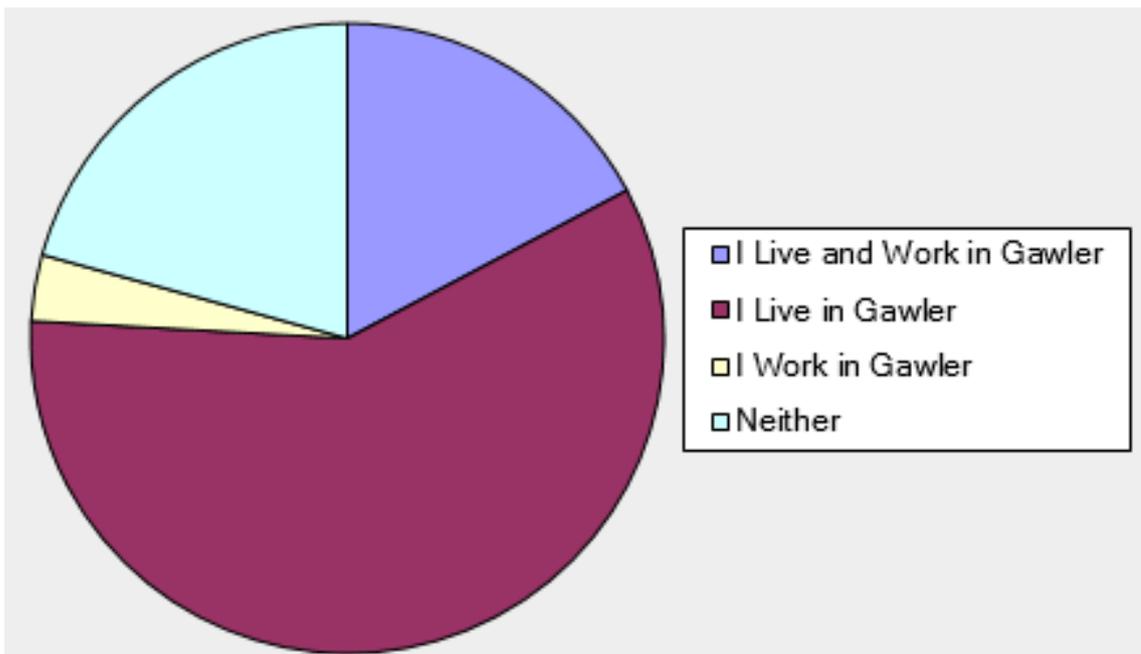
Appendix C

C.1 Survey Responses

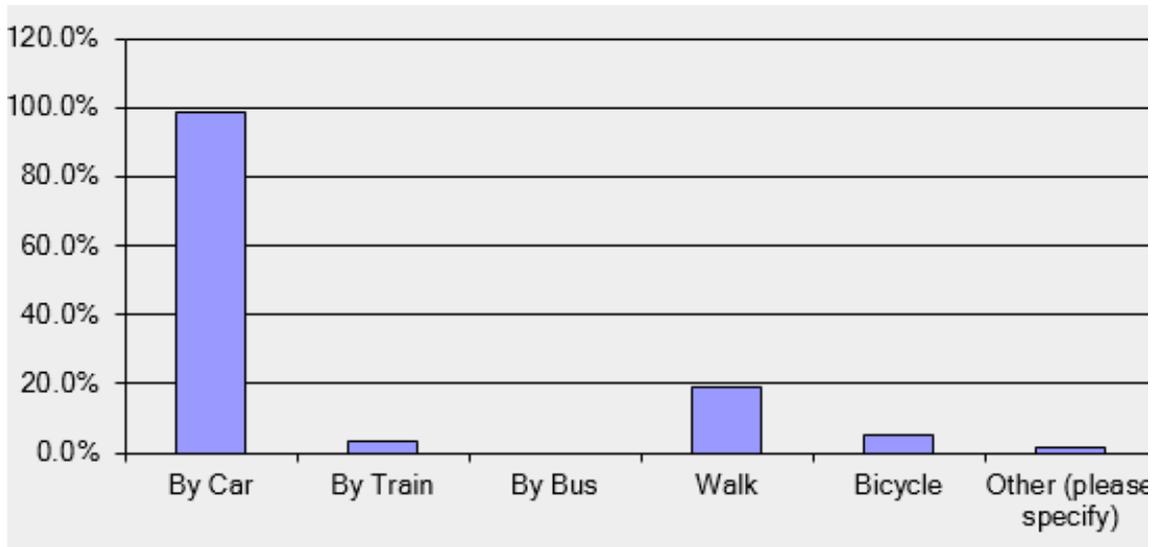
C.1 How often do you visit Gawler Town Centre?



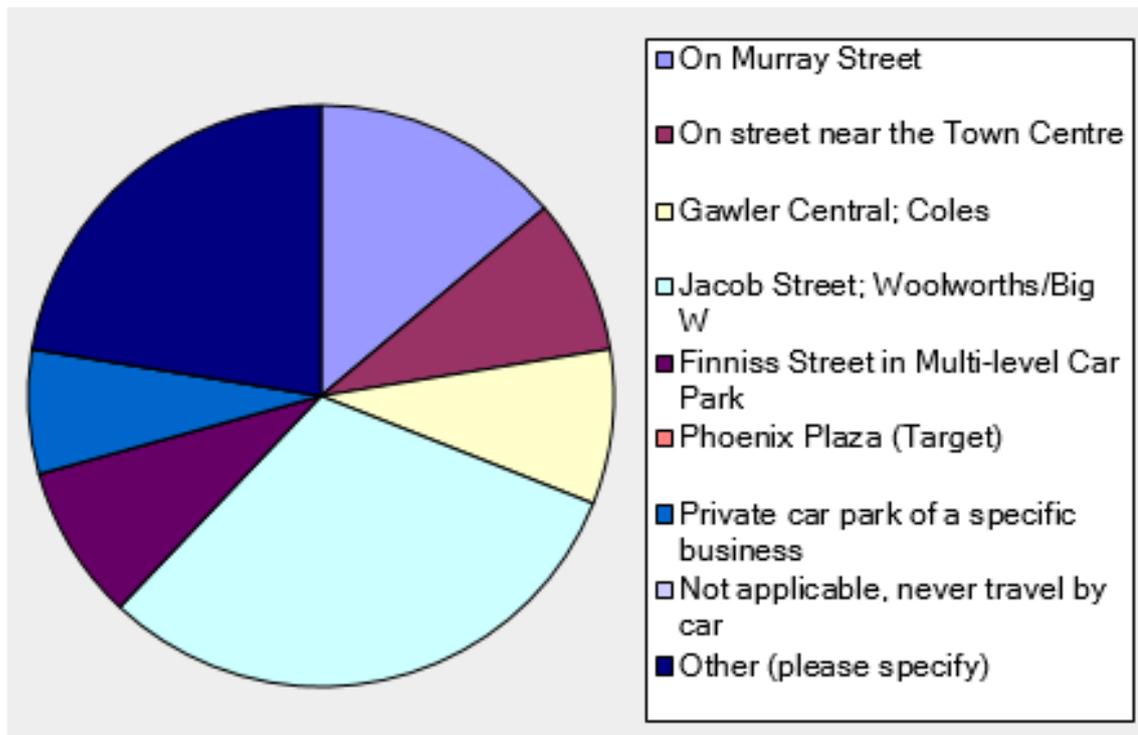
C.2 Do you live or work in Gawler?



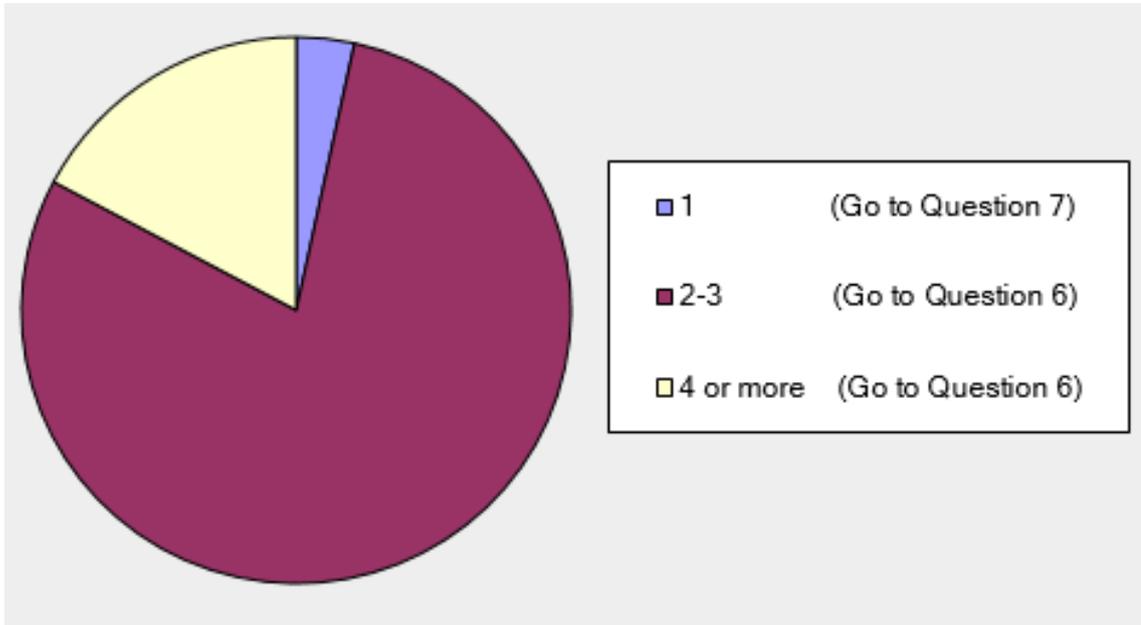
C.3 How do you normally travel to Gawler Town Centre?



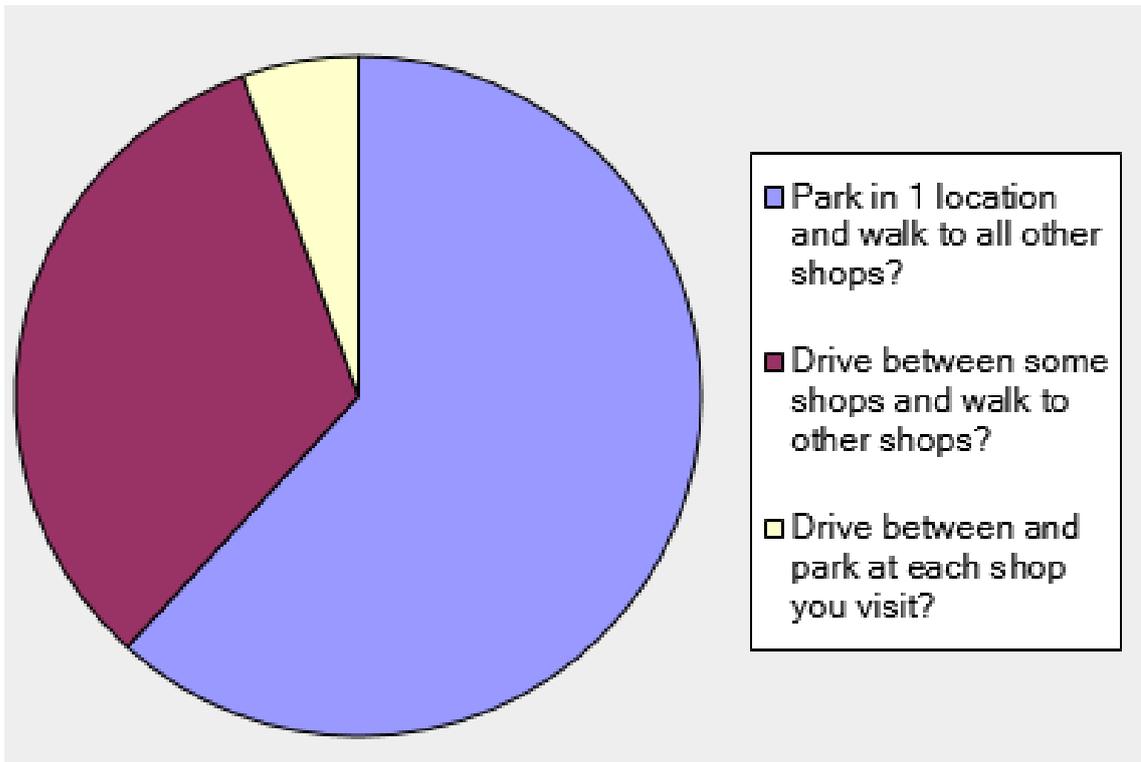
C.4 When you travel by car to Gawler Town Centre, where do you usually Park?



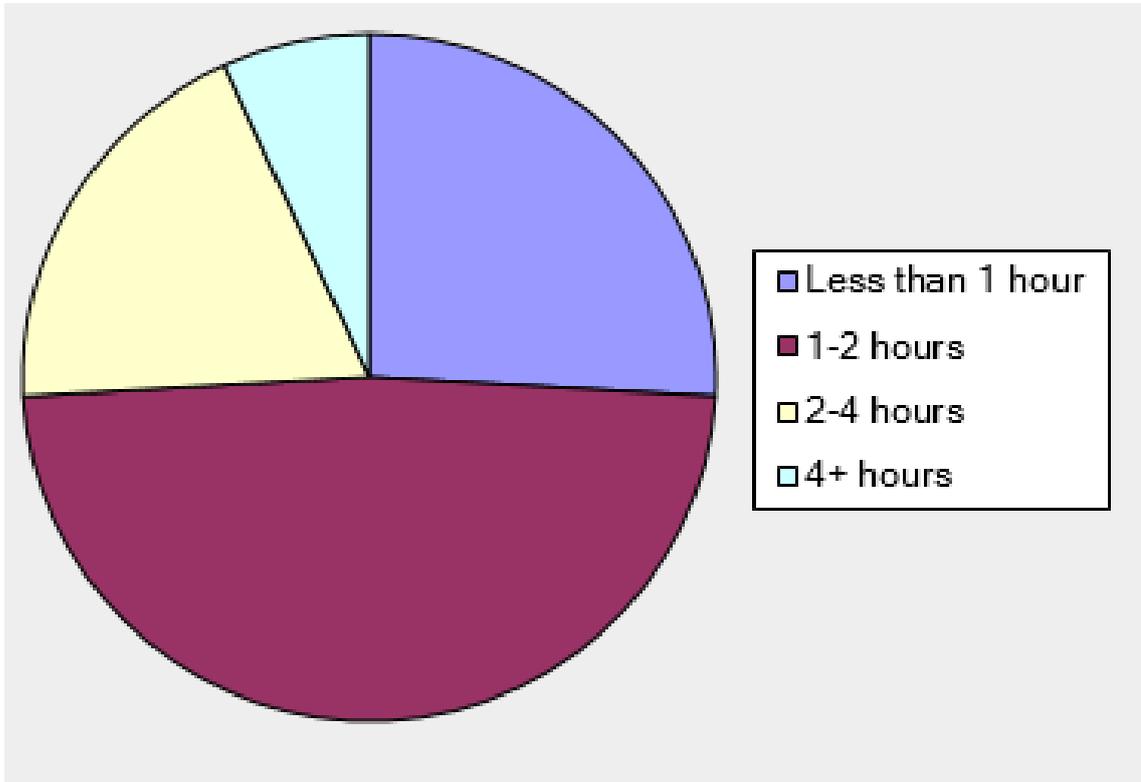
C.5 When you visit Gawler Town Centre, how many shops do you normally visit?



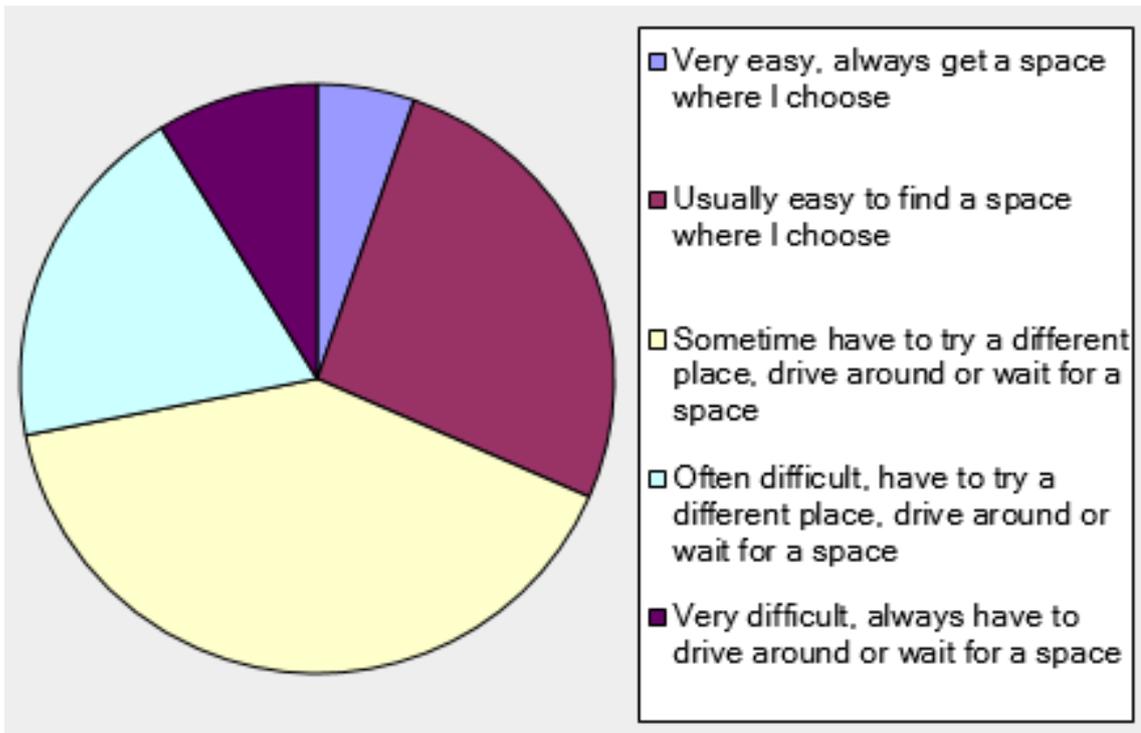
C.6 If you visit more than 1 shop do you;



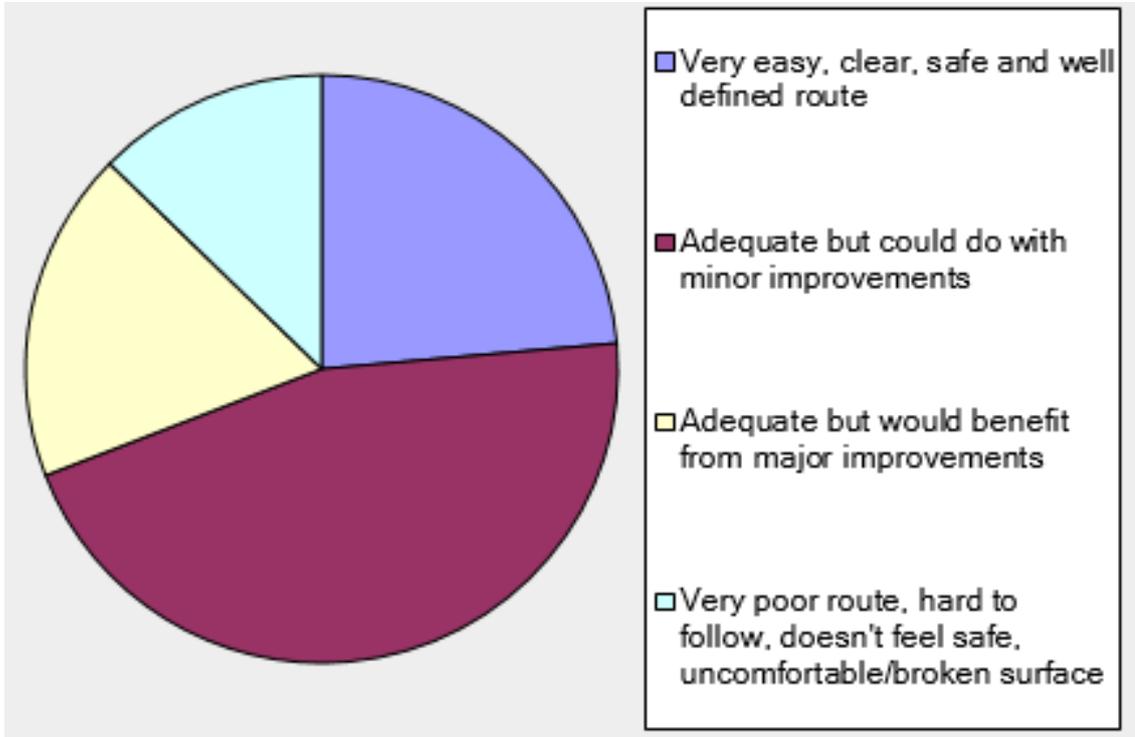
C.7 How long do you usually stay on a visit to Gawler Town Centre?



C.8 How easy do you feel it is to find a car park in Gawler Town Centre?



C.9 How would you rate the route to walk from your car park/bus stop/train stop to Gawler Town Centre main street?



Appendix D

Cross Tabulated Survey Responses

D.1 Ease of Parking by Location

When you travel by car to Gawler Town Centre, where do you usually park?	How easy do you feel it is to find a car park in the Gawler Town Centre?				
	Very easy, always get a space where I choose	Usually easy to find a space where I choose	Sometime have to try a different place, drive around or wait for a space	Often difficult, have to try a different place, drive around or wait for a space	Very difficult, always have to drive around or wait for a space
Finniss Street in Multi-level Car Park	1	1	1	2	0
Gawler Central; Coles	1	2	1	1	0
Jacob Street; Woolworths/Big W	0	6	9	1	1
On Murray Street	0	2	4	2	0
On street near the Town Centre	0	1	3	1	0
Private car park of a specific business	0	1	1	2	0
Other (please specify)	1	2	4	2	4
GRAND TOTAL	3	15	23	11	5

D.2 Ease of Parking by Location – 'Other' Locations

When you travel by car to Gawler Town Centre, where do you usually park?	How easy do you feel it is to find a car park in the Gawler Town Centre?				
	Very easy, always get a space where I choose	Usually easy to find a space where I choose	Sometime have to try a different place, drive around or wait for a space	Often difficult, have to try a different place, drive around or wait for a space	Very difficult, always have to drive around or wait for a space
Behind NAB	0	0	0	1	0
Foodland	1	1	0	0	0
Golden Fleece Multi Level	0	0	1	0	0
Near Apex Park	0	0	0	1	0
Off Street - Tod Street	0	0	1	0	0
Reid Street Car Park	0	1	0	0	0
All of above/wherever possible/free	0	0	2	0	3
Avoid	0	0	0	0	1
GRAND TOTAL	1	2	4	2	4

D.3 Quality of Onward Route by Parking Location

When you travel by car to Gawler Town Centre, where do you usually park?	How would you rate the route to walk from your car park/bus stop/train stop to Gawler Town Centre main street?			
	Very easy, clear, safe and well defined route	Adequate but could do with minor improvements	Adequate but would benefit from major improvements	Very poor route, hard to follow, doesn't feel safe, uncomfortable/broken surface
Finniss Street in Multi-level Car Park	1	3	1	0
Gawler Central; Coles	2	2	1	0
Jacob Street; Woolworths/Big W	4	6	5	1
On Murray Street	4	3	1	0
On street near the Town Centre	0	5	0	0
Private car park of a specific business	0	2	0	1
Other (please specify)	2	4	2	5
GRAND TOTAL	13	25	10	7

D.4 Quality of Onward Route by Parking Location – 'Other' Location

When you travel by car to Gawler Town Centre, where do you usually park?	How would you rate the route to walk from your car park/bus stop/train stop to Gawler Town Centre main street?			
	Very easy, clear, safe and well defined route	Adequate but could do with minor improvements	Adequate but would benefit from major improvements	Very poor route, hard to follow, doesn't feel safe, uncomfortable/broken surface
Behind NAB	0	0	1	0
Foodland	2	0	0	0
Golden Fleece Multi Level	0	1	0	0
Near Apex Park	0	0	0	1
Off Street - Tod Street	0	1	0	0
Reid Street Car Park	0	1	0	0
All of above/wherever possible/free	0	1	1	3
Avoid	0	0	0	1
GRAND TOTAL	2	4	2	5

D.5 Parking Location by Duration of Stay

When you travel by car to Gawler Town Centre, where do you usually park?	How long do you usually stay on a visit to the Gawler Town Centre?			
	Less than 1 hour	1-2 hours	2-4 hours	4+ hours
Finniss Street in Multi-level Car Park	2	1	1	1
Gawler Central; Coles	1	4	0	0
Jacob Street; Woolworths/Big W	3	9	3	3
On Murray Street	3	3	2	0
On street near the Town Centre	1	3	1	0
Private car park of a specific business	0	2	2	0
Other (please specify)	5	6	2	0
GRAND TOTAL	15	28	11	4

D.6 Parking Location by Duration of Stay – 'Other' Location

When you travel by car to Gawler Town Centre, where do you usually park?	How long do you usually stay on a visit to the Gawler Town Centre?			
	Less than 1 hour	1-2 hours	2-4 hours	4+ hours
Behind NAB	0	1	0	0
Foodland	0	2	0	0
Golden Fleece Multi Level	0	1	0	0
Near Apex Park	0	1	0	0
Off Street - Tod Street	1	0	0	0
Reid Street Car Park	1	0	0	0
All of above/wherever possible/free	3	1	1	0
Avoid	1	0	0	0
GRAND TOTAL	6	6	1	0

D.7 Frequency of Visit by Duration of Stay

How often do you visit the Gawler Town Centre?	How long do you usually stay on a visit to the Gawler Town Centre?			
	Less than 1 hour	1-2 hours	2-4 hours	4+ hours
Every Day	7	6	2	2
Every Weekday	1	1	1	0
2-3 times a week	5	14	7	1
Once a week	0	5	0	1
Once every two weeks	0	1	0	0
Once a month	0	0	1	0
Less frequently	2	0	0	0
GRAND TOTAL	15	27	11	4

D.8 Number of Shops Visited by Parking Location

When you visit the Gawler Town Centre, how many shops do you normally visit?	When you travel by car to Gawler Town Centre, where do you usually park?						
	Finniss Street in Multi-level Car Park	Gawler Central; Coles	Jacob Street; Woolworths/ Big W	On Murray Street	On street near the Town Centre	Other (please specify)	Private car park of a specific business
1	1	0	0	0	0	1	0
2-3	4	4	16	5	5	10	2
4 or more	0	1	2	3	0	2	2
GRAND TOTAL	5	5	18	8	5	13	4

D.9 Number of Shops Visited by Method of Travel between Shops

When you visit the Gawler Town Centre, how many shops do you normally visit?	If you visit more than 1 shop do you:		
	Drive between and park at each shop you visit?	Drive between some shops and walk to other shops?	Park in 1 location and walk to all other shops?
1	0	0	1
2-3	3	13	29
4 or more	0	5	4
GRAND TOTAL	3	18	34

D.10 Parking Location by Method of Travel between Shops

When you travel by car to Gawler Town Centre, where do you usually park?	If you visit more than 1 shop do you:		
	Drive between and park at each shop you visit?	Drive between some shops and walk to other shops?	Park in 1 location and walk to all other shops?
Finniss Street in Multi-level Car Park	0	2	3
Gawler Central; Coles	0	3	2
Jacob Street; Woolworths/Big W	1	4	13
On Murray Street	0	3	3
On street near the Town Centre	0	1	4
Private car park of a specific business	0	2	2
Other (please specify)	2	3	7
GRAND TOTAL	3	18	34

Appendix A to 04/08/17 report

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Appendix B

Recommended Parking Rates

Table B.1 Accommodation Development Plan Recommended Rates

Land Use	Existing Development Plan Rate	Parking Spaces for Urban Places Rate	Comment / Recommendation
Aged Care Retirement Homes	1 space per unit plus employees and visitors	1.2 per one or two bedroom dwelling plus 2.2 per three or more bedroom dwelling <i>15% allowable discount for one or two bedroom dwellings and 10% allowable discount for three or more bedroom dwellings.</i>	Update Development Plan to Parking Spaces rate and permit discount in town centre
Display Home	Assess on needs basis	5.5 per dwelling for five or fewer contiguous dwellings PLUS 2.5 per additional contiguous dwelling <i>10 % allowable discount</i>	Retain Development Plan rate
Guesthouse/Hostel	1 space per 3 beds	N/A – entry deleted (considered under tourist accommodation rate)	Retain Development Plan rate and permit discount in town centre
Motel	1 space per room plus 1 space per employee	1 space per room PLUS 1 space per employee PLUS 50% of the calculated parking 1 per employee demand of any ancillary land use except a hotel. 100% of parking requirement of an associated hotel	Update Development Plan to Parking Spaces rate and permit discount in town centre
Serviced Apartments	1 space per room plus 1 space per employee	N/A – entry deleted	Retain Development Plan rate and permit discount in town centre
Tourist Accommodation (Bed & Breakfast)	1 space per guest room plus 1 space per employee	1 space per room PLUS 1 space per employee PLUS 50% of the calculated parking 1 per employee demand of any ancillary land use except a hotel. 100% of parking requirement of an associated hotel	Update Development Plan to Parking Spaces rate and permit discount in town centre

Table B.2 Commercial Development Plan Recommended Rates

Land Use	Existing Development Plan Rate	Parking Spaces for Urban Places Rate	Comment / Recommendation
Auction Depot	1 space per 100m ² plus 2 spaces	1 space per 100sq.m PLUS 2 spaces <i>10 % allowable discount</i>	Change to permit discount in town centre
Bank	6 spaces per 100m ²	n/a	Retain Development Plan rate and permit discount in town centre
Call Centre	Assess on needs basis (employee based)	8 spaces per 100sq.m	Retain Development Plan rate and permit discount in town centre
Hardware and other Retail Showrooms	4 spaces per 100m ²	3 spaces per 100sq.m <i>40 % allowable discount</i>	Update Development Plan to Parking Spaces rate and permit discount in town centre
Motor Repair Station	2 spaces per 100m ²	3 spaces per 100sq.m PLUS 1 space for each vehicle being serviced, repaired or fitted with accessories, including vehicles waiting to be repaired, fitted with accessories or collected by owners	Update Development Plan to Parking Spaces rate
Motor Showroom	2 spaces per 100m ²	n/a	Retain Development Plan rate
Office	4 spaces per 100m ²	4 spaces per 100sq.m <i>25 % allowable discount</i>	Update Development Plan to Parking Spaces rate and permit discount in the town centre
Petrol Filling Station	1 space per service bay plus 5 spaces per 100m ² retail floor space	6 spaces per bay PLUS 50% of the calculated parking demand of any ancillary land use	Retain Development Plan rate
Post Office	7 spaces per 100m ²	n/a	Retain Development Plan rate and permit discount in town centre
Retail Showroom (Bulky Goods)	4 spaces per 100m ²	3 spaces per 100sq.m <i>40 % allowable discount</i>	Update Development Plan to Parking Spaces rate and permit discount in the town centre
Service Trade Premises	4 spaces per 100m ²	4 spaces per 100sq.m <i>50 % allowable discount</i>	Update Development Plan to Parking Spaces rate and permit maximum discount in the town centre
Shop	7 spaces per 100m ²	<u>NOT WITHIN A SHOPPING CENTRE:</u> 7 spaces per 100sq.m <i>55 % allowable discount</i> <u>WITHIN A SHOPPING CENTRE:</u> 6 spaces per 100sq.m <i>25 % allowable discount</i>	Update Development Plan to Parking Spaces rate and permit maximum discount in town centre whether or not within a Shopping Centre
Used Car Lot/ Vehicle Sales Yard	2 spaces per 100m ²	n/a	Retain Development Plan rate

Table B.3 Community/Civic Development Plan Recommended Rates

Land Use	Existing Development Plan Rate	Parking Spaces for Urban Places Rate	Comment / Recommendation
Child Care	1 space per 4 children	1 per employee PLUS EITHER 0.25 spaces per child (drop-off/pick-up bays) OR An area wide traffic management plan to accommodate the drop-off / pick-up demand at 0.25 spaces per child <i>10% allowable discount</i>	Update Development Plan to Parking Spaces rate and permit discount in the town centre
Civic Administration Offices	4 spaces per 100m ²	n/a	Retain Development Plan rate and permit discount in town centre
Community Centre	10 spaces per 100m ²	10 spaces per 100sq.m	Retain Development Plan rate and permit discount in town centre
Education Institutions (long term and short term)	(refer below)		
- Pre-school	1 space per employee plus 1 space per 2 children	PRIMARY SCHOOL: 1 per full time equivalent employee PLUS EITHER 0.25 spaces per child (drop-off/pick-up bays) OR an area wide traffic management plan to accommodate the drop-off / pick-up demand at 0.25 spaces per child SECONDARY SCHOOL: 1 per full time equivalent employee PLUS 0.1 per full time equivalent employee for visitors (with a minimum 5 spaces per premises) PLUS EITHER 0.16 per student OR an area wide traffic management plan to accommodate the drop-off / pick-up demand at 0.16 spaces per child	Retain Development Plan rates and permit discount in town centre and for Way2Go Travel Plan initiatives
- Primary school	1 space per employee plus 1 space per 6 students		
- Middle school	1 space per employee plus 1 space per 12 students		
- Secondary school	1.2 spaces per employee plus 1 space per 20 students		
Tertiary Institution	0.6 space for full time employee plus 0.2 space for part-time student	0.8 per student that is part of the maximum number of students on the site at any time <i>60% allowable discount</i>	Update Development Plan to Parking Spaces rate and permit discount in the town centre
Library	0.75 space per user	4 spaces per 100sq.m <i>50% allowable discount</i>	Update Development Plan to Parking Spaces rate and permit discount in the town centre
Meeting Hall	1 space per 3 seats	0.2 spaces per seat	Update Development Plan to Parking Spaces rate and permit discount in the town centre
Place of Worship	1 space per 3 seats	0.33 spaces per seat <i>25% allowable discount</i>	Update Development Plan to Parking Spaces rate and permit discount in the town centre

Table B.4 Entertainment Development Plan Recommended Rates

Land Use	Existing Development Plan Rate	Parking Spaces for Urban Places Rate	Comment / Recommendation
Amusement Machine Centre	7 spaces per 100m ²	7 spaces per 100sq.m	Retain Development Plan rate and permit discount in town centre
Bowling Club	10 spaces per bowling green	10 spaces per bowling green	No change
Cinema Complex	85th percentile of projected attendance level	0.33 spaces per seat <i>25% allowable discount</i>	Update Development Plan to Parking Spaces rate and permit discount in the town centre
Concert Hall/Theatre	85th percentile of projected attendance level	0.33 spaces per seat <i>25% allowable discount</i>	Update Development Plan to Parking Spaces rate and permit discount in the town centre
Conference Facility	1 space per 3 seats	Assess on needs basis	Retain Development Plan rate and permit discount in town centre
Entertainment Complex	Assess on needs basis	Assess on needs basis	No change
Exhibition Hall	Assess on needs basis	Assess on needs basis	No change
Hotels & Taverns - Public Bar - Lounge or beer garden - Dining room - Gaming room - Accommodation	1 space per 2m ² 1 space per 6m ² 1 space 3 seats 1 space per 2 machines 1 space per Room	11 spaces per 100sq.m <i>25% allowable discount</i>	Retain Development Plan rate and permit discount in town centre
Indoor Recreation/ Gymnasium	Assess on needs basis	7 spaces per 100 sq.m <i>55% allowable discount</i>	Update Development Plan to Parking Spaces rate and permit discount in the town centre
Night Clubs/Late Night Venues	1 space per 2.5 people	Assess on needs basis	Retain Development Plan rate and permit discount in town centre
Non-Residential Club	Assess on needs basis	Assess on needs basis	No change
Restaurant (traditional)	1 space per 3 seats	0.4 spaces per seat <i>25% allowable discount</i>	Retain Development Plan rate and permit discount in town centre
Restaurant (fast food/ family) 1 - without dine-in and drive through facilities 2 - with dine-in facilities but no drive through 3 - with dine-in and drive through facilities[1]	1 - 12 spaces per 100m ² 2 - greater of 1 space per 5 seats (internal and external seating) or 1 space per 2 seats (internal seating) 3 - greater of 1 space per 3 seats (internal and external seating) or 1 space per 2 seats (internal seating)	0.55 spaces per seat PLUS 12 vehicle queuing area if a drive through <i>35% allowable discount (to spaces per seat)</i>	Retain Development Plan rate and permit discounts in town centre
Squash/Tennis Courts	4 spaces per court	4 spaces per court <i>25% allowable discount</i>	Retain Development Plan rate and permit discount in town centre
TAB Facility	9.5 spaces per 100m ²	8 spaces per 100sq.m <i>15% allowable discount</i>	Update Development Plan to Parking Spaces rate and permit discount in the town centre

[1] A car queuing area for a maximum of 12 cars is also required. There should be at least 4 spaces adjoining the ordering point for waiting purposes.

Table B.5 Industry and Warehouse Development Plan Recommended Rates

Land Use	Existing Development Plan Rate	Parking Spaces for Urban Places Rate	Comment / Recommendation
Office Component PLUS Non-Office Component - Up to 200m ² - Plus 200 - 2000m ² - Plus greater than 2000m ²	4 spaces per 100m ² 2 spaces per 100m ² 1.33 spaces per 100m ² 0.67 spaces per 100m ²	N/A – not included as this category, redefined as 'Industry' and 'Warehouse' separately	Update Development Plan to Parking Spaces rate as defined for Industry and Warehouse separately and permit discount in the town centre
Industry	Not included	1 space per employee (if employee numbers known) OR 1.85 spaces per 100sq.m GFA (if employee numbers are not known) <i>20% allowable discount</i>	Provide rate as noted above
Warehouse	Not included	1 space per employee (if employee numbers known) with a minimum of 2 spaces per premises OR 1.85 spaces per 100sq.m GFA (if employee numbers are not known) with a minimum of 2 spaces per premises <i>20% allowable discount</i>	Provide rate as noted above

Table B.6 Medical Development Plan Recommended Rates

Land Use	Existing Development Plan Rate	Parking Spaces for Urban Places Rate	Comment / Recommendation
Consulting Room	9.5 spaces per 100m ²	5 spaces per consulting room <i>10% allowable discount</i>	Update Development Plan to Parking Spaces rate and permit discount in the town centre
Hospital	2.5 spaces per bed	5 spaces per bed <i>30% allowable discount</i>	Update Development Plan to Parking Spaces rate and permit discount in the town centre
Medical Centre/ Day Surgery	10 spaces per 100m ²	N/A – entry deleted (to be considered under consulting room)	Update Development Plan to consider Medical Centre/Day Surgery as Consulting Rooms.
Nursing Home	1 spaces per 4 beds	0.3 spaces per lodging room <i>15% allowable discount</i>	Update Development Plan to Parking Spaces rate and permit discount in the town centre

Table B.7 Other Development Plan Recommended Rates

Land Use	Existing Development Plan Rate	Parking Spaces for Urban Places Rate	Comment / Recommendation
Funeral Parlour	4 spaces per 100m ² plus 1 space per 4 seats (chapel)	0.3 spaces per patron catered for	Retain Development Plan rate and permit discount in town centre
Interchange/Transport Station	Assess on needs basis	Assess on needs basis	No change
Radio & TV Studio	5 spaces per 100m ²	5 spaces per 100sq.m <i>20% allowable discount</i>	Retain Development Plan rate and permit discount in town centre

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