



CBD Access and Car Parking Action Plan Business Forum Report



Executive Summary - Forum Outcomes:

There was support to:

- Make some changes to the parking 'regulatory regime' and increase compliance through a *pay and display* system which provides for some initial free parking and /or additional compliance staff.
- Improve signage at key entry points and to direct people to available parking e.g., parking behind Tasman Terrace businesses.
- Investigate and implement opportunities to provide additional parking at a range of sites
- Implement, and advocate for, infrastructure projects which make it easier and safer to park further away and walk to the destination.

1. Purpose

The purpose of this report is to present the outcomes of the CBD Access and Car Parking Action Plan Business Forum held on 12 April 2022.

2. Introduction

The aim of the Business Forum was to:

- Consult with businesses about an updated regulatory plan for parking in the Port Lincoln CBD
- Identify priorities for action in the CBD Access and Car Parking Action Plan.

3. Background

Port Lincoln Precincts Master Plan; CBD, Foreshore and Marina

The theme of the Port Lincoln Precincts Master Plan CBD_Foreshore_Marina Final Report (Jensen Plus, 2019) Urban Acupuncture approach is focused on practical, achievable projects at flagship locations and includes strategies developed around:

- Port Lincoln Foreshore
- Marina Refresh
- Wayfinding Infrastructure
- Streets for people
- Targeted public realm improvements
- Art & cultural framework
- CBD urban renewal
- Design guidelines

Streets for people actions included in the Master Plan aim “... to *rebalance the streets from car dominated to a more human scale*”.

Port Lincoln Foreshore Concept Plan



Figure 1: Proposed changes to eastern side of ‘jetty’ car park.

The Port Lincoln Foreshore Concept Plan proposes a parallel pick-up and drop off parking lane in the seaward side of eastern half of jetty car park to provide compliant accessible parking. During the consultation process concerns were raised about the loss of parking, however although there was reasonably even split both for and against parking changes. Key points:

- * Any loss of car parking will be offset in the immediate vicinity
- * Inclusive benefits outweigh additional 2-to-3-minute walk for some users of the foreshore.

CBD Access and Car Parking Action Plan

The CBD Access and Car Parking Action Plan sets out principles as well as short-, medium- and long-term actions to ensure that CBD access and car-parking is well-managed as an important part of a successful Port Lincoln CBD. Survey results provided an indication of parking duration and the availability of parking.

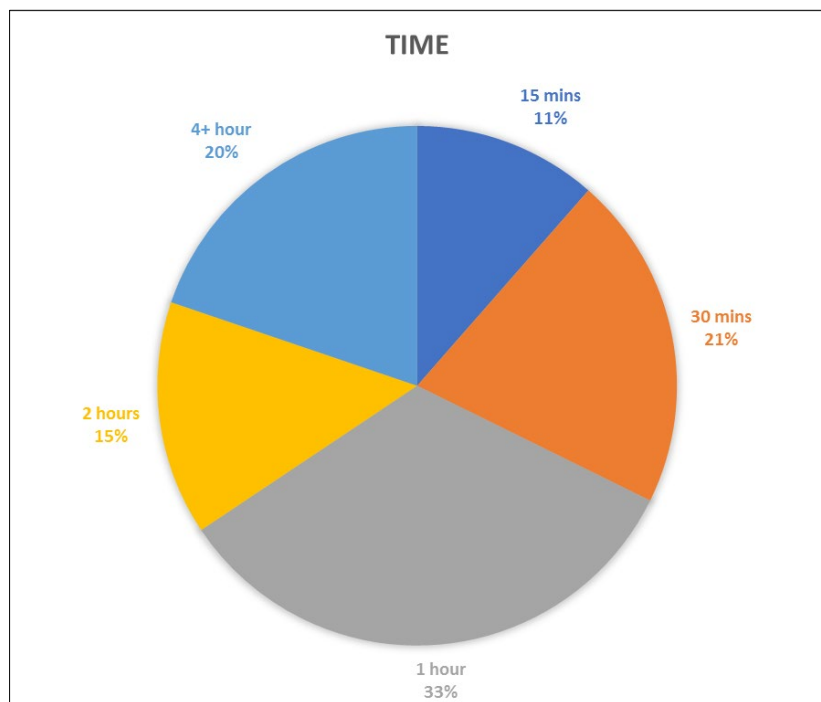


Figure 2: How long de we park for?

I can park where I want:

- Every time - 8%
- Fairly often - 48%
- Occasionally - 29%
- Hardly ever/never - 15%

Issues and opportunities identified through the process:

Parking for workers in the CBD

I'm concerned about the number of parks available to everyone. You should add a separate parking lot for all workers because I feel most of the parks are taken by workers who are there all day.

I understand that timing on parking helps with turnover of availability for customers however extra 8-hour parking spots need to be made available for employees and owners of business's as well.

Insufficient parking

... complaints from my customers about the lack of car parking this has always been an issue for our customers I shudder to think how many customers we have lost over the years who have had to go around the block several times only to give up and go online to spend their hard-earned money ...

Improved options to park and walk

... people in this town are used to parking in front of where they want to go. They don't like to walk anywhere it seems. I'd actually like to see less parking in this area, with more being allocated further away from the foreshore.

4. Timing & enforcement - CBD parking regulation



4.1.1 Proposed changes to time limits

Based on the principles set out in the CBD Access and Car Parking Action Plan the following changes are proposed:

- * Remove 4-hour parking from Tasman Terrace, Washington Street and Adelaide Place.
- * Reduce Lewis Street to 1 hour parking.
- * Relocate long vehicle parking.
- * Reduce Liverpool Street to 1 hour parking.



Figure 3: Proposed changes to CBD parking

4.2 Feedback from forum participants about proposed changes to CBD parking

Participants broke into smaller groups to discuss the proposed changes and provide the following feedback:

General comments

Tour buses and vans need access to VIC

Noted that 50% of retail trade between November and January – not just duration of car parking but seasonal

Tasman Tce

To promote constant movement /turnover of cars on the retail side of Tasman Tce, 30-minute parks are needed: Keep this.

Adelaide Place

Adelaide Place –Opposite Post Office 30 minutes is an advantage so retain

Adelaide Place (between Liverpool and Washington Street) – can it stay 4 hours, no shops

Washington St

Long vehicle parking, a good idea in Washington St behind Woolworths

Caravans need access to services – should long vehicle stay in Washington?

Needs to stay 4-hour park

Should be 2 hours and exclude staff – provide parking elsewhere for staff

Lewis St

1 hour okay

Liverpool St

1 hour not long enough, need 2-hour parks

Concerns about the untimed car parks in Napoleon Street

4.3 Regulation of the parking system

There was support for a user pays approach for timed parking, specifically a pay and display system with initial free time e.g., first 30 minutes.

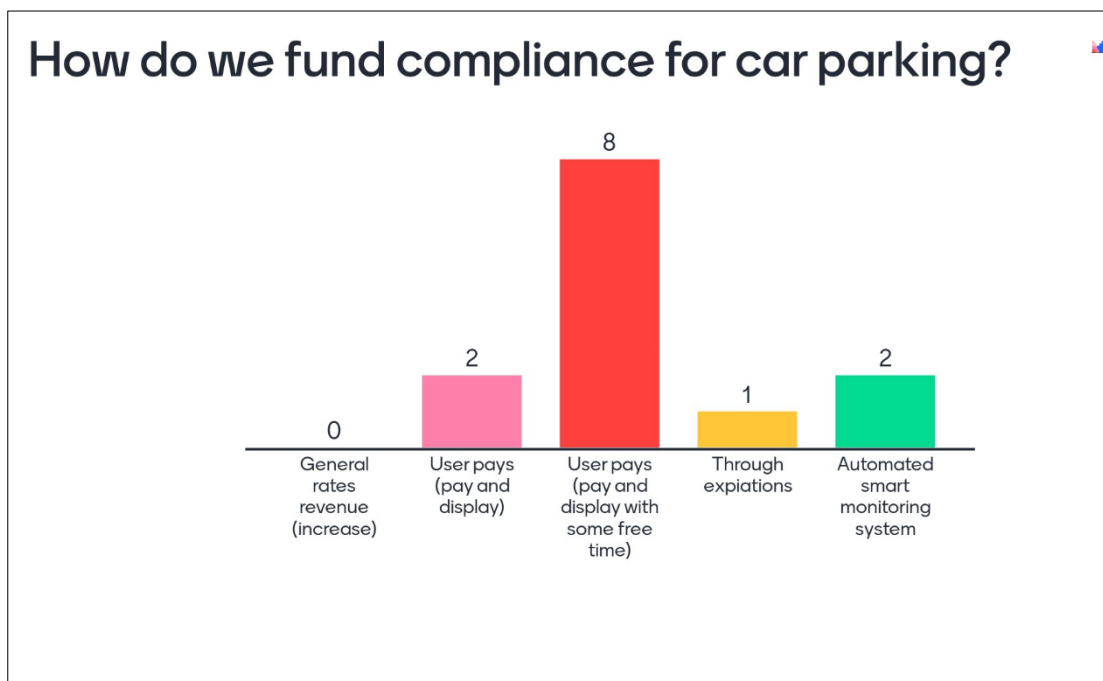


Table1: How do we fund compliance for parking?

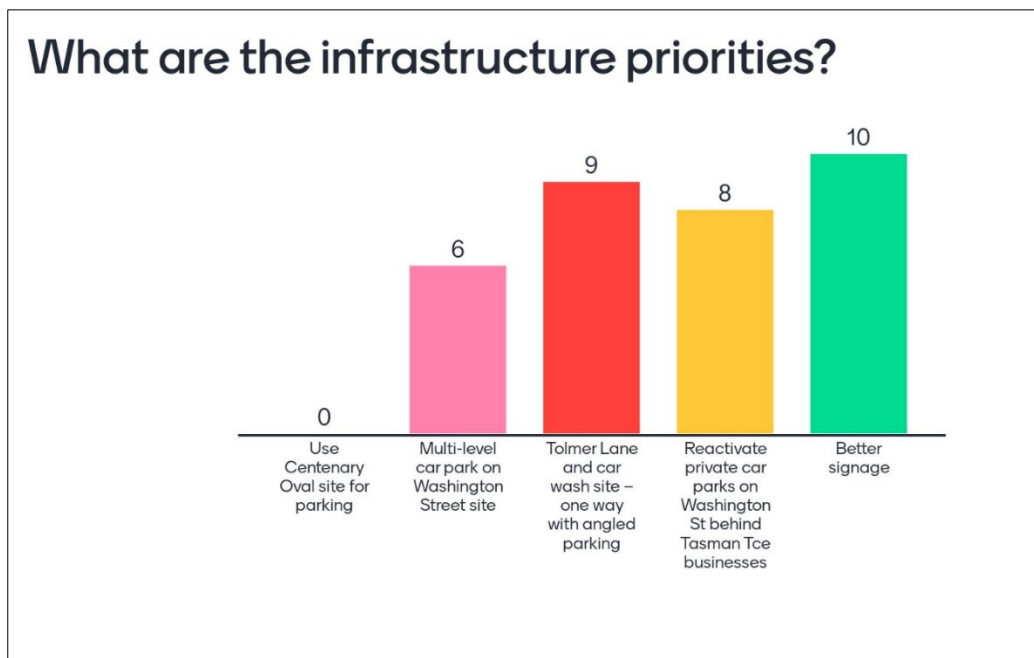
5. Infrastructure and Master Plan Initiatives

There were some general comments about issues for staff if only short-term car parking (2 hours or less) available in the CBD, specifically:

- Concerns about leaving at night, bad weather
- Where do staff park
- Safety and experience for workers re. walk from car park

The impact of temporary services was noted, for example the 'Pop up' COVID vaccination clinic caused localised parking issues in the short term.

5.1 Infrastructure Opportunities



5.1.2 Wayfinding Signage

A lack of wayfinding and directional signage was identified. Suggestions were to provide signage to private car parks, businesses off street parking.

5.1.3 Underutilized parking behind Tasman Tce shops

Look at rationalizing into one large car park

Standardise, upgrade and lease with signage

5.1.4 “Streets for People”

Pedestrian crossing over Hallet Place to assist

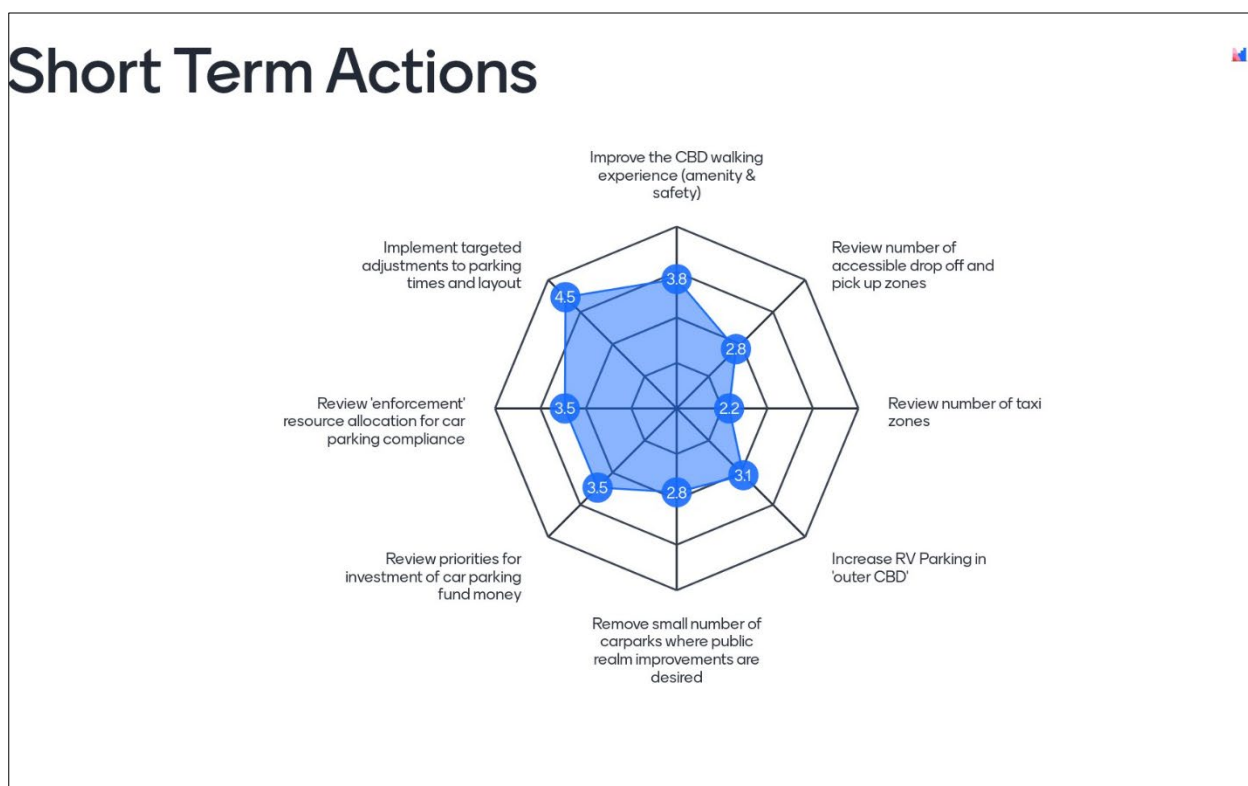
Pathways to link parking to CBD locations

5.1.5 Additional parking

- **Baptist Church site** – Noted that this is the site flagged possible Uni Hub
- **Lease Anglican Church (site)**
- **Centenary Oval parking** - Issue with school pick up and drop off?
- **Former Ladies Bowling Club site**
- **Washington St Car park (Council)** - Consider costing multistory car park, multi-story very expensive, site too small

6. Priorities from CBD Access and Car Parking Action Plan

Participants had the opportunity to indicate priority actions from the CBD Access and Car Parking Action Plan using an interactive software application (Mentimeter). These are shown below.



Medium Term Actions

