

On-street Parking Policy Implementation: Kensington Precinct

What we heard report

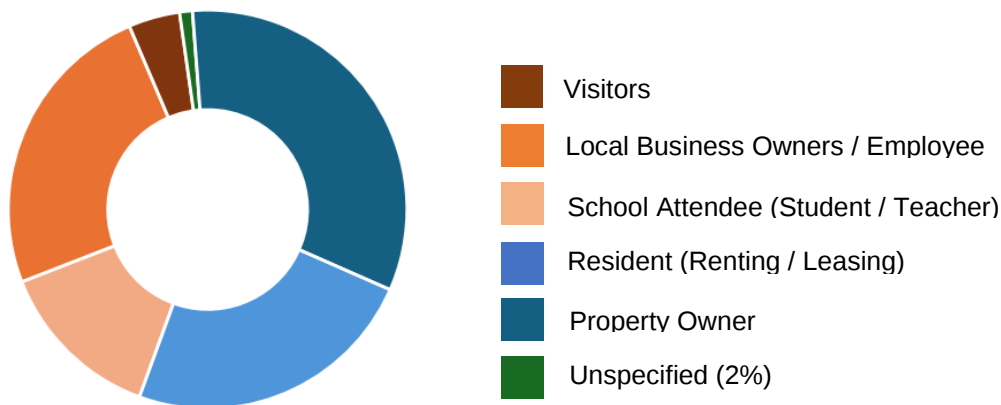
How we engaged

During the engagement process, the Council undertook the following:

- Mail out to all residents and property owners
- Provided a survey available in both digital and hard copy formats
- Installed corflute signage throughout Kensington advising that consultation was being undertaken
- Sent targeted emails to key stakeholders within the precinct
- Promoted the project across the Council's social media channels.

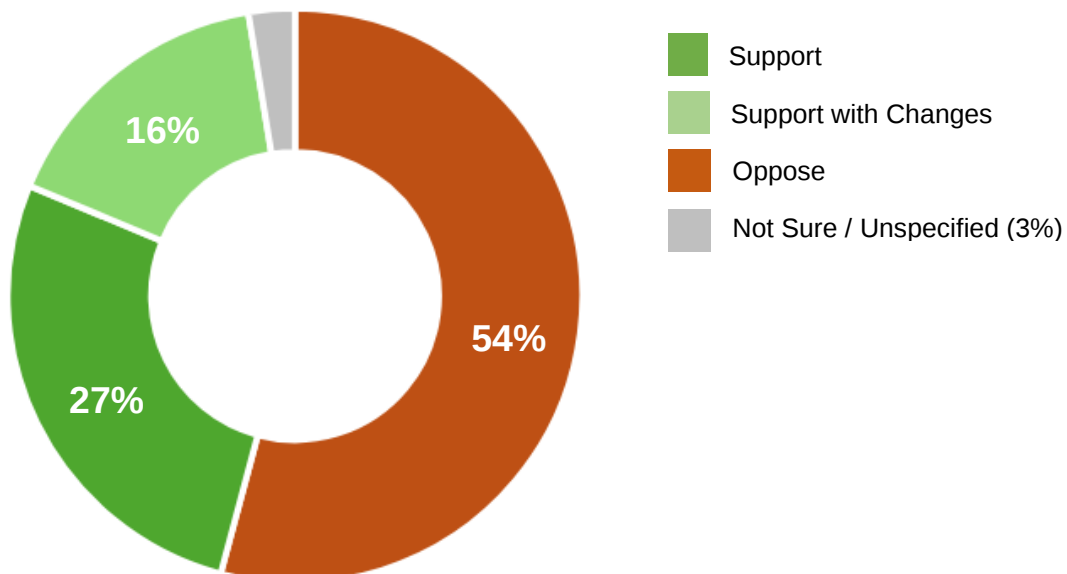
Who we heard from

The Council received 192 completed survey responses and submissions during the engagement process. These responses represented a diverse range of stakeholders as depicted below:

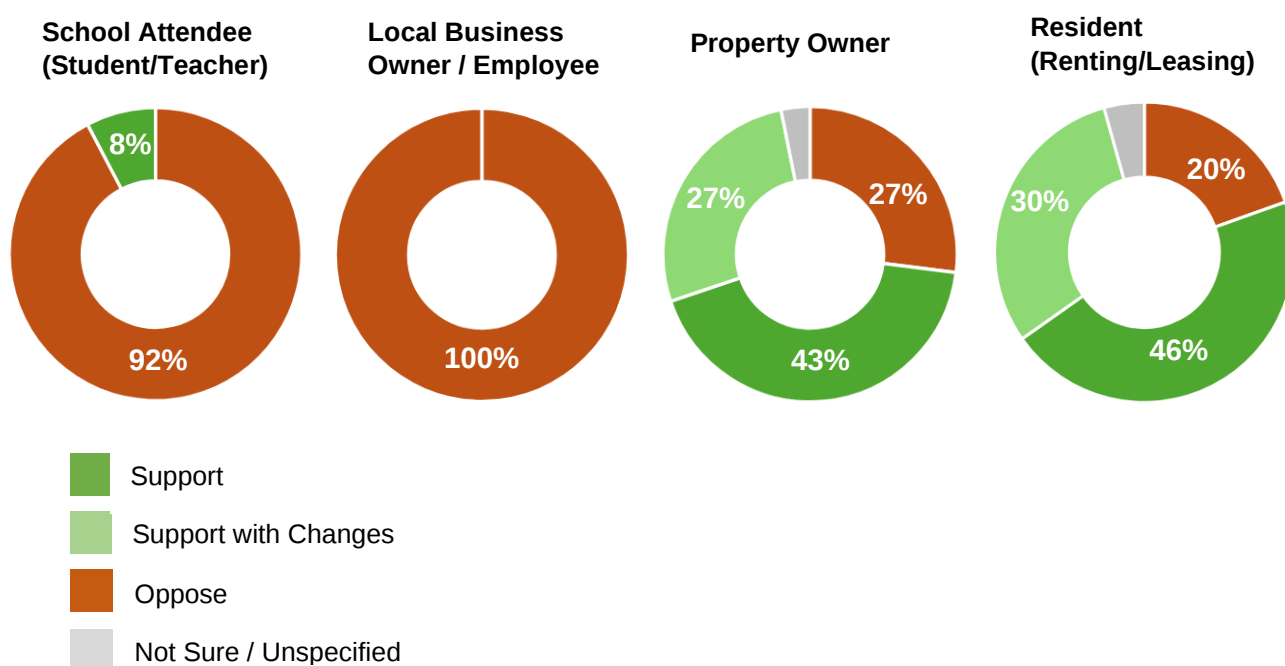


What we heard

Overall, community feedback showed a mixed response, with 43% expressing support for the proposed changes—including 16% who recommended further refinements—while 54% opposed the proposal.



A break-down of responses based on stakeholder group is depicted below.



Summary of key themes

Whilst the feedback received from the survey and submissions covered a diverse range of topics and viewpoints, the following key themes emerged:

Property Owners / Residents

Of the 109 respondents, 48 supported the introduction of on-street parking controls and 31 supported them with changes, most commonly requesting resident exemptions from timed restrictions. Many of these residents would qualify for parking permits. Overall, 79 respondents (72%) supported the proposed changes in full or with modifications.

Supporters viewed the approach as reasonable given existing parking pressures and emphasised the need for resident and visitor permits, along with managing all-day parking by local business employees. Opponents raised concerns about parking displacement, perceived revenue-raising motives, limited effectiveness if cars are simply moved periodically, unfairness for multi-car households, and a belief that businesses and schools should address their own parking shortfalls.

School / Education Establishments

Of the 26 respondents from schools or education facilities, 23 opposed the proposed parking controls. Key concerns included insufficient off-street parking at schools, staff being unable to leave during the day to move vehicles, and concerns that relocating cars every three hours would increase local traffic. Respondents also expected parking demand to shift to other streets and felt that larger employers contributed more significantly to parking pressures. Some noted that residents with off-street parking still choose to park on-street.

Local Business Owners / Employees

Among 47 business-related respondents, 42 opposed the introduction of parking controls. The primary concerns included difficulty finding all-day parking, reduced productivity or staff turnover due to needing to move vehicles, increased vehicle circulation within the precinct, and limited public transport access for some employees.



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