



Hahndorf Parking Management Plan



Acknowledgement of Country

Council acknowledges the Traditional Owners and Custodians of the lands of the Mount Barker District. We respect the First Nations people and their spiritual relationship with their country and their cultural and heritage beliefs.



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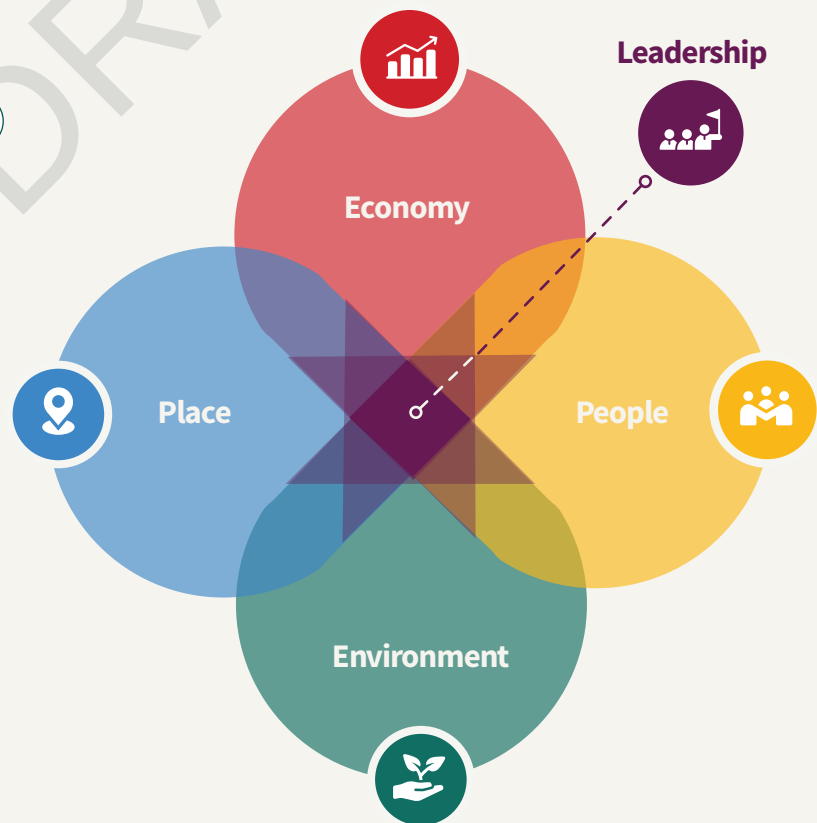
Our 2044 vision To be the most liveable region in South Australia.

Which means...

“A liveable place is somewhere that is: safe, attractive, inclusive, and environmentally sustainable; with affordable and diverse types of housing, public open space, local shops, health and community services, leisure and cultural opportunities; with opportunities for employment and education all accessible by convenient public transport, walking and cycling.”

— Australian Urban Observatory, 2024

Our five pillars to achieve this are...



Background

Hahndorf is a highly popular tourist destination, attracting more than one million visitors annually. As a historic German village, the township is characterised by a traditional streetscape and a constrained road environment comprising the main street as the primary access spine.

The community has expressed concern of traffic and parking arrangements in the main street of Hahndorf over many years.

Council engaged high level Hahndorf traffic studies in 2017 (Traffic consultants - MFY) and 2018 (Parking consultants MR Cagney).

The 2018 report prepared by MR Cagney broadly considered parking issues within Hahndorf and, without making specific recommendations, provided guidance for further options considerations. The report signalled the need for further detailed investigations to be undertaken, including consideration to paid parking arrangements and “book-ended” parking at either end of the main street. Such parking arrangements may also be serviced by on-demand shuttle bus services at busy periods of activity in Hahndorf.

In October 2024, Council adopted its Integrated Transport Plan (ITP) and Consolidated Action Plan. The ITP parking actions were based on the following key principles and actions:

ITP Key Principles

- Balance the need for additional parking versus implications of facilitating increased traffic volumes
- Promotion of sustainable transport options
- Fair and equitable process for allocation of spaces
- Optimise use of on-street parking

ITP Actions

- **Short Term** - better manage existing parking supply
- **Medium Term** - investigate measures to assist planning future decisions
- **Long Term** - provision of additional parking supply if justified

Current Status of ITP Action Plan

ACTION	TIMING	STATUS
Undertake an audit of on and off street parking supply	Short Y1	Completed
Undertake parking surveys to better understand demand, usage and turnover	Short Y1	Completed
Review on-street parking arrangements and the allocation of all spaces (short/long term, 3P limit, DDA and loading zones, bus, taxi and RV parking)	Short Y2	In progress
Prepare a comprehensive parking and traffic management strategy with consideration to: • Amalgamation of adjacent private parking areas • Initial review of potential land parcels for development as future off-street parking • Investigation of parking and ride arrangements for events • Implications of future main street upgrading on parking supply • Introduction of parking charges	Short Y3	In progress

This document reflects the “In-progress” actions above.

For the purposes of the Parking Management Plan (PMP) Figure 1 illustrates the plan area extent.

The main street is relatively narrow (kerb to kerb) and experiences high traffic volumes together with parallel on-street parking generally on both sides. Similarly, there are two key incoming collector roads connecting to the main street, namely Pine Ave and Balhannah Rd shown in Figure 1.

The main street currently performs a dual function as both a key north south transport corridor and central activity spine supporting local businesses and tourism.



Figure 1: Hahndorf Parking Management Plan Area.

Types of Parking Provision that this PMP will consider

Table 1 below outlines the various types of parking that a township parking management plan could consider. Table 1 also indicates the current status of these parking types in the Hahndorf context.

PARKING TYPE	HAHNDORF CONTEXT
On-Street	Typically parallel parking, time limited 3P, free
Off-street public carparking	Time limited, free
Off-street private carparking	Shops and hotels in the main street often provide rear of property parking of various time limits. The Hahndorf experience is largely that these parks are free, however there have been recent installations of small areas of private paid parking.
DDA compliant on-street	Limited numbers of DDA complaint parks due to the narrow road and verge corridor together with level differences sometimes between the street and footpath areas.
RV parking	Limited numbers of easily accessible parking areas for larger vehicles and vehicle combinations. Anecdotally there are too few.
Bus/Coach parking	One small public parking lot for coaches accessed from Auricht Road. Not often raised as an issue in terms of the lack of parking supply.
EV charging station car parks	None
Cyclist parking	No formal cyclist parking

Table 1: Current carparking



Types of Visitors to Hahndorf that this PMP should consider

Table 2 gives insight to the type of driver seeking to park in Hahndorf, an indication of the likely timeframe for those visitors and assessment of the need for Council to supply suitable parking.

VISITOR TYPE	AVERAGE LENGTH OF STAY	HAHNDORF AVAILABILITY
Tourists visiting by private motor vehicle	3 – 6 hrs	Good supply at the shorter end of the anticipated stay length. Poor supply for the longer stay.
Tourist groups on coaches	3 – 6 hrs	Anecdotally there is sufficient supply at present and/or coach operators drop off and wait away from the business area.
Locals from the town or local region doing business	½ – 2 hrs	Consistent demand for parking. Under supplied parking at busy visitor times.
Delivery trucks and vans	Less than 1 hour	Short stay, outside of peak tourist periods parking supply considered adequate
Worker parking	8 -10 hrs	Adequate supply via off-street parking areas and on-site private parking. Anecdotally it is said that on-street parking is taken up by worker parking suggesting increased surveillance may be needed along with increasing supply of long-term parking elsewhere.
Recreation Vehicle parking – visitors in larger RV's and caravan combinations	3 – 6 hrs	Very limited availability. That which is marked on street is difficult to access through being geometrically challenging and constrained.
Recreational cyclists	1 – 2 hrs	No formal cyclist parking provision.

Table 2: Visitor types



2025 Parking Surveys – Summary Results Report December 2025

The following points summarise the detailed parking surveys conducted in the months of April and May, 2025 and subsequently reported to Council in December 2025. These points inform this Hahndorf PMP.

- Peak demand occurs mid-morning to mid-afternoon Friday and weekends.
- Easter Saturday had highest demand.
- Other times of the year / events may have higher demands however the data captured guides the general performance across a typical 7 day period of the parking offered currently.
- Outside of peak times there is adequate parking supply noting of course that typically the main street parks will fill first and are supported by local street parking beyond that.
- During peak times, the demand in the main street and off-street increases, with demand spreading to side streets.
- Most on street parking in the main street is for a duration of less than 4 hours.
- Approx 90% of vehicles only seen once (presumed to be 2-3 hours).
- There is some evidence of a minority of vehicles overstaying the 3P limit
 - Vehicles have longer average stays on weekends and Easter Saturday
- Residential streets and off-street car parks are used for longer term car parking
 - Approx 60-70% of vehicles only seen once (presumed to be 2-3 hours).
 - 15-20% vehicles seen twice (4–6 hours)
 - 15-20% vehicles seen more than 3x

Hahndorf PMP Supplementary Considerations

The following points describe a range of issues verbalised to be needing resolution within this PMP. This is not an exhaustive list however this list describes the community perceptions and also highlights where community perceptions are reinforced by the aforementioned parking survey findings.

- Over-staying on-street parking in the core main street areas which is detrimental to business activity through a lack of parking turnover
- Main street congestion that forms when drivers are slow-maneuvring into and out of on-street parallel parks on the main street which in itself has narrow road running lanes (less than 3m).
- Difficulty in finding parking spaces on and off-street.
- Lack of off-street parking supply.
- Over-use of residential streets for longer term tourist parking. Better management of parking on local streets is required.
- Growth in visitor numbers and hence growth in demand for more parking.
- High demand “premium” on-street parks in the core main street area currently use a 3P time limit – leads to limited turnover of these high value car parks.
- Workers occupying “premium” on-street parks in the core main street area for long periods of time.
- Increased parking limit enforcement needed.
- Additional disability parking spaces are needed.
- Concerns with private off-street carparking interfacing with pedestrian on the footpath.

Parking Management Plan

Principles

The following underlying principles are proposed to guide this PMP.

PARKING	KEY PRINCIPLES	PAID
Main Street - Core (Between English Street and Johns Lane)	• Turnover <3P • Should <u>not</u> cater for longer term or all-day parking • Disability Accessible Parking Spaces, Loading Zones, Bus Zones • Some short-term spaces (Example: 15-60 minute limit)	Yes
Main Street - Ends	• Longer term >3P • RV Spaces • Disability Accessible Parking Spaces	Yes
Council Off-Street	• Longer term >3P • Disability Accessible Parking Spaces • EV Charging Spaces	Yes
Residential Streets	• Overflow parking in peak times • Parking controls where required, such as parking restrictions & parking permits – subject to and coinciding with implementation of paid parking on the Main Street.	No
Private Off-Street	• Focus on use by Staff Parking where required • Patrons	N/A

Increasing Parking Supply

There is demand for additional off-street parking to support the business and tourism activities in the main street of Hahndorf.

Additional parking supply will be needed to supplement the likely loss of parking in the main street as and when any upgrading works are undertaken which may facilitate addition of DDA compliant parks, widened verge/outdoor dining, WSUD constructs adjacent to trees, box parking marking and other line markings to improve access and compliance.

The provision of additional parking supply should be seen as supplementing the existing parking arrangements to reduce some of the pressure witnessed at peak time and as a precursor to implementation of parking changes as part of this plan on the main street that reduce the total volume of carparks on the Main Street core.

The number of additional parking spaces that can practically be provided in the short to medium term through optimisation of current on-street parking improvements is not likely to be sufficient to facilitate removal or refashioning of on-street

car parking from the main street core for alternate parking types (eg RV Parking, EV charging, loading zones). The same sentiment applies to reduction in demand for residential street parking needs.

In order to enable any significant re-working of on-street parking that would result loss of existing on-street parking, a substantial increase in parking supply would be needed. Such increase in supply may be achieved through:

- Well positioned off-street carpark areas (either end of the main street i.e. book ended car parking areas)
- Creative engagement, incentivisation, coordination and joining together of off-street private parking areas to deliver improved access to parking supply.
- Additional off-street car parking coupled with land development and/or partnerships with the private sector.
- Creative usage of future Park and Ride facilities at Verdun combined with shuttle and/or on-demand bus services.



Identified Opportunities for Increasing Parking Supply

Short – Medium Term

- The development of staged provision of up to 100 car parking spaces on council owned land on 108 Mt Barker Road adjacent to the existing Carl Nitscke carpark as previously been identified by Council potentially inclusive of lighting, EV charging, bicycle storage and DDA parking bays.
- Approximately 15-20 on-street parks on the north-east side of Mount Barker Road, between the Carl Nitschke Carpark and Ambleside Road.

Medium Term

- Ambleside Road roadside verge improvement and consideration as a site for longer RV parking spaces combined with a formalised footpath into the main street area.
- Investigation of longer vehicle/RV Parking on Pine Avenue.
- Investigation of southern bookended off-street parking.

Long Term

- Preliminary consideration has been given to the amalgamation of some private car parks, behind individual premises, although this option is not considered practical for various logistical reasons.
- There is potential (in principle) to establish additional car parking as part of future private developments. These opportunities should be considered as/when future opportunities arise.

Identified Opportunities for Improved Parking Utilisation

Short Term

- Review of introduction of higher turnover shorter-term parking limit spaces in the main street area combined with measures that encourage compliance (eg increased inspectorial activity).

- Review of existing yellow no parking road markings, inclusive of existing bus bays, to investigate opportunities to increase the volume of available parking and to maintain safe access along streets and in/out of properties.

Medium to Long Term

- Development of parking policy is required especially regarding the use of paid parking in Hahndorf (How, When, Where).
- Introduction of permanent variable message board signage strategically positioned to guide visitors to available parking spaces. This could be focused on councils existing off-street carparks with potential to grow as further parking supply is established or negotiated with other providers (private carpark arrangements and/or private paid parking providers).
- Introduction of box marking (line marked parking bays) on the main street to enable both paid parking but also potentially smart sensor parking.

Additional Opportunities for Increasing Parking Supply Outside of this Parking Management Plan Area

Short to Medium Term

- Review opportunities to support and provision longer vehicle/RV Parking at the Hahndorf Oval.

Medium to Long Term

- Advocacy to the Minister for Infrastructure and Transport for the construction of a Park n Ride facility at Verdun, as envisaged under the ministerial transport deed.
- Develop a Council district wide policy to incentivise private investment into provision of off-street carparking over and above development requirements in district zones of high parking demand and low existing parking supply.

Action Plan

The Actions of this PMP are as follows:

Note: All timings are indicative only and all actions are subject to funding.

ID	ACTION	DESCRIPTION	CATEGORY	TIMING (FY)
1	Investigate and implement opportunities to optimise existing space for on-street parking on the Hahndorf Main Street through minor alterations of line marking and signage.	Undertake a review and alteration of the existing yellow line-marking where appropriate on the Hahndorf main street for opportunities to either increase parking or improve road safety. Implement some higher turn over shorter term parking spaces on the main street in consultation with directly adjacent businesses. These includes businesses relying higher carparking turn-over i.e Post Office, Chemist, Medical Centre.	Improve parking utilisation	2026/2027
2	Develop Detailed Concept Designs (50%) for #108 Main Street off-street carparking.	Civil engineering design (50%) and cost estimating for the provision of additional off-street carparking inclusive of EV parking bays.	Increase parking supply	2026-2027
3	Develop Detailed Concept Designs (50%) for on-street parallel parking on the main street (Ambleside Rd to Carl Nitscke carpark) inclusive of a footpath.	Civil engineering design (50%) and cost estimating for the provision of on-street carparking between the street trees and inclusive of a footpath behind the street trees to the existing footpath at #108.	Increase parking supply	2026-2027
4	Investigate dynamic electronic messaging boards for available parking space and wayfinding to Council owned off-street carparks.	Explore available technology providers and determine options and costs for wayfinding and parking number monitoring technology.	Improve parking utilisation	2026-2027
5	Explore feasibility of RV parking (car and van, larger motorhome) areas opportunity near Ambleside Road	Survey and basic design for parallel parking of RV combinations.	Increase parking supply	2027-2028
6	Review opportunities to widen the main street running lanes, widen and mark parallel parking lanes, box markings, and optimise on-street parking while renewing kerbs and retaining trees. The review will also consider WSUD and DDA compliant parking.	Using the DIT street survey and design, review opportunities to improve carparking access and availability through minor widening and on-street parking bay markings.	Improve parking utilisation	2026-2028

ID	ACTION	DESCRIPTION	CATEGORY	TIMING (FY)
7	Detailed Design #108 carparking and On-street parking between Ambleside and Carl Nitscke carpark	Completion of design of car parking on #108 Main Street including approximately 4 EV charging parks, DDA compliant parks and Bicycle rack.	Increase parking supply	2026-2027
8	Construction of on-street parallel parking on the main street (Ambleside Rd to Carl Nitscke carpark) inclusive of a footpath. (Stage 1 of the Main Street kerb renewal/road widening project)	Construction of on-street carparking, inclusive of a footpath behind the street trees to the existing footpath at #108	Increase parking supply	2027-2028
9	Construction of stage 2 of the main street kerb renewal road widening project.	Trial implementation of the minor road widening of the Main Street during kerb renewal to facilitate on-street line marked box parking where space permits on a portion of the Main Street core. This is to provide safer defined on-street parking that can be better regulated whilst facilitating safer defined road traffic lanes. Success of this trial would lead to further future stages	Improve parking utilisation	2028/2029
10	Implement dynamic electronic messaging boards for available parking space and wayfinding to Council owned off-street carparks.	Implement wayfinding and parking number monitoring technology	Improve parking utilisation	2028-2029
11	Investigate opportunities for additional carparking supply at the southern end of the main street	Explore Beerenberg offer to create carparking area on lesser used land	Increase parking supply	2027-2028
12	Design RV parking (car and van, larger motorhome) areas opportunity near Ambleside Road	Design RV parking hardstand area near the intersection of Ambleside and the main street and if required, Design and progression of action is subject to negotiation of land access	Increase parking supply	2027-2028
13	Construction Stage 1 #108 carparking	Construction of approximately 40 carparks on the west side of the creek on #108 Main Street including approximately 4 EV charging parks adjacent to the main street.	Increase parking supply	2028-2029
14	Construct RV parking (car and van, larger motorhome) areas opportunity near Ambleside Road	Construct RV parking hardstand area near the intersection of Ambleside and the main street	Increase parking supply	2028 -2029
15	Construction Stage 2 #108 carparking and creek crossing	Completion of the design and construction of approximately 50 carparks on the east side of the creek on #108 Main Street including a creek culvert crossing.	Increase parking supply	2029-2030
16	Review carparking occupancy and turnover post implementation of #108 carparking and RV parking	Review the effectiveness of additional parking supply implemented in terms of occupancy and turnover and consider further interventions such as paid parking on street.	Parking analysis	2030-2031

Appendix A

Detailed Parking Survey Data

Survey Method

To better understand parking occupancy and turnover, parking surveys were conducted in 2025. The surveys were undertaken on five days in the months of April and May in both ON and OFF street parking areas every 2 hours including Easter Saturday.

Six off-street car parks were included in the surveys to provide a sample of the usage and demand in these areas.

Parking Supply

Table 3 shows the approximate parking supply and highlights the reliance on all parking areas to support the current demands. Parking along the main street core precinct (zoned 3 hour parking) accounts for around 20% of the surveyed spaces (not including the additional informal off street parks behind main street premises).

LOCATION	NUMBER OF SPACES
Main Street - Core (3P area)	191
Main Street - Ends	30
Off Street - Council (Carl Nitschke and Memorial Hall)	71
Off Street - Private (Hahndorf Soap, Hahndorf Inn, IGA and German Arms)	208
Residential Streets	500+



Parking Usage

It was found that parking usage varies throughout the day and for different days of the week. Peak parking demand occurs between mid-morning and mid-afternoon on Saturday and Sunday, with the highest demand occurring on Easter Saturday. There is a lower demand for parking mid-week and outside of the 1030-1530 period, when existing parking supply appears adequate.

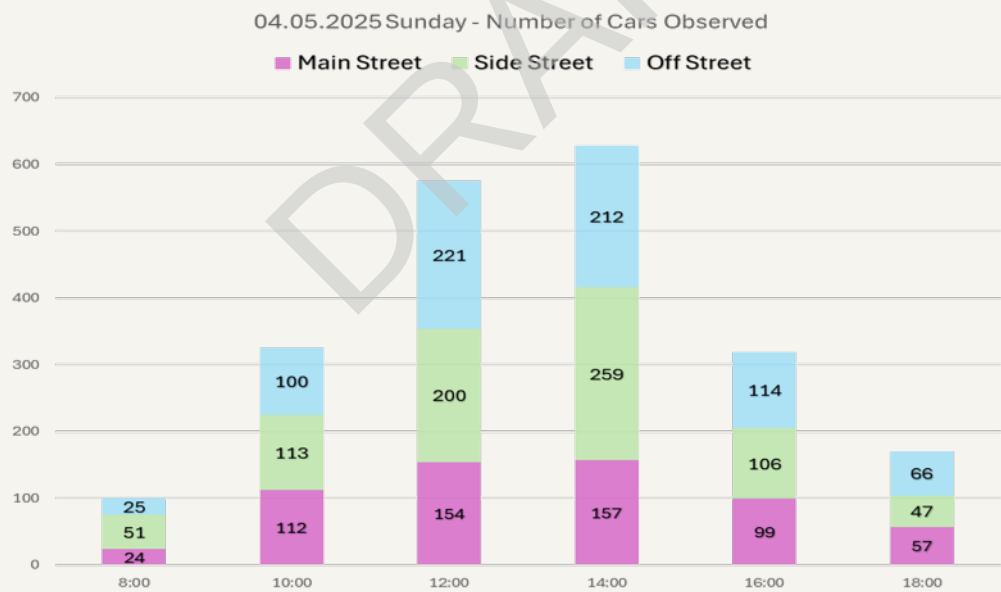
As the parking demand increases, off-street areas and adjacent residential street incur increased parking demands. Outside of these typical peak demands there appears to be adequate parking supply.

The following graphs shows typical parking demand throughout the day, based on Sunday 4 May 2025. Once parking in the main street (3P area) approaches capacity, parking in the off street and residential streets increases.

Length of Stay

The surveys indicate that, along the main street (3P) parks, around 90% of vehicles park for less than 4 hours ~ most likely in the region of 2-3 hours. Only 10% of vehicles were observed on more than one consecutive survey, indicating a stay of longer than 4 hours.

Vehicles are parked for longer times in residential/ side streets and off-street parking areas where there are fewer time limit restrictions.



Glossary of Terms

TERM	DEFINITION
3P	3 hour parking limit
Book Ended parking	The provisioning of large off street parking areas at either end of a precinct – in this case, the main street
Box Parking	Marked individual parking bays marked on-street in accordance with Australian Standards
DDA	Disability Discrimination Act
DIT	Department of Infrastructure and Transport
EV	Electrical vehicle
HBD	Hahndorf Business District (main street as set out in Figure 1)
ITP	Integrated Transport Plan
MBDC	Mount Barker District Council
Parallel parking	On-street parking that is parallel to the road and kerbing
PMP	Parking Management Plan
Running lane	The traffic lane of a road that vehicles move along
RV	Recreational Vehicle e.g. motorhomes, caravans etc
Water Sensitive Urban Design (WSUD)	Stormwater system design that aims to better retain, cleanse and reuse stormwater runoff e.g. rain gardens, street tree inlets from kerbing.

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