

## 12. SAFE AND SUSTAINABLE ENVIRONMENTS

### 12.1 2018 DROUIN PARKING STUDY

*Infrastructure Engineer , Acting Manager  
Infrastructure Services & Growth*

*Directorate: Community Assets, Community  
Assets*

*Ward: West*

*Appendix: 3 attachments*

#### **PURPOSE**

To present the outcomes of the Drouin Parking Study Review.

#### **RECOMMENDATION**

That Council:

- Provide additional directional signage in the Drouin CBD area to highlight underutilised parking areas
- Develop a parking restriction map and peak occupancy map based on the outcomes of the Drouin Parking Study Review and communicate this within the community
- Request VicRoads approval to line mark an edge line along the north side of Princes Way between 139 Princes Way and Bank Place, to better delineate existing on-street angled parking and the main carriageway
- Undertake an investigation into the feasibility for a future project to include angled parking on the south side of Princes Way, Drouin between Main South Road and Hope Street, and the project be considered for inclusion into Council's Long Term Infrastructure Plan
- Investigate changes to improve the functionality of the Woolworths parking area
- Consider a future project for the installation of long vehicle and trailer parking on the west side of Hope Street as part of the proposed review of Council's Long Term Infrastructure Plan to be undertaken during the 2018-2019 financial year
- Consider future provision and a proposed location for additional parking within the Drouin CBD area as part of the *Drouin Structure Plan* Council Plan initiative
- Continue to proactively enforce parking within the Drouin CBD area
- Undertake a review of parking needs and demand within the Drouin CBD by the end of 2021.
- Advise the Project Reference Group of Council's resolution as well as the inclusion of Young Street traffic calming works in the 2018-2019 capital works budget.

### AMENDED RECOMMENDATION

That Council:

- Provide additional directional signage in the Drouin CBD area to highlight underutilised parking areas
- Develop a parking restriction map and peak occupancy map based on the outcomes of the Drouin Parking Study Review and communicate this within the community
- Request VicRoads approval to line mark an edge line along the north side of Princes Way between 139 Princes Way and Bank Place, to better delineate existing on-street angled parking and the main carriageway
- Undertake an investigation into the feasibility for a future project to include angled parking on the south side of Princes Way, Drouin between Main South Road and Hope Street, and the project be considered for inclusion into Council's Long Term Infrastructure Plan
- Investigate changes to improve the functionality of the Woolworths parking area
- Consider a future project for the installation of long vehicle and trailer parking on the west side of Hope Street as part of the proposed review of Council's Long Term Infrastructure Plan to be undertaken during the 2018-2019 financial year
- Consider future provision and a proposed location for additional parking within the Drouin CBD area as part of the *Drouin Structure Plan* Council Plan initiative
- Continue to proactively enforce parking within the Drouin CBD area
- Undertake a review of parking needs and demand within the Drouin CBD ***by the end 2019-2020 financial year, considering the information, outcomes and recommendation as a result of the Drouin Structure Plan Council Plan Initiative.***
- Advise the Project Reference Group of Council's resolution as well as the inclusion of Young Street traffic calming works in the 2018-2019 capital works budget.

### COUNCIL RESOLUTION

**Moved:** Cr J O'Donnell

**Seconded:** Cr K Cook

**CARRIED**

## **KEY POINTS/ISSUES**

### **Background**

- Council conducted a comprehensive parking study in Drouin in 2014. Since the study, a number of changes have occurred within the Drouin CBD area, including but not limited to the development of new businesses, overall growth of the town and the relocation of Council's head office to Drouin resulting in increased demand for parking.
- Council tabled a petition at the Council meeting on 23 November 2016 along with three further petitions tabled at the Council meeting on 14 December 2016, all of which requested all-day parking along Young Street, Drouin. The lack of all-day parking was thought, in-part, to be an outcome of the relocation of Council staff to the Drouin office in August 2015, thereby taking up some of the all-day parking spaces in the Civic Park car park. Staff from other local businesses also utilise this car park.
- Concerns were also raised by the community that there is insufficient car parking to cater for future population growth.
- The petitions expressed concern with the historical use of the existing 3-hour parking area along Young Street, Drouin as all-day parking by business owners and staff.
- Having reviewed the petitions and considered Council officers' findings and recommendations in this matter, Council at its meeting on 22 February 2017 made the following resolution:
  1. Note the update in relation to each of the petitions received by Council on the 23 November 2016 and 14 December 2016 regarding parking along Young Street in Drouin;
  2. Authorise Council officers to convert part of the existing 3P parking area along Young Street into all day parking, subject to consultation with local businesses; and
  3. Establish a Project Reference Group to review parking matters in Drouin more broadly with an aim to identify further parking opportunities and specific improvements in the short to long term, which would be brought to Council for its consideration at a future time.

### **Parking Changes on Young Street**

Some short-term parking (3 hour) was converted to all day parking during 2016 and 2017 to provide all day parking for local businesses. These changes aligned with the above mentioned Council resolution.

### **Drouin Parking Study Review (2018)**

A Project Reference Group (PRG) involving community members and businesses was set up in April 2017 to create a parking related focus group for Drouin. The PRG included Council staff, Councillors, business owners, community members and stakeholders such as VicRoads, PTV and Victoria Police, as well as Taxi service providers. Emergency services personnel including SES and Ambulance were also invited.

There has been a total of five PRG meetings held on 20 April 2017, 15 June 2017, 7 September 2017, 23 November 2017 and 31 May 2018 respectively.

Four days of parking surveys were conducted between 8.30am and 6.00pm on a Monday, Wednesday, Friday and Saturday in July. A map of the reviewed area is attached as Attachment 1.

At the fifth PRG meeting held on 23 November 2017, an area by area update was provided regarding the results of the parking surveys. Following the meeting and based on feedback from the PRG, an in-depth review of the parking survey data and analysis was undertaken. The results indicate:

<b>Parking Study Year</b>	<b>2014</b>	<b>2018</b>
Average Occupancy across all surveyed zones	48%	57%

Peak occupancy across the township was 63% at 10.30am on a Wednesday. There was a trend of the highest occupancy occurring between 10.30am and 12.30pm on weekdays.

It is worth noting that measured parking occupancies of above 90% are deemed to be at or over a carpark's theoretical capacity. In this scenario, one would expect a driver to have to circulate a parking area in order to find a vacant parking space.

Other Victorian towns of similar population size were benchmarked against Drouin for peak parking occupancy:

- 76% in Apollo Bay during peak tourist season
- 68.5% in Bairnsdale
- **63% in Drouin**
- 58% in Traralgon
- 58% in Colac
- 52% in Morwell

Whilst the peak and average occupancy rates across the township is less than that which is deemed to be at theoretical capacity; it is noted that some specific area across the Drouin CBD experience higher peak and average occupancy rates. A parking restriction map is attached as Attachment 2 and heat map of peak parking occupancy is attached as Attachment 3.

The PRG was advised that the parking survey results indicate that available parking within Drouin is adequate for the time being. However, given the it

was discussed and recommended to the PRG that a review of parking should be undertaken before the end of 2021 to reassess the parking demand within the Drouin CBD as this could change over the next three years based on the expected residential development and population growth.

Issues discussed and investigations undertaken through the PRG meetings included:

1. Edward Street off-street car park (Civic Park) expansion
2. Updated Parking Restriction Plan to be made publicly available
3. Confirming the long term plan for West Gippsland Taxis in Drouin
4. The possibility the installation of long vehicle parking on the west side of Hope Street
5. The possibility of constructing indented parking on Brynwood Street,
6. Whether the layout of the Woolworths Car Park can be improved as a result of safety and functionality challenges
7. The possibility of additional on-street car parking on Young Street
8. The possibility of angle parking on the south side of Princes Way between Main South Road and Hope Street
9. The possibility of expanding the Drouin Bowling Club Car Park
10. Lack of regular parking enforcement from Council's compliance team - enforcement was effective over Christmas and further enforcement is needed
11. Consider future provision of additional parking in the Drouin CBD
12. Line mark an edge line along the north side of Princes Way between 139 Princes Way and Bank Place, to better delineate existing on-street angled parking and the main carriageway
13. Road safety concerns on Young Street between Hope Street and Bank Place
14. Consider installing loading zones along Princes Way for businesses

It was concluded that improvements to pedestrian connectivity would be a better investment in the short term to assist movement and access around the town centre, particularly given the peak and average occupancy rates are within acceptable limits.

The PRG discussed the existence of the *Drouin Town Centre Strategy* adopted by Council in 2010 which focuses on the importance of providing usable pedestrian links to achieve the vision of making Drouin an “intimate, compact, walkable town centre with a focus on walking, cycling and public transport”. The outcomes that the Drouin Town Centre Strategy aims to achieve is planned to be reviewed this financial year, through the Drouin Structure Plan initiative.

The proposed 2018/19 footpath projects for Drouin were also presented to the PRG:

- Young Street (south side) from Bank Place to Civic Park
- Settlement Road (west side) from Lampard Road to Basketball Stadium
- Princes Way (north side) from No. 821 to Princes Avenue (upgrade gravel to concrete shared path)
- Grant Street (near Drouin Recreational reserve) link from residential area to the reserve
- Montague Avenue (north side) through the Reserve
- Princes Way (east side) from Amberley Estate to the bus stop
- Settlement Road (south side) from Folkstone Court to Summerhill Boulevard
- McNeilly Road (north side) from McLean Street to Gerrard Street
- Longwarry Drouin Road from Witton Street to Corduroy Road

It was discussed at the PRG that townships are for meeting and trading, not just driving and parking; and a balance between the needs of people and cars in utilising the road reserve experience is necessary to provide improved economic activity. The quality of the pedestrian experience is tightly correlated with the vibrancy of a town centre, in contrast with parking availability, which is not correlated.

Information on the new bus routes and bus stops installed by PTV in Drouin during 2017 was also presented. A level of focus is needed to ensure public transport and alternative transport modes are considered for Drouin given the increasing demand on parking.

Updates on other civil works for Drouin were also presented to the PRG including:

- The feasibility study for pedestrian improvements from Chairö Christian College to town centre (In progress)
- Pedestrian line marking at front of Bridgestone/Drouin Motors (completed)
- Traffic calming on Young Street FY 2018/19 (Programmed)
- Disabled Parking audit in Drouin - line making and infrastructure upgrades (Completed FY 2017/18)
- Pedestrian signals between Drouin Primary School & Library (due to reach practical completion shortly)
- Commencement of a Drouin Structure Plan (FY 2018/19)
- Laneway revitalization projects to be investigated for pedestrian movements
- Streetscape works / improved links to Memorial Park
- Urban design upgrades

## **KEY ISSUES**

A number of recommendations of the PRG have been incorporated into the recommendations of this report.

Officers recommendations as a result of reviewing parking in the Drouin CBD are as follows:

- Provide additional directional signage in the Drouin CBD area to highlight underutilised parking areas
- Make available the parking restriction map and peak occupancy map based on the Drouin Parking Study Review
- Revisit parking in the Drouin CBD by the end of 2021
- Line mark an edge line along the north side of Princes Way between 139 Princes Way and Bank Place, to better delineate existing on-street angled parking and the main carriageway
- Pro-actively manage parking enforcement in the Drouin CBD area
- Advise the Project Reference Group of Council's resolution

In addition, the PRG requested the additional following recommendations be considered by Council:

- Investigate the feasibility of angle parking on the south side of Princes Way between Main South Road and Hope Street
- Investigate changes to improve the functionality of the Woolworths parking area
- Investigate the installation of long vehicle parking on the west side of Hope Street
- Consider future provision of additional parking in the upcoming *Drouin Structure Plan* initiative, which includes an update to *the Drouin Town Centre Strategy 2010*
- Advise the Project Reference Group of this resolution as well as the inclusion of Young Street traffic calming works in the 18/19 capital works budget.

Whilst the PRG's recommendations were not originally proposed by Council officers, the proposed PRG recommendations are considered to have merit and will provide additional beneficial outcomes for parking within Drouin CBD area.

## **NEXT STEPS**

The PRG was presented with a timeline for the completion of the Drouin Parking study review project:

- Present to Executive Leadership Team (ELT) to update and obtain feedback (April 5, 2018) - **Completed**
- Presentation / Update with the Drouin PRG 31 May 2018 - **Completed**
- Present to ELT June 14, 2018 – **Completed**
- Provide a briefing to Council July 18, 2018 – **Completed**

- Council Meeting 22 August 2018

### **TRIPLE BOTTOM LINE IMPLICATIONS**

#### **COMMUNITY IMPACT**

- Potential improvements in the functionality and accessibility of existing parking across the Drouin commercial area.
- Improved access to parking spaces as well as access to sustainable transport modes through pathways will improve the public health, and wellbeing of the community.

#### **ENVIRONMENTAL IMPACT**

Sustainable transport options like public transport, walking and cycling are encouraged as reasonable alternatives to short car trips in and out of the town centre.

#### **FINANCIAL IMPACT**

The capital costs to implement the proposed recommendations within this report are estimated as follows.

- Provide directional signage to highlight underutilised parking areas - \$2,000 (*within the traffic improvement works budget*)
- Install traffic calming treatments on Young Street to improve pedestrian safety – \$20,000 (*within the traffic improvement works budget for the 2018-2019 financial year*)
- Review parking in the Drouin Commercial Precinct by the end of 2021 - \$30,000 depending on the scope (*for consideration in the Long Term Infrastructure Plan*)
- Line mark an edge line along the north side of Princes Way to better delineate existing on street angled parking and the main carriageway - \$2,000 (*within the traffic improvement works budget for the 2018-2019 financial year*)
- Investigate the feasibility of angle parking on the south side of Princes Way (adjacent the undeveloped site) - \$5000 for preliminary design (*within the future forward design budget for the 2018-2019 financial year*)
- Investigate changes to improve the functionality of the Woolworths parking area – cost dependent on the investigation
- Investigate the installation of long vehicle parking on the west side of Hope Street – approx. \$30,000 (*for consideration in the Long Term Infrastructure Plan*)
- Consider future provision of additional parking areas within the town centre in the upcoming Drouin Structure Plan initiative

### **CONSULTATION**

Collaboration with the Drouin Project Reference Group has provided feedback as to the nature of the community's concern with parking within Drouin CBD. The five PRG meetings held from April 2017 to May 2018 have guided Council on the areas of parking concern and where improvements can be



made. The officer recommendations have been developed based on the review of the parking study, further parking supply and demand analysis and feedback from the PRG.

### **LEGAL/COUNCIL PLAN/POLICY IMPACT**

#### **COUNCIL PLAN**

This Drouin Parking Study assists with the achievement of the key strategic objective as set out in the Council Plan 2017-2021:

Strategic Objective 3: Safe and Sustainable Environments

- 3.1 Protecting and sustainably managing Baw Baw's environment
- 3.2 Efficient roads, transport and parking
- 3.3 Community safety and protection
- 3.4 Preparing for the impacts and consequences of climate change and extreme events

#### **CHARTER OF HUMAN RIGHTS AND RESPONSIBILITIES**

This report has been reviewed under the *Charter of Human Rights and Responsibilities* and is considered compatible.

#### **LEGAL**

"Planning for and providing facilities for the local community" is listed as a core role/responsibility of Council in the *Local Government Act 1989*.

#### **POLICY IMPACTS**

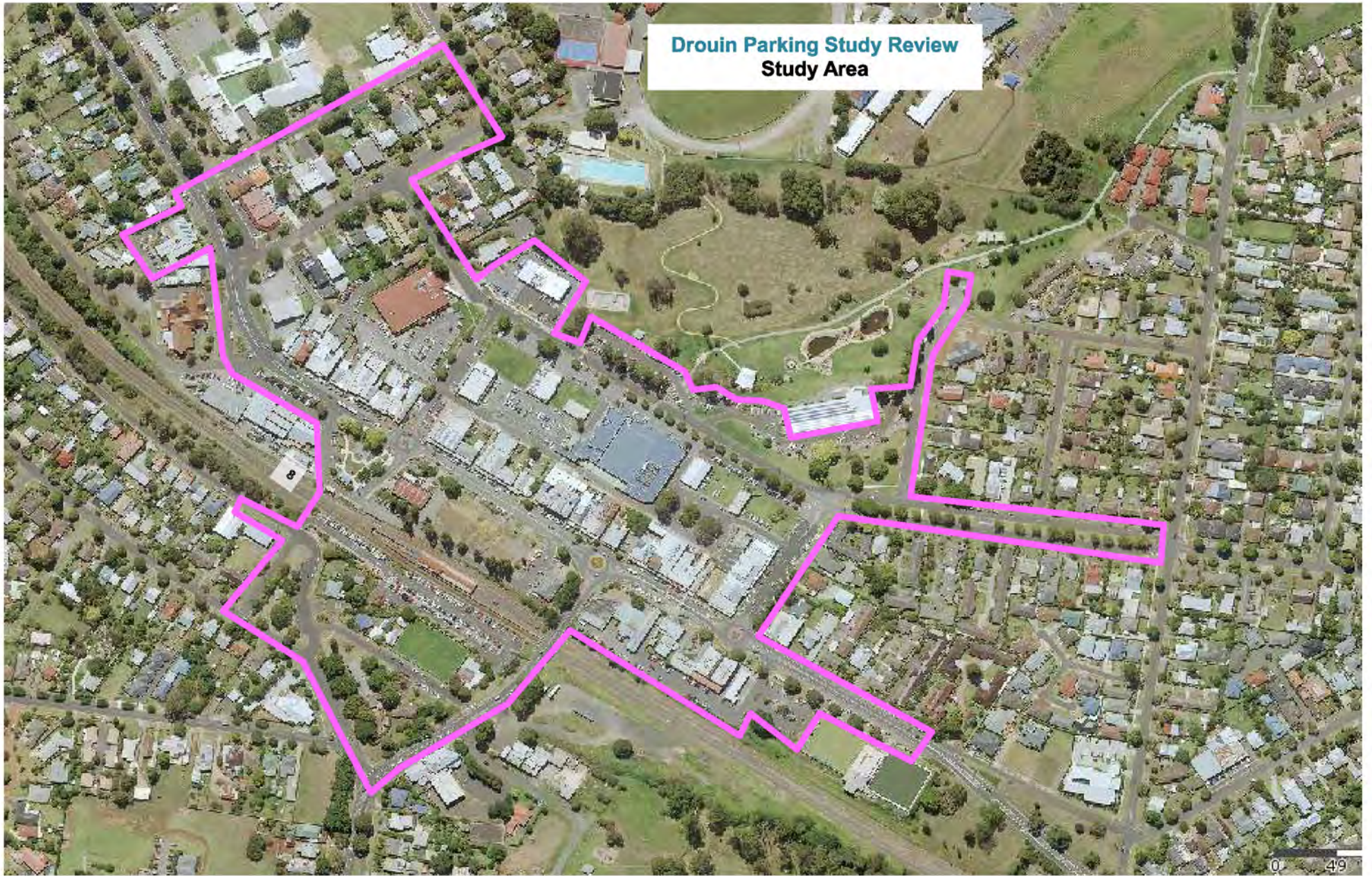
The 2018 Drouin Parking Study builds upon the 2014 Drouin Parking Study.

#### **CONFLICT OF INTEREST DECLARATION**

No officer involved in the preparation of this report has a disclosable interest.



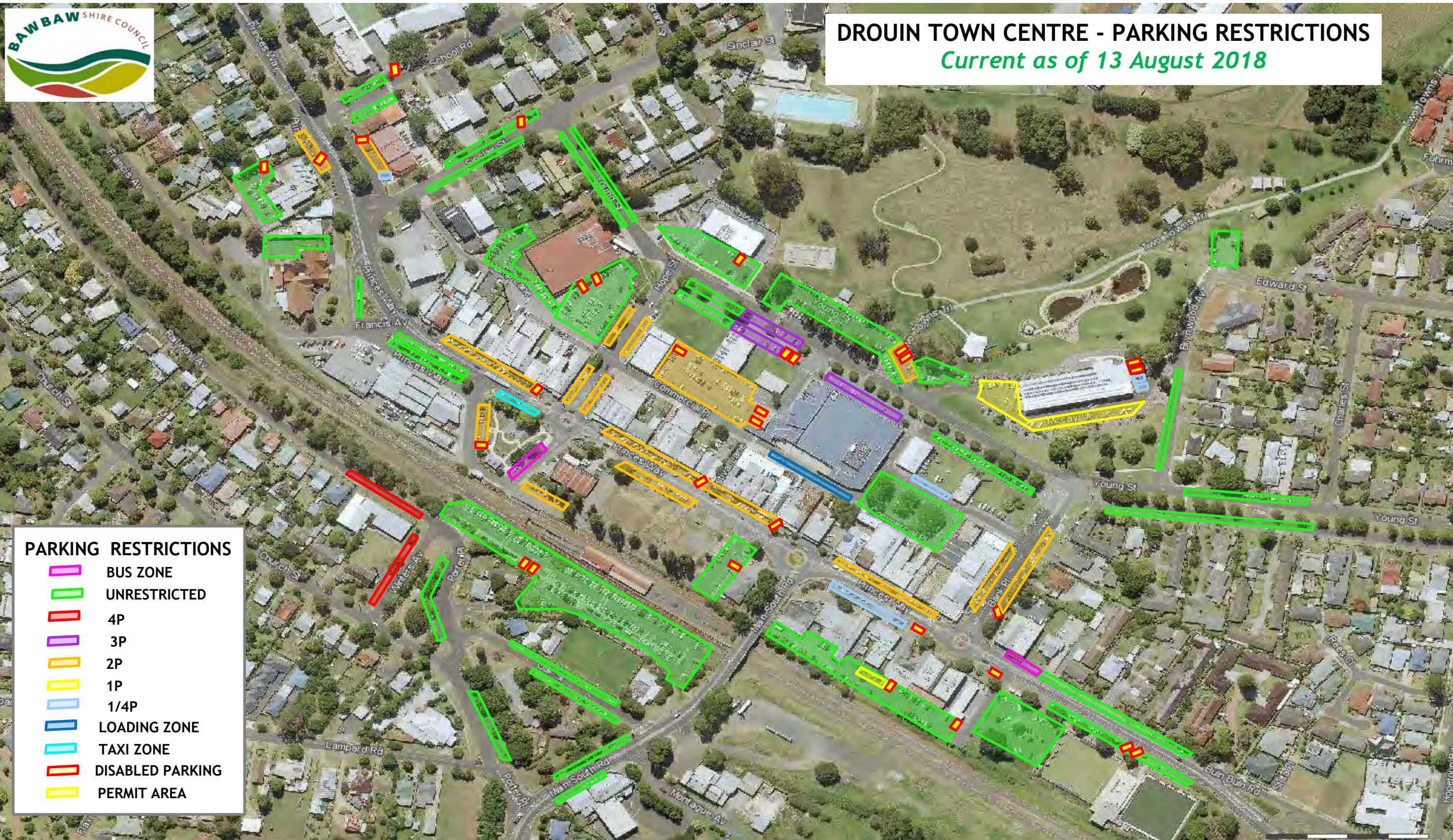
**Drouin Parking Study Review  
Study Area**







**DROUIN TOWN CENTRE - PARKING RESTRICTIONS**  
*Current as of 13 August 2018*





**Drouin Parking Study Review**  
**Peak Occupancy Map (July 2017)**

**Legend**

- High Occupancy ( > 80%)
- Medium Occupancy (50% < x < 80%)
- Low Occupancy (< 50%)

