Baw Baw Shire Council

Drouin Parking Study

January 2014

1.0 Executive Summary

Council initiated the Drouin Parking Study (DPS) due to the need to review current adequacy and effectiveness of the parking within the Drouin town centre area.

The objective of the parking study is to analyse current parking conditions and make recommendations, which would otherwise

- Provide an effective parking regime with appropriate time limitations;
- Adapt proposed parking arrangements to suit current business needs; and
- Increase user education of parking best practices and future parking arrangements.

The Study area within the Drouin town centre consists of 835 defined parking spaces excluding additional informal private parking which were not included in the study. The survey consisted of four days over which information was collected every two hours. The results of the study revealed the average occupancy rate to be 48% over the entire study period with the individual day breakdown as follows.

- Monday 1st July 2013 48% Occupancy
- Saturday 13th July 2013 35% Occupancy
- Wednesday 17th July 2013 51% Occupancy
- Friday 19th July 2013 56% Occupancy

Within any day the peak occupation rate was recorded at 11am when sections of Princes Way were fully occupied. Further to this, 13% of vehicles within the time restricted parking were over-staying i.e. 6.5% of total recorded vehicles. It was observed that this severely reduces the efficiency of parking turnover within the study area.

The community has been engaged throughout the entirety of the study. This includes initial discussions prior to the commencement of the study with the Drouin and District Business Group and then continuing discussion with them throughout the study. Upon release of a draft report, the community was invited to provide feedback. Council received approximately 40 submissions for which the major themes/feedback have been reviewed and represented in the report.

Based on the study findings and feedback received from the wider community the following recommendations proposed include;

- Convert two spaces of existing “2P” section along the northern side of Princes Way between Hope Street and Sinclair Street to “1P” parking restrictions;

- Introduce “2P” parking restrictions for unrestricted parallel parking along the southern side of Princes way from Francis Avenue to Hope Street;
- Retain existing “2P” along Francis Avenue parking abutting Memorial Park;
- Convert existing “3P” into unrestricted parking along eastern end of Young Street;
- Introduce “2P” Long Vehicle Parking at Area 16 (West of Drouin Bowls Club);
- Introduce new signage to better display all day unrestricted parking as shown in attached map as per Appendix 1;
- Increase monitoring of Drouin Town Centre for Overstaying Vehicles;
- Phase out current applicable hours of time restrictions with updated hours; and
- Collaborate with Drouin and District Business Group to seek support from and educate businesses of the advantages of reducing workers stay within high turnover parking.

These recommendations are discussed further in detail as per section 5.0 of the report.

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2.0 Introduction

2.1 Background

Baw Baw Shire is located approximately 100km east of Melbourne and is regarded as a peri urban council. As such, Baw Baw shire is neither completely urban nor rural, but forms a mix of residential and agricultural land uses. This therefore results in a strong reliance on transport to cover the large areas across Baw Baw Shire, resulting in high demand for parking in major towns such as Drouin.

Public transport connects the major towns along the Princes Freeway Corridor. At present Baw Baw shire is serviced by V/Line Corporation, which provides public train services connecting Gippsland to Melbourne while linking in the Metro Trains within Metropolitan Melbourne. Within the shire many areas are service by Warragul Bus Lines connecting towns to outer residential areas. Although public transport links exist within Baw Baw Shire there is a large reliance on cars for transport between towns from the areas not serviced by Public Transport or inconvenient to use.

2.2 Parking Issues

The Drouin and District Business Group which represents local businesses within Drouin has conveyed to Council the issues currently experienced within Drouin. These as well as concerns raised by the public are as follows:

- Not enough short term parking west end of street (Princes Way)
- Some long term under-utilised (east end of Young St)
- Business Staff occupying customer parking
- Parking not monitored often enough
- No large signage directing customers to short, medium and long term
- Lack of suitable all-day parking for staff
- Poor response time for fixing lighting
- Difficulty of access to long term parking
- Lack of surveillance/security in all day parking areas
- Lack of loading Zones in Princes Way
- Lack of appropriate line marking in Safeway (Area 7) vehicle park
- Request for Short term parking in some areas of Princes Way

As an anticipated outcome of the extensive community consultation, further parking related issues were identified and are listed below:

- Car Park layout between Car Wash and Bowls Club needs to be addressed
- Parking restrictions should be extended to 8am start and 7.30pm finish
- Make Francis Avenue all day parking near station

- Real Estate agents parking on Princes Way
- Width of Car Spaces too narrow to accommodate 4WD's
- Poor pedestrian facilities and Public Transport increasing reliance on personal vehicle transport and thus parking demand
- Compliance Officers do not enforce time restrictions often enough
- Long vehicle parking needs to be introduced in town
- Inadequate lighting to All Day parking at night
- Parking and Drop off Area needed at entrance to Drouin Station at Memorial Park
- Princes Way should be made to all angled parking
- Disabled park should be introduced in Commercial Place park

Mitigation measures previously suggested by the Drouin and District Business Group include the following:

- Mix of parking times west end of Princes Way (2P,1P and 1/4P)
- Ascertain status of service road parking in front of garages and main street opposite Salvos
- Provide time restricted parking conditions relevant to nearby businesses
- Change eastern end of Young Street to All Day
- Designated Loading Bay in a non/low-use area
- Identify other land available for shire to purchase for parking
- Purchase old Caltex Site and create parking
- Upgrade Hamps Lane and repair underground drain
- Pedestrian crossings moved to east end and west end of main street
- Ultimately angle park all the way along Princes Way
- Reduce main street speed limit to 40km
- Plan to allow for more parking with future development in main shopping area
- Beautify Sidewalks
- Educate owners and local customers

The non-parking related matters as proposed by the Drouin and District Business Group were not investigated as part of this study and are subject to separate investigations at a future time.

2.3 Objectives

The Objective of the Drouin Parking Study are as follows

- Provide an effective parking regime with an appropriate time limitation covering Drouin town centre area and its surrounds;
- Adapt proposed parking arrangements to suit current business needs; and
- Increase user education of parking best practices.

2.4 Scope

In order to achieve the objectives set by the Drouin Parking Study, the project aims to

- Identify the current parking arrangement within the area of study;
- Assess current demand on parking within Drouin and the suitability of current parking arrangements to current business needs;
- Assess the duration of stay of vehicles within the study area; and
- Provide recommendations to improve parking turnover within the Drouin town centre based on observed results and discussion with community groups.

2.5 Area of Study

The study area, covering approximately 12 hectares is irregular in shape (shown in Figure 1 overleaf). It is bound by Sinclair Street to the west and extends to the residential land use to the east. While to the north it is bound by Grub Park and the Railway service to the south. The study area extends past the traditional business district to cover any parking which would subsequently be used by the public to access facilities within the business district. The study area defined in Figure 1 includes 835 parking spaces that have been analysed as part of this study.

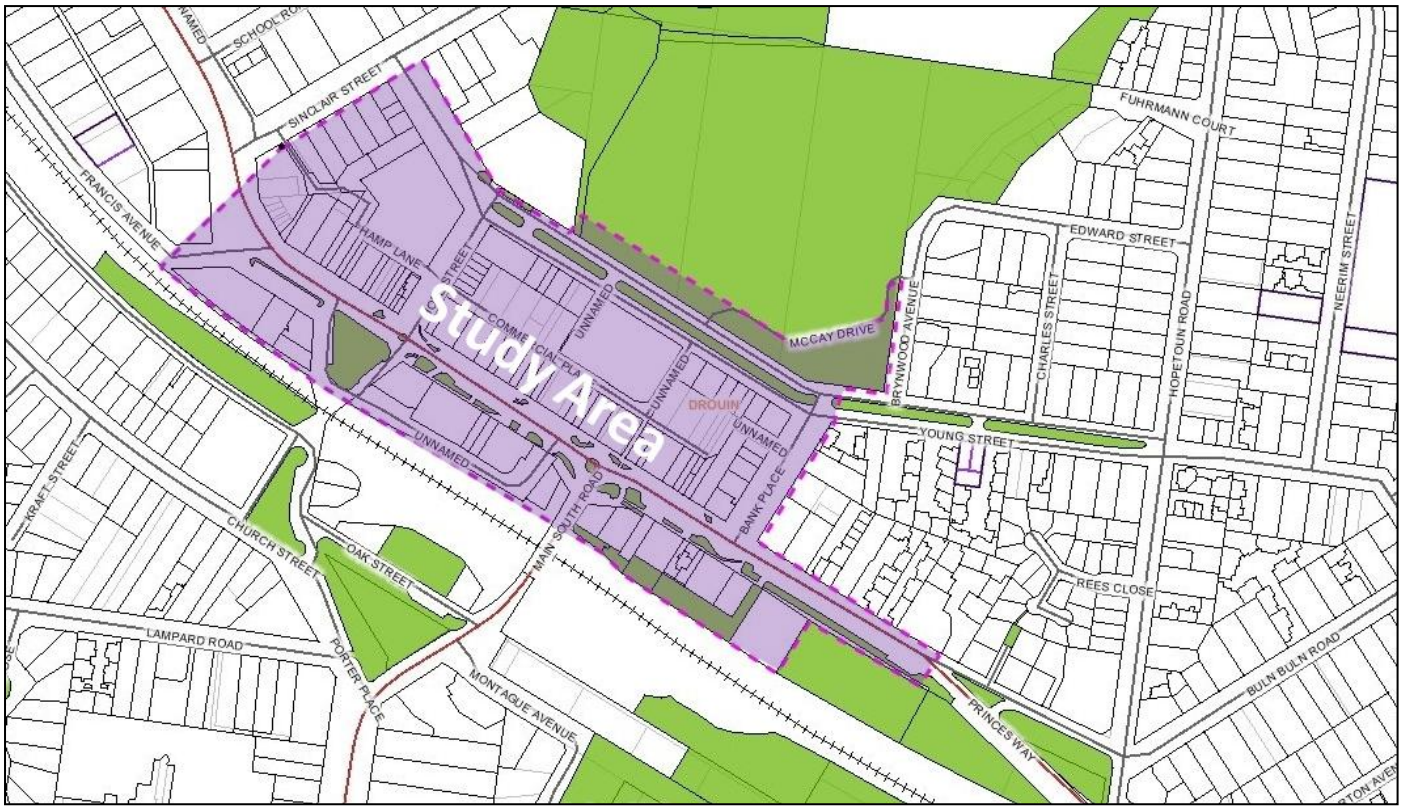


Figure 1 Drouin Parking Study Area

There are a total of 21 different parking areas within the Drouin Town Centre (Study Area) as shown in Figure 2 overleaf.

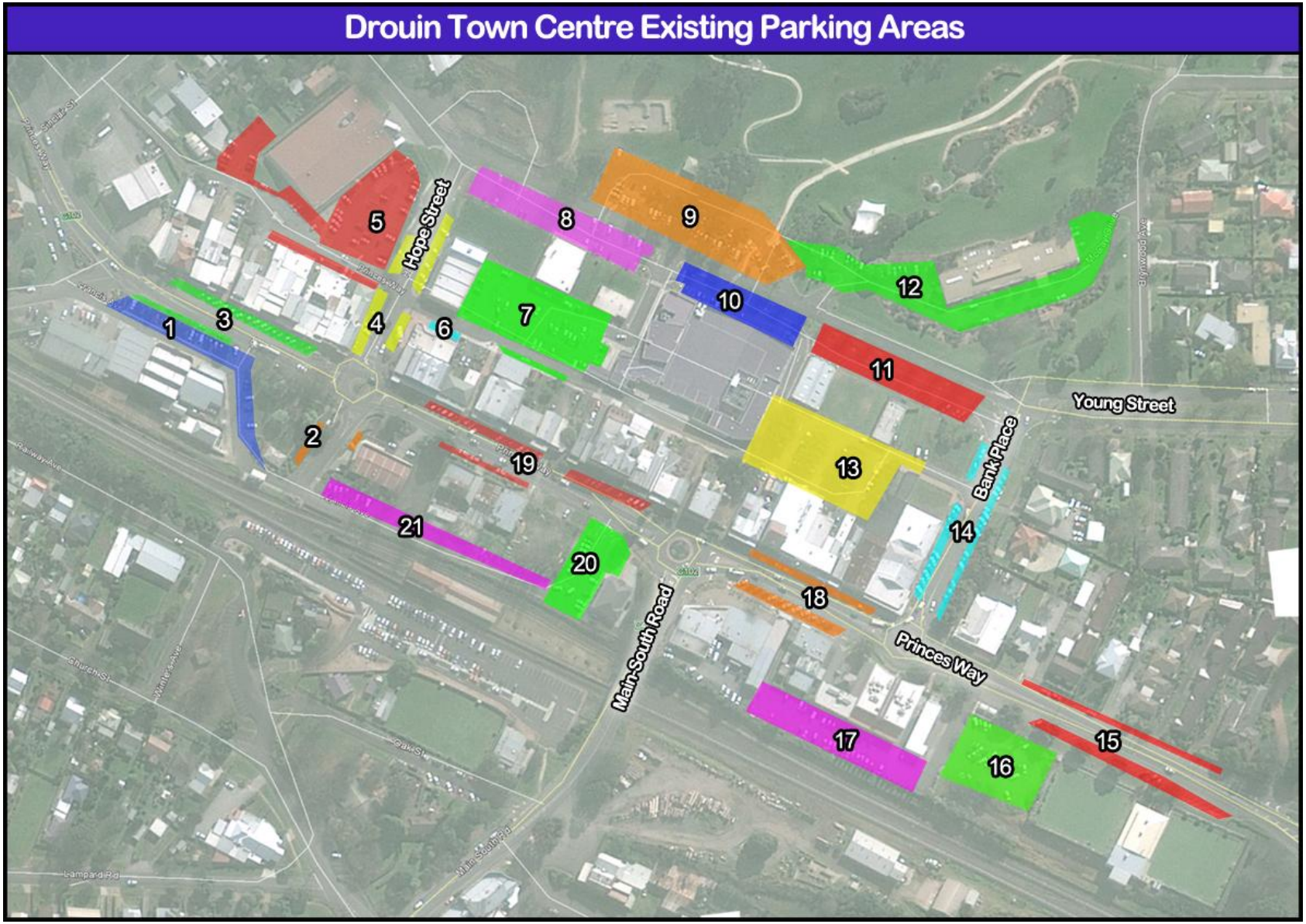


Figure 2 Existing Parking Areas

2.5.1 Current Parking Restrictions

The current parking restrictions are as shown in Figure 3 below.

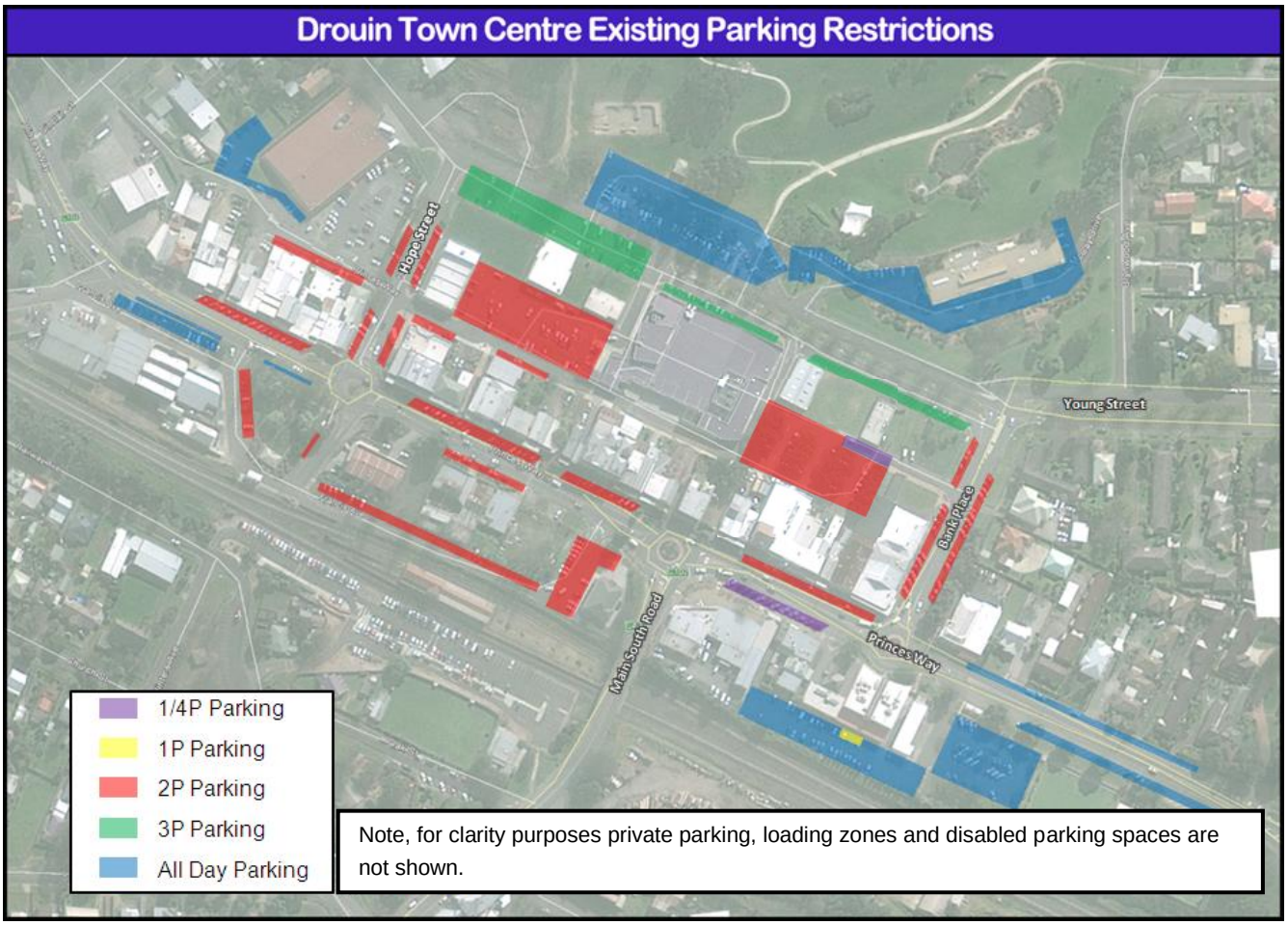


Figure 3 Current Parking Time Restrictions

2.5.2 User Specific Parking Arrangements

2.5.2.1 Parking For People with a Disability

Due to the topography experienced in Drouin many areas consist of steep walking sections unsuitable for the use by a physically disabled person. Baw Baw Shire has systematically introduced disabled parking bays in the locations nearby to facilities deemed to be attractive to those users requiring a disabled space. The location of currently existing disabled spaces within the Study Area are shown in Figure 4 below.

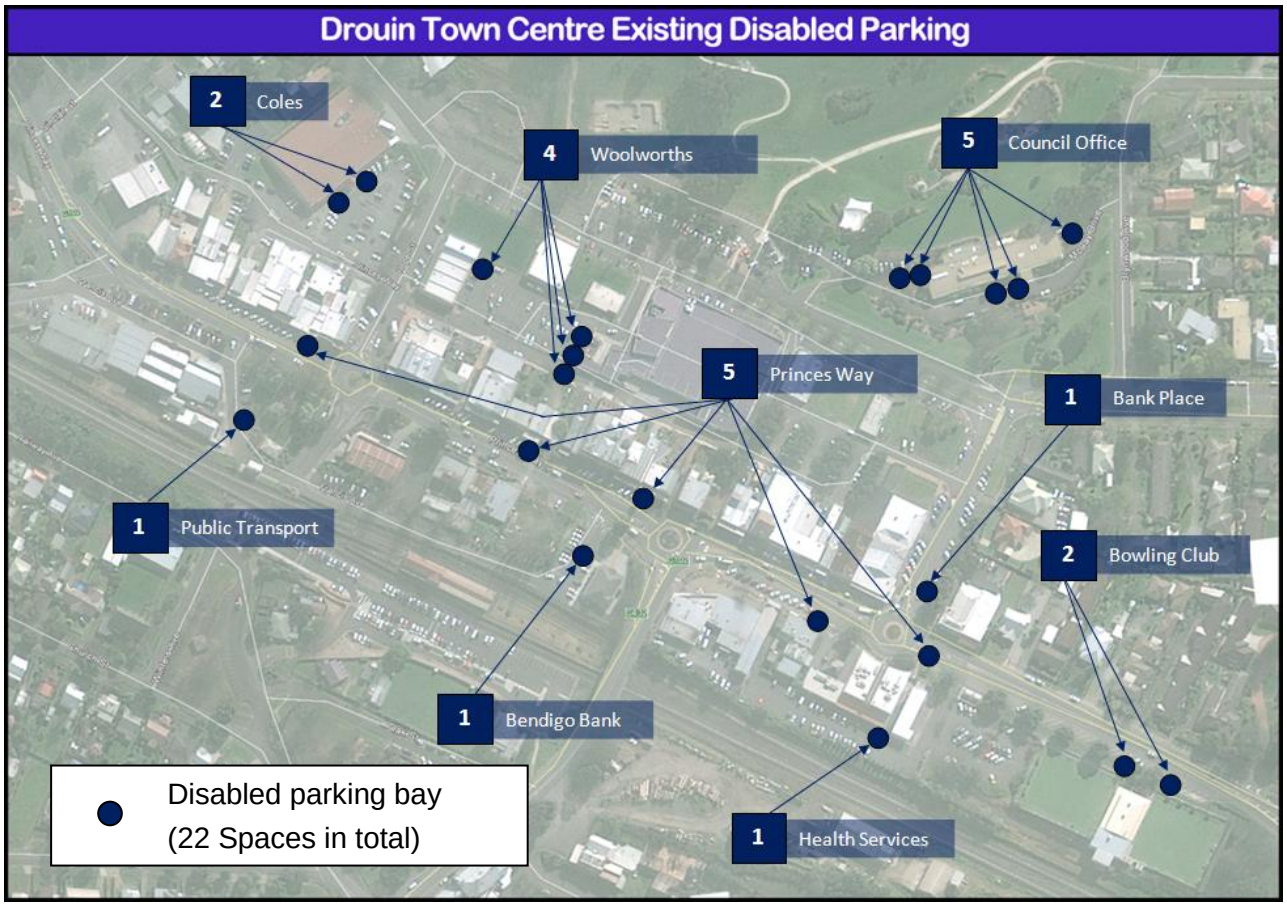


Figure 4 Current Disabled Parking Space locations

It is assumed that these disabled bays provide a suitable spatial separation as to allow access to nearby facilities without restricting the efficient use of available spaces by other users.

2.5.2.2 Long Vehicle Parking

Given the status of Baw Baw Shire as a peri-urban council, Drouin, like many other towns within Baw Baw Shire Council municipal boundaries experiences a diverse assortment of vehicle types and uses, including car and trailer as well as car and caravan combinations. At present, no long vehicle parking is specifically designated within the Drouin Town Centre and as such, those users willing to access the town with a Long Vehicle type must rely on two or more spaces being vacant adjacent to one another to park within Drouin. It is observed that under the current conditions, long vehicles types tend to park in the locations as shown on Figure 5.

Figure 5 Long vehicles regularly observed parking in these locations

2.5.3 Parking Bay Dimensions

The dimensions of both parking spaces and accessways is governed by the Australian Standards for “on-street” and “off-street” parking. An audit covering a large portion of the Study Area utilizing these standards was completed in 2010 with an aim to review the existing parking arrangements. As a result of this audit, identified undersize parking bays were removed.

Further to this, Council officers as part of the Drouin Parking Study completed a random spot check for every defined zone to determine if the parking bays within the study zone comply with current standards. The result of this investigation found that the majority of parking

spaces do comply with current Australian Standards except Area 16 (Car Wash/Bowls Club parking area).

Furthermore, parking difficulties were observed within Area 7 (Woolworth parking area). It was observed that as vehicles have difficulty entering a designated space. Larger vehicles such as 4WD's further accentuated this issue as they at times struggle to enter parking spaces. It was observed that this issue is caused by the limited accessway width within the area coupled with minimum parking bay width.

3.0 Parking Occupancy and Duration of Stay Surveys

3.1 Period of Study

The collection of data was undertaken from 9am to 5pm on the following days.

- Monday 1st July 2013
- Saturday 13th July 2013
- Wednesday 17th July 2013
- Friday 19th July 2013

3.2 Methodology

The collection of data was undertaken manually by a council officer. All 21 existing parking areas were counted sequentially starting at Area 1 and continuing to Area 21. This was undertaken to ensure that the time intervals between readings were similar throughout the duration of the survey.

The objective of the parking survey was to determine the following parameters;

- Occupation rate of each parking space/area; and
- Duration of stay for each vehicle within each space

The survey identified each individual vehicle parking space with monitoring occurring every 2 hours. Where applicable the last four characters of each number plate were recorded with every vehicle being recorded at each interval. By analysing each interval recorded, a vehicle was deemed to have stayed in the parking space if it was recorded over two or more intervals. If a vehicle was initially recorded once then subsequently left, then was recorded again, this was recorded as two independent stays

3.3 Limitations of Survey

The following limitations were present in the method used for this survey

- The duration of stay for parking restrictions <1hr could not be adequately monitored due to the interval used of two hours.
- Vehicles parking behind businesses and within private land were not counted
- Vehicles parked illegally outside of marked bays i.e. on nature strip were not counted
- The interval of two hours allows for sufficient time for readings to be completed, however vehicles occupying vehicle spaces within subsequent readings would be missed.
- Those vehicles with valid parking permits were not excluded from overstay count and as such overstay numbers do not directly represent vehicles who are infringing upon posted time limits. Infringing vehicle numbers would therefore be less than those shown to overstay.

3.4 Survey Findings

Survey data then was processed through the coding of Microsoft Excel. Each existing parking area numbered from one to twenty-one was analysed to determine both occupation rate and duration of stay.

3.4.1 Occupancy Rate

The survey results revealed that when compared to the entire study period, Friday the 19th July had the highest average occupancy rate within the Drouin town centre. The average occupancy rates for each day are as follows;

- Monday 1st July 2013 48% Occupancy
- Saturday 13th July 2013 35% Occupancy
- Wednesday 17th July 2013 51% Occupancy
- Friday 19th July 2013 56% Occupancy

3.4.1.1 Average Parking Conditions and Occupancy Rates

By monitoring occupancy rates over each day, average parking conditions and occupancy rates can be determined for each respective parking area. Furthermore, by comparing each study date to each other, trends can be determined in respect to the users parking habits. Figure 6 overleaf is an example of the occupancy rates or popularity of vehicle parking areas commonly occurring within the study area.

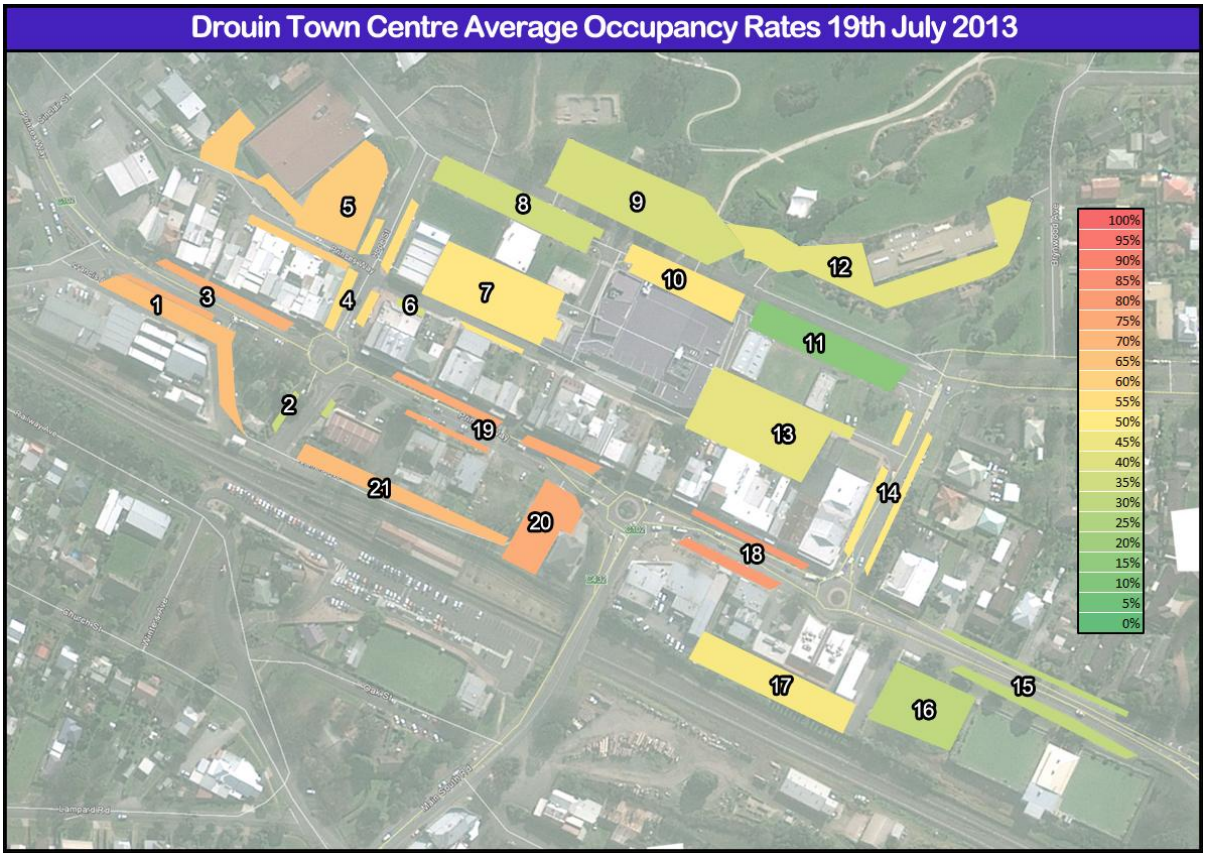


Figure 6 Average Conditions Occupation Rates

It can be seen in Figure 6 that the highest observed occupancy rates observed either are within the areas on or immediately next to Princes Way. These areas are referred to as Area 18,19 and 20 in Figure 6 above.

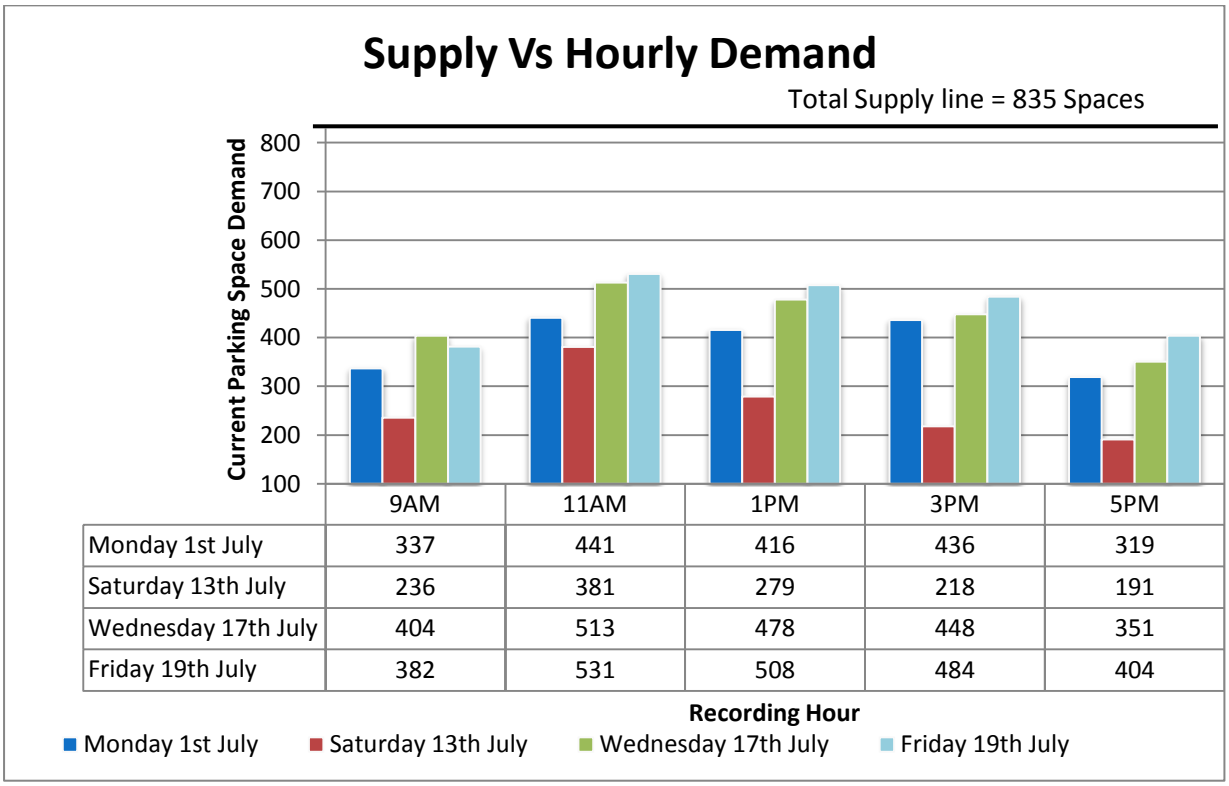
The observed high occupancy rate is mainly due to the high accessibility to local businesses within a short walking length, therefore creating a more popular or attractive vehicle parking area for users. An example is vehicle park Area 18 (Princes Way 'On street' parking between Bank Place and Main South Road) and Area 19 (Princes Way 'On Street' parking between Main South Road and Hope Street). These areas consist of a mix of 15min and 2-hour parking restriction areas, which are close to a large majority of business and attractions.

The lowest occupancy rates was observed in Area 11 (Young Street 'On street' parking between Bank Place and Commercial Place exit east of Safeway) this area received an occupancy rate of 15%. At current Parking Area 11 has a 3P parking restriction. This area experiences low occupancy rates due to the respectively low amount of nearby attractors and a higher walking distance.

Throughout all the observed days, there is a significantly reduced occupancy rate for vehicle parking on or immediately abutting Young street. This is caused by the reduced attractions near these areas when compared to vehicle parking along Princes Way.

3.4.1.2 Peak Parking Conditions and Occupancy Rates

Through comparison of the data observed over each day, the following total vehicle space breakdown per survey period is as shown in Figure 7 below.



	9AM	11AM	1PM	3PM	5PM
Monday 1st July	337	441	416	436	319
Saturday 13th July	236	381	279	218	191
Wednesday 17th July	404	513	478	448	351
Friday 19th July	382	531	508	484	404

Figure 7 Supply Vs. Hourly Demand

As illustrated, the peak demand for parking was observed at approximately 11am. After the 11am peak, parking volumes tend to decrease with no secondary peak prominent from survey results.

An example of the distribution of peak parking is as shown for Friday 19th July in Figure 8 overleaf.

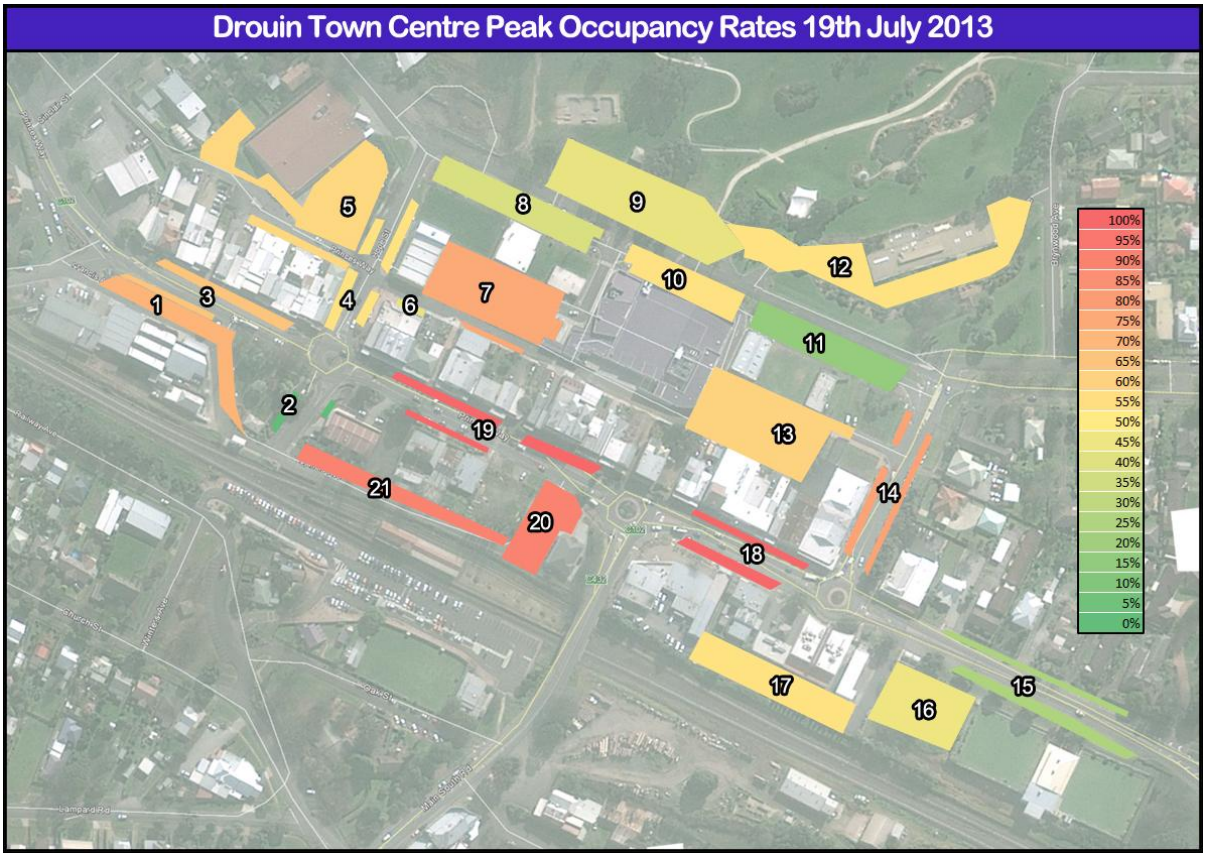
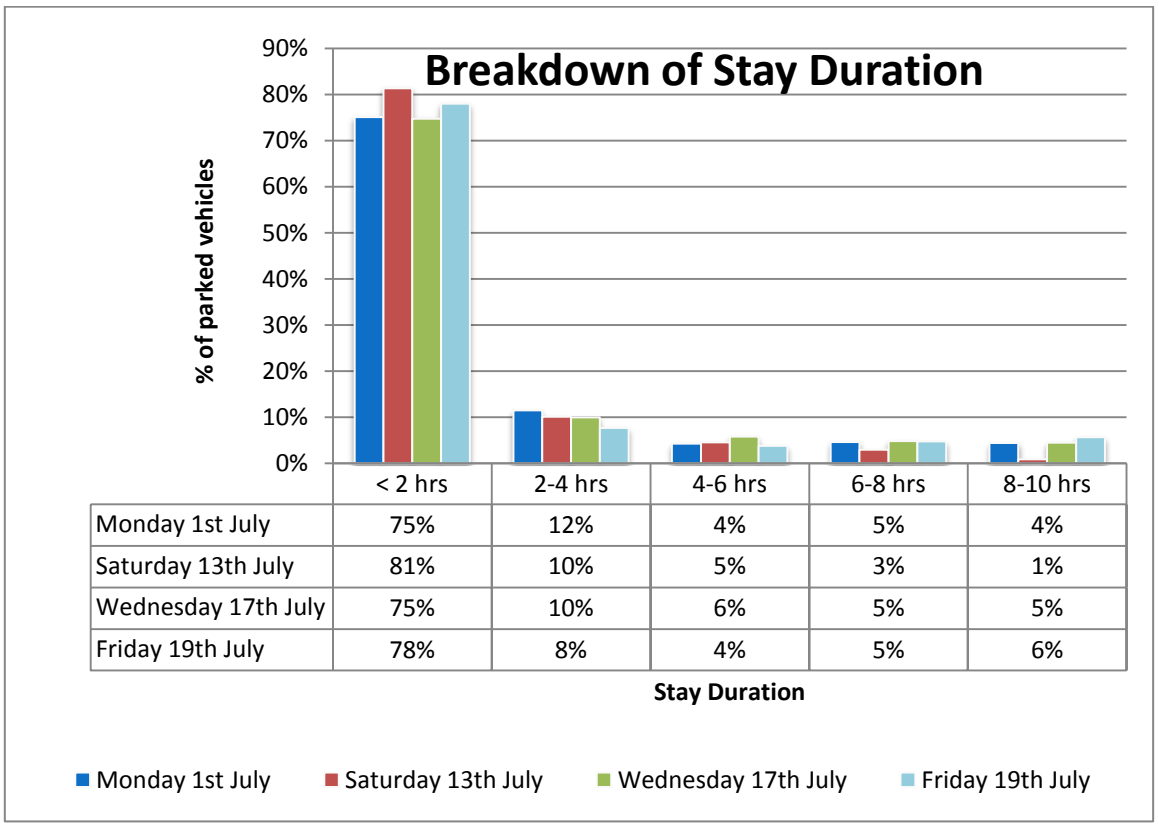


Figure 8 Peak Occupancy Rates

As per Section 3.4.1.1 the distribution and concentration of vehicles is similar to average conditions however differs in intensity. During peak conditions, vehicle parking along Princes Way (From Bank Place to Hope Street) is at capacity with little or no free available spaces. Auxiliary parking near Princes way, such as Area 14 and Area 1 then receives increased parking as vehicles 'overflow' into adjacent parking from fully occupied areas. As such, these parking areas have occupancy rates exceeding 75%.

3.4.1.3 Duration of Stay

Analysis of the duration of stay results for all recorded vehicles highlighted that over the survey period approximately 77% of vehicles were recorded once i.e. the vehicle stayed for less than two hours. An additional 10% stayed for between 2-4 hours with 4-6hrs, 6-8hrs and 8-10hrs receiving 5%, 4% and 4% respectively. Figure 9 shows the breakdown of each individual day.



	< 2 hrs	2-4 hrs	4-6 hrs	6-8 hrs	8-10 hrs
Monday 1st July	75%	12%	4%	5%	4%
Saturday 13th July	81%	10%	5%	3%	1%
Wednesday 17th July	75%	10%	6%	5%	5%
Friday 19th July	78%	8%	4%	5%	6%

Figure 9 Breakdown of Stay Duration

Figure 9 also illustrates that during the weekdays an increase of 4-6% can be seen in the number of vehicles staying for more than 8 hours. This is likely to be caused by an increase in business workers using restricted or unrestricted all day parking for a large portion of the day.

By referencing the calculated durations of stay with the imposed time restrictions, any overstaying vehicles can be identified. Table 1 below illustrates a breakdown of observed over-stayers, within the 21 existing parking areas

Table 1 Overstaying Vehicle Statistics

Overstay Vehicle Statistics		
Survey Date	Number of Over-stayers	% of total vehicles Over-staying
Monday 1st July	110	6.5%
Saturday 13th July	48	4.9%
Wednesday 17th July	124	8.9%
Friday 19th July	90	5.7%

These proportions are exceedingly high with an average overstay percentage of 6.5%. Of all the vehicles parked within the time restricted spaces, 13% of these vehicles were overstaying. These vehicles tend not to concentrate in one area over the other and as such were prevalent in all parking areas. Furthermore, of higher concern is the increased number of overstaying vehicles located along Princes Way, in particular between Main South Road and Hope Street (Area 19).

Those vehicles overstaying for a period longer than any applicable time restrictions could significantly reduce the efficiency of parking by reducing the turnover of parking spaces.

Furthermore, the observed average percentage of vehicles staying all day (>8hrs) within time restricted parking is 2%, thus reducing the effective total of vehicle spaces by 18 vehicle spaces to a total of 817. This is equivalent to removing the majority of the parking from Main South Road to Bank Place along Princes Way.

It should be further noted that the overstay percentages are calculated accordingly from the observed vehicles staying for a duration greater than the posted time limit. These results are not necessarily indicative of the number of infringing vehicles within each parking area as vehicles may have valid parking permits allowing for alternative time restrictions to those signposted. However, it is observed that the efficiency of available parking areas could be severely impacted by high number of these otherwise valid parking permits.

3.5 Future Development incorporating Vehicle Parking

3.5.1 Drouin Railway Station Parking

Victrack has plans to provide for the expansion of vehicle parking on the east side of Main South Road as shown in Figure 10 below. Subject to Victrack approval and assessment at a future time. The construction of this parking will be completed in the medium to long term, or earlier as driven by demand.

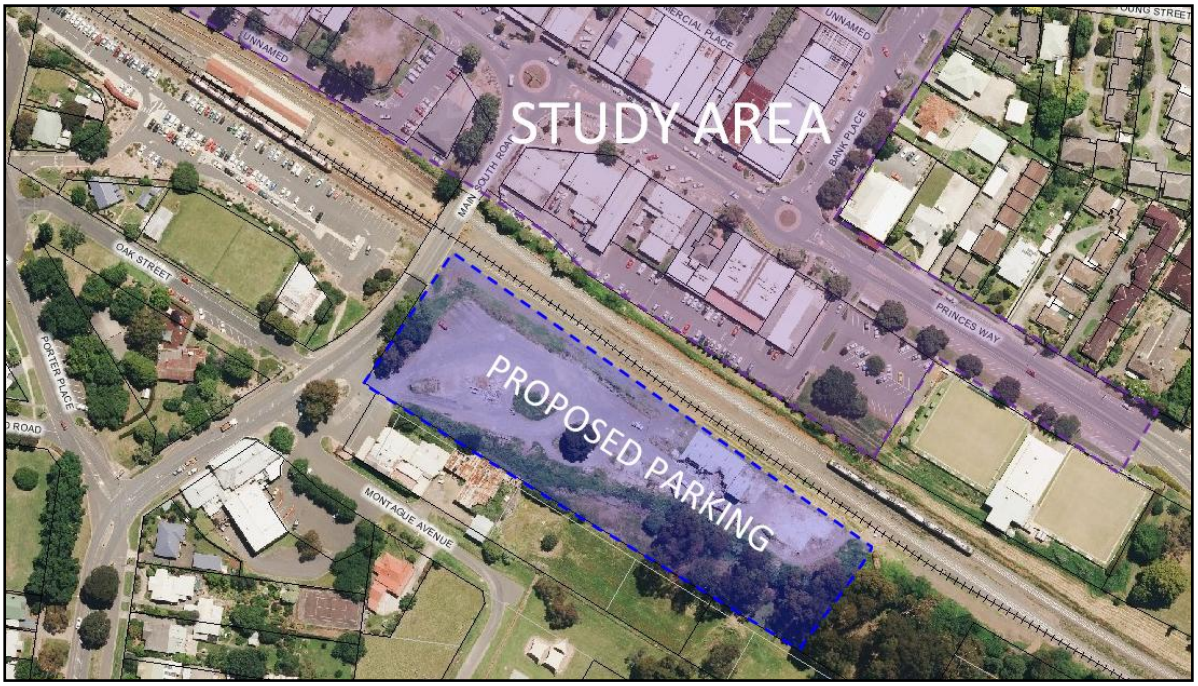


Figure 10 Proposed Future Commuter Parking

The extension of the station parking at a future time will result in a total of 640 spaces, which is an additional 480 spaces on the current 160 spaces.

However, it is noted that this parking falls outside the study area and would be expected to serve primarily residents looking to use nearby public transport rather than those looking to shop in the Drouin Town Centre. In order to increase the percentage of people wishing to shop in the Town Centre from this site, access to the Town Centre from the site would need to be reviewed.

3.5.2 Former Caltex Site

Few sites remain vacant or undeveloped within the Drouin Town Centre including the former Caltex Site on Young Street at the north end of Hope Street.

The former Caltex site is zoned Commercial 1 (formerly Zoned Business 1) and is identified in the Drouin Town Centre Strategy in the Retail, Services and Office Precinct. It is one of the few large vacant Commercial 1 Zone sites remaining in the town centre of Drouin and it has the potential to accommodate a commercial development of up to 11 metres in height

(up to 3 storeys). It is assumed that such a construction will also increase the amount of available parking in the area and is likely to increase the attractiveness of nearby parking Area 8, which is currently receiving usage of approximately 40% only.

The use of the site for the purpose other than commercial development would result in the loss of a prime redevelopment site in the town centre of Drouin and would not be in line with the Drouin Town Centre Strategy. It is suggested that vehicle parking be incorporated into the design of this site at a future time.

3.5.3 44-98 Princes Way

Development at 44-98 Princes Way (between Hope Street and the Bendigo Bank) has planning approval and once developed, will result in an additional 13 parking spaces on Princes Way, this would occur by the introduction of angled parking rather than the current parallel parking along the frontage of the site. Furthermore, an additional 85 vehicle spaces on the upper levels of the proposed development will be introduced resulting in addition a total of 98 vehicle spaces in the heart of the Drouin Town Centre.

An overview of future development incorporating parking can be seen in Figure 11 below.

Figure 11 Potential Future parking locations

3.5.4 Future Demand and Supply

As per the Drouin Town Centre Strategy (DTCS), it is expected that the demand for parking will increase as Drouin's commercial footprint and population expands. The assessment completed within the DTCS indicates that an additional 85% of parking spaces will be required as a result of demand growth by 2031.

By rationalising these figures based on the study observations, the additional demand required can be estimated below in Table 2.

Table 2 Future Parking Supply and Demand

Future Parking Supply and Demand				
	Total Demand	Existing Supply	Surplus/Shortfall	Average Occupancy %
Current (as per DPS)	397	835	+438	48%
Future 2031 (rationalised DTCS Results)	735	835	+100	88%
Future 2031 (including current approved development at 44-98 Princes Way)	735	933	+198	79%

It is expected that the average occupancy rate based on future figures including approved development will be approximately 79%.

It is further noted that the above assumption is based on no change in the distribution of transport modes, which is unlikely to remain at present levels due to increased access and availability to active and public transport modes. These calculations also do not incorporate additional parking spaces likely to be provided as part of future development in the area and additional parking provided by Victrack.

4.0 Summary of Results

In general, the parking supply within the Drouin Town Centre is adequate with general occupancy rates recorded at approximately 48%. It is noted that the parking within the Drouin Town Centre is being in-efficiently used with a significant portion of occupied parking concentrated to areas along Princes Way and in immediately adjacent parking areas such as Areas 18,19 and 20.

Of vehicles parking within the study area, 13% of vehicles parking within the time-restricted areas were overstaying which further reduces the efficiency of parking by decreasing turnover rates.

It is evident that there is a need to introduce behavioural changes to reduce the amount of vehicles overstaying within the high turnover area. Further alterations to existing time restrictions and parking arrangements are also proposed to provide more applicable time restrictions to suit nearby businesses needs, while providing an increase to unrestricted all day parking.

5.0 Recommendations

Based on parking survey results, the recommended parking changes are as follows:

1. **Convert two spaces of existing "2P" section along the northern side of Princes Way between Hope Street and Sinclair Street to "1P" parking restrictions**
   Reasoning: As requested by Drouin and District Business Group, this is to provide time restricted parking better suited to nearby attractors such as Food outlets and Video Stores. Two spaces are to be trialled with one at each end of the parking area.
2. **Introduce "2P" parking restrictions for unrestricted parallel parking along the southern side of Princes way from Francis Avenue to Hope Street**
   Reasoning: At present, staff members of local businesses are using this parking all day. This parking could be better utilised as "2P" Parking resulting in an increased parking turnover for the businesses.
3. **Retain existing "2P" along Francis Avenue parking abutting Memorial Park**
   Reasoning: Upon response from the community, this parking is to be retained for use of businesses and nearby park and toilet facilities.
4. **Convert existing "3P" into unrestricted parking along eastern end of Young Street**
   Reasoning: To allow for all day parking in order to reduce the amount of vehicles otherwise parking along Princes Way assuming availability of no alternative unrestricted all day parking nearby.
5. **Introduce "2P" Long Vehicle Parking at Area 16 (West of Drouin Bowls Club)**
   Reasoning: To allow parking for long vehicles currently unable to access town easily while not reducing turnover rates of on street parking through introduction of long vehicle parking on Princes Way. This location was observed to be utilised by long vehicles and at present the area consists of undersized angled parking spaces not utilised very often.

The proposed parking changes as per above (numbered 1-5) are shown in Figure 12 overleaf.

6. **Introduce Signage to better display all day parking**
   Reasoning: To increase visibility and awareness of the nearby all day parking areas and reduce the amount of over-stayers who are currently utilising parking along Princes Way. This includes rationalisation of existing parking signage and replacement of old or damaged current parking signage with updated signs designating the number and type of parking available.
7. **Increase monitoring of Drouin Town Centre for Overstaying Vehicles**
   Reasoning: To increase the efficiency of parking turnover by reducing the amount of overstaying vehicles infringing within the Drouin town centre by increased patrolling by Councils Local Laws Officers.

8. **Phase out current applicable hours for time restrictions with updated hours**
   Reasoning: Removing current 9am-5pm Monday-Friday and 9am-12pm Saturday restrictions and replacing with 8.30am-5.30pm Monday-Friday and 8.30am-12pm Saturday to provide consistency throughout the Drouin town Centre.

Further recommendations include changes to both businesses and users within the study area and are as follows:

- Develop a Parking Map, to be distributed to businesses highlighting all day parking areas within the Drouin town centre. A copy of the proposed map is attached as per Appendix 1.
- Collaborate with Drouin and District Business Group to seek support from and educate businesses of the advantages of reducing workers stay within high turnover parking.

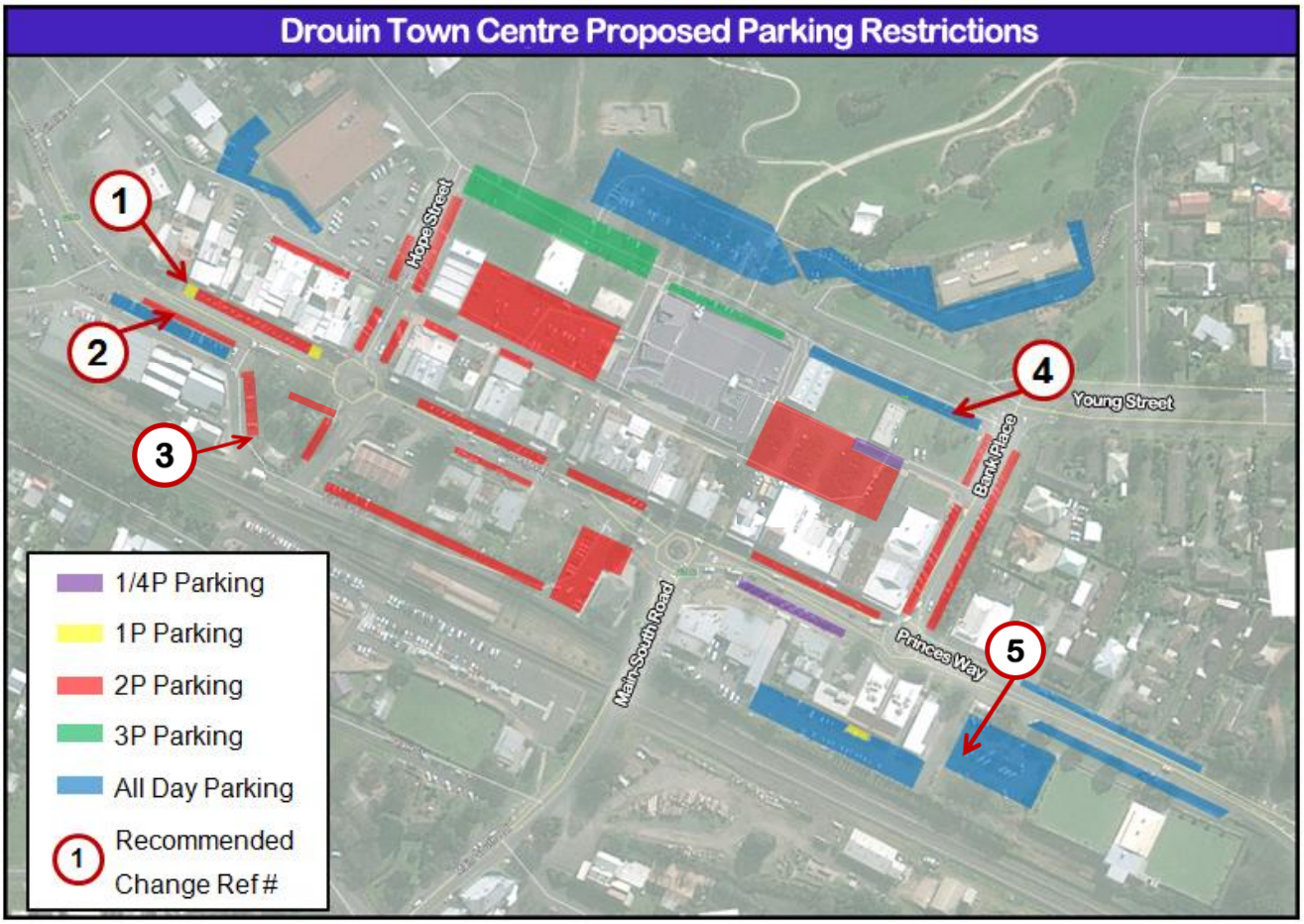


Figure 12 Recommended Changes to Parking

The cost associated with the recommended changes numbered 1-5 is estimated to be less than $2,000.

The following proposals were also investigated but were found to be unwarranted or unjustifiable at this point in time;

1. **Purchasing Old Caltex Site for development of parking**
   Reasoning: As illustrated in Section 3.5 Future Demand, the current occupancy rates within the study area averages 48% and predicted to be averaging 78% in the future. As such, availability of spaces is considered satisfactory to meet current parking and future parking demands. As per the Council's standard practice, any future developments should meet all planning requirements in regards to parking and limit any increased pressure on the existing parking supply.
2. **Designated Loading Bay in a non/low-use Area**
   Reasoning: At present loading zones are situated throughout the Drouin town centre area with many existing loading zones in underutilised parking areas. Through investigation no further loading zones are recommended to be installed, as current supply is deemed adequate.
3. **Introduce Unrestricted "All Day" parking in Commercial Place**
   Reasoning: Centralised parking with the Drouin Town Centre (Area 7 and 13) at present is at an acceptable occupancy rate (Approx 50-60% average on any given day). The redistribution of all day parking along nearby Young Street (Area 11) is within an acceptable distance to negate the need for additional all day parking within the Drouin Town Centre and specifically Area 13.
4. **Construct further indented parking in Hope Street (Driven by Demand)**
   Reasoning: Located centrally within Drouin, an opportunity exists to increase the number of on street spaces along Hope Street by providing approximately 2 additional indented parking bays along the east side of Hope Street, north of Hamps Lane. This could be used as long vehicle parks however the cost associated with this project would be respectively high.
5. **Rework Area 7 (Woolworth parking area) to increase access to parking spaces**
   Reasoning: Located centrally within Drouin users at times can find entering designated bays troublesome due to the current accessway width restricting the ability for vehicles to turn into the bay. In order to mitigate this issue the parking area would have to be completely redesigned with the removal of the parallel parking along the northern boundary. This would result in the reduction of at least eight spaces and would incur a significant cost.

6.0 Appendices

Appendix 1

All Day Parking Drouin

Issued: 17/10/2013