
PARKING IN WILLIAMSTOWN

**A CAR PARKING STRATEGY FOR
THE COMMERCIAL CENTRE**

MARCH 2000



Hobsons Bay
CITY COUNCIL

**Prepared by:
Strategic Development Unit**

**This document was adopted at the Special Committee Audit
& Accountability Council meeting on 2 May 2000**

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1. Introduction

Parking in Williamstown, March 2000 has been prepared as part of *Williamstown: A Vision for the Commercial Centre* to address the car parking needs of traders, shoppers, residents and visitors as well as strengthen the Williamstown business centre.

1.1. Issues

A number of car parking issues presently confront the Williamstown Business Centre of Douglas Parade, Ferguson Street and Nelson Place, foremost amongst these are:

- provision of additional car parking
- extension of restricted car parking hours
- signage of free and metered parking spaces
- amenity impact on surrounding residential areas

1.2. Previous Studies

A number of studies for the business centre have been completed including:

- Williamstown Parking Study, Andrew O'Brien & Assoc. Pty Ltd, March 1994 & 1996
- Nelson Place Master Plan
- Williamstown Business District Market Research, Volumes 1 and 2, December 1995

- Williamstown Main Street Project, Urban Design Concept Plan, Strategic Plan, and Guidelines, June 1994
- Williamstown Foreshore Plan, 1998

There is a need to draw these studies together to develop an integrated and coordinated approach to planning policy and development of additional car parking for the centre.

A number of these studies have already led to considerable investment in the provision of some additional car parking spaces in the Williamstown business centre.

These investments include changes to car parking provision in Nelson Place, the Syme Street reconstruction and the construction of the main street works in Douglas Parade and Ferguson Street.

1.3. Description of the study area

The study primarily focuses on the Douglas Parade, Ferguson Street and Nelson Place commercial precincts. However, a secondary focus of the study adjoins these precincts.

The approximate boundary of the study area is shown in Figure 1. This boundary is indicative only as some issues such as parking in residential streets may extend beyond this boundary.

1.4. Study Objective

The key objectives of the study are to;

- Evaluate options for off-street car parking sites and develop a program for providing additional car parking around the vicinity of Douglas Parade, Ferguson Street and Nelson Place.
- Identify funding sources for the construction of additional car parking including review Section 173 agreements and permit conditions.
- Develop car parking policies including provision for cash-in-lieu of car parking to enable Council to provide additional street parking.

The car parking study is an action-orientated report with appropriate implementation plans.

1.5. Methodology

The methodology involves the collection and analysis of background information. This includes utilising car parking data in the Andrew O'Brien report comprising floor area of the commercial centres and car parking supply and demand surveys. Existing and potential car parking sites, costing, details of Section 173 requirements, cost of acquisition of land and determination of viable sites were subsequently undertaken.

It is considered that the traffic data contained in the Andrew O'Brien report is the best data reflecting current car parking trends in Williamstown.

Community consultation in a form of an issues paper was exhibited to generate input from the public.

The stages involved in the study process are indicated in Table 1.

FIGURE 1 : STUDY AREA

TABLE 1 : METHODOLOGY

STAGE 1 : PROJECT INCEPTION

- o Refine objectives, processes, study area etc.

STAGE 2: COLLECTION AND ANALYSIS OF BACKGROUND INFORMATION

- o Review existing studies and collect additional information
- o Map of potential sites
- o Costing for car park construction
- o Details of Section 173 requirements
- o Meeting to determine viable sites
- o Cost of land acquisition

STAGE 3: COMMUNITY CONSULTATION AND ISSUE IDENTIFICATION

- o Undertake a meeting/workshop forum
- o Meet specific interest groups eg. Chamber of Commerce and resident associations
- o Where possible, articles in local newspaper and community newsletter

STAGE 4: GENERATION OF DRAFT PLAN/REPORT

- o Prepare draft car parking study and implementation plan
- o Circulate draft plan to key stake holders for comments

STAGE 5: DRAFT PLAN RELEASED FOR COMMUNITY COMMENT

- o Council considers draft plan and releases for community comment
- o Publicise plan and invite community comment

STAGE 6: FORMAL ADOPTION OF PLAN BY COUNCIL

- o Report results of community consultation to Council and amend plan where required
- o Formal adoption of policy and plan by Council

STAGE 7: IMPLEMENTATION

- o Incorporate into planning scheme
- o Implement other actions

2. Overall Car Parking Requirements

2.1. Supply and Demand for car parking spaces

A survey of parking sites in the study area was undertaken by Andrew O'Brien and Associates Pty Ltd which revealed the following.

2.1.1. Douglas Parade/Ferguson Street Precinct

The bulk of the parking supply of the Douglas Parade/Ferguson Street centre is provided by a number of small to medium size off-street car parks on either side of Douglas Parade (accessed from narrow and/or one-way streets) and centre of the road parking in Ferguson Street. Daytime utilisation of on-street parking in the core retail area of the centre on Ferguson, Douglas and Electra Streets was observed to be close to capacity. Usage of the Cox's Garden, Wellington Parade and Goss Terrace car parks was also high. Daytime parking demands is approaching capacity and there are some opportunities to increase car parking supply.

Evening parking demands are significant and additional supply needs to be investigated when additional restaurant/entertainment development occurs. Evening parking demands should be carefully monitored if there is trend away from traditional retail uses and the development of restaurants, cafes and bars, as has occurred in Nelson Place.

2.1.2. Nelson Place Precinct:

Despite the absence of weekly shopping stores, parking demand in Nelson Place is high with observed daytime occupancy peaking at about 80% of available supply. Lower levels of occupancy have been observed in on-street location in Thompson, Ann, Cole, Parker and Pasco Streets, which are more distant from the core activity zone of the centre. High levels of parking usage related to industrial uses have been observed west of Thompson Street, with Tenix P/L presumably the main parking generator. The car parking surveys were conducted in late autumn and daytime demands during the warmer months/summer holiday period could be higher.

With a large number of restaurants, cafes, bars and hotels, parking is at a premium in the evenings, particularly in the warmer months. With no major off-street car parking to service these uses, parking is concentrated on Nelson Place but is also dispersed around surrounding streets. On the basis of the survey and observation, an increase in the amount of conveniently located car parking in Nelson Place is warranted.

2.2. Planning Scheme Requirements

The car parking provisions in the current Planning Scheme are as follows:

Use	Car Space Measure	Standard Requirement
Shop other than specified in this table	Car spaces to each 100 sq m of leasable floor area	8
Restaurant	Car spaces to each seat available to the public	0.6
Office other than specified in this table Postal agency	Car spaces to each 100 sq m of net floor area	3.5
Hotel or Tavern if the floor area available to the public exceeds 150 sq m	Car spaces to each 100 sq m of bar floor area available to the public, plus Car spaces to each 100 sq m of lounge floor area available to the public	60 30
Hotel or Tavern if the floor area available to the public does not exceed 150 sq m	Car spaces to each premises	2

The reduced car parking requirements may apply after having regard to;

- Any relevant parking precinct plan.
- The availability of car parking in the locality.
- The availability of public transport in the locality.
- Any reduction in car parking demand due to the sharing of car spaces by multiple uses, either because of variation of car parking demand over time or because of efficiencies gained from the consolidation of shared car parking spaces.
- Any car parking deficiency or surplus associated with the existing use of the land.
- Any credit which should be allowed for a car parking demand deemed to have been provided in association with a use which existed before the change of parking requirement.
- Local traffic management.
- Local amenity including pedestrian amenity.
- An empirical assessment of car parking demand.
- Any other relevant consideration.

3. Potential Sites

Fourteen potential car parking sites equivalent to 594 additional car spaces have been identified. The location of additional car spaces is identified in Appendix 1 and Map 1. Out of the 594 additional car spaces 404 are subject to site redevelopment proposals as part of the Williamstown foreshore redevelopment and rear of the Town Hall site redevelopment, of which the cost of construction is currently not known. The cost of construction of the remaining 190 car spaces is estimated at \$559,130.

It is considered that additional sites be acquired/leased as and when these become available.

3.1. Cost of acquisition

The total costs of acquisition of identified car parking sites as obtained by Council's valuer are as follows;

Nelson Place Precinct

- Total cost of acquisition of car park sites = \$240,000

Douglas Parade/Ferguson Street Precinct

- Total cost of acquisition of car park sites = \$681,280

3.2. Cost of construction

Cost of construction of car parking spaces relates to current standard cost for full sealing, kerbing, drainage and crossovers works. The cost does not relate to the existing

condition, but what it would cost to construct from a green field undeveloped site.

Information obtained from Council's Traffic Engineering Unit as a guide only, indicates the following statistics:

- \$162/square meter of area
- \$3500 per space
- 22 square meters per space

A breakdown of the estimated cost of construction is indicated in Appendix 2.

The total costs of construction of car parking sites as obtained by Council's Traffic Engineering unit are as follows;

Nelson Place Precinct

- Total cost of construction of car park sites = \$212,080

Douglas Parade/Ferguson Street Precinct

- Total cost of construction of car park sites = \$347,050

3.3. Overall cost

The overall costs of a car space within the two study precincts have been calculated by firstly, totalling the cost of construction and cost of acquisition. Secondly, the overall costs were then divided by the total number of car spaces to produce the cost of a car space.

The overall costs of a car space within each of the precincts are indicated as follows;

- **Nelson Place Precinct**

- Total cost of acquisition and construction of car spaces = \$ 452,080
- Total number car spaces = 57
- Overall cost of a car spaces = \$ 7,931

- **Douglas Parade/Ferguson Street Precinct**

- Total cost of acquisition and construction of car spaces = \$ 1,028,330
- Total number of car spaces = 133
- Overall cost of a car space = \$7,732

3.3.1. Ever Increasing Demand for Car Parking

There is a need to address the issue of what extent to continue responding to ever increasing demand for car parking. It is considered that the following suggestions should be further investigated.

- Better utilisation of existing car parks. For example, seek arrangement with Tenix P/L, for weekend use of their car park at Nelson Place and establish a shuttle bus service between the Tenix car park and Ferguson Street.
- Promote alternative forms of access, eg. public transport and water based transport including ferries. Additional berthing space and improved facilities for watercraft is currently being addressed as part of the Williamstown Foreshore Study.

In the short term the motor vehicle will continue to be the primary method of transport. Council therefore has to develop policies for use in regard to future development proposals.

4. Funding Options

There are a number of funding options available for the provision of car parking in Williamstown. These include;

- funding arrangements included in planning permit conditions and Section 173 Agreements.
- special charge schemes
- Council funding

4.1. Permit Conditions & Section 173 Agreements

Research on the car parking provision contained in existing permit conditions and Section 173 Agreements indicates that there is a shortfall of 39 car spaces in the Douglas Parade/Ferguson Street precinct and 104 car spaces in the Nelson Place precinct.

The shortfall in the provision of car spaces represents a total of \$301,548 (ie.39 car spaces x \$7,732 per car space) in the Douglas Parade/Ferguson Street precinct and \$824,824 (ie.104 car spaces x \$7,931 per car space) in the Nelson Place Precinct.

Because of the time limit on the permit conditions and Section 173 Agreements, it is pertinent to recoup the potential cash in lieu payments promptly before the expiry dates.

Many applications for which Councils have required a payment-in-lieu contribution have been contested at the Victorian Civil Administrative Tribunal (VCAT). Recent decisions of the VCAT have indicated a concern regarding the imposition of levies for infrastructure where no plans or policies exist for the provision of the infrastructure and there is no guarantee that the funds will be spent in respect of the subject site.

The development of a clear policy, through this strategy, which indicates how a cash-in lieu scheme will operate, acquisition of a site or sites for development of future car parking and a commitment to provide additional car parking within an appropriate time frame will address this issue.

4.2. Other Options

(a) Council's current view is that parking meter income should be derived from visitors to the municipality. As most of the parking occurring in Douglas Parade/Ferguson Street is convenience shopping by local residence, there will be no point in placing parking meters in this area.

It is considered that funds for acquiring or constructing additional car parking can be partly generated out of funds provided by existing parking meters in the commercial precincts.

(b) Special Charge Schemes could be implemented where appropriate to obtain additional car parking funding. An example of a Special Charge Scheme is the Cox's Garden car park scheme at the Douglas Parade/Ferguson Street precinct.

5. Policy Background

5.1. Existing Council Car Parking Policy

A parking policy was originally developed by Council in May 1982 and amended eight times over the next ten years. The policy, as it stood in September 1992, contained only eight clauses and focused on matters such as cash-in-lieu

payments, contribution of on-street parking, tandem parking, parking provision for food premises with seating and parking requirements for changes of use. The policy was not comprehensive, did not enunciate objectives, was unclear and referred to the now defunct Melbourne Metropolitan Planning Scheme. A review of the policy was undertaken in late 1992, which resulted in the preparation a discussion paper report to Council. A draft interim car parking policy was proposed and subsequently adopted by Council.

The interim policy goes some way towards providing prospective applicants with a clear message about car parking supply requirements in the municipality. However, the policy requires considerable refinement, particularly in view of the differing parking supply and usage conditions in the two commercial centres in the municipality.

5.2. Car Parking Policy Goals and Objectives

Existing parking policies are reflected in the controls of the Planning Scheme, through policies and practices of Councils, and through decisions of the Planning Division of the VCAT. The range of effective policy varies from the rigid requirements of the planning scheme to the often ad-hoc decisions of Responsible Authorities and the VCAT.

Parking policies for Williamstown must recognise:

- the need to protect residential enclaves from the impacts of commercial parking and traffic;
- in some areas, the existing shortfall in currently available spaces relative to demand, at the current prices charged for parking;

- the different sources of demand throughout the day and evening;
- the costs and difficulties in supplying additional parking;
- the need to control parking pricing and management;
- maintaining a level of equity between those who have paid to supply additional parking, and those who have not.

5.2.1. Goals

Policy goals for the provision of car parking spaces associated with new developments or redevelopment of existing sites are:

- to provide sufficient parking in suitable locations with the aim of minimising the adverse effects of generated parking usage on each potentially affected group of the community.
- to produce outcomes and development “pressures” which are consistent with other planning goals, rather than producing unwanted land use outcomes as often currently occurs.

To achieve these goals require an understanding of the complex set of relationships which affect parking usage (the level of parking over a range of times) associated with land use development, as well as a statement of the other planning goals. There is also a need to consider who is affected by policy options and how they are affected.

5.3. Community Groups and their Issues

With respect to parking related development (and redevelopment) impacts, there is a potentially diverse set of groups within an area that will be affected by parking policy, and the outcomes from policy decision. Some of the groups will at times have common membership. The range of groups (together with some typical impact issues) will include:

- The local Williamstown community which may pay in the long term for insufficient parking provided by any given activity or location, through the cost of provision of more parking, policing, and loss of amenity.
- The neighbouring resident (or business) - who suffers the impact of on-street parking if insufficient off-street parking is provided, and possibly additional traffic, if cheap parking is readily available.
- The developer - excessive parking creates excess costs which are either reflected in increased prices (if most competitive developers have similar requirements) or reduced profits.
- The tenant - who may pay more rent than is necessary and incur excessive costs.

5.3.1. Community Consultation

As a result of the public exhibition of Parking in Williamstown: A Car Parking Strategy for the Shopping Centre exhibited for community comment in August 1999, a number of issues were raised including the following:

Loss of car parking spaces in Douglas Parade

The pressure of new residential developments and the need to provide extra car parking quickly. The submitter's solution for additional car parking in Douglas Parade is to utilise Council owned land between Bath Place and Wellington Parade and the former Gasometer site fronting Stevedore Street.

If this land were converted to car parking then there is a need to improve the surfacing of Wellington Parade.

Town Hall Car park

The Town Hall car park is underutilised partly because there is no direct pedestrian access from Douglas Parade shopping/commercial precinct. The development of car parking at the Council owned land between Bath and Wellington Parade would also serve to provide a necessary access way.

Funding Options

Initially, Council should meet the capital works cost of development. Business in the commercial precinct should be levied thereafter to meet maintenance costs.

A submission opposes the proposal for parking meters in the Douglas Parade Ferguson Street precinct since it victimises residents who support the local shopping centre.

However, another submission supports an increase in car parking meters throughout Williamstown as this generates funds for cleaning that is required after the increased activity during the weekend period. The submission also advocates

for further metered parking at The Strand and The Esplanade for the same reasons.

Stevedore Street

A submission from a resident of Stevedore Street (with an attached petition from 22 residents), requests Council work with the Williamstown community to establish parking facilities in the Douglas Parade, Ferguson Street shopping precinct.

The issues identified the submission includes the following;

- the surfacing of the western end of Stevedore Street which carries a lot of traffic is in need of reconstruction and parking bay markings,
- the influx of high density residential units in the immediate area surrounding Stevedore Street has put extra pressure on residential parking.
- the redevelopment of Victoria Inn with no additional car parking provision will put pressure on the existing parking places available in the area.
- the introduction of 2-hour timed restrictions in the Douglas Parade shopping centre has forced traders and their employees to find all day parking in Stevedore Street putting further pressure on the parking problems in the area.
- Parking meters in the Douglas Parade/Ferguson Street precinct is not supported since residents in supporting their local shopping centre are victimised.

- the parking pressure on Stevedore Street is also impacting on the surrounding residential streets such as Wellington Parade, Macquarie Street and Roches Terrace.
- The gasometer site presents an opportunity to develop more car parking spaces. Redevelopment of this site as offices and or housing is both unsuitable and lacks foresight since more residents who will require car parking would exacerbate the current parking problem.

Nelsons Place Precinct

A submission received in relation to Nelsons Place expresses concern that local residents are severely impacted by the high level weekend activity in the precinct. The submitter considers that car parking in this area does not need to be increased but parking restrictions in the surrounding areas need to be reviewed to ensure that residents are not impacted.

Douglas Parade Traffic Management

A submission suggests that to alleviate the car parking problem in the Douglas Parade, there is the possible use of land at the rear of the Town Hall bordered by Wellington Parade and Stevedore Street, including the old electricity supply depot.

If this site were to be developed, some of the issues, which will require addressing, are as follows;

- Fill the dangerous hole in the gasometer site.

- Reverse the flow of traffic in Wellington Parade so that access could occur from the Coles car park to the now wired off vacant Council land.
- Have access points at a Stevedore Street.
- Appropriate car parking signage.
- Remove gutters at the rear of Coles and replace with spoon drains or a walkway to enable shopping trolleys enter the site.
- If the cost is too great to 'black top' the site then just level the site.

Williamstown Newport Spotswood Residents Association (WNSRA)

The WNSRA's submission relates to the following;

- ◆ The car parking issue must only be considered in the context of:
 - the future prospects for the Town Centre;
 - its desired future form;
 - the range of uses that will be accommodated within it, and;
 - the size of its catchment (in both population and spatial terms).

Rear of properties at 125-137 Nelson Place

Objection to rear of properties being acquired for car parking since these form part of business premises.

6. Williamstown Car Parking Strategy

6.1.1. Douglas Parade/Ferguson Street Precinct

6.1. Precinct Plans/Policies & Implementation

Appropriate plans and policies have been prepared for the two precincts within the study area as follows:

6.1.1.1. Precinct Plan

The precinct plan in relation to the provision of additional car parking in the Douglas Parade/Ferguson Street indicates an additional 497 car spaces can be provided in the precinct. (Refer to Table 4) Map 1.

TABLE 4 - PRECINCT PLAN FOR THE PROVISION OF ADDITIONAL CAR PARKING IN THE DOUGLAS PARADE / FERGUSON STREET PRECINCT

<i>FERGUSON STREET / DOUGLAS PARADE</i>	SITE NO.	SPACES	PUBLIC OR PRIVATE	AREA IN m2
JAMES STREET NEAR FERGUSON STREET WEST SIDE	8	50	PUBLIC	1,680
ROSE OF AUSTRALIA - REAR OF CARPARK OFF MACLEAN ST	9	15	PRIVATE	300
CECIL STREET EAST SIDE OF FERGUSON	10	6	PUBLIC	120
COX'S GARDENS - VACANT SITE REAR OF FERGUSON STREET	11	12	PRIVATE	200
10 WELLINGTON PARADE OPEN CAR PARK	12	20	PRIVATE	300

FERGUSON STREET / DOUGLAS PARADE	SITE NO.	SPACES	PUBLIC OR PRIVATE	AREA IN m2
TOWN HALL SITE REDEVELOPMENT	14	364	PUBLIC	
LYONS ROAD - EAST SIDE OF ROAD RESERVE	13	30	PUBLIC	468
TOTAL		497		

6.1.1.2.Precinct Policy

It is planning policy that for new and change of use applications for planning permits, the provision of car parking at the following rates shall apply in the Douglas Parade Ferguson Street precinct;

- Shops and offices
Ground floor space - 6 car spaces per 100 sq. m.
First floor and above space - 3.5 spaces per 100sq m
- Place of assembly (restaurants, cafes and other entertainment venues), shall be provided at a rate of 0.6 car spaces per seat available to the public.

Car parking should be provided on-site, however if this is not possible due to site constraints, a cash-in-lieu shall be

payable in accordance with the overall cost of a car space, which is \$7,732 (indexed yearly by CPI). Where cash-in lieu payment is applicable, then Council shall provide an equivalent car space, in accordance with the precinct plan for the provision of additional car spaces within five years.

6.1.2. Nelson Place Precinct

6.1.2.1.Precinct Plan

The precinct plan for the provision of additional car spaces in Nelson Place is indicated in Table 5 and Map 1;

TABLE 5 -PRECINCT PLAN FOR THE PROVISION OF ADDITIONAL CAR SPACES IN THE NELSON PLACE PRECINCT

LOCATION	SITE NO.	SPACES	PUBLIC OR PRIVATE	AREA IN m2
NELSON PLACE AREA				
NORTH OF NELSON PLACE BETWEEN ANN STREET AND SYME STREET	1	40	PUBLIC	2496
SCOUT HALL FORECOURT THOMPSON STREET	2	12	LEASED PUBLIC	580
CNR NELSON PLACE & THOMPSON STREET	3	3	PUBLIC	72
AITKEN STREET - ON STREET 90 DEGREES	4	10	PUBLIC	264
AITKEN STREET REAR OF 217 NELSON PLACE *	5	10	PRIVATE	200
NELSON PLACE - FRONT OF ROYAL VICTORIAN MOTOR YACHT CLUB	6	20	LEASEHOLD/ PARKS VIC	672
CNR PASCO STREET & AITKINS STREET	7	2	PUBLIC	41.6
TOTAL		97		

* Subject to further investigation/negotiation

The precinct plan for the provision of additional car spaces in Nelson Place indicates the provision of an additional 189 car spaces.

6.1.2.2.Precinct Policy

It is planning policy that in the Nelson Place precinct, new and change of use applications shall be subject to the following rates:

- Shops and offices
Ground floor space - 6 car spaces per 100 sq. m.
First floor and above space - 3.5 spaces per 100sq m
- Place of assembly (restaurants, cafes and other entertainment venues), shall be provided at a rate of 0.6 car spaces per seat available to the public.

- Car parking should be provided on-site, however if this is not possible due to site constraints, a cash-in lieu payment equivalent to \$7,732 (indexed yearly by CPI) per car space shall be payable in accordance with the overall cost of a car space.

Where cash-in lieu payment is applicable, then Council shall provide the equivalent car space, in accordance with the precinct plan for the provision of additional car spaces, within five years.

6.2. Funding Strategy

It is unlikely that additional parking can be provided without being financed, at least in part, by payment-in-lieu schemes which would apply to those who benefit from such parking. The funds generated from these could be put back into supplying additional parking. In the immediate term, there may need to be some Council "seed" funding to provide additional parking supply. In the short to medium term, as payment-in-lieu income or parking fees generated income becomes available, these funds could be used to repay the Council.

7. Implementation Program

An implementation program has been categorised into immediate, short (within 6 months) and medium (6 months to 2 years) terms.

Table 5 indicates the implementation program. Depending on issues such as land acquisition, negotiation for joint use of land and funding, the sites can be constructed within the time frames specified. There is also the need to investigate management of car parks through appropriate time restrictions eg half hour parking, two hours parking and all day parking.

TABLE 5: IMPLEMENTATION PROGRAM

SHORT TERM (Within 6 months)

Site No.	Location	Action	Car spaces
3	CNR NELSON PLACE & THOMPSON STREET (On-Street Angle Parking)	NO ACQUISITION REQUIRED PARTIAL REALIGNMENT OF KERB. LINE MARKING REQUIRED	3
7	CNR PASCO ST. & AITKIN ST (On-Street Angle Parking)	LINE MARKING REQUIRED	2
8	JAMES ST. NEAR FERGUSON ST. WEST SIDE (On-Street Angle Parking)	PARTIAL ALTERATION OF KERBLINE & LINE MARKING REQUIRED. WILL REQUIRE CONSULTATION WITH RESIDENTS	66
10	CECIL ST. EAST SIDE OF FERGUSON ST. (On Street Angle Parking)	PARTIAL ALTERATION OF KERBLINE & LINE MARKING REQUIRED	6
12	14 WELLINGTON PARADE OPEN CAR PARK (Off-Street Parking)	PROPERTY ACQUISITION OR LEASE NEEDED. PARTLY CONSTRUCTED	20
13	LYONS ROAD EAST SIDE OF ROAD RESERVE (On-Street Angle Parking)	ALTERATION OF KERBLINE WITH PAVEMENT WIDENING AND LINEMARKING REQUIRED	30

MEDIUM TERM (6 months to 2 years).

Site No.	Location	Action	Car spaces
4	AITKEN STREET ON STREET 60 DEGREES PARKING	NO ACQUISITION REQUIRED NEEDS CONSTRUCTION OF PAVEMENT WIDENING & PLANNING PERMIT	10
5	AITKEN STREET REAR OF 217 NELSON PLACE (Off-Street Parking)	PARTLY CONSTRUCTED LEASE REQUIRED OR LAND ACQUISITION	10
2	SCOUT HALL FORECOURT THOMPSON STREET (Off-Street Parking)	COUNCIL PROPERTY NEGOTIATE WITH SCOUTS NEED TO BE FULLY CONSTRUCTED	12
6	NELSON PLACE FRONT OF ROYAL VICTORIAN MOTOR YACHT CLUB (Off-Street Parking)	LEASE NEEDED FROM PARKS VIC PARTLY CONSTRUCTED NEEDS LINE MARKING	20

LONG TERM (2 years+).

Site No.	Location	Action	Car Spaces
1	NORTH OF NELSON PLACE BETWEEN ANN STREET AND SYME STREET (Off-Street Parking)	DEPENDENT ON FORESHORE REDEVELOPMENT	40
9	ROSE OF AUSTRALIA REAR CAR PARK OFF MACLEAN ST (Off-Street Parking)	PART CONSTRUCTION NEEDS ASPHALT AND LINE MARKING LEASE OR ACQUISITION REQUIRED	15
11	COX'S GARDENS - VACANT SITE REAR OF FERGUSON STREET (Off-Street Parking)	PROPERTY ACQUISITION AND CONSTRUCTION REQUIRED	12
14	REAR OF TOWN HALL SITE REDEVELOPMENT (Off-Street Parking)	NEED TO DETERMINE FORM OF FUTURE DEVELOPMENT	350

8. REFERENCES

ANDREW O'BRIEN & ASSOCIATES PTY LTD
(1994) "*Williamstown Parking Study*" Prepared for City of Williamstown
WESTERN REGION COMMISSION (1991) "*Nelson Place Landscape Master Plan*" Prepared for Hobsons Bay City Council

RATIO CONSULTANTS (1995) "*Williamstown Business District Market Research, Volumes 1 and 2*" Prepared for Hobsons Bay City Council
LANDSCAPE ADVISORY SERVICE (1994) "*Williamstown Main Street Project, Urban Design Guidelines, June 1994*" Prepared for City of Williamstown
CONNELL WAGNER (1998) "Draft Strategic Directions - Stony Creek Backwash to Point Gellibrand" Prepared for Hobsons Bay City Council

APPENDIX 1

WILLIAMSTOWN ADDITIONAL PARKING AREAS SURVEY AND COSTING

SITE	LOCATION	SPACES	PUBLIC OR PRIVATE	CONSRTUCTION COST
	NELSON PLACE AREA			
1	NORTH OF NELSON PLACE BETWEEN ANN STREET AND SYME STREET (Part of Foreshore Redevelopment)	40	PUBLIC	
2	SCOUT HALL FORECOURT THOMPSON STREET	12	LEASED PUBLIC	
3	CNR NELSON PLACE & THOMPSON STREET	3	PUBLIC	
4	AITKEN STREET - ON STREET 60 DEGREES	10	PUBLIC	
5	AITKEN STREET REAR OF 217 NELSON PLACE	10	PRIVATE	
6	NELSON PLACE - FRONT OF ROYAL VICTORIAN MOTOR YACHT CLUB	20	LEASEHOLD/PARKS V	
7	CNR PASCO STREET & AITKINS STREET	2	PUBLIC	
	FERGUSON STREET AREA			
8	JAMES STREET NEAR FERGUSON STREET WEST SIDE	50	PUBLIC	
9	ROSE OF AUSTRALIA - REAR OF CARPARK OFF MACLEAN ST	15	PRIVATE	
10	CECIL STREET EAST SIDE OF FERGUSON	6	PUBLIC	
11	COX'S GARDENS - VACANT SITE REAR OF FERGUSON STREET	12	PRIVATE	
12	14 WELLINGTON PARADE OPEN CAR PARK	20	PRIVATE	
13	LYONS ROAD - EAST SIDE OF ROAD RESERVE	30	PUBLIC	
14	REAR OF TOWN HALL SITE REDEVELOPMENT**	364	PUBLIC	
	TOTAL	594		\$559,130***

**Site 14 : 50 spaces over and above site development requirements at Council expense

*** Note: Total Cost of Construction does not include Sites 1 and 14, which are not available

APPENDIX 2 - BREAKDOWN OF COST OF CONSTRUCTION OF CAR SPACE (BASED ON TEN CAR SPACES)

ITEM	PERCENTAGE	COST (\$)*
Earthworks	5.7	1,925.39
Pavement	38.7	1,3072.4
Drainage	8.5	2,871.2
Kerb & Channel	6.9	2,330.74
Vehicle Entrances	4	1,351.15
Fencing, Line marking, Landscaping	6.1	2,060.5
Soft Spots and Rock	15	5,066.85
Design Fees	2.9	979.59
Project Management and Supervision	5	1,688.94
Statutory Fees and Charges	2.2	743.13
Contingencies	5	1,688.94
TOTAL	100	33,778.83








*Does not include land value

Source: Traffic Engineering Unit, HBC

WILLIAMSTOWN CAR PARKING STUDY

POTENTIAL SITES

LEGEND

-  Public
-  Private (Discussions/ Negotiation will be required)
-  Short Term (0 - 6 months)
-  Medium Term (6 months - 2 years)
-  Long Term (2 years +)
-  Sites 1 and 14 provided as part of site redevelopment (to be confirmed)
-  Further Investigation/Negotiation

