


TraffixGroup

ALTONA ACTIVITY CENTRE PARKING STUDY

PARKING STRATEGY & KEY INITIATIVES REPORT

PREPARED FOR
HOBSONS BAY CITY COUNCIL

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Parking Strategy and Key Initiatives Report

Altona Activity Centre: Parking Study

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EXECUTIVE SUMMARY

Traffix Group has been engaged by Hobsons Bay City Council to assist with the preparation of a Parking Strategy for the Altona Activity Centre, which has been identified as a Major Activity Centre under Melbourne 2030.

The centre is divided into eight separate precincts with the main commercial areas located in Precinct 6 (to the south of the railway line) and Precinct 2 (to the north of the railway line), with residential areas located to the east and west of the central spine. The south section (Precinct 6) comprises the core retail area whilst the north section (Precinct 2) generally comprises of light industrial and restricted retail sites which are in the process of being redeveloped for more intensive uses including shops, offices and residential apartments.

Scope of Report

This report reviews the existing relevant policies for the Altona Activity Centre and identifies a series of potential initiatives to improve parking conditions within the centre. These relate to the provision and management of parking within the centre in addition to sustainable transport initiatives to reduce the demand for parking and encourage alternative transport modes. The report also reviews initiatives being implemented by other Councils which may be suitable for Hobsons Bay City Council within this centre.

This report identifies the key issues to be addressed in this centre and recommends a series of potential initiatives to improve parking conditions as short-term, medium-term and long-term measures. Some of the recommendations refer to parking areas that are on private property to which Council does not have direct control over. These recommendations provide potential for future consideration only and additional work would need to be undertaken prior to proceeding with any works based on these recommendations.

This report provides the basis for a Parking Strategy to be prepared for the Altona Activity Centre in line with the Advisory Committee Review Report recommendations for the new Clause 52.06 (Car Parking) to inform the preparation of a Parking Overlay, when adopted in the Planning Scheme. Clause 52.06 of the Planning Scheme sets out the parking requirements for a new use (new development) or a change of use (within existing development). A permit is required under this clause to waive or reduce the requirement, which is assessed against a series of decision guidelines set out in this clause.

The Advisory Committee Review Report for the Review of Parking Provisions in the Victoria Planning Provisions (i.e. Clause 52.06) is expected to be approved by the Minister which will result in changes coming into effect for Clause 52.06 in the coming months. The changes reduce deficiencies in the previous version of Clause 52.06 of the Planning Scheme, with respect to:

- a. Updating parking requirements more in line with actual demands (i.e. make the requirements more realistic),
- b. Introduction of a Parking Overlay and specific rates to apply to identified Activity Centres,
- c. Streamlining of contribution plans for parking and transport improvements in lieu of on-site parking provision,

- d. Introduction of an “assess and reduce demand approach” to car parking to assist in meeting broader sustainable transport objectives and broadening of the purpose of Clause 52.06 to include sustainable transport policy objectives.

It is expected that the strategy may ultimately form of an Integrated Transport Plan, as envisaged by the Advisory Committee Report, which may incorporate the sustainable transport and access elements developed through the Structure Planning process for this centre.

The key tasks undertaken in this study have included:

- a. Review of existing policies and identification of existing deficiencies, particularly with regard to the direction provided by the Advisory Committee Report (August, 2007) for the draft Clause 52.06,
- b. Review existing parking data collected by Traffix Group in March 2010 including the validation of specific rates within the Altona Beach Activity Centre,
- c. Development of recommendations on parking initiatives and projects to improve the supply and management of parking as well as the identification of potential improvements to pedestrian and cyclists facilities and accessibility, and
- d. Development of recommendations for accessing planning applications which require parking dispensation, and initiatives that will support dispensation (e.g. bicycle provision, Green Travel Plans, contributions to parking or other sustainable travel initiatives) and the cases where these are appropriate.

Data Collection

The data collection phase of this study is reported separately within the document titled *Altona Activity Centre, Parking Data Report (March, 2010)*. This report included information on:

- a. Existing parking supply and restrictions, and
- b. Parking occupancy survey results,

A series of car parking occupancy surveys were undertaken in the Altona Activity Centre and surrounds as part of this previous study. The surveys were undertaken on:

- a. Friday 19th February, 2010 9am to 9pm, and
- b. Saturday 20th February, 2010 9am to 6pm.

The survey dates were chosen to capture the higher demands which are experienced during the peak summer months as a result of increased activity along the beach foreshore. The surveys were undertaken at hourly intervals and were undertaken to correspond with the typical peak times of demands for the Altona Activity Centre.

Development of Key Initiatives

The following summarises a series of potential initiatives to improve parking conditions in the centre.

1. Managing Parking Demands

In our assessment, the key initiatives in parking management need to:

- a. Effectively manage parking demands within the main activity areas, by encouraging staff parking on the periphery of the centre and freeing up the more proximate spaces for customer parking,
- b. Balance competing demands in nearby residential streets, recognising residential requirements for on-street parking as well as potential amenity impacts at sensitive times (i.e. late evenings, etc), and
- c. Assess the adequacy of car parking in high activity areas, including seasonal variations and peak beach times.

The following actions are considered appropriate for the Altona Activity Centre.

- a. Maintain the existing allocation of parking restrictions, with short-term restrictions applying within close proximity to the retail core and longer-term or no restrictions applying to more remote locations.
- b. Maintain consistent hours of operation of existing parking restrictions.
- c. There is no current need to provide resident or trader permit parking areas, however these options should not be discounted in the future as the Activity Centre is expanded and parking demand increases.
- d. The existing supply of parking within Altona Activity Centre is sufficient for the existing uses, however additional parking will be required in the event the new uses are provided or existing uses are expanded.

1.1. Off-street Carparks

- a. A central site or sites should be identified to provide a shared parking resource for short-term parking for shop customers and visitors within Precinct 2.
- b. The Coles carpark should be the highest priority to provide a multi-deck carpark within the Altona Activity Centre given that it is the most central off-street carpark to the retail core and is the carpark which experiences the highest parking demand. A feasibility study should be undertaken for this option which incorporates carparking for the entire block including the Coles supermarket, the Altona Library and the Altona Baptist Church subject to the discretion of the site owner.

- c. Opportunities to expand the Sargood Street car park should be undertaken in conjunction with the redevelopment of the adjacent telephone exchange site to ensure that a public carparking component is included as part of a potential combined development site.
- d. The decking of the Railway Street South/Bent Street carpark is a low priority, should it occur in the future it should include some component of unrestricted or Permit Zone parking for traders as well as a walkway through to Pier Street.
- e. Disposal of the small Bent Street/Blyth Street carpark should only occur in the event that additional unrestricted parking is provided in an alternative location (eg the decking of the Railway Street South/Bent Street carpark).
- f. In the event that the existing at-grade carpark in Weaver Reserve is closed, alternative unrestricted off-street parking should be provided within the Altona Activity Centre to ensure that the overall parking supply is not reduced.
- g. The existing at-grade public carpark adjacent to the Senior Citizens Centre should be upgraded for public parking with a 4 hour parking restriction introduced. Changes to the operation of this carpark should be undertaken in consultation with the Senior Citizens Centre and the library.
- h. Negotiations should occur with the leaseholders of the Louis Joel Centre carpark to make it available for public parking, with the carpark entrance widened to 6 metres to provide for increased traffic movements to and from the carpark.

1.2. On-street Parking

- a. Unrestricted parking in the vicinity of The Esplanade should be retained to provide long-term parking opportunities for visitors to Altona Beach. Note that this parking could be provided in an alternative location (i.e. a new site) close to the beach and separated from the activity centre if the existing angled on-street spaces along The Esplanade were to be removed.
- b. Indented angle parking should be provided along the south section of Sargood Street adjacent to Logan Reserve.
- c. Additional unrestricted parking for rail commuters could be provided on the south side of Railway Street North, to the east of Pier Street by indenting the spaces into the adjacent nature strip/verge.
- d. The existing 1 hour parking spaces in Bent Street should be increased to 2 hour parking to increase their utilisation.
- e. Relocate one to two disabled parking bays into the section of Pier Street between Railway Street South and Queen Street which would be most convenient for disabled motorists.

2. Sustainable Transport Initiatives

2.1. Green Travel Plan Requirements

The key initiatives which should be explored include:

- a. Travel Plan requirements for new developments similar to the scheme introduced in Darebin with plans submitted to the Planning department and referred to Engineering for review. Green Travel Plans should be required once development proposals are over a certain size. Larger existing employers (including Council) should also be encouraged to prepare 'Green Travel Plans'.
- b. Require the bicycle parking requirements under Clause 52.34 of the Planning Scheme to be met in new developments, including additional end-of-trip facilities in cases where a dispensation of car parking is sought (e.g. showers and change rooms).
- c. Home delivery service should be encouraged for all major shops – which could be trialled similar to Preston Market Home Delivery Trial in Darebin. Home delivery service is currently available from Coles and Safeway via their shop online services.

2.2. Pedestrian Improvements

The key initiative which should be explored is:

- a. Additional formal cross points of the railway line through the Activity Centre.

2.3. Bicycle Usage

Altona is particularly conducive to cycling as a mode of transport and as a recreational/lifestyle pursuit as the area is relatively flat and is well serviced by on-road and off-road bicycle facilities. However it is noted that strong coastal winds in the area may discourage the use of cycling as a mode of travel for some visitors to the Activity Centre.

The key initiative which should be explored is:

- a. Review the number and location of bicycle parking facilities currently located within the Altona Beach Activity Centre in consultation with the Hobsons Bay Bicycle User Group (HBBUG) who would be able to provide local feedback in relation to where facilities are most needed.

2.4. Public Transport Usage

The key initiative which should be explored is:

- a. Need for improved public transport to include higher frequencies on bus and train services, and improved safety at Altona Railway Station.

The above project would need to be developed and funded by the Department of Transport and would require an advocacy role from Council.

3. Assessment of Planning Applications

The following measures should be considered to assess Planning Applications prior to the adoption of the new Clause 52.06 of the Planning Scheme.

- a. Many of the parking rates within the existing Clause 52.06 of the Hobsons Bay Planning Scheme are excessive and should not be used as a ground for Council to refuse developments within the Altona Activity Centre. It is understood that Council is currently using the rates included in the revised draft version of Clause 52.06 of the Planning Scheme when considering development applications.
- b. The draft Clause 52.06 parking rates should be used as a guide for Council to determine appropriate carparking rates for new developments.
- c. The development of a Parking Precinct Plan or a cash-in-lieu scheme should not be considered at this stage given the pending introduction of the new Clause 52.06 which will provide a more streamlined procedure for this to occur. When the new rates in the draft Clause 52.06 are formally adopted into the Planning Scheme, a cash in-lieu scheme should be considered to provide off-street public parking in Precinct 2 (Pier Street north of the railway line).

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1. INTRODUCTION

Traffix Group has been engaged by Hobsons Bay City Council to assist with the preparation of a Parking Strategy for the Altona Activity Centre. Altona Activity Centre is located centrally along the southern boundary of the City of Hobsons Bay, and is identified as a Major Activity Centre under Melbourne 2030.

2. SCOPE OF REPORT

This report reviews the existing relevant policies for the Altona Activity Centre and identifies a series of key initiatives to improve parking conditions within the centre. These relate to the provision and management of parking within the centre in addition to sustainable transport initiatives to reduce the demand for parking and encourage alternative transport modes. This report also reviews initiatives being implemented by other Councils which may be suitable for Hobsons Bay City Council within this centre.

The report identifies the key issues to be addressed in this centre and recommends a series of potential initiatives to improve parking conditions as short-term, medium-term and long-term measures. Some of the recommendations refer to parking areas that are on private property to which Council does not have direct control over. These recommendations provide potential for future consideration only and additional work would need to be undertaken prior to proceeding with any works based on these recommendations.

This report provides the basis for a Parking Strategy to be prepared for the Altona Activity Centre in line with the Advisory Committee Review Report recommendations for the new Clause 52.06 (Car Parking) when adopted in the Planning Scheme. Clause 52.06 of the Planning Scheme sets out the parking requirements for a new use (new development) or a change of use (within existing development).

The key tasks undertaken in this study have included:

- a. Review of existing policies and identification of existing deficiencies, particularly with regard to the direction provided by the *Advisory Committee Report (August, 2007)* for the draft Clause 52.06,
- b. Review existing parking data collected by Traffix Group in February 2010 including the validation of specific rates within the Altona Beach Activity Centre,
- c. Development of recommendations on parking initiatives and projects to improve the supply and management of parking as well as the identification of potential improvements to pedestrian and cyclists facilities and accessibility, and
- d. Development of recommendations for assessing planning applications which require parking dispensation, and initiatives that will support dispensation (e.g. bicycle provision, Green Travel Plans, contributions to parking or other sustainable travel initiatives) and the cases where these are appropriate.

One of the main drivers for the Parking Strategy is the proposed increase in new mixed use developments in the section of Pier Street to the north of the railway line resulting in increased demand for both long-term and short-term parking in the area.

3. DATA COLLECTION

The data collection phase of this study is reported separately within the two documents titled *Altona Activity Centre, Parking Data Report (March, 2010)*. This report includes information on:

- a. existing parking supply and restrictions,
- b. parking occupancy survey results, and

A series of car parking occupancy surveys were undertaken in the Altona Activity Centre and surrounds as part of this study. The surveys were undertaken on:

- a. Friday 19th February, 2010 9am to 9pm, and
- b. Saturday 20th February, 2010 9am to 6pm.

The survey dates were chosen to capture the higher demands which are experienced during the peak summer months as a result of increased activity along the beach foreshore. The surveys were undertaken at hourly intervals and were undertaken to correspond with the peak demands for the Altona Activity Centre on a typical weekday and Saturday during summer.

A Friday was selected as the typical weekday as it is generally recognised that Fridays represent weekday peak conditions for activity centres. In this case it is understood that the Altona Beach Market operates on Tuesdays between 9am and 3pm. The market may result in a localised peak parking demand occurring at the south end of the study area during this time; however it is considered unlikely to have any significant impact on the overall peak for the Altona Activity Centre. It is important to note that the intention of the Parking Strategy is to determine the appropriate supply of parking based on typical peak conditions for the overall Altona Activity Centre rather than determining parking based on localised peaks associated with specific events.

4. ALTONA ACTIVITY CENTRE

Altona Activity Centre is located centrally along the southern boundary of the City of Hobsons Bay, and is identified as a Major Activity Centre under Melbourne 2030. The activity centre is bounded by Civic Parade to the north, the Esplanade to the south, McBain Street to the west and Davies Street to the east. Altona Beach is located immediately to the south of the activity centre, whilst the City of Hobsons Bay municipal offices are located to the north.

Parking Strategy and Key Initiatives Report

A locality plan of the study area is shown in Figure 1, which identifies eight key precincts. A plan showing land use zoning is also presented at Figure 2.

Altona Activity Centre: Parking Study



ALTONA PARKING SURVEYS

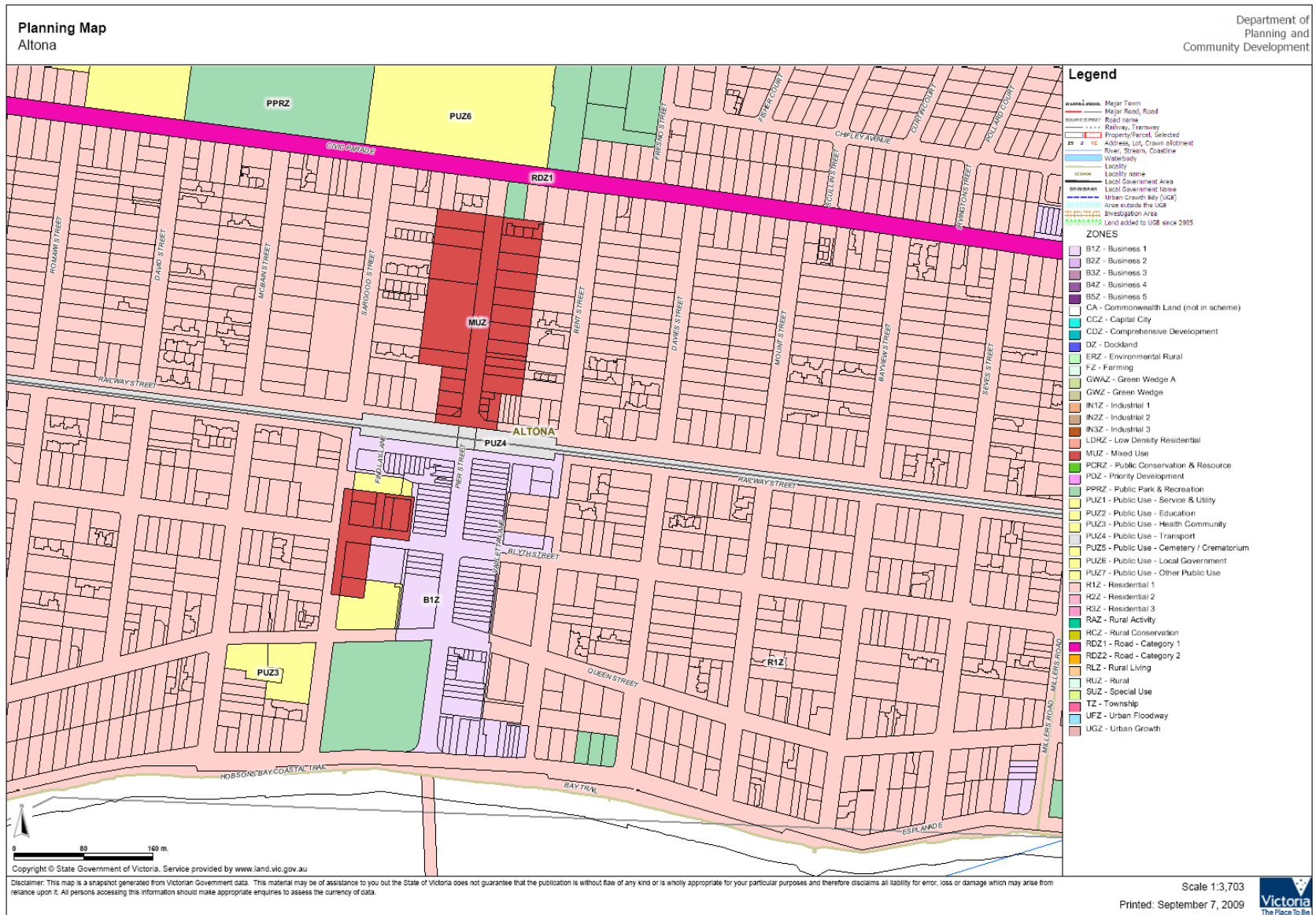
LEGEND

- 1 North West Residential Precinct
- 2 Pier Street North Precinct
- 3 North East Residential Precinct
- 4 Railway Precinct
- 5 South West Residential Precinct
- 6 Pier Street South Precinct
- 7 South East Residential Precinct
- 8 Beach Precinct

Parking Strategy and Key Initiatives Report

Figure 1: Altona Parking Study Survey Area

Altona Activity Centre: Parking Study



Parking Strategy and Key Initiatives Report

Figure 2. Land-use Zoning

The study area is bisected in an east-west direction by the Newport West to Laverton Loop Railway which runs approximately half way between Civic Parade and the Esplanade. Precincts 1, 2 and 3 are located to the north of the railway line whilst precincts 5, 6, 7 and 8 are located to the south. **Precinct 4** includes the parking areas immediately adjacent to the railway line along Railway Street North and Railway Street South.

Pier Street is the central north-south road that runs through the study area. It forms the retail spine of the activity centre and is the only road that crosses the railway within the study area. The core retail area is located on the south side of the railway in the vicinity of Pier Street in **Precinct 6** and includes a Coles supermarket.

To the north of the railway line, there are a number of different uses along Pier Street including light industrial, service industry, a community hall and other commercial activities. This area is identified as **Precinct 2**. It is noted that there is no pedestrian access between Precinct 2 and the adjacent residential areas to the west (**Precinct 1**) and east (**Precinct 3**) without walking all the way to Civic Parade or Railway Street North.

The remaining precincts include **Precinct 5** which is a residential area to the west of Precinct 6, **Precinct 7** which is a residential area to the east of Precinct 6 and **Precinct 8** which is the parking area for Altona Beach located along the Esplanade.

In addition to on-street parking, Table 1 lists the major off-street carparks which were located in the area at the time of the survey.

Table 1. Major Off-street carparks

Precinct	Carpark
2	<ul style="list-style-type: none"> • Pier Street/Railway Street North (10 spaces) – Private parking at rear of shops on north-east corner • Other private parking areas (59 spaces) – based on a site inspection of parking spaces visible from Pier Street
5	<ul style="list-style-type: none"> • RSL Carpark (40 spaces) – south west corner, Railway Street South/Sargood Street intersection • Louis Joel Carpark (35 spaces) – west side of Sargood Street, south of Queen Street • Mambourin Enterprises Carpark (14 spaces) – south east corner, Queen Street/McBain Street
6	<ul style="list-style-type: none"> • Coles Carpark (94 spaces) – include off-street parking for the Altona Library • Sargood Street Carpark (43 spaces) – east side of Sargood Street, south of Railway Street South • Bent Street/Railway Street South Carpark (50 spaces) – south west corner, Railway Street South/Bent Street intersection • Senior Citizens Centre Carpark (21 spaces) – south east corner, Queen Street/Sargood Street intersection • Weaver Reserve Carpark (26 spaces) – east side of Pier Street, north of the Esplanade • Pier Street/Queen Street (27 spaces) – private parking at rear of shops on south-east corner • Anglican Church Carpark (20 spaces) – private parking on east side of Valetta Lane • Other private parking areas (81 spaces)
7	<ul style="list-style-type: none"> • Bent Street/Blyth Street Carpark (16 spaces) – north east corner, Bent Street/Blyth Street intersection

Parking Strategy and Key Initiatives Report

Altona Activity Centre: Parking Study

At the time of the survey, the study area included a total of 1,591 parking spaces including on-street parking, off-street public car parks and private parking areas for businesses. The number does not include off-street parking for residential properties (i.e. garages, carports and driveways).

Table 2 provides a summary of the type of parking that was available in each precinct. In this table "restricted" refers to parking spaces which are restricted to parking for up to a certain duration of time or are restricted to a certain type of vehicle.

Table 2. Altona Activity Centre Parking Supply

Precinct	Number of Parking Spaces					TOTAL
	On-Street Unrestricted	On-Street Restricted	Off-street Public Unrestricted	Off-street Public Restricted	Off-street Private	
1	152	17	-	-	-	169
2	-	39	-	-	69	108
3	150	-	-	-	-	150
4	140	23	-	-	-	163
5	96	-	-	-	93	189
6	145	120	45	189	134	633
7	85	-	16	-	-	101
8	74	4	-	-	-	78
TOTAL	842	203	61	189	296	1,591

The table shows that the majority of parking is confined to the core shopping precinct (Precinct 6) bounded by the Esplanade, Bent Street, Railway Street South and Sargood Street where a number of large off-street car parks are located.

5. REVIEW OF RELEVANT STRATEGIES

5.1. STATE GOVERNMENT STRATEGIES

5.1.1. Melbourne 2030

Melbourne 2030 identifies Altona Activity Centre as a Major Activity Centre.

Melbourne 2030 proposes to integrate land-use and transport policies around activity centres to create a balanced and workable city. The Activity Centres implementation plan aims to concentrate a mix of uses in activity centres to reduce reliance on private motoring and encourage a higher use of more sustainable transport modes such as walking, cycling and public transport.

Travel demand management initiatives are being implemented to support the Victorian Government's 20/2020 goal to increase public transport's share of motorised travel from 9 per cent to 20 per cent by the year 2020. Some initiatives have particular application to activity centres, including Green Travel Plans such as TravelSMART Communities and Work.

Travel demand management and behavioural change will be important tools in achieving this goal, but these changes will not occur without intervention to deter the use of the private car.

One such disincentive to use the private car is parking management, whereby the level of parking provision is purposely limited to encourage staff of commercial developments, and residents, to consider other travel modes. This has other benefits such as reduced traffic generation/congestion, increased health and reduced environmental impacts associated with private car use.

Alternative modes of transport need to be competitive with the single-occupant motor vehicle. It is also important to recognise that the associated cost of travel is a significant contributing factor in mode choice.

These travel demand initiatives are supported by the implementation plan for Integrated Transport in Melbourne 2030, which sets out actions to encourage sustainable travel. These include the development of a Travel Demand Action Plan and support for organisational and site-specific Green Travel Plans for major employment generators.

The implications for Altona Activity Centre include an expectation of an increased concentration of development within this Major Activity Centre, including mixed use development comprising commercial (retail, office, etc) and medium/higher density residential development within the boundary of the centre and its periphery. This can be expected to place increasing pressure on parking resources as new development will not necessarily be able to accommodate all of its demand on-site and will rely on a centre-based approach to parking provision which is supported by the relevant policies. This will require a review of the current and future provision and management of parking resources within the centre.

5.1.2. Review of Clause 52.06

The Parking Provisions of the Victorian Planning Provisions are expected to be amended in 2010 based on the recommendations of the Advisory Committee Review Report undertaken in August 2007.

The changes seek to address a number of deficiencies in relation to the previous version of Clause 52.06, particularly with respect to:

- a. Updating parking requirements more in line with empirical rates (i.e. actual demands). This provides more realistic rates and reduces the need for developments requiring a permit for parking dispensation. It also assists with issues associated with the community's perception/expectations for parking dispensation levels which is often a significant issue with dispensation for retail uses as the previous rates were unnecessarily high.
- b. The introduction of a Parking Overlay and specific rates to apply to identified Activity Centres assists with streamlining the introduction of reduced rates (provided they are in line with the parking table) and contribution plans for parking and transport improvements in these areas.
- c. Introduction of an "assess and reduce demand approach" to car parking to assist in meeting broader sustainable transport objectives and broadening of the purpose of Clause 52.06 to include sustainable transport policy objectives.

Under the new Clause 52.06, a Parking Overlay at Clause 45.08 of the Planning Scheme is used to:

- a. Specify objectives, local car and bicycle parking rates, provisions and decision guidelines for a particular precinct,
- b. Include a requirement for a cash-in-lieu contribution,
- c. Include other requirements such as the design and layout of car spaces.

The Parking Overlay is used to activate the Activity Centre rates contained in the car parking table of Clause 52.06. The Parking Overlay is the primary tool for the introduction of cash-in-lieu requirements.

Cash-in-lieu contributions for car parking cannot be sought unless they are:

- a. A specific requirement under a Parking Overlay,
- b. Supported by an approved Development Contribution Plan,
- c. Made under a mutually acceptable Section 173 agreement,
- d. Paid for wholly by the applicant or paid for by the applicant and the remaining cost is to be met by a public authority,

- e. A specific requirement of a Referral Authority, or
- f. A specific requirement of another part of the Planning Scheme.

Significantly, it is appropriate to identify a package of parking provision initiatives in addition to other transport infrastructure improvements as the new Clause 52.06 also includes sustainable transport policy objectives in line with the “assess and reduce demand” approach to parking provision within activity centres.

The draft clause states that *“it is not necessary to have completed a structure plan in order to justify a cash-in-lieu scheme. The strategic justification for cash-in-lieu payment (in the absence of a structure plan) should be based on whether there are appropriate opportunities to deliver the shared car parking. There is no need for a council to have committed to a specific scheme provided there is a reasonable prospect of providing shared car parking.”* However, it is necessary that any scheme meets the tests of need, equity, accountability and nexus.

There are a number of locations within the Altona Activity Centre where provision of future shared parking facilities has been identified in previous reports. These include the purchase of land adjacent to the existing at-grade carparks on the east side of Sargood Street and on the south-west corner of the Railway Street South/Bent Street intersection and the decking of these sites to provide multi-level carparks. The purchase of land to provide a shared parking facility in the section of Pier Street to the north of the railway line have also been identified. There is potential for these (or other) sites to be developed via a cash-in-lieu scheme subject to the purchase of the relevant land by Council. For the section of Pier Street to the north of the railway line where adjacent land is privately owned, it may be feasible for Council to enter into a joint venture to provide shared parking resources as part of future redevelopment, which would need to be funded by Council via developer contributions, parking revenue and/or other appropriate funding schemes.

The provision of additional on-street parking resources is typically a cost effective means of increasing parking resources. There are a number of locations within the activity centre where it is possible to achieve this through minor widening of streets.

There will also be opportunities to improve and actively support travel by staff and customers via other modes (cycling, walking and public transport) and to discourage car-based travel to the centre which can be implemented by Council through this scheme.

5.2. RELEVANT COUNCIL STUDIES & STRATEGIES

There are a number of relevant Council studies, strategies and policies for the Altona Activity Centre area. These are identified in the table below.

Table 3. Relevant Council Studies & Strategies

Studies, Strategies & Policies	Date
Altona Activity Centre Parking Data Report (Traffix Group)	March, 2010
Altona Activity Centre Parking Summary Report (Traffix Group)	September, 2008
Altona Activity Centre Parking Data Report (Traffix Group)	February, 2008
Altona Beach Activity Centre Urban Design Framework (Hobsons Bay City Council, Planning by Design, MGS Architects, Hemisphere Design, Andrew O'Brien & Associates)	October, 2008
Hobsons Bay Integrated Transport Strategy (Parsons Brinckerhoff)	December, 2006
Hobsons Bay Activity Centres Strategy (Peter Tesdorpf & Associates, Charter Keck Cramer & VKA)	March, 2006
Clause 21.08 Activity Centres (Hobsons Bay Planning Scheme)	January, 2006
Clause 22.06: Mixed Use Policy – Altona Activity Centre (Hobsons Bay Planning Scheme)	January, 2006
Altona Beach (Pier Street) Activity Centre Car Parking Study (ARUP)	March, 2005
Parking & Bus Access Study, Altona & Seaholme Railway Stations (Andrew O'Brien & Associates)	May, 2004
Hobsons Bay Strategic Bicycle Plan (Traffix Group)	March, 2003

A brief summary of the relevant recommendations of these strategies is contained within Appendix A to this report.

5.3. REVIEW OF POSSIBLE INITIATIVES TO ENCOURAGE SUSTAINABLE TRAVEL CHOICES

This section summarises our review of existing policies developed by other Councils. A number of other Council's have developed various sustainable transport initiatives as they relate to new developments.

This includes policies addressing issues of Green Travel Plans, bicycle parking provisions (further to the Clause 52.34 requirements), parking dispensation and contributions parking and other transport infrastructure (i.e. bicycle (including end of trip facilities), pedestrian accessibility improvements).

We have sourced information from these Councils with the aim of reviewing the success or otherwise implementing these policies. The focus of this review is to identify initiatives that are both practical, provide a transport/parking benefit to the proposed land-uses or community and can reasonably be included/required of a development with the framework of the Planning Scheme.

The results of our investigations are summarised as follows.

5.3.1. Green Travel Plans

Darebin City Council has been actively implementing Travel Plan requirements as part of new planning applications. Council has established *Travel Plan – Guidelines for Planning Permit Applicants* which sets out the objectives and benefits of Travel Plans, situations where a Travel Plan will be required to support a planning permit application (or required as a permit condition), the required content of the plan as well as implementation and monitoring of the plan. A copy of the guidelines is attached at Appendix B.

Key features of this initiative include:

- a. *Travel Plan – Guidelines for Planning Permit Applicants*, includes a series of Microsoft Word templates to assist developers or business owners with the preparation of Travel Plans.
- b. Darebin requires a Travel Plan in developments comprising:
 - 20 or more residential units, or
 - an office component of 500m² or more, or
 - an industrial component of 1,000m² or more, or
 - a retail premises of 1,000m² or more, or
 - where a dispensation of parking is required and needs to be justified.

In practice, it would seem that Darebin requires a Travel Plan to be prepared in most circumstances where a dispensation of parking is sought.

Council requires these plans to be monitored annually, with a report submitted to Council.

Darebin has been actively implementing this strategy for approximately 18 months and accordingly, is now in the process of undertaking annual reviews of the various Travel Plans. Council has prepared a series of templates for residential, commercial (workplace) and bar/restaurant travel plans which

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assist developers/business owners, etc to efficiently develop a travel plan that is appropriate for the size and type of development (source: www.darebin.vic.gov.au/Page/page.asp?Page_Id=5223&h=0#BM13435).

Darebin requires a monitoring report to be prepared one year after building occupancy commences which includes basic information about the use of the site, details on data collected since the Travel Plan commenced and a comparison on how the site is operating in practice compared to the targets set out in the plan. This report is submitted to Council for review.

- c. Initiatives included in the Travel Plans aim to improve and encourage sustainable transport options as modes of choice. The initiatives aim to encourage residents and workers to reduce their car use in favour of alternatives such as public transport, walking, cycling and carpooling.
- d. Some of the initiatives that Darebin have developed include:
 - Promote Darebin's Going Places program – this can reward residents for travelling sustainably (brochures available from Council).
 - Green Travel Display Boards displaying public transport maps, timetables, etc (information/copies available from TravelSMART & Metlink) and display of Darebin Local Access Map, showing public transport and cycling routes to site location (available from Council).
 - Participation and encouraging cycling and walking programs.
 - Provision of end-of-trip cycling facilities (bicycle parking, showers and change rooms, storage lockers and bicycle repair kits).
 - Encourage carpooling (consider priority parking for car pooling vehicles, etc).
- e. Others may include innovative car sharing initiatives that may be available (e.g. commercial car sharing schemes that are available in the inner areas).

Other sustainable transport initiatives implemented by Darebin City Council include:

- f. New Residents Kit

Darebin sends new residents a kit of information on services on offer throughout the municipality. The kit includes a comprehensive transport map that encompasses walking, cycling and public transport information, trails and paths.

- g. Preston Market Home Delivery Trial

This initiative was supported by TravelSMART and the DSE. Darebin Council initiative ran between March and May 2005 to ascertain the effects of this service in reducing the car usage of market shoppers and to demonstrate to Market Management and the participants that it is an achievable and worthwhile service to offer. A description of the project and results are provided in the information sheet attached at Appendix C.

A similar scheme may be appropriate for Altona to encourage non-motorised trips to the centre and to cater for those captive to public transport.

Port Phillip City Council has proposed a new *Sustainable Transport Policy and Parking Rates* for new developments, which aims at ensuring that there is adequate parking in the city, while also promoting non-car transport options. This policy has not been formerly adopted by Council and is not included in the Planning Scheme, however, has been released for public comment.

The identified aims of the policy are:

- a. to optimise use of public space, by ensuring new developments have enough off-street parking spaces for their needs – without over-supply,
- b. create opportunities for more affordable and flexible housing, and
- c. increase the use of non-car transport such as walking, cycling and public transport.

The intent of the policy is to apply reduced car parking ratios to residential and office developments in a limited number of areas, which are expected to include parts of St Kilda, St Kilda Road, South Melbourne, Albert Park and a small area of Port Melbourne (i.e. within the activity centre areas).

The policy includes 'standard rates' which are reduced from the current Clause 52.06 requirements and further 'reduced rates' which may apply for residential, office and retail land uses in areas which are well serviced by public transport, have access to local employment generators and retail and other services.

The application of a reduced parking rate would be considered by Port Phillip on a case by case basis. The suggested conditions in the policy in which the 'reduced' car parking rates would apply are:

- a. *In locations with access to fixed rail public transport, close to local shopping (full line supermarket/s) and subject to on-street parking restrictions,*
- b. *New residential dwellings will also need to be 'small' (in the order of 60sqm for 1 bedroom dwellings) and provide motor scooter/motorbike parking on site,*
- c. *To obtain a lower limit 'reduced' parking rate, additional conditions would need to be satisfied such as: participation in car share scheme or other similar initiatives, be located within a mixed use development or in an employment precinct, other contributions to sustainable transport infrastructure or services, or other initiatives to reduce usage and/or ownership of motor vehicles, and*
- d. *Continuing with long-standing practice, occupants of new developments will not be entitled to resident or visitor parking permits.*

The scheme proposes to apply the sustainable transport rates as follows:

Sustainable Transport Rates in Residential Developments	Sustainable Transport Rates in Office Developments
Council has identified the following series of mandatory conditions with which to consider application of an 'upper limit' sustainable (reduced) rate for residential land uses include:	Mandatory conditions with which to consider application of a sustainable (reduced) rate for office land uses include:

<ul style="list-style-type: none"> • <i>Within or no more than 200 metres walk to the edge of an Activity Centre (defined by business zoning),</i> • <i>No more than 200 metres to fixed rail public transport,</i> • <i>Strict control of on-street parking in surrounding streets,</i> • <i>Not eligible to participate in Council's parking permit scheme,</i> • <i>Provision of motor scooter / motorbike parking on site,</i> • <i>Small dwellings only, and</i> • <i>In the order of 400 metres to a full line (over 1,500 sqm) supermarket.</i> <p>Additional conditions (requirements) with which to consider application of a 'lower limit' sustainable (reduced) rate for residential land uses include:</p> <ul style="list-style-type: none"> • <i>Participation in car share scheme or other similar initiatives,</i> • <i>Be located within a mixed use development or in an employment precinct,</i> • <i>Other contributions to sustainable transport infrastructure or services,</i> • <i>Other initiatives to reduce usage and/or ownership of motor vehicles.</i> 	<ul style="list-style-type: none"> • <i>Within an Activity Centre (defined by business zoning)</i> • <i>No more than 200 metres to fixed rail public transport</i> • <i>Strict control of on-street parking in surrounding streets</i> • <i>Provision of motor scooter / motorbike parking on site</i> • <i>Provide the full bicycle and amenities provision as required under Clause 52.34</i> <p>Additional conditions (requirements) with which to consider application of a 'lower limit' sustainable (reduced) rate for office land uses include:</p> <ul style="list-style-type: none"> • <i>Total supply of car parking is pooled or shared (section 173 agreement), i.e. mixed-use development</i> • <i>Subsidised public transport</i> • <i>Exceed bicycle and amenities provision as required under Clause 52.34</i> • <i>Upgrade bus/tram/train stops/approaches or other works to facilitate public transport usage directly applicable to the site</i> • <i>Participation in car share scheme or other similar initiatives</i> • <i>Other initiatives to reduce usage of motor vehicles</i>
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Other sustainable transport initiatives implemented by Port Phillip City Council include:

a. Port Phillip Community Bus

Council also provides a free community bus service which operates Monday to Friday and provides a neighbourhood bus service linking community centres, libraries and other community facilities, health centres and shopping areas.

b. Car Sharing Schemes

As detailed below, Council supports two commercial car sharing schemes in the municipality. This support is provided through the allocation of spaces on-street as well as Council staff using these schemes for work trips through the day (i.e. replacing fleet cars).

5.3.2. Car Sharing Schemes

A number of inner-metropolitan Councils support commercial 'car sharing' schemes. Councils support these schemes by allocating on-street spaces throughout the municipality for the purposes of accommodating 'car share' cars. The main two schemes supported by Councils are **Flexicar** (www.flexicar.com.au) and **Go Get Car Share** (www.goget.com.au).

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The objective of these schemes is to give members access to cars on-demand for rent by the hour or by the day. The rental cost covers all expenses, including petrol, insurance, cleaning, registration, and maintenance.

Car sharing is a new concept in personal transport. It involves members of car sharing organisations having access to a fleet of shared cars as an alternative to owning their own car. Members pay each time they use a shared car. Cars can be booked for trips as short as one hour.

These schemes are particularly cost effective for people who drive less than 10,000km per year. It gives them access to a car when required, however, eliminates the cost of owning, maintaining and parking a car. Members are required to pay a small joining fee and fully refundable deposit and pay for the use of the car on an hourly or daily basis, each time they use a shared car. Members book a car online or by phone.

The cars are parked at various locations around the community close to where members live or work. The car is parked in its dedicated bay, where it is left at the end of a trip. Access to shared car is via a smart card which unlocks doors and logs user time and kilometres.

These schemes are supported by the Cities of Melbourne, Yarra, Port Phillip, Darebin and Moreland, which have allocated numerous on-street spaces to these schemes. Other municipalities are also considering these schemes.

The following provides examples of how Councils are involved in these schemes:

- a. **Port Phillip City Council** became involved in the scheme as an initiative of Council's Parking Plan, Towards 2010 (adopted 2000). This plan sought to investigate alternative transport choices for the local community and explore the possibility of introducing car hire schemes for neighbourhoods. Council's website indicates that 9 on-street spaces have been allocated for car share spaces, in addition to some off-street spaces in Council carparks. Council supports two companies offering car-share in the municipality, including Flexicar providing 11 cars and GoGet providing 3 cars.
- b. **Yarra City Council** supports car sharing schemes because it offers the potential to reduce parking demand on Council streets. One car-sharing car can replace many privately-owned vehicles. Some Yarra residents only own cars for occasional or weekend use. These cars often sit idle much of the week taking up precious, on-street car spaces that neighbours or visitors might otherwise use.

Other reasons Council supports car sharing include to reduce driving and car dependence, to promote the sharing of scarce resources and to make non car-owning lifestyles more viable in Yarra by reducing the cost of access to cars for those who only need to use one infrequently.

Yarra is also promoting car sharing by assisting its own officers to use car sharing cars for work travel. It is hoped that this will help reduce Council's car fleet and costs as well as helping to make car sharing more viable and available to more people in the Yarra community.

Yarra is supporting car sharing by making permanent, on-street car parking spaces available to car sharing organisations. Yarra City Council supports two companies offering car-share in the municipality, including Flexicar providing 16 cars and GoGet providing 3 cars.

Following a recent presentation by Flexicar to the Metropolitan Transport Forum (MTF), the MTF distributed a letter to members indicating that:

"That the MTF give in principle support to the concept of car sharing as a form of sustainable transport, and encourage member councils to explore the opportunity where possible."

A copy of the letter distributed to members, which provides an explanation of the rationale behind the motion is attached at Appendix D. The following benefits of car sharing schemes were recognised by the forum:

Environmental: Car share users tend to use other means of transport and generate less emissions per capita, thus contributing to reduced greenhouse gases and improved air quality and street amenity.

Reduced car use: One car share vehicle typically replaces 6-10 privately owned vehicles. A City of Melbourne survey of car share users reported increased use of public transport and reduced car ownership by members of car share schemes.

Cost saving: It is cheaper to car share if doing less than 10,000km per year.

The car share companies typically consider the following criteria in assessing the suitability of locations for car sharing:

- a. High population density,
- b. Low car ownership,
- c. Mix of activities including students, residential and business,
- d. Internet at home, and
- e. Good public transport network which can provide for most trips so car share is for occasional use only.

Typically, the viability of schemes relies on mixed use areas with both business and residential activities. The main users tend to be:

- f. Single people with no car,
- g. Families with one car who occasionally need a second, and
- h. Businesses for use during weekdays.

At the present time, the car share schemes are operating in the city and municipalities on the eastern side of the city. The car share companies are presently exploring opportunities in western municipalities, including the City of Maribyrnong.

The suitability of the Altona Activity Centre, as one choice for the location of this scheme in the City of Hobsons Bay, needs to be considered in terms of the viability by the available operators.

The option of Council implementing its own car sharing scheme possibly in conjunction with the traders association is not recommended as Council would be taking on substantial risk, however there may be an opportunity to provide a subsidy to one of the private operators.

5.3.3. Resident Parking Permit Schemes

We have reviewed the Resident Parking Permit Scheme policies of a number of inner metropolitan Councils.

This review indicates that many inner city Councils do not allow new residential developments to have access to Resident Permit Schemes, including (but not limited to):

- a. Port Phillip
- b. Darebin
- c. Yarra
- d. Moonee Valley
- e. Bayside

In most cases, dwellings constructed after a certain date (as specified in Council's policy) are not eligible for resident (or visitor) parking permits to exempt them from the time restrictions in place in their street or local area. This is typically included as a 'permit note' on a planning permit, which enables purchasers to be made aware of this limitation since a planning permit would be included in a Contract Of Sale.

The majority of Councils also do not allow parking permits to be used along non-residential frontages and only apply to green signs (i.e. generally permissible parking areas and exclude red signs, such as Taxi Zones, Loading or Bus Zones, No Stopping, , etc). This avoids the situation where residents would be permitted to park along commercial frontages for durations longer than permitted by the parking sign, which would limit the ability for customers to use these short-term spaces.

A number of Councils also limit the number of permits which can be issued in areas of high congestion, or depending on the number of off-street spaces that a resident has on-site. Some also have a sliding scale of fees such that the cost of second or third permit is considerably higher than the first, so as to discourage high car ownership, particularly in areas which are well served by public transport or where parking is at a premium (i.e. the number of permits issued significantly exceeds the number of spaces available).

The following provides examples of Parking Permit Schemes:

a. Darebin City Council

Permits may only be used along residential frontages within the designated area and do not allow the holder an exemption to park in Off Street Car Parks, Clearways, No Stopping Areas, Disabled Persons' Parking Areas, Bus Stops, Taxi Ranks, No Parking Areas, Loading Zones, etc. Permit fees are set at \$20.00 for the first permit and \$30.00 for the second permit. The number of permits for which each residence (household) is eligible, if they own their own car and have no off street parking, varies such that:

- Zone A which incorporates all the shop-top residences along defined shopping precincts are eligible for a maximum of one permanently affixed permit.
- Zone B which covers areas with significant parking congestion are eligible for a maximum of 2 permits (which can be any combination of visitor or resident permits).
- Households with access to off-street parking or who do not own a car are entitled to one less permit.

b. Yarra City Council

Permits may only be used along residential frontages within the designated area and do not allow the holder an exemption to park in areas where the time restrictions are under 1 hour, in ticket machine or parking meter areas (unless specified), or areas where red signs apply. Up to 3 permits may be issued, including 1 visitor permit. Permit fees are set at \$25 for the first permit, \$55 for the second permit and \$85 for the third. Business permits are also available in some circumstances.

c. Bayside City Council

Residents have the following options:

- Option 1 - Three free resident parking permits. Additional resident parking permits can be purchased for a fee of \$90 per permit per annum. No visitor parking permits are available under Option 1.
- Option 2 - Two free resident parking permits, plus one visitor parking permit for an annual fee of \$30. Additional resident parking permits can be purchased for a fee of \$90 per permit per annum. Only one visitor parking permit per household will be issued.

The following are not permitted to participate in the scheme:

- properties located in commercial and industrial areas,
- shop top dwellings, and

- c. multi unit development properties (where the number of residential dwellings increase on a property on or after 1 July 2007).

Ratepayers receive Beach Parking Authority permits free of charge in their rates notices (two per household). Residents can obtain additional Beach Parking Authority permits if the household has more than two vehicles.

Hobsons Bay City Council also has a resident permit parking scheme whereby Hobsons Bay residents may apply for permits to park in the street that their vehicle is registered to for an unlimited duration and be exempted from any time restrictions that apply to that street. The permit does not entitle vehicles to park in "No Stopping" areas or loading zones. Residents may apply for a separate permit for each vehicle registered to their address and are also entitled to one visitor parking permit per household which may be transferred between vehicles.

It is understood that Hobsons Bay City Council is proposing to modify its resident permit parking scheme such that permits will be valid for the section of street specified on the permit and within two surrounding streets. The permits will be issued for residential areas abutting a commercial zone but will not be issued for parking areas within a commercial zone. The first resident parking permit will remain free; however fees will apply for additional permits.

6. REVIEW OF EXISTING PARKING DEMANDS

6.1. NON-RESIDENTIAL PARKING

The 2010 Parking Data report surveyed the existing parking demands in each of the eight precincts as well as individual demands for each street and carpark. The peak parking demand for the overall precinct was found to occur at 1pm on Friday, 19th February 2010 when 52% of spaces in the overall area were occupied.

Table 4 provides a breakdown of the peak parking demand that occurred in each precinct at 1pm. The two main commercial precincts covering the sections of Pier Street to the north and south of the railway line are highlighted.

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Table 4. Altona Activity Centre Peak Parking Demand (1:00pm, Friday 19th February 2010)

Precinct	Parking Supply	Peak Parking Demand (Occupied Spaces)	Percent Occupancy
1	169	49	29%
2	108	46	43%
3	150	9	6%
4	163	118	72%
5	189	97	51%
6	633	441	70%
7	101	32	32%
8	78	34	44%
TOTAL	1,591	826	52%

The table shows that overall there were 826 occupied parking spaces including 487 occupied spaces within the two main commercial precincts.

Table 5 provides an estimate of non-residential floor area within the Altona Activity Centre based on a study undertaken by Ratio Planning in 1999 and updated based on developments identified by Council which have occurred since this time.

For the purposes of this table "retail" does not include the area of the Coles Supermarket as this area is counted separately.

Table 5. Altona Activity Centre Non-Residential Landuse

Land Use	Floor Area (m ²)
Retail	9,618
Office	1,052
Community	3,434
Peripheral Sales	1,230
Supermarket	2,400
TOTAL	17,734

The provisions in the Draft Clause 52.06 of the Hobsons Bay Planning Scheme include a table of carparking rates for different land uses within activity centres. The relevant rates for the land uses listed in Table 5 are presented in Table 6.

Table 6. Revised Clause 52.06 Draft Activity Centre Carparking Rates

Land Use	Activity Centre Rate	Measure
Retail (shop)	3.5	To each 100 sq m of leasable floor area
Office	3	To each 100 sq m of net floor area
Community (Place of Assembly)	0.3	To each patron catered for
Peripheral Sales (Restricted Retail)	2.5	To each 100 sq m of leasable floor area
Supermarket	5	To each 100 sq m of leasable floor area

For the Altona Activity Centre, the number of patrons catered for in each of the community facilities is not known. Accordingly a rate of 3.5 car spaces per 100 square metres of floor area (similar to the rate for a shop) has been adopted. Table 7 provides an estimate of parking demand for the Altona Activity Centre based on applying the Draft Clause 52.06 Activity Centre Rates to the existing floor area within the Altona Activity Centre.

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Table 7. Altona Activity Centre Theoretical Parking Demand Based on Floor Area

Land Use	Activity Centre Rate	Measure	Floor Area (m ²)	Theoretical Parking Demand (spaces)
Retail (shop)	3.5	To each 100 sq m of leasable floor area	9,618	337
Office	3	To each 100 sq m of net floor area	1,052	32
Community (Place of Assembly)	3.5	To each 100 sq m of leasable floor area	3,434	120
Peripheral Sales (Restricted Retail)	2.5	To each 100 sq m of leasable floor area	1,230	31
Supermarket	5	To each 100 sq m of leasable floor area	2,400	120
TOTAL				640

Table 7 shows that the theoretical parking demand based on non-residential floor area within the Altona Activity Centre is 640 spaces. This exceeds the existing peak parking demand of 487 parking spaces within Precincts 2 and 6 as highlighted in Table 4, which represent the main commercial areas within the Altona Activity Centres. This comparison shows that the existing peak parking demand for the Altona Activity Centre is less than what could be expected based on the application of typical parking rates.

One of the reasons for the discrepancy between the theoretical and actual parking demand is that the theoretical demand assumes that peak activity for each land use occurs at the same time. In reality, whilst the parking demand for the overall centre peaks at 1:00pm on the Friday, not all uses within the activity centre would be peaking at this time. Typically, the peak activity for many shops occurs on Friday evening or on Saturday morning whilst restaurants and some community facilities would receive significantly greater use in the evenings compared to the daytime. To account for the varying times when different uses peak within the centre it is appropriate to apply a reduction of 20% to the theoretical parking demand calculated in Table 7. This reduces the theoretical value for the centre down to 512 spaces. Allowing for a small overflow of parking into the adjacent precincts (eg the Bent Street/Blyth Street carpark), this suggests that the peak demand of 487 parked cars within Precinct 2 and Precinct 6 is close to the expected theoretical demand based on typical rates.

The 1,591 parking spaces that are located within the Altona Activity Centre including the 741 located within the two main commercial precincts easily exceeded the parking demand associated with the existing non-residential uses.

It is understood that additional developments have recently been approved within the Altona Activity Centre in Precincts 2 and 6 including:-

- a. 2,278m² of retail floor space,
- b. 545m² of office floor space,

- c. 1,592m² of community floor space, and
- d. 5,192m² of residential floor space.

As part of this new development it is also understood that 83 additional parking spaces are to be provided.

Based on the parking rates described in Table 7, this additional development could be expected to result in demand for a further 152 parking spaces not including parking demands associated with residential use which are typically associated with the number of dwellings rather than the amount of floor space. Although 83 additional parking spaces are to be provided as part of the additional development, many of the additional spaces are associated with residential uses and would not be available for parking generated by the additional retail, office or community areas.

The additional development results in the theoretical parking demand increasing from 640 spaces to 792 spaces not including the parking demands associated with residential uses. The existing parking supply in Precincts 2 and 6 of 741 spaces would be insufficient to meet this demand unless a minimum of 51 of the additional 83 spaces were reserved for non-residential parking. This results in the need for additional parking to be provided within the Activity Centre to meet future needs.

Further redevelopment of sites within Precinct 2 to the north of the railway line including 8 existing 1,000m² light industrial sites and the 4,500m² former Mitre 10 site would also require a further supply of parking spaces to be included within the activity centre.

6.2. RESIDENTIAL PARKING

The 2010 parking surveys did not include the full extent of residential parking that was occurring within the Altona Activity Centre as the surveys could not measure private off-street parking that was occurring in garages or behind gates and accordingly private off-street residential parking was not included as part of the survey.

Under the current Planning Scheme, the requirement for residential parking is found in a number of different clauses. The standard requirement is listed in the table at Clause 52.06-5 which states that carparking is to be provided at a rate of 2 spaces to each dwelling if there are at least 2 dwellings on a lot.

Clause 54.03-7 of the Planning Scheme applies to applications for a single dwelling on a lot within a Residential 1, Residential 2, Residential 3, Mixed Use or Township Zone. In this clause 2 car spaces are required per dwelling with at least one of the spaces capable of being covered.

Clause 55.03-11 of the Planning Scheme applies to applications to construct or extend 2 or more dwellings on a lot within a Residential 1, Residential 2, Residential 3, Mixed Use or Township Zone if the dwellings consist of 3 or fewer storeys. In this clause parking should be provided as follows:-

- One car space for each one or two bedroom dwelling;
- Two spaces for each three or more bedroom dwelling, with one space undercover; and

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- One clearly marked visitor car space for every five dwellings for developments of five or more dwellings.

Under the current Planning Scheme, the number of car spaces required for residential use is dependent on the zoning of the plan and the height of the buildings.

A review of car ownership statistics for various dwelling sizes within the City of Hobsons Bay and Postcode 3018 (Altona and Seaholme) recorded by the Australian Bureau of Statistics (ABS) in the 2006 Census, highlights the following statistics, as presented in Table 8.

Table 8. Car Ownership Data: 2006 Census, Australian Bureau of Statistics

Type of Dwelling	Average No. of Cars per Dwelling	
	City of Hobsons Bay	Postcode 3018
Bed-sits	0.3	0.0
1 bedroom Flat/Unit/Apartment in one or more storey block	0.7	0.7
2 bedroom Flat/Unit/Apartment in one or more storey block	1.0	1.0
3 bedroom Flat/Unit/Apartment in one or more storey block	1.5	1.4
Semi-detached, row/terrace, townhouse etc (all sizes) in one or more storey block	1.5	1.3
Separate house (all sizes) in one or more storey block	1.9	1.9

The above statistics relate to the whole of the municipality or Postcode and includes areas with a lower level of access to public transport and services compared with the households located within the Altona Activity Centre. These also include owner occupied dwellings in addition to rental properties. Importantly, the statistics indicate that the average number of car spaces per dwelling is substantially less than the 2 spaces per dwelling as required in the previous version of Clause 52.06 of the Planning Scheme for all dwelling types other than a separate detached house.

The draft Clause 52.06 of the Planning Scheme recommended by the Advisory Committee Review Report removes the anomaly whereby a different rate of parking is required for residential use depending on the zoning of the land and the height of the building. In the draft Planning Scheme, the parking requirement for all residential dwellings is:-

- One car space to each one or two bedroom dwelling, plus
- Two car spaces for each three or more bedroom dwelling (with studies or studios that are separate rooms counted as bedrooms), plus

- One space for visitors to every five dwellings for developments of five or more dwellings.

Based on the evidence provided from the 2006 Census data that suggests that the average number of cars per dwelling is significantly less than two vehicles per dwelling for one or two bedroom flats, units and apartments within the suburbs of Altona and Seaholme, it is recommended that the proposed parking rates for residential use recommended in the draft Advisory Committee Review Report are appropriate for the Altona Activity Centre.

7. PARKING MANAGEMENT STRATEGY

The Parking Management Strategy outlines the basis for managing the existing parking supply within the Activity Centre. The purpose of the strategy is to meet the parking needs of all the different users within the Activity Centre (i.e. shoppers, traders/employees, rail commuters, beach visitors, residents and residential visitors).

7.1. TIME LIMIT PARKING RESTRICTIONS

The conventional model for applying time limit parking restrictions in Activity Centres is that shorter time limits are applied in close proximity to the retail core to maximise turnover of parking spaces and therefore maximise trade. This limits the ability for vehicles to occupy the most desirable spaces (i.e. those closest to the retail core) for long periods and thereby denies their use for other visitors to the Activity Centre. The further the parking spaces are located away from the retail core, the less desirable they become and accordingly, the need to limit access to them spaces is reduced.

The need to apply time limits to parking spaces only occurs when it becomes difficult for visitors to an Activity Centre to find parking in close proximity to their desired destination. If these visitors are only intending on staying in the Activity Centre for a short period, they are unlikely to accept parking that is located further away. Accordingly, if nearby parking is not available they may choose to visit an alternative Activity Centre where parking is more convenient. By contrast, Activity Centre employees and rail commuters who are likely to park their car at the Activity Centre for longer periods are likely to be less sensitive to the location where they park and are therefore more likely to be prepared to park further away. However it is acknowledged that even these motorists are unlikely to be willing to park a significant distance from the Activity Centre if they have to return to their vehicles at night when they may not feel safe walking through less populated areas.

The model of applying short-term parking restrictions close to the retail core is considered appropriate within the Altona Activity Centre particularly in relation to Precincts 2 and 6, with longer-term or unrestricted parking to be located further out but still within a proximate distance.

7.2. HOURS OF OPERATION

It is desirable to provide consistent hours of operation of parking restrictions throughout the Activity Centre to provide consistent management of parking and to provide a clear understanding for all users and enforcement officers.

Typically, the hours of operation of the parking restrictions should correspond to the main operating hours of businesses within the Activity Centre and also to the existing parking demand profile. For the Altona Activity Centre, this would typically include the main daytime period on weekdays (i.e. 9am until 5pm) and Saturday mornings on weekends.

The need to provide parking restrictions during the evening on weekdays is not considered a high priority at this time as the parking demand profile does not currently suggest that parking is in high demand during this period. Also the introduction of parking restrictions at this time may increase pressure on residents living within or close to the activity centre as there would be less opportunities for them to park unless resident priority permits were introduced.

Parking restrictions on Saturday afternoons and Sundays could be considered for the Altona Activity Centre as the parking demand profile suggests that parking demand remains relatively high in centre parts of the centre. Similar to evening parking restrictions however, the impacts on residents would also need to be considered as residential parking demand is typically higher on weekends and evenings than daytime periods on weekdays.

7.3. PARKING PERMITS

Permits are an effective way of restricting parking in particular areas to a selected population and equally, of excluding inappropriate parking.

Two types of parking permits could be potentially be applied in Altona: a resident parking permit and a trader parking permit.

Resident Parking Permits

A resident parking permit scheme has recently been applied in conjunction with one hour parking restrictions along one side of Bent Street where residents' vehicles displaying permits are able to overstay the one hour limit. An extension of the resident parking permit scheme could be considered if parking associated with the Activity Centre were to extend into the adjacent residential areas in the future and deny parking opportunities for residents. Based on the existing parking surveys, additional resident permit parking does not appear warranted at this time.

Trader Parking Permits

There is currently no trader parking permits provided in the Altona Activity Centre. Trader parking permits can be used as a means of providing long-term parking for use by traders without providing unrestricted parking which might otherwise be consumed by other users (eg rail commuters, beach users, residents). This form of permit allows trader/employee cars to be directed to areas not well suited to customer parking. These areas should be provided with good pedestrian access and facilities, particularly lighting. There is also the opportunity of separating all-day trader/employee parking from commuters.

The operation of a trader parking permit scheme should be at no cost to Council, with administrative and production costs being met by any appropriate annual fees.

Given that there is ample unrestricted parking currently available on the periphery of the Activity Centre, the need for an introduction of a trader permit system is not considered to be required at this time.

7.4. LOADING

Loading zones should be provided at regular locations throughout the Activity Centre to ensure that nearby access for loading and unloading of goods is available to all businesses located throughout the Activity Centre where loading bays are not provided on-site. Typically, this will result in one loading bay being provided within each block. It is desirable for loading bays to be located either at the start or end of a group of parking spaces to provide convenient access in and out of the space for larger vehicles.

The function of a loading zone is to provide a space for deliveries to businesses to occur. The fact that they are empty may seem a waste of space in many instances especially when parking spaces are at a premium. However, the fact they are empty also implies that deliveries can be made to business, which is their purpose. Loading bays should be limited to use for 15 or 30 minute periods by a single vehicle to ensure that they are available to other businesses within the Activity Centre.

Loading zones are also sometimes implemented on an individual needs basis. Several years later, if the business has moved on, the loading zone can remain unused, taking up space that could otherwise be used to provide additional parking. For many businesses, loading and unloading activity generally occurs during the morning. If this is the case in Altona, it may be possible to allow the parking space to be used by other vehicles in the afternoon. Limiting the use of the space to, say, 15 minute parking available to the public in the afternoon would allow the space to be shared by other uses whilst also providing the opportunity for it to be used for loading.

7.5. LOCATION OF PARKING

The location of parking is extremely important to the efficient operation of a retail-commercial centre. Parking location can impact on the viability of the centre as a whole and on particular premises. It follows that parking should be distributed in such a way as to be accessible to all premises. This accessibility should not be considered solely in a physical sense but also in an amenity sense (easily accessible, safe and convenient pedestrian access).

Location of parking can enhance pedestrian safety and the general sense of the centre felt by customers. Consideration of where parking should be provided also should include an examination of the role to be played by on-street, kerbside parking. Kerbside parking is a valuable resource that is often under-utilised. Few centres provide sufficient shopper pick-up areas.

7.6. OPTIONS FOR PARKING MANAGEMENT

A number of questions are possible for management of carparking both by Council and by the private sector. Parking can be free or charged and the level of any charge is, in itself, an effective management tool.

A critical consideration will be the ability to manage all the parking in a cohesive way, which will enhance the usage of the centre.

Meters and Ticket Machines

Metered parking and ticket machines are another means of managing parking demand where there is a limitation on parking supply.

The collection of fees for parking and the level of fees needs to be determined in light of the prevailing carparking demand. Generally, pay parking only works well in areas where there is a fixed demand, e.g. office precincts. Pay parking in retail areas can cause changes in shopping patterns with customers changing allegiance to find free parking centres.

Seeking to collect significant revenue from people parking in a specific area of a commercial district will be likely to have the reverse effect of pushing vehicles away from the prominent areas or directing them to lower charge or free parking spaces.

It is noted that residents of Hobsons Bay are currently issued with free permits to enable them to park for free in areas in Williamstown where ticket machines currently apply, leaving only visitors from other municipalities being required to purchase tickets. If ticket machines were to be introduced into the main retail section of the Altona Activity Centre, Council would need to introduce a different policy in order for the ticket machines to have an impact as most visitors to the Altona Activity Centre are expected to be local residents.

As demand for parking is not overly constrained within the Altona Activity Centre, the introduction of metered parking or ticket machines is not considered to be warranted for the purposes of parking management. However, metered parking or ticket machines could be introduced along the foreshore area as a means of collecting revenue to cover maintenance and/or improvement costs.

7.7. DISABLED PARKING

The Building Code of Australia requires that disabled parking should be provided at a rate of 1 disabled space for every 50 parking spaces for a shopping centre (Class 6 buildings) for the first 1,000 parking spaces and 1 space for every 100 spaces for parking in excess of 1,000 spaces.

Based on the above criteria the 1,295 existing public parking spaces within the Altona Activity Centre would require the provision of 23 disabled parking spaces. There are currently 27 disabled parking spaces provided within the activity centre which satisfies the above requirement. Most of the 27 spaces are located either in off-street carparks or as parallel on-street spaces in Blyth Street, The Esplanade, Sargood Street or Railway Street North. Few spaces are currently located in Pier Street in close proximity to the core retail area which would be most convenient for disabled motorists.

8. RECOMMENDED INITIATIVES FOR ALTONA ACTIVITY CENTRE

The following summarises a series of potential initiatives to improve parking conditions in the centre.

8.1. MANAGING PARKING DEMANDS

In our assessment, the key initiatives in parking management need to:

- a. Effectively manage parking demands within the main activity areas, by encouraging staff parking on the periphery of the centre in safe and well lit areas and freeing up the more proximate spaces for customer parking,
- b. Balance competing demands in nearby residential streets, recognising residential requirements for on-street parking as well as potential amenity impacts at sensitive times (i.e. late evenings, etc), and
- c. Assess the adequacy of car parking in high activity areas, including seasonal variations and peak beach times.

The following actions are considered appropriate for the Altona Activity Centre.

- a. Maintain the existing allocation of parking restrictions, with short-term restrictions applying within close proximity to the retail core and longer-term or no restrictions applying to more remote locations.
- b. Maintain consistent hours of operation of existing parking restrictions.
- c. There is no current need to provide resident or trader permit parking areas, however these options should not be discounted in the future as the Activity Centre is expanded and parking demand increases.
- d. The existing supply of parking within Altona Activity Centre is sufficient for the existing uses, however additional parking will be required in the event the new uses are provided or existing uses are expanded. The trigger for increased parking would occur when the theoretical parking demand calculated based on the procedure outlined in Section 6 exceeds the parking supply in Precincts 2 and 6.

8.1.1. Off-street Carparks

A brief summary of possible opportunities and initiatives to maximise or increase carparking capacities within off-street carparks is provided in this section.

- a. A central site or sites should be identified to provide a shared parking resource for short-term parking for shop customers and visitors within Precinct 2. In the longer term this site could include links through to Bent Street and/or Sargood Street to allow on-street parking in these streets to also be used by shop customers and visitors.
- b. The Coles carpark should be the highest priority to provide a multi-deck carpark within the Altona Activity Centre given that it is the most central off-street carpark to the retail core and is the carpark which experiences the highest parking demand.
- c. Opportunities to expand the existing Sargood Street off-street carpark to increase the shared parking supply within the Activity Centre should be investigated as adjacent sites including the telephone exchange site are redeveloped. This could involve a shared public carpark as part of a new development for the combined sites.
- d. The decking of the Railway Street South/Bent Street carpark, should it occur in the future, should include some component of unrestricted or Permit Zone parking for traders.
- e. Disposal of the small Bent Street/Blyth Street carpark should only occur in the event that additional unrestricted parking is provided in an alternative location (eg the decking of the Railway Street South/Bent Street carpark).
- f. In the event that the existing at-grade carpark in Weaver Reserve is closed, alternative unrestricted off-street parking should be provided within the Altona Activity Centre to ensure that the overall parking supply is not reduced.
- g. The existing at-grade public carpark adjacent to the Senior Citizens Centre should be upgraded for public parking with a 4 hour parking restriction introduced.
- h. The Louis Joel Carpark should be available for public parking as it is currently poorly utilised at peak times, with the carpark entrance widened to 6 metres to provide for increased traffic movements to and from the carpark.

8.1.2. On-street Parking

This section gives a brief summary of possible initiatives to improve the utilisation of existing on-street parking and to maximise or increase on-street parking capacity.

- a. Unrestricted parking in the vicinity of The Esplanade should be retained to provide long-term parking opportunities for visitors to Altona Beach.

- b. Indented angle parking should be provided along the south section of Sargood Street adjacent to Logan Reserve.
- c. Additional unrestricted parking for rail commuters should be provided on the south side of Railway Street North, to the east of Pier Street by indenting the spaces into the adjacent nature strip/verge. Appropriate urban design principles should be included as part of the treatment to incorporate landscape elements into the design of the car spaces.
- d. The existing 1 hour parking spaces in Bent Street should be increased to 2 hour parking to increase their utilisation.
- e. Relocate one to two disabled parking bays into the section of Pier Street between Railway Street South and Queen Street which would be most convenient for disabled motorists.

8.2. EXISTING PARKING PROVISION - DISCUSSION

Based on the results of the 2010 parking surveys, potential treatments identified in previous studies and investigations of the area, the following initiatives described in this section are recommended to manage the future provision of parking within the Altona Activity Centre.

8.2.1. Rail Commuter Parking – Railway Street North

One of the locations where parking occupancy was at its highest on weekdays and has consistently been identified in previous studies as an issue is commuter parking in close proximity to Altona Railway Station.

Unlike other metropolitan railway stations where the rail reserve contains sufficient width to accommodate a carpark specifically for rail commuters, this does not exist at Altona Railway Station. Instead, rail commuters generally park in unrestricted areas along the adjacent streets which abut the rail reserve (i.e. Railway Street South and Railway Street North). These streets include a number of angled parking bays adjacent to the rail reserve on the south side of Railway Street North and on the north side of Railway Street South.

One location where it would be possible to accommodate additional angled parking bays is on the south side of Railway Street North beyond the east end of the existing parking bays to the east of Pier Street. Although parking is not currently permitted in this area, it was observed that it is currently being used as an informal overflow area for rail commuters, with vehicles mounting the kerb to park under the trees adjacent to the railway line. This parking would be located within the railway reserve on the south side of the street. Photographs showing the existing informal parking area are presented in Figure 3.

It is recommended that the angle parking bays be extended further along Railway Street South in this section to provide additional parking for rail commuters.



Figure 3. Overflow Parking Occurring in Railway Street North

8.2.2. Railway Street South – On-Street Parking

The majority of this street contains unrestricted parking which is utilised by rail commuters. This is considered appropriate given that the road abuts the railway line and is in close proximity to Altona Station. The exception is the south side of the street in the section between Pier Street and Sargood Street where 1 hour restrictions apply to the angle parking bays which are adjacent to a row of shops.

The number of spaces in this section was recently reduced to accommodate bus parking bays on the north side of the road and a change in the direction of travel from westbound to eastbound. (The introduction of the bus parking bays reduced the amount of manoeuvring area behind the angle parking bays, necessitating the angle of the bays to the kerb to be reduced, thereby reducing the overall parking supply.) The existing parking arrangement in this street is considered to be appropriate.

Photographs showing the 1 hour angle parking bays and bus bays are presented in Figure 4.



Figure 4. Angle Parking and Bus Bays in Railway Street South

8.2.3. Railway Street South/Bent Street Carpark

The Railway Street/Bent Street carpark is a 50 space carpark which is located on the south west corner of Railway Street and Bent Street and is restricted to 4 hour parking. This carpark is fairly remote from the major retail uses which are generally centred around the Coles Supermarket, located on the west side of Pier Street, to the south of Blyth Street. The remote location contributes to the relatively low utilisation of this carpark compared to other parking areas within the Activity Centre. The existing 4 hour parking restriction would appear to be appropriate as unrestricted parking may attract rail commuters at the expense of local shoppers, whilst restrictions of any shorter duration would make this carpark even more unattractive and would further reduce its usage.

Previous studies have suggested that this carpark may be an appropriate candidate for decking to increase the supply of carparking for the area. However, based on the existing usage patterns, the decking of this carpark would not appear to be warranted if the existing 4 hour parking restriction is to be retained. The decking of this carpark may only be of benefit if the additional parking were to be unrestricted. This would likely result in the usage of these parking spaces being shared by business employees and rail commuters.

Replacement of the existing 4 hour parking restriction with a permit zone for use only by traders holding permits could also be considered to increase the utilisation of the carpark by business employees without resulting in the parking being occupied by rail commuters.

Photographs of the existing at-grade carpark are presented in Figure 5.



Figure 5. Railway Street South/Bent Street Carpark

8.2.4. Bent Street/Blyth Street Carpark

The Bent Street/Blyth Street carpark is a small 16 space unrestricted carpark located on the north-east corner of the Bent Street/Blyth Street intersection. The surveys indicated that this carpark was regularly full during the Friday survey which indicates that it is likely to be used by employees of the Activity Centre.

Some previous studies have indicated that this carpark may be surplus to requirements and could potentially be disposed of by Council due to its small size and relatively remote location from the main activity centre. However, the surveys clearly show that it is well used for long-term parking and while its location may be remote for shoppers it is considered to be located in an ideal position for Activity Centre employees. Accordingly, disposal of this carpark should only be considered in conjunction with an increase in the supply of unrestricted or trader permit parking at an alternative location.

Photographs of the existing at-grade carpark are presented in Figure 6.



Figure 6. Bent Street/Blyth Street Carpark

8.2.5. Bent Street (South Section) On-Street Parking

Bent Street currently contains parking restrictions on the east side of the street and unrestricted parking on the west side in the section between Queen Street and Railway Street South. However the parking restrictions on the east side of the street are inconsistent with 1 hour parking existing to the north of Blyth Street and 2 hour parking existing to the south on weekdays.

Reviewing the results of the parking surveys indicate that the area restricted to 1 hour parking has very low utilisation which is not unexpected given that these parking spaces are fairly remote from the Pier Street shops. It is considered that the 2 hour parking restriction is more appropriate than the 1 hour parking restriction in Bent Street as this would be more beneficial to shoppers, whilst also providing more opportunities for residents (who are exempt from time limits) than if the parking was unrestricted.

There is potential to extend the 2 hour parking restriction into the southern section of Bent Street between Queen Street and the Esplanade should abutting residents on the east side of the street identify difficulty finding nearby parking. This would however limit the availability of unrestricted parking in the vicinity of Altona Beach which has been identified to experience high demand on warmer days. Accordingly, any changes to parking restrictions at the southern end of Bent Street should not occur in isolation without other changes to retain a sufficient parking supply in close proximity to Altona Beach.

In the left photograph Figure 7 shows conditions in the northern section of Bent Street where parking restrictions on the east side of the road result in all the parking occurring on the west side. The right photograph shows the southern section of the street where parking is unrestricted on both sides of the street and indented bays exist on the west side.



Figure 7. On-Street Parking in Bent Street

8.2.6. The Esplanade – Altona Beach Parking

The majority of parking for Altona Beach occurs along the Esplanade where unrestricted angle parking is generally provided on one side of the road. The only exception to this is the section between Bent Street and Pier Street where a wide footpath is located on the north side of the road and a lifesaving tower is located on the south side.

The parking along the Esplanade becomes quite full during the afternoons and evenings but is generally not heavily utilised at other times. As there are other locations where parking can be found closer to the activity centre, it is unlikely that the parking spaces along the Esplanade are being used to a significant extent for parking associated with the activity centre. Accordingly implementing a time based restriction along the Esplanade is unlikely to result in significantly more parking being available for beach goers whilst it would also restrict the amount of time that they are able to spend at the beach. The introduction of metered parking or ticket machines could however be introduced as a means of collecting revenue to cover maintenance and/or improvement costs.

Photographs of parking along the Esplanade are presented at Figure 8.



Figure 8. On-Street Parking along the Esplanade

8.2.7. Weaver Reserve Carpark

An unrestricted off-street carpark exists within Weaver Reserve on the east side of Pier Street consisting of 26 car spaces. This carpark is well located with close proximity to Altona Beach and also to the southern end of the main shopping centre. The surveys indicate that this carpark is well utilised on the Friday evening and early afternoon on the Saturday. It is identified that this carpark is used for long-term parking by traders during the daytime, visitors to Altona Beach in the afternoon and restaurant and cafe patrons in the evening.

It is understood that Council has identified the opportunity to redevelop the land currently occupied by the Weaver Reserve carpark. Given the high level of usage of the existing carpark, it is considered that alternative unrestricted off-street parking should be provided to replace any public parking that is lost as a result of the redevelopment of the Weaver Reserve carpark site. A separate assessment would need to be undertaken as part of any proposed redevelopment of the Weaver Reserve carpark site.

Figure 9 shows the existing Weaver Reserve Carpark (on the left) and the adjacent land (on the right) which is currently vacant and could potentially provide through access between Pier Street and Bent Street.



Figure 9. Weaver Reserve Carpark and Adjacent Unused Land

8.2.8. Valletta Lane Parking – Private Long-term Parking

Valletta Lane is a Right of Way located on the east side of Pier Street which runs to the rear of the Pier Street shops between Weaver Reserve and Railway Street South. A number of informal private parking areas are provided off Valletta Lane within the rear section of commercial properties fronting Pier Street and also the rear sections of properties fronting Bent Street. This parking would appear to be used as staff parking for activity centre employees who work at specific sites on which the parking is located. None of the parking accessed from Valletta Lane appears to be conducive for public parking.

Figure 10 provides two examples of the private parking areas which are located adjacent to Valletta Lane. It is not recommended that Council should try to change the way that the existing parking areas adjacent to Valletta Lane are used. A large amount of long-term employee parking currently occurs in this area which is considered desirable as it reduces long-term parking demand from other areas where it would take away parking opportunities from residents, shoppers, beach goers and rail commuters.

It is understood that some illegal parking and loading activity sometimes occurs within Valletta Lane itself, blocking access for other traffic. Enforcement by Council is required to ensure that loading for adjacent premises does not result in Valletta Lane becoming blocked for extended periods.



Figure 10. Valletta Lane Private Parking Areas

8.2.9. Pier Street On-Street Parking

Pier Street is the main shopping strip where the majority of pedestrian activity occurs. The section of Pier Street to the south of the railway line currently contains on-street parking which is generally in high demand and limited to 1 hour duration. The existing 1 hour parking restrictions are considered appropriate in Pier Street as a high turnover of parking is to be encouraged to maximise opportunities for shoppers to find parking in close proximity to shops.

The section of Pier Street to the north of the railway line has recently been converted from unrestricted parking to 2 hour parking during business hours to encourage customer parking in this area. The streetscape of this section of Pier Street has recently been upgraded to increase the attractiveness of the street. The utilisation of the on-street parking in this section is currently quite low. Much of the adjacent land-use along the northern section of Pier Street is not currently active including the former Mitre 10 site at 107-113 Pier Street which is closed, the construction site at 115 Pier Street, the vacant site at 99 Pier Street, the vacant site at 112 Pier Street and the Kearsley's Auto site at 114 Pier Street which is closed. The large number of non-active sites along the northern section of Pier Street explains the current low utilisation for the existing 2 hour parking spaces. As adjacent land use in this section of Pier Street is activated the utilisation of on-street parking is expected to increase and the 2 hour parking restrictions will become appropriate to support customer and visitor parking. It is noted that a development application is currently before Council for a mixed use development at the Mitre 10 site which includes a dispensation of 17 parking spaces.

Figure 11 presents two photographs of on-street parking along Pier Street. The left photograph shows the cross section to the south of the railway line whilst the right photograph shows the cross section to the north of the railway.



Figure 11. Pier Street – On-street Parking

8.2.10. Sargood Street Carpark

The Sargood Street carpark is located on the east side of Sargood Street in the section between Railway Street South and Blyth Street. It contains 42 public car spaces which are limited to 2 hour parking. There are also a number of unrestricted car spaces located at the rear of businesses adjacent to a laneway which runs between the carpark and Blyth Street to the south. It is understood that this laneway is sometimes used by vehicles undertaking loading and unloading to the adjacent shops.

The parking surveys show that there was a relatively high utilisation of the car spaces within the Sargood Street carpark on the Friday, suggesting that this carpark is well located to provide access for shoppers and that the existing parking restriction is appropriate. Previous studies have identified that this carpark would be a possible candidate for future decking to provide additional parking spaces for the centre. However, due to its existing narrow shape (consisting of a single aisle) it would be difficult to provide a suitable layout for a multi-level carpark that would provide a sufficient increase in the number of spaces once ramps are included as part of the design.

The land immediately to the south of this carpark is zoned as "Mixed Use" and currently consists of two residential dwellings and a telephone exchange which occupies a relatively large site area. There is a likelihood that these sites will be redeveloped in the future which would provide the opportunity to expand the existing public carpark towards Blyth Street, so that it has an interface with Blyth Street opposite the existing Coles Carpark. A larger area for the Sargood Street carpark would also provide the opportunity for it to be decked in the future with sufficient area available to provide ramps up to the higher levels.

The left photograph in Figure 12 shows the Sargood Street carpark looking east from the Sargood Street entrance. The right photograph shows the rear laneway which extends from the carpark to Blyth Street. The telephone exchange is located on the right side of this photograph.



Figure 12. Sargood Street Carpark

8.2.11. Coles Carpark

The Coles Carpark is located on the south-east corner of the Blyth Street/Sargood Street intersection and contains 69 parking spaces which are restricted to 2 hour parking between 8am and 6pm. In addition to these spaces there are also a further 15 spaces limited to 1 hour parking at the south end of the carpark in a narrow section which extends through to Queen Street. These spaces are located adjacent to the Altona Library which occupies the area on the north-west corner of the Queen Street/Sargood Street intersection.

Of all the off-street carparks within the Altona Activity Centre, the Coles Carpark is the one which is most heavily utilised and experiences the greatest turnover of parking. Due to its large area and central location, this carpark would appear to be the most appropriate for future decking if additional shared parking spaces are to be provided within the main shopping area to the south of the railway line. The existing combination of 1 and 2 hour parking spaces within this carpark are considered to be appropriate.

Figure 13 provides two photographs of the Coles Carpark. The left photograph is the main carpark area on the south-east corner of the Blyth Street/Sargood Street intersection whilst the right photograph shows the narrow section adjacent to the Altona Library which extends through to Queen Street.



Figure 13. Coles Carpark

8.2.12. Senior Citizens Centre Carpark

An at-grade carpark is located on the south-east corner of the Queen Street/Sargood Street intersection adjacent to the Altona Senior Citizens Centre within the Logan Reserve. There are no marked parking bays or signed restrictions within this carpark which would suggest that it is available for long-term unrestricted parking. It is estimated that this carpark contains approximately 21 spaces.

The parking surveys indicate that this carpark is relatively well utilised and given the absence of parking restrictions it is likely that this carpark is used by a variety of different users including people using the Senior Citizens Centre, people visiting Logan Reserve, people visiting the Altona Library and employees of businesses within the Altona Activity Centre.

To ensure that this carpark is available to users of the adjacent Altona Citizens Centre it may be appropriate to introduce a form of parking restriction which applies to this carpark. A limit of 4 hours may be appropriate during business hours so that it would still be attractive to visitors to the Senior Citizens Centre without also being used by activity centre employees.

A photograph of the Senior Citizens Centre Carpark is presented in Figure 14.



Figure 14. Senior Citizens Centre Carpark

8.2.13. Louis Joel Centre Carpark

The Louis Joel Centre Carpark is located on the west side of Sargood Street in the southern section between Queen Street and the Esplanade and is fairly remote from the core area of the activity centre. The carpark contains 35 spaces and is signed as private parking for the adjacent Louis Joel Centre (arts and community centre) and the Hobsons Bay Endoscopy Centre.

The parking surveys show that this carpark is regularly underutilised during business hours. Previous studies have suggested making this carpark available for public parking to increase its utilisation. This suggestion is considered appropriate, however it would require negotiation with the Louis Joel Centre and Hobsons Bay Endoscopy Centre who it is understood currently lease the carpark site.

In the event that the carpark becomes available to the public it should be signed for unrestricted parking with the entrance widening to better facilitate two way traffic flow.

A photograph of the Louis Joel Centre Carpark is presented in Figure 15.



Figure 15. Louis Joel Centre Carpark

8.2.14. Sargood Street (South Section) On-Street Parking

The southern section of Sargood Street between the railway line and the Esplanade contains different cross sections within each mid-block section. Between the railway line and Blyth Street, unrestricted parking is available on the east side of the road whilst parking is generally prohibited on the west side of the road with the exception of four indented bays adjacent to the RSL which are limited to 15 minute and disabled parking.

Between Blyth Street and Queen Street indented angle parking bays are provided on the east side of the road with the majority providing for unrestricted parking other than those located adjacent to the Altona Library which are restricted to 1 hour parking. The west side of the road is unrestricted in this section. Between Queen Street and the Esplanade there is no indented parking, with parking generally unrestricted on the east side adjacent to Logan Reserve and parking prohibited on the west side. Parking is generally well utilised along the south section of Sargood Street, with the south end particularly well used in the afternoons when people go to the beach.

The existing provision of unrestricted parking is generally considered appropriate along Sargood Street as it is located towards the outer edge of the activity centre and short term customer parking is located in more convenient locations. Unlike Bent Street, there is not the same extent of residential dwellings located adjacent to Sargood Street. Accordingly there is not the same need to provide parking restrictions to prioritise on-street parking for residents.

Previous studies have identified the southern section of Sargood Street between Queen Street and the Esplanade as an appropriate location to provide additional parking by providing indented angle parking bays on the east side of the street adjacent to Logan Reserve and the Altona Senior Citizens Centre. A wide nature strip exists in this area which would appear to be suitable to facilitate the additional parking. This would provide a relatively inexpensive means of increasing the overall parking supply for the activity centre and would be well suited to activity centre employees, beach goers as well as visitors to the nearby Logan Reserve, Louis Joel Centre and the Altona Senior Citizens Centre. It is considered that the additional parking along Sargood Street would be appropriate to implement in conjunction with the introduction of a 4 hour parking limit within the Senior Citizens Centre Carpark and the introduction of unrestricted public parking within the Louis Joel Centre Carpark.

Figure 16 provides two photographs of the existing on-street parking in Sargood Street. The left photograph shows the unrestricted parking which occurs on the east side of the street along the north section between Railway Street South and Blyth Street, whilst the right photograph shows the indented angle bays on the east side of the street between Blyth Street and Queen Street.



Figure 16. On-Street Parking in Sargood Street

8.2.15. Queen Street On-Street Parking

Queen Street runs east-west through the main shopping precinct. It is narrower than a number of other streets within the activity centre and has on-street parking prohibited in the narrower sections to ensure that traffic movement is not impeded. In particular, parking is prohibited to the west of Pier Street except in the section between Sargood Street and McBain Street where indented parking is provided on the south side of the road.

To the east of Pier Street, on-street parking is permitted on both sides of Queen Street with short term parking restrictions applying to the short length between Pier Street and Valletta Lane, with the rest of the street being unrestricted.

There is a high utilisation of on-street parking between Pier Street and Bent Street including the short term parking areas. In the remaining sections of Queen Street the utilisation of parking is relatively low, particularly in the section to the east of Bent Street.

The existing parking restrictions in Queen Street are considered to provide an appropriate balance of parking with the shorter term restrictions located closest to the main shopping area and unrestricted spaces located on the periphery. It is considered appropriate to retain the existing "No Stopping" areas to the west of Pier Street.

Figure 17 shows the narrow section of Queen Street to the west of Pier Street where parking is prohibited in the left photograph and the wider section of Pier Street between Pier Street and Bent Street where parking is well utilised in the right photograph.



Figure 17. On-Street Parking in Queen Street

8.2.16. Blyth Street On-Street Parking

Blyth Street runs east-west through the main shopping centre similar to Queen Street. Blyth Street has a relatively wide cross section with parallel parking permitted on both sides of the street along its length. Parking is generally restricted to 1 or 2 hour parking along the section between Bent Street and Sargood Street and was well utilised on both days that were surveyed. Parking is also well utilised in the sections of Blyth Street to the east of Bent Street and to the west of Sargood Street where parking is currently unrestricted.

There may be a need to extend the 2 hour restrictions along one side of Blyth Street in the areas which are currently unrestricted as parking demands increase in the future to continue to provide on-street parking opportunities for adjacent residents who will be able to use resident parking permits to park beyond the limit of the restriction.

The left photograph in Figure 18 shows the section of Blyth Street between Sargood Street and Pier Street where parking restrictions have recently changed to 2 hour parking on both sides of the road. The right photograph shows parking between Bent Street and Pier Street.



Figure 18. On-Street Parking in Blyth Street

8.2.17. Periphery Streets – On-Street Parking

There are a number of other streets located on the periphery of the Altona Activity Centre that were included in the 2007/2008 parking surveys. These include Civic Parade, McBain Street and Davies Street as well as the north sections of Bent Street and Sargood Street that are located to the north of the railway line. On-street parking is almost entirely unrestricted in these streets with parking utilisation very low. These streets are not conveniently located to the existing Activity Centre and accordingly it is not recommended that changes to parking in these streets should occur in the short to medium term.

8.2.18. Off-street Parking in Precinct 2

Precinct 2 covers the section of Pier Street to the north of the railway line. Many of the properties in this precinct are either in the planning stages or in the process of being redeveloped. There are currently no shared public car parks in this area, with a separate car park instead provided on each site associated with that use. Essentially the only shared parking resource that is currently available in Precinct 2 is the on-street parking along Pier Street which is limited to 2 hour parking and has recently had the number of parking spaces reduced to facilitate the streetscape improvements.

Based on the existing conditions in Precinct 2 it is considered appropriate that all long-term parking associated with residents of future residential development and employees of future office and retail development should be provided on each individual site. Limited short-term parking for future shop customers and visitors will be able to be accommodated within the existing on-street spaces in Pier Street. However this will not be able to accommodate all the short term parking generated by shop customers and visitors when all of the sites along this section of Pier Street are redeveloped.

A possible solution could involve identifying a central site within the precinct to construct a public car park which would be available for shared public short term car park for all sites within the precinct. As sites are redeveloped, each site could contribute a proportion of the cost to construct this car park instead of each site providing separate on-site car parks to accommodate short term parking demands for visitors and customers associated with their use. In many cases it may be difficult to accommodate a large enough area to accommodate all visitor and customer parking on-site due to site constraints. Note that this arrangement could only occur following the formal adoption of the new Clause 52.06 of the Planning Scheme to introduce a cash-in-lieu scheme unless Council is prepared to enter into separate negotiations with individual land owners.

Without the development of additional shared parking resources within Precinct 2, it will be difficult for all the sites in the north section of Pier Street to develop with the future parking demand being met. One impact that may occur if insufficient parking is provided in Precinct 2 is that the existing public parking which exists in the vicinity of the municipal offices and J K Grant Reserve to the north of Civic Parade may start being used by employees and visitors to the activity centre, thereby limiting the availability of parking to recreational users and Council visitors, although existing short term parking restrictions which apply in this area would limit the intrusion of long term parking.

8.3. SUSTAINABLE TRANSPORT INITIATIVES

8.3.1. Green Travel Plan Requirements

The key initiatives which should be explored include:

- a. Travel Plan requirements for new developments similar to the scheme introduced in Darebin. Encourage larger employers to prepare 'Green Travel Plans'.
- b. Require the bicycle parking requirements under Clause 52.34 of the Planning Scheme to be met in new developments, including additional end-of-trip facilities in cases where a dispensation of car parking is sought (e.g. showers and change rooms).
- c. Home delivery service for shops lead by main supermarket – which could be trialled similar to Preston Market Home Delivery Trial in Darebin.

8.3.2. Pedestrian Access

Pedestrian access within the Altona Activity Centre is considered to be of a good standard following the recent streetscape improvements in the north section of Pier Street and the widespread provision of footpaths and road crossing points in the main portion of the activity centre to the south of the railway line. Further improvements could involve the provision of additional pedestrian (zebra) crossings in the vicinity of the existing roundabouts in the southern section of Pier Street at the Blyth Street and Queen Street intersections and across Civic Parade to provide improved access to the Activity Centre from the Cherry Lake Reserve and municipal offices.

The main issue for pedestrians within the Altona Activity Centre is crossing the central railway that bisects it. The only formal crossing facilities which are currently provided are adjacent to the road level crossing in Pier Street. It was observed that pedestrians regularly cross the railway line at other locations to the east and west where formal crossings are not provided.

The provision of additional formal pedestrian crossings of the railway line would improve pedestrian safety and increase accessibility around the centre for pedestrians. It is acknowledged that the provision of additional formalised crossing facilities would require approval from the State Government which may be difficult to achieve based on current State Government policies. However, it is recommended that Council continue to pursue this recommendation with the State Government as policies may change in the future as Governments place greater emphasis on the importance of providing walkable neighbourhoods incorporating safe pedestrian access.

The key initiative which should be explored is:

- a. Additional formal cross points of the railway line through the Activity Centre.

8.3.3. Bicycle Access

Altona Activity Centre is currently well served in terms of bicycle access to the centre. Bicycle lanes are provided along Civic Parade at the north end of the centre, a bicycle path is provided parallel to the Esplanade at the south end of the centre in addition to on-road lanes along the Esplanade and shared bicycle and parking lanes are provided along Blyth Street, providing access to the middle section of the Activity Centre. Each of these bicycle routes run in an east-west direction providing access to the activity centre from the residential areas to the east and west.

Within the activity centre itself there are numerous bicycle parking rails located along the southern section of Pier Street throughout the core shopping precinct. A small number have also been included in the north section of Pier Street as part of the recent streetscape upgrade. There is scope to add additional bicycle parking rails in this section of the street in the future when the area is redeveloped. Bicycle parking rails are also located outside the Altona Library and bicycle rails and lockers are located at Altona Railway Station.

The key initiative which should be explored is:

- Review the number and location of bicycle parking facilities currently located within the Altona Beach Activity Centre in consultation with the Hobsons Bay Bicycle User Group (HBBUG) who would be able to provide local feedback in relation to where facilities are most needed.

8.3.4. Public Transport Access

Public transport access to the Altona Activity Centre consists of the suburban train service through Altona Railway Station which runs between Melbourne and Werribee, the Red Orbital Route 903 Smartbus service which runs from Altona to Mentone, two local bus services that run along Blyth Street between Laverton and Footscray and a further local bus route which runs along Civic Parade between Laverton and Williamstown.

The highest level of service is provided on the Red Orbital Smartbus route which runs at 15 minute intervals until midnight on weekdays and at 30 minute intervals on weekends. The rail service runs at 20 minute intervals 7 days per week. The possibility of a higher frequency service is limited due to the provision of only a single railway track for the "Altona Loop" section between Laverton and Newport West.

The bus services along Blyth Street (Route 411 and Route 412) run at a combined frequency of 1 service every 20 minutes on weekdays and 1 service every 40 minutes on weekends. These services run until approximately 9pm 7 days per week. The poorest service is provided along the Civic Parade route (Route 415). This service only runs at 40 minute intervals on weekdays, 80 minute intervals on Saturdays and does not run at all on Sundays. The service also only runs through Altona until approximately 6pm on each of the days it runs.

Future upgrades to public transport to serve the Altona Activity Centre would require an increase to the frequency of services, particularly on weekends and an increase in the hours of operation of the Route 415 bus service along Civic Parade. The work currently being undertaken at Laverton Railway Station as part of the Victorian Transport Plan may allow a small increase in service frequency to occur for the rail service which operates through Altona Railway Station. In the long-term, a substantial upgrade of the rail service would require the duplication of the section through the Altona Rail Loop and the provision

of grade separated track flyovers at Newport West and Laverton. The track duplication would result in the loss of some carparking and changes to the adjacent road network through Altona where the existing railway reservation is very narrow.

The key initiative which should be explored is:

- Need for improved public transport to include higher frequencies on bus and train services, and improved safety at Altona Railway Station.

The above project would need to be developed and funded by the Department of Transport and would require an advocacy role from Council.

9. ASSESSMENT OF PLANNING APPLICATIONS

9.1. PREVIOUS SITUATION

Planning applications within the Altona Activity Centre until recently have been assessed against the parking provisions that were included in the old version of Clause 52.06 of the Hobsons Bay Planning Scheme. The Clause included a table of rates which were applied when there was a change of use or when there was an increase in floor area for an existing use. These rates were applied to all planning applications unless there was a Parking Precinct Plan or another clause in the Planning Scheme (i.e. a local policy) which provided alternative rates for the proposed use.

Parking surveys have found that the table of rates were quite excessive in some cases including for the following uses within the Altona Activity Centre:-

- a. 2 car spaces to each dwelling if at least 2 on a lot;
- b. 8 car spaces to each 100m² of leasable floor area for a shop;
- c. 0.6 car spaces to each seat available to the public for a restaurant;
- d. 60 car spaces to each 100m² of bar floor area available to the public plus 30 car spaces to each 100m² of lounge floor area available to the public for a hotel or tavern; and
- e. 0.3 car spaces to each seat or 1m² of net floor area, whichever is greater.

In addition, there were a number of common uses within activity centres which were not listed in the table of carparking rates. These include:-

- a. Supermarket (no differential from other shops);
- b. Restricted retail (no differential from other shops); and

- c. Food and drink premises & Convenience restaurant (no differential from restaurant use).

A permit was required to reduce or waive the parking requirement if the rates in the carparking table were not met or if the proposed use was not included in the table. This typically required the applicant to undertake a parking assessment to satisfy Council that a reduced rate of parking provision was justified based on the following decision guidelines:-

- a. Any relevant parking precinct plan.
- b. The availability of car parking in the locality.
- c. The availability of public transport in the locality.
- d. 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.
- e. Any car parking deficiency or surplus associated with the existing use of the land.
- f. 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.
- g. Local traffic management.
- h. Local amenity including pedestrian amenity.
- i. An empirical assessment of car parking demand.
- j. Any other relevant consideration.

The requirement to undertake parking assessments and apply for a permit became onerous for the applicant and occupied significant amounts of Council's planning resources and was considered unnecessary for situations where a permit was only required due to the existing unrealistic parking rates which were provided in the old version of the Planning Scheme. The only way to avoid this situation was to have a Parking Precinct Plan or a local policy in the Planning Scheme which set out alternative rates which were specific to a certain area.

The opportunity to provide cash-in-lieu payments as an alternative to providing car spaces on-site was not covered within the old version of Clause 52.06 of the Planning Scheme. Accordingly, it is currently difficult to initiate cash-in-lieu schemes to apply to an activity centre without preparing Section 173 Agreements for each individual development application or developing a local policy for inclusion in the Planning Scheme.

9.2. NEW SITUATION

The introduction of the new version of Clause 52.06 into the Hobsons Bay Planning Scheme is expected to result in a reduction to the required rate for the provision of carparking associated with a new use or the extension of an existing use such that the provision of parking is more in line with empirical rates (i.e.

actual demands). These updated rates should now be used when assessing development applications. The full set of parking rates included in the Advisory Committee Review Report is attached at Appendix E.

The new Clause 52.06 of the Planning Scheme also refers to the introduction of a Parking Overlay which is covered in Clause 45.08. The Parking Overlay allows a further set of parking rates to be adopted which are specific to the Altona Activity Centre and also allows a "Parking and Access Fund" to be established which new development can be required to contribute to in lieu of providing the required number of parking spaces on-site.

It is recommended that a Parking Overlay should be established for the Altona Activity Centre to cover the area bounded by Civic Parade, Davies Street, The Esplanade and McBain Street in accordance with the proposed Clause 45.08 of the Planning Scheme. The Overlay should be used to apply the "Column B Activity Centre" rates to the Altona Activity Centre. Future strategic work will be required to define the final boundaries of the Altona Activity Centre where the Parking Overlay would apply.

Further, it is recommended that the Overlay specify the establishment of a Parking and Access Fund such that new development can contribute to shared parking resources for the centre or sustainable transport alternatives instead of providing separate parking areas on individual sites. The introduction of a Parking Overlay is particularly important for the Precinct 2 area to the north of the railway line where there is currently very limited shared public parking available.

9.3. KEY RECOMMENDATIONS

The following measures should be considered to assess Planning Applications prior to the adoption of the new Clause 52.06 of the Planning Scheme.

- a. Many of the parking rates within the existing Clause 52.06 of the Hobsons Bay Planning Scheme are excessive and should not be used as a ground for Council to refuse developments within the Altona Activity Centre. It is understood that Council is currently using the rates included in the revised draft version of Clause 52.06 of the Planning Scheme when considering development applications.
- b. The draft Clause 52.06 parking rates should be used as a guide for Council to determine appropriate carparking rates for new developments.
- c. The development of a Parking Precinct Plan or a cash-in-lieu scheme should not be considered at this stage given the pending introduction of the new Clause 52.06 which will provide a more streamlined procedure for this to occur. When the new rates in the draft Clause 52.06 are formally adopted into the Planning Scheme, a cash in-lieu scheme should be considered to provide off-street public parking in Precinct 2 (Pier Street north of the railway line).

10. CONCLUSIONS

The following summarises a series of potential initiatives to improve parking conditions in the centre.

10.1. MANAGING PARKING DEMANDS

In our assessment, the key initiatives in parking management need to:

- a. effectively manage parking demands within the main activity areas, by encouraging staff parking on the periphery of the centre and freeing up the more proximate spaces for customer parking,
- b. balance competing demands in nearby residential streets, recognising residential requirements for on-street parking as well as potential amenity impacts at sensitive times (i.e. late evenings, etc), and
- c. assess the adequacy of car parking in high activity areas, including seasonal variations and peak beach times.

The following actions are considered appropriate for the Altona Activity Centre.

- a. Maintain the existing allocation of parking restrictions, with short-term restrictions applying within close proximity to the retail core and longer-term or no restrictions applying to more remote locations.
- b. Maintain consistent hours of operation of existing parking restrictions.
- c. There is no current need to provide resident or trader permit parking areas, however these options should not be discounted in the future as the Activity Centre is expanded and parking demand increases.
- d. The existing supply of parking within Altona Activity Centre is sufficient for the existing uses, however additional parking will be required in the event the new uses are provided or existing uses are expanded.

10.1.1. Off-street Carparks

- i. A central site or sites should be identified to provide a shared parking resource for short-term parking for shop customers and visitors within Precinct 2.
- j. The Coles carpark should be the highest priority to provide a multi-deck carpark within the Altona Activity Centre given that it is the most central off-street carpark to the retail core and is the carpark which experiences the highest parking demand. A feasibility study should be undertaken for this option which incorporates carparking for the entire block including the Coles supermarket, the Altona Library and the Altona Baptist Church subject to the discretion of the site owner.
- k. Opportunities to expand the Sargood Street carpark should be undertaken in conjunction with the redevelopment of the adjacent telephone exchange site to ensure that a public carparking component is included as part of a potential combined development site.
- l. The decking of the Railway Street South/Bent Street carpark is a low priority, should it occur in the future it should include some component of unrestricted or Permit Zone parking for traders as well as a walkway through to Pier Street.
- m. Disposal of the small Bent Street/Blyth Street carpark should only occur in the event that additional unrestricted parking is provided in an alternative location (eg the decking of the Railway Street South/Bent Street carpark).
- n. In the event that the existing at-grade carpark in Weaver Reserve is closed, alternative unrestricted off-street parking should be provided within the Altona Activity Centre to ensure that the overall parking supply is not reduced.
- o. The existing at-grade public carpark adjacent to the Senior Citizens Centre should be upgraded for public parking with a 4 hour parking restriction introduced. Changes to the operation of this carpark should be undertaken in consultation with the Senior Citizens Centre.
- p. The Louis Joel Carpark should be available for public parking as it is currently poorly utilised at peak times, with the carpark entrance widened to 6 metres to provide for increased traffic movements to and from the carpark.

10.1.2. On-street Parking

- a. Unrestricted parking in the vicinity of The Esplanade should be retained to provide long-term parking opportunities for visitors to Altona Beach. Note that this parking could be provided in an alternative location if the existing angled on-street spaces along The Esplanade were to be removed.
- b. Indented angle parking should be provided along the south section of Sargood Street adjacent to Logan Reserve.
- c. Additional unrestricted parking for rail commuters could be provided on the south side of Railway Street North, to the east of Pier Street by indenting the spaces into the adjacent nature strip/verge.

- d. The existing 1 hour parking spaces in Bent Street should be increased to 2 hour parking to increase their utilisation.
- e. Relocate one to two disabled parking bays into the section of Pier Street between Railway Street South and Queen Street which would be most convenient for disabled motorists.

10.2. SUSTAINABLE TRANSPORT INITIATIVES

10.2.1. Green Travel Plan Requirements

The key initiatives which should be explored include:

- d. Travel Plan requirements for new developments similar to the scheme introduced in Darebin with plans submitted to the Planning department and referred to Engineering for review. Green Travel Plans should be required once development proposals are over a certain size. Larger existing employers (including Council) should also be encouraged to prepare 'Green Travel Plans'.
- e. Require the bicycle parking requirements under Clause 52.34 of the Planning Scheme to be met in new developments, including additional end-of-trip facilities in cases where a dispensation of car parking is sought (e.g. showers and change rooms).
- f. Home delivery service should be encouraged for all major shops – which could be trialled similar to Preston Market Home Delivery Trial in Darebin.

10.2.2. Pedestrian Improvements

The key initiative which should be explored is:

- a. Additional formal cross points of the railway line through the Activity Centre.

10.2.3. Bicycle Usage

Altona is particularly conducive to cycling as a mode of transport and as a recreational/lifestyle pursuit as the area is relatively flat and is well serviced by on-road and off-road bicycle facilities.

The key initiative which should be explored is:

- a. Review the number and location of bicycle parking facilities currently located within the Altona Beach Activity Centre in consultation with the Hobsons Bay Bicycle User Group (HBBUG) who would be able to provide local feedback in relation to where facilities are most needed.

10.2.4. Public Transport Usage

The key initiative which should be explored is:

- a. Need for improved public transport to include higher frequencies on bus and train services, and improved safety at Altona Railway Station.

The above project would need to be developed and funded by the Department of Transport and would require an advocacy role from Council.

10.3. ASSESSMENT OF PLANNING APPLICATIONS

The following measures should be considered to assess Planning Applications prior to the adoption of the new Clause 52.06 of the Planning Scheme.

- a. Many of the parking rates within the existing Clause 52.06 of the Hobsons Bay Planning Scheme are excessive and should not be used as a ground for Council to refuse developments within the Altona Activity Centre.
- b. The draft Clause 52.06 parking rates should be used as a guide for Council to determine appropriate carparking rates for new developments.
- c. The development of a Parking Precinct Plan or a cash-in-lieu scheme should not be considered at this stage given the pending introduction of the new Clause 52.06 which will provide a more streamlined procedure for this to occur.

10.4. RECOMMENDATIONS

This report recommends that the following initiatives should be adopted to maintain a suitable parking supply within the Altona Activity Centre in association with future development:-

- a. Maintain the existing allocation of parking restrictions, with short-term restrictions applying within close proximity to the retail core and longer-term or no restrictions applying to more remote locations.
- b. Maintain consistent hours of operation of existing parking restrictions.
- c. There is no current need to provide resident or trader permit parking areas, however these options should not be discounted in the future as the Activity Centre is expanded and parking demand increases.
- d. The existing supply of parking within Altona Activity Centre is sufficient for the existing uses, however additional parking will be required in the event the new uses are provided or existing uses are expanded.

- e. Green travel plans, car sharing schemes, bicycle end of journey facilities and improvements to pedestrian access should be encouraged to occur within the Activity Centre as a dispensation to the provision of on-site parking.
- f. Many of the parking rates within the existing Clause 52.06 of the Hobsons Bay Planning Scheme are excessive and should not be used as a ground for Council to refuse developments within the Altona Activity Centre.
- g. The draft Clause 52.06 parking rates should be used as a guide for Council to determine appropriate carparking rates for new developments.
- h. The development of a Parking Precinct Plan or a cash-in-lieu scheme should not be considered at this stage given the pending introduction of the new Clause 52.06 which will provide a more streamlined procedure for this to occur. When the new rates in the draft Clause 52.06 are formally adopted into the Planning Scheme, a cash in-lieu scheme should be considered to provide off-street public parking in Precinct 2 (Pier Street north of the railway line).
- i. A central site or sites should be identified to provide a shared parking resource for short-term parking for shop customers and visitors within Precinct 2. In the longer term this site could include links through to Bent Street and/or Sargood Street to allow on-street parking in these streets to also be used by shop customers and visitors.
- j. The Coles carpark should be the highest priority to provide a multi-deck carpark within the Altona Activity Centre given that it is the most central off-street carpark to the retail core and is the carpark which experiences the highest parking demand. A feasibility study should be undertaken for this option which incorporates carparking for the entire block including the Coles supermarket, the Altona Library and the Altona Baptist Church.
- k. Opportunities to deck the existing Sargood Street off-street carpark to increase the shared parking supply within the Activity Centre should be investigated as adjacent sites including the telephone exchange site are redeveloped.
- l. The decking of the Railway Street South/Bent Street carpark, should it occur in the future, should include some component of unrestricted or Permit Zone parking for traders.
- m. Disposal of the small Bent Street/Blyth Street carpark should only occur in the event that additional unrestricted parking is provided in an alternative location (eg the decking of the Railway Street South/Bent Street carpark).
- n. The existing at-grade public carpark adjacent to the Senior Citizens Centre should be upgraded for public parking with a 4 hour parking restriction introduced.
- o. Negotiations should occur with the leaseholders of the Louis Joel Centre carpark to make it available for public parking, with the carpark entrance widened to 6 metres to provide for increased traffic movements to and from the carpark.
- p. Non time based parking in the vicinity of The Esplanade should be retained to provide long-term parking opportunities for visitors to Altona Beach.

- q. Indented angle parking should be provided along the south section of Sargood Street adjacent to Logan Reserve.
- r. Additional unrestricted parking for rail commuters could be provided on the south side of Railway Street North, to the east of Pier Street by indenting the spaces into the adjacent nature strip/verge. Appropriate urban design should be included as part of the treatment to incorporate landscape elements into the design of the car spaces.
- s. The existing 1 hour parking spaces in Bent Street should be increased to 2 hour parking to increase their utilisation.

APPENDIX A

SUMMARY OF RELEVANT COUNCIL STUDIES, STRATEGIES & POLICIES

1. Traffix Group - Altona Activity Centre Parking Data Report (March 2010)

This report included the results of parking occupancy surveys in each of the 8 precincts covering the Altona Activity Centre in February 2010. The key results are presented below:-

- On the Friday the greatest proportion of occupied parking spaces occurred in Precinct 8 (parking along the Esplanade adjacent to Altona Beach) where a peak of 85% of all parking spaces were occupied at 7pm in the evening. The location where the second highest proportion of occupied parking spaces occurred in Precinct 4 (parking nearby the Railway Station) when 82% of spaces were occupied at 10am.
- On the Saturday the greatest proportion of occupied parking spaces also occurred in Precinct 8 (parking along the Esplanade adjacent to Altona Beach) where a peak of 95% of all parking spaces were occupied at 3pm.
- The parking occupancy in Precinct 1 never reached over 36%.
- Parking occupancy in Precinct 2 (the commercial area north of the railway) was highest on the Saturday morning reaching a peak of 46% occupancy. On the Friday, the parking occupancy in this precinct never exceeded 44%.
- Parking occupancy in Precinct 3 remained below 10% throughout each day of survey.
- Parking occupancy in Precinct 4 (parking in the vicinity of the railway) reached up to 82% occupancy on the Friday survey and never exceeded 20% occupancy on the Saturday survey.
- Parking occupancy in Precinct 5 was generally in the order of 35% on the Friday during the daytime, with a lower occupancy experienced on the Saturday.
- Parking occupancy in Precinct 6 (the main shopping area south of the railway) was highest on the Friday reaching as high as 71% at 11am and 12 noon. On the Saturday the peak occupancy in this area was 60%.
- In Precinct 7 the highest parking occupancy occurred on the Friday with up to 46% of spaces occupied at 11am. On the Saturday the parking occupancy peaked at only 20%.
- In Precinct 8 (the beach area) parking occupancy varied peaked in the afternoon on both of the days surveyed, reaching 85% occupancy at 7pm on the Friday and 95% occupancy at 3pm on the Saturday.

2. Traffix Group - Altona Activity Centre Parking Study – Summary Report (September 2008)

This report supplemented an earlier set of parking surveys that were undertaken by Traffix Group in December 2007 and February 2008. In addition to reporting on the parking occupancy surveys this report also includes some information on public transport services, a summary of car ownership and journey to work details from the 2006 ABS Census, a summary of sustainable transport initiatives and identifies issues to be considered as part of the development of a carparking policy.

ABS Information

- Average car ownership ranges from 0.0 cars per dwelling for bed-sites and 0.7 cars per dwelling for 1 bedroom units or apartments to 1.9 cars per dwelling for detached houses.
- Of Altona residents who worked on the day of the Census, 72% drove to work by car, 12% took public transport and only 2% walked or cycled.
- Of people who worked in Altona on the day of the Census, 84% drove to work by car, 2% took public transport and 2% walked or cycled.

3. Traffix Group - Altona Activity Centre Parking Data Report (February 2008)

This report included the results of parking occupancy surveys in each of the 8 precincts covering the Altona Activity Centre in December 2007 and February 2008. The key results are presented below:-

- On weekdays the greatest proportion of occupied parking spaces occurred in Precinct 6 (the main shopping area south of the railway) where a peak of 81% of all parking spaces were occupied at 12 noon.
- On Saturdays the greatest proportion of occupied parking spaces occurred in Precinct 2 (the commercial area north of the railway) where a peak of 99% of all parking spaces were occupied at 11am on one of the days surveyed. A high proportion of 95% of all parking spaces were also occupied in the beach area (Precinct 8) on one of the Saturdays surveyed.
- The parking occupancy in Precinct 1 never reached over 30%.
- Parking occupancy in Precinct 2 (the commercial area north of the railway) was highest on Saturday mornings reaching a peak of 99% occupancy on one Saturday and 74% on the other Saturday which was surveyed. On weekdays, the parking occupancy in this precinct was generally less than 60%.
- Parking occupancy in Precinct 3 remained below 15% throughout each day of survey.

- Parking occupancy in Precinct 4 (parking in the vicinity of the railway) reached up to 74% on one of the weekdays surveyed and was generally at an occupancy of 70% on both weekdays. The occupancy on weekends was significantly lower, generally around 35%.
- Parking occupancy in Precinct 5 was generally in the order of 35% on weekdays during the daytime, with a lower occupancy experienced on Saturdays.
- Parking occupancy in Precinct 6 (the main shopping area south of the railway) was highest on weekdays reaching as high as 81% at 12 noon. On Saturdays the peak occupancy in this area was 65%.
- In Precinct 7 the highest parking occupancy occurred on weekdays with up to 41% of spaces occupied at certain times. On the Saturdays the parking occupancy peaked at 13%.
- In Precinct 8 (the beach area) parking occupancy varied significantly on each day surveyed depending on weather conditions. On the two hottest days the parking occupancy reached above 80% in the afternoons, peaking at 95% on one of the days. On the two cooler days parking occupancy did not exceed 50%.

4. Planning By Design & Others – Altona Beach Activity Centre Urban Design Framework (October 2008)

The relevant issues and recommendations of this study were as follows.

General findings

- The amount of overall parking in the centre is generally sufficient for existing uses.
- There is a shortage of commuter parking in the vicinity of Altona Railway Station.
- An increase in the amount of short term parking should be provided to the north of the railway line (this has since been implemented).
- There is an opportunity to encourage reduced car dependency by reducing the carparking requirement associated with new development.
- Increased directional signage should be provided to increase awareness of carpark locations.
- A number of existing carparks are poorly located on small sites which are remote from the main commercial centre.
- Provision of future parking should be encouraged to be provided in shared locations through the use of cash-in-lieu arrangements and/or special charge schemes.

Specific measures

- Replace existing parallel parking with angle parking in Sargood Street adjacent to Logan Reserve, Pier Street adjacent to Weaver Reserve and Bent Street between Queen Street and the Esplanade.
- Provide additional angle parking for rail commuters along Railway Street North.
- Relocate small carpark on the corner of Blyth Street and Bent Street to a more central location.
- Provide a shared parking facility to the north of the railway line.
- Investigate opportunities to construct multi-deck carparks on the existing sites at Sargood Street south of Railway Street South and on the south-west corner of the Railway Street South/Bent Street intersection.

5. Parsons Brinckerhoff – Hobsons Bay Integrated Transport Strategy (December 2007)

The Hobsons Bay Integrated Transport Strategy identifies a number of actions and outcomes which are considered relevant to the Altona Activity Centre in relation to the development of a parking strategy as documented below:-

- Undertake structure planning to make clear provision for local access through improved walking and cycling initiatives.
- Review planning policy to favour brownfield site development, and to encourage high density development near activity centres/public transport hubs.
- Consider creation of developer contribution funds to support activity centre development, provide pedestrian and bike path access and improve access to interchanges and activity centres.
- Possible tightening of town centre parking controls to discourage car use.
- Focus Travel Smart effort on particular developments at employment hubs and activity centres and encourage Green Travel Plans in development application procedures.
- Encourage the development of a daily commuter ferry service between Altona and Melbourne CBD.
- Undertake road safety improvement works along The Esplanade in Altona.

6. Peter Tesdorpf & Others – Hobsons Bay Activity Centres Strategy (March 2006)

This document included individual strategies for each activity centre located within Hobsons Bay. The strategy for Altona Beach Activity Centre included the following recommendations:-

- Maintain current pattern of incremental growth and consolidation.
- Implement urban design framework.
- Improve and manage the retail and business mix.
- Encourage medium and high density housing to located within the preferred area bounded by The Esplanade, McBain Street, Civic Parade and Davies Street.

7. Hobsons Bay Planning Scheme Clause 21.08: Activity Centres

Relevant strategies contained within this Clause include:-

- Ensure that future development has regard to the vehicular circulation and car parking requirements of the area.
- Strengthen vehicular and pedestrian links within the wider City of Hobsons Bay to the Pier Street activity centre.

8. Hobsons Bay Planning Scheme Clause 22.06: Mixed Use Policy – Altona Activity Centre

Relevant policy contained within this Clause includes:-

- Encourage consolidation of sites to permit larger scale commercial/office developments.
- Ensure each site provides for sufficient parking, loading and vehicle manoeuvring.
- Encourage the provision of on-site staff parking at the rear of mixed use developments.

9. ARUP – Altona Beach (Pier Street) Activity Centre Car Parking Study

The key recommendations from this study include:-

- Provide more short term restrictions within the activity centre.
- Provide greater enforcement of existing parking restrictions in the vicinity of the Altona Railway Station.
- Council to work with stakeholders to ensure appropriate commuter parking is provided for the Altona Railway Station.
- Extend parking restrictions to include Saturday afternoons.
- Provide more loading zones within the activity centre.
- Provide some long parking bays along the Esplanade for trailers and tourist buses.
- Permit zones in Bent Street and Sargood Street should be considered.
- Reduced parking rates are appropriate for new development within the activity centre.
- Parking rates are expected to reduce over time in the future as more people live within the activity centre.
- Consider waiving requirements for the provision of visitor parking associated with medium density residential development within the activity centre.
- The sites identified for multi-level car parks in the UDF (Sargood Street and Railway Street South car parks) are not likely to result in a significant increase in parking spaces due to the small size of both sites. The purchase of adjacent properties should be considered.
- Shared public car parks to the north of the railway line may not be the most efficient way to provide parking in this area. Instead undercroft car parks should be considered for each development site.
- Special Charge Schemes or Cash-in-Lieu arrangements would be appropriate to be introduced in the medium term for Altona Activity Centre.

10. Andrew O'Brien & Associates – Parking & Bus Access Study, Altona & Seaholme Railway Stations

This study specifically investigated parking and bus access issues in relation to the Altona and Seaholme Railway Stations. In relation to Altona Railway Station, the study found:-

- Existing parking provided in the vicinity of Altona Railway Station meets current commuter parking demands.

- Additional commuter parking could be provided as angled parking bays on the south side of Railway Street North, to the east of the existing angled parking bays to the east of Pier Street.
- The provision of a small number of 5 or 10 minute parking bays for pick up and drop off in the vicinity of Altona Railway Station is recommended.
- In the event that a second railway track is provided through Altona Railway Station in the future, alternative locations for the existing commuter parking will need to be identified.

11. Traffix Group – Hobsons Bay Strategic Bicycle Plan (March, 2003)

The relevant findings from this document are:-

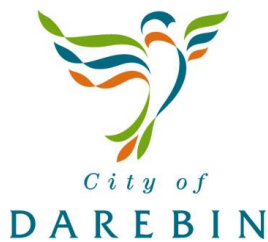
- A signed bicycle route was recommended along Bent Street to provide a link from the Bay Trail through to Altona Railway Station.
- Bicycle parking rails were recommended at Altona Beach.
- Bicycle lanes were recommended along Blyth Street.
- It was recommended that bicycle parking be provided at Altona Railway Station and that the toilets be opened for use.
- It was recognised that bicycle parking facilities currently exist within the Altona shopping centre.

APPENDIX B

DAREBIN CITY COUNCIL: TRAVEL PLAN – GUIDELINES FOR PLANNING PERMIT APPLICANTS

Travel Plans - Guidelines for Planning Permit Applicants

The City of Darebin is committed to reducing car use within the municipality and the wider metropolitan area. To do this Council is looking to encourage local residents and workers to reduce their car use and use alternatives such as public transport, walking and cycling as much as possible. Council is also pursuing a program to improve local facilities for pedestrians and cyclists.



Objectives of a Travel Plan

The main objective of a travel plan is to provide facilities and incentives that help people traveling to and from the site to reduce their car use and use alternatives.

It is important that you plan clearly defines its objectives at the outset and includes a package of measures that will meet your objectives.

Some useful documents that will help you define Travel plan objectives are listed in this document

What is a Travel Plan?

Travel Plans seek to bring about a mode shift away from single occupancy car use for the journey to and from a location, workplace or venue thus increasing the use of more sustainable alternatives such as public transport, walking, cycling and carsharing. Travel Plans offer the opportunity to encourage people to think more about how they travel and provide them with the infrastructure and information they need to make their travel choices.

Benefits of a Travel Plan

While Travel Plans help reduce car use which brings environmental benefits there are many other reasons why you should develop and implement a Travel Plan including:

- Increasing the actual and perceived accessibility and marketability of your site
- Reducing car parking required which may save you money in land purchase, development and management costs
- Staff recruitment and retention can be improved if your site is accessible by a range of transport options and
- Encouraging and enabling walking, cycling and public transport use will increase physical activity, improving health and wellbeing of the staff/residents.

When a Travel Plan is required to support a Planning Permit Application

The City of Darebin requires large developments to submit a Travel Plan as part of the planning permit application process. You will have to submit a Travel Plan if you are required to submit a planning permit application and your development comprises:

- 20 or more residential units
- An office component of 500sqm or more or
- An industrial component of 1,000sqm or more or
- Retail premises of 1,000sqm or more.

When a Travel Plan is required (continued)



In some other circumstances you may choose to submit a Travel Plan to support your planning permit application. For example, if:

- Your development may be refused due to unacceptable traffic impacts, then a Travel Plan may help mitigate these impacts or
- You want to reduce on site parking provision, then a Travel Plan may help you justify reduced parking and demonstrate how parking will be managed.

The Travel Plan Process

The process for a Travel Plan to be submitted falls into two categories: (1) those Travel Plans required to make a decision on a permit application and (2) those required as part of the policy framework.

- (1) If a Travel Plan is submitted as part of a planning permit application where reduced parking has been requested, for example, then it will be a requirement of the application that a Travel Plan is submitted. This is because the Travel Plan will become part of the decision making process used in the assessment of the permit.
- (2) In some circumstances a permit may be approved if all other criteria has been satisfied. In these cases a Travel Plan condition will be applied to the permit.

A Travel Plan is not a tool to correct traffic and transport impacts arising out of development although it can mitigate them. Moreover, a Travel Plan is a mechanism to improve overall accessibility to the site. The process is detailed in the following table:

“A Travel Plan is a mechanism to improve overall accessibility to your site”

Stage	Category 1	Category 2
Stage 1	Outline Travel Plan submitted with permit application by the applicant . The submitted outline will be assessed as part of the permit assessment process. The outline Travel Plan must therefore be approved prior to permit approval and will form part of the permit consent.	If all other criteria are satisfied and the application is approved it will be a requirement for the permit (usually in condition 1) that a full Travel Plan will be submitted for approval prior to development commencing.
Stage 2	Travel Plan to be endorsed pursuant to the planning permit together with plans and other relevant documents.	Prior to endorsement of any plans, applicant to submit Travel Plan (as well as other condition 1 requirements) for approval prior to occupation. Council officers will assess the Travel Plan and approve or seek changes as necessary.
Stage 3	Monitoring report to be submitted to Council by occupier 12 months after occupation commenced.	Monitoring report to be submitted to Council by occupier 12 months after occupation commenced.



Content of a Travel Plan

The following information provides an outline of the steps to be taken when developing a Travel Plan. You will need to decide on the extent of information you can provide Council and this will depend on the stage of the development detail and if the occupier is known or not

The Travel Plan will be unique to your site and proposed development, however, the following should give you a guide to what you should include and what Council will be looking for when they review your planning permit application.



Background

Explains the site location, the number and type of premises and floor area or residential units, how staff/residents will probably (or do) travel and the transport options available. Details about the building and facilities available should also be included.

When the Travel Plan is evaluated you will be expected to have covered:

- Type and size of development
- Number of employees (estimate or certain)
- The type of work that will be undertaken and hours of operation
- The number of units and mix (by number of bedrooms)
- The expected date of building occupation, or the date on which the building was occupied
- Details of on-site facilities including: cycle parking, showers, change rooms, pedestrian and cycle paths and parking spaces, including parking management measures.
- Details of off-site facilities including: public transport stops and service information, local bike paths and lanes and footpaths including crossing points.
- The expected mode split (how people will travel to and from the site in the absence of a Travel Plan)
- Information from a staff or residents survey, if the premises are occupied.

Enforcement

As the Travel Plan forms part of the planning permit requirements and content, it will be enforceable in the same way as other planning permit conditions. Should you find that you are having difficulty with any aspect of your Travel Plan you should contact Council.

Objectives

You need to clearly state the objectives of your Travel Plan. The objectives should fit within the overall aim of a Travel Plan—the reduction of car use—but may focus on other outcomes such as increasing bicycle use.

Your plan will be measured against the objectives you set so you should carefully consider what is possible to achieve. For example, if you are allocated close to good footpaths and your workforce generally lives locally it would be appropriate to identify objectives based on increasing walking and cycling.



Targets

Your Travel Plan needs to include a set of targets against which your Travel Plan will be measured and evaluated. The targets should be specific, measurable, achievable, realistic and time-based.

Incentives, initiatives and actions



Implementation Plan

The implementation Plan will identify which actions and initiatives will be put in place and who will be responsible for their implementation. It will not be possible to implement all the actions and initiatives at once and some may take a relatively long time to realize.

Where the development plans are at an early stage, on-site facilities should be incorporated so they are available to the building occupants from the outset.

For help and more information please contact Darebin's Sustainable Transport Officer on 8470 8341.

Detail on how you expect to achieve your targets is an important part of your Travel Plan. This section of the Plan will guide you in the implementation of the Travel Plan. Some actions will be easier to realize than others which may take longer to achieve. You may need the help of others to implement some actions, such as improvements to a local bus stop. You will need to consider these factors when selecting the actions and in your implementation plan.

The initiatives you select should include both 'carrots' and 'sticks' to bring about a behaviour change. At a new building it will be easier if 'sticks' such as parking controls are in place from the outset. Facilities to support cycling and walking should also be in place from the day occupation commences. Other incentives, initiatives and actions you may consider include metcards available for work trips, carpool matching service, information for all staff on alternatives available nearby, interest free loans for bicycle and met-card purchases and events to promote alternatives. The list is endless.

Your Travel Plan will also need to identify the person responsible for the implementation of the Travel Plan and the time they will allocate to the task. This person or Travel Plan Coordinator is important to the success of your Travel Plan.

Management support for the Travel Plan is also important to the success of the plan in achieving its targets and objectives.

Monitoring Plan

Your Travel Plan needs to include a monitoring plan. This will state how and when you will review your Travel Plan progress against the targets you set out initially. The monitoring plan should incorporate a data collection plan, stating when you will collect data on staff travel and local transport provision.

As part of the planning permit approval you will be required to submit a monitoring report to Council one year after building occupancy commenced. The monitoring report will need to identify what activities have taken place and progress relative to your Travel Plan.

Specifically your monitoring report should contain:

- Basic information about the site including what the building use is and how many staff are employed (or residents if residential);
- A review of your Travel Plan objectives and targets;
- Details on data collection undertaken since the Travel Plan was implemented and occupancy commenced;
- A comparison between the targets set in the Travel Plan and the achievement of those targets (mode share is a key target);
- Details of the initiatives implemented since occupancy and an assessment of their success in terms of meeting the Travel Plan objectives; and
- Details of the person responsible for Travel Plan implementation and the amount of time they commit to this task.

These websites will also be of use:

www.travelsmart.gov.au

www.travelsmart.vic.gov.au

www.envict.org.au

www.transportenergy.org.uk/bestpractice/

APPENDIX C

DAREBIN CITY COUNCIL: PRESTON MARKET HOME DELIVERY TRIAL



City of DAREBIN



Department of
Sustainability
and Environment

Preston Market Home Delivery Trial Final Report, May 2005

Contact Name: Kate Myers, Sustainable Transport Officer
Telephone: 9230 4341
E-mail: kmyers@darebin.vic.gov.au

Description of Project:

Preston Central is in the heart of the Darebin municipality and is its most significant traditional activity centre - the Preston Market is at the centre of this area. Parking is at a premium within Preston during market days (Wednesday – Saturday).

It was proposed that a home delivery service be trialed to enable more shoppers to access the Market sustainably and not have the worry of getting their goods home on the tram/train/bus. The Market site is well serviced by the Epping line train and buses along High Street and Murray Road. Route 86 tram to Bundoora along Plenty Road is less than a kilometre to the west.

No centralised home delivery service existed at the Market prior to the trial, although a nearby supermarket offers home delivery for its customers. Additionally, a recent consultation process undertaken by Darebin's Strategic Planning Unit as part of the Preston Central Project showed qualitative support for the concept of grocery delivery from the Market, especially to encourage more people to walk and catch public transport to the centre.

Aim:

By trialing a home delivery service for the biggest 'draw card' in Preston, we will be assisting to create a more accessible activity centre. The trial may improve visitation to the Market, reduce shoppers frustrations in finding car parking and increase turnover for Market tenants.

This trial, if successful, will help to provide impetus to the new owners of the Market to instigate a similar, more permanent, home delivery service.

Process:

August 2004:

- Support was gained from the Department of Infrastructure (\$35,000 in monthly Zone 1 & 2 Metcards) and the Department of Sustainability and Environment (up to \$5,000) for the trial.
- This was gratefully received and contributed to the \$5,000 provided by the City of Darebin.
- The Market was approached with a proposal that offered their customers a free home delivery service including the provision of free Metcards.
- The Market was asked for a contribution to the marketing of the trial.

October 2004:

- The Market gave approval for the Trial to take place on their premises.

November/December 2004:

- Produced marketing posters and advertisements for Leader newspapers.
- Search for contractor. Supermarket operators not interested.

- Secured student to complete the job with the trial to start in January. On Christmas Eve she pulled out.

January 2005:

- Secured a contractor; Ahmad Khalid.

February 2005:

- Launch with Minister Rob Hulls.
- Application forms came flooding in. Wanted 120 participants, but when we hit 90 I decided that would be plenty for Ahmad to cope with.
- Had more than 110 applications, some were not suitable (live too far away), others didn't meet the criteria (had to be regular drivers to the Market and willing to swap to sustainable transport) and others submitted their applications after the cut-off date.
- Notified successful applicants and arranged for them to pick up their first Metcard from Customer Service Centres along with description of how the trial would work.

March 2005:

- First day of home deliveries on Wednesday March 16.

April 2005:

- Pick up of second Metcard for participants who have used the service at least once in the first month.

May 2005:

- Finish of service on Saturday May 14.
- Ahmad had been handing out survey forms to participants over the last 2 weeks of the trial.
- Receipt of survey forms up until Friday May 20.

Evaluation:

- Of the 90 participants, the trial averaged 30 deliveries per week with a high of 49 deliveries in week 4.
- 22 registered participants didn't use the service at all (didn't receive their second Metcard either) and were thus just in it for the first free Metcard. This was to be expected.
- 37 surveys were received back from participants at the completion of the trial. Surveys assessed participants perceptions, experiences and evaluation of their experiences. A summary of results can be found in Appendix 1.

Key findings:

- 100% of respondents would like to see this service continue.
- 90% of survey respondents found it 'Easy' or 'Very easy' to access the Market by alternative means, even though the majority had previously been using their cars to shop at the Market.
- More than 50% of survey respondents will now be leaving their cars at home to access the Market and another 40% will sometimes leave their car at home after participating in the trial.
- Some participants 'rediscovered' both the Market (as a cheap and convenient local place to shop) and public transport/walking as a legitimate alternative to the car.
- The Metcards, as a key motivator for participating in the trial, are not a motivator for continuing to use a service as 80% of participants would continue without Metcards.
- Three quarters of respondents would be happy to use lockers to deposit their goods.

- Nearly 70% of respondents would be happy to pay for deliveries – the majority would pay up to \$3 for the service
- Respondents were happy for an ongoing service to still be limited to those people taking alternative forms of transport.
- Friday and Saturday were by far the most popular days for deliveries during the trial and this was reflected in the answers to the question regarding preferred days if an ongoing service was to be limited.
- Quotes from participants along the lines of “Not worrying about traffic/car parking” and “No problems car parking” demonstrate that Market shoppers had a more pleasant experience with the assistance of the home delivery service.
- Evidence exists (see Appendix 2, emails from Sharon and Step) that the presence of the trial encouraged people to try alternative means of accessing the Market and found that they could manage to carry their shopping home without using the free service. The presence of the deliveries as a ‘back up option’ encouraged more people to visit the market and spend, even if they didn’t utilise the service.
- Other comments such as “encouraging me to do a big health shop” give some indication (other comments were verbal) that the quantities of goods purchased increased due to the home delivery service.

The benefit to the Preston Market Management and Traders of this two month trial is intangible. The good will, relaxed shoppers, additional car spaces created and additional spending of trial participants within the Market complex cannot be measured in economic terms.

Options for continuation:

The City of Darebin, with its state government partners, are keen to continue working with Market Management on this project. The Market however, must be willing to contribute financially, as it is in their tenant’s best interests that home deliveries are continued.

Secure, keyless lockers appear to be the best option to go forward with. Apart from purchasing/leasing lockers, the only ongoing contribution will be in the actual deliveries. It is possible that the first year’s lease of lockers could be covered through a partnership agreement between various funding bodies.

With deliveries being \$5 each and there were 30 lockers, the ongoing cost to Market Management would only be \$150 per day (maximum). If this meant that appropriate tenants (fruit and vegetable stall holders) would have to contribute additional rent, then this could be an avenue to be explored. Asking for a small donation (\$1 or \$2) would further decrease the cost to Management.

Limitations to deliveries would include:

- customers would need to access the Market via alternative transport
- a 5km radius limit would exist for deliveries
- Delivery contractors would take full responsibility of damaged goods (while in their care) and have appropriate liability insurance

The genuine need and interest created by the Preston Market Home Delivery Service in addition to the easy and cost effective solution outlined above presents a real and advantageous opportunity for Market Management.

Conclusion:

The implementation of this trial has enabled us to conclude with confidence that:

1. There is both community interest and demand in a home delivery service from the Preston Market.
2. An ongoing service could be implemented with few logistical problems.

3. Benefits to the Market would be substantial, although not always quantifiable: Increased sales; provision of service to customers that doesn't occur at other markets; and would free up additional car parks for other customers.
4. There are also implications for future development of the Market site, as providing a home delivery service would form part of a Transport Plan and would be looked at favourably by approving bodies.

APPENDIX D

METROPOLITAN TRANSPORT FORUM LETTER ON CAR SHARING SCHEMES



PO Box 89, Elwood, VIC 3184
incorporation number: A0034315X ABN: 18 683 397 905
Contact: mtf@mtf.org.au MTF website: www.mtf.org.au

To MTF Member Councils
Metropolitan Melbourne

29 August 2008

Dear Members,

The Metropolitan Transport Forum (MTF) at its General Meeting on 6 August 2008, passed the following motion:

“That the MTF give in principle support to the concept of car sharing as a form of sustainable transport, and encourage member councils to explore the opportunity where possible.”

The meeting also asked that the motion be circulated to the MTF membership together with an explanation of the rationale behind the motion.

Car sharing is a form of car use where drivers can access and use a car on occasions, but do not have responsibility for ownership, maintenance, or storage/parking. Access to car share is via a smart card which unlocks doors and logs user time and kilometres. Like taxi ranks, on street parking in a prominent area, is allocated to a car share vehicle. Local governments in Melbourne involved in car sharing schemes include Melbourne, Moreland, Port Phillip, and Yarra.

The above motion was passed at the MTF meeting on 6 August, followed a presentation on car sharing which identified the following benefits:

- **Environmental:** Car share users tend to use other means of transport and generate less emissions per capita, thus contributing to reduced greenhouse gases and improved air quality and street amenity.
- **Reduced car use:** One car share vehicle typically replaces 6-10 privately owned vehicles. A City of Melbourne Survey of car share users reported increased use of public transport and reduced car ownership by members of car share schemes.
- **Cost saving:** It is cheaper to car share if doing less than 10,000 per year.

Users are identified as inner city singles with no car, families with one car who occasionally need a second car, and businesses for work trips, thus reducing fleet vehicle numbers.

In line with the MTF motion, we draw your attention to the above for your Council to explore opportunities for car sharing where possible.

Yours sincerely

Cr Jackie Fristacky
Chair, Metropolitan Transport Forum
Phone 0412 597 794 ; 03 92055055
jackie.fristacky@yarracity.vic.gov.au

APPENDIX E

ADVISORY COMMITTEE REVIEW REPORT CLAUSE 52.06 CARPARKING RATES

52.06 CAR PARKING

VC-

52.06-1 Purpose

To ensure that car parking facilities are provided in accordance with:

- The State Planning Policy Framework and the Local Planning Policy Framework including the Municipal Strategic Statement and local planning policies.
- Any Integrated Transport Plan or Structure Plan.

To promote sustainable transport alternatives.

To ensure the provision of an appropriate number of car spaces having regard to the demand likely to be generated by the new use and development and to the relevant social, economic, environmental and physical circumstances of the locality and access to alternative travel modes.

To provide measures to encourage alternative travel modes to the motor car.

To provide a standard set of car parking rates for specified uses.

To provide the opportunity to specify alternative local parking rates, including maximum rates, in appropriate locations.

To promote the efficient use of car spaces through the consolidation of car parking facilities.

To protect the residential amenity from car parking associated with commercial uses and activity centres.

To ensure that the design and location of car parking areas:

- Does not adversely affect the amenity of the locality, such as increased noise or disturbance to dwellings and the amenity of pedestrians and other road users.
- Achieves a high standard of urban and landscape design.
- Provides for water sensitive urban design,
- Creates a safe environment for users, particularly at night.
- Protects the role and function of nearby roads.
- Facilitates the use of all travel modes.
- Facilitates easy and efficient movement and delivery of goods.

52.06-2 Provision of car spaces

VC-

When must car spaces be provided?

A new use must not commence or the floor area of an existing use must not be increased until the required car spaces have been provided.

This does not apply if the car parking requirement for the new use is less than the requirement for the existing use, provided the existing number of car spaces is not reduced.

Where the floor area occupied by an existing use is increased, the car parking requirement only applies to the floor area of any extension of the use or site area, provided the existing number of car spaces is not reduced.

How can car spaces be provided?

Provision can be made for car parking spaces by:

- Providing the car spaces on the land.
- Providing the car spaces on nearby land to the satisfaction of the responsible authority.
- Contributing to a parking and access fund specified in a schedule to a Parking Overlay at Clause 45.08.
- A combination of the above to the satisfaction of the responsible authority.

A parking and access fund established by a municipality may require payment of cash-in-lieu for the provision of car parking spaces. The fund may be used for the provision of car parking, improving access by other travel modes or other travel management measures, unless a schedule in the Parking Overlay specifies otherwise.

52.06-3

VC-

Number of car spaces to be provided

The number of car spaces required to be provided for specified uses are set out in Column A of the table at Clause 52.06-5, unless a different requirement is specified in a Parking Overlay at Clause 45.08.

The requirement for a use listed in the table is the product of Column A and Column C of the table. Where the table to Clause 52.06-4 or a Parking Overlay specifies a percentage of site area this includes accessways but not driveways.

If no requirement is specified in the table at Clause 52.06-5 or in a Parking Overlay an adequate number of car spaces must be provided to the satisfaction of the responsible authority.

These requirements do not apply if there is a parking requirement for the particular use under another clause.

Reducing the car parking requirement

A permit may be granted to reduce the required number of car spaces unless a Schedule to a Parking Overlay at Clause 45.08 specifies otherwise.

A permit cannot be granted to reduce the requirement below a reasonable empirical assessment for the parking demand likely to be generated.

Decision guidelines

Before a requirement for car spaces is reduced the applicant must satisfy the responsible authority that the reduced provision is justified having regard to:

- An empirical assessment of car parking demand including:
 - Reduction in demand due to multi purpose trips in an area.
 - The variation of car parking demand over time.
 - The availability of public transport in the locality.
 - The likely car ownership rates of likely or proposed residents of accommodation.
- The contribution to alternative transport initiatives including:
 - Contributions to works for alternative modes.
 - The provision of bicycle parking and end of trip facilities for cyclists.
 - Contributions to, or an agreement to carry out, a travel demand management program.

Note:

Column B figures for Activity Centres require the introduction of a Parking Overlay to be applied.

Note:

Reduction is used to refer to determining a lower empirically based rate (than specified in the Table) for a proposal.

- Direct provision of public transport services.
- Any other relevant consideration.

Waiving the provision of parking

Note:
Waiving is used to refer to **not** providing all or part of the spaces required.

A permit may be granted to waive all or part of the provision of car spaces required (including a reduced requirement) unless a Schedule to the Parking Overlay at Clause 45.08 specifies otherwise.

Before a requirement for the provision of car spaces is waived, the applicant must satisfy the responsible authority that waiving all or part of the required spaces is justified having regard to:

- Any relevant Local Planning Policy, Integrated Transport Plan or Structure Plan.
- The availability of car parking:
 - Including efficiencies gained from the consolidation of shared car parking spaces.
 - In public car parks intended to serve the land.
 - On streets within business zones.
- The economic viability of an activity centre and any adverse economic impact a shortfall of parking may have on the economic viability of an activity centre.
- The future growth and development of an activity centre.
- Any empirical car parking deficiency associated with the existing use of the land, but only where existing buildings are being reused.
- Any credit that should be allowed for a car parking spaces provided on common land or by a Special Charge scheme or cash-in-lieu payment.
- The equity of waiving the car parking requirement having regard to any historic contributions by existing businesses.
- Local amenity including pedestrian amenity and the amenity of nearby residential areas.
- Local traffic management.
- The need to create safe functional and attractive parking areas.
- The need to respect the character of the neighbourhood or achieve a quality urban outcome.
- Any other relevant consideration.

52.06-4 Design and construction

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Car parking plan

Before any use commences or any building or works associated with that use or an existing use is constructed, a plan must be prepared to the satisfaction of the responsible authority showing:

- All required car spaces
- Access lanes, driveways and associated works
- Allocation of spaces to different uses or tenancies, if appropriate.
- Landscaping.

A plan is not required when the spaces will be provided by way of a contribution to a parking and access fund.

Provision before commencement

Before any use commences or any new building is occupied, the car spaces, access lanes, driveways and associated works and landscaping shown on the parking plan must, to the satisfaction of the responsible authority, be provided and available for use and be:

- Formed to such levels and drained so that they can be used in accordance with the plan.
- Treated with an all-weather seal or some other durable surface.
- Line-marked or provided with some other adequate means of showing the car spaces.

Design standards

Responsible authorities should have regard to the following documents:

- Design Guidelines for Higher Density Residential Development (Department of Sustainability and Environment 2004) in assessing the design of car parking in residential development of four or more storeys.
- Activity Centre Design Guidelines (Department of Sustainability and Environment 2005) in assessing the design of car parking in activity centres.
- Safer Design Guidelines for Victoria (Crime Prevention Victoria and Department of Sustainability and Environment 2005) in assessing the design of car parking.

Note:

There is guidance on the design of parking in the *Activity Centre Guidelines, Guidelines for Higher Density Residential Development* and the *Safer Design Guidelines for Victoria*.

The car parking plan should meet the following standards. A permit may be granted to vary any dimension or requirement of this clause.

General

The layout of car parking areas should provide for Water Sensitive Urban Design treatment and landscaping as appropriate.

Accessways and spaces

Accessways should:

- Be at least 3 metres wide.
- Have an internal radius of at least 4 metres at changes of direction or intersections or be wider than 4.2 metres.
- Allow vehicles parked in the last space of a dead-end accessway in public car parks to exist in a forward direction with one manoeuvre.
- Provide at least 2.1 metres headroom beneath overhead obstructions, calculated for a vehicle with a wheel base of 2.8 metres.

Car spaces and accessways should have the following minimum dimensions:

Angle of car spaces to accessway	Accessway width	Car park width	Car park length
Parallel	3.6 m	2.3 m	6.7 m
45°	3.5 m	2.6 m	4.9 m
60°	4.9 m	2.6 m	4.9 m
90°	6.4 m	2.6 m	4.9 m
	5.8 m	2.8 m	4.9 m
	5.2 m	3.0 m	4.9 m
	4.8 m	3.2 m	4.9 m

Where a wall, fence column, tree guard or any other structure abuts a car space clearance should be provided in accordance with Diagram 1.

Car spaces may include trees planted in rain gardens with flush grills 2 metres by 2 metres set at 45 degrees to the car space at the rear corners.

A structure may project into the space if it is at least 2.1 metres above the space. A column or tree guard may project into a space if it within the area marked in Diagram 1.

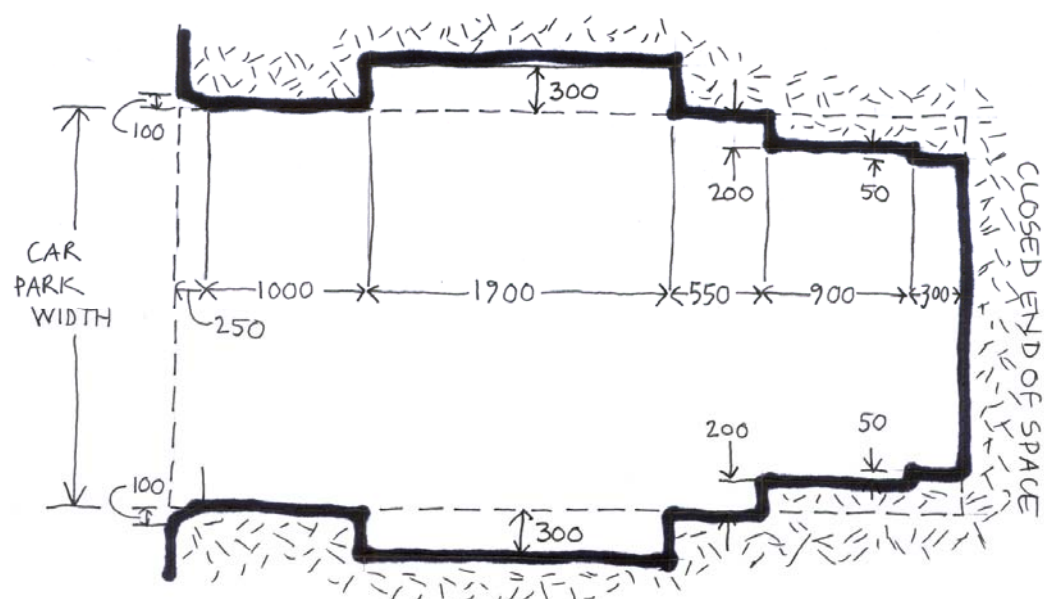


Diagram 1: Clearances to car spaces (measurements in millimetres)

Entries and exits

Pedestrian entrances and exists should be separate from vehicular entrances and exits.

Accessways should:

- Provide a turning space so that cars can exit the site in a forward direction if the accessway serves four or more car spaces or connects to a road in a Road Zone.

- Provide a passing area at the entrance at least 5 metres wide and 7 metres long if the accessway serves ten or more spaces and is either more than 50 metres long or connects to a road in a Road Zone.
- Have a corner splay or area at least 50 per cent clear of visual obstructions extending at least 2 metres along the frontage road from the edge of the exit lane and 2.5 metres along the exit lane from the frontage to provide a clear view of pedestrians on the footpath of the frontage road.

If an accessway to 4 or more car spaces is from land in a Road Zone, the access to the car spaces must be at least 6 metres from the frontage.

If entry to the car space is from a road, the width of the accessway may include the road.

Gradients

Accessways should have a maximum grade of 1 in 20 (5 per cent) for at least 6 metres from the frontage. This does not apply to access ways serving three or fewer dwellings, or access ways that comply with the Australian Standard.

Ramps (except within 6 metres of the frontage) should have the following maximum grades:

Type of car park	Length of ramp	Maximum grade
Public car parks	20 metres or less	1:5 (20 %)
	longer than 20 metres	1:6 (16.7 %)
Private or residential car parks	20 metres or less	1:4 (25 %)
	longer than 20 metres	1:5 (20 %)

Where the different in grade between two sections of ramp or floor is greater than 1:8 (12.5 per cent) for a summit grade change, or greater than 1:6.7 (15 per cent) for a sag grade change the ramp should include a transition section of at least 2.0 metres to prevent vehicles scaping or bottoming.

Grade changes of greater than 1:5.6 (18 per cent) or less than 3 metres apart should be assessed for clearances using the Australian standard.

Mechanical parking

Mechanical parking may be used to meet the parking requirement provided:

- The headroom clearance for a driver accessing a car is not less than 2 metres.
- Sufficient vehicle queuing space is available on-site to allow a vehicle to wait without unduly blocking access ways.
- The spaces are allocated to specific users who are familiar with the operation of the equipment or are used in valet parking situations.

Decision guidelines

Before deciding that any plan is satisfactory, or whether a permit should be granted to vary any dimension or requirement, the responsible authority must consider:

- Any relevant Local Planning Policy, Integrated Transport Plan, or Structure Plan.

- Whether the layout of car spaces and access lanes are consistent with the specific standards or a variation generally in accordance with Australian Standard AS2890.1 – 2004, Parking facilities, Part 1: Off-street car parking.
- The protection and enhancement of the streetscape.
- The provision of landscaping for screening and shade.
- The design and construction standards proposed for paving, drainage, line marking, signage, lighting and other relevant matters.
- The provision for pedestrian movement within and around the parking area.
- The measures proposed to enhance the security of people using the parking area.
- The provision of parking facilities for cyclists and disabled people.
- The type and size of vehicle likely to use the parking area.
- The ease and safety with which vehicles gain access to the site and circulate within the parking area.
- The need for the required car spaces to adjoin the premises used by each occupier, if the land is occupied by more than one occupier.

52.06-5 Requirements

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Use	Rate		Car parking measure
	Column A Standard	Column B Activity centre	
Shop other than listed in this table	4	3.5	to each 100 sq m of leasable floor area
Amusement parlour	4	3.5	to each 100 sq m of leasable floor area
Art and craft centre	4	3.5	to each 100 sq m of leasable floor area
Betting agency	4	3.5	to each 100 sq m of leasable floor area
Postal agency	4	3.5	to each 100 sq m of leasable floor area
Primary produce store	4	3.5	to each 100 sq m of leasable floor area
Supermarket	5	5	to each 100 sq m of leasable floor area
Restricted retail premises	3	2.5	to each 100 sq m of leasable floor area
Convenience shop if the leasable floor area exceeds 80 sq m	10	–	to each premises
	–	3.5	to each 100 sq m of leasable floor area
Market	8	3.5	to each 100 sq m of leasable floor area
Food and drink premises other than listed in this table	4	3.5	to each 100 sq m of leasable floor area
Restaurant	0.4	–	to each patron permitted
	–	3.5	to each 100 sq m of leasable floor area
Convenience restaurant	0.4	–	to each patron permitted
	–	3.5	to each 100 sq m of leasable floor area
Winery	0.4	–	to each patron permitted
	–	3.5	to each 100 sq m of leasable floor area
Tavern	0.4	–	to each patron permitted
	–	3.5	to each 100 sq m of leasable floor area
Hotel	0.4	–	to each patron permitted
	–	3.5	to each 100 sq m of leasable floor area
Gambling premises	0.4	–	to each patron permitted
	–	3.5	to each 100 sq m of leasable floor area
Office other than listed in this table	3.5	3	to each 100 sq m of net floor area
Mail centre	3.5	3	to each 100 sq m of net floor area
Research centre	3.5	3	to each 100 sq m of net floor area
Dwelling	1	1	to each one or two bedroom dwelling, plus
	2	2	to each three or more bedroom dwelling (with studies or studios that are separate rooms counted as bedrooms), plus
	1	0	for visitors to every five dwellings for developments of five or more dwellings
Home occupation	1	1	to each person who works in the home occupation who is not a resident of the dwelling

Use	Rate		Car parking measure
	Column A Standard	Column B Activity centre	
Display home	5	0	to each dwelling for five or fewer contiguous dwellings, plus 2 to each additional contiguous dwelling
Residential village except provided by the Office of Housing	1	1	to each one or two bedroom dwelling, plus
	2	2	to each three or more bedroom dwelling (with studies or studios that are separate rooms counted as bedrooms), plus
	1	0	for visitors to every five dwellings for developments of five or more dwellings
Retirement village except provided by the office of Housing	1	1	for each one or two bedroom dwelling, plus
	2	2	for each three or more bedroom dwelling (with studies or studios that are separate rooms counted as bedrooms), plus
	1	0	for visitors for every five dwellings for developments of five or more dwellings
Residential village provided by the Office of Housing	0.3	0.3	to each dwelling
Retirement village provided by the Office of Housing	0.3	0.3	to each dwelling
Residential aged care facility	0.3	0.3	to each lodging room
Motel	1	1	to each unit, and to each manager dwelling, plus 50 per cent of the relevant requirement of any ancillary use
Place of assembly, except Amusement parlour	0.3	0.3	to each patron catered for
Cinema based entertainment complex	0.3	0.3	to each patron catered for
Funeral parlour	0.3	0.3	to each seat or to each sq m of net floor area, whichever is greater
Medical centre	5	–	to each person providing health services
	–	3.5	to each 100 sq m of leasable floor area
Veterinary centre	5	–	to each person providing animal health services
	–	3.5	to each 100 sq m of leasable floor area
Industry other than listed in this table	2.9	1	to each 100 sq m of net floor area of buildings
Warehouse other than listed in this table	1.5	1	to each 100 sq m of net floor area
Freezing and cool storage	1.5	1	to each 100 sq m of net floor area
Motor repairs	3	3	to each 100 sq m of net floor area plus one space for each vehicle being serviced, repaired or fitted with accessories, including vehicles waiting to be serviced, repaired or fitted with accessories, or to be collected by their owners
Fuel depot	10	10	per cent of site area
Landscape gardening supplies	10	10	per cent of site area
Materials recycling	10	10	per cent of site area
Milk depot	10	10	per cent of site area

Use	Rate		Car parking measure
	Column A Standard	Column B Activity centre	
Saleyard	10	10	per cent of site area
Store other than listed in this table	10	10	per cent of site area
Trade supplies	10	10	per cent of site area
Education centre other than listed in this table	0.4	0.3	to each student that is part of the peak student load
Child care centre	0.2	0.2	to each child
Primary school	1	1	to each employee
Secondary school	1.2	1.2	to each employee
Bowling green	6	6	to each rink, plus 50 per cent of the relevant requirement of any ancillary use
Golf course	4	4	to each hole, plus 50 per cent of the relevant requirement of any ancillary use
Squash court other than in conjunction with a dwelling	3	3	to each court, plus 50 per cent of the relevant requirement of any ancillary use
Swimming pool other than in conjunction with a dwelling	5.6	5.6	to each 100 sq m of site
Tennis court other than in conjunction with a dwelling	4	4	to each court, plus 50 per cent of the relevant requirement of any ancillary use