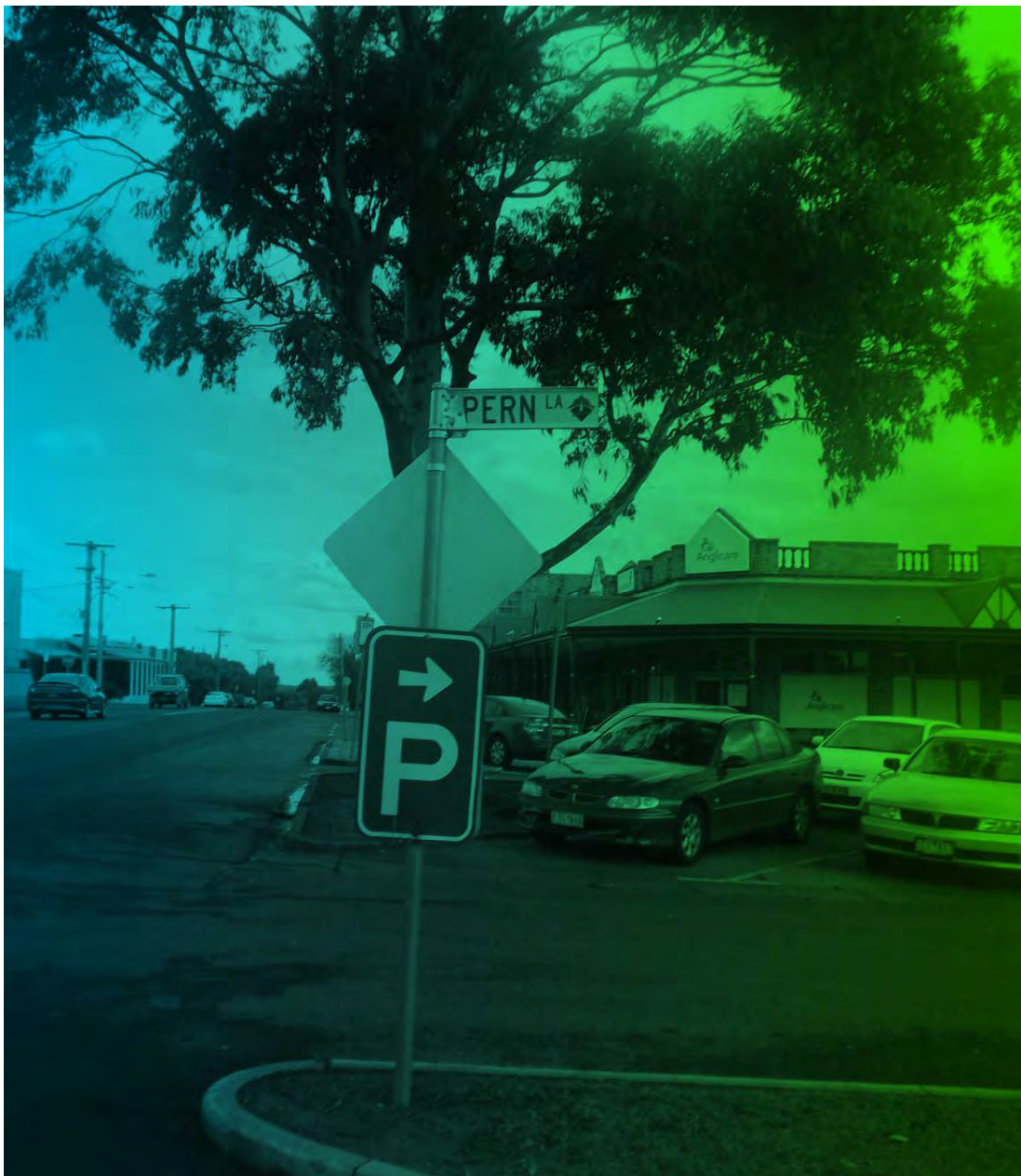


Leongatha CBD Parking Strategy



Leongatha CBD Parking Strategy

Prepared for
South Gippsland Shire Council

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Executive Summary

South Gippsland Shire Council has commissioned AECOM to undertake a car parking study and strategy for Leongatha's Central Business District (CBD) to enable the Council to deliver sustainable parking solutions for the town. The expected increase in population and intensified land uses in Leongatha is likely to have an impact on the supply and demand of parking provided in the CBD.

It was found that there is sufficient parking within the core parking area of the CBD overall to cater for existing peak parking demand. However, historically developments and change of use applications have not provided on-site parking spaces as required by the relevant planning regulations. Depending on the growth of demand for parking associated with businesses in the future, and based on the historical parking waiver, the current parking surplus could be exhausted in the near future.

The study has recommended minimum car parking requirements which are crucial for the successful operation of existing and future businesses. With this acknowledged it is understood that some businesses may choose not to provide car parking on site. The strategy recognizes this and provides the option of supplying off-site car parking through a financial contribution scheme under the Planning Scheme. The funds collected through this scheme will be used for the provision of additional public parking spaces.

In recognition of the value of businesses to the Shire, it's recommended that Council co-contribute to the Parking Investment Fund. The strategy has identified that Council should take actions to better manage the public parking spaces particularly: reduction to existing parking restriction times, increased parking enforcement, provisions of new bicycle parking facilities, providing and marking cycling lanes, improved directional signage to off-street parking sites, as well as further review into parking for long trucks.

This strategy has been developed in consultation with the Leongatha community. Its recommendation has taken into account the recent changes to the parking requirements in the Victoria Planning Provisions.

The study has confirmed that employees and visitors to retail outlets are the prime source of parking demands in the Leongatha CBD. The outskirts of the CBD study area are dominated by residential land uses where the demand for the majority of on-street parking spaces is generated by residents and their visitors.

The recommendations are listed below:

Recommendation 1: Clause 52.06 Car Parking Provisions

Council to adopt the car parking provisions set out in Column B of Clause 52.06 of the South Gippsland Planning Scheme for the core parking area identified in the strategy. For all other locations, Column A of Clause 52.06 of the Victorian Planning Scheme should be applied.

Recommendation 2: Safeguard future parking supply in CBD

Council implements a Schedule to the Parking Overlay to require a financial contribution in place of providing car parking spaces at new developments. This will apply to uses within the core parking area which do not satisfy the parking requirements as set out in Column B of Clause 52.06 of the Planning Scheme.

Recommendation 3: Cash-in-Lieu

The sliding scale approach to cash-in-lieu contributions will be adopted. The cash-in-lieu payment will be required in respect of each car parking space or part thereof which is not provided on the land (but the net of car parking credits). The amount of cash-in-lieu payments is to be adjusted annually from 1 July 2012 using Construction Industry Output Price Indexes as the index.

Recommendation 4: Managing public parking

Council to ensure that an appropriate level of parking is provided in the CBD and that the parking supply is efficiently utilised and best services the needs of land uses serviced by the parking facility.

Recommendation 5: Disabled parking

Council to ensure that the parking needs of disabled and mobility impaired drivers are given high priority with a view to identifying and improving accessibility issues to key land uses in Leongatha CBD.

Recommendation 6: Loading practices

Council to provide an appropriate level of enforcement with a view to minimising the safety issues associated with double parking of delivery vehicles.

Recommendation 7: Motorcycle and scooter parking

Council to provide an appropriate level of motorcycle and scooter parking supply in Leongatha CBD.

Recommendation 8: Long vehicle parking

Council to provide an appropriate level of parking supply to cater for the parking needs of long vehicles in Leongatha CBD.

Recommendation 9: Enforcement

Council to provide an appropriate level of parking enforcement that seeks to fairly address the existing issues associated with overstay of parking restrictions in the core parking area of Leongatha CBD.

Recommendation 10: Directional signage

Council to ensure that an appropriate level of directional signage is available to guide motorists to parking facilities in Leongatha CBD.

Recommendation 11: Reducing the demand for parking

Council to continue to provide sufficient infrastructure and guidance to encourage the use of alternative transport modes to single occupancy car use.

1.0 Introduction

1.1 Background

South Gippsland Shire Council has commissioned AECOM to undertake a car parking study and strategy for the Central Business District (CBD) of Leongatha.

1.2 The need for a Parking Strategy

A high level review in the Korumburra and Leongatha Traffic Study (O'Brien Traffic, 2008) has identified that Leongatha experiences a number of parking related issues including a less than desirable supply of parking.

The population in Leongatha is expected to grow from roughly 5,500 residents in 2011 to over 8,000 residents in 2031. Potential also exists for additional retail and commercial floor space to be developed with Leongatha town centre by 2020. The increase in population and land uses in Leongatha is likely to have a further impact on the supply of parking provided in the CBD, hence the need for this Parking Strategy.

During the development of the Parking Strategy, the Department of Planning and Community Development (DPCD) released new car parking provisions in Clause 52.06 of all planning schemes, and introduced the new Parking Overlay to the Victoria Planning Provisions (VPP). Accordingly, a key element of the Parking Strategy has been to address the requirements set out in the relevant new practice notes and advisory notes

1.3 Strategy Objectives

This Parking Strategy has been undertaken with a view to formulating a range of policies and actions that address the future parking needs of residents, businesses and visitors to Leongatha CBD. The key objectives of this Parking Strategy include:

- Determine whether the car parking supply in the CBD meets existing requirements.
- Determine whether the car parking supply in the CBD meets future requirements while taking into account the future options of a heavy vehicle alternative route for Leongatha CBD.
- Support equitable distribution of parking costs in Leongatha CBD.
- Improve management of on-street and off-street car parking in Leongatha CBD to achieve optimum use and turnover of car parks.
- Maximize the availability and awareness of existing parking by better managing demand and encouraging alternative transport modes such as walking, cycling and public transport.
- Address the requirements of changes to the car parking provisions in Clause 52.06 of the Planning Scheme.

1.4 New Victorian Planning Provisions

In June 2012, DPCD introduced changes to the parking provisions in Clause 52.06 of the VPP and all planning schemes and the new Parking Overlay.

The key changes that are considered as part of this parking strategy are summarised below.

1.4.1 Clause 52.06 Car Parking

The new Clause 52.06 includes:

- Provide an option to apply a set of lower “Column B” rates in nominated activities centre areas.
- An expanded purpose with measures to encourage a reduction in parking demand and promote sustainable transport alternatives.
- Removal of need for a permit to reduce car parking for a change of use if the parking requirement for the new use is equal to or lower than that for the existing use
- New decision guidelines for reducing a car parking requirement.
- New and updated car parking rates and measures for a range of land uses.

1.4.2 The new Parking Overlay

The new Parking Overlay:

- Provides a clearer mechanism to vary requirements relating to the number of parking spaces, financial contributions, design requirements and decision guidelines within local parking precincts.
- Allows areas subject to special controls to be mapped on planning scheme maps.
- Provides a mechanism to require a permit to exceed a specified parking provision.

1.5 Parking Strategy study area

This strategy focuses on the Leongatha CBD in the area bounded by the red line in Figure 1. Within the CBD, a core parking area (bounded within the blue line in Figure 1) has been identified where the majority of commercial and retail uses are located. The core parking area generally consists of the parking supply that services and is shared by the central commercial and retail area. Outside of the core parking area, land uses are predominantly residential, community service and light industrial. Commercial and retail land uses directly abutting the South Gippsland Highway to the north of Smith Street have not been included within the core parking area as these land uses are predominantly standalone self-contained sites. Parking provision and demand generated by these land uses are self-contained and has limited direct impact on other parking areas in the CBD.

Figure 1 Study area



2.0 Background

2.1 Leongatha profile

Leongatha is a township located approximately 130 kilometres southeast of Melbourne and is the key commercial and service centre for South Gippsland Shire. The 2011 Census indicates that Leongatha currently has a population of approximately 5,332 residents. The South Gippsland Shire Council ID Profile site indicates that the number of residents is expected to rise to over 8,000 residents by 2031.

The latest journey to work statistics (2006 Census data) indicates that roughly 69% of people who live in Leongatha travel to work by car. The remainder of people whom travelled to work either walked (9.3%), cycled (0.8%) or took a taxi (0.4%) (the balance of Leongatha residents included people who did not work or worked from home).

The high level of car usage is reflective of Leongatha's role as a regional centre and the lack of effective public transport options. Leongatha is easily accessed by road from much of South Gippsland Shire, whilst, as shown in Section 2.4 of this report, public transport services within the Shire are limited.

2.2 Policy documents and previous studies

AECOM has reviewed a number of key reports and strategies as requested by SGSC to ensure that this Parking Strategy aligns with the outcomes and direction other policy tools and guidance used by Council. The key documents that have been identified as relevant to this Parking Strategy are:

- SGSC Paths and Trails Strategy (2010);
- Korumburra and Leongatha Traffic Study (2008);
- Leongatha Structure Plan (2008); and
- Leongatha Business and Commercial Land Assessment Report (2004).

A review of the documents is provided in Appendix A.

2.3 Key land uses in Leongatha CBD

2.3.1 Existing land uses

The existing provision of the land use types that are likely to account for most of the parking demand on a daily basis in the Leongatha CBD is outlined in Table 1 (it is noted that there are also community related uses in Leongatha CBD such as the memorial halls and churches that would generate a demand for parking on a more occasional basis).

Table 1 Provision of key land uses in Leongatha CBD

Land Use	Land Use Provision CBD Wide	Land Use Provision Core Area	Land Use Provision Outside Core Area
Supermarket	5,450m ²	5,450m ²	0m ²
Retail (includes shops and cafes)	24,797m ²	23,002m ²	1,795m ²
Restricted Retail	16,466m ²	6,027m ²	10,439m ²

Land Use	Land Use Provision CBD Wide	Land Use Provision Core Area	Land Use Provision Outside Core Area
Office	8,271m ²	6,573m ²	1,698m ²
Hotel	2,420m ²	2,420m ²	0m ²
Light Industry	6,923m ²	543m ²	6,380m ²

Source: SGSC Rates Database

It can be noted from Table 1 that:

- All supermarket land use provision is provided within the core parking area of the CBD.
- The majority of retail uses and office space is provided within the core parking area of the CBD.
- The majority of light industrial space is provided outside of the core parking area of the CBD.

2.3.2 Future land uses

Retail and Office floorspace

The projected increase in retail and office uses to be provided in Leongatha by 2020 is set out in Table 2.

Table 2 Retail and Office floorspace projections

Land Use	Estimated Size Increase between 2010 and 2020
Retail (includes shops and restricted retail)	9,000m ²
Office	3,600m ²

Source: Leongatha Business and Commercial Land Assessment report (Essential Economics, June 2004) – See Appendix A.

As noted by the 2004 economic study, 65% of retail floor area and 100% of office floor area is likely to be within Leongatha CBD.

Residential and Industrial

The estimated growth in residential and industrial land uses in Leongatha over the next 20 years includes:

- R1Z land - 53 dwellings per year (5.3 ha per year).
- LDRZ land - 6 dwellings per year (2.4 ha per year).
- Industrial land - 7 lots per year (1.5 ha per year).

(Source: *Economic Assessment of Future Requirement for Residential, Industrial and Commercial Zoned Land*, Essential Economics, 2007)

At these rates, there is sufficient existing R1Z land to meet demand until 2020, while the LDRZ land supply is sufficient until 2016.

The capacity of the existing industrial land supply is being reviewed in the Leongatha Industrial Land study.

2.4 Sustainable transport options in Leongatha CBD

2.4.1 Walking and Cycling

There is currently a well developed pedestrian network within the central area of Leongatha CBD with connecting footpaths generally provided on both sides of the carriageway on each of the roads. There are limited controlled pedestrian crossings within the central area of the CBD, although a number of drop kerbs are provided and pedestrians can seek refuge in central medians when crossing busier streets. Outside of the central area of the CBD, there is a pedestrian network in residential areas although it is incomplete in some locations.

There are limited existing dedicated bicycle facilities in the CBD.

Council is seeking to address existing deficiencies through the South Gippsland Shire Council 2010 'Paths and Trails Strategy'. The Strategy makes 16 recommendations for Leongatha including:

- Proposed on-road cycling routes on key roads in Leongatha including McCartin Street, Bair Street, Bruce Street and Young Street.
- Installation of bicycle stands.
- Improved signage.
- Upgrade of pedestrian paths.

It's also noted that Council has a Capital Work Program that addresses those "missing links" created by subdivision and growth in demand for pedestrian and cyclist infrastructure.

For shorter distance trips, that is trips within Leongatha CBD, walking and cycling are likely to be a feasible alternatives to car travel for many trip types. However, an oversupply of parking at locations within Leongatha CBD could feasibly encourage shorter trips or multiple short trips to be undertaken by car.

Cycling is also an alternative for longer distance trips (over 1km). 22% of the respondents to a community survey undertaken by Council for this Parking Strategy consider cycling to be a viable alternative to car travel in their visit to Leongatha CBD. Due to the longer distance there is generally a need for end of trip facilities such as bike parking and change facilities to encourage and facilitate cycle trips.

2.4.2 Public transport

The only forms of public transport operating in Leongatha are buses and taxis. The V/Line Station (the former Leongatha Railway Station) is located on Long Street. The station has parking for approximately 20 vehicles. The car park has an average occupancy rate of 66% and a peak occupancy rate of 82%.

2.4.2.1 Local transport

There are three public bus routes operating on school days between 8:00am and 9:00am and between 3:00pm and 4:00pm, covering six bus stops around the Leongatha township.

Council has been an active supporter of car pooling and ride share principles which has the potential to reduce demand on car parking spaces, in particular for the education and employment sectors.

2.4.2.2 Regional transport

The main bus route between Yarram to Melbourne runs via Leongatha (with the pick up/drop off at the former Leongatha Railway Station) and is operated as a V/Line coach service.

The route to Melbourne is split into three separate components. At Koo Wee Rup, passengers have the choice of continuing by coach to Melbourne or swapping to either a coach between Koo Wee Rup and Dandenong or a coach to Phillip Island. Those who use the coach to Dandenong can also transfer to the train service between Dandenong and Melbourne.

Table 3 shows the weekday and weekend service details for the Yarram to Melbourne return service.

Table 3 Yarram – Melbourne weekday service details for Leongatha

Mode	Direction	Weekday			Weekend		
		No. of Services	First Service at Leongatha	Last Service at Leongatha	No. of Services	First Service at Leongatha	Last Service at Leongatha
Coach	Yarram to Melbourne	8	5:55am	6:55pm	4	8:00am	6:01pm
Coach	Melbourne to Yarram	8	8:35am	11:01pm	4	10:46am	7:56pm

A bus route runs between Traralgon and Wonthaggi and stops at the Leongatha railway station. The weekday and weekend service details are summarised in Table 4.

Table 4 Traralgon – Wonthaggi weekday service details for Leongatha

Mode	Direction	Weekday			Weekend		
		No. of Services	First Service at Leongatha	Last Service at Leongatha	No. of Services	First Service at Leongatha	Last Service at Leongatha
Bus	Traralgon to Wonthaggi	3	10:44am	4:54pm	2	11:52am	4:25pm
Bus	Wonthaggi to Traralgon	3	7:15am	2:10pm	2	9:15am	1:25pm

A school bus runs daily between Leongatha and Wonthaggi. Table 5 shows the service details.

Table 5 Leongatha – Wonthaggi school day service details for Leongatha

Mode	Direction	No. of Services	First Service at Leongatha	Last Service at Leongatha
School Bus	Wonthaggi to Leongatha	1	8:35am	-
School Bus	Leongatha to Wonthaggi	1	3:35pm	-

2.4.3 Summary

From a review of available information, it is clear that:

- There are a limited number of public transport services available to residents and visitors within Leongatha.
- A high proportion of residents travelling to work do so by private motorised vehicle.
- There is an established pedestrian network within Leongatha.

Based on the existing level of service and coverage, it is reasonable to conclude that public transport is unlikely to be a feasible alternative to car based travel for many trip types, and in particular, medium and longer distance trips. Unless there are significant improvements to the level of service and coverage, there would be a very low potential for public transport to reduce demand for car travel and hence the demand for parking within Leongatha CBD.

For trips within Leongatha CBD, walking and cycling is likely to be a feasible alternative to car travel. The supply of car and bicycle parking, as well as end of trip facilities can influence people's decisions on whether to walk or cycle.

3.0 Parking Surveys

3.1 Introduction

The demand for parking within the Leongatha CBD study area is generated by a number of different land use types. Significant parking demands are generated by employees and visitors to retail outlets in the identified core area of Leongatha. The outskirts of the study area are dominated by residential land uses where the demand for the majority of on-street parking spaces is generated by residents and their visitors.

A total of 2,562 parking spaces were surveyed as part of this study. This included 1,527 on-street parking spaces (i.e. parking spaces provided on road) and 1,035 off-street parking spaces (i.e. parking spaces provided in off-road car parks). Accordingly parking within Leongatha is split approximately 60/40 between on-street and off-street car parking space provision.¹ It should also be noted that the Leongatha CBD also includes a number of small private car parks servicing industrial and employment land uses that could not be surveyed due to access restrictions. These off-street car parks could account for an additional 150 - 250 spaces (for the purposes of this strategy, it has been assumed that the future growth of supply and demand in the Leongatha CBD will not be impacted by the availability of these unsurveyed parking spaces).

3.2 Car parking surveys

In order to better understand existing parking trends in the CBD wide study area comprehensive on-street and off-street car parking surveys were undertaken on Thursday 15 March 2012. This particular date was chosen as it would reflect typical daily parking demand in the study area. The surveying exercise involved:

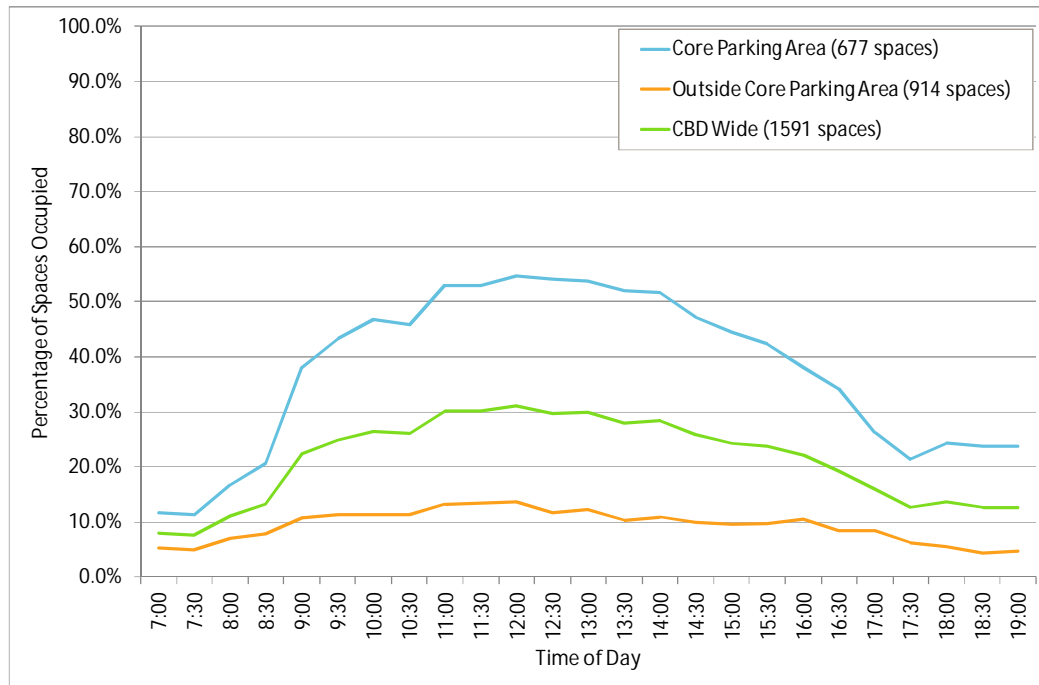
- An inventory of parking supply by restriction;
- Half hourly occupancy surveys;
- Turnover surveys; and
- General observations of parking practices and identification of any parking related issues.

¹ It should be noted that the survey area covering 2562 spaces was more extensive in area than that covered in the Korumburra and Leongatha Traffic Study (2008) which covered 1119 spaces in Leongatha.

3.3 Daily profile of parking

Figure 2 shows the daily profile of on-street parking demand in Leongatha CBD.

Figure 2 Daily profile of on-street parking spaces in Leongatha CBD

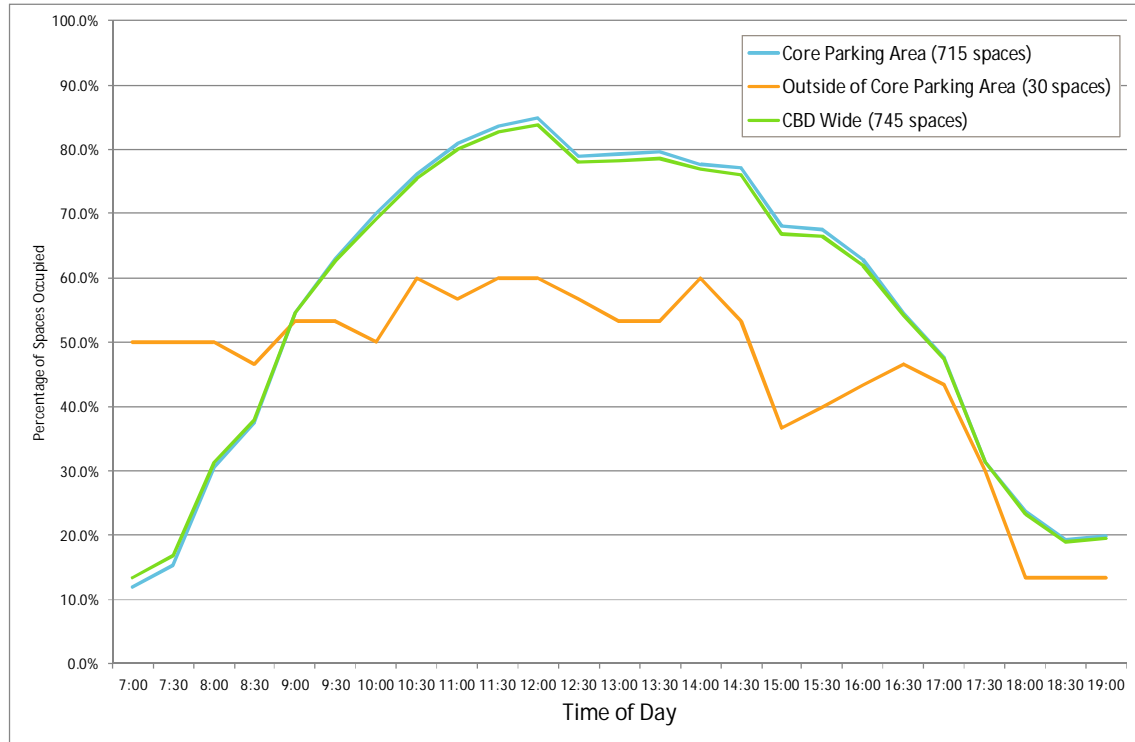


It can be noted from Figure 2 that:

- Over the entire CBD, the peak demand for on-street parking is 30%.
- The peak demand for on-street parking is much higher in the core parking area (55%) in comparison to outside the core parking area (13%).
- The peak period for on-street parking in the CBD is 12:00pm.
- Parking occupancy levels are shown to rise steadily till 12:00pm before gradually decreasing until 5:30pm.

Figure 3 shows the daily profile of parking demand in public off-street car parks in Leongatha CBD.

Figure 3 Daily profile of parking demand in public off-street car parks in Leongatha CBD

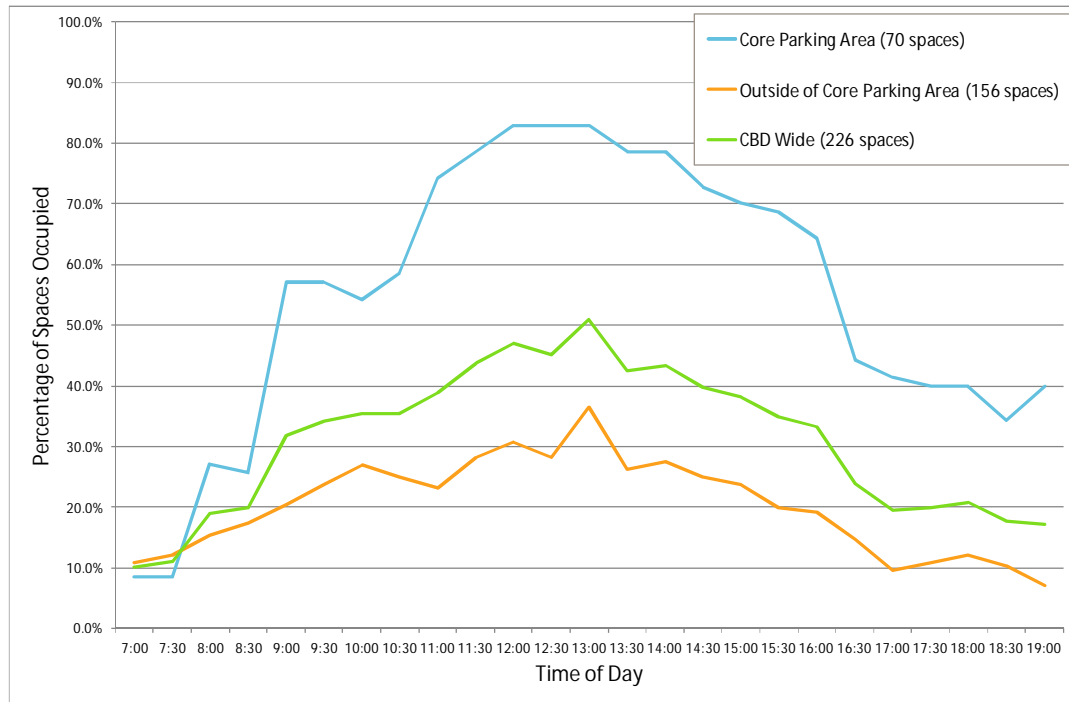


It can be noted from Figure 3 that:

- The peak demand for public off-street parking in the core parking area of the CBD is approximately 84%.
- The peak period for public off-street parking in the CBD is 12:00pm.
- Parking occupancy levels are shown to rise sharply till 12:00pm before sharply decreasing from 2pm to 6pm.
- The peak demand for public off-street parking outside of the core parking area is approximately 60%.

Figure 4 shows the daily profile of parking demand in surveyed private off-street car parks in Leongatha CBD.

Figure 4 Daily profile of parking demand in private off-street car parks in Leongatha CBD



It can be noted from Figure 4 that:

- Over the entire CBD, the peak demand for private off-street parking is 50%.
- The peak demand for private off-street parking is much higher in the core parking area in comparison to outside the core parking area.
- The peak period for private off-street parking in the CBD is 12:00pm.
- Parking occupancy levels are shown to rise sharply between 7:30am and 9am and steadily increasing up until 12pm before gradually decreasing until 7:00pm.

3.4 Parking supply and demand

Table 6 shows the supply and demand of parking spaces in Leongatha CBD by parking restriction (a map and list of parking restrictions by location for the Core Parking Area is provided in Appendix B).

Table 6 Supply and demand of parking spaces in Leongatha CBD – by restriction

Parking Restriction	Core Parking Area			Outside Core Parking Area		
	Supply	Peak Demand	Occupancy	Supply	Peak Demand	Occupancy
15 Minute	31	25	81%	0	0	0
30 Minute	48	33	69%	11	0	0
1 Hour	128	113	88%	0	0	0
2 Hour	450	360	80%	39	18	46%

Parking Restriction	Core Parking Area			Outside Core Parking Area		
	Supply	Peak Demand	Occupancy	Supply	Peak Demand	Occupancy
4 Hour	51	44	86%	0	0	0
Unrestricted	661	433	66%	997	151	15%
Disabled	25	9	36%	9	1	11%
Loading Zone	24	6	25%	0	0	0
Bus Zone	4	1	25%	0	0	0
Taxi Zone	3	0	0%	1	0	0%
Permit Zone	35	13	37%	27	8	30%
No Standing	6	0	0%	16	6	38%
TOTAL	1,466	1,037	71%	1,100	190	17%

It can be noted from Table 6 that:

- There is a good mix of short term and long term parking options in the core parking area with roughly half of publicly available spaces allocated to short terms spaces (15 minute to 2 hour) and half allocated to longer term parking (4 hour and unrestricted).
- There are 1,369 short and long term parking spaces in the core parking area of the CBD of which 1,008 parking spaces were occupied during the peak period.
- The peak demand for shorter term parking spaces in the core parking area is approximately 81%. At the peak period of the day, there were 121 short term parking spaces unoccupied in the core parking area.
- The peak demand for longer term parking spaces in the core parking area is approximately 69%. At the peak period of the day, there were 212 longer term parking spaces unoccupied in the core parking area.
- The current demand for available parking (i.e. for short and longer term parking) is below the generally accepted effective capacity of parking (i.e. 85% occupancy levels). The current surplus of parking (i.e. number of spaces available below 85% occupancy levels) is estimated to be **156** spaces (see Appendix C).
- The demand for disabled parking spaces and loading zones was low during the peak period (i.e. less than 40% occupied). It is noted that this pattern generally occurred throughout the survey day.
- Outside of the core parking area the demand for parking is 17%. Land uses outside of the core parking area are mostly residential which would not be expected to generate a high parking demand during the survey period.

-

Table 7 shows the supply and demand of parking spaces by parking facility.

Table 7 Supply and demand of parking spaces in Leongatha CBD – by parking facility

Parking Restriction	Core Parking Area			Outside Core Area		
	Supply	Peak Demand	Occupancy	Supply	Peak Demand	Occupancy
On-street	677	371	54.8%	914	124	13.6%
Public Off-street	715	607	84.9%	30	18	60.0%
Private Off-street ¹	70	58	82.9%	156	48	30.8%

It can be noted from Table 7 that:

- Parking within the core area of the CBD is predominantly provided within on-street and public off-street parking facilities.
- The peak demand for on-street parking spaces in the core parking area is approximately 55%. During the peak period of the day, there were 306 on-street parking spaces unoccupied in the core parking area.
- The peak demand for public off-street parking spaces in the core parking area is approximately 85%. During the peak period of the day, there were 108 off-street parking spaces unoccupied in the core parking area.

Figure 5 shows the distribution of peak parking demand throughout Leongatha CBD (an enlarged version of Figure 5 is provided in Appendix D). It can be noted that there are a number of off-street car parks that experience high demand during the peak period in the central area of the CBD. Likewise, sections of McCartin Street and Bair Street also experience high demands for parking during the peak periods. However, there are both on-street and off-street parking facilities close to the most popular parking areas that experience a much lower parking demand during the peak periods.

Figure 5 Distribution of peak parking demand in Leongatha CBD.



3.5 Observed parking habits

3.5.1 Duration of stay

Table 8 shows the observed duration of stay in parking spaces within the core parking area of Leongatha CBD (cells shaded in grey represent overstay of parking restrictions).

Table 8 Duration of stay in parking spaces in core parking area of Leongatha CBD.

Restriction	Less than 30 Mins	30 Mins	1 Hour	1 Hour 30 Mins	2 Hours	2 Hours 30 Mins	3+ Hours
15 Minute	75%	11%	5%	3%	2%	1%	3%
30 Minute	69%	20%	5%	3%	1%	1%	1%
1 Hour	66%	23%	6%	3%	1%	1%	1%
2 Hour	54%	23%	9%	5%	3%	2%	4%
4 Hour	10%	12%	7%	12%	8%	8%	44%
Unrestricted	12%	11%	6%	3%	3%	5%	60%
ALL	34%	16%	7%	4%	3%	3%	32%

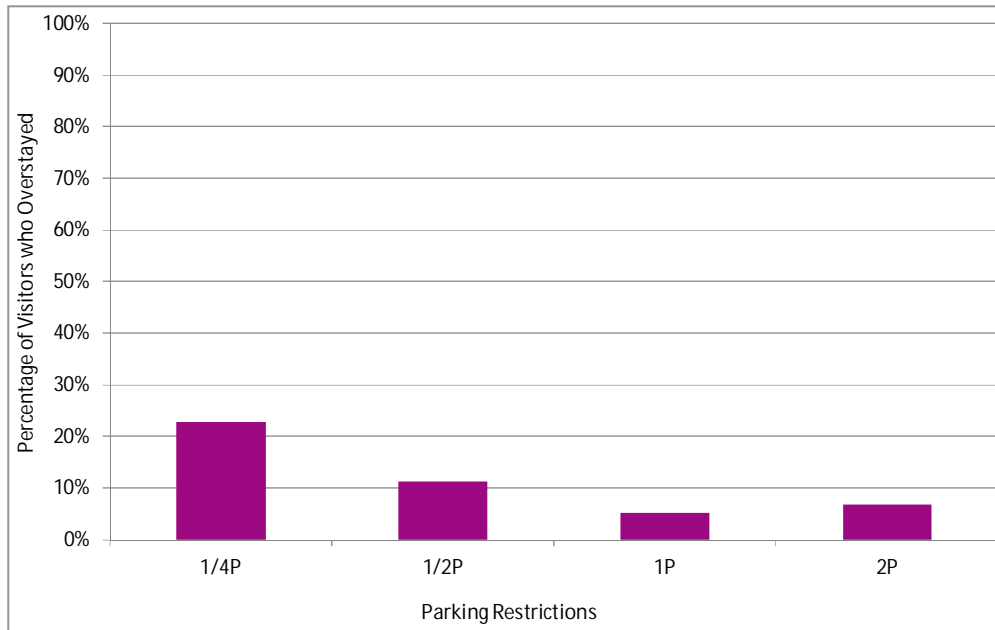
It can be noted from Table 8 that:

- Over a third of people using parking spaces in the core parking area of the CBD use it for less than 30 minutes, whilst half the visitors park for less than 1 hour.
- Roughly a third of people parking in Leongatha CBD stayed for over 3 hours.
- There is an issue with visitors overstaying parking limits, particularly in 15 minute and 30 minute time restricted parking spaces.

3.5.2 Compliance with parking restrictions

Figure 6 shows the level of non-compliance with on-street parking restrictions in the core parking area of the CBD.

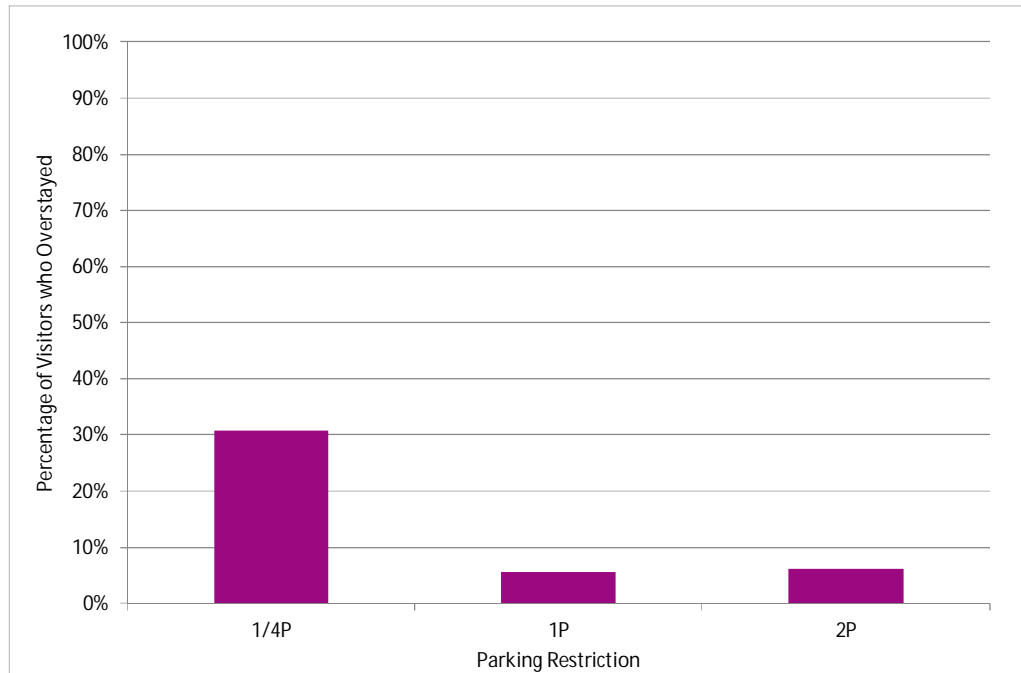
Figure 6 Non-compliance with on-street parking restrictions



It can be noted from Figure 6 that compliance with time restricted on-street parking spaces could be improved. This is particularly the case for 15 minute time restricted spaces in the core area of the CBD for which close to 25% of visitors who parked in these spaces overstayed the designated time limit. It is also worth noting that the average duration of those overstaying the parking restrictions did so for an average time of 123 minutes.

Figure 7 shows the level of non-compliance with off-street parking restrictions in the core parking area of the CBD.

Figure 7 Non-compliance with off-street parking restrictions



It can be noted from Figure 7 that compliance with time restricted off-street parking spaces could be improved. This is particularly the case for 15 minute time restricted spaces in the core area of the CBD for which close to 30% of visitors who parked in these spaces overstayed the designated time limit. It is also worth noting that the average duration of those overstaying the parking restrictions did so for an average time of 49 minutes.

A detailed review of the parking turnover data highlighted some particular locations where overstay is more prevalent. In particular, approximately 30% of parking spaces in the IGA car park (a 2 hour parking area) had visitors staying more than 3.5 hours.

3.6 Future parking considerations

3.6.1 Existing planning permits

It is noted that there are existing planning permits under review by Council's Strategic Planning department which are likely to result in the waiving of the car parking requirements. The waivers for the proposed new uses will be granted on the basis that it is preferable to have the new developments even though parking cannot be provided due to site constraints. However, there could still be parking demand generated by these developments that would need to be accommodated within the existing parking supply in the core parking area of Leongatha CBD.

Council has estimated that the car parking requirements for these committed developments is likely to be in the order of 72 parking spaces. For the purposes of this strategy, the peak demand for parking (including committed developments) in the core parking area of the CBD is estimated to be in the order of 1,080 parking spaces. This is below the effective capacity of parking supply (1,164 spaces i.e. 85% of total short and long term spaces) when intervention such as the provision of new parking spaces is usually required. As such, the current surplus of parking with committed development in place is estimated to be **84** spaces.

3.6.2 Heavy vehicle alternative route

3.6.2.1 Background

The South Gippsland Highway Corridor Strategy (VicRoads 1999) identified a Heavy vehicle alternative route of the Leongatha commercial area as a high priority project. Options for the by-pass were subsequently investigated in the 2002 study —Options for a Heavy vehicle alternative route of the Commercial Centre of Leongatha.

The Korumburra and Leongatha Traffic Study (O'Brien Traffic, 2008) identified Option 1 which is a route of Bair Street via Hughes Street and Long Street as the preferred option (see Appendix E for map of the route) Option 1, together with all recommendations affecting traffic and parking issues in Leongatha were formally endorsed by Council at its ordinary meeting 18 June 2008.

Detailed design of the preferred route is currently being undertaken by VicRoads.

3.6.2.2 Impacts of the proposed alternative route on parking in the CBD

In terms of parking in Leongatha CBD, the main impact the provision of the alternative route is likely to have is the opportunity to increase parking supply on Bair Street. Bair Street currently forms part of the section of the South Gippsland Highway that runs through the township. The street provides two lanes in each direction and has parallel parking on each side of the street.

The provision of the alternative route is anticipated to reduce truck and other traffic movements through the township thus potentially allowing Council to reduce the number of traffic lanes currently provided on Bair Street. The reduction in traffic lanes would allow the conversion of existing parallel parking bays to angle parking bays thus potentially increasing the parking supply on Bair Street by 40 parking spaces.

With the heavy vehicle alternative route in place, the surplus of parking (i.e. the number of spaces below the 85% effective capacity) would be in the order of **118** spaces.

The proposed alternative route is also likely to influence the location of truck parking in the Leongatha CBD.

Appendix C provides the calculation of car spaces discussed in this Section.

4.0 Community Input

4.1 Introduction

Community input is seen as one of the most important elements in the development of this parking strategy. Community input has been sought at the following stages of the project:

- Interview surveys undertaken on the day of the parking survey (15 March 2012)
- Surveys of business and retail premises located in the study area undertaken by Council during March 2012
- Surveys of the community in Leongatha undertaken by Council during May 2012
- Community consultation sessions with residents and business held in Leongatha on 30 May 2012.

The key outcomes from the surveys are presented in the following sections.

4.2 Public interview surveys (15 March 2012)

4.2.1 Overview

Interview surveys were conducted in the central area of Leongatha CBD on 15 March 2012. Interview surveys were undertaken throughout the survey day between 7:00am and 4:00pm at the locations shown in Figure 8.

A total of 548 people responded to the survey, of those whom responded roughly half live in Leongatha with the rest coming from other locations.

The main purpose of the surveys was to gain an appreciation of the parking habits of those people interviewed, including:

- Time they expected to park within these locations.
- Destination visitor was heading following parking.
- Purpose of visit to Leongatha CBD.
- Any other destinations visited whilst parking.

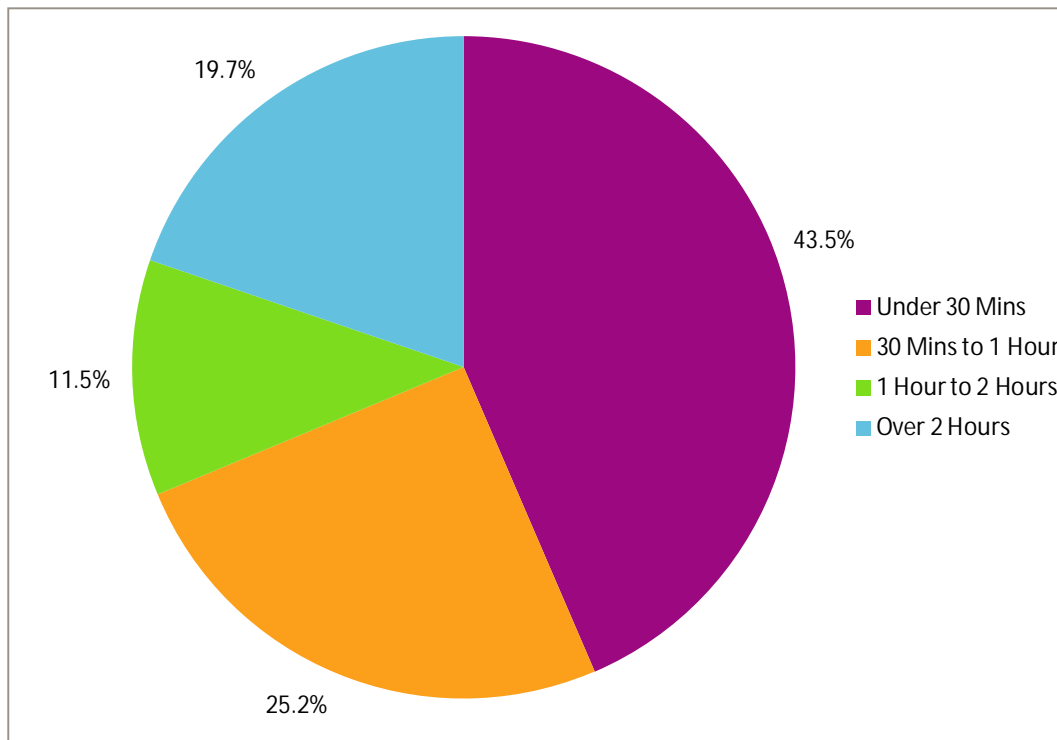
Figure 8 Leongatha CBD interview survey locations



4.2.2 Perceived duration of stay

Figure 9 shows the time respondents expected to stay in their visit to Leongatha CBD. It can be noted that approximately 69% of respondents expected to stay in the CBD for less than one hour and 80% of respondents expected to stay less than 2 hours. Interestingly, the parking turnover results undertaken for all spaces in Leongatha CBD showed that 50% of vehicles parking in Leongatha CBD did so for less than one hour, whilst 35% stayed over 2 hours.

Figure 9 Perceived duration of stay in parking space



4.2.3 Purpose of visit to Leongatha CBD

Figure 10 shows the main purpose of the respondents visit to Leongatha CBD whilst Figure 11 provides a breakdown of the respondents main destination. It can be noted that the majority of visitors stated that they are visiting the CBD to shop and that the main destination is one of the supermarkets.

Figure 10 Purpose of visit to Leongatha CBD

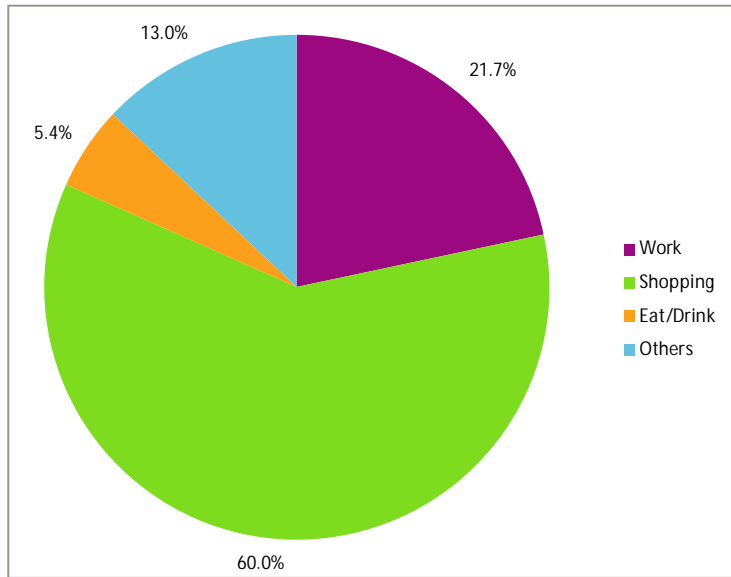
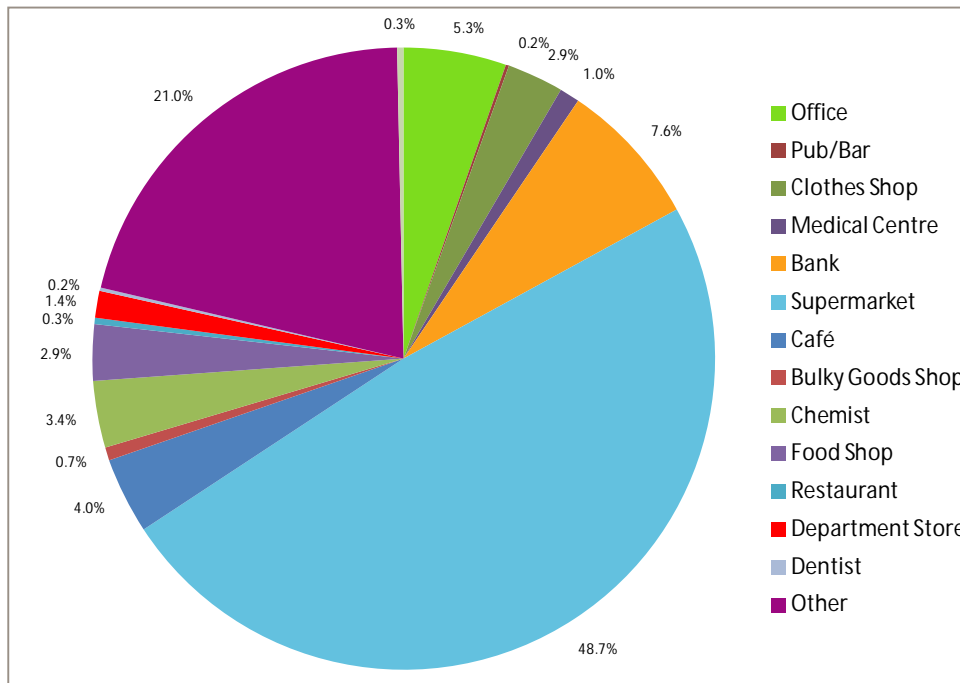


Figure 11 Primary land use destination in CBD



4.3 Local business surveys

4.3.1 Overview

Council conducted postal surveys of business and retail premises located within the study area in March and April 2012 to canvas their views on car parking in Leongatha CBD.

Respondents were asked to provide details on:

- Adequacy of car parking availability at their business.
- Adequacy of public car parking availability in Leongatha CBD.
- How future car parking in Leongatha CBD should be funded.

There were 57 responses to the survey; the location of those is shown on Figure 12. As can be seen a high proportion of the businesses that responded are located within the core parking area of Leongatha CBD.

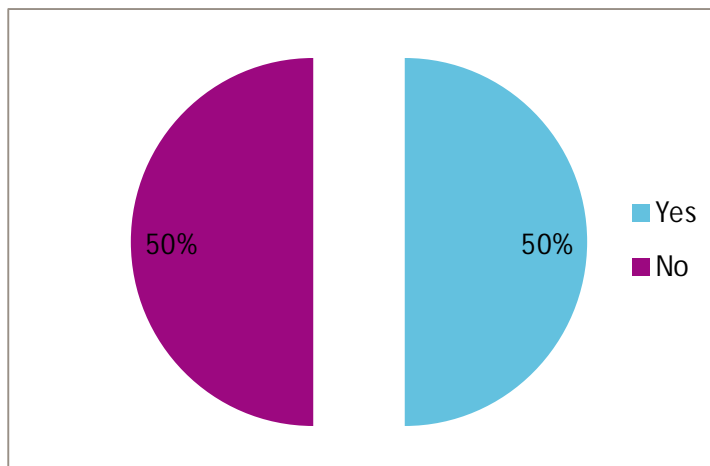
Figure 12 Local Business Survey Respondents Location



4.3.2 Business survey analysis

A main issue touched upon in the survey was the adequacy of parking. The businesses were asked whether they believed the parking provided by their business was adequate for their staff and customers. Figure 13 shows that the respondents were split 50-50 on whether they deemed their parking sufficient. Locations where a higher number of businesses thought that parking was insufficient to cater for staff and customers were Bair Street and McCartin Street.

Figure 13 Is the parking provided by your business adequate to cater for both your staff and customers?



Respondents were asked whether they thought the public car parking spaces provided in the CBD were adequate. Figure 14 shows that 84% of the respondents believed the availability of public car parking within the CBD was not adequate; a higher percentage than those who thought their own businesses parking was inadequate.

Figure 14 Do you think the number of public parking spaces provided in the Leongatha CBD is adequate?

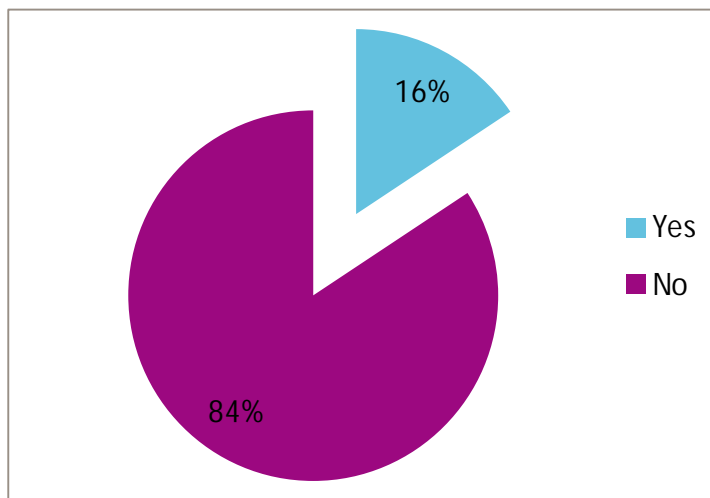


Figure 15 shows the responses when the businesses were asked whether they thought there was a need for further car parking. The majority of respondents (65%) believe there is need for further parking provisions.

Figure 15 Is there a need for further car parking?

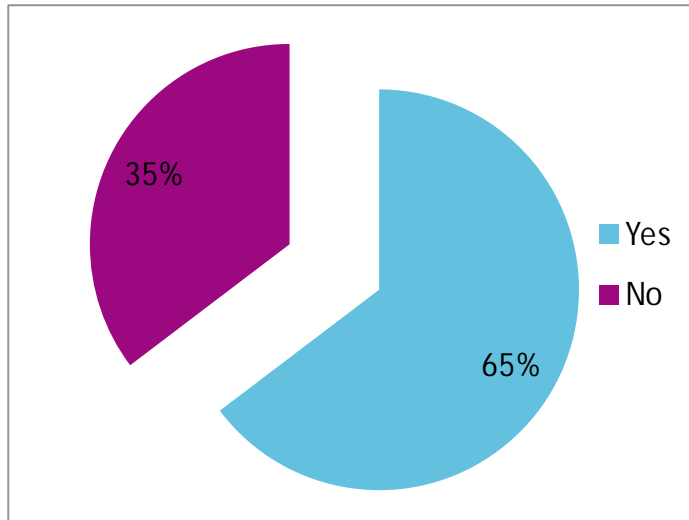
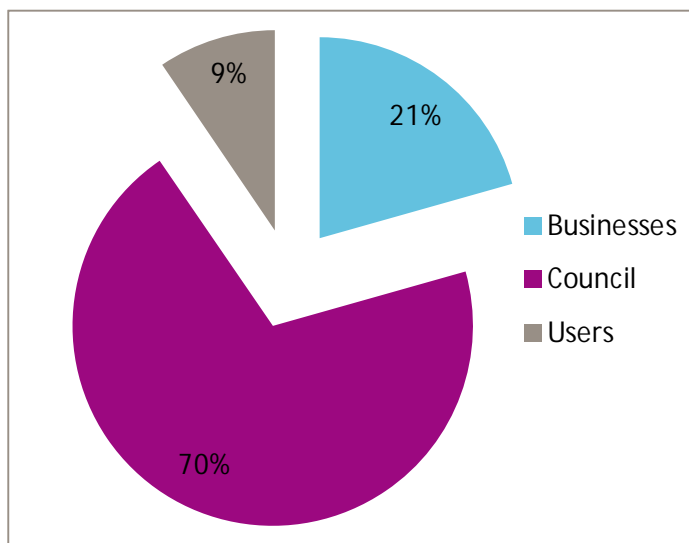


Figure 16 shows the breakdown as to whom the respondents believe should be financially responsible for providing further car parking in Leongatha. 70% of the respondents believe that the council should pay for the additional parking infrastructure, with 21% stating that it should be covered by the businesses. Only 9% felt that the parking users should pay for additional parking in Leongatha CBD.

Figure 16 Who should pay for the further car parking?



Respondents were also encouraged to provide any additional comments. The common themes in the provided responses included:

- The lack of car parking is considered to be accentuated due to many employees of surrounding businesses parking within bays provided on the street for customers.

- The railway land should be utilised for extra parking as it is currently unused and considered to be visually unappealing.
- The provision of angle parking on Bair Street and McCartin Street (to the west of Peart Street) would increase the number of car parking spaces available.

4.4 Local community surveys

4.4.1 Overview

Council conducted community surveys in Leongatha in May 2012 to canvas their views on car parking in Leongatha CBD. These surveys were mailed to all occupiers in Leongatha postcode 3953 and were made available on Council's website.

Respondents were asked to provide details on:

- Number of days per week respondents drive and park in Leongatha CBD.
- Perceived duration of stay in Leongatha CBD.
- How far respondents are prepared to walk to their destination.
- Adequacy of parking provided in Leongatha CBD.
- Whether cycling is a feasible alternative mode of travel.
- Who should fund further parking.

4.4.2 Community survey analysis

Figure 17 shows the number of times respondents visit the CBD. Approximately 25% of respondents are only occasional visitors whilst 50% of respondents are likely to visit up to 5 days a week. Approximately 25% of respondents come into the CBD more than 6 times a week.

Figure 17 Days per week respondents drive to and park in Leongatha CBD

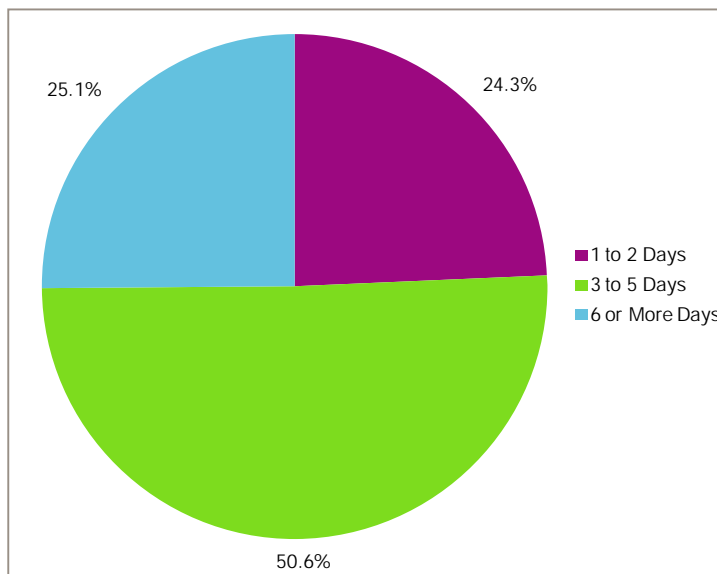


Figure 18 shows the time respondents usually stay in the CBD. It can be noted that approximately 50% of respondents expected to stay in the CBD for less than one hour and 80% of respondents expected to stay less than 2 hours. This is in line with the parking turnover results undertaken for all spaces in Leongatha CBD which showed that 50% of vehicles parking in Leongatha CBD did so for less than one hour, whilst 35% stayed over 2 hours.

Figure 18 Perceived duration of stay

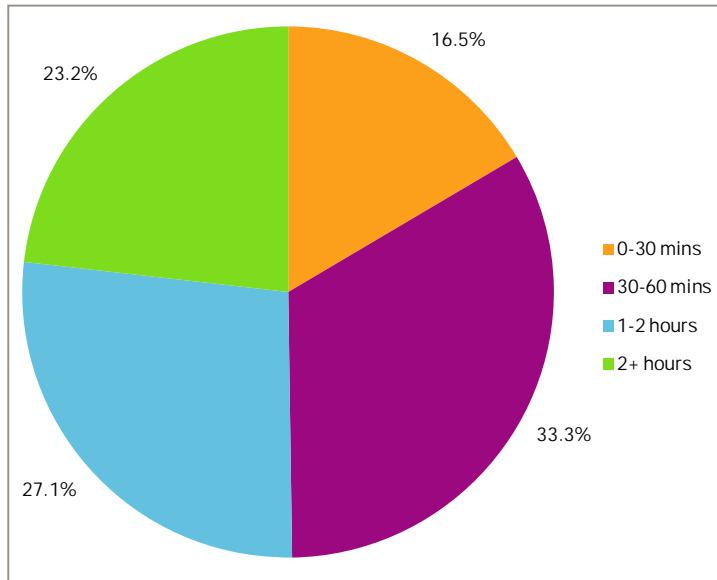


Figure 19 shows the responses when the community were asked whether they thought there was a need for further car parking. The majority of respondents (78%) believe there is need for further parking provisions. Interestingly, this is higher than the corresponding answer in the business survey of which 65% believed that there is a need for further parking.

Figure 19 Requirement for more parking

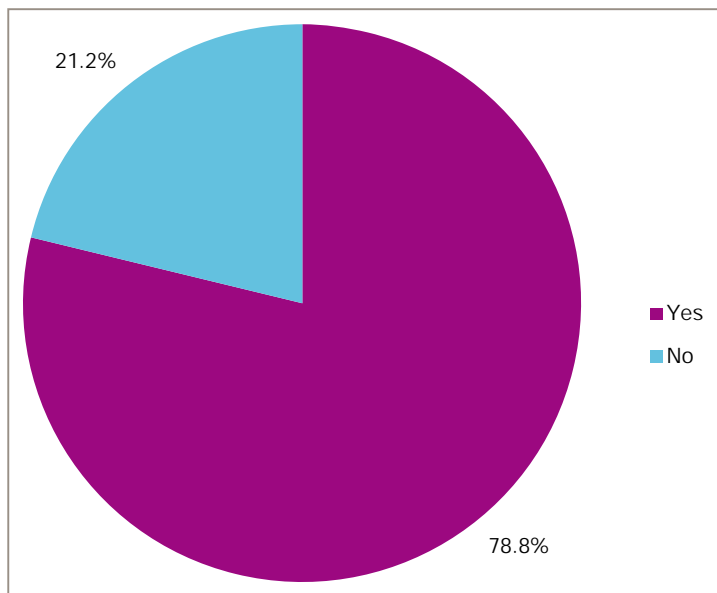


Figure 20 shows the breakdown as to whom the respondents believe should be financially responsible for providing further car parking in Leongatha (as respondents were allowed to pick more than one answer, the pie chart is based on weighted percentages).

42% of the respondents believe that rate payers should cover or at least contribute towards payment for additional parking infrastructure, with 39% stating that businesses should cover or contribute towards payment. 19% felt that the parking users should cover or contribute towards the payment for additional parking in Leongatha CBD.

Figure 20 Who should pay for parking

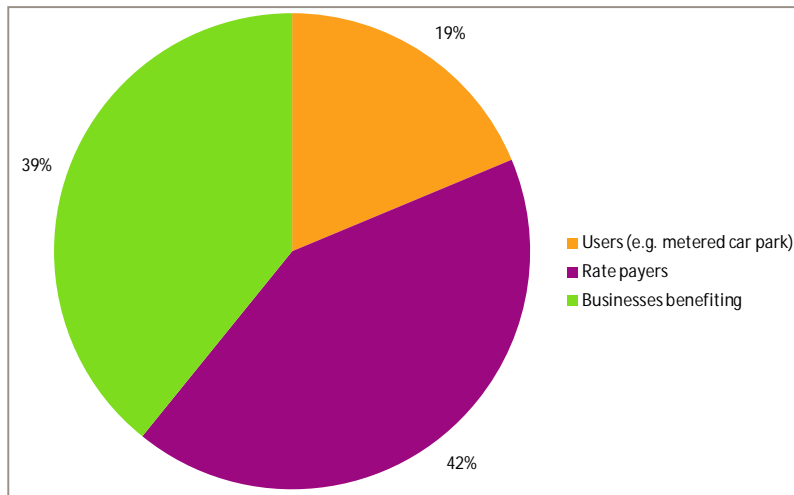


Figure 21 shows the breakdown of those respondents who consider cycling to be a feasible mode of alternative travel into the CBD instead of driving. It can be noted that 64% of respondents felt that cycling was not a feasible alternative to car travel. The common reasons respondents gave for not being able to cycle included:

- Personal circumstances (e.g. pram, children, shopping bags, weather, age and health issues).
- Lack of infrastructure (e.g. cycling lanes, bike parking, footpaths) and safety concerns with cycling on the road.
- Distance (living out of town).
- Terrain (hilly landscape).

Figure 21 also show that approximately 23% of respondents would be prepared to cycle as an alternative to car travel.

Figure 21 Is cycling a viable alternative mode of transport to Leongatha CBD

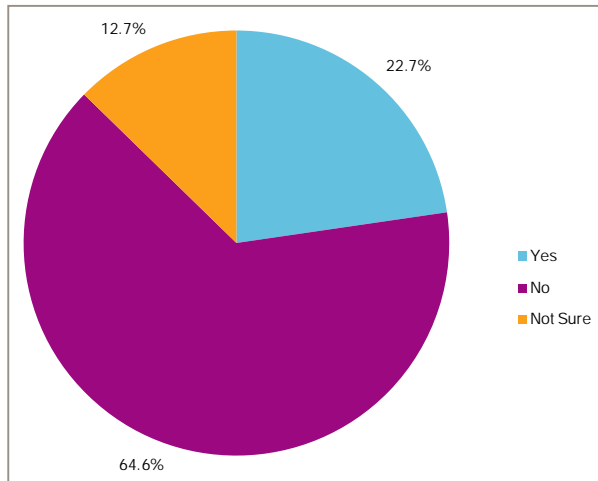
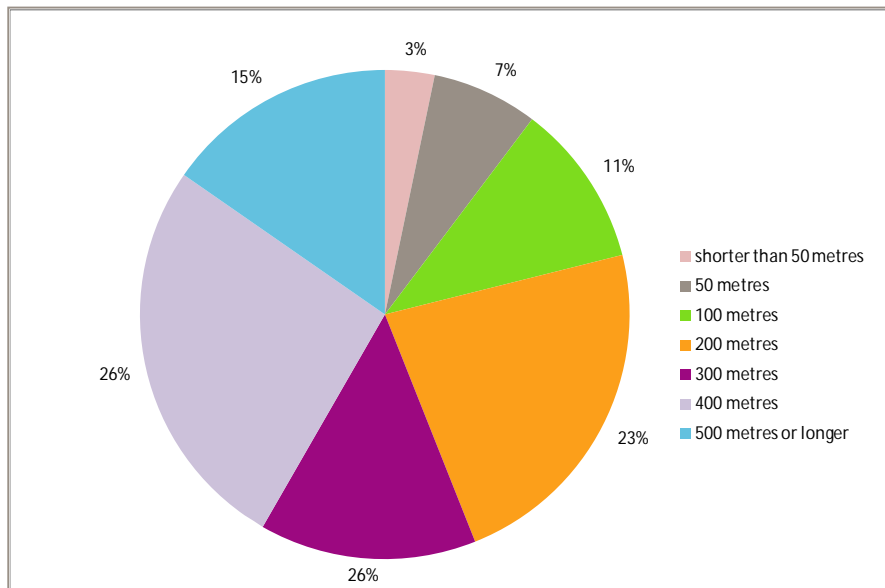


Figure 22 shows the distance respondents were prepared to walk from one destination to the next within the CBD. It can be noted that 85% of respondents would not be prepared to walk further than 400 metres which is approximately a 5 minute walk.

Figure 22 Distance prepared to walk between destinations in CBD



Respondents were also encouraged to provide any additional comments. The common themes in the provided responses included:

- Provide multi-storey parking above existing parking precinct, e.g. behind cinema, IGA, Target, railway land with lift to Bair Street.
- Parking is difficult at holidays particularly during events at the halls and with funerals at Anglican Church.
- More disabled parking is required near shops on Bair Street, McCartin Street and IGA.

- Provide more long vehicle parking (i.e. caravan parking) and also truck parking bay near McDonalds and KFC.
- Long term restrictions to cater for parking for workers is required off-street and on the edge of town.
- More short term parking is required on-street.
- More cycling infrastructure is required i.e. bicycle lane and bicycle parking.
- Improved pedestrian infrastructure such as more room on footpaths for prams.
- Provide angle parking on Bair Street and in front of Target.
- Better signage is required for disabled parking and for one-way restricted roads.
- No issue with parking for shopping during the off-peak periods.
- Stronger enforcement is required on time restricted parking.

4.5 Community consultation sessions

4.5.1 Overview

Business and community workshops were undertaken in Leongatha on 30 May 2012. These sessions provided an opportunity for the public to speak with Council officers and AECOM consultants with the aim of providing feedback on key issues facing community groups and contributing to the development of the Parking Strategy. The workshops were split to cater for the specific interests of business groups and residents.

4.5.2 Resident community feedback

A summary of the key issues outlined in the resident community consultation session is listed below:

- Parking meters could be installed to fund multi-storey parking in IGA and Safeway car parks
- Long vehicle parking could be provided opposite CFA.
- There is a need for more intense enforcement.
- New developments should look into providing underground or rooftop parking.
- Shuttle buses should be provided to reduce parking in CBD.
- Private land cleared for development should be used as interim parking areas.
- There is a need for clearer signage directing people to car parks.
- Car park to be provided on railway land.
- Parking needs to be provided for Council workers so that they don't park in time restricted areas.
- Bair Street parking needs to better accommodate loading and unloading.
- Use the parkland at the top of Andersons Street for long vehicle parking.
- Angle parking on McCartin Street is difficult to use.
- Disabled parking should be provided at important land uses such as chemists and banks.
- Need more ½ hour and 2 hour restrictions in on-street car parks.

4.5.3 Business community feedback

The key feedback provided by the business community is summarised below:

- There is a need for more intense enforcement, particularly on Bair Street and McCartin Street with heavier fines imposed on serial offenders.
- There is a need for more loading facilities on Bair Street although this would come at the expense of customer parking.
- There was strong support for the purchase of the railway land for further parking although there was recognition that it may be costly to develop particularly in terms of providing pedestrian connections to the CBD. There was a view that Council needs to be more proactive in the future planning of the railway land, even if the land is not provided as parking.
- There was a view that Council needs to be more proactive in the purchase of new land for parking.
- A number of possible sites were identified for purchase of land for parking including the Masonic Hall and the Uniting Church.
- There was strong support for the introduction of angle parking on Bair Street. This could be done in combination with streetscape improvements.

5.0 Parking Strategy

5.1 Introduction

The following sections discuss specific parking issues for Council to further investigate, and if financially feasible, implement the appropriate action to address the problem. Parking Strategy policies addressing each issue are outlined and, where appropriate, suggested actions to help deliver the policies are included.

5.2 Car parking provisions

In June 2012, DPCD introduced changes to Clause 52.06 of the Victorian Planning Scheme. The changes to Clause 52.06 allow Council to adopt the following car parking provisions:

- The standard car parking rates set out in Column A which is applicable to all zones.
- The lower standard parking rates set out in Column B which can be adopted for an identified zone or location. Council would be required to adopt Column B parking rates through a Schedule to the Parking Overlay.
- A car parking rate that is different to that specified in Column A or Column B which reflects the parking demands of an identified zone or location. Again, Council would be required to adopt any revision to Column A or Column B parking rates through a Schedule to the Parking Overlay.

Table 9 compares the recently superseded Clause 22.06 and Clause 52.06 Planning Scheme rates with the new Clause 52.06 Planning Scheme rates for a range of land uses Leongatha CBD.

Table 9 Comparison of spaces required Per 100m² leasable or net floorspace

Land Use	Superseded Clause 52.06	SGSC Clause 22.06	Current Clause 52.06 Column A	Current Clause 52.06 Column B
Supermarket	8	Not Specified	5	5
Shop	8	6	4	3.5
Restricted Retail	Not Specified	Not Specified	3	2.5
Office	3.5	2	3.5	3
Hotel	30	10	0.4 ¹	3.5
Light Industrial	2.9	2	2.9	1
Warehouse	Not Specified	1	1.5	1

1. Rate for hotel use based on number of patrons

It can be noted from Table 9 that the Column A and Column B Clause 52.06 parking rates are lower than or equal to the recently superseded parking rates with the exception of the rate previously applied to office uses in Clause 22.06.

A review of the land use and parking characteristics in the Leongatha CBD has identified that a lower parking rate could potentially be applied to the core parking area of the CBD. Typically, if an area has a denser concentration of land uses, visitors will often go to more than one destination during their visit. As such, the demand for parking is shared by a number of land uses meaning that the overall parking demand for the location is lower. In recognition of this, the changes to Clause 52.06 of the Planning Scheme allow for a lower car

parking rate to be adopted that better reflects the parking demand generated by the identified location.

Table 10 shows the level of parking required by Column A and Column B parking rates when calculated against the existing provision of land uses in the core parking area of Leongatha CBD.

Table 10 Level of parking required in core parking area of CBD

Land Use	Existing Land Use Provision in Core Parking Area of CBD		Required Parking Supply (Column A)	Required Parking Supply (Column B)
	Total Floor Area	Net Floor Area / Leasable Floor Area ³		
Supermarket	5,450m ²	4,088m ² LFA	204 spaces	204 spaces
Shop ¹	17,252m ²	17,252m ² LFA	690 spaces	517 spaces
Restricted Retail	4,822m ²	4,822m ² LFA	144 spaces	120 spaces
Office	5,916m ²	5,916m ² NFA	207 spaces	177 spaces
Hotel	1,936m ²	1,936m ² LFA	67 spaces ²	67 spaces
Light Industrial	434m ²	434m ² NFA	12 spaces	4 spaces
Warehouse	614m ²	614m ² NFA	9 spaces	6 spaces
TOTAL			1,333 spaces	1,095 spaces

1. The land use data available for this project does not differentiate between Shop, Food and Drink Premises and Cafes. On this basis, each of these land uses has been included in the Shop category in this table. It is noted that Column B Clause 52.06 parking rates are identical for each of these land uses.
2. Number of patrons not available, Column B rates applied for comparative purposes.
3. Net Floor Area assumed to be 0.8 x Total Floor Area. Leasable Floor Area assumed to be 0.75 Total Floor Area

It can be noted from Table 10 that:

- A total of 1,333 parking spaces are required based on the car parking rates specified in Column A. This equates to **3.8 spaces per 100m²** of floor area.
- A total of 1,095 parking spaces are required based on the parking rates specified in Column B. This equates to **3.1 spaces per 100m²** of floor area.

As noted in Section 4.0 of this report, 1,065 vehicles were parked in the core parking area of Leongatha CBD at the peak period of the survey day. This equates to a parking demand of **2.9 spaces per 100m²** of floor area. This level of parking demand closely aligns with the corresponding required supply as set out in Column B of Clause 52.06 of the Planning Scheme.

It is recommended that Column B parking rates are adopted for the core parking area of Leongatha CBD to:

- Provide Council with improved policy guidance in which to assess development parking requirements.
- Provide less onerous development parking requirements for businesses and developers that reflects the actual demand for parking.
- Ensure that there won't be an oversupply of parking in the core parking area of Leongatha CBD.

- Recognise that visitors to the core parking area of the CBD often visit more than one destination.

In line with DPCD guidelines, the car parking provisions will apply to:

- A new use
- An increase in floor area, or increase in the number of patrons, seats, practitioners, residents or staff of an existing use.
- When a change of use results in the need for additional parking spaces above the requirement for the existing use (this should be based on the statutory parking requirements of the existing use and not the level of parking actually provided by the existing use).

Outside of the core parking area Column A rates will apply.

The recommended policy relating to car parking provisions to be adopted by Council is set out in recommendation 1.

Recommendation 1: Clause 52.06 Car Parking Provisions

Council to adopt the car parking provisions set out in Column B of Clause 52.06 of the South Gippsland Planning Scheme for the core parking area identified in the strategy (see Figure 1). For all other locations, Column A of Clause 52.06 of the Victorian Planning Scheme should be applied.

Actions

- Council to prepare a Schedule to the Parking Overlay indicating that the required number of car parking spaces is shown in Column B of Table 1 in Clause 52.06.
- Council to review the requirement for Clause 22.06 to remain in the Planning Scheme.

5.3 Future parking requirements

5.3.1 Forecast growth of floor space for Office and Retail

The Leongatha Business and Commercial Land Assessment report (Essential Economics, June 2004) estimated that:

- Leongatha will require an additional 13,000m² in retail floorspace by 2020.
- 65% of the total retail floor space (8,450m²) is likely to be located within the Leongatha CBD study area.
- The forecast growth in retail activity to 2020 would be accompanied by an increase in office floorspace of approximately 5,200m².
- 100% of the total office floor space is likely to be located within the Leongatha CBD study area.
- Growth in other business activities (trade supplies, motor vehicle sales and services, rural supplies) is likely to occur in locations outside of the Leongatha CBD study area.

Information provided by Council has indicated there has been net increase of 2,350m² of general commercial use in the last five years which equates to an average of an additional 470m² floor space per year. The actual rate of growth in floor area is lower than that originally estimated in the 2004 economic assessment.

It is noted however that the growth in floor area that has occurred over the past five years in Leongatha has not included any larger scale developments such as supermarkets that may be required to service the increase in population expected in Leongatha and the Shire by 2020. On this basis, the following estimates from the 2004 Leongatha Business and Commercial Land Assessment report are considered appropriate:

- Retail uses will grow at a rate of 900m² per year (based on the growth rate between 2010 and 2020).

Office uses will grow at a rate of 360m² per year (based on the growth rate between 2010 and 2020). It is acknowledged that land uses other than retail and commercial uses may locate in the CBD in the period up to 2020. Likewise, it is noted that there could be an intensified use of land without any overall change to floorspace. However, the use of the data presented in the 2004 economic analysis is considered a robust source from which to estimate the future demand for parking within Leongatha CBD.

5.3.2 Forecast demand for parking spaces

Based on these growth estimates, there will be the following parking requirements:

- 32 new retail spaces per year or 320 spaces by 2022 in Leongatha (based on Column B parking rate for shops).
- 20 new retail spaces (or 200 by 2022) will be located within the Leongatha CBD study area.
- 9 new office spaces per year or 90 spaces by 2022 (based on Column B parking rate for offices).
- All office spaces will be located in the Leongatha CBD study area.

5.3.3 Potential impact of future parking demand

The extent to which the parking requirements of future development can be incorporated on site is very difficult to predict for the following reasons:

- The number of spaces that can be accommodated within new uses due to space, access or building (i.e. heritage) constraints. The ability to provide parking at new uses has been a common issue in the provision of new uses in the Leongatha CBD over the past five years.
- The number of spaces that developers want to be accommodated within new developments even when space, access or building constraints are not an issue.
- The take up of travel demand measures such as car sharing which is becoming more popular (even in rural areas) as a means to reducing the costs associated with car travel.
- The take up of more sustainable methods of travel (i.e. walking and cycling).

In assessing the potential implications associated with the future growth in parking demand in the core parking area of the CBD, the following scenarios have been examined:

- Scenario 1:** 70% of parking spaces at new uses are waived during the development planning process. This scenario reflects the rate of waiving of parking spaces at new developments in Leongatha between 2004 and 2012.
- Scenario 2:** 50% of parking spaces at new uses are waived.
- Scenario 3:** 25% of parking spaces at new developments are waived. Both Scenario 2 and Scenario 3 recognise that there may be a change towards accommodating more parking on site in line with reduced parking requirements associated with the changes to Clause 52.06.

The number of parking spaces that is provided either on site or not on-site by 2022 under each of the above scenarios is shown in Table 11.

Table 11 Parking deficiency under each tested scenario

Land Use	Scenario 1 (70% waived spaces)		Scenario 2 (50% waived spaces)		Scenario 3 (25% waived spaces)	
	Parking provided by use	Parking not provided by use	Parking provided by use	Parking not provided by use	Parking provided by use	Parking not provided by use
Retail	60	140	100	100	150	50
Office	27	63	45	45	68	23
Total	87	203	145	145	218	73

At this stage the location of new retail and office floor space in the Leongatha CBD is unclear and will be dependent on a number of demand and market based factors. For the purposes of providing a robust assessment, it has been assumed that new floorspace will be accommodated in the core parking area of Leongatha CBD.

5.3.4 Implications of future growth on parking

It is generally accepted by parking practitioners that 85% occupancy represents the theoretical or effective capacity of parking supply. When parking occupancy exceeds 85% it

is generally more difficult for visitors to find available parking. This can result in undesirable practices such as motorists circulating looking for parking spaces.

The current demand for parking (including committed developments) in the core parking area of the CBD is 1,080 parking spaces. This is below the effective capacity of parking supply (1,164 spaces i.e. 85% of total short and long term spaces) when intervention such as the provision of new parking spaces is usually required. As such, the current surplus of parking with committed development in place is estimated to be **84** spaces. With the heavy vehicle alternative route in place, the effective capacity of parking supply is 1,198 spaces. The surplus of parking in the core parking area has been estimated to be in the order of **118** spaces.

Under Scenario 1 where 70% of parking spaces at new uses are waived:

- The supply of parking in the core parking area in 2022 would be 1,456 spaces (i.e. existing supply plus supply provided by new uses).
- The effective capacity of parking (i.e. 85% of total supply) would be 1,238 parking spaces.
- The demand for parking by 2022 would be 1,370 parking spaces.
- The demand for parking in 2022 exceeds the effective capacity of parking supply by **132** spaces
- As such there would likely be the need to provide **132** new parking spaces by 2022.
- It has been calculated that parking demand could exceed the effective capacity of parking supply during 2016/17.
- With the heavy vehicle alternative route in place, the effective capacity of parking supply in 2022 would be 1,272 spaces (i.e. 85% of 1,496 spaces).
- On this basis, there would be a requirement to provide an additional **98** spaces by 2022 with the heavy vehicle alternative route in place.
- The demand for parking with the heavy vehicle alternative route in place would exceed the effective capacity of parking supply by 2018.

Following the same approach under Scenario 2 (where 50% of spaces are waived and therefore a greater number of parking spaces are provided by new uses) there could be a need to provide between **49** parking spaces (with the alternative route) and **83** parking spaces (without the alternative route) by 2022. The demand for parking would exceed the effective capacity of parking by 2017 (without the alternative route) and 2019 (with the alternative route).

Under Scenario 3, **22** additional parking spaces would be required by 2022 (without the alternative route). With the alternative route in place, the demand for parking does not exceed the effective capacity.

Whilst it is difficult to predict future parking requirements in the core parking area of Leongatha CBD, the availability of parking could potentially become an issue as early as 2018 if the status quo of waiving parking spaces is continued.

If future parking demand is not catered for by developments, Council may be required to offset any shortfall in development related parking through the increased provision of publicly provided parking. It is understood that Council would have difficulty in wholly undertaking the costs associated with the provision of new parking.

On this basis, it is recommended that Council implement the required policy measures to allow the collection of financial contributions to safeguard the future supply of parking in the CBD.

The recommended policy relating to safeguarding the future supply of parking in Leongatha CBD to be adopted by Council is set out in Recommendation 2.

Recommendation 2: Safeguard future parking supply in CBD

Council implements a Schedule to the Parking Overlay to require a financial contribution in place of providing car parking spaces at new developments. This will apply to uses within the core parking area which do not satisfy the parking requirements as set out in Column B of Clause 52.06 of the Planning Scheme.

Actions

- Council to establish a Parking Investment Fund to address potential shortfalls in parking supply in the CBD.
- Council to undertake annual parking surveys to determine year on year change in parking utilisation.
- Council to monitor the number of car parking spaces that are waived during the development planning process with a view to understanding the potential impact on parking surplus and supply in the core parking area of Leongatha CBD.

5.4 Parking Investment Fund (PIF)

The urban form and footprint of the core parking area of Leongatha CBD is fairly intensively developed with a number of densely concentrated small to medium sized land uses intermixed with larger sized land uses including the Safeway supermarket and South Gippsland Shire Council municipal buildings.

With the high commercial value of land, there are locations within the CBD where both physical and financial constraints may impact on the level of parking that can be provided within developments. Therefore in some cases on-site car parking requirements may not be met. Likewise, there may be cases where developers are unwilling to provide the required level of parking on site for commercial reasons.

Given the level of projected development growth that could potentially occur in Leongatha over the next 10 years, Council may be required to offset any shortfall in development related parking through the increased provision of publicly provided parking.

The June 2012 changes to the Victorian Planning Provisions allow Councils to collect financial contributions to assist with the funding of provision of future parking. This can be done through various means such as special rates charges and development contributions schemes.

Typically, special rates charges would require all existing non-residential developments to financially contribute to a fund that can be used to construct and maintain a new car park facility. Under this type of scheme, this fund would be required regardless of the extent to which they may have already satisfied their own statutory parking requirements, and would usually be raised through a special levy to all relevant businesses, via the Council rates process. The parking surveys have identified that whilst some localised areas in the core area of the CBD are subject to high levels of parking demand, the overall existing level of parking supply is able to cope with the peak parking demand and spare parking capacity exists. In this context it is considered that, on the most part, there is not a significant parking problem that can be collectively attributed to existing developments. This view is reflected in the business community consultation surveys undertaken in March 2012 in which only 21% of local businesses thought that they should pay for future car parking in Leongatha CBD. The business and community responses to the surveys indicated that there was a majority support for Council or rate payers to fund future parking in the CBD. Development contribution funds in the form of cash in lieu schemes require new uses that are unable to satisfy their off-street parking requirements to make a financial contribution to Council as a condition of the planning permit to assist in funding initiatives to manage the impact of a shortfall in parking. The contribution is typically required from:

- A new use.
- Extensions to existing uses where an increase in floor area, number of patrons, seats, practitioners or staff occurs.
- When a change of use results in the need for additional parking spaces above the requirement for the existing use (this should be based on the statutory parking requirements of the existing use and not the level of parking actually provided by the existing use).

As the requirement for the future provision of public car parking in Leongatha CBD is likely to predominantly result from parking not catered within new uses, the formalisation of a cash-in-lieu scheme within the planning scheme represents a fair and equitable funding mechanism for addressing future parking matters. The scheme will also provide increased flexibility for developers who are unwilling or don't want to provide parking. This system also removes the

need for Council to provide dispensation to developers who are unable to provide the statutory parking rates on-site.

It is noted that Council has previously sought to obtain cash-lieu-payments from developers to address parking deficiencies at development sites. As no policy has been incorporated into the planning scheme to enable Council to request cash in lieu contributions for the waiver of car spaces, cash in lieu payments has relied on the voluntary agreement with developers which has resulted in some discretion as to its application and the amount required for each space. The formalisation of a cash-in-lieu scheme within the planning scheme provides the legal mechanism from which Council can seek to obtain cash-lieu-payments.

The major known costs associated with the provision of new ground level car parks are land and construction costs. The estimated cost of providing a parking space based on existing construction costs and land costs in the core area of Leongatha CBD are shown in Table 12.

Table 12 Cost of parking space in ground in core area of Leongatha CBD

Item	Source	Measurement
Construction cost	Davis Langdon (2012)	\$120 (per m ²)
Land costs	South Gippsland Shire Council	\$200 (per m ²)
Size of parking space	DPCD (2012)	30m ²
COST OF PARKING SPACE		\$9,600

The construction cost may include among other things basic lighting and pedestrian path within the car park.

Although the cost of \$9,600 per parking space is based on a land value estimate that may be high in comparison to some locations within Leongatha CBD it is considered an appropriate dollar amount for the purpose of a financial contribution requirement as the actual cost of providing parking may be higher due to unknown factors such as:

- Administration and legal requirements (cost of which could be in the order of \$1,000 per space)
- Maintenance requirements (cost of which could be in the order of \$275 per space)
- Provision of supporting infrastructure i.e. roads and paths connecting to the existing transport network.
- Possible works to address contamination, demolition of existing buildings, geology and topography of land.

Many current cash-in-lieu schemes adopted by other Councils in Victoria and elsewhere in Australia require payments that fully cover the construction and land costs associated with the provision of new car parks. However, Council recognises that there is a need to provide a balance between the recovery of the potential costs of parking and retaining the economic competitiveness of the CBD. This is particularly important in Leongatha where many smaller businesses transfer between premises and there is economic competition with other regional and sub regional centres.

On this basis, a sliding scale contribution scheme has been developed by Council. The sliding scale contribution is summarised in Table 13, illustrated in Figure 23 with a breakdown in contributions required per waived parking spaces set out in Table 14.

Table 13 Description of apportionment of contribution towards payment for parking

Measurement	Apportionment of Contributions
1 to 4 parking spaces not provided by use:	No developer contribution is required. Council to pay 100% cost of parking space.
5 to 8 parking spaces not provided by use:	Developer required to contribute \$4,800 + GST (i.e. 50% of cost) per parking space Council to pay 50% of cost per parking space.
9 to 20 parking spaces not provided by use:	Developer required to contribute \$7,200 + GST (i.e. 75% cost) per parking space Council to pay 25% of cost per parking space.
Over 20 parking spaces not provided by use:	Developer required to contribute \$9,600 + GST (i.e. 100% of cost) per parking space

Figure 23 Apportionment of contribution towards payment for parking based on number of spaces provided on-site

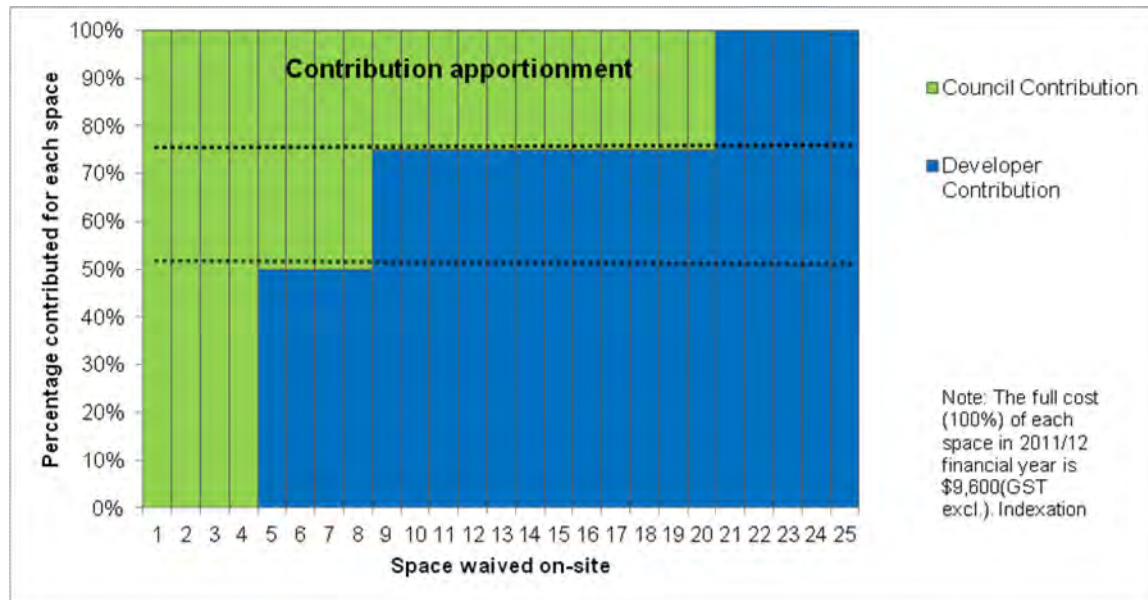


Table 14 Breakdown of contribution required per waived parking space

Spaces waived	Developer Contribution (\$)	Council Contribution (\$)	Total Contribution (\$)
0	0	0	0
1	0	9600	0
2	0	19200	0
3	0	28800	28800

Spaces waived	Developer Contribution (\$)	Council Contribution (\$)	Total Contribution (\$)
4	0	38400	38400
5	4800	43200	48000
6	9600	48000	57600
7	14400	52800	67200
8	19200	57600	76800
9	26400	60000	86400
10	33600	62400	96000
11	40800	64800	105600
12	48000	67200	115200
13	55200	69600	124800
14	62400	72000	134400
15	69600	74400	144000
16	76800	76800	153600
17	84000	79200	163200
18	91200	81600	172800
19	98400	84000	182400
20	105600	86400	192000
21	115200	86400	201600
22	124800	86400	211200
23	134400	86400	220800
24	144000	86400	230400
25	153600	86400	240000
26	163200	86400	249600
27	172800	86400	259200
28	182400	86400	268800
29	192000	86400	278400
30	201600	86400	288000
31	211200	86400	297600
32	220800	86400	307200
33	230400	86400	316800
34	240000	86400	326400
35	249600	86400	336000
36	259200	86400	345600
37	268800	86400	355200
38	278400	86400	364800
39	288000	86400	374400
40	297600	86400	384000

Spaces waived	Developer Contribution (\$)	Council Contribution (\$)	Total Contribution (\$)
41	307200	86400	393600
42	316800	86400	403200
43	326400	86400	412800
44	336000	86400	422400
45	345600	86400	432000
46	355200	86400	441600
47	364800	86400	451200
48	374400	86400	460800
49	384000	86400	470400
50	393600	86400	480000

The sliding scale contribution requires Council to provide the balance of costs not charged for under the contribution scheme to provide the necessary parking to avoid a shortfall in the core parking area of the CBD. As such there is a financial obligation to Council in making this commitment. However, this commitment has been based on the desire to ensure that cash-in-lieu contributions do not discourage investment and economic activity.

The recommended policy relating to cash-in-lieu contributions to be adopted by Council is set out in recommendation 3.

Recommendation 3: Cash -in-Lieu

The sliding scale approach to cash-in-lieu contributions set out in this section will be adopted.

The cash-in-lieu payment will be required in respect of each car parking space or part thereof which is not provided on the land (but the net of car parking credits).

The amount of cash-in-lieu payments is to be adjusted annually from 1 July 2012 using Construction Industry Output Price Indexes as the index.

Actions

- Council to establish a 'Parking Investment Fund. Contributions made to the fund will be expended only for the provision of new public parking facilities. This includes the purchase of land for the provision of new public parking facilities
- Council to adjust the required contribution annually from 1 July 2012 using Construction Industry Output Price Indexes as the index.

5.5 Management of public parking

5.5.1 Overview

Given the rural location of Leongatha and the limited public transport options available, car travel will continue to be the dominant mode of transport both to and within Leongatha for many trips. The provision of a generous supply of free car parking that caters for the parking requirements of residents, visitors and commuters is fundamental to the function of Leongatha as a regional centre. As such, there is a need to manage the level and operation of parking supply to ensure that the appropriate mix of short, medium and long stay parking spaces is provided whether this is on-street or within off-street car parks.

5.5.2 Review of parking restrictions

Table 15 shows the supply of parking in the core parking area of Leongatha CBD by parking restriction whilst Table 16 shows the observed duration of stay in parking spaces in the core parking area of Leongatha CBD.

Table 15 Supply of parking in core parking area of Leongatha CBD by restriction

Parking Restriction	Supply of Parking in Core Parking Area of Leongatha CBD	Proportion of Total Supply
15 Minute	31	2%
30 Minute	48	4%
1 Hour	128	9%
2 Hour	439	32%
4 Hour	51	4%
Unrestricted	672	49%

Table 16 Duration of stay in parking spaces in core area of Leongatha CBD.

Restriction	Less than 30 Mins	30 Mins	1 Hour	1 Hour 30 Mins	2 Hours	2 Hours 30 Mins	3+ Hours
15 Minute	75%	11%	5%	3%	2%	1%	3%
30 Minute	69%	20%	5%	3%	1%	1%	1%
1 Hour	66%	23%	6%	3%	1%	1%	1%
2 Hour	54%	23%	9%	5%	3%	2%	4%
4 Hour	10%	12%	7%	12%	8%	8%	44%
Unrestricted	12%	11%	6%	3%	3%	5%	60%
ALL	34%	16%	7%	4%	3%	3%	32%

Overall there is a good mix of short term and long term parking options in the core parking area of the CBD. Despite this, a comparison of the above tables show that 34% of observed stays in CBD parking spaces are less than 30 minutes, whilst the corresponding supply of 15 minute and 30 minute parking spaces represents only 6% of the supplied parking.

Opportunity therefore exists to increase the number of 15 minute and 30 minute parking spaces to better reflect the duration of stay in the core parking area of the CBD. A review of the parking surveys has indicated that the Safeway and IGA car parks are key locations which have a high number of shorter stays and would therefore benefit from an increased

supply of shorter stay (1 hour or less) parking spaces. It is recommended that an incremental approach to increasing the supply of shorter stay car parking is undertaken in these car parks starting at 25-30% provision and then reviewed on an annual basis.

5.5.3 On-street parking

As in many urban centres, on-street parking in Leongatha is vital to the competitiveness of small scale retail and business premises given the convenience associated with providing parking close to these destinations. Generally, retail and business opportunities are optimised by encouraging regular turnover of spaces, whilst maintaining a high occupancy of parking close to retail outlets. As such, the provision of medium or long term parking in the vicinity of smaller scale retail outlets may impact these businesses by restricting the number of customers who can access the retail or business premises.

The setting of time restrictions in a CBD context is a difficult task as there is a need to consider the land uses and parking requirements which can vary with each property.

As a general guide, on-street parking spaces fronting retail uses (shops and cafés) should be provided with a mix of 15 minute, 30 minute and 1 hour parking spaces. This will allow for the continual turnover of spaces whilst maintaining high occupancy close to retail outlets. This will encourage spending and allow for easy transportation of purchases and delivery of goods.

Where on-street parking spaces are fronting predominantly commercial uses a mix of 1 hour and 2 hour parking spaces should be provided. This will provide for a regular turnover of spaces to allow for business meetings and delivery of goods.

If regularly enforced, the provision of short term time based restrictions for on-street parking restrictions in the most desirable areas should ensure that medium term and long term parking demand is catered for by off-street private and Council car parks.

5.5.4 Off-street Parking

Off-street public car parks will continue to play an important role in catering for those visitors staying in the CBD for 2 hours or longer. On this basis, it is important that the off-street car parks are managed so that they are easy to access and attractive to use.

Table 17 provides an inventory of the following public car parks in the core parking area of the CBD (a description of the ratings is provided in Appendix F).

Table 17 Inventory of public car parks

Car Park	Approx. No. of Spaces	Access and Egress	Directional Signage	Connectivity for Pedestrians	Safety / Security	Potential to Expand	General Usage (i.e. vehicle parked correctly)
Pern Lane off-street car park (behind Carinos building)	111	Good	Average	Good	Average	Yes	Good
Smith Street off-street car park	89	Good	Average	Good	Good	No	Good
Safeway off-street car park	137	Good	Poor	Good	Good	No	Good
IGA off-street car park	140	Good	Good	Good	Good	No	Good
Canty Lane off-street car park	110	Good	Average	Good	Average	No	Good
Michael Place (opposite RSL)	30	Good	Average	Good	Average	No	Good
VicTrack land car park (behind Bair Street shops)	50	Average	Poor	Good	Average	Yes	Good

The inventory of public car parks in the core parking area of the CBD has shown that:

- Directional signage to all reviewed off-street public car parks could be improved. On the most part, signage is only provided at the entrance to the car park. The signage at the car parks rated average and poor is not well located (i.e. easy to miss on way past) and some entrances to these car parks have no signage at all.
- The safety and security of the public off-street car parks like Canty Lane is less than desirable particularly due to a lack of lighting and passive surveillance in these car parks. This can lead to these car parks being less than optimally utilised particularly during the winter months.
- There is potential to increase the number of spaces in the Pern Lane car park although this will likely only result in the provision of an additional 3 to 4 parking spaces.

5.5.5 Future parking

Whilst the rationalisation of parking restrictions will provide parking opportunities that better meet the needs of visitors to the core parking area of the CBD, the improved management of spaces will likely have minimal impact on the demand for parking.

As identified previously, there will likely be the requirement to provide additional parking in the core parking area of the CBD to meet future demand. Increased parking supply could potentially be accommodated in both off-street and on-street parking facilities.

Off-street car parks

There are many factors that need to be taken into consideration when assessing appropriate sites for potential new car parks. These include:

- Availability of land for car parking.
- Costs (including purchasing land, demolition and clearance of existing uses, construction and provision of supporting infrastructure).
- Accessibility to the CBD from the car park.

A review of possible locations in the Leongatha CBD for the provision of a new off-street car park has identified a range of candidate sites. However, the site that currently best meets the above requirements is the vacant VicTrack land located to the west of Leongatha Station (see Figure 24).

Figure 24 Approximate extent of vacant VicTrack land recommended for future car parking.



In particular:

- This site is located in close proximity to the core retail and commercial area in Leongatha CBD.
- Commuters, shoppers and visitors to the CBD have historically parked on or close to this site.
- Council has estimated that in excess of 100 parking spaces could be provided and consider that parking is the most appropriate use for this land.

- The feedback from the community for this Parking Strategy has shown a strong support for additional parking on this site, even though there are other candidate sites in Leongatha that could be pursued by Council.

It is noted that there could be a number of hurdles to developing the land for parking including potential contamination issues and the level difference between the Victrack land and adjoining locations in the CBD.

It is therefore recommended that Council identify this site as the preferred location for an off-street parking facility in the Leongatha CBD.

The most efficient use of space for a car park at the VicTrack land is likely to be 90 degree parking. In line with DPCD guidance, the minimum dimensions of car park spaces and access ways as set out in Clause 52.06 of the South Gippsland Shire should be adopted. The guidelines Clause 52.06 guidelines for parking allocates more space to aisle widths and less to marked spaces to provide improved operation and access.

On-street parking

A review of the current design and layout of on-street parking in the core parking of the CBD has indicated that there are limited locations where on-street parking supply could be increased.

As previously noted, there could be a future opportunity to increase the supply of parking on Bair Street through the conversion of the existing parking supply to angle parking. The ability to provide additional on-street parking on Bair Street is likely to be contingent on the introduction of an alternative truck route.

Should the alternative route come on line, it is recommended that angle parking is introduced on Bair Street as:

- The use of existing road space for parking is a cost effective means of increasing the supply of parking in the core parking area of Leongatha CBD both in terms of financial costs and land take.
- The feedback from the community for this Parking Strategy has shown a strong support for additional parking on Bair Street.

The cross section layouts of Bair Street that have been endorsed by Council are shown in Figure 25 (typical cross section layout) and Figure 26 (pedestrian crossing point).

Figure 25 Endorsed Bair Street layout – typical cross section

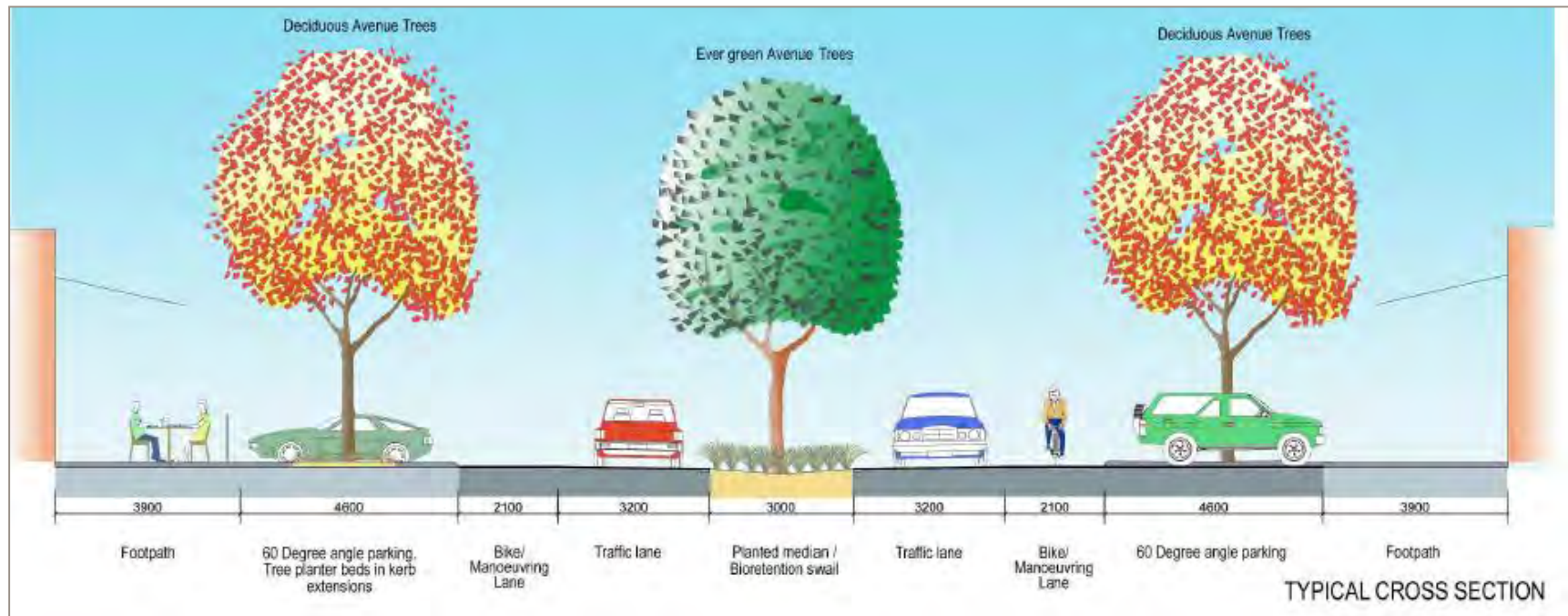
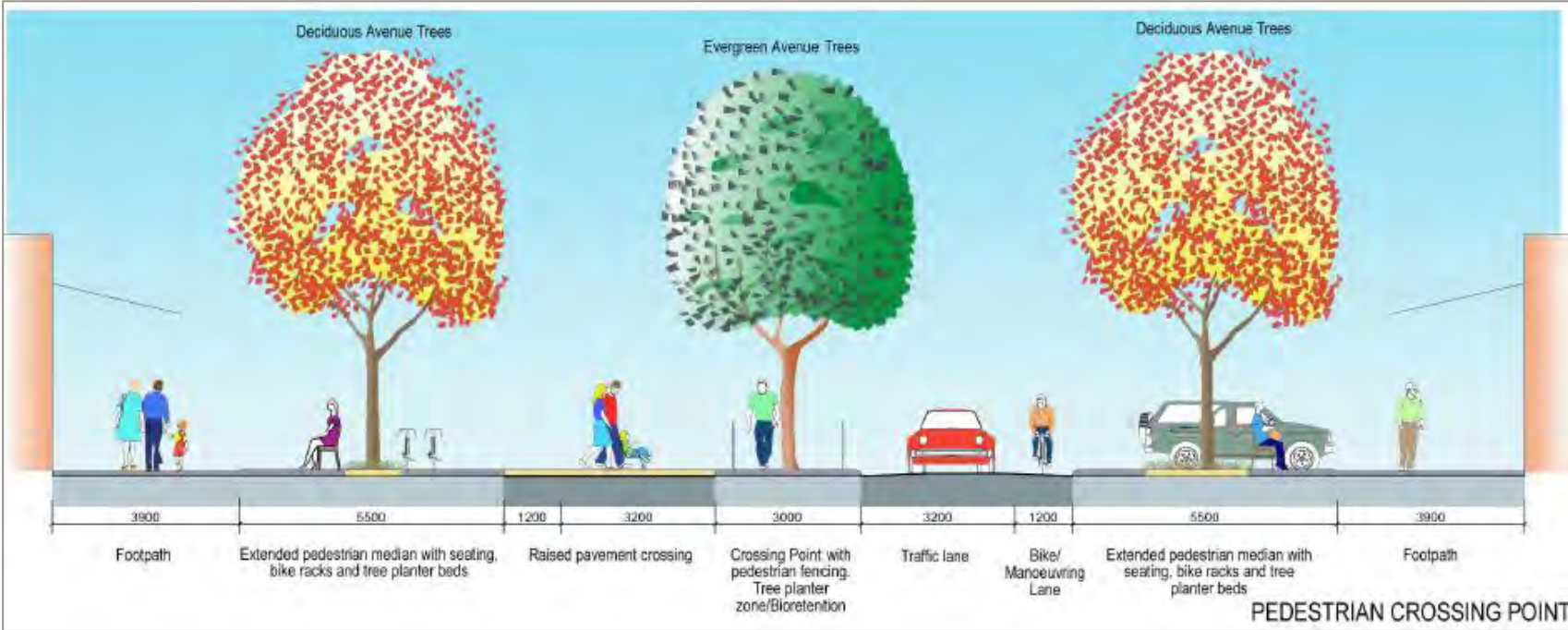


Figure 26 Endorsed Bair Street layout – pedestrian crossing point



The design concept set out in the cross sections meet a number of key requirements in that:

- Wide footpaths are provided.
- Designated on-road cycle lanes are provided which is in line with recommendations set out in the Paths and Trails Strategy.
- Streetscape improvements are provided.

However, the space allocated to angle parking is not in line with the relevant current Australian Standard (AS 2890.5-1993) for on-street parking design. The width of the 60 degree angle parking plus the Bicycle lane / manoeuvring lane is not in accordance with the Austroads guides, specifically AP-G88-11 Cycling Aspects of Austroads Guides. On this basis, it is recommended that:

- The lateral depth of the angle parking space is a minimum of 5.7 metres.
- On road bicycle lanes are 2.0 metres along the length of the street (or a minimum of 1.5 metres at the pedestrian crossing point).
- The traffic lane is a minimum of 3.2 metres.

Based on the above minimum requirements, there is approximately 8.8 metres spare to accommodate the pedestrian paths and the central median. It is considered that the majority of this space is allocated to pedestrian footpaths, although this would come at the expense of landscaping.

The recommended policy relating to managing public parking to be adopted by Council is set out in recommendation 4.

Recommendation 4: Managing public parking

Council to ensure that an appropriate level of parking is provided in the CBD and that the parking supply is efficiently utilised and best services the needs of land uses serviced by the parking facility.

Actions

- Council to increase the number of short term (less than 2 hour) parking spaces in the Safeway and IGA car parks in line with guidance provided in Section 5.5.
- In consultation with local stakeholders, Council to periodically review both on-street and off-street parking restrictions with a view to possibly altering operating hours or restriction type where demand requires.
- Council to identify and pursue the vacant Victrack land as the preferred location for a future off-street car park.
- When feasible, Council to increase the number of on-street parking spaces on Bair Street in line with urban design considerations.
- Council will periodically monitor the utilisation of on-street parking spaces and will investigate measures to further manage on-street parking should occupancy levels consistently exceed 85%.
- Council to review means of improving lighting and passive surveillance at car parks identified to have an average rating for security and safety in Section 5.5.

5.6 Management of priority parking spaces

5.6.1 Overview

On-street parking is often the most convenient form of parking and, for varying reasons, access to on-street parking spaces is essential to businesses, people with disabilities, residents and their visitors, public transport users and for the delivery of goods. As is the case in Leongatha CBD, there is competition for the limited kerb side space between various users, each of which has varying parking requirements. The challenge to Council therefore, is to ensure that the parking requirements of different users are met through the equitable sharing or protection of on-street parking spaces.

5.6.2 Disabled and mobility impaired parking

South Gippsland Shire and the township of Leongatha have a relatively high proportion of people over the age 65 years old in comparison to the Victorian and Australian average. As such, there is a need to ensure that there is an adequate supply of convenient and accessible parking spaces that can be used by disabled or mobility impaired visitors to Leongatha CBD.

Currently there are 25 disabled spaces provided in on-street and off-street facilities in the core parking area of the CBD. Disabled parking bays were observed to be generally under-utilised throughout the survey day. From feedback provided in the community consultation sessions it is clear that:

- Disabled parking bays should be better positioned so that it is easier to access key facilities such as chemists, medical centres, banks and public toilets.
- Disabled users like to use non-disabled bays where this is closer to their destinations. However, in many popular locations, disabled users can experience difficulties in finding parking spaces due to other visitors overstaying the designated time limits.

There are no guidelines on the required rates for the provision of on-street disabled parking spaces. As such, disabled parking policy adopted by other Victorian Councils such as the City of Melbourne is based on meeting the stated needs of disabled visitors rather than providing a blanket provision. This approach involves engaging and listening to representations from relevant stakeholders including disabled and mobility impaired residents and visitors to identify where and how access for disabled people can be improved. Where key issues are identified the parking requirements of disabled users are given priority in the allocation of kerb side space.

It is recognised that on-street disabled spaces are costly to provide particularly in terms of the supporting infrastructure (such as signage, line marking and drop kerbs to enable mobility impaired passengers to access paths from their parking space) that is required. Therefore, it is important that any provided disabled spaces are well utilised given that the spaces effectively reduce the level of on-street parking available to other land uses in the area. On this basis, developments requesting the provision of disabled spaces should be required to demonstrate that there is sufficient demand for disabled parking and that there are no off-street parking spaces on site that could adequately cater for the disabled persons parking need.

5.6.3 Loading zones

Access to conveniently located loading facilities is important to both the retail occupancies in Leongatha CBD and their respective delivery companies.

The core parking area of Leongatha CBD has 24 loading zones. Generally, loading zones are provided at the start and/or end of parking sections to reduce the amount of manoeuvring required by larger vehicles to enter and exit the space.

Loading zones were observed to be generally under-utilised throughout the survey day. From feedback provided in the business consultation sessions it is clear that loading zones are generally underutilised due to difficulties in accessing businesses from the current positioning of the loading bays. As such, it is common that loading vehicles will double park close to their destination in order to have convenient access to their delivery destination. This illegal practice is seen to be causing potentially serious safety issues whilst the double parking of vehicles could also restrict the flow of traffic on key road in the CBD resulting in localised areas of congestion.

There are a couple of options Council could investigate to help improve delivery access to businesses whilst still retaining customer parking in the most desirable locations. These include:

- Provision of an increased number of 15 minute parking bays in locations where businesses do not have off-site provisions. If regularly enforced, these high turnover bays could increase access for both customer and delivery companies in problem locations.
- Improve footpath and crossing facilities between loading bays and existing businesses that are difficult to access.
- Where feasible, seek that loading and servicing requirements of future developments in the CBD minimises any impact on on-street parking availability through on-site provision.

5.6.4 Scooter and motorcycle parking

A method of reducing car based parking demand and traffic congestion within the Leongatha CBD is through the increased use of motorcycles and motor-scooters. Whilst there is currently a low demand for motorcycling, this mode of transport could be encouraged through the provision of dedicated parking facilities in the core parking area of Leongatha CBD.

Existing car parking spaces could be converted to motorcycle parking to assist in keeping the footpaths clear. However, in recognition that the demand for motorcycle parking is currently low, motorcycle parking could instead be provided in locations where a standard vehicle parking space cannot fit making full use of all the available space within the CBD. Motorcycle parking bays could also be shared by motor scooters used by mobility impaired visitors to the CBD.

5.6.5 Long vehicle parking

The community and business consultation sessions identified a need for the parking requirements of long vehicles such as trucks, minibuses and cars with trailers.

Trucks

There is identified need within Council to allow interstate and long distance truck drivers to be able to park close to the town for lunch/breakfast. As it would not be desirable for trucks to enter the areas of the CBD with high pedestrian flows, Anderson Street has been identified as the preferable location given that it is on the current approved heavy vehicle route.

Table 18 shows the parking supply and peak demand for car parking spaces on Anderson Street in the vicinity of Turner Street and Bellingham Street.

Table 18 Peak parking demand on Anderson Street

	Parking Supply	Peak Occupancy
On-street car parking spaces on Anderson Street in vicinity of McDonalds	41 spaces	36.6%
Off-street car parking spaces serving developments accessed from Anderson Street	133 spaces	49.6%

It can be noted that there is a sufficient supply within the off-street parking spaces to cater for the peak demands for vehicles currently parked in car parking spaces on this section of Anderson Street. Given the surplus parking supply on Anderson Street, there is potentially opportunity to change the existing parking restrictions to dedicated truck parking restrictions or bays.

Despite this, consideration would need to be given in the design of dedicated truck parking bays to:

- The requirement to provide pedestrian footways and crossing facilities.
- Sight distance issues from access roads to adjacent private developments.
- Truck parking bay space and manoeuvring requirements.
- Traffic movements on Anderson Street and road safety implications.
- Location of advance warning signage advising truck drivers of location of truck parking facilities.

It is noted that the proposed Leongatha heavy vehicle alternative route would encourage trucks to exit Anderson Street within the vicinity of the existing intersection with Turner Street. The introduction of the alternative route may limit the opportunity to provide truck parking on Anderson Street within an easy or direct walking distance services on Anderson Street and the core parking area of Leongatha CBD. The extent to which truck parking will be limited on Anderson Street cannot be determined from the concept road alignment designs.

The most suitable locations for truck parking under the alternative route arrangement may be through a combination of parking on Anderson Street and Hughes Street (although parking on Hughes Street would need to be supported by truck stop facilities). The future location of truck parking will need to be determined based on a number of factors including VicRoads' guidelines, the constructed road alignment, land ownership and ease of access to services.

Other long vehicle parking

A review of parking restrictions in the core parking area of Leongatha CBD shows that there are limited spaces that could accommodate longer vehicles such as tour buses, minibuses or cars with trailers.

On the day of the survey and subsequent site visits, limited longer vehicles were identified and therefore the demand for long term vehicles has not been established.

A review of on-street and off-street parking locations has identified that the section of Smith Street adjacent to Safeway could be a potentially suitable location for the provision of a parking area suitable for use by longer vehicles.

Outside of the core parking area, there is limited competition for on-street parking spaces. As such, longer vehicles could generally park on-street in most locations without impacting other parked vehicles.

Council is about to undertake a tourism related study to investigate parking locations for recreation vehicles across the Shire. Future review of long vehicle parking would benefit from collaboration with this tourism parking study.

The recommended policy related to the management of priority parking spaces to be adopted by Council is set out in recommendations 5, 6, 7 and 8.

Recommendation 5: Disabled parking

Council to ensure that the parking needs of disabled and mobility impaired drivers are given high priority with a view to identifying and improving accessibility issues to key land uses in Leongatha CBD.

Actions

- Council to examine suitability of providing further disabled spaces (either as new spaces or relocated underutilised spaces) to the current Australian Standard in locations of high demand such as close to banks, medical centres, cafés and public toilets.
- Council undertake a review of the accessibility of on-street disabled parking spaces with a view to providing accessible infrastructure where feasible.

Recommendation 6: Loading practices

Council to provide an appropriate level of enforcement with a view to minimising the safety issues associated with double parking of delivery vehicles.

- In consultation with local stakeholders, Council to periodically review parking restrictions with a view to possibly increasing or relocating loading zones or 15 minute parking restrictions where demand requires.
- Where feasible, seek that loading and servicing requirements of future developments in the CBD minimises any impact on on-street parking availability through on-site provision.

Recommendation 7: Motorcycle and scooter parking

Council to provide an appropriate level of motorcycle and scooter parking supply in Leongatha CBD.

- In consultation with local stakeholders, Council to identify demand for motorcycle and scooter parking and where feasible introduce dedicated parking in line with guidance set out in Section 5.6.

Recommendation 8: Long vehicle parking

Council to provide an appropriate level of parking supply to cater for the parking needs of long vehicles in Leongatha CBD.

Actions

- Council to undertake an investigation into the feasibility of providing truck parking on Anderson Street.
- Council to provide parking facilities in Leongatha CBD for longer vehicles such as tour buses, minibuses or cars with trailers where demand requires.

5.7 Enforcement

With the projected increase of people living and working in Leongatha there is likely to be a corresponding increase in parking demand both within the CBD and environs. As competition for parking spaces grows, there will be a requirement to provide an appropriate level of enforcement to ensure that the parking supply is efficiently utilised and that illegal parking practices are minimised.

Overstay of time restricted parking spaces has been found by the parking surveys to be an issue in Leongatha CBD. This is a particular issue when overstay of parking spaces occurs in the areas of highest demand.

Improved enforcement has been identified as an important issue to both the business and residential community in Leongatha for the following reasons:

- Mobility impaired visitors are finding difficulty accessing key facilities due to long term parking in time restricted areas.
- Long term parking in the most sought after areas is seen to be restricting customer access to businesses.
- There is sufficient long term parking provided within the core parking area to cater for long term parkers. This long term parking is a short walking distance to main facilities within Leongatha.

Council officers currently patrol car parks in Leongatha twice a week and are active and trying to address illegal parking activities in the CBD through issuing enforcement notices (see Table 19)

Table 19 Infringement notices issued by Local Laws over the past four financial years

	Infringement Notices Issues each Financial Year				
	2008/09	2009/10	2010/11	2011/12	Total
Overstay parking infringements	329	226	206	349	1110
Total infringements	479	484	318	394	1675
% Overstay parking of total infringements	69%	47%	65%	89%	66%

Source: Local Laws Department, South Gippsland Shire Council

It is understood that enforcement in Leongatha CBD is generally focussed in the Safeway, IGA public car parks as well as McCartin Street and Bair Street. Whilst this occurs, the parking surveys revealed that overstaying of restrictions is still a problem in these areas with 30% of parking spaces in the IGA car park having visitors parking for more than 3.5 hours. It is also understood from the community consultation sessions that overstaying of parking is also an ongoing problem in McCartin Street and Bair Street as well as locations not regularly monitored by enforcement officers.

Given the community desire for increase enforcement and the importance of enforcement to the success of a number of policies put forward within this strategy, it is recommended that Council explore opportunities to provide a corresponding appropriate level of enforcement. Typically, one parking enforcement officer is required for every 430 parking bays, although it is commonplace that two parking officers patrol in unison for safety reasons and to provide a strong parking enforcement presence. Based on the number of short term restricted parking bays in the core parking area, two parking enforcers is likely to be sufficient.

The recommended policy relating to enforcement to be adopted by Council is set out in recommendation 9.

Recommendation 9: Enforcement

Council to provide an appropriate level of parking enforcement that seeks to fairly address the existing issues associated with overstay of parking restrictions in the core parking area of Leongatha CBD.

Actions

- Council to undertake a trial period of more intensive enforcement to assess the economic viability of increased enforcement in Leongatha CBD.
- Council to investigate the potential use of technology to assist with enforcement such as camera operated number plate recognition software employed by other Councils in Victoria.

5.8 Directional signage

In many urban centres, additional delay and congestion is caused by motorists searching for car parking spaces. This lack of awareness of the locality of spare spaces can result in some car parks or time restricted areas being under-utilised and may have the additional consequence of car park patrons undertaking additional trips to time restricted parking which has been exceeded. Such practices were observed during the car parking surveys and subsequent site visits. In particular:

- Observations of motorists circulating looking for parking spaces in IGA car park.
- Overstay of time limit restrictions in IGA car park and Safeway car park and on-street facilities.
- Spare long term parking available in public car parks at Daker Centre and behind Cinema.

As such, directional signage guiding motorists to their intended destination has an important role to play in avoiding unnecessary circulation within Leongatha CBD and ensuring that existing parking facilities are utilised to their optimal potential. The use of directional signage will also be key to implementing Council policy objectives for increasing long term parking and providing parking for long vehicles as set out in this Parking Strategy.

There are various types of directional signage ranging from static signage providing the most basic levels of information to advanced electronic parking guidance systems which are designed to provide real time information on parking such as car park occupancy levels. There are a range of additional benefits associated with electronic parking guidance systems including reduced time spent searching for spaces and an improved public image of the area, although these benefits are reflected in the high purchase and operating costs. It is considered that it would be more cost effective to upgrade existing static signage.

The key objective in the provision of effective directional signage is to ensure that the information is legible, easily understood, informative, provides directions, and is unobtrusive to the surrounding streetscape. Information should be designed to reduce clutter by rationalising and simplifying messages, resulting in less but more effective information.

An inventory of existing directional signage in the core parking area of Leongatha CBD is shown in Figure 27.

Figure 27 Leongatha surveyed location of parking ('P' sign) directional signage



It can be noted from Figure 27 that:

- There is some directional signage to key car parks including IGA and the Council car park provided behind the cinema.
- There is no directional signage to the Council car park at Dakers Centre.
- There is limited information on type of parking facility (short stay / long stay) or size of car park.

Opportunity exists to improve signage with a view to addressing the current deficiencies in information provided to visitors to the CBD. In particular:

- The provision of additional signage should be recognisable with a uniform style and colour to be adopted by Council.
- Parking areas should be identified to the motorist in advance of reaching the car park.
- Parking signs should show key information on car park such as size (i.e. number of spaces) or type of parking (short stay or long stay).

The recommended policy relating to directional signage to be adopted by Council is set out in Strategy Policy 10.

Recommendation 10: Directional signage

Council to ensure that an appropriate level of directional signage is available to guide motorists to parking facilities in Leongatha CBD.

Actions

- Council to install directional signage to each existing and new public car park containing over 50 parking spaces.
- Council to install directional signage to new truck parking.
- Council to ensure that new developments containing over 50 publicly available parking spaces provide adequate parking guidance signage to the parking facilities.
- Council to prepare and implement a signage strategy in line with guidance set out in this Strategy.

5.9 Reducing the demand for car travel

The provision of infrastructure that supports walking and cycling as well as public transport use can have an important role in the reducing the demand for car travel and by inference the demand for parking in Leongatha CBD. This particularly applies to Leongatha as:

- There is a large residential catchment within 1km or 15 minutes walking distance of the CBD.
- The business and community surveys have shown that there is willingness for people to cycle if sufficient infrastructure is in place.
- The community consultation sessions indicated that there would be a willingness to catch public transport services if they were made available.

Opportunity also exists to reduce the demand for travel through travel planning initiatives such as the preparation of travel plans.

5.9.1 Walking and Cycling

The South Gippsland Shire Council Paths and Trails Strategy sets out 16 projects to improve walking and cycling infrastructure in Leongatha. The key elements of the Paths and Trails Strategies that could make walking and cycling an attractive alternative to car travel include:

- Proposed on road bicycle routes on McCartin Street and other key local roads in the study area.
- Provision of bicycle parking at certain locations around the town centre.
- Improved crossing points in the town centre.

In order to encourage take up, walking and cycling measures could be given priority over parking when reviewing future changes to the streetscape. An example of this would be Bair Street should the alternative route comes on line.

In addition to the above measures, it is also essential that bicycle parking be accommodated as part of new developments in accordance with Clause 52.34 of the South Gippsland Shire Scheme to ensure adequate end-of-journey facilities are provided to encourage this alternate transport mode, and reduce unnecessary pressure on car parking. Council should also seek that the location and design of bicycle parking within new developments is given preference over car parking.

5.9.2 Motorcycle parking

There has been a surge in growth in motorcycle ownership in Australia over recent years with over a 50% increase in the number of registered motorcycles between 2003 and 2008 (source: abs.gov.au). By inference, this would suggest a corresponding growth in the demand for motorcycle parking facilities both in residential and non-residential developments.

Victorian road rules allow for the parking of motorcycles on footpaths. This arrangement can result in blockages to pedestrian movements if motorcycles are not parked appropriately. One way of addressing this issue is to provide designated motorcycle parking at both ends of motorcycle trip – that is, within residential developments and at key trip attractors.

At a minimum, Council should require that development applications meet the required statutory provision for motorcycle parking at new developments. In addition to this, Council should seek that the location and design of bicycle and motorcycle parking within new developments is given preference over car parking.

5.9.3 Travel Plans

A travel plan (sometimes known as a Green Travel Plan) is a process of developing and implementing initiatives which facilitate and encourage the use of more sustainable travel options. A travel plan is developed for a particular site, such as a building or development area, and involves:

- Setting objectives, targets and indicators for mode share of people travelling to/from that site
- Assigning actions to facilitate the meeting of those targets
- Implementing monitoring and review programs to track progress and make adjustments as necessary

Examples of actions that may appear in travel plans are introduction of cycle facilities such as showers and bicycle storage, or financial incentives for not requiring a parking space.

If new developments were encouraged to undertake Travel Plans as part of the development process, and through this, more sustainable travel patterns could be established, there may be scope to help reduce future car parking pressure in and around the CBD.

If developments are able to demonstrate that they have an adequate travel plan in place, there may be an opportunity for those developments to reduce the amount of car parking required to support the development.

Recommendation 11: Reducing the demand for parking

Council to continue to provide sufficient infrastructure and guidance to encourage the use of alternative transport modes to single occupancy car use.

Actions

- Council to increase opportunities for walking and cycling set out in the South Gippsland Shire Council Paths and Trails Strategy.
- Council to ensure that walking and cycling measures are given priority over parking when reviewing future changes to the streetscape within the CBD.
- Council will work alongside employers to encourage the uptake and implementation of travel initiatives such as Travel Plans, appropriate facilities to non-car travel and car sharing schemes to promote sustainable transport options.
- Council will require that development applications meet the required statutory provision for bicycle and motorcycle parking at new developments. In addition to this, Council will seek that the location and design of bicycle and motorcycle parking within new developments is given preference over car parking.

6.0 Implementation

6.1 Implementation plan

The implementation plan for delivering the key outcomes of this Parking Strategy is set out in Table 20

Table 20 Implementation Plan

Action	Short Term / Mid Term / Long Term	Timing	Responsible SGSC Department / Authority
Implement Schedule to the Parking Overlay for Column B car parking revisions	Short Term	0-1 years	SGSC Planning
Review the requirement for Clause 22.06 to remain in the Planning Scheme	Short Term	0-1 years	SGSC Planning
Implement Schedule to the Parking Overlay to require financial contribution for parking	Short Term	0-1 years	SGSC Planning
Establish and manage 'Parking Investment Fund' to facilitate the collection and monitoring of cash in lieu contributions	Short to Long Term	Ongoing	SGSC Planning
Undertake periodic review of change to parking utilisation	Short to Long Term	Ongoing	SGSC Assets Department
Monitor the number of car parking spaces waived during the planning permit process	Short to Long Term	Ongoing	SGSC Planning
Increase the number of short term parking spaces in the Safeway and IGA car parks	Short Term	0-1 years	SGSC Assets & Engineering Departments
Review parking restrictions with a view to altering operating hours or restriction type (including disabled parking and loading facilities) where demand requires	Short to Long Term	Ongoing	SGSC Assets & Engineering Departments
Explore opportunity to secure VicTrack land for future parking	Short to Mid Term	0-3 years	SGSC Planning
Increase the number of on-street parking spaces on Bair Street (contingent on introduction of heavy vehicle alternative route)	Mid to Long Term	3-10 years	VicRoads SGSC Assets & Engineering Departments
Review lighting and passive surveillance at public car parks	Short to Mid Term	0-3 years	SGSC Assets Department

Action	Short Term / Mid Term / Long Term	Timing	Responsible SGSC Department / Authority
Monitor parking demand in on-street and off-street parking facilities	Mid Term	Ongoing Every 5 Years	SGSC Assets Department
Review the accessibility of on-street disabled parking spaces with a view to providing accessible infrastructure where feasible	Short to Mid Term	0-3 years	SGSC Assets Department
Seek that loading and servicing requirements of future developments in the CBD minimises any impact on on-street parking availability through on-site provision.	Short to Long Term	Ongoing	SGSC Planning
Identify demand for motorcycle and scooter parking and where feasible introduce dedicated parking	Short to Long Term	Ongoing	SGSC Assets Department
Investigate design of long vehicle parking on Anderson Street	Short Term	0-1 years	VicRoads and SGSC Assets Department
Provide parking facilities in Leongatha CBD for longer vehicles such as tour buses, minibuses or cars with trailers where demand requires	Short to Long Term	Ongoing	SGSC Assets & Engineering Departments
Subject to funding allocation, trial period for increased enforcement of parking restrictions in core parking area	Short	0-1 years	SGSC Local Laws
Investigate the potential use of technology to assist with enforcement such as camera operated number plate recognition software employed by other Councils in Victoria.	Short to Mid Term	0-3 years	SGSC Local Laws
Prepare and implement a signage strategy	Short to Mid Term	0-3 years	SGSC Assets Department
Install directional signage to new truck parking and each car park containing over 50 parking spaces that provides publicly available parking	Short to Mid Term	0-3 years	SGSC Assets & Engineering Departments
Ensure that new developments containing over 50 publicly available parking spaces provide adequate parking guidance signage to the parking facilities.	Short to Long Term	Ongoing	SGSC Planning

Action	Short Term / Mid Term / Long Term	Timing	Responsible SGSC Department / Authority
Support walking and cycling through construction of bicycle lanes and provision of cycle parking		As per Paths and Trails Strategy	SGSC Planning, Assets, and Engineering Departments
Require that development applications meet the required statutory provision for bicycle and motorcycle parking at new developments. Seek that the location and design of bicycle and motorcycle parking within new developments is given preference over car parking.	Short to Long Term	Ongoing	SGSC Planning
Promote travel demand measurement for existing and new developments	Short to Long Term	Ongoing	SGSC Planning
Review parking strategy	Mid term	3–5 years	SGSC Planning and Assets Departments

6.2 Monitoring and Review

The Parking Strategy for Leongatha CBD reflects the current car parking capacity and demand for the various land-uses. It is possible that as a result of factors such as the provision of new development in each township, that car parking characteristics and travel patterns may alter in the future.

The Parking Strategy for Leongatha CBD should be reviewed every three to five years in conjunction with the Municipal Strategy Statement (MSS) review. The review of the Parking Strategy will be undertaken by Council to ensure they reflect local conditions and reflects relevant policies.

Appendix A

Review of Key Documents

Strategic Context

Introduction

AECOM has reviewed a number of key reports and strategies as requested by SGSC to ensure that this Parking Strategy aligns with the outcomes and direction other policy tools and guidance used by Council. The key documents that have been identified as relevant to this Parking Strategy are:

- SGSC Paths and Trails Strategy (2010);
- Korumburra and Leongatha Traffic Study (2008);
- Leongatha Structure Plan (2008); and
- Leongatha Business and Commercial Land Assessment Report (2004).

SGSC Paths and Trails Strategy (2010)

The South Gippsland Shire Council Paths and Trails Strategy (Andrew Nixon Land Use Management, 2010) was undertaken to review the bicycle and walking facilities in the Shire and identify the work required to provide an improved network of bicycle, walking and horse riding facilities within the municipality.

The key overall objective of the strategy is to identify possible ways of increasing the use of cycling and walking as an alternative to travel by motorised traffic.

The strategy notes that there are a number of deficiencies in the connectivity of pedestrian footpaths in certain locations in Leongatha. There is also limited cycling infrastructure in the township.

The strategy makes 15 of recommendations for Leongatha. This includes:

- Proposed on-road cycling routes on key roads in Leongatha including McCartin Street, Bair Street, Bruce Street and Young Street.
- Installation of bicycle stands.
- Improved signage.
- Upgrade of pedestrian paths.

The recommendations and actions put forward in the traffic study have been considered in the development of policies and action in this Parking Strategy.

Korumburra and Leongatha Traffic Study (2008)

The Korumburra and Leongatha Traffic Study (O'Brien Traffic, 2008) was undertaken on behalf of Council to:

- Identify a preferred highway bypass route for each town centre;
- Assess the adequacy of existing car parking in each town centre; and
- Identify improvements to traffic management and streetscape in each town centre.

Preferred highway bypass

The traffic study examined a number of by-pass options for Leongatha CBD including routes that bypass Bair Street and McCartin Street. The traffic study identified Option 1 which is a bypass of Bair Street via Hughes Street and Long Street as the preferred option (see Appendix A for map of bypass route) for the following reasons:

- The required land already largely exists and the roads are already public road zones – category 1.
- It does not rely on the railway land, which seems a logical area to extend the town centre.
- It was the option preferred by both businesses and operators who participated in the study.
- It is the option that best suits the interim heavy vehicle link via Turner Street.

- It addresses the two major intersection issues of the town (Roughhead Street/Hughes Street/Long Street and Long Street/Ogilvy Street/Bair Street – both dual T-intersections) and reducing traffic pressure on Anderson Street.

This Parking Strategy has been developed on the basis that the Option 1 will be the preferred bypass route.

Adequacy of existing car parking

The traffic study has identified that the overall provision of parking in Leongatha town centre is 2.9 spaces per 100m² of commercial development. The report concludes that this level of parking provision is considered to be lower than desirable.

The traffic study notes that there will be requirement for an additional:

- 13,000m² of retail floor space of which 65% or 8,450m² will be required in the town centre by 2020.
- 5,200m² of commercial floor space will be required in the town centre by 2020.

The report estimates that there will need to be a further 272 to 290 public car spaces in the town centre to accommodate the growth in retail and commercial uses. The traffic study noted that much of the retail parking might be provided on individual sites however there is a strong likelihood of a need for a significant amount of public parking.

The traffic study made the following key recommendations to address parking issues in Leongatha town centre:

- Put in place a mechanism to formalise existing and future pedestrian through site links to the main streets that generally coincide with existing/proposed pedestrian facilities;
- Consider encouraging development that also has a frontage onto the rear car parks – in addition to an active frontage to the main road;
- Increase the level of enforcement of the parking restrictions in the main streets and supermarket car parks;
- Encourage the use of more remote parking areas by staff;
- Install large parking directional signage at key locations and reduce signage clutter where practicable;
- Consider not linemarking the parallel car bays in the main streets.
- Reduce the roadways in the town centre to a single lane in each direction with angle parking and street trees on both sides. This can be done if the traffic volumes are reduced due to the construction of the highway bypass.
- Encourage staff to park on the railway land close to the footbridge, allowing shoppers to park closer to the shopping areas.
- Consideration given to not line marking parallel parking bays, particularly in the main street.
- Provision of caravan and trailer parking areas.
- Investigate rationalising the layout of the existing supermarket car parks.
- Give consideration to a special charge or similar scheme to fund future public car parking.

The recommendations and actions put forward in the traffic study have been considered in the development of policies and action in this Parking Strategy.

Traffic management and streetscape

The traffic study identified that:

- There is a fragmented nature of pedestrian movement across the main roads in Leongatha town centre with pedestrians crossing at a multitude of locations remote from the sole existing pedestrian operated signals.
- The fragmented pedestrian movement is virtually an inevitable consequence of elongated strip shopping centres of this type because there are few, if any identifiable pedestrian desire lines.

The traffic study proposes that the best solution to deal with this issue is to:

- Get volumes and speeds down (by way of a highway bypass and narrowing the carriageway of the existing main roads in the town centre);

- Make the street attractive so that it attracts pedestrians and thereby makes the street look busy – which in turn will result in greater motorist respect;
- Provide formal pedestrian facilities at intervals (desirably coinciding with through site links to rear car parking);
- Where practicable try to corral pedestrians to the formal crossing points.

Leongatha Structure Plan (2008)

The Leongatha Structure Plan (2008) provides the strategic framework for the future physical development of Leongatha over the next 20 years. The key guidance of the Structure Plan used to inform this Parking Strategy includes:

- The need to ensure easy and safe vehicular access to and through Leongatha catering for the needs of all. This includes:
 - Provision of pedestrian crossing facilities within the Town Centre.
 - The pursuance of a highway bypass of the Town Centre.
- The need to establish Leongatha as a 'walkable community' with key activities being accessible from all residential areas by non-motorised transport. The strategies mentioned to help create this 'walkable community' feel include:
 - The identification of cycling and pedestrian network breakdown areas where connectivity is lacking;
 - Providing safe and secure cycle facilities in these regions and storage options at key destinations; and
 - Requirement that all new residential subdivisions are to be connected to the pedestrian and cycling network.
- The town centre is the preferred location of all retail and commercial activities in the future.
- Industrial development is to be encouraged within the existing industrial precinct.
- The need to ensure that there will be appropriate amounts of public and recreational spaces.

1.1 Leongatha Business and Commercial Land Assessment Report (2004)

The Leongatha Business and Commercial Land Assessment report (Essential Economics, June 2004) was prepared on behalf of Council to:

- Assess the existing availability of undeveloped land in Business zones in Leongatha; and
- Advise on the extent and location of new Business-zoned land to meet forecast requirements to 2020.

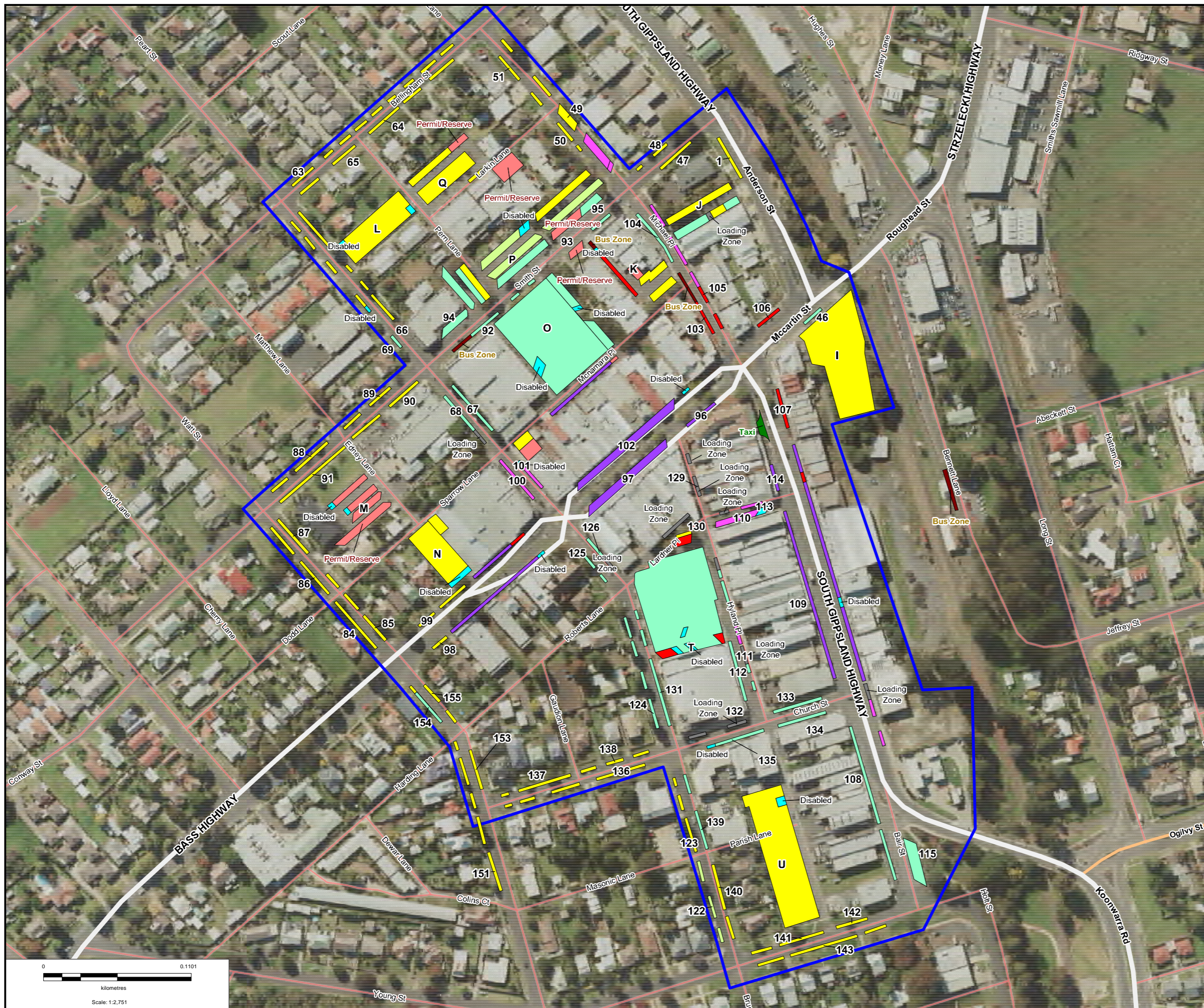
The report notes that:

- Leongatha will require an estimated additional 13,000m² in retail floorspace by 2020.
- 35% of the retail land use requirement would be provided in Business 4 Zone with the balance provided in Business 1 Zone.
- The forecast growth in retail activity to 2020 would be accompanied by an increase in office floorspace of approximately 5,200m².
- 100% of the office land use requirement would be provided in Business Zone 1.

It is noted that Business Zone 4 in Leongatha is located outside of the study area for this Parking Strategy. On this basis, the analysis of future parking requirements in this strategy has been based on the estimated land use requirements for Business 1 Zone.

Appendix B

Parking Restrictions – Core Parking Area



Legend

Parking Restrictions

- 1/4P
- 1/2P
- 1P
- 2P
- 4P
- Unrestricted

Special Zones

- Disabled
- Reserve / Permit
- Loading Zones
- Bus Zones
- Taxi
- Core Parking Area Boundary

Roads Legend

- Highway
- Main Roads
- Local Roads



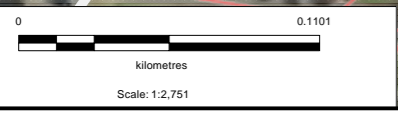
Projection: GDA 94
Coordinate System MGA Zone 55

Disclaimer:
This map is a representation of the information currently held by the South Gippsland Shire Council. While every effort has been made to ensure the accuracy of the product, Council accepts no responsibility for any errors or omissions. Any errors or omissions should be reported to the GIS Officer, South Gippsland Shire Council.
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Map: 1301-01 Rev B Date: 4/02/2013

**Leongatha Township
AECOM Car Parking Study
As at November 2012**



Distribution of parking spaces within Core Parking Area

(*excluding spaces on private land)

15 Minutes Parking

Area ID	Street	Section	Side of Road	Restriction description	Spaces
99	McCartin St	Peart St - Watt St	N	1/4P	2
103	Michael Pl	McNamara Pl - Bass Hwy	W	1/4P 9am-5:30pm Mon-Fri, 9am-12noon Sat	4
105	Michael Pl	Bass Hwy - Smith St	E	1/4P 9am-5:30pm Mon-Fri, 9am-12noon Sat	4
106	Bass Hwy	South Gippsland Hwy - Michael Pl	N	1/4P 9:30am-5pm Mon-Fri	3
107	Bair St	Bass Hwy - bridge	E	1/4P	2
107	Bair St	Bass Hwy - bridge	E	1/4P 9am-5:30pm Mon-Fri, 9am-12noon Sat	3
107	Bair St	Bass Hwy - bridge	E	1/4P 9am-5:30pm Mon-Fri, 9am-12noon Sat; 1/4P 5:30pm-9pm Mon-Sat	3
K	Off Street	Behind Leongatha RSL		15min Pick up and Drop off Only	6
T	Off Street	IGA Car Park		1/4P 9:30am-5:30pm Mon-Fri, 9am-12:15pm Sat	4
total					31

30 Minutes Parking

Area ID	Street	Section	Side of Road	Restriction description	Spaces
49	Michael Pl	Smith St - Bellingham St	E	1/2P	9
100	Peart St	Sparrow Lane - Bass Hwy	W	1/2P 8am-4:30pm Mon-Fri, 9am-12noon Sat	6
101	Peart St	Bass Hwy - McNamara Pl	E	1/2P 9am-5:30pm Mon-Fri, 9am-12noon Sat	3
105	Michael Pl	Bass Hwy - Smith St	E	1/2P	9
107	Bair St	Bass Hwy - bridge	E	1/2P 9am-5:30pm Mon-Fri, 9am-12noon Sat	4
110	Lyon St	Hyland Pl - Bair Hwy	S	1/2P 9am-5:30pm Mon-Fri, 9am-12noon Sat	9
111	Hyland Pl	Lyon Lane -Church St	E	1/2P 9am-5:30pm Mon-Fri, 9am-12noon Sat	4
113	Lyon St	Hyland Pl - Bair Hwy	N	1/2P 9am-5:30pm Mon-Fri, 9am-12noon Sat	4
total					48

1 Hour Parking

Area ID	Street	Section	Side of Road	Restriction description	Spaces
66	Peart St	Bellingham St - Smith St	E	1P	2
96	McCartin St	Bair St - Collers Lane	S	1P 9am-5:30pm Mon-Fri, 9am-12noon Sat	4
97	McCartin St	Collers Lane - Bruce St	S	1P 9am-5:30pm Mon-Fri, 9am-12noon Sat	20
98	McCartin St	Bruce St - Ritchie St	S	1P 9am-5:30pm Mon-Fri, 9am-12noon Sat	13
99	McCartin St	Peart St - Watt St	N	1P 9am-5:30pm Mon-Fri, 9am-12noon Sat	6
102	Bass Hwy	Michael Pl - Peart St	N	1P 9am-5:30pm Mon-Fri, 9am-12noon Sat	26
107	Bair St	Bass Hwy - bridge	E	1P 9am-5:30pm Mon-Fri, 9am-12noon Sat	25
109	Bair St	Church St - Lyon St	W	1P 9am-5:30pm Mon-Fri, 9am-12noon Sat	21
114	Bair St	Lyon St - Bass Hwy	W	1P 9am-5:30pm Mon-Fri, 9am-12noon Sat	3
O	Off Street	Safeway Car Park (South of Smith St)		1P	8
total					128

2 Hour Parking

Area ID	Street	Section	Side of Road	Restriction description	Spaces
46	Bass Hwy	Lane way - Bair St	S	2P 9am-5:30pm Mon-Fri, 9am-12noon Sat	3
67	Peart St	McNamara Pl - Smith St	E	2P	7
68	Peart St	Smith St - Sparrow Lane	W	2P	5
69	Peart St	Bellingham St - Smith St	W	2P 9am-5:30pm Mon-Fri, 9am-12noon Sat	2
92	Smith St	Peart St - Safeway Car Park Entrance	S	2P	4
93	Smith St	Safeway Car Park Entrance - Michael Pl	S	2P	5
94	Smith St	Peart St - Pern Lane	N	2P	7
95	Smith St	Pern Lane - Michael Pl	N	2P	5
95	Smith St	Pern Lane - Michael Pl	N	2P 9am-5pm Mon-Fri, 9am-1pm Sat	15
104	Michael Pl	Smith St - McNamara Pl	W	2P 9am-5:30pm Mon-Fri, 9am-12noon Sat	7
108	Bair St	Church St - Young St	W	2P 9am-5:30pm Mon-Fri, 9am-12noon Sat	17
111	Hyland Pl	Lyon Lane -Church St	E	2P 9am-5:30pm Mon-Fri, 9am-12noon Sat	6
112	Hyland Pl	Lyon Lane -Church St	W	2P 9am-5:30pm Mon-Fri, 9am-12noon Sat	7
115	Bair St	South Gippsland Hwy - Holt St	E	2P 8am-6pm Mon-Fri, 8am-12noon Sat	11
124	Bruce St	Church St - Roberts Lane	W	2P 9am-5:30pm Mon-Fri, 9am-12noon Sat	12
125	Bruce St	Roberts Lane - Bass Hwy	W	2P 9am-5:30pm Mon-Fri, 9am-12noon Sat	3
126	Bruce St	Lardner Pl - Bass Hwy	E	2P 9am-5:30pm Mon-Fri, 9am-12noon Sat	3
131	Bruce St	Church St - Lardner Pl	E	2P 9am-5:30pm Mon-Fri, 9am-12noon Sat	12
133	Church St	Bair St - Hyland Pl	N	2P 9am-5:30pm Mon-Fri, 9am-12noon Sat	6
134	Church St	Hyland Pl - Bair Hwy	S	2P 9am-5:30pm Mon-Fri, 9am-12noon Sat	6

135	Church St	Bruce St - Hyland Pl	S	2P 9am-5:30pm Mon-Fri, 9am-12noon Sat	6
139	Bruce St	Parish Lane - Church St	E	2P 9am-5:30pm Mon-Fri, 9am-12noon Sat	7
154	Watt St	Bass Hwy - Harding Lane	W	2P 9am-5:30pm Mon-Fri, 9am-12noon Sat	5
J	Off Street	Parking Area next to Autobarn		2P 9am-5pm Mon-Fri, 9am-12noon Sat	12
O	Off Street	Safeway Car Park (South of Smith St)		2P 9am-5:30pm Mon-Fri, 9am-12noon Sat	111
O	Off Street	Safeway Car Park (South of Smith St)		2P 9am-5:30pm Mon-Fri, 9am-1pm Sat	14
P	Off Street	North of Smith St		2P	10
P	Off Street	North of Smith St		2P 9am-5pm Mon-Fri, 9am-1pm Sat	9
T	Off Street	IGA Car Park		2P 9am-5:30pm Mon-Fri, 9am-12noon Sat	133

total 450

4 Hour Parking

Area ID	Street	Section	Side of Road	Restriction description	Spaces
122	Bruce St	Young St - Masonic Lane	W	4P 9am-5:30pm Mon-Fri, 9am-12noon Sat	8
P	Off Street	North of Smith St		4P	43

total 51

Disabled Parking

Area ID	Street	Section	Side of Road	Restriction description	Spaces
49	Michael Pl	Smith St - Bellingham St	E	P Disabled	1
69	Pearl St	Bellingham St - Smith St	W	Disabled Only	1
98	McCartin St	Bruce St - Ritchie St	S	P Disabled	1
101	Pearl St	Bass Hwy - McNamara Pl	E	P Disabled	1
102	Bass Hwy	Michael Pl - Pearl St	N	1P Disabled Only	1
107	Bair St	Bass Hwy - bridge	E	Disabled 9am-5:30pm Mon-Fri, 9am-12noon Sat	1
110	Lyon St	Hyland Pl - Bair Hwy	S	2P Disabled	1
135	Church St	Bruce St - Hyland Pl	S	2P Disabled	1
K	Off Street	Behind Leongatha RSL		Disabled	1
L	Off Street	Carinos Parking, West of Pern Lane		P Disabled	2
M	Off Street	Daker Centre		Disabled	2
N	Off Street	P Parking Area		Disabled	2
O	Off Street	Safeway Car Park (South of Smith St)		2P Disabled	2
O	Off Street	Safeway Car Park (South of Smith St)		Disabled Only	1
P	Off Street	North of Smith St		P Disabled	2
T	Off Street	IGA Car Park		P Disabled	3
U	Off Street	Canty Lane Car Park		Disabled	2

total 25

Loading Zone

Area ID	Street	Section	Side of Road	Restriction description	Spaces
68	Pearl St	Smith St - Sparrow Lane	W	Loading Zone 15min	2
107	Bair St	Bass Hwy - bridge	E	Loading Zone	1
111	Hyland Pl	Lyon Lane -Church St	E	Loading Zone	4
113	Lyon St	Hyland Pl - Bair Hwy	N	Loading Zone 9am-5:30pm Mon-Fri, 9am-12noon Sat	1
126	Bruce St	Lardner Pl - Bass Hwy	E	Loading Zone	1
127	Lardner Pl	Bruce St - Hyland Pl	N	Loading Zone	6
129	Collers Lane	Lyon St - Bass Hwy	E	Loading Zone	1
129	Collers Lane	Lyon St - Bass Hwy	E	Loading Zone 15min	1
129	Collers Lane	Lyon St - Bass Hwy	E	Loading Zone 30min	1
132	Church St	Hyland Pl - Bruce St	N	Loading Zone	6

total 24

Bus Zone

Area ID	Street	Section	Side of Road	Restriction description	Spaces
92	Smith St	Pearl St - Safeway Car Park Entrance	S	Bus Zone	1
103	Mitchael Pl	McNamara Pl - Bass Hwy	W	Bus Zone	2
K	Off Street	Behind Leongatha RSL		Bus Drop Off Only	1

total 4

Taxi Zone

Area ID	Street	Section	Side of Road	Restriction description	Spaces
114	Bair St	Lyon St - Bass Hwy	W	Taxi Zone	3

total 3

Permit / Reserve Zone

Area ID	Street	Section	Side of Road	Restriction description	Spaces
93	Smith St	Safeway Car Park Entrance - Mitchael Pl	S	Permit Zone 8am-6pm Mon-Fri (South Gippsland Council Vehicles Only)	4
95	Smith St	Pern Lane - Mitchael Pl	N	Permit Zone 8am-6pm Mon-Fri (South Gippsland Council Vehicles Only)	10
K	Off Street	Behind Leongatha RSL		Reserved	4
O	Off Street	Safeway Car Park (South of Smith St)		Permit Zone (Community Bus and Rear Local Wheel Chair Accessable Taxi Only)	1
Q	Off Street	East of Pern Lane		Permit Zone 8am-6pm Mon-Fri (South Gippsland Council Vehicles Only)	6
Q	Off Street	East of Pern Lane		Stadium Cinema Complex Staff Parking Only	10
total					35

Unrestricted

Area ID	Street	Section	Side of Road	Restriction description	Spaces
1	South Gippsland Hwy	Smith St - Bass Hwy	W	Unrestricted	4
47	Smith St	Mitchael Pl - South Gippsland Hwy	S	Unrestricted	6
48	Smith St	Mitchael Pl - South Gippsland Hwy	N	Unrestricted	3
49	Mitchael Pl	Smith St - Bellingham St	E	Unrestricted	6
49	Mitchael Pl	Smith St - Bellingham St	E	Unrestricted	4
50	Mitchael Pl	Smith St - Larkin Lane	W	Unrestricted	4
51	Mitchael Pl	Larkin Lane - Bellingham St	W	Unrestricted	5
63	Bellingham St	Stockyard Lane - Peart St	N	Unrestricted	18
64	Bellingham St	Mitchael Pl - Pern Lane	S	Unrestricted	11
65	Bellingham St	Pern Lane - Peart St	S	Unrestricted	6
66	Peart St	Bellingham St - Smith St	E	Unrestricted	12
69	Peart St	Bellingham St - Smith St	W	Unrestricted	9
84	Watt St	Dood Lane - Bass Hwy	W	Unrestricted	7
85	Watt St	Bass Hwy - Sparrow Lane	E	Unrestricted	6
86	Watt St	Smith St - Dood Lane	W	Unrestricted	9
87	Watt St	Sparrow Lane - Smith St	E	Unrestricted	8
88	Smith St	Matthew Lane - Watt St	N	Unrestricted	8
89	Smith St	Peart St - Matthew Lane	N	Unrestricted	8
90	Smith St	Edney Lane - Peart St	S	Unrestricted	1
91	Smith St	Watt St - Edney Lane	S	Unrestricted	10
98	Bass Hwy	Bruce St - Ritchie St	S	P	2
99	Bass Hwy	Peart St - Watt St	N	P	7
101	Peart St (Off Street) on laneway	Next to Commonwealth Bank		Commonwealth Bank Car Park and public unrestricted spaces (to be reviewed)	11
123	Bruce St	Masonic Lane - Church St	W	Unrestricted	7
130	Lardner Pl	Bruce St - Hyland Pl	S	Unrestricted	2
136	Church St	Ritchie St - Bruce St	S	Unrestricted	13
137	Church St	Ritchie St - Gawdion Lane	N	P Pararel	7
138	Church St	Gawdion Lane - Bruce St	N	P Pararel	6
140	Bruce St	Young St - Parish Lane	E	P	9
141	Young St	Hyland Pl - Bruce St	N	Unrestricted	4
142	Young St	Bair St - Hyland Pl	N	Unrestricted	9
143	Young St	Bruce St - Holt St	S	Unrestricted	15
151	Ritchie St	Harding Lane - Dewar Lane	W	Unrestricted	15
153	Ritchie St	Roberts Lane -Church St	E	Unrestricted	7
154	Watt St	Bass Hwy - Harding Lane	W	Unrestricted	1
155	Watt St	Bass Hwy - Harding Lane	E	Unrestricted	5
I	Off Street	Parking Area		Parking Permitted in Marked only	51
J	Off Street	Parking Area next to Autobarn		P all day parking	18
J	Off Street	Parking Area next to Autobarn (in front of garage door)		Unrestricted	4
K	Off Street	Behind Leongatha RSL		Unrestricted	16
L	Off Street	West of Pern Lane		Unrestricted	40
M	Off Street	Daker Centre		Permit Zone (Tagged Senior Vehicled Only on Friday)	41
N	Off Street	P Parking Area		Unrestricted	34
N	Off Street	Garden Electronic		Unrestricted	6
P	Off Street	North of Smith St		P	9
P	Off Street	North of Smith St		P	16

Q	Off Street	East of Pern Lane		Unrestricted	53
U	Off Street	West of Hyland Pl		Unrestricted	108
				Total:	661

Appendix C

Parking Surplus Calculations

Calculation of current surplus of parking in core parking area of CBD

	Parking Spaces
Existing (excluding disabled, taxi, loading zone, permit parking)	1,369
85% Efficient Supply	1,164
Existing Demand	1,008
Existing Supply Below 85% Supply	156

Calculation of surplus of parking with Committed Permits in place

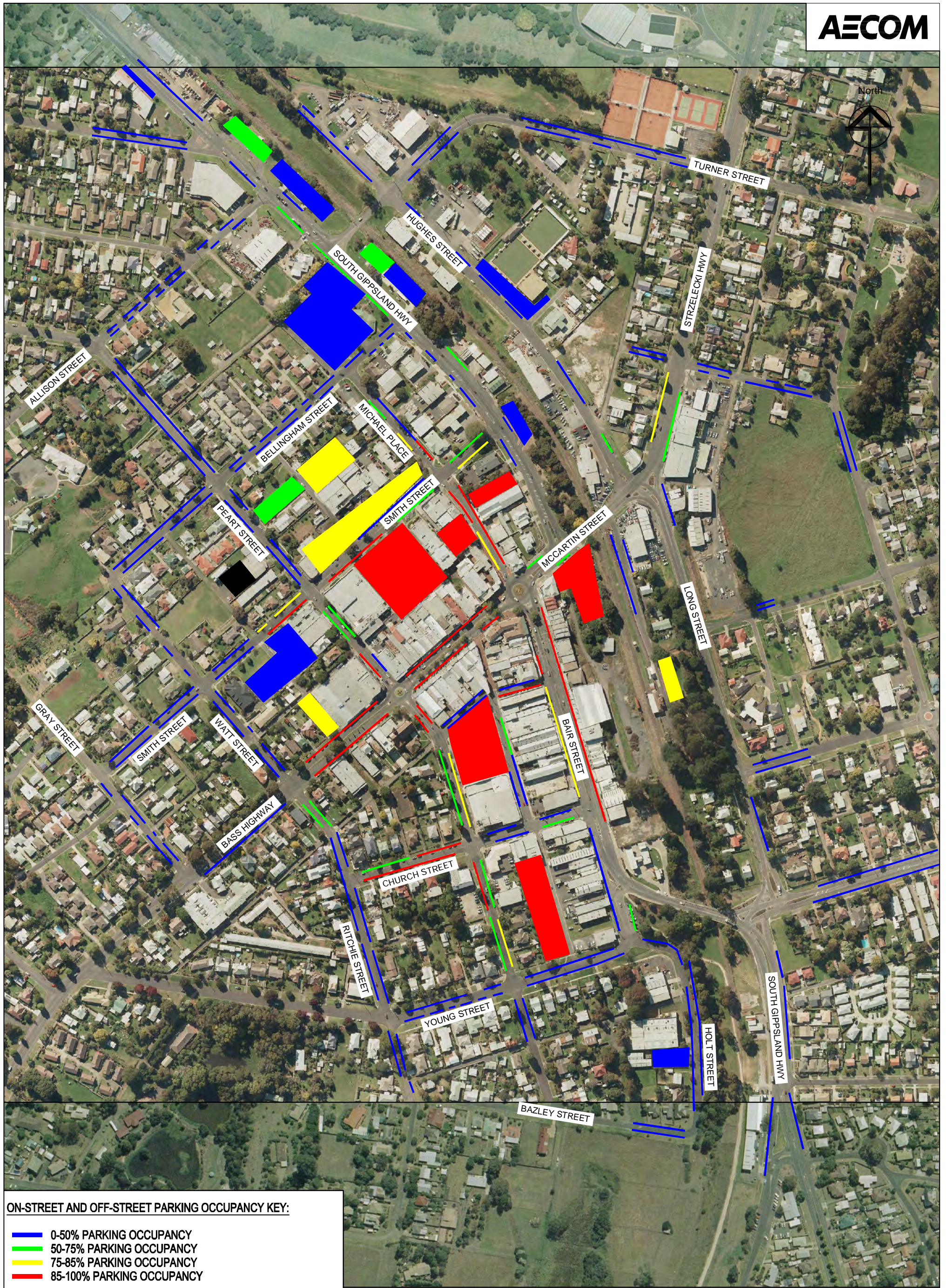
	Parking Spaces
Existing (excluding disabled, taxi, loading zone, permit parking)	1,369
85% Efficient Supply	1,164
Existing Demand	1,008
Committed Permits	28
Total + Committed	1,036
Existing Supply Below 85% Supply	128

Calculation of surplus of parking with heavy vehicle alternate route place

	Parking Spaces
Existing (excluding disabled, taxi, loading zone, permit parking) + proposed on-street parking on Bair Street	1,409
85% Efficient Supply	1,198
Existing Demand	1,008
Committed Permits	28
Total + Committed	1,036
Existing Supply Below 85% Supply	162

Appendix D

Distribution of Peak Parking Demand in Leongatha CBD



Scale: NTS

P:\602487476. Draft Docs\6.1 Reports\CAD

DATE: April 2012

DRAWING NUMBER: 60248747_007

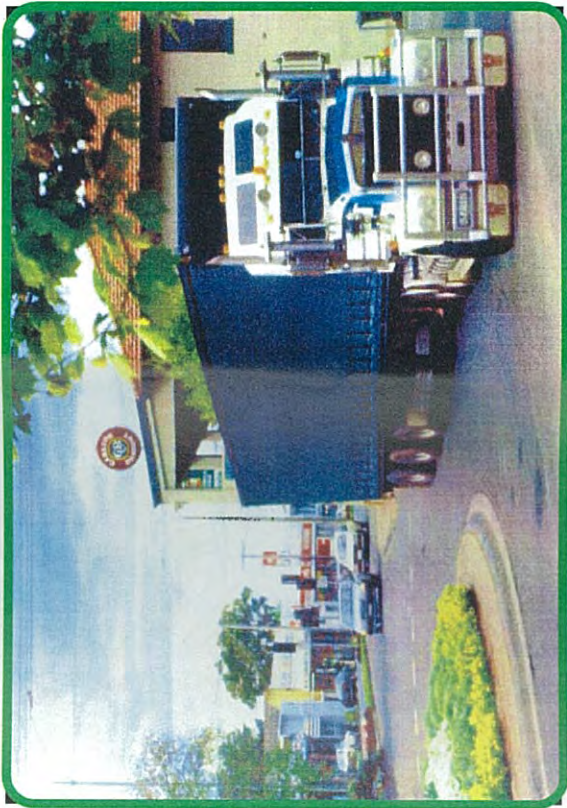
LEONGATHA PARKING STRATEGY

ON-STREET AND OFF-STREET CAR PARKING OCCUPANCY
OF SURVEYED PEAK PERIOD (12:00am)

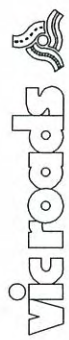
Appendix E

SKM – Future Heavy Vehicle Alternative Route Options Drawings

LEONGATHA COMMERCIAL AREA TRUCK BYPASS STUDY

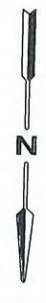
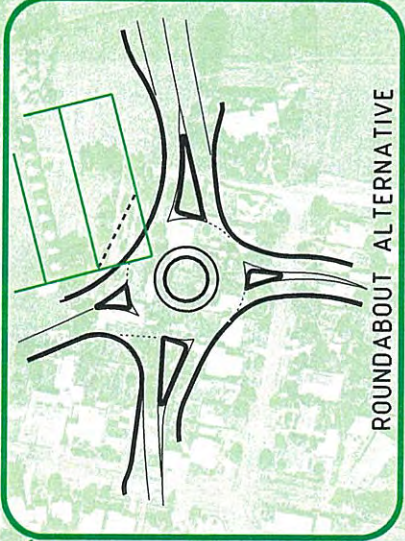
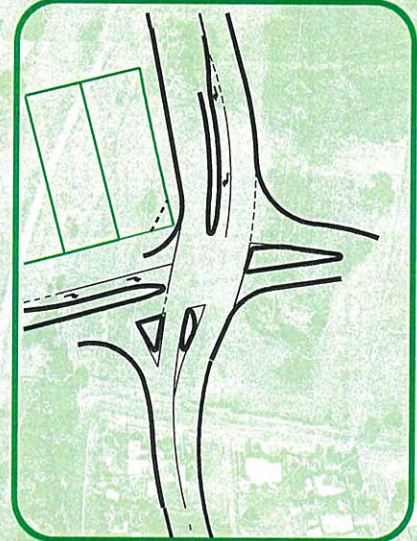
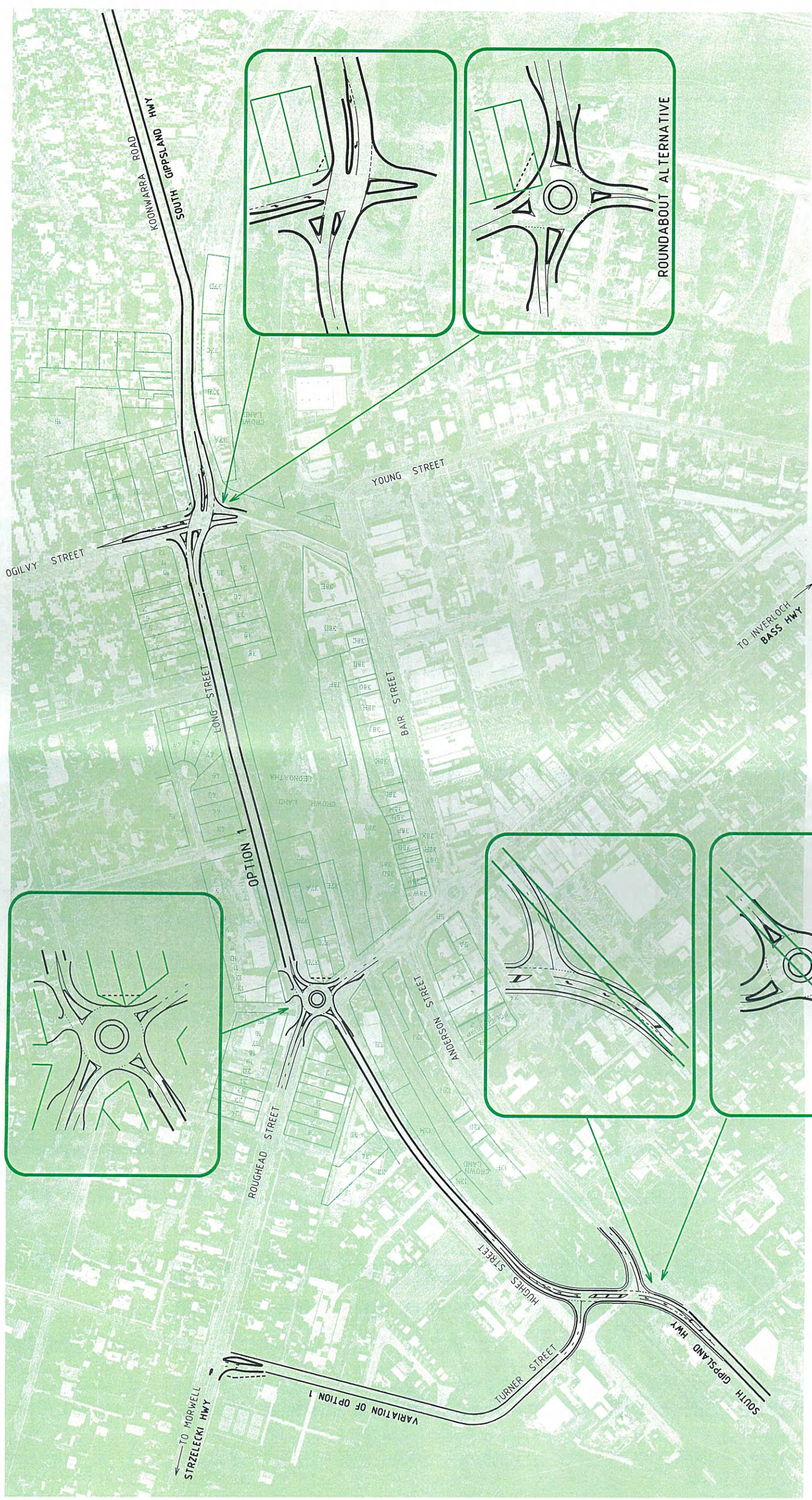


TRUCK BYPASS OPTIONS CONSIDERED



SINCLAIR KNIGHT MERZ

OPTION 1 ANDERSON STREET - HUGHES STREET - LONG STREET - KOONWARRA ROAD



1	2	3	4	5	6	7	8	9	10	11	12
A	B	C	D	E	F	G	H	A1	A2	A3	A4

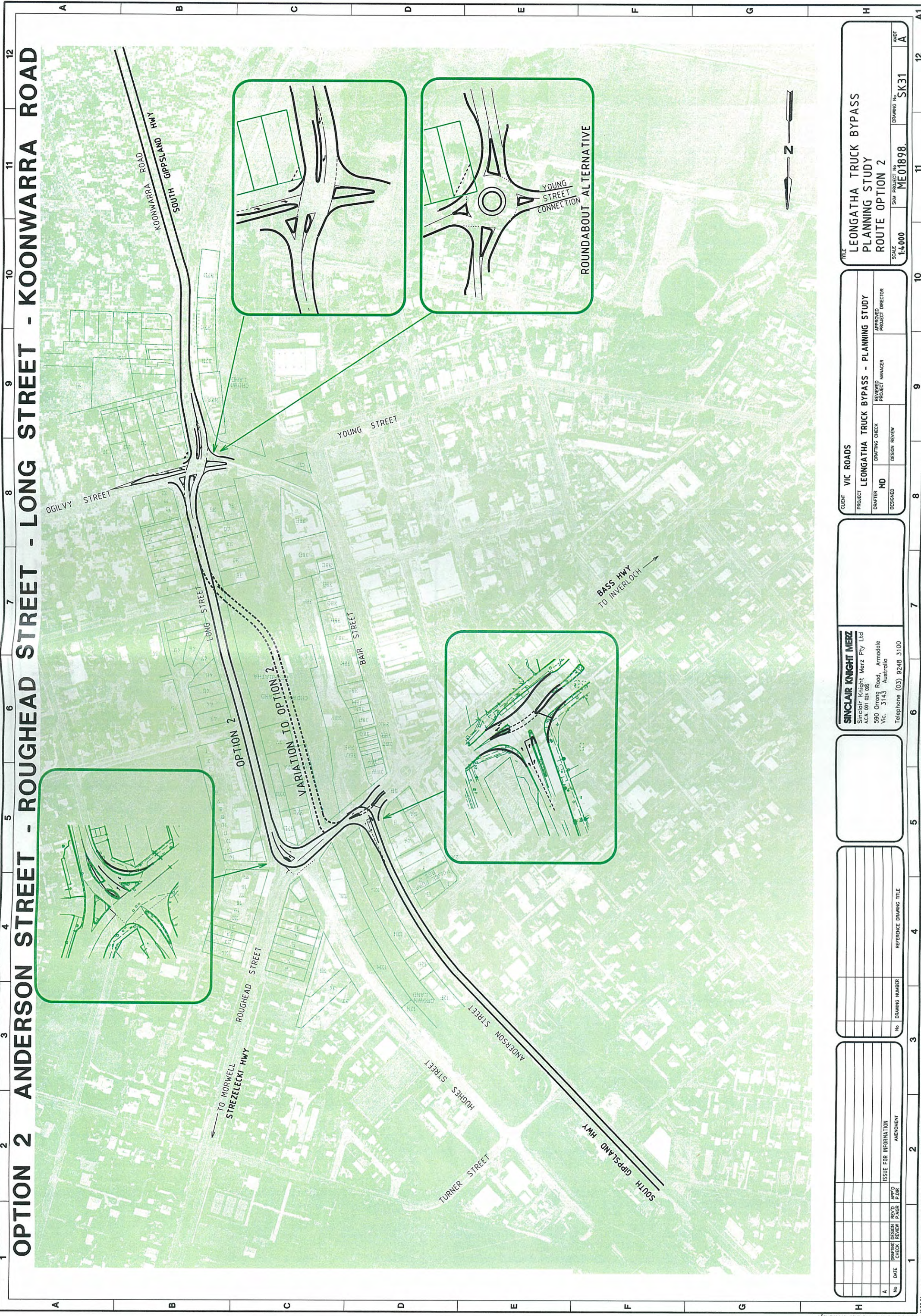
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 LEONGATHA TRUCK BYPASS
 PLANNING STUDY
 ROUTE OPTION 1
 SCALE 1:4,000
 SKM PROJECT NO. ME01898
 DRAWING NO. SK30
 AMOUNT A

CLIENT VIC ROADS
PROJECT LEONGATHA TRUCK BYPASS - PLANNING STUDY
DRAFTER MD
DESIGNED DESIGN REVIEW
REVIEWED PROJECT MANAGER
APPROVED PROJECT DIRECTOR

SINCLAIR KNIGHT MERZ
 Sinclair Knight Merz Pty Ltd
 ACN 001 001 005
 590 Orong Road, Armadale
 Vic. 3143 Australia
 Telephone (03) 9248 3100

No	DRAWING NUMBER	REFERENCE DRAWING TITLE

No	DATE	ISSUE FOR INFORMATION	APPROVED
A			



OPTION 2 ANDERSON STREET - ROUGHHEAD STREET - LONG STREET - KOONWARRA ROAD

TITLE LEONGATHA TRUCK BYPASS PLANNING STUDY ROUTE OPTION 2	
SCALE 1:4,000	DRAWING No. SK31
PROJECT No. ME01898	

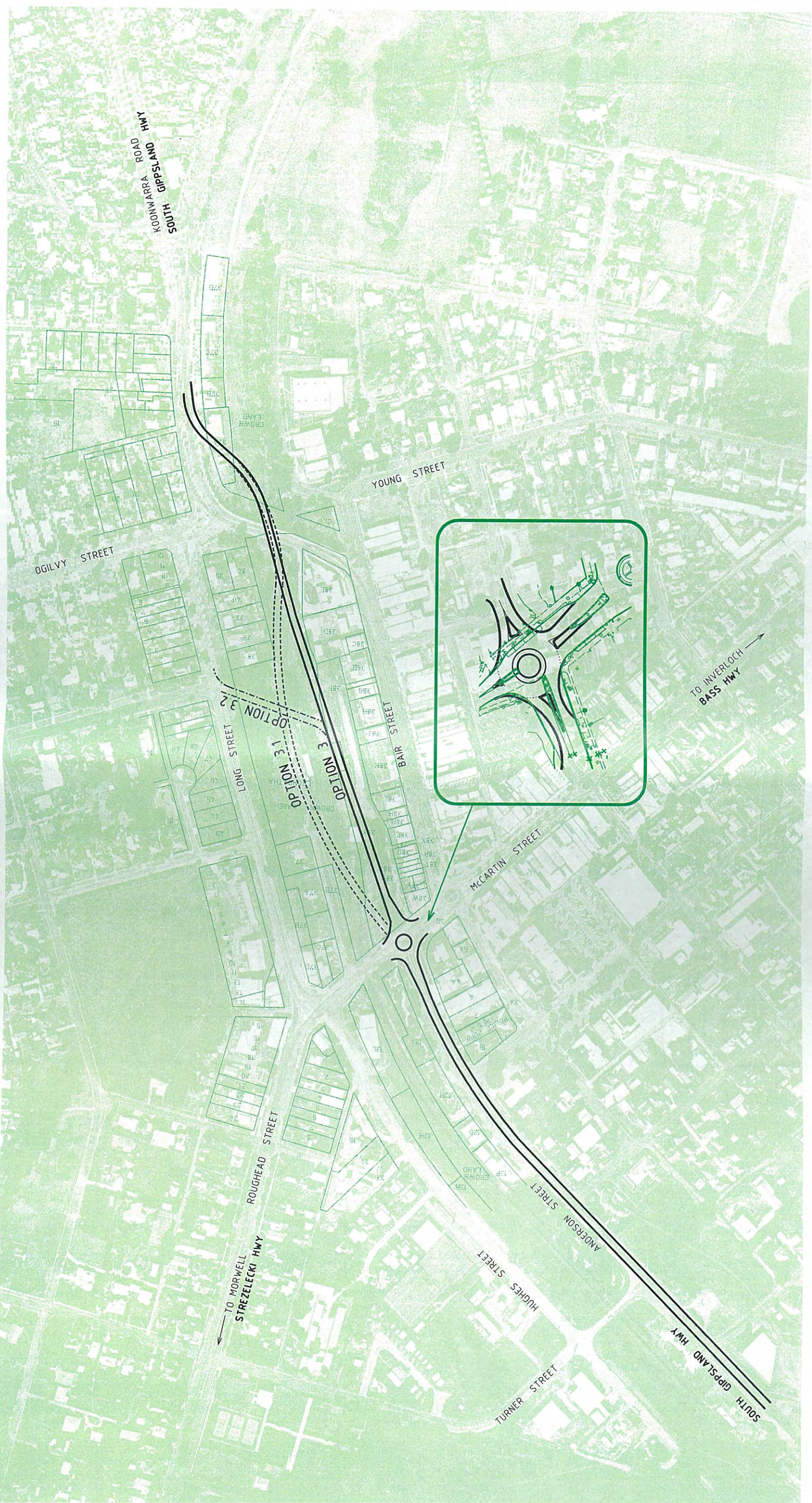
CLIENT VIC ROADS	
PROJECT LEONGATHA TRUCK BYPASS - PLANNING STUDY	
DRAWN MD	DESIGNED DESIGN REVIEW
DRAFTING CHECK PROJECT MANAGER	APPROVED PROJECT DIRECTOR

SINCLAIR KNIGHT MERZ
 Sinclair Knight Merz Pty Ltd
 ACN: 001 024 025
 590 Orong Road, Armadale
 Vic. 3143 Australia
 Telephone (03) 9248 3100

No	DRAWING NUMBER	REFERENCE DRAWING TITLE

No	DATE	ISSUES CHECKED	DESIGN CHECK	REVISION	PLAID	AMENDMENT

OPTION 3 EXTENSION OF ANDERSON STREET THROUGH RAILWAY LAND TO KOONWARRA ROAD



A B C D E F G H

1 2 3 4 5 6 7 8 9 10 11 12

A B C D E F G H

1 2 3 4 5 6 7 8 9 10 11 12

TITLE		LEONGATHA TRUCK BYPASS	
PROJECT		PLANNING STUDY	
ROUTE		ROUTE OPTION 3	
SCALE	SKM PROJECT No	DRAWING No	AMDT
1:4,000	ME01898	SK32	A

CLIENT		VIC ROADS	
PROJECT		LEONGATHA TRUCK BYPASS - PLANNING STUDY	
DRAWN	DRAFTING CHECK	DESIGNED	APPROVED PROJECT DIRECTOR
MD	MD		

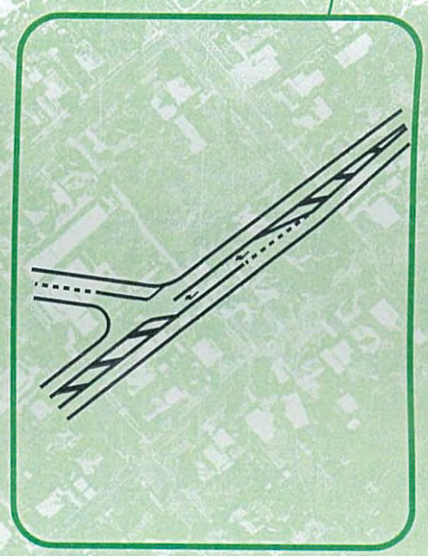
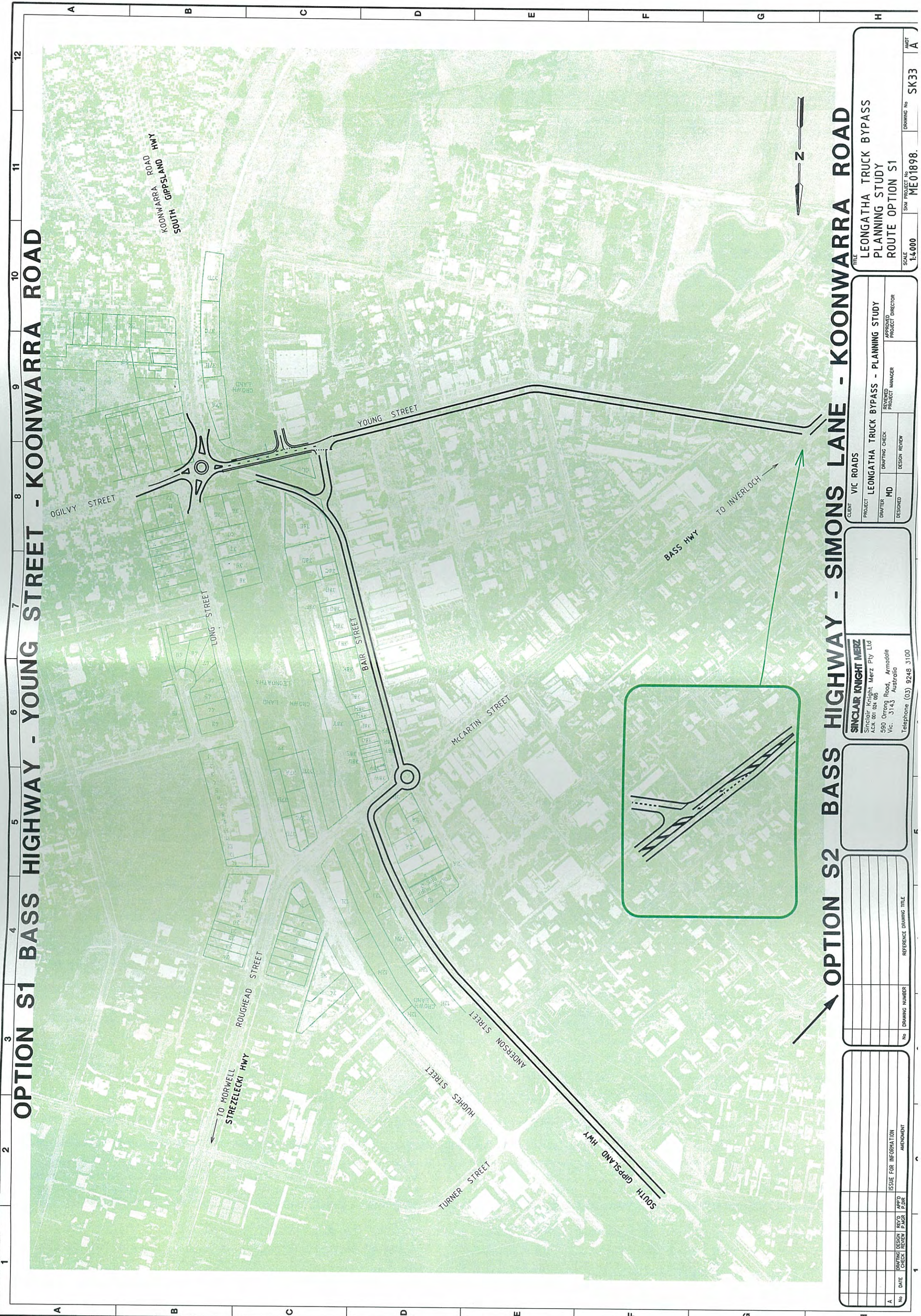
SINCLAIR KNIGHT MERZ	
Sinclair Knight Merz Pty Ltd ACN 001 024 095 590 Orong Road, Armadale Vic. 3143 Australia Telephone (03) 9248 3100	

No	DRAWING NUMBER	REFERENCE DRAWING TITLE

No	DATE	ISSUE FOR INFORMATION

SD/LES

OPTION S1 BASS HIGHWAY - YOUNG STREET - KOONWARRA ROAD



OPTION S2 BASS HIGHWAY - SIMONS LANE - KOONWARRA ROAD

<p>SINCLAR KNIGHT MERZ Sinclair Knight Merz Pty Ltd Ackn 01 02 05 590 Orong Road, Armadale Vic. 3143 Australia Telephone (03) 9248 3100</p>		<p>VIC ROADS CLIENT PROJECT: LEONGATHA TRUCK BYPASS - PLANNING STUDY DRAFTER: MD DESIGNED: [] REVIEWED: [] PROJECT MANAGER: [] APPROVED: [] PROJECT DIRECTOR: []</p>		<p>SCALE: 1:4,000 SHEET PROJECT NO: ME01898 DRAWING NO: SK33 AMDT: A</p>
<p>NO. DRAWING NUMBER</p>		<p>REFERENCE DRAWING TITLE</p>		
<p>ISSUE FOR INFORMATION</p>		<p>AMENDMENT</p>		
NO.	DATE	DESIGN	REV'D	APP'D
A				

Appendix F

Parking Inventory Rating Description

The below table sets out the parameters developed and applied by AECOM to rate each car park as either poor, average or good in the car park inventory.

	Poor	Average	Good
Access and Egress	Turning manoeuvres into and out of car park difficult. Right or left turn into or out of the car park is prohibited or restricted.	Right or left turn into or out of the car park is prohibited or restricted.	Easy manoeuvres into and out of car park. All turning movements allowed.
Directional Signage	No (or hidden) advance signage or car park entry signage.	Either advance signage or signage at car park entry provided or Signage only provided at one entrance to car park.	Signage provided in advance to car park and at each entrance to car park.
Connectivity for Pedestrians	No pedestrian facilities provided that result in unsafe pedestrian conditions. Connections to desirable locations are indirect.	Limited or inadequate pedestrian facilities (i.e. path widths less than 1.8m) but generally safe pedestrian conditions.	Adequate provision of pedestrian facilities. Connections to desirable locations direct. Good permeability from car park.
Safety / Security	Car park has no lighting or passive surveillance from overlooking building.	Car park located to rear of main activity centre with lighting.	Car park located in main activity centre with overlooking buildings and lighting.
General Usage	Vehicles park in unauthorised areas (i.e. specified no stopping zones). Vehicles not parked correctly in bays due to layout and dimensions of parking bays.	Vehicles not parked correctly in bays due to layout and dimensions of parking bays.	Vehicles park correctly in bays. Bays of sufficient dimensions to cater for vehicles.