

# Traffix Group

## Warrnambool City

### Car Parking Strategy 2024

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Warrnambool City Council

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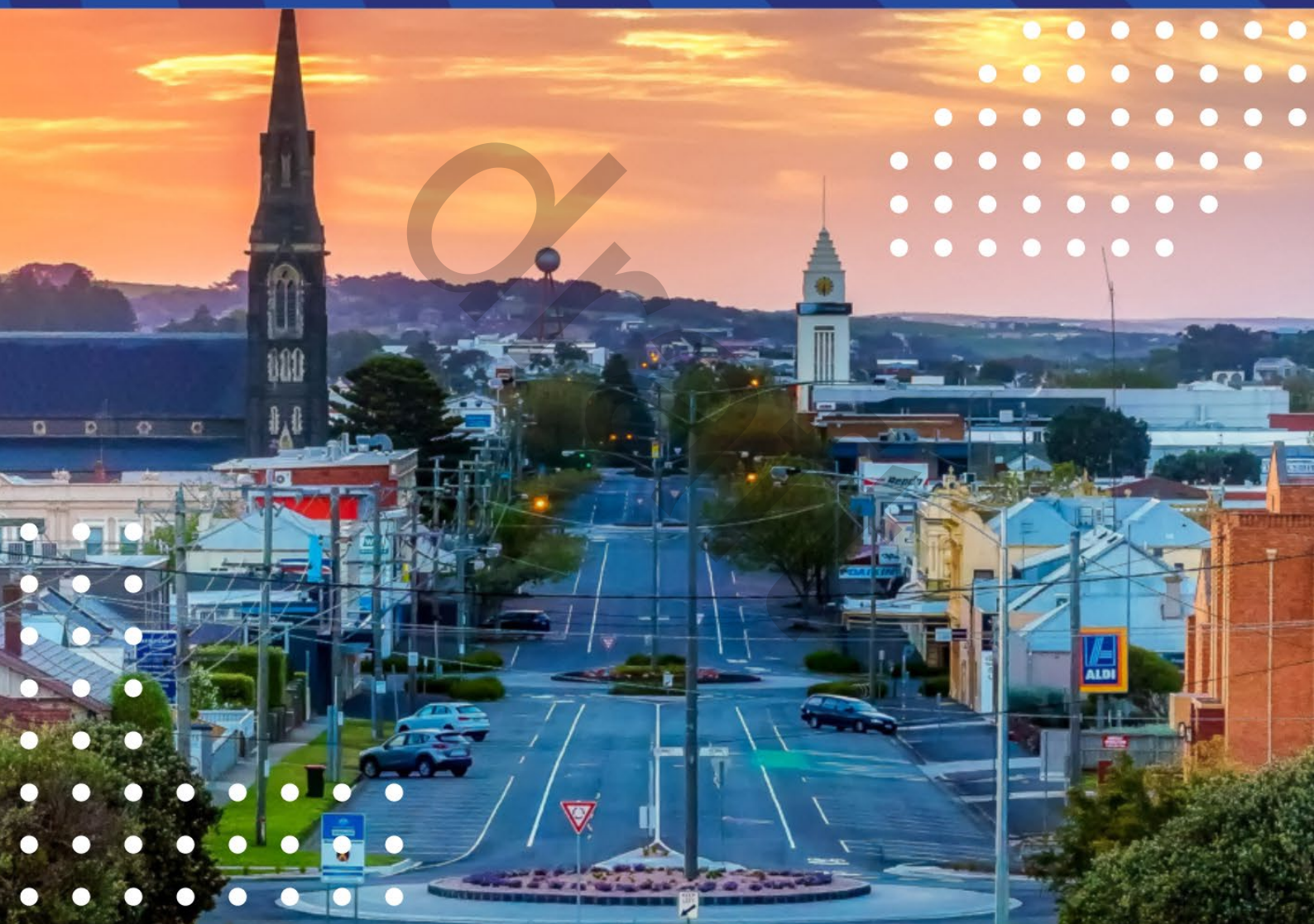
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# Executive Summary



WARRNAMBOOL  
CITY COUNCIL

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# 1. Executive Summary

Warrnambool is Victoria's largest coastal regional city, located approximately 260km west of Melbourne, and has a land area of approximately 120 square kilometres and a population of over 35,600. The population is forecast to increase to 43,000 people by 2031.

The Warrnambool City Centre is the principal retail and commercial centre for South West Victoria, providing support to the broader region for commerce, governance, social services, health, education, the arts and recreation.

The Warrnambool population are currently heavily reliant on private vehicles, with many parts of the broader catchment being poorly serviced by public transport currently. There are a number of significant land uses within or close to the Warrnambool CBD which generate parking demands in excess of their on-site provision, putting pressure on public car parking resources.

This strategy updates and replaces the Warrnambool City Centre Parking Strategy (2015).

A number of changes to car parking in the city centre have occurred since the 2015 strategy was adopted, including:

- provision of approximately 180 additional free all-day carparks at the railway station,
- the introduction of 1-hour free parking in off-street carparks,
- upgrades to Council's pay-by-plate ticketless parking meters and phone app, and
- the introduction of Council's smart parking management system.

Additionally, Warrnambool Base Hospital is currently undergoing a staged redevelopment, which is expected to place additional pressure on parking within the surrounding residential area.

The overall car parking occupancy rate for public parking in the Warrnambool CBD is 66%, and has reduced since pre-covid levels, indicating that there is sufficient parking provided in the CBD overall. However, demand for parking is not equal across all precincts and time restrictions and there are parts of the CBD experiencing high demand.

Other key findings include:

- a shortage of all-day parking for railway commuters due to use of commuter parking by others (including CBD staff and TAFE students),
- very high occupancy of on-street parking in the Hospital Precinct, and inadequate time-based restrictions reported by survey respondents,
- visibility and accessibility issues caused by vehicles parking on nature-strips in the industrial precinct, and
- standard passenger cars (without trailers) parking in long bay spaces in the breakwater precinct.

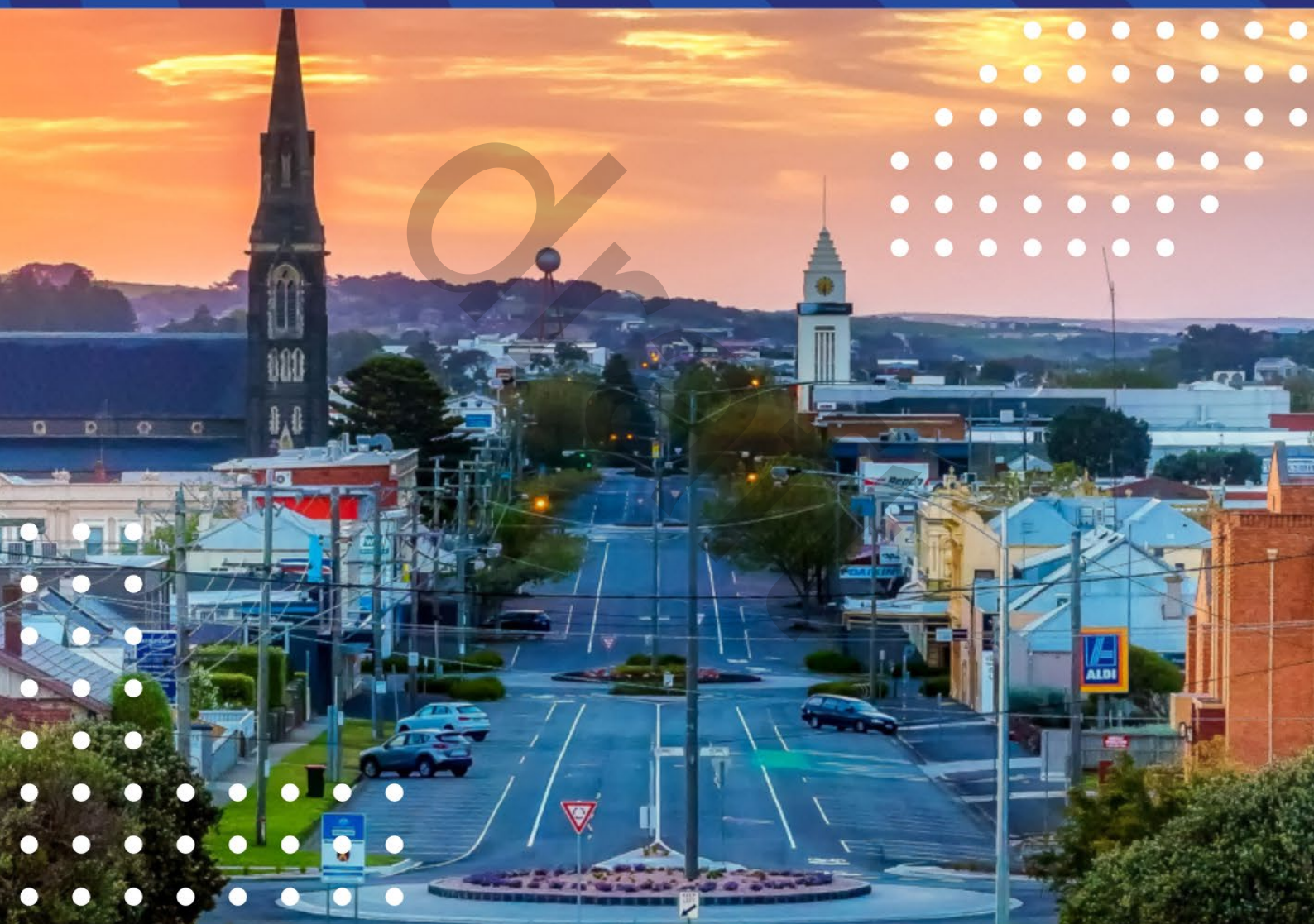
The Car Parking Strategy recommendations are summarised as follows:

- consider installation of car parking detection sensors within the most popular areas of the CBD to increase compliance and turnover,



- review disabled parking provision (time limits, quantity and location),
- provide P-15minute spaces in front of the post office, banks and chemists,
- consider increasing all-day parking fees in the CBD and using the funds to contribute towards a park-and-ride free shuttle service,
- investigate potential for additional parking in the hospital precinct, artillery crescent and Raglan Parade (centre-of-road),
- increase time limit from 2P to 3P in the hospital precinct,
- line-mark on-street parking bays in areas of the industrial precinct where parking on nature-strips is prevalent, and
- install additional signage in the Breakwater Precinct, review adequacy of long-bay and standard car parking during the peak summer months and undertake enforcement of cars parked in trailer spaces.

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## Introduction



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## 2. Introduction

Traffix Group has been engaged by Warrnambool City Council to review the City Parking Strategy 2015 and prepare an updated Parking Strategy.

The 2015 strategy was based on the Warrnambool CBD only, while the updated Parking Strategy also reviews precincts outside of the CBD, including the Hospital Precinct, Industrial Precinct and Foreshore Areas.

The City Parking Strategy 2015 was originally reviewed in 2020 however it was delayed due to the impacts of the Covid Pandemic lockdown periods, including the impacts on car parking utilisation, and the final version was ultimately not adopted by Council.

A number of changes to car parking in the city centre have occurred since the 2015 strategy was adopted, including:

- provision of approximately 180 additional free all-day car parks at the railway station,
- the introduction of 1-hour free parking in off-street car parks,
- upgrades to Council's pay-by-plate ticketless parking meters and phone app, and
- the introduction of Council's smart parking management system.

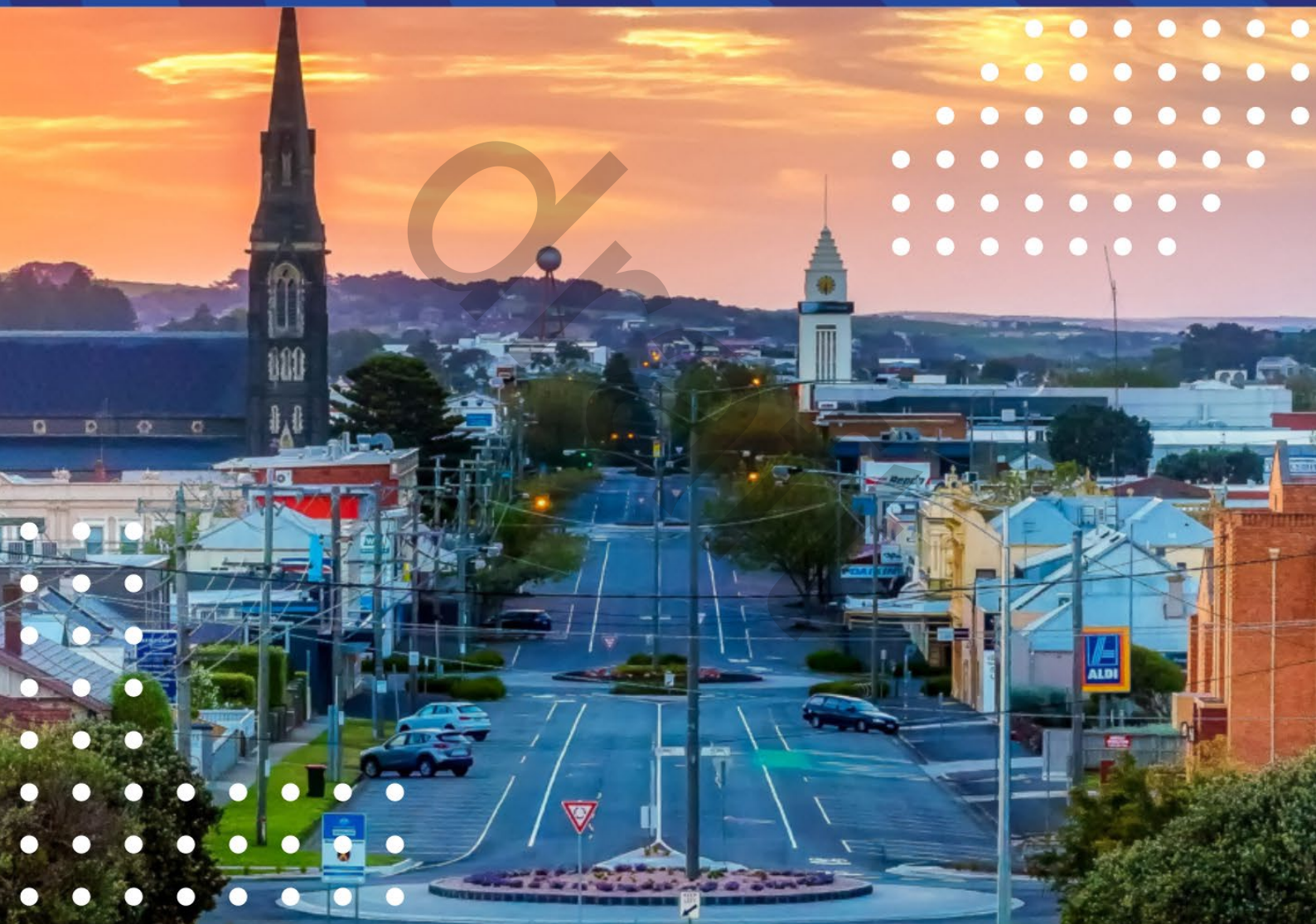
Additionally, Warrnambool Base Hospital is currently undergoing a staged redevelopment. A new Regional Logistics Distribution Centre (RLDC) was recently completed and will house the hospital's commercial linen and healthcare supply services, freeing up space at the main hospital campus for the redevelopment. A builder has been appointed to deliver the next stage of the \$384.2 million redevelopment, with site preparations and early works underway. The redevelopment will include a multi-storey hospital tower, a bigger emergency department, additional inpatient beds, dedicated areas for pathology and dialysis and a paediatric unit, and is expected to be completed in 2027.

The Hospital redevelopment works are expected to increase parking demand in the residential area adjacent to the city centre and could create parking pressures in neighbouring residential streets. Accordingly, there is a need to expand the Parking Strategy to consider these impacts.

The industrial area is also expanding and there is a need for parking for large transport vehicles. The South West Health Care RLDC may also place some pressure on the available on-street parking in its vicinity.

Accordingly, the Parking Strategy review will consider the overall parking demand, availability and accessibility within the city centre, hospital precinct, east, west and north areas surrounding the CBD for potential park and ride, the industrial area and also the foreshore precincts.

This report considers parking provision, demands, tariffs, time zones and information signage and provides recommendations to ensure the future car parking provision continues to align with the needs and expectations of the community.



## Background & Strategic Context



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### 3. Background and Strategic Context

Warrnambool is Victoria's largest coastal regional city, located approximately 260km west of Melbourne, and has a land area of approximately 120 square kilometres.

Warrnambool has a population of over 35,600 (2022) with an average growth rate of 1% over the last 7 years and is forecast to increase to 43,000 people by 2031.

The Warrnambool City Centre is the principal retail and commercial centre for South West Victoria, providing support to the broader region for commerce, governance, social services, health, education, the arts and recreation.

#### 3.1. Council Plan (2021 – 2025)

The latest version of the Council Plan (2021 – 2025) was revised and adopted in 2023, and includes the following strategic objectives:

1. A Healthy Community,
2. A Sustainable Environment,
3. A Strong Economy,
4. A Connected, Inclusive Place,
5. An Effective Council,

Under "Goal 4" (a connected and inclusive place), Objective 1, Action Code 4.1.1 requires that Council deliver a City Parking Strategy including accessible parking and expansion of off-street parking areas.

*This document has been prepared to respond to Action 4.1.1 of the Council Plan (2021 – 2025).*

#### 3.2. Road Users Plan (2018 – 2026)

The Warrnambool City Council Road Users Plan strategy document provides:

- a summary of crash statistics,
- road safety issues identified in conjunction with stakeholders, and
- an action plan which includes guidance on road safety issues.

The Road Users Plan identified a concentration of pedestrian and cyclist crashes in the Warrnambool City Centre.

The Plan identifies a need to improve bicycle and pedestrian traffic conditions, recommends integration of a safe systems approach for vulnerable road users, promotes "park and walk" and proposes that the City Centre should be pedestrianised. The four key areas addressed by the Road Users Plan are:

- Plan and Design,



- Educate for Behaviour Change,
- Create a Sustainable Transport System, and
- Build Capacity.

### 3.3. Warrnambool City Centre Revitalisation Structure Plan (2012)

The Warrnambool City Centre Revitalisation Structure Plan is shown in Figure 2 below.

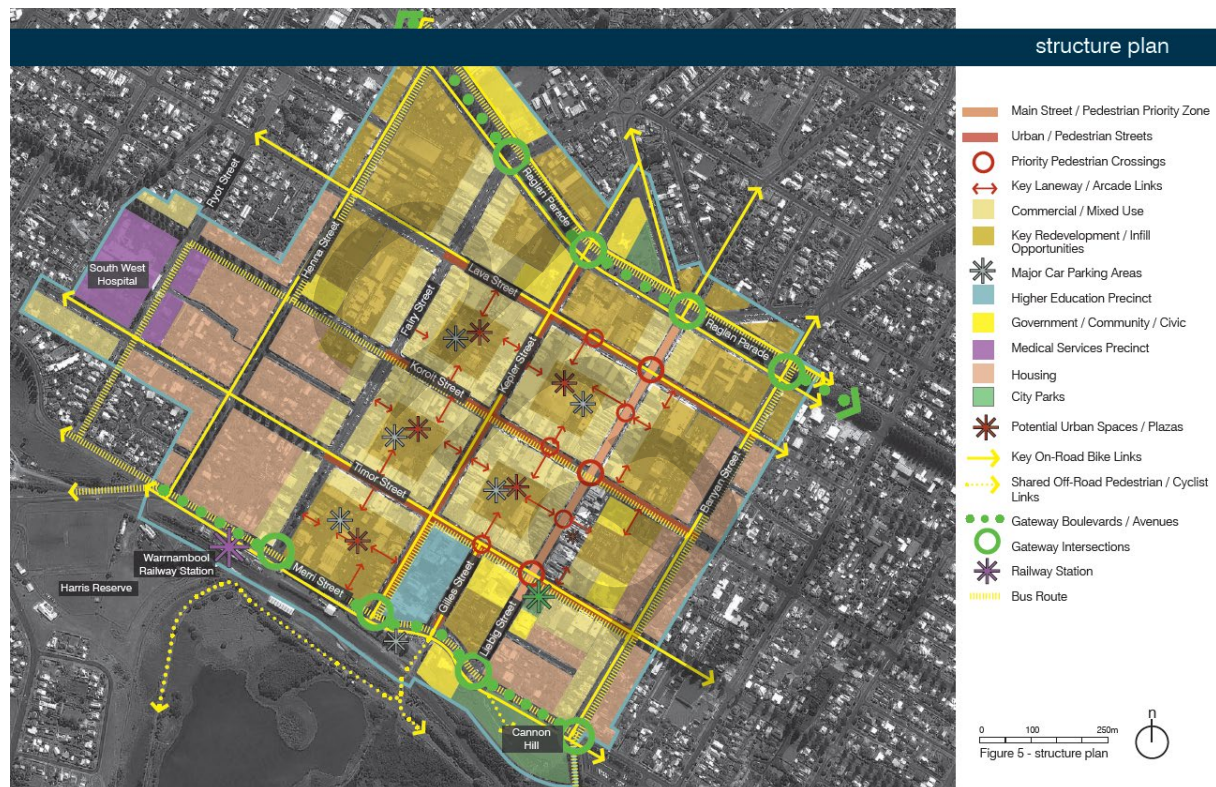


Figure 1: Warrnambool City Centre Revitalisation Structure Plan 2012

In relation to cars and parking, the Structure Plan identifies the following key objectives:

- Ensure that convenient levels of vehicular access and flow are maintained to meet the City Centre's needs over the next twenty years and beyond.
- Give higher priority to improving the attractiveness and viability of alternative travel modes (cyclists, buses, pedestrians) to reduce the dominance of private motor vehicles as the primary mode of travel.
- Ensure adequate levels of car parking to meet projected needs over the next twenty years and beyond.
- Existing and future car parking provision for shoppers, employees and other visitors must be readily accessible from the road network, safe and take account of the needs of all users, including disabled visitors.

Key strategies that relate to car parking include:

- Continue to roll out recommendations of the Car Parking Strategy 2010.
- Ensure that high levels of convenient short term (less than two hours duration) parking continue to be provided in the future planning and development of the City Centre and retail core through:
  - continued maximisation of on-street parking provision within the local street system and in Liebig Street (subject to planning requirements for pedestrian amenity, vehicular circulation and cycle access);
  - increased levels of short-term off-street car parking to be provided through the proposed redevelopment of existing at-grade car parking land into new structure car parking;
  - rationalise loading zones and parking so that time limits are consistent and provide regular turnover of spaces; and
  - active enforcement of hot spots will ensure utilisation is maximised.
- Any at-grade car parking redevelopment should, as a starting point, result in no net loss of current parking spaces, and aim to provide mixed use outcomes for the site.
- Maximise the effective provision of long-term (two hours or greater duration) car parking facilities within easy walking distance of the Retail Core Precinct (approximately five minutes' walk or approximately 400m from Liebig Street) through the provision of:
  - Additional long-term off-street car parking through the proposed redevelopment of existing at-grade car parking land into new structure car parking, and
  - New longer-stay car parking for key designated sites (including the Railway Station eastern car park and the central at-grade car park bound by Koroit, Kepler, Timor and Liebig Streets.
- Investigate opportunities to provide long bay caravan and tourist bus parking options in highly visible location.

### 3.4. Warrnambool Retail Strategy (2007)

The Warrnambool Retail Strategy provides a policy framework for the management of retail and commercial floorspace for Warrnambool over the period 2006 to 2031, in the context of the Warrnambool City Centre's role as the south-west Victoria's principal activity centre and key regional trading and services hub.

The Retail Strategy identifies Warrnambool's regional catchment as extending from Colac in the east to Portland in the west and to Hamilton in the north. Notably, in-centre surveys identified a primary catchment area encompassing the City of Warrnambool and adjoining areas of Moyne Shire, a secondary catchment area drawing customers from areas up to 60km away and a tertiary catchment area that extends up to 90km from the centre.

The nature of the catchment served by the Warrnambool City Centre means that there is likely to be an ongoing reliance on private transport (and car parking) within the City Centre in the foreseeable future, particularly for those located within the secondary and tertiary catchment areas.



In 2007, the Warrnambool City Centre had an approximate total of 153,739m<sup>2</sup> of floor space, comprising 24,315m<sup>2</sup> FGL (food, groceries, liquor), 33,989m<sup>2</sup> non-food retail, 14,351m<sup>2</sup> bulky goods, 10,047m<sup>2</sup> retail services, 66,965m<sup>2</sup> commercial and trade services and 3,116m<sup>2</sup> vacant floor space.

In-centre surveys conducted in 2006 and 2007 identified that 21.5% of respondents stayed in the Warrnambool City Centre for less than an hour, 28.2% stayed for one to two hours and 51.3% stayed for more than two hours.

The surveys also identified that:

- more than 95% of respondents visited two or more stores,
- 63% visited three or more stores,
- 69.4% arrived by private motor vehicle,
- 18.1% walked/cycled to the City Centre,
- 12.4% caught public transport, and
- 73.7% of respondents were from Warrnambool while the balance were from other areas including secondary and tertiary catchments, other parts of Victoria, interstate or overseas (tourists).

The in-centre surveys highlighted community concern in relation to the unavailability of car parking spaces close to core retail precincts.

Car parking occupancy surveys were conducted in November 2006 as part of the retail strategy. Figure 3 and Figure 4 show the peak weekday (Friday afternoon) and peak weekend (Saturday morning) parking occupancies identified in the Retail Strategy.



Figure 2: Friday PM Peak Parking Occupancy – November 2006 (Source: Retail Strategy)



Figure 3: Saturday Peak Parking Occupancy – November 2006 (Source: Retail Strategy)

### 3.5. Sustainable Transport Strategy (2010 – 2020)

The Sustainable Transport Strategy (STS) was developed in 2010 in a process that included a review of national and international research on sustainable transport and travel behaviour change, a contextual analysis of Warrnambool and a public consultation process.

Sustainable transport includes ‘active transport’ modes (walking, cycling) as well as public transport.

Council maintains a network of footpaths and off-road shared pathway networks, supports TravelSmart initiatives such as Ride2School and Ride2Work days, provides funding to increase the number of bicycle parking spaces in the City Centre and allocates annual funding to upgrades and development of sustainable transport measures such as new footpath works, on-road cycling lanes, off-road shared paths, signage and new bus shelters.

The objectives of the STS are to:

- *Integrate sustainable transport principles into all Council policy, planning, programs and activities.*
- *Maintain, appropriately upgrade, and extend existing physical infrastructure that supports the use of active transport modes.*
- *Improve connectivity and safety of existing pedestrian and cycling routes to foster increased use of active transport modes.*
- *Promote the use of active transport and public transport to residents and visitors of Warrnambool.*
- *Demonstrate leadership and advocacy in the field of sustainable transport.*

The STS identifies a number of strategies to achieve the above objectives, as well as individual projects, many of which have since been implemented.

### 3.6. Lake Pertobe Master Plan (2018)

Lake Pertobe is a regional attraction incorporating a park, playground and recreational activities which connects Warrnambool's City Centre to the foreshore.

The Lake Pertobe Master Plan was prepared in 2018 to identify improvements and guide investment to:

- ensure Lake Pertobe remains one of the best regional playgrounds in regional Australia,
- protect the reserve from overuse, and
- enhance and protect the environmental values.

The Masterplan makes a range of recommendations under the headings of Infrastructure, Connectivity & Wayfinding, Accessibility, Play Infrastructure, Arts & Culture, Recreation and Social Use, Environment and Landscaping, Events & Infrastructure, Parking & Transport, Drainage & Water.

The Parking & Transport recommendations are as follows:

- Prioritise, design and cost all parking recommendations as detailed on the parking layout plan for Lake Pertobe.
- Extend and formalise the car park area next to the mini golf.
- Extend the car park area near the sewer pump station to include extra vehicle spaces.
- Improve the vehicle parking area on the northwest side of Pertobe Road by sealing and line marking vehicle parking to maximise the spaces available near Events Area 1.
- Develop overflow parking for the foreshore area along Price Street.
- Restrict inappropriate vehicle access to the Jetty Flat area.
- Install a barrier to the east of Play Area 2 to stop vehicles parking under the Norfolk Island Pine trees on the road reserve.
- Communicate changes to parking and pedestrian connections at Lake Pertobe to increase awareness of park and walk options in the area.

The Lake Pertobe Masterplan is shown in Figure 5 below.



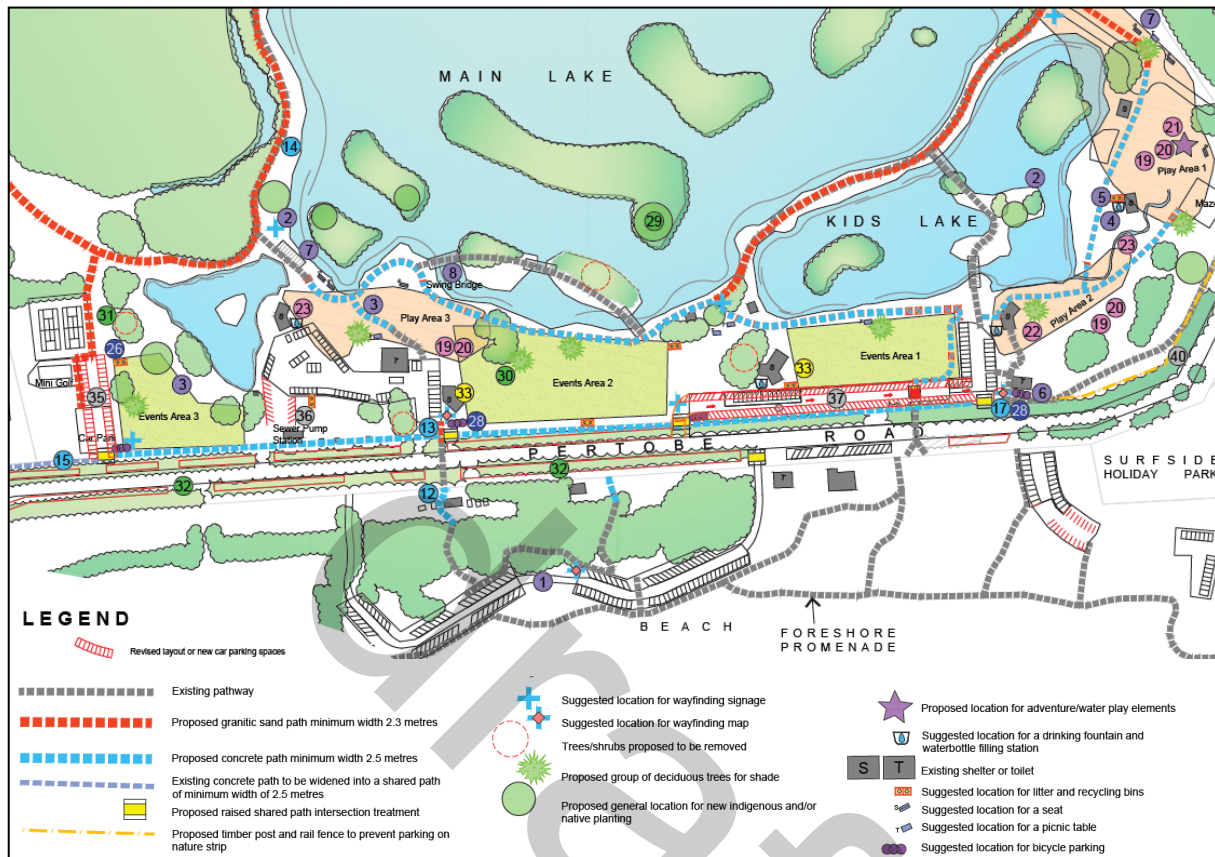


Figure 4: Lake Pertobe Road Precinct – Masterplan Recommendations (2018)

### 3.7. Warrnambool Harbour Masterplan (2018)

The Warrnambool Harbour caters for the commercial fishing industry, recreational fishing and boating and informal recreational activities.

The Warrnambool Harbour Masterplan was prepared in 2018 to guide and coordinate future development of the harbour and adjacent foreshore.

A number of issues and opportunities are identified in the Masterplan, including the following related to car parking:

- Need for additional long vehicle parking and horse wash down facilities in the northern carpark.
- Northern carpark under-utilised during the day due to poor signage and existing access road being very narrow.
- Cars parking in long vehicle parking bays reduce the number of spaces available to vehicles with trailers.
- Car parking along the foreshore is very popular for walkers and people enjoying the water outlook.

- Current boat rigging areas, vehicle queuing areas and boat wash down facilities are inadequate resulting in vehicle congestion at the boat launch, especially during busy periods.
- Confusing road network makes identification of car park circulation and exits difficult for visitors to the area.

Figure 6 below shows the 2018 Masterplan proposal which increases the car parking and long vehicle parking supply at Warrnambool Harbour.



Figure 5: Warrnambool Harbour Masterplan (2018)

It is noted that the proposed changes to vehicle circulation and parking as shown in the Masterplan have not yet occurred.



### 3.8. Warrnambool Foreshore Framework Plan (2024)

The Warrnambool Foreshore Framework Plan issues and opportunities paper was prepared by Realm Studios on behalf of Council in January 2024.

The aims of the plan are to improve and enhance Warrnambool's essential characteristics:

- environmental and human health;
- accessibility and movement;
- social and economic activation; and
- resilient and regenerative environmental systems.

The Warrnambool Foreshore Framework Plan issues and opportunities paper documented existing conditions, community consultation processes and responses, opportunities and constraints.

In relation to movement and access, it was identified that there are challenges with:

- a lack of areas to park a vehicle and see the ocean,
- feeling unsafe along some of the vegetated path network,
- too much traffic along Pertobe Road during peak periods,
- lack of lighting along the pathway,
- pedestrian safety on the path network due to sharing with bikes and scooters, and
- accessibility for non-vehicle transport.

In relation to movement and access, it was identified that there are opportunities to:

- improve sense of safety by incorporating lighting,
- better connect Flagstaff Hill to the Foreshore to act as a gateway to the area,
- include a separate bike path or widened shared path,
- explore car parking opportunities away from the Foreshore to open up public space (in conjunction with improving access for pedestrians and other transportation links), and
- improve boat ramp facilities to make it easier to use/less dangerous.

The stakeholder consultation identified a preference for the foreshore area to not become a parking lot, and for alternatives (e.g. e-scooters, park and walk) to be considered, as well as improved connectivity to the CBD and V/Line via public transport. Additionally, increased parking facilities for buses was suggested, to allow more school camping trips/day trips to access the foreshore precinct.

### 3.9. City Centre Parking Strategy (2015)

Council adopted the current City Centre Parking Strategy in 2015. The Parking Strategy provided direction and the strategic framework for the future supply and improved management of on and off-street parking in Warrnambool's City Centre.

The car parking strategy identified that overall parking supply in the City Centre increased from 3,500 public car parks in 2009 to 3,800 public car parks in 2015, with the majority of these car parks owned and managed by Council.

Council's vision for parking in the City Centre as set out in the 2015 Parking Strategy was to:

- *Manage parking to provide information and choices for various transport and parking alternatives to promote City Centre vibrancy, economic prosperity and efficient supply and use of parking facilities.*

The 2015 Parking Strategy goals were to:

- *Improve parking convenience, availability and accessibility for short-term parkers to visit and enjoy the City Centre, by providing a variety of parking alternatives including location, price and payment options.*
- *Reduce traffic congestion and parking demand by improving pedestrian connections to increase park and walk behaviours and encouraging sustainable transport alternatives such as buses, walking and cycling, particularly for long-term parkers.*
- *Improve awareness of the Victorian Road Rules and parking management to encourage change in parking behaviours, improve compliance and vehicle turnover.*
- *To efficiently manage Council's parking assets and Parking Fund to provide adequate parking which will meet short-term and long-term parking demands while not detracting from the City Centre vibrancy and amenity.*

The 2015 Parking Strategy principles to guide Council's management of City Centre parking were:

- *Provide convenient and accessible parking opportunities for motorists with various price and payment options.*
- *Reduce parking demand by increasing park and walk behaviours and sustainable transport outcomes such as public transport, cycling and walking.*
- *Manage parking supply and demand to improve availability and enhance the vitality and amenity of streetscapes in the City Centre through the efficient use of car parks as public assets.*
- *Efficiently invest parking income from the Parking Fund to improve City Centre infrastructure and timely finance initiatives to meet the forecast parking demand.*
- *Ensure the price of parking and the investment of the Parking Fund is promoted, clear, transparent and easy to understand.*
- *Parking management is consistent, equitable and appropriately applied to promote vehicle turnover and availability.*

- *Business and motorist parking initiatives are conducted in accordance with other principles and are conducted at no recurrent budget impact.*
- *Enhance accessibility and safety for all, including those with disabilities, pedestrians and cyclists.*
- *Follow the four E's principles of Evaluation, Education, Engineering and Enforcement when introducing parking changes.*
- *Continue to renew infrastructure and introduce new parking technology and management methods. This will increase efficiencies and knowledge on the parking situation thus improve informed decision making.*

### 3.10. Car Parking Strategy Update (2020)

An external review of the City Centre Parking Strategy (2015) was completed in 2020 by Cardno to address the changes in parking infrastructure and parking payment mechanisms that were introduced between 2015 and 2020, which included:

- policy changes,
- the introduction of the PayByPlate paid parking scheme, and
- the completion of a number of road infrastructure projects.

Key recommendations of the 2020 Car Parking Strategy Update were as follows:

- *Consider and respond to the impacts of new developments in the Study area on parking supply/demand, including the proposed new library development and future hospital redevelopments.*
- *Review and rationalise parking zones within the CBD if appropriate.*
- *Review the parking permit process and introduce equitable and consistent parking permit systems in residential/commercial interface areas.*
- *Continue to promote the CelloPark app via advertising and campaigning, and facilitate additional training workshops on how to use the app. The increased awareness of the app will be improved allowing more people to make the transition online rather than relying on on-street ticket machines.*
- *Continue to investigate park and walk/ride opportunities, particular for Hospital staff.*
- *Consider promotional activities such as 1 hour or 90-minute free parking initiatives outside of the peak periods.*
- *Review the strategy within two years to consider whether the impacts of the Covid-19 pandemic require changes in Council's general approach to the management of parking in the CBD in the longer term.*

The draft 2020 strategy update notes that it was commissioned and developed immediately prior to the impacts of the Covid-19 pandemic and did not take into consideration changes to shopping, social behaviour or parking activity that may have resulted.

It is noted that the final version of the 2020 Car Parking Strategy Update was not endorsed by Council and the review of the 2015 Strategy was further delayed in 2021 due to the impact to parking utilisation rates during the Covid Pandemic lockdown periods.

### 3.11. State Policy Context

Movement and Place in Victoria (Department of Transport, February 2019) is a State Planning Policy document which provides a framework for the allocation of road space based on the classification of significance of each road in terms of its Place and Movement functions. There are six general road and street types identified in the Movement and Place framework as shown in Figure 7 below.

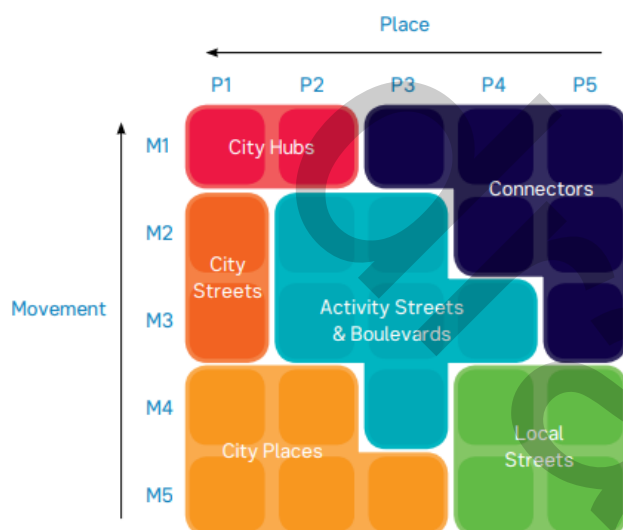


Figure 6: Movement & Place Framework – Road & Street Types

Each of the street types is defined in the Table below:

Table 1: Road & Street Types (Movement & Place Framework)

Street Type	Definition
City Hubs	Successful City Hubs are dense and vibrant places that have a high demand for movement. They are also places providing focal points for businesses and culture. City Hubs should aim to reduce the impact of high traffic volumes while accommodating high pedestrian numbers, multi-modal journeys and access to public transport and essential emergency services.
City Street	Successful City Streets should provide a world class pedestrian friendly environment. They aim to support businesses, on-street activity and public life while ensuring excellent connections with the wider transport network.
City Places	City Places are roads and streets with high demand for pedestrian activities and lower levels of vehicle movement. City Places are places communities value and for people and visitors to enjoy.

Street Type	Definition
Activity Streets and Boulevards	<i>Successful Activity Streets and Boulevards provide access to shops and services by all modes. There is high demand for movement as well as place with a need to balance different demands within the available road space. Activity Streets and Boulevards aim to ensure a high quality public realm with a strong focus on supporting businesses, traders and neighbourhood life.</i>
Connectors	<i>Successful Connectors should provide safe, reliable and efficient movement of people and goods between regions and strategic centres and mitigate the impact on adjacent communities.</i>
Local Streets	<i>Successful Local Streets should provide quiet, safe and desirable residential access for all ages and abilities that foster community spirit and local pride. They are part of the fabric of our neighbourhoods, where we live our lives and facilitate local community access.</i>

Clause 18.02-4S (Roads) of the Victorian Planning Provisions requires that Councils plan an adequate supply of car parking that is designed and located to:

- *Protect the role and function of nearby roads.*
- *Enable the efficient movement and delivery of goods.*
- *Facilitate the use of public transport.*
- *Maintain journey times and the reliability of the on-road public transport network.*
- *Protect residential areas from the effects of road congestion created by on-street parking.*
- *Enable easy and efficient use.*
- *Achieve a high standard of urban design.*
- *Protect the amenity of the locality, including the amenity of pedestrians and other road users.*
- *Create a safe environment, particularly at night.*

Additionally, Clause 18.02-4S requires that car parking facilities be consolidated to improve efficiency, design public car parks to incorporate electric charging facilities to support the use of low-emission vehicles, and allocate land for car parking considering:

- *The existing and potential modes of access including public transport.*
- *The demand for off-street car parking.*
- *Road capacity.*
- *The potential for demand-management of car parking.*

Clause 52.06 of the Victorian Planning Provisions sets out car parking requirements for land use developments. The purpose of Clause 52.06 is to:

- *Ensure that car parking is provided in accordance with the Municipal Planning Strategy and the Planning Policy Framework.*



- *Ensure the provision of an appropriate number of car parking spaces having regard to the demand likely to be generated, the activities on the land and the nature of the locality.*
- *Support sustainable transport alternatives to the motor car.*
- *Promote the efficient use of car parking spaces through the consolidation of car parking facilities.*
- *Ensure that car parking does not adversely affect the amenity of the locality.*
- *Ensure that the design and location of car parking is of a high standard, creates a safe environment for users and enables easy and efficient use.*

The Table to Clause 52.06-5 sets out Column A and Column B parking rates. Column A applies unless Column B applies.

Column B applies if:

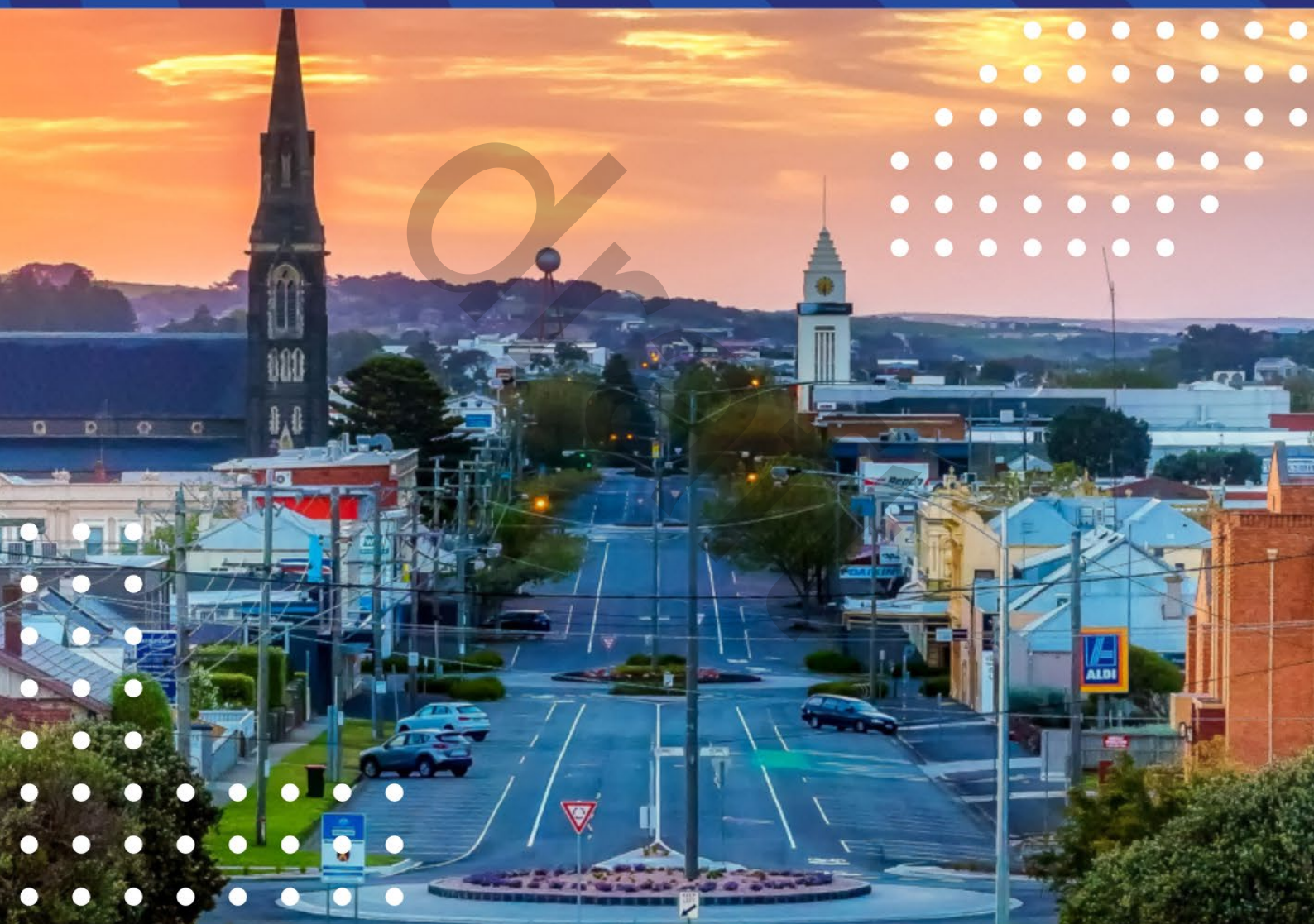
- *any part of the land is identified as being within the Principal Public Transport Network Area as shown on the Principal Public Transport Network Area Maps (State Government of Victoria, August 2018), or*
- *a schedule to the Parking Overlay or another provision of the planning scheme specifies that Column B applies.*

The PPTN area does not apply to the Warrnambool City Centre or surrounds, and there is no Parking Overlay currently within Warrnambool. Accordingly, Clause 52.06 Column A car parking rates apply to new development applications within the Warrnambool City Centre.

### 3.12. Local Policy Context

Clause 2.03-8 (Transport & Infrastructure) of the Warrnambool Planning Scheme notes that Warrnambool residents are currently heavily reliant on personal motor vehicles for transport. Council's strategic directions for transport are:

- *Providing an integrated transport network.*
- *Facilitating the use of sustainable transport modes.*
- *Prioritising pedestrian movements in the Warrnambool City Centre.*



Study Area



WARRNAMBOOL  
CITY COUNCIL

**Traffix Group**



## 4. Study Area

The Study Area for the 2024 Car Parking Strategy incorporates eight precincts, as follows:

- Precinct 1 – CBD
- Precinct 2 – Raglan (north of the CBD)
- Precinct 3 – Banyan (east of the CBD)
- Precinct 4 – Railway (south of the CBD)
- Precinct 5 – Hospital (west of the CBD)
- Precinct 6 – Industrial
- Precinct 7 – Breakwater (foreshore area)
- Precinct 8 – Lake Pertobe (foreshore area)

A locality map showing each of the precincts is presented below.

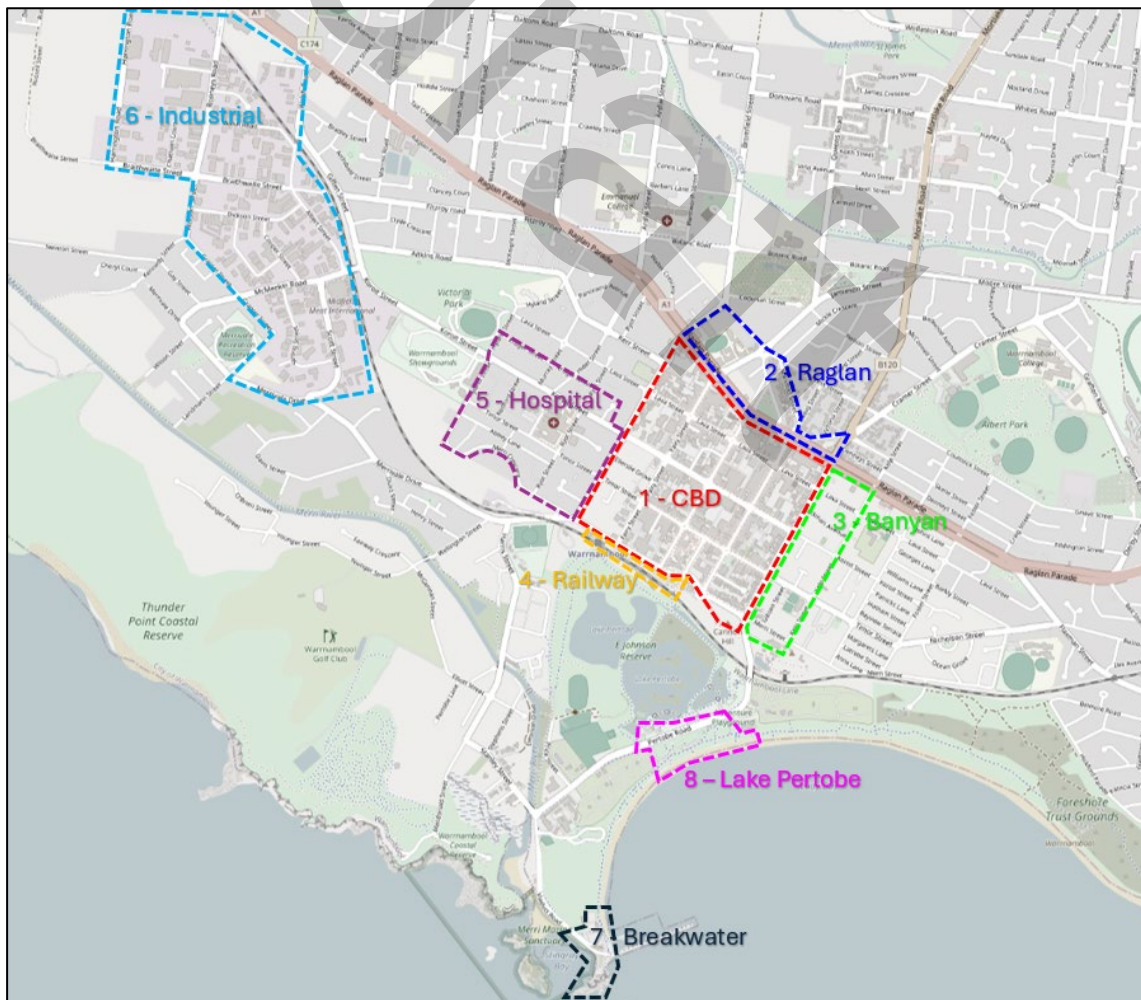
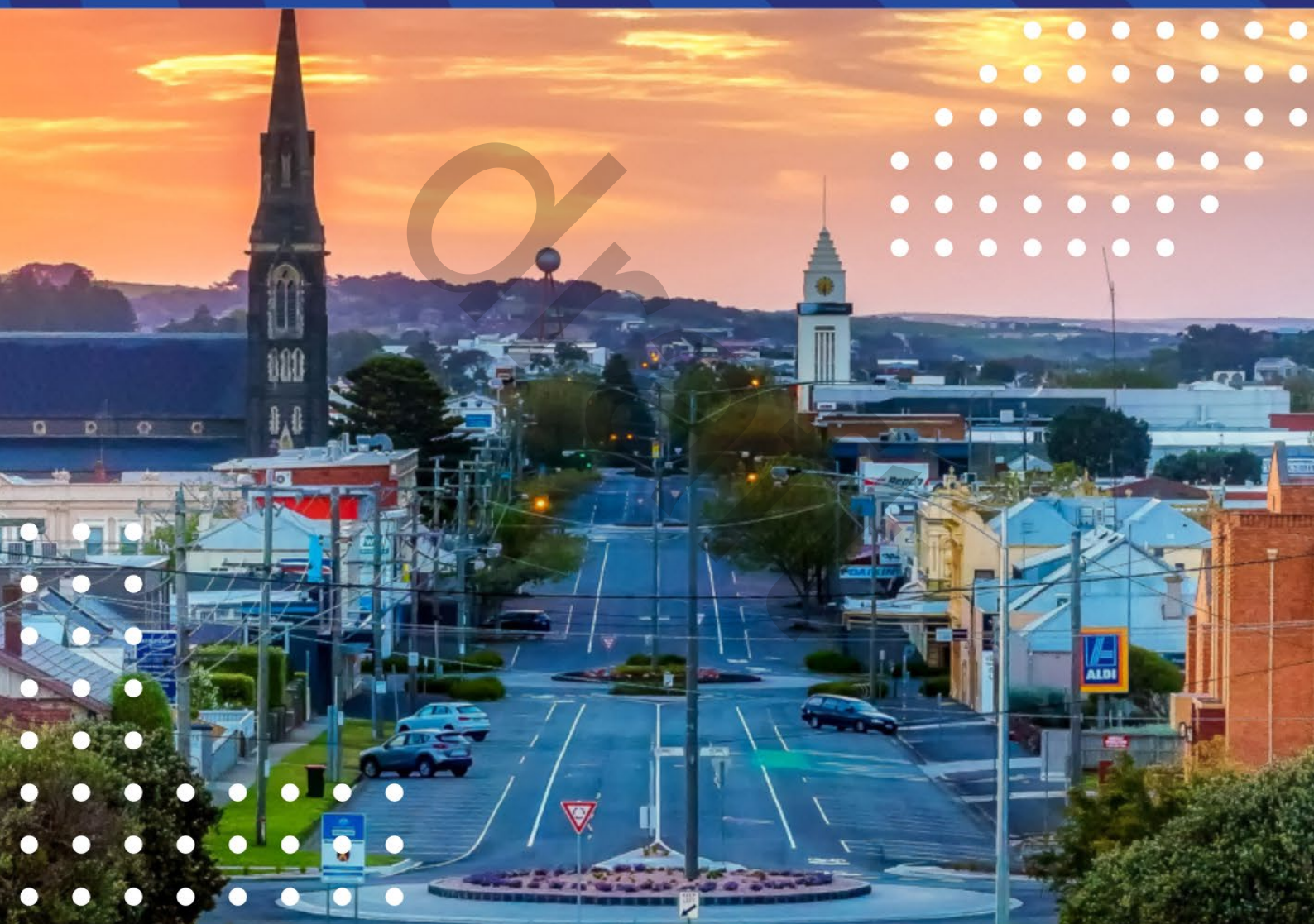


Figure 7: Precinct Locality Map



## Existing Conditions



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**Traffix Group**



## 5. Existing Conditions

### 5.1. Existing Car Parking Supply & Restrictions

Traffix Group collected an inventory of all public car parking within the study areas. The overall study area includes a total of 8,017 car spaces, comprising:

- 1,947 on-street spaces within the CBD,
- 1,235 off-street spaces within the CBD,
- 773 on-street spaces within the hospital precinct,
- 255 off-street spaces within the hospital precinct,
- 911 on-street spaces within the CBD peripheral precincts (Raglan, Railway and Banyan),
- 662 off-street spaces within the CBD peripheral precincts (Raglan, Railway and Banyan),
- 1,559 spaces within the industrial precinct,
- 186 spaces within the Breakwater precinct, and
- 489 spaces within the Lake Pertobe precinct.

Figures 8 – 12 below show the existing parking restrictions which apply to the publicly accessible car parking within the CBD and CBD peripheral precincts.

Existing car parking in the Railway, Industrial, Breakwater and Lake Pertobe precincts is currently unrestricted.

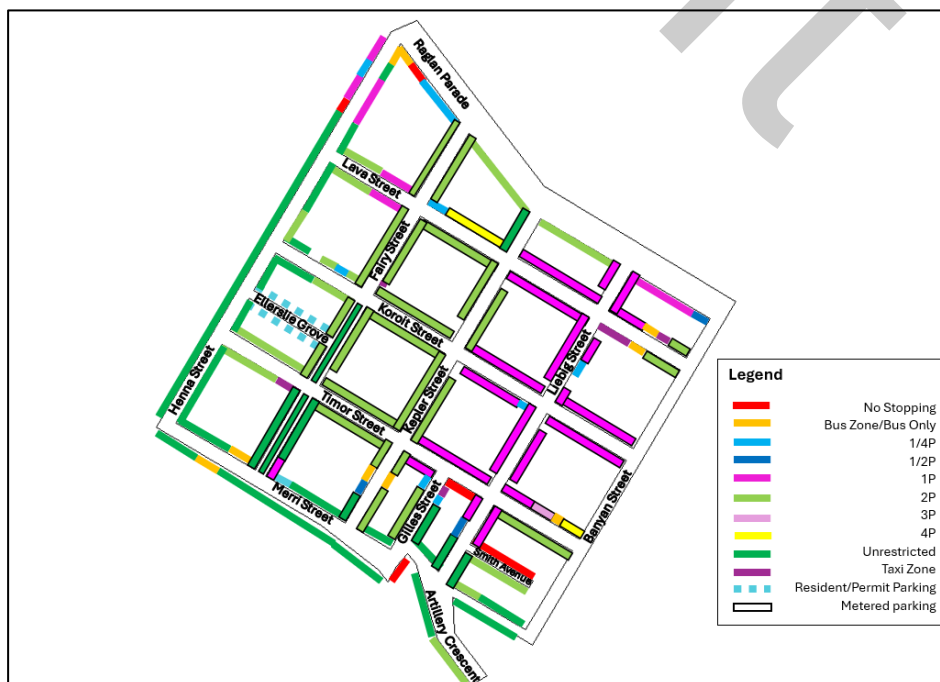


Figure 8: On-Street Car Parking Restrictions – CBD Precinct



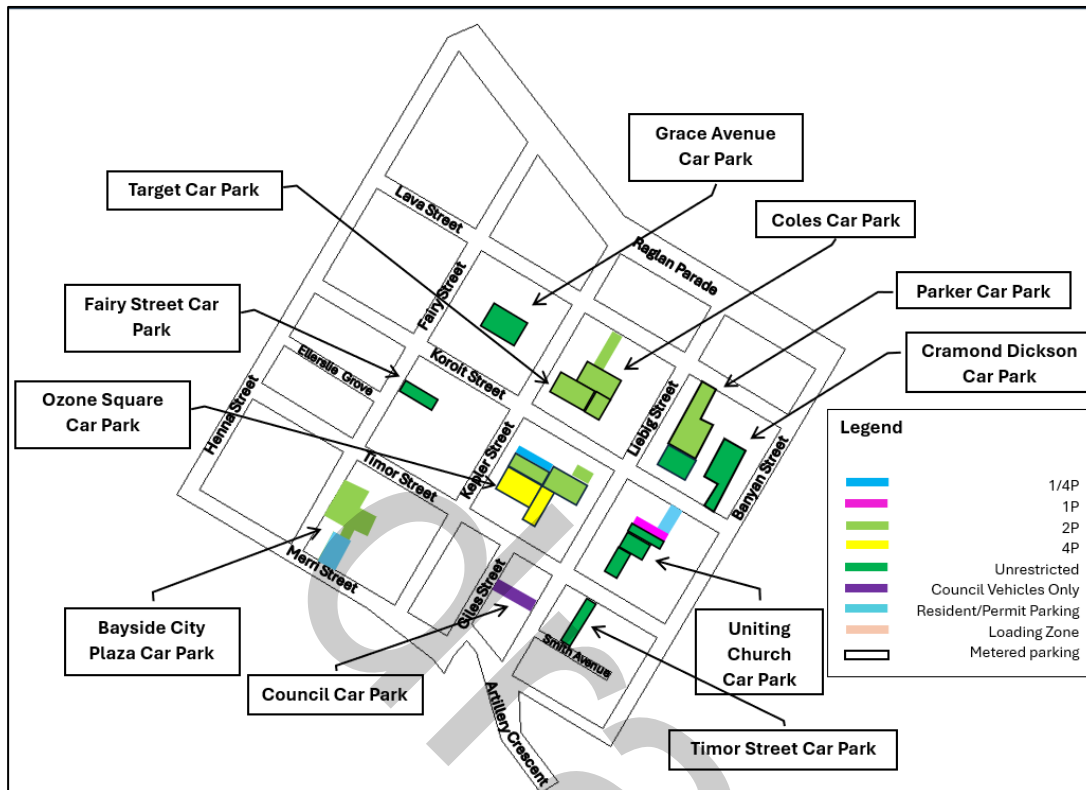


Figure 9: Off-Street Car Parking Restrictions – CBD Precinct

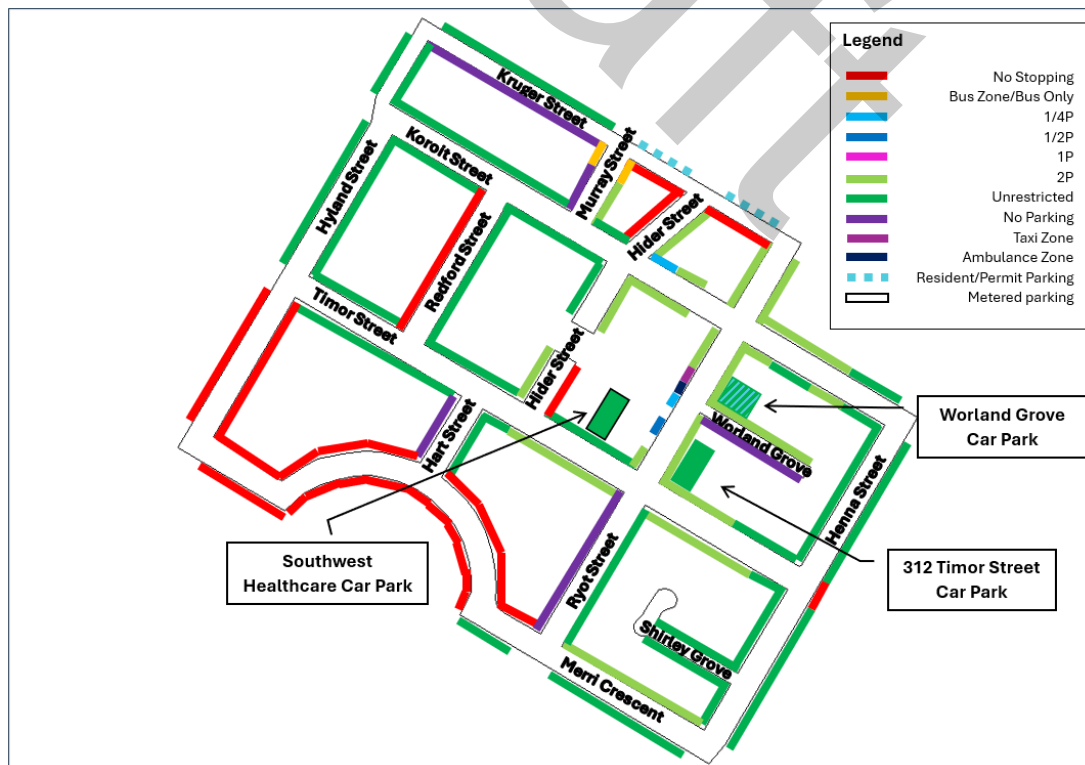


Figure 10: Car Parking Restrictions – Hospital Precinct

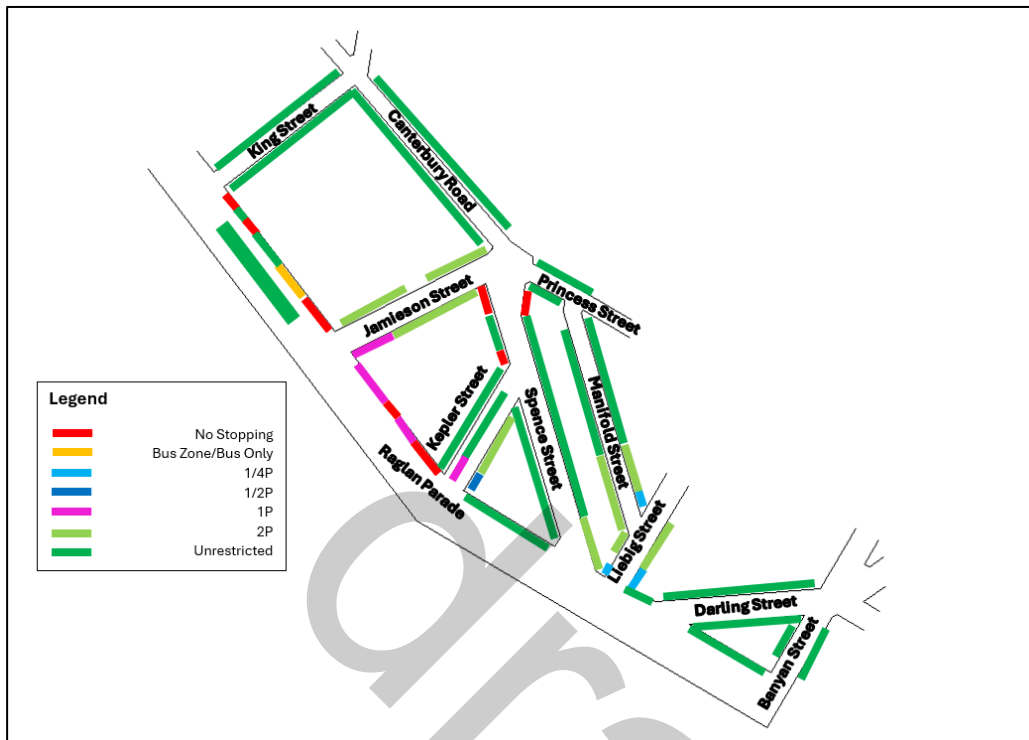


Figure 11: Car Parking Restrictions – Raglan Precinct

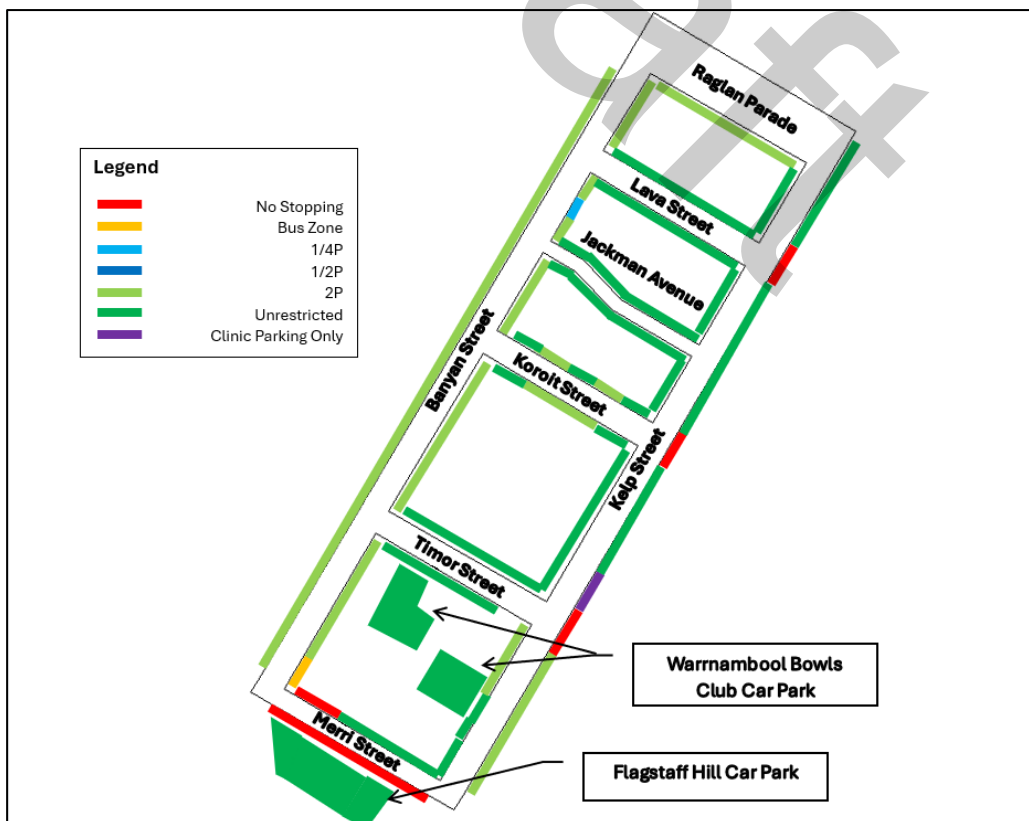


Figure 12: Car Parking Restrictions – Banyan Precinct

The car parking restrictions diagrams demonstrate that Council is actively managing car parking in the core of the Activity Centre by imposing short-term restrictions and metering parking to encourage turnover of car spaces and discourage long-term/staff car parking in these areas. Parts of the Hospital precinct are also being managed with short-term restrictions.

Further afield, restrictions relax, and long-term/staff and residential car parking is accommodated.

## 5.2. Existing Car Parking Demand

Car parking occupancy surveys were undertaken at hourly intervals at the following days and times:

- Wednesday 15 May 2024 between 9am and 5pm (inclusive),
- Thursday 16 May 2024 between 9am and 5pm (inclusive),
- Friday 17 May 2024 between 9am and 5pm (inclusive), and
- Saturday 18 May 2024 between 9am and 12noon (inclusive).

Within the **CBD Precinct**, the peak weekday demand was observed to occur at 12noon on Wednesday and the peak Saturday demand was observed to occur at 11am.

Within the **Hospital Precinct**, the peak weekday demand was observed to occur at 1pm on Thursday and the peak Saturday demand was observed to occur at 12noon.

Within the **Raglan Precinct**, the peak weekday demand was observed to occur at 10am on Thursday and the peak Saturday demand was observed to occur at 11am.

Within the **Railway Precinct**, the peak weekday demand was observed to occur at 1pm on Friday and the peak Saturday demand was observed to occur at 10am.

Within the **Banyan Precinct**, the peak weekday demand was observed to occur at 1pm on Friday and the peak Saturday demand was observed to occur at 12noon.

Within the **Industrial Precinct**, the peak weekday demand was observed to occur at 2pm on Wednesday and the peak Saturday demand was observed to occur at 10am.

Within the **Breakwater Precinct**, the peak weekday demand was observed to occur at 10am on Friday and the peak Saturday demand was observed to occur at 10am.

Within the **Lake Pertobe Precinct**, the peak weekday demand was observed to occur at 10am on Wednesday and the peak Saturday demand was observed to occur at 12noon.

Tables 2 and 3 below summarise the peak occupancy data broken down by restriction for the CBD weekday (12noon Wednesday) and Saturday (11am) peaks respectively, within each of the precincts.

Table 2: Parking Occupancy – Weekday Peak (Wednesday 12noon)

Restriction	Supply	Demand	Vacancies	% Occupancy
<b>Precinct 1 – CBD</b>				
<b>On-Street</b>				
Unrestricted	370	344	26	93%
Long Term (Paid) ( $\geq 3P$ )	252	141	111	56%
2P (Paid)	576	376	200	65%
2P (Free)	178	95	83	53%
1P (Paid)	356	253	103	71%
1P (Free)	71	42	29	59%
Short-Term ( $< 1P$ )	44	32	12	73%
Disabled	37	24	13	65%
Other (Taxi/Permit/Loading)	28	18	10	64%
<b>Off-Street</b>				
Short-Term Public (1P/2P/3P)	605	307	298	51%
Medium-Term Public (4P)	121	98	23	81%
Long-Term Public ( $> 4P$ )	421	288	133	68%
Other (Resident/Permit/Council)	78	42	36	54%
<b>Precinct 2 - Raglan</b>				
<b>On-Street</b>				
Unrestricted	307	179	128	58%
2P	93	46	47	49%
Short-Term ( $\leq 1P$ )	24	10	14	42%
Disabled	6	2	4	33%
Other (Clinic, Loading)	5	0	5	0%
<b>Off-Street</b>				
Unrestricted	118	68	50	58%
Other (Bus, Council)	5	3	2	60%
<b>Precinct 3 - Banyan</b>				
<b>On-Street</b>				
Unrestricted	209	58	151	28%

Restriction	Supply	Demand	Vacancies	% Occupancy
2P	171	88	83	51%
Short-Term ( $\leq 1P$ )	2	1	1	50%
Disabled	2	0	2	0%
Other (Clinic, Drop-Off)	8	2	6	25%
<b>Off-Street</b>				
Unrestricted	270	51	219	19%
Disabled	5	0	5	0%
Short-Term ( $\leq 1P$ )	11	2	9	18%
Other (E-Vehicles, Trailers)	10	4	6	40%
<b>Precinct 4 – Railway</b>				
Unrestricted	320	302	18	94%
Disabled	6	2	4	33%
Other (P5min, Staff Parking)	16	11	5	69%
<b>Precinct 5 - Hospital</b>				
<b>On-Street</b>				
Unrestricted	454	369	85	81%
2P	264	234	30	89%
Short-Term ( $< 1P$ )	6	4	2	67%
Disabled	4	3	1	75%
Other (Taxi, Ambulance, Permit)	45	9	36	20%
<b>Off-Street</b>				
Unrestricted (Paid)	144	94	50	65%
Unrestricted (Free)	70	55	15	79%
Disabled	1	0	1	0%
Other (Permit)	40	29	11	73%
<b>Precinct 6 - Industrial</b>				
Unrestricted (On-Street)	1,308	40	1268	3%
Unrestricted (Off-Street)	250	158	92	63%
Disabled	1	0	1	0%
<b>Precinct 7 - Breakwater</b>				
Unrestricted	170	57	113	34%



Restriction	Supply	Demand	Vacancies	% Occupancy
Disabled	4	1	3	25%
Trailer Parking Only	12	0	12	0%
<b>Precinct 8 – Lake Pertobe</b>				
Unrestricted (On-Street)	123	21	102	17%
Unrestricted (Off-Street)	354	58	296	16%
Disabled	12	1	11	8%

Table 2 indicates the following:

- Within the CBD Precinct, unrestricted on-street parking was in very high demand (greater than 85% occupancy), while long-term paid parking was in relatively low demand (56% occupancy). Off-street parking in the CBD was also in moderate to high demand at 81% occupancy for 4P spaces and 68% occupancy for greater than 4P. The survey results indicate that overall, there is adequate long-term parking within the CBD Precinct to meet demands, however there may be a need to manage the unrestricted on-street spaces.
- For short-term parking (on-street) within the CBD, the paid spaces were in higher demand than the free spaces, which is likely due to the paid spaces being in more desirable locations, closer to the land uses generating the highest demands. Overall within the precinct, short-term parking vacancies were available and the overall supply is adequate, although there are some individual locations where parking is at saturation levels (exceeding 90% occupancy).
- The Raglan Precinct was observed to have a moderate level of demand, with slightly below 60% occupancy recorded for all unrestricted spaces. The demand for short-term (2P and less) spaces was lower (below 50%).
- In the Banyan Precinct, the weekday parking demand was higher for short-term (approximately 50% occupancy for 2P and 1P) and lower for unrestricted spaces (both on-street and off-street demands were below 30% of supply for unrestricted spaces).
- The Railway Precinct was close to fully occupied (94%) for unrestricted spaces.
- In the Hospital Precinct, there was a high demand for unrestricted parking (81% occupancy on-street and 79% occupancy for free off-street all-day parking). All-day paid off-street parking was less popular at 65% occupancy. There was observed to be a very high demand for 2P on-street spaces within the Hospital Precinct, with 89% occupancy recorded. Demand above 85% indicates parking is close to saturation with drivers circulating streets looking for a space. It may be appropriate to consider introducing a fee to on-street parking in the Hospital Precinct to encourage turnover and ensure spaces remain available for those that need them.
- Of the 1,308 on-street spaces in the Industrial Precinct, only 3% were occupied.
- There was also observed to be relatively low demand for car parking in the Breakwater and Lake Pertobe precincts during the weekday peak time.

Table 3: Parking Occupancy – Saturday Peak (11am)

Restriction	Supply	Demand	Vacancies	% Occupancy
<b>Precinct 1 – CBD</b>				
<b>On-Street</b>				
Unrestricted	414	75	339	18%
Long Term (Paid) ( $\geq 3P$ )	252	54	198	21%
2P (Paid)	592	274	318	46%
2P (Free)	127	20	107	16%
1P (Paid)	356	280	76	79%
1P (Free)	71	20	51	28 %
Short-Term ( $< 1P$ )	35	17	18	49%
Disabled	37	25	12	68%
Other (Taxi/Permit/Loading)	63	27	36	43%
<b>Off-Street</b>				
Short-Term Public (1P/2P/3P)	385	246	139	64%
Medium-Term Public (4P)	121	42	79	35%
Long-Term Public ( $> 4P$ )	661	205	456	31 %
Other (Resident/Permit/Council)	68	32	36	47%
<b>Precinct 2 - Raglan</b>				
<b>On-Street</b>				
Unrestricted	374	52	322	14%
2P	38	8	30	21%
Short-Term ( $\leq 1P$ )	12	1	11	8%
Disabled	6	0	6	0%
Other (Clinic, Loading)	5	1	4	20%
<b>Off-Street</b>				
Unrestricted	118	22	96	19%
Other (Bus, Council)	5	1	4	20%
<b>Precinct 3 - Banyan</b>				
<b>On-Street</b>				
Unrestricted	257	41	216	16%

Restriction	Supply	Demand	Vacancies	% Occupancy
2P	125	35	90	28%
Disabled	2	0	2	0%
Other (Clinic, Drop-Off)	8	0	8	0%
<b>Off-Street</b>				
Unrestricted	270	36	234	13%
Disabled	5	3	2	60%
Short-Term ( $\leq 1P$ )	11	0	11	0%
Other (E-Vehicles, Trailers)	10	4	6	40%

<b>Precinct 4 – Railway</b>				
Unrestricted	320	145	175	45%
Disabled	6	1	5	17%
Other (P5min, Staff Parking)	16	8	8	50%
<b>Precinct 5 – Hospital</b>				
<b>On-Street</b>				
Unrestricted	681	153	528	22%
2P	35	10	25	29%
Short-Term ( $< 1P$ )	4	1	3	25%
Disabled	4	1	3	25%
Other (Taxi, Ambulance, Permit)	45	6	39	13%
<b>Off-Street</b>				
Unrestricted (Paid)	144	28	116	19%
Unrestricted (Free)	70	11	59	16%
Disabled	1	0	1	0%
Other (Permit)	40	8	32	20%
<b>Precinct 6 – Industrial</b>				
Unrestricted (On-Street)	1308	0	1308	0%
Unrestricted (Off-Street)	250	0	250	0%
Disabled	1	0	1	0%

Restriction	Supply	Demand	Vacancies	% Occupancy
<b><i>Precinct 7 - Breakwater</i></b>				
Unrestricted	170	70	100	41%
Disabled	4	2	2	50%
Trailer Parking Only	12	6	6	50%
<b><i>Precinct 8 – Lake Pertobe</i></b>				
Unrestricted (On-Street)	123	14	109	11%
Unrestricted (Off-Street)	354	86	268	24%
Disabled	12	1	11	8%

Table 3 indicates the following:

- Within the CBD, the demand for unrestricted on-street parking and long-term on-street and off-street parking is low on weekends. The demand for both paid and free 2P on-street spaces is also low (less than 50% occupancy) while the demand for paid 1P on-street spaces remains relatively high at 79%. Notably, these spaces are in the prime locations closest to retail demand. Short-term public off-street parking is adequate, with 64% occupancy observed overall for 1P, 2P and 3P off-street spaces.
- The CBD peripheral precincts (Raglan and Banyan) were observed to have very low occupancy both on-street and off-street overall.
- There was also observed to be ample spare capacity within the railway precinct, with 45% occupancy for the 320 unrestricted spaces.
- Demand for both on-street and off-street parking (both unrestricted and short-term) was low (below 30%) at the weekend peak.
- There was no demand for on-street or off-street parking within the Industrial Precinct on the weekend peak.
- Parking demand was observed to be slightly higher within the Breakwater and Lake Pertobe precincts on the weekend than on weekdays, albeit still below 50% occupancy within both locations. It is noted that surveys were conducted during school term in May and would not be reflective of the peak tourist demand which occurs during holiday periods in the warmer months.

The occupancy patterns for each individual precinct are addressed below, including:

- heat maps showing a break-down of parking occupancy across the precincts during the weekday and Saturday peak hours for each given precinct, and
- graphs identifying the publicly available car parking occupancy profile across each of the survey days.

Notably, the individual precinct peak hours have been adopted for the heat maps, to show the “worst case” scenario for each individual precinct, and the peak hours do not necessarily coincide across the whole of the study area.



### 5.3. Spatial Data – Precinct 1 (CBD)

Heat maps are provided below, showing the breakdown of parking occupancy across the study area during the weekday and Saturday peak hours respectively.



Figure 13: Parking Saturation Map - Weekday Peak

Figure 14: Parking Saturation Map - Saturday Peak

For the CBD Precinct, the weekday peak occurred at 12noon on Wednesday, at which time publicly available on-street parking was approaching saturation levels (>90% occupied) along parts of Liebzig Street, Merri Street, Koroit Street and Henna Street.

It is noted that while there are some areas of high parking saturation, overall, there is on-street parking available, generally within one block (200m) of the most saturated areas.

Additionally, the heat maps show that most of the off-street carparks are typically not more than 70% occupied.

At the Saturday peak time (11am), publicly available on-street parking was approaching saturation levels (>90% occupied) along much of Liebzig Street and also on Koroit Street between Kepler Street and Liebzig Street, and on the west side of Giles Street. Overall though on Saturdays the parking demand was found to be lower than on weekdays, with many streets having less than 50% occupancy levels at the Saturday peak.

It is noted that the most heavily saturated parking occurred within the retail core, while parts of the eastern and western edges of the CBD where lower parking occupancy was observed are predominantly residential.

The figures below show the distribution of parking demand across the day separated into short-term (1P, 2P) and long-term ( $\geq 3P$ ). Spaces with restrictions of less than one-hour have been excluded.

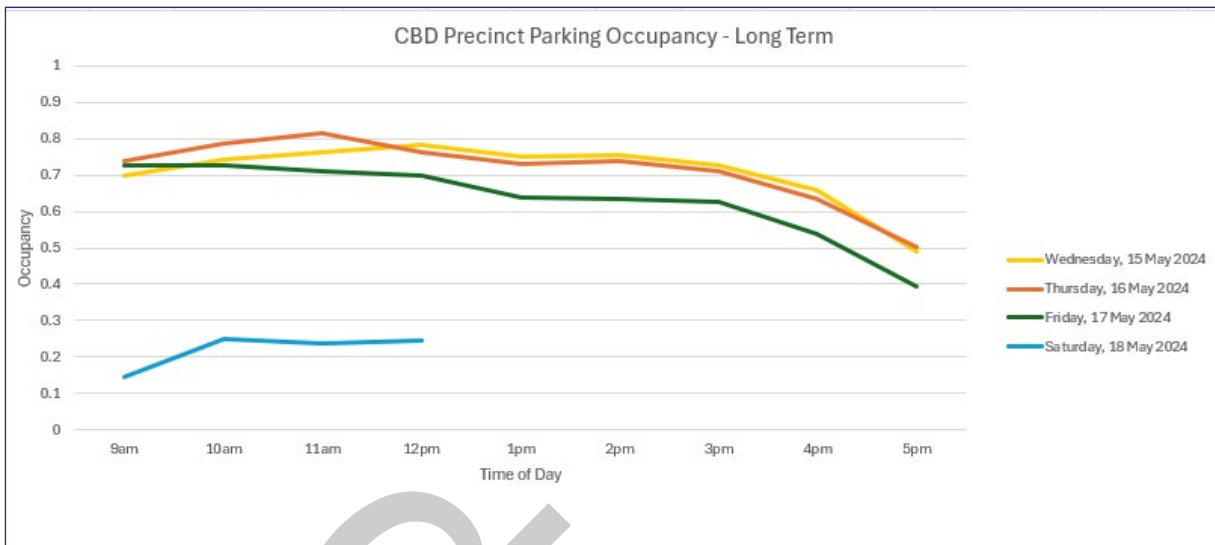


Figure 15: Parking Demand Profiles – Long-Term Parking (CBD Precinct)

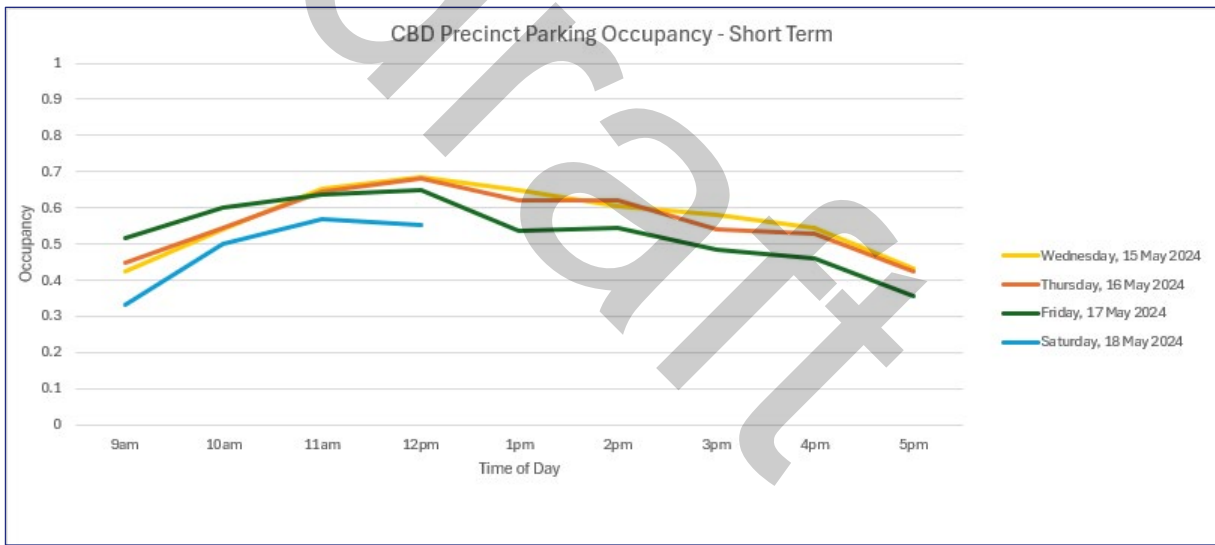


Figure 16: Parking Demand Profiles – Short-Term Parking (CBD Precinct)

Long-term parking demand was similar on Wednesday and Thursday with a peak occurring mid-morning, staying high (above 70% throughout much of the day and falling away in the late afternoon. Parking demand on Friday is similar to mid-week levels at 9am, but is lower overall throughout the day.

The short-term parking demand profile is similar to the long-term parking demands, but with a lower demand at 9am, and an overall lower demand. Short-term demands are higher than long-term demands on Saturdays.

For comparison purposes, Table 4 below shows the recorded car parking supply, peak demand and percentage occupancy in 2009, 2015 and 2024. It is noted that the supply for each survey doesn't match because the survey areas changed between each study.

Table 4: Comparison with Historical Parking Occupancy Data

Survey Date	Supply	Peak Demand	% Occupancy
Thu 30 April 2009	3,491 spaces	2,642 spaces	76%
Thu 30 April 2015	3,792 spaces	2,703 spaces	71%
Wed 15 May 2024	3,137 spaces	2,060 spaces	66%

Table 4 indicates that overall, the peak parking occupancy has fallen in 2024 compared with pre-covid levels of demand.

5.4. Spatial Data – Precinct 2 (Raglan)

Heat maps are provided below, showing the breakdown of parking occupancy across the Raglan Precinct study area during the weekday and Saturday peak hours, respectively.

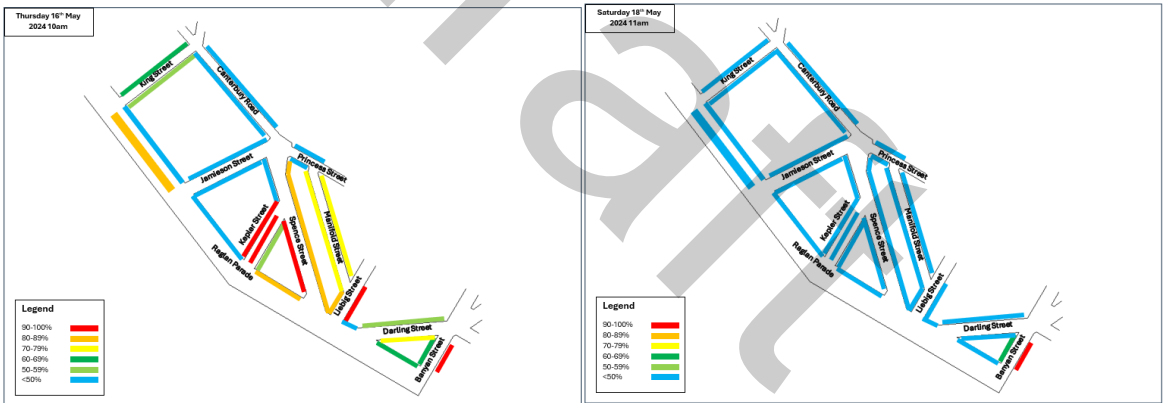


Figure 17: Parking Saturation Map - Weekday Peak      Figure 18: Parking Saturation Map - Saturday Peak

For the Raglan Precinct, the weekday peak occurred at 10am on Thursday, at which time publicly available car parking was approaching saturation levels (>90%) along parts Kepler Street, Spence Street, Liebig Street, and Banyan Street.

It is noted that while there are some areas of high parking saturation overall, there is on-street car parking available, generally within one block (200m) of the most saturated areas.

At Saturday peak time (11am), publicly available on-street car parking was is generally low in demand (<50%) with the exception of some parts of Banyan Street.

It is noted that on the Saturday, it is identified that a higher car parking demand occurs within the vicinity of the commercial area of the precinct.

The figures below show the distribution of parking demand across the day separated into short-term (1P, 2P) and long-term (>=3P). Spaces with restrictions of less than one-hour have been excluded.

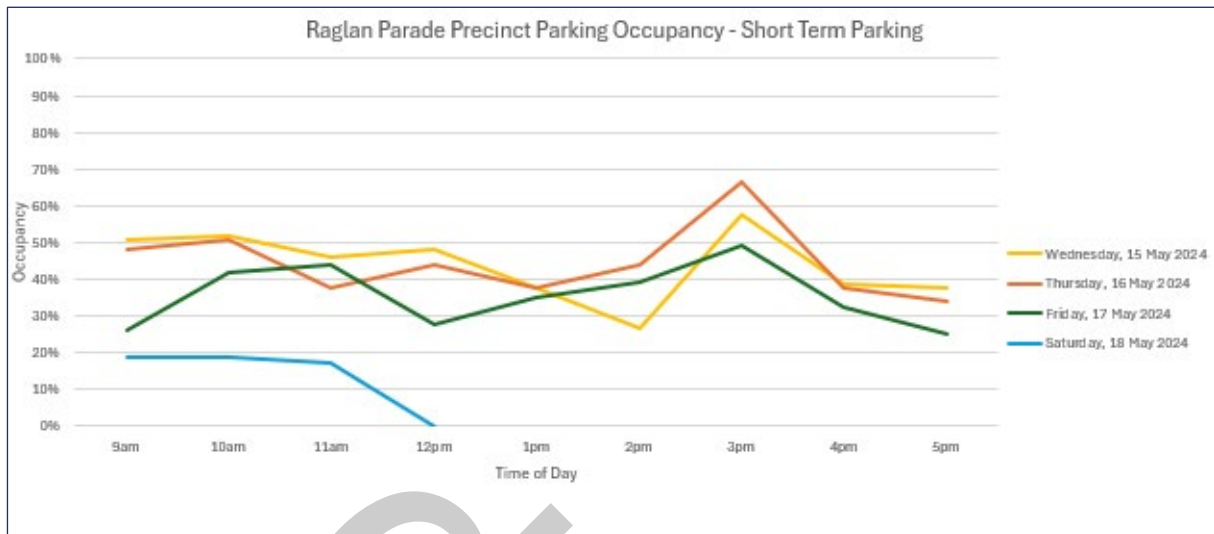


Figure 19: Parking Demand Profiles – Short-Term Parking (Raglan Precinct)

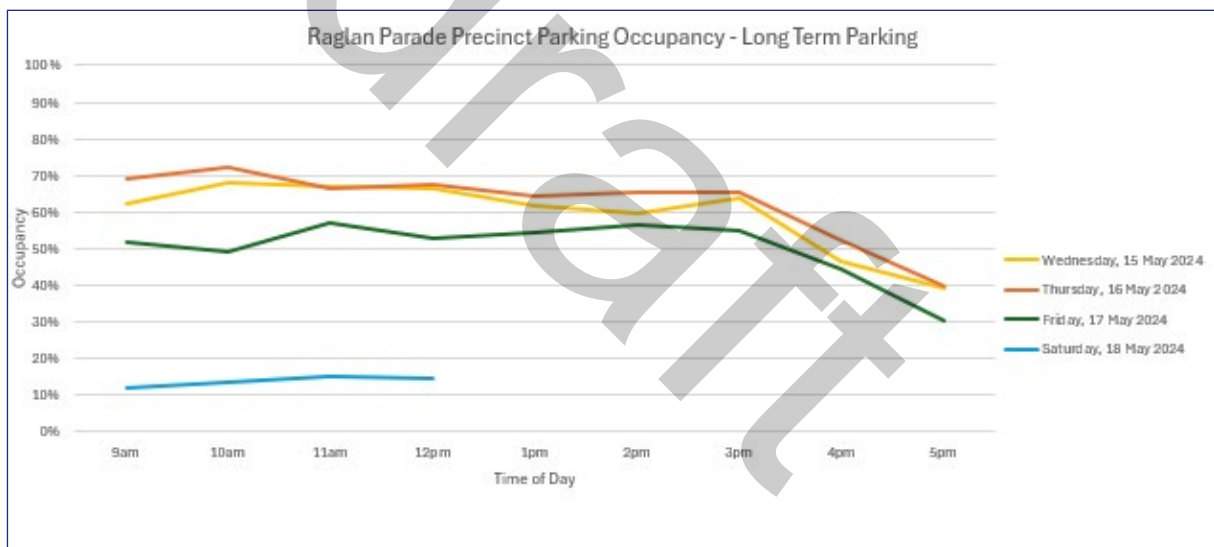


Figure 20: Parking Demand Profiles – Long-Term Parking (Raglan Precinct)

The above graphs indicate that within the Raglan Precinct:

- long-term parking is in higher demand than short-term parking on weekdays,
- parking demand profiles for both Wednesdays and Thursdays are similar with reduced demands on Fridays, and
- a short-term parking peak occurs at around 3pm, which is expected given that Warrnambool Primary School is located within this precinct.



## 5.5. Spatial Data – Precinct 3 (Banyan)

Heat maps are provided below, showing the breakdown of parking occupancy across the Banyan Precinct study area during the weekday and Saturday peak hours, respectively.

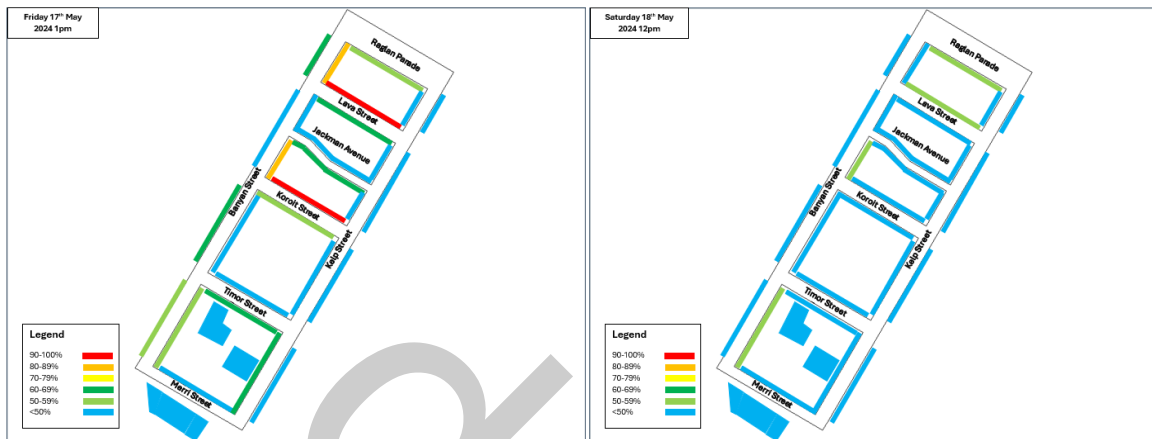


Figure 21: Parking Saturation Map - Weekday Peak

Figure 22: Parking Saturation Map - Saturday Peak

For the Banyan Precinct, the weekday peak occurred at 1pm on Friday, at which time publicly available car parking was approaching saturation levels (>90%) along parts Koroit Street and Lava Street. It is noted that while there are some areas of high parking saturation overall, there is on-street car parking available, generally as close as the opposite side of the street within the most saturated areas.

At the Saturday peak time (12noon), publicly available on-street car parking was is generally low in demand (<50%).

The figures below show the distribution of parking demand across the day separated into short-term (1P, 2P) and long-term (>=3P). Spaces with restrictions of less than one-hour have been excluded.

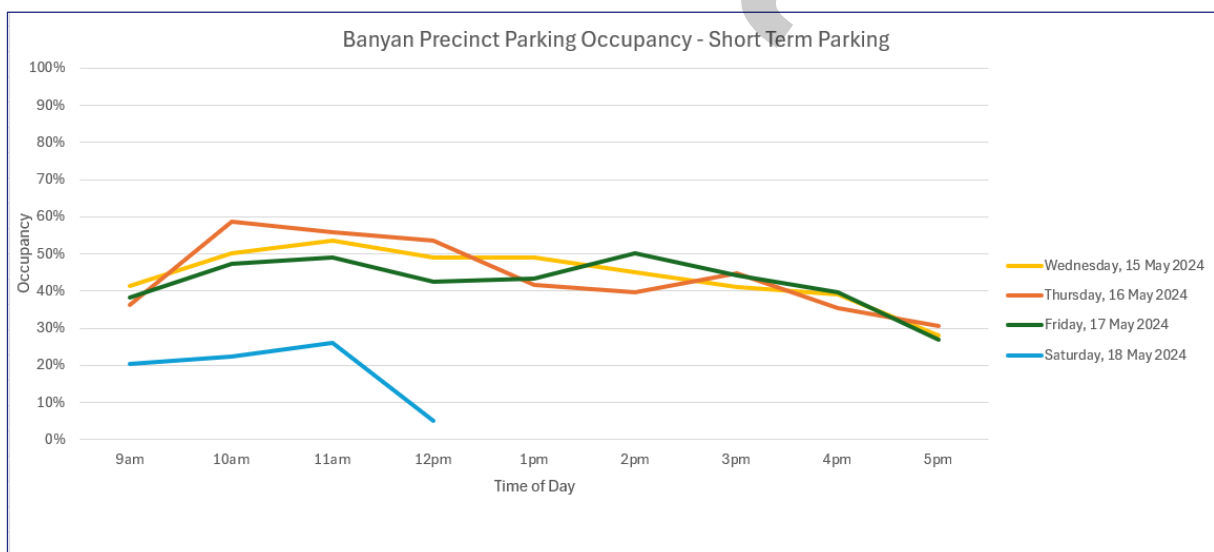


Figure 23: Parking Demand Profiles – Short-Term Parking (Banyan Precinct)

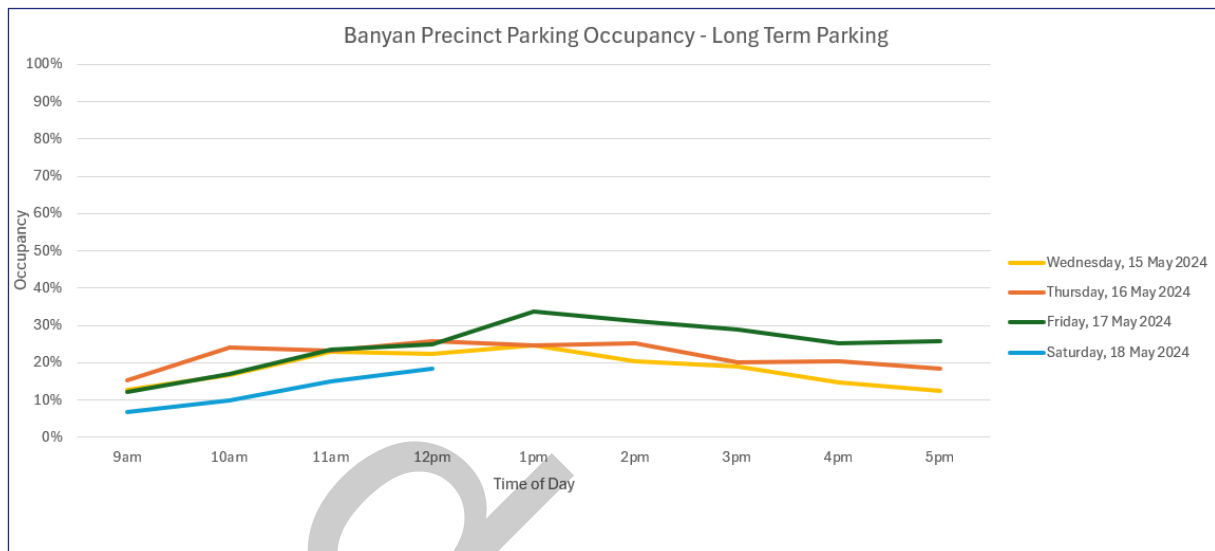


Figure 24: Parking Demand Profiles – Long-Term Parking (Banyan Precinct)

The above figures show short-term parking is generally in higher demand than long-term parking in the Banyan Precinct, with generally consistent profiles across all surveyed weekdays.

## 5.6. Spatial Data – Precinct 4 (Railway)

Heat maps are provided below, showing the breakdown of parking occupancy across the Railway Precinct study area during the weekday and Saturday peak hours, respectively.

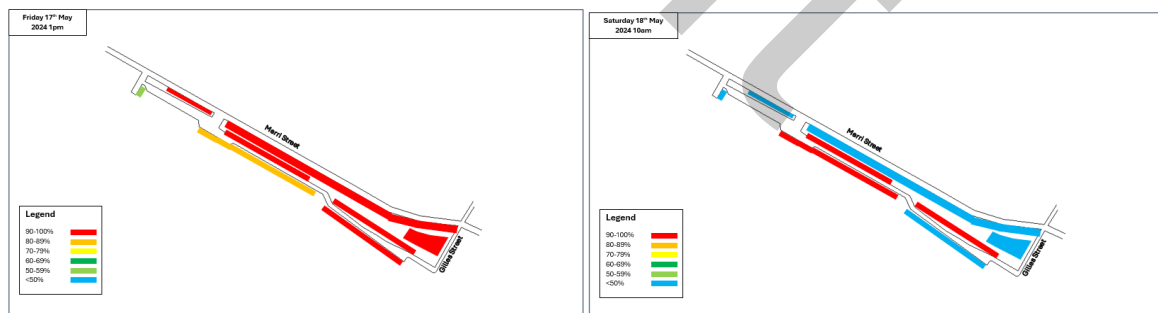


Figure 25: Parking Saturation Map - Weekday Peak      Figure 26: Parking Saturation Map - Saturday Peak

For the Railway Precinct, the weekday peak occurred at 1pm on Friday, at which time publicly available car parking was approaching saturation levels (>90%) within most parts of car parking in the Warrnambool Railway Station car park.

At the Saturday peak time (10am), the publicly available car parking in this precinct was relatively lower compared to the weekday peak. Car parking that was closer to the Railway Station platform had higher saturation levels.

The figure below shows the distribution of parking demand across the day within the Railway Precinct.

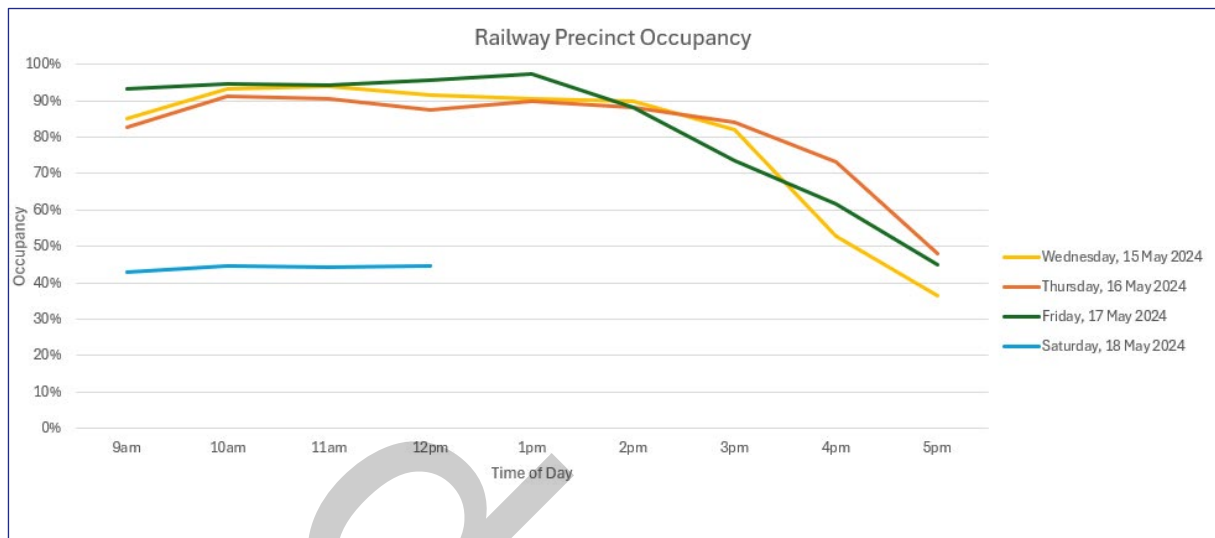


Figure 27: Parking Demand Profiles – Long-Term Parking (Railway Precinct)

Figure 27 shows consistently high parking demand within the railway station carpark on all weekdays commencing before 9am and dropping below 80% by mid to late afternoon. Friday was observed to have the highest peak occupancy, but demand also started to fall earliest on Friday.

## 5.7. Spatial Data – Precinct 5 (Hospital)

Heat maps are provided below, showing the breakdown of parking occupancy across the Hospital Precinct study area during the weekday and Saturday peak hours, respectively.

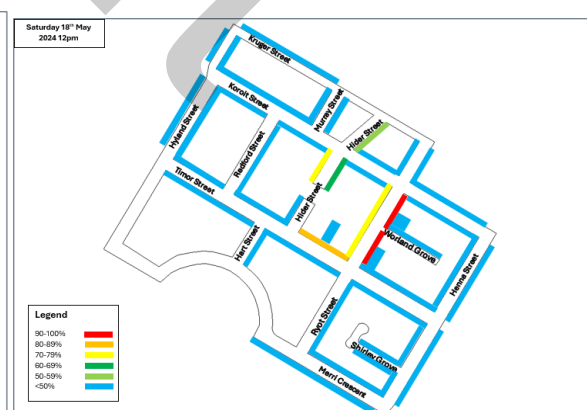


Figure 28: Parking Saturation Map - Weekday Peak

Figure 29: Parking Saturation Map - Saturday Peak

For the Hospital Precinct, the weekday peak occurred at 1pm on Thursday, at which time publicly available car parking was approaching saturation levels (>90%) along many of the streets.

At the Saturday peak time (12noon), publicly available on-street car parking was generally low in demand (<50%) with the exception of some parts of Ryot Street.

The figures below show the distribution of parking demand across the day separated into short-term (1P, 2P) and long-term ( $\geq 3P$ ). Spaces with restrictions of less than one-hour have been excluded.

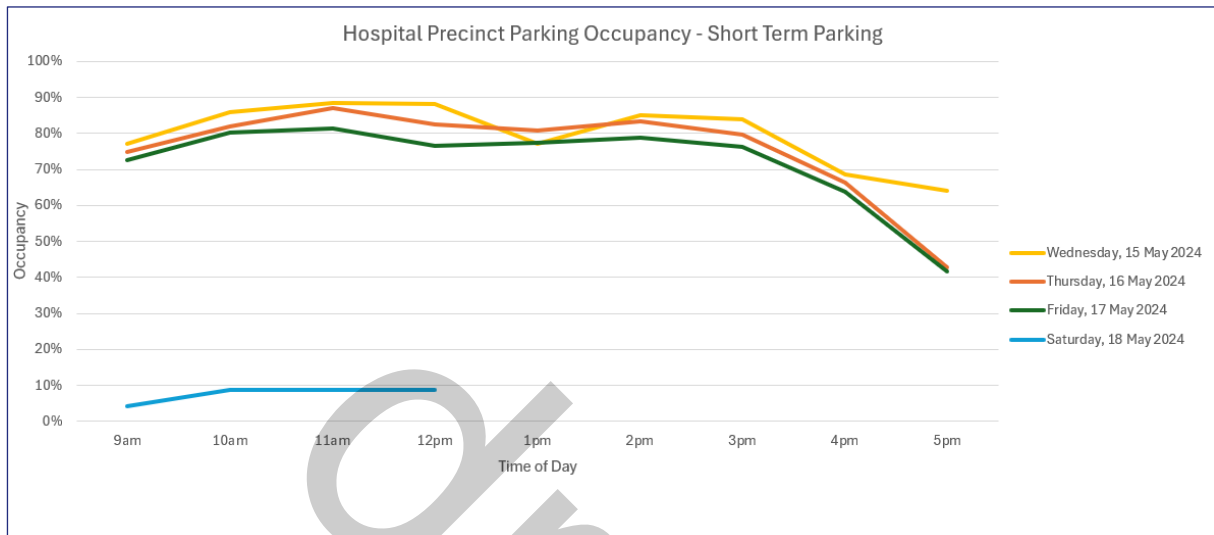


Figure 30: Parking Demand Profiles – Short-Term Parking (Hospital Precinct)

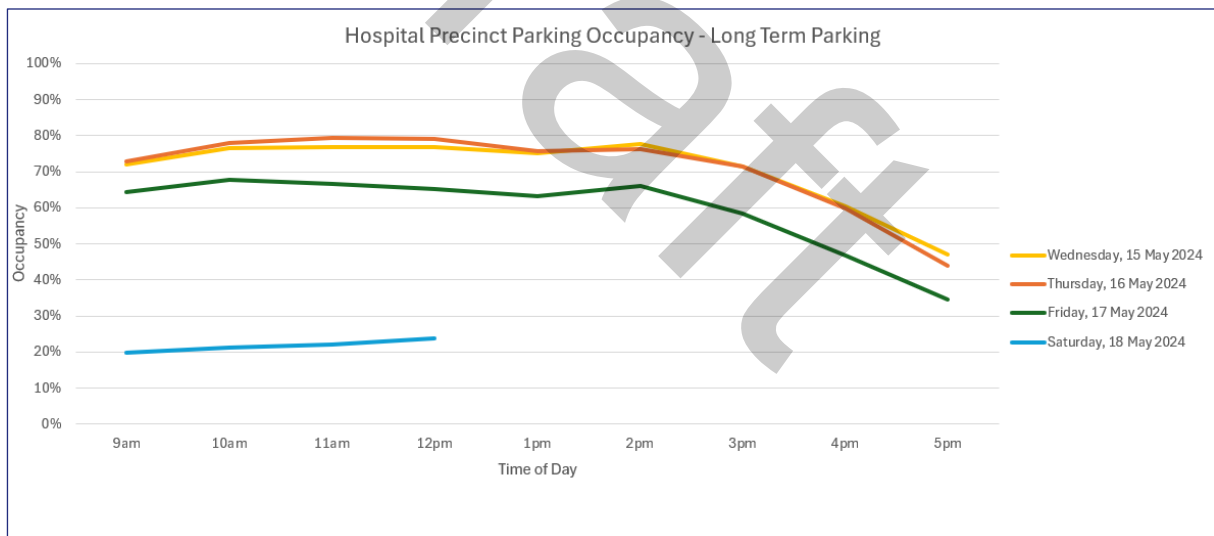


Figure 31: Parking Demand Profiles – Long-Term Parking (Hospital Precinct)

The above graphs show that short-term parking demands are consistently high throughout the day on all weekdays, generally remaining above 80% from 10am till 3pm with a slight dip around lunchtime.

Long-term parking demands were observed to be lower on Friday than on the mid-week days.

It is noted that additional parking is proposed to be constructed on the north side of the showgrounds (west of the Hospital Precinct) for use by hospital staff, and it is intended that the hospital will run a shuttle service for staff between the showgrounds parking and the hospital.



5.8. Spatial Data – Precinct 6 (Industrial)

Heat maps are provided below, showing the breakdown of parking occupancy across the Industrial Precinct study area during the weekday and Saturday peak hours, respectively.

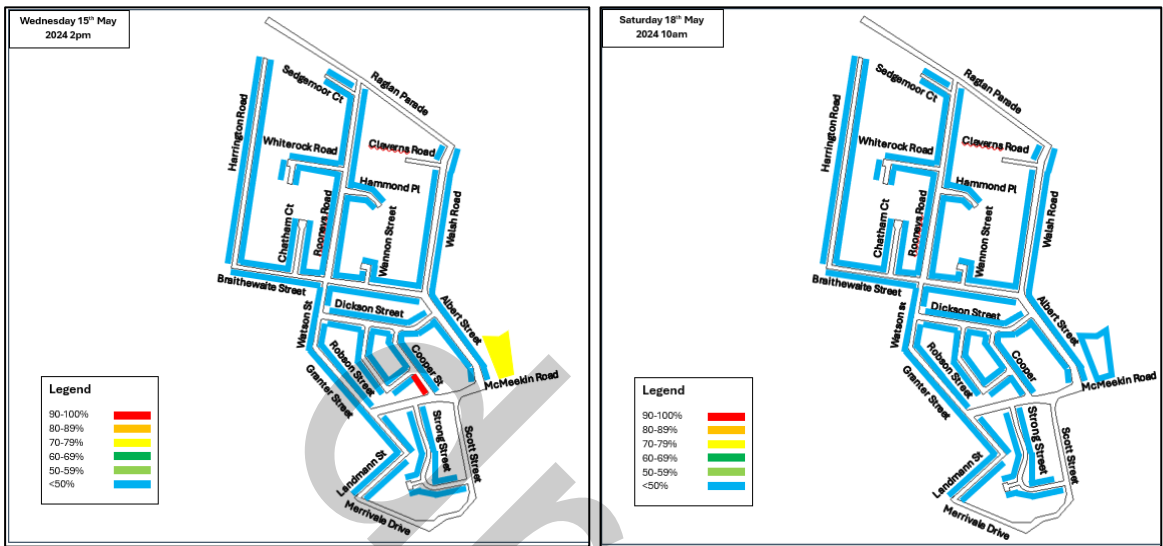


Figure 32: Parking Saturation Map - Weekday Peak      Figure 33: Parking Saturation Map - Saturday Peak

For the Industrial Precinct, the weekday peak occurred at 2pm on Wednesday, at which time publicly available car parking was in low demand across the whole of the study area except for a short section of Cooper Street which has marked angled indented parking bays. There was a moderately high demand within the off-street car parking located at the northeast corner of the Albert Street/McMeekin Road intersection.

The figure below shows the distribution of parking demand across the day within the Industrial Precinct.

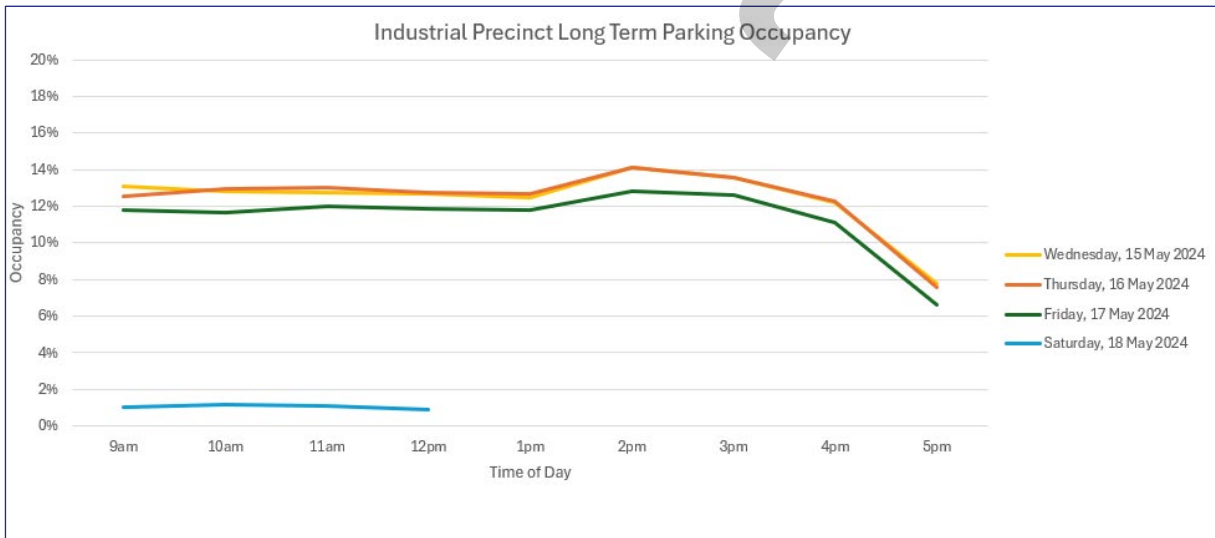


Figure 34: Parking Demand Profiles – Long-Term Parking (Industrial Precinct)

The car parking demand was below 15% occupancy at all survey times and days.

It is noted though that the on-street parking survey occupancy results do not necessarily reflect the extent of overspill parking demand which is generated by the industrial precinct and not met within the individual sites. There are a number of areas within the precinct where parking is occurring on nature-strips and/or informally within the front setback of the building in a 90-degree configuration which prevents parking from occurring on the street itself.

Some examples are included below.



Figure 35: Nature-Strip Parking in Dickson Street

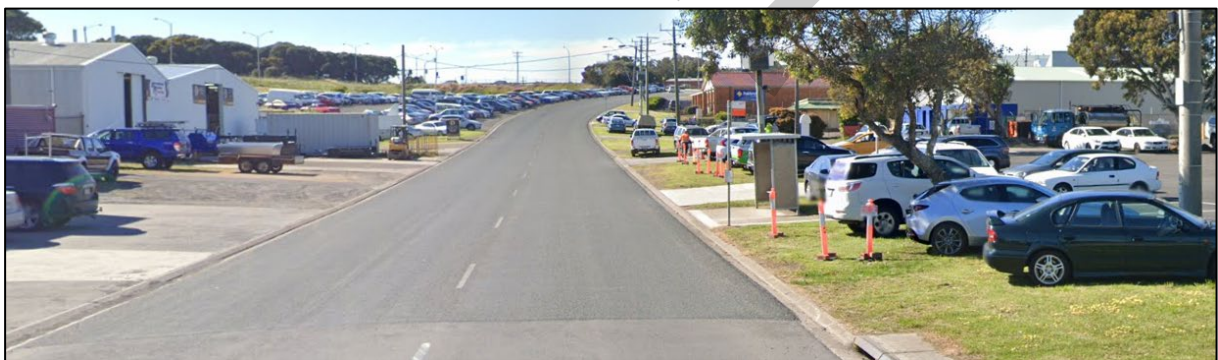


Figure 36: Nature-Strip Parking in Albert Street

5.9. Spatial Data – Precinct 7 (Breakwater)

Heat maps are provided below, showing the breakdown of parking occupancy across the Breakwater Precinct study area during the weekday and Saturday peak hours, respectively.

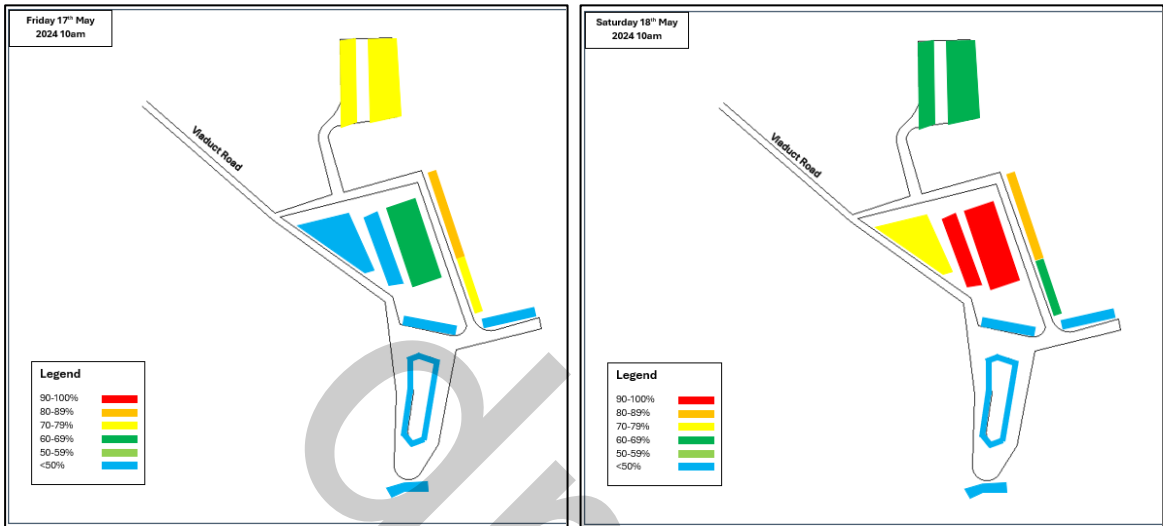


Figure 37: Parking Saturation Map - Weekday Peak      Figure 38: Parking Saturation Map - Saturday Peak

For the Breakwater Precinct, the weekday peak occurred at 10am on Friday, at which time most areas were in low demand. Moderate demand was observed in the northern carpark area and along the row of parking closest to the pier.

At the Saturday peak time (10am), the long-bay (trailer) parking was in high demand.

The figure below shows the distribution of parking demand across the day within the Breakwater Precinct for standard car spaces.

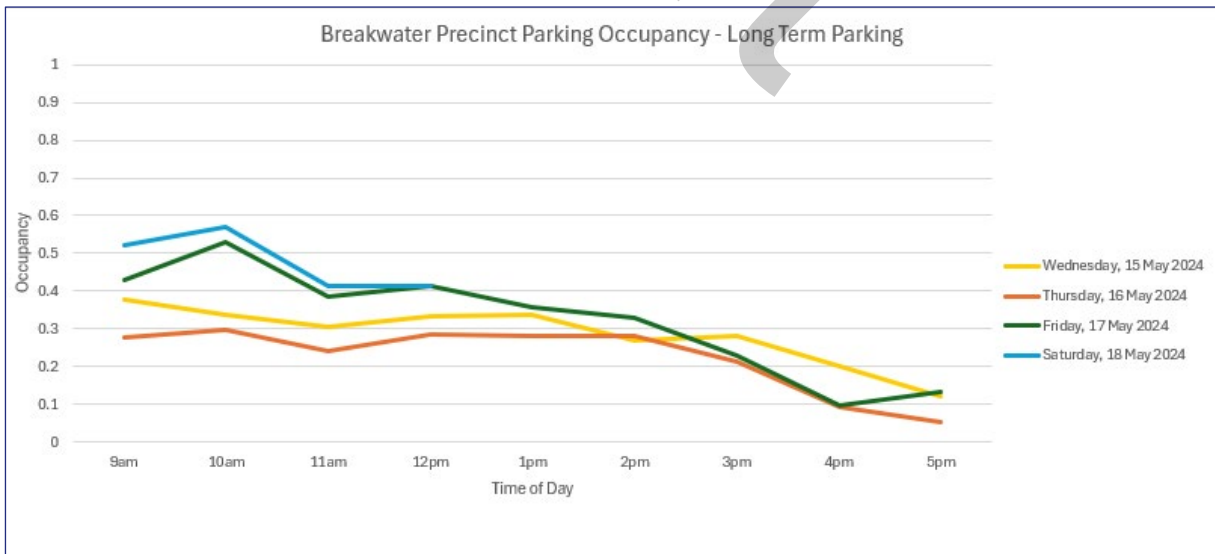


Figure 39: Parking Demand Profiles – Long-Term Parking (Breakwater Precinct)

The above graph indicates that the peak demands on all surveyed days (both weekdays and weekends) occurred in the morning, falling away after 12noon, and the parking demand profile was similar on all survey days.

The figure below shows the distribution of parking demand across the day within the Breakwater Precinct for long bay (trailer) spaces.

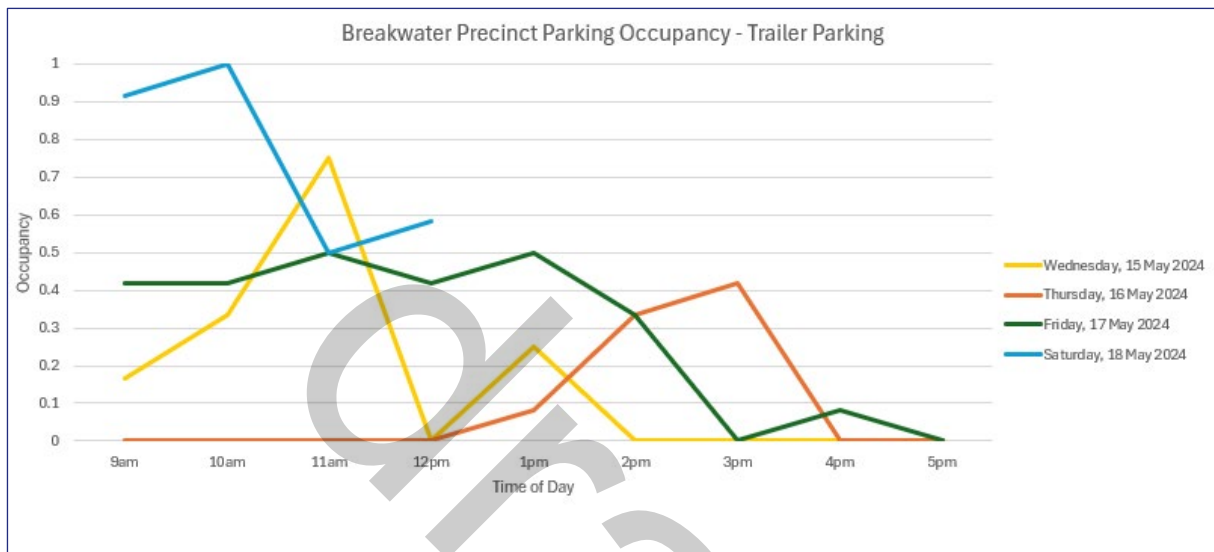


Figure 40: Parking Demand Profiles – Long-Bay (Trailer) Parking (Breakwater Precinct)

The above figure shows that the demand for long-bay (trailer) parking within the Breakwater Precinct was sporadic, and not consistent across different days of the week. Demand reached 100% at 10am on Saturday but fell to 50% at 11am. Meanwhile on Thursday morning there was no demand for long-bay parking till after midday. Notably, demand for boat trailer parking is heavily dependent on weather and conditions.

Within the Breakwater Precinct, parking demands are typically higher during the summer holiday period.

Figure 41 below shows a recent aerial view of the Breakwater Precinct, taken on Saturday 6 January at 10:35am. At that time, the car parking occupancy within all parking areas was high, and there was also high demand further along Viaduct Road to the north of the Breakwater Precinct at the Stingray Bay/Merri Bridge area, with marked car parking bays being highly occupied and overspill parking evident on the nature-strip as shown in Figure 42.

The January aerial image also shows 23 long vehicle bays indented for boat trailers being occupied by standard passenger vehicles without trailers, which suggests there may be a shortfall of standard bay parking in this precinct.





Figure 41: Breakwater Precinct Aerial View – Saturday 6 January 2024 at 10:35am (Source: nearmap.com)



Figure 42: Viaduct Road Aerial View – Saturday 6 January 2024 at 10:35am (Source: nearmap.com)

## 5.10. Spatial Data – Precinct 8 (Lake Pertobe)

Heat maps are provided below, showing the breakdown of parking occupancy across the Lake Pertobe Precinct study area during the weekday and Saturday peak hours, respectively.

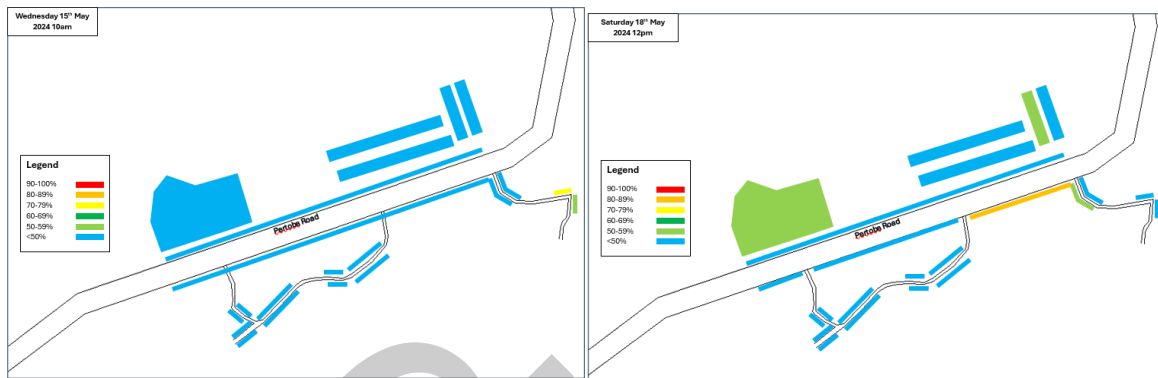


Figure 43: Parking Saturation Map - Weekday Peak

Figure 44: Parking Saturation Map - Saturday Peak

For the Lake Pertobe Precinct, the weekday peak occurred at 10am on Wednesday, at which time publicly available car parking in low demand across the precinct, with the demand being in proximity to the Warrnambool Surf Life Saving Club.

At the Saturday peak time (12noon), publicly available on-street car parking is in relatively higher demand compared to weekdays, with saturation levels above 80% on part of the south side of Pertobe Road in proximity to the public toilets. It is also identified that off-street car parking is generally in higher demand during weekends too.

It is noted that all parking areas in the Pertobe Precinct are in higher demand during the warmer summer months than on the survey days. On Saturday 18 May 2024 there was 1.4mm of rain in Warrnambool and the peak temperature reached 15.3 degrees.

The figure below shows the distribution of parking demand across the day within the Pertobe Precinct.

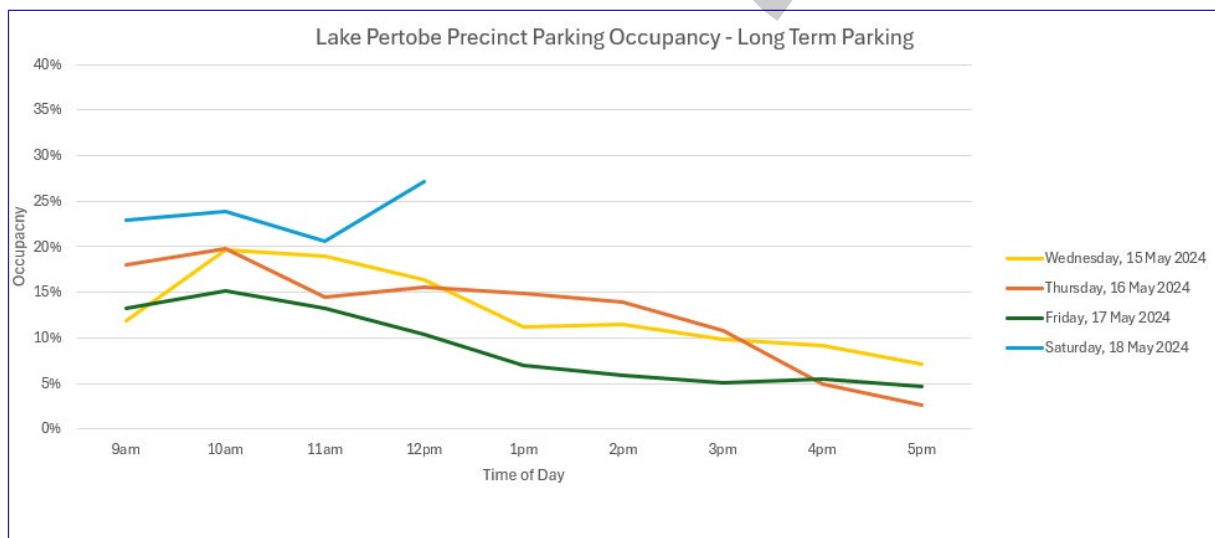


Figure 45: Parking Demand Profiles – Long-Term Parking (Pertobe Precinct)



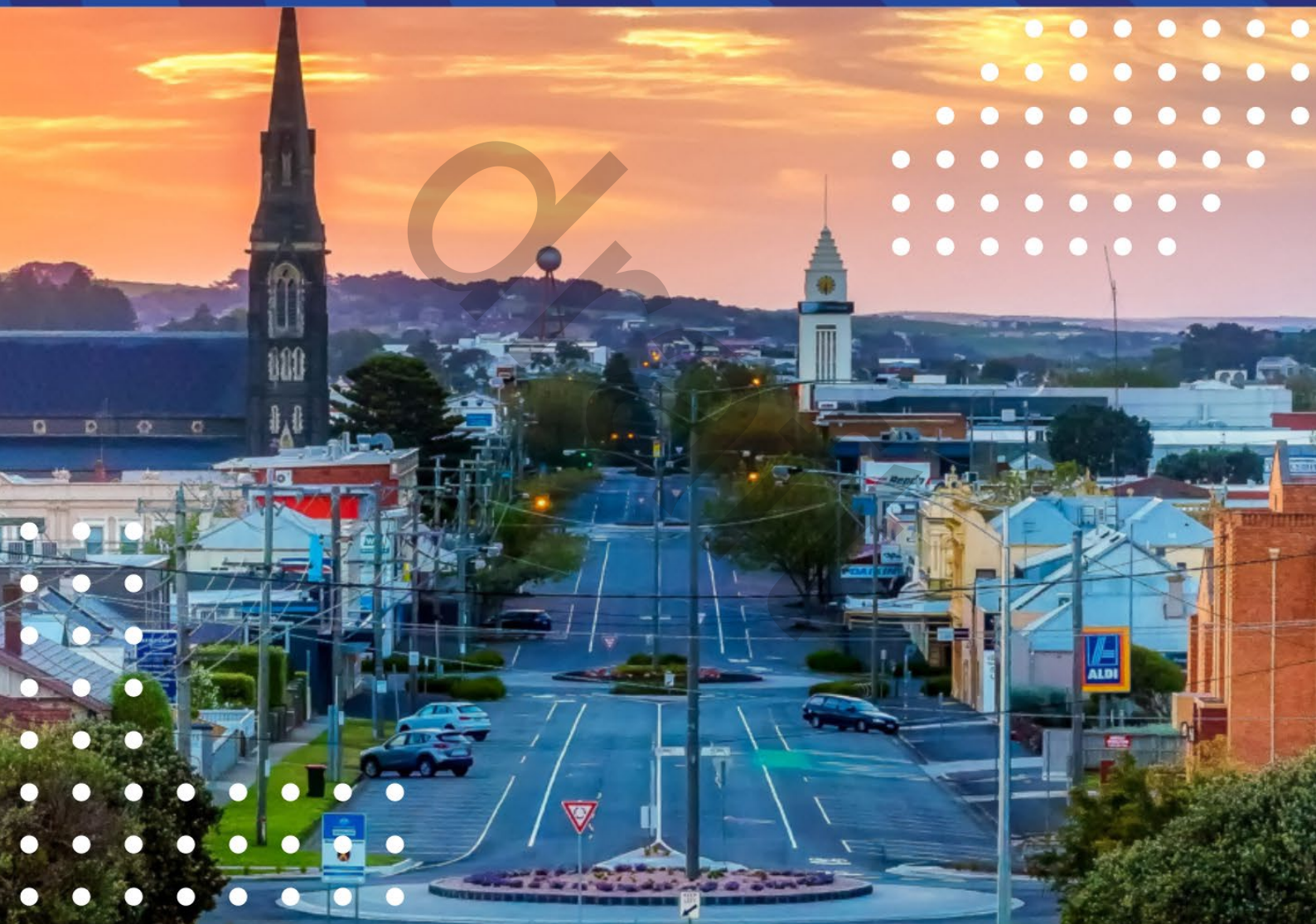
The above graph shows:

- car parking demands were below 30% overall within the precinct at all survey times,
- on weekdays, demands were higher in the morning than in the afternoon, and
- the recorded peak occurred at the end of the Saturday survey period at 12noon and it is possible that demands were higher on Saturday afternoon than in the morning.

The figure below shows a recent aerial view of part of the Lake Pertobe Precinct, taken on Saturday 6 January at 10:35am. At the time that the aerial image was captured, there was a carnival operating on the foreshore, and both on-street and off-street car parking areas were in high demand.



Figure 46: Lake Pertobe Precinct Aerial View – Saturday 6 January 2024 at 10:35am (Source: nearmap.com)



Consultation



WARRNAMBOOL  
CITY COUNCIL

**Traffix Group**



## 6. Consultation

The following summarises traffic issues identified through consultation with the local community.

### 6.1. Warrnambool Parking Questionnaire

In June – July 2024, Council conducted community consultation for the Warrnambool Parking Strategy through Council's Your Say website at:

<https://www.yoursaywarrnambool.com.au/have-your-say-parking-warrnambool>, which included a link to complete a questionnaire survey. The survey allowed residents to comment on how public car parking is used, satisfaction with existing availability and management of car parking and suggestions for improvements.

The survey asked 13 questions, with respondents providing detail around:

- why they visit each area,
- how often they visited each area,
- how long they typically stay in each area,
- how easy it is to find a car space,
- whether the current parking restrictions are appropriate,
- whether the current parking tariffs are appropriate, and
- whether parking signage is appropriate.

The survey also provided respondents with the opportunity to provide comments and suggestions in relation to the supply and management of car parking in Warrnambool.

A total of 79 survey responses were received, with the following sections providing a summary of the responses.

#### 6.1.1. Question 1, 2 & 3: Reason, Frequency & Duration of Parking

Questions 1, 2 and 3 asked respondents to detail their reason for visiting each precinct, how often they park in each precinct and how long they typically park in each precinct for.

Key observations from the responses to questions 1, 2 and 3 are:

- The CBD precinct is the most popular location, with 85% of survey respondents parking in the area at least once per week. 61% of parking in this area was from visitors/customers, and 63% of respondents indicated that they park for less than two (2) hours.
- The Industrial and Banyan precincts are the least popular locations, with 80% and 71% parking in the area less than once a week or never parking there.
- The Railway precinct has the greatest proportion of long-term parking, with 53% of survey respondents who park in the area doing so for longer than four (4) hours.

- The Industrial and Raglan precincts have the greatest proportion of short-term parking, with 69% and 61% of survey respondents who park in the area parking for less than an hour.
- The majority of respondents are visitors for each area, with the CBD having the greatest proportion of workers (25%) and Banyan having the highest proportion of residents (19%), when only considering people who park in each area.

A summary of the responses to these questions are provided at Table 5, Table 6 and Table 7, noting that these tables exclude 'Never' and 'N/A' responses.

Table 5: Question 1 Survey Responses

Precinct	Question 1: Which of the following best describes your reason for visiting the precinct?		
	Work	Resident	Visitor/Customer/Recreation
CBD	19 (24%)	10 (13%)	48 (61%)
Raglan	4 (5%)	6 (8%)	35 (47%)
Banyan	5 (7%)	7 (9%)	24 (32%)
Railway	8 (11%)	6 (8%)	41 (56%)
Hospital	4 (5%)	9 (12%)	53 (71%)
Industrial	6 (8%)	5 (7%)	23 (32%)
Breakwater	1 (1%)	8 (10%)	66 (85%)
Lake Pertobe	0 (0%)	7 (9%)	67 (87%)

Table 6: Question 2 Survey Responses

Precinct	Question 2: How often do you park in the following areas			
	Several times per week	Once or twice a week	Once or twice per month	Less than once a week
CBD	36 (47%)	29 (38%)	9 (12%)	3 (4%)
Raglan	5 (11%)	8 (17%)	20 (43%)	13 (28%)
Banyan	5 (12%)	4 (10%)	12 (29%)	21 (50%)
Railway	6 (10%)	4 (7%)	21 (36%)	27 (47%)
Hospital	10 (15%)	6 (9%)	15 (22%)	36 (54%)
Industrial	7 (17%)	1 (2%)	6 (15%)	27 (66%)

Precinct	Question 2: How often do you park in the following areas			
	Several times per week	Once or twice a week	Once or twice per month	Less than once a week
Breakwater	12 (17%)	21 (29%)	29 (40%)	10 (14%)
Lake Pertobe	10 (14%)	23 (32%)	24 (33%)	16 (22%)

Table 7: Question 3 Survey Responses

Precinct	Question 3: When you visit the areas, how long do you typically stay?			
	Less than 1 hour	1-2 Hours	2-4 Hours	More than 4 hours
CBD	16 (21%)	33 (43%)	9 (12%)	19 (25%)
Raglan	27 (61%)	11 (25%)	0 (0%)	6 (14%)
Banyan	15 (41%)	17 (46%)	1 (3%)	4 (11%)
Railway	16 (29%)	7 (13%)	3 (5%)	29 (53%)
Hospital	12 (19%)	31 (48%)	10 (16%)	11 (17%)
Industrial	25 (69%)	8 (22%)	0 (0%)	3 (8%)
Breakwater	14 (19%)	43 (60%)	12 (17%)	3 (4%)
Lake Pertobe	7 (10%)	49 (70%)	9 (13%)	5 (7%)

### 6.1.2. Question 4: Ease of Finding Parking

Question 4 asked respondents to detail how easy it is to find a car space within each precinct.

Key observations from the responses to question 4 are:

- The Hospital precinct is perceived to be the most difficult area to find a car space, with 69% of people who park there finding it very difficult to find a park, and an additional 19% finding it somewhat difficult.
- The CBD precinct is the second most difficult area to find a park, with 51% finding it at least somewhat difficult to find a convenient parking space.
- The Industrial, Breakwater and Lake Pertobe precinct all had over 80% of respondents who park there find it either very easy or somewhat each to find a convenient parking space.

The responses to Question 4 are provided at Table 8, noting that 'N/A' responses are not included.

Table 8: Question 4 Survey Responses

Precinct	Question 4: When you drive to the precincts, how easy is it to find a car space within a reasonable distance of your destination?			
	Very Easy	Somewhat Easy	Somewhat Difficult	Very Difficult
<b>CBD</b>	9 (12%)	28 (37%)	17 (22%)	22 (29%)
<b>Raglan</b>	15 (34%)	13 (30%)	14 (32%)	2 (5%)
<b>Banyan</b>	12 (29%)	17 (40%)	10 (24%)	3 (7%)
<b>Railway</b>	9 (16%)	22 (40%)	17 (31%)	7 (13%)
<b>Hospital</b>	1 (2%)	7 (11%)	12 (19%)	44 (69%)
<b>Industrial</b>	19 (50%)	14 (37%)	5 (13%)	0 (0%)
<b>Breakwater</b>	31 (43%)	31 (43%)	10 (14%)	0 (0%)
<b>Lake Pertobe</b>	24 (33%)	35 (48%)	13 (18%)	1 (1%)

### 6.1.3. Question 5 & 6: Adequacy of Parking Time Limits

Question 5 and 6 ask respondents whether the existing parking restrictions are appropriate, with the option to provide feedback on whether restrictions should be longer or shorter in any specific locations.

The Hospital Precinct had the highest percentage of people dissatisfied with the parking time limits, with 54% believing that the existing restrictions are not appropriate. The majority of people are satisfied with the existing restrictions for the other seven (7) precincts.

A total of 45 open-ended responses were received for question 6.

Responses to Questions 5 and 6 are summarised at Table 9 and Table 10.

Table 9: Question 5 Survey Responses

Precinct	Question 5: Are the current parking restrictions appropriate to meet your needs?	
	Yes	No
<b>CBD</b>	48 (62%)	30 (38%)
<b>Raglan</b>	51 (77%)	15 (23%)
<b>Banyan</b>	46 (74%)	16 (26%)
<b>Railway</b>	46 (73%)	17 (27%)



Precinct	Question 5: Are the current parking restrictions appropriate to meet your needs?	
	Yes	No
Hospital	32 (46%)	37 (54%)
Industrial	50 (82%)	11 (18%)
Breakwater	68 (92%)	6 (8%)
Lake Pertobe	65 (89%)	8 (11%)

Table 10: Question 6 Survey Responses

Precinct	Summary of Question 6 Responses
<b>CBD (12 responses)</b>	<ul style="list-style-type: none"> <li>One (1) request for longer time limits on Liebig Street,</li> <li>Two (2) requests for additional short-term limits at the library to facilitate pick-up/drop-off of books,</li> <li>Five (5) requests for longer time limits / all day parking,</li> <li>Two (2) requests for 2P parking within the CBD,</li> <li>One (1) request for free parking to be lengthened to 90 minutes.</li> </ul>
<b>Raglan</b>	<i>No precinct specific comments</i>
<b>Banyan (1 response)</b>	<ul style="list-style-type: none"> <li>One (1) statement that time limits are not required.</li> </ul>
<b>Railway (1 response)</b>	<ul style="list-style-type: none"> <li>One (1) request for more short-term parking at the railway station to allow for pick-ups/drop-offs.</li> </ul>
<b>Hospital (16 responses)</b>	<ul style="list-style-type: none"> <li>One (1) statement that time limits are not required,</li> <li>13 requests for longer time limits and/or all-day parking for staff and visitors,</li> <li>Four (4) responses that it is difficult to find parking close to the hospital.</li> </ul>
<b>Industrial (1 response)</b>	<ul style="list-style-type: none"> <li>One (1) statement that time limits are not required.</li> </ul>
<b>Breakwater</b>	<i>No precinct specific comments</i>
<b>General (No Specific Precinct)</b>	<ul style="list-style-type: none"> <li>One (1) suggestion to have consistent restrictions on both sides of roads,</li> <li>One (1) request for 2P to be the minimum time limit,</li> </ul>

Precinct	Summary of Question 6 Responses
	<ul style="list-style-type: none"> <li>Seven (7) responses requesting longer restrictions but not specifying an area,</li> <li>One (1) request for longer time limits for disabled spaces,</li> <li>One (1) request for additional free parking in “less busy areas”,</li> <li>One (1) request for longer time limits on Raglan Parade,</li> <li>One (1) request for a variety of time limits.</li> </ul>

#### 6.1.4. Question 7, 8, 9 & 10: Paid Car Parking

Questions 7, 8 & 9 asked respondents to provide their opinions on paid parking in Warrnambool, with background information provided to inform of the current fees and the purpose of paid parking. Question 8 provided an opportunity for respondents to comment on the parking rates, with 34 responses received.

The responses to these questions are summarised below:

Table 11: Question 7 Survey Responses

Precinct	Question 7: Do you believe that the current parking tariffs are:		
	Too Low	About Right	Too High
All Areas	4 (5%)	43 (56%)	30 (39%)

Question 8 states: If you thought the parking fees were too high or too low, please tell us why.

Given people who believe the current charges are ‘about right’ were not requested to provide a response, the majority of responses were of the view that the charges are too high.

Responses principally detail people’s views that parking is too expensive and/or that all parking should be free, while four (4) of the 34 written responses were of the view that parking is too cheap.

Multiple responses were of the view that:

- They choose not to shop in the CBD, or reduce their duration of stay due to paid parking.
- The daily charge is appropriate, but the hourly fee is too high.

Table 12: Question 9 Survey Responses

Precinct	Question 9: Do you believe that the paid parking reduces the attractiveness of the CBD to visitors?	
	Yes	No
All Areas	53 (68%)	25 (32%)

Table 13: Question 10 Survey Responses

Precinct	Question 10: Do you believe the hour of free parking in selected CDB car park helps draw people to the city centre?	
	Yes	No
All Areas	56 (72%)	22 (28%)

#### 6.1.5. Question 11 & 12: Car Parking Signage

Questions 11 and 12 asked respondents to provide their opinions on the current provision of car parking signage. Question 12 provided an opportunity for respondents to comment on what changes people would suggest, with 25 responses received.

The responses to these questions are summarised below:

Table 14: Question 11 Survey Responses

Precinct	Q11: Do you feel that the current information signage in relation to car parking is appropriate and sufficient?	
	Yes	No
All Areas	42 (55%)	35 (45%)

Question 12 states: If you answered “No” to Q11, please indicate what changes to signage should occur. Please also specify the location/s where you feel signage should be changed/improved.

A summary of the responses to Question 12 is provided below, noting that some responses pertained to changing parking restrictions/charges. These comments were covered by questions 6 and 9 and are not included in this section.

- Requests for more signage in the following locations:
  - On the northern side of Liebig Street.
  - Within the Ozone car park.
  - Three (3) responses saying that signs are generally spaced too far apart.

- Four (4) requests for additional clarity around the one-hour free parking, with responses saying people don't realise that they are required to enter their registration details to obtain the free hour.
- Responses indicating that signage is unclear in the following locations:
  - Parker car park.
  - Coles car park.
  - Ozone car park.
  - Within free parking areas/free first hour areas (5 responses).
- Comments pertaining to CelloPark, including:
  - People commenting that the app works well.
  - People saying they have difficulty locating particular car parks in the app, with requests for signage to have reference to the app.
- Two (2) responses requesting additional directional signage to off-street car parks.

#### 6.1.6. Question 13: General Feedback / Recommendations

Question 13 asked respondents to provide any further questions or feedback about car parking in any of the parking precincts, with 37 written responses received.

Four (4) of the eight (8) precincts included within the study had specific comments, while many comments were of a general nature. A summary of the responses to Question 13 is provided below:

Table 15: Question 13 Survey Summary

Precinct / Issue	Feedback / Questions
Precinct Specific Comments	
<b>CBD</b>	<ul style="list-style-type: none"> <li>• Request for free car parking/shuttle bus for CBD employees away from the CBD to free up parking for shoppers.</li> <li>• Requests for cheaper/free all-day parking.</li> <li>• Request for annual permit parking for CBD employees.</li> <li>• Requests for more very short-term restrictions in CBD near key locations, including bank and chemist</li> </ul>
<b>Hospital</b>	<ul style="list-style-type: none"> <li>• Request for parking meters at the hospital.</li> <li>• Two (2) requests for patient parking at the hospital to be addressed.</li> <li>• Request for increased parking supply in the vicinity of the hospital.</li> <li>• Comment around lack of resident parking availability.</li> </ul>
<b>Breakwater</b>	<ul style="list-style-type: none"> <li>• Two (2) requests for parking to remain free.</li> </ul>

Precinct / Issue	Feedback / Questions
	<ul style="list-style-type: none"> <li>One (1) request for directional linemarking within the car park.</li> </ul>
<b>Pertobe</b>	<ul style="list-style-type: none"> <li>Two (2) requests for parking to remain free.</li> </ul>
<b>Cannon Hill (outside scope)</b>	<ul style="list-style-type: none"> <li>Request for 2P and free all-day parking.</li> </ul>
General Feedback / Questions	
<b>Paid Car Parking</b>	<ul style="list-style-type: none"> <li>Requests for more car parking meters.</li> <li>Requests for free parking to encourage shopping locally.</li> <li>Request for the daily parking fee to be increased.</li> <li>Requests for the hourly parking fee to be reduced.</li> </ul>
<b>Free Parking</b>	<ul style="list-style-type: none"> <li>Comments that the free parking signage is confusing.</li> <li>Requests for green line marking to be repainted.</li> </ul>
<b>Parking App</b>	<ul style="list-style-type: none"> <li>Request for EasyPark App to be implemented.</li> <li>Comment that the CelloPark app works well.</li> <li>Comment that the CelloPark location function doesn't always work and requires the location to be inputted manually.</li> </ul>
<b>Enforcement</b>	<ul style="list-style-type: none"> <li>Request for continued enforcement of parking restrictions, especially of disabled parking.</li> <li>Request for enforcement of illegal parking at the Lighthouse Theatre.</li> </ul>
<b>Public Transport</b>	<ul style="list-style-type: none"> <li>Request for additional bus services to reduce reliance on car parking.</li> </ul>

## 6.2. Community Consultation Summary

In view of the questionnaire results discussed above, the key issues identified by the community are principally related to the CBD and Hospital precincts.

Comments regarding the Hospital Precinct principally related to difficulty finding suitable car parking within close proximity of the hospital, while CBD comments were largely in relation to parking charges and the supply of long-term/all day parking, with the majority (68%) of the community of the view that paid parking reduces the attractiveness of visiting the CBD.



### 6.3. Stakeholder Feedback

The following key stakeholders were invited to provide feedback in relation to car parking:

- South West Healthcare
- Economic Development Advisory Committee
- South West TAFE
- Warrnambool Railway Station (V/Line)
- Shopping Centre representatives (Warrnambool Shopping Centre Management, Coles, Woolworths, Aldi, IGA carpark management)
- Community Services (Library, Art Gallery, Police)
- Business representatives (RSL, Warrnambool Bowls Club, Midfield Meats)

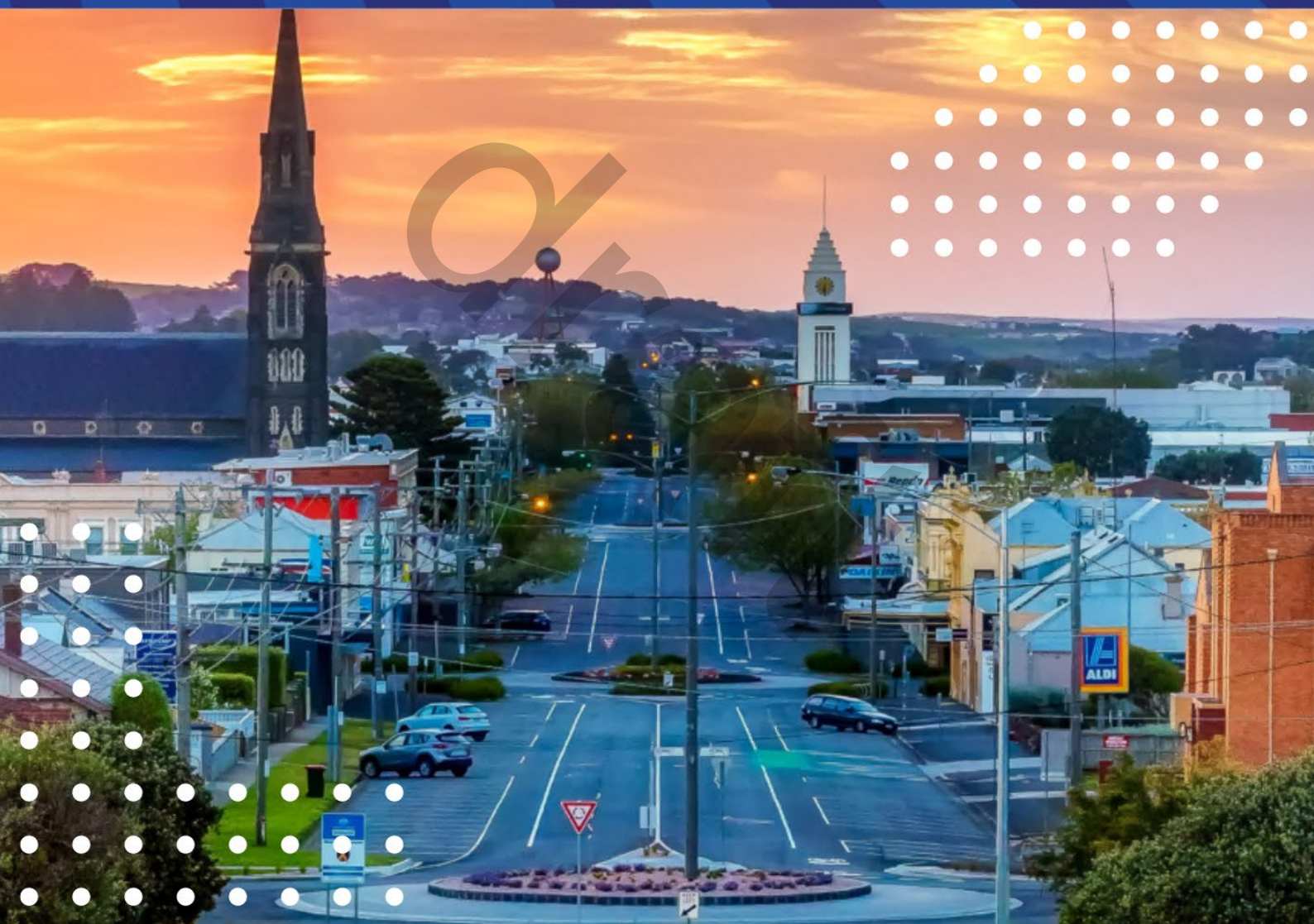
The feedback received from stakeholders is summarised in the table below.

Table 16; Stakeholder Feedback

Stakeholder	Feedback
RSL	<p>Lack of parking around the RSL (16 spaces beside Cannon Hill and approx. 6 spaces downstairs at the Welfare Hub).</p> <p>During the day all other parks, Cannon Hill and opposite the RSL are taken up by TAFE students and staff and WCC staff. Request some 2hr spaces to free-up the spaces for RSL.</p> <p>Request more parking up along Cannon Hill if possible.</p> <p>Notes a member has been allowing staff to park on a privately owned spare block in Merri Street, otherwise RSL staff would struggle to find parking.</p>
V/Line	<p>Not enough parking around the hospital, TAFE and railway station areas. Appears to be TAFE and hospital staff/visitors using the street parking and the carpark adjacent to the railway station.</p> <p>Travellers have missed their train due to not being able to find a carpark and staff arriving late to work for the same reason.</p> <p>Travellers have requested to book a parking space so that they can ensure one is available when they travel (not currently an option).</p> <p>Note potential issues around use of the Cello App for older drivers.</p> <p>Current parking fees are appropriate/not excessive.</p> <p>Parking bays in the main street have no bollards/wheel stops, some cars are driving too far into spaces/using the kerb as a wheel stop/connecting with street furniture.</p>
Warrnambool Shopping Centre Management	<p>Feedback from customers and tenants – don't want to pay for parking at all.</p>

Stakeholder	Feedback
Economic Development Advisory Committee Member 1	<p>Respondent owns a business in the industrial estate.</p> <p>Concern around safety due to vehicles parking on nature strips restricting lines of sight to oncoming traffic for those exiting (e.g. at 15 Dickson Street).</p> <p>Safety concern noted at Dickson Street/Albert Street intersection as an example.</p> <p>Proximity of parked cars to driveways causes issues for larger vehicles.</p> <p>Many businesses are using the nature strip/space in front of their business for parking, storing equipment, etc.</p> <p>Recognises parking on nature strips is against the law, but not requesting punitive approach, prefers other treatments to control parking at problem areas, such as bollards or marked parking bays.</p> <p>Concern re: granting of parking waivers for permit applications and the implications for surrounding businesses.</p> <p>Parking around the new SWH facility is tight and there is congestion at times.</p> <p>The increase in traffic around pop-up coffee and food vans would benefit from a review. Questions whether these are permitted under the planning scheme, noting that they have an impact which should be considered and if necessary, controlled.</p> <p>Respondent resides in the Hospital Precinct.</p> <p>Notes that the streets are more congested than Warrnambool residents are used to.</p> <p>Safety concern re: Lava Street in proximity to the Hilder Street intersection, requires prompt attention. Suggests parking restricted to one side of the road with marked bays, allowing for a proper view of on-coming traffic.</p> <p>Within the CBD, notes a retail with a multideck carpark would be good, but in the meantime strategies which encourage people to park a little further out and walk a couple of blocks.</p> <p>Supports a creative approach to encourage increased public transport use, development of safe cycling routes and encourage walking (i.e. less cars to reduce the parking issues).</p> <p>Shuttle arrangements at peak times for workers from Albert Park, Friendlies, Foreshore.</p> <p>Questioned why parking is prohibited behind the kiosk at the foreshore?</p> <p>Noted Shipwreck Bay (off-season) is a vastly underutilised space which could be considered for park and ride.</p> <p>No issues with the parking fees, concept of parking being more expensive closer to the town centre, free parking further out, and first hour free makes sense from the trader's perspective.</p> <p>Re: signage – continuing to push the message that free parking is available further out to impact on behaviours.</p>

Stakeholder	Feedback
Economic Development Advisory Committee Member 2	<p>Zone 1 CBD:</p> <ul style="list-style-type: none"> <li>- \$2 an hour parking fee is too high given there is \$4 all day parking</li> <li>- \$4 all day parking is okay, but concerned if it increased further it would impact on staff working in the CBD</li> </ul> <p>Zone 5 Hospital:</p> <ul style="list-style-type: none"> <li>- Inadequate supply of parking – difficult to find a parking space for appointments at the community health building (Koroit Street and part of the hospital)</li> <li>- Streets are congested with parking – more staff and visitor parking required.</li> </ul>
SW TAFE	<p>Critical shortage of parking for staff and students, particularly due to the construction of the new library on the TAFE site being so popular.</p> <p>Existing time restrictions are generally appropriate along Kepler, Timor, Gilles, Artillery Crescent and Merri Street.</p> <p>Current parking fees are appropriate.</p>



## Parking Tariffs



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## 7. Parking Tariffs

There is a mixed public perception surrounding pay parking in Warrnambool, with some residents and traders raising concerns such as reduced attractiveness of the CBD for visitors, loss of trade and impacts to business.

Despite this perception, areas of the CBD where pay parking applies are in high demand.

Notably, pay parking can result in increased turnover of parking spaces and increase enforcement efficiencies, resulting in improved trade for businesses. It can also assist in increasing the attractiveness of sustainable transport options such as walking and cycling, reducing traffic congestion in the heart of the city centre and improving the overall amenity.

In response to traders concerns regarding impacts to businesses post-COVID, Council recently introduced free one-hour parking in some parts of the city centre as a stimulus measure to assist businesses with the post-COVID recovery.

Free one-hour parking is available in the 2P bays within Parkers Car Park, Ozone Car Park and in the privately owned Coles-Younger Car Park and there is new signage and line-marking to help identify the free parking bays.

Council has a "pay-by-plate" parking system so motorists must enter their registration plate details into either the parking meters or via the Cellopark app. Users are required to enter their registration plate details even if they are planning to stay only for the free hour, so that enforcement officers are able to accurately determine how long a vehicle has been parked in the space.

The current parking fees which apply in the Warrnambool CBD are \$2 per hour and \$4 all day.

A number of responses from the community consultation felt that the current parking fees are too high. Some respondents thought all parking should be free, while others thought that \$4 all-day parking is reasonable but that in comparison, \$2 per hour is too high.

There are many regional town centres which have pay parking, and accordingly a comparison of the current tariffs has been made in the table below.

Table 17: Car Parking Tariff Comparison

Location		Parking Tariffs
Warrnambool	Cellopark App	\$2 per hour, \$4 all-day Free first hour in some off-street 2P locations.
Horsham	Blinkay App	First 30 minutes free, \$1.50 per hour thereafter.
Hamilton	PayMyPark App	First 2 hours free, \$6 per hour thereafter (up to four hours).
Ballarat	Cellopark App	First hour free, \$3 per hour after Capped at \$6,50 per day in off-street carparks, \$22.50 if staying all day in on-street spaces.

Location		Parking Tariffs
Bendigo	PayStay App	\$2.20 per hour, \$7.90 all-day (except Hargreaves Street Municipal Carpark which is \$9.50 all-day).
Shepparton	PayStay App	\$1.50 per hour
Geelong	EasyPark App	Fees vary by location. Some \$7.20 all-day, some \$7.20 per 3-hour period, Some \$3.60 per hour and \$15 all-day.
Wangaratta	EasyPark App	\$1.10 per hour

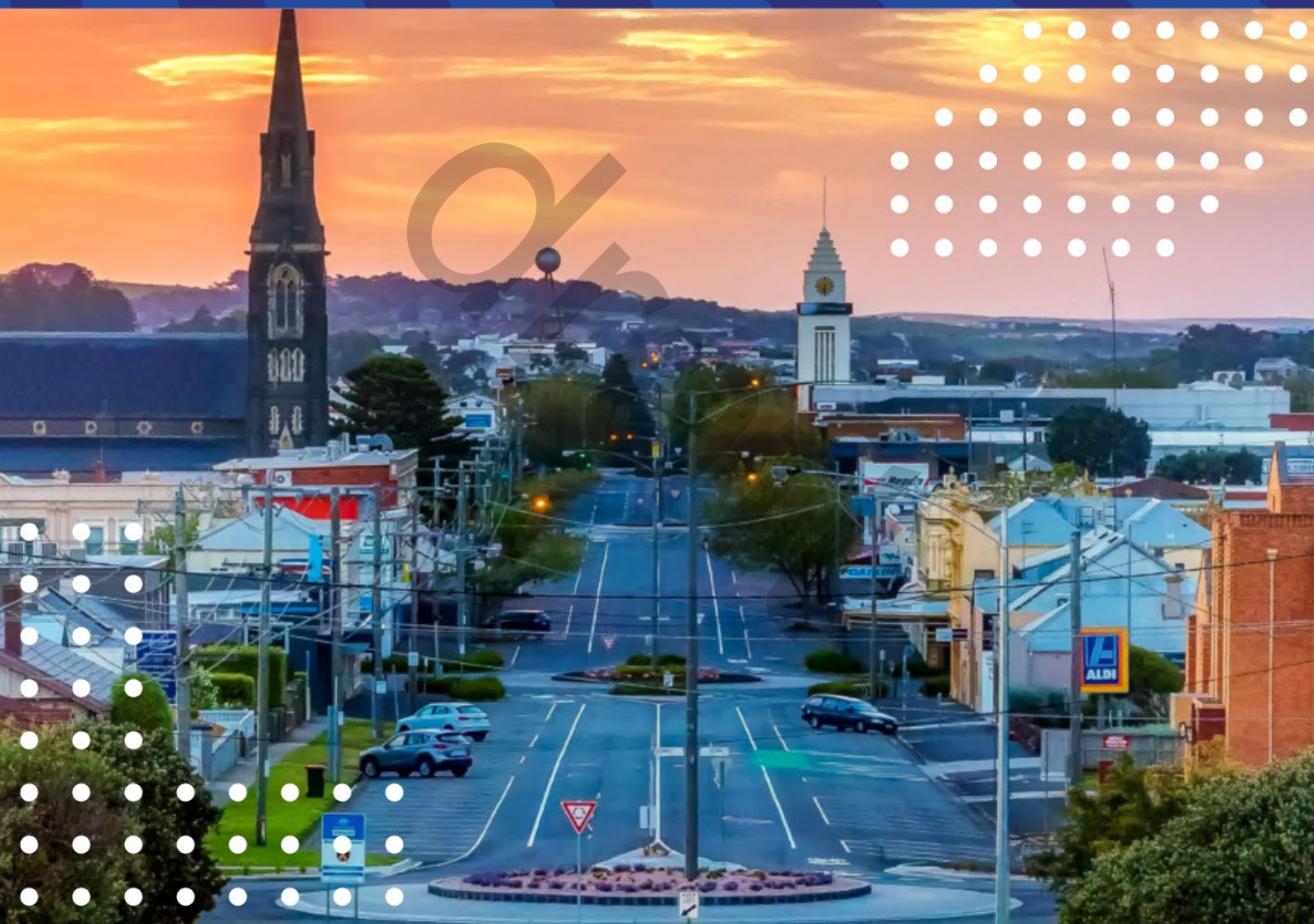
The nearby regional towns of Colac, Portland and Mount Gambier all have free parking within their CBD's. It is noted that the population of each of those towns is less than in Warrnambool.

The current "per hour" charge in Warrnambool is lower than in Hamilton, Ballarat, Bendigo and Geelong, and higher than in Horsham, Shepparton and Wangaratta.

The current "daily" charge in Warrnambool is lower than in other areas that have a daily cap.

It is noted that the current all-day parking fee is also lower than the cost of a bus fare, and accordingly the all-day fare is unlikely to encourage mode-shift for staff and students who stay in the CBD all-day.

Within the Hospital Precinct, on-street car parking is currently free, while off-street parking is paid. The South West Healthcare website advertises that there are 300 free on-street car parking spaces in the area, and includes a map showing visitors where to find on-street parking. Additionally, the off-street South West Healthcare carpark charges are higher than Council's all-day parking rates at \$6 for up to 4-hours and \$8 for 4-24 hours.



## Key Findings



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## 8. Key Findings

The key findings are summarised below.

### PRECINCT 1 – CBD

- Car parking is in high demand in the inner retail core, as well as within the free all-day parking areas along Merri Street and the southern end of Henna Street.
- There is a higher demand for paid 1P and 2P on-street parking than free 1P and 2P spaces, suggesting that at the current price point, visitors are willing to pay for the convenience of parking closer to their destination.
- Car parking is generally available within two blocks of any given area.
- There is a very high demand (93% occupancy) for on-street unrestricted parking.
- The TAFE generates a significant demand for all-day parking for students and staff, and these vehicles are seeking out free all-day parking, competing with railway commuters and other uses on the southern boundary of the CBD precinct such as the RSL.
- Overall, car parking demand has fallen compared to pre-COVID levels, and the overall quantum of parking in the CBD is generally sufficient to meet the current demands.
- The one-hour free parking has been generally well received and provides a good balance between the competing interests.
- There is some community sentiment that hourly parking fees are too high and/or that parking should be free.
- The current “hourly” car parking fee is lower than Ballarat and Geelong, consistent with Bendigo, and higher than Shepparton and Wangaratta.
- The “all-day” car parking fee is lower than in other regional Victorian townships. The all-day fee of \$4 is generally acceptable to existing users. The fee is not high enough to discourage all-day parking in the CBD by staff, although it appears that commuters and TAFE students are seeking out free alternative all-day parking. The fee (and the distribution of where paid and free all-day parking is provided) needs to balance Council’s objectives with regard to parking provision<sup>1</sup>, i.e. whether the goal is to meet the current demands or to reduce all-day parking demand and encourage mode shift. An increase in the fee may free-up additional parking spaces within the CBD for short-term visitors, however given the current uptake of sustainable transport, it is likely that the demand would just shift to the periphery of the CBD with staff continuing to drive. Notably, in the 2021 ABS Census, 0.6% of Warrnambool residents travelled to work by public transport compared to 1.0% of regional Victorian residents and 4.3% of Victorian residents overall.
- Feedback from CBD staff includes requests for cheaper/free all-day parking, free shuttle bus for CBD staff to allow parking further from the CBD and free-up CBD parking for shoppers, and annual parking permit scheme for CBD employees. It is noted that these

<sup>1</sup> The 2015 Parking Strategy goals included improving parking convenience, availability and accessibility for short-term parkers, while increasing park and walk behaviours and encouraging sustainable transport alternatives for long-term parkers.



suggestions encourage a status quo (high reliance on driving for staff and students) and reduce the comparative attractiveness of mode shift (free parking versus paying for public transport for example). Additionally, there would be a cost to Council to implement a shuttle service. If users of the service don't pay, ratepayers as a whole would be subsidising this service for CBD staff and TAFE students. If it were to be a user-pays model, it is highly likely that the service would not be used as staff and students are seeking out the free or low-cost all-day parking.

- There is a relatively high demand for disabled parking spaces within the CBD. Community feedback included a request for more enforcement of disabled parking spaces suggesting that that may sometimes be occupied by ineligible drivers. One respondent requested increased time limits for disabled parking spaces. Within the CBD there are 1884 publicly available on-street spaces (excluding taxi, permit, loading) of which 37 are disabled spaces, corresponding to a provision of 1 disabled space per 51 car spaces. The National Construction Code (NCC) specifies a rate of 1 disabled parking space per 50 spaces (or part thereof) for Class 6 buildings, being shops, restaurants and cafes. The current disabled parking provision is generally consistent with the NCC. However it is noted that there is a higher proportion of residents aged 65 and over in Warrnambool (21.2%) compared with Victoria overall (16.8%) based on the most recent ABS Census data, and accordingly there is a reasonable likelihood that the disabled parking demand is higher in Warrnambool.
- There were requests for more very short-term parking restrictions in the CBD near key locations such as the post office, bank and chemist.

#### PRECINCT 2 – RAGLAN

- There is generally good parking availability in the Raglan Precinct overall.
- There is a high demand for parking in Kepler Street and the southern end of Spence Street surrounding the James Swan Reserve.
- There is localised high demand for parking in proximity to Warrnambool Primary School primarily at school pick-up time.
- Princes Highway/Raglan Parade has a wide (60m) reservation with a wide central median, and serves as a physical barrier preventing overspill CBD parking.
- There were no comments from the community or stakeholder feedback relating specifically to the Raglan Precinct.

#### PRECINCT 3 – BANYAN

- There is generally good parking availability in the Banyan Precinct.
- The Flagstaff Hill carpark is an underutilised resource and is only 600m walking distance from SW Tafe.
- One survey respondent indicated that time limits were not required in the Banyan Precinct.



#### PRECINCT 4 – RAILWAY

- The railway carpark is at capacity and the lack of available parking close to the railway station is impacting on commuters and staff.
- The TAFE is located close to the railway station, and there is anecdotal evidence that there is inadequate parking available for TAFE staff and students and that some are parking in spaces intended for railway commuters.
- The RSL is located close to the TAFE and railway station and relies on off-site parking to meet some of its needs. Many RSL visitors are in older age-groups and are less able to walk longer distances to find car parking.

#### PRECINCT 5 – HOSPITAL

- There is very high demand for free on-street parking in the Hospital Precinct, with peak parking at saturation levels on weekdays in many of the streets surrounding the hospital.
- The hospital sees out-patients for appointments, and hospital visitors have expressed that the 2P time restrictions are inadequate, given the uncertainty of wait times for appointments.
- There is a lack of parking available within the precinct for residents and their visitors.
- There are a number of private carparks which serve the hospital and associated uses which were not picked up in the survey of public car parking. A review of the traffic report submitted with the Warrnambool Base Hospital Stage 1 Redevelopment (onemildgrid August 2022) indicated an off-street parking supply of 375 spaces, many of which are signed for use by staff or patients only. The off-street private carparks were found to be 81% occupied between 11am and 3pm.
- Some of the parking demand in proximity to the hospital at the time of the parking occupancy surveys may have been due to construction vehicles. Construction is continuing and is currently expected to be completed in 2027. Future parking is to be provided at the showgrounds for hospital staff (with a shuttle service) which may reduce the parking issues in the Hospital Precinct in the future.

#### PRECINCT 6 – INDUSTRIAL

- While the industrial precinct was found to have low on-street occupancy, there is a significant level of parking occurring on nature-strips in some areas which is not reflected in the parking occupancy survey results.
- Parking on nature-strips prevents vehicles from parking on-street (as it would block access for vehicles on the nature-strip), has the potential to damage assets within the nature-strips such as drainage infrastructure, and in many cases can also obstruct visibility for vehicles exiting driveways and make it difficult for larger vehicles to access driveways.

- Parking on nature-strips is illegal. Stakeholders do not support punitive approach, prefer other treatments to control parking at problem areas.
- The existing industrial streets are typically 9m – 10m wide, which falls short of the Infrastructure Design Manual (IDM)<sup>2</sup> requirements for 12.5m wide industrial street with parking on the carriageway (both sides). Within industrial areas, 2.6m wide parking bays are preferred for on-street kerbside parallel parking (due to the need to accommodate trucks as well as cars) with 3.5m wide traffic lanes to allow sufficient space for larger vehicles to turn into properties. The industrial roads are generally sufficient to provide two 3.5m wide traffic lanes and kerbside parallel parking on one side only.

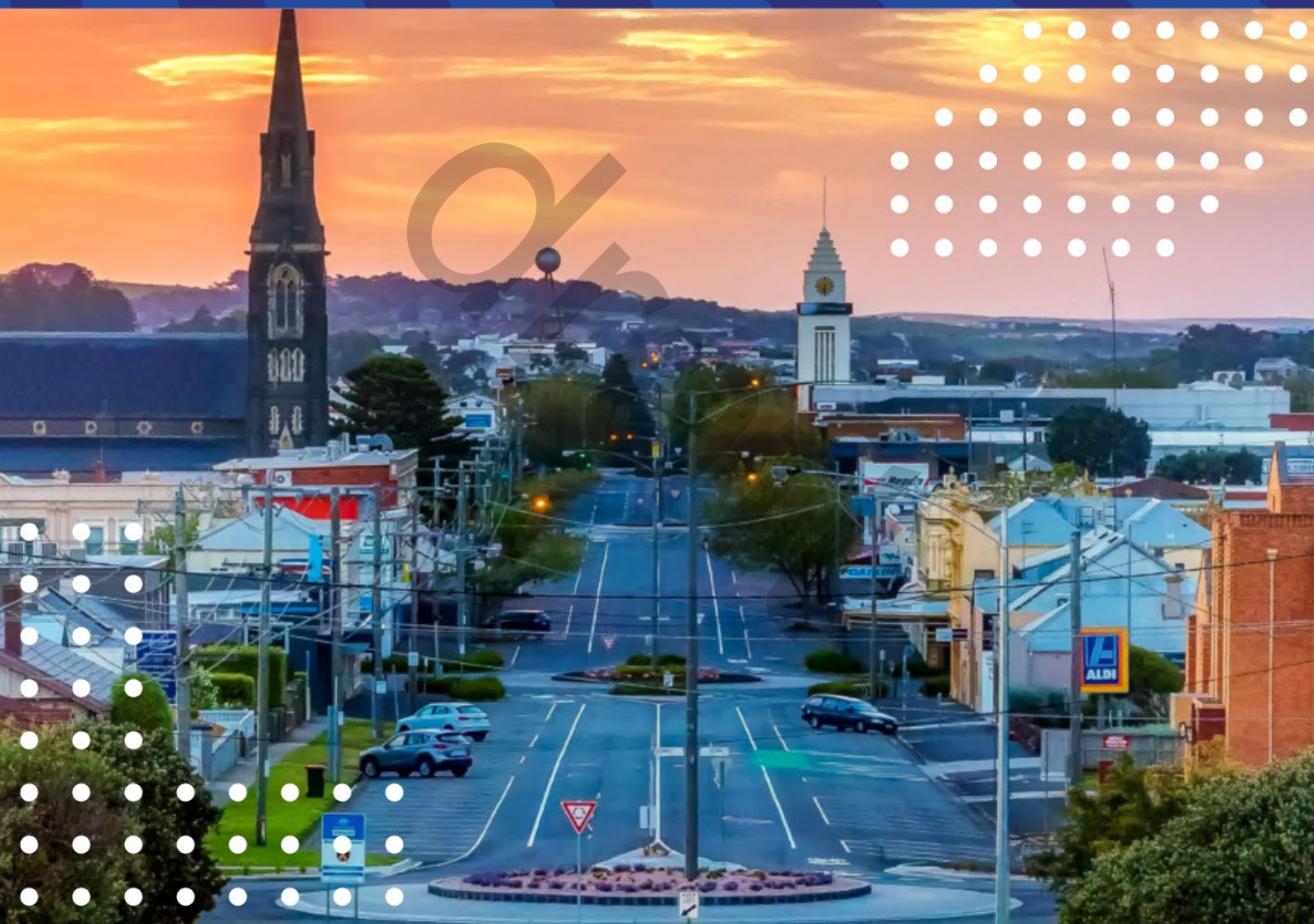
#### PRECINCT 7 – BREAKWATER

- At the time that parking occupancy surveys were undertaken (late Autum), there was adequate parking available in the Breakwater precinct.
- A review of aerial photography indicates that parking demand is high at peak tourist times, and that there are standard passenger cars (without trailers) parking within the long-bay spaces indented for boat trailers.
- The community consultation feedback included two requests for parking to remain free within the Breakwater Precinct and one request for additional directional line-marking.

#### PRECINCT 8 – PERTOBE

- At the time that parking occupancy surveys were undertaken (late Autum), car parking demands within the Pertobe Precinct were very low on weekdays and low on the weekend.
- A review of aerial photography indicates that parking demand is high at peak tourist times, which generally coincide with school holiday periods in the warmer months.
- The TAFE terms coincide with school terms and the TAFE generates low parking demands during the school holidays when peak tourist parking demands are high within the Pertobe Precinct. Accordingly, the public car parking areas in the Pertobe Precinct may be suited to a park and ride shuttle service.
- The community consultation feedback included a request for parking to remain free within the Pertobe Precinct.

<sup>2</sup> The Infrastructure Design Manual (IDM) produced and maintained by the Local Government Infrastructure Design Association was adopted by Warrnambool City Council in 2015. It can be found at [designmanual.com.au](http://designmanual.com.au), and the latest version is 5.40 released on 1 September 2022.



## Recommendations



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## 9. Recommendations

The key recommendations are outlined below.

- Parking detection sensors are increasingly being introduced by Councils across Victoria for a number of reasons, including:
  - increasing compliance with parking restrictions and encouraging drivers to comply with regulations,
  - maximising human resources in relation to monitoring and enforcement of car parking restrictions,
  - increasing turnover, fairness and availability of parking, and
  - improving information in relation to the availability of car parking resources (potential for real-time availability, monitoring of trends, etc).

It is recommended that Council consider the installation of car parking detection sensors within the most popular areas of the CBD.

- Increase time limit to 2P (min) on all disabled spaces within the CBD.
- Review the quantity and location of on-street disabled parking spaces within the CBD. Aim to increase the provision ratio of disabled spaces to 1 in 40 on-street spaces, having regard to the demographics of Warrnambool.
- Provide P-15minute spaces in the CBD near key locations such as the post office, banks and chemists.
- Consider increasing the all-day parking fees in the CBD on weekdays to free up spaces for visitors and encourage CBD staff to park further away and walk or swap to sustainable transport modes.
- Investigate the potential to introduce additional 90-degree parking on the north side of Artillery Crescent and advertise this area as overflow parking for the railway station.
- Investigate the potential to introduce centre-of-road parking at the northern end of the CBD (free all-day parking) within the wide centre median of Raglan Parade.
- Consider introducing all-day parking fees in Merri Street in conjunction with a free park-and-ride shuttle service (from Pertobe Precinct parking and/or Flagstaff Hill, and perhaps also the northern end of the CBD if Raglan Parade centre-of-road parking is introduced), to free up commuter parking for commuters and encourage TAFE students to use the free shuttle service. The recommended higher all-day parking fees within the CBD could partially fund a free shuttle service. The shuttle service should also match the train timetable and commuters should be made aware of the service.
- Within the hospital precinct, it is recommended that a number of measures be introduced to distribute the limited resources fairly whilst ensuring spaces are available close to the hospital for those who need them most:



- Provide 3P time limits in all current 2P timed spaces and introduce additional 3P within unrestricted areas which are currently experiencing peak occupancy levels above 80%.
- Undertake consultation (by letter drop) within residential streets within the hospital precinct where current peak parking demands exceed 70% to determine whether there is a need for some permit parking areas to facilitate on-street availability of parking for residents and their visitors.
- Consider introducing pay parking for the on-street parking bays closest to the hospital so that on-street parking close to the hospital is available (for a fee) for those that need it most.
- Existing nature-strips on Timor Street and Ryot Street are very wide. Consider introducing 90-degree parking to maximise the provision of spaces in close proximity to the hospital.
- Introduce some 2P spaces on Artillery Crescent opposite the RSL to increase the parking availability close to this land use for visitors.
- Line-mark on-street parking bays in problem areas in the industrial precinct to discourage nature-strip parking and shift demands to the on-street. Where streets are less than 12.2m wide, line-mark parking bays (or hockey-stick line-marking 1m from edges of driveways) on one side and introduce “no stopping” restrictions on the opposite side.
- Educate business owners and staff within the industrial precinct regarding the illegality of parking on nature-strips, and plant trees and shrubs on nature-strips to discourage parking.
- Increase signage in the Breakwater Precinct within each row to indicate that the long bay spaces are for cars with trailers only. A signage example is provided below.



- Once signage has been established:
  - undertake a review of the Breakwater Precinct parking demands in Summer to determine whether all long-bay spaces are required and whether additional parking is needed for standard passenger cars, and
  - undertake enforcement for cars parked in trailer spaces.

Locations where additional car parking is recommended are shown below.

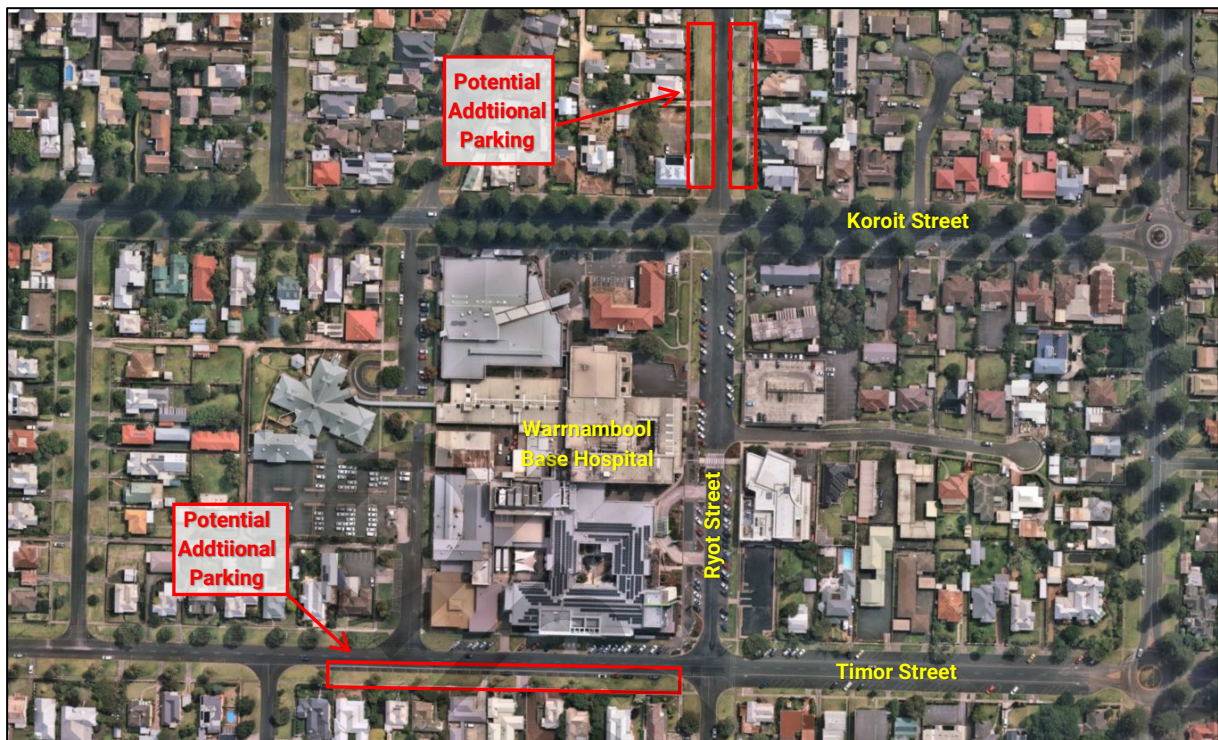


Figure 47: Potential Additional On-Street Angled or 90-degree Parking in the Hospital Precinct

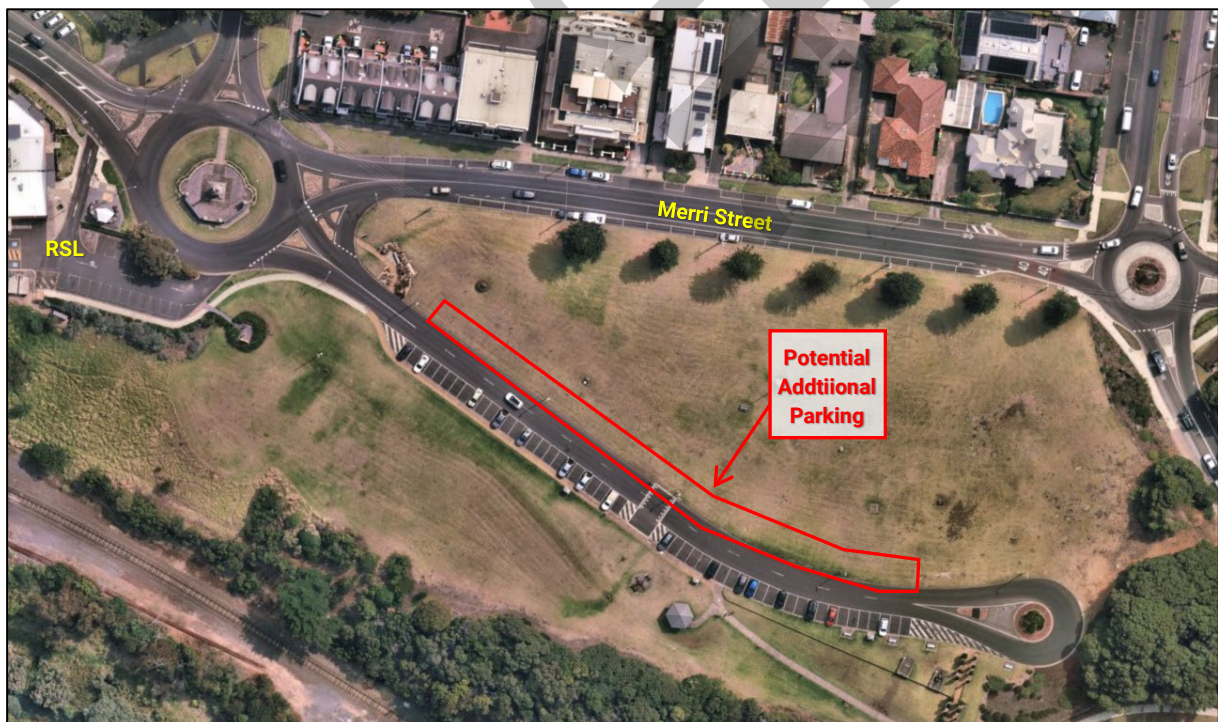


Figure 48: Potential Additional On-Street 90-degree Parking in Artillery Crescent



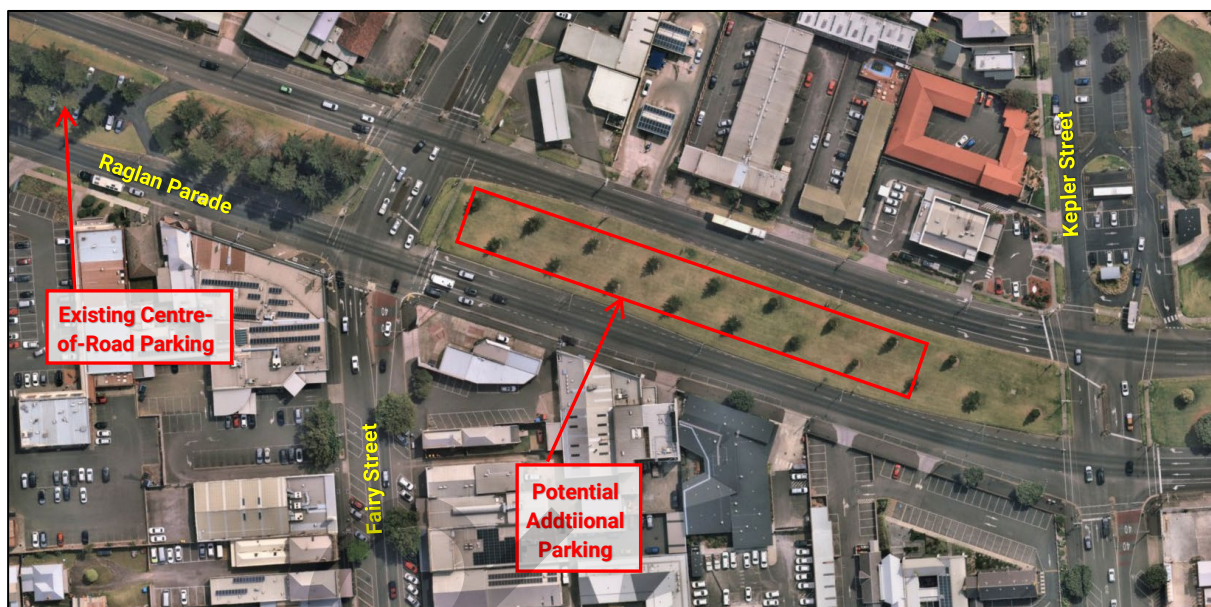


Figure 49: Potential Centre-of-Road Parking in Raglan Parade with Shuttle to CBD/TAFE/Railway Station