DOMAIN PRECINCT PARKING STUDY – DATA SUMMARY

City of Port Phillip
V165230

FINAL
Executive Summary

The Domain Precinct is in the midst of unprecedented change to the nearby transport landscape. The arrival of the future Anzac Station in 2025 as part of the Melbourne Metro Project will significantly change the way people move to, from and through the area.

With development comes change and for the Domain Precinct this includes the loss of approximately 200 on-street parking spaces. Of these 200 spaces, some 80 spaces have already been removed due to construction works. A further 120 spaces (approx.) will be removed to expand the Albert Road Reserve to the southeast of the Station.

From recent car parking data collected in October 2018, on-street publicly available car parking is at capacity (approaching 100% occupancy) during the peak lunch time period both during the week and on Saturday. Despite time and/or ticket restrictions dominating the supply of car parking, the data suggests that the average vehicle is parked for up to one hour longer than permitted by the corresponding parking restriction. In some cases this is three to four hours longer.

Whilst the majority of parking is heavily time and/or ticket restricted during the week, there is a wide spread easing of restrictions over the weekend where the majority of parking becomes ‘unrestricted’. This results in a much lower turnover of vehicles. The average duration of stay on a Saturday is almost 1.5 hours longer than an average weekday.

- To discourage motorists from overstaying posted restrictions, implementation of tighter parking controls (enforcement and restrictions) within the Domain Precinct should be considered.
- To balance the future loss of car parking, active and public transport enhancements should be pursued as priorities to provide alternatives to the private vehicle.
- To ensure kerb space is allocated to key uses, disabled, loading and other special use spaces should be maintained.
INTRODUCTION

THE DOCUMENT SUMMARISES PARKING DATA RECENTLY OBTAINED FOR THE DOMAIN PRECINCT.
INTRODUCTION

GTA Consultants (GTA) have been engaged by the City of Port Phillip (CoPP) to undertake a review of on-street car parking within the Domain Precinct. This report includes:

- Identification of the Study Area being the Domain Precinct (Figure 1.1)
- The car parking supply and restrictions within the Study Area for a weekday (Table 2.1, Figure 2.1 and 2.2) and Saturday (Table 2.2, Figure 2.3 and 2.4)
- The change in car parking demand over the day for a weekday and Saturday (Figure 3.1)
- The car parking demand across a weekday and Saturday for each street (Figure 3.2 and 3.3)
- The change in parking demand across a weekday and Saturday for disabled parking (Figure 3.4) and loading zones (Figure 3.5)
- The peak car parking demand for a weekday (Figure 3.6 and 3.7) and Saturday (Figure 3.8 and 3.9)
- The average duration of stay for a weekday (Figure 4.1 and 4.2) and Saturday (Figure 4.3 and 4.4)
- The maximum duration of stay for a weekday (Figure 4.5 and 4.6) and Saturday (Figure 4.7 and 4.8)
- Changes to car parking supply and demand due to the Anzac Station and Albert Road Reserve Works (Figure 5.1 to 5.3)
- Discussions on Outcome 4 of the City of Port Phillip Integrated Transport Strategy
- A summary and recommendations as it relates the findings of this study.

The data which has been used to form the graphs, figures and recommendations within this report was collected independently of GTA.
EXISTING CONDITIONS

PARKING WITHIN THE DOMAIN PRECINCT IS HEAVILY RESTRICTED TO 2P OR BELOW ON WEEKDAYS. PARKING IS ALMOST ENTIRELY UNRESTRICTED ON WEEKENDS.

![Parking Supply Chart]

Weekday:
- ≤ 2P: 418
- > 2P: 142
- Other: 53

Saturday:
- ≤ 2P: 565
- > 2P: 43

Other: 5
### Table 2.1

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<th>1P Ticket</th>
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## SATURDAY PARKING SUPPLY

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TABLE 2.2
EXISTING CAR PARKING (WEEKDAY)
SUPPLY & RESTRICTIONS

FIGURE 2.1

This figure provides a summary of the car parking restriction and the total number of car parking spaces. Where a restriction changes across the day, the restriction for the greater part of the day has been used.

For example, 16 indicates a total of 16 car parking spaces with a time limit of greater than two hours. This is generally P ticket or unrestricted (all day parking).

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This figure provides a summary of the car parking restriction and the total number of car parking spaces. Where a restriction changes across the day, the restriction for the greater part of the day has been used.

For example, 2 indicates a total of two taxi or loading zone spaces.
**EXISTING CAR PARKING (SATURDAY) SUPPLY & RESTRICTIONS**

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**FIGURE 2.3**

This figure provides a summary of the car parking restriction and the total number of car parking spaces. Where a restriction changes across the day, the restriction for the greater part of the day has been used.

Parking is generally unrestricted on Saturday, thus a greater supply of car parking is greater than two hours.
**EXISTING CAR PARKING (SATURDAY) SUPPLY & RESTRICTIONS**

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FIGURE 2.4

This figure provides a summary of the car parking restriction and the total number of car parking spaces. Where a restriction changes across the day, the restriction for the greater part of the day has been used.

Parking is generally unrestricted on Saturday, thus a greater proportion of car parking is greater than two hours.
CAR PARKING DEMAND

THERE IS A HIGH DEMAND FOR CAR PARKING ON WEEKDAYS AND ON SATURDAY.

PEAK CAR PARKING DEMAND

- WEEKDAY: 89%
- SATURDAY: 93%
Car parking data was collected between 7am-8pm on four days (Tuesday, Thursday, Friday and Saturday)

The three weekdays followed similar demand profiles and thus have been averaged to represent the ‘weekday’ data within this report

Car parking demand follows a similar profile on a weekday compared to a Saturday

Parking demand increases sharply through the morning, peaking around lunch time (approx. 10am-2pm) and then slowly decreases through the afternoon

The change in publicly available car parking demand across an average weekday and Saturday is shown in Figure 3.1. Publicly available parking includes all unrestricted, time and ticket restricted parking.
CAR PARKING DEMAND – BY STREET

The parking demand for each street within the study area across an average weekday and Saturday is shown in Figure 3.2 and Figure 3.3 respectively.

Car parking demand is generally high in all streets, noting that lower demands on weekdays generally correlate to tighter restrictions (e.g. for Palmerston Crescent and Park Street, approximately two thirds of publicly available parking is 1P or less).

The combined peak parking demand in Dorcas Street, Bank Street and Albert Road (which account for almost 60% of the total parking within the Domain Precinct) exceed 90% across an average weekday and Saturday.
RESTRICTED PARKING – DISABLED & LOADING

The change in parking demand across an average weekday and Saturday for disabled parking and loading is shown in Figure 3.4 and Figure 3.5 respectively.

DISABLED PARKING

- Disabled parking demand follows a similar profile on a weekday compared to a Saturday.
- Disabled parking demand increases through the morning, peaking around lunch time.

LOADING

- The percentage occupancy of loading spaces is slightly lower on Saturday compared to weekdays.
- Loading activity is low in the early morning and late afternoon/early evening.

**Figure 3.4**

PARKING DEMAND - DISABLED

**Figure 3.5**

PARKING DEMAND - LOADING
This figure provides a summary of the car parking occupancy at the peak time of 11 am on a weekday.
FIGURE 3.7

This figure provides a summary of the car parking occupancy at the peak time of 11 am on a weekday.
This figure provides a summary of the car parking occupancy at the peak time of 12pm on a Saturday.
This figure provides a summary of the car parking occupancy at the peak time of 12pm on a Saturday.
CAR PARKING DURATION OF STAY

THE AVERAGE DURATION OF STAY FOR VEHICLES ON A SATURDAY IS MUCH GREATER THAN ON A WEEKDAY.

AVERAGE DURATION OF STAY (HOURS)

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AVERAGE DURATION OF STAY WEEKDAY

FIGURE 4.1

This figure provides a summary of the average duration of stay for all vehicles parked within a particular area on a Weekday.

An average duration less than the restriction is shown as , for an average less than one hour above the restriction and a for an average greater than one hour over the posted restriction . Where an area is unrestricted or all day parking, the average duration of stay (in hours) is shown as by a number .

Parking that is not available to the public and not time restricted (e.g. car share and other permit types are shown as .

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FIGURE 4.2

This figure provides a summary of the average duration of stay for all vehicles parked within a particular area on a Weekday.

For a time restriction of 1P, an average duration of stay of less than one hour would be shown as , an average duration of one to two hours as and an average duration of greater than two hours as .

An all day parking space with an average occupancy of three hours would be shown as .

The map shows that a large proportion of parking spaces are occupied for greater than the posted time restriction, albeit, by less than an hour.
FIGURE 4.3

This figure provides a summary of the average duration of stay for all vehicles parked within a particular area on a Saturday.

The average duration stay is typically longer on the Saturday compared to a weekday due to the large proportion of parking that becomes unrestricted for the weekend (e.g. 1P ticket parking Monday-Friday becoming all day parking on the weekend).
AVERAGE DURATION OF STAY SATURDAY

This figure provides a summary of the average duration of stay for all vehicles parked within a particular area on a Saturday.

The average duration stay is typically longer on the Saturday compared to a weekday due to the large proportion of parking that becomes unrestricted for the weekend (e.g. loading zones Monday-Friday becoming all day parking on the weekend).
MAXIMUM DURATION OF STAY WEEKDAY

**Existing Parking Restrictions**

- **Max Duration of Stay**
  - Weekday:
    - ≤ time restriction
    - ≤ 1 hour over
    - > 1 hour over
    - All day or unrestricted space (no. of hrs)
    - Car share / Permit

**Figure 4.5**

This figure provides a summary of the maximum duration of stay for all vehicles parked within a particular area on a Weekday.

A maximum duration less than the restriction is shown as , for a maximum less than one hour above the restriction and a for a maximum greater than one hour over the posted restriction . Where an area is unrestricted or all day parking, the maximum duration of stay (in hours) is shown as by a number .

Parking that is not available to the public and not time restricted (e.g. car share and other permit types are shown as ).

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REV#2 - 20/05/2019  
25
This figure provides a summary of the maximum duration of stay for all vehicles parked within a particular area on a Weekday.

For a time restriction of 1P, a maximum duration of stay of less than one hour would be shown as green, an maximum duration of one to two hours as yellow and a maximum duration of greater than two hours as red.

An all day parking space with a maximum occupancy of three hours would be shown as blue.

The map shows that a large proportion of parking spaces are occupied for greater than the posted time restriction by more than an hour over the time restriction.
MAXIMUM DURATION OF STAY SATURDAY

FIGURE 4.7

This figure provides a summary of the maximum duration of stay for all vehicles parked within a particular area on a Saturday.

The maximum duration stay is typically longer on the Saturday compared to a weekday due to the large proportion of parking that becomes unrestricted for the weekend (e.g. 1P ticket parking Monday-Friday becoming all day parking on the weekend).
MAXIMUM DURATION OF STAY SATURDAY

FIGURE 4.8

This figure provides a summary of the maximum duration of stay for all vehicles parked within a particular area on a Saturday.

The maximum duration stay is typically longer on the Saturday compared to a weekday due to the large proportion of parking that becomes unrestricted for the weekend (e.g. loading zones Monday-Friday becoming all day parking on the weekend).
ANZAC STATION

APPROXIMATELY 200 PARKING SPACES WILL BE LOST DUE TO THE CONSTRUCTION OF ANZAC STATION AND THE EXPANSION OF THE ALBERT ROAD RESERVE.
CAR PARKING CONDITIONS

80 spaces (approx.) currently occupied for construction activity [1]

A further 120 spaces (approx.) to be permanently removed for the expansion of Albert Road reserve within the area outlined in Figure 5.1

10 spaces (approx.) to be reinstated, including rail replacement bus, disabled, loading and taxi spaces [2]

[1] BASED ON A REVIEW OF NEARMAP AERIAL IMAGERY AND EXTENT OF CONSTRUCTION FOOTPRINT AS AT 25/1/19
[2] DOMAIN PRECINCT DEVELOPMENT PLAN - MINISTERIAL SUBMISSION, 2/3/18
ANZAC STATION & ALBERT ROAD RESERVE CAR PARKING DEMAND

For the approximate 120 car parking spaces making up the Albert Road Reserve, a similar demand profile to the overall Domain Precinct is observed. Figure 5.2 indicates that demand peaks around lunch time at 90-95% of the publicly available supply.

These 120 spaces represent approximately 20% of the total on-street car parking supply within the surveyed Domain Precinct. Should the need for parking in the area remain consistent following the removal of these spaces, the theoretical demand would exceed the number of parking spaces available. This is represented in Figure 5.3, with the demand peaking at above 100%.

In reality, car parking occupancy cannot exceed 100% and the reduction in parking supply would force a change in travel behaviour. This change could include, but not limited to:

- Users travelling at different times of the day (e.g. arriving outside of the lunch time period when car parking is available)
- Users changing their mode of travel (e.g. utilising active and/or public transport)

[1] ASSUMES NEED FOR CAR PARKING REMAINS CONSISTENT FOLLOWING THE LOSS OF AN ADDITIONAL 120 CAR PARKING SPACES
OUTCOME 4 OF THE INTEGRATED TRANSPORT STRATEGY
AIMS TO EDUCATE THE COMMUNITY ON THE NEED TO
BALANCE PARKING TYPES TO MAINTAIN THE ECONOMIC
VIABILITY OF THE MUNICIPALITY
OUTCOME 4 - CITY OF PORT PHILLIP INTEGRATED TRANSPORT STRATEGY

Outcome 4 of the City of Port Phillip Integrated Transport Strategy centres on community education as it relates to car parking within the municipality.

A number of the priority actions listed within the document are well established in the Domain Precinct; specifically as it relates to parking controls (restrictions, tickets, etc.).

With the development of Anzac Station and the nearby Albert Road Reserve expansion, a clear shift towards prioritising alternate travel modes is occurring.

In parallel with the Focus Area in Outcome 4, maintaining special use parking spaces such as loading, disabled and taxi spaces will ensure that road space abutting existing and future land uses is upheld for key user groups. This strategy prioritises the mass movement of people and goods in lieu of private vehicle travel.

**Focus area**

**Improved parking management**

Council will deliver a program of changes to our parking management system to improve equity in car parking while also supporting the economic vitality of the City.
**SUMMARY**

**PARKING SUPPLY (NO. OF SPACES)**

<table>
<thead>
<tr>
<th>Weekday</th>
<th>Saturday</th>
</tr>
</thead>
<tbody>
<tr>
<td>418</td>
<td>565</td>
</tr>
<tr>
<td>142</td>
<td>42</td>
</tr>
<tr>
<td>55</td>
<td></td>
</tr>
</tbody>
</table>

Parking within the Domain Precinct is heavily restricted to 2P or below on weekdays. Parking is almost entirely unrestricted on Saturday.

**PEAK CAR PARKING DEMAND**

- **89%** on weekdays
- **93%** on Saturday

Car parking peaks at approximately 90% on weekdays and Saturday.

**AVERAGE DURATION OF STAY (HOURS)**

- **2.0** hours on weekdays
- **3.3** hours on Saturdays

The average duration of stay for vehicles on a Saturday is almost 1.5 hours longer than on a weekday.

**PARKING DEMAND - DISABLED**

Demand for disabled spaces follows similar demand profiles to public parking in peaking around lunch time.

**PARKING DEMAND - LOADING**

**CAR PARKING DEMAND PROFILE**

Car parking demand generally increases through the morning, peaks around lunch time and then decreases through the afternoon.

**FUTURE DOMAIN PRECINCT PARKING DEMAND**

With no change in the need for parking in the precinct, the loss in public parking associated with Anzac Station will result in a shortfall in parking supply during the middle of the day.
RECOMMENDATIONS

Review car parking enforcement to improve conformance with the posted time restrictions, particularly on weekdays.

Review parking supply and restrictions on a street by street basis to appropriately manage the limited supply of parking and so that it suitably reflects the needs of current and future uses.

Maintain existing provision of special use spaces such as disabled, loading and taxi spaces.

Encourage the use of alternate modes of transport for travel to and from the precinct by improving public and active travel facilities and connections. This will be greatly improved with the future provision of heavy rail via Anzac Station.