AECOM

Moonee Valley City Council
01-Oct-2015

PARKING PLAN

MOONEE PONDS ACTIVITY CENTRE

Revision H – 01-Oct-2015
Prepared for – Moonee Valley City Council – ABN: 54 651 216 324

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Client: Moonee Valley City Council

ABN: 54 651 216 324

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Quality Information

Document	PARKING PLAN
Ref	60309056
Date	01-Oct-2015
Prepared by	Timothy Clune
Reviewed by	Catherine Wilms

Revision History

Revision	Revision Date	Details	Authorised	
			Name/Position	Signature
A	31-Oct-2013	Draft v.1 (Stage 1 Client Review)	Christian Bode Associate Director	
B	15-Nov-2013	Draft v.2 (Stage 3 Client Review)	Christian Bode Associate Director	
C	04-Dec-2013	Draft v.3 (Stage 4 Client Review)	Christian Bode Associate Director	
D	20-Dec-2013	Draft v.4 (Stage 5 Client Review)	Christian Bode Associate Director	
E	11-Jul-2014	Final (Report following Client review - Technical Services and Strategic Planning Team's review)	Christian Bode Associate Director	
F	17-Dec-2014	Final (Report updated following Client meeting 24-09-14, restructure, miscellaneous updates and financial assessment)	Christian Bode Associate Director	
G	15-Sept-2015	Final (Report updated following client email 6-02-15, report comments)	Chlodaugh Smith Principal Engineer	
H	01-Oct-2015	Final (Report updated following client email 30-09-15, report comments)	Chlodaugh Smith Principal Engineer	

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Executive Summary

AECOM Australia Pty Ltd (AECOM) has been commissioned by Moonee Valley City Council (MVCC) to prepare a Parking Plan (PP) to understand and improve parking conditions in the Moonee Ponds Activity Centre (MPAC). Accordingly, AECOM developed the PP according to the requirements and guidelines of the Department of Transport, Planning and Local Infrastructure's 'The Parking Overlay' practice note 57 (April 2013).

The PP for MPAC has been produced with consideration of wider sustainable transport impacts to ensure consistency with MVCC, Plan Melbourne (and Melbourne@5million) and Victoria Transport Plan policy objectives which include the reduction on car dependency, increased use of public transport and the enhancement of pedestrianised areas in activity centres.

Parking management tools, as per the strategies in this PP, have a key interrelationship with travel planning as follows (referenced from: ETC Transport Conference Paper: Making Car Parking Management an Effective Tool in Travel Planning, August 2006):

- Parking management provides the impetus for a shift to sustainable modes. Without changes to current parking conditions, existing car drivers have limited incentives for modal shift and are likely to continue their existing travel behaviour;
- For effective and fair parking management, sustainable travel alternatives need to be in place for individuals removed of their parking entitlement. Travel planning can deliver a 'package' of options for alternative travel modes and guard against potential problems, including overspill into inappropriate residential areas and attitudinal problems such as employee resentment; and

In accordance with MVCC requirements of the study this PP has:

- Assessed the existing and projected car parking supply and demand for the MPAC.
- More accurately reflected the actual demand rates for MPAC therefore restricting the case by case approach to car parking supply and provision.
- Outlined a cash in lieu contribution strategy for car parking provision to be validly imposed on planning permits.
- Planned to achieve an enduring balance between the demand and supply of parking spaces while allowing new uses and developments that generate new car parking demand to proceed.
- Sought to fund the cost of car parking infrastructure equitably.
- Determined sustainable transport projects that will reduce the demand for car parking (via MVCC consultation).

A number of background policy and traffic and transport studies have been referred to in the preparation of the PP report as outlined in Appendix A.

The study area for assessment was defined by MVCC from the MPAC 2030 Structure Plan. Subsequently traffic (parking supply and demand) and questionnaire (local patrons, residents and businesses) were undertaken. The traffic surveys being undertaken on three typical operational days, Friday 18th October 2013, Saturday 19th October 2013 and Tuesday 22nd October 2013.

Following analysis and review of the traffic survey data and discussion with MVCC the PP boundary was defined. The activity centre boundary being revised from the MPAC 2030 Structure Plan to just include the parcel of land embarked for future development of Moonee Valley Racecourse (MVRC) on its western side (see Figure 2), accordingly this was consistent with the Committee recommendations on this subject following the findings of the C100 Panel in relation to the review of the masterplan proposals for MVRC.

The traffic surveys indicated a total parking supply of some 3,431 parking spaces, 3,000 of which were publicly available, i.e. not permit, loading bays etc. Following parking demand analysis of publicly available parking bays the following peak occupancies were found over the three surveyed days of each respective parking provision type as follows:

- 76% (513) of on-street parking spaces occupied at 12:00pm on Friday 18th October 2013.
- 88% (928) of off-street public parking spaces occupied at12:00pm on Tuesday 22nd October 2013.

- 92% (1,166) of off-street private parking spaces occupied at 12:00pm on Friday 18th October 2013.

In terms of peak parking occupancy across MPAC this occurred on Friday 18th October 2013 at 12pm when 87% of publicly available parking spaces were occupied (i.e. 2601 out of 3000 car parking spaces).

Following further analysis of the traffic and questionnaire surveys the following broad issues were identified for both the existing and anticipated future conditions:

Existing Conditions

- Parking supply in MPAC is split almost equally between the types of parking facility.
- The peak demands for on-street parking in MPAC is approximately 72%, with approximately 231 spare parking spaces. However it is considered that this does not show a true reflection of available on-street parking spaces, since these free spaces are not in the most convenient locations to MPAC's key land uses which patrons would wish to visit. As expected these parking areas (for example Puckle and Hall Street) are well utilised (i.e. greater than 85% occupied).
- The public off-street car parks have reached effective capacity levels during the surveyed peak weekday time period (i.e. greater than 85% occupied). During the peak period there was 165 spaces remaining in MPAC on the worst case surveyed day.
- The private off-street car parks have reached effective capacity levels during the surveyed peak weekday time period (i.e. greater than 85% occupied). During the peak period there was 148 spaces remaining in MPAC on the worst case surveyed day.
- The peak time for parking in MPAC was recorded at during the middle of the day on each of the surveyed days, with on a weekday the demand for parking reaching on average 83% and on a weekend 63%. This suggests a high number of workers and commuters travelling to MPAC via car on a weekday.
- Car parking of a weekend does not seem to be problem with many on and off-street parking spaces freely available.
- MPAC commercial land uses (trip attractors) are currently operating at a rate lower than the Column B parking rates of Clause 52.06 of the Planning Scheme.
- There are on average 1.5 motor vehicles per household in Moonee Ponds according to Census 2011 data, this figure closely aligns with the average car ownership of the residents (1.35) surveyed.
- MPAC residents within the defined PP boundary have a lower car parking demand than those outside, mainly due to the differing housing provision.
- A total of 58% of local residents whom responded to the resident survey expressed that visitor parking was a problem in MPAC.
- The key parking and transport issues identified via the questionnaire surveys with local residents were consistent with those during past community consultation undertaken as part of the Draft Parking Strategy in 2008, as follows:
    - Long-stay parking required for staff.
    - Insufficient parking permits for visitors.
    - Longer time restrictions required.
    - Inadequate directional signage to parking areas.
    - Lack of commuter parking at Moonee Ponds Railway Station.
    - Insufficient parking enforcement.
    - Local streets congested due to non-resident parking.
    - Non-residential (trader/delivery) blocks access from residential garages.
    - Vehicles park illegally, blocking driveways and/or through traffic.
    - Insufficient pedestrian green-time at Mt Alexander Road junction.
    - Traffic delays and congestion near railway crossing.

Future Conditions

Based upon the future car parking demands, strategic direction for MPAC and community feedback the following key issues have been identified:

- The management and allocation of car parking needs to be considered further as some areas are not being used to their full capacity. Possible in tandem management measures need to be considered such as way-finding and enforcement.
- The provision of sustainable mode provision and infrastructure over the use of private car use.
- The adoption of more appropriate car parking rates to influence mode choice, taking into consideration the need for innovation.
- Streamlining the case by case approach to car parking and cash-in-lieu payments (if should be applied) and where such funds would be best spent to the benefit of local patrons, business and residents of MPAC.

Following an understanding of the existing conditions, survey data and identified issues car parking strategies were developed with reference to the following objectives:

- To provide for car parking in accessible locations on a designated local access road for users of the centre travelling by vehicles.
- To ensure that traffic movements will not compromise the pedestrianised nature and connectivity of the Activity Centre.
- Ensure that the reduced provision of off-street parking is offset by contributions towards sustainable transport improvements.
- Encourage the adequate provision of off-street parking for alternative vehicles (bicycles, motorbikes, scooters etc.).
- Encourage the use of sustainable modes of transport and limit off-street parking provision within new developments where appropriate, particularly when the proposed development is well serviced by public transport.
- Encourage residents and businesses to utilise their existing off-street parking spaces (i.e. garages and driveways within private property boundaries).

The parking strategy recommendations are as follows:

MPAC Parking Plan Recommendation 1

MVCC to adopt via the Planning Overlay the boundary as outlined in Figure 2 of this PP report. The subsequent parking plan recommendations outlined in this PP report should be applied to this area.

MPAC Parking Plan Recommendation 2

MVCC to prepare a Schedule to the Planning Overlay for MPAC to ensure future land uses provide parking at Column B parking rates as set out in Clause 52.06 of the Planning Scheme.

MPAC Parking Plan Recommendation 3

MVCC to establish a 'Parking & Sustainable Projects Fund' for the following:

MVCC to adopt a cash-in-lieu payment will be required in respect of each commercial car parking space or part thereof which is not provided on the land. Council should nominate the appropriate sum per car parking space for commercial properties from the range providing between $13,500 to $15,000. Funds collected to be distributed towards the provision of additional car parking (as per outlined as part of Recommendation 1).

The amount of cash-in-lieu payments is to be adjusted annually from 1 July 2014 using Construction Industry Output Price Indexes.

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MPAC Parking Plan Recommendation 4

MVCC should consider, as part of the Integrated Transport Plan review, the following:

> sustainable transport measures that aim to reduce the reliance on private car transport and encourage greater use of sustainable transport options. This could allow an estimate of the potential shifts in transport usage within the area to be made, allowing Council to estimate the potential benefits to local users and any potential uplift in houses prices. This appears to be a necessary first step in developing a funding model for these investments.

> continue to work with residential developments that have a sustainability focus to identify where co-investment in sustainable transport infrastructure may add value to new residential developments and the likely added value to the community from undertaking these investments.

> a detailed review of the feasibility and costs involved in providing a multi-storey car park facility at Pascoe Vale Road, further to the high level investigation in this PP report. Following which a detailed cost / benefit analysis should be undertaken to aid in determining if a multi-storey car park should be taken forward.

> establish a "Parking & Sustainable Projects Fund" for which the car park would be funded via cash-in-lieu, detailed in subsequent parking strategy.

> investigate with key stakeholders the improvement of services serving Moonee Ponds on the bus, train and tram networks.

MPAC Parking Plan Recommendation 5

MVCC to produce a consolidated sustainable projects plan with the suggested hierarchy of schemes for implementation to improve sustainable accessibility to MPAC. MVCC to also establish a "Parking & Sustainable Projects Fund' for which these projects would be either fully/or part of funded for.

MPAC Parking Plan Recommendation 6

MVCC to adopt via the Overlay that all 'major developments' produce a Green Travel Plan in MPAC. MVCC to uphold the implementation and reviewing process of GTP's by developers.

MPAC Parking Plan Recommendation 7

MVCC to review the proposed improvement arrangements at the Milfay / Holmes Street Car Park and Penny Lane Car Park to increase the existing capacity (a cost benefit assessment would most likely be required in order to establish if such proposals are worthwhile). If the costs of which produce little benefit monies could be offset towards sustainable transport improvements.

MPAC Parking Plan Recommendation 8

MVCC as part of the Disability Action Plan implementation to:

> review the design and allocation of accessible car parking at key buildings and in activity centres to ensure design offers safe access to footpath amenity and sufficient spaces are provided.

> embed transparent transport decision making criteria to ensure disability is considered and disabled stakeholders are consulted, in processes compliant with the Transport Integration Act 2010.

MPAC Parking Plan Recommendation 9

MVCC to ensure that an appropriate level of directional signage is available to guide motorists to parking facilities in MPAC via:

> MVCC to prepare and implement a signage strategy in line with guidance set out in this Strategy, including the possible use of VMS signage.

> MVCC to install / rationalise directional signage to each existing and new public car park containing over 50 parking spaces.

> MVCC to ensure that new developments containing over 50 publicly available parking spaces provide adequate parking guidance signage to their parking facility.

MPAC Parking Plan Recommendation 10

MVCC to ensure ongoing monitoring of the parking recommendations and undertake a comprehensive review every three to five years in conjunction with the Municipal Strategic Statement to ensure consistancy of local conditions and policies.

1.0 Introduction

AECOM Australia Pty Ltd (AECOM) has been commissioned by Moonee Valley City Council (MVCC) to prepare a Parking Plan (PP) to understand and improve parking conditions in the Moonee Ponds Activity Centre (MPAC).

AECOM has developed this PP according to the requirements and guidelines of the Department of Transport, Planning and Local Infrastructure's (DPTLI) 'The Parking Overlay' practice note 57 (April 2013).

1.1 Study Area

Within the City of Moonee Valley the suburb of Moonee Ponds resides some 7km north-west of Melbourne CBD. Moonee Ponds is identified as a Principal Activity Centre. The study area has been defined by MVCC from the MPAC 2030 Structure Plan and is provided in Figure 2.

MPAC was identified as part of the Plan Melbourne strategy as a place of local significance. It is expected to develop into high-density, pedestrian-friendly urban centre that is connected to public transport services, in an effort to help reduce urban sprawl and dependency on private motor transport.

1.2 Parking Plan – Statutory Context

Parking Precinct Plans have now been superseded by the Parking Overlay provisions of the Victoria Planning Provisions (Clause 45.09). The Parking Overlay Practice Note No. 57 (April 2013) states that a Car Parking Plan must be prepared in order to implement a Parking Overlay into Planning Schemes for which MVCC requires.

The PP will identify car parking needs and issues, relate these to broader social, economic and environment considerations and it will set out what car parking objectives MVCC wishes to achieve and how it will go about doing this. Once the PP is prepared it can provide the basis for, and be implemented by, a Parking Overlay.

The relationship between this car parking plan, the parking overlay and other implementation mechanisms is provided in Figure 1.

Figure 1 Car Parking Plan relationship to the parking overlay and other implementation mechanisms

Source: Replicated from Diagram 1 of the DPTLI 'The Parking Overlay' practice note 57 (April 2013).

In preparing this PP for MPAC a key action of the Municipal Parking Strategy (December 2011) will be undertaken; to prepare parking precinct plans for each activity centre.

1.3 Parking Plan Objectives

In order to guide the development of the parking plan a set of objectives in relation to parking from background transport policy documents have been considered. The key documented objectives in the Structure Plan and Municipal Parking Strategy which can be adopted for this PP are outlined below:

- Improve the supply and method of provision of car parking where possible.
- To provide for car parking in accessible locations on a designated local access road for users of the centre travelling by vehicles.
- To ensure that traffic movements will not compromise the pedestrianised nature and connectivity of the Activity Centre.
- Ensure that the reduced provision of off-street parking is offset by contributions towards sustainable transport improvements.
- Encourage the adequate provision of off-street parking for alternative vehicles (bicycles, motorbikes, scooters etc.).
- Encourage the use of sustainable modes of transport and limit off-street parking provision within new developments where appropriate, particularly when the proposed development is well serviced by public transport.
- Encourage residents and businesses to utilise their existing off-street parking spaces (i.e. garages and driveways within private property boundaries).

1.4 Structure of Report

The report is structured as follows.

- Chapter 2.0 outlines the research, analysis and findings that underpin the MPAC parking plan report. This has subsequently helped to inform the subsequent car parking plan strategies.
- Chapter 3.0 outlines the MPAC PP strategy, tools and the boundary of MPAC for which the PP applies to.
- Chapter 4.0 provides the proposed parking plan strategy with regards to car parking rates (via a parking overlay).
- Chapter 5.0 provides the proposed parking plan strategy with regards to financial contributions (via a parking overlay).
- Chapter 7.0 outlines a range of supplementary parking plan strategies which can be considered for implementation via a parking overlay.
- Chapter 8.0 outlines the parking plan strategies which would use other implementation mechanisms.
- Chapter 9.0 outlines the monitoring and review process of the PP;
- Chapter 10.0 provides the strategy implementation timeframes as well as responsibilities for delivery.

1.5 Reference Documents

The following documents were consulted in the preparation of this PP:

- The Parking Overlay practice note 57, Department of Transport, Planning and Local Infrastructure's, April 2013.
- Transport Integration Act 2010.
- Plan Melbourne - Metropolitan Planning Strategy.
- The Public Transport Guidelines for Land Use and Development, Department of Transport, 2008.
- Cycling into the Future 2013-2023.
- VicRoads Smartroads.
- DoTPLI Parking Overlay Practice Note 57, April 2013
- DPCD Advisory Committee Report.
- Victorian Planning Provisions:
  - Clause 21.06 Activity Centres
  - Clause 52.06 Car Parking
- Moonee Valley City Council Integrated Transport Plan, 2008.
- Moonee Valley City Council Municipal Parking Strategy, December 2011.
- Moonee Ponds Activity Centre Structure Plan, March 2010.
- Moonee Ponds Activity Centre 2030 Projects Plan, September 2011
- Moonee Valley Racecourse Masterplan, October 2011.
- Economic Background Report to Structure Plan, Charter Keck Cramer, July 2008.
- The Shuter Street Masterplan, Tract Consultants Pty Ltd, July 2010.
- Commercial Feasibility Assessment – Shuter Street and Moore Street, Moonee Ponds, March 2010.
- Moonee Ponds Access & Mobility Plan, Booz & Co, April 2009.
- Hall Street Economic Impact Assessment, July 2012.
- Mt. Alexander, Moonee Ponds Traffic Report, Ratio Consultants, March 2012.
- Bicycle Network Super Tuesday Bike Commuter Survey, Moonee Valley City Council, March 2013.
- VicRoads Traffic Volume Data for Victoria Prepared by Information Management and Technology, February 2013.
- Australian Bureau of Statistics (ABS), Census of Population and Housing 1996 and 2011. Compiled and presented in profile.id by .id the population experts.
- DPCD, Victoria in future population projections.
- ABS, Building Approvals, September 2013.
- DPCD, Car Parking Advisory Committee Report, January 2012.

1.6 Report Abbreviations

The following abbreviations have been used in this report as outlined below in Table 1:

Table 1 Report Abbreviations

Abbreviation	Unabbreviated Wording
ABS	Australian Bureau of Statistics
AECOM	AECOM Australia Pty Ltd
AVPCC	Australian Valuation Property Classification Codes
DoTPLI	Department of Transport, Planning and Local Infrastructure
DPCD	Department of Planning and Community Development
HGV	Heavy Goods Vehicle
MPAC	Moonee Ponds Activity Centre
MVCC	Moonee Valley City Council
MVRC	Moonee Valley Racecourse
PIF	Parking Investment Fund
PP	Parking Plan
TIA	Transport Integration Act

MOONEE PONDS ACTIVITY CENTRE
FIGURE 2
AECOM
Moonee Ponds Activity Centre Boundary
KEY
MPAC PP Boundary
MPAC Boundary
Source: MVCC, VicMAP, AECOM
0
100
200
400
Metres
1:
16,000 at A3
Citylink
Citylink In - Brunswick Ramp
Citylink Out Ramp
Omond - Citylink Ramp
MOONEE VALLEY RACECOURSE
Dawson St
Dean St
Wilson St
Pascoe Vale Rd
Mt Alexander Rd
Ashley Av
Assot Vale Rd
Moore St
Holmes Rd
Park St
Tayler St
Gladstone St
Chauser St
Byron St
Lane St
Union Rd
Alfred St
Eglinton St
Winchester St
Lambeth St
Sydenham St
Ardmillan Rd
Railway Cr
Tomlinson St
Norwood Cr
Military Av
Edgar St
Eddy St
Margaret St
Taylor St
Smith St
Marshall St
Homer St
Market Lane
Raven St
Hall St
Puckle Lane
Puckle St
Fitzroy St
Young St
Perry Lane
Snuler St
Albert St
Alexandra Av
Kenna St
Walker St
Gordon St
McPherson St
Thomas St
Hopkins St
Hinkins St
Owens St
Charles St
Lane St
Moore St
Newton Pde
Montgomery St
Elizabeth St
Wordsworth St
Dickens St
Andersen St
Blake St
Nairnna St
Stuart St
Kipling St
Heiberg St
Shiels St
Vine St
Brunswick St
Pakenham St
Dawson St
Jewell St
Evans St
Frenny St
Lawson St
Cropper St
Turner St
Johnson St
Laura St
Grosvenor St
Sydenham St
Lambeth St
Holmes Rd
Ardmillan Rd
Tomlinson St
Railway Cr
Norwood Cr
Military Av
Edgar St
Moore St
Union Rd
Alfred St
Lane St
Eglinton St
Winchester St
Byron St
Browning St
Chauser St
Gladstone St
Fitzroy St
Young St
Perry Lane
Puckle Lane
Puckle St
Hall St
Raven St
Homer St
Market Lane
Eddy St
Albert St
Tayler St
Park St
Smith St
Marshall St
Taylor St
Margaret

2.0 MPAC Parking Plan Research, Analysis and Findings

2.1 Introduction

This chapter of the PP outlines the MPAC Parking Plan research, analysis and findings. These have subsequently informed the subsequent car parking plan strategies outlined in this PP report which can be implemented by MVCC via a parking overlay or other implementation mechanisms.

2.2 Transport Policy Context and Background Documentation Review

Appendix A of the PP report provides a summary of various State Government and MVCC plans and policies, as well as other relevant studies, of relevance to MPAC and the development of this PP, including a review of parking rates / overlays that other Councils have adopted and high level planning advice.

In summary both the State and Local policy documents provide a clear message of promoting sustainable travel, those modes being walking, cycling and public transport. They state a need for a car parking demand assessment to lower the required car parking levels in relation to development in MPAC.

The previous findings and proposals of the studies undertaken provide a key baseline for the development of the MPAC PP.

2.3 MPAC Overview

Appendix B of the PP report provides an overview of MPAC, including details on demographics, travel behaviour, local road network and sustainable transport.

The following key findings have been identified:

- MPAC is predominately a retail precinct with large premises such as Mirvac Central which includes Coles and Kmart.
- A total of 41% of households in Moonee Ponds had access to two or more motor vehicles (2011 Census).
- A total of 28.5% of commuters use sustainable modes of transport.
- Approximately 55% of people travelling from Moonee Ponds to work (including as a passenger) do so by car (2011 Census and 2013 resident surveys).
- Approximately 70% of people travelling to Moonee Ponds to work (including as a passenger) do so by car (2011 Census).
- It was found of those responders to the 2013 residents' surveyors in Moonee Ponds who used their car to travel to work, 36% also stated that they also on occasions used alternative sustainable modes of transport. This means mode choice was dependent upon personal circumstances / preferences for this proportion of residents.
- The local traffic conditions have not worsened, as there has been no increase in annual average daily traffic (AADT) flows according to VicRoads data, travelling through MPAC. There has been a notable decrease in the number of heavy goods vehicles (HGVs) using Pascoe Vale Road over the past 10 years.

2.4 MPAC Parking Supply and Demand Survey Findings

Appendix C of the PP report outlines the car parking supply and surveyed demands in MPAC.

In order to gain a better understanding of the existing parking trends in the MPAC area comprehensive on-street and off-street car parking surveys were undertaken on Friday 18th October 2013, Saturday 19th October 2013 and Tuesday 22nd October 2013. The particular dates were chosen as they would reflect typical daily parking demands in the study area. The following surveys were undertaken:

- An inventory of the existing parking supply within MPAC was conducted to gain details on the amount, type, cost and location of parking.
- Parking occupancy surveys in hourly intervals from 07:00am until 10:00pm, the survey outputs of which are provided in Appendix D.

- General observations of parking practices and identification of any parking related issues.

It is generally accepted by parking practitioners that 85% occupancy represents the theoretical or effective capacity of parking supply. When parking occupancy exceeds 85% it is generally more difficult for visitors to find available parking. This can result in undesirable practice such as motorists circulating for parking spaces.

Following the detailed parking supply and demand analysis undertaken in Appendix C the parking supply and demand for both all parking spaces and publicly available parking spaces is summarised below in Table 2 and Table 3 respectively.

Public and private off-street car parks have been characterised as follows:

- Public parking spaces are defined as those on or off-street and may or may not have a meter or permit requirement.
- Private parking spaces are located on private property, for example, retail parking lots like Woolworths, parking ramps and driveways.

Table 2 Overview of Supply and Demand of parking spaces in MPAC – All Parking Spaces in PP Boundary

Parking Facility	Supply	Friday 18th Oct '13			Saturday 19th Oct '13			Tuesday 22nd Oct '13		
		Peak Demand	Occu-pancy	Time	Peak Demand	Occu-pancy	Time	Peak Demand	Occu-pancy	Time
On-Street	915	634	69%	12pm	529	58%	12pm	604	66%	12pm
Public Off-Street	1,143	978	86%	12pm	780	68%	10am	985	86%	12pm
Private Off-Street	1,373	1225	89%	11am	874	64%	12pm	1,185	86%	1pm
Total	**3,431**	**2828**	**82%**	**12pm**	**2119**	**62%**	**12pm**	**2756**	**80%**	**1pm**

Table 3 Overview of Supply and Demand of parking spaces in MPAC – Publicly Available Parking Spaces

Parking Facility	Supply	Friday 18th Oct '13			Saturday 19th Oct '13			Tuesday 22nd Oct '13		
		Peak Demand	Occu-pancy	Time	Peak Demand	Occu-pancy	Time	Peak Demand	Occu-pancy	Time
On-Street	671	513	76%	12pm	416	62%	12pm	483	72%	12pm
Public Off-Street	1,057	927	88%	12pm	747	71%	10am	928	88%	12pm
Private Off-Street	1,272	1,166	92%	11am	832	65%	12pm	1129	89%	1pm
Total	**3,000**	**2,601**	**87%**	**12pm**	**1,942**	**65%**	**12pm**	**2,517**	**84%**	**1pm**

Figure 33, Figure 34 and Figure 35 in Appendix C show diagrammatically the distribution of peak parking demand (at 12pm) throughout MPAC on each of the surveyed days.

An analysis of the daily parking profile demands for each of the respective off-street public and private car parks has been undertaken, the profiles are attached in Appendix E.

In summary the car parking supply and demand surveys and subsequent analysis has produced the following findings:

- Overall parking occupancy in MPAC is high with the effective capacity being reached in a number of on-street and off-street car parking areas. This suggests the need for more parking in these areas and/or better management to facilitate the competing usage of spaces by residents, workers, visitors and commuters in MPAC.
- Most of the car spaces are still provided at no cost; however the paid spaces have been found to be underutilised in both on-street and private off-street car parking areas on the surveyed days in 2013. The public off-street paid spaces on the surveyed Saturday in 2013 were also not very well utilised.
- Friday occupancy peaks at lunch time in the core area of MPAC.
- Saturday occupancy also peaks at lunch time however with a significantly lower overall car parking demand on MPAC.
- Parking demand on Mt Alexander Road, Davies Street and Hinkins Street is still high when compared to older parking surveys undertaken in the area.

2.5 MPAC Community Surveys

Community input is seen as one of the most important elements in the development of this PP. Accordingly community participation has been sought as follows:

- Interview surveys undertaken with patrons on the day of the parking surveys
- Questionnaire surveys were sent by MVCC to local residents and businesses.

Interview surveys were conducted in MPAC on Friday 18th October 2013, Saturday 19th October 2013 and Tuesday 22nd October 2013. The interview surveys were undertaken from 10:00am till 07:00pm on Homer Street, Puckle/Pratt Street's and Gladstone Street, as shown on Figure 3.

Figure 3 Interview Survey locations in MPAC

A total of 850 people were surveyed over the three days, of which there place of residence varied as shown in Figure 48 in Appendix F. The main responders (on average) over the three days resided from Moonee Ponds (25%), Ascot Vale (9%) and Airport West (11%).

The main purpose of the Interview surveys was to gain an appreciation of the parking habits of those visiting MPAC, including the time they expected to park and where they intended to visit.

Accordingly Appendix F details the MPAC community survey feedback analysis, a copy of the questionnaire is provided in Appendix G. In summary the following was found:

- Local Patron Surveys, of which there were 850 people surveyed as previously outlined:
  - Respondents over the surveyed three days all had similar perceptions of duration of stay with approximately 60% of respondents expected to stay in MPAC for less than one hour and 79% of respondents expecting to stay less than 2 hours.
  - The number of people visiting MPAC to work drops by approximately half on the weekend with the proportion of shoppers increasing.
  - The majority of visitors to MPAC are intending to shop at one of the main supermarkets, weekdays showed a high proportion of office workers.
  - The vast majority of those coming to shop in MPAC park their car for less than two hours (94% of responders on average had a perceived duration of stay of this over the three surveyed days).
  - Those working in MPAC wish to park for over two hours which is to be expected.
  - Those eating/drinking in MPAC provided a range of responses with regards to duration of stay.
- Local Business Surveys, of which there was 66 responses to the survey:
  - 79% thought that parking was insufficient to cater for staff and customers. The majority of these responders were located on Puckle Street (26%) and Mt Alexander Road (15%).
  - 86% of the respondents believed the availability of public car parking within MPAC was not adequate, a slightly higher percentage than those who thought their businesses parking was inadequate.
  - 84% believe Council should fund additional car parking in MPAC, with only 10% stating users. Only a very small number of local businesses, 2%, stated that (with Council) they should fund additional parking.
- Local Resident Surveys, of which there were 174 responses to the survey:
  - 58% of respondents stated that there was space for visitors to park in MPAC, however 42% stated that there was nowhere for visitors to park in there locality.
  - 73% of respondents believe that visitor parking is a problem in MPAC a higher percentage than those who stated that there was space for visitors to park. Only 27% responded that there was no problem with visitor parking.
  - A comparison of the car parking issues identified by the public in 2008 to those in 2013 show very little difference in the type of issues residents are experiencing over this five year period in MPAC.

2.6 MPAC Identified Issues

The following issues have been identified following the study area assessment and community feedback.

2.6.1 Existing Conditions

2.6.1.1 Car Parking Supply and Demand

There is a total supply of 3,431 car parking spaces split between the following areas, 915 on-street, 1,143 public off-street and 1,373 private off street. Following analysis of the demand surveys the following was found:

- Parking supply in MPAC is split almost equally between the types of parking facility.
- The peak demands for on-street parking in MPAC is approximately 76%, with approximately 158 publicly available spare parking spaces. However it is considered that this does not show a true reflection of available on-street parking spaces, since these free spaces are not in the most convenient locations to MPAC's key land uses which patrons would wish to visit. As expected these parking areas (for example Puckle and Hall Street) are well utilised (i.e. greater than 85% occupied).

- The public off-street car parks have reached effective capacity levels during the surveyed peak weekday time period (i.e. greater than 85% occupied). During the peak period there was 129 publicly available spaces remaining in MPAC on the worst case surveyed day.
- The private off-street car parks have reached effective capacity levels during the surveyed peak weekday time period (i.e. greater than 85% occupied). During the peak period there was 106 publicly available spaces remaining in MPAC on the worst case surveyed day.
- The peak time for parking in MPAC was recorded at during the middle of the day on each of the surveyed days, with the weekday demand for publicly available parking spaces reaching on average 86% and on a weekend 65%. This suggests a high number of workers and commuters travelling to MPAC via car on a weekday.
- Car parking of a weekend does not seem to be problem with many on and off-street parking spaces freely available.

2.6.1.2 Parking Provision

The assessment undertaken found:

- There are on average 1.5 motor vehicles per household in Moonee Ponds according to Census 2011 data, this figure closely aligns with the average car ownership of the residents surveyed (1.35).
- MPAC residents within the defined PP boundary have a lower car parking demand than those outside, mainly due to the differing housing provision.
- A total of 58% of local residents whom responded to the resident survey expressed that visitor parking was a problem in MPAC.

2.6.2 Community Feedback

The local business owners and residents surveyed provided feedback on their respective parking issues, these are provided in Appendix F.

The parking issues received have been cross-checked against the key issues identified as part of the draft parking strategy undertaken in 2008 as provided in Table 4.

Table 4 Summary Comparison of Key Parking Issues in Moonee Ponds

Parking Issues raised by Public / Business	Draft Parking Strategy 2008	MPAC PP October 2013 Surveys
>Long-stay parking required for staff	✓	✓
>Insufficient parking permits for visitors	✓	✓
>Longer time restrictions required	✓	✓
>Inadequate directional signage to parking areas	✓	✓
>Lack of commuter parking at Moonee Ponds Railway Station	✓	✓
>Insufficient parking enforcement	✓	✓
>Local streets congested due to non-resident parking	✓	✓
>Non-residential (trading/delivery) blocks access from residential garages	✓	✓
>On-street deliveries block through traffic	✓	×
>Vehicles park illegally, blocking driveways and/or through traffic	✓	✓
Other Issues		
>Insufficient pedestrian crossing in Puckle Street	✓	×
>Insufficient pedestrian green-time at Mt Alexander Road junction	✓	✓

Parking Issues raised by Public / Business	Draft Parking Strategy 2008	MPAC PP October 2013 Surveys
>Traffic delays and congestion near Moonee Ponds Railway crossing	✓	✓
>Speeds of through traffic	✓	×

A comparison of the car parking issues identified by the public in 2008 to those in 2013 show very little difference in the type of issues residents are experiencing over the five year period. It should be noted that although some of the same issues have not been repeated, that is not to say that these may still require consideration.

2.6.3 Future Conditions

2.6.3.1 Car Parking Supply and Demand

The future redevelopment of MPAC allows for key strategic objectives of both state and local government planning policies to be achieved by providing a set of guidelines that are consistent to these, i.e. integrated approach to land use and transport planning, therefore promoting the use of sustainable travel modes and minimising the dependency of using private cars.

Accordingly future parking provision needs to be tailored as such to not excessively promote the use of private cars whilst also ensuring economic viability and attraction to MPAC.

It is considered to an extent given the potential future development which includes substantial residential provision that growth of MPAC will come from within and not be totally dependent upon external attraction.

Notwithstanding the above the development proposals in MPAC are likely to produce varied parking demand scenarios. The proposed developments at the Former Moonee Ponds Market Site and Alexandra / Dean / McPherson are likely to result in the existing at-grade car parking demands shifting elsewhere in MPAC. It is considered that Council should request that the developers consider their parking requirements in detail including the shift in existing parking provision to other areas.

2.6.4 Future Issues

Based upon the future car parking demands, strategic direction for MPAC and community feedback the following key issues have been identified:

- The management and allocation of car parking needs to be considered further as some areas are not being used to their full capacity. Possible in tandem management measures need to be considered such as way-finding and enforcement.
- The provision of sustainable mode provision and infrastructure over the use of private car use.
- The adoption of more appropriate car parking rates to influence mode choice, taking into consideration the need for innovation.
- Streamlining the case by case approach to car parking and cash-in-lieu payments (if should be applied) and where such funds would be best spent to the benefit of local patrons, business and residents of MPAC.

3.0 MPAC Car Parking Plan Strategy Context, Tools and Boundary

This and subsequent chapters outline the development of a range of car parking strategy recommendations for MPAC which have been developed with consideration to the objectives set out in Section 1.3 of this PP.

3.1 Strategy Context

As previously outlined in Figure 1, the parking plan strategies to be subsequently outlined will be either applied via a planning overlay (i.e. parking rate / financial contributions) or via other mechanisms (management of parking such as time restriction changes).

3.2 Parking Management Tools

In developing the car parking plan strategy recommendations key reference to the Municipal Parking Strategy has been undertaken since it provides clear direction as to how such proposals are to be considered and implemented. Those of particular assistance to the subsequent PP strategies are outlined as follows:

- Parking Demand Management Framework
- Kerbside Road Space User Hierarchy
- MVCC Planning Scheme
- Parking Enforcement Operational Guidelines.

3.3 MPAC PP Boundary

The MPAC PP Boundary is shown in Figure 2. This has been derived following car parking analysis and subsequent consultation with MVCC .

The activity centre boundary includes the parcel of land embarked for future development of MVRC and is therefore consistent with the Committee recommendations on this subject following the findings of the C100 Panel Report (new activity centre zone effective of 30 March 2015) and Redevelopment Advisory Committee Report (Planning Panels Victoria, 19 December 2013) in relation to the review of the masterplan proposals for MVRC.

MPAC Parking Plan Recommendation 1

MVCC to adopt as the Planning Overlay the boundary as outlined in Figure 2 of this PP report. The subsequent parking plan recommendations outlined in this PP report should be applied to this area.

4.0 Parking Plan Strategies via Parking Overlay: Car Parking Rates

4.1 Introduction

This chapter of the PP report outlines the parking plan recommendations with regards to car parking rates.

4.2 Existing MPAC Car Parking Demands

4.2.1 Existing land uses

MPAC is an established residential area with commercial land uses along Mount Alexander Road, Puckle Street and around the Moonee Ponds Railway Station. Moonee Ponds features Coles, Kmart and Mirvac Central (shopping centre) as the main retail destinations with approximately 70 other specialist stores. The eastern side of MPAC consists of residential land uses and MVRC.

Accordingly the existing provision of land use types (all by dwellings are in m^2) that are likely to account for most of the parking demand on a daily basis in MPAC is outlined in Table 5 by the defined 10 precincts as shown in Figure 4. It is noted that there are a range of other uses that have parking demands (community area in Precinct A that would generate a demand for parking on an occasional basis).

Table 5 Approximate provision of key land uses in MPAC by Structure Plan Precinct

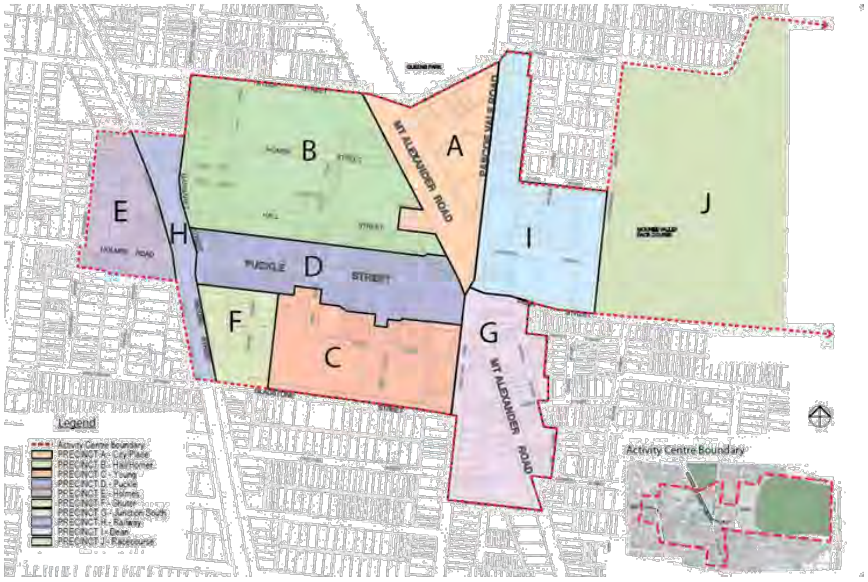
Land Use	Key Land Uses By Structure Plan Precinct										Total MPAC Land Use
	A	B	C	D	E	F	G	H	I	J	
	City Place	Hall/ Homer	Young St	Puckle St	Holmes Rd	Shuter St	Junc St	Rail' way	Dean St	Race' course	
Dwellings	-	110	102	-	24	64	104	3	86	-	493
Retail	-	17,205	3,894	27,598	4,804	-	10,928	-	589	-	65,018m^2
Supermarket	-	4,728	4,796	-	-	-	-	-	-	-	9,524 m^2
Office	3,457	13,327	23,612	1,382	3,854	503	9,381	-	10,621	-	66,137 m^2
Health Clinic	-	1,265	695	132	2,389	656	-	187	1,406	-	6,729 m^2
Restaurant	-	262	104	-	-	-	1,250	-	-	-	1,616 m^2
Industry	-	-	1,422	-	-	-	1,403	-	-	-	2,825 m^2
Warehouse	-	-	-	-	-	-	502	-	-	-	502 m^2

Source: Moonee Valley City Council

Note: Dwellings provided in total numbers, all other land uses in m².

Data Disclaimer - It is important to understand this information (codes and data) has been developed and used for valuation and rating purposes, and care must be exercised in using these codes for purposes seemingly unrelated to valuation and rates property data requirements. From a valuation and rates perspective, no attempt has been made to use the Australian Valuation Property Classification Codes (AVPCC) as more than a broad property classification, and the intended grouping / property classification is derived by an agreed matrix for Improvement Types to LCC and then to AVPCC.

Figure 4 Precinct Plan



Source: MPAC Structure Plan, March 2010

4.2.2 Land Use Trip Attractors to MPAC

In June 2012, the Department of Transport, Planning and Local Infrastructure (DTPLI) introduced changes to Clause 52.06 of the Victorian Planning Scheme. The changes to Clause 52.06 allow Council to adopt the following car parking provisions:

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

The Clause 52.06 Planning Scheme rates for a range of land uses (i.e. those in MPAC that are likely to account for most of the parking demand on a daily basis) is provided in Table 6.

Table 6 Clause 52.06 Planning Scheme Rates

Land Use	Column A Parking Rate – standard rate to all zones	Column B Parking Rate: specified in a schedule to the Parking Overlay	Column C Car Parking Measure
Dwelling	1	1	To each one or two bedroom dwelling, plus
	2	2	To each three bedroom dwelling
	1	0	For visitors to every 5 dwellings for

Land Use	Column A Parking Rate - standard rate to all zones	Column B Parking Rate - specified in a schedule to the Parking Overlay	Column C Car Parking Measure
			developments of 5 or more dwellings
Restricted Retail	3	2.5	To each 100sq.m of leasable floor area
Supermarket	5	5	To each 100sq.m of leasable floor area
Shop	4	3.5	To each 100sq.m of leasable floor area
Office	3.5	3	To each 100sq.m of net floor area
Medical Centre	5	-	To the first person providing health service plus,
	3	-	To every other person providing health services
	-	3.5	To each 100sq.m of leasable floor area
Restaurant	0.4	-	To each patron permitted
	-	3.5	To each 100sq.m of leasable floor area
Warehouse	2	2	To each premise plus.
	1.5	1	To each 100sq.m of net floor area
Industry	2.9	1	To each 100sq.m of net floor area

A review of the land use concentration characteristics in MPAC suggests that lower parking rates could potentially be adopted. Typically, if an area has a denser concentration of land uses, visitors will often go to more than a single destination during their visit. Accordingly, the demand for parking is shared by a number of land uses meaning that the overall parking demand for the location can be lower. In recognition of this, Clause 52.06 allows for the identification of rates to be adopted that better reflect the parking demands generated by the identified location.

4.2.3 Theoretical Parking Demand Analysis

Table 7 outlines the level of car parking required in MPAC if the parking rates outlined in Clause 52.06 were upheld for all development which currently exists, according to both Column A and B rates.

Table 7 Level of parking required in MPAC

Land Use	Existing Land Use Provision in MPAC		Required Parking Supply (Column A)	Required Parking Supply (Column B)
	Total (No. of Floor Areas)	Total Net Floor Areas (Leasable Floor Area)		
Retail	65,018m²	48,763m² LFA	1,463	1,219
Supermarket	9,524m²	7,143m² LFA	357	357
Office	66,137m²	52,910m² NFA	2,116	1,852
Health Clinics	6,729m²	5,047m² LFA	177[1]	177
Restaurant	1,616m²	1,212m² LFA	42[1]	42
Industry	2,825m²	2,260m² NFA	66	23
Warehouse	502m²	402m² NFA	8	6
Total	**147,252m²**	**113,656m²**	**4,229**	**3,676**

[1]The number of health service providers and patrons is not available, accordingly Column B rates applied for comparable purposes.

[2]Net Floor Area assumed to be 0.8 x Total Floor Area. Leasable Floor Area assumed to be 0.75 x Total Floor Area.

The above is only a broad classification of existing land use provision the following data disclaimer should be noted:

Data Disclaimer - It is important to understand this information (codes and data) has been developed and used for valuation and rating purposes, and care must be exercised in using these codes for purposes seemingly unrelated to valuation and rates property data requirements. From a valuation and rates perspective, no attempt has been made to use AVPCCs as more than a broad property classification, and the intended grouping / property classification is derived by an agreed matrix for Improvement Types to LCC and then to AVPCCs.

It can be noted from Table 7 that:

- A total of 4,229 parking spaces are required based on the car parking rates specified in Column A of Clause 52.06. This equates to **3.7 spaces per 100m²** of the total floor area.
- A total of 3,676 parking spaces are required based on the car parking rates specified in Column B of Clause 52.06. This equates to **3.2 spaces per 100m²** of the total floor area.

It should be noted from the above that these exclude a number of 'other' land uses which most likely attract vehicle trips to MPAC therefore it is considered that the assessment is a base minimum assessment.

As provided previously in Table 2 of this PP report, 2,828 vehicles were surveyed to park in MPAC in the peak period of the optimum parking demand over the surveyed three days, a utilisation of 82% of the total available parking spaces (3,431 spaces provided). The actual parking demand for MPAC can be calculated as being **2.5 spaces per 100m²** of floor area.

Accordingly this indicates that parking could be provided at either the Column B rate or lower.

4.2.4 Residential Land Use

As part of the resident surveys undertaken as part of the PP, the residents were asked to provide their dwelling type, number of bedrooms and the total number of cars owned, a summary of the responses of those residing both within and outside of the MPAC PP boundary is provided in Table 7.

Table 8 Dwelling Type and Car Ownership from surveyed MPAC residents

Type of Dwelling	Number of Bedrooms	Inside MPAC PP Boundary			Outside MPAC PP Boundary		
		Total Dwellings	Total Number of Cars Owned	Average Car Ownership	Total Dwellings	Total Number of Cars Owned	Average Car Ownership
Detached House	1	0	0	0.00	0	0	0.00
	2	1	0	0.00	14	20	1.43
	1 or 2	1	0	0.00	14	20	1.43
	3 or more	9	14	1.56	69	119	1.72
Semi-Detached / Townhouse	1	0	0	0.00	0	0	0.00
	2	2	1	0.50	10	15	1.50
	1 or 2	2	1	0.50	10	15	1.50
	3 or more	2	2	1.00	20	34	1.70
Flat / Unit / Apartment	1	3	2	0.67	2	3	1.50
	2	20	25	1.25	4	3	0.75
	1 or 2	23	27	1.17	6	6	1.00
	3 or more	12	19	1.58	2	3	1.50
Total		**49**	**63**	**1.29**	**121**	**197**	**1.63**

There are on average 1.5 motor vehicles per household in Moonee Ponds according to Census 2011 data, this figure closely aligns with the average car ownership of the total number of residents (1.63) surveyed.

4.3 Proposed Car Parking Rates

4.3.1 Where they will apply

The MPAC boundary for which the car parking rates should apply is shown in Figure 2. The area is considered applicable to lower car parking rates due to the compact provision of commercial development, proximity to sustainable modes of transport (i.e. Moonee Ponds tram/bus interchange and railway station) and the future vision for the area set by local and state policies.

The activity centre boundary includes the parcel of land embarked for future development of MVRC and is therefore consistent with the Committee recommendations on this subject following the findings of the C100 Panel Report.

4.3.2 Decision Guidelines

It is considered that decision guidelines should be set to ensure that there is a degree of flexibility to cover various potential scenarios, for example, unique development proposals and changes to the activity centre over time (travel mode splits, demographics, development etc.). This is considered important as it is not possible to cover all eventualities.

4.3.3 Other Activity Centre Parking Rates

A review of parking rates adopted by other activity centres is provided in Appendix A.

4.3.4 'Trip Attracting' Development Parking Rates

4.3.4.1 Key Findings

Following earlier data analysis and community input a number of key findings can help in the determination of future car parking rates for commercial development in MPAC as follows:

- MPAC is currently operating with spare car parking capacity, notably in on-street parking areas, however it is noted that areas are at or exceeding the 85% operational capacity threshold from which traffic circulation would start to occur and impact upon the operation of the activity centre.
- Key policy and the objectives of this PP seek to shift people to using more sustainable modes of travel rather than the use of private motor cars.
- The future growth of the activity centre is predominately residential therefore meaning that internal growth of MPAC is expected rather than external, therefore meaning that a more pedestrian friendly environment should be encouraged to entice those living in MPAC to use their activity centre rather than travel away from the area. This also means that MPAC may not necessarily be as dependent upon external visitors.
- Analysis of current parking provision against land use in Section 4.2.3 shows that the activity centre is currently providing parking at a lower threshold to Column B planning scheme required parking provision, which is considered an appropriate base rate for activity centre car parking.

4.3.4.2 Proposed Trip Attracting Development Car Parking Rates

Following the findings in Section 4.2.3 it is considered that new developments in MPAC should provide parking at the Column B rates of Clause 52.06 of the planning scheme.

A summary of the Clause 52.06 Column B parking rates recommended for MPAC against Column A is provided in Table 9.

Table 9 Clause 52.06 Planning Scheme Rates – Trip Attracting Development

Land Use	Column A Parking Rate – standard rate to all zones	Column B Parking Rate: specified in a schedule to the Parking Overlay MPAC Parking Rate	Column C Car Parking Measure
Restricted Retail	3	2.5	To each 100sq.m of leasable floor area
Supermarket	5	5	To each 100sq.m of leasable floor area
Shop	4	3.5	To each 100sq.m of leasable floor area
Office	3.5	3	To each 100sq.m of net floor area
Medical Centre	5	-	To the first person providing health service plus,
	3	-	To every other person providing health services
	-	3.5	To each 100sq.m of leasable floor area
Restaurant	0.4	-	To each patron permitted
	-	3.5	To each 100sq.m of leasable floor area
Warehouse	2	2	To each premise plus.
	1.5	1	To each 100sq.m of net floor area
Industry	2.9	1	To each 100sq.m of net floor area

4.3.5 Empirical Residential Development Parking Rates

Considering the future direction for MPAC and encouraged use of sustainable modes of transport it would seem appropriate that residential properties would be swayed to own a maximum of one car or ideally own no cars per dwelling.

The survey data outlined in Table 8 has been used to derive empirical car parking rates for dwellings in Moonee Ponds, as provided in Table 10 for dwellings both within and outside of the MPAC PP boundary.

Table 10 Empirical Car Parking Rates

Compositions	Inside MPAC PP Boundary			Outside MPAC PP Boundary		
	Total Houses	Cars Owned	Empirical Parking Rate	Total Houses	Cars Owned	Empirical Parking Rate
To each one bedroom	3	2	0.7	2	3	1.5
To each two bedroom	23	26	1.1	28	38	1.4
To each one or two bedroom dwelling	26	28	1.1	30	41	1.4
To each three bedroom dwelling	23	35	1.5	91	156	1.7

Note: Parking Rates rounded to nearest whole number.

As shown from the derived empirical parking rates above for MPAC the parking rates for one or two bedroom dwellings is similar to those set out in both Column A and B of Clause 52.06 of the Planning Scheme inside the MPAC PP boundary, as follows:

- 0.7 cars to each one bedroom dwelling (although there was limited responders who owned a single bedroom dwelling).
- 1.1 cars to each two bedroom dwelling.
- 1.5 cars to each three bedroom dwelling.

4.3.5.1 Census 2011 Review

A review has been undertaken of the Australian Bureau of Statistics (ABS) 2011 Census Data to provide a secondary review of the car parking requirements of Moonee Ponds and see if they correspond with the findings of the questionnaire surveys undertaken (empirical findings as outlined in Table 10).

Table 11 provides an analysis of the car parking demands rates by the car ownership of the various household bedroom provisions.

Table 11 Census 2011 - Moonee Ponds - Home Bedroom Allocation to Vehicle Ownership Analysis

Number of Bedrooms	Moonee Ponds – Motor Vehicle Ownership Responses					Total	Car Parking Demand Rate
	No Motor Vehicles	One Motor Vehicle	Two Motor Vehicles	Three Motor Vehicles	Four or more Motor Vehicles		
None (includes bedsitters)	27	13	0	0	3	43	0.58
One Bedroom	180	234	28	3	8	453	0.73
Two Bedroom	297	881	384	42	3	1607	1.11
Three Bedrooms or more	253	944	1281	389	135	3002	1.74
Total	757	2072	1693	434	149	5105	2.09

The car parking demand rates from the Census 2011 data review for Moonee Ponds show a good match to the MPAC surveyed residents with both the calculated required allocation of cars to one and two bedroom dwellings the same and only a difference of 0.2 for properties with three bedroom or more.

Accordingly based upon the resident surveys and census 2011 the following parking strategy recommendations are made with regards to parking provision for residential land use developments.

4.3.5.2 Proposed Residential Development Car Parking Rates

Following an assessment of the empirically residential parking rates it is considered that Column B parking rates should be adopted for MPAC.

As outlined previously in this PP a total of 58% of local residents whom responded to the resident survey expressed that visitor parking was a problem in MPAC. It is considered as per the Column B rates of Clause 52.06 of the Planning Scheme (preferred for use in activity centres) that no provision for visitors is provided. This is considered appropriate given the functions of an activity centre in that their usual peak residential visitor times occur outside of the overall centres peak parking requirements therefore freeing up public parking areas for visitors.

A summary of the proposed residential development parking rate is provided in Table 12, with Column A and empirically derived parking rates provided for means of comparison.

Table 12 Clause 52.06 Planning Scheme Rates

Land Use	Column A Parking Rate – standard rate to all zones	Column B Parking Rate specified in a schedule to the Parking Overlay MPAC Parking Rate	Empirically Derived Parking Requirements in MPAC	Column C Car Parking Measure
Dwelling	1	1	0.7 for one bedroom 1.0 for two bedroom	To each one or two bedroom dwelling, plus
	2	2	1.5	To each three bedroom dwelling
	1	0	n/a	For visitors to every 5 dwellings for developments of 5 or more dwellings

MPAC Parking Plan Recommendation 2

MVCC to prepare a Schedule to the Planning Overlay for MPAC to ensure illuminated sign provide parking at Column B parking rates as set out in Clause 52.06 of the Planning Scheme.

4.4 Future MPAC Car Parking Demands

In order to understand future car parking demands within MPAC, and therefore ensure that any proposed parking rates are appropriate to its future function, a review of key development proposals has been undertaken.

4.4.1 MVCC Development Capacity Analysis

4.4.1.1 Overview

MVCC have developed an internal Development Capacity Model to project the anticipated future development in terms of capacity in the MPAC. The capacity analysis undertaken was purely based upon estimates of floor area and does not take into growth projections (i.e. population, economics, etc.).

The capacity analysis was undertaken across three future scenarios, approved development, expected development and maximum development scenarios. The outputs were broken down by commercial (split by shopfront and non-front land uses) and residential (split by number of beds provided).

Those developments subject to current master planning (Moonee Valley Racecourse and Leighton's developments) were not included in the above model.

4.4.1.2 MPAC – Commercial Floor Area Capacity Scenario Outputs

The capacity model outputs for the commercial floor areas are provided in Table 13.

Table 13 Commercial Floor Area Capacity Analysis (provided from MVCC Development Capacity Model)

Development Scenario	Tenancy Type	Net Leasable Area (sq. m)	Net Leasable Area Increase (sq. m)	Net Leasable Area Increase (%)
Approved	Shopfront	70,410	1,960	2.86%
	Non-shopfront	65,026	5,660	9.53%
Expected	Shopfront	84,986	16,536	24.16%
	Non-shopfront	92,148	32,782	55.22%
Maximum	Shopfront	84,986	16,536	24.16%
	Non-shopfront	118,668	59,302	99.89%

4.4.1.3 MPAC – Residential Scenario Outputs

The capacity model outputs for the residential land uses are provided in Table 14.

Table 14 Residential Capacity Analysis (provided from MVCC Development Capacity Model)

Development Scenario	Future Residential Development – By number of beds		
	1 Bed	2 Bed	3 Bed plus
Approved	280	140	23
Expected	1,769	884	147
Maximum	3,103	1,551	258

4.4.1.4 Future Car Parking Demands – Based upon Capacity Analysis

An analysis has been undertaken to understand the future car parking provision requirements based upon the Development Capacity Model, the planning scheme parking rates (Column A and B) and the car parking rates proposed as part of this PP as outlined previously.

The subsequent analysis has a number of caveats and is purely undertaken to demonstrate to MVCC the potential detrimental car parking demand effects to MPAC that could occur if parking provisions required by developers are not upheld. Some of the caveats include:

- Car parking requirements projections assume no wavering of car parking spaces and that all development provides its required car parking provision off-street.
- The analysis (and the previous Development Capacity Model) does not take into account whether the local road network can actually facilitate the level of future development predicted.
- Some developments may be able to proceed since it takes the place of another land use which previously existed. Therefore if the developer can demonstrate a no net increase in parking demand then the development can proceed.
- Given the high projected future residential development in MPAC it could potentially be considered that growth will be internally driven, therefore the need for extra car parking may not be warranted.
- Possibility that in the future local sustainable transport improvements are made that will cause a mode shift in those travelling to / from MPAC.
- The analysis has been undertaken for the approved scenario for completeness of assessment although it may be the case that development could potentially have already been approved based upon lower or no parking provision (i.e. wavered spaces).

Commercial Future Car Parking Requirement Analysis

The MVCC Development Capacity Model summarised commercial development into two overarching land use types, those being shopfront and non-shopfront. There are a wide range of land use types for which these could

be. Therefore for the purposes of the car parking demand analysis it has been assumed the shopfront be classified as 'shop' and non-shopfront as 'office'.

The parking demand has been calculated for the three development scenarios (approved, expected and maximum) against the current council adopted planning scheme parking rate, Column A, and the Column B parking rates recommended for use in MPAC in this PP report (see Table 15).

Table 15 Car Parking Demand - Car Parking Rates

Commercial Floor Space Type	Adopted land use	Planning Scheme (52.06) Parking Rates		Column C Parking Measure
		Column A	Column B	
Shopfront	Shop	4	3.5	To each 100sq. m of leasable floor area
Non-shopfront	Office	3.5	3	To each 100sq. m of net floor area

The above parking rates have been applied to the development scenarios, the results are shown in Table 16.

Table 16 Future Commercial Development Car Parking Requirements Scenario Analysis

Floor Type / Land Use	Development Scenario	Net Leasable Area Increase (sq. m)	Car Parking Requirements Planning Scheme Parking Rates	
			Column A	Column B
Shopfront 'Shop'	Approved	1,960	78	69
	Expected	16,536	661	579
	Maximum	16,536	661	579
Non-shopfront 'Office'	Approved	5,660	198	170
	Expected	32,782	1,147	983
	Maximum	59,302	2,076	1,779
Total – Shopfront and Non-shopfront	Approved	7,620	277	238
	Expected	49,318	1,809	1,562
	Maximum	75,838	2,737	2,358

Residential Future Car Parking Requirement Analysis

The MVCC Development Capacity Model summarised residential development by the number of bedrooms that the dwelling provides.

The parking demand has been calculated for the three development scenarios (approved, expected and maximum) against the current council adopted planning scheme parking rate, Column A, and the Column B parking rates recommended for use in MPAC in this PP report (see Table 17).

Table 17 Car Parking Demand - Car Parking Rates

Land Use	No. of beds	Planning Scheme (52.06) Parking Rates		Column C Parking Measure
		Column A	Column B	
Dwelling	1	1	1	To each 1 bedroom dwelling
	2	1	1	To each 2 bedroom dwelling
	3	2	2	To each 3+ bedroom dwelling
	Visitor	1	0	For visitors to every 5 dwellings for developments of 5 or more dwellings

The above parking rates have been applied to the development scenarios, the results are shown in Table 16.

Table 18 Future Residential Development Car Parking Requirements Scenario Analysis

Residential Development Scenario	No. of beds	Projected Increase of Dwellings by type	Car Parking Requirements Planning Scheme Parking Rates	
			Column A	Column B
Approved	1	280	280	280
	2	140	140	140
	3	23	46	46
	Visitor	-	89	0
Sub-Total			555	466
Expected	1	1,769	1,769	1,769
	2	884	884	884
	3	147	294	294
	Visitor	-	560	0
Sub-Total			3,507	2,947
Maximum	1	3,103	3,103	3,103
	2	1,551	1,551	1,551
	3	258	516	516
	Visitor	-	982	0
Sub-Total			6,152	5,170

Car Parking Requirement Analysis Findings

Previous analysis with regards to existing car parking utilisation showed that on the peak day of demand that 399 publicly available car parking spaces were free to be used (MPAC publicly available car parking operating at an utilisation of 87%, which over the theoretical car parking capacity, 85%, following which motorists commence circulating for car parking spaces).

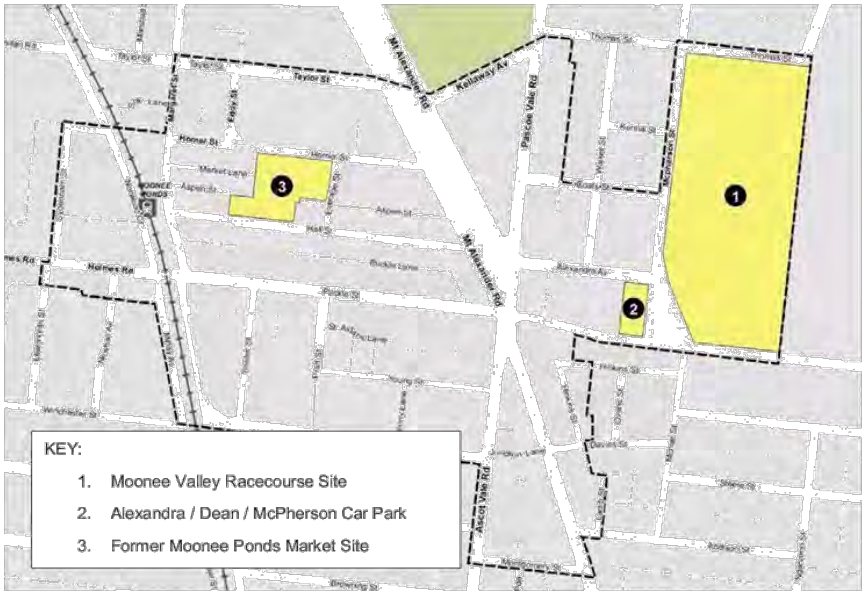
Accordingly the above analysis for both commercial and residential land uses shows that development cannot be continued to proceed without providing an adequate supply of car parking, unless there are reasons to justify this. The analysis also shows that by providing car parking at a more appropriate rate according to the intended function and operation of MPAC then less car parking can be potentially provided and therefore not be a barrier to stifle future development.

4.4.2 Proposed / Approved Development Considerations in MPAC

Although the Structure Plan does cover the precincts for which future development land uses should reside it does not state the actual quantum of such developments. There are some proposed / approved developments in MPAC which can be considered in more detail. For ease of consideration each site at this stage has been considered on its own specific impacts to car parking in MPAC in the event that the proposal does not come to fruition.

The location of these developments is shown in Figure 5.

Figure 5 Location of Proposed / Approved Development in MPAC



1) Moonee Valley Racecourse Masterplan

The Moonee Valley Racing Club is currently seeking to redevelop its facilities which would result in surplus land being made available for development upon located to the west of the Racecourse, as well as a pocket of land in the north-east corner of the site. The Club are proposing to develop primarily residential units with some commercial and retail uses, the indicative quantity is outlined below:

- 2,500 new dwellings (split approximately between 2,400 apartments and 100 townhouses). The residential apartment complexes to comprise of three to 25 storeys. Proposed to result in a new population of approximately 4,500 people, developed over a 15 to 20 year time frame.

- 16,000sq.m Commercial Office;
- 4,500sq.m Speciality Retail; and
- 2,000sq.m Office / Medical.

Due to Council and local community opposition to this proposal the Minster for Planning appointed an Advisory Committee to provide advice to the MVCC and himself on the best outcomes for the site, from both a development and a heritage perspective. A number of key issues relating to transport, traffic and parking have been discussed between the committee, some of the key outcomes are provided subsequently.

The following traffic generation rates for the proposal were agreed upon as outlined in Table 19.

Table 19 MVRC Masterplan - Agreed Land Use Traffic Generation Rates

Use	Unit	AM	PM	Comment
Residential Apartment	Trips per dwelling	0.31	0.31	Based on average experts' outlined trip rates.
Residential Townhouse	Trips per dwelling	0.45	0.45	Based on average experts' outlined trip rates.
Mixed Use	Movements per 100 square metres	2.00	2.00	Subject to review and better understanding of final land use operational characteristics as available.
Retail	Movements per 100 square metres	1.20	5.00	Subject to review and better understanding of final land use operational characteristics as available. Rates to not account for a supermarket retail use.
Commercial Office	Trips per Car Parking Space	0.60	0.50	Unit rate applied to per car space provided as there were varied views on the appropriate provision of car parking for this land use.

There were areas that the experts did not agree wholly or part which would need further collaborative work, ultimately leading to preparation of an Integrated Transport Plan (and provided for the in the schedule to the Activity Centre Zone). This included the car parking rates.

The committee believes Council's proposed Parking Overlay would provide a sound basis for initially setting and ongoing review of parking provisions for the redevelopment proposals.

GTA consultants masterplan development phase 2 report outlined the car parking rates it considered appropriate for the redevelopment as outlined in Table 20. These were based on the following understanding:

- Parking overlay to be implemented by Council which better represent parking rates for MPAC, i.e. Column B of Clause 52.06.
- Considered that a 16,000 sq. m office building of this scale in a non-CBD location as Moonee Ponds is likely only to be realised if it was to be predominately occupied by a large government body. Considered generally government departments require a relatively low parking provision, in this regard an indicative parking rates of 2 spaces per 100 square metres was adopted.

Table 20 Clause 52.06 Planning Scheme Rates (Column B) comparison to GTA proposed car parking rates for MVRC Redevelopment

Land Use	Column B Parking Rate specified in a schedule to the Parking Overlay	GTA Consultants Proposed Parking Rates	Column C Car Parking Measure
Dwelling	1	1	To each one or two bedroom dwelling, plus
	2	1	To each three bedroom dwelling
	0	0	For visitors to every 5 dwellings for developments of 5 or more dwellings
Office	3	2	To each 100sq.m of net floor area

2) Alexandra / Dean / McPherson Car Park

Following liaison with MVCC they stated that the Alexandra / Dean / McPherson car park land (see P5 of Figure 25 in Appendix C) could be sold for development by the land owner. This car park is currently leased by Foxtel and experiences illegal parking practices with vehicles parked in unmarked locations and on the verges surrounding the car park, this has resulted in the car park being utilised by 96 vehicles instead of the supplied parking bay allocation of 66 parking spaces.

If the car park was developed upon a total of 96 vehicles which currently park in this location in relation to Foxtel would require alternative long term parking spaces. Given that the Former Moonee Ponds Market Site (subsequently discussed) is likely to be developed before this site there would be no alternative long term parking locations for such vehicles in MPAC (it is unlikely anyway that patrons would park at Leighton's Site if still available as it is paid parking, this is considered to be the fact since there is nearby underutilised parking spaces on Alexandra Avenue but these are metered parking spaces).

Accordingly the loss of the car park is likely to lead to a variety of potential scenarios as follows:

- Parking spaces at longer stay available off-street or on-street parking locations being filled more quickly as patrons seek these spaces.
- Parking of workers vehicles in neighbouring residential streets leading to more public angst.
- The increase of workers parking and moving their cars around MPAC due to the shorter stay time limits and the lack of longer stay parking as currently exists.

It is considered that further liaison with Foxtel will be necessary to discuss the implications of losing this land to car parking and ways in which this could be remedied. For example, it may be that a green travel plan has never been discussed with the business and may be beneficially in swaying its workers into using more sustainable modes of travel.

3) Former Moonee Ponds Market Site

Following liaison with MVCC they stated that a masterplan exists for redevelopment of the Former Moonee Ponds Market Site (see P4 of Figure 25 in Appendix C). It is expected to be a significant development given the size of the site.

The site is currently an at-grade ticket car park with capacity for 299 cars to park. The parking demand surveys undertaken as part of this PP showed that this car park was on average approximately 75% utilised on a weekday (highest demand being 227 vehicles) with only a peak demand of 15% on the surveyed weekend day. This could suggest that a higher proportion of people parking in this car park are employees within MPAC given the large percentage utilisation difference but a patron survey of the car park would be required to confirm this.

Based upon the above it could be considered in a worst case scenario 227 vehicles will be looking for alternative parking in MPAC if this land is developed upon. The supply and demand analysis of parking indicated that 87% of publicly available parking spaces were occupied across MPAC during the busiest period of the surveyed days at 12:00pm with 2,601 vehicles parked in the 3,000 publicly available car parking spaces.

If the above spaces were removed (and if the surplus parking could find alternative suitable parking in MPAC similar to those spaces being remove, which is unlikely without intervention) there would be 2,701 parking spaces utilised by 2,601 vehicles at a utilisation of 96%, far exceeding the effective capacity of car parking (>85%).

As it is unknown the actual time people wish to park at this site it is recommended that a parking duration of stay survey would be beneficial to understand the type of parking that would be lost to those visiting MPAC.

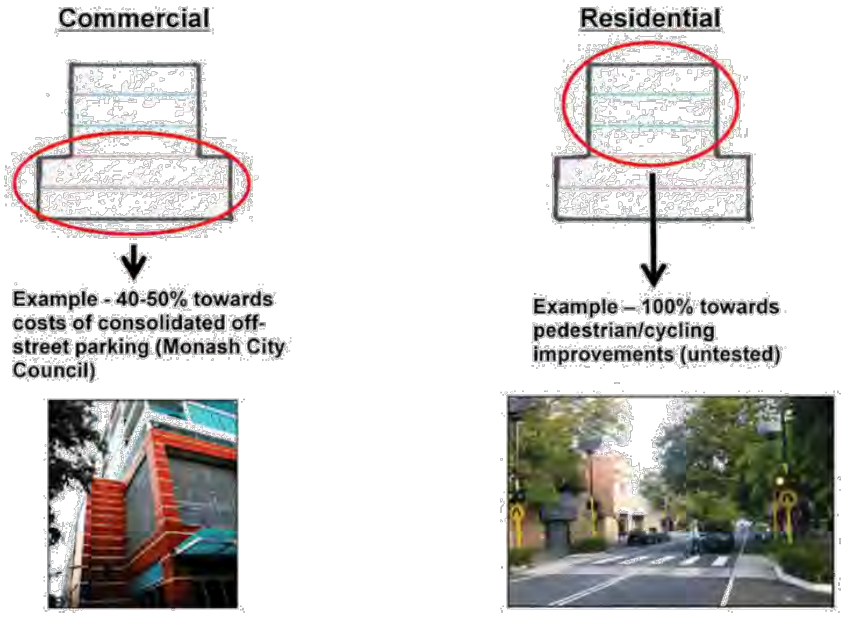
5.0 Parking Plan Strategies via Parking Overlay: Financial Contributions

5.1 Funding Scheme Strategy

5.1.1 MVCC Proposal

The Municipal Parking Strategy outlines Councils proposed strategy for the collection of funds in relation to car parking waivers for commercial and residential land use areas in new developments. It states that although generally rate schemes are applied to commercial developments, Council sought preliminary legal advice identifying that a cash-in-lieu scheme could be applied to residential developments (in Activity Centres) with the fund used to contribute towards sustainable (walking and cycling) transport improvements. This would allow new residents to more easily access public transport in the area. The proposed Council scheme is provided below in Figure 6: It should be noted that this PP considers only commercial developments and a separate study is being conducted with regards to residential.

Figure 6 MVCC proposed possible cash-in-lieu scheme



***Council will seek to implement both these schemes concurrently**

Figure A: Possible model for how Parking Precinct Plans could include cash-in-lieu schemes for car-parking waivers for commercial and residential floor area in new developments.

Source: Municipal Parking Strategy

5.2 Parking Investment Fund (PIF)

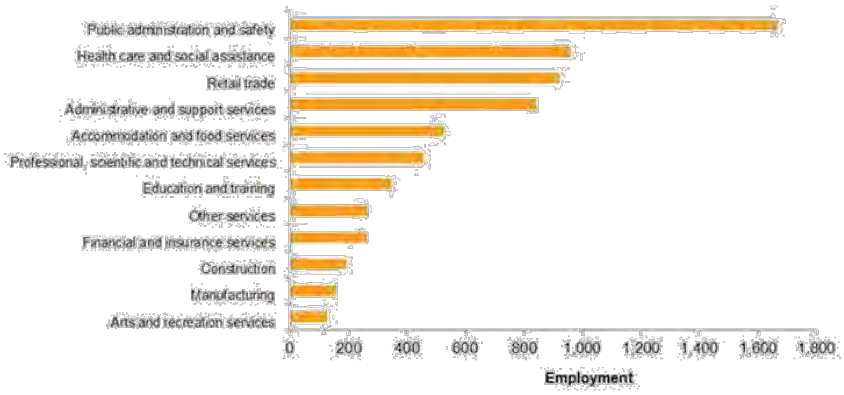
5.2.1 Background and Context

5.2.1.1 Local Economic Conditions

MPAC is one of the key employment and retail hubs in the City of Moonee Valley. It serves the local population with a range of retail services including: supermarkets and pharmacies. The centre is well serviced by Health Care though large integrated offerings such as Medical One and through smaller specialists located throughout the precinct.

Figure 7 shows the employment in the Moonee Ponds SA2 statistical area which encompasses MPAC. This illustrates the key sources of employment in the area, led by Public administration and safety due to the location of the MVCC Offices. The large number of employment in Health Care, Retail Trade and Accommodation and Food services highlights the centres role in providing day-to-day services to the local population. These types of businesses generate a large number of trips to the centre.

Figure 7 Industry employment in Moonee Ponds SA2



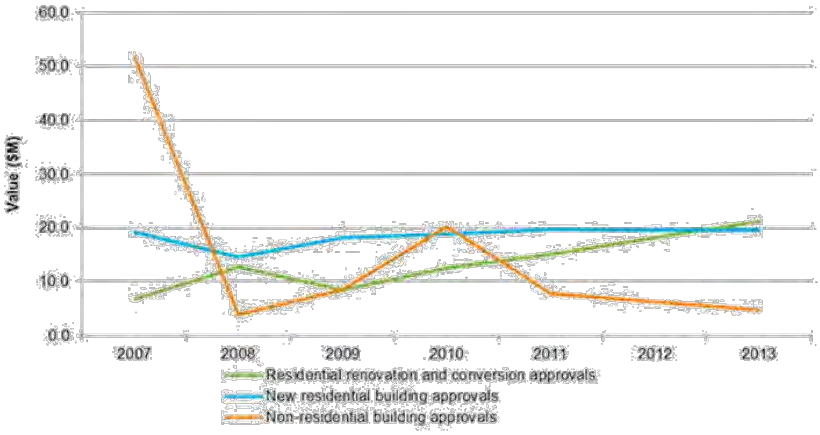
Source: ABS, 2011 Census Place of Work Employment Data

As Melbourne continues to grow at an average rate of 1.5% per annum, Moonee Valley will continue to support part of this growth. Over the next decade the City of Moonee Valley is forecast to grow at 0.7%[1] p.a. This will add more than approximately 8,000 residents to the city by 2021. The continued population growth in the surrounding areas will most likely lead to further demand for support services such as retail, medical, professional, and educational services which are provided at MPAC.

The building approvals by either residential renovation/conversion, new residential and non-residential are shown in Figure 8 in Moonee Ponds over a 5 year period (2007 to 2011) according to their respective total values. The buildings approvals data from 2007 showed a consistent demand for new residential development in Moonee Ponds. Non-residential developments have been more variable with a large drop during the global financial crisis before recovering in 2010.

[1] DPCD, Victoria in Future population projections

Figure 8 Building approvals in Moonee Ponds, 2007-2011



Source: ABS Building Approvals 2007-2011, ABS, Building Approvals, Sept 2013, Cat. 8731.0

Note: 2012 values are interpolated.

Data just released by the ABS for the financial year 2012/13 show non-residential buildings remaining constant at around $5m, while total residential building (renovations and conversions plus new residential buildings) continued to gain strength with over $40m approved in 2012/13[2] . The non-residential building approvals represent just over 10% of all approvals in Moonee Ponds compared to 35% for all of Melbourne. This would suggest that the market in the area is not particularly strong for non-residential properties and that any financial contributions should be carefully assessed as to their impact on demand.

5.2.1.2 Development Plans and Policies

Melbourne @ 5 million was released in 2008 to provide an updated to Melbourne 2030 which set out the long term plan for Melbourne and the surrounding areas. The philosophy behind the plan is to manage Melbourne's growth and development in a sustainable way. A key focus is on developing Activity Districts and Activity Centres where employment and services are concentrated to improve access and minimise the need for private vehicle transport. This has since been superseded by Plan Melbourne, a draft of which was released in October 2013. While this document has less focus on Activity Districts, its focus on 20 minutes neighbourhoods is of particular relevance to MPAC.

MVCC embraced the concept of centralised activity centres offering a variety of services through the continued development of the MPAC. This is evident in the MPAC Structure Plan which states that "Activity Centres such as Moonee Ponds are expected to develop into high-density, pedestrian-friendly urban centres that are intimately connected to public transport services, in an effort to help reduce urban sprawl and dependency on private motor transport."

As MPAC continues to develop as a high-density commercial and residential centre the role of parking provision becomes critical. There is a delicate balance between using public and private parking provision as a travel demand management tool while still providing adequate parking to maintain commercial viability. For this reason the use of financial contributions provides a valuable means of controlling this balance. It allows developers to use land efficiently within the activity centre to provide high density developments which in turn enables council to invest in both centralised parking facilities and sustainable transport initiatives to reduce vehicle trips.

[2] ABS, Building Approvals, Sept 2013, Cat.8731.0

6.0 Economic Analysis of Commercial Parking Waivers

The following section discusses the economic rationale for using a system of cash in lieu of parking waivers to help deliver centrally planned and provided car parking. The role of a cash in lieu approach to parking requirements has been considered for commercial developments only in this parking plan.

Commercial parking requirements are intended to ensure that new commercial developments make some provision for the additional traffic within the activity centre that the new business is expected to generate, so that the level of access for users use the activity centre can be maintained at the current level. Parking requirements are therefore aimed at ensuring sufficient parking is available to support the activity centre's retail, service and employment offerings and ensure access to parking does not become a barrier for the activity centre.

An analysis of the potential impacts from developing a cash in lieu system for commercial parking and the appropriate level of such a levy are discussed in the following section.

6.1 Cash in lieu of Commercial Parking Provision

6.1.1 Assessment Framework – Commercial Parking

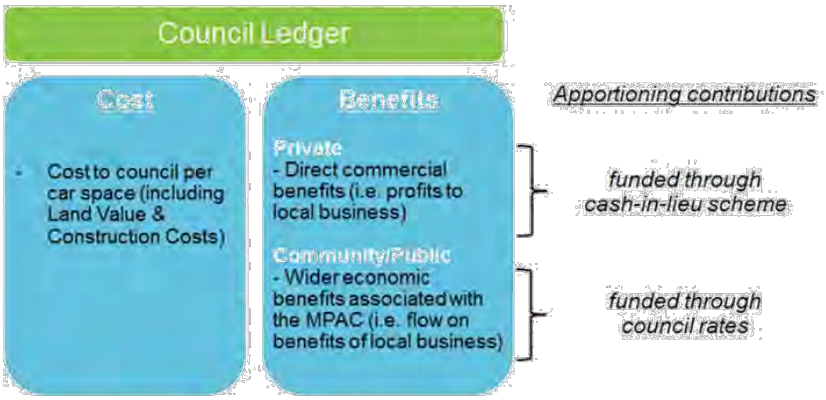
Figure 9 demonstrates the framework for both the cost and benefits of providing centralised parking. From a council perspective, the provision of parking is estimated to cost $1,279 per square meter (Land value plus construction cost). The beneficiaries of commercial parking can be broken down as:

Private: Local Businesses and services which rely on the provision of car parking facilities.

Public/Community: Initial increase in business activity will have wider impacts on MPAC as well as giving public access to local amenities, businesses and services.

With this framework in mind, the following sections will address the proportion of financial contribution that can be expected from both the public and private beneficiaries of centralised parking.

Figure 9 Framework for analysis (example)



6.1.2 Economic benefits of centralised provision of parking

Providing ground level car parking for a small development is expensive due to the high land value and potential economies of scale associated with building non-ground level parking facilities. As the development in MPAC continues to intensify, land costs will continue to rise. Given these factors, developing a large centrally located parking facility enables the land to be used more efficiently, minimising the total cost per car parking space. Centralised parking facilities, if designed and operated efficiently, will also lead to improved traffic conditions in the surrounding area. Due to cost and the number of stakeholders in an area like MPAC, government intervention is required to drive the provision of these centralised parking facilities.

Local businesses are the key beneficiaries of such centralised parking facilities, due to their reliance on revenue from customers who rely on access to nearby parking. Residents will also benefit from improved traffic conditions due to improved activity centre parking design and decreased reliance on parking in residential streets due to spill over effects.

6.1.3 Financial Contributions

In order for a cash-in-lieu system to be justified it must address the four core principles of need, nexus, accountability, and equity as outlined in The Parking Overlay PN57. These core principles are discussed below for the adoption of schemes for commercial development.

Need: With the high commercial value of land, there are locations within MPAC where both physical and financial constraints may impact on the level of parking that can be provided with developments. With limited land available the provision of car parks within the building footprint (e.g. basement car parking) is usually necessary which adds significant construction costs and limits leasable space. Therefore, in some cases developers may be unable to provide the required level of parking due to commercial considerations. Given the level of projected development growth that may occur in MPAC over the coming decade, council may be required to offset any shortfall in development related parking through the increased provision of publicly provided parking. A cash-in-lieu system is an effective way for developers to avoid supplying their full parking rate requirement on premises whilst giving council the necessary funds to contribute towards either centralised parking facilities (commercial developers) or improvements to sustainable modes of travel (residential developers).

Nexus: There needs to be clear link between the type of developments covered under the scheme and the facilities provided. The Parking Overlay PN 57, states that projects identify a proper planning purpose. This is clarified with the statement "A project that provides car parking facilities, or other measures which reduce the demand for parking would generally be regarded as a proper planning purpose." Under these terms it would be appropriate for the funds collected to be used to improve sustainable modes of travel (e.g. bicycle parking). However, it is important that reasonable evidence exists that the proposed project can help reduce the parking demand (case studies and good practice suggests this to be the case). For this reason, using cash in lieu payments from commercial parking to fund sustainable transport initiatives may be more difficult to implement as it would need to be shown that these initiatives would be as successful in maintaining access and demand as the provision of car parking. The role of cash in lieu of parking in funding sustainable transport may therefore likely to be more relevant when considering the role of these payments in residential developments.

Another factor related to the nexus principle and the equity principle is the magnitude of cash payment. As stated in PN 57 "This must be proportionate to the statutory right for which they are exchanged." In other words, the cost of the cash-in-lieu payment must reflect the cost of providing the parking space.

Accountability: Appropriate financial management arrangements should be put in place to ensure the money collected is used only for projects adhering to the nexus principle. This may involve setting up a special parking fund to ensure the money is not mixed in with general rates revenue and the inflows, outflows and balance of the fund are transparent. The reputation of cash-in-lieu schemes has suffered in the past due to poor accountability of such schemes[3]. Consequently, it is important to have appropriate financial management in place to ensure the scheme is not vulnerable to legal challenges.

Equity: Apart from cash-in-lieu schemes there are other financial contribution options, such as special rates charges, available to council to raise funds for provision of parking facilities. Typically, special rates charges would require all existing non-residential developments to financially contribute to a fund that can be used to construct and maintain a new car parking facility. Under this type of scheme, a special levy would be raised from businesses regardless of the extent to which they may have already satisfied their own statutory parking requirements. The parking surveys have identified that whilst areas in MPAC are at effective capacity (>85%) there are still some parking spaces spare for use. It is considered that the existing parking problems cannot be fairly attributed to existing land owners (as there has also been a number of planning applications which have had their parking requirements waivered by Council). This view is also reflected in the business community consultation surveys undertaken in which only 2% of local businesses thought that they should pay for future parking in MPAC. As the requirement for the future provision of public car parking in MPAC is likely to predominantly result from parking not catered for within new uses, the implementation of cash-in- lieu scheme within the planning scheme represents a fair and equitable funding mechanism for addressing future parking

[3] DPCD, Car Parking Advisory Committee Report, January 2012

matters. The scheme will also provide increased flexibility for developers who are unwilling or unable to provide the required parking.

6.1.4 Cost of providing commercial parking

To calculate an appropriate cash-in-lieu payment it is necessary to assess the cost of providing a suitable parking facility in MPAC. This will ensure that the payment is "financially proportionate to the statutory right for which they were exchanged" (DPCD, Practice Note 57).

The cost calculated should be for a centrally located parking facility that provides economies of scale in construction costs and land requirements. In other words, developers should not be asked to pay for inefficient use of space that will result in high costs per parking space. Therefore the costs calculated (see Table 21) have been assumed to be for a multi-story car park (ground + 2 storeys) allowing land values to be shared across a greater number of spaces.

The two main components of car parking costs are: land costs and construction costs. The construction costs have been sourced from Rawlinson's Construction Handbook and have been verified against recent projects. Rawlinson's provides a high and a low cost and midpoint value has been calculated. The land value has been sourced from MVCC, with lower and upper bound values tested. There would also be an ongoing operational cost, however this would make only a marginal difference to the calculations provided and have therefore been excluded from the analysis.

Table 21 Cost of Providing a Multi-Storey Car Parking Space

Item	Cost	Source
Construction Costs	$ 15,310	Rawlinson's
Land Value*	$ 16,670	Moonee Valley City Council
Total Cost per Space	**$ 31,980**	

Note: Midpoint value based on $2000m^2$ x ($25m^2$ per car space / 3 levels)

6.1.5 Wider impacts of provision of centralised parking

The provision of centralised parking will provide flow on benefits beyond the direct revenue impacts to businesses in MPAC. When money is spent at local business this business purchases labour, goods and services through related business. These 'reverse linkages' can be measures for different industries to assess what the indirect benefits to the economy are from an increase in output. This is measured using input-output multipliers. The total production induced effect for the Retail Trade industry in Victoria is 0.74. This means that for every $1 spent on retail trade, suppliers (and the supplier's suppliers) need to increase output by a total of $0.74. The production induced multiplier in the accommodation and food services industry is even higher at 0.85. These, however, are Victorian wide multipliers. The local businesses in MPAC are likely to source a large percentage of goods and services from outside MVCC, therefore the flow-on benefits to Moonee Valley are estimated to be much lower. Without regional input-output data a conservative estimate of the flow-on effects is around 0.30 for the majority of business in MPAC. AECOM experience gained from other projects suggests that an assumption of approximately 60% of inputs is required to be brought in from outside the MVCC. So for every $1 of expenditure at a business in MPAC an estimated $0.30 increase in output is generated in other businesses in Moonee Valley.

Due to these flow-on effects there is an argument to reduce the financial contribution requirement below the cost of providing the parking space by a similar magnitude. Table 22 below shows the cost per parking space calculated previously along with discounted cost reflecting the flow on benefits to Moonee Valley, suggesting a commercial cash in lieu of parking payment of $22,400.

This is relatively high compared to cash in lieu of parking rates charged in other municipalities such as Greater Dandenong, Monash, Casey and Wyndham, where cash in lieu rates range from $11,000 to $19,000.

Table 22 Flow on Benefits Adjusted Cost of Providing a Multi-Storey Car Parking Space

Item	Cost
Estimated Cost per New Parking Space	$ 31,980
Estimated Flow on Benefits of Accessible New Business (Cost discounted by 30%)	$ 9,500
Cash Payment in Lieu of Parking	$ 22,400

This estimate assumes that the car parking facility will solely support the new commercial developments within the area, with no benefit to existing businesses. However, from the analysis undertaken and presented in this document, it is shown that existing parking is at largely at capacity within the MPAC, with unmet demand existing for certain uses such as long term parking for employees and commuters using the train station. The analysis also shows that during peak times MPAC users face increased parking search costs, with residential streets surrounding MPAC also being used to take up the overflow demand from lack of parking within the centre. Indeed, it is possible that significant improvements to parking facilities within the area may even encourage new car trips to the centre as the generalised cost of the trip faced by users is reduced.

It therefore seems unlikely that development of new parking facilities would solely mange the new demand created from new commercial developments. However, how well new centralised parking facilities will support the existing compared to new businesses and activities within MPAC will vary considerably based on the location, size, time allowance and cost (if any) of parking within a central parking facility. Based on the ability of the new parking facility to meet the needs identified by local business in Table 4, we can then assume that where a large site with long term, no cost parking is provided centrally, only around 60% of the new parking provided will directly manage the impacts of new commercial developments. However, where a site is not developed with reference to broader parking needs, we can expect that around 85% of the site will be used to directly manage the impacts of new commercial developments. Based on this we present the following range of appropriate cash in lieu of parking rates based on the expected proportion of a new facility developed to support new commercial developments in the area. This results in a high waiver level of $19,040, assuming that 85% of new parking facilities users relate to the new commercial developments, to $13,440 assuming that only 60% of users of the new parking facility result from the new commercial development.

Table 23 Estimated Cash in Lieu of Parking Rates for New Commercial Developments

Item	Cost
High Cash in Lieu Waiver Cost – 85% of users related to new development (85% *$22,400)	$19,040
Low Cash in Lieu Waiver Cost – 60% of users related to new development (60% *$22,400)	$13,440

6.2 Recommendations

It is important to consider that MPAC is competing with other activity centres for both retail and developer interest. While it is necessary to make developments provide the necessary parking for their premises through incorporating it onsite or through cash-in-lieu payments, this should not be so onerous as to discourage investment in MPAC. Analysis undertaken by AECOM using standard construction rates for basement parking shows that basement parking for a commercial building would cost around $40,000 per car parking space, excluding the value of the land. If the car space was built at ground level then the land value alone would be $40,000 – $50,000 per car parking space. Therefore, at the price presented in this analysis there is a significant saving to the developer from outsourcing the provision of parking.

There is an argument that neighbouring councils may be inclined to provide an exemption to legislated parking requirements due to a surplus of available parking in an attempt to attract development. However, inner city locations with similar attributes to MPAC are limited and those with a large surplus of available parking would be few. It would not be prudent to recommend a lower rate based on the assumption that neighbouring councils would be willing to offer economically detrimental waivers to developers to attract development. Therefore the parking contributions estimates provided in Table 22 of $13,500 to $19,000 per car space would seem appropriate. However, to determine the appropriate rate within this range consideration would need to

understand what proportion of new centrally provided car parking is expected to provide for new developments compared to meeting latent demand for parking within the activity centre.

The amount of cash-in-lieu payments should be adjusted annually from 1 July 2014 using Construction Industry Output Price Indexes as the index.

MPAC Parking Plan Recommendation 3

MVCC to establish a "Parking & Sustainable Projects Fund" for the following:

MVCC to adopt a cash-in-lieu payment will be required in respect of each commercial car parking space or part thereof which is not provided on the land. Council should nominate the appropriate sum per car parking space for commercial properties from the range provided, between $13,500 to $19,000. Funds collected to be distributed towards the provision of additional car parking (as per outlined as part of Recommendation 4).

The amount of cash-in-lieu payments is to be adjusted annually from 1 July 2014 using Construction Industry Output Price Indexes

7.0 Parking Plan Strategies – Supplementary to Parking Overlay

7.1 Introduction

This chapter of the PP report outlines the parking plan recommendations which are to be considered as supplementary to the parking overlay.

7.2 Future Car Parking Provision

7.2.1 Overview

Whilst the rationalisation of parking restrictions will provide some better improvements to existing parking opportunities at a low cost, there is the potential that these may not sway visitors from using their private motor vehicle to travel into MPAC.

As identified previously, the effective capacity of many on and off street parking areas has been reached in MPAC therefore suggesting the need for additional car parking (to ensure less circulation of vehicles seeking a parking space) or improvements to sustainable transport options to influence a reduction in the use of private motor vehicle usage to MPAC in the future.

This section considers the possibility of providing more off-street parking facilities, with specific aim of providing longer term parking solutions for workers in MPAC, therefore freeing up on-street parking in prime retail locations to be used by visitors to MPAC.

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

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

7.2.2 Structure Plan / Proposed and Permitted Proposals

A review of new car parking areas as part of the redevelopment of MPAC (via the Structure Plan) have been reviewed as provided in Appendix H.

Following the above review it was found that Council have a defined strategy to ensure that new redevelopments in MPAC provide basement car parking to ensure developable land is used more effectively. It is therefore imperative that new developments supply an adequate number of parking spaces for their need to ensure no overspill of parking onto on-street or other off-street parking areas in MPAC.

7.2.3 Additional Parking Infrastructure Review

A review of MPAC by AECOM resulted in no locations of surplus land for the development of additional parking infrastructure; some minor alterations to existing car parks are potentially possible as outlined subsequently in Section 8.2.3; however these would make little difference to parking provision in MPAC.

MVCC subsequently requested the review of four potential sites for new parking, notably multi-storey provision, at the following council owned at-grade off-street car park locations (see Figure 25 in Appendix C for location according to reference, i.e. P7 etc.):

- P7: Hall Street Car Park;
- P8: Milfay / Holmes Road Car Park;
- P9: Shutter Street Car Park; and
- P13: Pascoe Vale Road Car Park.

Accordingly a review of the above has been conducted, see Appendix I, solely on their ability to provide additional car parking infrastructure in a suitable location based upon the following criteria (ignoring that these sites have been put aside for other development options in the Structure Plan):

- Size and shape of the land;

- Land owner;
- Adjacent land-uses;
- Quality of pedestrian links to key attractors (sealed paths, lighting, security, etc.);
- Access to the local road network;
- Build-ability and impacts during construction (such as temporary loss of parking, impact on business, etc.)
- Approximate Cost (if deemed appropriate).

Following a high level review, see Appendix I, it was determined that of the sites put forward for consideration as a multi-storey car park that the Pascoe Vale Road existing at-grade car park site would be the most desirable as it is outside of the central MPAC and therefore would reduce the number of vehicles travelling through MPAC. There would however be some improvements to pedestrian connectivity from this car park to make it attractive to users. Given that this is a high level review a detailed cost / benefit analysis would be required to understand if a multi-storey car park should be built at this location.

7.3 Reducing the demand for car travel

7.3.1 Overview

There is a good range of public transport connections to and from Moonee Ponds. The provision of infrastructure that supports walking and cycling as well as public transport use can have an important role in the reducing the demand for car travel and by inference the demand for parking in MPAC. This particularly applies to MPAC:

- There is a large residential catchment within 1km or 15 minutes walking distance of the centre of MPAC.
- The business and community surveys have shown that there is willingness for people to cycle if sufficient infrastructure improvements were implemented.
- The community surveys indicated that there would be a willingness to catch public transport services if they were made available to key linkages and if frequencies improved.

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

7.3.2 Sustainable Transport Project Case Studies

'Ring-fencing' revenue raised from parking fees, charges and levies to investment in alternative 'sustainable transport' projects such as new public transport services, walking and cycling infrastructure, and travel plans is a common policy tool used to encourage modal shift. A number of case studies have shown that this may be an effective policy approach, especially as part of an integrated package of measures, but it is difficult to find universally applicable insights, as outcomes from specific projects are sensitive to local conditions. The review below is a selective overview, focused on sources that *directly* relate parking-related revenue sources to sustainable transport projects. There is a wider range of evidence regarding the effectiveness of sustainable transport projects in encouraging reduced demand for car travel independent of parking policy, and of the effects of changing the price of parking independent of the supply of sustainable alternatives, but these are not covered here.

- In **Perth**, a central city car parking levy has been in place in the mid-1990s. Revenue raised by the levy is hypothecated to the provision of the free City Area Transit (CAT) bus services and the fare-free central zone that provide free public transport in Perth's CBD. A review found that the policy "positively contribute[s] to state transport and land use policies to improve the economic, environmental and social health of central Perth", but also that "it is not possible to quantify the contribution the Perth Parking Policy has made to a reduced car driver mode share for trips to central Perth". Instead, it was more appropriate to consider the revenue allocation as a tool to fund the other mobility initiatives which had contributed to achieving the broad policy objectives of continued economic vitality, improved accessibility, improved air quality and physical environment, acceptable vehicle impacts, efficient use of parking, and provision of a framework for parking development.[4]

[4] Richardson, Emmerson "Extracting Maximum Benefit from Parking Policy – 10 years' experience in Perth, Australia", Proceedings of the European Transport Conference 2010, available online at

- A policy review prepared for the United Kingdom Department of Transport found that there was potential for modal shift from changes to parking charges, provided alternatives were available. However, the exact relationship between parking availability and sustainable transport measures was considered to merit further research.[5]
- A travel diary derived model-based study in **Portland, Oregon** found that parking cost and travel time by alternative modes (specifically transit) were the two most important variables in determining mode choice and thus demand for parking, and suggested that "raising the cost of parking at work sites and decreasing the transit travel time (by improving service and decreasing headways) will reduce the drive alone mode share."[6] A precinct specific case study of an integrated package of parking revenue mechanisms and transit ticket subsidies, along with other travel demand management strategies, found a 7 percent reduction in the 'drive-alone' mode choice to the precinct.[7]
- A review of practical lessons learnt in developing successful travel demand management highlights the importance of supply of transport alternatives, and the value of a revenue source from parking to deliver the supply.[8]

7.3.3 Good Practice

Using price to influence behaviour

A good practice case study from Colchester (UK) used differential parking prices to moderate demand and encourage mode shift. The pricing strategy was nuanced to target different markets and behaviours. Products available included:

- For shoppers, an off-peak price of £2, available between 10am and 3pm, which had the effect of reducing peak hour traffic and increasing demand by 1.2%
- An early bird scheme for workers arriving before 8am
- A 'night-owl' scheme offering £2 parking for people arriving after 2pm and leaving after 7pm.

The reported evidence suggests this scheme had positive sustainable transport impacts in terms of reducing peak congestion, although its modal shift effects are not known.

Travel demand management

Travel planning in three UK towns demonstrated that on a per person basis, it can achieve:

- A reduction of 7-9% in the number of car trips
- An increase of 10-22% of bus trips
- An increase of 26-30% in cycle trips
- An increase of 10-13% in walking trips

The travel planning schemes targeted people who were already making significant changes to their travel behaviour because they were moving home, job or school. A 'package' approach was taken that used small-scale 'nudge' measures such as a personalised travel plan with tailored actions to encourage a change in behaviour.

Urban design and road space reallocation

The Victorian Government Local Area Access Program has reported a series of case studies, including evidence of how urban design and road space reallocation reduce vehicle use.

For example:

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http://www.britishparking.co.uk/write/Documents/Library/International/Extracting%20maximum%20benefit%20from%20parking%20policy-%2010%20years%20experience%20in%20Perth%20Australia.pdf
[5] TRL Limited "Parking Measures and Policies Research Review", May 2010, available online at http://www.britishparking.co.uk/write/Documents/Library/Reports%20and%20research/parkingreport.pdf
[6] Hess, D.B. "Effect of Free Parking on Commuter Mode Choice: Evidence from Travel Diary Data", *Transportation Research Record*, v. 1753
[7] Bianco, Martha J. "Effective Transportation Demand Management: Combining Parking Pricing, Transit Incentives, and Transportation Management in a Commercial District of Portland, Oregon", *Transportation Research Record*, v. 1711
[8] Taylor, A., "Making Car Parking Management an Effective Tool in Travel Planning", August 2006, available online at http://abstracts.aetransport.org/paper/download/id/2972

- In Cobram in northern Victoria, as part of a $1.09 million project, footpaths were widened and over 1,650m^2 of road space was reallocated to pedestrian movement and meeting spaces in the vicinity of a complex five-way road junction. As a result of the project, vehicle numbers fell between 23% and 52%, and the speed of traffic also fell. Feedback from traders was positive, with some choosing to repaint their businesses to complement the urban design treatment. The reduction in traffic volumes is reported to have had no negative impacts on local traders, with visitors instead choosing to park in one location and walk within the centre.
- In Preston, the redesign of Cramer Street at a cost of $241,000 resulted in an 18% increase in pedestrian movements in the area.
- In St Kilda, the redevelopment of Fitzroy Street at a total cost of $5.2 million included the reallocation of 2,850m^2 of road space to various alternative uses. Pedestrian volumes increased between three- and five-fold, and car movements along Fitzroy Street fell 42% in the evening peak.

The common features of these schemes are:

- Reallocation of road space to alternative uses
- Tailoring of design to reflect pedestrian and cyclist desire lines
- A high quality of design and materials selection
- High levels of stakeholder support and engagement.

MPAC Parking Plan Recommendation 4

MVCC should consider, as part of the Integrated Transport Plan review, the following:

- sustainable transport measures that aim to reduce the reliance on private car transport and encourage greater use of sustainable transport options. This could allow an estimate of the potential shifts in transport usage within the area to be made, allowing Council to estimate the potential benefits to local users and any potential uplift in houses prices. This appears to be a necessary first step in developing a funding model for these investments.

- continue to work with residential developments that have a sustainability focus to identify where an investment in sustainable transport infrastructure may add value to new residential developments and the likely added value to the community from undertaking these investments.

- a detailed review of the feasibility and costs involved in providing a multi-storey car park facility at Pascoe Vale Road, further to the high level investigation in this PP report. Following which a detailed cost / benefit analysis should be undertaken to aid in determining if a multi-storey car park should be taken forward.

- establish a "Parking & Sustainable Projects Fund" for which the car park would be funded via cash-in-lieu, detailed in subsequent parking strategy.

- investigate with key stakeholders the improvement of services serving Moonee Ponds on the bus, tram and train networks.

7.4 Sustainable Transport Projects / Initiatives

7.4.1 Proposed Sustainable Transport Projects

A remit of this PP was to establish sustainable transport projects for which monies collected via the proposed cash-in-lieu parking scheme (subsequently detailed in chapter 11) can be funded. Following a review of past policy (i.e. Structure Plan) and other study documentation it became clear that many transport projects had already been developed by MVCC. Accordingly MVCC has provided a list of the projects for MPAC specific to transport. These are provided by precinct in Table 24.

It is considered following a review of the methods to reduce the demand for car travel that all these projects have the ability once complete to improve sustainable transport facilities (and consequently usage in the long term via

In tandem interventions proposed via the strategy recommendations in this PP). The list of proposed transport projects has been prioritised according to the potential impact to change traffic patterns in MPAC and consequently aid in the staging of projects.

Table 24 MPAC Public Works Projects - Transport

Project #	Precinct	Project Description	Priority	Current Status
1	Centre-wide	Redevelop existing Moonee Ponds Bus/Tram interchange, public open space and junction (CityPlace project).	High	Planning Stage
2	Centre-wide	Improve pedestrian amenity of Puckle Street, Hall Street, Everage Street, Pratt Street and Holmes Road, including seating, shelter, lighting and widened footpaths.	High	
3	Centre-wide	Establish shared paths and/or separated cycle lanes on Mt Alexander Road, Hall Street, Ascot Vale Road, Holmes Road and Dean Street.	High	
4	Centre-wide	Provide end-of-trip facilities for cyclists at public transport nodes, including bicycle lockers.	High	
5	Centre-wide	Improve passenger facilities at all tram and bus stops, including DDA access, shelter, restrooms, seating, lighting and timetable information.	High	
6	Centre-wide	Establish a network of wayfinding signage around the centre.	N/A	Completed
7	A - City Place	Improve pedestrian/cycling connectivity from the Precinct to Queens Park.	Low	
8	B - Hall/Homer	Undertake Hall St public realm and streetscape improvements in accordance with Council's adopted Hall Street Streetscape Plan.	High	Construction of Stage 1 to commence in 13/14 Financial Year
9	B - Hall/Homer	Conversion of Hall St car park to public open space with existing car parking to be accommodated in design or relocated elsewhere within MPAC.	Low	
10	B - Hall/Homer	Enhance pedestrian link between Hall Street car park and Puckle Street.	Low	
11	C - Young	Improve pedestrian/cycling connectivity from the Precinct to the north and west.	Medium	
12	D - Puckle	Improve pedestrian/cycling connectivity from the Precinct to the north and south.	Medium	
13	D - Puckle	Integrate improved pedestrian crossings and access at the level crossing.	High	
14	E - Holmes	Redevelop the Council-owned car park for a future community use with existing car parking to be accommodated in design or relocated elsewhere within MPAC.	Low	
15	E - Holmes	Improve pedestrian laneway connection between Sydenham Street and Norwood Crescent.	Low	
16	E - Holmes	Improve pedestrian/cycling connectivity from the Precinct to the east.	Medium	
17	F - Shuter	Construct pedestrian crossing bridge over railway line to the west.	Low	
18	F - Shuter	Redevelop the Council-owned car park for a future	Low	

Project #	Precinct	Project Description	Priority	Current Status
		community use with existing car parking to be accommodated in design or relocated elsewhere within MPAC.		
19	F - Shuter	Improve pedestrian/cycling connectivity from the Precinct to the east.	Medium	
20	F - Shuter	Prioritise pedestrians along Shuter Street.	High	
21	G - Junction South	Establish Gladstone Street Link.	N/A	Completed
22	G – Junction South	Improve pedestrian/cycling connectivity from the Precinct to the north and west.	Medium	
23	G- Junction South	Enhance pedestrian/cyclist safety and amenity along Ascot Vale Road and Mt Alexander Road.	High	
24	H - Railway	Improve pedestrian amenity and safety around the train station, including the underpasses.	High	
25	H - Railway	Redevelop the car park for community/office uses.	Low	
26	H - Railway	Enhance pedestrian/cyclist safety and amenity along Margaret Street.	High	Planning Stage
27	H - Railway	Improve traffic and pedestrian connections across the rail line.	High	
28	H - Railway	Investigate grade separation for Homes Road/rail line intersection.	Low	
29	I - Dean	Redevelop the car park for commercial/office uses with existing car parking to be accommodated in design or relocated elsewhere within MPAC.	Low	
30	I - Dean	Improve pedestrian/cycling connectivity from the Precinct to the west.	Medium	
31	I - Dean	Enhance pedestrian amenity along Coats Street and Alexandra Street.	Medium	
32	J - Moonee Valley Racecourse	Improve pedestrian/cycling connectivity from the Precinct to the west.	Low	

Source: MVCC provided

MPAC Parking Plan Recommendation 5

MVCC to produce a consolidated sustainable projects plan with the suggested hierarchy of schemes for implementation to improve sustainable accessibility to MPAC. MVCC to also establish a "Parking & Sustainable Projects Fund" for which these projects would be either fully/or part of funded for.

7.5 Other Sustainable Transport Proposals

7.5.1 Travel Plans

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

- Setting objectives, targets and indicators for mode share of people travelling to/from that site

- Assigning actions to facilitate the meeting of those targets
- Implementing monitoring and review programs to track progress and make adjustments as necessary

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

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

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

MPAC Parking Plan Recommendation 6

MVCC to adopt via the Overlay that all 'major developments' prepare a Green Travel Plan in MPAC. MVCC to uphold the implementation and reviewing process of GTP's by developers.

8.0 Parking Plan Strategies via Other Implementation Mechanisms

8.1 Introduction

This chapter of the MPAC PP report outlines a range of parking plan strategies which can be implemented by council without having to apply a parking overlay and then improve parking supply and usage in MPAC.

8.2 Car Parking Management

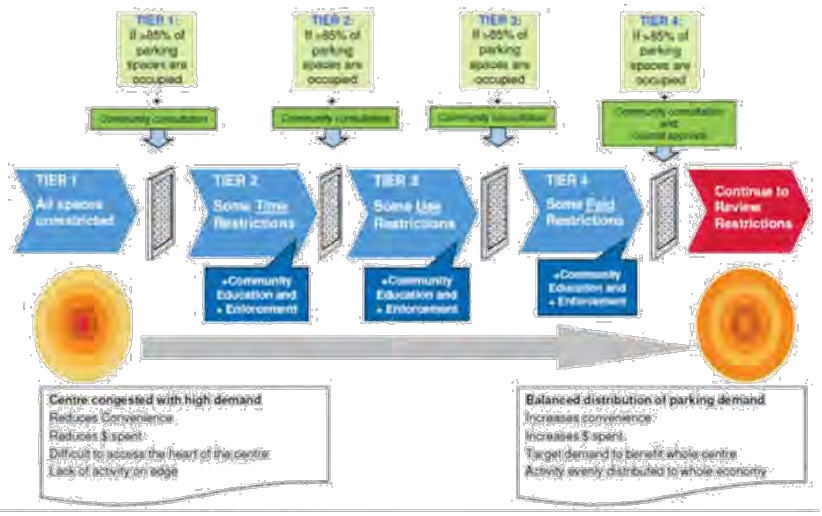
MPAC has a good range of sustainable public transport options available. However, as demonstrated thus far car travel trips are still seen as a primary transport mode to and from the activity centre. The provision of a generous supply (whilst balancing the strategic direction to make MPAC more sustainable) of free parking that caters for the needs of residents, visitors and commuters. This is fundamental to the function of MPAC to both retain and attract people, in doing so; this will benefit both the community and local business.

There is a need to manage the level and operation of parking supply to ensure that the appropriate mix of short, medium and long stay parking spaces is provided whether this be on-street or within off-street car parking areas.

8.2.1 MVCC MPS – Parking Demand Management Framework

The MVCC Municipal Parking Strategy (MPS) sets a defined Parking Demand Management Framework, which is provided in Figure 10, this is also provided in greater clarity in Appendix J. It is understood Council have yet to implement this framework as yet since parking demand surveys had yet to be undertaken.

Figure 10 Parking Demand Management Framework Process



Source: MVCC MPS: Appendix 1 (Section 1) – Figure 1

The framework is described in the MVCC MPS as follows:

- Used to manage parking resources more efficiently in areas of high demand. These locations should be monitored to assess current occupancy rates and pricing mechanisms applied (as last tier) to the specific locations which experience highest demand.
- Applies a four tier restriction system which increases parking controls as parking demand grows (as shown in Figure 10).

- Involves checking for high occupancy set at or below 85% (over a 30 minutes to four hour period, varying pending local parking conditions). This should result in drivers being able to find a convenient space more easily and reliably.
- Gives clear direction to officers about when they should apply various parking restriction techniques. The 85% occupancy rate provides a clear trigger for implementation (or removal) of each tier in the management process. Only spaces occupied more than 85% of the time have the next tier of restrictions applied to them. If over time, occupancy decreases, then the lower tier restriction is applied.
- Allows parking conditions to be customised to the specific needs and issues of a certain area. Whilst this tool could be applied anywhere in the municipality, they most typically apply to Principal and Major Activity Centres, busy railway stations and major event precincts such as the Royal Melbourne Showgrounds.
- Includes a capacity to introduce paid on-street parking conditions (as the final step in a four tier process). Any proposal for paid on-street parking restrictions will be presented to Council for approval prior to being introduced. Where revenue to derived from paid on-street parking, Council will:
  - Establish dedicated budget accounts for revenue from parking fees in each Activity Centre (as introduced)
  - Will use revenue from parking fees specifically on transport improvements (including pedestrian and cyclist amenity) in the Centre where the revenue is generated
  - Communicate the parking fees revenue is being directed back into the Activity Centre where the revenue is raised.
  - Typical pricing models are outlined in Figure 11:
- Community involvement in the Parking Demand Management Framework process includes:
  - Community consultation and feedback where Council is considering changes to local parking conditions
  - Community education initiatives to:
    - Advise of changed local parking conditions and assist in regular users to find a parking space with convenient access to their destination (behavioural change)
    - Improve compliance and assist with enforcement measures.

Figure 11 Typical Car Parking Pricing Model

Model	Example	Model Structure
Free Parking (Option 1)	Free parking at all times but difficult to find a convenient space.	Less expensive, more traffic
Encourage Compliance (Option 2)	Difficult to find a space for $0.60 per hour	
Cost Recovery (Option 3)	Every 20th space is vacant for $1 per hour.	
Decrease Occupancy (Option 4)	Every 10th space is vacant for $2 per hour.	
Demand Management (Option 5)	Easy to find a space for $3 per hour.	More expensive, less traffic

Source: MVCC MPS: Appendix 1 (Section 1)

8.2.2 Review of Parking Restrictions

The review of parking restrictions provided has revealed that there are a limited number of dedicated medium and long term (i.e. over two hours) parking facilities servicing non-residential land uses in MPAC.

The vast majority of both on-street and off-street parking spaces servicing the main trip attractors located in the retail area of MPAC are subject to either one or two hour time limit restrictions. This has many benefits such as encouraging the turnover of parking spaces and increasing short-term parking opportunities in the most desirable locations of MPAC.

However long term parking facilities are nonetheless an important requirement of an activity centre to service the needs of:

- Car based commuters looking for all-day parking within a reasonable walking distance of their workplace.
- Patients and visitors to the various medical land uses in MPAC who may have requirements to stay longer than a couple of hours.
- Visitors to MPAC whom generally want to undertake a number of trips within a single visit such as shopping and having something to eat, hairdressers then shopping etc., with such trips easily taking longer than a couple of hours.

A review of parking demand and local community/business surveys indicate that the lack of clearly defined longer term parking facilities in MPAC is encouraging those requiring long term parking to:

- Continue to park in short-term parking areas but move their car to another space once the time limit has been reached. This reduces the opportunities for short-term parking for other visitors to MPAC and also has a number of dis-benefits, such as, inconvenience and loss of productivity of employees as they leave work to move their car and environmental impacts with the associated running of car engines for short periods.
- Overstay the parking limits and run the risk of fines, this again reduced the opportunity for short-term parking for other visitors.
- Use on-street permit parking areas in the local residential areas therefore impacting upon the amenity and reducing the parking opportunities for genuine residents and their visitors.
- Seek alternative shopping precincts as visitors (clients) have received parking fines due to parking restrictions. Therefore repeat business is affected in MPAC which will have an economic impact.

In order to provide a strategy to increase or more clearly define areas for longer term parking, the following has been considered:

- The need to retain short-term parking restrictions for off-street parking spaces directly servicing the main trip attractors.
- On-street parking is important to the competiveness of small scale retail and business premises given the convenience associated with providing parking close to these destinations. Generally, retail and business opportunities are optimised by encouraging regular turnover of spaces, whilst maintaining a high occupancy of parking close to retail outlets. As such, the provision of medium or long term parking in the vicinity of smaller scale retail outlets may impact these businesses by restricting the number of customers who can access the retail or business premises.
- Long term parking needs to be attractive in order for people to use it, that is, it must be safe and within a reasonable walking distance of the most desirable areas.

A review of existing provision and current parking practices in MPAC has identified that long term parking opportunities could be improved either through:

- Rationalisation of existing parking areas.
- The provision of future new car parks.

The Parking Demand Management Process (explained in Section 8.2.1) has been adopted to undertake an assessment of parking restrictions adopted in MPAC using the peak parking demand data. The assessment and corresponding proposed parking restrictions to be altered is provided in Appendix I.

In summary the following key opportunities to altering the parking restrictions currently in place are as follows:

- Those spaces currently used in the central areas of MPAC (for example along Puckle Street and Hall Street) could be converted to paid on-street parking to ensure compliance with the 1P and 2P parking restrictions currently imposed, therefore ensuring more regular turnover to make convenient parking spaces more regularly available to visitors to MPAC. This will also have an added benefit of raising revenue for maintenance and enforcement of parking in MPAC. Given that many on-street parking areas have been identified for possible paid on-street parking (see Appendix K) it may be that Council undertake a trial period of an identified street to see the impact such a scheme may have.

- Some of the outer perimeter parking areas of MPAC (for example along Norwood Crescent, Margaret Street and Alexandra Street) could be altered to longer stay parking to improve both utilisation of these parking areas and also provide MPAC with some more longer stay parking spaces which have been identified as lacking. Positioning these on the outskirts of MPAC ensures that those spaces in the core areas remain short stay, i.e. quick turnover spaces for street retail.

There may also be a review of parking pricing necessary to ensure it is set at a rate which does not excessively deter drivers from paying and parking.

8.2.3 Off-street parking provision

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

Appendix L provides an inventory of the public and private car parks in MPAC (a description of the ratings is also provided).

The inventory of public and private car parks in MPAC has shown that:

- Directional signage to all reviewed off-street public car parks could be improved. The signage at the car parks rated average and poor is not well located (i.e. easy to miss on way past). With possible future longer-term parking spaces identified, signage should direct drivers to either short stay or long stay parking areas. There is also the option of providing electronic parking usage signs to direct drivers to those off-street car parks which are underutilised, this would have the added potential benefit of reducing vehicle movements around MPAC.
- The safety and security of the public off-street car parks like those provided at the Homer St car parks (located on the central median) is less than desirable particularly due to a lack of lighting and passive surveillance.
- There is potential to increase the number of spaces at both public and private car parks as follows:
    - There are spaces within the Penny Lane car park which are solely provided for ticket machines. The ticket machines could easily be wall-mounted and these spaces made available for vehicles. An overview of the car park indicates that provision would only be increased by two spaces by undertaking this.
    - Very minor alterations to the Milfay/Holmes car park could be made to the spaces on the eastern side by converting them to 90 degree parking, there may be some minor widening required in order to facilitate this arrangement (see Figure 13). This improvement would only increase the number of parking spaces by four, as shown via the schematic provided in Figure 14. Accordingly the cost to benefit may deem this scheme not worthwhile.

Figure 12 Penny Lane Car Park – Ticket Machine in Parking Space

Figure 13 Milfay/Holmes Car Park

Figure 14 Milfay/Holmes Car Park – Possible Improvement Sketch

MPAC Parking Plan Recommendation 7

MVCC to review the proposed improvement arrangements at the Milfay / Holmes Street Car Park and Penny Lane Car Park to increase the existing capacity (a cost benefit assessment would most likely be required in order to establish if such proposals are worthwhile). If the costs of which produce little benefit monies to be offset towards sustainable transport improvements.

8.2.4 Management of priority parking spaces

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

8.2.4.1 Disabled and mobility impaired parking

There is a need to ensure that there is an adequate supply of convenient and accessible parking spaces that can be used by disabled or mobility impaired visitors to MPAC.

Currently there are approximately 25 on-street and 42 off-street disabled parking spaces provided in MPAC. Disabled parking bays were found to be generally well-utilised on-street with an average utilisation percentage of 88% and generally under-utilised off-street with a utilisation percentage of 66%.

There are no guidelines on the required rates for the provision of on-street disabled parking spaces. As such, disabled parking policy adopted by other Victorian Councils such as the City of Melbourne is based on meeting the stated needs of disabled visitors rather than providing a blanket provision. This approach involves engaging and listening to representations from relevant stakeholders including disabled and mobility impaired residents and visitors to identify where and how access for disabled people can be improved. Where key issues are identified the parking requirements of disabled users are given priority in the allocation of kerb side space (this is consistent with the MPS in which disabled permit zones are ranked third in the kerbside road space user hierarchy behind road safety and public transport for an activity centre).

It is recognised that on-street disabled spaces are costly to provide particularly in terms of the supporting infrastructure (such as signage, line marking and drop kerbs to enable mobility impaired passengers to access paths from their parking space) that is required. Therefore, it is important that any provided disabled spaces are

well utilised given that the spaces effectively reduce the level of on-street parking available to other land uses in the area.

On this basis, developments requesting the provision of disabled spaces should be required to demonstrate that there is sufficient demand for disabled parking and that there are no off-street parking spaces on site that could adequately cater for the disabled persons parking need.

MPAC Parking Plan Recommendation 8

MVCC as part of the Disability Action Plan implementation to:

- review the design and allocation of accessible car parking at key buildings and in activity centres to ensure design offers safe access to footpath amenity and sufficient spaces are provided
- embed transport transport accommodating criteria to ensure mobility is considered and disabled stakeholders are consulted, in processes consistent with the Transport Integration Act 2010.

8.2.5 Directional Signage

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

This is a most likely practice in MPAC given that the parking areas are at or above practical capacity (>85%).

Such practices were observed during the car parking surveys and subsequent site visits. In particular observations of motorists circulating looking for parking spaces in Kmart and Woolworths off-street car parks.

As such, directional signage guiding motorists to their intended destination has an important role to play in avoiding unnecessary circulation within MPAC and ensuring that existing parking facilities are used to their optimal potential.

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

The key objective in the provision of effective directional signage is to ensure that the information is:

- Legible
- Easily understood and informative
- Provides directions before they need to turn and able to make a decision on where they should go
- Unobtrusive to the surrounding streetscape.

Information should be designed to reduce clutter by rationalising and simplifying messages, resulting in less but more effective information.

An inventory of existing car parking directional signage in MPAC is provided in Appendix M. It can be noted that:

- The parking signage does not direct patrons to an intended end land use.
- The signage in places is obscured and/or not best placed for drivers to see.
- There is limited information on type of parking facility (short stay / long stay).
- Some off-street car parks do have information on the size of the car park.

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

- Parking areas should be identified to the motorist in advance of reaching the car park.

- Parking signs should show key information on car park such as size (i.e. number of spaces, for which some already do) or type of parking (short stay or long stay, for which none of the signs currently do).
- The number of parking spaces available via electronic real time information. This is seen as having the most benefit in directing and coordinating parking in MPAC given the existing provision of parking signage. It may be however difficult to implement given parking areas are spread out in MPAC. This may have the greatest benefit on Mt Alexander Road as vehicles approach MPAC and can be directed from here to spare off-street parking areas.

MPAC Parking Plan Recommendation 8

MVCC to ensure that an appropriate level of directional signage is available to guide motorists to parking facilities in MPAC via:

- MVCC to prepare and implement a signage strategy in line with guidance set out in this Strategy, including the possible use of VMS signage.
- MVCC to install / rationalise directional signage to each existing and new public car park containing over 50 parking spaces.
- MVCC to ensure that new developments containing over 50 publicly available parking spaces provide adequate parking guidance signage to their parking facility.

8.3 Sustainable Transport

8.3.1 Proposed Initiatives

8.3.1.1 Walking and Cycling

The initiatives identified in previous studies are generally still appropriate for Moonee Ponds. Additional ideas that could directly link parking, walking and cycling initiatives could include:

- Identifying specific street segments with high pedestrian footfall and opportunities for additional street activity and reallocate parking in that segment to enlarge and improve the quality of the public realm e.g. for plantings, bicycle parking, water features, public art or footpath dining. This could be achieved via pedestrianising sections of Puckle Street.
- Redesign existing car parking access points to prioritise walking routes e.g. raised pavements, speed humps for motorists.

8.3.1.2 Public Transport

A frequent public transport network providing four to six services an hour when most people are commencing their trips would help to support sustainable transport access to Moonee Ponds.

The 'frequent public transport network' is shown schematically in Figure 15, gaps in the network include:

- A lack of lines from the north and north-east[9]
- The 'frequent network' shown is limited to weekday daytimes only

[9] The area west of the activity centre between the railway and the Maribyrnong River is relatively small and walking and cycling access could be prioritised here.

Figure 15 Schematic diagram of the frequent public transport network serving Moonee Ponds

A key enhancement to public transport would be to increase the spatial and temporal coverage of the frequent public transport service. Improvements already planned include increasing weekday daytime train services on the Craigieburn line through Moonee Ponds from 2016. This will largely fill the service gap to the north and north-east.

Potential 'quick wins' at relatively low cost could include weekend service improvements on the bus, train and tram network.

MPAC parking plan recommendation 4 incorporates the consideration of sustainable transport to be considered as part of the review of the Integrated Transport Plan.

9.0 Monitoring and Review of Parking Plan

As outlined in The Parking Overlay Practice Note No. 57 (April 2013):

- *The characteristics of a precinct often change over time, affecting local parking conditions. It is important that the Parking Overlay is regularly monitored and reviewed to ensure it continues to reflect the precinct's actual parking requirements, and is consistent with future plans for the precinct.*

For example is it envisaged that the nature of on-street car parking demand and location in MPAC is likely to alter following the integration of the parking permit policy, once residents have adapted to the new area based parking permit system.

Accordingly this PP for MPAC should be reviewed every three to five years in conjunction with the Municipal Strategic Statement to ensure they reflect local conditions and policies.

MPAC Parking Plan Recommendation 19

MVCC to ensure ongoing monitoring of the parking recommendations and undertake a comprehensive review every three to five years in conjunction with the Municipal Strategic Statement to ensure consistency of local conditions and policies.

10.0 Parking Plan Implementation

This chapter outlines the actions and implementation plan (including mechanisms) for delivering the key parking plan recommendations as set out in the preceding chapters of this PP report.

10.1 Implementation Plan

The implementation plan for delivering the key outcomes of this PP is set out below in Table 25, for ease these have been split by those requiring implementation via the parking overlay and those by 'other' mechanisms.

Table 25 Implementation Plan

Parking Plan Recommendation	Action	Implementation Period (Short Term / Medium Term / Long Term)	Implementation Mechanism	Timing	Responsible MVCC Department / Authority
1	Adopt via the Parking Overlay the MPAC boundary as per outlined in Figure 2 of this PP report	Short Term	Parking Overlay	0-1 years	TBC
2	MVCC to prepare a Schedule to the Planning Overlay for MPAC to ensure future land uses provide parking at Column B parking rates as set out in Clause 52.06 of the Planning Scheme.	Short Term	Parking Overlay	0-1 years	TBC

Parking Plan Recommendation	Action	Implementation Period (Short Term / Medium Term / Long Term)	Implementation Mechanism	Timing	Responsible MVCC Department / Authority
3	MVCC to establish a "Parking & Sustainable Projects Fund' for the following: >MVCC to adopt a cash-in-lieu payment will be required in respect of each commercial car parking space or part thereof which is not provided on the land. Council should nominate the appropriate sum per car parking space for commercial properties from the range provided, between $13,500 to $19,000. Funds collected to be distributed towards the provision of additional car parking (as per outlined as part of Recommendation 4). > The amount of cash-in-lieu payments is to be adjusted annually from 1 July 2014 using Construction Industry Output Price Indexes.	Short Term	Parking Overlay	0-1 years	TBC

Parking Plan Recommendation	Action	Implementation Period (Short Term / Medium Term / Long Term)	Implementation Mechanism	Timing	Responsible MVCC Department / Authority
4	MVCC should consider, as part of the Integrated Transport Plan review, the following: > sustainable transport measures that aim to reduce the reliance on private car transport and encourage greater use of sustainable transport options. This could allow an estimate of the potential shifts in transport usage within the area to be made, allowing Council to estimate the potential benefits to local users and any potential uplift in houses prices. This appears to be a necessary first step in developing a funding model for these investments. > continue to work with residential developments that have a sustainability focus to identify where co-investment in sustainable transport infrastructure may add value to new residential developments and the likely added value to the community from undertaking these investments. > a detailed review of the feasibility and costs involved in providing a multi-storey car park facility at Pascoe Vale Road, further to the high level investigation in this PP report. Following which a detailed cost / benefit analysis should be undertaken to aid in determining if a multi-storey car park should be taken forward. > establish a "Parking & Sustainable Projects Fund" for which the car park would be funded via cash-in-lieu, detailed in subsequent parking strategy. > investigate with key stakeholders the improvement of services serving Moonee Ponds on the bus, train and tram networks.	Short Term	Parking Overlay	0-1 years	TBC

Parking Plan Recommendation	Action	Implementation Period (Short Term / Medium Term / Long Term)	Implementation Mechanism	Timing	Responsible MVCC Department / Authority
5	MVCC to produce a consolidated sustainable projects plan with the suggested hierarchy of schemes for implementation to improve sustainable accessibility to MPAC. MVCC to also establish a "Parking & Sustainable Projects Fund' for which these projects would be either fully/or part of funded for.	Short Term - ongoing	'Other'	Ongoing	TBC
6	MVCC to adopt via the Overlay that all 'major developments' produce a Green Travel Plan (GTP's)in MPAC. MVCC to uphold the implementation and reviewing process of GTP's by developers.	Short Term	Parking Overlay	0-1 years	TBC
7	MVCC to review the proposed improvement arrangements at the Milfay / Holmes Street Car Park and Penny Lane Car Park to increase the existing capacity (a cost benefit assessment would most likely be required in order to establish if such proposals are worthwhile). If the costs of which produce little benefit monies to be offset towards sustainable transport improvements.	Short-Medium Term	'Other'	0-3 years	TBC
8	MVCC as part of the Disability Action Plan implementation to: > review the design and allocation of accessible car parking at key buildings and in activity centres to ensure design offers safe access to footpath amenity and sufficient spaces are provided. > embed transparent transport decision making criteria to ensure disability is considered and disabled stakeholders are consulted, in processes compliant with the Transport Integration Act 2010.	Short-Medium Term	'Other'	0-3 years	TBC

Parking Plan Recommendation	Action	Implementation Period (Short Term / Medium Term / Long Term)	Implementation Mechanism	Timing	Responsible MVCC Department / Authority
9	MVCC to ensure that an appropriate level of directional signage is available to guide motorists to parking facilities in MPAC via: > MVCC to prepare and implement a signage strategy in line with guidance set out in this Strategy, including the possible use of Variable MessageSigns. > MVCC to install / rationalise directional signage to each existing and new public car park containing over 50 parking spaces. > MVCC to ensure that new developments containing over 50 publicly available parking spaces provide adequate parking guidance signage to their parking facility.	Short-Medium Term	'Other'	0-3 years	TBC
10	MVCC to ensure ongoing monitoring of the parking recommendations and undertake a comprehensive review every three to five years in conjunction with the Municipal Strategic Statement to ensure consistency of local conditions and policies.	Ongoing	'Other'	Ongoing	TBC

Appendix A

Transport Policy and Background Documentation Review

Appendix A Transport Policy and Background Documentation Review

This appendix of the PP report provides a summary of various State Government and MVCC plans and policies, as well as other relevant studies, of relevance to MPAC and the development of this PP.

Policy and Plans

State

Transport Integration Act 2010

The *Transport Integration Act 2010* (the TIA) unifies the transport portfolio — including ports and marine and transport regulation — under a single framework. The legislation strives to achieve both integration and sustainability in economic, environmental and social terms. The TIA requires all transport agencies to work together toward the common goal of an integrated, sustainable transport system.

This also extends to include land-use agencies — including the Department of Transport, Planning and Local Infrastructure (DoTPLI), municipal councils, the Metropolitan Planning Authority and Parks Victoria — who will need to take account of the TIA when making decisions that impact on the transport system.

The TIA recognises that transport planning and land use planning should be fully integrated in long term planning, operations, project design, development or delivery. The key policy principles that underpin decisions for transport and related projects are enshrined in the TIA, which sets the following vision statement for Victoria's transport system:

The TIA sets a number of objectives for the transport system:

- Social and economic inclusion.
- Economic prosperity.
- Environmental sustainability.
- Integration of transport and land use.
- Efficiency, coordination and reliability.
- Safety, health and wellbeing.

Metropolitan Planning Strategy – Plan Melbourne

Plan Melbourne is the Victorian Government's vision for the city to 2050, providing a clear vision for the future with the strategy also considering Melbourne's infrastructure, housing, employment and environmental challenges with an integrated approach to planning and development that includes land use, transport, and social and community infrastructure.

Moonee Valley (MPAC) is included in the strategy as part of the western subregion, which is identified as the city's fastest-growing subregion.

With regards to parking the document outlines the following initiatives:

- Initiative 2.4.1: Extend the Vicsmart system to multi-unit development. This is to provide greater certainty on the types of development that can occur in specific precincts. It aims to reduce parking requirements in appropriate locations (such as near railway stations and the principal public transport network).
- Initiative 7.1.5: Further Streamline Planning Controls: As part of implementing Victoria's reformed residential zones, special planning controls (known as overlays and particular provisions) will be reviewed. The controls can trigger car parking requirements. The review of these planning controls is proposed to identify ways to further streamline the system, including a review of triggers for permits.

Public Transport Guidelines for Land Use and Development, Department of Transport, 2008

The *Public Transport Guidelines for Land Use and Development* was released by the Department of Transport in 2008. The guidelines provide assistance with site design to facilitate the delivery and use of public transport services, in doing so ensuring the provision of a sustainable transport network (including walking, cycling and public transport).

The guidelines also assist in addressing the public transport aspects of structure plans (or other strategic planning documents), integrated transport plans and the layout of new subdivisions / major developments.

Cycling into the Future 2013-23

The Victorian Government's cycling strategy is to take a holistic approach to cycling by considering the needs of transport and recreational cyclists, as well as metropolitan and regional requirements. The cycling strategy aims to:

- Improve understanding about opportunities to increase cycling in order to make more informed decisions.
- Make it easier to deliver cycling infrastructure, facilities and events by streamlining the processes for planning and approvals.
- Reduced safety risks and help people feel more confident about riding their bikes.
- Identify opportunities to support local economies through cycling.
- Target investment in a strategic way in areas it will make the most difference.

VicRoads SmartRoads

In addressing its responsibilities under the TIA, VicRoads has developed the SmartRoads framework. SmartRoads has defined a road use hierarchy for the arterial road network, which is designated primarily under the control and direction of VicRoads.

The road use hierarchy provides a basis for consistent decision making regarding the management of the demands that can arise between different transport modes throughout the day. When considering the design and role of the road network, SmartRoads also considers proposed changes to network in the context of the wider network management strategy. VicRoads states that under SmartRoads:

- Pedestrians will be encouraged by facilitating good pedestrian access
- Trams and buses are given priority during morning and afternoon peak periods on key public transport routes
- Cars will be encouraged to use alternative routes
- Bicycles will be encouraged through further developing the bicycle network
- While trucks will have full access to the arterial road network, they will be given priority on important transport routes that link freight hubs, and at times that reduce conflict with other transport modes.

The SmartRoads Road Use Hierarchy is intended to feed into a compilation of peak and off-peak Network Operating Plans, and via this to facilitate SmartRoads as a network appraisal and development framework to help support the delivery of important objectives for an integrated and sustainable transport network including improvements in reliability, environmental sustainability, land use integration and safety.

A complimentary assessment process, called a "Network Fit Assessment" has also been developed. The methodology for the network fit assessment considers mode priority and trip volume before assessing the positive and negative impact of road scheme options by mode. The process is then repeated in a stakeholder workshop environment until a suitable transport corridor design is identified.

DoTPLI Parking Overlay Practice Note 57, April 2013

The practice note provides guidance to councils about the preparation and application of the Parking Overlay. The Parking Overlay allows councils to respond to local car parking issues and can be used to outline variations to Clause 52.06 which can apply either to the entire municipality or smaller precincts.

It is outlined that before a Parking Overlay can be drafted it is generally necessary for a car parking plan to be developed to aid in identifying car parking needs and issues, whilst relating these to the broader social, economic and environmental considerations.

DPCD Advisory Committee Report

The DPCD Advisory Committee Report on the changes to the Planning Scheme with regard to car parking includes discussion of the use of an overlay and the development of a car parking plan.

The report discusses the lower car parking rate applicable under a Parking Overlay. Whereas previously, councils were required to develop and justify their own car parking rates under Parking Precinct Plans, the lower rates in Column B are considered to be broadly applicable to most Activity Centres or other locations, based on discussions with councils and developers. Having said that, if councils do wish to develop rates different (typically lower, for MVCC) from those in Column B, that opportunity still exists.

The report also discusses the development of cash-in-lieu schemes where developers cannot meet car parking requirements on-site. Such a scheme requires that Council has a project that could reasonably be expected to be delivered to address any issues arising from the shortfall in parking. The tests for implementing such a scheme are based on need, nexus, equity and accountability. Essentially, the key requirement is that Council needs to demonstrate that:

- A parking shortfall will have a detrimental impact on the existing area
- There is a link between the parking shortfall and the project to which the money will be directed
- The charges are equitable – that developers are not being penalised to solve existing problems not of their making
- The scheme will be transparent and that any monies not spent will be returned to developers.

Victoria Planning Provisions

The Victoria Planning Provisions are provided as the main reference material for planning and design. The Moonee Valley Planning Scheme documents of relevance to MPAC are outlined below.

Clause 21.06 Activity Centres

In 2007, Moonee Ponds was declared one of six "Priority Activity Centres' in metropolitan Melbourne which are development-ready areas that will benefit from state funding to achieve development outcomes. In this context, a revised Moonee Ponds Structure Plan has been commissioned to address land use, built form, traffic, economic assessment of office and retail space requirements, parking and improving pedestrian amenity and access.

Clause 52.06 Car Parking

The guidelines within this clause aim to ensure that car parking is provided in accordance with the State Planning Policy Framework and Local Planning Policy Framework. It applies to a new use or an increase in floor area. Parking rates for some of the most notable land uses from Table 1 of the document are provided below in Table 26.

Table 26 Clause 52.06 Car Parking Requirements

Use	Column A Rate	Column B Rate	Car Parking Measure
Dwelling	1	1	To each one or two bedroom dwelling, plus
	2	2	To each three or more bedroom dwelling (with studies or studios that are separate rooms counted as a bedroom) plus
	1	0	For visitors to every 5 dwellings for developments of 5 or more dwellings
Office	3.5	3	To each 100sqm of net floor area
Shop	4	3.5	To each 100sqm of leasable floor area

The document in section 52.06-6 sets out the conditions for applications to reduce the car parking requirement. It states the Parking Overlay must be accompanied by a Car Parking Demand Assessment.

The document also sets out guidance on the design and construction of car parking spaces.

Local

Moonee Valley City Council Integrated Transport Plan (ITP), 2008

The ITP was developed to guide Moonee Valley's transport use until 2020, attempting to set the municipality on course for decreased use of private cars and increased participation in sustainable transport options such as walking cycling and public transport.

The policies of particular reference from the traffic and parking section of the ITP are outlined in Table 27.

Table 27 Traffic and Parking Policies of relevance from ITP

Policy	Details	Action	Targets
23	Travel demand management will be used to ease congestion and the impact of transport in the environment.	A78. Advocate for peak and off-peak tolls to be applied on CityLink to reduce peak hour congestion. A79. Council will require developers seeking a reduction in car parking provision to prepare an Integrated Transport Plan to demonstrate how the development contributes to sustainable transport outcomes in Moonee Valley. A80. Advocate for the Commonwealth to remove the FBT tax advantage gained by private (company) car users.	T61. By 2020, less than 30% of all students will use private cars for trips to and from school.
26	Creation of a local access road around Moonee Ponds to provide more pedestrian space in the heart of the centre.	A87. Investigate the feasibility of a local access road around Moonee Ponds, as part of the Access and Mobility Plan for Moonee Ponds Activity Centre.	T66. Investigation will be completed by 2008.
28	Parking should be managed in a strategic way for the benefit of the whole community.	A89. Develop a Parking Strategy for the whole Municipality. A90. Ensure that parking in Activity Centres is well designed, located and managed to meet the broad needs of the community. A91. Review the provision of parking for drivers with disability permits particularly in Principal and Major Activity Centres. A92. Provide disability permit parking commensurate with the proportion of permits issued to car owners. A93. Where necessary Council will actively intervene in the parking market to ensure that congestion is managed and parking is provided efficiently.	T68. Complete the Moonee Valley Parking Strategy in 2008. T69. Provision of disability permit parking will be reviewed by 2009.

Moonee Valley City Council Municipal Parking Strategy (MPS), December 2011

The MPS was developed to assist Council in managing parking across the municipality, "*in a strategic way for the benefit of the whole community*" (as per Policy 28 of the ITP).

The MPS:

- Manages the parking demands of today, whilst taking a long term perspective to transition Moonee Valley to a more sustainable city; and
- Adopts a set of eight comprehensive, rigorous, effective and fair management tools as outlined:
  - Parking Demand Management Framework.
  - Kerbside Road Space User Hierarchy.
  - MVCC Parking Permit Policy.
  - Parking on Narrow Streets Management Framework.

- MVCC Planning Scheme.
- Local Area Traffic Management (LATM) precincts.
- Parking Enforcement Operational Guidelines.
- Municipal Parking Strategy Implementation Plan.

In relation to Moonee Ponds and the PP actions 25 and 26 are of relevance and state the following:

Action 25

Develop Parking Precinct Plans for each activity centre (where a relevant Structure Plan has been prepared) ensuring:

- Costings and a cash-in lieu scheme (which offsets any parking shortfall in new developments) for all necessary public parking and sustainable transport facilities and improvements within the centre.
- The first Parking Precinct Plan is used as a template for subsequent Activity Centres.
- The incorporation of the Parking Precinct Plan into the Moonee Valley Planning Scheme.

Action 26

Develop a Parking Precinct Plan for the Moonee Ponds Principal Activity Centre and incorporate this into the Moonee Valley Planning Scheme.

Moonee Ponds Activity Centre (MPAC) Structure Plan, Adopted March 2010 – Updated June 2012

Council's vision for Moonee Ponds includes "Developing a truly sustainable centre by improving pedestrian and cycling movements in the centre, undertaking major improvements to public transport services, traffic movements and car parking." To that end, Centre-wide objectives and strategies are set out, as well as objectives and strategies for sub-precincts within the Centre. Those objectives and strategies relating to car parking are outlined below.

Buildings, design and public spaces strategy

Strategy: Maintain public transport services (bus/tram/train), car parking and vehicle traffic to the periphery roads of the Activity Centre.

Strategy: Make best use of available space, particularly developing land at the rear of shops and limiting the amount of area used for surface car parking.

Economic Opportunities

Objective: To ensure that parking areas are visible, accessible and adequately meet an accepted level of anticipated demand.

Strategy: Ensure new retail development is carefully considered for proximity to the location of car parking facilities to ensure pedestrians are encouraged to move throughout the centre

Precincts

Each precinct within the MPAC has a list of urban design objectives, predominantly expressing a preference for active frontages at ground level, with parking to be provided at upper or lower levels.

The following strategies are outlined in the structure plan with regards to vehicular traffic and parking:

- Simplify the Junction. This will assist in managing the high levels of through traffic at Mt Alexander and Pascoe Vale Roads, which will in effect create pedestrian and bicycle friendly conditions.
- Ensure that good vehicular access is maintained in the centre and managed to minimise its impact on other modes. For this, Gladstone, Moore, Margaret and Homer Streets have been selected as the preferred roads for vehicles, otherwise known as the 'Local Access Road'.
- Ensure that new parking provisions are developed adjacent to the 'Local Access Road' and all vehicular access to these facilities should be from this network.
- Public and private parking should be seen as a travel demand management tool and any further infrastructure should be assessed based on its impact on travel choice of residents and visitors.

- Ensure the provision of adequate car parking to maintain the commercial viability of the centre.
- Development of Council owned land in the centre should not reduce the overall availability of publicly accessible parking in Moonee Ponds. Principles for parking of a private access nature, including development parking rates, are discussed as part of the land-use regulations of the planning scheme.
- New parking facilities should be designed considering a high level of pedestrian amenity and in such way that negative impacts in street landscape are reduced.
- Develop existing surface car parks and provide replacement car parking underground or as decked parking.
- Improve the pedestrian and cyclist amenity and accessibility within car parks.
- Provide real time information signs to guide drivers to vacant off-street car parking spaces.
- Encourage the use of sustainable transport modes for internal trips and those with origins/destinations outside the centre.
- Ensure that the road network contributes to the efficient and safe movement of pedestrians, cyclists, public transport and vehicles and is consistent with Figure 5, Access and Movement Plan.
- Encourage car-share arrangements either through body corporate or contracts with car-share operators for larger residential developments.

Precinct Development Proposals

The proposed precinct development proposals outlined in the structure plan are outlined subsequently and as known planning applications for development.

- Precinct A: City Place
  - Mt Alexander Road Redevelopment, consisting of a community/civic development. It is proposed that car parking would be included in the basement component, to be utilised by the civic and any residential development to be accessed via both Kellaway Avenue and Pascoe Vale Road.
  - New civic buildings to be a new Library, Police Station and Council offices.
  - Residential development on any surplus Council land which will provide active frontages to Pascoe Vale Road and Mt Alexander Road. To be at least 4 storeys' in height with a mix of dwelling sizes.
- Precinct B: Hall / Homer
  - Mixed-use development along Eddy and Homer Streets, development has an active ground level use (i.e. Medical use) with residential or small scale office use above.
  - Transitional residential development providing medium density housing on the edge of the MPAC boundary.
  - Stage 2 development of the Mirvac site. The second stage proposes a hotel complex above the existing retail development.
  - Leighton's Site Redevelopment. Any development of the site to support retail, office residential (at upper levels) and entertainment uses.
  - Redevelopment of existing single storey shop front on Everage Street, adjacent to Mirvac development, for retail/office use.
  - Encourage mixed-use development above the current decked Coles complex car park.
  - Investigate and support the potential redevelopment of the Brotherhood of St Laurence site for mixed-use purposes, with active use on ground level (ideally, retail).
  - Any redevelopment of Office of Housing site on Hall Street to ensure no-net loss of public housing dwelling.
  - Support location of non-retail type commercial uses of street level on south side of Taylor Street.
  - Planning Applications

As announced in October 2013 the Leighton's site was sold. It is proposed to be redeveloped into 800 apartments with 2000sqm of retail space. The developer is aiming to submit a planning application in 2014.

- Precinct C: Young
  - Explore Safeway Supermarket redevelopment and associated car park. Provide a site anchor supermarket to be relocated basement / ground floor level with car parking at basement and upper levels. Specialist retail can then be provided at street level. Other upper levels can be developed to accommodate commercial, educational, institutional and/or higher order medical facilities.
  - Or redevelop the current Safeway site for a potential modern fresh market style retail offer with office and/or residential and car parking uses provided above.
  - Ensure any redevelopment retains vehicular access via Gladstone Street (and is the focus for a multi-level car park access as part of any development of the Safeway site).
  - Prioritise residential and office focus land use on Ascot Vale Road.
  - Although not land use related there is a wish to incorporate a car-share arrangement within the Young Precinct given the larger development proposals that could occur in the future.
- Precinct D: Puckle
  - Potential walkway from Hall Street to Puckle Street in conjunction with future development, potentially resulting in a restaurant/café/cultural laneway.
  - Encourage better utilisation of upper levels of buildings for office and residential development.
  - Encourage a car parking approach for Puckle Street that is coordinated with streetscape works and Council's Car Parking Strategy.
- Precinct E: Holmes
  - Support redevelopment of the former Australia Post site for mixed use (limited retail/office) purposes.
  - Support development of a number of ground level car park sites for medium density residential development.
  - Explore opportunity for redevelopment of the Council owned car park on the corner of Holmes Road and Milfay Avenue.
  - Support retailing uses along Holmes Road and Norwood Crescent in the existing shop fronts.
  - Explore opportunity for new residential development on the car park site of the former Australia Post, located on Sydenham Street.
- Precinct F – Shuter
  - Initiate a separate master planning exercise for redevelopment.
  - Potential redevelopment for a mixture of community facilities (potentially incorporating an early childhood centre) and car parking at the Shuter Street ground level car park site.
  - Support additional medium to high density mixed-use development within the Precinct.
  - Support new medical related office uses.
  - New developments should have vehicular access via Moore Street, in particular basement car parking.
  - No residential development at ground level will be supported.
- Precinct G: Junction South
  - Encourage any redevelopment of the former Foxtel building and its car park for mixed-use development.
  - Number of large sites which may overtime be redeveloped, encourage any redevelopment of these sites to incorporate an active ground level use (i.e. retail, eateries, office or other entertainment) with upper levels to accommodate office and/or residential uses.
  - Support rezoning of industrial zoned land along Hinkins Street to allow for a gradual transition to residential uses.

- Precinct H: Railway
  - Support future redevelopment of the VicTrack car park site for office and community uses, whilst retaining the commuter car parking spaces.
- Precinct I: Dean Street
  - Support potential development of the Council car park site to Pascoe Vale Road in conjunction with any redevelopment of the Council offices site. Should present a mix-use, low to medium density office or consultancy site as a catalyst for a future peripheral commercial development to Pascoe Vale Road.
  - Encourage any further redevelopment of the upper levels of the current Medical One site for residential purposes.
  - Support precinct for small scale office development and home based businesses.
  - If proposed fire station does not proceed consider a development of site to integrate and compliment tourism and cultural functions of the Racecourse.
- Precinct J: Moonee Valley Racecourse
  - Support the modernisation of the complex with associated mixed development to underpin the function and entertainment facilities.

➢ *Moonee Valley Racecourse (MVRC) Masterplan 2013*

The masterplan proposes the following land uses:

- 2400 Residential Apartments;
- 100 Residential Townhouses;
- 16,000sq.m Commercial Office;
- 4,500sq.m Speciality Retail; and
- 2,000sq.m Office / Medical.

There are proposals in the master plan to adopt lower traffic generating and car parking rates these are reviewed later in this appendix.

Moonee Ponds Activity Centre 2030 Projects Plan, September 2011

The Priority Projects Plan was produced by Moonee Valley City Council in September 2011 and forms the critical link between the Structure Plan and the actual final delivery of 'on the ground' change and renewal in the centre.

The key objectives of the plan are as follows:

- Plan for growth and change in the Moonee Ponds Activity Centre.
- Establish a clear decision-making framework for the centre, its development and activities.
- Lead by example in delivering better places for people.
- Program for various funding and financing strategies and options.
- Ensure a strategy of ongoing monitoring and review.

The document outlines that Priority Projects developed should be adopted by Council and linked to its corporate plan and budget.

The Priority Projects outlined in the document are as follows:

- Hall Street Upgrade.
- New Hall Street Open Space & Connections.
- Hall – Puckle Link.
- City Place & Intermodal Interchange.
- Civic Triangle.

- Mt Alexander Road Traffic Calming and Simplification of Junction.
- Shuter Street Car Park/Community Site.
- Gladstone Street Link.
- Clocktower Centre Refurbishment.

A number of the projects above have either been completed or have commenced since the adoption of the MPAC Structure Plan.

The Strategic sites listed in the document are as follows:

- Medical One.
- Brotherhood of St Lawrence.
- Leighton's Site.
- Coles Car Park.
- Safeway Site and Car Park.
- VicTrack Car Park / Community Site.

MPAC Studies

Moonee Valley Racecourse (MVRC) Masterplan, October 2011 – December 2013

The master plan for the redevelopment of MVRC was subject to a panel hearing following which advice and recommendations were made by the Advisory Committee.

In terms of traffic matters the experts involved in the study agreed upon a set of traffic generation rates but not car parking rates.

With regards to parking rates the following was outlined:

- PTV submitted that, as part of Amendment C120, a Parking Overlay should be prepared to 'enshrine' lower parking rates across Precinct 9, such as the two spaces per 100 square metres for Office.
- Committee noted that Council has proposed an amendment to the planning scheme to introduce a Parking Overlay for the Moonee Ponds Activity Centre. The overlay would introduce lower parking rates appropriate for Activity Centres using Column B rates, varied as appropriate, contained in Clause 52.06.
- Given the masterplan is proposed over a 15-20 year time period it is considered that advanced effective measures at State and local levels to encourage a shift away from car use to increased use of sustainable modes of transport would have been undertaken. Therefore considered premature to be too definitive with regards to parking provision. Considered better to reply upon policy objectives and suitably worded Integrated Transport Plan to retain flexibility to respond to changes in what might be deliverable and achievable.
- Whatever the outcome of the parking rates, the committee recognised there is likely to be a need for suitable parking controls stemming from the increased demand. These could include extending areas subject to parking permits in existing local streets to support policy objectives to manage potential overspill parking impacts.

CKC Economic Analysis Background Report to Structure Plan, July 2008

Charter Keck Cramer undertook a study of MPAC to assess the current and future opportunities and prospects for redevelopment in July 2008. The study considered an assessment of retail, commercial and residential land uses.

The study identified that retail is currently the strongest property sector within MPAC. Trends suggest that future suburban commercial development is likely to favour the further consolidation of existing office precincts with existing mass.

Additional factors such as accessibility and linkages to major roads and public transport, parking availability, proximity to retail and other service functions and proximity to skilled workforce will remain important considerations.

A summary of the identified existing and potential future quantities of the principal land uses consider from this study are provided in Table 28.

Table 28 Existing and Future Land Use in MPAC according to CKC Study, July 2008

Land Use	Existing	Additional (Future)
Residential	470 dwellings	3,000+ dwellings
Office[1]	53,000sqm	15-20,000sqm
Retail	50,000sqm	8,450sqm

[1]Includes approximately 5,000sqm for expanded Civic Centre Building

The study accumulated in the identification of which land uses should be developed within the MPAC sub precincts (of which there are 10).

Shuter Street Council Car Park Masterplan, July 2010

The Shuter Street Masterplan was produced by Tract Consultants Pty Ltd for MVCC in July 2010. The masterplan seeks to promote a basement style car parking layout that incorporates an integrated car parking strategy for all three sites that allows for the flexibility for each site to be developed on an individual basis while still maintaining the principle of car parking layouts that interconnect with each other.

In addition to the integration of car parking layouts the masterplan seeks to provide car park access primarily from Moore Street to reduce traffic volumes along Shuter Street and to make use of the two way nature of Moore Street.

Commercial Feasibility Assessment – Shuter Street and Moore Street, Moonee Ponds, March 2010

Macro Plan Australia undertook a commercial feasibility assessment for Shuter Street (redevelopment site A over 3,400sqm) and Moore Street (redevelopment site B over 1,900sqm) in Moonee Ponds for MVCC in March 2010.

The analysis shows that development on both sites A and B is commercially feasible involving a minimum height of no less than 8-9 storeys.

Moonee Ponds Access and Mobility Plan, April 2009

The Moonee Ponds Access and Mobility Plan was produced by Booz & Co in April 2009. The document was produced to form part of the investigation to define strategic policies that address existing and future transport needs of Moonee Ponds.

The study derived transport initiatives to be staged over the short (0 to 5 years), medium (5 to 10 years) and long (10 to 20 years) term of which parking was mentioned in the following terms:

- Medium-term: Multi-deck parking facilities (particularly close to Puckle Street).
- Long-term: Multi-deck parking facilities in the vicinity of local access roads.

The document outlines car parking provision and parking cost rates at the time of the study, in summary a total of 2,834 car parking spaces were documented of which 642 were council on-street spaces and 2,192 were off-street spaces split between Council (285), private/public (1,828) and VicTrack (79).

To summarise, with regards to car parking, the following findings, issues and provision/management were detailed:

Findings

- 65% of shoppers travelling to Moonee Ponds did so by car.
- Almost every car parking area is at 90% occupancy at some time during Friday and Saturday.
- Most car parking spaces are provided at no cost, but paid spaces are still well utilised.
- Friday occupancy rates peaks around lunch time with occupancy affected by location – rather than price.
- Saturday occupancy rates peaked around lunch time and the early evening (in restaurant areas).

Issues (as also defined in the Draft Parking Strategy 2008)

- Long-stay parking required for staff.
- Insufficient parking permits for visitors.
- Longer time restrictions are required.
- Inadequate directional signage to parking areas.
- Insufficient signage towards long-stay parking areas.
- Lack of commuter parking at Moonee Ponds Train Station.
- Insufficient parking enforcement.
- Local streets congested due to non-resident parking.
- Non-residential (trader/delivery) blocks access from residential garages.
- On-street deliveries block through traffic.
- Vehicles park illegally, blocking driveways and/or through traffic.
- Insufficient pedestrian crossings in Puckle Street.
- Insufficient pedestrian green-time at Mt Alexander Road junction.
- Traffic delays and congestion near railway crossing.
- Speeds of through traffic.

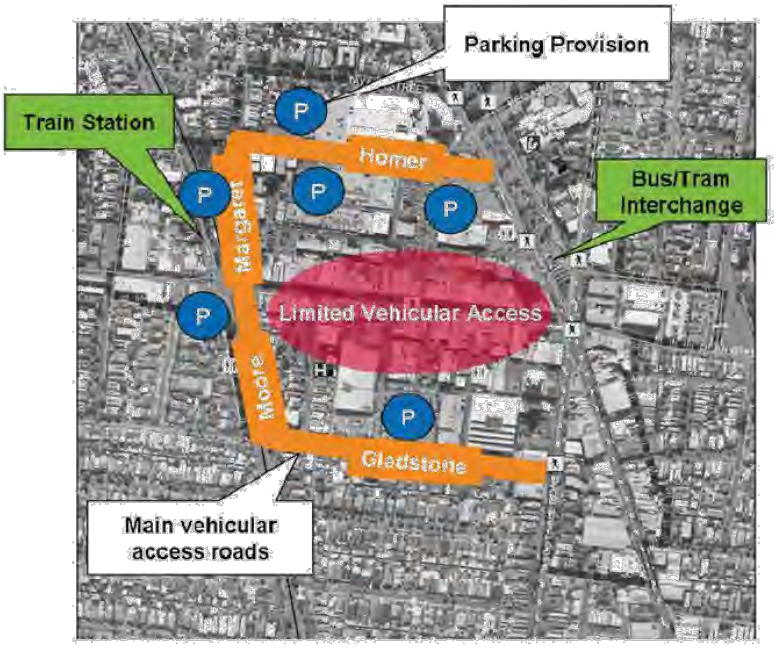
Provision / Management

Priority vehicular access is proposed in both directions for Gladstone, Moore and Margaret Streets and Homer Street as shown in (extracted from Figure 5-14 of the Moonee Ponds Access and Mobility Plan).

In relation to vehicular traffic, it is proposed for these local access roads to:

- Provide efficient access to main off-street facilities in the centre.
- Provide priority for vehicular movement on signalised crossing.
- Limit availability of on-street parking.
- Post a speed limit of 50kph.
- Limit accessibility to these roads from new developments.

Figure 16 Moonee Ponds Local Access Roads and Key Parking Facilities



Source: Figure 5-14 of Access and Mobility Plan

In relation to parking proposals the following was outlined in the document:

- Proposed to maintain the net number of car spaces on Council land.
- Community development projects, on Council or VicTrack land, that might reduce availability of parking should compensate these losses on other locations adjacent to local access roads.
- Expected that the demand for parking will require increased provision on private developments. Therefore, the impact on the access road of the provision of parking facilities needs to be investigated.
- Priority for vehicles should be restricted to these selected local access roads and for other streets, particularly in the vicinity of Puckle Street, priority should be given to other modes, particularly walking and cycling.
- In addition to the selection of access roads, a parking management system needs to be developed. This system should be a real-time information system that provides motorists with information of parking availability at all times. The overall objectives of the parking management system proposed are:
    - Reduce search times.
    - Advice to motorists on location and conditions of available supply.
    - Allow a more efficient use of resources.
    - Enhance amenity for motorists.

Hall Street Economic Impact Assessment, July 2012

The Hall Street Economic Impact Assessment was produced in July 2012 by Essential Economics for MVCC. The key findings from the assessment with respect to car parking are as follows:

- Traders wanted to see short -term parking or loading zones to help ensure continued access for their customers.
- Concerns were also raised about after-hours parking, as the Moonee Ponds Central car park closes at 9pm. This was seen as an issue by several restaurants, especially if the improvements were going to attract more bars and restaurants to the street (and therefore bring a higher level of demand for parking).

Moonee Valley City Council: History of how car parks were purchased in MPAC

Council acquired land for car parking in Flemington, Ascot Vale, Niddrie and Moonee Ponds Activity Centres. The majority of land acquisitions were private purchases, but there were some compulsory acquisitions for car parking. Various parcels of land in Hall Street, Moonee Ponds, were purchased by Council from a private company called Puckle Street Parking Pty Ltd between 1958 and 1964.

The former City of Essendon made separate rate schemes (special rate schemes) and levied Moonee Ponds traders during the 1960s and 1970s to facilitate the acquisition of land for development of public car parking for the benefit of traders and the local community. Also, the City of Keilor made separate rate schemes in 1969 and 1980 and levied specified Keilor Road, Wallis Street and Treadwell Road, Niddrie property owners for the purpose of providing off street car parking facilities for the Niddrie Shopping Centre.

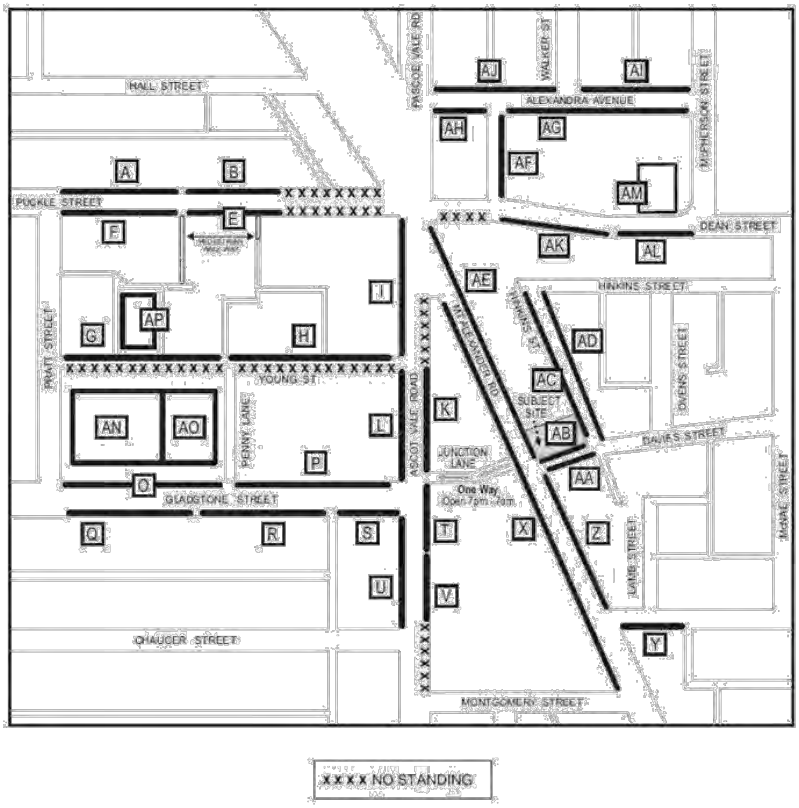
Other specific schemes in the past included:

- 11-25 Shuter Street – eight properties acquired (either compulsorily or via private purchase) from 1986-92, now providing 83 car parking spaces.
- 61-71 Hall Street – six properties acquired from 1958-64 to provide 46 car parking spaces.
- 1-9 Holmes Road – five properties acquired in the early 1990s and provide 29 spaces.
- 13-15 Pratt Street – In late 1987, Council sold land at Pratt Street, Gladstone Street and Young Street to Retail Estates Pty Ltd subject to the land being developed as a shopping centre and, among other things, the provision of a minimum of 246 free public car parking spaces. Subsequent s173 agreements were entered into reinforcing the landowner's obligation to provide free public car parking. Currently there are 306 public car parking spaces provided at 13-15 Pratt Street. In November 1994, Council entered into a fresh s173 agreement with Australian Safeway Stores Pty Ltd reaffirming the above covenants and conditions.
- 24-28 Gladstone Park – In the early 1990s a five level commercial development was approved and constructed adjacent to the ATO office complex at 6-20 Gladstone Street. In April 1991, Council granted a permit for the development and use of 26-28 Gladstone Street as a commercial car park. To satisfy a condition of the Car Park Permit, the previous owners entered into an s173 agreement to "ensure the provision of 246 free car parking spaces at all times during and after any development on the site".

Mt Alexander Road, Moonee Ponds Traffic Report, March 2012

Ratio Consultants produced a traffic report in March 2012 detailing a parking demand surveys undertaken in the Moonee Ponds Entertainment Precinct (see Figure 17). The study demonstrated that there was an overall low to moderate car parking demand within the precinct with the exception of higher on-street kerbside parking along Mt Alexander Road, Davies Street and Hinkins Street.

Figure 17 Moonee Ponds Entertainment Precinct Surveyed



Source: Mt Alexander Road, Moonee Ponds Traffic Study Report

Parking Rates Review – Other Activity Centres

Trip Attracting Development Parking Rates Review

A review of the parking rates proposed by other activity centres has been undertaken and are summarised below for trip attracting land uses. As shown there is a wide range of proposed parking rates specific to the needs of each respective activity centre.

Ringwood Central Activities Area (City of Maroondah) – AECOM

Council supported lower parking rates for the following land uses:

- Retail – Adopt a minimum of 3.5 spaces per 100sqm of leasable floor area
- Office – Adopt a minimum of 3 spaces per 100sqm of leasable floor area

Leongatha CBD (South Gippsland Shire Council) – AECOM

- Column B parking rates of 52.06 of the planning scheme adopted.

Footscray Central Activities Area (City of Maribyrnong) – GTA Consultants

Use	Min Rate	Max Rate	Measure
Medical Centre	2.3	None specified	To each practitioner (equivalent full-time)
Office	2	None specified	To each 100sqm of gross floor area
Restaurant	0.1	None specified	To each patron catered for
Restricted Retail Premises	1	None specified	To each 100sqm of gross floor area
Retail Premises (Shop)	1.5	None specified	To each 100sqm of gross floor area
Supermarket	2.5	None specified	To each 100sqm of gross floor area
Residential Hotel	0.1	0.3	To each lodging room
Residential College	0.05	0.25	To each bedroom

Dandenong Central Activities Area (City of Greater Dandenong) – GTA Consultants

Use	Recommended Car Parking Rate	Measure
Hotel	0.4	Per Room
Shop (other than specified in table)	1.8	To each 100sqm of leasable floor area
Supermarket	3.6	To each 100sqm of leasable floor area
Restricted Retail	1.4	To each 100sqm of leasable floor area
Restaurant	0.2	Per seat
Place of Assembly	0.2	Per person / seat (whichever is greater)
Convenience Shop	1.8	To each 100sqm of leasable floor area
Office (within 400m of a train station)	2.0	To each 100sqm of leasable floor area
Office (beyond 400m of a train station	2.6	To each 100sqm of leasable floor area
Medical Centre	3.4	To each practitioner
Child Care Centre	0.2	Per child

Draft Box Hill Central Activities Area (Whitehorse City Council) – GTA Consultants

Use	Recommended Car Parking Rate	Measure
Office	2.0	To each 100sqm of net floor area
All Other Land Uses	Column B rates	As per planning scheme

Residential Development Parking Rates Review

A review of the parking rates proposed by other activity centres has been undertaken and are summarised below for residential land uses. As shown there is some correlation to the proposed dwelling parking provisions in activity centres, again these have been calculated to the specific activity centre.

Ringwood Central Activities Area (City of Maroondah) – AECOM

Council supported lower parking rates for the following land uses:

- Residential – Maximum of 1 space per dwelling within Ringwood CAD irrespective of dwelling size.

Leongatha CBD (South Gippsland Shire Council) – AECOM

- Column B parking rates of 52.06 of the planning scheme adopted.

Footscray Central Activities Area (City of Maribyrnong) – GTA Consultants

Use	Min Rate	Max Rate	Measure
Dwelling	0.5	1.0	To each studio or one bedroom dwelling
	0.8	1.0	To each two bedroom dwelling
	1.0	1.5	To each three or more bedroom dwelling
	0.1	-	For visitors to every dwellings of development of 10 or more dwellings

Dandenong Central Activities Area (City of Greater Dandenong)

Use	Recommended Car Parking Rate	Measure
Dwelling Resident – within Activity Centre Boundary	0.8	Per dwelling
Dwelling Resident – outside of Activity Centre Boundary	1.0	Per dwelling
Dwelling Visitor – within Activity Centre Boundary	0.0	Per Dwelling
Dwelling Visitor – outside of Activity Centre Boundary	0.1	Per Dwelling

Draft Box Hill Central Activities Area (Whitehorse City Council) – GTA Consultants

Use	Recommended Car Parking Rate	Measure
Dwelling	0.5	To each one bedroom dwelling
	0.75	To each two bedroom dwelling
	1.0	To each three or more bedroom dwelling
	0.1	For visitor spaces for each dwelling.

Other Parking Overlays Review

A review of the Victorian planning scheme has been undertaken to understand which metropolitan municipalities have adopted a parking overlay (i.e. Clause 45.09). A summary of those metropolitan municipalities which have adopted Clause 45.09 is provided in the table below, detailing the following:

- If a parking rate reduction was applied;
- If a parking cash-in-lieu for the non-provision of parking was adopted, if so details such as the amount of cash to be obtained from developers, the land uses it applied to and what the cash was to be used for have also been detailed.

Parking Overlay Review Summary - Clause 45.09 of Planning Schemes

Metropolitan Municipality	Area	Parking Overlay			
		Parking Rates Reduction Applied?	Cash-in-lieu of parking provision adopted?		
			Amount ($)	Land Uses applied to	Cash used for?
Banyule	Greensborough Activity Area	Yes	Not applied	Not applied	Not applied
Boroondara	Activity Centre	Yes	Not applied	Not applied	Not applied
Casey	Berwick Village Commercial Centre	Yes	$16,935 (excl. GST) – adjusted annually from 1 July 2006	Shop, Restricted retail premises, Restaurant, Hotel, Office or Medical centre	Construction of approx. 246 additional at-grade car parking spaces
Glen Eira	Caulfield Mixed Use Area	Yes	Not applied	Not applied	Not applied
Greater Dandenong	Springvale Activity Centre – Core Retail West Precinct	Yes	$19,000 (excl. GST) – adjusted annually from 1 July 2010	Shop, Office, Industry or Dwelling	Planning scheme simply states to facilitate the construction of additional car parking spaces for the Springvale activity centre
Manningham	Doncaster Hill Principal Activity Centre	Yes	Not applied	Not applied	Not applied
	Jackson Court Neighbourhood Activity Centre	Yes	Not applied	Not applied	Not applied
Monash	Glen Waverley Principal Activity Centre Area	Yes	$11,000 (excl. GST) – adjusted annually from 1 July 2009	Shop, Beauty Salon / Hairdresser, Restaurant	Not stated
	Oakleigh Major Activity Centre Area	Yes	$6,000 (plus GST) – adjusted annually from 1 July 2008	Shop, Beauty Salon / Hairdresser, Restaurant	Not stated
Nillumbik	Eltham Major Activity Centre	Yes	Not applied	Not applied	Not applied
	Diamond Creek Major Activity Centre	Yes	Not applied	Not applied	Not applied

Metropolitan Municipality	Area	Parking Overlay			
		Parking Rates Reduction Applied?	Cash-in-lieu of parking provision adopted?		
			Amount ($)	Land Uses applied to	Cash used for?
Port Phillip	Capital City Zone – Fishermans Bend	Yes	Not applied	Not applied	Not applied
Wyndham	Werribee City Centre	Yes	$12,500 (plus GST) – adjusted annually from 1 July 2011	Dwelling, Office, Restaurant	All funds collected by authority to be used on public parking projects within the Werribee City Centre or adjacent Werribee City Centre in accordance with Consolidated Parking Master Plan, including multi-storey facilities and provision of bicycle parking facilities.

In summary the following was found from the review of parking overlays and associated cash-in-lieu requirements adopted by other metropolitan municipalities:

- Only 5 of the municipalities were found to adopt a cash-in-lieu for parking with:
  - Greater Dandenong and Wyndham parking overlays including dwellings in parking provision requirements;
  - No municipalities stating a different cash contribution for residential / commercial land uses;
  - The contribution rates ranged from $6,000 up to $19,000 and were stated as current (at time of parking overlay produced) and to be indexed annually in accordance with Consumer Price Index, Melbourne, in Rawlinson's Australian Construction Handbook. It should be noted that the Casey planning scheme split the cost between the land component and capital works component of the contribution.
- General consensus that cash-in-lieu would go towards providing construction of additional car parking (with Wyndham planning scheme adding the provision of bicycle parking facilities).

In conclusion there is no previous precedent in deriving car parking waivers specifically with regards to residential land use, with the cost of not providing car parking seeming to be the cost of providing a car parking space (land and construction) irrespective of land use.

Accordingly what MVCC are requesting is unique in terms of deriving the amount a developer should contribute towards the associated car parking waiver, and furthermore the proposal of allocating such funds towards sustainable transport projects.

Planning Advice

Development Contributions Reform and Cash-in-lieu Schemes

On 1 May 2014 the Minister for Planning, announced the introduction of Standard Levies for Development Contributions in priority growth locations, the implementation of a new Infrastructure Contribution Plan and a streamlined approval process.

The Standard Levies will be available for use from 1 July 2015 and will be able to be applied in identified metropolitan and non-metropolitan growth locations.

Based on further advice, directly received from DTPLI, a 'cash-in-lieu' of car parking scheme can be continued alongside collection of Standard Levies for Development Contributions, so long as it can be demonstrated that the funding is used for alternative assets, and that there is no 'double-dipping'.

The Standard Levies for Development Contribution include a wide array of allowable items that can be realised through the use of these funds which include, but extend beyond, transport infrastructure. Below are the tables currently outlining the allowable items as part of the contributions for Strategic Development Areas (which Moonee Ponds Activity Centre would be considered).

It is noted that any cash-in-lieu for parking scheme can be used to provide public parking or other infrastructure that supports other modes of transport that can reduce the need for parking (e.g. Cycling, walking paths, public realm etc.). It is also likely that the infrastructure needs of commercial and retail development, will differ from the infrastructure needs of residential development and therefore the nexus between residential cash-in-lieu funded projects and commercial/retail cash-in-lieu funded projects will need to be clearly defined.

However, given the potential for similar projects to be funded by the Standard Levies (see Public Realm, Public Transport and Roads sections below) there will also need to be a distinction between the projects that would be funded through a cash-in-lieu of parking scheme and those that will be funded through a Standard Levies for Development Contribution scheme.

The work that underpins a local cash-in-lieu scheme will need to clarify and confirm that levies collected through Standard Levies are not also being collected to fund the same items.

Standard Levy (at 2012 Levels)			
Area	Residential	Retail	Commercial and Industrial
Metropolitan	$4,500 per dwelling	$46 per square metre, GFA	$16 per square metre, GFA
Non-Metropolitan	$3,600 per dwelling	$36 per square metre, GFA	$13 per square metre, GFA

Standard Levy – Allowable Items[1]		
Facility	Allowable Items	Included in Standard Levy
Community facilities	Contribution to expanding or upgrading space for: ➢ Multi-Purpose Community Centre/Library ➢ Kindergarten/Pre-School/Occasional childcare ➢ Maternal and Child Health consulting room ➢ Other community services facilities	Yes
Public realm	Urban design elements that improve pedestrian access or enable high density living Creation of high quality public spaces – including paving, seating, landscaping, lighting	Yes
Public transport	Council owned bus, tram shelters on council land	Yes
Roads	Road widening and intersection upgrades on council roads including council local roads, collectors and arterials Installation of traffic management items to reduce the impact of increased traffic Improvements to bicycle and pedestrian connectivity	Yes

Standard Levy - Allowable Items[1,2]		
Facility	Allowable Items	Included in Standard Levy
Drainage	Upgrades to existing council drainage assets Stormwater treatment projects to improve water quality including Water Sensitive Urban Design treatments and wetlands	Yes
Land	Land required as an integral part of providing any of the Allowable Items	Yes
State owned infrastructure	VicRoads arterial roads State owned public transport facilities and services	No
Public open space[3]	Improvements to local sports facilities, local parks and open space reserves.	No

Note 1 - Up to 1% of the revenue raised by the Standard Levy can fund the preparation of an ICP in Strategic Development Areas.
Note 2 - Projects included in the Infrastructure Contribution Plan may be expansions or upgrades to existing facilities or may be part of a new or replacement facility.
Note 3 - Contributions to open space purchase and improvement will be through Clause 52.01 of the Victoria Planning Provisions or Section 18 of the *Subdivision Act 1988*.

Supplementary Levy – Allowable Items			
Facility	Allowable Items	Land in Levy?	Construction in Levy?
Drainage[1]	New drainage scheme where council is the drainage authority. As specified in drainage plan for the catchment. Includes retarding basins and stormwater treatment	Yes	Yes
Roads	Including but not limited to: • Upgrade or new council owned roads not funded directly by developers required to unlock access to the site Works on council arterial roads and intersections to restore network capacity to pre-development conditions	Yes	Yes
Transport	State road or public transport infrastructure	Yes	Yes
Public Realm Projects	Specific larger scale public realm improvement works as part of urban renewal projects.	Yes	Yes
Developer funded local or collector roads	Local or collector road projects that are fully developer funded but, for expediency, are managed through a Supplementary Levy	Yes	Yes

Note 1 - Only applies in non-metropolitan locations.

Moonee Valley Planning Scheme – Car Parking Rates

MVCC has the option to introduce the Column B car parking rates in Table 1 of Clause 52.06 (Column B Rates) of the Planning Scheme, without having to introduce any cash in-lieu requirement.

Introducing the Column B Rates is the only time when a detailed strategy and Car Parking Plan are not required.

Car Parking Cash-in-Lieu – Residential Waiver Methodology

The methodology for residential waiver methodology will need to consider that there is little strong precedent to be absolutely confident in its successful adoption. The (unsuccessful) precedent that does exist points to the need to more clearly illustrate and justify the need, nexus, accountability and equity of a residential waiver.

It is high unlikely that provision of public parking can be a justifiable project when collecting funding from residential waivers that will not be able to make use of these facilities – unless of course there are spaces dedicated to car share schemes that residents could make use of.

Practice Note 58 does allow financial contributions to be collected where a proper planning purpose is identified - 'A project that provides car parking facilities, or other measures which reduce the demand for parking would generally be regarded as a proper planning purpose'(PN57).

Further, DTPLI has advised that 'a proper planning purpose' includes car parking and <u>any non-car parking projects that reduce car parking demand</u>, excluding public transport projects. Non-car parking measures include traffic calming, bicycle and pedestrian improvements.

Council will need to demonstrate a clear link between the specific non-car parking based initiatives that will support a reduction in car parking need. Only this can in turn facilitate a change of transport mode to more sustainable ones over time.

Any non-car parking initiatives must be implemented and the contributions spent within the Parking Overlay area and the demands of the principles of accountability and equity will require that an appropriate apportionment of these facilities will be funded through other (Council) means as both existing and future residents are likely to enjoy the benefits of these facilities.

Appendix B

MPAC Overview

Appendix B MPAC Overview

This appendix of the PP provides an overview of MPAC, including details on demographics, travel behaviour, local road network and sustainable transport.

Demographics

Moonee Ponds, at the time of 2011 Census, had a population of 13,538 people of which 51.8% are female and 48.2% are male, living in 5,979 dwellings with an average household size of 2.39. The population had increased by 6% when compared to census data collated in 2006. By 2031, the population of Moonee Ponds is forecasted to increase to 21,675 residents.

The average age of the Moonee Ponds population is 37 years of age. The population is comprised of 69.9% of people whom were born in Australia with the other top responders for country of birth from Italy 5.4%, India 2.6%, England 2.3%, New Zealand 1.5% and Greece 1.5%.

Of those residing in Moonee Ponds 63.3% are employed full time, 27.8% part time, with an employment rate of 3.7%. The main occupations of people from Moonee Ponds being Professionals 31.7%, Clerical and Administrative Workers 16.2% and Managers 16%.

A total of 41% of households in Moonee Ponds had access to two or more motor vehicles.

Travel Behaviour

Travel to work data has been identified for Moonee Ponds via Australian Bureau of Statistics 2011 Census Data and surveys undertaken as part of this PP in October 2013, the findings for utilising a single mode of transport are provided in Table 29.

Table 29 Method of Travel to Work from Moonee Ponds

Method of Travel to Work	% Split of Persons Travelling to Work by Single Mode of Transport	
	Census Data 2011	PP MPAC Resident Surveys, October 2013
Train	15.2%	10.0%
Bus	0.7%	1.0%
Tram	5.9%	6.0%
Car, as driver	52.0%	48.0%
Car, as passenger	3.3%	5.0%
Truck	0.1%	0.0%
Motorbike/Scooter	0.9%	0.0%
Bicycle	2.7%	3.0%
Walked only	4.0%	4.0%
Worked at home	3.7%	1.0%
Did not go to work	9.7%	12.0% (mainly retired residents)
Other	1.1%	0.0%
Not Stated	1.0%	10.0%

Source: Australian Bureau of Statistics (ABS), Census of Population and Housing 1996 and 2011. Compiled and presented in profile.id by .id the population experts.

[1]MPAC Resident Surveys: A total of 174 households responded to the survey. Some of the responders responded with more than a single mode therefore a degree of approximation of results has been undertaken.

As shown from Table 29, as a general comparison (given only 174 households responded to the questionnaire) the MPAC resident surveys correlates well with the census data of 2011 for the method of travel to work for people in Moonee Ponds. It should be noted that of those responders who used their car to travel to work, 36%

also stated that they used alternative sustainable modes of transport, meaning mode choice was dependent upon personal circumstances / preferences.

Moonee Ponds is an important employment area, with 7,077 journeys to work reported in the 2011 Census. Journeys to work with Moonee Ponds as the destination using a single mode of transport are summarised below in Table 30. Car access accounts for over 70 percent of single-mode journeys to work in Moonee Ponds, with an implied employee parking demand for 4,635 trips.

Table 30 Method of Travel to Work to Moonee Ponds

Method of Travel to Work	% Split of Persons Traveling to Work by Single Mode of Transport
Train	4.3%
Bus	1.7%
Tram	1.8%
Car, as driver	65.5%
Car, as passenger	4.6%
Truck	0.2%
Motorbike/scooter	0.2%
Bicycle	1.1%
Walked only	4.5%
Worked at home	3.3%
Did not go to work	11.6%
Other	0.3%
Not stated	0.9%

Source: Australian Bureau of Statistics (ABS), Census of Population and Housing 2011. Analysis by AECOM

Local Road Network

The road user hierarchy for Moonee Ponds has been extracted and provided in Figure 18 from the VicRoads SmartRoads plan for the City of Moonee Valley. An overview of some of the key local roads in MPAC is provided below.

Mt Alexander Road provides a key link from MPAC to the central city with a variety of land uses along the road providing for a range of retail and service to the local community.

Mt Alexander Road is subject to a 60kph posted speed limit and passes directly through MPAC and Moonee Ponds Junction providing onwards connections to Flemington and Essendon.

To the north of Moonee Ponds Junction Mt Alexander Road becomes a segregated dual carriageway with a bus interchange located in the median and car parking areas further north of this. The number of lanes is typically three in the direction of travel with this widening by a lane at signalised intersections. A bicycle lane is provided northbound and kerbside parking is provided on both sides of the carriageway.

To the south of Moonee Ponds Junction, Mt Alexander Road is a 4-lane single carriageway (with a shared central tram line for route 59) with parking provided on both sides and peak period no stopping restrictions during weekdays.

Pascoe Vale Road is located to the north of the Moonee Ponds Junction and is a four lane single carriageway (shared with tram route 59). It serves a variety of land uses, including residential, medical and commercial. It is

subject to a 60kph posted speed limit with footpaths and parking on both sides of the carriageway (parking is subject to no stopping in peak periods by direction).

Ascot Vale Road is located to the south of the Moonee Ponds Junction and is a four lane single carriageway (with a shared central tram line for route 82). It serves a variety of land uses, including residential and commercial. It is subject to a 60kph posted speed limit with footpaths and parking on both sides of the carriageway (parking is subject to no stopping in peak periods by direction).

Gladstone Street forms a signalised intersection with Ascot Vale Road to the east and becomes Moore Street to the west. It is a two lane single carriageway which serves a variety of land uses including residential and retail (including multi-storey and at-grade car parks). As no posted speed limits are present vehicles are expected to travel at 50kph. There are footpaths, cycle lanes and parking on both sides of the carriageway.

Puckle Street is the principal shopping strip of MPAC, serving a multitude of retail premises. The street is a narrow tree-lined with a two lane single carriageway with footpaths and parking on both sides. There is no posted speed limit therefore vehicles are to travel at 50kph.

McPherson Street is a two lane single carriageway located along the western frontage of the MVRC and serves residential properties and provides access to the main racecourse entry gate.

As no posted speed limits are present vehicles are expected to travel at 50kph; however there are intermittent speed humps with 20kph posted speed limits along the length of McPherson Street. There are footpaths present on both sides of the carriageway with parking on the eastern side of the carriageway (which is designated for a taxi zone during racecourse events). It is generally observed that commuters use this area to park then walk into MPAC, as well as on Thomas Street, which has a similar arrangement on the south side of its carriageway.

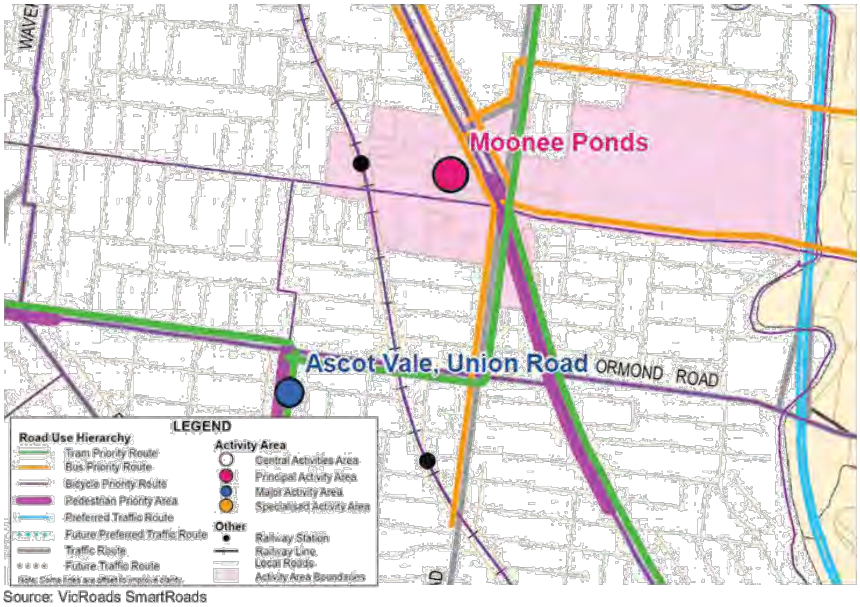
Dean Street is a two lane single carriageway located along the southern frontage of the MVRC and primarily serves residential properties to the south and the racecourse during events. It is subject to a 50kph posted speed limit with footpaths on both sides as well as kerbside parking provided along the southern side of the carriageway.

It is classified as a pedestrian and bus priority route according to the road user hierarchy.

Wilson Street is a two lane single carriageway located along the northern frontage of the MVRC and serves primarily residential properties and Moonee Ponds Central School, and the racecourse during events. It is subject to a 40kph posted speed limit due to the presence of the school. It has footpaths on both sides with kerbside parking provided along the northern side of the carriageway.

It is classified as a bus priority route according to the road user hierarchy.

Figure 18 VicRoads City of Moonee Valley Road Use Hierarchy



Source: VicRoads SmartRoads

Traffic Conditions

A summary of the annual average daily traffic (AADT) flows on the arterial roads in MPAC is provided in Table 31.

Table 31 Local arterial AADT Flows

Street	Location	Direction of travel	Annual average daily traffic (AADT)				
			2008	2009	2010	2011	2012
Mt Alexander Road	Between Ascot Vale Road and Kellaway Avenue	Northbound	21,000 (940)	20,000 (880)	20,000 (880)	20,000 (870)	20,000 (880)
		Southbound	9,900 (280)	9,300 (270)	9,200 (260)	9,200 (260)	9,300 (270)
Ascot Vale Road	Between Maribyrnong Road and Puckle Street	Northbound	11,000 (630)	10,000 (590)	10,000 (580)	10,000 (580)	10,000 (590)
		Southbound	10,000 (590)	10,000 (550)	10,000 (550)	10,000 (550)	10,000 (550)
Pascoe Vale Road	Between Ascot Vale Road and Kellaway Avenue	Northbound	8,900 (450)	8,400 (420)	8,300 (320)	8,300 (210)	8,400 (220)
		Southbound	8,900 (590)	8,400 (560)	8,300 (460)	8,300 (190)	8,400 (190)

Source: VicRoads 'Traffic Volume Data for Victoria' (February 2013)

As shown Table 31 there is no recorded increase in annual average traffic flows travelling through MPAC with a notable decrease in the number of heavy goods vehicles (HGVs) using Pascoe Vale Road over the past 10 years.

Sustainable Transport

Walking

MPAC has a well-connected and integrated pedestrian network with footpaths provided on both sides of all roads serving local facilities and amenities throughout. There are signalised pedestrian crossings provided at all the major intersections and a mixture of signalised and zebra (some of which are raised with 20kph speed limits) pedestrian crossings provided throughout MPAC. The location of these crossings is provided in Figure 19.

Cycling

There is on-road dedicated cycle lanes provided in MPAC as follows:

- Mt Alexander Road, northbound of Moonee Ponds Junction.
- Gladstone Street, both sides of the carriageway.
- Wilson Street, on south side of carriageway.
- Victoria Street, both sides of carriageway.
- Dean Street (from east of Branch Street), both side of carriageway.

The Maribyrnong River Trail is located approximately 1.5km west of MPAC and the Moonee Ponds Creek Trail located immediately east of MPAC running along CityLink.

The above on and off-road cycle routes can be seen in Figure 19.

According to the Bicycle Network Super Tuesday Bike Commuter Survey, Moonee Valley City Council, March 2013 the following key findings were found:

- Moonee Valley was ranked the 9th overall in the busiest count sites across the country on this survey day with average of 217 riders per hour.
- The Strand and Mount Alexander Road was the busiest commuter route in the Moonee Valley municipality, with a total of 434 riders.
- Mt Alexander Road and the Moonee Ponds Creek Trail are heavily utilised, with connections to the Capital City Trail to the Docklands.
- Maribyrnong River Trail is another popular off-road route for riders southbound in the western part of Moonee Valley.

Public Transport

The routes and location of stops for the local bus, tram and rail services in MPAC can be seen in Figure 20. The routes and frequencies are summarised in Table 32. A bus interchange is located at Moonee Ponds Junction where all local bus and tram services stop. Moonee Ponds Station is located at the western end of Puckle Street and is on the Craigieburn railway line.

Table 32 Local Bus Services and Frequencies

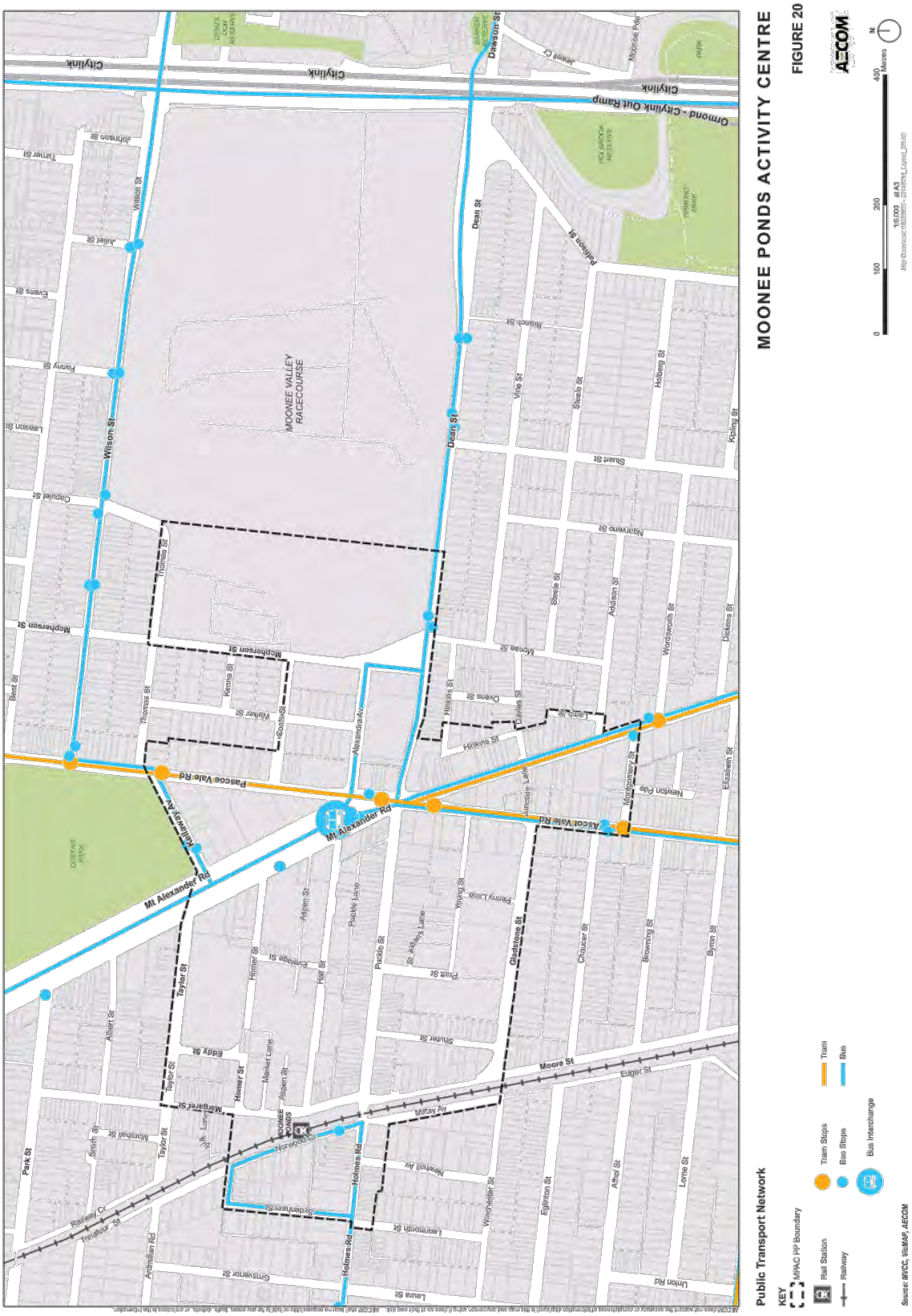
Service	Route	Frequency (approx. per hr)					
		Monday to Friday		Saturday		Sunday	
		Daytime	Evening	Daytime	Evening	Daytime	Evening
Craigieburn	Flinders Street – Craigieburn	20	20	20	20	20	20
59	Melbourne (Elizabeth St) – Airport West	4-8	20	12	20	12	30
89	Moonee Ponds – Footscray	10-20	20	15	20	15	20
404	Footscray – Moonee Ponds via Newmarket	20	20	40	-	-	-

Service	Route	Frequency (approx. per hr)					
		Monday to Friday		Saturday		Sunday	
		Daytime	Evening	Daytime	Evening	Daytime	Evening
467	Aberfeldie – Moonee Ponds (Railway Station) via Holmes Road	30	20-30	25-35	20-30	25-35	30
472	Williamstown – Moonee Ponds via Footscray	15	15	20	40-60	50	50
475	Moonee Ponds – East Keilor via Niddrie	40	20-60	40	30-60	40	30-60
476	Moonee Ponds – Hillside via Taylors Lakes & Watergardens Railway Station	30	30-60	30	60	60	60
477	Moonee Ponds – Broadmeadows via Essendon, Airport West, Gladstone Park	30	30-40	30	30	60	60
478	Moonee Ponds – Melbourne Airport via Essendon, Airport West, Niddrie	M	-	60	-	60	-
479	Sunbury – Moonee Ponds via Melbourne Airport, Airport West	-	2 services	1 service	-	1 service	-
483	Sunbury – Moonee Ponds via Diggers Rest	50-80	90	80	50	-	-
501	Moonee Ponds – Niddrie via Strathmore	40	30	45	45	45	45
504	Moonee Ponds – Clifton Hill via East Brunswick	30	30	40	40	40	40
505	Moonee Ponds – Melbourne University via Parkville Gardens	60	60	60	60	60	60
506	Moonee Ponds – Westgarth Station via Brunswick	10-20	40	25	25	-	-
508	Alphington – Moonee Ponds via Northcote & Brunswick	30	20-30	30	60	40	40-60

M = Limited Morning Services Only

As can be seen above the MPAC has a good network of direct public transport services to a variety of regional destinations.

MOONEE PONDS ACTIVITY CENTRE
FIGURE 19
Pedestrian & Cycle
KEY
MPAC PP Boundary
Pedestrian Crossings
Signal controlled
Zebra crossings
Uncontrolled
Cycle routes
On-Road
Off-Road
Source: MVCC, VicMAP, AECOM
MOONEE VALLEY RACECOURSE
Citylink
Citylink Out Ramp
Dean St
Wilson St
Mt Alexander Rd
Pascoe Vale Rd
Kelvinway Av
Taylor St
Moore St
Holmes Rd
Ascot Vale Rd
Dawson St
Pleasant Park
Moonee Ponds Creek
Moonee Ponds Station
Alexandra Av
Park St
Ardmillan Rd
Union Rd
Elizabeth St
Byron St
Lama St
Alfred St
Eglinton St
Chauser St
Gladstone St
Kenna St
Mcpherson St
Bent St
Albert St
Eddy St
Margaret St
Hopkins St
Queens St
Charles St
Lincoln St
Montgomery St
Newton Pde
Wordsworth St
Dickens St
Kipling St
Halberg St
Vine St
Steele St
Andrew St
Stuart St
Mearns St
Moore St
Military Av
Melrose Av
Winchester St
Learmonth St
Grosvenor St
Laura St
Railway Cr
Tomlinson St
Smith St
Marshall St
Norwood Cr
Market Lane
Helen St
Hill St
Puckle Lane
Young St
Perry Lane
Shuter St
Hemer St
Hemer Cl
Eastwood St
Taylor St
Albert St
Thomas St
Kenna St
Walker St
Boston St
Alexandra Av
Hopkins St
Queens St
Charles St
Lincoln Lane
Montgomery St
Newton Pde
Elizabeth St
Wordsworth St
Dickens St
Kipling St
Halberg St
Vine St
Steele St
Andrew St
Stuart St
Mearns St
Moore St
Edgar St
Byron St
Lama St
Alfred St
Eglinton St
Chauser St
Gladstone St
Browning St
Melrose Av
Winchester St
Learmonth St
Grosvenor St
Laura St
Union Rd
Holmes Rd
Ardmillan Rd
Park St
Smith St
Marshall St
Taylor St
Eddy St
Margaret St
Albert St
Bent St
Mcpherson St
Kenna St
Walker St
Boston St
Thomas


MOONEE PONDS ACTIVITY CENTRE
FIGURE 20
Public Transport Network
KEY
MPAC PP Boundary
Rail Station
Railway
Tram Stops
Bus Stops
Bus Interchange
Tram
Bus
Source: MVCC, VicMAP, AECOM
AECOM
0
160
200
400
Metres
N
Citylink
Citylink Out Ramp
Ormond
MOONEE VALLEY RACECOURSE
Wilson St
Dean St
Dawson St
Pascoe Vale Rd
Mt Alexander Rd
Ascot Vale Rd
Moore St
Holmes Rd
Park St
Taylor St
Gladstone St
Chauser St
Byron St
Elizabeth St
Dickens St
Wordsworth St
Andrew St
Bent St
Kipling St
Union Rd
Lama St
Alfred St
Eglinton St
Winchester St
Melville Ave
Military Av
Edgar St
Shuter St
Eddy St
Margaret St
Marshall St
Smith St
Railway Cr
Tomahawk St
Ardmillan Rd
Oxgovernor St
Laura St
Learmonth St
Sidonham St
Norwood St
Moonee Ponds
Hall St
Puckle Lane
Pucklie St
Young St
Perry Lane
Fraser St
Hopkins St
Queens St
Charles St
Lamington St
Newton Pde
Montgomery St
Alexandra Av
Thomas St
Kenna St
Walker St
Gordon St
McPherson St
Mackenzie St
Macarthur St
Stuart St
Vine St
Steele St
Halberg St
Bramon St
Pakenham St
Hotham St
Hopkins St
Lamington St
Johnson St
Turner St
Juliet St
Evans St
Henry St
Lawson St
Cooper St
Bent St
Ormond Park
Holbrook Reserve
Moonee Pde
Jewell Cr
Dawson St
Dean St
Wilson St
Mt Alexander Rd
Pascoe Vale

Appendix C

MPAC Parking Supply and Demand Survey Findings

Appendix C MPAC Parking Supply and Demand Survey Findings

This appendix of the PP outlines the car parking supply and surveyed demands in MPAC.

In order to gain a better understanding of the existing parking trends in the MPAC area comprehensive on-street and off-street car parking surveys were undertaken on Friday 18th October 2013, Saturday 19th October 2013 and Tuesday 22nd October 2013. The particular dates were chosen as they would reflect typical daily parking demands in the study area. The following surveys were undertaken:

- An inventory of the existing parking supply within MPAC was conducted to gain details on the amount, type, cost and location of parking.
- Parking occupancy surveys in hourly intervals from 07:00am until 10:00pm, the survey outputs of which are provided in Appendix D.
- General observations of parking practices and identification of any parking related issues.

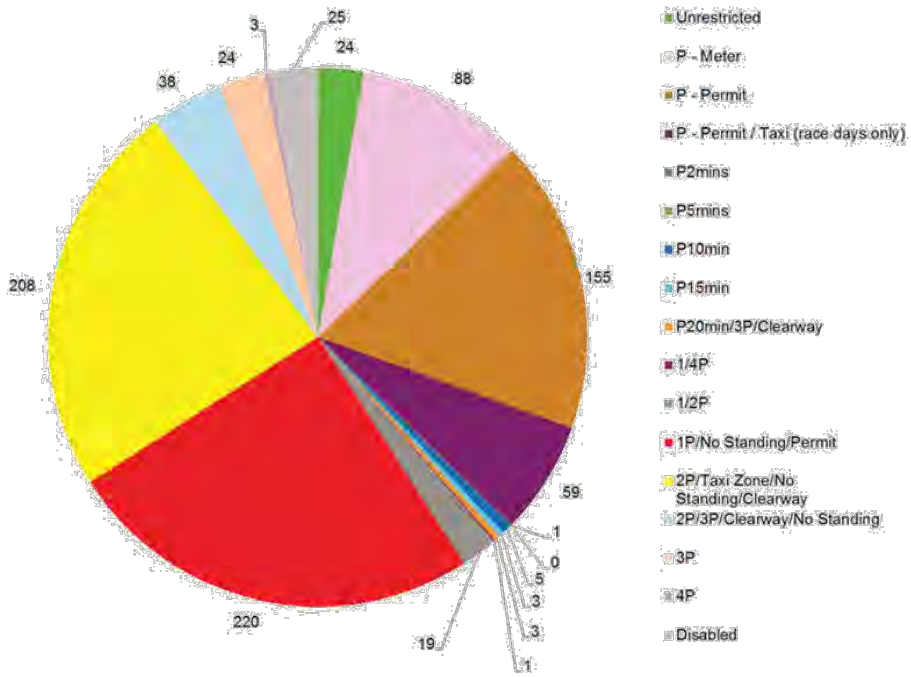
Parking Supply

On-Street Parking

Approximately 915 on-street car parking spaces were recorded within the defined MPAC PP boundary. The locations and restrictions are provided in Figure 24. In summary the following on-street car parking is provided in MPAC:

- The vast majority of parking spaces provided on-street is parallel.
- There are approximately 525 time limited on-street parking spaces. The majority being 1P (220) and 2P (208) time limited spaces located along Puckle Street, Gladstone Street, Hall Street, Shuter Street, Moore Street and Mt Alexander Road.
- There is limited long stay on-street parking with 24 unrestricted on-street parking spaces, these being located on Hinkins Street.
- There is limited short-stay parking (for example 1/4P or P10mins) in MPAC.
- There is limited metered parking with 88 spaces provided on Alexandra Avenue between Pascoe Vale Road and McPherson Street.
- A total of 214 permit parking spaces were recorded in MPAC. These being located on the residential streets of MPAC. Of these permit parking spaces 59 have a dual usage as taxi zones during race days along McPherson Street.
- A total of 39 spaces were not available for public use and were allocated for various users including, mail zone, bus zone, taxi zone, flexi car and police spaces.
- There are a vast range of on-street parking restrictions in place in MPAC as summarised in Figure 21. As shown approximately three quarters of the provided on-street parking is subject to either permit, 1P or 2P parking restrictions in MPAC.
- A total of 662 on-street car parking spaces are actually accessible to the public (i.e. excluding permit, loading, taxi zones etc.).

Figure 21 On-Street Parking Restrictions



Note: There are some conflicting on-street parking restrictions which were noted during the traffic surveys as dual usage parking areas; accordingly these were simply grouped together to produce the above pie chart (i.e. 2P parking restrictions).

Off-Street Parking

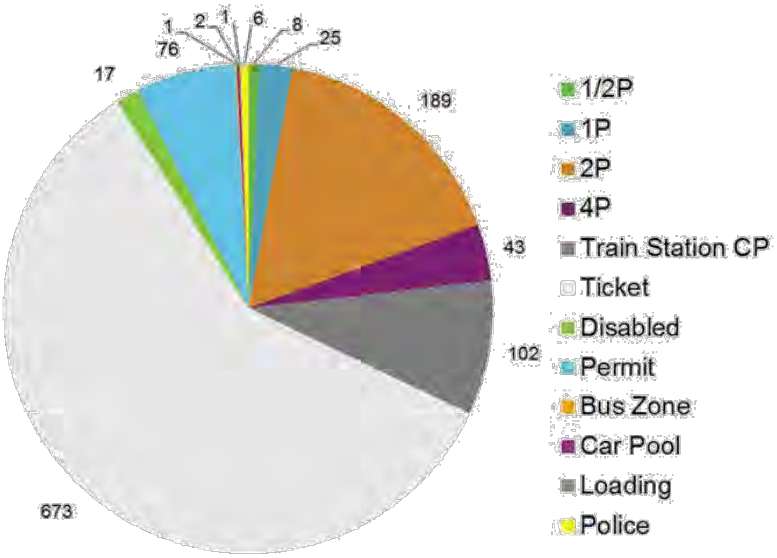
Approximately 2,516 off-street car parking spaces were recorded within MPAC. There was a small number of off-street car parking areas were omitted from the survey as access was not granted for the survey. For the purposes of this strategy it has been assumed that the supply or demand, currently or, in the future, within MPAC will not be impacted upon due to the availability of these unsurveyed off-street car parking areas.

The location and corresponding parking restrictions for the off-street parking are detailed in Figure 25. For the purposes of this PP it has been adopted that public car parks are mainly council owned and provided for public use and private car parks have an associated land use for which they were provided for. A single off-street parking area known as the Leighton's site provides a slight anomaly to this method in that it is privately owned but provided to the public at a cost, for ease of assessment this has been included in the public off-street car parking analysis.

In summary the public off-street car parks consist of:

- Approximately 673 ticket parking spaces split between the Leighton's (297) and Penny Lane (376) off-street car parks.
- There are 265 time limited spaces; the vast majority (189 spaces) are subject to 2P time limits.
- There are approximately 76 permit parking spaces, the majority of which are provided at the Homer (north) Car Park (28) and MVCC Car Park (32) off-street car parks.
- A summary of the parking restrictions is shown in Figure 22.

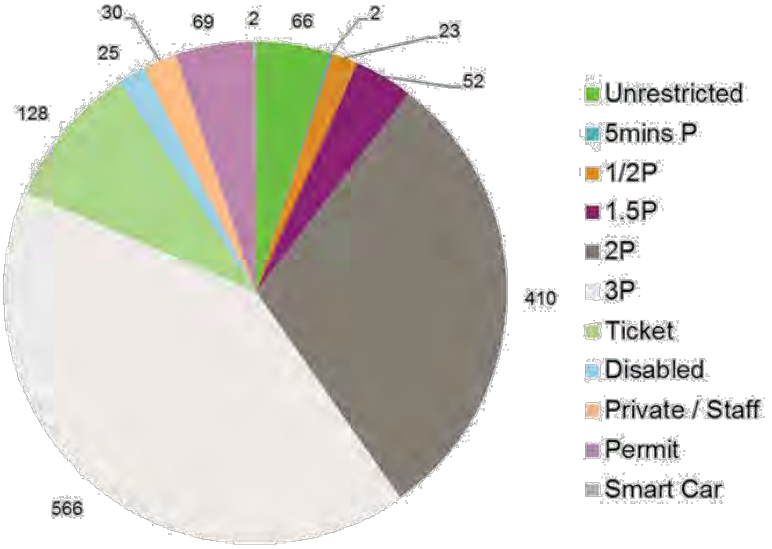
Figure 22 Off-Street Public Car Parking Restrictions



In summary the private off-street car parks consist of:

- Approximately 66 unrestricted private off-street car parking spaces.
- Approximately 1,053 time-limited private off-street car parking spaces; the most significant are subject to 2P (410) and 3P (566) time limits. These spaces are located at the major retail car parks of Moonee Ponds Central, Kmart/Aldi and Woolworths.
- Approximately 30 spaces are specified as private/staff spaces with a further 69 permit car parking spaces. The permit spaces are found at the Moonee Ponds Central Car Park (roof floor, 54) and Woolworths (15) off-street car parks.
- A summary of the parking restrictions is shown in Figure 23.

Figure 23 Off-Street Private Car Parking Restrictions



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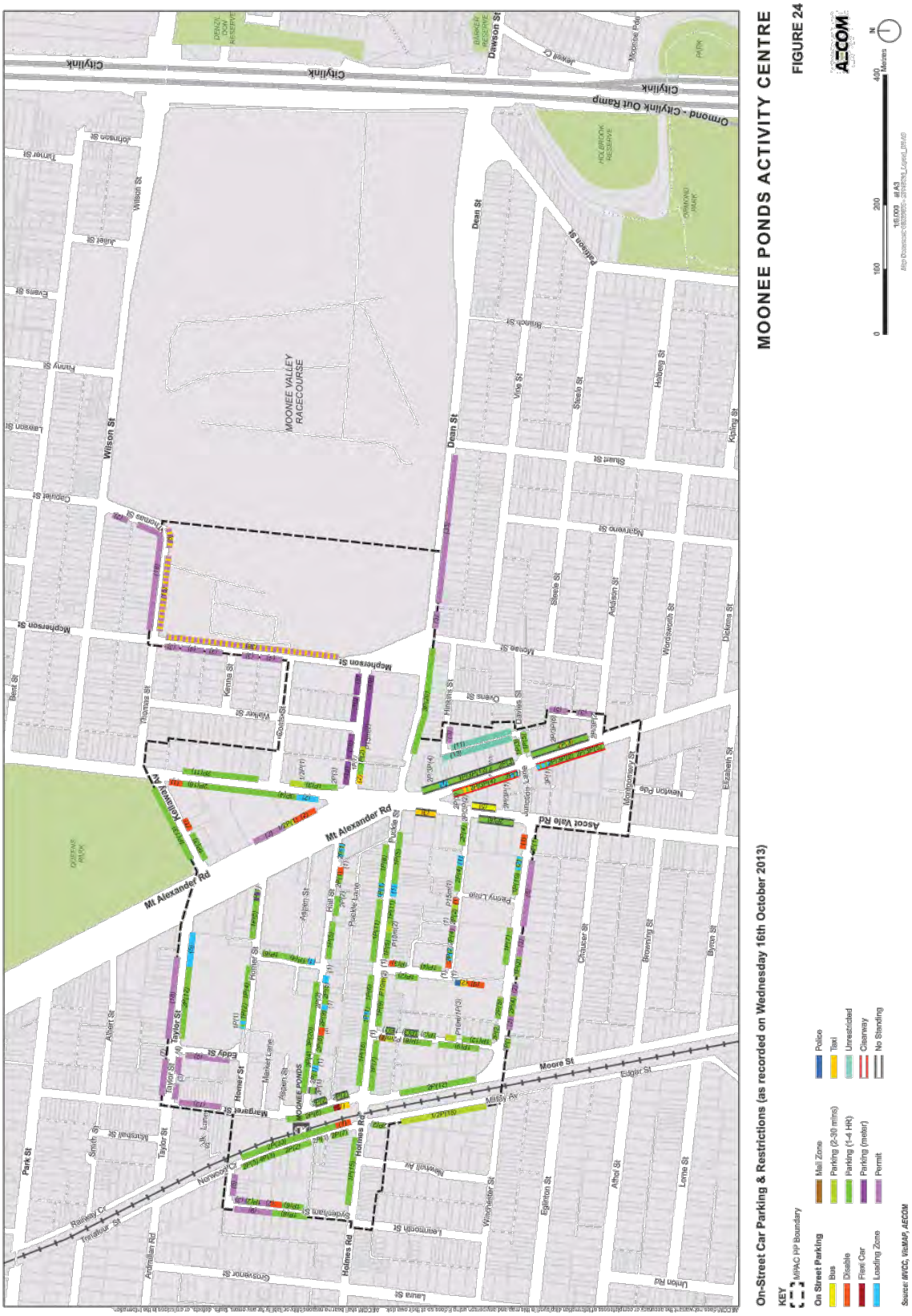

MOONEE PONDS ACTIVITY CENTRE
FIGURE 24
On-Street Car Parking & Restrictions (as recorded on Wednesday 16th October 2013)
KEY
MPAC PP Boundary
On Street Parking
Bus
Disable
Fleet Car
Loading Zone
Mail Zone
Parking (2-30 mins)
Parking (1-4 HR)
Parking (meter)
Permit
Police
Taxi
Unrestricted
Clearway
No Standing
Source: MVCC, VicMAP, AECOM
AECOM
0
160
200
400
Metres
N
Citylink
Citylink Out Ramp
Ormond
MOONEE VALLEY RACECOURSE
Mt Alexander Rd
Moore St
Holmes Rd
Dean St
Wilson St
Mcpherson St
Ascot Vale Rd
Park St
Union Rd
Dawson St
Pascoe St
Kipling St
Holbrook Reserve
Ormond Park
Moonee Pde
Moonee Ponds
Ardmillan Rd
Eglinton St
Alfred St
Lane St
Byron St
Elizabeth St
Dickens St
Wordsworth St
Andrews St
Blake St
Vine St
Shield St
Holberg St
Stuart St
Nicholson St
Mackie St
Queens St
Charles St
Hillside St
Kenna St
Thomas St
Bent St
Albert St
Taylor St
Eddy St
Homer St
Margaret St
Hall St
Puckle St
Aspen St
Chauser St
Browning St
Perry Lane
Newton Pde
Montgomery St
Lambert St
Winchester St
Mitchell Av
Edgar St
Norwood Cr
Railway Cr
Toronto St
Gravesham St
Grosvenor St
Laura St
Leamington St
Mt Alexander Av
Kensington Av
Market Lane
Smith St
Marshall St
Eyers St
Lawson St
Cooper St
Henry St
Juliet St
Johnson St
Turner St
Dawson St
Pascoe St
Moonee Pde
Jewell Cr
Dog Park
Dawson Reserve
Dog Park Reserve
Ormond Park
Holbrook Reserve
Moonee Ponds
Station

Off-Street Car Parking & Restrictions (as recorded on Wednesday 16th October 2013)
KEY
MRAC PP Boundary
Off Street Parking
Source: MVCC, VicMAP, AECOM
MOONEE PONDS ACTIVITY CENTRE
FIGURE 25
AECOM
0 160 280 400 Metres
N
Map Ref# | Car Park | Car Park Type | Parking Restrictions | Parking Capacity | Parking Cost
P1 | Moonee Ponds Central Car Park | Private | Underground – Disabled (All times) | 12 | Free
Underground – Smart Car (All times) | 2 | Free
Underground – 2P (7am-6pm Mon-Sat) | 168 | Free
Underground – 4P (7am-6pm Mon-Sat) | 144 | Free
Roof Top – Permit (All times) - Hostel/Key Staff Members | 64 | Permit
Basement – 3P (8:00am-7pm, 7 days) | 252 | Free
Ground – 3P (8:00am-7 pm, 7days) | 169 | Free
Ground – Smart Car (All times) | 2 | Free
P2 | Kmart / Aldi Car Park | Private | 3P (7am-6pm, Mon-Sat) | 341 | Free
P3A | Woolworths Car Park | Private | 1 P (7am-6pm Mon-Sat) | 68 | Free
P3B | Woolworths Car Park | Private | Permit (All times) - Hostel/Key Staff Members | 35 | Permit
P4 | Roadings Site Car Park | Private | Disabled (All times) | 20/27 | $5/day (Monday-Friday)
P5 | Alexander Dows, McPherson Car Park (Fenced leased) | Private | Unrestricted (All times) | 66 | Free
P6A | Sydenham Street Car Park | Private | Ticket (medical centre patrons only) | 65 | $4 or vehicles
Ticket (Disabled (medical centre patrons only) | 2 | Smart Car
P6B | Sydenham Street Car Park | Private | Ticket (All times) | 2 | Private
P7 | Hall Street Car Park | Public | 2P (8am-6pm, Mon-Sat) | 13 | Free
Disabled (All times) | 49 | Free
P8 | Milray / Holmes Road Car Park | Public | 2P (8am-6pm, Mon-Sat) | 3 | Free
Disabled (All times) | 33 | Free
P9 | Shuter Street Car Park | Public | 2P (8am-6pm, Mon-Sat) | 2 | Free
Disabled (All times) | 61 | Free
P10A | Homer (south) Car Park | Public | Permit (All times) - Hostel/Key Staff Members | 2 | Permit
Permit (All times) - Police bases (1 spaces) | 29 | Permit
Police Vehicles (All times) | 6 | Police
P10B | Homer (south) Car Park | Public | 2P (8am-5:30pm Mon-Fri, 8am-2pm Sat) | 29 | Free
P11 | Kelliaway Avenue Car Park | Public | 2P (8am-5:30pm Mon-Fri) | 16 | Free
Permit (8:30am-5:30pm Mon-Fri) | 1 | Permit / Free
Disabled (8:30am-5:30pm Mon-Fri) | 1 | Free
P12 | Pascoe Vale Road Car Park | Public | Bus Zone (8:30am-5:30pm Mon-Fri) | 1 | Bus Zone
Permit (8:00 am – 6:30pm Mon-Fri) - Council Staff | 7 | Permit
Car Pool (All times) | 6 | Car Pool
Disabled (All times) | 2 | Free
Loading Bay (All times) | 1 | Loading Bay
P13 | Pascoe Vale Road Car Park | Public | 1P (8am-5:30pm Mon-Fri) | 25 | Free
2P (8am-5pm Mon-Fri) | 2 | Free
Permit (8:30am-5:30pm Mon-Fri) - Council Staff | 32 | Permit
P14 | Penny Lane Car Park | Public | Disabled (All times) | 2 | Free
P15 | Moonee Ponds Stadium Car Park | Public | Commuter Only (All times) | 370 | $1.50/hr, Free (Weekend)
Disabled (All times) | 3 | Free
P16 | KFC Car Park | Public | Disabled (All times) | 10/2 | Free
P17 | Medical Imaging Car Park | Private | Disabled (All times) | 2 | Free
P18 | Health Centre Car Park | Private | Staff & Patrons | 20 | Free
Disabled (All times) | 1 | Free
Ticket (medical centre patrons only) | 13 | Free
Ticket (Disabled (medical centre patrons only) | 45 | Private
P19 | Health Clinic Car Park | Private | Disabled (medical centre patrons only) | 1 | Free
P20 | Public Car Park | Public | 4P (8am-5:30pm Mon-Fri) | 48 | $3/hr, $5/day
Free
Clifton St
Wilson St
Mt Alexander Rd
Pascoe Vale Rd
Kelliaway Av
Holmes Rd
Milray Av
Moore St
Gladstone St
Assoc Vale Rd
Newton Pde
Park St
Taylor St
Eddy St
Homer St
Hall St
Pickle St
Chauser St
Browning St
Byron St
Alfred St
Lena St
Eglinton St
Union Rd
Laura St
Grosvenor St
Andrew St
Railway Cr
Tomlinson St
Smith St
Marshall St
McKinnarer St
Sydenham St
Learmonth St
Shuter St
Young St
Penny Lane
Hopkins St
Charles St
Queens St
Mackie St
Wardlaw St
Elizabeth St
Montgomery St
McPherson St
Bent St
Thomas St
Kenna St
Walker St
Alexandra Av
Lesson St
Cobden St
Evans St
Perry St
Juliet St
Johnson St
Turner St
Citylink

Daily Profile of Parking

This section provides a review of the parking demand profile for each of the surveyed days by on-street, public off-street and private off-street surveyed parking areas in MPAC. The aim of this review is to identify the peak demand for parking, the time of day this occurs and any trends for parking demand.

It is generally accepted by parking practitioners that 85% occupancy represents the theoretical or effective capacity of parking supply. When parking occupancy exceeds 85% it is generally more difficult for visitors to find available parking. This can result in undesirable practice such as motorists circulating for parking spaces.

On-Street Parking Daily Profiles

Figure 26 shows the daily profile of parking demand of on-street parking demand in MPAC on the surveyed days for all the surveyed parking spaces within the defined PP boundary.

Figure 26 Daily profile of on-street parking spaces in MPAC – All Car Parking Spaces

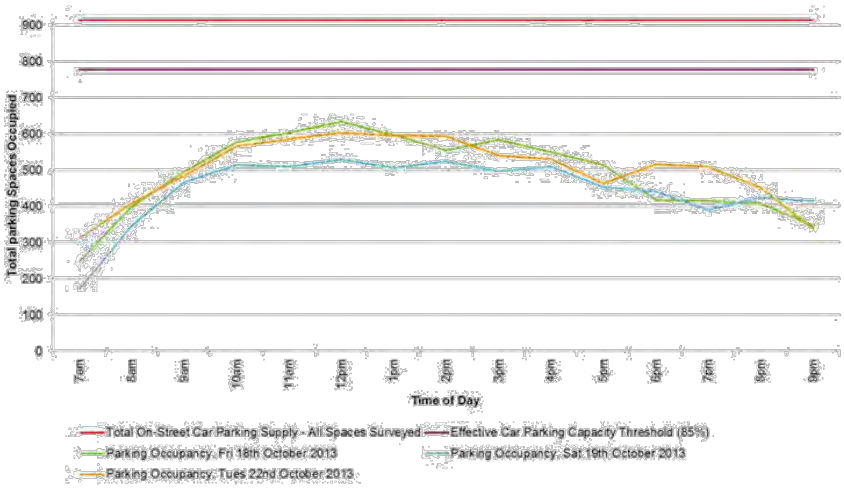
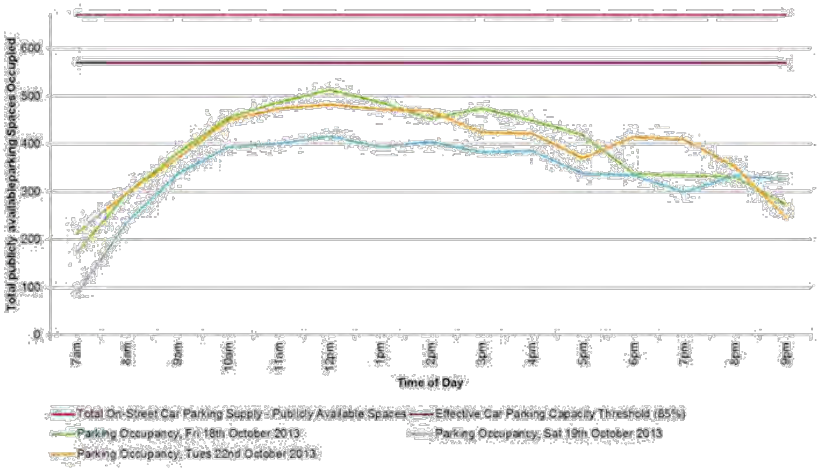


Figure 27 shows the daily profile of parking demand of on-street parking demand in MPAC on the surveyed days for all the publicly available parking spaces (i.e. this analysis excludes permit spaces, loading zones etc.).

Figure 27 Daily profile of on-street parking spaces in MPAC – Publicly Available Parking Spaces



It can be noted from Figure 26 and Figure 27 that:

- The daily parking profile demands for on-street public parking on both surveyed weekdays are almost identical. This is except for the slight variation in demands during the evening period between 05:00pm and 07:00pm where a rise in parking demand was recorded on the Tuesday survey when compared to Friday.
- The peak demand for on-street parking on the weekdays peaked at an average of 68% for all spaces occurring at 12:00pm. For those spaces only available to the public this rises to an average of 74% at 12:00pm.
- The peak demand for on-street parking on Saturday for all spaces peaked at 58% occurring at 12:00pm. For those spaces only available to the public this rises to 62% at 12:00pm.
- The parking occupancy levels on all surveyed days were shown to rise sharply to 10:00am with subsequent demand peaking around midday and remaining consistent throughout the rest of the days surveyed.

Public Off-Street Parking Daily Profile

Figure 28 shows the daily profile of parking demand for public off-street car parks in MPAC for all the surveyed parking spaces within the defined PP boundary.

Figure 28 Daily profile of parking demand in surveyed public off-street car parks in MPAC – All Car Parking Spaces

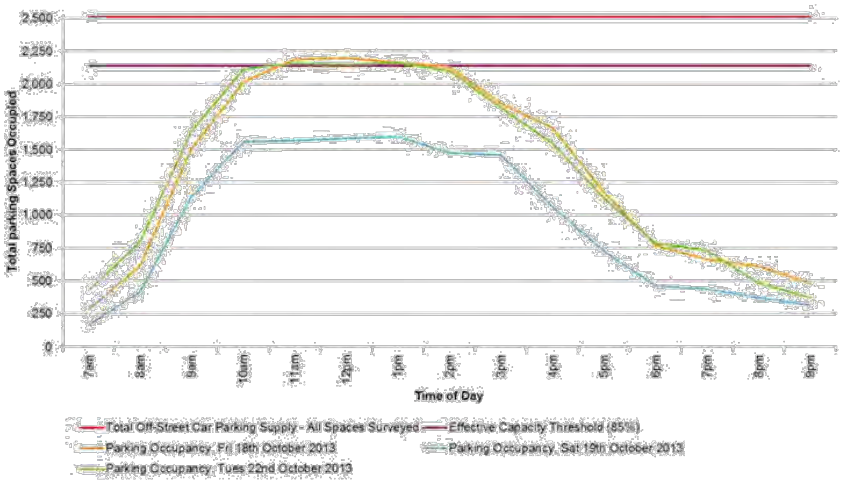
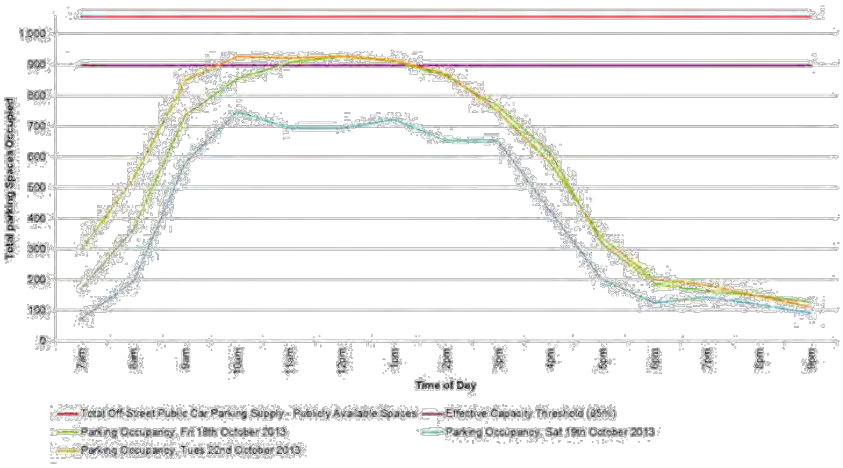


Figure 29 shows the daily profile of parking demand of public off-street parking demand in MPAC on the surveyed days for all the publicly available parking spaces (i.e. this analysis excludes permit spaces, loading zones etc.).

Figure 29 Daily profile of parking demand in surveyed public off-street car parks in MPAC – Publicly Available Parking Spaces



It can be noted from Figure 28 and Figure 29 that:

- The daily parking profile demands for off-street public parking on both surveyed weekdays are almost identical.

- The peak demand for public off-street parking on both weekdays in MPAC was 86% occurring at 12:00pm for all surveyed parking spaces. For those spaces only available to the public this rises to 88% at 12:00pm.
- The peak demand for public off-street parking on Saturday was 68% occurring at 10:00am for all spaces. For those spaces only available to the public this rises to 71% at 10:00am.
- Parking occupancy levels on a weekday are shown to fill quickly up to 10:00am before sharply dropping from 02:00pm to 06:00pm. The surveyed weekend day has a similar profile albeit with much less demand for parking.

Private Off-Street Parking Daily Profile

Figure 30 shows the daily profile of parking demand for private off-street car parks in MPAC for all the surveyed parking spaces within the defined PP boundary.

Figure 30 Daily profile of parking demand in surveyed private off-street car parks in MPAC – All Car Parking Spaces

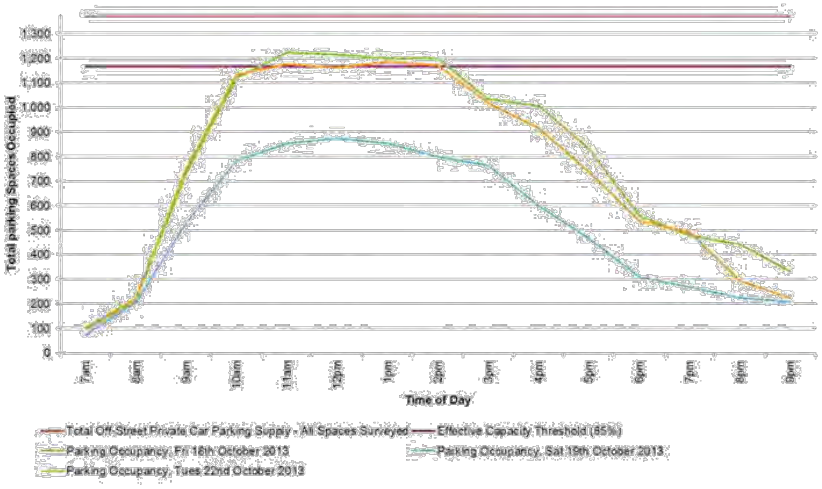
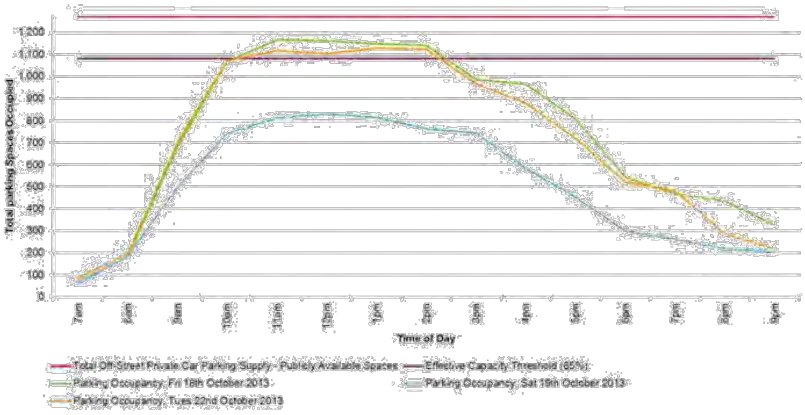


Figure 31 shows the daily profile of parking demand of private off-street parking demand in MPAC on the surveyed days for all the publicly available parking spaces (i.e. this analysis excludes permit spaces, loading zones etc.).

Figure 31 Daily profile of parking demand in surveyed private off-street car parks in MPAC – Publicly Available Parking Spaces



It can be noted from Figure 30 and Figure 31 that:

- The daily parking profile demands for off-street private parking on both surveyed weekdays are almost identical.
- The peak demand for public off-street parking on Friday 18th October in MPAC was 89% occurring at 11:00am for all parking spaces. This rises to 92% when considering just those spaces available to the public.
- The peak demand for public off-street parking on Tuesday 22nd October in MPAC was 86% occurring at 01:00pm for all parking spaces. This rises to 88% when considering just those spaces available to the public.
- The peak demand for public off-street parking on Saturday 19th October was 64% occurring at 12:00pm for all parking spaces. This rises to 65% when considering just those spaces available to the public.
- On the parking survey days there is little deviation in parking demand on between 11:00am and 2:00pm.
- Parking occupancy levels on a weekday are shown to fill quickly up to 10:00am before gradually dropping from 02:00pm to 09:00pm. The surveyed weekend day has a similar profile albeit with much less demand for parking.

Public and Private Individual Off-Street Car Parking Demand Analysis

An analysis of the daily parking profile demands for each of the respective off-street public and private car parks has been undertaken, the profiles are attached in Appendix E.

Parking Supply and Demand

This section examines the parking supply and demand by restriction for on-street, public off-street and private off-street car parking areas.

On-Street Parking Supply and Demand

Table 33 shows the total supply and demand of car parking spaces in MPAC by parking restriction for the on-street parking areas.

Table 33 On-Street Car Parking: Supply and Demand of parking spaces in MPAC - by restriction

Parking Restriction	Parking Supply	Friday 18th Oct'13		Saturday 19th Oct'13		Tuesday 22nd Oct'13	
		Peak Demand	Occupancy	Peak Demand	Occupancy	Peak Demand	Occupancy
Unrestricted	24	22	92%	15	63%	19	79%
P – Meter (Ticket)	88	23	26%	16	18%	34	39%
P - Permit	97	41	42%	46	47%	43	44%
P – Permit (race days only)	38	33	87%	34	89%	35	92%
P2min	1	0	0%	0	0%	0	0%
P10min	5	4	80%	4	80%	5	100%
P15min	3	0	0%	1	33%	2	67%
P20min/3P/Clearway	3	2	67%	2	67%	2	67%
1/4P	1	2	200%	1	100%	1	100%
1/2P	19	5	26%	4	21%	3	16%
1P/No Stopping/Permit	220	196	89%	173	79%	179	81%
2P/Taxi Zone/No Stopping/Clearway	208	172	83%	134	64%	163	78%
2P/3P/Clearway/No Stopping	38	31	82%	26	68%	25	66%
3P	24	23	96%	10	42%	23	96%
4P	3	3	100%	3	100%	3	100%
Disabled	25	22	88%	21	84%	22	88%
Flexi Car	1	1	100%	1	100%	1	100%
Loading (some dual usage)	23	16	70%	13	57%	6	26%
Mail Zone	1	0	0%	0	0%	0	0%
Bus Zone	5	5	100%	2	40%	6	120%
Taxi Zone	8	2	25%	0	0%	0	0%
Police	1	0	0%	0	0%	0	0%
All Parking Spaces	**836**	**603**	**72%**	**506**	**61%**	**572**	**69%**
Publicly Available Parking Spaces	**662**	**505**	**76%**	**410**	**62%**	**481**	**73%**

Note: There are some conflicting on-street parking restrictions which were noted during the traffic surveys as dual usage parking areas; accordingly these were simply grouped together to produce the above pie chart (i.e. 2P parking restrictions).

It can be noted from Table 33 that:

- Of the public available parking (highlighted in grey) they were more utilised than all the parking spaces. Taking out the restricted parking spaces shows an increased usage of the public on-street car parking.
- The unrestricted parking areas of MPAC are well utilised on weekdays.
- The metered parking areas are significantly underutilised on all surveyed days, therefore suggesting that patrons are willing to walk further to avoid paying for parking even though it is located in a good location for people using the train station (Alexandra Street) and to the range of local amenities in MPAC.
- The permit on-street parking spaces are underutilised across MPAC with only 47% of spaces utilised during the peak parking demand of the day.
- There is some spare capacity of shorter term spaces (2P and below); however this has, or is reaching effective capacity levels, on the Friday survey day (i.e. >85% occupancy level).
- The demand for longer term spaces (3P and 4P) was at capacity on each of the surveyed days, indicating a greater demand for these types of spaces in MPAC.
- The demand for disabled parking reached effective capacity on the surveyed days.
- Some parking areas are over utilised which suggest illegal parking has occurred in these areas.

Off-Street Public Car Parking Supply and Demand

Table 34 shows the supply and demand of off-street public parking spaces in MPAC by parking restriction.

Table 34 Off-Street Public Car Parking: Supply and Demand of parking spaces in MPAC - by restriction

Parking Restriction	Parking Supply	Friday 18th Oct'13		Saturday 19th Oct'13		Tuesday 21st Oct' 13	
		Peak Demand	Occupancy	Peak Demand	Occupancy	Peak Demand	Occupancy
1/2P	8	7	88%	3	38%	2	25%
1P	25	25	100%	22	88%	13	52%
2P	189	177	94%	179	95%	169	89%
4P	43	42	98%	22	51%	36	84%
Moonee Ponds Station CP	102	102	100%	102	100%	102	100%
Ticket	673	565	84%	411	61%	600	89%
Disabled	17	9	53%	8	47%	6	35%
Permit	76	47	62%	30	39%	51	67%
Bus Zone	1	0	0%	0	0%	0	0%
Car Pool	2	1	50%	0	0%	0	0%
Loading	1	0	0%	0	0%	0	0%
Police	6	3	50%	3	50%	6	100%
All Parking Spaces	**1143**	**978**	**86%**	**780**	**68%**	**985**	**86%**
Publicly Available Parking Spaces	**1057**	**927**	**88%**	**747**	**71%**	**928**	**88%**

It can be noted from Table 34 that:

- Again the publically available parking spaces (highlighted in grey) had a higher occupancy than all the parking spaces showing that the special use parking is underused.
- The overall provision of off-street public car parking spaces has reached effective capacity with little or no free spaces during peak demands on weekdays.
- There is spare car parking capacity of a weekend, especially at Leighton's Car Park (which provides a total of 299 parking spaces, of which only 15% occupied during peak capacity at the surveyed weekend day), however this is a ticket parking area which may explain its underutilisation.
- The Moonee Ponds Station car park has no spare capacity during any of the surveyed days, therefore confirming it is well utilised and that there may possibly be a potential overflow of parking into other areas of MPAC.
- There is spare capacity for both disabled and permit spaces on each of the surveyed days with at most these spaces only being just over 60% occupied.

Off-Street Private Car Parking Supply and Demand

Table 35 shows the supply and demand of off-street private parking spaces in MPAC by parking restriction.

Table 35 Off-Street Private Car Parking: Supply and Demand of parking spaces in MPAC - by restriction

Parking Restriction	Parking Supply	Friday 18th Oct 13		Saturday 19th Oct 13		Tuesday 22nd Oct 13	
		Peak Demand	Occupancy	Peak Demand	Occupancy	Peak Demand	Occupancy
Unrestricted	66	96	145%	4	6%	96	145%
P5min	2	0	0%	0	0%	0	0%
1/2P	23	17	74%	12	52%	18	78%
1.5P	52	51	98%	41	79%	51	98%
2P	410	405	99%	381	93%	404	99%
3P	566	496	88%	351	62%	467	83%
Ticket	128	82	64%	29	23%	75	59%
Disabled	25	19	76%	14	56%	18	72%
Private / Staff	30	26	87%	18	60%	24	80%
Permit	69	33	48%	24	35%	32	46%
Smart Car	2	0	0%	0	0%	0	86%
All Parking Spaces	**1373**	**1225**	**89%**	**874**	**64%**	**1185**	**86%**
Publicly Available Parking Spaces	**1272**	**1166**	**92%**	**832**	**65%**	**1129**	**89%**

It can be noted from Table 35 that:

- The overall provision of off-street private car parking spaces has reached effective capacity with little or no free spaces during peak demands on weekdays even more so for the publically available parking (highlighted in grey).
- As shown ticket parking spaces are underutilised, this suggests patrons are unwilling to pay for parking in private off-street car parks (these being Sydenham Car Park, Health Centre and Health Clinic off-street car parks).
- The disabled and staff parking spaces are well utilised.
- As shown the unrestricted parking supply allocation is being exceeded. All of this type of parking is attributed to the Alexandra / Dean / McPherson off-street car park (P5 on Figure 25). This car park is known to have been leased by Foxtel and site observations have confirmed that there is an overflow of parking occurring at this car park with vehicles parked outside of bays and on the verges surrounding the car park, as shown in Figure 32.

Figure 32 Alexandra / Dean / McPherson Off-Street Car Park – Vehicles parked outside of designated parking bays

Summary of MPAC Parking Supply and Demand

Table 36 and Table 37 provide a summary of the supply and demand of parking spaces in MPAC by parking facility for all and just publicly available parking spaces respectively.

Table 36 Overview of Supply and Demand of parking spaces in MPAC – All Parking Spaces in PP Boundary

Parking Facility	Supply	Friday 18th Oct'13			Saturday 19th Oct'13			Tuesday 22nd Oct'13		
		Peak Demand	Occupancy	Time	Peak Demand	Occupancy	Time	Peak Demand	Occupancy	Time
On-Street	915	634	69%	12pm	529	58%	12pm	604	66%	12pm
Public Off-Street	1,143	978	86%	12pm	780	68%	10am	985	86%	12pm
Private Off-Street	1,373	1225	89%	11am	874	64%	12pm	1,185	86%	1pm
Total	**3,431**	**2828**	**82%**	**12pm**	**2119**	**62%**	**12pm**	**2756**	**80%**	**1pm**

Table 37 Overview of Supply and Demand of parking spaces in MPAC – Publicly Available Parking Spaces

Parking Facility	Supply	Friday 18th Oct'13			Saturday 19th Oct'13			Tuesday 22nd Oct'13		
		Peak Demand	Occupancy	Time	Peak Demand	Occupancy	Time	Peak Demand	Occupancy	Time
On-Street	671	513	76%	12pm	416	62%	12pm	483	72%	12pm
Public Off-Street	1,057	927	88%	12pm	747	71%	10am	928	88%	12pm
Private Off-Street	1,272	1,166	92%	11am	832	65%	12pm	1129	89%	1pm
Total	**3,000**	**2,601**	**87%**	**12pm**	**1,942**	**65%**	**12pm**	**2,517**	**84%**	**1pm**

Figure 33, Figure 34 and Figure 35 show the distribution of peak parking demand (at 12pm) throughout MPAC on each of the surveyed days. The parking supply and demand findings have been summarised diagrammatically on each of the surveyed days using the following rating system:

- < 50% Utilisation — Low Usage (coloured blue).
- 50-75% Utilisation — Moderate Usage (coloured green).
- 75-85% Utilisation — High Usage (approaching effective capacity) (coloured orange).
- > 85% Utilisation — Very High (effective capacity exceeded) (coloured red).

Car Parking Survey Comparisons

Previous Car Parking Surveys

Moonee Ponds Access and Mobility Plan, April 2009

The document states that Council conducted a review of parking in 2005 and the key findings were identified:

- Approximately 65% of shoppers surveyed had travelled by car.
- Almost every car parking area experiences occupancy over 90% at some time during Friday and Saturday.
- Most spaces are provided at no cost, but paid spaces are still well utilised.
- Friday occupancy rates peak around lunch time with occupancy affected by location – rather than price.
- Saturday occupancy rates peaked around lunch time and the early evening (in restaurant areas).

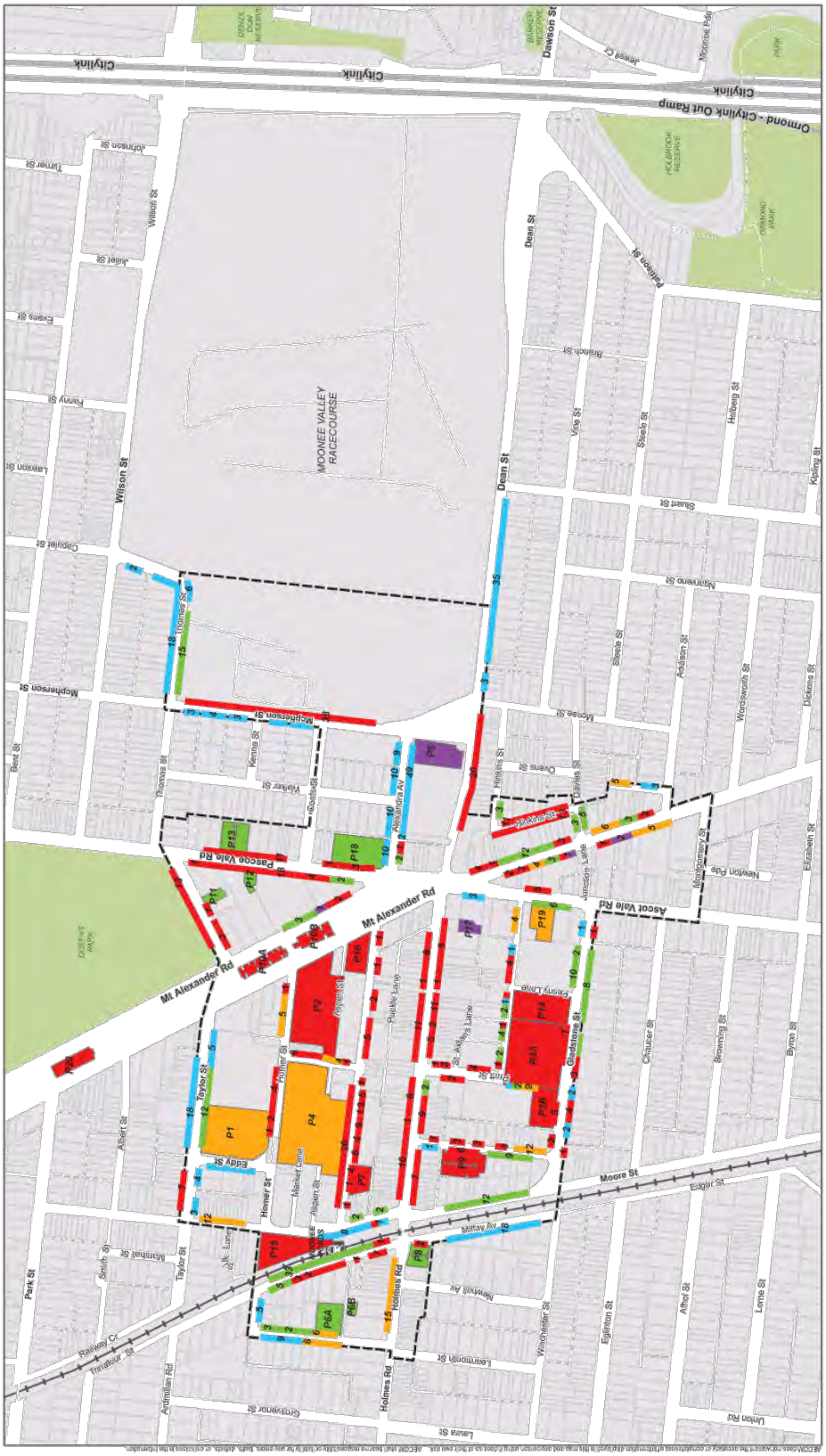
Mt Alexander Road, Moonee Ponds Traffic Report, March 2012

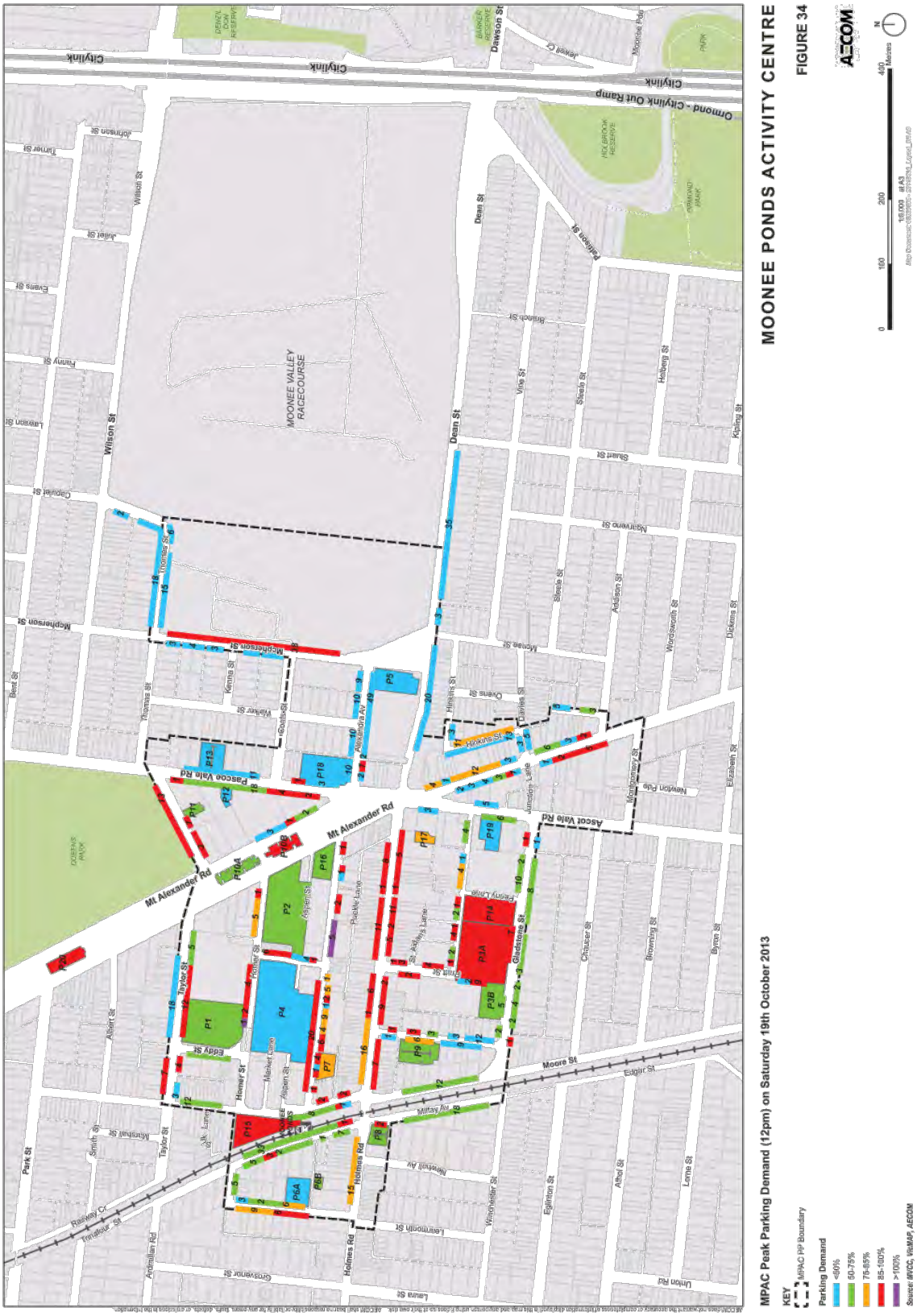
Ratio Consultants produced a traffic report in March 2012 detailing a parking demand surveys undertaken in the Moonee Ponds Entertainment Precinct (details of which provided in Appendix A). The study demonstrated that there was an overall low to moderate car parking demand within the precinct with the exception of higher on-street kerbside parking along Mt Alexander Road, Davies Street and Hinkins Street.

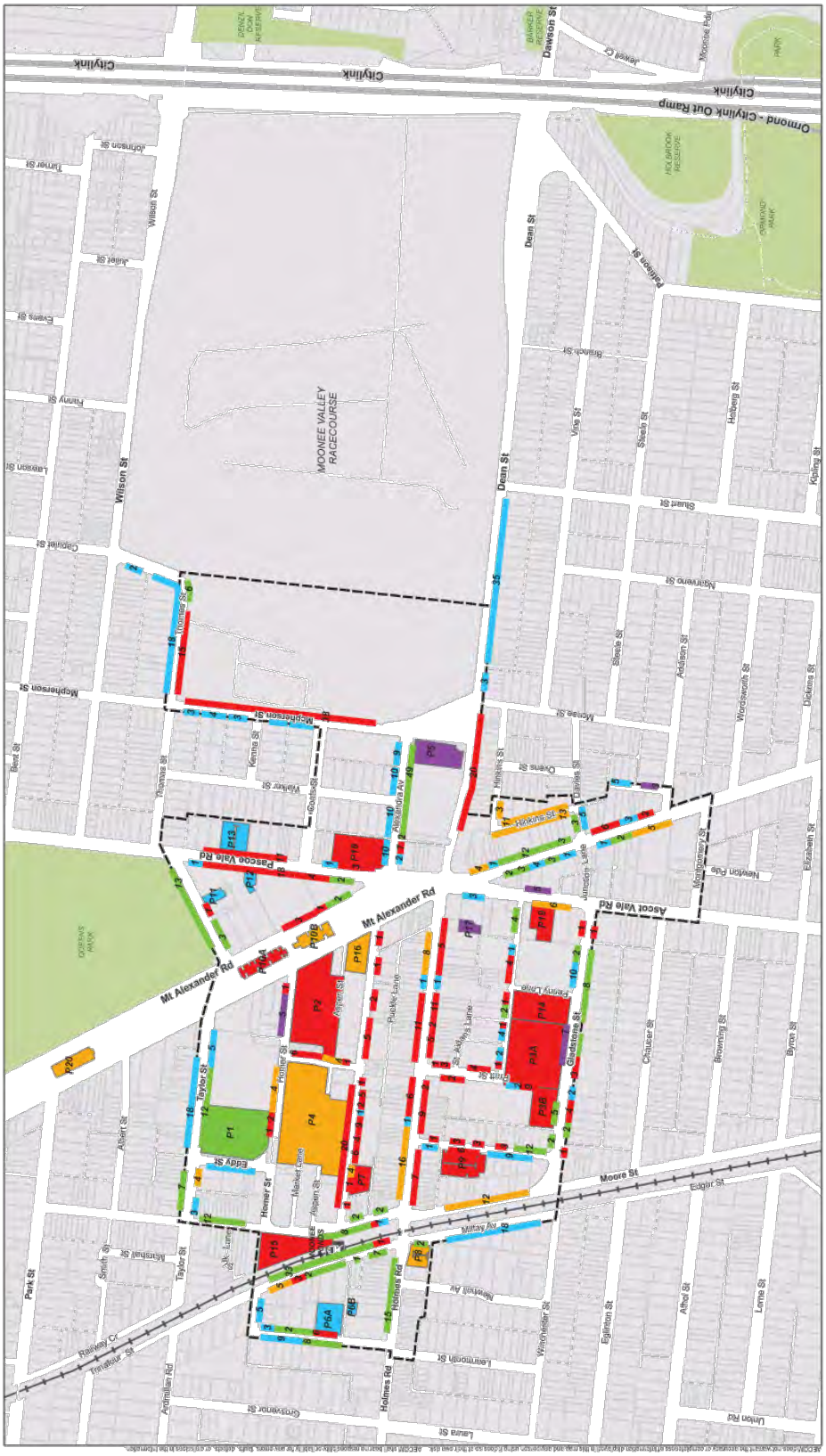
Comparison of Findings

A comparison of the car parking supply and demand survey undertaken as part of this PP with above previous studies has been undertaken with the following findings:

- Overall parking occupancy in MPAC is still high with the effective capacity being reached in a number of on-street and off-street car parking areas. This suggests the need for more parking in these areas and/or better management to facilitate the competing usage of spaces by residents, workers, visitors and commuters in MPAC.
- Most of the spaces are still provided at no cost; however the paid spaces have been found not be as well utilised in on-street and private off-street car parking areas on the surveyed days in 2013. The public off-street paid spaces on the surveyed Saturday in 2013 were also not very well utilised.
- Friday occupancy continues to peak at lunch time in the core area of MPAC.
- Saturday occupancy also peaks at lunch time however with a significantly lower overall car parking demand on MPAC.
- Parking demand on Mt Alexander Road, Davies Street and Hinkins Street is still high.

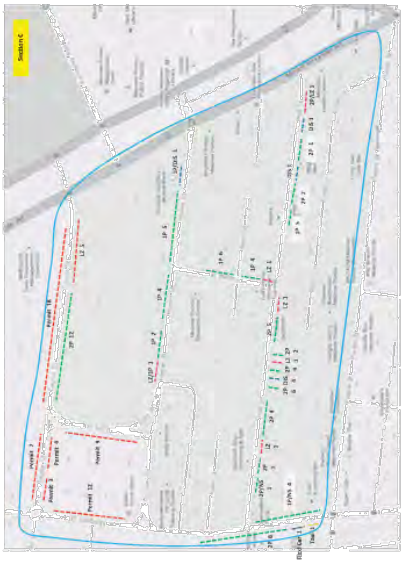

MOONEE PONDS ACTIVITY CENTRE
FIGURE 33
MPAC Peak Parking Demand (12pm) on Friday 18th October 2013
KEY
MPAC PP Boundary
Parking Demand
<50%
50-75%
76-85%
85-100%
>100%
Source: MVDC, VicMAP, AECOM
AECOM
Citylink
Citylink Out Ramp
Ormond
MOONEE VALLEY RACECOURSE
Mt Alexander Rd
Pascoe Vale Rd
Moore St
Dean St
Wilson St
Park St
Holmes Rd
Melville Av
Military Av
Holmes Rd
Eddy St
Taylor St
Henry St
Market Lane
Haven St
Pascoe Vale Rd
Alexandra Av
Gladstone St
Peckler Lane
Ayres St
Kenna St
Thomas St
Bent St
Albert St
Ardmillan Rd
Railway Cr
Tomahawk St
Smith St
Marshall St
Oak Lane
Lemnoch St
Winchester St
Egmont St
Alfred St
Lama St
Union Rd
Laura St
Grosvenor St
Edgar St
Chauser St
Browning St
Byron St
Elizabeth St
Newton Pde
Montgomery St
Assoc Vale Rd
Aitken St
Wordsworth St
Dickens St
Bleak St
Vine St
Sheels St
Holberg St
Kipling St
Stuart St
Neaves St
Dawson St
Jewell St
Moonee Pde
Wilson St
Johnson St
Turner St
Juliet St
Evans St
Henry St
Lawson St
Cecilia St
McPherson St
Bent St
Kenna St
Thomas St
Walker St
Boundary St
Hopetoun St
Hopetoun St
McPherson St
Dean St
Hilton St
Queens St
Charles St
Moore St
Moore St
Mt Alexander Rd
Mt Alexander Rd
Pascoe Vale Rd
Assoc Vale Rd
Newton Pde
Montgomery St
Elizabeth St
Wordsworth St
Dickens St
Bleak St
Aitken St
Vine St
Sheels St
Holberg St
Kipling St
Stuart St
Neaves St
Dean


MOONEE PONDS ACTIVITY CENTRE
FIGURE 34
MPAC Peak Parking Demand (12pm) on Saturday 19th October 2013
KEY
MPAC PP Boundary
Parking Demand
<50%
50-75%
76-85%
85-100%
>100%
Source: MVDC, VicMAP, AECOM
AECOM
0
160
200
400
Metres
MOONEE VALLEY RACECOURSE
Citylink
Citylink Out Ramp
Mt Alexander Rd
Dean St
Wilson St
Moore St
Holmes Rd
Park St
Puckle Lane
Gladstone St
Assoc Vale Rd
Pascoe Vale Rd
Dawson St
Pleasant St
Vine St
Sleath St
Holberg St
Kipling St
Stuart St
Macarena St
Blake St
Anderson St
Wordsworth St
Dickens St
Moreland St
Queens St
Charles St
Hopkins St
Newton Pde
Elizabeth St
Montgomery St
Chauser St
Browning St
Byron St
Edgar St
Eddy St
Albert St
Taylor St
Smith St
Marshall St
Oak Lane
Holmes Rd
Winchester St
Eglinton St
Alfred St
Lane St
Union Rd
Laura St
Grosvenor St
Ardmillan Rd
Tomahawk St
Railway Cr
Mullay Av
Newhall Av
Leamington St
Market Lane
Hopper St
Market St
Aspen St
Alexandra Av
Mcpherson St
Kenna St
Thomas St
Bent St
Cecilia St
Eyres St
Henry St
Lawson St
Juliet St
Turner St
Johnson St
Ormond - Citylink Out Ramp
Dawson St
Pleasant St
Moonee Pde
Jewell Cr
PARKER RESERVE
DENZIL DON RESERVE
HOLBROOK RESERVE
ORMOND PARK
PARK
DOGSNAP PARK
P1
P2
P3A
P3B
P4
P4A
P5
P6A
P6B
P7
P8
P9
P10A
P11
P12
P13
P14
P15
P16
P17
P18
P19


MOONEE PONDS ACTIVITY CENTRE
FIGURE 35
MPAC Peak Parking Demand (12pm) on Tuesday 22nd October 2013
KEY
MPAC PP Boundary
Parking Demand
<50%
50-75%
76-85%
85-100%
>100%
Source: MVCC, VicMAP, AECOM
MOONEE VALLEY RACECOURSE
Citylink
Ormond - Citylink Out Ramp
Mt Alexander Rd
Pascoe Vale Rd
Moore St
Holmes Rd
Military Av
Dean St
Wilson St
Dawson St
Park St
Ardmillan Rd
Union Rd
Eglinton St
Lama St
Alfred St
Chauser St
Browning St
Byron St
Wordsworth St
Dickens St
Elizabeth St
Kipling St
Haberg St
Vine St
Sleath St
Andrews St
Blake St
Kerma St
Thomas St
Bent St
Albert St
Taylor St
Eddy St
Homer St
Holmes St
Hopetoun St
Alexandra Av
Pascoe Vale Rd
Gladstone St
Peckly Lane
Pevsey Lane
Mt Alexander Rd
Assoc Vale Rd
Newton Pde
Montgomery St
Hopetoun St
Hopetoun Lane
Moore St
Edgar St
Military Av
Newton Av
Winchester St
Holmes Rd
Leamington St
Laura St
Grosvenor St
Railway Cr
Tomahawk St
Smith St
Marshall St
Oak Lane
Market Lane
Hotham St
Albert St
Eddy St
Taylor St
Wilson St
McPherson St
Cobden St
Lawson St
Evans St
Henry St
Juliet St
Johnson St
Turner St
Dawson St
Parkers St
Dean St
Vine St
Sleath St
Haberg St
Kipling St
Stuart St
Neaves St
Moore St
Queens St
Hopetoun St
Charles St
Andrews St
Blake St
Wordsworth St
Dickens St
Elizabeth St
Byron St
Browning St
Chauser St
Edgar St
Moore St
Alfred St
Lama St
Union Rd
Eglinton St
Winchester St
Newton Av
Leamington St
Laura St
Grosvenor St
Holmes Rd
Ardmillan Rd
Park St
Smith St
Marshall St
Taylor St
Oak Lane
Market Lane
Hotham St
Albert St
Eddy St
Taylor

Appendix D

Parking Survey Data


Section C

Section E

Section B

Section D

Section A

Client	AECOM
Location	Moonee Ponds - On Street Parking (Sydenham St)
Survey Time	Fri, 18th October 2013 7am - 10pm
Description	Parking Occupancy Survey

SKYHIGH THE TRAFFIC SURVEY COMPANY

Summary	Street	[illegible]	Side	Type	Supply	Comments	Hourly Occupancy 7am	8am	9am	10am	11am	12pm	1pm	2pm	3pm	4pm	5pm	6pm	7pm	8pm	9pm
A	Pratt	Gladstone to Young	West	Disabled	9		0	2	3	5	7	7	6	8	8	8	7	6	5	3	0
A	Pratt	Gladstone to Young	West	Taxi	2		0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
A	Pratt	Gladstone to Young	West	Police	1		0	0	0	0	0	0	0	1	1	0	0	0	0	0	0
A	Pratt	Young to Puckle	West	1P	2		0	1	2	2	2	2	2	2	2	2	2	1	2	2	0
A	Pratt	Puckle to St Andrews	East	Disabled	1		1	1	1	1	0	1	1	1	1	1	1	1	1	1	0
A	Pratt	Puckle to St Andrews	East	1P	3		1	2	3	3	3	3	3	3	3	3	3	2	2	1	1
A	Pratt	St Andrews to Young	East	1P	4		2	3	3	4	4	4	4	4	4	4	4	3	2	1	4
A	Pratt	Young to Gladstone	East	No standing	-		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
A	Puckle	Mt Alexander to Pratt	South	1P	5		3	3	3	4	5	5	5	5	5	5	4	2	4	5	5
A	Puckle	Mt Alexander to Pratt	South	Loading	1		0	0	0	1	1	1	0	0	1	1	1	0	0	0	0
A	Puckle	Mt Alexander to Pratt	South	1P	11		7	8	8	9	9	10	11	11	11	11	10	9	10	10	9
A	Puckle	Mt Alexander to Pratt	South	P10min	2		1	1	1	2	2	2	2	2	2	2	2	1	2	2	1
A	Puckle	Mt Alexander to Pratt	South	1P	5		0	2	4	5	5	5	5	5	5	5	5	4	4	3	3
A	Puckle	Pratt to Shuter	South	P10min	2		0	1	2	2	1	1	1	2	2	1	2	2	2	2	2
A	Puckle	Pratt to Shuter	South	1P	9		3	6	8	8	8	9	9	9	9	9	9	9	7	5	2
A	Puckle	Shuter to Moore	South	1P	7		4	6	7	7	6	6	6	7	7	7	5	2	5	7	4
A	Puckle	Margaret to Pratt	North	1P	16		4	10	15	16	16	16	15	16	16	16	15	10	15	16	10
A	Puckle	Margaret to Pratt	North	Loading/1P	1		0	0	0	0	0	1	1	1	1	1	1	0	1	1	0
A	Puckle	Margaret to Pratt	North	1P	6		3	5	6	6	6	6	6	6	6	5	5	5	5	4	3
A	Puckle	Pratt to Mt Alexander	North	1P	11		3	6	9	10	11	11	11	11	11	11	10	9	8	6	6
A	Puckle	Pratt to Mt Alexander	North	Loading/1P	1		0	0	0	1	1	1	1	1	1	1	1	0	1	1	0
A	Puckle	Pratt to Mt Alexander	North	1P	8		4	6	7	8	8	8	8	6	7	7	8	8	8	8	7
A	Young	Pratt to Ascot Vale	North	Disabled	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
A	Young	Pratt to Ascot Vale	North	Loading Zone & 2P	2		1	0	0	1	0	1	1	1	1	1	0	1	0	0	2
A	Young	Pratt to Ascot Vale	North	2P	4		2	2	2	4	3	2	2	2	3	1	3	3	2	2	1
A	Young	Pratt to Ascot Vale	North	Permit	1		1	1	1	1	1	1	1	0	0	1	1	2	2	1	1
A	Young	Pratt to Ascot Vale	North	2P	2		1	1	2	1	2	1	2	3	1	2	2	0	1	1	0
A	Young	Pratt to Ascot Vale	North	P 15min	1		1	1	1	0	1	0	0	0	0	0	1	0	0	1	1
A	Young	Pratt to Ascot Vale	North	Disabled	1		0	0	1	1	0	1	1	1	1	0	0	0	0	0	0
A	Young	Pratt to Ascot Vale	North	2P	4		2	2	4	3	4	4	3	3	4	3	3	3	2	4	2
A	Young	Pratt to Ascot Vale	North	Loading Zone	1		0	0	0	0	0	0	0	0	1	1	1	1	1	1	2
A	Young	Pratt to Ascot Vale	North	2P	4		0	1	0	1	2	3	2	1	1	3	1	2	2	2	2
A	Young	Pratt to Ascot Vale	South	No standing	-		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
A	Shuter	Puckle to laneway	East	1P	1		0	1	1	1	1	1	1	1	1	1	1	0	1	1	0
A	Shuter	laneway to ped crossing	East	1P/no standing	3		1	1	1	2	3	3	3	2	3	3	3	3	2	1	2
A	Shuter	laneway to ped crossing	East	1P	3		0	1	3	3	3	3	3	3	0	0	2	0	1	1	0
A	Shuter	ped crossing to Gladstone	East	P10min/1P	1		0	1	1	1	0	1	1	0	0	0	0	0	0	0	0
A	Shuter	ped crossing to Gladstone	East	1P	12		1	3	4	7	10	9	7	5	4	3	2	0	1	1	0
A	Shuter	Puckle to car park entry	West	Mail Zone	1		0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
A	Shuter	Puckle to car park entry	West	P2min	1		1	1	1	1	0	0	0	0	0	0	1	1	1	1	0
A	Shuter	car park entry to ped crossing	West	1P	6		1	2	3	5	6	6	6	5	5	5	4	3	2	1	1
A	Shuter	ped crossing to Gladstone	West	1P	9		1	2	3	4	5	5	4	7	5	3	2	1	2	2	2
A	Gladstone	Shuter to Pratt	North	2P	7		4	5	6	7	7	7	6	6	6	6	6	5	3	1	1
A	Gladstone	Pratt to Penny lane	North	1P	7		1	3	3	5	7	7	6	5	6	7	5	3	4	4	4
A	Gladstone	Penny Lane to Ascot Vale	North	1P	10		0	2	4	5	6	7	7	3	4	5	4	2	3	3	3
A	Gladstone	Penny Lane to Ascot Vale	North	Loading/P5min/1P	2		1	1	0	1	1	1	0	0	1	1	1	0	1	2	2
A	Gladstone	Penny Lane to Ascot Vale	North	Disabled	1		0	1	1	1	0	0	0	1	1	1	1	1	1	1	1
A	Gladstone	Ascot Vale to Pratt	South	2P	1		1	1	1	1	1	1	0	0	0	0	1	1	1	1	1
A	Gladstone	Ascot Vale to Pratt	South	Permit	11		4	5	6	6	6	6	5	5	5	4	5	5	4	3	3
A	Gladstone	Ascot Vale to Pratt	South	1P	3		1	1	3	2	3	3	3	3	3	2	1	0	1	1	1
A	Gladstone	Pratt to Moore	South	Permit	2		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
A	Gladstone	Pratt to Moore	South	2P	4		0	2	4	4	4	4	3	3	3	2	2	1	1	1	1
A	Gladstone	Pratt to Moore	South	Permit	2		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
A	Gladstone	Pratt to Moore	South	2P	1		0	1	1	1	1	1	0	1	1	0	0	0	0	0	0
A	Moore	Gladstone to Puckle	West	No standing	-		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
A	Moore	Puckle to Gladstone	East	2P	12		8	8	8	8	8	8	8	8	6	4	4	3	3	3	1
A	Ascot Vale	Gladstone to Young	West	2P/No standing	6		3	4	4	4	4	3	2	2	2	2	1	0	2	4	3
A	Ascot Vale	Young to Puckle	West	No standing/taxi zone	3		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
A	Ascot Vale	Puckle to Gladstone	East	No standing/bus zone	5		0	3	5	5	5	5	5	4	3	1	1	0	2	4	5
B	Milfay	Holmes to car park entry	West	2P	2		0	1	1	2	2	2	1	1	2	2	2	1	1	0	0
B	Milfay	car park entry to Winchester	West	1/2P	18		4	3	2	3	3	4	4	3	2	0	1	2	3	3	3
B	Milfay	Holmes to Winchester	East	No standing	-		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B	Holmes	Milfay to Leamonth	South	No standing	-		0	0	0	0	0	0	0	0	0	0	1	1	1	0	0
B	Holmes	Sydenham to Norwood	North	1P	15		5	7	9	11	12	12	12	8	9	10	11	12	11	10	10
B	Norwood	Holmes to No. 25	West	2P	10		1	2	3	6	8	9	9	7	8	9	7	4	3	2	2
B	Norwood	Outside No. 25	West	4P	3		0	2	3	3	3	3	3	3	3	3	2	2	2	0	0
B	Norwood	No. 25 to Sydenham	West	2P	5		1	1	1	2	3	3	3	2	3	3	3	1	1	0	0
B	Norwood	Holmes to Sydenham	East	Disabled	1		0	1	1	1	1	1	1	1	1	1	1	1	1	0	0
B	Norwood	Holmes to Sydenham	East	2P	33		3	19	17	21	24	23	21	20	20	20	17	13	10	6	4
C	Hall	Margaret to Everage	North	2P	20		1	9	17	18	19	19	18	20	19	17	18	18	18	18	12
C	Hall	Everage to Mt Alexander	North	No standing	-																
C	Hall	Margaret to Puckle Lane	South	2P/No standing	1		0	1	1	1	1	1	1	1	1	1	1	0	0	0	0
C	Hall	Margaret to Puckle Lane	South	2P	1		0	1	1	1	1	1	1	1	1	1	1	1	1	1	1
C	Hall	Margaret to Puckle Lane	South	Loading	1		0	0	0	1	1	1	0	1	1	0	0	0	1	1	1
C	Hall	Margaret to Puckle Lane	South	2P	4		0	2	3	4	4	4	4	4	4	4	3	1	3	4	2
C	Hall	Margaret to Puckle Lane	South	2P	6	90 degree angle parking	1	2	3	5	6	6	6	6	6	6	6	6	6	6	5
C	Hall	Margaret to Puckle Lane	South	Disabled	4	90 degree angle parking	0	2	3	4	4	4	4	4	4	4	4	0	2	1	1
C	Hall	Margaret to Puckle Lane	South	2P	9	90 degree angle parking	2	4	6	7	8	9	9	9	9	9	9	9	8	7	7
C	Hall	Margaret to Puckle Lane	South	Loading 15min	1	90 degree angle parking	0	0	0	1	1	1	0	1	1	0	0	0	1	1	1
C	Hall	Margaret to Puckle Lane	South	2P	2	90 degree angle parking	0	1	2	2	2	2	2	2	2	2	2	1	1	1	1
C	Hall	Puckle Lane to Everage	South	2P	5		3	4	5	5	5	5	5	5	5	5	5	5	5	5	4
C	Hall	Puckle Lane to Everage	South	Loading	1		1	1	0	1	1	1	1	1	1	0	1	1	1	1	1
C	Hall	Everage to Mt Alexander	South	1P	5		5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
C	Hall	Everage to Mt Alexander	South	2P	2		2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
C	Hall	Everage to Mt Alexander	South	Disabled	1		0	1	1	1	1	1	0	1	1	0	0	0	0	0	0
C	Hall	Everage to Mt Alexander	South	2P	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
C	Hall	Everage to Mt Alexander	South	Disabled	1		0	1	1	1	1	1	1	1	1	0	0	0	0	0	0
C	Hall	Everage to Mt Alexander	South	2P/Loading	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
C	Hall	Everage to Mt Alexander	North	No standing	-		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C	Homer	Mt Alexander to Everage	North	Disabled/1P	1		0	0	0	1	1	1	0	0	0	0	0	0	0	0	0
C	Homer	Mt Alexander to Everage	North	1P	5		0	2	3	4	5	4	3	3	3	2	3	3	4	5	4
C	Homer	Everage to ped crossing	North	1P	4		4	4	3	4	4	4	3	3	4	4	4	3	4	4	4
C	Homer	ped crossing to Eddy	North	1P	2		2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
C	Homer	ped crossing to Eddy	North	Loading/1P	1		1	1	1	1	0	1	1	0	1	1	1	1	1	1	1
C	Homer	Eddy to Margaret	North	No standing	-		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C	Homer	Mt Alexander to Margaret	South	No standing	-		0	0	0	0	0	1	2	0	0	0	0	0	0	0	0
C	Taylor	Margaret to Eddy	North	Permit	7		6	6	6	6	6	6	5	5	5	5	5	5	5	5	4
C	Taylor	Eddy to Mt Alexander	North	Permit	18		10	9	7	7	7	7	6	6	6	5	7	9	10	10	10
C	Taylor	Mt Alexander to Eddy	South	Loading	3		0	1	1	1	1	1	1	1	1	0	0	0	1	2	2
C	Taylor	Mt Alexander to Eddy	South	2P	12		4	5	6	7	8	8	8	7	8	8	5	2	4	6	5
C	Taylor	Eddy to Margaret	South	Permit	4		2	1	0	0	0	1	1	1	1	1	2	2	2	2	1
C	Taylor	Eddy to Margaret	South	Permit	3		0	0	0	0	0	0	0	1	1	1	1	0	0	0	0
C	Margaret	Puckle to Homer	West	Taxi	1		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C	Margaret	Puckle to Homer	West	Flexi Car	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1

E	Margaret	Puddle to Homer	West	1P	8		0	0	0	0	0	2	3	4	3	1	1	1	1	1	1	1
C	Margaret	Homer to Taylor	West	No standing	-		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C	Margaret	Taylor to Homer	East	Permit	12		11	11	10	10	9	10	11	9	9	9	8	6	6	5	5	5
C	Margaret	Homer to Hill	East	No standing	-		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C	Margaret	Hill to Puddle	East	1P/no standing	4		0	1	3	2	2	2	2	1	1	0	0	0	2	4	4	4
E	Eddy	Homer to Taylor	West	Permit	9		5	6	4	4	3	3	3	3	5	6	6	6	6	6	5	5
E	Eddy	Taylor to Homer	East	No standing	-		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C	Everage	Homer to Hill	East	1P (9-6 Mon-Sun)	6		2	4	5	5	5	5	6	6	6	6	6	6	4	2	2	2
C	Everage	Homer to Hill	East	1P (9-5.30 Mon-Fri/ 9-12.5 sat)	4		2	3	3	3	2	3	3	4	4	3	2	1	1	1	1	1
C	Everage	Homer to Hill	East	Loading	1		0	1	1	1	1	1	1	0	1	1	1	0	0	0	0	0
C	Everage	Hill to Homer	West	No standing	-		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C	Mt Alexander	Puddle to Taylor	West	No standing	-		0	1	1	1	0	0	0	0	0	0	1	2	1	0	0	0
	Mt Alexander	Kelloway to Pascoe Vale	East	Permit	8		3	3	2	2	2	2	1	1	1	1	1	1	1	1	1	1
	Mt Alexander	Kelloway to Pascoe Vale	East	1/2P	1		0	1	1	2	2	2	1	0	1	1	1	1	1	0	0	0
	Mt Alexander	Kelloway to Pascoe Vale	East	Disabled	2		1	1	0	1	2	2	1	0	1	2	1	0	0	0	0	0
	Mt Alexander	Poole to Taylor	West	No standing	-		0	1	1	1	0	0	0	0	0	0	1	2	1	0	0	0
	Pascoe Vale	Mt Alexander to Kelloway	West	Loading	2		0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0
	Pascoe Vale	Mt Alexander to Kelloway	West	1P	4		0	1	1	2	3	4	4	4	4	4	2	0	2	4	3	3
	Pascoe Vale	Mt Alexander to Kelloway	West	1P	18		13	15	17	17	17	18	16	15	14	9	5	0	2	4	3	3
	Pascoe Vale	Mt Alexander to Kelloway	West	Disabled	1		0	0	0	1	1	1	1	1	1	0	0	0	0	0	0	0
	Pascoe Vale	Kelloway to Coats	East	1P	11		0	6	11	11	11	11	11	9	9	9	5	1	0	5	4	4
	Pascoe Vale	Coats to Alexandra	East	1/2P	1		0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0
	Pascoe Vale	Coats to Alexandra	East	1P	3		0	1	1	2	3	3	2	3	3	0	1	1	2	3	3	3
	Pascoe Vale	Coats to Alexandra	East	2P	3		0	0	0	2	3	3	3	3	3	2	2	1	2	2	2	2
	Kelloway	Mt Alexander to Pascoe Vale	North	1P	13		0	6	11	12	12	12	12	12	9	5	4	2	6	9	6	6
	Kelloway	Pascoe Vale to Mt Alexander	South	Disabled	1		0	0	0	1	1	1	0	1	1	0	0	0	0	0	0	0
	Kelloway	Pascoe Vale to Mt Alexander	South	1P	3		0	1	2	3	3	3	2	1	1	1	1	0	2	3	3	3
	Alexandra	Pascoe Vale to McPherson	North	P Meter	30		8	9	6	5	5	6	8	8	10	11	11	16	16	16	15	15
	Alexandra	Pascoe Vale to McPherson	South	P Meter	40		12	14	16	17	16	15	15	17	16	15	10	10	12	8	8	8
	Alexandra	Pascoe Vale to McPherson	South	Taxi	2		0	1	2	2	1	1	0	0	0	0	0	0	0	0	0	0
	Alexandra	Pascoe Vale to McPherson	South	1P	7		0	2	3	5	6	6	5	5	5	4	5	5	5	5	4	4
	Alexandra	Pascoe Vale to McPherson	South	P/Permit	2		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Dean	Mt Alexander to McPherson	North	No standing	-		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Dean	McPherson to Pattison	North	No standing	-		0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1
	Dean	Pattison to Branch	South	Unrestricted	22		14	11	9	8	7	8	8	10	12	11	11	11	12	12	13	13
	Dean	Branch to Stuart	South	Unrestricted	17		0	2	3	4	5	5	5	4	4	3	3	3	4	5	3	3
	Dean	Stuart to McRae	South	Permit	38		14	14	14	13	12	13	12	14	14	14	16	16	17	16	16	16
	Dean	McRae to Mt Alexander	South	1P	20		5	7	9	14	18	19	20	16	15	13	13	12	13	14	13	13
	McPherson	Dean to Alexandra	West	No standing	-		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	McPherson	Alexandra to Coats	West	No standing	-		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	McPherson	Coats to Vienna	West	Permit	7		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	McPherson	Vienna to Thomas	West	Permit	10		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	McPherson	Thomas to Alexandra	East	Permit/Taxi (now days only)	38		3	20	36	36	35	33	31	26	26	20	13	3	3	3	3	3
	McPherson	Alexandra to Dean	East	No standing	-		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Thomas	McPherson to William	North/West	Permit	10		7	5	3	4	5	5	4	5	5	5	4	3	3	6	5	5
	Thomas	William to McPherson	East	P/Permit	2		0	0	0	1	1	2	2	1	1	0	1	1	2	2	2	2
	Thomas	William to McPherson	East	Disabled	8		0	0	0	3	6	6	5	3	4	5	6	6	5	4	4	4
	Thomas	William to McPherson	East	Permit/Taxi (now days only)	6		0	0	0	1	1	2	2	0	0	0	1	1	3	3	3	3
	Thomas	William to McPherson	East	Permit/Taxi (now days only)	35		0	4	7	9	11	13	9	13	9	7	6	4	3	2	2	2
	William	Thomas to Fanny	North	Permit	18		5	4	2	2	1	2	3	3	4	4	4	4	6	8	6	6
	William	Thomas to Fanny	North	Unrestricted	4		4	4	4	3	3	3	3	4	4	3	4	4	4	3	3	3
	William	Thomas to Fanny	North	Permit	3		0	0	0	0	0	1	1	0	0	0	1	1	2	2	2	2
	William	Fanny to Juliet	North	Unrestricted	31		0	5	10	11	11	11	11	10	5	0	0	0	0	0	0	0
	William	Juliet to Johnson	North	Unrestricted	14		7	0	5	5	5	6	6	4	6	8	7	6	7	7	7	7
	William	Johnson to Thomas	South	No standing	-		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Hinkins	Davies to Fanny	West	Unrestricted	19		7	9	11	11	11	12	10	10	13	13	11	10	6	7	9	9
	Hinkins	Davies to Fanny	East	Unrestricted	31		7	9	10	10	9	10	11	9	10	10	10	10	5	6	7	7
	Hinkins	Fanny to McRae	North	1P/Permit	12		4	3	1	2	2	3	3	3	4	5	5	4	3	2	2	2
	Hinkins	McRae to Owen	South	Permit	10		2	3	2	2	2	2	2	2	3	3	3	3	1	1	1	1
	Hinkins	Owen to Fanny	South	Permit	5		2	3	3	3	3	3	2	3	3	3	2	0	0	0	0	0
	Davies	Mt Alexander to Hinkins	North	1P	3		0	0	0	1	2	2	2	2	3	4	4	3	2	2	1	1
	Davies	Hinkins to Owen	North	Permit	6		2	2	1	2	2	2	1	1	2	3	3	2	1	1	1	1
	Davies	Owen to McRae	North	Permit	8		4	4	4	4	3	3	3	4	5	5	5	4	2	2	2	2
	Davies	McRae to Hinkins	South	Permit	16		7	5	2	3	3	5	7	6	7	8	8	6	4	4	3	3
	Davies	Mt Alexander to Hinkins	South	1P	5		0	1	1	1	1	3	4	2	4	5	5	4	2	2	1	1
	Lamb	Addison to end	West	No standing	-		0	0	0	0	0	1	1	3	4	4	3	1	1	1	1	1
	Lamb	Addison to Fanny	East	P/Permit	9		3	3	3	2	1	1	1	0	2	3	3	2	1	1	1	1
	Lamb	Fanny to end	East	Permit	5		1	2	3	3	3	4	4	4	5	5	4	3	2	2	2	2
	Owen	Davies to Hinkins	West	1P/Permit	11		10	9	8	8	7	8	8	7	7	7	7	7	4	4	4	4
	Owen	Hinkins to Davies	East	1P/Permit	11		6	5	4	4	4	5	5	6	6	6	6	5	3	3	3	3
	McRae	Addison to Davies	West	Permit	18		4	4	3	3	3	4	4	1	3	4	5	5	3	3	2	2
	McRae	Davies to Hinkins	West	Permit	8		7	6	4	6	7	8	8	8	7	6	5	3	2	2	1	1
	McRae	Hinkins to Dean	West	No standing	-		0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0
	McRae	Dean to Vine	East	Permit	9		5	4	2	3	3	3	2	5	6	7	7	7	4	4	3	3
	McRae	Vine to Steele	East	Permit	6		0	0	0	1	1	1	0	0	1	1	1	0	0	0	0	0
	McRae	Steele to Addison	East	Permit	7		1	1	1	1	1	1	1	2	3	3	2	1	1	1	1	1
	Mt Alexander	Dean to Davies	East	1P/1P/No standing	4		0	2	3	3	3	4	4	3	4	5	5	4	2	2	1	1
	Mt Alexander	Dean to Davies	East	Loading Zone/No standing	1		0	1	1	1	0	1	1	0	1	1	1	0	0	0	0	0
	Mt Alexander	Dean to Davies	East	1P/1P/No standing	12		0	1	1	5	8	7	5	2	5	7	9	11	6	6	6	6
	Mt Alexander	Dean to Davies	East	1P/No standing	3		0	0	0	1	2	3	3	2	3	4	4	3	2	2	1	1
	Mt Alexander	Davies to Addison	East	2P/1P/No standing	6		0	1	2	4	5	5	5	4	5	6	6	6	3	3	2	2
	Mt Alexander	Davies to Addison	East	1P/Taxi Zone/No standing	3		0	0	0	1	2	2	2	2	3	4	4	3	2	2	1	1
	Mt Alexander	Davies to Addison	East	1P/1P/No standing	3		0	0	0	1	1	2	2	2	3	3	3	2	1	1	1	1
	Mt Alexander	Avoca Vale to Kelloway	West	1P/1P/Clearway	2		2	2	2	2	2	2	1	0	2	3	3	2	1	1	1	1
	Mt Alexander	Avoca Vale to Kelloway	West	1Hr/Taxi Zone/Clearway	5		2	3	3	3	3	3	2	0	1	1	1	0	0	0	0	0
	Mt Alexander	Avoca Vale to Kelloway	West	1P/1P/Clearway	6		1	2	2	2	2	3	4	4	5	5	4	2	1	1	1	1
	Mt Alexander	Avoca Vale to Kelloway	West	P120min/1P/Clearway	3		0	1	1	2	2	2	1	0	1	1	1	0	0	0	0	0
	Mt Alexander	Avoca Vale to Kelloway	West	1P/1P/Clearway	1		1	1	1	1	1	1	1	0	1	1	1	0	0	0	0	0
	Mt Alexander	Avoca Vale to Kelloway	West	Loading Zone/1P/Clearway	1		0	0	0	1	1	2	2	1	2	2	2	1	1	1	0	0
	Mt Alexander	Kelloway to pedi crossing	West	Loading Zone/1P/Clearway	1		0	0	0	0	0	1	1	0	1	2	2	1	1	1	0	0
	Mt Alexander	Kelloway to pedi crossing	West	1P/1P/Clearway	3		0	1	2	2	2	3	3	2	3	3	3	2	1	1	1	1
	Mt Alexander	Ped crossing to Addison	West	1P/1P/Clearway	5		0	3	3	4	3	4	4	3	5	6	6	5	3	3	3	2

Client	AECOM
Location	Moonee Ponds - On Street Parking (Sydenham St)
Survey Time	Sat, 19th October 2013 7am - 10pm
Description	Parking Occupancy Survey

Section	Street	Ref	Side	Type	Supply	Comment	Parking Occupancy 7am	8am	9am	10am	11am	12pm	1pm	2pm	3pm	4pm	5pm	6pm	7pm	8pm	9pm
A	Pratt	Gladstone to Young	West	Disabled	9		3	5	7	7	7	8	8	7	6	6	6	6	1	3	2
A	Pratt	Gladstone to Young	West	Taxi	1		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
A	Pratt	Gladstone to Young	West	Police	1		0	0	0	0	0	0	0	0	0	1	1	1	0	0	0
A	Pratt	Young to Puckle	West	1P	2		0	1	1	2	2	2	2	2	1	1	1	1	1	2	2
A	Pratt	Puckle to St Andrews	East	Disabled	1		0	1	1	1	1	1	1	1	0	1	1	1	0	1	1
A	Pratt	Puckle to St Andrews	East	1P	3		0	2	3	3	3	3	3	2	0	2	3	3	3	3	2
A	Pratt	St Andrews to Young	East	1P	4		2	3	4	4	3	4	4	4	4	4	4	4	3	3	3
A	Pratt	Young to Gladstone	East	No standing	-		0	0	0	1	1	1	1	1	0	0	0	0	0	0	0
A	Puckle	Mt Alexander to Pratt	South	1P	5		0	2	4	5	5	5	5	4	3	3	3	4	4	5	5
A	Puckle	Mt Alexander to Pratt	South	Loading	1		0	0	0	1	1	1	0	0	0	0	0	0	0	0	0
A	Puckle	Mt Alexander to Pratt	South	1P	11		0	5	9	10	11	11	10	10	10	8	6	5	4	5	6
A	Puckle	Mt Alexander to Pratt	South	P10min	2		0	1	1	1	1	1	2	2	2	1	0	0	0	0	0
A	Puckle	Mt Alexander to Pratt	South	1P	5		0	2	4	5	5	5	5	5	5	4	2	2	2	2	1
A	Puckle	Pratt to Shuter	South	P10min	2		0	1	2	2	2	2	1	1	2	1	1	1	1	1	0
A	Puckle	Pratt to Shuter	South	1P	9		0	4	7	8	8	8	7	6	5	6	6	7	7	6	4
A	Puckle	Shuter to Moore	South	1P	7		1	4	7	7	7	7	7	7	7	4	1	1	0	1	2
A	Puckle	Margaret to Pratt	North	1P	16		0	8	16	16	16	16	16	16	16	14	12	9	6	4	2
A	Puckle	Margaret to Pratt	North	Loading/1P	1		0	1	1	1	1	1	1	1	1	1	0	0	0	0	0
A	Puckle	Margaret to Pratt	North	1P	6		0	3	5	6	6	6	6	6	6	6	6	5	4	3	2
A	Puckle	Pratt to Mt Alexander	North	1P	11		0	6	11	11	10	10	10	11	11	10	8	6	3	3	3
A	Puckle	Pratt to Mt Alexander	North	Loading/1P	1		0	1	1	1	1	1	1	1	1	1	0	0	0	0	0
A	Puckle	Pratt to Mt Alexander	North	1P	8		4	6	8	8	7	8	8	8	8	6	4	5	6	7	7
A	Young	Pratt to Avoca Vale	North	Disabled	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
A	Young	Pratt to Avoca Vale	North	Loading Zone & 1P	2		2	1	2	2	2	1	1	2	2	2	1	1	1	1	0
A	Young	Pratt to Avoca Vale	North	1P	4		1	1	2	3	3	4	4	3	3	2	1	1	1	1	1
A	Young	Pratt to Avoca Vale	North	Permit	1		1	1	1	2	1	1	1	1	1	1	1	1	1	1	1
A	Young	Pratt to Avoca Vale	North	1P	2		1	1	1	1	1	1	1	1	2	2	1	1	1	1	0
A	Young	Pratt to Avoca Vale	North	P15min	1		1	1	1	1	1	1	1	0	0	0	0	1	0	0	0
A	Young	Pratt to Avoca Vale	North	Disabled	1		0	0	0	1	1	1	1	1	0	0	0	0	0	0	0
A	Young	Pratt to Avoca Vale	North	1P	4		1	1	3	4	4	3	4	4	3	3	1	0	0	1	2
A	Young	Pratt to Avoca Vale	North	Loading Zone	1		0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
A	Young	Pratt to Avoca Vale	North	1P	4		0	0	0	1	2	2	3	0	1	0	1	2	3	3	1
A	Young	Pratt to Avoca Vale	South	No standing	-		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
A	Shuter	Puckle to laneway	East	1P	1		0	1	1	1	1	1	1	1	0	1	1	1	1	1	1
A	Shuter	laneway to ped crossing	East	1P/no standing	3		0	1	1	2	3	3	3	3	3	2	1	2	2	3	3
A	Shuter	laneway to ped crossing	East	1P	3		1	1	1	2	2	2	2	3	2	1	0	0	0	0	0
A	Shuter	ped crossing to Gladstone	East	P10min/1P	1		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
A	Shuter	ped crossing to Gladstone	East	1P	12		1	2	2	3	3	3	2	1	0	1	1	1	0	1	1
A	Shuter	Puckle to car park entry	West	Mail Zone	1		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
A	Shuter	Puckle to car park entry	West	P2min	1		0	0	0	0	0	0	0	1	1	1	1	1	0	0	0
A	Shuter	car park entry to ped crossing	West	1P	6		0	2	3	4	5	5	4	5	5	3	1	1	1	1	1
A	Shuter	ped crossing to Gladstone	West	1P	9		2	2	2	3	3	3	2	2	2	2	2	2	1	2	2
A	Gladstone	Shuter to Pratt	North	1P	7		2	4	6	6	5	4	3	2	0	1	2	1	0	0	0
A	Gladstone	Pratt to Penny Lane	North	1P	7		1	1	1	3	5	6	7	5	2	1	0	0	0	1	1
A	Gladstone	Penny Lane to Avoca Vale	North	1P	10		0	1	1	2	2	5	8	4	0	0	0	1	1	2	3
A	Gladstone	Penny Lane to Avoca Vale	North	Loading/P3min/1P	2		0	1	1	1	1	1	1	1	0	1	1	1	1	1	1
A	Gladstone	Penny Lane to Avoca Vale	North	Disabled	1		0	1	1	1	1	1	1	1	1	1	1	1	0	1	1
A	Gladstone	Avoca Vale to Pratt	South	1P	1		0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
A	Gladstone	Avoca Vale to Pratt	South	P2min	11		4	5	6	5	4	8	8	8	5	7	9	8	7	7	6
A	Gladstone	Avoca Vale to Pratt	South	1P	3		1	1	1	1	1	2	2	1	0	0	0	1	1	1	1
A	Gladstone	Pratt to Moore	South	Permit	2		0	0	0	1	1	1	1	1	0	0	0	0	0	0	0
A	Gladstone	Pratt to Moore	South	1P	4		0	1	2	3	3	2	1	2	3	2	0	0	0	0	0
A	Gladstone	Pratt to Moore	South	Permit	2		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
A	Gladstone	Pratt to Moore	South	1P	1		0	1	1	1	1	1	1	1	0	0	0	1	1	1	1
A	Moore	Gladstone to Puckle	West	No standing	-		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
A	Moore	Puckle to Gladstone	East	1P	12		3	8	12	11	9	7	5	5	5	8	11	7	2	2	2
A	Avoca Vale	Gladstone to Young	West	1P/No standing	6		0	1	2	2	2	3	3	2	1	1	0	0	0	2	3
A	Avoca Vale	Young to Puckle	West	No standing/bus zone	3		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
A	Avoca Vale	Puckle to Gladstone	East	No standing/bus zone	5		0	1	2	3	3	2	1	3	4	5	5	6	6	6	5
A	Milray	Holmes to car park entry	West	1P	2		0	0	0	1	2	2	1	2	2	2	1	1	0	0	0
A	Milray	car park entry to Winchester	West	1/2P	18		4	4	3	4	4	3	2	2	1	2	3	4	4	5	6
A	Milray	Holmes to Winchester	East	No standing	-		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
A	Holmes	Milray to Lowmouth	South	No standing	-		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
A	Holmes	Sydenham to Norwood	North	1P	15		0	2	3	8	13	12	11	11	11	9	5	5	4	8	11
A	Norwood	Holmes to No. 25	West	1P	10		3	5	6	7	7	6	5	5	5	5	5	3	1	1	0
A	Norwood	Outside No. 25	West	4P	3		0	0	0	2	3	3	3	3	2	2	1	2	2	2	2
A	Norwood	No. 25 to Sydenham	West	1P	5		0	2	3	4	4	3	2	2	1	1	1	1	0	1	1
A	Norwood	Holmes to Sydenham	East	Disabled	1		0	0	0	0	0	1	1	1	0	0	0	0	0	0	0
A	Norwood	Holmes to Sydenham	East	1P	19		0	4	7	16	20	17	14	12	9	8	6	4	1	1	1
C	Hall	Margaret to Everage	North	1P	20		0	7	13	15	16	17	17	16	15	15	14	15	16	18	19
C	Hall	Everage to Mt Alexander	North	No standing	-																
C	Hall	Margaret to Puckle Lane	South	1P/No standing	1		0	1	1	1	1	1	1	1	1	1	1	0	0	0	0
C	Hall	Margaret to Puckle Lane	South	1P	1		0	1	1	1	1	1	1	1	0	1	1	1	1	1	1
C	Hall	Margaret to Puckle Lane	South	Loading	1		0	0	0	0	0	0	0	1	1	1	0	0	0	1	1
C	Hall	Margaret to Puckle Lane	South	1P	4		0	1	2	3	3	4	4	4	4	3	2	2	1	3	4
C	Hall	Margaret to Puckle Lane	South	1P	6	90 degree angle parking	1	1	1	3	5	6	6	6	5	3	1	1	1	3	5
C	Hall	Margaret to Puckle Lane	South	Disabled	4	90 degree angle parking	0	0	0	1	2	3	3	2	1	1	1	1	1	1	1
C	Hall	Margaret to Puckle Lane	South	1P	9	90 degree angle parking	1	4	7	8	8	7	5	7	8	8	7	8	8	8	8
C	Hall	Margaret to Puckle Lane	South	Loading 15min	1	60 degree angle parking	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C	Hall	Margaret to Puckle Lane	South	1P	2	90 degree angle parking	0	1	1	2	2	2	2	2	1	2	2	2	1	2	2
C	Hall	Puckle Lane to Everage	South	1P	5		1	2	3	3	3	4	4	4	4	4	4	5	5	5	5
C	Hall	Puckle Lane to Everage	South	Loading	1		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C	Hall	Everage to Mt Alexander	South	1P	5		0	3	5	5	5	6	6	6	6	6	6	6	5	6	6
C	Hall	Everage to Mt Alexander	South	1P	2		1	2	2	2	2	2	2	2	2	1	2	2	2	2	2
C	Hall	Everage to Mt Alexander	South	Disabled	1		0	0	0	0	0	0	0	0	0	1	1	1	1	1	0
C	Hall	Everage to Mt Alexander	South	1P	1		1	1	1	1	1	1	0	1	1	1	1	1	1	1	1
C	Hall	Everage to Mt Alexander	South	Disabled	1		0	0	0	1	1	1	0	1	1	1	0	0	0	0	0
C	Hall	Everage to Mt Alexander	South	1P/Loading	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
C	Hall	Everage to Mt Alexander	North	No standing	-		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C	Homer	Mt Alexander to Everage	North	Disabled/1P	1		0	1	1	1	0	1	1	1	0	0	0	0	0	0	0
C	Homer	Mt Alexander to Everage	North	1P	9		1	2	2	2	2	4	5	5	5	5	4	4	3	5	6
C	Homer	Everage to ped crossing	North	1P	4		0	2	3	4	4	4	3	3	3	3	2	3	4	4	4
C	Homer	ped crossing to Eddy	North	1P	3		1	2	3	2	3	2	1	2	2	2	2	2	2	2	2
C	Homer	ped crossing to Eddy	North	Loading/1P	1		0	1	1	2	2	2	2	1	0	0	0	0	0	1	1
C	Homer	Eddy to Margaret	North	No standing	-		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C	Homer	Mt Alexander to Margaret	South	No standing	-		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C	Taylor	Margaret to Eddy	North	Permit	7		3	4	3	5	7	7	7	7	6	5	4	5	6	6	3
C	Taylor	Eddy to Mt Alexander	North	Permit	18		10	13	16	8	8	7	7	5	4	6	8	9	10	11	11
C	Taylor	Mt Alexander to Eddy	South	Loading	3		2	3	4	2	2	3	4	4	4	4	3	3	3	3	3
C	Taylor	Mt Alexander to Eddy	South	1P	12		9	11	12	12	11	12	11	11	12	12	11	10	9	8	6
C	Taylor	Eddy to Margaret	South	Permit	4		3	3	4	4	3	4	4	4	4	4	3	3	3	3	3
C	Taylor	Eddy to Margaret	South	Permit	3		0	0	0	0	0	0	0	0	1	1	1	0	0	0	0
C	Margaret	Puckle to Homer	West	Taxi	1		1	1	1	1	0	0	0	0	0	0	0	0	0	0	0
C	Margaret	Puckle to Homer	West	Flexi Car	3		1	1	0	3	3	1	1	1	0	0	0	0	0	0	0

ITEM 9.6 - **APPENDIX A**

C	Margaret	Puckle to Homer	West	2P	8		0	2	3	4	5	4	3	3	3	3	2	2	2	3	4
C	Margaret	Homer to Taylor	West	No standing	-		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C	Margaret	Taylor to Homer	East	Permit	12		11	10	9	9	8	8	8	8	7	7	6	7	7	7	7
C	Margaret	Homer to Hall	East	No standing	-		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C	Margaret	Hall to Puckle	East	2P/no standing	4		0	2	3	4	4	4	3	4	4	2	0	1	2	3	2
C	Eddy	Homer to Taylor	West	Permit	9		7	8	9	7	4	6	8	7	6	7	7	7	7	7	7
C	Eddy	Taylor to Homer	East	No standing	-		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C	Everage	Homer to Hall	East	1P (9-6 Mon-Sun)	6		3	4	5	6	5	6	5	6	6	6	4	3	3	2	1
C	Everage	Homer to Hall	East	1P (9-5.30 Mon-Fri 9-12 Sat)	4		1	1	2	3	3	0	3	3	3	3	3	1	2	1	0
C	Everage	Homer to Hall	East	Loading	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	0
C	Everage	Hall to Homer	West	No standing	-		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C	Mt Alexander	Puckle to Taylor	West	No standing	-		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Mt Alexander	Kellaway to Pascoe Vale	East	Permit	0		0	2	0	2	0	0	0	1	1	2	2	2	1	2	2
	Mt Alexander	Kellaway to Pascoe Vale	East	1/4P	1		0	1	1	1	1	1	0	1	1	1	1	1	1	1	1
	Mt Alexander	Kellaway to Pascoe Vale	East	Disabled	2		0	0	0	1	1	1	1	1	1	1	1	2	2	2	2
	Mt Alexander	Puckle to Taylor	West	No standing	-		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Pascoe Vale	Mt Alexander to Kellaway	West	Loading	2		0	1	2	2	1	2	2	2	2	2	2	2	2	2	2
	Pascoe Vale	Mt Alexander to Kellaway	West	3P	4		2	3	4	4	4	4	4	4	4	4	4	4	4	4	4
	Pascoe Vale	Mt Alexander to Kellaway	West	2P	18		5	12	18	14	9	12	15	12	8	12	16	17	17	17	17
	Pascoe Vale	Mt Alexander to Kellaway	West	Disabled	1		0	1	1	1	0	1	1	1	0	1	1	1	0	0	0
	Pascoe Vale	Kellaway to Coats	East	2P	11		4	7	9	6	3	2	1	5	9	9	8	7	6	6	6
	Pascoe Vale	Coats to Alexandra	East	1/2P	1		0	0	0	1	1	1	1	1	0	1	1	1	1	1	1
	Pascoe Vale	Coats to Alexandra	East	1P	3		0	0	0	1	2	1	0	2	3	2	1	2	3	3	3
	Pascoe Vale	Coats to Alexandra	East	2P	3		0	1	1	1	1	1	1	2	3	3	3	0	0	0	0
	Kellaway	Mt Alexander to Pascoe Vale	North	1P	13		2	8	13	12	10	12	13	14	14	13	12	13	13	13	12
	Kellaway	Pascoe Vale to Mt Alexander	South	Disabled	1		0	0	0	0	0	1	1	1	0	1	1	2	2	2	1
	Kellaway	Pascoe Vale to Mt Alexander	South	1P	3		0	0	0	2	3	3	3	2	0	2	3	3	3	3	3
	Alexandra	Pascoe Vale to McPherson	North	P Meter	39		5	5	5	3	5	4	4	4	4	3	2	3	2	1	0
	Alexandra	Pascoe Vale to McPherson	South	P Meter	49		2	1	0	6	11	13	12	5	5	5	5	4	6	7	5
	Alexandra	Pascoe Vale to McPherson	South	Taxi	2		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Alexandra	Pascoe Vale to McPherson	South	1P	7		0	2	4	5	5	6	6	6	6	7	7	7	7	7	7
	Alexandra	Pascoe Vale to McPherson	South	P15min	2		0	1	1	1	0	0	0	0	0	0	0	1	2	2	2
	Dean	Mt Alexander to McPherson	North	No standing	-		0	0	0	0	0	0	0	0	0	0	0	1	1	1	0
	Dean	McPherson to Pattison	North	No standing	-		0	1	1	1	0	0	0	0	0	0	0	0	0	1	1
	Dean	Pattison to Branch	South	Unrestricted	22		19	17	14	12	9	9	9	10	11	11	13	14	15	16	17
	Dean	Branch to Stuart	South	Unrestricted	17		2	5	8	5	1	2	3	6	9	10	11	7	3	3	3
	Dean	Stuart to McRae	South	Permit	38		16	18	20	18	16	15	14	30	25	28	31	24	18	16	15
	Dean	McRae to Mt Alexander	South	3P	20		2	8	13	10	6	6	5	13	20	29	27	12	6	12	17
	McPherson	Dean to Alexandra	West	No standing	-		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	McPherson	Alexandra to Coats	West	No standing	-		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	McPherson	Coats to Kenna	West	Permit	7		0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
	McPherson	Kenna to Thomas	West	Permit	10		0	0	0	0	0	0	0	0	0	0	0	1	1	2	2
	McPherson	Thomas to Alexandra	East	Permit/Taxi (race days only)	38		18	27	38	38	39	34	34	30	28	30	14	9	9	3	1
	McPherson	Alexandra to Dean	East	No standing	-		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Thomas	McPherson to Wilson	North/West	Permit	10		3	4	5	5	5	5	4	7	9	11	12	0	5	6	6
	Thomas	Wilson to McPherson	East	P5min	2		0	1	2	2	2	1	0	1	1	2	2	2	1	2	2
	Thomas	Wilson to McPherson	East	Disabled	8		0	2	3	4	4	5	5	3	0	2	4	3	1	4	7
	Thomas	Wilson to McPherson	East	Permit/Taxi (race days only)	6		0	1	1	1	0	0	0	0	0	0	0	0	0	0	0
	Thomas	Wilson to McPherson	East	Permit/Taxi (race days only)	15		0	1	1	1	0	1	1	1	0	0	0	0	0	1	2
	Wilson	Thomas to Fanny	North	Permit	18		8	8	8	8	8	8	8	8	10	10	9	9	8	8	8
	Wilson	Thomas to Fanny	North	Unrestricted	4		4	4	4	4	4	4	3	3	3	4	4	4	4	4	3
	Wilson	Thomas to Fanny	North	Permit	3		2	2	2	2	1	1	1	1	1	1	0	0	0	0	0
	Wilson	Fanny to Juliet	North	Unrestricted	11		0	0	0	1	1	1	0	0	0	0	0	0	0	0	0
	Wilson	Juliet to Johnson	North	Unrestricted	14		9	8	7	6	5	4	2	6	10	9	8	8	7	6	5
	Wilson	Johnson to Thomas	South	No standing	-		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Hinkins	Davies to laneway	West	Unrestricted	10		3	5	6	6	6	6	6	9	12	11	9	9	8	9	10
	Hinkins	Davies to laneway	East	Unrestricted	11		1	4	6	8	9	9	9	9	9	10	10	10	10	10	10
	Hinkins	laneway to McNae	North	1P/Permit	12		4	5	5	5	4	3	2	5	8	0	10	7	3	4	4
	Hinkins	McNae to Owens	South	Permit	10		3	3	3	3	3	4	4	4	3	3	3	3	3	3	2
	Hinkins	Owens to laneway	South	Permit	5		4	4	4	3	2	2	2	3	3	3	2	3	3	4	4
	Davies	Mt Alexander to Hinkins	North	1P	3		1	1	0	1	1	1	0	1	2	3	3	3	3	3	2
	Davies	Hinkins to Owens	North	Permit	0		1	1	1	1	1	1	1	1	1	1	1	2	3	3	3
	Davies	Owens to McNae	North	Permit	8		5	5	5	4	3	3	3	4	4	4	4	5	5	6	6
	Davies	McNae to Hinkins	South	Permit	16		9	8	7	6	5	5	5	8	10	7	4	7	9	12	14
	Davies	Mt Alexander to Hinkins	South	1P	5		0	1	1	1	0	0	0	2	3	4	4	5	5	5	4
	Lamb	Addison to end	West	No standing	-		0	0	0	1	1	1	0	0	0	1	1	1	1	1	1
	Lamb	Addison to laneway	East	P/Permit	0		2	0	4	0	2	2	2	2	2	2	2	2	1	1	1
	Lamb	laneway to end	East	Permit	5		2	2	2	2	2	2	2	3	4	4	3	3	3	4	4
	Owens	Davies to Hinkins	West	1P/Permit	11		8	8	8	8	6	6	5	6	7	9	10	8	6	8	10
	Owens	Hinkins to Davies	East	1P/Permit	11		5	5	5	5	5	5	5	8	10	10	10	9	8	10	11
	McNae	Addison to Davies	West	Permit	13		5	6	6	5	3	4	5	7	8	8	7	6	4	6	7
	McNae	Davies to Hinkins	West	Permit	8		5	6	6	5	4	4	3	6	9	9	9	8	6	7	7
	McNae	Hinkins to Dean	West	No standing	-		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	McNae	Dean to Vine	East	Permit	9		5	5	4	4	3	3	3	5	7	7	7	5	3	4	5
	McNae	Vine to Steele	East	Permit	6		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	McNae	Steele to Addison	East	Permit	7		2	2	1	1	0	0	0	2	3	3	3	2	0	1	1
	Mt Alexander	Dean to Davies	East	2P/3P/No standing	4		0	2	4	4	3	3	2	2	1	2	2	3	3	3	3
	Mt Alexander	Dean to Davies	East	Loading Zone/No standing	1		0	0	0	0	0	0	0	0	0	0	0	1	1	1	1
	Mt Alexander	Dean to Davies	East	2P/3P/No standing	12		0	2	4	7	9	9	8	8	8	8	7	9	11	11	11
	Mt Alexander	Dean to Davies	East	2P/No standing	3		0	0	0	0	0	1	1	1	1	2	3	3	3	3	3
	Mt Alexander	Davies to Addison	East	2P/3P/No standing	6		0	2	3	2	1	3	5	5	5	5	5	6	6	6	6
	Mt Alexander	Davies to Addison	East	2P/Taxi Zone/No standing	3		0	0	0	1	1	1	0	0	0	2	3	3	3	3	3
	Mt Alexander	Davies to Addison	East	2P/3P/No standing	2		0	1	2	2	2	2	2	2	2	2	2	2	2	2	2
	Mt Alexander	Ascot Vale to laneway	West	2P/3P/Clearway	2		1	1	1	1	0	0	0	1	1	2	2	2	2	2	2
	Mt Alexander	Ascot Vale to laneway	West	2P/Taxi Zone/Clearway	3		0	0	0	0	0	0	0	2	3	3	2	3	3	3	2
	Mt Alexander	Ascot Vale to laneway	West	2P/3P/Clearway	4		2	2	2	2	1	1	1	2	3	3	0	0	0	0	0
	Mt Alexander	Ascot Vale to laneway	West	P20min/3P/Clearway	3		0	0	0	0	0	2	3	3	3	3	3	3	3	3	2
	Mt Alexander	Ascot Vale to laneway	West	2P/3P/Clearway	1		0	0	0	0	0	1	1	1	1	1	1	1	1	1	1
	Mt Alexander	Ascot Vale to laneway	West	Loading Zone/3P/Clearway	1		0	0	0	0	0	0	0	0	0	1	1	1	1	1	1
	Mt Alexander	laneway to ped crossing	West	Loading Zone/3P/Clearway	1		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Mt Alexander	laneway to ped crossing	West	2P/3P/Clearway	2		0	1	1	1	1	2	2	2	2	2	2	2	2	2	2
	Mt Alexander	Ped crossing to Addison	West	2P/3P/Clearway	3		0	2	3	4	5	5	5	4	3	4	4	5	5	5	5

Client AECOM
Location Moonee Ponds - On Street Parking (Sydenham St)
Survey Time Tue, 22nd October 2013 7am - 10pm
Description Parking Occupancy Survey

SKYHIGH THE TRAFFIC SURVEY COMPANY

Section	Street	Ref	Side	Type	Supply	Comment	Parking Occupancy														
							7am	8am	9am	10am	11am	12pm	1pm	2pm	3pm	4pm	5pm	6pm	7pm	8pm	9pm
A	Pratt	Gladstone to Young	West	Disabled	9		0	2	3	9	9	8	8	8	6	3	0	0	0	1	1
A	Pratt	Gladstone to Young	West	Taxi	2		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
A	Pratt	Gladstone to Young	West	Police	1		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
A	Pratt	Young to Puckle	West	1P	2		0	3	3	2	2	2	2	2	2	2	2	1	0	0	0
A	Pratt	Puckle to St Andrews	East	Disabled	1		0	1	1	1	1	1	1	1	1	1	0	0	0	0	0
A	Pratt	Puckle to St Andrews	East	1P	3		1	2	1	3	3	3	3	2	1	1	1	2	2	2	2
A	Pratt	St Andrews to Young	East	1P	4		1	3	4	4	4	4	4	4	3	4	4	4	4	3	1
A	Pratt	Young to Gladstone	East	No standing	-		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
A	Puckle	Mt Alexander to Pratt	South	1P	5		4	3	2	4	5	5	5	5	5	5	5	5	5	5	5
A	Puckle	Mt Alexander to Pratt	South	Loading	1		1	0	0	0	0	0	1	1	0	1	1	1	1	1	0
A	Puckle	Mt Alexander to Pratt	South	1P	11		4	3	6	9	10	10	11	11	10	10	10	9	8	5	2
A	Puckle	Mt Alexander to Pratt	South	P10min	2		0	0	0	1	1	2	1	1	1	2	2	2	2	2	1
A	Puckle	Mt Alexander to Pratt	South	1P	5		2	0	2	5	5	5	4	4	4	4	4	4	3	2	0
A	Puckle	Pratt to Shuter	South	P10min	2		0	0	2	2	2	2	2	2	2	2	1	1	1	1	1
A	Puckle	Pratt to Shuter	South	1P	9		2	6	7	7	9	8	7	8	9	9	8	6	4	4	3
A	Puckle	Shuter to Moore	South	1P	7		4	1	6	5	6	6	7	7	6	7	7	7	6	5	3
A	Puckle	Margaret to Pratt	North	1P	16		2	12	15	16	16	13	15	16	16	16	15	14	13	12	10
A	Puckle	Margaret to Pratt	North	Loading/1P	1		0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
A	Puckle	Margaret to Pratt	North	1P	6		3	2	5	6	5	6	6	6	6	6	5	6	6	4	1
A	Puckle	Pratt to Mt Alexander	North	1P	11		2	4	5	9	11	11	11	11	11	11	11	9	7	5	3
A	Puckle	Pratt to Mt Alexander	North	Loading/1P	1		0	0	0	0	1	0	0	1	1	1	1	1	0	0	0
A	Puckle	Pratt to Mt Alexander	North	1P	8		3	5	4	6	7	6	7	6	4	6	8	8	7	5	2
A	Young	Pratt to Ascot Vale	North	Disabled	2		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
A	Young	Pratt to Ascot Vale	North	Loading Zone & 2P	2		0	0	0	1	1	0	1	1	0	1	1	1	0	0	0
A	Young	Pratt to Ascot Vale	North	2P	4		1	2	3	3	3	3	3	4	4	4	4	4	0	0	0
A	Young	Pratt to Ascot Vale	North	Permit	1		1	1	0	0	0	1	1	1	1	1	1	1	1	1	1
A	Young	Pratt to Ascot Vale	North	2P	2		1	1	1	1	1	1	1	1	1	0	1	0	0	1	0
A	Young	Pratt to Ascot Vale	North	P 15min	1		1	0	0	1	0	1	1	1	0	1	0	0	0	0	0
A	Young	Pratt to Ascot Vale	North	Disabled	1		0	1	0	1	0	1	1	1	1	1	0	0	0	0	0
A	Young	Pratt to Ascot Vale	North	2P	4		1	2	3	4	4	4	4	3	3	2	1	2	2	1	1
A	Young	Pratt to Ascot Vale	North	Loading Zone	2		0	0	0	0	1	0	0	0	2	2	2	2	2	1	1
A	Young	Pratt to Ascot Vale	North	2P	4		0	0	1	4	3	2	3	2	1	2	1	2	2	1	1
A	Young	Pratt to Ascot Vale	South	No standing	-		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
A	Shuter	Puckle to laneway	East	1P	1		1	0	1	1	1	1	1	1	1	1	1	1	1	1	0
A	Shuter	laneway to ped crossing	East	1P/no standing	3		0	1	2	3	2	3	3	2	1	2	2	2	2	2	2
A	Shuter	laneway to ped crossing	East	2P	3		0	0	3	3	3	3	3	3	0	0	2	2	1	2	3
A	Shuter	ped crossing to Gladstone	East	P10min/2P	1		0	0	0	1	0	1	0	0	0	0	0	0	0	0	0
A	Shuter	ped crossing to Gladstone	East	1P	12		0	2	7	5	9	6	7	5	3	2	1	1	1	1	0
A	Shuter	Puckle to car park entry	West	Mail Zone	1		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
A	Shuter	Puckle to car park entry	West	P2min	1		1	1	0	1	1	0	1	1	0	0	0	0	0	0	0
A	Shuter	car park entry to ped crossing	West	1P	6		0	1	6	5	6	6	6	6	5	4	2	3	3	2	0
A	Shuter	ped crossing to Gladstone	West	1P	9		1	2	2	3	5	4	4	3	2	2	1	2	3	3	2
A	Gladstone	Shuter to Pratt	North	2P	7		4	5	6	5	4	5	6	5	4	5	6	5	3	2	0
A	Gladstone	Pratt to Penny lane	North	1P	7		1	3	5	7	8	9	10	11	12	11	9	8	6	6	5
A	Gladstone	Penny Lane to Ascot Vale	North	1P	10		0	0	0	1	2	3	3	2	1	1	1	1	1	2	3
A	Gladstone	Penny Lane to Ascot Vale	North	Loading/15min/1P	2		1	1	0	1	1	1	1	1	1	1	1	1	1	1	1
A	Gladstone	Penny Lane to Ascot Vale	North	Disabled	1		0	0	0	1	1	1	0	0	0	1	1	1	1	1	1
A	Gladstone	Ascot Vale to Pratt	South	2P	1		1	1	1	1	1	1	1	1	1	1	1	1	0	1	1
A	Gladstone	Ascot Vale to Pratt	South	Permit	11		4	5	6	6	6	6	5	7	9	8	7	6	5	6	7
A	Gladstone	Ascot Vale to Pratt	South	1P	3		0	3	3	2	0	0	0	2	1	1	1	1	1	2	2
A	Gladstone	Pratt to Moore	South	Permit	2		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
A	Gladstone	Pratt to Moore	South	2P	4		1	3	4	4	3	4	4	4	4	3	2	2	1	1	0
A	Gladstone	Pratt to Moore	South	Permit	2		0	1	1	1	1	1	1	1	0	1	2	1	0	0	0
A	Gladstone	Pratt to Moore	South	2P	1		1	1	1	1	1	1	0	1	1	1	1	1	0	1	1
A	Moore	Gladstone to Puckle	West	No standing	-		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
A	Moore	Puckle to Gladstone	East	2P	12		13	11	9	10	10	10	10	9	8	9	9	8	7	8	8
A	Ascot Vale	Gladstone to Young	West	2P/No standing	6		0	2	4	5	5	5	4	3	1	1	0	0	0	0	0
A	Ascot Vale	Young to Puckle	West	No standing/taxi zone	3		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
A	Ascot Vale	Puckle to Gladstone	East	No standing/bus zone	5		0	3	5	5	5	6	7	6	4	2	0	1	2	2	2
B	Milfay	Holmes to car park entry	West	2P	2		2	2	1	1	1	1	1	1	1	1	1	1	0	1	1
B	Milfay	car park entry to Winchester	West	1/2P	18		7	5	2	2	2	3	3	3	3	3	3	3	3	3	3
B	Milfay	Holmes to Winchester	East	No standing	-		0	0	0	0	0	1	1	1	0	0	0	0	0	0	0
B	Holmes	Milfay to Learmonth	South	No standing	-		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B	Holmes	Sydenham to Norwood	North	1P	15		3	3	3	8	12	10	7	8	8	9	9	12	14	13	12
B	Norwood	Holmes to No. 25	West	2P	10		1	2	2	4	6	5	3	4	5	5	4	3	2	2	2
B	Norwood	Outside No. 25	West	4P	3		1	2	0	0	0	0	0	3	3	3	2	1	0	0	0
B	Norwood	No. 25 to Sydenham	West	2P	5		0	1	2	3	4	4	3	3	3	3	2	1	0	0	0
B	Norwood	Holmes to Sydenham	East	Disabled	1		1	1	1	1	1	1	1	1	1	1	1	1	0	0	0
B	Norwood	Holmes to Sydenham	East	2P	33		6	13	20	20	20	20	20	18	16	15	13	9	5	6	6
C	Hall	Margaret to Everage	North	2P	20		0	9	17	16	19	16	17	17	17	15	12	14	16	13	10
C	Hall	Everage to Mt Alexander	North	No standing	-																
C	Hall	Margaret to Puckle Lane	South	2P/No standing	1		0	1	1	1	0	1	1	1	1	1	0	0	0	0	0
C	Hall	Margaret to Puckle Lane	South	1P	1		0	1	1	1	1	1	1	1	1	1	0	0	0	0	0
C	Hall	Margaret to Puckle Lane	South	Loading	1		0	0	0	0	0	1	1	1	0	0	0	0	0	0	0
C	Hall	Margaret to Puckle Lane	South	2P	4		0	2	3	3	2	2	3	3	2	2	2	1	0	0	0
C	Hall	Margaret to Puckle Lane	South	2P	6	90 degree angle parking	0	3	5	6	6	6	6	6	6	4	2	4	6	5	3
C	Hall	Margaret to Puckle Lane	South	Disabled	4	90 degree angle parking	0	2	4	4	4	4	4	4	3	2	0	1	2	2	1
C	Hall	Margaret to Puckle Lane	South	2P	9	90 degree angle parking	3	6	9	9	8	9	9	9	9	9	8	9	9	6	3
C	Hall	Margaret to Puckle Lane	South	Loading 15min	1	90 degree angle parking	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1
C	Hall	Margaret to Puckle Lane	South	2P	2	90 degree angle parking	0	1	2	2	2	2	2	2	1	1	1	2	2	2	1
C	Hall	Puckle Lane to Everage	South	2P	5		1	1	0	3	5	5	5	5	5	5	5	5	5	5	5
C	Hall	Puckle Lane to Everage	South	Loading	1		1	1	1	1	1	1	1	1	0	0	0	1	1	1	0
C	Hall	Everage to Mt Alexander	South	1P	5		4	4	4	4	4	5	5	5	5	5	5	5	5	4	2
C	Hall	Everage to Mt Alexander	South	2P	2		2	2	2	2	2	2	2	2	2	2	2	2	2	1	0
C	Hall	Everage to Mt Alexander	South	Disabled	1		0	1	1	1	1	1	1	1	1	1	0	0	0	0	0
C	Hall	Everage to Mt Alexander	South	2P	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
C	Hall	Everage to Mt Alexander	South	Disabled	1		1	1	1	1	1	1	1	1	0	1	1	1	0	0	0
C	Hall	Everage to Mt Alexander	South	2P/Loading	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
C	Hall	Everage to Mt Alexander	North	No standing	-		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C	Homer	Mt Alexander to Everage	North	Disabled/1P	1		0	0	0	1	1	1	1	1	0	0	0	0	0	0	0
C	Homer	Mt Alexander to Everage	North	1P	5		2	4	5	5	5	0	6	5	3	3	2	4	6	3	0
C	Homer	Everage to ped crossing	North	1P	4		3	3	3	3	2	3	4	4	3	3	3	3	3	2	1
C	Homer	ped crossing to Eddy	North	2P	2		2	2	2	2	2	2	2	2	2	2	1	1	0	1	1
C	Homer	ped crossing to Eddy	North	Loading/1P	1		0	1	1	1	0	1	1	1	0	1	1	1	0	0	0
C	Homer	Eddy to Margaret	North	No standing	-		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C	Homer	Mt Alexander to Margaret	South	No standing	-		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C	Taylor	Margaret to Eddy	North	Permit	7		5	5	5	5	4	4	4	4	4	4	4	5	5	5	5
C	Taylor	Eddy to Mt Alexander	North	Permit	18		11	10	9	8	7	8	8	7	6	8	9	7	5	8	10
C	Taylor	Mt Alexander to Eddy	South	Loading	5		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C	Taylor	Mt Alexander to Eddy	South	2P	12		2	4	6	7	7	8	8	7	6	5	4	8	11	7	2
C	Taylor	Eddy to Margaret	South	Permit	4		1	3	3	3	3	2	3	3	3	3	3	3	3	3	3
C	Taylor	Eddy to Margaret	South	Permit	3		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C	Margaret	Puckle to Homer	West	Taxi	1		0	1	1	1	0	0	0	0	0	0	0	0	0	1	1
C	Margaret	Puckle to Homer	West	Flexi Car	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	0

E	Margaret	Puddle to Homer	West	2P	8		3	2	1	2	3	4	4	4	3	3	2	2	1	1	0
E	Margaret	Homer to Taylor	West	No standing	-		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C	Margaret	Taylor to Homer	East	Permit	12		10	8	6	7	7	8	8	9	9	9	9	10	10	9	8
C	Margaret	Homer to Hill	East	No standing	-		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C	Margaret	Hill to Puddle	East	1P/no standing	4		0	0	0	1	2	2	1	2	3	2	0	1	1	1	0
E	Eddy	Homer to Taylor	West	Permit	9		6	5	4	4	4	4	3	3	3	3	6	7	8	8	8
E	Eddy	Taylor to Homer	East	No standing	-		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C	Everage	Homer to Hill	East	1P (9-6 Mon-Sun)	6		3	5	6	6	6	6	6	6	6	6	6	6	5	5	5
C	Everage	Homer to Hill	East	1P (9-5.30 Mon-Fri 9-12 Sat)	4		0	1	2	3	3	3	2	3	3	3	3	3	2	2	2
C	Everage	Homer to Hill	East	Loading	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	0
E	Everage	Hill to Homer	West	No standing	-		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
E	Mt Alexander	Puddle to Taylor	West	No standing	-		0	1	1	1	0	0	0	0	0	0	0	0	0	0	0
	Mt Alexander	Kelloway to Pascoe Vale	East	Permit	8		2	3	3	3	3	3	2	2	3	3	3	3	3	3	3
	Mt Alexander	Kelloway to Pascoe Vale	East	1/BP	1		1	1	0	1	1	1	0	1	1	1	1	1	1	1	0
	Mt Alexander	Kelloway to Pascoe Vale	East	Disabled	1		0	0	0	1	1	1	0	1	1	1	0	1	2	1	0
	Mt Alexander	Puddle to Taylor	West	No standing	-		0	1	1	1	0	0	0	0	0	0	0	0	0	0	0
	Pascoe Vale	Mt Alexander to Kelloway	West	Loading	2		0	0	0	0	0	1	1	1	0	1	1	2	1	1	0
	Pascoe Vale	Mt Alexander to Kelloway	West	2P	4		3	3	3	4	4	4	4	4	4	4	4	4	4	3	2
	Pascoe Vale	Mt Alexander to Kelloway	West	2P	18		19	16	17	16	18	16	16	17	18	16	17	18	18	19	12
	Pascoe Vale	Mt Alexander to Kelloway	West	Disabled	1		0	0	0	0	0	0	0	0	0	0	0	1	1	1	1
	Pascoe Vale	Kelloway to Coats	East	2P	11		4	7	9	10	11	10	8	9	9	8	7	7	6	4	1
	Pascoe Vale	Coats to Alexandra	East	1/2P	1		0	0	0	0	0	0	0	1	1	1	1	1	1	1	1
	Pascoe Vale	Coats to Alexandra	East	1P	3		0	1	2	3	3	3	2	2	1	2	3	3	3	2	1
	Pascoe Vale	Coats to Alexandra	East	3P	3		0	1	2	3	3	3	3	3	3	2	3	2	3	3	2
	Kelloway	Mt Alexander to Pascoe Vale	North	2P	13		1	4	7	10	12	9	5	5	4	3	2	8	18	19	6
	Kelloway	Pascoe Vale to Mt Alexander	South	Disabled	1		0	0	0	1	1	1	0	0	0	0	0	1	1	1	0
	Kelloway	Pascoe Vale to Mt Alexander	South	2P	3		0	2	3	2	1	2	3	2	1	2	2	3	3	2	1
	Alexandra	Pascoe Vale to McPherson	North	P Meter	38		18	18	9	9	8	8	8	7	5	5	5	22	38	14	10
	Alexandra	Pascoe Vale to McPherson	South	P Meter	49		29	29	29	34	34	36	37	39	31	39	26	31	35	27	19
	Alexandra	Pascoe Vale to McPherson	South	Taxi	2		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Alexandra	Pascoe Vale to McPherson	South	2P	7		3	4	4	5	6	7	7	6	4	5	6	7	7	7	7
	Alexandra	Pascoe Vale to McPherson	South	2P/5min	2		2	2	3	3	1	1	1	1	0	1	2	2	2	1	0
	Dean	Mt Alexander to McPherson	North	No standing	-		0	0	0	0	0	0	0	1	2	1	0	0	0	0	0
	Dean	McPherson to Pattison	North	No standing	-		1	1	1	1	1	1	0	0	0	0	0	0	0	0	0
	Dean	Pattison to Branch	South	Unrestricted	32		12	10	8	7	6	7	7	8	19	19	9	11	19	14	14
	Dean	Branch to Stuart	South	Unrestricted	27		0	1	1	2	1	2	2	4	6	5	4	4	3	3	2
	Dean	Stuart to McNiloe	South	Permit	38		13	13	10	9	8	9	10	10	10	12	19	25	16	16	16
	Dean	McNiloe to Mt Alexander	South	2P	29		15	15	14	16	18	19	19	17	15	19	29	11	11	10	9
	McPherson	Dean to Alexandra	West	No standing	-		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	McPherson	Alexandra to Coats	West	No standing	-		0	0	0	0	0	0	0	0	0	1	1	1	0	0	0
	McPherson	Coats to Kenna	West	Permit	7		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	McPherson	Kenna to Thomas	West	Permit	10		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	McPherson	Thomas to Alexandra	East	Permit/Taxi (non-days only)	38		33	34	34	34	34	35	36	36	31	29	15	18	15	13	11
	McPherson	Alexandra to Dean	East	No standing	-		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Thomas	McPherson to Wilson	North/West	Permit	20		7	6	4	3	3	4	6	6	5	6	7	8	8	9	9
	Thomas	Wilson to McPherson	East	P/5min	2		0	1	1	1	1	1	1	2	2	2	2	2	2	1	0
	Thomas	Wilson to McPherson	East	Disabled	8		0	2	3	4	4	5	5	5	4	4	4	5	5	4	2
	Thomas	Wilson to McPherson	East	Permit/Taxi (non-days only)	6		0	1	3	3	3	3	3	3	3	2	0	1	3	1	0
	Thomas	Wilson to McPherson	East	Permit/Taxi (non-days only)	15		0	6	11	13	14	14	14	14	14	9	4	3	2	1	0
	Wilson	Thomas to Fanny	North	Permit	18		7	7	7	7	7	6	4	4	3	5	6	7	8	8	8
	Wilson	Thomas to Fanny	North	Unrestricted	4		1	3	2	3	3	3	3	3	1	2	3	4	4	4	4
	Wilson	Thomas to Fanny	North	Permit	3		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Wilson	Fanny to Juliet	North	Unrestricted	11		1	6	10	13	14	14	14	13	11	6	1	1	0	0	0
	Wilson	Juliet to Johnson	North	Unrestricted	14		7	6	5	5	4	4	3	4	4	4	4	5	6	7	7
	Wilson	Johnson to Thomas	South	No standing	-		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Hinkins	Davies to Keneway	West	Unrestricted	13		6	11	19	21	9	19	10	10	10	8	6	8	9	10	10
	Hinkins	Davies to Keneway	East	Unrestricted	11		9	10	11	19	8	9	9	9	9	7	4	0	7	8	8
	Hinkins	Keneway to McNiloe	North	5P/Permit	12		4	3	2	2	2	2	2	2	2	3	4	4	4	4	3
	Hinkins	McNiloe to Owens	South	Permit	10		2	3	5	5	5	5	5	5	5	3	2	3	3	3	2
	Hinkins	Owens to Keneway	South	Permit	3		1	2	3	3	3	4	4	4	4	3	2	2	1	1	0
	Davies	Mt Alexander to Hinkins	North	1P	3		3	3	2	2	1	2	2	3	3	3	3	3	3	3	1
	Davies	Hinkins to Owens	North	Permit	6		2	2	1	1	1	1	1	1	1	1	1	2	2	2	2
	Davies	Owens to McNiloe	North	Permit	8		4	4	3	3	3	3	3	3	3	4	4	4	4	4	4
	Davies	McNiloe to Hinkins	South	Permit	16		9	6	3	4	5	6	6	7	7	7	7	8	8	8	10
	Davies	Mt Alexander to Hinkins	South	1P	5		4	4	3	2	0	2	3	4	4	4	3	4	4	3	2
	Lamb	Addison to end	West	No standing	-		0	0	0	1	1	1	1	2	2	1	0	0	0	0	0
	Lamb	Addison to Keneway	East	P/Permit	3		2	3	4	4	4	4	4	4	4	3	2	2	2	2	2
	Lamb	Keneway to end	East	Permit	5		1	1	1	1	1	1	1	1	1	1	1	2	2	2	2
	Owens	Davies to Hinkins	West	5P/Permit	11		8	8	7	7	6	6	5	5	4	5	5	7	8	9	8
	Owens	Hinkins to Davies	East	5P/Permit	11		5	5	5	5	6	6	6	6	6	5	5	6	6	6	6
	McNiloe	Addison to Davies	West	Permit	13		3	3	3	2	1	1	1	1	1	2	2	3	4	4	4
	McNiloe	Davies to Hinkins	West	Permit	9		5	6	7	7	6	6	6	5	6	6	6	6	6	6	6
	McNiloe	Hinkins to Dean	West	No standing	-		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	McNiloe	Dean to Vine	East	Permit	9		4	5	5	5	4	4	4	4	4	4	4	5	5	6	6
	McNiloe	Vine to Steele	East	Permit	6		3	3	2	1	0	0	0	0	0	0	0	0	0	0	0
	McNiloe	Steele to Addison	East	Permit	7		1	2	2	2	2	2	2	2	2	2	2	2	1	2	2
	Mt Alexander	Dean to Davies	East	2P/BP/No standing	4		0	0	0	1	2	3	4	3	2	2	2	3	3	3	2
	Mt Alexander	Dean to Davies	East	Loading Zone/No standing	3		0	0	0	0	0	0	0	3	3	3	0	1	2	2	1
	Mt Alexander	Dean to Davies	East	2P/BP/No standing	32		0	0	0	3	5	7	9	9	9	10	10	11	11	9	7
	Mt Alexander	Dean to Davies	East	2P/No standing	3		0	0	0	1	2	2	2	2	2	3	3	3	3	3	3
	Mt Alexander	Davies to Addison	East	2P/BP/No standing	6		0	0	0	3	6	6	6	5	3	4	5	6	6	5	3
	Mt Alexander	Davies to Addison	East	2P/Taxi Zone/No standing	3		0	0	0	1	1	1	2	1	1	1	0	2	2	1	1
	Mt Alexander	Davies to Addison	East	2P/BP/No standing	2		0	0	0	1	2	2	2	2	2	2	2	2	2	2	2
	Mt Alexander	Ascot Vale to Keneway	West	2P/BP/Clearway	2		0	0	0	1	1	1	1	2	2	2	2	2	2	2	1
	Mt Alexander	Ascot Vale to Keneway	West	5P/Taxi Zone/Clearway	3		2	2	2	2	2	2	2	2	3	3	3	3	3	3	2
	Mt Alexander	Ascot Vale to Keneway	West	2P/BP/Clearway	4		2	1	0	1	2	3	4	4	4	4	4	4	3	3	1
	Mt Alexander	Ascot Vale to Keneway	West	P30min/BP/Clearway	3		0	0	0	1	2	2	2	2	3	3	3	3	3	3	2
	Mt Alexander	Ascot Vale to Keneway	West	2P/BP/Clearway	1		0	0	0	0	0	0	0	0	0	1	1	1	1	1	0
	Mt Alexander	Ascot Vale to Keneway	West	Loading Zone/BP/Clearway	1		0	0	0	0	0	0	0	0	0	1	1	1	1	1	0
	Mt Alexander	Keneway to pedi crossing	West	Loading Zone/BP/Clearway	1		0	0	0	0	0	0	0	0	0	0	0	1	1	1	0
	Mt Alexander	Keneway to pedi crossing	West	2P/BP/Clearway	2		0	1	2	1	0	1	2	1	1	0	0	1	2	2	1
	Mt Alexander	Ped crossing to Addison	West	2P/BP/Clearway	5		3	4	5	5	5	4	3	2	1	1	0	3	5	4	2

Client	AECOM
Location	Moonee Ponds - Off Street Parking
Survey Time	Fri, 18th October 2013 7am - 10pm
Description	Parking Occupancy Survey

Area	Car Park	Restriction	Supply	Parking Occupancy															
				7am	8am	9am	10am	11am	12pm	1pm	2pm	3pm	4pm	5pm	6pm	7pm	8pm	9pm	
2A	Woolworths	2P (7am-6pm Mon-Sat)	241	17	44	128	222	241	241	241	241	208	238	236	189	187	188	187	
19	Penny Lane	Disabled	3	0	0	0	1	1	1	1	2	2	1	1	0	0	0	0	
		Ticket (24/7)	476	21	102	262	322	330	339	335	339	312	286	120	43	32	27	25	
1	Kmart/Aldi	Basement 3P (6.30am-7pm 7 days)	252	1	4	67	212	241	222	231	238	210	148	111	38	20	9	7	
		Ground 3P (6.30am-7pm 7 days)	168	5	31	165	164	163	165	164	165	165	163	141	94	86	82	48	
		Ground Disabled	9	0	0	5	8	7	6	5	5	5	4	3	3	3	0	1	
24	Health Clinic	Ticket (24/7)	28	1	6	16	21	20	23	23	25	24	24	11	8	7	27	27	
22	Medical Imaging	Staff & Patrons Only	18	0	3	18	14	16	14	16	16	16	15	3	0	0	0	0	
4	Alexandra Dean McPherson	Unrestricted	96	1	8	81	94	96	97	95	96	91	83	61	37	31	37	26	
23	Health Centre	Doctor only	5	0	1	1	2	2	4	3	4	4	4	4	3	1	0	0	
		Disabled	4	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	
		Ticket	45	0	10	26	23	24	28	25	30	29	24	11	10	2	0	0	
21	KFC	1/2P (9am-10pm Mon-Sat)	23	4	4	7	15	17	21	21	21	22	20	18	9	12	15	14	
		Disabled	1	0	0	0	1	0	1	1	1	0	0	0	0	0	0	0	
7	Moonee Ponds Central	Underground Disabled	12	3	1	5	10	11	12	12	12	10	10	12	6	2	1	0	
		Underground 5min	2	1	0	1	0	0	0	0	1	1	1	1	0	1	1	0	
		Underground 2P (7am-6pm Mon-Sun)	169	19	40	88	164	164	169	169	169	127	144	121	118	107	76	48	
		Roof Top - 3P	146	3	10	35	51	92	91	75	61	40	36	27	18	8	4	1	
		Roof Top - Permit	54	6	10	14	18	21	20	16	20	17	13	10	7	5	2	2	
12	Hall Street	Disabled	3	0	1	2	3	3	3	3	2	3	3	1	1	1	1	1	
		2P (9am-6pm Mon-Sat)	48	7	17	37	45	45	45	45	45	34	39	27	35	34	29	17	
14	Shater Street	Disabled	2	0	0	0	0	2	2	2	2	2	0	1	0	0	0	0	
		2P (9am-6pm Mon-Sat)	81	9	14	70	81	81	81	81	81	52	60	39	25	23	14	12	
28	Woolworths	1.5P	52	14	15	27	50	51	48	49	49	39	52	45	38	23	21	15	
		Permit	19	12	13	13	11	12	9	9	10	5	5	3	1	1	1	2	
13	Milfay/Holmes	2P	26	2	0	12	25	21	18	24	22	17	16	10	14	13	5	5	
		Disabled	2	0	0	0	1	1	0	0	0	0	0	0	0	1	1	0	
7A	Sydenham	Ticket	55	3	9	30	31	38	36	37	26	22	17	12	7	10	6	4	
		Disabled	2	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	
		Smart Car	2	0	0	0	0	0	0	0	1	1	1	1	1	1	0	0	
7B	Sydenham	Private	12	3	5	6	6	8	8	7	6	5	4	1	2	2	1	1	
20	Train Commuter Parking	Train Commuters Only	102	97	102	102	101	102	102	100	92	88	85	59	32	35	34	28	
		Disabled	2	1	0	0	0	1	1	1	2	2	2	1	1	0	0	0	
3	Ticket	Ticket	237	9	72	184	192	214	226	216	175	160	36	27	18	0	0	0	closes 7pm
		Disabled	2	0	0	0	1	1	1	1	1	1	1	0	0	0	0	0	closes 7pm
27	Park	4P	47	4	7	25	24	43	42	39	40	35	30	11	5	6	5	8	
15A	Homer (north)	Permit	38	15	21	21	21	23	28	25	33	16	12	12	15	14	14	14	
		Police Vehicles	6	1	2	0	1	1	3	4	2	2	2	2	2	2	4	4	
		2P	2	0	1	0	2	2	2	2	2	2	2	1	2	2	2	2	
15B	Homer (south)	2P	29	9	19	21	27	29	29	27	27	26	25	16	6	14	28	29	
16	Kellaway	1/2P	1	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	
		Disabled	1	0	0	0	0	0	0	1	1	1	1	0	0	0	0	0	
		Bus Zone	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	
		1/2P	7	1	4	6	3	4	7	5	4	3	2	1	1	0	0	0	
		Permit	1	1	0	0	0	1	1	1	1	1	1	1	1	1	0	0	
17	Pascoe Vale	Disabled	1	0	0	0	0	0	1	1	0	1	1	0	0	0	0	0	
		Permit(north side)	7	1	1	4	2	4	3	6	3	3	4	2	0	0	0	1	
		Car Pool Vehicles	2	0	0	1	1	1	1	0	2	2	2	1	0	0	0	0	
		Loading	1	0	1	0	0	1	0	1	1	1	0	0	0	0	0	0	
		Permit(south side)	8	0	3	4	5	5	5	6	4	4	5	1	1	1	1	0	
18	Pascoe Vale	Permit	32	3	9	10	9	18	10	11	31	25	22	5	3	3	4	3	
		2P	2	0	1	2	2	2	2	2	2	2	2	0	0	1	1	1	
		1P	25	11	23	25	25	25	25	25	25	22	21	3	2	2	1	0	
		Disabled	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	

Client	AECOM
Location	Moonee Ponds - Off Street Parking
Survey Time	Sat, 19th October 2013 7am - 10pm
Description	Parking Occupancy Survey

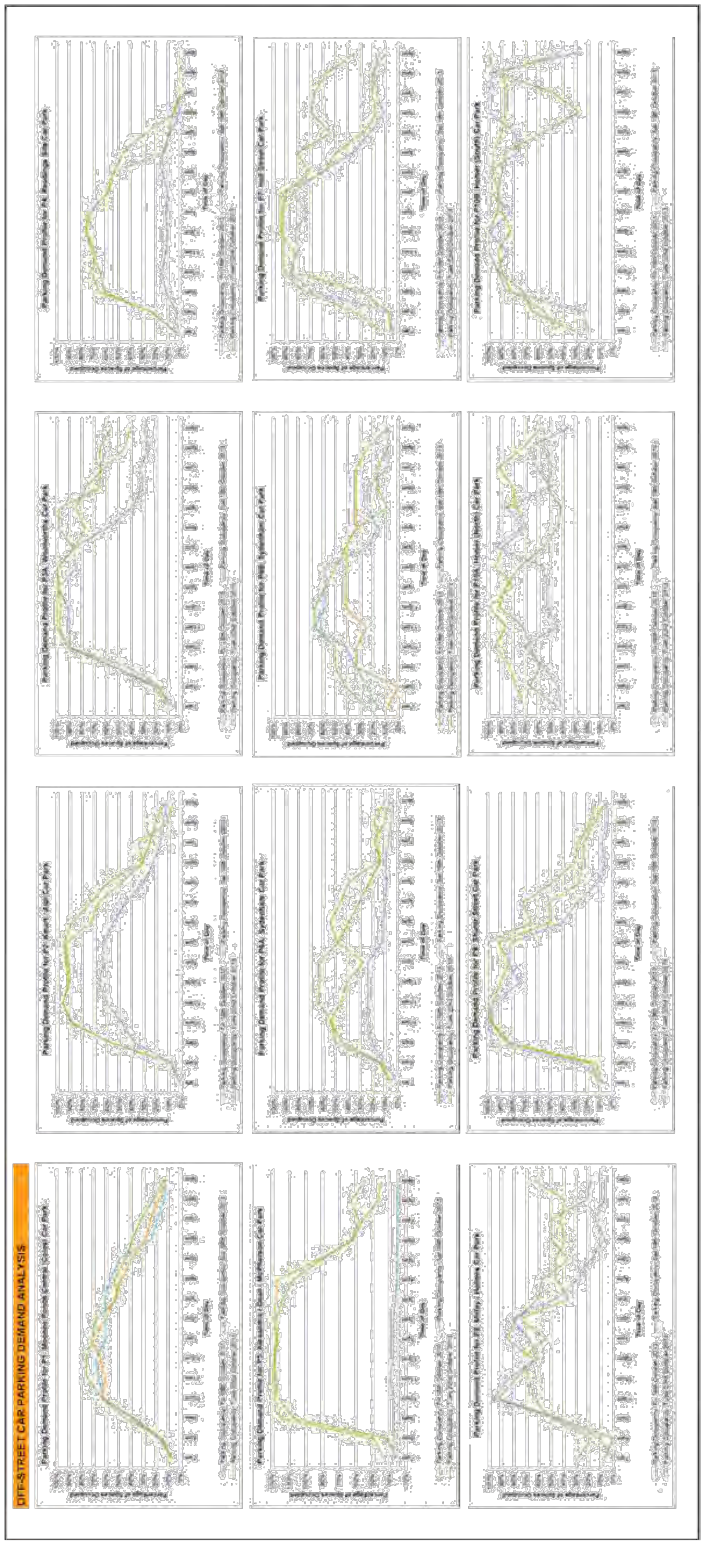
Area	Car Park	Restriction	Supply	Parking Occupancy														
				7am	8am	9am	10am	11am	12pm	1pm	2pm	3pm	4pm	5pm	6pm	7pm	8pm	9pm
2A	Woolworths	2P (7am-6pm Mon-Sat)	241	25	51	130	216	217	220	239	204	210	141	96	74	79	63	70
19	Penny Lane	Disabled	3	0	0	0	0	1	2	2	2	1	1	1	0	0	0	0
		Ticket (24/7)	376	12	67	296	365	340	351	373	306	332	164	47	19	14	16	19
1	Kmart/Aldi	Basement 3P (6.30am-7pm 7 days)	252	1	3	23	37	89	114	106	98	81	44	22	5	4	3	1
		Ground 3P (6.30am-7pm 7 days)	168	3	27	131	164	163	162	159	165	151	147	103	91	65	60	48
		Ground Disabled	9	0	1	6	4	7	8	5	8	4	3	5	2	2	0	0
24	Health Clinic	Ticket (24/7)	28	0	0	0	0	4	6	6	3	4	4	3	3	10	24	20
22	Medical Imaging	Staff & Patrons Only	14	0	0	8	11	12	11	6	2	0	0	0	0	0	0	0
4	Alexandra Dean McPherson	Unrestricted	16	3	3	3	3	6	4	4	4	2	1	1	0	0	0	0
23	Health Centre	Doctor only	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Disabled	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
		Ticket	45	0	15	13	14	10	9	7	0	0	0	0	0	0	0	0
21	KFC	1/2P (9am-10pm Mon-Sat)	23	0	4	14	11	13	12	11	13	12	6	10	7	10	8	9
		Disabled	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1	Coles	Underground Disabled	12	0	4	10	12	9	6	5	9	11	2	2	4	1	1	2
		Underground 5min	4	0	1	0	2	2	0	1	1	1	1	1	0	0	0	0
		Underground 2P (7am-6pm Mon-Sun)	169	17	46	107	162	165	161	157	156	167	169	166	73	65	45	42
		Roof Top - 3P	146	3	11	23	50	63	75	52	50	44	33	15	7	2	2	2
		Roof Top - Permit	64	5	8	11	12	15	19	16	14	12	11	6	6	4	2	2
12	Hall Street	Disabled	3	1	1	2	3	3	2	1	1	3	1	1	0	0	0	0
		2P (9am-6pm Mon-Sat)	91	1	3	34	42	39	41	37	43	29	18	11	6	9	10	8
14	Shuter Street	Disabled	2	0	0	2	2	2	1	2	1	1	1	1	0	0	1	0
		2P (9am-6pm Mon-Sat)	81	5	21	78	81	78	61	67	67	32	23	8	5	7	3	4
28	Woolworths	1.5P	52	6	11	26	52	51	41	51	50	50	28	27	27	19	11	7
		Permit	15	8	9	9	13	6	5	8	10	5	2	1	1	1	1	1
13	Milfay/Holmes	2P	26	0	3	13	25	24	17	19	23	11	7	5	2	4	2	2
		Disabled	2	0	0	0	2	0	0	0	0	2	1	0	0	0	0	0
76	Sydenham	Ticket	55	0	7	12	15	14	14	14	7	7	6	5	6	4	3	2
		Disabled	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Smart Car	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
78	Sydenham	Private	12	2	3	4	5	8	7	7	7	3	2	3	3	1	1	1
20	Train Commuter Parking	Train Commuters Only	102	30	61	102	102	102	100	99	95	91	69	40	17	23	17	15
		Disabled	2	0	0	1	0	1	1	0	1	1	1	1	0	0	0	0
3	Ticket	Ticket	397	5	9	34	46	35	32	35	31	44	44	24	2	0	0	0	closes 7pm
		Disabled	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	closes 7pm
27	Park	4P	41	9	10	13	22	34	43	43	42	40	38	26	30	42	30	28
15A	Homer (north)	Permit	28	12	14	16	21	12	14	15	14	26	21	25	14	16	20	10
		Police Vehicles	4	2	2	2	3	2	3	2	4	6	4	5	4	4	4	3
		2P	2	1	0	2	2	2	2	2	2	2	1	1	0	2	0	0
15B	Homer (south)	2P	29	6	7	25	27	25	29	24	29	29	22	23	29	29	28	8
16	Nellaway	1/2P	1	0	0	0	0	0	0	1	1	1	1	0	1	0	0	0
		Disabled	1	0	0	0	0	0	0	1	1	1	1	1	0	0	0	0
		Bus Zone	1	0	0	0	0	0	0	1	1	1	1	0	0	0	0	0
		1/2P	7	0	0	2	3	2	7	9	4	7	7	4	5	4	4	3
		Permit	1	0	0	1	1	0	0	1	0	1	0	0	0	1	0	0
17	Pascoe Vale	Disabled	1	0	0	0	0	0	0	1	0	0	0	1	1	1	1	0
		Permit(north side)	7	1	1	2	5	4	3	4	2	5	5	5	2	2	2	0
		Car Pool Vehicles	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
		Loading	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Permit(south side)	6	0	0	0	0	0	0	0	1	1	1	3	1	1	1	0
18	Pascoe Vale	Permit	33	3	3	3	3	3	2	2	2	6	3	21	4	3	3	2
		2P	2	1	1	2	2	0	0	0	0	0	2	2	2	2	2	1
		1P	25	0	10	16	22	6	4	5	5	23	20	3	6	7	6	3
		Disabled	1	1	1	1	1	0	1	0	0	1	1	1	0	0	0	0

Client	AECOM
Location	Moonee Ponds - Off Street Parking
Survey Time	Tue, 22nd October 2013 7am - 10pm
Description	Parking Occupancy Survey

Area	Car Park	Restriction	Supply	Parking Occupancy														
				7am	8am	9am	10am	11am	12pm	1pm	2pm	3pm	4pm	5pm	6pm	7pm	8pm	9pm
2A	Woolworths	2P (7am-6pm Mon-Sat)	261	25	40	102	218	236	234	238	240	206	187	204	186	150	109	98
19	Penny Lane	Disabled	3	0	0	0	0	1	1	2	2	2	1	1	0	0	0	0
		Ticket (24/7)	376	143	295	364	368	370	373	371	360	326	218	99	48	27	28	27
1	Kmart/Aldi	Basement 3P (6.30am-7pm 7 days)	252	1	6	71	209	230	215	222	234	143	117	67	28	14	7	3
		Ground 3P (6.30am-7pm 7 days)	168	4	30	162	165	163	165	163	163	166	164	137	100	132	42	27
		Ground Disabled	9	0	0	7	4	8	7	7	4	5	6	3	2	2	0	0
24	Health Clinic	Ticket (24/7)	28	2	10	19	22	24	24	28	28	24	21	13	4	3	2	1
22	Medical Imaging	Staff & Patrons Only	13	0	2	15	14	16	17	16	12	15	15	2	2	2	1	0
4	Alexandra Dean McPherson	Unrestricted	60	11	19	92	97	98	98	96	98	96	95	64	36	28	16	13
23	Health Centre	Doctor only	5	0	2	3	5	5	4	3	3	3	3	1	1	1	1	1
		Disabled	1	0	0	0	1	0	1	0	0	0	1	0	0	0	0	1
		Ticket	45	0	13	27	39	38	39	31	43	40	30	25	21	13	5	0
21	KFC	1/2P (9am-8pm Mon-Sat)	23	7	12	16	17	20	19	18	20	15	19	13	13	14	12	9
		Disabled	1	0	1	0	0	1	1	1	1	0	0	0	0	0	0	1
1	Coles	Underground Disabled	12	0	1	7	11	9	10	10	9	10	8	6	4	2	2	3
		Underground 5min	2	0	1	0	0	1	2	0	0	1	1	2	0	0	0	0
		Underground 2P (7am-6pm Mon-Sun)	169	21	36	113	162	164	161	166	156	147	135	123	92	87	64	40
		Roof Top - 3P	146	2	6	37	40	41	53	82	46	31	28	12	4	4	1	0
		Roof Top - Permit	54	4	11	15	21	20	21	17	19	16	11	9	7	1	0	1
12	Hall Street	Disabled	3	1	1	1	0	2	3	3	3	1	1	1	1	1	1	1
		2P (9am-6pm Mon-Sat)	49	2	3	14	44	41	46	46	46	30	25	13	8	10	10	4
14	Shuter Street	Disabled	2	0	0	0	1	2	1	1	1	1	0	0	0	0	0	0
		2P (9am-6pm Mon-Sat)	91	7	11	68	79	78	74	68	75	41	42	22	20	19	12	5
2B	Woolworths	1.5P	53	12	13	24	47	49	50	51	52	50	40	31	24	26	16	17
		Permit	15	11	12	12	15	15	12	15	10	13	4	1	1	0	0	0
13	Milfay/Holmes	2P	16	8	4	13	18	19	21	15	19	10	13	13	11	12	11	18
		Disabled	2	0	1	1	0	0	0	0	2	0	0	0	0	0	0	0
7A	Sydenham	Ticket	55	3	8	25	31	27	24	16	28	32	27	23	9	9	11	6
		Disabled	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
		Smart Car	2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0
7B	Sydenham	Private	12	1	0	4	4	3	5	5	5	5	4	4	4	4	3	1
20	Train Commuter Parking	Train Commuters Only	102	93	91	95	100	100	102	97	98	93	71	52	39	33	17	16
		Disabled	2	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0
3	Ticket	Ticket	297	13	68	195	215	205	227	225	173	161	138	83	12	0	0	0 closes 7pm
		Disabled	5	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0 closes 7pm
27	Park	4P	43	5	11	40	41	41	36	32	33	24	17	9	12	20	18	16
15A	Homer (north)	Permit	28	23	24	24	26	24	28	22	26	24	18	20	24	28	20	18
		Police Vehicles	6	1	2	4	6	5	6	5	6	6	5	6	3	3	4	2
		2P	6	2	2	2	2	2	2	2	2	2	2	2	2	2	2	1
15B	Homer (south)	2P	29	13	16	24	26	27	24	26	27	28	28	26	25	25	26	12
16	Kellaway	1/2P	1	0	0	0	0	1	0	0	0	0	1	1	1	0	0	0
		Disabled	1	0	0	1	1	0	1	0	1	0	0	0	0	1	0	0
		Bus Zone	1	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0
		1/2P	7	0	0	2	4	5	2	4	1	1	1	3	6	6	5	3
		Permit	1	0	0	0	1	1	1	1	0	1	0	0	0	1	1	1
17	Pascoe Vale	Disabled	1	0	0	0	1	1	0	0	1	1	0	0	0	0	0	0
		Permit(north side)	3	1	2	2	3	2	2	3	3	5	3	4	6	5	4	3
		Car Pool Vehicles	2	1	1	1	2	0	0	2	2	2	1	1	0	0	2	2
		Loading	1	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
		Permit(south side)	8	1	2	3	4	7	7	8	4	5	6	4	4	3	3	2
18	Pascoe Vale	Permit	32	3	10	8	11	16	13	18	14	15	17	15	9	15	12	9
		2P	2	0	2	2	2	2	2	2	2	2	1	2	2	2	1	1
		1P	25	7	25	25	25	25	13	21	25	24	21	8	12	25	15	8
		Disabled	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Appendix E

Off-Street Car Parking Demand Analysis


OFF-STREET CAR PARKING DEMAND ANALYSIS

OFF-STREET CAR PARKING DEMAND ANALYSIS

Appendix F

MPAC Community Survey Feedback

Appendix F MPAC Community Survey Feedback

Community input is seen as one of the most important elements in the development of this PP. Accordingly community participation has been sought as follows:

- Interview surveys undertaken with patrons on the day of the parking surveys
- Questionnaire surveys were sent by MVCC to local residents and businesses.

The key findings from the above surveys are presented in this appendix.

Local Patron Surveys

Perceived duration of stay

Figure 36 to Figure 38 summarise the perceived duration of stay of visitors to MPAC surveyed on each of the respective days.

As shown the respondents over the surveyed three days all had similar perceptions of duration of stay with approximately 60% of respondents expected to stay in MPAC for less than one hour and 79% of respondents expecting to stay less than 2 hours.

Figure 36 Perceived duration of stay in parking space – Friday 18th October 2013

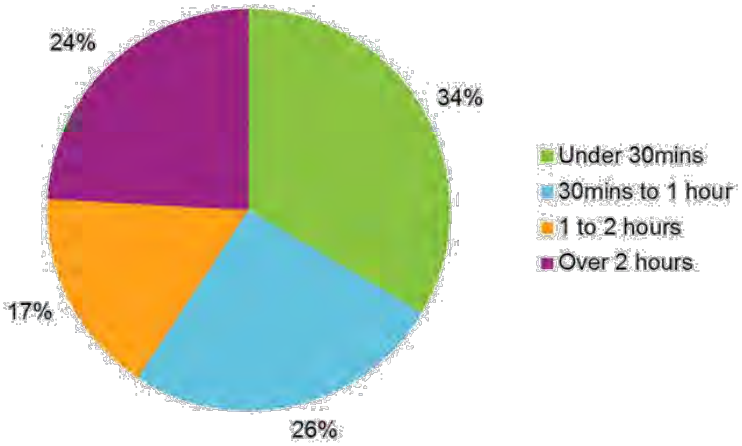


Figure 37 Perceived duration of stay in parking space – Saturday 19th October 2013

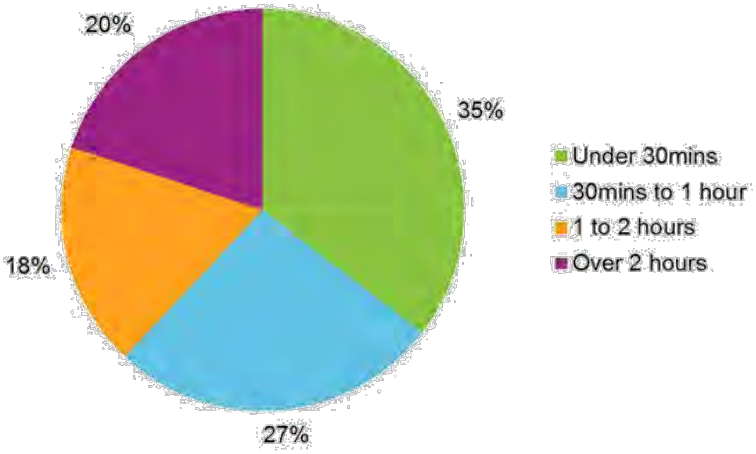
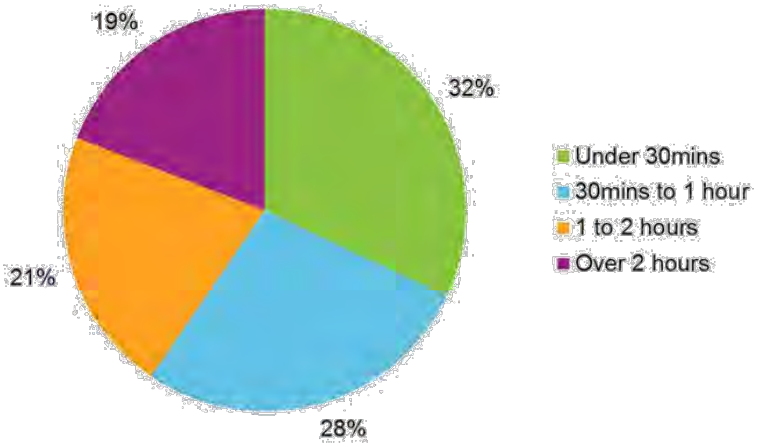


Figure 38 Perceived duration of stay in parking space – Tuesday 22nd October 2013



Purpose of visit to MPAC

Figure 39 to Figure 41 summarise the purpose of the patrons visit to MPAC. As shown the main purpose of visitors to MPAC is to shop. As to be expected the number of people visiting MPAC to work drops by approximately half on the weekend with the proportion of shoppers increasing.

Figure 39 Purpose of visit to MPAC – Friday 18th October 2013

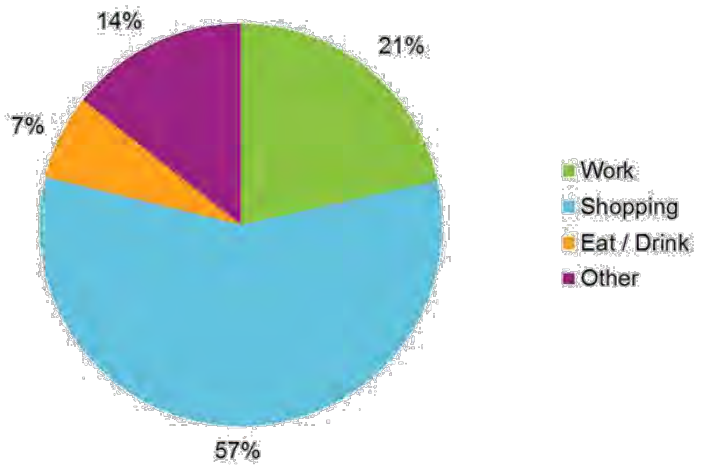


Figure 40 Purpose of visit to MPAC – Saturday 19th October 2013

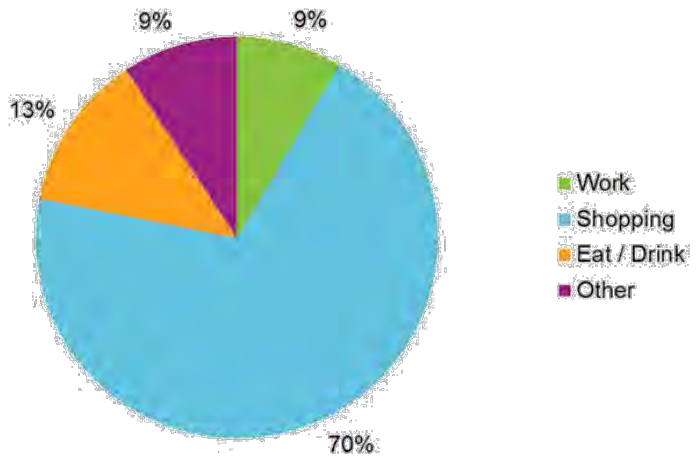
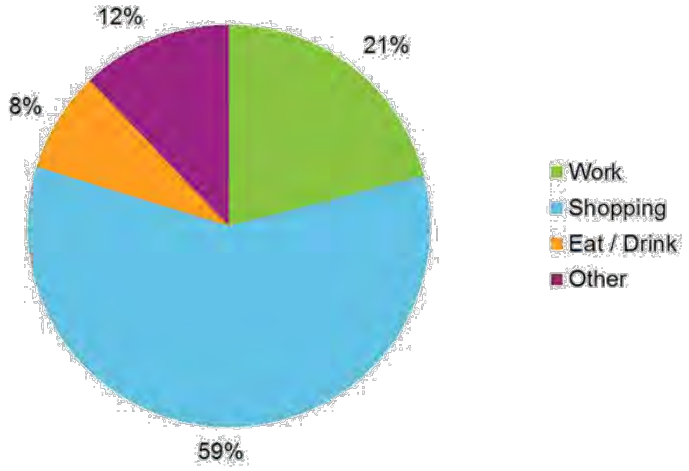


Figure 41 Purpose of visit to MPAC – Tuesday 22nd October 2013



Primary land use destination in MPAC

Figure 42 to Figure 44 summarise the primary land uses visited by the respondents visit to MPAC. As shown the majority of visitors to MPAC are intending to shop at one of the main supermarkets. The weekdays show a high proportion of office workers.

Figure 42 Primary land use destination in MPAC – Friday 18th October 2013

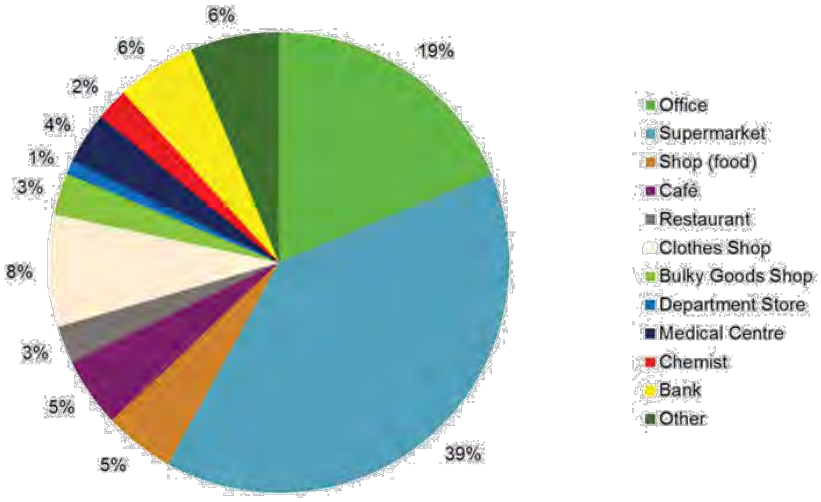


Figure 43 Primary land use destination in MPAC – Saturday 19th October 2013

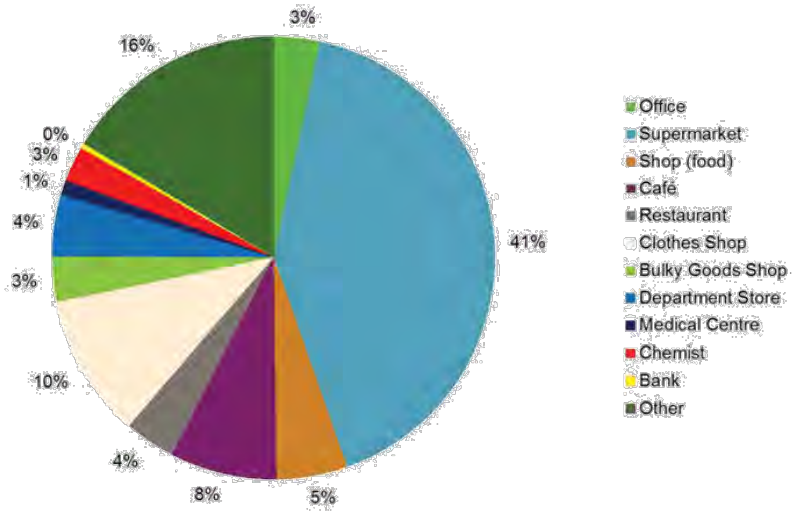
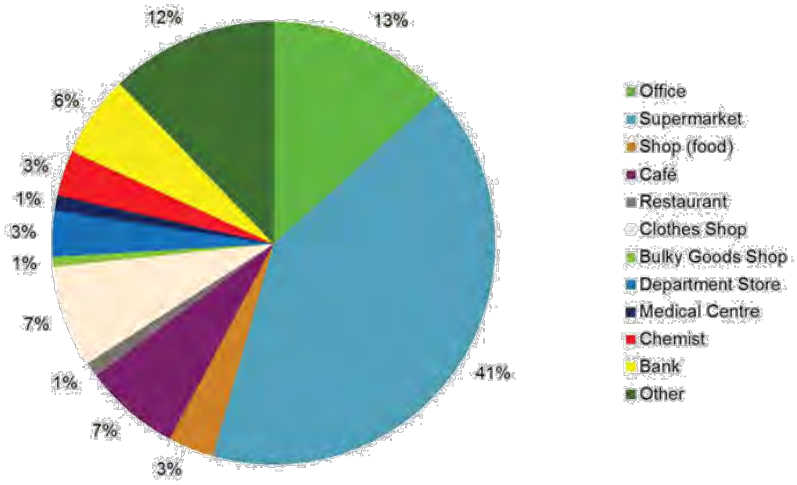


Figure 44 Primary land use destination in MPAC – Tuesday 22nd October 2013



Perceived duration of stay comparison to purpose of visit to MPAC

Figure 45 to Figure 47 summarise the perceived duration of stay by the responder's purpose of visit to MPAC. The following trends have been identified:

- The vast majority of those coming to shop in MPAC park their car for less than two hours (94% of responders on average had a perceived duration of stay of this over the three surveyed days).
- Those working in MPAC wish to park for over two hours which is to be expected.
- Those eating/drinking in MPAC provided a mix response with regards to duration of stay.

Figure 45 Perceived duration of stay against purpose of visit to MPAC – Friday 18th October 2013

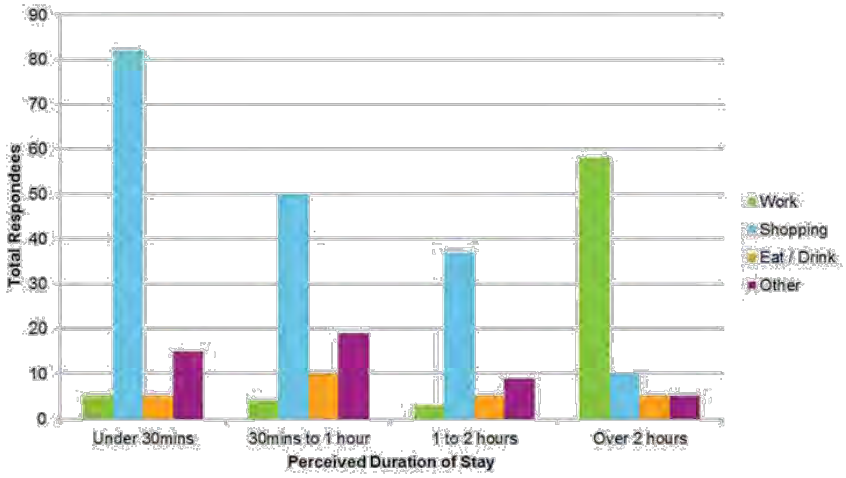


Figure 46 Perceived duration of stay against purpose of visit to MPAC – Saturday 19th October 2013

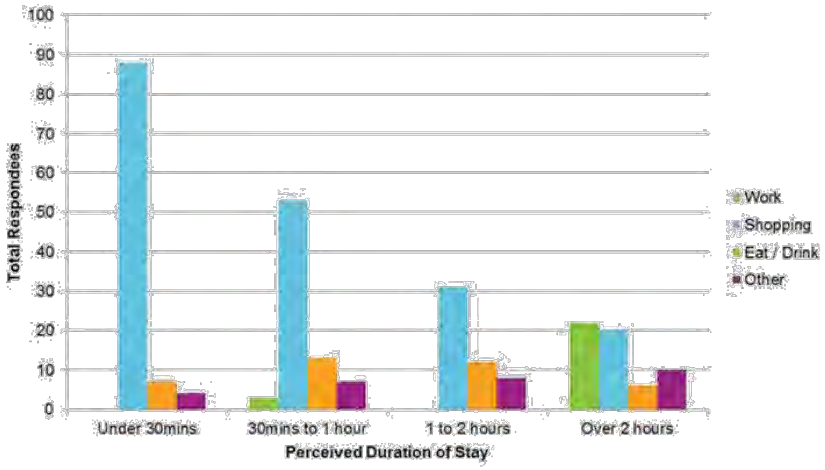
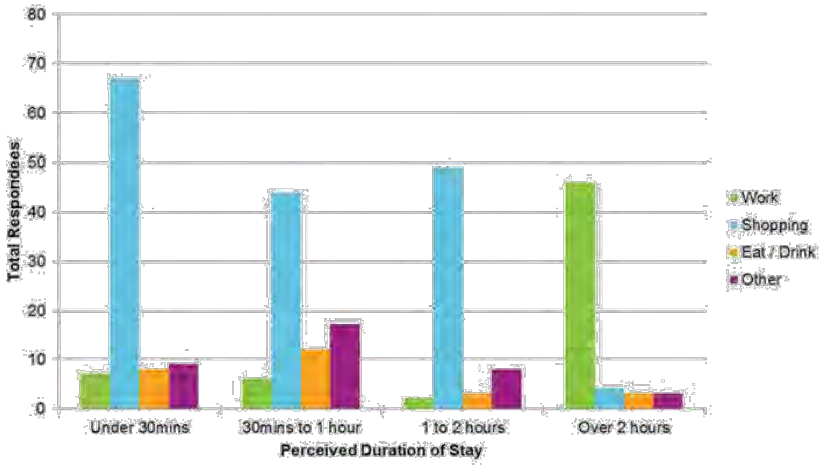
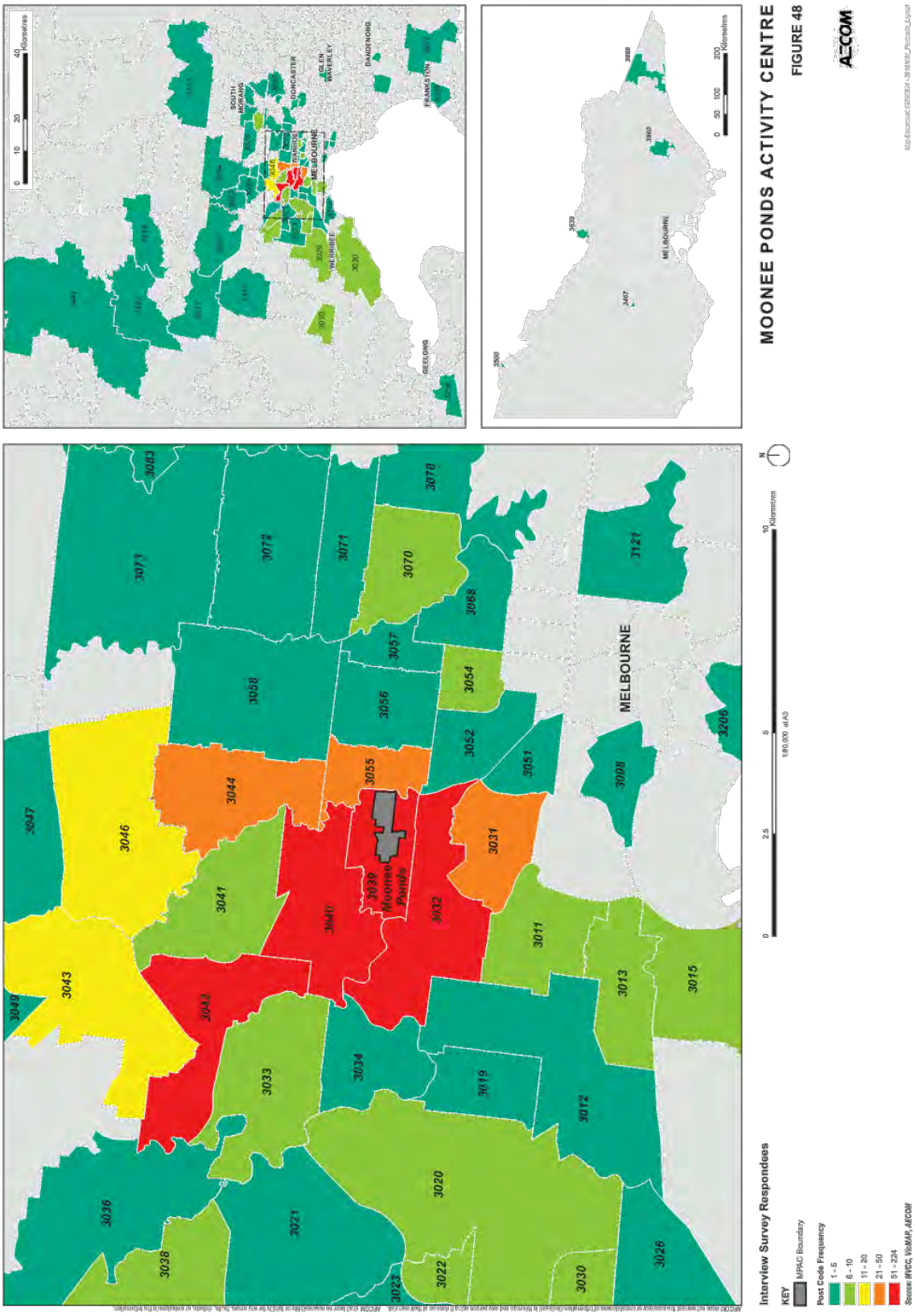


Figure 47 Perceived duration of stay against purpose of visit to MPAC – Tuesday 22nd October 2013




MOONEE PONDS ACTIVITY CENTRE
FIGURE 48
AECOM
Interview Survey Respondees
KEY
MPAC Boundary
Post Code Frequency
1 - 5
6 - 10
11 - 20
21 - 50
51 - 224
Source: MVCC, VicMAP, AECOM
MELBOURNE
Moonee Ponds
3039
3032
3041
3040
3055
3056
3057
3058
3068
3070
3071
3072
3073
3078
3083
3054
3052
3051
3031
3011
3013
3015
3008
3121
3204
3044
3046
3047
3043
3049
3042
3033
3034
3019
3012
3020
3021
3022
3023
3030
3026
3036
3038
0 2.5 5 10 Kilometres
1:80,000 at A3
N
0 10 20 40 Kilometres
GEELONG
FRANKSTON
DANDENONG
GLEN WAVERLEY
MELBOURNE
MARIBYRNONG
DONCASTER
SOUTH MORAN
WELBOURNE
3000
3207
3888
3860
3939
2407
2500
0 50 100 200 Kilometres

Local Business Surveys

Overview

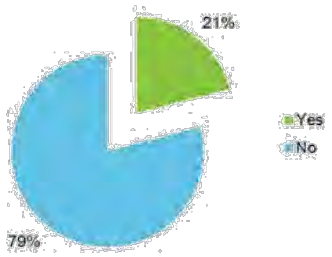
MVCC posted surveys to local business and retail premises located within and in the vicinity of MPAC in October 2013 to gain information and views on car parking. A variety of questions were asked including, the type of business, adequacy of car parking and future car parking funding. A copy of the questionnaire is provided in Appendix G.

There were 66 responses to the survey; the location of those is shown in Figure 53. An overview of the place of residence of those working in MPAC from the businesses surveyed is shown in Figure 54.

Business Survey Analysis

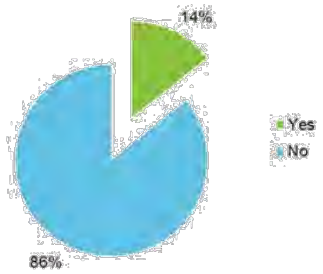
A main issue asked in the survey was the adequacy of parking. The local businesses in MPAC were asked whether they believed the parking provided by their business was adequate for their staff and customers. Figure 49 shows that a high number of respondents, 79%, thought that parking was insufficient to cater for staff and customers. The majority of these responders were located on Puckle Street (26%) and Mt Alexander Road (15%).

Figure 49 Is the parking provided by your business adequate for both your staff and customers?



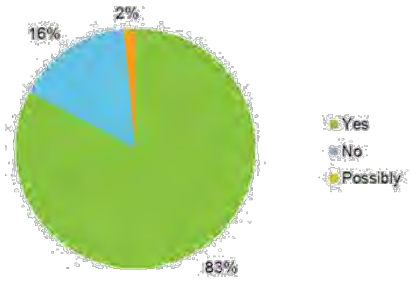
The local businesses were asked whether they thought the number of public car parking spaces provided in MPAC were adequate. Figure 50 shows that 86% of the respondents believed the availability of public car parking within MPAC was not adequate, a slightly higher percentage than those who thought their businesses parking was inadequate.

Figure 50 Do you think the number of public parking spaces provided in MPAC is adequate?



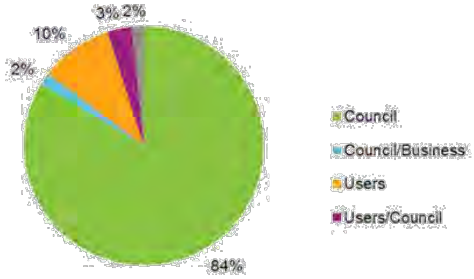
The local businesses were asked if there was a need for further parking in MPAC. Figure 51 shows that the vast majority of responders, 83%, believe there is a need for further parking provisions in MPAC.

Figure 51 Is there a need for further parking car parking in MPAC?



The local businesses were asked who should be financially responsible for the provision of further parking in MPAC. Figure 52 shows that the vast majority of responders, 84%, believe Council should fund additional car parking in MPAC, with only 10% stating users. Only a very small number of local businesses, 2%, stated that (with Council) they should fund additional parking.

Figure 52 Who should pay for additional car parking?



Business Survey Feedback

As part the survey the local businesses were given the opportunity to provide comments with regards to car parking in the area and any suggestions to improve sustainable modes of travel to and from MPAC.

Parking Issues

The following car parking issues were expressed by local businesses who responded to the survey:

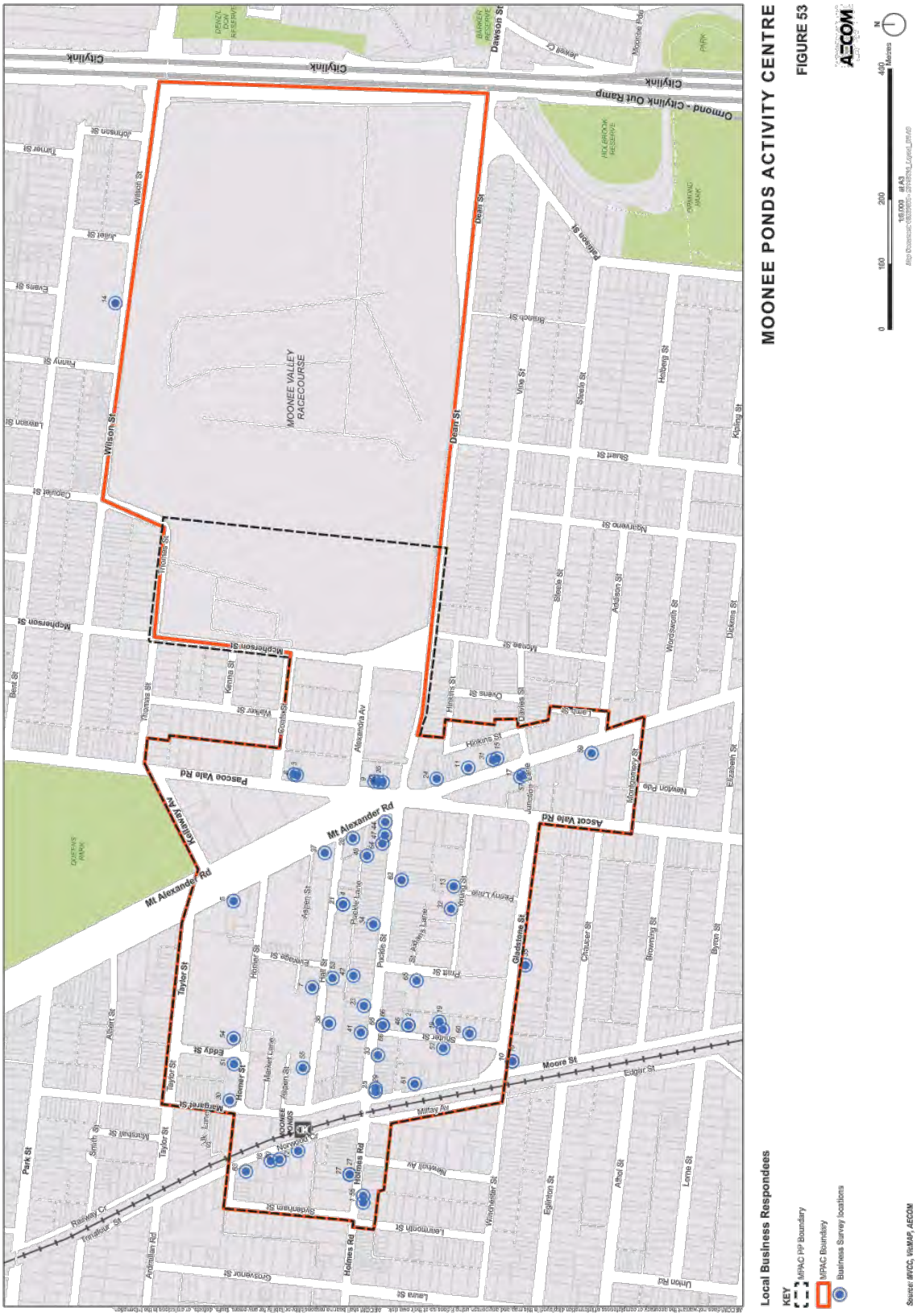
- Many visitors/clients complain to businesses about lack of parking.
- Longer stay parking (staff and visitors/customers to MPAC).
- Review of 2P and 1P parking restrictions.
- Metered parking prices to high (for example. Alexandra Avenue).
- Better way finding signage to car parks. LED parking availability sign on Mt Alexander Road.
- Further utilisation of large car parks in the evening such as 'secure parking areas' on Gladstone Street and Foxtel private car park could be of benefit to the area.
- Young Street parking perceived to be used by workers and therefore unavailable for visitors/clients.
- School staff find parking in Puckle Street precinct difficult at lunchtimes so they generally avoid it and head to Brunswick.

- Parking around school is difficult during pick up/drop off times.
- Request for parking permits for staff (a concern at the removal of car parking permits, especially low wage businesses, such as Shuter Street Occasional Care).
- The local staff do not want to pay for parking and therefore park in the time restricted spaces on-street (moving their cars every couple of hours to avoid fines).
- Too many permit and meter (also too expensive) parking spaces.
- Client complaints due to parking restrictions resulting in fines, therefore repeat business effected in MPAC.
- Puckle Street parking on a Sunday is difficult as a number of staff from retail stores park all day in the street as there no parking restrictions on a Sunday, therefore customers cannot park.
- Parking restrictions are too strict.
- Commuter parking in on-street spaces is a perceived problem.

Sustainable Mode Improvements

The following sustainable mode improvements were expressed by local businesses who responded to the survey:

- Laneway between Shuter Street car park and Moore Street needs to be safer and lit by street lights at night.
- A pedestrian crossing behind the Library or Clock Tower.
- Add a 'Melbourne Bike Share' setup.
- Greater frequency of tram timetable.
- Improved cycle lanes on Mt Alexander Road.
- Public transport costs cheaper for shorter travel distances.
- Safer places for parking bicycles.
- Have all buses travel through the bus interchange.


MOONEE PONDS ACTIVITY CENTRE
FIGURE 53
AECOM
Local Business Respondees
KEY
MPAC PP Boundary
MPAC Boundary
Business Survey locations
Source: MVCC, VicMAP, AECOM
MOONEE VALLEY RACECOURSE
Citylink
Citylink Out Ramp
Dawson St
Dean St
Wilson St
Mt Alexander Rd
Pascoe Vale Rd
Ascot Vale Rd
Moore St
Holmes Rd
Tayler St
Eddy St
Park St
Kelleway Av
Alexandra Av
Gladstone St
Chauser St
Brewing St
Byron St
Wordsworth St
Dickens St
Elizabeth St
Kipling St
Holberg St
Vine St
Steele St
Andrew St
Blake St
Mcpherson St
Bent St
Albert St
Smith St
Taylor St
Ardmillan Rd
Railway Cr
Tomlinson St
Grosvenor St
Laura St
Union Rd
Alfred St
Lane St
Edgar St
Eglinton St
Winchester St
Newton Pde
Montgomery St
Hopkins St
Queens St
Moonee Ponds Creek
Moonee Pde
Jewell Cr
Dawson Reserve
Holbrook Reserve
Dog Exercise Area
Cricket Pitch
Playground
Tennis Courts
Skate Park
Toilets
Moonee Ponds Station
Moonee Ponds Shopping Centre
Mt Alexander Shopping Centre
Ascot Vale Shopping Centre
Footscray Shopping Centre
Flemington Shopping Centre
Kensington Shopping Centre
Parkville Shopping Centre
Carlton Shopping Centre
Melbourne Shopping Centre
Fitzroy Shopping Centre
Collingwood Shopping Centre
Richmond Shopping Centre
Prahran Shopping Centre
Toorak Shopping Centre
Malvern Shopping Centre
Glenferrie Shopping Centre
Hawthorn Shopping Centre
Kew Shopping Centre
Camberwell Shopping Centre
Box Hill Shopping Centre
Doncaster Shopping Centre
Eastland Shopping Centre
Ringwood Shopping Centre
Knox City Shopping Centre
Chadstone Shopping Centre
Oakleigh Shopping Centre
Moorabbin Shopping Centre
Bentleigh Shopping Centre
Brighton Shopping Centre
Sandringham Shopping Centre
Hampton Shopping Centre
Cheltenham Shopping Centre
Mentone Shopping Centre
Frankston Shopping Centre
Dandenong Shopping Centre
Springvale Shopping Centre
Bayswater Shopping Centre
Lilydale Shopping Centre
Belgrave Shopping Centre
Ferntree Gully Shopping Centre
Boronia Shopping Centre
Bayswater Shopping Centre
Knox City Shopping Centre
Eastland Shopping Centre
Doncaster Shopping Centre
Box Hill Shopping Centre
Camberwell Shopping Centre
Kew Shopping Centre
Hawthorn Shopping Centre
Glenferrie Shopping Centre
Malvern Shopping Centre
Toorak Shopping Centre
Prahran Shopping Centre
Melbourne Shopping Centre
Carlton Shopping Centre
Parkville Shopping Centre
Kensington Shopping Centre
Flemington Shopping Centre
Footscray Shopping Centre
Ascot Vale Shopping Centre
Mt Alexander Shopping Centre
Moonee Ponds Shopping Centre
Moonee Ponds Station
Toilets
Skate Park
Tennis Courts
Playground
Cricket Pitch
Dog Exercise Area
Holbrook Reserve
Dawson Reserve
Moonee Ponds Creek
Jewell Cr
Moonee Pde
Newton Pde
Hopkins St
Queens St
Montgomery St
Eglinton St
Winchester St
Edgar St
Union Rd
Alfred St
Lane St
Laura St
Grosvenor St
Tomlinson St
Railway Cr
Ardmillan Rd
Smith St
Albert St
Park St
Taylor St
Eddy St
Tayler St
Kelleway Av
Alexandra Av
Gladstone St
Chauser St
Brewing St
Byron St
Wordsworth St
Dickens St
Elizabeth St
Kipling St
Holberg St
Vine St
Steele St
Andrew St
Blake St
Mcpherson St
Bent St
Albert St
Smith St
Taylor St
Ardmillan Rd
Railway Cr
Tomlinson St
Grosvenor St
Laura St
Union Rd
Alfred St
Lane St
Edgar St
Eglinton St
Winchester St
Newton Pde
Montgomery St
Hopkins St
Queens St
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Holbrook Reserve
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Box Hill Shopping Centre
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Knox City Shopping Centre
Chadstone Shopping Centre
Oakleigh Shopping Centre
Moorabbin Shopping Centre
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Brighton Shopping Centre
Sandringham Shopping Centre
Hampton Shopping Centre
Cheltenham Shopping Centre
Mentone Shopping Centre
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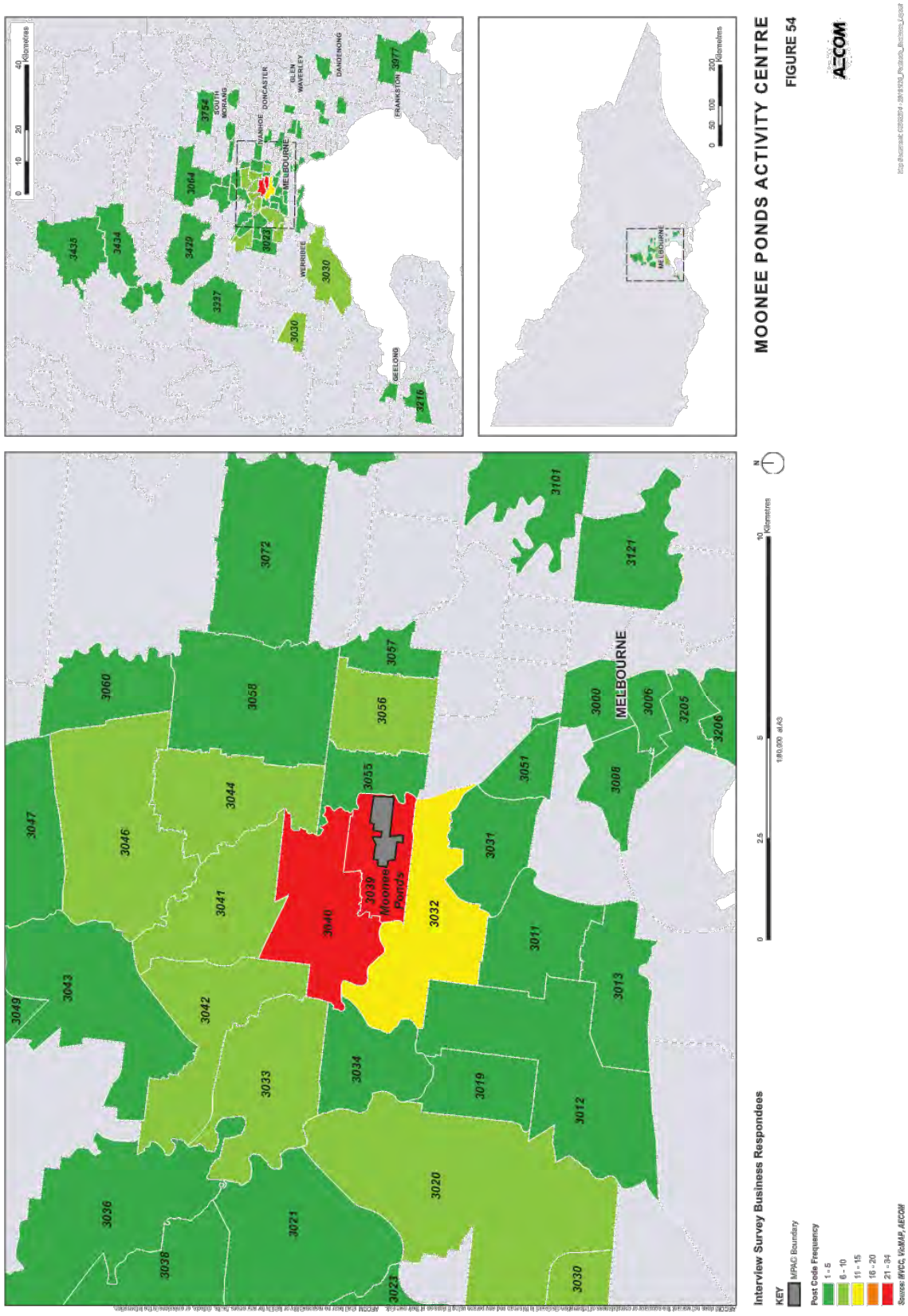
Springvale Shopping Centre
Bayswater Shopping Centre
Lilydale Shopping Centre
Belgrave Shopping Centre
Ferntree Gully Shopping Centre
Boronia Shopping Centre


Interview Survey Business Respondees
KEY
MPAC Boundary
Post Code Frequency
1 - 5
6 - 10
11 - 15
16 - 20
21 - 34
Source: MVCC, VicMAP, AECOM
Moonee Ponds
MELBOURNE
3000
3006
3205
3206
3008
3051
3031
3011
3013
3012
3019
3020
3030
3032
3039
3040
3055
3056
3057
3058
3072
3101
3121
3021
3023
3033
3034
3036
3038
3041
3042
3043
3044
3046
3047
3049
3060
0 2.5 5 10 Kilometres
1:80,000 at A3
MOONEE PONDS ACTIVITY CENTRE
FIGURE 54
AECOM
3435
3434
3429
3337
3064
3754
3025
3030
3977
3216
GEELONG
FRANKSTON
DANDENONG
WERRIBEE
MELBOURNE
0 10 20 40 Kilometres
0 50 100 200 Kilometres

Local Resident Surveys

Overview

Moonee Valley City Council posted surveys to local residents within and in the vicinity of MPAC in October 2013 to gain views on car parking. A variety of questions were asked, a copy of the questionnaire is provided in Appendix G.

There were 174 responses to the survey; the location of those is shown in Figure 57.

Resident Survey Analysis

The local residents were asked whether there was space for visitors to park. Figure 55 shows that there was space for visitors at 58% of the responders places of residence, however 42% stated that there was nowhere for visitors to park in there locality.

Additionally the residents were asked if visitor parking was a problem. Figure 56 shows that 73% of respondents believe that visitor parking is a problem in MPAC a higher percentage than those who stated that there was space for visitors to park. Only 27% responded that there was no problem with visitor parking.

Figure 55 Is there space for visitors to park?

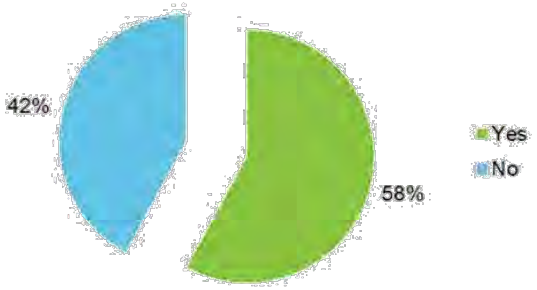
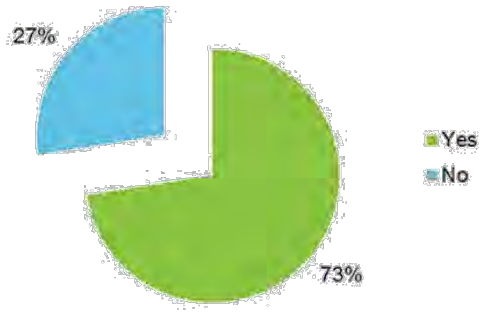


Figure 56 Is lack of visitor parking a problem?



Resident Survey Feedback

As part the survey the local residents were given the opportunity to provide comments with regards to parking issues and improving sustainable modes of travel to and from MPAC.

Car Parking Issues

The car parking issues raised by local residents are summarised in Table 38 by MPAC precinct.

It should be noted that the following is the perception of the local residents.

Table 38 Resident Feedback on Car Parking in the Area

Precinct	Resident Feedback on Car Parking in the Area
A City Place	No comments received.
B Hall/Homer	>Permit parking loss a problem, especially for visitors. >People illegally parking in other peoples spaces. >Properties without parking permits express frustration in having to move vehicles every 2hrs in order to prevent fines.
C Young	>331-333 Ascot Vale Road, the empty block that is being proposed to build on has been refused by council, it should therefore be used for additional parking. >Car parking is a problem if we are trying to get residents to shop locally. >Not enough parking spaces for apartment complexes, e.g. Mondo apartments, Queens Park apartments. >More longer term parking. >Visitors made to park at Woolworths car park quite often when they visit.
D Puckle	No comments received.
E Holmes	>More physical car parking spaces are required. The Mt Alexander Road restaurant precinct is now a ghost town due to the lack of car parking.
E Holmes (outside of MPAC boundary)	>Sydenham Street parking problems exacerbated by local Medical Centre, highlighted during winter time which brings more car users which park illegally. >Patients at Medical Centre do not use the car park as it costs $4 so they park on-street. >Commuters using the train station do use the medical centre because there are no time restrictions, so they stay all day. >Council and Metro should provide more commuter parking. >Grosvenor Street – commuters to train station park here and cause lack of parking spaces for visitors, residents significantly inconvenienced. >Grosvenor Street – parking bays marked out would be beneficial as cars park over driveway restricting access for residents in or out of properties. >Perception that residents are not all using their driveways to park vehicles. >Permits should not be given to people whom have driveways.
F Shuter	>3 bedroom apartment has been allocated only a single parking space which is deemed inadequate for user. >Parking permits for apartment owners. >Perhaps use MVRC land for parking when non-events are on. >Gladstone Road – double parking in front of garages due to lack of parking in area. Illegally parking in permit zones witnessed. >Shuter Street resident stated: Parking is a real issue in Puckle Street and Shuter Street areas. Need a 2nd level of parking on the Woolworths car park. Believes that no more 2-3 level developments can be accommodated near Puckle Street due to parking issues.
G Junction South	>Apartment residents cannot access temporary visitor permit. >Visitor parking problems as spaces taken up by residents. >More monitoring required on illegal car parking in the area. >Limited non-permit parking in area. >Permit parking areas are poorly signed. >Parking permit numbers per dwelling insufficient for some resident's needs. >Parking restrictions (e.g. 1P) do not allow enough time in Moonee Ponds to take advantage of the various amenities (for example, shop then have something to eat/drink etc.)

Precinct	Resident Feedback on Car Parking in the Area
G Junction South (outside of boundary)	>Lamb Street rarely patrolled by parking inspectors, west side of the street has 'no standing' however cars are usually parked in this area. >Need more parking spaces at the Railway Station as unable to park. >View that permit parking is generally minimising people from parking to go to local restaurants. >Better parking permit system should support local residents and their visitors. >View that weekend non-permit holders take up permit holders car parking spaces. >Parking permits made free to all. >Residents not sure of going from a 'street based' permit parking system to an 'area system'. View is that the lack of parking and enforcement currently will only make conditions worst when residents are unable to park near their own house. >Parking more difficult in evenings for residents. View is that larger resident blocks have superseded previous 2 bed houses with 1 car residents; therefore more cars are seeking on-street spaces. >Every resident should receive at least a parking/visitor permit.
H Railway	>More visitor parking permits. >More longer stay parking required (i.e. greater than 2hrs). >View that if resident did not have parking permit it would be difficult to park on Milfay Avenue.
I Dean	>Hotline required so residents can raise issues on vehicle illegally parking (e.g. non-permit and blocking access). >Maintain permit parking on Walker Street. >Lack of parking near Thomas Street.
J Racecourse (outside of MPAC boundary)	>Visitor parking (not enough permits) problems due to lack of available on-street parking areas. Especially on weekends on Dean Street. >Some residents borrow visitor permit spaces from each. >A high density residential plot on Thomas Street (x4 double story terraces) has resulted in more on-street parking (up to 8 additional cars) therefore resulting in severely limited on-street car parking. >Driveways are difficult to exit on Dean Street due to speed of road and visibility due to on-street parking / trees. >School drop off/pick difficult on Wilson Street. >Dean Street should be permit only, perception that Foxtel employees are using on-street car parking spaces. >Lack of parking at Railway Station. >Wilson Street illegal parking in permit zones, lack of enforcement. Suggested SMS service to notify/alert parking inspectors. >Bus zone near 52 Dean Street has limited on-street parking supply, possible relocation to next block.

Note: Those resident responses outside of the designated MPAC precinct boundaries have been included according to their closest related precinct as shown in the above table.

In addition to the comments on car parking, a number of local residents raised the following key points:

- New developments should provide off-street parking for residential owners before Council agrees to development.
- Residents are concerned about the redevelopment of MVRC and the impact this may have on local parking in MPAC.

Sustainable Mode Improvements

The following sustainable mode improvements were expressed by local residents who responded to the survey, by doing so they would likely be more inclined to use these modes:

- Reduction of speed limit from 50kph to 40kph on Margaret Street, Taylor Street and Homer Street would make walking and cycling safer.
- Cycling route improvements (lanes) on Mt Alexander Road and Flemington Road.
- More publicity of cycle routes.
- More off-road bicycle paths.
- Improve lighting on walking routes/streets.
- Improve Moonee Ponds Junction tram stop (make DDA compliant).
- Reduce number of tram stops to improve flow.
- Puckle Street is dangerous to cycle due to cars opening doors in path. No bicycle lane or other route provided.
- Pedestrian crossing on Mt Alexandra Road near Davies Street takes way to long, nearly 5 minutes in duration sometimes. Also crossing at main intersection of Puckle Street and Mt Alexander Road.
- Resurfacing of Moonee Ponds Junction – noisy tram movements.
- Tram route 59 overcrowded (perception due to number of multi-dwelling developments in Moonee Valley without improvement to public transport).
- Moonee Ponds Station car park requires expansion.
- Puckle Street precinct should emphasise walking as the primary mode with widened footpaths and using shared streets that prioritise pedestrians over cars.
- More public transport should interchange at Moonee Ponds Station.
- Increase availability of public transport in peak periods (more trains morning and evening rush hours).
- Improve cycle links from Moonee Ponds Station to the city link bicycle trail.
- More bicycle secure parking.
- At Montgomery Street intersection with Ascot Vale Road implement a pedestrian crossing facility.
- Undercover tram stops.
- Better parking at bus stops.
- Melbourne Bicycle Scheme.
- Bicycle racks at Moonee Ponds Station.
- Moonee Ponds Bus Interchange needs to be regularly maintained.
- Park Street difficult to cross (would like kids to walk to school but unsafe to do so).
- More connectivity of bicycle paths as there is a lack of connection making it difficult to negotiate journey.
- Level crossing at Moonee Ponds Station needs to be reviewed.
- Moonee Ponds Junction needs to be reviewed.

Comparison of Findings

A comparison of the car parking issues identified by the public in 2008 to those in 2013 show very little difference in the type of issues residents are experiencing over this five year period in MPAC.

MOONEE PONDS ACTIVITY CENTRE
FIGURE 57
AECOM
Resident Respondees
KEY
MPAC PP Boundary
MPAC Boundary
Resident Survey locations
Source: MVCC, VicMAP, AECOM
MOONEE VALLEY RACECOURSE
Citylink
Citylink Out Ramp
Mt Alexander Rd
Moore St
Dean St
Wilson St
Dawson St
Pascoe Vale Rd
Ascot Vale Rd
Kelvinway Av
Holmes Rd
Taylor St
Gladstone St
Park St
Alexandra Av
Union Rd
Alfred St
Lama St
Eglinton St
Chauser St
Byron St
Elizabeth St
Kipling St
Wordsworth St
Dickens St
Mcphersen St
Bent St
Eddy St
Margaret St
Sydenham St
Lemmonds St
Laura St
Ardmillan Rd
Grosvenor St
Railway Cr
Tomlinson St
Smith St
Marshall St
Albert St
Hemer St
Hill St
Pacific St
Puckle Lane
Young St
Perry Lane
Shuter St
Fruit St
Alleyn St
Evelyn St
Market Lane
Norwood Cr
Military Av
Edgar St
Mcrae St
Hopkins St
Hinkins St
Queens St
Davies St
Almond Lane
Montgomery St
Newton Pde
Vine St
Steele St
Heiberg St
Stuart St
Neptune St
Sherbrooke St
Andrews St
Bruce St
Brunswick St
Cobden St
Walker St
Thomas St
Kenna St
Wilson St
Johnson St
Turner St
Juliet St
Evans St
Henry St
Larson St
Cecilia St
Cecilia Cr
Dawson St
Pakenham St
Moonee Pde
Jewell Cr
Hedberg Cr
Ormond Pl
Ormond Park
Hedbrook Reserve
Dawson Reserve
Dog Park
Cricket Pitch
Tennis Courts
Moonee Ponds Station
0
100
200
400
Metres
N
Map Projection: GDA2020 – SPHERICAL Lat/Long_DMS
1:15,000 at A3

Appendix G

Questionnaires

MOONEE PONDS ACTIVITY CENTRE PARKING INTERVIEWS

Hello. We are conducting a survey on behalf of Moonee Valley City Council to assist with the Parking Strategy for Moonee Ponds Activity Centre. Do you mind if I asked you a few questions about your trip today?

Interview No.		
Time:	Location:	Initials:
1) Where did you park today?		
Name Street: Or identify on map:		
2) Roughly how long do you intend to park at this location?		
Under 30 Minutes	30 Minutes to 1 Hour	
1 to 2 Hours	Over 2 hours	
3) Which of these places is your main destination today?		
Office:	Supermarket:	Shop (food):
Pub / Bar:	Cafe:	Restaurant:
Clothes Shop:	Bulky Goods Shop: (furniture, white goods, electrical)	Department Store:
Medical Centre:	Chemist:	Dentist:
Bank:	Other (please specify):	
4) What is the main purpose of your visit to Moonee Ponds today?		
Work	Shopping	
Eat / Drink	Other (Please Specify)	
5) Which of these other places might you also visit today?		
Office:	Supermarket:	Shop (food):
Pub / Bar:	Cafe:	Restaurant:
Clothes Shop:	Bulky Goods Shop: (furniture, white goods, electrical)	Department Store:
Medical Centre:	Chemist:	Dentist:
Bank:	Other (please specify):	
6) If you are travelling to another destination within the Activity Centre today, will you dive there and park?		
Yes	No	
7) Please provide your postcode:		

MOONEE PONDS ACTIVITY CENTRE – BUSINESS QUESTIONNAIRE

The information requested as part of this questionnaire is being collated by Moonee Valley City Council to help them improve the activity centre by understanding local businesses current operations, needs, views and travel characteristics. The information provided will be used solely for this purpose.

Name:		
Address:		
Email:		
1) Please circle or specify the type of business you operate?		
Office	Supermarket	Shop (food)
Pub / Bar	Cafe	Restaurant
Clothes Shop	Bulky Goods Shop: (furniture, white goods, electrical)	Department Store
Medical Centre	Chemist	Dentist
Bank	Other (please specify)_____	

2) Please state the size of the premises (including all floor levels)?		
Measurement	**Size**	
Square metres of floor area	Office (net floor area)	
	Other Businesses (leasable floor area)	
Total number of seats for café / restaurant		

3) Please outline the total number of staff on-site during a typical day?	
Staff Category	**Number of Staff**
Full Time	
Part Time	

4) Please state where you and staff members live?	
Staff	**Suburb (postcode)**
1	
2	
3	
4	
5	

5) Please outline how many out of the total number of staff travelled to work today by one of the following modes of transport (if more than one mode please indicative mode with longest journey time / distance.	
Mode of Travel	**Number of Staff**
Car Driver	
Car Passenger	
Bus	
Train	
Walk	
Cycle	
Other	
6) If travelled by car, please outlined where they parked?	
Car Parking	**Number of Drivers**
On-site car park	
Off-site parking (leased)	
Public Parking – On-Street	
Public Parking – Off-Street	

7) Is parking currently provided, if so please state number of spaces?		
Car Parking	**Number of Spaces**	**Location/s**
Visitor Car Parking (if not provided please indicate potentially where visitors would park in locality)		
Staff Car Parking		
Staff Off-site parking – leased arrangement		
Staff - Use Public Parking		

8) Is the parking provided adequate for both your staff and customers? (please circle answer)	
Yes	No
9) Is there a need for further parking? (please circle answer)	
Yes	No

10) Who should pay for additional car parking? (please circle answer)		
Users	Council	Businesses

11) Do you think the number of public parking provided in Moonee Ponds is adequate? (please circle answer)	
Yes	No

12) Are you looking to expand your business such that more car parking is required? (please circle answer)	
Yes	No

13) What is the most number of customers you would have at any one time and what percentage of those would you estimate to drive to your business?	
Max. Number	**% who drive**

14) How long do customers/visitors on average spend on the premises?	
Time Spent	Minimum Time Spent =
	Maximum Time Spent =

15) Any additional comments on car parking in the area, perceptions, adequate information / signage to parking / suggested improvements?

_____

_____

_____

_____

_____

16) Any suggestions / views on improving sustainable modes of travel (i.e. public transport, walking and cycling)?

_____

_____

_____

_____

_____

MOONEE PONDS ACTIVITY CENTRE – RESIDENT'S QUESTIONNAIRE

The information requested as part of this questionnaire is being collated by Moonee Valley City Council to help them improve the activity centre by understanding current operations, needs, views and travel characteristics. The information provided will be used solely for this purpose.

Name:			
Address:			
Email:			
1) What type of home do you live in (please circle)?			
Separate House	Semi-detached/row or terrace house/townhouse	Flat/unit/apartment	
2) How many bedrooms does your home have (please circle)?			
One bedroom	Two bedrooms	Three bedrooms	Four or more bedrooms
3) How many people live at your household (please state total number)?			
Adults (16+)		Children (0-16)	
4) Please state how many cars your household owns (please circle)?			
1	2	3 or more	
5) Is parking currently provided, if so please state number of spaces?			
Car Parking	**Number of Spaces**	**Location/s**	
Off-Street			
On-Street – no permit			
On-Street with permit			
6) What time of day typically is your car parked at or near your residence, please state? (For example, 6pm to 8am)			
Weekdays	**Weekends**		
7) Is there space for visitors to park, is so please state location (please circle)?			
Yes, location_____	No		
8) Is lack of visitor parking a problem?			
Yes	No		

9) Please state the method of travel you use to go to work (please circle), if by more than one method please state (for example – walk then catch train or drive then catch train?	
Car Driver	Car Passenger
Bus	Train
Walk	Cycle
If you travel by more than one mode, please state all modes in the space provided overleaf.	
10) Please state postcode of work location?	

11) Any additional comments on car parking in the area, perceptions, suggested improvements?

_____

_____

_____

_____

_____

_____

12) Any suggestions / views on improving sustainable modes of travel (i.e. public transport, walking and cycling)?

_____

_____

_____

_____

_____

_____

Appendix H

Future Parking Areas Review

AECOM

Car Parking Considerations by Precinct Proposal

Precinct	Proposals (see Note 1)	Size/Shape of Land for parking	Land Owner	Adjacent Land Uses	Approximate Cost of Parking (land and construction)	Pedestrian Links	Access to Road Network	Buildability & impacts during construction
A – City Place	Mt Alexander Road Redevelopment. Proposed that car parking would be included in basement component, a shared multi-level facility utilised by civic and any residential development.	Proposal for basement parking. Please see note 2.	TBC	The proposal would be an improvement of existing civic uses such as a new library, Police Station and Council Offices.	Please see Note 2.	Within the precinct area these are good and to the east of MPAC. However links to the west could be improved with better signage to the key retail area and rectified linkages (i.e. shorter crossing waiting times for pedestrians across Mt Alexander Road)	Car park basement proposed to be accessed via both Kellaway Avenue and Pascoe Vale Road. It is considered that it may be more advantageous to access solely via Kellaway Avenue given the lower traffic volumes and the ease of accessibility this would bring given traffic volumes on Pascoe Vale Road.	Please see Note 2 with regards to the basement car park. Other considerations will be impact to existing land use operations and the local road network.
B – Hall / Homer	Potential car park locations have been identified on land of the Readings site and on land currently occupied by Kmart (Figure 10 of structure plan) The Readings site is to be the subject of a planning application in 2014 for 800 apartments and 2000sqm of retail space, unclear at this time as to parking arrangements.	Most likely basement parking as there is a directive for no new ground level car parking in the precinct. Please see note 2.	TBC	Various key retail and supermarkets are located in this area with respective high car parking demands which need to be catered for. The loss of the Readings site (currently used as a surface car park will most likely put a further strain on parking demand in MPAC).	Please see Note 2.	Given central location pedestrian amenity to local facilities will be very good. It is considered any parking facility provided will most likely be very well utilised (given the correct restrictions) in this location.	Access to the car parks has been identified via Homer Street. An assessment will be required as to its suitability given already existing car parks which access via this street. However access should be encouraged via this street to therefore enable Hall Street to be improved into a more pedestrian friendly connection in MPAC.	At the Readings site there would potentially be little impact given the size of land in this area to be developed. There is potential that redevelopment can be staged to ensure some surface car parking is retained therefore ensuring this impact is not as detrimental to MPAC.
C - Young	Woolworths Supermarket redevelopment with associated car park provided via basement or upper levels, or redeveloped as modern fresh market style retail offer with office/residential and parking uses provided above.	Most likely basement parking as there is a directive for no new ground level car parking in the precinct. Please see note 2.	TBC	The site is located to the west of an existing multi-storey car, with residential to the south/east and the main retail shopping strip to the north (Puckle Street). Therefore any parking facility as part of the redevelopment would be well utilised as per existing.	Please see Note 2.	See above.	Any multi-level car park access to remain via Gladstone Street.	It is likely any redevelopment at this location will have great impact on MPAC and its community given the usage of the supermarket and the associated car park (whilst it most likely acts as a key trip attractor to MPAC and other local land uses). Accordingly any redevelopment would need to be planned in detail with community consultation key.
D – Puckle Street	Encourage a car parking approach for Puckle Street that is coordinated with streetscape works and Council's car parking strategy.	n/a						
E - Holmes	Residential redevelopment of at-grade car parks located on Sydenham Street (currently medical uses). Explore opportunities to redevelop the Council owned car park on the corner of Holmes Road and Milfray Avenue (increase parking in short-medium term / community land use long term).	Given the size of land here there is little scope to increase parking. There is potential however to add a few futher spaces along its eastern side.	TBC / Council	There are a range of residential land uses with some retail along the bisecting Holmes Road. The area is in close proximity to Moonee Ponds Station from which residents currently experience over-spilling car parking in this area.	Cost of improve TBC	The areas are on the periphery of MPAC and are less integrated due to the rail crossing which can cause delays to the movement of pedestrians (and vehicles) to/from MPAC.	The short term car park on corner of Holmes Road and Milfray Avenue is accessed via Milfray Avenue which is lowly trafficked. Access to and from the car park can be delayed by the local presence of the rail crossing.	The build-ability of the car parking extension is relatively easy with no significant local impacts; however given the quantum of additional car parking spaces achieved it maybe not of great benefit.
F - Shuter	Various land use proposals, new developments outlined to have basement parking.	Proposal for basement parking. Please see note 2.	TBC	Medical and residential land uses on Shuter Street, whilst also in close proximity to various speciality retail land uses on Puckle Street.	Please see Note 2.	Well located with good pedestrian links from site to neighbouring land uses.	New developments to have vehicular access via Moore Street.	It is a relatively contained area of MPAC and therefore would require suitable management. Considered if existing car park was impacted upon that this would have an overspill impact onto an already at capacity parking provision near this area.

AECOM

Precinct	Proposals (see Note 1)	Size/Shape of Land for parking	Land Owner	Adjacent Land Uses	Approximate Cost of Parking (land and construction)	Pedestrian Links	Access to Road Network	Buildability & Impacts during construction
G – Junction South	Mixed-use developments proposed in this precinct in the future, no comments with regards to car parking.	Assumed any new developments will have to provide basement parking. Please see note 2.	TBC	There is a mixture of residential, retail and restaurants in the area.	Please see Note 2.	The Mt Alexander Road and Ascot Vale Road act as barriers to pedestrian movements in the area however signalised pedestrian crossing facilities are provided.	It is most likely that any redevelopment will have to access directly onto both Mt Alexander Road and Ascot Vale Road, access will need to be carefully planned given the high volumes of traffic and public transport travelling along these links.	Given close proximity to Mt Alexander Road and Ascot Vale Road and the high volume of traffic and public transport uses on these roads cater for any redevelopment will need to be appropriately managed to ensure impacts are kept to a minimum.
H – Railway	Future redevelopment of the VicTrack car park site for office and community uses, whilst retaining the commuter car parking spaces.	Unclear how such a future development and car parking arrangements could be integrated, most likely multi-storey given close proximity to rail line.	VicTrack	The rail line bisects MPAC on the western outskirts with residential, commercial and retail land uses prominent.	Unclear	The existing car park has adequate lighting and links well to the station.	The future land use (car park) would access onto Margaret Street.	Any redevelopment of the VicTrack site would cause major disruption to commuters as the existing car parking is fully utilised with overspill parking already experienced in the area.
I - Dean	Potential redevelopment of the Council car park site to Pascoe Vale Road. Mixed-use, low to medium density office or consultancy sites. Also other development proposals of which no comments with regards to car parking. There is a potential redevelopment opportunity outlined on land currently used for car parking (leased by Foxtel) on the corner of McPhearson and Dean Streets.	Assumed council parking would be facilitated via proposals etc out in Precinct A therefore allowing redevelopment. Any future major developments to consider basement parking to ensure land is fully utilised. Please see note 2.	TBC	Mainly a mix of local residential and commercial land uses with community and retail land uses to the west.	Please see Note 2	There is a network of well-connected streets for pedestrians.	Given redevelopment sites identified as part of Structure Plan, traffic would access via Pascoe Vale Road and McPhearson Street.	Considered that if land currently used for car parking (leased by Foxtel) on the corner of McPhearson and Dean Streets was to be redeveloped that this would most likely cause significant parking issues for the area as the site is already use at over capacity by Foxtel. Accordingly redevelopment would only be viable if Foxtel moved out of MPAC. It is considered that this site constitutes the ideal place for a multi-storey car park to be built to facilitate MPAC.
J – Moonee Valley Racecourse	A masterplan for the redevelopment of MVRC has been put forward which includes a range of land uses.	Proposals to provide parking via basements multi-storey complexes.	MVRC	Located on the eastern side of MPAC with primarily residential land uses in proximity.	N/A	Developed via Masterplan		N/A

Note

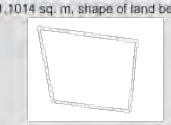
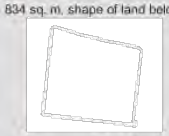
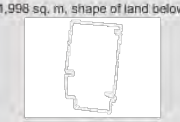
1) The Proposals have been taken from the Structure Plan (March 2010) and MPAC 2030 Priority Projects Plan (September 2011) as advised by MVCC.
2) The provision of basement car parks are difficult to quantify in terms of cost due to the number of factors that would eventually determine this such as:
3) Type of soil to be excavated & removed (e.g. solid waste, contaminated, etc.).
4) Burried objects to be removed (e.g. petrol tank, archeological remains, etc.).
5) Unknown services running underneath (removed or relocated).
6) Type of retaining walls surrounding the basement to be installed.
7) Type of footings required (e.g. 15m piling, shallow footings, etc.).
8) Competition level in the current market.
9) Location of the site (considerations to truck access in and out of site, traffic conditions, etc).
10) There would be a need for a range of investigations to be undertaken to understand the viability of such schemes.

Appendix I

Additional Parking Infrastructure Review

AECOM

Additional Parking Infrastructure (Multi-Storey) Investigation

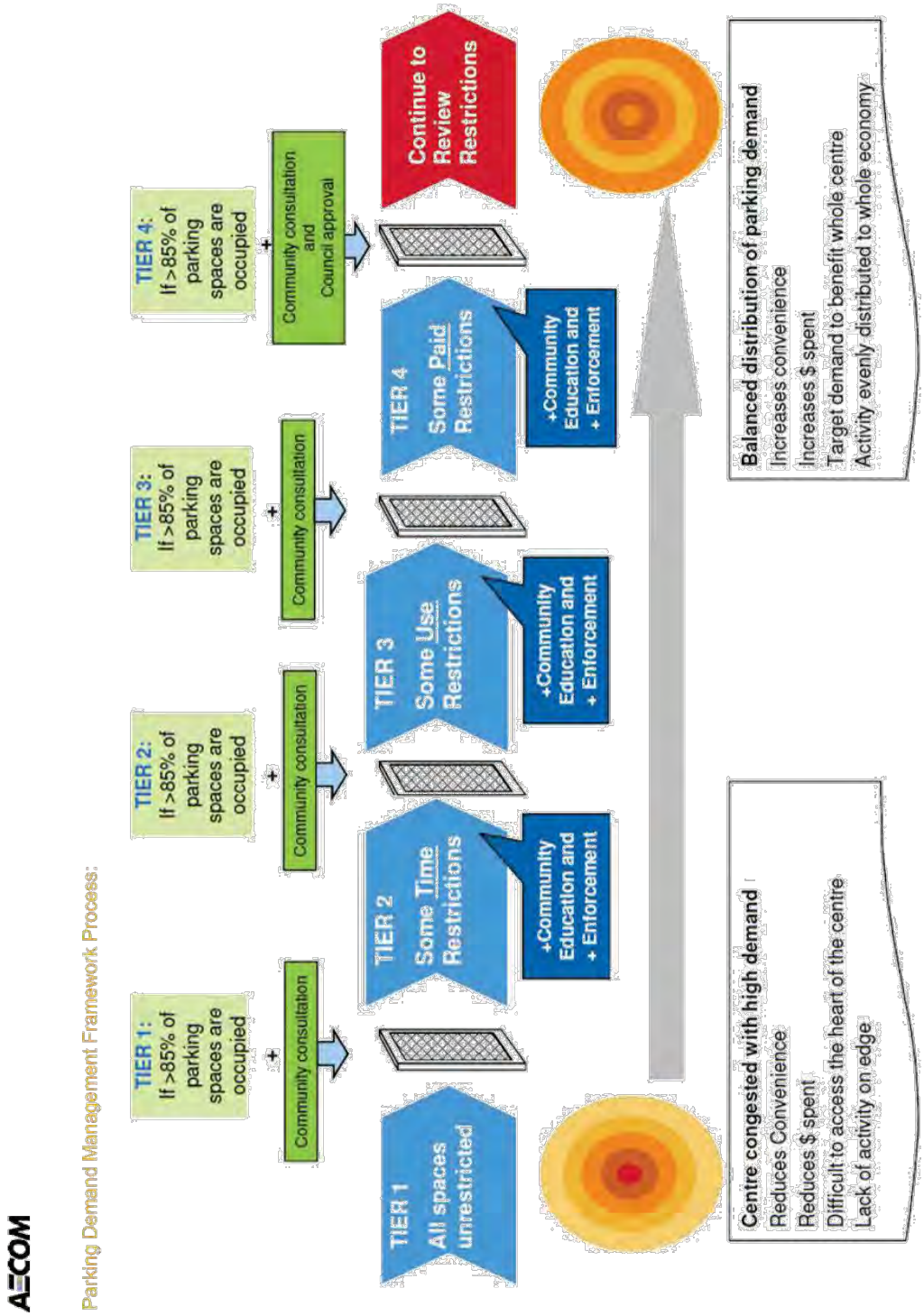
Map Ref #	Car Park	Approx. No of Spaces	Land Owner	Access and Egress	Connectivity for Pedestrians	Safety / Security	Potential to Expand in existing form	Location in line with Strategic Direction (i.e. reduction of traffic volumes in MPAC centre)	Size and Shape of the Land	Access to Local Road Network	Adjacent Land Uses	Build Ability and Impact During Construction	Approx. Cost of Multi-Deck Car Park (using Table 22 of PP report total cost per space)	Comments
P7	Hall Street	52	Council	Good	Good	Average	No	No	1,1014 sq. m, shape of land below: 	Directly onto Hall Street via 2 cross-over accesses	Mainly Retail / Commercial land uses	Shape of land may result in unused land. Not many spaces could be constructed per deck to warrant multi-storey construction.	N/A	Site not considered appropriate for a multi-storey car park. Location specifically at odds with strategic direction and shape of land would result in undeveloped land. Land size would only result in approximately 33 spaces per deck.
P8	Milfay/Holmes	28	Council	Average	Good	Average	Yes	No	834 sq. m, shape of land below: 	Access via either Milfay Avenue or laneway via Newhall Street	Retail to north/west and residential to south	Land size is too small for multi-storey car park.	N/A	Land size too small to be considered for multi-storey.
P9	Shuter Street	83	Council	Good	Good	Good	No	No	1,998 sq. m, shape of land below: 	Directly onto Shutter Street via 2 cross-over accesses	Predominately retail with medical and child care on Shutter Street	Land size and shape lends itself well to a multi-storey car park. Loss of parking here would impact severely of local land uses.	$10 million	Potential deck capacity of some 79 spaces per floor, 4 floor multi-storey of approx. 316 spaces. However location would be against the ideal strategic direction of reducing vehicle volumes in the centre of MPAC and future planning for site.
P13	MVCC Staff CP - Pascoe Vale	60	Council	Good	Average	Good	No	Yes	1,513 sq. m, shape of land below:	Directly onto Pascoe Vale Road with separate entry / exit access crossovers	Council offices directly opposite with residential land uses surrounding the car park	Land size and shape lends itself well to a multi-storey car park. Loss of parking here would impact on local council office.	$8 million	Potential deck capacity of some 60 spaces per floor, 4 floor multi-storey of approx. 240 spaces. Location the most ideal of those considered as is outside of central MPAC. Pedestrian connectivity would require improvement between site and central MPAC , to Puckle Street etc.

Note: Approximate Costs are subject to a number of variants and a detailed assessment would be required to inform.

Car Park Inventory	Poor	Average	Good
Access and Egress	Turning manoeuvres into and out of car park difficult. Right or left turn into or out of the car park is prohibited or restricted.	Right or left turn into or out of the car park is prohibited or restricted.	Easy manoeuvres into and out of car park. All turning movements allowed.
Connectivity for Pedestrians	No pedestrian facilities provided that result in unsafe pedestrian conditions. Connections to desirable locations are indirect.	Limited or inadequate pedestrian facilities (i.e. path widths less than 1.8m) but generally safe pedestrian conditions.	Adequate provision of pedestrian facilities. Connections to desirable locations direct. Good permeability from car park.
Safety / Security	Car park has no lighting or passive surveillance from overlooking building.	Car park located to rear of main activity centre with lighting.	Car park located in main activity centre with overlooking buildings and lighting.

Appendix J

Parking Demand Framework


AECOM
Parking Demand Management Framework Process:
TIER 1: If >85% of parking spaces are occupied
TIER 2: If >85% of parking spaces are occupied
TIER 3: If >85% of parking spaces are occupied
TIER 4: If >85% of parking spaces are occupied
Community consultation
Community consultation
Community consultation
Community consultation and Council approval
TIER 1 All spaces unrestricted
TIER 2 Some Time Restrictions
TIER 3 Some Use Restrictions
TIER 4 Some Paid Restrictions
Continue to Review Restrictions
+Community Education and + Enforcement
+Community Education and + Enforcement
+Community Education and + Enforcement
Centre congested with high demand
Reduces Convenience
Reduces $ spent
Difficult to access the heart of the centre
Lack of activity on edge
Balanced distribution of parking demand
Increases convenience
Increases $ spent
Target demand to benefit whole centre
Activity evenly distributed to whole economy
Source: Moonee Valley City Council
11-Mar-2014
Prepared for – Moonee Valley City Council – ABN: 64 651 216 324

Appendix K

Preliminary Parking Restrictions Review

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Client Name: Moonee Valley City Council

MPAC REVIEW OF PARKING RESTRICTIONS

KEY
- Blue: 0-50% PARKING OCCUPANCY
- Green: 50-75% PARKING OCCUPANCY
- Yellow: 75-85% PARKING OCCUPANCY
- Red: 85-100% PARKING OCCUPANCY
- White: OVER 100%

Section	Street	Ref	Side	Parking Restriction	Supply	Peak Surveyed Parking Demand: Friday 10th - 12pm	Peak Surveyed Parking Demand: Saturday 19th - 12pm	Peak Surveyed Parking Demand: Tuesday 22nd - 12pm	Existing Parking Restriction	Proposed Parking Restriction using Parking Demand Management Process - Tiers 1 to 4 (see Framework Process) adopted (below for consideration by MVCC
A	Pratt	Gladstone to Young	West	Disabled	8	78%	[illegible]	[illegible]	Disabled	
A	Pratt	Gladstone to Young	West	Taxi	2	[illegible]	[illegible]	[illegible]	Taxi	
A	Pratt	Gladstone to Young	West	Police	1	[illegible]	[illegible]	[illegible]	Police	
A	Pratt	Young to Puckle	West	1P	2	[illegible]	[illegible]	[illegible]	1P	Tier 4 (Meter Parking)
A	Pratt	Puckle to St Andrews	East	Disabled	1	[illegible]	[illegible]	[illegible]	Disabled	
A	Pratt	Puckle to St Andrews	East	1P	3	[illegible]	[illegible]	[illegible]	1P	Tier 4 (Meter Parking)
A	Pratt	St Andrews to Young	East	1P	4	[illegible]	[illegible]	[illegible]	1P	Tier 4 (Meter Parking)
A	Puckle	Mt Alexander to Pratt	South	1P	5	[illegible]	[illegible]	[illegible]	1P	Tier 4 (Meter Parking)
A	Puckle	Mt Alexander to Pratt	South	Loading	1	[illegible]	[illegible]	[illegible]	Loading	
A	Puckle	Mt Alexander to Pratt	South	1P	11	[illegible]	[illegible]	[illegible]	1P	Tier 4 (Meter Parking)
A	Puckle	Mt Alexander to Pratt	South	P15min	2	[illegible]	[illegible]	[illegible]	P15min	
A	Puckle	Mt Alexander to Pratt	South	1P	5	[illegible]	[illegible]	[illegible]	1P	Tier 4 (Meter Parking)
A	Puckle	Pratt to Shuter	South	P15min	2	[illegible]	[illegible]	[illegible]	P15min	
A	Puckle	Pratt to Shuter	South	1P	8	[illegible]	[illegible]	[illegible]	1P	Tier 4 (Meter Parking)
A	Puckle	Shuter to Moore	South	1P	7	[illegible]	[illegible]	[illegible]	1P	Tier 4 (Meter Parking)
A	Puckle	Margaret to Pratt	North	1P	16	[illegible]	81%	81%	1P	Tier 4 (Meter Parking)
A	Puckle	Margaret to Pratt	North	Loading/1P	1	[illegible]	[illegible]	[illegible]	Loading/1P	Tier 4 (Meter Parking)
A	Puckle	Margaret to Pratt	North	1P	6	[illegible]	[illegible]	[illegible]	1P	Tier 4 (Meter Parking)
A	Puckle	Pratt to Mt Alexander	North	1P	11	[illegible]	[illegible]	[illegible]	1P	Tier 4 (Meter Parking)
A	Puckle	Pratt to Mt Alexander	North	Loading/1P	1	[illegible]	[illegible]	[illegible]	Loading/1P	Tier 4 (Meter Parking)
A	Puckle	Pratt to Mt Alexander	North	1P	8	[illegible]	[illegible]	75%	1P	Tier 4 (Meter Parking)
A	Young	Pratt to Ascot Vale	North	Disabled	1	[illegible]	[illegible]	[illegible]	Disabled	
A	Young	Pratt to Ascot Vale	North	Loading Zone & 2P	2	[illegible]	50%	[illegible]	Loading Zone & 2P	
A	Young	Pratt to Ascot Vale	North	2P	4	[illegible]	[illegible]	75%	2P	
A	Young	Pratt to Ascot Vale	North	Permit	1	[illegible]	[illegible]	[illegible]	Permit	
A	Young	Pratt to Ascot Vale	North	2P	2	[illegible]	[illegible]	[illegible]	2P	
A	Young	Pratt to Ascot Vale	North	P 15min	1	[illegible]	[illegible]	[illegible]	P 15min	
A	Young	Pratt to Ascot Vale	North	Disabled	1	[illegible]	[illegible]	[illegible]	Disabled	
A	Young	Pratt to Ascot Vale	North	2P	4	[illegible]	75%	[illegible]	2P	
A	Young	Pratt to Ascot Vale	North	Loading Zone	1	[illegible]	[illegible]	[illegible]	Loading Zone	
A	Young	Pratt to Ascot Vale	North	2P	4	75%	[illegible]	[illegible]	2P	
A	Shuter	Puckle to laneway	East	1P	1	[illegible]	[illegible]	[illegible]	1P	Tier 4 (Meter Parking)
A	Shuter	laneway to ped crossing	East	1P/no standing	3	[illegible]	[illegible]	[illegible]	1P/no standing	Tier 4 (Meter Parking)
A	Shuter	laneway to ped crossing	East	1P	3	[illegible]	[illegible]	[illegible]	1P	Tier 4 (Meter Parking)
A	Shuter	ped crossing to Gladstone	East	P10min/1P	1	[illegible]	[illegible]	[illegible]	P10min/1P	
A	Shuter	ped crossing to Gladstone	East	1P	12	75%	[illegible]	[illegible]	1P	Tier 4 (Meter Parking)
A	Shuter	Puckle to car park entry	West	Mail Zone	1	[illegible]	[illegible]	[illegible]	Mail Zone	
A	Shuter	Puckle to car park entry	West	P5min	1	[illegible]	[illegible]	[illegible]	P5min	Tier 2 (change to 1P?)
A	Shuter	car park entry to ped crossing	West	1P	6	[illegible]	83%	[illegible]	1P	Tier 4 (Meter Parking)
A	Shuter	ped crossing to Gladstone	West	1P	8	[illegible]	[illegible]	[illegible]	1P	
A	Gladstone	Shuter to Pratt	North	2P	7	[illegible]	[illegible]	[illegible]	2P	
A	Gladstone	Pratt to Penny Lane	North	1P	7	[illegible]	[illegible]	129%	1P	Tier 4 (Meter Parking)
A	Gladstone	Penny Lane to Ascot Vale	North	1P	10	[illegible]	[illegible]	[illegible]	1P	Tier 2 (change to 2P?)
A	Gladstone	Penny Lane to Ascot Vale	North	Loading/P5min/1P	2	50%	50%	[illegible]	Loading/P5min/1P	
A	Gladstone	Penny Lane to Ascot Vale	North	Disabled	1	[illegible]	[illegible]	[illegible]	Disabled	
A	Gladstone	Ascot Vale to Pratt	South	2P	1	[illegible]	[illegible]	[illegible]	2P	
A	Gladstone	Ascot Vale to Pratt	South	Permit	11	[illegible]	[illegible]	[illegible]	Permit	
A	Gladstone	Ascot Vale to Pratt	South	1P	3	[illegible]	[illegible]	[illegible]	1P	
A	Gladstone	Pratt to Moore	South	Permit	2	[illegible]	[illegible]	[illegible]	Permit	
A	Gladstone	Pratt to Moore	South	2P	4	[illegible]	[illegible]	[illegible]	2P	
A	Gladstone	Pratt to Moore	South	Permit	2	[illegible]	[illegible]	[illegible]	Permit	
A	Gladstone	Pratt to Moore	South	2P	1	[illegible]	[illegible]	[illegible]	2P	
A	Moore	Puckle to Gladstone	East	2P	12	[illegible]	[illegible]	83%	2P	Tier 2 (change to 3P or 4P?)
A	Ascot Vale	Gladstone to Young	West	2P/No standing	6	[illegible]	[illegible]	83%	2P/No standing	Tier 2 (change to 3P or 4P?)
A	Ascot Vale	Young to Puckle	West	No standing/taxi zone	3	[illegible]	[illegible]	[illegible]	No standing/taxi zone	
A	Ascot Vale	Puckle to Gladstone	East	No standing/bus zone	5	[illegible]	[illegible]	120%	No standing/bus zone	
B	Milfay	Holmes to car park entry	West	2P	2	[illegible]	[illegible]	[illegible]	2P	
B	Milfay	car park entry to Winchester	West	1/2P	18	[illegible]	[illegible]	[illegible]	1/2P	Tier 2 (change to 3 P or 4P?)
B	Holmes	Sydenham to Norwood	North	1P	18	80%	80%	[illegible]	1P	
B	Norwood	Holmes to No. 25	West	2P	10	[illegible]	[illegible]	[illegible]	2P	
B	Norwood	Outside No. 25	West	4P	3	[illegible]	[illegible]	[illegible]	4P	
B	Norwood	No. 25 to Sydenham	West	2P	5	[illegible]	[illegible]	80%	2P	Tier 2 (change to 3 P or 4P?)
B	Norwood	Holmes to Sydenham	East	Disabled	1	[illegible]	[illegible]	[illegible]	Disabled	
B	Norwood	Holmes to Sydenham	East	2P	38	[illegible]	[illegible]	[illegible]	2P	Tier 2 (change to 3 P or 4P?)
C	Hall	Margaret to Everage	North	2P	20	[illegible]	[illegible]	[illegible]	2P	Tier 4 (Meter Parking)
C	Hall	Margaret to Puckle Lane	South	2P/No standing	1	[illegible]	[illegible]	[illegible]	2P/No standing	Tier 4 (Meter Parking)
C	Hall	Margaret to Puckle Lane	South	2P	1	[illegible]	[illegible]	[illegible]	2P	Tier 4 (Meter Parking)
C	Hall	Margaret to Puckle Lane	South	Loading	1	[illegible]	[illegible]	[illegible]	Loading	
C	Hall	Margaret to Puckle Lane	South	2P	4	[illegible]	[illegible]	75%	2P	Tier 4 (Meter Parking)
C	Hall	Margaret to Puckle Lane	South	2P	6	[illegible]	[illegible]	[illegible]	2P	Tier 4 (Meter Parking)
C	Hall	Margaret to Puckle Lane	South	Disabled	4	[illegible]	75%	[illegible]	Disabled	
C	Hall	Margaret to Puckle Lane	South	2P	8	[illegible]	75%	[illegible]	2P	Tier 4 (Meter Parking)
C	Hall	Margaret to Puckle Lane	South	Loading 15min	1	[illegible]	[illegible]	[illegible]	Loading 15min	
C	Hall	Margaret to Puckle Lane	South	2P	2	[illegible]	[illegible]	[illegible]	2P	Tier 4 (Meter Parking)
C	Hall	Puckle Lane to Everage	South	2P	5	[illegible]	80%	[illegible]	2P	Tier 4 (Meter Parking)
C	Hall	Puckle Lane to Everage	South	Loading	1	[illegible]	[illegible]	[illegible]	Loading	
C	Hall	Everage to Mt Alexander	South	1P	5	[illegible]	120%	[illegible]	1P	Tier 4 (Meter Parking)
C	Hall	Everage to Mt Alexander	South	2P	2	[illegible]	[illegible]	[illegible]	2P	Tier 4 (Meter Parking)
C	Hall	Everage to Mt Alexander	South	Disabled	1	[illegible]	[illegible]	[illegible]	Disabled	
C	Hall	Everage to Mt Alexander	South	2P	1	[illegible]	[illegible]	[illegible]	2P	Tier 4 (Meter Parking)
C	Hall	Everage to Mt Alexander	South	Disabled	1	[illegible]	[illegible]	[illegible]	Disabled	
C	Hall	Everage to Mt Alexander	South	2P/Loading	1	[illegible]	[illegible]	[illegible]	2P/Loading	Tier 4 (Meter Parking)
C	Homer	Mt Alexander to Everage	North	Disabled/1P	1	[illegible]	[illegible]	[illegible]	Disabled/1P	
C	Homer	Mt Alexander to Everage	North	1P	5	80%	80%	120%	1P	Tier 4 (Meter Parking)
C	Homer	Everage to ped crossing	North	1P	4	[illegible]	[illegible]	75%	1P	Tier 4 (Meter Parking)
C	Homer	ped crossing to Eddy	North	1P	2	[illegible]	[illegible]	[illegible]	1P	Tier 4 (Meter Parking)
C	Homer	ped crossing to Eddy	North	Loading/1P	1	[illegible]	200%	[illegible]	Loading/1P	
C	Taylor	Margaret to Eddy	North	Permit	7	[illegible]	[illegible]	[illegible]	Permit	
C	Taylor	Eddy to Mt Alexander	North	Permit	18	[illegible]	[illegible]	[illegible]	Permit	
C	Taylor	Mt Alexander to Eddy	South	Loading	6	[illegible]	[illegible]	[illegible]	Loading	
C	Taylor	Mt Alexander to Eddy	South	2P	12	[illegible]	[illegible]	[illegible]	2P	
C	Taylor	Eddy to Margaret	South	Permit	4	[illegible]	[illegible]	75%	Permit	
C	Taylor	Eddy to Margaret	South	Permit	3	[illegible]	[illegible]	[illegible]	Permit	
C	Margaret	Puckle to Homer	West	Taxi	1	[illegible]	[illegible]	[illegible]	Taxi	
C	Margaret	Puckle to Homer	West	Flexi Car	1	[illegible]	[illegible]	[illegible]	Flexi Car	
C	Margaret	Puckle to Homer	West	2P	8	[illegible]	[illegible]	[illegible]	2P	Tier 2 (change to 3 P or 4P?)
C	Margaret	Taylor to Homer	East	Permit	12	83%	[illegible]	[illegible]	Permit	

Page 1 of 1

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MPAC REVIEW OF PARKING RESTRICTIONS

Section	Street	Ref.	Side	Parking Restriction	Supply	Peak/Surveyed Parking Demand: Friday 10th - 10am	Saturday 11th - 11am	Sunday 12th - 12pm	Existing Parking Restriction	Proposed Parking Restriction using Parking Demand Management Process - Tiers 1 to 4 (see Framework Process attached below for consideration by MVDC
C	Margaret	Hall to Pueblo	East	5Pno standing	4	[illegible]	100%	[illegible]	1Pno standing	Tier 2 (change to 2P?)
C	Eddy	Homer to Taylor	West	Permit	9	[illegible]	[illegible]	[illegible]	Permit	
C	Everaga	Homer to Hall	East	1P (9-8 Mon-Sun)	6	[illegible]	[illegible]	[illegible]	1P (9-8 Mon-Sun)	Tier 4 (Meter Parking)
C	Everaga	Homer to Hall	East	1P (9-5.30 Mon-Fri 9-12 Sat)	4	75%	[illegible]	75%	1P (9-5.30 Mon-Fri 9-12 Sat)	Tier 4 (Meter Parking)
C	Everaga	Homer to Hall	East	Loading	1	[illegible]	[illegible]	[illegible]	Loading	
D	Mt Alexander	Kelloway to Pascoe Vale	East	Permit	3	[illegible]	[illegible]	[illegible]	Permit	
D	Mt Alexander	Kelloway to Pascoe Vale	East	1/4P	1	200%	[illegible]	[illegible]	1/4P	Tier 4 (Meter Parking)
D	Mt Alexander	Kelloway to Pascoe Vale	East	Disabled	2	[illegible]	[illegible]	[illegible]	Disabled	
D	Pascoe Vale	Mt.Alexander to Kelloway	West	Loading	2	[illegible]	[illegible]	[illegible]	Loading	
D	Pascoe Vale	Mt.Alexander to Kelloway	West	3P	4	[illegible]	[illegible]	[illegible]	3P	Tier 4 (Meter Parking)
D	Pascoe Vale	Mt.Alexander to Kelloway	West	2P	18	[illegible]	[illegible]	[illegible]	2P	Tier 4 (Meter Parking)
D	Pascoe Vale	Mt.Alexander to Kelloway	West	Disabled	1	[illegible]	[illegible]	[illegible]	Disabled	
D	Pascoe Vale	Kelloway to Coats	East	2P	11	[illegible]	[illegible]	[illegible]	2P	Tier 4 (Meter Parking)
D	Pascoe Vale	Coats to Alexandra	East	1/2P	1	[illegible]	[illegible]	[illegible]	1/2P	Tier 4 (Meter Parking)
D	Pascoe Vale	Coats to Alexandra	East	1P	3	[illegible]	[illegible]	[illegible]	1P	Tier 4 (Meter Parking)
D	Pascoe Vale	Coats to Alexandra	East	3P	3	[illegible]	[illegible]	[illegible]	3P	Tier 4 (Meter Parking)
D	Kelloway	Mt.Alexander to Pascoe Vale	North	1P	13	[illegible]	[illegible]	[illegible]	1P	Tier 4 (Meter Parking)
D	Kelloway	Pascoe Vale to Mt.Alexander	South	Disabled	1	[illegible]	[illegible]	[illegible]	Disabled	
D	Kelloway	Pascoe Vale to Mt.Alexander	South	1P	3	[illegible]	[illegible]	[illegible]	1P	Tier 4 (Meter Parking)
D	Alexandra	Pascoe Vale to McPherson	North	P Meter	39	[illegible]	[illegible]	[illegible]	P Meter	Tier 2 (change to 3 P or 4 P?)
D	Alexandra	Pascoe Vale to McPherson	South	P Meter	49	[illegible]	[illegible]	[illegible]	P Meter	Tier 2 (change to 3 P or 4 P?)
D	Alexandra	Pascoe Vale to McPherson	South	Taxi	2	[illegible]	[illegible]	[illegible]	Taxi	
D	Alexandra	Pascoe Vale to McPherson	South	1P	7	[illegible]	[illegible]	[illegible]	1P	
D	Alexandra	Pascoe Vale to McPherson	South	P Bmn	2	[illegible]	[illegible]	[illegible]	P Bmn	Tier 2 (change to 1P?)
D	Dean	Blair to McNab	South	Permit	38	[illegible]	[illegible]	[illegible]		
D	Dean	McNab to Mt.Alexander	South	3P	23	[illegible]	[illegible]	[illegible]	3P	Tier 4 (Meter Parking)
D	McPherson	Coats to Kenna	West	Permit	7	[illegible]	[illegible]	[illegible]	Permit	
D	McPherson	Kenna to Thomas	West	Permit	18	[illegible]	[illegible]	[illegible]	Permit	
D	McPherson	Thomas to Alexandra	East	Permit/Taxi (rose days only)	38	[illegible]	[illegible]	[illegible]	Permit/ Taxi (rose days only)	
D	Thomas	McPherson to Wilson	North/West	Permit	29	[illegible]	[illegible]	[illegible]		
D	Thomas	Wilson to McPherson	East	Permit/Taxi (rose days only)	8	[illegible]	[illegible]	[illegible]		
D	Thomas	Wilson to McPherson	East	Permit/Taxi (rose days only)	18	[illegible]	[illegible]	[illegible]		
D	Hakkin	Davies to laneway	West	Unrestricted	13	[illegible]	[illegible]	77%	Unrestricted	
D	Hakkin	Davies to laneway	East	Unrestricted	11	[illegible]	82 %	91%	Unrestricted	
D	Davies	Mt Alexander to Hakkin	North	1P	3	[illegible]	[illegible]	[illegible]	1P	
D	Davies	Mt Alexander to Hakkin	South	1P	6	[illegible]	[illegible]	67%	1P	
D	Lamb	Addison to laneway	East	P/Permit	3	[illegible]	[illegible]	133%	P/Permit	
D	Lamb	laneway to end	East	Permit	9	56%	[illegible]	[illegible]	Permit	
D	Mt Alexander	Dean to Davies	East	2P/3P/No standing	4	[illegible]	75%	75%	2P/3P/No standing	
D	Mt Alexander	Dean to Davies	East	Loading Zone/No standing	1	[illegible]	[illegible]	[illegible]	Loading Zone/No standing	
D	Mt Alexander	Dean to Davies	East	2P/3P/No standing	12	[illegible]	75 %	[illegible]	2P/3P/No standing	
D	Mt Alexander	Dean to Davies	East	2P/No standing	3	[illegible]	[illegible]	[illegible]	2P/No standing	
D	Mt Alexander	Davies to Addison	East	3P/2P/No standing	6	83%	[illegible]	[illegible]	3P/2P/No standing	
D	Mt Alexander	Davies to Addison	East	2P/Taxi Zone/No standing	3	[illegible]	[illegible]	[illegible]	2P/Taxi Zone/No standing	
D	Mt Alexander	Davies to Addison	East	2P/3P/No standing	2	[illegible]	[illegible]	[illegible]	2P/3P/No standing	
D	Mt Alexander	Ascot Vale to laneway	West	2P/3P/Clearway	2	[illegible]	[illegible]	[illegible]	2P/3P/Clearway	
D	Mt Alexander	Ascot Vale to laneway	West	2P/Taxi Zone/Clearway	3	[illegible]	[illegible]	[illegible]	2P/Taxi Zone/Clearway	
D	Mt Alexander	Ascot Vale to laneway	West	2P/3P/Clearway	4	75%	[illegible]	[illegible]	2P/3P/Clearway	
D	Mt Alexander	Ascot Vale to laneway	West	P2P/Taxi/P/Clearway	3	[illegible]	[illegible]	[illegible]	P2P/Taxi/P/Clearway	
D	Mt Alexander	Ascot Vale to laneway	West	2P/3P/Clearway	1	[illegible]	[illegible]	[illegible]	2P/3P/Clearway	
D	Mt Alexander	Ascot Vale to laneway	West	Loading Zone/2P/Clearway	1	200%	[illegible]	[illegible]	Loading Zone/2P/Clearway	
D	Mt Alexander	laneway to ped crossing	West	Loading Zone/2P/Clearway	1	[illegible]	[illegible]	[illegible]	Loading Zone/2P/Clearway	
D	Mt Alexander	laneway to ped crossing	West	2P/3P/Clearway	2	150%	[illegible]	[illegible]	2P/3P/Clearway	
D	Mt Alexander	Ped crossing to Addison	West	2P/3P/Clearway	8	50%	[illegible]	100%	2P/3P/Clearway	

KEY

- 0-50% PARKING OCCUPANCY
- 50-70% PARKING OCCUPANCY
- 70-85% PARKING OCCUPANCY
- 85-100% PARKING OCCUPANCY
- OVER 100%

Proposed Parking Restriction Changes
MOONEE PONDS ACTIVITY CENTRE
Mt Alexander Rd
Ascot Vale Rd
Dean St
Moore St
Holmes Rd
Kelleway Av
Pascoe Vale Rd
McPherson St
Wilson St
Park St
Eddy St
Taylor St
Homer St
Aspen St
Rail St
Puckle St
Penny Lane
Chaucer St
Browning St
Byron St
Eglinton St
Windsorter St
Alfred St
Leane St
Edgar St
Military Av
Newton Av
Lemonia St
Trimdur St
Railway Cr
Perry St
Albert St
Thomas St
Kenna St
Vine St
Steele St
Addison St
Wordsworth St
Montgomery St
Newton Pde
Owens St
Hawkins St
Davies St
Mackie St
Mahler St
Brent St
Market Lane
Alexandra Av
Mahler St
Stanley St
Smith St
Macaulay St
Mackenzie St
Mt Alexander Rd
Moore St
Edgar St
Holmes Rd
Kelleway Av
Pascoe Vale Rd
Ascot Vale Rd
Dean St
McPherson St
Wilson St
Park St
Eddy St
Taylor St
Homer St
Aspen St
Rail St
Puckle St
Penny Lane
Chaucer St
Browning St
Byron St
Eglinton St
Windsorter St
Alfred St
Leane St
Edgar St
Military Av
Newton Av
Lemonia St
Trimdur St
Railway Cr
Perry St
Albert St
Thomas St
Kenna St
Vine St
Steele St
Addison St
Wordsworth St
Montgomery St
Newton Pde
Owens St
Hawkins St
Davies St
Mackie St
Mahler St
Brent St
Market Lane
Alexandra Av
Mahler St
Stanley St
Smith St
Macaulay St
Mackenzie St

On-Street Car Parking & Restrictions (as recorded on Wednesday 16th October 2013)
KEY
MPAC PP Boundary
On Street Parking
Bus
Disable
Free Car
Loading Zone
Mail Zone
Parking (2-30 mins)
Parking (1-4 HR)
Parking (meter)
Permit
Police
Taxi
Unrestricted
Clearway
No Standing
Source: MVCC, VicMAP, AECOM
Mt Alexander Rd
Ascot Vale Rd
Dean St
Moore St
Holmes Rd
Kelleway Av
Pascoe Vale Rd
McPherson St
Wilson St
Park St
Eddy St
Taylor St
Homer St
Aspen St
Rail St
Puckle St
Penny Lane
Chaucer St
Browning St
Byron St
Eglinton St
Windsorter St
Alfred St
Leane St
Edgar St
Military Av
Newton Av
Lemonia St
Trimdur St
Railway Cr
Perry St
Albert St
Thomas St
Kenna St
Vine St
Steele St
Addison St
Wordsworth St
Montgomery St
Newton Pde
Owens St
Hawkins St
Davies St
Mackie St
Mahler St
Brent St
Market Lane
Alexandra Av
Mahler St
Stanley St
Smith St
Macaulay St
Mackenzie St

Appendix L

Off-Street Parking Audit

AECOM

Inventory of public/private car parks

Map Ref#	Car Park	Approx. No of Spaces	Public / Private Car Park	Access and Egress	Directional Signage	Connectivity for Pedestrians	Safety / Security	Potential to Expand	General Usage (i.e. vehicle parked correctly)
P1	Coles	383	Private	Good	Good	Good	Good	Yes	Good
P2	Kmart/Aldi	429	Private	Good	Good	Good	Good	No	Good
P3A	Woolworths	241	Private	Good	Good	Good	Good	Yes	Good
P3B	Woolworths	67	Private	Good	Good	Good	Good	No	Good
P4	Readings CP	299	Public	Good	Good	Good	Average	Yes	Good
P5	Alexandra Dean McPherson	66	Private	Average	Good	Good	Poor	Yes	Poor
P6A	Sydenham	59	Private	Good	Poor	Good	Good	No	Good
P6B	Sydenham	12	Private	Average	Poor	Average	Poor	No	Good
P7	Hall Street	52	Public	Good	Good	Good	Average	No	Good
P8	Milfay/Holmes	28	Public	Average	Good	Good	Average	Yes	Good
P9	Shuter Street	83	Public	Good	Good	Good	Good	No	Good
P10A	Homer (north)	36	Public	Average	Average	Average	Average	No	Good
P10B	Homer (south)	29	Public	Average	Average	Average	Average	No	Good
P11	Kellaway	11	Public	Good	Average	Good	Good	No	Good
P12	Civic Centre CP Pascoe Vale	19	Public	Good	Average	Good	Good	No	Good
P13	MVCC Staff CP - Pascoe Vale	60	Public	Good	Average	Good	Good	No	Good
P14	Penny Lane CP	379	Public	Average	Good	Average	Average	Yes	Good
P15	Moonee Ponds Station Parking	104	Public	Good	Average	Good	Average	No	Good
P16	KFC	24	Private	Good	Average	Good	Good	No	Good
P17	Medical Imaging	13	Private	Poor	Good	Good	Poor	No	Good
P18	Health Centre	51	Private	Good	Average	Good	Average	No	Good
P19	Health Clinic	28	Private	Good	Average	Good	Average	No	Good
P20	Public Car Park	43	Public	Average	Poor	Poor	Poor	No	Good

Key:

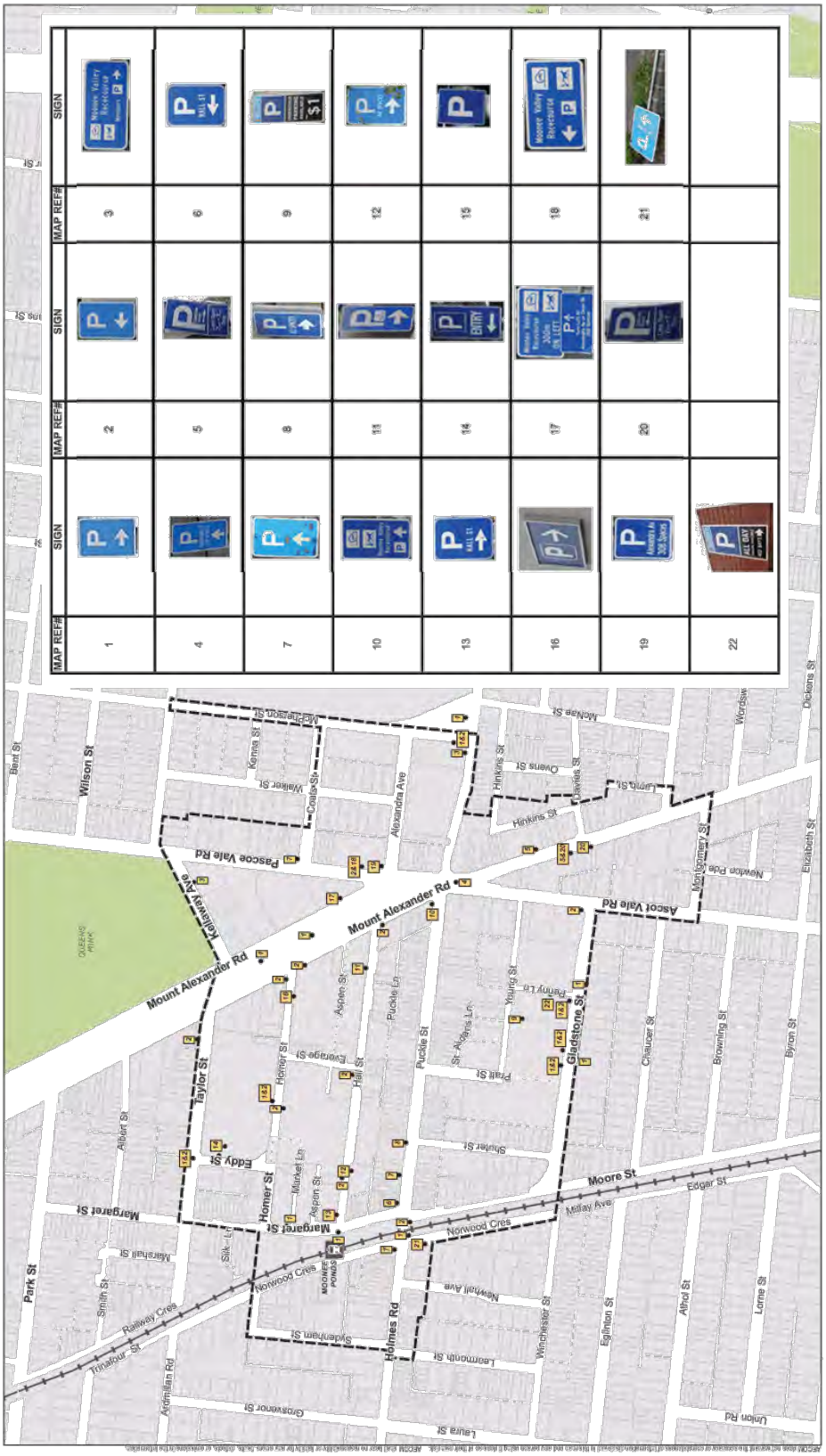
Private Car Parks which Council has no control over redevelopment

Public Car Parks which Council has control over possible redevelopment

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

Appendix M

Existing Car Parking Signage



MOONEE PONDS ACTIVITY CENTRE

Existing Parking Signage

KEY
- MPAC PP Boundary
- Car Park Signage

Source: MVCC, VicMAP, AECOM

AECOM

0 100 200 400 Metres