Pakenham Parking Precinct Plan

17 June 2019

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- Terry Baldwin
- Tony O'Hara
- David Young
- Michael Porter

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- CoDesign Studio (facilitation of Reference Group)
- Ratio consultants Pty Ltd (car parking data)
- SALT3 (*Pakenham Parking Precinct Plan- drafts 1 to 5*)

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1. Executive Summary

The *Pakenham Parking Precinct Plan* provides an assessment of the current and future issues regarding parking and access within the Pakenham Activity Centre (the Pakenham AC). It provides a strategic framework that enables Council to better manage car parking supply and facilitate efficient provision of on-site and off-site car parking within the centre over the next 5 years.

The supply and location of car parking is important in ensuring the success of the activity centre and realising the vision set out in the *Pakenham Structure Plan (*March 2017).

This document builds on evidence collected through parking occupancy and duration of stay surveys, together with the experiences of the local community and identifies principles, objectives and actions that will improve the management and demand for parking within the centre.

The local context of the Pakenham AC means that visitors have a heavy reliance on private vehicles, and an expectation of finding a parking space very close to their destination.

Parking surveys have highlighted that there is currently adequate supply across the centre, with short-term (1- to 2- hour parking) and medium-term (3- to 4- hour parking) parking in high demand in many locations across the Pakenham AC. It is also evident there is a significant portion of vehicles overstaying parking restrictions, particularly within the core retail area.

The design and amenity of some of the periphery off-street parking areas supporting the centre is poor, with line marking, lighting and reduced pedestrian connectivity which discourages parking in these locations.

Sustainable transport infrastructure, including paths and end-of-trip facilities for pedestrians and cyclists, is limited throughout the Pakenham AC. Commuter car parking was observed to be unevenly distributed across the railway station car parks, with physical limitations and barriers restricting access to the Pakenham Railway Station and other public transport services.

Whilst there is adequate supply of car parking at this point in time, it is important that Council takes a proactive and strategic approach to managing car parking as in the future, significant growth is expected throughout the Pakenham AC. The anticipated future demand for parking generated by new development will exceed the available parking supply, and additional public car parking will be required to support this growth, as well as allowing for the continued sharing of parking across the Pakenham AC.

The precinct plan has an overarching vision which is underpinned by the following seven principles to guide parking management into the future:

1. Safety
2. Connectivity
3. Convenience
4. Perception
5. Economic Viability
6. Accessibility
7. Balance

Overall, the precinct plan seeks to achieve:

- Equitable and efficient management of parking.
- Co-location of medium and longer-term parking in shared, off-street locations.
- Encourage sustainable transport travel within and to the Pakenham Activity Centre.
- Ensure the ongoing viability and development of Pakenham Activity Centre.

2. Introduction

The provision, supply, location and management of car parking within an activity centre is important to its success. This work takes a strategic approach to ensure that car parking supply is managed as the demand for car parking increases while the Activity Centre develops.

This document has been prepared to support the implementation actions in the *Pakenham Structure Plan* (May 2017) which outlines the 20-year vision for the Pakenham Activity Centre.

2.1. Background

Pakenham is located approximately 60 kilometres south-east of Melbourne, between the Princes Highway and Princes Freeway. As a regional hub, it delivers services and facilities to areas both within and outside the Cardinia Shire area.

The Pakenham Activity Centre (Pakenham AC) currently provides a range of retail, commercial, residential and entertainment uses, with long term growth and planning guided by the *Pakenham Structure Plan (March 2017)*. This document sets a clear vision and provides a blueprint for future land use, transport and development outcomes for the Pakenham AC.

One of the key actions from the structure plan in relation to car parking is understanding the provision of car parking in the Pakenham AC.

To achieve this action, SALT has been engaged by Cardinia Shire Council to prepare a Parking Precinct Plan for the Pakenham AC. This will provide the strategic basis for amendments to Clause 52.06 Car Parking of the Cardinia Planning Scheme, including a schedule to the Parking Overlay.

As an initial stage of preparing the precinct plan, survey results provided to SALT by Council have been analysed and are presented within this report.

2.2. Car parking plans

Car parking plans provide direction on how to manage current and future car parking demands within a defined area. They provide an analysis of current parking supply and demand, assess the impact of future developments, and propose a series of parking tools and strategies that can be implemented to address key issues that are identified.

Once prepared, a car parking plan can provide the strategic justification for both statutory and non-statutory mechanisms to manage parking generation and demand, such as Parking Overlays, parking permits, paid parking and parking restriction changes.

Parking Overlays are a statutory mechanism used to introduce alternative development parking provision rates, cash-in-lieu of parking, and alternative design requirements.

In order to successfully introduce a Parking Overlay, the Victorian Planning Provisions Practice Note 57: The Parking Overlay requires a parking plan to:

- identify the car parking needs and issues;
- relate these issues to the broader social, economic and environmental considerations;
- sets out the car parking objectives; and
- define the implementation responsibilities.

2.3. Focus

The *Pakenham Parking Precinct Plan* reviews the current issues and opportunities regarding parking and access to parking within the Pakenham AC and the existing public transport, cycling, walking and mobility needs of the centre.

It provides the Pakenham AC with an overall vision and framework for the management of parking.

The objectives of this study are to:

- identify shortfalls in existing short and long-term parking provisions and strategies in order to address identified shortfall(s);
- establish the future demand for parking spaces and develop strategies to meet this demand including the development of a Parking Precinct Plan (PPP) for the Pakenham AC;
- identify principles to guide parking and transport decisions within the Pakenham AC;

- establish appropriate management tools to manage existing and future parking demands and their impacts on the surrounding areas;

- specify a way forward in terms of the application of the strategy and the mechanisms which could be adopted to apply the strategy; and

- allow for the development of planning scheme amendment documentation to incorporate the parking precinct plan into the Cardinia Planning Scheme.

2.4. Outline of report

The precinct plan provides an overview of the strategic and local transport context for the Pakenham AC. It summarises current car parking demand and supply, analyses the expected future parking demand, and identifies the issues in relation to transport and parking within the activity centre. The precinct plan also identifies the principles and objectives which will direct the management of parking within Pakenham AC into the future and outlines the actions required to manage existing and future parking demand.

Key tasks undertaken as part of this study include:

- Review of the relevant background material;

- Undertaking a foot and saddle survey of the activity centre with Council to gain an understanding of the area at the pedestrian level;

- Discussions with key stakeholders, including the project reference group;

- Comprehensive analysis of parking survey data provided by Council;

- Preparation of summary of survey results, in both graphical and tabular format showing both inventory and peak occupancies;

- Analysis of future land use growth and the forecast parking demand;

- Identification of principles, objectives and actions;

- Identification and development of appropriate parking generation and financial contribution in-lieu-of parking provision rates; and

- Preparation of an Action Plan to guide the implementation of the Parking Precinct Plan.

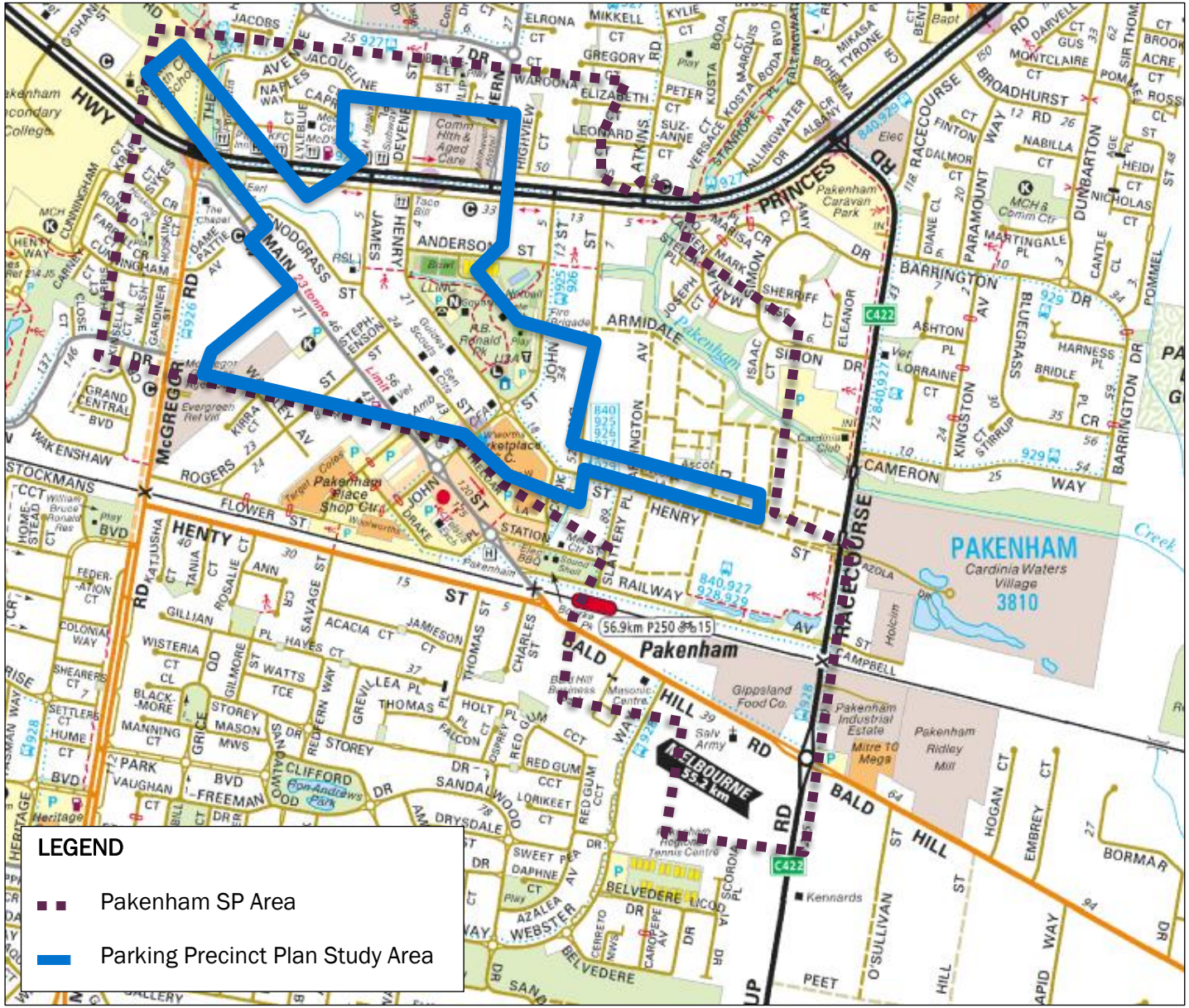
2.5. Study area

The study area includes part of the defined Pakenham AC area, mainly focused around Main Street, the Pakenham retail precinct, Pakenham Library and PB Ronald Park, and the Pakenham Railway Station.

It is noted that the study area is smaller than the overall Pakenham AC area as defined in the structure plan. The study area focuses on the predominantly commercial areas of Pakenham that are expected to undergo significant change into the future. Consequently, the periphery residential areas have been excluded.

The extent of the defined study area and the broader Pakenham AC is highlighted in Figure 1

Figure 1 Pakenham Activity Centre and the Study area



3. Strategic context

This section identifies and considers the relevant strategic context surrounding the Pakenham AC Parking Precinct Plan in relation to regional and local plans, policies and strategies.

3.1. State policy

State policy provides the Victorian strategic context in which the precinct plan sits.

3.1.1. Plan Melbourne Metropolitan Planning Strategy – 2017 - 2050

Plan Melbourne 2017 - 2050 is the metropolitan planning strategy for Melbourne that sets the vision for and guides Melbourne's growth to the year 2050. It seeks to integrate long-term land use, infrastructure and transport planning to meet the population, housing and employment needs of the future.

Plan Melbourne recognises that Victoria's growing population is placing increased pressure on the transport systems, including our roads and public transport services.

Pakenham is identified as a Major activity centre located within Melbourne's Urban Growth Boundary (UGB) and has strong links with the Dandenong National Employment and Innovation Cluster. It is also within close proximity to the Officer–Pakenham Industrial Precinct, one of Melbourne's five state-significant industrial precincts.

The relevant principles, directions and policies of *Plan Melbourne* are as follows:

Principle 1: Melbourne is a productive city that attracts investment, supports innovation and creates jobs

- Direction 1.2 – Improve access to jobs across Melbourne and closer to where people live
  - Support the development of a network of activity centres linked by transport
  - Facilitate investment in Melbourne's outer areas to increase local access to employment
- Direction 3.1 - Transform Melbourne's transport system to support a productive city
  - Improve the efficiency of the motorway network
  - Support cycling for commuting

Principle 3: A city of centres linked to regional Victoria

- Direction 3.2 – Improve transport in Melbourne's outer suburbs
  - Improve roads in growth areas and outer suburbs
  - Improve outer-suburban public transport

Principle 5: Living locally—20-minute neighbourhoods

- Direction 3.3 - Improve local travel options to support 20-minute neighbourhoods
  - Create pedestrian-friendly neighbourhoods
  - Create a network of cycling links for local trips
  - Improve local transport choices

3.1.2. Planning Policy Framework (PPF)

The PPF comprises of general principles for land use and development in Victoria with specific policies.

The directions of *Plan Melbourne* are reflected in policy contained in the PPF of the Cardinia Planning Scheme.

Clause 11.03 Planning for Places identifies activity centres as being a focus for high quality development, provide for a variety of land uses and are highly accessible to the community.

Clause 15 Built environment and heritage sets the high-level requirements that development must meet in relation to the urban context, including the urban environment, built form, landscaping, and cultural heritage.

Cause 17 Economic development recognises development as being a critical component of the economy, contributing to the economic well-being of communities and the State.

Clause 18 Transport identifies the importance of an integrated and sustainable transport system that provides safe access to jobs, social, educational and recreational opportunities as well as facilitating the efficient, reliable and safe movement of people and goods.

3.1.3. Other planning scheme provisions

Overlays

- Parking Overlay (PO)

This overlay is used to manage car parking in a precinct where local parking issues are identified and a common strategy can be adopted to respond to the issues.

This overlay applies to areas that:

- require the facilitation of an appropriate provision of car parking spaces in an area
- identify areas and uses where local car parking rates apply
- identify areas where financial contributions are to be made for the provision of shared car parking.

Particular provisions

- Clause 52.06 Car Parking

The purpose of this clause is to ensure that the appropriate provision of car parking, supports sustainable transport alternatives, promotes car parking efficiencies through the consolidation of car parking facilities, ensures that parking does not adversely affect the amenity of the area and ensures that the design and location of car parking is of a high standard, is safe and allows for easy and efficient use. This clause applies to the following:

- A new use; or
- An increase in the floor area or a site area of an existing use; or
- An increase to an existing use by the measure specified in Column C of Table 1 in Clause 52.06-5 for that use.

This provision also sets out requirements for the provision of car parking, permit and application requirements, exemptions and the number of spaces required as per the tables.

Practice notes

The Victorian Government have a series of practice notes on the operation of the Victorian Planning Provisions (VPP).

- The Parking Overlay Practice note 57

This practice note is to help guide Councils on the preparation and application of the Parking Overlay. It explains why the Parking Overlay is, what it does, when and how to use it and how to complete a schedule to the overlay.

3.2. Local context

There are a range of documents that provide the strategic context in which the precinct plan sits.

3.2.1. Council Plan

The Cardinia Council Plan (2018 – 2019) sets out the strategic direction of the Council and the strategies for achieving those objectives for the next four years.

The Council Plan recognises that as the Shire grows, it is important to provide the necessary infrastructure, transport options and family services. Transport is a key component to ensure education, employment, recreation, business and community services is accessible for the community.

The "Our Environment" focus area looks to plan and manage the natural and built environment for present and future generations. A key strategy under this focus area is to ensure transport linkages connect towns, through developing transport networks that incorporate effective public transport and prioritise multi-use pathways that connect destinations.

3.2.2. Cardinia Shire Council Pedestrian and Bicycle Strategy (August 2017)

The *Cardinia Shire Council Pedestrian and Bicycle Strategy* provides a guiding framework for Council for the incremental development of a comprehensive walking and cycling network throughout the Shire.

Linking into Council's existing Footpath Priority List, the strategy seeks to connect people with their daily destinations, as well as tourism and landscape features across the Shire.

Within the Pakenham AC, the inconsistent provision of walking and cycling infrastructure across residential developments and large gaps in the delivery of the shared path

network, are key challenges in achieving a comprehensive network. The strategy identifies the core activity centre as a proposed Pedestrian Priority Area, supported by a number of strategic cycling links to and within the Pakenham AC that connect the centre to the regional trail network.

An excerpt of the future pedestrian and cycling network for Pakenham AC from the strategy is provided in Figure 2.

3.2.3. Pakenham Structure Plan (March 2017)

The *Pakenham Structure Plan* (Pakenham SP) is the primary tool guiding Council's decision making on planning matters and planning of works to improve the amenity of the Pakenham AC.

Developed by Council over four years in consultation with the Pakenham community and a wide range of stakeholders, the Pakenham SP identifies the issues and opportunities, key directions and framework for future land use and growth within the Pakenham AC.

The Pakenham SP considers access for all modes of movement, including pedestrians, cyclists, vehicles and public transport, and recognizes there are challenges across all these modes that limit the effectiveness of the overall transport system within the Pakenham Activity Centre.

The key transport objectives of the Pakenham SP include:

- Provide safe and convenient vehicle, pedestrian and cycle movements across the railway line;
- Provide attractive, convenient and safe pedestrian and cycle movements to, from and within the Pakenham AC;
- Provide a clear, efficient and logical vehicle network as well as convenient and accessible car parking in the Pakenham AC while enabling a successful main street retail and social environment in John and Main Streets which acknowledges pedestrian priority; and
- Provide a high quality multi-modal interchange at Pakenham railway station that offers a more frequent, safe, interconnected and accessible service to those who live, visit and work in the Pakenham AC.

The *Pakenham Activity Centre Parking Precinct Plan* will enable the implementation of the Pakenham SP by providing guidance and direction in relation to the management of the current and future parking demand within the centre.

3.2.4. Pakenham Town Centre Urban Design Framework (2004)

The Pakenham Town Centre Urban Design Framework (Pakenham TC UDF) provides key principles, strategies and implementation priorities and provides guidance for future development for 20–30 years.

In relation to transport networks, the Pakenham TC UDF identifies the preferred design outcome for the local and arterial road network, as well as the preferred transport design outcomes for new development.

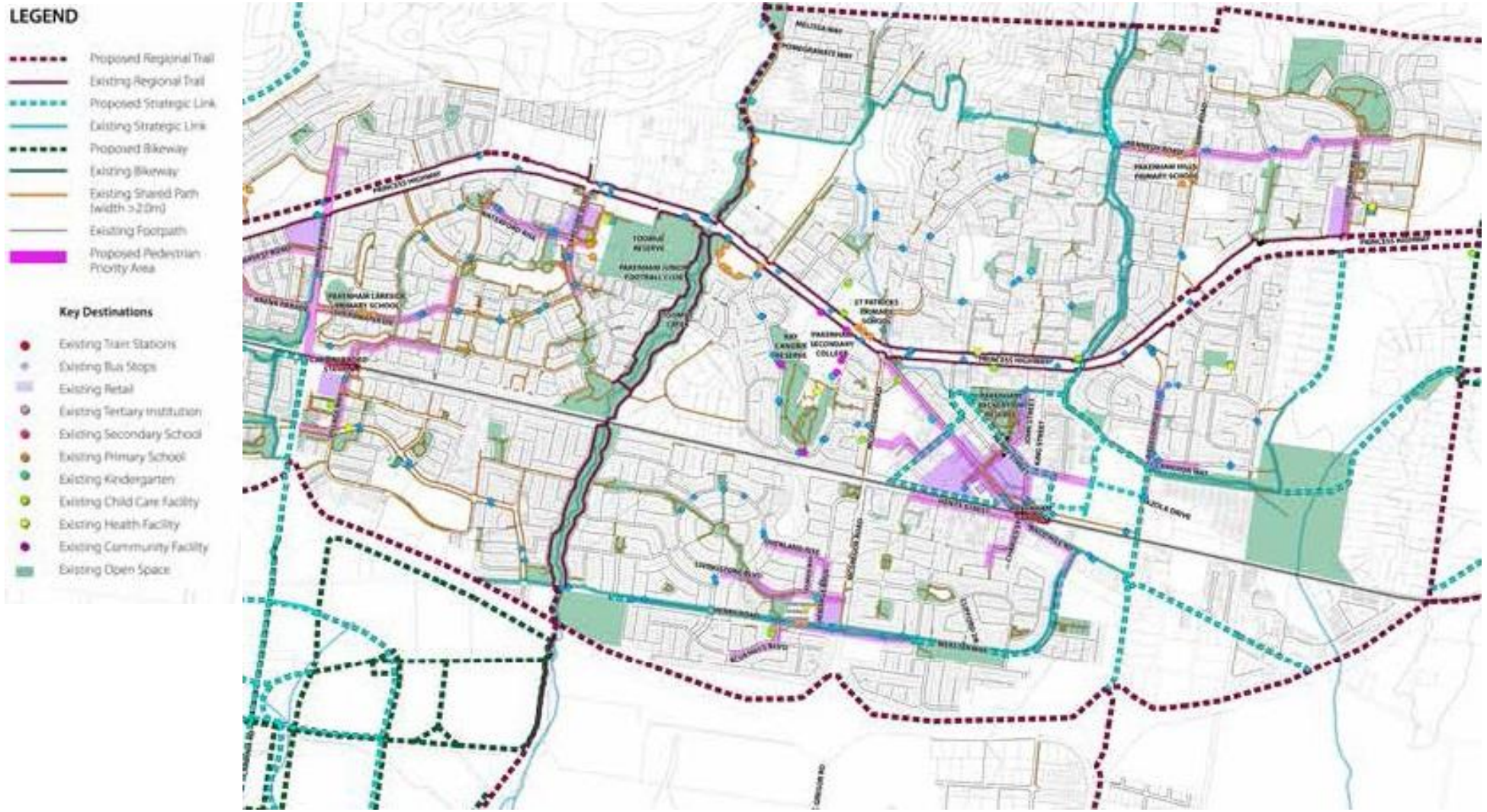
The Pakenham TC UDF will be revised and additional urban design guidelines will be developed at a later date.

3.2.5. Existing car parking credits

Some properties may enjoy existing car parking credits.

Clause 52.06 -7 of the Planning Scheme includes a decision guideline that requires consideration of "Any credit that should be allowed for car parking spaces provided on common land or by a Special Charge Scheme or cash-in -lieu payment".

Figure 2 Pakenham AC walking and cycling context



(Source: Cardinia Pedestrian and Cycling Strategy 2017)

4. Local Transport Context

4.1. The Road Network

The road network within the Pakenham AC provides a good level of accessibility from all directions to and from the core area. Pakenham is well served by a number of significant roads, including Princes Highway to the north, Racecourse Road to the east, Bald Hill Road to the south east, Henty Street to the south and McGregor Road to the west.

Princes Highway and Racecourse Road are VicRoads declared arterial roads, While McGregor Road is currently a local road, it is expected to be duplicated and declared an arterial road into the future.

There are also a number of local streets that provide access to the retail precinct and surrounding residential areas. Main Street and John Street service the core shopping area, with Cook Drive, Drake Place and Henry Street providing access to the commercial area away from the retail core.

The Pakenham SP identifies several changes to the road network within the activity centre in to the future, including:

- Improving road connections in and around the core activity centre area;
- Reconfiguration of the Main Street and McGregor Road intersection to restrict through-traffic movements;
- The conversion of Main Street between John Street and Station Street into a shared space;
- The closure of the Main Street level crossing, with pedestrian access to be provided via an underpass, following the removal of the Webster Way railway grade separation.

4.2. Public Transport

The Pakenham AC is reasonably well serviced by public transport, with the Pakenham Railway station located within 400m of the core retail precinct. However, the level of service provided is limited mainly because of the poor coordination of public transport modes and the low frequency timetable of both the rail and bus networks during the off-peak period.

A map of the public transport services servicing Pakenham is provided in Figure 3 (Source: PTV).

Both regional and metropolitan trains travel through the station, with the metropolitan line operating with a 20-minute frequency during peak hours. Two rural services operated by V/Line pass through Cardinia Shire at Pakenham and terminate at Southern Cross station in Melbourne.

A bus interchange is located at the Pakenham railway station which currently is the terminus for five routes and a stop for an additional route.

A regional bus service operates between Koo Wee Rup bus and coach interchange and Pakenham train station. Two V/Line coach services pass through Cardinia Shire.

4.3. Pedestrians & cyclists

A path network is not only important to people who are walking or cycling, but also to people with disabilities and the growing number of community members who are travelling by other means such as a wheelchair or mobility scooter.

Pedestrian and cyclist accessibility to, from and within the Pakenham AC is currently limited. Few east–west connections exist and constraints such as the railway line, the drainage and creek lines, and large sites, currently disconnect areas from each other. In addition to this, not all roads within the existing street network have paths on both sides of the road.

A foot survey of Pakenham AC completed in March 2017 highlighted:

- A number of footpaths within and leading to the Pakenham AC are obstructed by electricity poles and overgrown vegetation;
- Footpath connectivity is poor in some locations, with temporary pram ramps and pedestrian crossing points providing access;
- There is limited on-street cycling infrastructure within the retail core of the Pakenham AC; and

- Where bicycle and motorcycle parking is provided, it is often positioned in concealed locations away from the main thorough-fare.

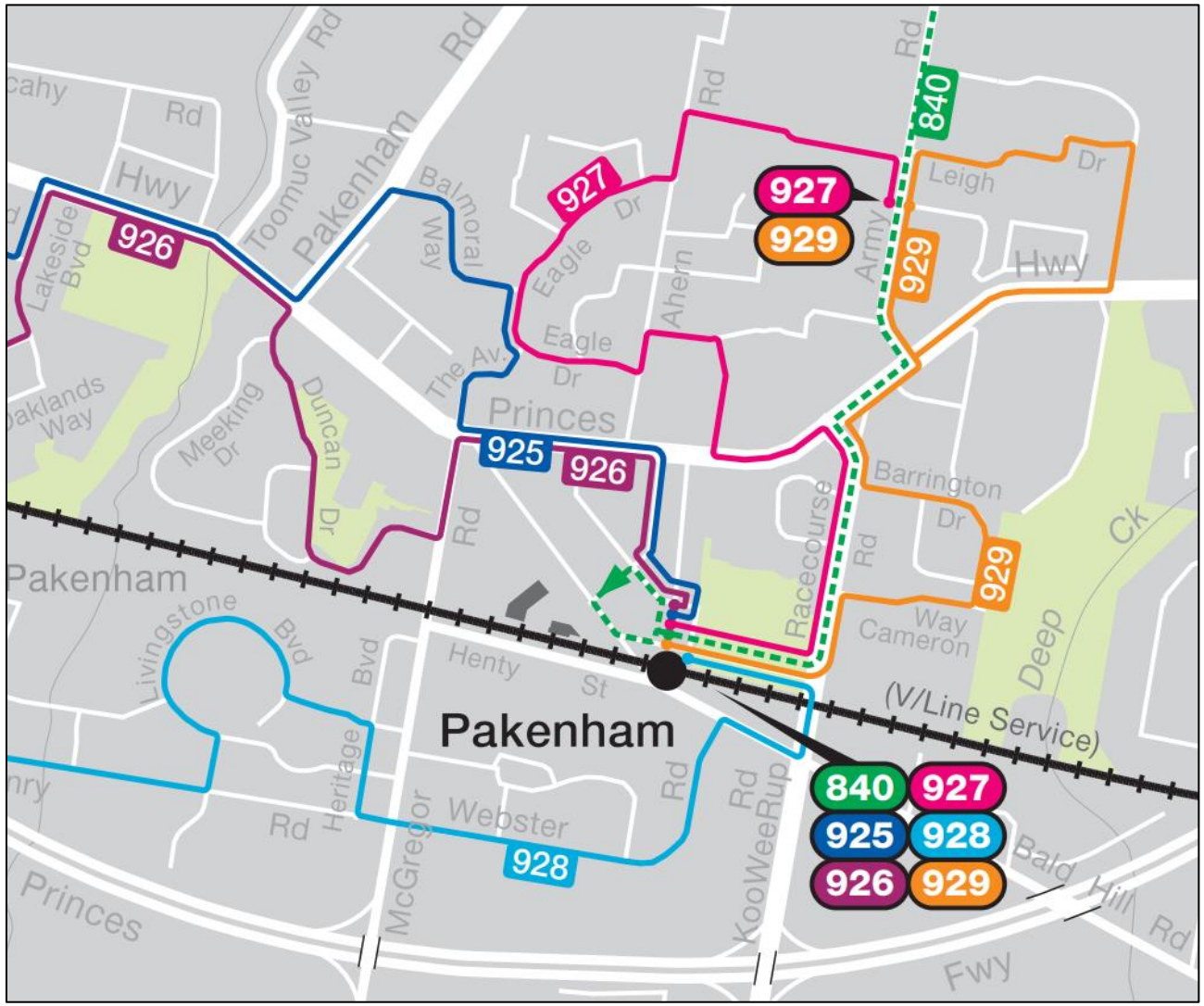
The Pakenham SP identifies a number of future opportunities and projects that are required to improve pedestrian and cyclist connectivity throughout the activity centre, including upgrading the existing arcades to and from John and Main streets.

4.4. Car parking

The Pakenham AC has many on-street parking options (some marked, some unmarked) close to the core retail area as well as off-street car parks in both private and Council ownership.

The community has raised concerns that the supply of car parking in the Pakenham AC is insufficient, and it is difficult to find a parking space during peak times. Council acknowledges that car parking within the Pakenham AC is dispersed and further analysis is required to determine any parking shortfalls now and into the future.

Figure 3 Pakenham public transport services



An audit of on and off-street car parking infrastructure within the Pakenham AC, conducted by Cardinia Shire Council in November 2016, identified the following issues:

- Some carparks have unsealed and gravel surfaces, which is impacted by inclement weather;
- There are inconsistent approaches in the line-marking of car parking spaces;
- Line-marking has faded in a number of public and private car parking areas and has been poorly maintained;
- Some parking areas have insufficient surface drainage, resulting in the ponding of water in some locations; and
- Several carparks located on the periphery of the activity centre are unlit or have limited lighting, increasing perceptions that these parking areas are unsafe.

Meetings with stakeholders have also identified that there are limited car spaces for people with disabilities. Some of the disabled spaces provided are inadequate in dimension to allow efficient wheelchair access and some spaces are located too far away from entrances and safe pedestrian spaces to be practical for people with disabilities to use. Concern was also raised that there needs to be more enforcement of parking regulation as disabled spaces were often occupied by vehicles without disabled permits.

In some cases, these disabled spaces are located in privately owned and operated carparks where Council does not have agreements in place with the owners to undertake enforcement action. Council is currently working to implement agreements with these private carparks to enable council enforcement of disabled car parking regulations on those private properties.

The Pakenham SP recognises the importance of the activity centre accommodating a balance of both long-term and short-term parking options in strategic locations to allow convenient access. Given the location of Pakenham and its surrounding land uses, car parking is fundamental to the success of the activity centre.

This document seeks to provide a better understanding of the existing parking characteristics of the Pakenham AC, and the implications of future development on car parking supply.

5. Car Parking Analysis

5.1. Introduction

5.1.1. Survey Methodology

The survey data, as provided by Cardinia Shire Council on 11 April 2017, is from surveys conducted on the following days:

- Thursday 1 December 2016
- Saturday 3 December 2016

Both surveys were conducted between 7am and 8pm at hourly intervals, and collected both car parking occupancy and duration of stay information.

All publicly available car parking within the area was surveyed, including:

- Marked and unmarked on-street car parking spaces;
- Public off-street car parking areas; and
- Private or customer off-street car parks.

The details within the survey results indicated that the weather was fine on both survey days.

It is noted that these surveys were undertaken in early December, which is generally considered to be a busy period for retail areas. It is understood these dates were selected in consultation with Council to capture parking during a peak period.

The duration of stay for unique vehicles was determined through partial number plate recording. At each hourly interval, the last 4 characters of each vehicle's plate was noted, which provides a suitable balance between ensuring whether the same vehicle is parked and maintaining the privacy of the vehicle owner.

Due to the 1-hour interval, each survey recording has a built-in degree of error which varies depending on the actual time a vehicle enters and exits a car parking space. For assessment purposes, it has been adopted that each individual recording represents a 1-hour duration of stay.

Therefore, compliance with restrictions under 1 hour in length cannot be definitively determined. However, the minimum level of non-compliance can be established based on the number of vehicles staying within these spaces for 2 hours or more.

5.1.2. Target Parking Occupancy

Measuring the car parking occupancy provides an indication of how easy it is for motorists to find a car parking space within an area. The occupancy should be high enough to ensure that they are occupied at a level that justifies the supply but not so high that it is unreasonably difficult to find a space. An occupancy rate of 85% at times of peak demand means that approximately one in every seven parking spaces should be vacant. When parking occupancy is regularly above 85%, motorists are likely to experience frustration when trying to find an available parking space.

This 85% benchmark is a recognised best practice approach to the management of on-street parking. It means that the parking resource is well used but people can still easily find a space, thus reducing customer frustration and congestion. Generally, parking is considered 'at capacity' when available spaces are 85% occupied at times of peak demand (Shoup, *High Cost of Free Parking,* 2005).

5.2. Parking Supply

Parking within the Pakenham AC is provided for a wide range of users, including public transport, taxis, service and emergency vehicles, private staff/employee parking and public parking.

Table 1 Study Area Parking Supply Summary

	Off-Street	On-Street	Total
Private Parking	697	0	697
Public Parking	2.566	914	3,480
Total	3.263	914	4.177

There is a total of 4,177 parking spaces available within the study area. Of these spaces. 914 spaces are located on-street with the remaining 3,263 spaces located off-street in public and private car parks. A summary of the total car parking supply within the survey area is presented in Table 1.

Parking within the study area is a mix of unrestricted and restricted parking. Parking restrictions include time limited parking, reserved parking zones, loading zones, taxi zones, disabled parking, and No Stopping restrictions that are time operated (for example, No Stopping between 8am and 4pm).

Parking in the area is typically unrestricted after 6:00pm Monday to Friday and 1:00pm Saturdays.

Table 2 On-Street Public Parking Summary

Type of Parking Restriction	# Spaces
Very Short Term (1/4 - 1/2P)	76
Short Term (1-2P)	238
Long Term (Unrestricted)	549
Disabled Parking	16
Loading Zone	3
Taxi Zone	2
No Stopping	30

Tables 2 and 3 demonstrate the typical parking restrictions within the area, broken down by the general location and type of parking available.

Table 3 Off-Street Public Parking Summary

Type of Parking Restriction	# Spaces
Very Short Term (1/4 - 1/2P)	3
Short Term (1-2P)	402
Medium Term (3-4P)	1024
Long Term (Unrestricted)	954
Disabled Parking	42
Loading Zone	12
Taxi Zone	3
Reserved (various)	126

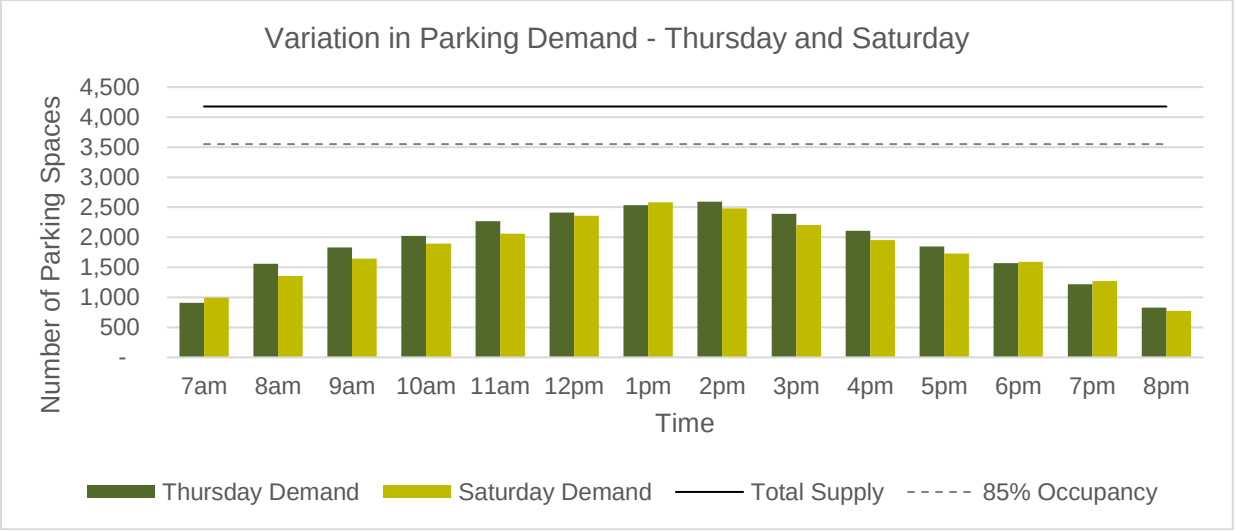
5.3. Parking Demand

5.3.1. Total Parking Demand

A review of the survey results indicates that on Thursday, the peak parking demand of 2,591 occupied spaces within the survey area occurred at 2pm. This equates to an occupancy rate of 62% and is inclusive of all parking types including reserved and disabled spaces.

On Saturday, the peak parking demand occurred at 1pm, where 2,584 parking spaces were occupied. This is equivalent to an occupancy rate of 62%.

Figure 4 Variation in Parking Demand – Thursday and Saturday

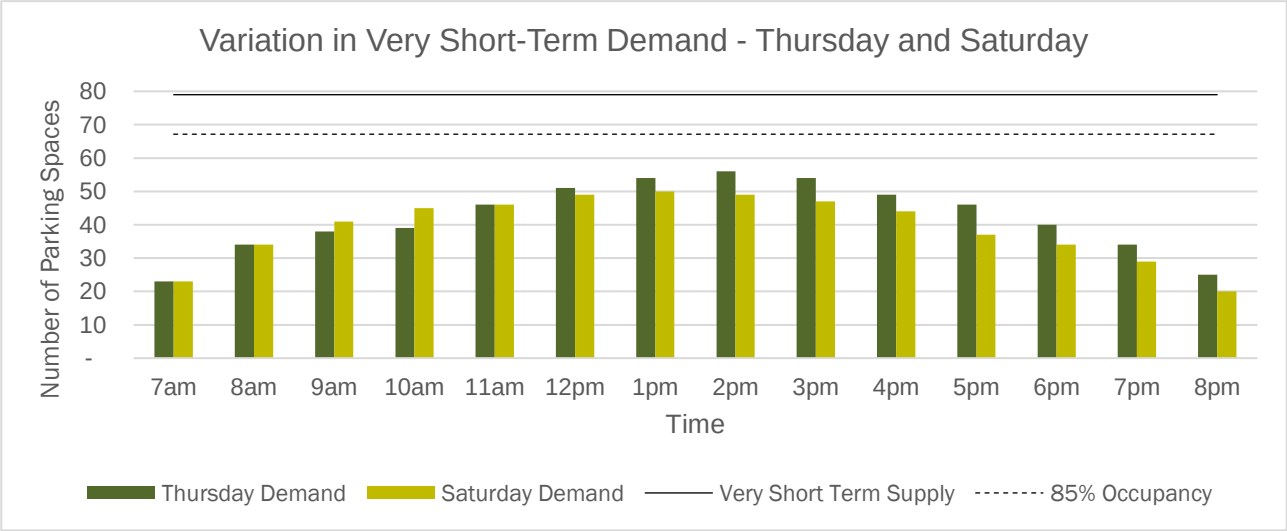


5.3.2. *Very short-term (less than 1-hour) parking demand*

There are 79 public very short-term parking spaces across the study area, comprising of a mixture of 15-minute and 30-minute parking. Figure 5 shows the variation of very short-term parking demand on Thursday and Saturday throughout the day.

At 2pm during the Thursday peak period, 71% (56 parked vehicles) of the very short-term parking spaces were occupied. This indicates there is a reasonable availability of these spaces across the centre.

Figure 5 Public Very-Short-term (Less than 1-hour) parking demand



The survey results highlighted a very high utilisation (greater than 85% occupancy) of very short-term parking spaces across the study area, including:

- On Henry Street, between Cook Drive and John Street;
- On Cook Street, between Treloar Lane and Henry Street; and
- On Main Street, between John Street and Station Street.

Future consideration could be given to increasing very-short term parking at these locations.

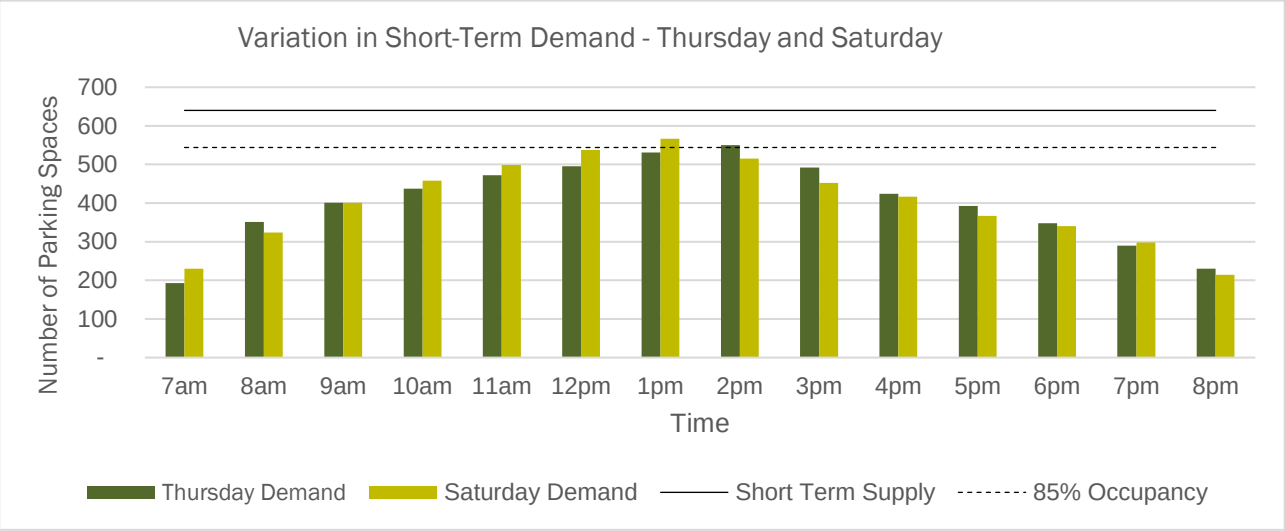
5.3.3. *Short term parking (1-2 hours)*

There are 402 public off-street and 238 on-street short-term parking spaces across the study area, comprising of a mix of 1-hour and 2-hour parking restrictions.

Figure 6 shows the variation of short-term parking demand on Thursday and Saturday throughout the day.

On Thursday at 2pm, 86% (550 parked vehicles) of short-term parking spaces were occupied, indicating that short-term parking is in high demand across the centre during the peak period. Saturday also experienced a high demand for short-term parking, with 89% (567 parked vehicles) of parking spaces occupied at 1pm.

Figure 6 Public Short-term (1- and 2-hour) Parking Demand



- In particular, the survey results highlighted a very high utilisation (greater than 85% occupancy) of short-term parking spaces in the following locations:
- Within the off-street car park at 43 John Street;
- Within the off-street car park at 107 Main Street;
- Within the off-street car park at Treloar Lane;
- In the indented parking off Treloar Lane;
- On Drake Place between Main Street and the end of the street;
- On John Street between Main Street and the end of the street; and
- On Main Street between John Street to Station Street.

Consideration could be given to increasing the short-term parking supply at these locations into the future.

5.3.4. Medium term (3-4 hours) parking demand

There are 1,024 public off-street medium-term parking spaces across the study area, comprising of a mixture of 3-hour and 4-hour parking restrictions. There were no medium-term parking restrictions for on-street parking recorded within the study area.

Figure 7 shows the variation of medium-term parking demand on Thursday and Saturday throughout the day. At 2pm on Thursday, 69% (706 parked vehicles) of medium-term parking spaces were occupied, indicating that there is a reasonable availability of medium-term parking across the centre.

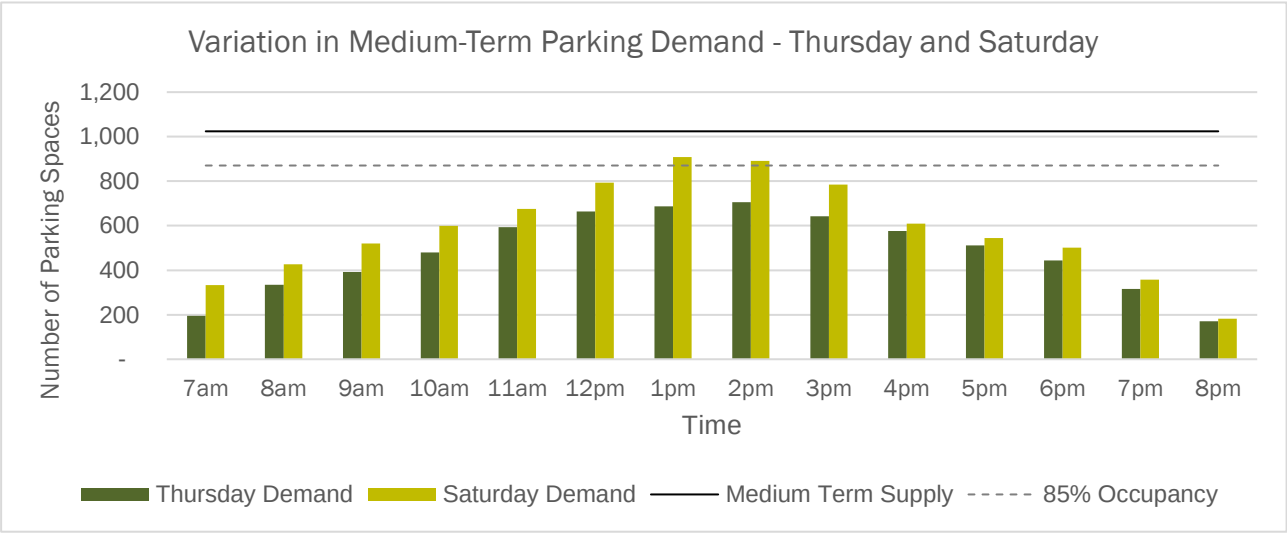
The survey results highlighted a very high utilisation (greater than 85% occupancy) of medium-term parking spaces within the Drake Place off-street car park.

Pakenham Marketplace, which has a significant portion of the medium-term parking across the study area (674 3-hour parking spaces) recorded a peak parking occupancy of 72% at 2pm on the Thursday (488 spaces occupied).

Parking demand within this carpark was significantly higher during the Saturday period, with a parking occupancy of 99.6% (671 parked vehicles) recorded at 1pm.

In comparison, a parking occupancy of 89% (909 parked vehicles) was observed across all medium-term parking spaces at the same time period on the Saturday, and contrasts with a 30% parking occupancy (1,050 parked vehicles) across all available public parking spaces.

Figure 7 Public Medium-Term (3- and 4- hour) Parking Demand



This indicates that medium term parking is in higher demand during the weekend period, which aligns with the expected peak shopping periods.

5.3.5. *Long term (unrestricted) parking demand*

There is a total of 1,503 long-term (unrestricted) parking spaces across the study area, comprising of 954 public off-street (including 391 off-street commuter spaces) and 549 on-street parking spaces.

Figure 8 shows the variation of long-term parking demand on Thursday and Saturday throughout the day.

At 2pm during the Thursday peak period, 50% of long-term parking spaces were occupied (751 parked vehicles), indicating that, across the centre, long-term parking is generally available.

The survey results highlighted a very high utilisation (greater than 85% occupancy) of long-term parking spaces to the north of the Pakenham Railway Station, including:

- On Railway Parade between Main Street and Slattery Place;
- On Railway Parade between Slattery Place and the carpark entrance; and
- Within the off-street commuter carpark to the north of Pakenham Station, off Railway Parade.

Within the off-street commuter car park to the south of the railway station, a peak occupancy of 78% (135 parked vehicles) was recorded during the Thursday peak period. This suggests parking remains available throughout the day, which is atypical of a commuter car park in metropolitan Melbourne.

Site inspections highlighted that pedestrian access between the southern car park and the station was permanently closed, forcing those who park at the south side to cross the railway tracks along Main Street and enter the station via Railway Avenue. This may be contributing to the uneven distribution of lower parking demand experienced.

Figure 8 Public long-term (unrestricted) Parking Demand

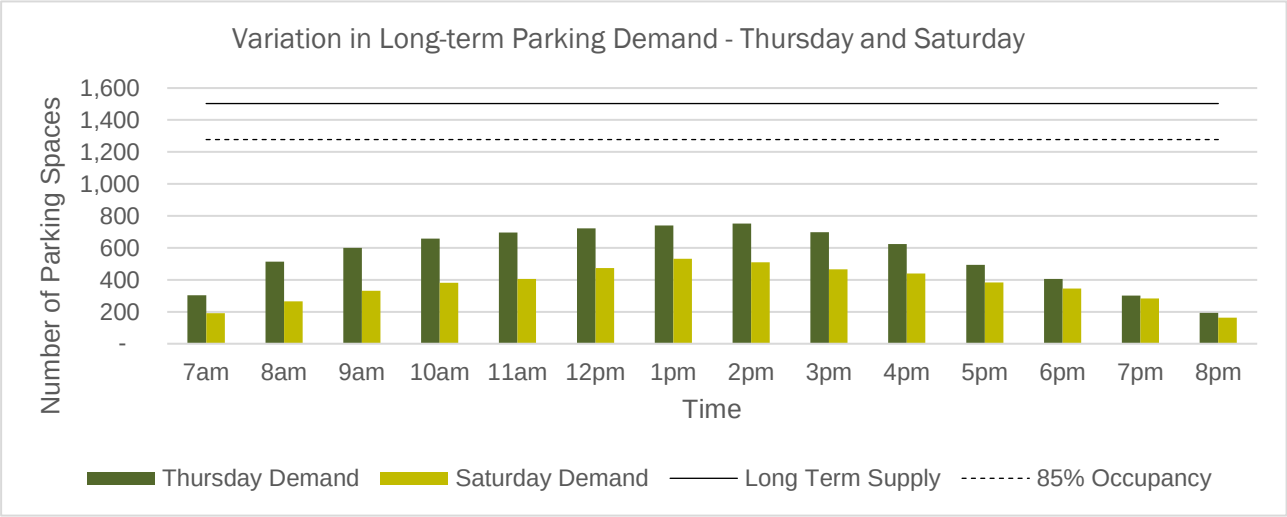
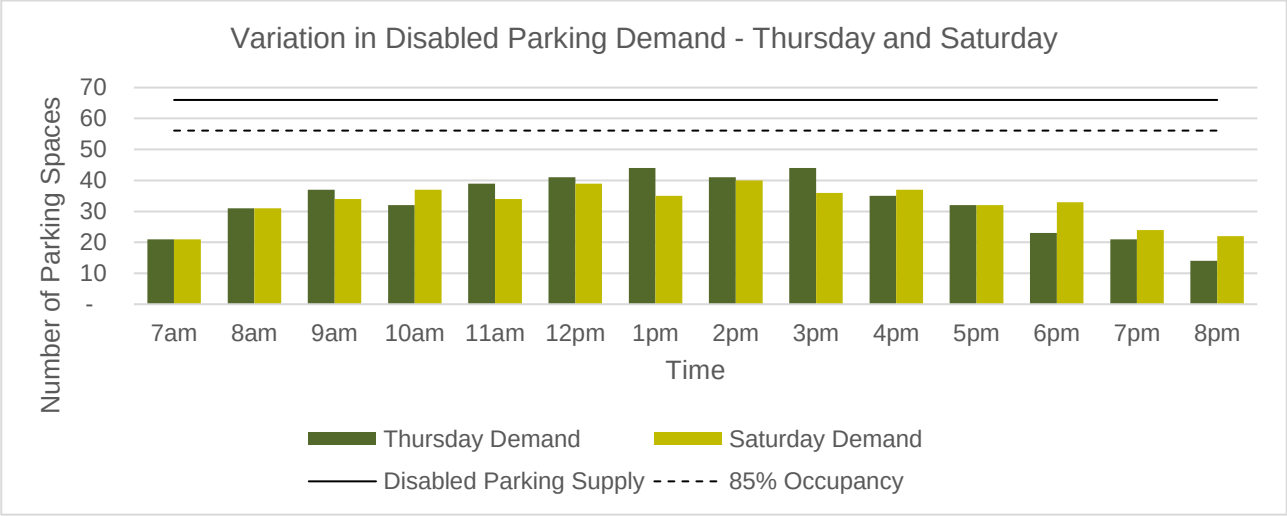


Figure 9 Public Disabled Parking Demand - Thursday and Saturday



5.3.6. Disabled Parking

There are 58 public disabled parking spaces available across the study area, comprising of 42 public off-street and 16 on-street parking spaces. Figure 9 shows the variation of demand for the publicly available disabled parking on the Thursday and Saturday throughout the day.

At 2pm during the Thursday peak period, 71% of disabled parking spaces were occupied (41 parked vehicles), indicating that, across the centre, disabled parking is generally available.

The Building Code of Australia recommends that, for every 100 parking spaces available, 1-2% of parking spaces should be designated disabled parking. Based on the overall public parking supply, the current disabled parking provision is sufficient.

However, the survey results highlighted a very high utilisation (greater than 85% occupancy) of disabled parking over extended periods of time in the following locations:

- On John Street, between Main Street and the end of John Street;
- On Main Street, between John Street and Rogers Street;
- On Main Street, between John Street and Station Street;
- The off-street car park in PB Ronald Park on John Street;

- The Pakenham Marketplace off-street car park;
- The public off-street carpark at 77-79 Henry Street;
- The Pakenham Place Shopping Centre off-street car park; and
- The Drake Place off-street car park.

5.3.7. Parking demand within the retail precinct

For the purposes of assessing the availability of parking within the retail centre, the use of only those spaces which are located no more than a short walk (approx. 2 minutes) from the edges of the retail area, has been reviewed.

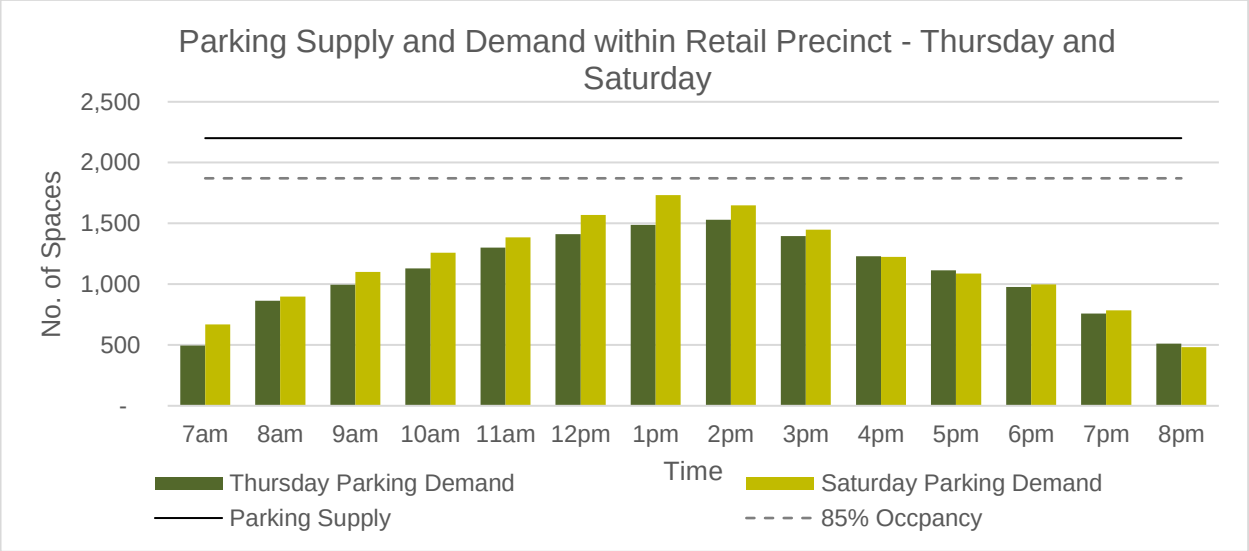
The area included within this analysis includes on-street sections of Main Street, John Street, Station Street, Drake Place, James Street, Henry Street, Treloar Lane and Cook Drive. It also includes any off-street car parking associated with the shopping areas including Pakenham Place and Pakenham Marketplace. Within this area, there is a total of 2,201 car parking spaces available. Among these spaces on Thursday, parking occupancy peaked at 2pm, where 70% of the parking spaces were occupied (1,531 parked vehicles).

The overall parking demand within the retail precinct is shown in Figure 10.

Parking demand across the retail centre was higher on the Saturday the parking demand peaked at 1pm, with 1,733 occupied car parking spaces. This equates to an occupancy rate of 79% and whilst this does not reach the 85% occupancy target, it is considered that motorists may still experience some frustrations whilst looking for a parking space across the retail area.

Furthermore, it is noted that whilst overall parking demand across the entire survey area was higher on Thursday than Saturday, parking near retail areas was higher on Saturday than on Thursday. This is a common occurrence in activity centres that have a high retail land-use component in comparison to other land-uses.

Figure 10 Parking Supply and Demand within Retail Precinct - Thursday and Saturday



5.3.8. Duration of stay

The length of time vehicles were parked in the public parking areas were recorded as part of the parking survey.

Figure 11 shows the duration of stay for all vehicles throughout the day on the Thursday. Overall, most vehicles parked within the activity centre were parked for 4 or more hours. This indicates many staff and employees within Pakenham AC are using the existing public parking supply for long-term parking.

Figure 11 Compliance with Parking Restrictions - Thursday

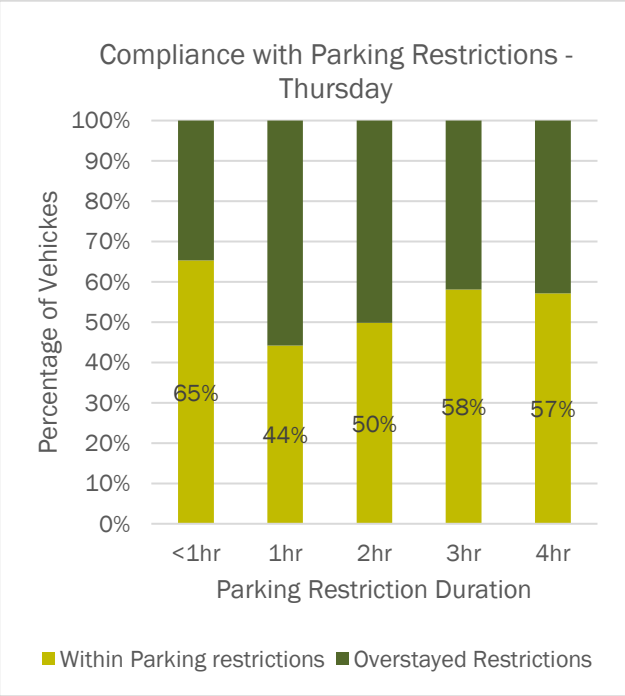


Figure 12 Extent of Overstaying Restrictions in Public Parking Areas Restrictions - Thursday

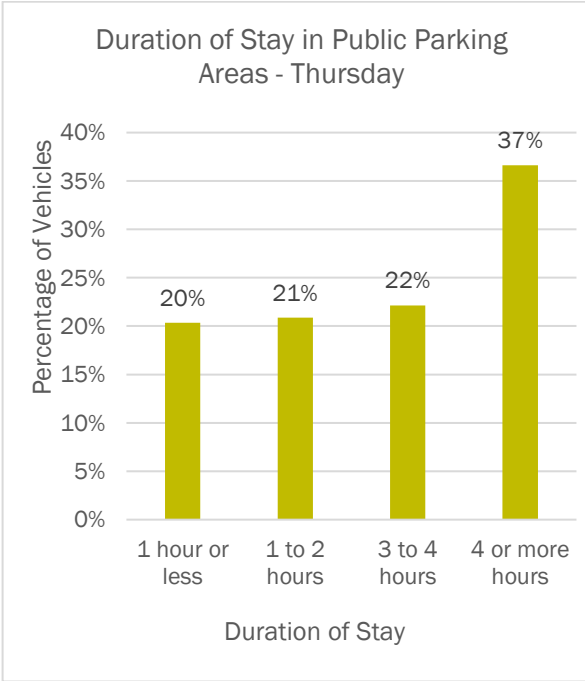


Figure 12 details the extent of motorists overstaying the parking restrictions within the public parking areas across the study area.

Based on the data collected, there is a very high non-compliance observed across all timed-parking restrictions, with 47% of all vehicles reported as overstaying. This was particularly evident in the short-term parking areas, suggesting that long-term parking is occurring in high demand areas. This in turn limits the opportunity for customers and visitors to park near their destination.

6. Future parking demand

This section considers the likely future growth in land use floor area within the Pakenham AC, and projects the associated increase in demand for public car parking across the centre.

6.1. Expected land use and parking demand growth

The Pakenham AC Structure Plan envisages significant growth occurring within the activity centre by the year 2037. Council has provided future land use estimates which have been used in this analysis.

Table 4 demonstrates the projected increase in net floor area across the core of the activity centre, and the corresponding additional parking demand.

For assessment purposes, the upper and lower limits for the additional parking requirement have been based on Column A and B rates within Clause 52.06-5 of the Cardinia Planning Scheme. Commercial (non-retail) parking rates have been assessed using the 'office' parking rate, and for residential development, a 60%/40% split between 1or 2 bedroom dwellings and 3-bedroom dwellings has been assumed.

The results of this assessment indicate there will be an additional parking demand generated of between 4,110 to 5,030 parking spaces within the core of the activity centre.

Table 4 Projected increase in Parking Demand

Land Use	Expected Increase	Additional Parking Required
Residential	+2,100 dwellings	2,700 to 3,400 parking spaces
Retail	+29,616 sqm	1,040 to 1,200 parking spaces
Commercial (non-retail)	+12,375 sqm	370 to 430 parking spaces
	Total	4,110 to 5,030 parking spaces required

Based on the current parking supply, the optimal occupancy rate of 85% and demand across the study area, additional parking is required to be provided.

6.2. Growth scenarios

The following sections consider the expected demand for parking over the next 20 years as new development occurs. Both lower (4,110 parking spaces) and upper (5,030 parking spaces) increases to parking demand, as identified Table 4, have been considered.

With regard to the existing car parking supply, the assessment considers all publicly available car parking (on-street and off-street), with the exception of current reserved parking spaces, loading zones and taxi zones.

For comparison purposes, it is assumed that there is linear growth for development over the next 20 years, and there are no significant changes to the overall public parking supply during this time.

6.2.1. Scenario 1: No parking provided onsite

Under Scenario 1, all future developments would not provide any additional parking onsite, with the public parking supply to cater for all demand.

Figure 13 shows the expected parking demand growth over time under this scenario. Should developers not provide any parking onsite, 3,100-4,300 additional public spaces would be required to be built after the year 2020.

While this scenario would maximize the available land for commercial, retail and residential uses, and make use of the existing public long-term parking supply available, it would require a significant investment in additional public parking supply across the centre.

Furthermore, it is unlikely there is sufficient Council-owned land available to accommodate an additional off-street parking supply of this magnitude.

Figure 13 Scenario 1 - No Parking in Future Developments

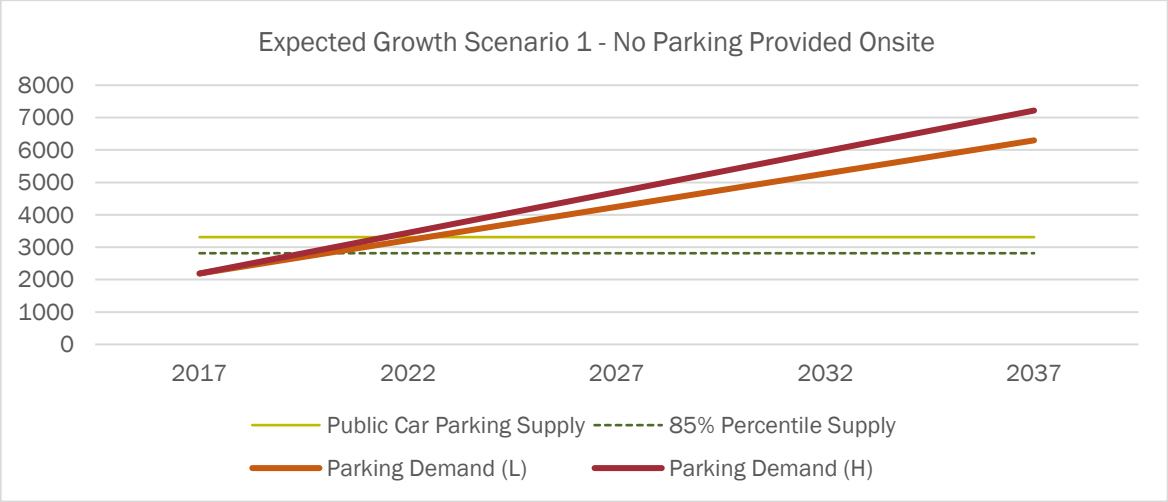
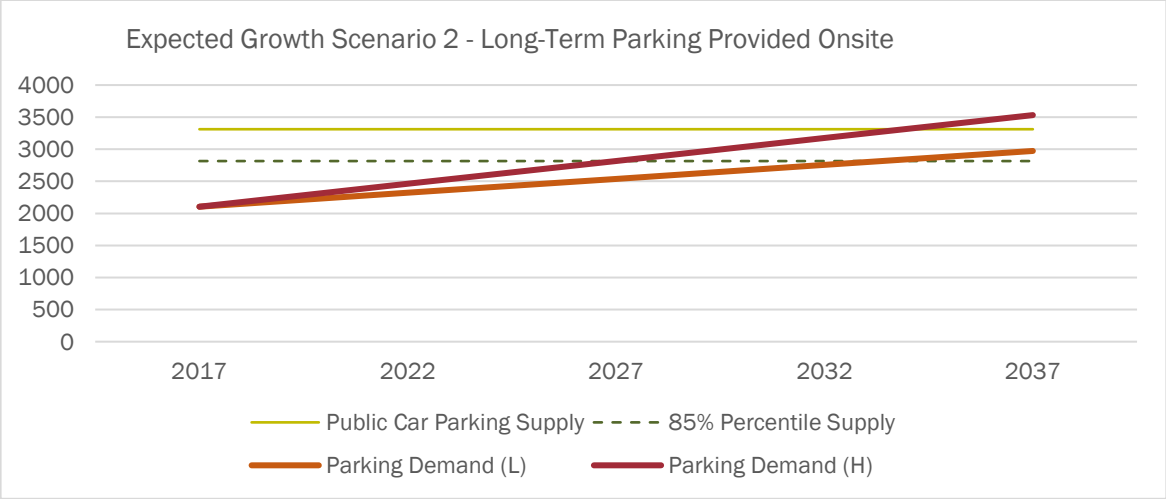


Figure 14 Scenario 2 - Long Term Parking in Future Developments



6.2.2. Scenario 2: Long Term Parking Accommodated within Development

Under Scenario 2, future developments are required to accommodate long term parking onsite. Visitor and customer parking would be accommodated though publicly available parking areas.

The following assumptions have been used in relation to the distribution of long-term and short-term parking:

- Retail Uses – 20% long-term parking, 80% short term parking
- Commercial (non-retail) uses - 90% long-term parking, 10% short term parking
- Residential developments – Long term and Visitor rates based off Column A (Upper Limit) and Column B (Lower Limit) of Clause 52.06-5

Figure 14 shows the expected parking demand growth over time under Scenario 2. Under this option, up to 220 additional public spaces would be required across the Pakenham Activity Centre, with motorists likely to experience increasing frustration from 2027 as the parking supply reaches theoretical capacity (85%) of the current parking supply, and exceeding overall available supply around 2033.

This approach represents a change from the current system in operation across the Pakenham AC, which allows for development to utilise the publicly available parking across

the centre. However, it is considered to be a fair approach, as it allows future development to share the available public parking supply for short- and medium-term parking.

This scenario would still require additional parking spaces to be constructed. However, the scale of construction is achievable, and could be contained on council-owned land within the activity centre, either as a stand-alone parking facility or as part of a mixed- use development.

6.3. Future parking demand

With the forecasted development growth across the Pakenham AC in the next 20 years, additional public parking is likely to be required in order to facilitate and support economic activity within the centre. Should Column B rates be adopted for use within the activity centre and longer-term parking be required to be provided onsite, approximately 220 additional public parking spaces would be required within the Pakenham AC.

Future development should be required to provide all long-term parking spaces on-site, with any short-term parking accommodated within the public parking supply.

7. Issues, Principles and Objectives

7.1. Issues

The following issues have been identified in the previous sections:

- The local context of the Pakenham AC means visitors have a heavy reliance on private vehicle and an expectation of finding parking very close to their destination;
- Short-term (1- to 2- hour parking) and medium-term (3- to 4- hour parking) parking is in high demand in many locations across the activity centre;
- There are a significant number of vehicles overstaying parking restrictions, particularly in the core retail area;
- Commuter car parking is unevenly distributed across the railway station car parks, which may be due to poor connectivity to the Pakenham Railway Station;
- There are significant gaps in the existing pedestrian and cyclist network that discourage sustainable transport trips within the activity centre;
- The amenity of some periphery parking areas is poor, with a lack of lighting, uneven surfaces and low passive surveillance;
- Pedestrian connectivity within the activity centre is restricted, with physical obstructions and poor connections to and within parking areas which are commonly perceived as uninviting and unsafe; and
- The anticipated future demands for parking generated by new development will exceed the available parking supply.
- A sufficient number of spaces should be provided for people with disabilities and older people

7.2. Principles

In response to the identified issues and the overall aspirations of the Pakenham AC, seven principles have been developed to guide the future management of parking within the centre.

Safety

Create a safe and comfortable environment for all road users and pedestrian. Priority of on-street parking areas will be provided to ensure road safety. People will feel safer using the streets that have increased passive surveillance and improved lighting.

Connectivity

Directly link developments within the Pakenham AC and with its surrounding residential areas using a fine-grain street system that accommodates diverse modes of travel. People will be able to move freely between the parking areas; public transport stops and their destinations.

Convenience

Ensure parking and sustainable transport modes is convenient and accessible for a wide range of users.

Perception

Improve perceptions on the availability of parking within the Pakenham AC, and the accessibility of alterative transport modes. People will be aware of where parking is in close proximity to their destination, and where the best connections and links are.

Economic Viability

Ensure parking and transport improvements support businesses and the local economy.

Accessibility

New car parking facilities and spaces must be designed to ensure there are sufficient spaces that are accessible by all members of the community, in particular older people and people with a disability. Accessible car parking spaces should be located in convenient locations.

Balance

Ensure a balanced approach to the management of parking within the Pakenham AC.

7.3. Vision and Objectives

The vision of the Pakenham Precinct Parking Plan is:

"To improve economic prosperity and local amenity and to support sustainable transport choices through a balance of parking options."

The recommended objectives of the precinct plan are to:

- Manage parking equitably and efficiently.
- Co-locate medium-term parking in shared, off-street locations.
- Encourage sustainable transport travel within and to the Pakenham AC.
- Ensure the ongoing viability and development of Pakenham AC.

8. Strategies

8.1. Overview

This section outlines the recommended strategies and actions that should be implemented across the Pakenham AC to address the issues identified in Section 6.

8.2. Management of existing car parking

8.2.1. Parking user priorities

Each street and location has a unique set of users with competing interests. When different parking user groups compete for the same parking space and demand exceeds supply, there is often tension in the allocation of parking spaces.

In order to promote the equitable and transparent allocation of parking spaces, and to plan for the best and highest use of the limited parking supply, on street and off-street parking spaces will be prioritised to allocate parking to a user group. These priorities will help determine the most appropriate restrictions for each street section and off-street car park.

This doesn't mean higher priorities will have access to all the available parking. Rather, parking restrictions will be designed to facilitate reasonable access to the higher priority users. When a higher priority user is reasonably satisfied, the next user group will then be considered in the allocation of parking spaces.

Table 5 outlines the on-street and off-street parking user priorities for the Pakenham AC. Requests for alterations to the parking allocation should be reviewed to determine if they fit within the parking hierarchy for the precinct or location

It is noted that parking restrictions required for road safety reasons, pedestrian crossings, emergency purposes and services take precedence over all other users.

Actions

A1: Review the parking user priorities (identified in Table 5) in 5 years' time as part of the review of the Pakenham Parking Precinct Plan.

Table 5 Proposed Pakenham AC User Parking Priorities

Priority	Pakenham Activity Centre		Surrounding Residential Area	
	On-Street	Off-Street	On-Street	Off-Street
High	Loading	Disabled Parking	Public Transport	Long-term parking
	Public Transport	Short- to Medium-term parking (2-4 hrs)	Residents	Short- to Medium-term parking (2-4 hrs
	Drop-off/pick-up	Drop-off/pick-up	Short- to Medium-term parking (2-4 hrs)	Drop-off/pick-up
	Short-term (<2hrs)	Loading	Disabled Parking	Residents
	Motorcycle, Scooters, Cyclists	Long-term parking for staff and traders	Loading	Motorcycles and Scooters
Low	Disabled Parking	Cyclists	Long-term parking for staff and traders	Disabled Parking
Not allocated in this zone	Long-term parking for staff and traders	Public Transport		Public Transport
	Residents	Residents		

8.2.2. Parking restrictions

The parking demand and duration of stay surveys demonstrate there is sufficient parking within the Pakenham AC to cater for the current peak parking demands. The need for improved management and/or increased provision arises from the conflicting demands for parking with motorists trying to park as close as possible to their destination.

Reviewing and altering parking restrictions are some mechanisms that can be utilised to achieve better use of existing car parking supply. This can be done by implementing restrictions which give priority to short-term parking while discouraging long-term parking within the core AC area.

The current parking restrictions within the Pakenham AC generally align to this approach, with short-term (1-hour) parking located on Main Street and John Street, and medium- to longer term parking located on the periphery of the activity centre. Any future considerations to parking within the centre should continue to utilise this approach.

It is important to ensure parking restrictions are clear, understandable, and installed and maintained in accordance with the relevant Australian Standards. Council must continue to undertake regular assessments of their signs.

The data collected suggests that a high number of vehicles are overstaying the short-term parking in the centre, particularly around Main and John Streets. Short term parking restrictions are put in place to encourage a higher turnover of shoppers and patrons which supports local businesses.

Actions

A2: Undertake a review of the short-term parking restrictions on Main and John Streets and consider the need for time variations to some parking spaces (reduced to very short-term parking - less than 1 hour).

8.2.3. Enforcement

Compliance with parking restrictions is an important component of the parking system. Restrictions are put in place to support parking goals such as turnover or access in order to support local businesses. This is particularly important within activity centres as it results in more convenient parking spaces being available for visitors and customers. It also encourages long-term parking in the areas dedicated for that purpose, which is generally towards the periphery of the activity centre.

Council is currently working to implement agreements with privately owned car parks, which will allow for Council enforcement officers to enforce and ensure appropriate turnover across the activity centre. The owners of private car parks will remain liable to maintain the car park in accordance with relevant standards.

When parking restrictions are not enforced, it can encourage undesirable parking habits and increases the number of parking spaces needed to meet the demands of short and medium stay users. It also increases total vehicle traffic, as motorists are more likely to need to circulate to find an available parking space, increasing traffic congestion, crashes, energy consumption and pollution emissions.

A review of the duration of stay survey data indicates that of the 4,426 vehicles observed to park within public time-restricted parking spaces, 47% (2,076 vehicles) overstayed the parking restrictions. These results are considered high for an activity centre, and indicates that longer term parking is occurring in the more convenient areas.

While enforcement is often necessary to ensure that rules and restrictions are observed, there are significant resource implications associated from both a labour and equipment standpoint. A clear definition of existing resources and implications are an important consideration when selecting a management tool or designing a parking management program for an area.

Officers will continue to monitor the activity centre to ensure compliance with restrictions.

Actions

A3: Raise community awareness of the importance of parking restrictions and why there is a need to regularly enforce these.

A4: Regularly review the need to employ additional resources to support the enforcement activity within the Pakenham Activity Centre with a focus on increasing parking turnover in short stay areas to support economic activity and local businesses.

A5: Continue to work with privately owned car parks within the Pakenham Activity Centre to generate agreements that allow Council enforcement in these areas.

8.2.4. Paid parking

Paid parking refers to the direct charges for using a parking space. Charging for parking benefits the community by:

- Increasing turnover of the most convenient spaces;
- Encouraging longer-term parkers to use less convenient spaces, such as off-street car parks;

- Reducing total vehicle traffic, including congestion due to vehicles circulating while looking for a space; and

- Can generate revenue which can be used to improve parking infrastructure.

Section 4 highlights that there are some time-restricted parking areas within the core retail precinct that experience higher than desired parking occupancy, which may result in motorist frustration in driving around to find an available car parking space close to their destination.

It is considered that the introduction of paid parking would be premature for the centre at this point in time. Given the availability of parking in surrounding areas, it would more than likely direct motorists to park in these areas, creating additional issues.

In the future, the introduction of paid parking could be a practical alternative to managing the existing parking patterns, rather than introducing additional parking spaces being provided to meet an ever-increasing car parking demand. An appropriately priced paid parking scheme would encourage modal shift that can ultimately reduce peak parking demands.

At this point in time, there are other strategies to assist with managing car parking demand.

Actions

A6: Review the need for paid parking in 5 years' time as part of the review of the *Pakenham Parking Precinct Plan*.

8.2.5. Parking Permits

As the Pakenham AC develops, there is the potential for parking to intrude onto the streets of the surrounding residential areas. To ensure that residents have priority for parking in these areas, consideration could be given to introducing a residential parking permit scheme.

This can be done by implementing time-limit parking for vehicles other than those displaying resident parking permits, or by implementing a permit zone for the exclusive use of vehicles displaying special permits. Trader and staff parking permits could also be considered within the Pakenham AC to prioritise long-term parking in the periphery off-street parking areas.

Should a parking permit scheme be introduced, the costs of administering the scheme, including regular monitoring, should be recovered through an administration fee.

When considering the implementation of permit parking schemes, Council should assess both the short and long-term compatibility of permit scheme objectives with any adopted (or future) strategic initiatives associated with transport demand management and/or consolidated parking.

It is considered that the introduction of a residential parking permit scheme at this point in time is premature and other options to manage car parking should be explored first as outlined in this document.

8.2.6. Car parking maintenance and design

The design and on-going maintenance of parking facilities is important in ensuring their use.

The quality of pavements surfaces, public lighting, line marking and the overall design of on-street and off-street car parks all influence the attractiveness of parking within a parking area, particularly when located away from the high-surveillance areas, such as along Main Street.

Large expanses of parked vehicles or paved areas can be quite unattractive and can detract from the character of a street, an area or a development. In order to avoid this, parking should be designed as smaller groups of bays separated by landscaping or other uses and activities especially where parking areas front the street.

The design of car parking areas should also allow for the use of these areas for events and community events in addition to parking.

Surface material choice is also an important factor, with paving stones, coloured concrete and other such material often enhancing the look of parking areas. However, it is also important to ensure that surfaces can be easily maintained, as the use of alternative materials can increase the ongoing maintenance requirements.

As detailed in Section 3, there are some parking areas within the Pakenham AC that are not well maintained. Over time, there may be

opportunities to improve the overall amenity of these parking areas through line-marking and surface maintenance improvements and lighting upgrades. There is also an opportunity in the longer term to upgrade some Council owned off-street parking areas to encourage usage.

Actions

A7: Through future cash in lieu contributions, upgrade the Council owned James Street Car Park as Stage 1 (ensuring that that any upgrade allows for the development of the site for commercial, at the ground floor, providing for decked car parking on top) lighting improvements and ongoing maintenance.

A8: Through future cash in lieu contributions, upgrade the Council owned Drake Place car park, undertake lighting improvements and ongoing maintenance.

8.3. Management of future car parking

8.3.1. Future Parking Station Locations

As discussed in Section 5, the anticipated development growth within the Pakenham AC will likely generate the need for additional public parking within the centre, with approximately 220 parking spaces required by 2032.

Furthermore, as the Pakenham AC develops it will be necessary to manage car parking supply across the centre. Activity centres provide a concentration of retail, commercial and recreational uses and given this, visitors are more likely to complete a number of tasks within the centre on each trip.

The co-location of parking to support a wide range of land uses within the centre will improve overall access and amenity within the Pakenham AC. Collocating parking also allows for increased sharing of these spaces between complementary uses, allowing for a reduced parking requirement.

The Pakenham SP identifies two locations (James Street and Drake Place car parks) where additional parking will be constructed. These will be constructed firstly by improving the layout and form of the current at grade facilities which, in future will be combined with a community or mixed-use development with car parking decked on top.

Any expanded facility could be partly funded by cash-in-lieu of parking contributions collected through new development. Further work should be completed for both sites to develop concepts for co-located car parking.

Actions

A9: Progress conceptual planning and design for the James Street and Drake Place car park sites and prepare cost estimates for financial contributions.

8.3.2. Financial contributions

A financial contribution scheme in lieu of providing parking spaces is a mechanism that requires developments that cannot provide the minimum required car parking on-site to pay Council a cash payment in compensation for the shortfall in parking provision.

This supports the provision of parking in shared locations and consolidates parking supply within a mixed-use activity centre. The money raised through a financial contribution scheme must be used by Council to develop and implement measures to address parking issues within the specified area.

Money can be used to fund the following:

- The increase of parking supply or availability of car parking through the construction of new carparks or the upgrade of existing car parks.
- Actions to reduce car parking demand, for example access improvements to public transport, pedestrian connections and wayfinding signage, cycling paths and lanes, and end-of-trip facilities.

To ensure any parking provided is utilised in an equitable appropriate manner, a formal financial contribution system should be introduced. This could be achieved through the introduction of a Schedule to the Parking Overlay within the Cardinia Planning Scheme.

Actions

A10: Through future cash in lieu contributions, deliver improved access to public transport, pedestrian connections and wayfinding signage, cycling paths and lanes, and end of trip facilities.

A11: Develop a parking fund for future cash-in-lieu payments to be paid into to ensure an accurate record of payments made, assist with the administration of the fund and the calculation of car parking credits and financial contributions.

A12: Develop and implement a statutory mechanism through a Planning Scheme Amendment to provide a cash-in-lieu scheme that provides for car parking and other sustainable transport initiatives.

8.3.3. Car parking generation rates

Clause 52.06 Car parking of the Cardinia Planning Scheme outlines the number of parking spaces that are required to be provided on-site for both new and expanded development.

Under these provisions, there are two types of rates; Column A, the standard rate applicable to development within all land use zones, unless Column B applies; and Column B, a rate that can apply when the site is covered by a Parking Overlay, and the schedule to the Parking Overlay specifies that the Column B rates apply and if any land is identified as being within the Principal Public Transport Network Area.

The Column B parking rates are the Victorian Government's standard rates for activity centres. These rates are supported by rigorous analysis of the parking and transport network within the centres.

There is also opportunity to provide alternative parking rates other than those specified under Clause 52.06, provided that there is sufficient justification to support the alternative rates.

To drive development growth while providing a suitable requirement for parking, lower car park rates can be adopted for future development within the Pakenham AC. The rates should be based on actual and aspirational parking demands and should encourage a shift from car use to more sustainable modes (such as public transport, cycling and walking), while recognising the role car parking plays within a peri-urban centre such as Pakenham.

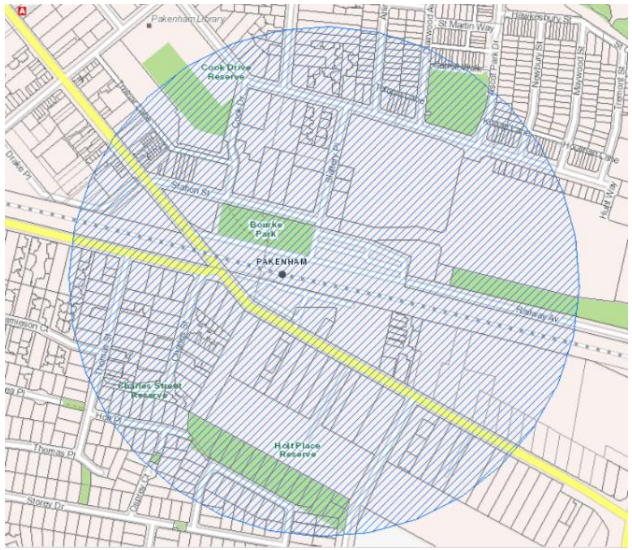
As identified in Section 5, future development should be required to provide all long-term parking spaces onsite, with any short-term parking accommodated within the public parking supply.

In order to effect these changes, it will be necessary to prepare a Planning Scheme Amendment to introduce a Parking Overlay and schedule to the overlay for the Pakenham AC. Further information in relation to this is set out in Section 8.

Through the planning permit application, developers will be encouraged to provide car parking on site.

8.3.4. Principal Public Transport Network Area (PPTN)

Figure 15 Pakenham Principal Public Transport Network Area Map



(Source: http://mapshare.maps.vic.gov.au/vicplan/)

Amendment VC148 introduced the Principal Public Transport Network (PPTN) which is a key component of Plan Melbourne. The PPTN is a statutory land use planning tool that aims to ensure Melbourne has an integrated transport system where land use development and public transport are coordinated.

As shown in Figure 3 the PPTN applies to an area around the Pakenham Train Station. This allows the lower parking rate (Column B) as per

Clause 52.06 to apply regardless of whether the property falls within a Parking Overlay area.

The PPTN provides certainty to land use planners and the community about locations that are, or will be, served by high-quality public transport. The aim of the PPTN is to encourage more dense development around existing and planned high-quality public transport. As demand for services increases and new developments are built in the future, improvements can be made to services along the PPTN to make them more reliable, efficient, frequent and convenient.

8.4. Sustainable transport

8.4.1. Pedestrians and cyclists

As identified in Section 3, there is opportunity to improve pedestrian and cyclist infrastructure within the Pakenham AC to encourage a higher uptake of these sustainable transport modes. This includes addressing the actual and perceived barriers that may be in place for these types of transport, across the centre.

Pedestrian access to the Pakenham Railway Station to the southern commuter car park is prohibited with the closure of the pedestrian crossing across the tracks (Metro's responsibility and decision). This requires commuters to cross the tracks at the Bald Hill Road/Railway Avenue intersection. A safe and direct pedestrian connection is required for pedestrian connectivity and to ensure appropriate utilisation of the car park.

The Pakenham SP identifies the preferred pedestrian and cycling routes within the centre, as well as a number of key intersections where improvements to accessibility can be made. For pedestrians, the core of the retail centre is expected to become more activated, with Main Street between John Street and Drake Place identified as a future shared space. Arcade connections to the periphery parking areas are envisaged to be strengthened and a future pedestrian plaza has been identified on Main Street south of Drake Place, with this section of road to be closed to through traffic.

The Pakenham SP identifies Main Street, John Street and Henry Street as the main roads that form the local bicycle network through the centre, connecting to the broader principle bicycle network on McGregor Road, Princes Highway and Racecourse Road.

There is also opportunity to improve the attractiveness of Pakenham as a destination for cyclists through improved on- and off-street cycling facilities, bicycle parking and end of trip facilities.

Bicycle parking facilities should be provided in small clusters close to common commuting and recreational destinations, including within activity centre areas. If bicycle parking facilities are not conveniently located, research shows that cyclists will ignore them and continue the disorderly practice of securing bicycles to nearby railings, posts and other vertical structures. Consideration could also be given for public end-of-trip facilities within the Pakenham AC to encourage cyclists to travel to the centre.

Streetscape works that are undertaken in the activity centre, prioritise sustainable transport.

Actions in relation to improving pedestrian and cyclist connectivity have been identified in the Pakenham SP and allocated in the associated implementation and action plans. While the Pakenham SP deals with identifying improvements to pedestrian and cyclist connectivity and developing way-finding signage system, Action 10 within this Parking Precinct Plan relates to funding the delivery of these measures. The following actions in the Pakenham SP are relevant:

Action 3.1: *Review the Pakenham TC UDF in light of the vision, strategic response and precinct plans outlined in the Pakenham SP to develop Pakenham SP UDG in relation to the preferred built form and design outcomes within the Pakenham AC.*

This review would look at detail in the following relevant elements:

- The path network for pedestrians and cyclists.
- Planning and design guidelines for the arcades that both assist in maintaining the pedestrian connections and improve aesthetic appeal.

Action 15: Develop and promote a streetscape master plan for Main Street between John Street and Station Street, as well as for John Street from PB Ronald Reserve to Pakenham Place.

Actions

A13: Advocate to VicTrack and Public Transport Victoria to improve access between the southern Pakenham Railway Station car park to the station and the Pakenham Activity Centre.

A14: Review the need for electrical bicycle charging points in 5 years' time as part of the review of the *Pakenham Parking Precinct Plan*.

8.4.2. Public transport

The Pakenham AC has reasonable access to public transport services, with 6 local bus routes operating through the area and a fixed rail service to Melbourne and Gippsland.

Given Pakenham is an attractor of people from a wide geographical region, public transport may not be a practical alternative for all people visiting the centre. However, there may be opportunities to improve service levels and interchange facilities to encourage a greater uptake of public transport in the Pakenham centre.

Actions in relation to public transport have been identified in the Pakenham SP and allocated in the associated implementation and action plans. Given this, there is no need for actions to be identified in this document.

The following actions in the Pakenham SP are applicable:

Action 10: Advocate to the Victorian Government, VicTrack and Public Transport Victoria (PTV) for the replacement of the level crossings in the Pakenham Activity Centre with grade separated crossings.

Action 11: Advocate to Public Transport Victoria (PTV) and other related agencies for improvements in all forms of public transport (and taxis) within the Pakenham Activity Centre.

Action 11.2: Advocate:

- To Public Transport Victoria (PTV) to improve pedestrian and cycle access to and around the Pakenham railway station and over time install additional secure bicycle storage facilities.
- for the improvement of public transport frequency, multi-modal integration, comfort and amenity in order to promote public transport as a desirable transport alternative
- for the improvement of the bus interchange at Bourke Park to enhance public transport usage, in the short term.
- for the provision of passenger shelters and timetable/route information for all bus stops in the Pakenham AC.
- with the taxi industry, mobility groups, Public Transport Victoria and other stakeholders in relation to the location of taxi ranks in the Pakenham AC and near the Pakenham railway station.

8.4.3. Electric vehicle and motorcycle parking

Electric vehicle ownership within Victoria is low in comparison to other parts of the world, however over time this is expected to increase. At this point in time there is no statutory requirement for developers to provide electric vehicle charging points, Council can encourage the provision of electric vehicle charging points, particularly within any new off-street car parking facilities.

There is also the opportunity to provide motorcycle parking in key areas within the centre to encourage these alternative forms of transport. Motorcycle parking bays in off-street locations are usually provided in groupings in response to demand e.g. near educational institutions, entertainment areas, shopping centres. Some motorcycle parking spaces are provided within the Drake Place car park, however there is opportunity to provide more within the Pakenham AC and the redesign of Council owned car parks will investigate the potential for additional motorcycle parking.

8.5. Information, education and engagement

8.5.1. Wayfinding Signage

Wayfinding at the local level helps people orientate themselves and easily find their way to their destinations. As well as giving visitors confidence to explore the area, it helps people to move easily between transport modes and around the centre.

Within activity centres, providing guidance on the location of parking helps reduce the likelihood of motorists circulating to find an available parking space and helps minimise overstay of short term parking spaces. For pedestrians and cyclists, wayfinding can advise visitors of key destinations, give directions to car parks, special features (such as parks or lakes) and destinations outside of the centre.

When developing wayfinding signage strategies, the aim should be to provide high quality, professional and consistent directional signs. Ideally these should be consistent with wayfinding signage across Australian and New Zealand cities and towns to enable pedestrians, cyclists and motorists to use the networks to their full potential and make quick and accurate route choices. AustRoads provides guidance on the different approaches to wayfinding for pedestrians, cyclists and motorists, as well as directions on where signage should be installed.

Wayfinding is an important element in assisting with car parking in the Pakenham AC and is a key focus of this plan. An audit of existing signage and development of new signage is critical in ensuring appropriate use of car parking in the centre. Actions in relation to this have been identified in the Pakenham SP and allocated in the associated implementation and action plans. Given this, there is no need for actions to be identified in this document.

The following actions identified in the Pakenham SP are relevant:

Action 14: Conduct an audit of existing way-finding signage within the Pakenham Activity Centre and develop a legible way-finding system that meets current signage standards throughout the activity centre and surrounding areas to assist in navigation.

While Action 14 of the Pakenham SP deals with developing way-finding signage system, Action 10 within this Parking Precinct Plan relates to funding the delivery of this measure.

8.5.2. Public transport and parking information

In order to communicate changes to parking and other key transport information, a transport and parking map could be provided to inform visitors to Pakenham AC where parking and other key transport facilities are within the centre.

This map will allow motorist to better plan their trip/s and could highlight the different types of parking such as trailer parking, electric vehicle charging points, bicycle parking, off street parking, and short and long-term parking. In addition, providing information on key walking, cycling and public transport routes will also encourage more sustainable transport trips into the Pakenham AC.

Educating local business owners and staff about the importance of short stay parking from an economic development perspective to ensure that short stay spaces are utilised for that purpose. To encourage long term parking to occur in long term areas, business owners and staff need to know where these areas are. The use of maps and communications can support this.

Actions

A15: Raise awareness about what parking is available and sustainable transport modes to business owners, staff, residents and visitors to the Pakenham AC through the development of parking fliers and a communications campaign both online and print media.

8.5.3. Business engagement

As the Pakenham AC grows, it is important to ensure the existing businesses and traders are on-board and involved in decision making and the activation of the centre. The creation of a business group or trader's association for the Pakenham AC is one method of encouraging involvement in marketing and promotion, as well as sharing ideas and experiences across local business owners.

Although premature at this point in time, in the future as the centre develops, a business group could be supported through introduction of an activity centre special rate or charge program. This approach has been used in other centres across metropolitan Melbourne to enable traditional shopping strips and activity centres to strategically plan, market and manage as a collective group.

On a broader scale, a special charge program enables:

- The continued collective marketing and promotion of the Pakenham AC as a whole, which will assist to create a greater

awareness and profile of the area, including what it has to offer to the community and its customers;

- All businesses to benefit from the continuation of a resourced and supported traders' association that coordinates the daily management of activities and drives the overall strategic direction of the activity centre with the support of Council; and

- Enhanced property values and improved use, enjoyment and occupation of properties and overall business goodwill within the centre.

Actions

A16: Should a business group form, Council will support the formation and facilitate the ongoing conversations between the group and Council to ensure the best advocacy back to Council is achieved.

9. Parking Overlay development

The strategies identified in Section 7 identify the need to implement the Parking Overlay and schedule for the Pakenham AC into the Cardinia Planning Scheme to reflect the current needs and future direction of the centre.

This section provides further information on the appropriate parking rates, cash-in-lieu contribution amounts, and appropriate design requirements for the Pakenham AC.

9.1. Car parking rates

A study by TraffixGroup in 2003 provided a recommendation for future parking rates within the Pakenham AC. These rates were considered provide a reasonable empirical assessment of future demand across the activity centre.

Since this time, Clause 52.06 of the Cardinia Planning Scheme has been updated as part of a Victoria wide change, with new parking rates identified for a wide range of land uses. Two types of rates were provided; Column A, the standard rate applicable to all zones (unless Column B applies); and Column B, a rate that can apply when the site is covered by a Parking

Overlay and the schedule to the Parking Overlay specifies that the Column B rates apply, and where a property is included in the Principal Public Transport Network (PPTN) area.

Table 6 Comparison of Parking Generation Rates

Land Use	Parking Rates			Measure
	2003	Column A	Column B	
Shop	4	4	3.5	100 sq.m of NFA
Supermarket	5.5	5	5	100 sq.m of NFA
Restricted Retail	2.5	3	2.5	100 sq.m of NFA
Office	3.5	3.5	3	100 sq.m of NFA
Library (place of Assembly)	20 	 0.3	 0.3	facility patron
Restaurant/Cafe	0.4 	0.4 	 3.5	seat 100 sq.m of NFA
Take away premise (Food and Drink Premises)	0.4 10	 4	 3.5	Seat 100 sq.m of NFA
Medical centre	4 	 5 	 3 3.5	Per practitioner For the 1st practitioner For every other practitioner 100 sq.m of NFA

The Column B parking rates are the Victorian Government's standard rates for activity centres. These rates are supported by rigorous analysis of the parking and transport network within activity centres.

Table 6 compares the parking rates identified in 2003 with the current parking generation rates under Clause 52.06. This shows the parking rates are comparable across the different sources, with slight variations to the rates depending on the land use.

When considered in conjunction with the forecasted land use growth (as described in Section 5), use of the Column B for new development would provide less parking than what is currently provided for under both the existing column A rates, and the empirical rates identified in 2003.

A reduced parking rate in line with the specified Column B rates would ensure that there is not an oversupply of parking within the Pakenham AC, and encourage a higher utilisation of the publicly available parking spaces. While over time this will require additional public car parking to be provided within the centre, it allows future development to share the available public parking supply for

short- and medium-term parking as what is currently offered.

Accordingly, it is recommended that Column B rates be applied for future development within the Pakenham AC.

9.2. Existing car-parking credits

Some properties may enjoy existing car parking credits.

Clause 52.06 Car Parking, includes a decision guidelines that requires consideration of *"Any credit that should be allowed for car parking spaces provided on common land or by a Special Charge Scheme or cash-in-lieu payment.*

9.3. Future financial contributions

A financial contribution scheme in-lieu of parking is a mechanism within the Schedule to the Parking Overlay where developments that cannot provide the required amount of car parking on-site can provide Council a payment in compensation for the shortfall in parking provision.

This allows parking to be more efficiently provided in shared locations, thereby consolidating parking supply within a mixed-use activity centre. The money raised through a cash-in-lieu scheme must be used by Council to develop and implement measures to address parking issues within the specified area.

Money can be used to fund:

- The increase of parking supply or availability of car parking through the construction of new carparks or the upgrade of existing car parks,
- Actions to reduce car parking demand, for example wayfinding signage, improved pedestrian connections, access improvements to public transport, cycling paths and lanes, and end-of-trip facilities.

This section outlines the general framework for a financial contribution to be included in a future Schedule to the Parking Overlay for the Pakenham AC, in line with the requirements identified in the Victorian Planning Provisions Practice Note 57: The Parking Overlay.

9.3.1. Application of the financial contribution scheme

A financial contribution scheme will only apply to new developments, extensions to existing developments, and when a change of use occurs in an existing building. Where a property has a historical shortfall of parking, the cash-in-lieu scheme will only apply to the increase of extent of the land use.

The financial contribution scheme will apply to the number of parking spaces not provided on-site as specified in the relevant planning overlay.

Particular residential developments, and components of mixed-use developments will be exempt from the financial contribution scheme. Any reduction in the residential parking rate must be in line with the requirements of Clause 52.06 Car Parking.

A cash-in-lieu scheme may be applied to a parking shortfall for any non-residential component of a development, including restaurants, supermarkets, shops and offices.

Council may reserve the right to refuse a financial contribution and require developments to fully provide the minimum required on-site parking. It is proposed that a financial contribution scheme apply to the Pakenham AC, as defined by the study area of the *Pakenham Parking Precinct Plan*.

Actions

A17: Completion of a planning scheme amendment to implement the Parking Overlay and Schedule to the Parking Overlay into the Cardinia Planning Scheme in order to formalise a cash-in-lieu scheme.

9.3.2. Off-street parking improvements and initiatives

Section 7 identified various locations where future car parks may be built. These may occur as stand-alone developments, or under a mixed-use outcome for a given site. These locations include:

- The existing Council owned James Street off-street car park; and
- The existing Council owned Drake Place off-street car park.

Further opportunities to reduce parking demand through the provision of sustainable transport infrastructure, including bicycle

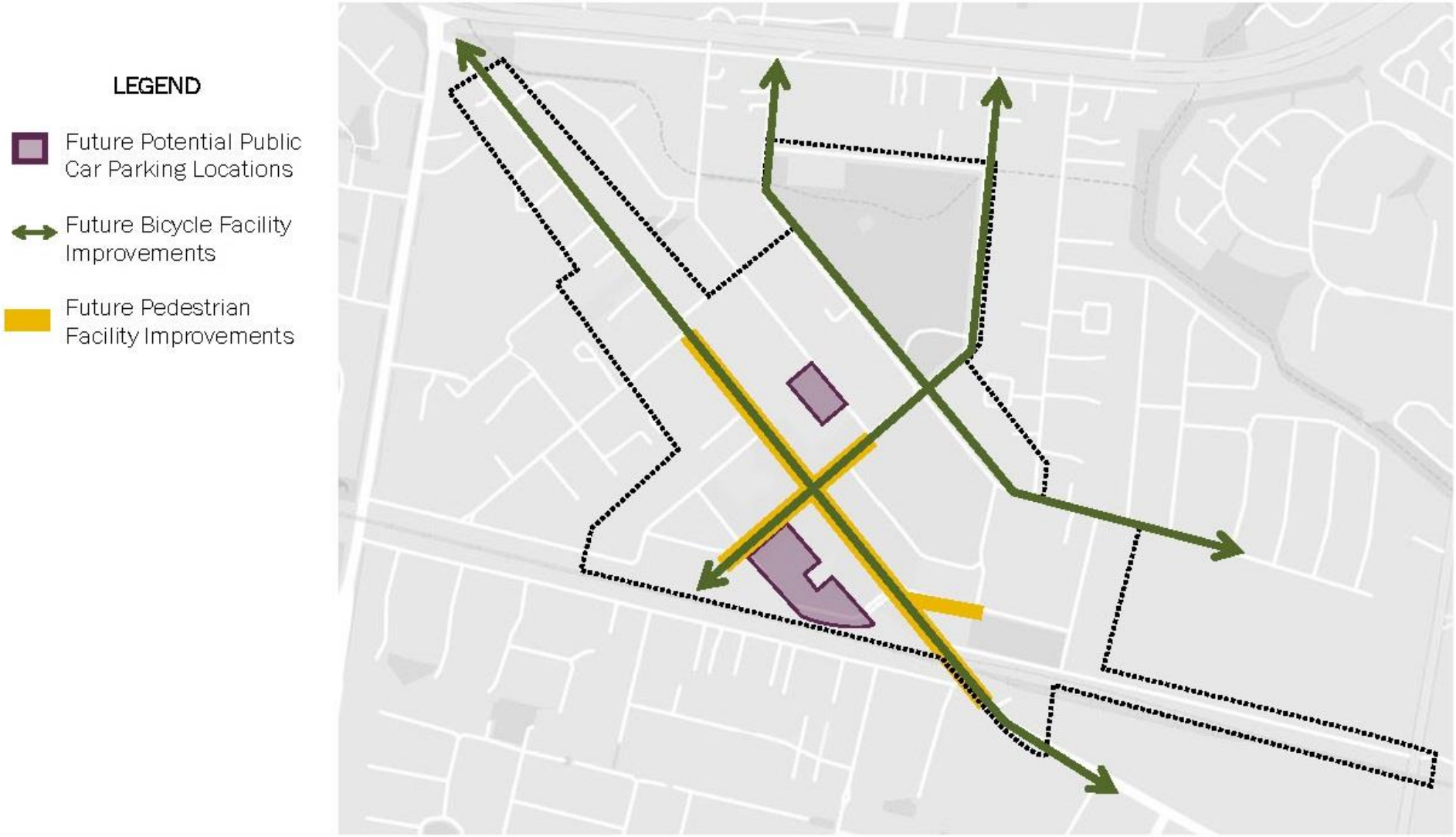
parking, pedestrian access improvements and electric vehicle charging points, have also been identified.

A plan displaying potential car park locations and other sustainable transport initiatives are presented in Figure 16.

9.3.3. Proposed financial contributions rate

The Victorian Planning Provisions Practice Note 57: The Parking Overlay specifies Councils can only require a payment for car parking that reflects the cost of providing a car parking space. Based on the identified potential future car park locations, it is expected that any future car parks will be developed as above ground multi-deck car parks.

Figure 16 Potential Infrastructure Improvement Projects within the Pakenham AC



As the proposed carpark locations are Council owned, there is considered to be no land-acquisition cost component. Accordingly, the cost of a car parking space will reflect construction costs only.

A recent review of constructed multi-deck car parks in Victoria indicates the construction of multi-deck car parking facilities can range in the order of $17,250 to $49,000 per car parking space, depending on the type of construction and the level of finish. The average construction cost of the projects reviewed is $35,000 per parking space.

Given the quantum of public car parking required in the future to accommodate demand, it is expected a multi-storey facility will be required. The average construction cost of $35,000 (excluding GST) per space is recommended for Pakenham.

It is acknowledged that public car parking provided within activity centres is often shared amongst a wide range of users, particularly in comparison to privately provided car parking. A review of financial contribution rates across metropolitan and regional activity centres (as shown in Table 7) indicates that the contribution in lieu of parking across all centres is significantly lower than the car park construction cost.

These lower contribution rates can be attributed to:

- An overall desire to encourage development within each activity centre;
- A desire to encourage the accommodation of visitor and customer parking in central locations;
- A recognition that public car parking within activity centres is utilised between a wide range of users; and
- Councils not requiring to construct one parking space for every space in which a contribution is made.

In consideration of the above, the proposed financial contribution is therefore $12,000 (excluding GST) per car space for the Pakenham AC for decked car parking. This contribution represents 34.3% per cent of the estimated construction costs, in consideration of the shared use nature of public parking areas, and 0% of the estimated land acquisition costs (assuming the land remains in Council ownership).

It is proposed that the financial contribution rate will be adjusted on 1 July each year, commencing from 1 July 2018, by applying the Building Price Index for Melbourne as given in the Rawlinson's Australian Construction Handbook. If the index is unavailable, an equivalent index should be applied.

The amount and scale of new car parking facilities required means the construction of new car parking will need to be staged over a period of years. It is recommended that as a first priority, the 'at grade' James Street car park should be upgraded to include sealing, line marking, signage and an improved layout, prior to future development of decked parking.

Table 7 Comparison of Cash-in-Lieu Payments across Metropolitan and Rural Activity Centres

Activity Centre	Contribution in Lieu of Parking	Year Implemented
Bendigo	$10,561	2016
Werribee	$12,500	2014
Torquay	$13,828	2015
Traralgon	$8,000	2016
Leongatha	$4,800 - $9,600	2014
Apollo Bay	$13,000	2013
Benalla	$6,431	2014
Frankston	$19,500	*2017

Note: The contribution rate for Frankston is currently being considered as part of Planning Scheme Amendment C111 and is not in operation.

10. Implementation

Implementation of the *Pakenham Parking Precinct Plan* into the *Cardinia Planning Scheme* is critical to ensuring its success.

The *Pakenham Parking Precinct Plan* will:

- be a Council adopted document used to assist in managing car parking in the Pakenham AC over a five-year timeframe.
- provide a clear framework in relation to the provision of car parking in the Pakenham AC.
- be reviewed every five years.
- used to inform the *Pakenham Parking Precinct Plan: Action Plan* which is discussed in Section 10.

10.1. Guiding principles

The following guiding principles lay the foundation for the Action Plan:

- It has been informed by the Pakenham Parking Precinct Plan.
- It provides a strategic link to:
    - The Pakenham Parking Precinct Plan.
    - Council work plans and budget allocations.
    - Council seeking external funding direction.
    - Council's advocacy role.
- It is an accountability tool to ensure that the actions identified in the Pakenham Parking Precinct Plan are not shelved and forgotten.

Seventeen actions are listed in the Action Plan and identify the following:

- the allocated timeframe
- the responsible team
- how the delivery/outcome of the task will be measured.

10.1.1. Timeframe

The timeframe for each action has been allocated in the following five categories:

- Short term (0–5 years)
- Medium term (5–10 years)
- Ongoing (advocacy)

An action may have been placed in the short-term category for the following reasons:

- it already has allocated budget for the action to be undertaken
- other actions are dependent on the findings of this action
- it may not need significant funding
- it can be accommodated in current work plans and/or is already being undertaken within current work plans
- it is considered to be a 'quick win' project, whereby the work to undertake the task is minimal compared to the results/outcome of the findings.

10.1.2. Responsible agency

Each action identifies the responsible agent that has a role in implementing the action.

10.1.3. Resources

The resources required to enable the delivery of each action is identified within the Implementation Plan. Resources include both financial as well as officer time.

The *Pakenham Parking Precinct Plan* identifies a number of actions/projects the delivery of which is Council's responsibility.

Such projects place additional strain on the existing Council budget. Therefore, Council needs to explore a range of other sources to assist in funding these projects.

A range of mechanisms will need to be explored which include (but are not limited to):

- Victorian Government funding sources
- Australian Government funding sources.

10.1.4. Measure

Measures have been identified for each action to ensure they can be tracked and monitored, and more importantly to identify if an action has been delivered within the identified timeframe.

10.1.5. Monitoring and evaluation

Successful implementation is underpinned by effective monitoring, review and evaluation processes.

Council is responsible for the monitoring and evaluation of the actions identified within this implementation plan.

Targeted communications are proposed to ensure government departments, agencies, key stakeholders and the community as a whole will remain well-informed and engaged in the process.

Examples of targeted communications include (but are not limited to):

- major projects/tasks and milestones published via *Connect* (the Shire's community publication) or via a media release

- Council's website will be updated (when considered necessary) to advise the community of the achievements and milestones for projects/tasks.

An open and transparent monitoring and evaluation process that allows the community, stakeholders and government agencies access to information about the progress of the Action Plan and increases Council's credibility and accountability.

The parking plan (including the Action Plan) will be reviewed every five years. It is expected that the documents will be reviewed in the year 2023.

11. The Pakenham Parking Precinct Plan – Action Plan

The Action Plan will inform the Implementation Plan.

The Implementation Plan will be an internal working document prepared for each financial year.

Council's resources are determined annually by Council and other stakeholders. When resources are available, actions will generally be resourced according to their stated priority and timeline over the next 20 years.

The Action Plan will be closely monitored and will assist in the preparation of Council submissions as well as Councils capital works program.

The Action Plan does not indicate that Council's or another agency's resources are currently or will be available in the future.

Action number	Action description	Timeframe	Responsible Council agent	Measure
Management of existing car parking				
1.	Review the parking user priorities (identified in Table 5) in 5 years' time as part of the review of the *Pakenham Parking Precinct Plan*.	Medium	Planning Strategy	Confirmation through the review as to whether or not parking user priorities need to be addressed and if so, this work is undertaken.
2.	Undertake a review of the short term parking restrictions on Main and John Streets and consider the need for time variations to some parking spaces (reduced to very short term parking - less than 1 hour).	Short	Infrastructure Services	Confirmation through the review as to whether or not parking restrictions need to change and new signs installed should restrictions be amended.
3.	Raise community awareness of the importance of parking restrictions and why there is a need to regularly enforce these through a parking page on Councils website.	Completed	Compliance services (with the support of Communications)	A live parking page on Councils website and in the future, an increase of occupancy rates in the long term parking areas and a decrease in the overstay of short term parking areas identified through compliance data and car parking studies.
4.	Regularly review the need to employ additional resources to support the enforcement activity within the Pakenham Activity Centre with a focus on increasing parking turnover in short stay areas to support economic activity and local businesses.	Ongoing	Compliance services	Confirmation through the review as to whether or not a business case to employ additional resources needs to be presented to SLT.
5.	Continue to work with privately owned car parks within the Pakenham Activity Centre to generate agreements that allow Council enforcement in these areas.	Ongoing	Compliance services	The provision of a number of car parking agreements between Council and privately owned car parks.

Action number	Action description	Timeframe	Responsible Council agent	Measure
6.	Review the need for paid parking in 5 years' time as part of the review of the *Pakenham Parking Precinct Plan*.	Medium	Planning Strategy	Confirmation through the review as to whether or not paid parking is appropriate and if so, a range of actions developed to address implementation.
7.	Through future cash in lieu contributions, upgrade the Council owned James Street Car Park as Stage 1, (ensuring that any upgrade allows for the development of the site for commercial, at the ground floor, providing for decked car parking on top), lighting improvements and ongoing maintenance.	Medium	Infrastructure Services	Upgrade of James Street car park.
8.	Through future cash in lieu contributions, upgrade the Council owned Drake Place car park, undertake lighting improvements and ongoing maintenance.	Medium	Infrastructure Services	Upgrade of Drake Place car park.
Management of future car parking				
9.	Progress conceptual planning and design for the James Street and Drake Place car park sites and prepare cost estimates for financial contributions.	Short	Infrastructure Services	Finalisation of planning, design and cost estimates.
10.	Through future cash in lieu contributions, deliver improved access to public transport, pedestrian connections and wayfinding signage, cycling paths and lanes, and end of trip facilities.	Ongoing	Infrastructure Services	The provision of improved access to public transport, pedestrian connections and wayfinding signage, cycling paths and lanes, and end of trip facilities.
11.	Develop a parking fund for future cash-in-lieu payments to be paid into to ensure an accurate record of payments made, assist with the administration of the fund and the calculation of car parking credits and financial contributions.	Short	Planning Strategy (with the support of Finance)	Establishment of cash-in-lieu parking fund.
12.	Develop and implement a statutory mechanism through a Planning Scheme Amendment to provide a cash-in-lieu scheme that provides for car parking and other sustainable transport initiatives.	Short	Planning Strategy	Approval of the planning scheme amendment by the Minister for Planning.
Sustainable transport				
13.	Advocate to VicTrack and Public Transport Victoria to improve access between the southern Pakenham Railway Station car park to the station and the Pakenham Activity Centre.	Ongoing	Infrastructure Services	The provision of safe and convenient pedestrian access from the southern Pakenham Railway Station car park to the Pakenham Railway Station.

Action number	Action description	Timeframe	Responsible Council agent	Measure
14.	Review the need for electrical bicycle charging points in 5 years' time as part of the review of the *Pakenham Parking Precinct Plan.*	Medium	Planning Strategy	Confirmation through the review as to whether or bicycle charging points are required and if so, a range of actions developed to address implementation.
Information, education and engagement				
15.	Raise awareness about what parking is available and sustainable transport modes to business owners, staff, residents and visitors to the Pakenham AC through the development of parking fliers and a communications campaign both online and print media.	Completed	Planning Strategy & Economic Development (With the support of Infrastructure Services and Communications)	Hard copy transport map and flier distributed to local businesses and a digital version available on Council's web site.
16.	Should a business group form, Council will support the formation and facilitate the ongoing conversations between the group and Council to ensure the best advocacy back to Council is achieved.	Ongoing	Economic Development	Ongoing support provided for any future local business group.
Application of the financial contribution scheme				
17	Completion of a planning scheme amendment to implement the Parking Overlay and Schedule to the Parking Overlay into the Cardinia Planning Scheme in order to formalise a cash-in-lieu scheme.	Short	Planning Strategy	Ministerial Approval of a planning scheme amendment to implement the Parking Overlay and Schedule to the Parking Overlay into the Cardinia Planning Scheme.

12. Abbreviations and glossary

Abbreviations

AC	Activity Centre
NFA	Net Floor Area
PPF	Planning Policy Framework
PPTN	Principal Public Transport Network
PTV	Public Transport Victoria
UGB	Urban Growth Boundary

Glossary

Activity centre
Areas that provide a focus for services, employment, housing, transport and social interaction. They range in size and intensity of use from smaller neighbourhood centres to major suburban centres and larger metropolitan centres.
(Source: Plan Melbourne 2017 - 2050)

Cardinia Planning Scheme
A statutory document which sets out objectives, policies and provisions for the use, development and protection of land in the area to which it applies.
(Source: User Guide, Cardinia Planning Scheme)

Car parking spaces
This is the default number of car parking spaces that an applicant provides without the need for a permit. These spaces can be provided on the site or as a financial contribution. Unless specified otherwise in the schedule, a permit is required to reduce the default number.
(Source: Moonee Valley Planning Scheme Amendment C132 Panel Report, page 4)

Column A rates
Column A rates are the standard car parking rates specified in Column A of Table 1 in Clause 52.06 (Car parking) of the Victoria Planning Provisions and all planning schemes. The standard car parking rate applies to all zones except where the Column B rates apply.
(Source: Moonee Valley Planning Scheme Amendment C132 Panel Report, page 4)

Column B rates
Column B rates are the standard car parking rates specified in Column B. They only apply when specified in a schedule to the Parking Overlay. 'Applying the Column B rates' means that the standard rates in Column B apply instead of the Column A rates. It allows the ability to reduce the number of car parking spaces through a planning permit process.

Cash in lieu
A financial contribution made as a way of meeting car parking requirements. A Schedule to the Parking Overlay can be used to require financial contributions (or cash in lieu payments) in place of providing car parking spaces. Any requirement for a financial contribution needs to be justified and should address the core principles of need, nexus, accountability and equity in the strategic assessment of the proposal before it is introduced.
(Source: DPCD, The Parking Overlay, Practice Note 57, June 2012)

Commuter parking
Long-stay parking provided for people transferring to another mode of transport to complete their journey.

Financial contribution
A financial contribution, previously known as a cash-in-lieu payment, is made in place of providing one or more of the obligated number of car park spaces.
(Source: Moonee Valley Planning Scheme Amendment C132 Panel Report, page 4)

End of trip facilities
Facilities provided at common destinations of bicycle trips, including showers, lockers to store clothing and cycling equipment, and convenient and secure bicycle parking.

Fine grain
Grain is a description of the relative size of the open space to built-form and of the built-form itself. It is closely related to the nature and extend of subdividing areas into smaller parcels or blocks.

Fine urban grain might constitute a network of small or detailed streetscapes with generally small lots.
(Source: adapted from Urban Design Protocol for Australian Cities Australian Government)

Gazetted
Non-government land that has an agreement in place for the enforcement of parking restrictions by Council.

Local Bicycle network
A network of local roads and paths that join activity centres and other key destinations.

Long term parking
Parking spaces set aside to cater for long-term visitors, traders and residents. Long-term parking restrictions are generally longer than 4 hours, or where there are no parking restrictions in place.

Parking demand
The percentage of legally parked vehicles in comparison to the total number of parking spaces available.

Parking Overlay (PO)
A parking overlay enables councils to respond to local car parking issues and can be used to outline local variations to the standard requirements in Clause 52.06 of the Planning Scheme. These variations can apply to the entire municipality or a smaller precinct. Local variations to Clause 52.06 can only be introduced using the Parking Overlay and accompanying schedule.

Parking Precinct Plan
A Parking Precinct Plan identifies parking rates to be provided for developments within a particular area. It also forms the strategic basis to the integration of the identified rates into the Planning Scheme as well as the financial contribution should the number of spaces required are not provided on site. Funds collected through this provision are allocated towards the construction of public car parking in the specified area.

Parking supply
The total number of parking spaces available.

Parking user priorities
A hierarchy of road users that guides the use of the allocation of parking spaces

Periphery parking areas
Parking areas that are on and off street that are located away from the main retail precinct.

Plan Melbourne (2017-2050)
A strategic planning document released in 2017 which outlines a vision for Melbourne's growth to the year 2050.

Planning scheme amendment
An amendment to the planning scheme involves changing the contents of the scheme, such as rezoning land or editing the written component of the document. This process requires approval from the Minister for Planning at a Victorian Government level (Source: User Guide, Cardinia Planning Scheme).

Principal Public Transport Network (PPTN)
The PPTN reflects the routes where high-quality public transport services are or will be provided. It supports integrated transport and land use planning, by encouraging more diverse and dense development near high-quality public transport to help support public transport usage.
(Source: Transport for Victoria)

Principle bicycle network
A network of arterial and higher order bicycle routes designated by VicRoads.

Public Transport Victoria (PTV)
Public Transport Victoria (PTV) is a statutory authority that manages Victoria's train, tram and bus services.

Reducing the number of car parking spaces
This is where Council has approved a permit to reduce the number of car parking spaces that an applicant is obliged to provide. The reduced number of spaces can be provided on the site or as a financial contribution. The Parking Overlay enables a schedule to specify that a planning permit must not be granted to reduce the number of car parking spaces.
(Source: Moonee Valley Planning Scheme Amendment C132 Panel Report, page 4)

Short term parking
Parking spaces set aside to facilitate customers and visitors with stays under two hours.

Planning Policy Framework (PPF)
The purpose of the Planning Policy Framework is to provide a context for spatial planning and decision making by planning and responsible authorities. The Planning Policy Framework is dynamic and will be built upon as planning policy is developed and refined, and changed as the needs of the community change.
(Source: Clause 71.02 – Operation of the Planning Policy Framework, Cardinia Planning Scheme)

Sustainable transport
Any form of transport that has a limited impact on the environment, and generally does not rely on non-renewal resources for energy. Such transport modes include walking, cycling, public transport, and alternative fuel or electric motor vehicles.

Turnover
The frequency of vehicles using a parking space, determined by the number of parked vehicles by the number of available parking spaces.

Urban Growth Boundary (UGB)
The Urban Growth Boundary (UGB) indicates the long-term limits of urban development and where non-urban values and land uses should prevail in metropolitan Melbourne.

VicTrack
VicTrack owns the majority of Victoria's rail infrastructure and land on behalf of the state. They also owns a significant portion of the state's passenger trains and trams.

Way-finding
Refers to information systems that guide people through a physical environment and enhance their understanding and experience of the space.

Wayfinding is particularly important in complex built environments such as urban centres, healthcare and campuses, and transportation facilities. As architectural environments become more complicated, people need visual cues such as maps, directions, and symbols to help guide them to their destinations. In these often high-stress environments, effective wayfinding systems contribute to a sense of well-being, safety, and security.
(Source: The Society for Experiential Graphic Design)

13. Appendices

13.1. Car Parking Survey Summary

Client:	Cardinia Shire Council
Location:	Pakenham Activity Centre
Date:	Thursday, 1 December 2016 and Saturday 3 December 2016
Survey Time:	7:00am to 8:00 pm
Conducted By:	BVY Traffic Surveys

Client: Cardinia Shire Council
Location: Pakenham Activity Centre
Date: **Thursday. 1 December 2016**
Survey Time: 7:00am to 8:00 pm
Conducted By: BVY Traffic Surveys

Type	Location	Street	Section	Side	Restriction	Supply	Parking Occupancy														Turn-over	Total Hours Occupied	Duration of Stay
							7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00			
Public	On-Street	Anderson St	From Henry St To John St	N	P	26	0	0	0	0	1	1	1	1	1	0	0	0	0	0	0.0	0.2	0.2
Public	On-Street	Anderson St	From Henry St To John St	S	P	40	0	1	2	2	2	1	2	2	1	0	0	0	0	0	0.1	0.3	0.3
Public	On-Street	Cook Dr	From Trebar Ln To Henry St	W	1/2P	31	11	16	19	22	23	24	26	28	26	23	22	20	16	11	1.7	9.3	5.1
Public	On-Street	Cook Dr	From Station St To Trebar Ln	E	1P	3	0	0	0	0	1	1	1	0	0	0	1	1	1	0	2.0	2.0	0.3
Public	On-Street	Cook Dr	From Trebar Ln To Henry St	a	1P	3	1	2	1	0	1	1	1	0	0	0	1	2	1	0	3.7	3.7	0.7
Public	On-Street	Cook Dr	From Trebar Ln To Henry St	E	2P	11	0	2	1	0	0	0	1	1	1	0	0	0	0	0	0.5	0.5	0.2
Public	On-Street	Cook Dr	From Station St To Trebar Ln	W	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0
Public	On-Street	Drake Pl	From Main St To End	E	1P	11	3	6	7	8	9	10	11	11	11	10	9	8	6	4	4.6	10.3	2.3
Public	On-Street	Drake Pl	From Main St To End	W	1P	5	0	0	1	2	3	3	3	3	3	2	1	0	0	0	2.6	4.2	1.0
Public	On-Street	Flower St	From Speedhump To End	N	Loading Zone	2	0	0	0	0	0	0	0	0	0	0	1	2	2	2	1.5	3.5	2.5
Public	On-Street	Flower St	From Speedhump To End	N	P	31	0	1	1	0	0	0	1	2	1	0	1	2	1	0	0.2	0.3	0.1
Public	On-Street	Flower St	From Speedhump To End	S	P	46	2	3	3	3	4	4	5	5	5	4	4	3	3	2	0.2	1.1	0.7
Public	On-Street	Henry St	From Cook Dr To John St	W	1/2P	23	6	10	11	12	14	16	19	21	20	18	16	13	10	7	1.5	8.4	5.1
Public	On-Street	Henry St	From Cook Dr To John St	W	1/4P	3	2	1	1	0	1	2	1	0	0	0	1	2	3	3	5.3	5.7	1.0
Public	On-Street	Henry St	From Cook Dr To John St	E	No Stopping	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0
Public	On-Street	Henry St	From Cook Dr To King St	N	No Stopping	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0
Public	On-Street	Henry St	From Cook Dr To King St	S	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0
Public	On-Street	Henry St	From King St To Slattery Pl	N	P	2	0	0	0	0	0	0	1	2	1	0	1	2	1	0	2.0	4.0	2.0
Public	On-Street	Henry St	From King St To Slattery Pl	S	P	4	2	0	1	2	1	0	1	2	2	2	2	2	2	2	1.5	5.3	1.8
Public	On-Street	Henry St	From John St To #21	W	P	26	3	4	5	6	7	7	8	9	8	7	7	6	5	3	0.6	3.3	1.8
Public	On-Street	Henry St	From John St To #21	E	P	52	8	12	14	15	16	17	19	20	18	15	13	11	9	7	0.6	3.7	2.2
Public	On-Street	James St	From Bend To Stephenson St	W	P	8	2	3	2	0	1	2	1	0	0	0	1	2	3	3	1.0	2.5	0.9
Public	On-Street	James St	From Bend To Stephenson St	E	P	9	2	0	1	1	1	1	1	1	1	0	0	0	2	3	0.7	1.6	0.6
Public	On-Street	James St	From Stephenson St To John St	E	P	17	2	4	5	5	6	6	7	7	6	5	5	4	3	2	0.7	3.9	2.2
Public	On-Street	James St	From Stephenson St To John St	W	P	17	2	4	5	5	5	5	6	6	6	5	5	4	4	3	0.6	3.8	2.0
Public	On-Street	John St	From Henry St To James St	S	1P	5	0	2	3	3	4	4	4	4	4	4	4	3	3	2	4.2	8.8	1.7
Public	On-Street	John St	From James St To Main St	N	1P	7	2	4	5	6	6	6	7	7	6	5	5	4	3	2	4.6	9.7	2.0
Public	On-Street	John St	From James St To Main St	S	1P	5	2	3	3	3	3	3	3	3	3	3	3	2	1	0	2.4	7.0	1.8
Public	On-Street	John St	From Main St To End	N	1P	13	3	6	8	9	11	12	13	13	12	11	10	9	7	5	4.4	9.9	2.3
Public	On-Street	John St	From Main St To End	S	1P	10	4	7	8	8	9	9	10	10	9	8	8	7	6	5	4.3	10.8	2.5
Public	On-Street	John St	From Bend To Anderson St	E	P	22	2	3	2	0	0	0	0	0	2	3	3	3	3	2	0.3	1.0	0.5
Public	On-Street	John St	From Bend To Anderson St	W	P	30	0	0	1	1	1	0	0	0	1	2	2	1	2	3	0.2	0.5	0.3
Public	On-Street	John St	From James St To Main St	N	Disabled	1	0	0	0	0	0	0	0	0	0	0	1	1	1	0	1.0	3.0	3.0
Public	On-Street	John St	From Main St To End	S	Disabled	2	2	1	1	0	1	2	2	1	2	2	1	0	0	0	3.5	7.5	2.1
Public	On-Street	John St	From Henry St To James St	N	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0
Public	On-Street	John St	From Henry St To Bend	N	P	7	2	0	0	0	0	0	0	0	1	1	1	1	1	1	0.4	1.1	0.6
Public	On-Street	John St	From Henry St To Bend	S	P	9	2	2	1	0	0	0	2	3	3	3	3	3	3	2	0.6	3.0	1.8
Public	On-Street	John St	From Main St To End	S	Taxi Zone	1	0	0	0	0	0	0	1	1	1	1	1	1	1	1	4.0	8.0	2.0
Public	On-Street	Main St	From John St To Station St	W	1/4P	2	2	2	2	1	2	2	1	0	1	2	1	0	1	1	6.5	9.0	1.4
Public	On-Street	Main St	From John St To Rogers St	E	1P	22	6	10	11	11	14	16	18	19	18	16	14	11	9	6	3.5	8.1	1.9

Client: Cardinia Shire Council
Location: Pakenham Activity Centre
Date: **Thursday. 1 December 2016**
Survey Time: 7:00am to 8:00 pm
Conducted By: BVY Traffic Surveys

Type	Location	Street	Section	Side	Restriction	Supply	Parking Occupancy													Turn-over	Total Hours Occupied	Duration of Stay
							7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00			
Public	On-Street	Main St	From John St To Station St	E	1P	23	9	16	19	22	23	23	23	23	21	18	17	15	12	8	4.5	10.8	2.4
Public	On-Street	Main St	From John St To Station St	W	1P	20	8	12	14	16	18	20	20	20	17	14	13	11	9	7	4.2	10.0	2.4
Public	On-Street	Main St	From John St To Rogers St	W	2P	19	5	8	10	11	13	15	16	17	16	15	15	14	11	8	3.7	9.2	2.2
Public	On-Street	Main St	From Railway Ave To Station St	W	2P	10	3	6	7	7	8	8	9	9	9	8	7	6	5	3	3.3	9.5	2.7
Public	On-Street	Main St	From Railway Ave To Station St	E	2P	8	3	5	6	6	6	6	6	5	5	4	4	3	3	2	3.0	8.0	2.1
Public	On-Street	Main St	From John St To Rogers St	E	Disabled	1	0	1	1	0	0	0	1	1	1	1	1	0	0	0	3.0	7.0	2.3
Public	On-Street	Main St	From John St To Station St	E	Disabled	2	2	2	2	1	2	2	2	1	2	2	1	0	0	0	4.5	9.5	2.2
Public	On-Street	Main St	From John St To Station St	W	Disabled	2	2	0	0	0	1	2	1	0	1	2	1	0	0	0	4.0	5.0	1.2
Public	On-Street	Main St	From Rogers St To Mcgregor Rd	W	No Stopping	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0
Public	On-Street	Main St	From Rogers St To Mcgregor Rd	E	P	41	7	14	16	17	18	19	21	22	20	18	16	14	12	9	0.9	5.4	3.0
Public	On-Street	Main St	From Rogers St To Mcgregor Rd	W	P	43	9	18	21	23	23	23	22	21	18	15	14	12	10	7	0.9	5.5	3.3
Public	On-Street	Railwa Pde	From Main St To Slattery Pl	N	1/4P	17	2	3	4	4	5	5	6	7	7	6	6	5	4	3	1.6	3.9	1.0
Public	On-Street	Railwa Pde	From Main St To Slattery Pl	N	Disabled	16	3	5	6	7	8	8	8	8	8	7	6	5	4	3	2.8	10.8	4.1
Public	On-Street	Railwa Pde	From Main St To Slattery Pl	S	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0
Public	On-Street	Railwa Pde	From Main St To Slattery Pl	N	P	14	6	11	13	14	14	14	14	14	13	12	10	8	6	4	1.8	10.9	6.2
Public	On-Street	Railwa Pde	From Slattery Pl To Entrance	N	P	22	7	12	13	14	16	18	18	17	16	14	13	6	2	0	1.5	7.5	4.1
Public	On-Street	Railwa Pde	From Slattery Pl To Entrance	S	P	39	15	28	30	31	34	36	35	34	29	24	21	10	3	1	1.6	8.5	5.0
Public	On-Street	Railwa Pde	From Main St To Slattery Pl	N	Taxi Zone	1	1	0	0	0	0	0	0	0	0	0	1	1	1	0	3.0	4.0	1.3
Public	On-Street	Rogers St	From Main St To Wadsley Ave	N	2P	1	0	0	1	1	1	1	1	0	0	0	0	0	1	1	3.0	7.0	2.3
Public	On-Street	Rogers St	From Main St To Wadsley Ave	N	P	15	2	3	4	4	4	4	4	4	4	3	3	2	1	0	0.5	2.8	1.6
Public	On-Street	Rogers St	From Main St To Wadsley Ave	S	P	19	2	4	5	5	6	6	6	6	6	5	5	4	4	3	0.6	3.5	1.9
Public	On-Street	Slatter Yellow Pinkl	From Station St To Henry St	E	1P	15	2	3	2	1	1	0	0	0	0	0	0	0	1	1	0.5	0.7	0.3
Public	On-Street	Slatter Yellow Pinkl	From Station St To Henry St	W	1P	12	0	1	2	2	1	0	2	3	3	3	3	3	3	2	1.4	2.3	0.4
Public	On-Street	Slatter Yellow Pinkl	From Railway Ave To Station St	E	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0
Public	On-Street	Slatter Yellow Pinkl	From Railway Ave To Station St	W	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0
Public	On-Street	Station St	From Slattery Pl To Main St	N	1P	24	9	14	17	19	19	19	21	23	21	19	18	16	14	11	4.3	10.0	2.1
Public	On-Street	Station St	From Slattery Pl To Main St	S	1P	11	3	5	6	6	7	8	9	9	8	6	5	4	4	3	3.7	7.5	1.6
Public	On-Street	Station St	From Slattery Pl To Main St	N	Loading Zone	1	1	1	1	0	0	0	1	1	1	0	1	1	1	0	6.0	9.0	1.5
Public	On-Street	Stephenson St	From Main St To James St	N	No Stopping	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0
Public	On-Street	Stephenson St	From Main St To James St	S	P	10	3	0	0	0	1	1	1	0	0	0	1	1	1	0	0.5	0.9	0.4
Public	Off-Street	1 Yellow			P	173	52	94	120	135	135	135	132	132	129	121	90	62	35	18			
Public	Off-Street	1 Yellow			Reserved	3	0	3	2	1	2	2	1	0	0	0	1	1	0	0			
Public	Off-Street	1 Yellow			Reserved	2	2	0	1	1	1	0	1	1	1	0	1	2	1	0			
Public	Off-Street	11 Yellow			1/2P	3	0	2	1	0	1	2	1	0	0	0	0	0	0	0	1.7	2.3	0.9
Public	Off-Street	11 Yellow			2P	50	14	24	28	31	36	40	41	41	38	35	32	28	23	18	3.3	8.6	2.1
Public	Off-Street	11 Yellow			4P	9	4	6	7	7	8	9	9	8	8	7	6	5	4	3	2.3	10.1	4.3
Public	Off-Street	11 Yellow			Disabled	4	1	0	1	1	1	1	1	1	1	0	0	0	0	0	0.8	2.0	0.7
Public	Off-Street	11 Yellow			Loading Zone	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0
Public	Off-Street	12 Yellow			1P	27	14	23	24	25	25	25	26	27	24	20	18	15	12	9	4.3	10.6	2.5
Public	Off-Street	12 Yellow			Disabled	3	0	2	3	3	3	3	3	3	3	2	1	0	0	0	2.7	8.7	3.5

Client: Cardinia Shire Council
Location: Pakenham Activity Centre
Date: **Thursday. 1 December 2016**
Survey Time: 7:00am to 8:00 pm
Conducted By: BVY Traffic Surveys

Type	Location	Street	Section	Side	Restriction	Supply	Parking Occupancy														Turn-over	Total Hours Occupied	Duration of Stay
							7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00			
Public	Off-Street	12 Yellow			Loading Zone	4	2	0	0	0	1	2	3	3	3	3	3	2	3	3	3.0	7.0	1.9
Public	Off-Street	13 Yellow			P	5	3	4	5	5	5	5	5	5	5	4	4	3	3	2	1.8	11.6	6.5
Public	Off-Street	14 Yellow			2P	63	11	18	21	23	28	33	37	40	36	32	28	24	19	13	2.1	5.8	1.7
Public	Off-Street	15 Yellow			3P	33	12	23	25	26	28	29	30	31	28	24	21	18	15	11	3.0	9.7	3.1
Public	Off-Street	15 Yellow			Disabled	2	2	2	1	0	1	2	2	2	1	0	0	0	0	0	2.0	6.5	3.3
Public	Off-Street	16 Yellow			Disabled	2	0	2	2	1	1	0	0	0	1	1	1	0	0	0	1.5	4.5	2.8
Public	Off-Street	16 Yellow			P	80	14	20	22	24	28	32	32	32	29	26	24	22	18	13	0.7	4.2	2.4
Public	Off-Street	17 Yellow			3P	111	35	54	57	60	62	64	73	81	76	70	64	57	43	29	2.2	7.4	2.4
Public	Off-Street	17 Yellow			Disabled	6	2	4	5	5	5	5	5	5	5	4	4	3	3	2	2.3	9.5	3.4
Public	Off-Street	18 Yellow			3P	197	42	66	78	89	93	97	98	98	87	75	70	64	53	42	1.6	5.3	1.7
Public	Off-Street	18 Yellow			Disabled	6	3	4	5	5	5	5	5	5	5	4	4	4	4	3	2.7	10.2	3.2
Public	Off-Street	18 Yellow			Loading Zone	2	0	1	2	2	2	1	1	0	1	1	1	0	1	2	4.5	7.5	1.6
Public	Off-Street	19 Yellow			Disabled	2	0	0	0	0	0	0	1	1	1	0	1	2	1	0	1.5	3.5	2.0
Public	Off-Street	19 Yellow			P	99	12	23	27	30	33	35	38	41	39	36	34	31	27	22	0.7	4.3	2.4
Public	Off-Street	2 Yellow			P	218	90	141	170	198	208	218	218	218	201	183	102	85	55	21			
Public	Off-Street	20 Yellow			P	180	38	75	80	85	88	91	97	102	91	79	75	70	56	41	1.0	5.9	3.3
Public	Off-Street	21 Yellow			1P	14	5	9	10	10	11	12	13	14	12	10	9	8	7	5	4.1	9.6	2.3
Public	Off-Street	21 Yellow			Reserved	36	11	16	20	23	26	29	32	34	31	28	25	21	18	14	2.4	9.1	3.7
Public	Off-Street	3 Pink			Reserved	26	4	5	6	6	8	9	10	11	10	9	8	7	6	5			
Public	Off-Street	3 Yellow			Disabled	1	0	1	1	0	1	1	1	1	1	0	0	0	0	0	2.0	7.0	3.5
Public	Off-Street	3 Yellow			P	120	15	27	30	32	36	39	41	43	40	36	33	30	24	17	0.6	3.7	2.0
Public	Off-Street	4 Yellow			3P	674	102	185	225	298	402	465	477	488	444	400	350	300	201	85	2.0	6.6	2.4
Public	Off-Street	4 Yellow			Disabled	6	1	4	5	5	5	5	6	6	6	5	5	5	4	3	2.3	10.8	4.7
Public	Off-Street	4 Yellow			Reserved	23	1	2	5	7	8	8	9	10	9	8	1	1	0	0	0.7	3.0	2.0
Public	Off-Street	5 Yellow			2P	185	68	129	144	159	161	162	174	185	158	131	122	113	96	90	3.8	10.2	2.6
Public	Off-Street	5 Yellow			Disabled	9	2	3	4	4	5	5	5	5	5	4	4	3	3	2	1.3	6.0	2.9
Public	Off-Street	5 Yellow			Taxi Zone	3	1	2	2	1	1	1	1	1	1	1	1	0	0	0	2.3	4.3	1.3
Public	Off-Street	6 Yellow			2P	63	18	36	42	48	53	58	61	63	57	50	46	41	33	25	3.8	10.0	2.6
Public	Off-Street	6 Yellow			Loading Zone	3	0	0	1	2	3	3	3	3	3	3	3	2	1	0	3.3	9.0	2.7
Public	Off-Street	7 Yellow			Disabled	1	1	0	0	0	0	0	1	1	1	1	1	0	1	1	3.0	8.0	2.7
Public	Off-Street	7 Yellow			P	39	0	0	0	0	0	0	0	0	0	0	1	2	1	0	0.1	0.1	0.1
Public	Off-Street	8 Yellow			P	40	0	2	1	0	1	1	1	0	0	0	0	0	2	3	0.2	0.3	0.1
Public	Off-Street	9 Yellow			Reserved	36	7	12	14	16	18	20	20	19	17	15	14	13	11	8	0.9	5.7	3.2
Private	Off-Street	1 Pink			3P	50	15	25	29	32	34	35	40	45	41	36	32	27	23	19	2.5	8.7	3.0
Private	Off-Street	1 Pink			Disabled	1	0	0	1	1	1	0	1	1	1	0	0	0	0	0	2.0	6.0	3.0
Private	Off-Street	10 Pink			Disabled	2	2	2	1	0	0	0	0	0	1	2	2	2	1	0	2.5	6.5	2.6
Private	Off-Street	10 Pink			Reserved	39	11	18	22	25	29	33	35	36	32	27	23	19	16	13	1.5	8.7	5.2
Private	Off-Street	11 Pink			Reserved	24	3	5	6	7	8	8	9	10	9	7	7	6	5	4	0.7	3.9	2.3
Private	Off-Street	12 Pink			Disabled	3	0	2	3	3	2	0	1	2	1	0	0	0	0	0	1.7	4.7	2.7
Private	Off-Street	12 Pink			Reserved	39	5	10	20	22	24	25	28	31	27	22	20	18	15	11	2.6	7.1	2.1

Client: Cardinia Shire Council
Location: Pakenham Activity Centre
Date: **Thursday. 1 December 2016**
Survey Time: 7:00am to 8:00 pm
Conducted By: BVY Traffic Surveys

Type	Location	Street	Section	Side	Restriction	Supply	Parking Occupancy														Turn-over	Total Hours Occupied	Duration of Stay
							7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00			
Private	Off-Street	13 Pink			Reserved	26	7	20	21	22	23	23	22	21	20	18	17	16	13	9	2.3	9.7	4.0
Private	Off-Street	14 Pink			P	8	2	4	5	6	7	7	8	8	8	7	7	6	5	3	1.8	10.4	5.8
Private	Off-Street	15 Pink			Disabled	1	0	0	1	1	1	0	0	0	1	1	1	1	1	0	2.0	8.0	4.0
Private	Off-Street	15 Pink			P	6	0	1	2	2	2	2	1	0	0	0	0	0	1	2	0.7	2.2	1.1
Private	Off-Street	16 Pink			P	12	2	2	3	3	4	4	4	4	4	4	4	3	3	2	0.6	3.8	2.2
Private	Off-Street	17 Pink			P	10	2	4	5	5	5	5	6	6	6	5	5	4	3	2	1.1	6.3	3.3
Private	Off-Street	18 Pink			Reserved	18	2	4	5	5	6	6	7	8	8	7	7	6	5	3	1.4	4.4	1.4
Private	Off-Street	19 Pink			Disabled	5	0	2	3	3	3	3	4	4	4	4	4	3	3	2	1.8	8.4	4.1
Private	Off-Street	2 Pink			Disabled	4	2	2	3	3	3	2	1	0	1	1	1	0	0	0	1.5	4.8	2.3
Private	Off-Street	2 Pink			Loading Zone	2	2	2	2	2	1	0	0	0	1	2	2	1	2	2	4.0	9.5	2.4
Private	Off-Street	2 Pink			P	64	13	20	22	23	25	27	30	33	30	27	24	21	16	11	0.9	5.0	2.8
Private	Off-Street	20 Pink			P	20	3	6	7	7	8	9	10	10	10	9	8	7	6	4	0.9	5.2	3.0
Private	Off-Street	20 Pink			P	51	15	28	30	32	32	32	33	34	30	25	22	18	15	12	1.2	7.0	4.0
Private	Off-Street	21 Pink			Disabled	1	0	0	0	0	0	0	1	1	1	0	0	0	0	0	1.0	3.0	3.0
Private	Off-Street	21 Pink			P	17	2	3	4	4	4	4	5	5	5	4	4	3	3	2	0.5	3.1	1.6
Private	Off-Street	21 Pink			Reserved	10	2	3	3	3	4	4	5	5	5	4	4	3	3	2	1.5	5.0	1.7
Private	Off-Street	22 Pink			P	23	4	7	9	10	12	14	15	16	14	12	11	9	8	6	1.1	6.4	3.8
Private	Off-Street	23 Pink			Closed	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0
Private	Off-Street	24 Pink			Disabled	1	0	0	1	1	1	0	0	0	0	0	0	0	0	0	1.0	3.0	3.0
Private	Off-Street	24 Pink			Reserved	18	2	5	7	0	1	2	3	3	4	12	8	2	1	0	1.2	2.8	1.4
Private	Off-Street	25 Pink			Disabled	1	1	0	1	1	1	1	1	1	1	1	1	0	0	0	3.0	10.0	3.3
Private	Off-Street	25 Pink			P	4	2	3	3	3	3	3	3	3	3	2	2	2	1	0	1.3	8.3	5.1
Private	Off-Street	26 Pink			Disabled	1	0	0	1	1	1	0	1	1	1	0	1	1	1	0	3.0	9.0	3.0
Private	Off-Street	26 Pink			P	20	2	3	4	4	5	6	7	8	7	6	6	5	1	0	0.6	3.2	2.1
Private	Off-Street	27 Pink			P	5	2	3	3	2	3	3	3	3	3	2	2	2	2	2	1.2	7.0	3.5
Private	Off-Street	27 Pink			Reserved	3	2	2	3	3	3	3	3	3	3	3	3	2	3	3	2.3	13.0	5.9
Private	Off-Street	28 Pink			P	5	2	1	1	1	2	2	3	3	3	2	1	0	1	2	1.4	4.8	2.0
Private	Off-Street	29 Pink			P	11	3	5	6	6	7	8	9	10	9	7	6	5	0	4	1.8	7.7	3.7
Private	Off-Street	30 Pink			P	6	0	0	1	2	2	2	1	0	0	0	1	2	1	0	0.7	2.0	1.0
Private	Off-Street	31 Pink			P	5	0	2	1	0	1	2	1	0	0	0	0	0	2	3	1.4	2.4	0.9
Private	Off-Street	32 Pink			P	4	0	0	0	0	1	2	1	0	2	3	3	2	3	3	1.5	5.0	2.5
Private	Off-Street	33 Pink			P	8	2	3	4	4	4	4	4	4	4	3	3	2	1	0	0.9	5.3	3.1
Private	Off-Street	34 Pink			P	12	5	7	8	9	9	9	10	10	9	8	7	6	1	1	1.4	8.3	4.8
Private	Off-Street	35 Pink			P	4	0	0	0	0	1	2	2	2	1	0	1	2	2	2	1.0	3.8	1.9
Private	Off-Street	36 Pink			Disabled	1	1	0	0	0	0	0	1	1	1	0	0	0	0	0	2.0	4.0	2.0
Private	Off-Street	36 Pink			P	11	2	3	4	4	5	5	6	6	6	5	5	4	3	2	1.0	5.5	2.9
Private	Off-Street	37 Pink			Disabled	1	0	0	1	1	1	0	0	0	0	0	0	0	1	1	2.0	5.0	2.5
Private	Off-Street	37 Pink			P	17	4	6	7	8	9	9	10	11	10	8	8	7	6	4	1.1	6.3	3.6
Private	Off-Street	38 Pink			P	20	0	0	0	0	1	2	1	0	2	3	3	2	2	1	0.3	0.9	0.5
Private	Off-Street	4 Pink			Reserved	9	0	0	0	0	1	1	1	0	0	0	2	3	3	2	0.4	1.4	1.1

Client: Cardinia Shire Council
Location: Pakenham Activity Centre
Date: **Thursday. 1 December 2016**
Survey Time: 7:00am to 8:00 pm
Conducted By: BVY Traffic Surveys

Type	Location	Street	Section	Side	Restriction	Supply	Parking Occupancy														Turn-over	Total Hours Occupied	Duration of Stay
							7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00			
Private	Off-Street	5 Pink			Reserved	8	2	4	5	5	6	6	7	8	7	6	5	4	3	2	2.5	8.8	3.4
Private	Off-Street	6 Pink			1P	9	2	3	4	4	4	4	4	4	4	3	3	2	2	1	2.3	4.9	0.9
Private	Off-Street	7 Pink			Disabled	1	0	1	1	0	1	1	1	0	1	1	1	1	1	1	3.0	11.0	3.7
Private	Off-Street	7 Pink			P	20	5	8	10	11	13	14	14	14	13	11	10	8	7	5	1.3	7.2	3.9
Private	Off-Street	7 Pink			Reserved	1	0	1	1	1	1	0	0	0	1	1	1	0	0	0	2.0	7.0	3.5
Private	Off-Street	8 Pink			Disabled	2	0	2	1	0	1	1	1	0	0	0	0	0	1	2	2.5	4.5	1.7
Private	Off-Street	8 Pink			P	28	6	12	13	14	15	15	15	15	14	12	11	9	7	5	1.0	5.8	3.2
Private	Off-Street	8 Pink			Reserved	10	2	3	4	4	5	5	6	6	6	5	5	4	4	3	1.8	6.2	2.1
Private	Off-Street	9 Pink			Reserved	15	3	5	6	7	8	8	8	7	7	6	5	4	4	3	1.1	5.4	2.7

Client: Cardinia Shire Council
Location: Pakenham Activity Centre
Date: **Saturday, 3 December 2016**
Survey Time: 7:00am to 8:00 pm
Conducted By: BVY Traffic Surveys

Type	Location	Street	Section	Side	Restriction	Supply	Parking Occupancy														Turn-over	Total Hours Occupied	Duration of Stay
							7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00			
Public	On-Street	Anderson St	From Henry St To John St	S	P	40	2	1	0	1	2	3	3	3	3	3	3	3	2	3	0.2	0.8	0.3
Public	On-Street	Anderson St	From Henry St To John St	N	P	26	0	0	0	1	1	1	1	1	0	1	1	1	1	0	0.1	0.3	0.2
Public	On-Street	Cook Dr	From Station St To Trebar Ln	E	1P	3	0	1	1	1	0	2	3	3	2	2	1	2	3	2	2.0	7.7	3.8
Public	On-Street	Cook Dr	From Station St To Trebar Ln	W	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0
Public	On-Street	Cook Dr	From Trebar Ln To Henry St	W	1/2P	31	13	18	22	24	26	28	29	28	27	24	20	18	15	12	1.6	9.8	5.5
Public	On-Street	Cook Dr	From Trebar Ln To Henry St	E	2P	11	0	1	2	1	0	2	3	3	2	1	0	2	3	2	1.2	2.0	0.4
Public	On-Street	Cook Dr	From Trebar Ln To Henry St	E	1P	3	0	1	2	3	3	3	3	3	2	1	0	0	0	0	1.3	7.0	5.5
Public	On-Street	Drake Pl	From Main St To End	E	1P	11	5	7	8	9	9	10	11	10	8	8	7	7	6	4	1.6	9.9	6.0
Public	On-Street	Drake Pl	From Main St To End	W	1P	5	1	2	2	3	3	3	3	3	2	3	3	3	3	2	1.2	7.2	4.4
Public	On-Street	Flower St	From Speedhump To End	S	P	46	2	3	3	4	4	5	6	6	6	6	5	5	5	3	0.2	1.4	0.8
Public	On-Street	Flower St	From Speedhump To End	N	P	31	2	1	0	0	0	0	0	1	2	1	0	0	0	2	0.2	0.3	0.1
Public	On-Street	Flower St	From Speedhump To End		Loading Zone	2	0	0	0	1	1	1	0	0	0	1	2	1	0	0	1.5	3.5	2.0
Public	On-Street	Henry St	From Cook Dr To John St	W	1/2P	23	6	9	11	12	13	14	15	15	15	15	14	12	10	8	1.2	7.3	4.0
Public	On-Street	Henry St	From Cook Dr To John St	E	No Stopping	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0
Public	On-Street	Henry St	From Cook Dr To John St	W	1/4P	3	2	3	3	2	0	0	0	1	1	1	0	0	0	0	4.0	4.3	1.1
Public	On-Street	Henry St	From Cook Dr To King St	N	No Stopping	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0
Public	On-Street	Henry St	From Cook Dr To King St	S	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0
Public	On-Street	Henry St	From John St To #21	E	P	52	8	11	13	15	16	18	20	19	17	15	12	11	10	7	0.6	3.7	2.2
Public	On-Street	Henry St	From John St To #21	W	P	26	3	4	5	6	7	8	9	8	7	7	7	6	5	3	0.6	3.3	1.8
Public	On-Street	Henry St	From King St To Slattery Pl	S	P	4	0	0	0	1	1	1	0	1	2	1	0	2	3	2	1.5	3.5	1.5
Public	On-Street	Henry St	From King St To Slattery Pl	N	P	2	0	0	0	0	0	1	1	1	0	0	0	1	1	0	1.0	2.5	1.3
Public	On-Street	James St	From Stephenson St To John St	E	P	17	4	5	6	7	7	9	10	10	10	10	9	8	7	4	1.0	6.2	3.6
Public	On-Street	James St	From Stephenson St To John St	W	P	17	3	4	4	5	5	6	6	5	4	4	3	3	2	1	0.6	3.2	1.8
Public	On-Street	James St	From Bend To Stephenson St	E	P	9	2	3	3	2	0	0	0	0	0	2	3	3	2	3	0.8	2.6	1.2
Public	On-Street	James St	From Bend To Stephenson St	W	P	8	0	0	0	0	0	2	3	3	3	3	2	1	0	2	0.6	2.4	1.4
Public	On-Street	John St	From Henry St To Bend	S	P	9	0	0	0	0	0	1	2	1	0	0	0	1	1	2	0.4	0.9	0.4
Public	On-Street	John St	From Henry St To Bend	N	P	7	2	1	0	1	1	1	1	2	2	1	0	1	1	0	0.7	2.0	0.7
Public	On-Street	John St	From Henry St To James St	S	1P	5	2	3	4	5	5	5	5	5	5	5	4	4	3	2	1.4	11.4	9.0
Public	On-Street	John St	From Henry St To James St	N	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0
Public	On-Street	John St	From James St To Main St	N	1P	7	3	5	6	7	7	7	7	7	6	6	6	6	5	3	1.9	11.6	6.1
Public	On-Street	John St	From James St To Main St	S	1P	5	2	3	3	3	3	4	4	4	4	4	3	3	3	2	1.6	9.0	4.5
Public	On-Street	John St	From James St To Main St	N	Disabled	1	1	1	0	1	1	1	0	0	0	1	1	1	0	1	4.0	9.0	2.3
Public	On-Street	John St	From Main St To End	N	1P	13	6	8	9	10	11	12	13	11	9	9	8	7	6	4	1.6	9.5	6.1
Public	On-Street	John St	From Main St To End	S	1P	10	6	8	9	10	10	10	10	10	9	9	8	8	7	4	1.8	11.8	7.0
Public	On-Street	John St	From Main St To End	S	Disabled	2	0	1	2	1	0	0	0	1	2	2	2	1	0	0	2.0	6.0	3.0
Public	On-Street	John St	From Main St To End	S	Taxi	1	0	1	1	1	0	0	0	0	0	0	0	0	0	0	1.0	3.0	3.0
Public	On-Street	John St	From Bend To Anderson St	W	P	30	3	2	0	0	0	1	2	1	0	0	0	0	0	2	0.2	0.4	0.1
Public	On-Street	John St	From Bend To Anderson St	E	P	22	1	1	0	1	1	2	3	3	2	1	0	0	0	0	0.2	0.7	0.5
Public	On-Street	Main St	From John St To Rogers St	E	1P	22	7	9	11	12	13	14	15	14	12	11	9	9	8	7	1.1	6.9	4.3
Public	On-Street	Main St	From John St To Rogers St	W	2P	19	8	10	11	13	15	16	17	16	14	13	12	11	9	5	1.8	8.9	4.4

Client: Cardinia Shire Council
Location: Pakenham Activity Centre
Date: **Saturday, 3 December 2016**
Survey Time: 7:00am to 8:00 pm
Conducted By: BVY Traffic Surveys

Type	Location	Street	Section	Side	Restriction	Supply	Parking Occupancy													Turn-over	Total Hours Occupied	Duration of Stay
							7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00			
Public	On-Street	Main St	From John St To Rogers St	E	Disabled	1	0	1	1	1	0	0	0	1	1	1	0	0	0	0	2.0	6.0	3.0
Public	On-Street	Main St	From John St To Station St	E	1P	23	9	13	17	20	23	23	23	22	20	20	19	17	14	8	1.9	10.8	6.1
Public	On-Street	Main St	From John St To Station St	W	1P	20	9	12	14	16	17	19	20	19	18	16	13	12	10	5	1.8	10.0	5.6
Public	On-Street	Main St	From John St To Station St	W	1/4P	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0
Public	On-Street	Main St	From John St To Station St	E	Disabled	2	2	1	0	1	2	1	0	1	2	2	2	2	1	1	4.0	9.0	2.2
Public	On-Street	Main St	From John St To Station St	W	Disabled	2	0	1	2	2	2	1	0	0	0	0	0	0	0	2	2.5	5.0	2.0
Public	On-Street	Main St	From Railway Ave To Station St	W	2P	10	3	4	4	5	5	6	7	7	6	6	5	5	4	2	1.6	6.9	3.0
Public	On-Street	Main St	From Railway Ave To Station St	E	2P	8	2	3	4	5	5	6	6	6	6	6	6	6	5	3	1.5	8.6	4.5
Public	On-Street	Main St	From Rogers St To Mcgregor Rd	W	P	43	13	19	24	26	27	30	33	32	31	29	26	23	19	13	1.3	8.0	4.5
Public	On-Street	Main St	From Rogers St To Mcgregor Rd	E	P	41	9	12	14	16	17	20	23	20	17	15	13	13	12	10	0.9	5.1	2.9
Public	On-Street	Main St	From Rogers St To Mcgregor Rd	W	No Stopping	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0
Public	On-Street	Railwa Pde	From Main St To Slattery Pl	N	1/4P	17	2	3	4	5	5	6	6	5	4	4	3	3	2	0	1.6	3.1	0.7
Public	On-Street	Railwa Pde	From Main St To Slattery Pl	N	P	14	5	7	8	10	11	13	14	14	13	12	11	10	9	6	1.7	10.2	5.8
Public	On-Street	Railwa Pde	From Main St To Slattery Pl	N	Disabled	8	2	3	3	3	3	4	4	4	4	4	4	4	3	2	1.8	5.9	1.7
Public	On-Street	Railwa Pde	From Main St To Slattery Pl	N	Taxi	1	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1.0	2.0	2.0
Public	On-Street	Railwa Pde	From Main St To Slattery Pl	S	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0
Public	On-Street	Railwa Pde	From Slattery Pl To Entrance	S	P	39	1	1	0	0	0	0	0	1	2	1	0	2	3	2	0.2	0.3	0.1
Public	On-Street	Railwa Pde	From Slattery Pl To Entrance	N	P	22	2	3	3	2	0	0	0	0	0	1	1	1	0	2	0.3	0.7	0.3
Public	On-Street	Rogers St	From Main St To Wadsley Ave	S	P	19	3	5	6	7	7	8	9	8	7	7	6	5	4	2	0.8	4.4	2.5
Public	On-Street	Rogers St	From Main St To Wadsley Ave	N	P	15	2	3	3	4	4	5	5	5	4	4	3	3	2	0	0.5	3.1	1.9
Public	On-Street	Rogers St	From Main St To Wadsley Ave	N	2P	1	0	1	1	1	0	0	0	0	0	0	0	0	0	1	3.0	4.0	1.3
Public	On-Street	Slatter Yellow Pinkl	From Station St To Henry St	E	1P	15	0	0	0	0	0	0	0	0	0	1	2	3	3	2	0.2	0.7	0.7
Public	On-Street	Slatter Yellow Pinkl	From Station St To Henry St	W	1P	12	0	0	0	1	2	3	3	3	3	3	3	3	3	2	0.4	2.4	1.5
Public	On-Street	Slatter Yellow Pinkl	From Railway Ave To Station St	W	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0
Public	On-Street	Slatter Yellow Pinkl	From Railway Ave To Station St	E	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0
Public	On-Street	Station St	From Slattery Pl To Main St	N	1P	24	8	12	15	18	20	22	24	23	22	20	17	15	12	10	1.8	9.9	6.1
Public	On-Street	Station St	From Slattery Pl To Main St	S	1P	11	3	4	5	6	7	8	8	8	8	8	7	6	5	3	1.5	7.8	4.5
Public	On-Street	Station St	From Slattery Pl To Main St	N	Loading Zone	1	1	1	0	0	0	1	1	1	1	1	1	1	0	1	6.0	10.0	1.7
Public	On-Street	Stephenson St	From Main St To James St	S	P	10	2	3	3	2	0	1	1	1	0	0	0	0	0	0	0.4	1.3	1.0
Public	On-Street	Stephenson St	From Main St To James St	N	No Stopping	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0
Public	Off-Street	11 Yellow			2P	50	19	27	34	37	40	45	50	43	36	33	30	28	26	20	1.7	9.4	5.7
Public	Off-Street	11 Yellow			4P	9	5	6	7	8	8	9	9	8	7	6	5	5	4	3	2.1	10.0	4.9
Public	Off-Street	11 Yellow			Disabled	4	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0.5	1.0	1.0
Public	Off-Street	11 Yellow			1/2P	3	0	1	1	2	2	1	0	0	0	0	0	1	2	0	3.0	3.3	0.7
Public	Off-Street	11 Yellow			Loading Zone	3	1	2	2	3	3	3	3	3	3	3	2	3	3	2	5.0	12.0	2.5
Public	Off-Street	12 Yellow			1P	27	13	17	20	24	27	27	27	25	23	20	17	15	13	7	4.4	10.2	2.3
Public	Off-Street	12 Yellow			Loading Zone	4	0	0	0	0	0	1	2	2	1	2	2	1	0	0	1.0	2.8	1.4
Public	Off-Street	12 Yellow			Disabled	3	2	3	3	3	3	3	3	3	2	3	3	3	2	2	2.3	12.7	5.6
Public	Off-Street	13 Yellow			P	5	2	3	4	5	5	5	5	5	4	4	3	3	2	0	1.8	10.0	5.5
Public	Off-Street	14 Yellow			2P	63	19	24	28	31	33	39	44	43	42	36	29	25	20	12	1.3	6.7	3.6

Client: Cardinia Shire Council
Location: Pakenham Activity Centre
Date: **Saturday, 3 December 2016**
Survey Time: 7:00am to 8:00 pm
Conducted By: BVY Traffic Surveys

Type	Location	Street	Section	Side	Restriction	Supply	Parking Occupancy													Turn-over	Total Hours Occupied	Duration of Stay
							7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00			
Public	Off-Street	15 Yellow			3P	33	12	17	22	24	26	29	32	31	29	27	24	22	20	15	2.9	10.0	3.4
Public	Off-Street	15 Yellow			Disabled	2	2	2	1	1	0	0	0	0	0	1	2	1	0	1	2.5	5.5	2.1
Public	Off-Street	16 Yellow			P	80	12	17	21	26	30	36	42	40	37	37	37	35	33	20	0.9	5.3	3.0
Public	Off-Street	16 Yellow			Disabled	2	0	1	2	2	2	2	1	2	2	1	0	1	2	1	3.5	9.5	2.7
Public	Off-Street	17 Yellow			3P	111	24	35	46	51	56	63	69	65	60	56	51	47	43	30	1.7	6.3	2.3
Public	Off-Street	17 Yellow			Disabled	6	2	3	4	5	5	6	6	6	5	5	4	4	3	2	2.7	10.0	3.8
Public	Off-Street	18 Yellow			3P	197	53	65	77	87	96	112	128	119	110	98	86	78	70	45	1.9	6.2	2.1
Public	Off-Street	18 Yellow			Disabled	6	2	3	4	5	5	6	6	6	5	5	4	4	3	2	2.2	10.0	4.5
Public	Off-Street	18 Yellow			Loading Zone	2	0	0	0	0	0	1	2	1	0	1	2	1	0	0	2.0	4.0	2.0
Public	Off-Street	19 Yellow			P	99	13	20	26	29	31	35	38	36	33	29	24	21	18	11	0.6	3.7	2.2
Public	Off-Street	19 Yellow			Disabled	2	0	1	2	1	0	0	0	1	2	1	0	0	0	2	3.0	5.0	1.7
Public	Off-Street	20 Yellow			P	180	43	59	74	80	85	95	105	94	83	79	74	69	63	32	1.0	5.8	3.1
Public	Off-Street	21 Yellow			Reserved	36	10	15	19	23	27	32	36	34	31	30	28	26	23	16	2.5	9.7	3.9
Public	Off-Street	21 Yellow			1P	14	6	9	11	12	12	13	13	13	13	13	12	11	9	5	4.2	10.9	2.4
Public	Off-Street	3 Yellow			P	120	5	7	9	10	10	12	14	13	11	11	11	11	10	7	0.2	1.2	0.6
Public	Off-Street	3 Yellow			Disabled	1	1	1	0	0	0	1	1	1	0	1	1	1	0	1	4.0	9.0	2.3
Public	Off-Street	4 Yellow			3P	674	239	304	368	429	490	581	671	668	578	422	378	349	221	89	2.6	8.6	3.3
Public	Off-Street	4 Yellow			Reserved	23	2	3	7	8	8	9	9	9	8	8	8	2	0	0	0.8	3.5	1.8
Public	Off-Street	4 Yellow			Disabled	6	3	4	5	5	5	6	6	6	5	5	5	5	4	1	2.3	10.8	4.6
Public	Off-Street	5 Yellow			2P	185	67	98	128	149	169	177	185	160	135	121	107	97	87	80	3.7	9.5	2.5
Public	Off-Street	5 Yellow			Disabled	9	3	4	5	6	6	7	7	7	6	5	4	4	4	2	1.7	7.8	3.6
Public	Off-Street	5 Yellow			Taxi	3	0	0	0	0	0	2	3	3	2	1	0	0	0	2	2.7	4.3	1.7
Public	Off-Street	6 Yellow			2P	63	32	42	52	56	60	62	63	54	45	42	39	35	31	17	3.8	10.0	2.6
Public	Off-Street	6 Yellow			Loading Zone	3	2	3	3	3	3	3	3	3	3	3	2	1	0	0	4.3	10.7	2.5
Public	Off-Street	7 Yellow			P	39	0	1	2	3	3	3	3	3	3	3	2	1	0	1	0.2	0.7	0.4
Public	Off-Street	7 Yellow			Disabled	1	1	1	0	0	0	1	1	1	0	0	0	1	1	0	3.0	7.0	2.3
Public	Off-Street	8 Yellow			P	40	3	3	2	1	0	0	0	2	3	3	3	3	2	2	0.2	0.7	0.3
Public	Off-Street	9 Yellow			Reserved	36	9	12	15	18	20	24	27	24	20	18	16	14	12	8	1.2	6.6	3.9
Public	Off-Street	Pink 3			Reserved	26	0	1	2	3	3	4	4	4	4	4	3	3	2	1	0.2	0.0	
Public	Off-Street	Yellow 1 (South Side)			P	173	5	10	25	33	35	40	44	42	40	38	35	30	25	7	0.3	0.0	
Public	Off-Street	Yellow 1 (South Side)			Reserved	3	1	2	2	1	0	2	3	3	2	1	0	0	0	0	1.0	2.0	
Public	Off-Street	Yellow 1 (South Side)			Reserved	2	1	1	1	1	0	0	0	0	0	0	0	1	0	0	0.5	0.0	
Public	Off-Street	Yellow 2 (North Side)			P	218	39	56	73	84	95	112	128	128	120	111	90	69	42	15	0.6	0.0	
Private	Off-Street	1 Pink			3P	50	16	22	28	30	32	35	38	37	35	32	28	26	23	15	1.3	7.9	4.8
Private	Off-Street	1 Pink			Disabled	1	1	1	0	0	0	1	1	1	0	0	0	1	1	0	3.0	7.0	2.3
Private	Off-Street	10 Pink			Reserved	39	3	5	6	8	9	10	11	10	9	8	7	7	6	3	0.5	2.6	1.5
Private	Off-Street	10 Pink			Disabled	2	1	1	0	0	0	0	0	1	2	1	0	1	2	2	2.5	5.5	2.1
Private	Off-Street	11 Pink			P	24	4	6	8	9	9	10	11	10	9	9	9	8	7	4	0.8	4.7	2.5
Private	Off-Street	12 Pink			Reserved	39	3	5	7	9	18	25	20	22	17	14	18	11	9	5	2.1	4.7	1.4
Private	Off-Street	12 Pink			Disabled	3	0	0	0	0	0	1	2	1	0	1	1	1	0	0	1.0	2.3	1.3

Client: Cardinia Shire Council
Location: Pakenham Activity Centre
Date: **Saturday, 3 December 2016**
Survey Time: 7:00am to 8:00 pm
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Type	Location	Street	Section	Side	Restriction	Supply	Parking Occupancy													Turn-over	Total Hours Occupied	Duration of Stay
							7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00			
Private	Off-Street	13 Pink			Reserved	26	12	17	21	24	26	26	26	26	25	23	20	18	16	8	2.8	11.1	4.2
Private	Off-Street	14 Pink			P	8	3	5	6	7	8	8	8	8	8	8	8	8	7	4	1.9	12.0	6.5
Private	Off-Street	15 Pink			P	6	2	3	3	2	0	0	0	2	3	3	2	3	3	2	1.2	4.7	2.2
Private	Off-Street	15 Pink			Disabled	1	0	1	1	1	0	1	1	1	0	1	1	1	0	0	3.0	9.0	3.0
Private	Off-Street	16 Pink			P	12	2	3	3	4	4	5	5	5	4	4	3	3	2	0	0.7	3.9	2.4
Private	Off-Street	17 Pink			P	10	3	4	4	5	5	6	6	6	6	5	4	4	3	2	1.0	6.3	3.7
Private	Off-Street	18 Pink			Reserved	18	4	5	6	7	7	8	9	8	7	7	6	6	5	3	1.5	4.9	1.6
Private	Off-Street	19 Pink			Disabled	5	2	3	3	4	4	5	5	5	5	5	4	4	4	2	2.6	11.0	4.4
Private	Off-Street	2 Pink	0		P	64	16	20	23	25	26	29	32	31	29	29	28	27	25	18	0.9	5.6	3.0
Private	Off-Street	2 Pink			Disabled	4	3	3	2	3	3	4	4	4	3	3	3	3	2	0	2.3	10.0	4.4
Private	Off-Street	2 Pink			Loading Zone	2	2	2	2	1	0	1	2	2	1	1	0	1	2	0	5.5	8.5	1.5
Private	Off-Street	20 Pink			P	51	17	24	30	33	36	38	40	37	33	33	32	29	25	18	1.4	8.3	4.5
Private	Off-Street	20 Pink			P	20	4	5	6	7	7	8	9	8	7	7	7	7	6	4	0.8	4.6	2.4
Private	Off-Street	21 Pink			P	17	2	3	3	4	4	5	5	5	5	5	4	4	3	2	0.5	3.2	1.7
Private	Off-Street	21 Pink			Reserved	10	2	3	3	4	4	5	5	5	4	4	3	3	2	0	1.0	4.7	2.3
Private	Off-Street	21 Pink			Disabled	1	0	0	0	1	1	1	0	1	1	1	1	1	1	0	2.0	9.0	4.5
Private	Off-Street	22 Pink			P	23	5	8	10	12	13	15	17	15	13	13	12	11	9	5	1.2	6.9	3.9
Private	Off-Street	23 Pink				0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0
Private	Off-Street	24 Pink			Reserved	18	0	0	0	0	1	1	0	1	0	1	0	0	0	0	0.2	0.2	0.1
Private	Off-Street	24 Pink			Disabled	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0
Private	Off-Street	25 Pink			P	4	1	2	2	3	3	4	4	4	3	3	2	1	0	2	2.0	8.5	4.5
Private	Off-Street	25 Pink			Disabled	1	1	1	0	0	0	1	1	1	0	1	1	1	1	0	3.0	9.0	3.0
Private	Off-Street	26 Pink			P	20	2	3	4	5	5	6	6	5	4	4	3	3	3	2	0.5	2.8	1.8
Private	Off-Street	26 Pink			Disabled	1	1	1	0	1	1	1	0	0	0	1	1	1	1	0	3.0	9.0	3.0
Private	Off-Street	27 Pink			P	5	0	1	2	3	3	3	3	3	3	3	3	3	2	0	1.2	6.4	3.2
Private	Off-Street	27 Pink			Reserved	3	2	3	3	3	3	3	3	3	2	1	0	1	1	2	2.3	10.0	4.9
Private	Off-Street	28 Pink			P	5	0	1	1	1	1	1	0	1	2	2	1	1	1	0	0.6	2.6	1.5
Private	Off-Street	29 Pink			P	11	3	4	5	6	7	8	9	9	8	8	7	7	6	4	1.4	8.3	4.8
Private	Off-Street	30 Pink			P	6	2	1	0	0	0	1	1	2	2	1	0	0	0	0	0.7	1.7	0.8
Private	Off-Street	31 Pink			P	5	2	2	2	3	3	4	4	4	4	4	3	3	3	2	1.4	8.6	4.8
Private	Off-Street	32 Pink			P	4	2	2	2	3	3	4	4	4	3	3	3	3	2	2	1.8	10.0	5.4
Private	Off-Street	33 Pink			P	8	2	3	3	4	4	5	6	6	6	5	4	4	4	2	1.3	7.3	4.1
Private	Off-Street	34 Pink			P	12	5	7	8	9	10	11	12	12	12	12	9	7	3	1	1.7	9.8	5.9
Private	Off-Street	35 Pink			P	4	0	0	0	0	0	2	3	3	3	3	3	3	2	0	1.0	5.5	4.5
Private	Off-Street	36 Pink			P	11	3	4	5	6	6	7	8	7	6	5	4	4	3	2	1.1	6.4	4.0
Private	Off-Street	36 Pink			Disabled	1	0	0	0	1	1	1	1	1	1	1	0	0	0	1	2.0	8.0	4.0
Private	Off-Street	37 Pink			P	17	4	6	7	8	9	10	11	11	10	10	10	9	8	5	1.1	6.9	3.9
Private	Off-Street	37 Pink			Disabled	1	1	1	1	1	0	0	0	1	1	1	0	0	0	0	2.0	7.0	3.5
Private	Off-Street	38 Pink			P	20	2	3	3	2	1	1	0	0	0	0	0	0	0	0	0.2	0.6	0.6
Private	Off-Street	4 Pink			Reserved	9	0	0	0	1	1	1	1	1	0	2	3	3	2	0	0.8	1.7	0.7

Client: Cardinia Shire Council
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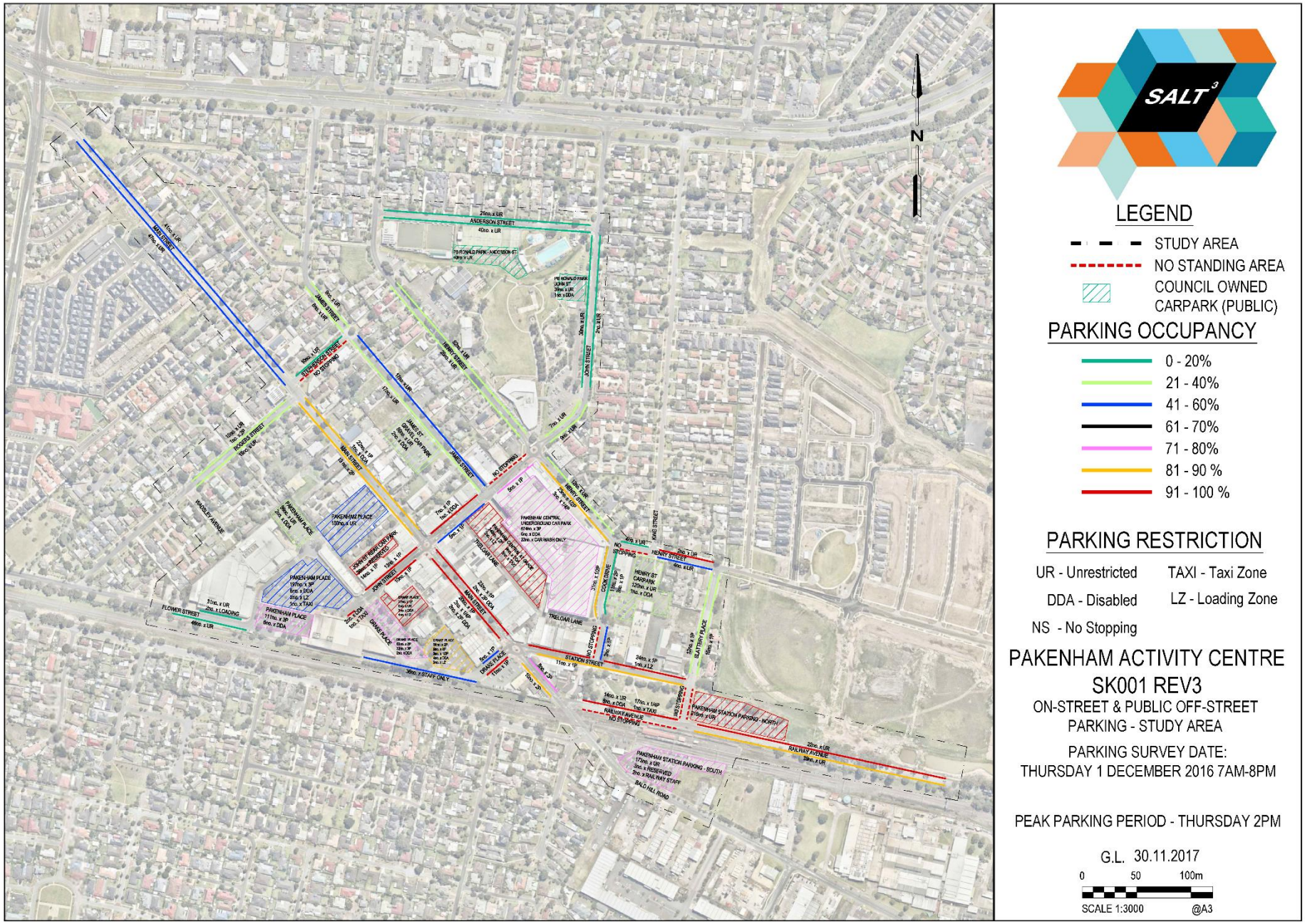
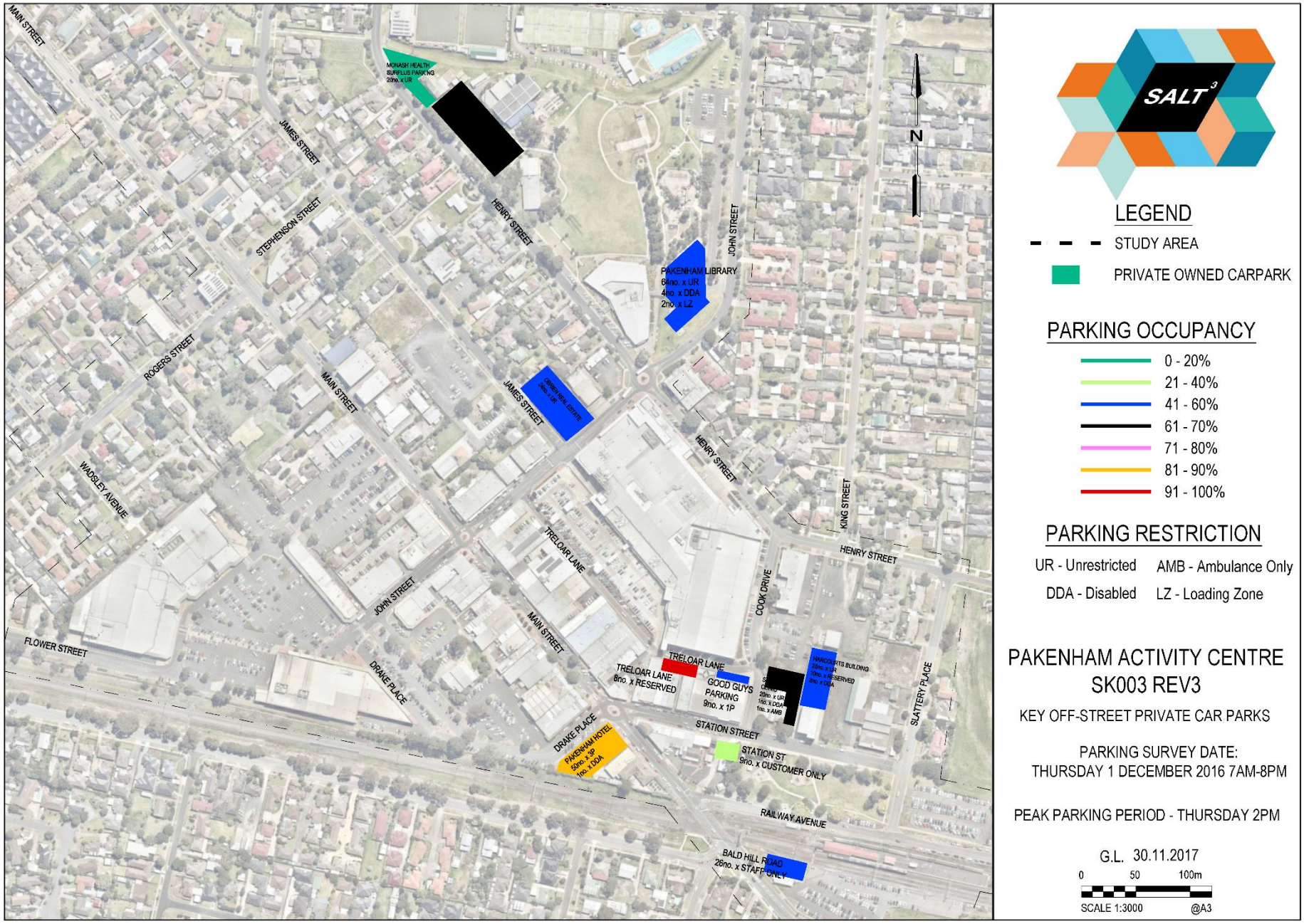
Type	Location	Street	Section	Side	Restriction	Supply	Parking Occupancy													Turn-over	Total Hours Occupied	Duration of Stay
							7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00			
Private	Off-Street	5 Pink			Reserved	8	3	4	5	6	6	7	8	7	6	6	5	5	4	2	2.3	9.3	3.8
Private	Off-Street	6 Pink			1P	9	2	3	3	4	4	5	5	5	4	4	3	3	2	3	2.6	5.6	1.2
Private	Off-Street	7 Pink			P	20	8	11	13	14	15	16	17	15	12	11	10	9	7	5	1.5	8.2	4.6
Private	Off-Street	7 Pink			Reserved	1	0	1	1	1	0	0	0	1	1	1	0	1	1	0	3.0	8.0	2.7
Private	Off-Street	7 Pink			Disabled	1	0	0	0	0	0	0	0	0	0	1	1	1	0	1	2.0	4.0	2.0
Private	Off-Street	8 Pink			P	28	7	10	12	14	15	17	19	17	15	14	13	11	9	5	1.1	6.4	3.6
Private	Off-Street	8 Pink			Reserved	10	3	4	4	5	5	6	6	6	5	5	5	5	4	2	1.6	6.5	2.5
Private	Off-Street	8 Pink			Disabled	2	1	1	1	2	2	2	2	2	1	1	0	1	2	0	3.0	9.0	3.0
Private	Off-Street	9 Pink			Reserved	15	2	4	5	6	7	8	8	7	6	5	4	4	3	2	1.1	4.7	2.4

13.2. Car parking heat maps


N
LEGEND
STUDY AREA
NO STANDING AREA
COUNCIL OWNED CARPARK (PUBLIC)
PARKING OCCUPANCY
0 - 20%
21 - 40%
41 - 60%
61 - 70%
71 - 80%
81 - 90 %
91 - 100 %
PARKING RESTRICTION
UR - Unrestricted
TAXI - Taxi Zone
DDA - Disabled
LZ - Loading Zone
NS - No Stopping
PAKENHAM ACTIVITY CENTRE
SK001 REV3
ON-STREET & PUBLIC OFF-STREET PARKING - STUDY AREA
PARKING SURVEY DATE:
THURSDAY 1 DECEMBER 2016 7AM-8PM
PEAK PARKING PERIOD - THURSDAY 2PM
G.L. 30.11.2017
0 50 100m
SCALE 1:3000 @A3


STEPHENSON STREET
NO STOPPING
10no. x UR
HENRY STREET
50no. x UR
20no. x UR
17no. x UR
JAMES STREET
JAMES ST GRAVEL CAR PARK
80no. x UR
2no. x DDA
MAIN STREET
22no. x 1P
1no. x DDA
19no. x 2P
NO STOPPING
5no. x 1P
7no. x 1P
1no. x DDA
PAKENHAM PLACE
180no. x UR
PAKENHAM PLACE
99no. x UR
2no. x DDA
JOHN ST REAR CAR PARK
36no. x RESERVED
14no. x 1P
13no. x 1P
10no. x 1P
JOHN STREET
PAKENHAM PLACE
197no. x 3P
8no. x DDA
2no. x LZ
1no. x TAXI
PAKENHAM PLACE
111no. x 3P
6no. x DDA
2no. x DDA
1no. x TAXI
DRAKE PLACE
DRAKE PLACE
27no. x 1P
5no. x UR
3no. x DDA
4no. x LZ
DRAKE PLACE
59no. x 2P
3no. x 4P
3no. x 1/2P
4no. x DDA
3no. x LZ
DRAKE PLACE
11no. x 1P
5no. x 1P
36no. x STAFF ONLY
TRELOAR LANE
PAKENHAM CENTRAL
UNDERGROUND CAR PARK
674no. x 3P
6no. x DDA
23no. x CAR WASH ONLY
PAKENHAM CENTRAL AT GRADE
24no. x 2P
3no. x LZ
8no. x DDA
9no. x TAXI
TRELOAR LANE
29no. x 1P
2no. x 2P DDA
MAIN STREET
20no. x 1P
23no. x 1/4P
2no. x 2P DDA
7no. x UR
9no. x UR
HENRY STREET
12no. x UR
23no. x 1/2P
3no. x 1/4P
JOHN STREET
KING STREET
4no. x UR
NO STOPPING
HENRY STREET
2no. x UR
4no. x UR
HENRY ST CARPARK
120no. x UR
1no. x DDA
31no. x 1/2P
COOK DRIVE
11no. x 2P
3no. x 1P
TRELOAR LANE
NO STOPPING
3no. x 1P
STATION STREET
11no. x 1P
24no. x 1P
1no. x LZ
12no. x 1P
SLATTERY PLACE
15no. x 1P
80no. x 2P
10no. x 2P
14no. x UR
8no. x DDA
17no. x 1/4P
1no. x TAXI
RAILWAY AVENUE
NO STOPPING
NO STOPPING
PAKENHAM STATION PARKING - NORTH
218no. x UR
22no. x UR
RAILWAY AVENUE
39no. x UR
PAKENHAM STATION PARKING - SOUTH
173no. x UR
3no. x RESERVED
2no. x RAILWAY STAFF
BALD HILL ROAD
N
SALT
LEGEND
STUDY AREA
NO STANDING AREA
COUNCIL OWNED CARPARK (PUBLIC)
PARKING OCCUPANCY
0 - 20%
21 - 40%
41 - 60%
61 - 70%
71 - 80%
81 - 90 %
91 - 100 %
PARKING RESTRICTION
UR - Unrestricted
TAXI - Taxi Zone
DDA - Disabled
LZ - Loading Zone
NS - No Stopping
PAKENHAM ACTIVITY CENTRE
SK002 REV3
ON-STREET & PUBLIC OFF-STREET PARKING - RETAIL CENTRE
PARKING SURVEY DATE:
THURSDAY 1 DECEMBER 2016 7AM-8PM
PEAK PARKING PERIOD - THURSDAY 2PM
G.L. 30.11.2017
0
50
100m
SCALE 1:3000
@A3


MAIN STREET
JAMES STREET
STEPHENSON STREET
HENRY STREET
ROGERS STREET
MAIN STREET
WADSLEY AVENUE
JOHN STREET
FLOWER STREET
DRAKE PLACE
TRELOAR LANE
MAIN STREET
JAMES STREET
HENRY STREET
JOHN STREET
KING STREET
COOK DRIVE
HENRY STREET
TRELOAR LANE
TRELOAR LANE
8no. x RESERVED
GOOD GUYS PARKING
9no. x 1P
STATION STREET
STATION ST
9no. x CUSTOMER ONLY
DRAKE PLACE
PAKENHAM HOTEL
SLATTERY PLACE
RAILWAY AVENUE
BALD HILL ROAD
26no. x STAFF ONLY
PAKENHAM LIBRARY
64no. x UR
4no. x DDA
2no. x LZ
N
SALT
LEGEND
STUDY AREA
PRIVATE OWNED CARPARK
PARKING OCCUPANCY
0 - 20%
21 - 40%
41 - 60%
61 - 70%
71 - 80%
81 - 90%
91 - 100%
PARKING RESTRICTION
UR - Unrestricted
AMB - Ambulance Only
DDA - Disabled
LZ - Loading Zone
PAKENHAM ACTIVITY CENTRE
SK003 REV3
KEY OFF-STREET PRIVATE CAR PARKS
PARKING SURVEY DATE:
THURSDAY 1 DECEMBER 2016 7AM-8PM
PEAK PARKING PERIOD - THURSDAY 2PM
G.L. 30.11.2017
0
50
100m
SCALE 1:3000
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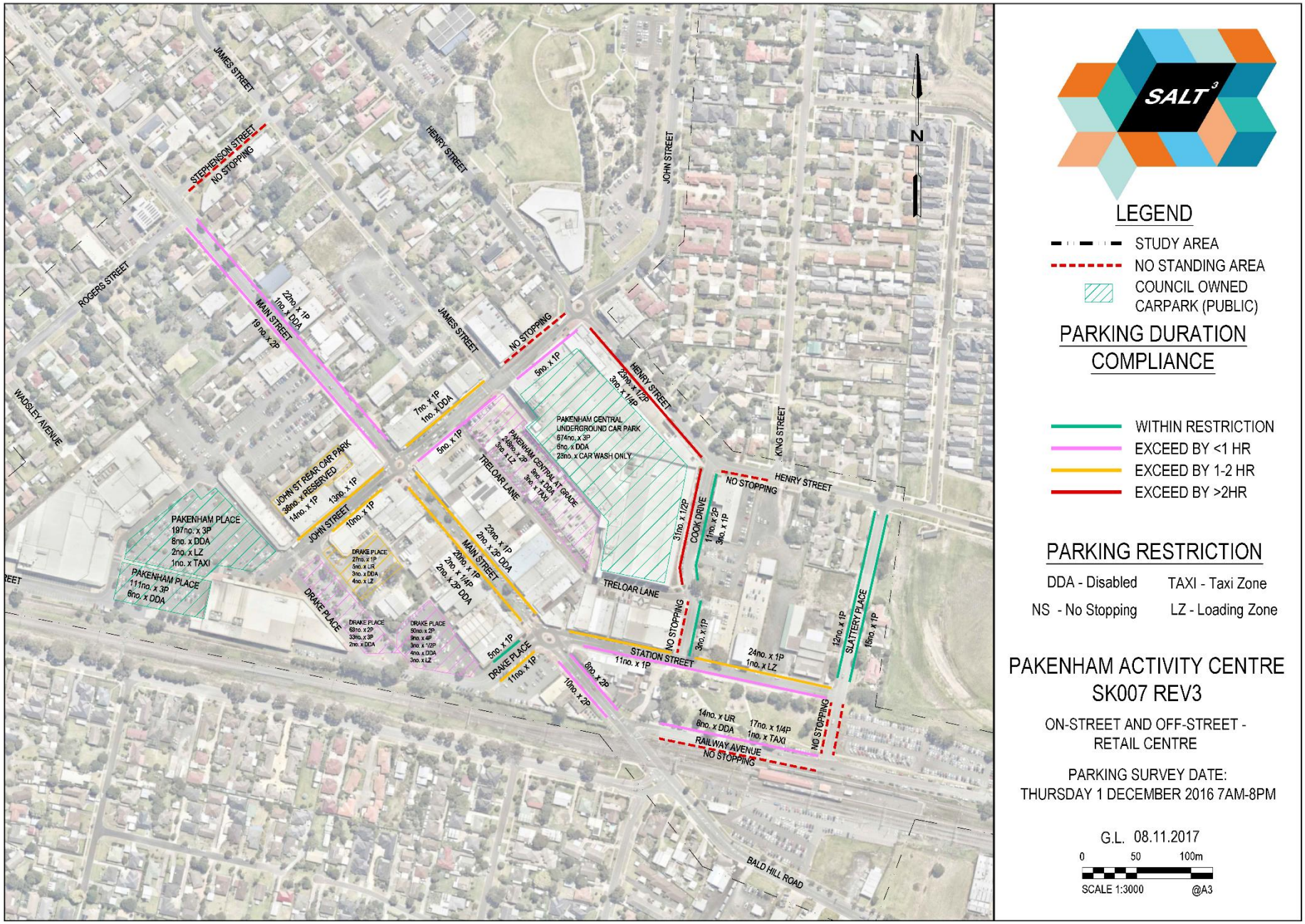


SALT³

LEGEND

- STUDY AREA
- NO STANDING AREA
- COUNCIL OWNED CARPARK (PUBLIC)

PARKING DURATION COMPLIANCE

- WITHIN RESTRICTION
- EXCEED BY <1 HR
- EXCEED BY 1-2 HR
- EXCEED BY >2HR

PARKING RESTRICTION

DDA - Disabled
TAXI - Taxi Zone
NS - No Stopping
LZ - Loading Zone

PAKENHAM ACTIVITY CENTRE
SK007 REV3

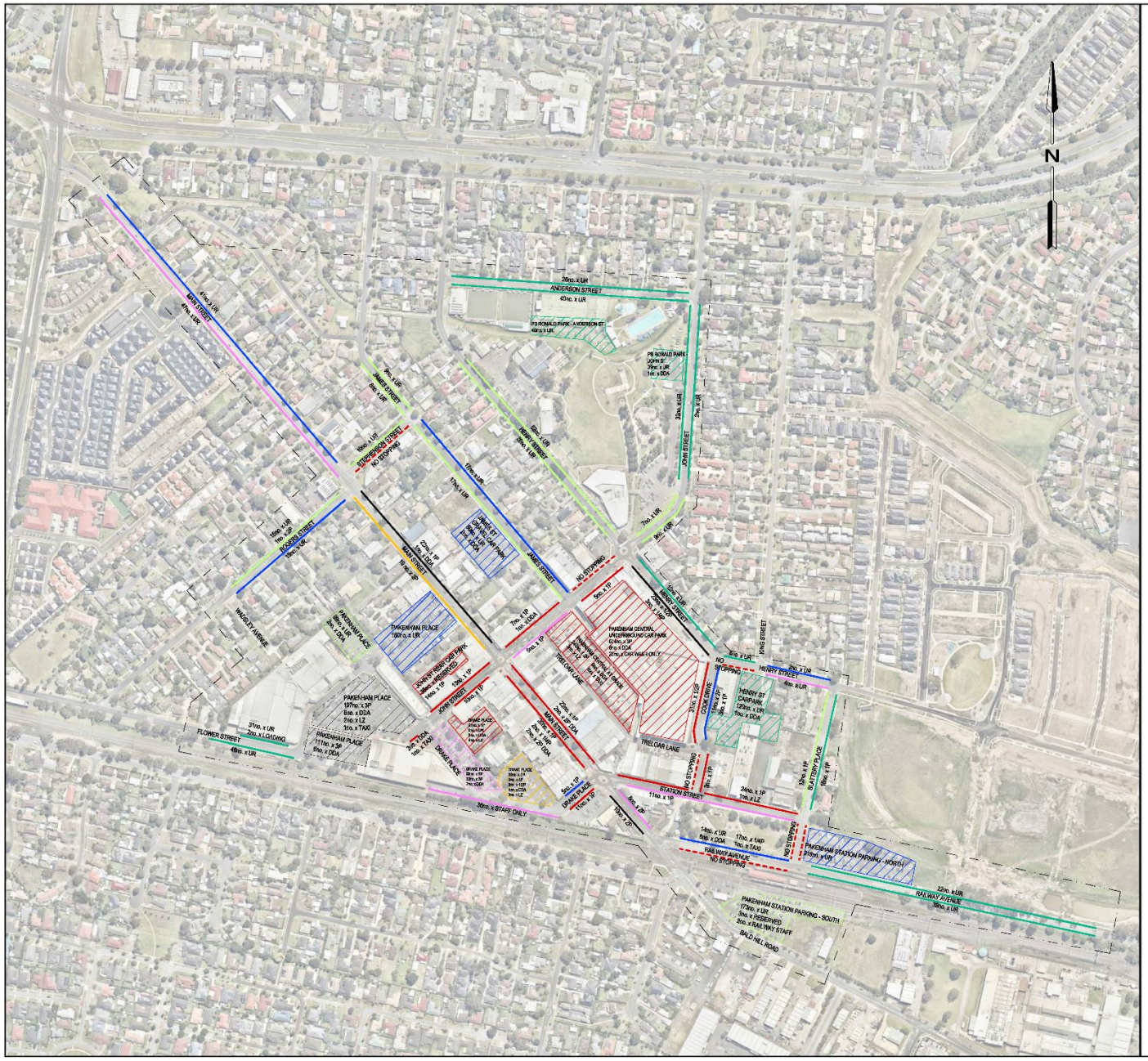
ON-STREET AND OFF-STREET - RETAIL CENTRE

PARKING SURVEY DATE:
THURSDAY 1 DECEMBER 2016 7AM-8PM

G.L. 08.11.2017

0 50 100m

SCALE 1:3000 @A3



SALT³

LEGEND

- STUDY AREA
- NO STANDING AREA
- COUNCIL OWNED CARPARK (PUBLIC)

PARKING OCCUPANCY

- 0 - 20%
- 21 - 40%
- 41 - 60%
- 61 - 70%
- 71 - 80%
- 81 - 90 %
- 91 - 100 %

PARKING RESTRICTION

UR - Unrestricted
DDA - Disabled
NS - No Stopping
TAXI - Taxi Zone
LZ - Loading Zone

PAKENHAM ACTIVITY CENTRE

SK004 REV3

ON-STREET & PUBLIC OFF-STREET PARKING - STUDY AREA

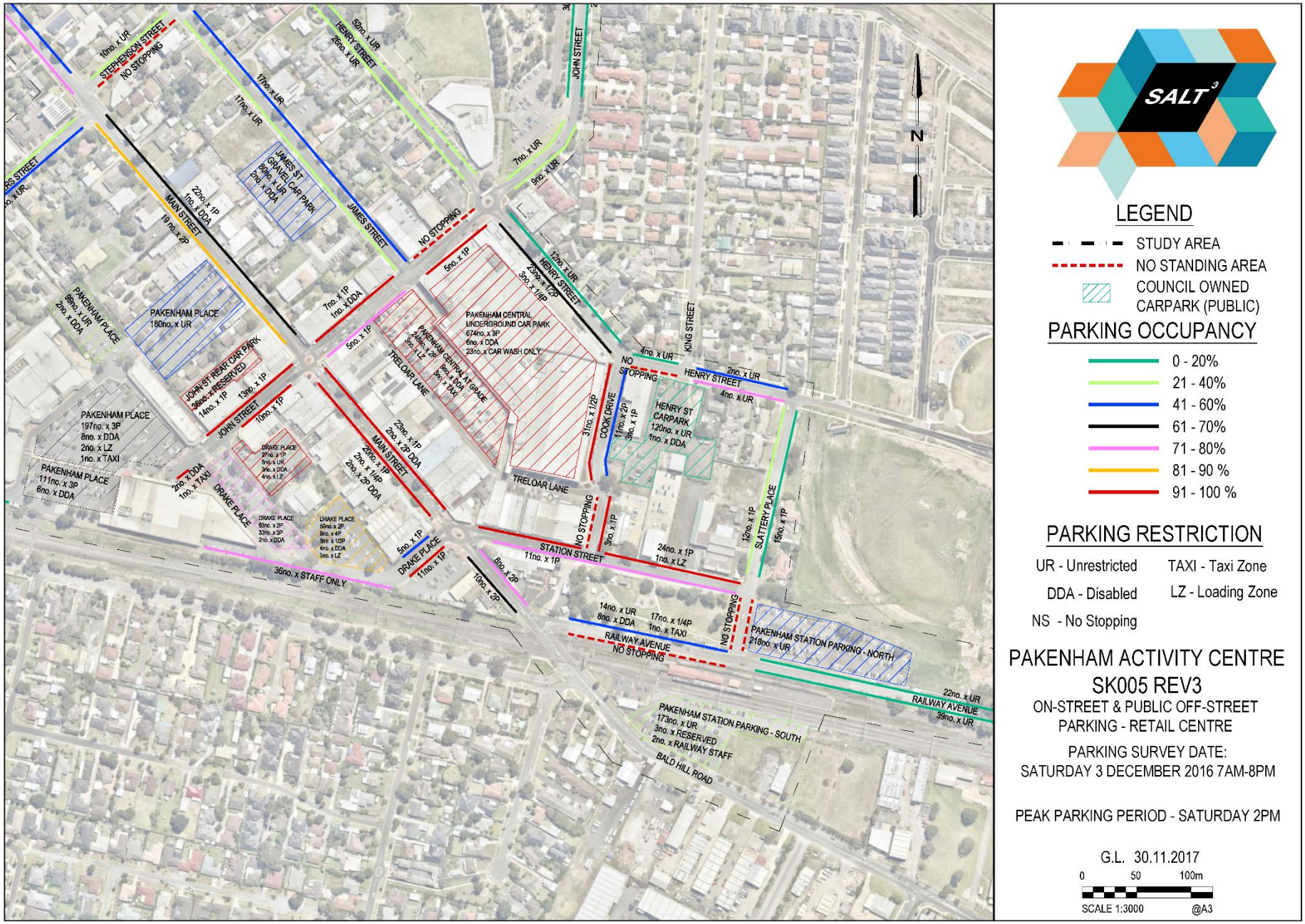
PARKING SURVEY DATE:
SATURDAY 3 DECEMBER 2016 7AM-8PM

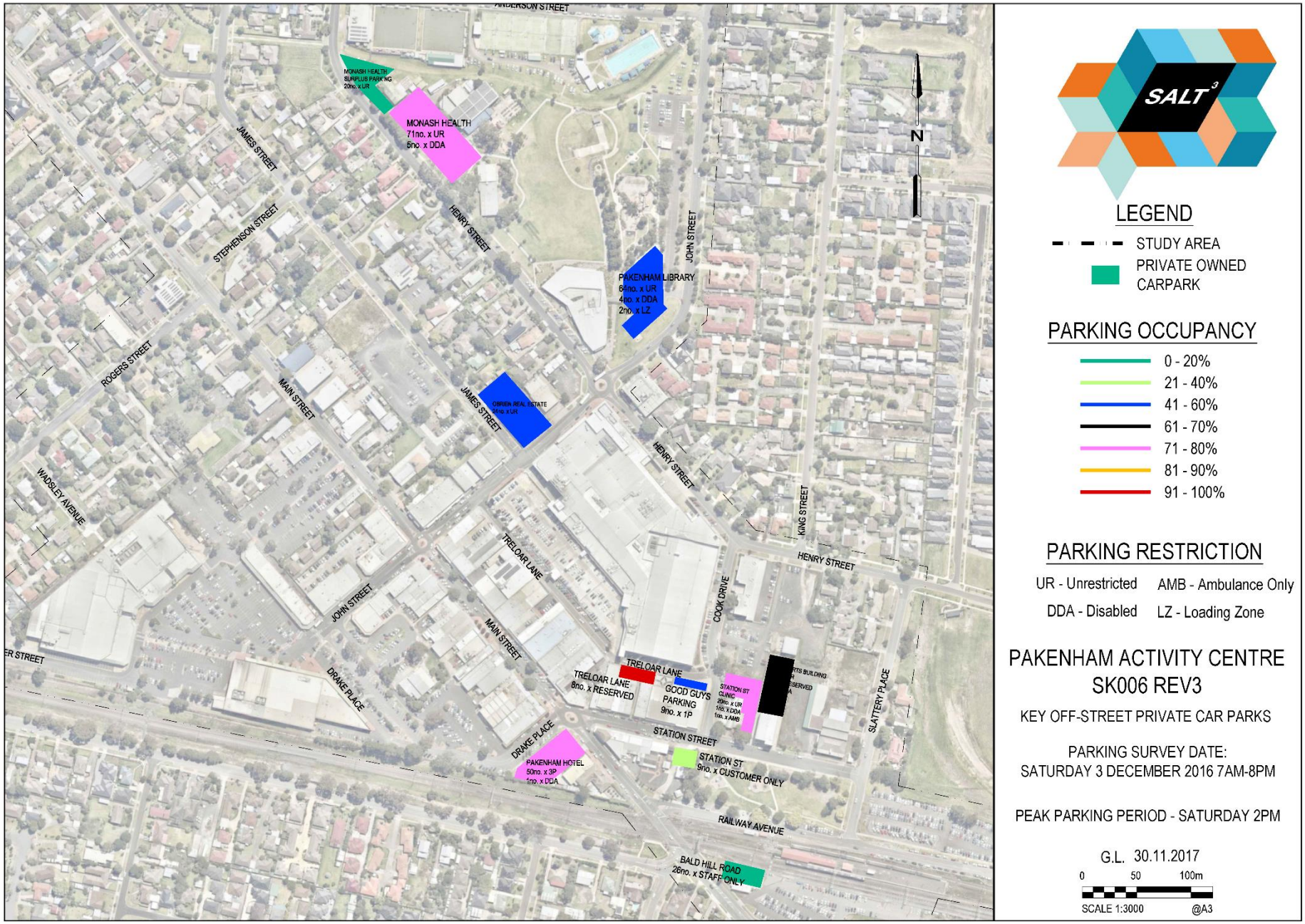
PEAK PARKING PERIOD - SATURDAY 2PM

G.L. 30.11.2017

0 100 200m

SCALE 1:5000 @A3


LEGEND
STUDY AREA
NO STANDING AREA
COUNCIL OWNED CARPARK (PUBLIC)
PARKING OCCUPANCY
0 - 20%
21 - 40%
41 - 60%
61 - 70%
71 - 80%
81 - 90 %
91 - 100 %
PARKING RESTRICTION
UR - Unrestricted
TAXI - Taxi Zone
DDA - Disabled
LZ - Loading Zone
NS - No Stopping
PAKENHAM ACTIVITY CENTRE
SK005 REV3
ON-STREET & PUBLIC OFF-STREET PARKING - RETAIL CENTRE
PARKING SURVEY DATE:
SATURDAY 3 DECEMBER 2016 7AM-8PM
PEAK PARKING PERIOD - SATURDAY 2PM
G.L. 30.11.2017
0 50 100m
SCALE 1:3000 @A3
N
STEPHENSON STREET
HENRY STREET
JOHN STREET
JAMES STREET
MAIN STREET
PAKENHAM PLACE
JOHN ST REAR CAR PARK
TRELOAR LANE
DRAKE PLACE
STATION STREET
COOK DRIVE
KING STREET
SLATTERY PLACE
RAILWAY AVENUE
BALD HILL ROAD
PAKENHAM CENTRAL UNDERGROUND CAR PARK
HENRY ST CARPARK
PAKENHAM STATION PARKING - NORTH
PAKENHAM STATION PARKING - SOUTH
NO STOPPING
36no. x STAFF ONLY


ANDERSON STREET
MONASH HEALTH SURPLUS PARKING 20no. x UR
MONASH HEALTH 71no. x UR 5no. x DDA
JAMES STREET
STEPHENSON STREET
HENRY STREET
JOHN STREET
PAKENHAM LIBRARY 64no. x UR 4no. x DDA 2no. x LZ
ROGERS STREET
MAIN STREET
JAMES STREET
O'BRIEN REAL ESTATE 42no. x UR
HENRY STREET
WADSLEY AVENUE
KING STREET
TRELOAR LANE
HENRY STREET
JOHN STREET
COOK DRIVE
MAIN STREET
DRAKE PLACE
TRELOAR LANE
TRELOAR LANE 8no. x RESERVED
GOOD GUYS PARKING 9no. x 1P
STATION ST CLINIC 29no. x UR 1no. x DDA 1no. x AMB
SLATTERY PLACE
STATION STREET
DRAKE PLACE
PAKENHAM HOTEL 50no. x 3P 1no. x DDA
STATION ST 9no. x CUSTOMER ONLY
RAILWAY AVENUE
BALD HILL ROAD 26no. x STAFF ONLY
N
SALT
LEGEND
STUDY AREA
PRIVATE OWNED CARPARK
PARKING OCCUPANCY
0 - 20%
21 - 40%
41 - 60%
61 - 70%
71 - 80%
81 - 90%
91 - 100%
PARKING RESTRICTION
UR - Unrestricted
AMB - Ambulance Only
DDA - Disabled
LZ - Loading Zone
PAKENHAM ACTIVITY CENTRE
SK006 REV3
KEY OFF-STREET PRIVATE CAR PARKS
PARKING SURVEY DATE:
SATURDAY 3 DECEMBER 2016 7AM-8PM
PEAK PARKING PERIOD - SATURDAY 2PM
G.L. 30.11.2017
0 50 100m
SCALE 1:3000 @A3

SALT³

LEGEND

- STUDY AREA
- NO STANDING AREA
- COUNCIL OWNED CARPARK (PUBLIC)

PARKING DURATION COMPLIANCE

- WITHIN RESTRICTION
- EXCEED BY <1 HR
- EXCEED BY 1-2 HR
- EXCEED BY >2HR

PARKING RESTRICTION

DDA - Disabled
TAXI - Taxi Zone
NS - No Stopping
LZ - Loading Zone

PAKENHAM ACTIVITY CENTRE SK008 REV3

ON-STREET AND OFF-STREET - RETAIL CENTRE

PARKING SURVEY DATE:
SATURDAY 3 DECEMBER 2016 7AM-8PM

G.L. 08.11.2017

0 50 100m

SCALE 1:3000 @A3