



# Pakington Street Parking Survey

## Parklet Assessment

City of Greater Geelong

14 May 2021

→ The Power of Commitment



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# 1. Introduction

GHD has been engaged by Greater Geelong City Council (CoGG) to undertake an assessment for the parklets installed on Pakington Street between Preston Street and Autumn Street.

This part of Pakington Street contains retail and commercial venues. Recently ten parklets have been installed to add seating capacity to venues adjacent to Pakington Street. GHD understands that CoGG is interested in assessing the utilisation rates of these parklets and as such this report has undertaken this investigation

This report is being delivered in tandem with another which will assess how the remaining on-street car parking within the study area is being utilised.

A typical parklet is shown in Figure 1 showing Parklet Numbers 1 and 2 outside Argentina clothes shop and Two Sugars cafe.



Figure 1 Parklets Number 1 and 2

## 1.1 Purpose of this report

The purpose of this report is to document the following observations recorded over the period of Thursday 29 April to Saturday 1 May:

- Parklet utilisation rates – this is to understand how the parklets are utilised throughout the day and helps identify if there is sufficient seating capacity.
- Occupation of parklets – this is to understand how often customers are using the parklet spaces, and how often they are left unused.
- Particular parklets which may have a high volume of users and those which may have a low volume of users. This helps identify any parklets which could be removed if additional car parking was required.
- Trends of utilisation over varying days.

## 1.2 Scope and limitations

This report has been prepared by GHD for City of Greater Geelong and may only be used and relied on by City of Greater Geelong for the purpose agreed between GHD and City of Greater Geelong as set out in section 1.1 of this report.

GHD otherwise disclaims responsibility to any person other than City of Greater Geelong arising in connection with this report. GHD also excludes implied warranties and conditions, to the extent legally permissible.

The services undertaken by GHD in connection with preparing this report were limited to those specifically detailed in the report and are subject to the scope limitations set out in the report.

The opinions, conclusions and any recommendations in this report are based on conditions encountered and information reviewed at the date of preparation of the report. GHD has no responsibility or obligation to update this report to account for events or changes occurring subsequent to the date that the report was prepared.

The opinions, conclusions and any recommendations in this report are based on assumptions made by GHD described in this report (refer section(s) 1.3 of this report). GHD disclaims liability arising from any of the assumptions being incorrect.

GHD has prepared this report based on information provided by AusTraffic to GHD, which GHD has not independently verified or checked beyond the agreed scope of work. GHD does not accept liability in connection with such unverified information, including errors and omissions in the report which were caused by errors or omissions in that information.

## **1.3 Assumptions**

This report has been developed based on the following assumptions:

- The data collected by AusTraffic over the three days the survey was conducted is representative of typical weekday and weekend activity.
- Parklet supply refers to the number of seats inside the parklet only. No assessment has been made of other outside dining facilities.

## 2. Study Area

Pakington Street is located in Geelong West, an inner suburb of Geelong in Victoria. Pakington Street between Preston Street and Autumn Street is largely a retail and restaurant. Within the study area, the road is configured as a two-lane two-way road, there are signalised intersections at Pakington Street / Autumn Road and Pakington Street / Albert Street, and there is also a signalised pedestrian crossing on Pakington Street between Hope Street and Autumn Road as well as two zebra crossings.

Parallel on-street parking is provided on both sides of the road, with a total existing capacity of 47 spaces. Of these spaces, 37 are 1P parking, with restrictions applicable between 9:00 am and 5:30 pm Monday to Friday and 9 am to 12:00 pm on Saturday. The remaining spaces are loading zones (six), bus parking (three) and mail zones (one). An additional 10 parking spaces have been converted to temporary parklets to expand al fresco dining activation.

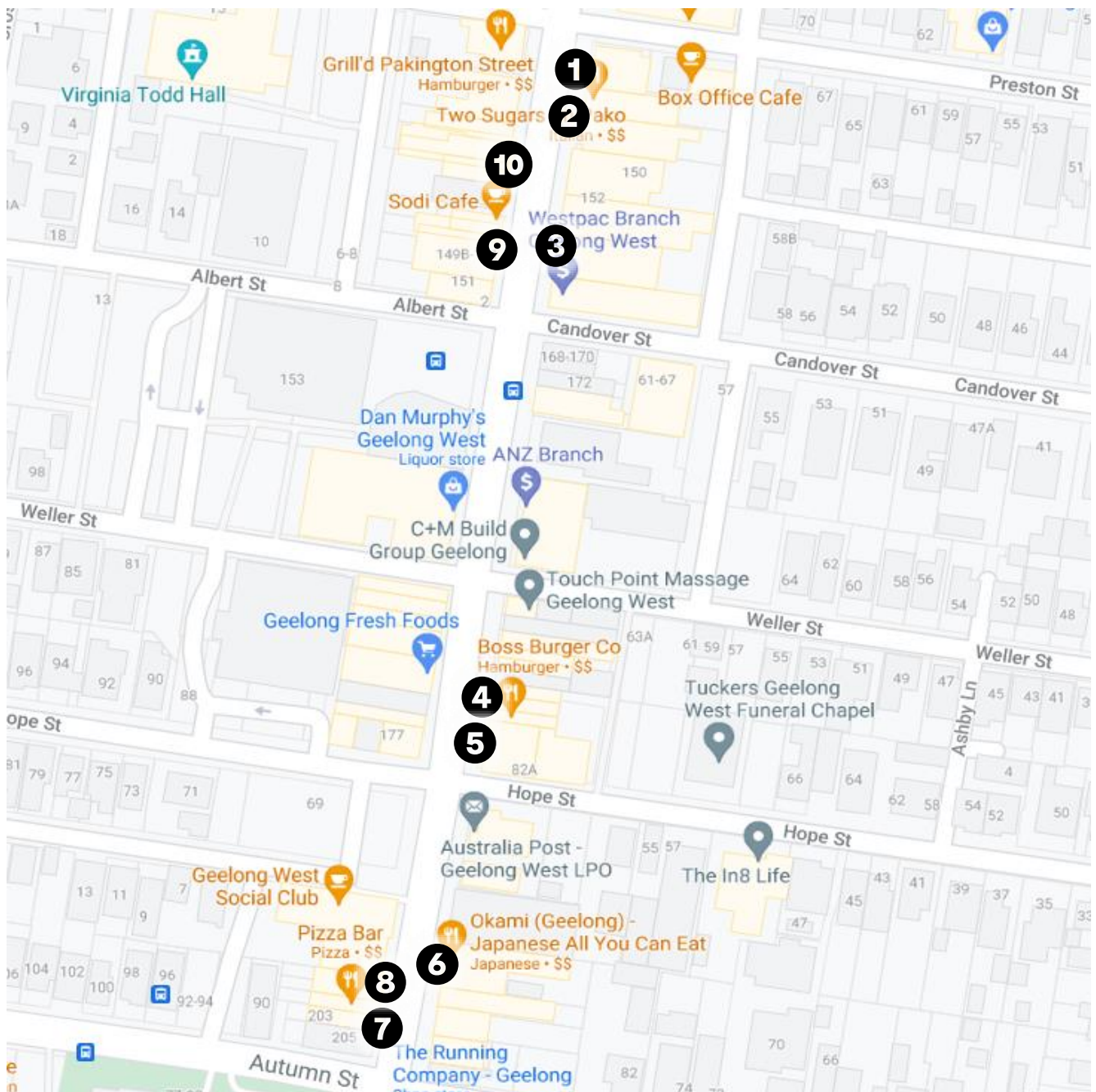
Pakington Street has a posted street of 40 km/h between 7 am and 7 pm applicable every day and 50 km/h outside of these times. Bus route (Route 22) travels along Pakington Street, and there are two stops (one for each direction) within the study area.

There are ten parklets situated within the study area, all outside of commercial stores which vary in their service. Table 1 shows the location of these parklets, their seating capacity within the parklet itself, and the stores they service.

**Table 1** *Parklet locations showing stores being serviced*

Number	Location	Side of Street	Previous Parking Restrictions	Number of chairs in parklet	Store/s serviced
1	Pakington St, between Preston St & Candover St	East	Loading Zone 15 Minutes 09am to 05.30pm Mon - Fri; 09am to 12 noon Sat	12	Tempting Tastes Asian Restaurant
2	Pakington St, between Preston St & Candover St	East	1P 09am to 05.30pm Mon - Fri; 09am to 12 noon Sat	15	Two Sugars Café
3	Pakington St, between Preston St & Candover St	East	1P 09am to 05.30pm Mon - Fri; 09am to 12 noon Sat	9	The Village Door
4	Pakington St, between Weller St & Hope St	East	1P 09am to 05.30pm Mon - Fri; 09am to 12 noon Sat	8	Wesier's Continental Bakery & Café
5	Pakington St, between Weller St & Hope St	East	Loading Zone 15 Minutes 09am to 05.30pm Mon - Fri; 09am to 12 noon Sat	12	7 Origins Café
6	Pakington St, between Hope St & Autumn St	East	1P 09am to 05.30pm Mon - Fri; 09am to 12 noon Sat	8	Okami Japanese Restaurant
7	Pakington St, between Autumn St & Yuille St	West	1P 09am to 05.30pm Mon - Fri; 09am to 12 noon Sat	8	Pizza Bar
8	Pakington St, between Autumn St & Yuille St	West	1P 09am to 05.30pm Mon - Fri; 09am to 12 noon Sat	6	Bob Sang Korean Restaurant
9	Pakington St, between Albert St & Clarence St	West	1P 09am to 05.30pm Mon - Fri; 09am to 12 noon Sat	4	Sodi Café
10	Pakington St, between Albert St & Clarence St	West	1P 09am to 05.30pm Mon - Fri; 09am to 12 noon Sat	10	Enzo's Restaurant

The study area for this parklet assessment is shown in Figure 2 with individual parklets noted in their approximate locations.



**Figure 2** Pakington Street Study Area (Source: Google Maps)



## **3. Survey Summary**

### **3.1 Overview**

For CoGG to make an informed opinion about the utilisation of the installed parklets, the following key aspects should be understood:

- How many people used the parklets?
- What are the parklet usage rates?
- Are there particular parklets that have a very high usage?
- Are there particular parklets that have a very low usage?

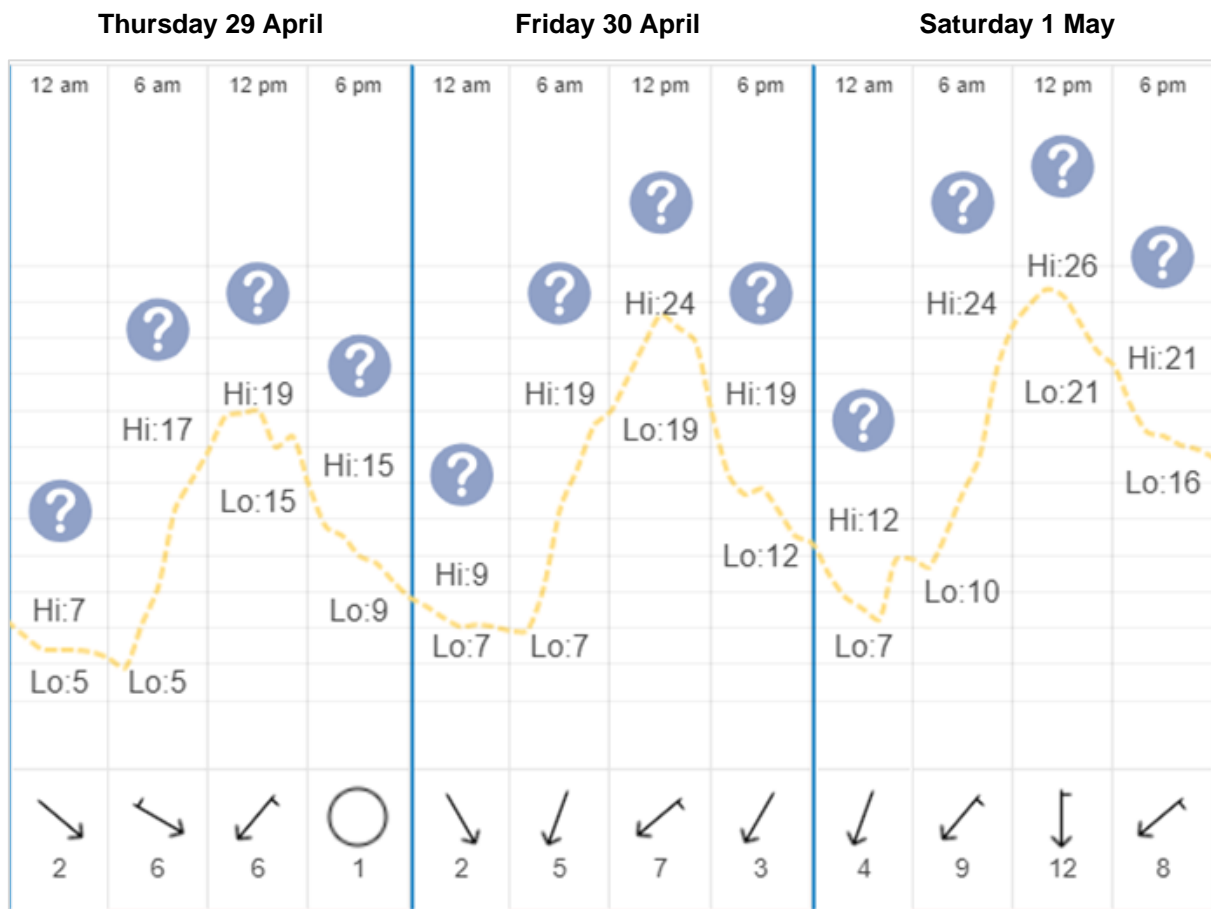
This section of the report discusses the methodology of obtaining the data, data analysis, and findings of these key aspects.

### **3.2 Survey methodology**

To understand the parklet utilisation within the study area, GHD engaged Austraffic, who are specialist survey contractors, to undertake surveys of the parklets between 8:00 am and 7:30 pm from Thursday 29 April to Saturday 1 May inclusive. Austraffic collected data during these days by noting the number of people in each parklet. This means people sitting within the parklet itself and measuring these patron numbers against the supply of chairs within the parklet.

### **3.3 Weather**

Al fresco dining activities can be affected by weather conditions. With the parklets located within the parking lane, diners will be exposed to all weather conditions. None of the parklets have any provision to increase diners comfort against the weather. Such items include umbrellas, gas heaters and wind breaks. As shown in Figure 3, weather varied over the period of the survey. Thursday's maximum of 19 degrees is moderately lower than Friday's and Saturday's respective maximums of 24 and 26 degrees. The minimum temperatures were similar between the three days.



**Figure 3** *Geelong weather over the duration of survey (source: [www.timeanddate.com](http://www.timeanddate.com))*

## 4. Parklets Survey Results

### 4.1 Overall parklet usage

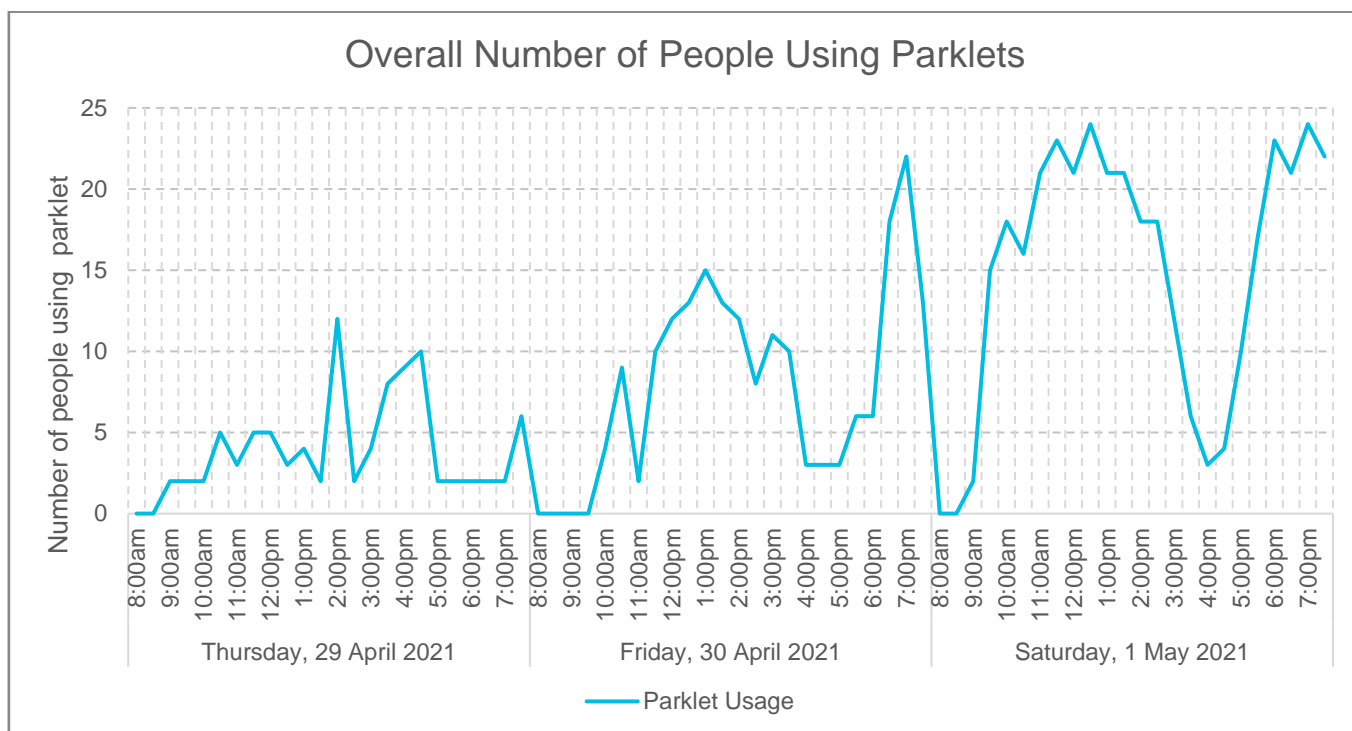
Table 2 presents average and maximum usage for each of the three survey days. Figure 4 and Figure 5 present usage of the parklets across the day showing number of people using the parklets and usage rates respectively. Note that this usage rate is calculated by dividing the total number of patrons observed by the total theoretical capacity of the parklets.

Analysing Table 2 and Figure 5, the following observations can be made:

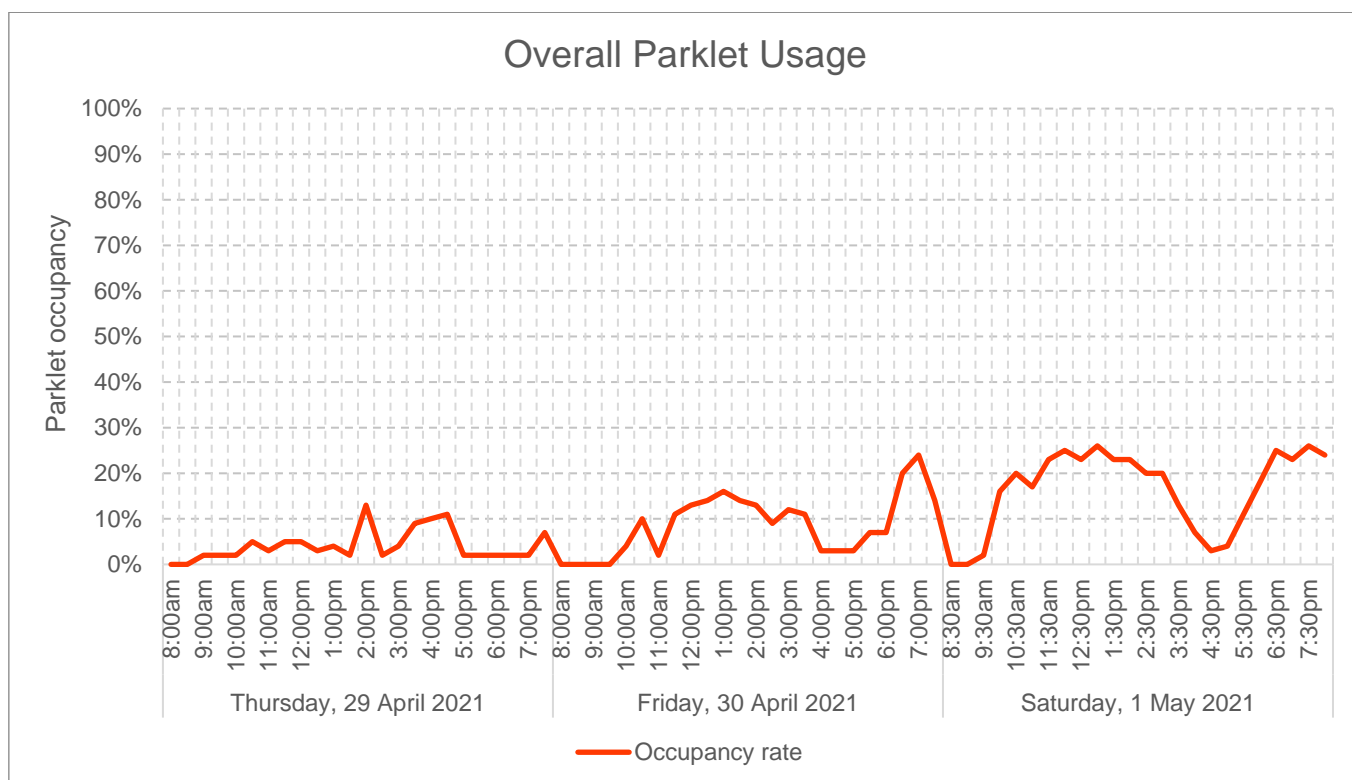
- The lowest parklet usage typically occurred on Thursday 29 April with an average of four patrons using parklets across the precinct. On this day the maximum usage of the parklets was 12 people.
- The highest parklet usage typically occurred on Saturday 1 May with an average of 15 people using the parklets across the precinct. On this day the maximum usage of the parklets was 24 people.
- Friday 30 April usage shows peaks in the afternoon and evening.
- Saturday 1 May usage rises and plateaus from the morning to the afternoon to over 20 patrons each half hour, then decreases before it peaks once more during the evening.
- The parklets were not utilised across all three days from 8:00 am to 8:30 am.

**Table 2**      *Occupancy statistics*

Date	Average usage		Maximum usage	
	Percentage	Number of patrons	Percentage	Number of patrons
Thursday, 29 April 2021	4%	4	13%	12
Friday, 30 April 2021	9%	8	24%	22
Saturday, 1 May 2021	16%	15	26%	24



**Figure 4** Overall Number of People Using Parklets across Pakington Street Precinct



**Figure 5** Parklet usage rate by day across Pakington Street Precinct

## 4.2 Usage by parklet

The study area has been divided into individual parklets to analyse if particular parklets are experiencing greater or lesser rates of usage than others. The parklet locations can be seen in Figure 6, and each parklet has been numbered, which corresponds to the chart showing the utilisation rates and number of patrons data for that parklet. Table 1 above provides a summary of the adjacent businesses for each parklet.

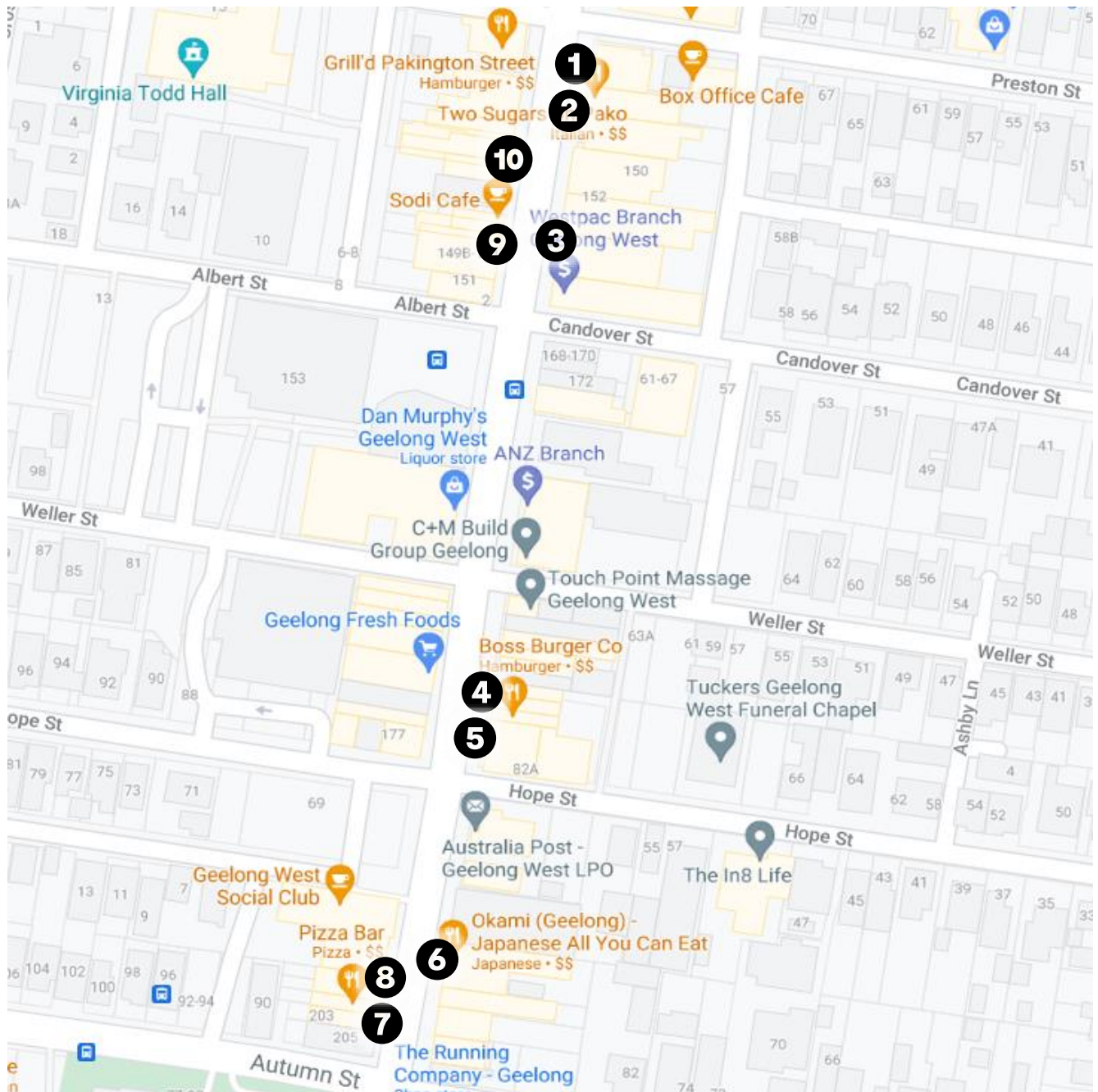


Figure 6 Study area showing individual parklets (source: Google Maps)



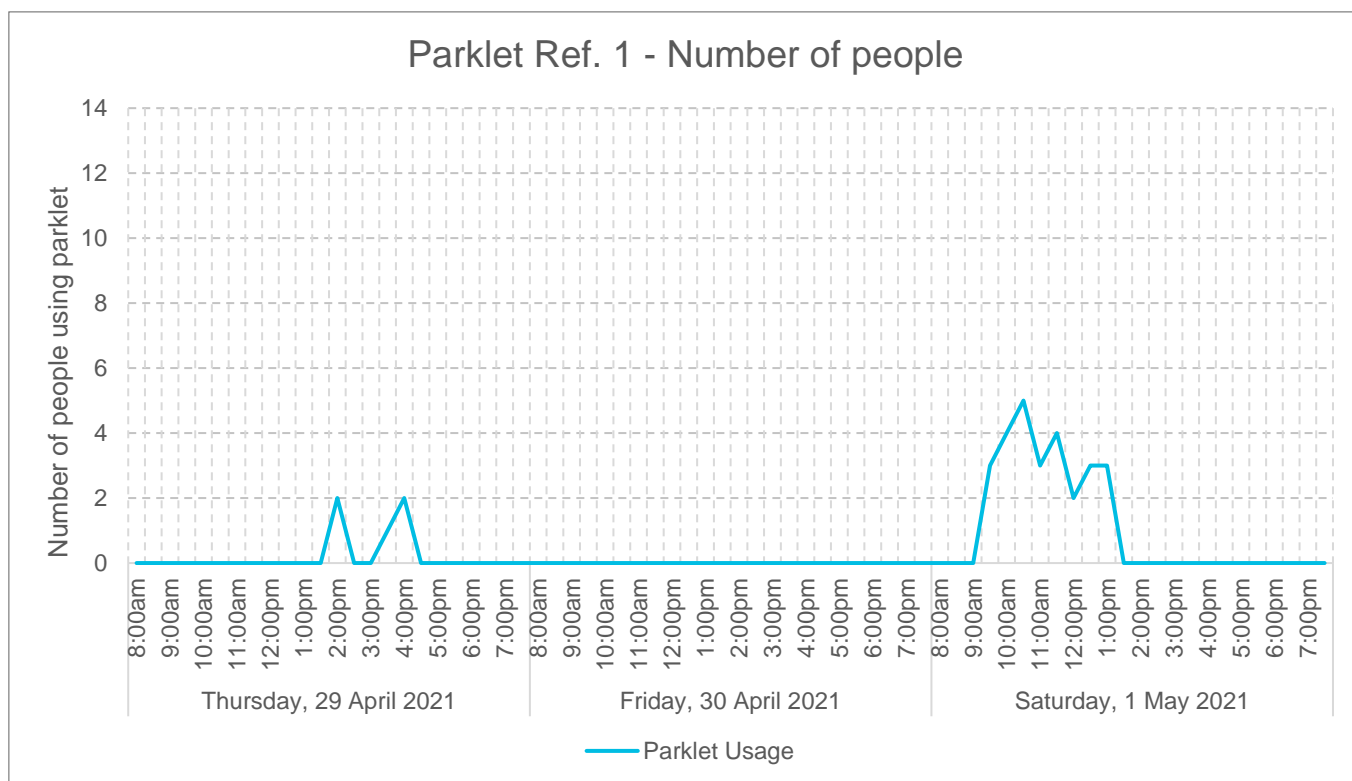
Figure 7 to Figure 26 present the parklet usage rate for each parklet on Pakington Street across each of the three survey days. For each parklet there are two charts:

- A chart showing number of people observed in the parklet in each half hour period recorded.
- A chart showing the usage rate for each parklet, which is calculated by dividing the number of patrons by the number of chairs in that parklet.

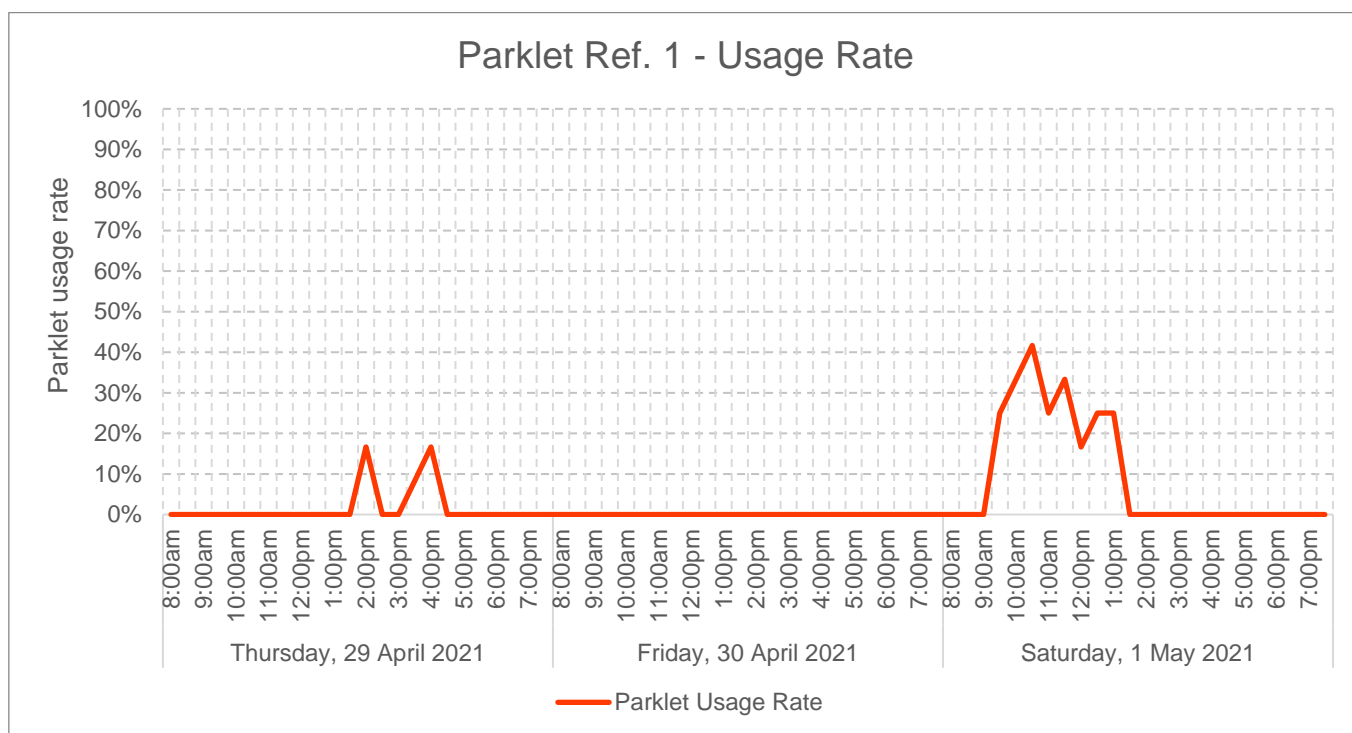
The key findings from these charts are:

- Parklet 1:
  - Figure 7 shows low numbers of patrons using this parklet. The maximum number of patrons using this parklet occurred on the morning of Saturday 1 May with two to 4 people observed within the parklet at any one time.
  - Figure 8 shows that Parklet 1 experienced relatively low usage on most days. Its peak usage of 42% occurred on the morning of Saturday 1 May. At most other times the usage rate was 0% meaning no customers were observed.
- Parklet 2:
  - Figure 9 shows that the number of customers using this parklet varied across the survey period. The maximum number of patrons observed was typically 7 to 10 people at any one time.
  - Figure 10 shows that Parklet 2 experienced varying levels of usage over all three days, peaking at 67% on Saturday evening. Occupancy typically increased on Friday and Saturday afternoon and evening.
- Parklet 3:
  - Figure 11 shows that the number of customers using this parklet was relatively low with maximum numbers peaking at four people at any one time during the Friday and Saturday surveys.
  - Figure 12 shows that the highest usage for Parklet 3 occurred around lunchtime on the Friday and Saturday survey period. Occupancy levels were very low during the Thursday surveys.
- Parklet 4:
  - Figure 13 shows that there were long periods during the Friday and Saturday surveys with no customers observed within the parklet. Typically the maximum number of people observed in the parklet was two people during the Thursday and Friday surveys, and four people during the Saturday survey.
  - Figure 14 shows that the peak period for usage at Parklet 4 occurred mid-morning during the Saturday surveys. For the Thursday survey it is notes that the evening period was the busiest period.
- Parklet 5:
  - Figure 15 showing varying numbers of people using this parklet across the survey period with the numbers observed during the Friday survey being much lower than the other two days. On Saturday the maximum number of customers observed was 11 people around 12pm.
  - Figure 16 shows that the usage for Parklet 5 was generally higher during the Saturday and Friday surveys when compared to the Thursday survey.
- Parklet 6:
  - Figure 17 shows that there were no customers observed in this parklet for the entire Friday survey and most of the Friday and Saturday surveys. The peak number of patrons was eight, observed on the Saturday evening.
  - Figure 18 shows the usage rate peaks at 90% on Friday evening and 100% on Saturday evening.
- Parklet 7:
  - Figure 19 shows low numbers of patrons used this parklet across all three survey days.
  - Figure 20 shows that when the parklet was in use then the usage rate was below 50%.
- Parklet 8:
  - Figure 21 shows that there were long periods where no patrons used this parklet across all three survey days.
  - Figure 22 shows that when the parklet was in use then the usage rate was between 35% and 65%.

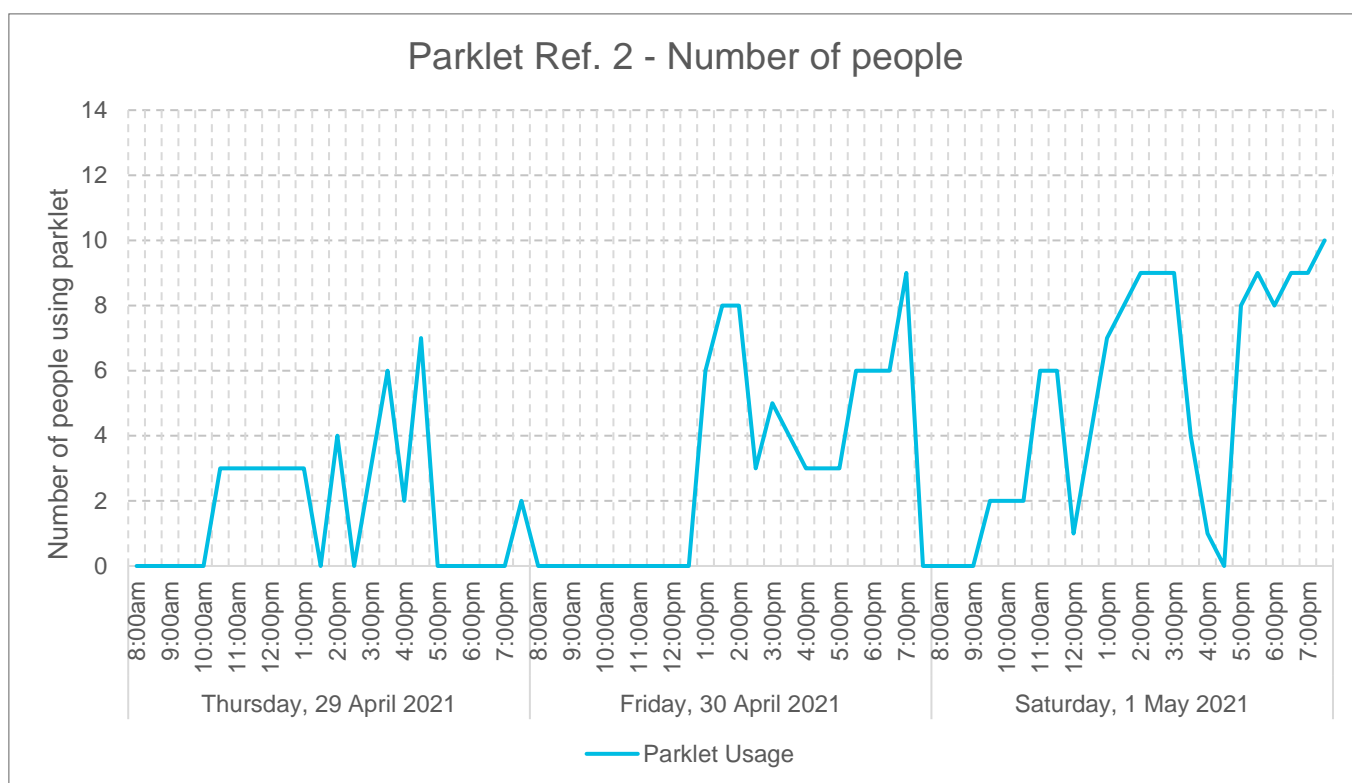
- Parklet 9:
  - Figure 23 shows that the number of patrons using this parklet peaked at four people at multiple points during the Saturday surveys.
  - Figure 24 shows Parklet 9 is utilised at various times over all three days, peaking at 100% usage multiple times on Saturday.
- Parklet 10:
  - Figure 25 shows that there were long periods where no patrons used this parklet across all three survey days with usage only recorded for a small period on Friday evening.
  - Figure 26 shows that Parklet 10 is only used on Friday evening. However, during that time the rate of utilisation reaches 90%.



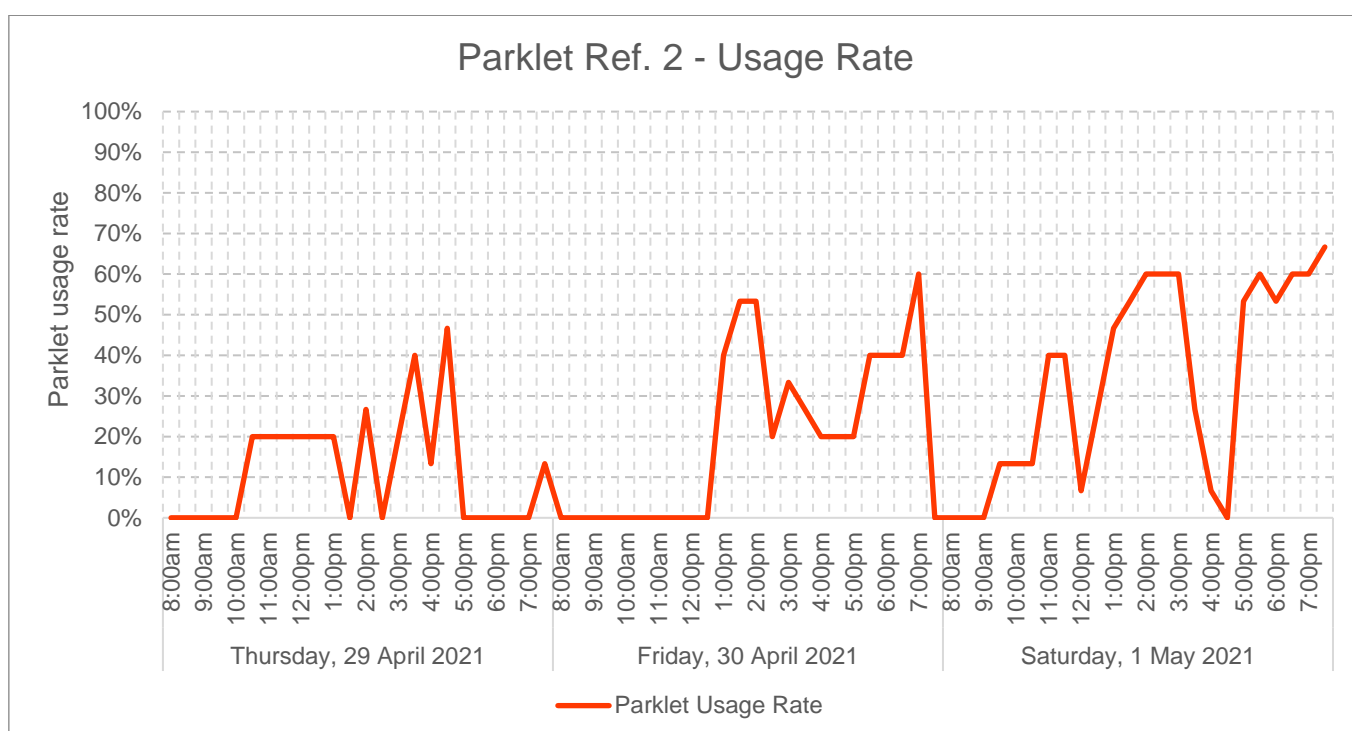
**Figure 7**      *Number of people using Parklet 1 – East side of Pakington St between Preston and Candover St*



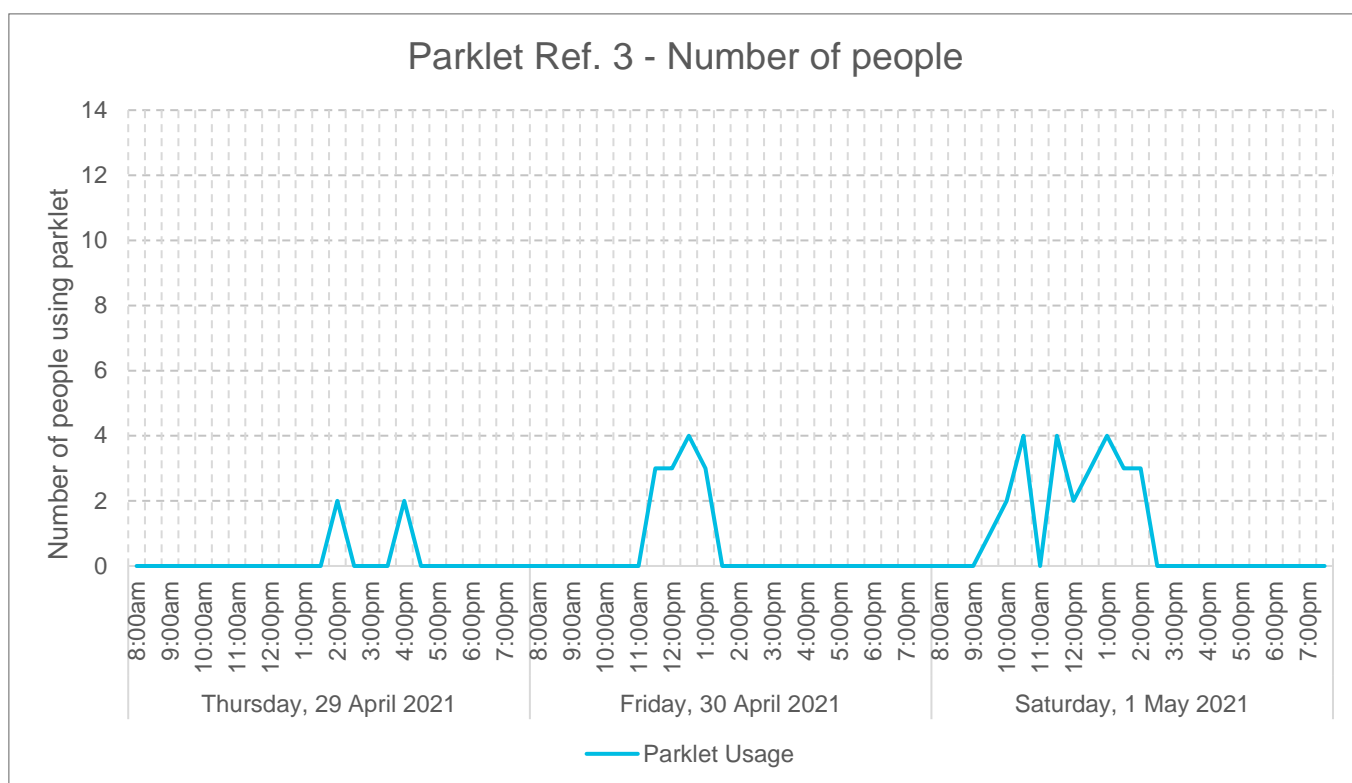
**Figure 8**      *Parklet 1 usage rate – East side of Pakington St between Preston and Candover St*



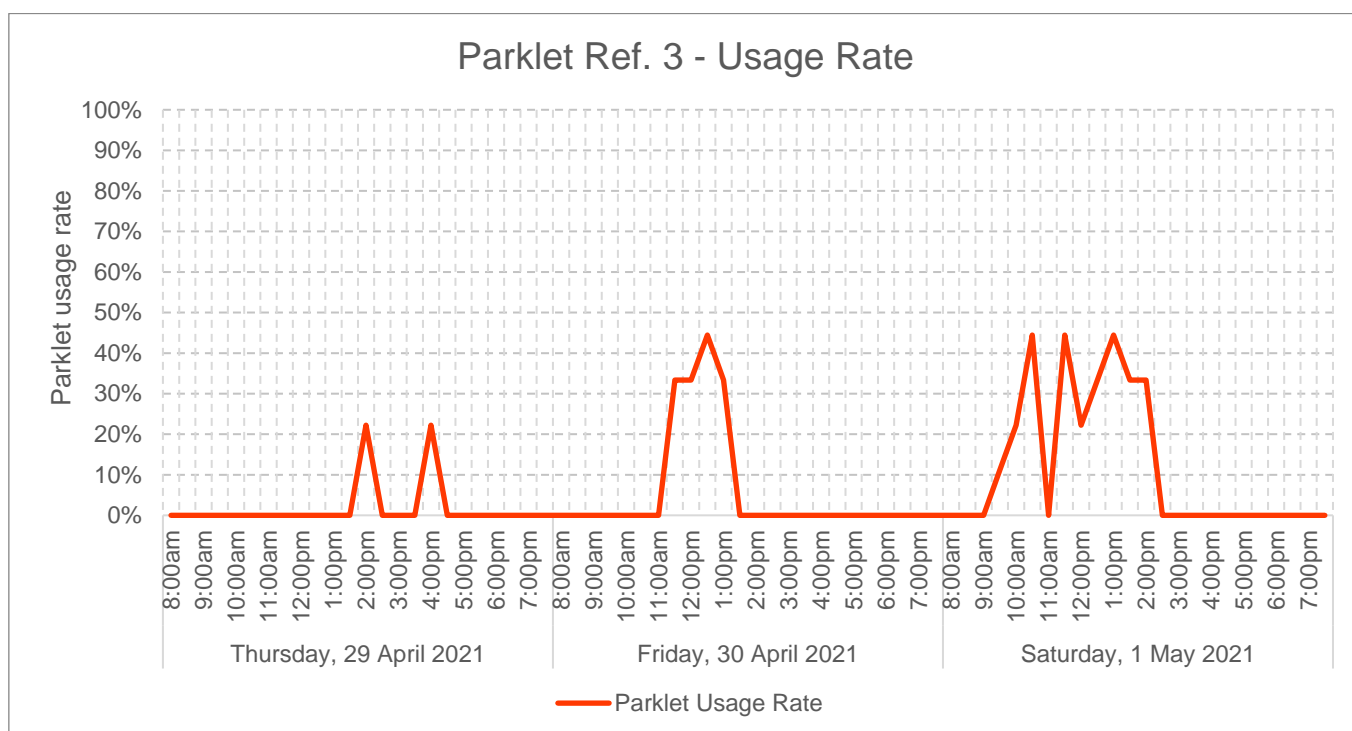
**Figure 9**      *Number of people using Parklet 2 – East side of Pakington St between Preston and Candover St*



**Figure 10**      *Parklet 2 usage rate – East side of Pakington St between Preston and Candover St*

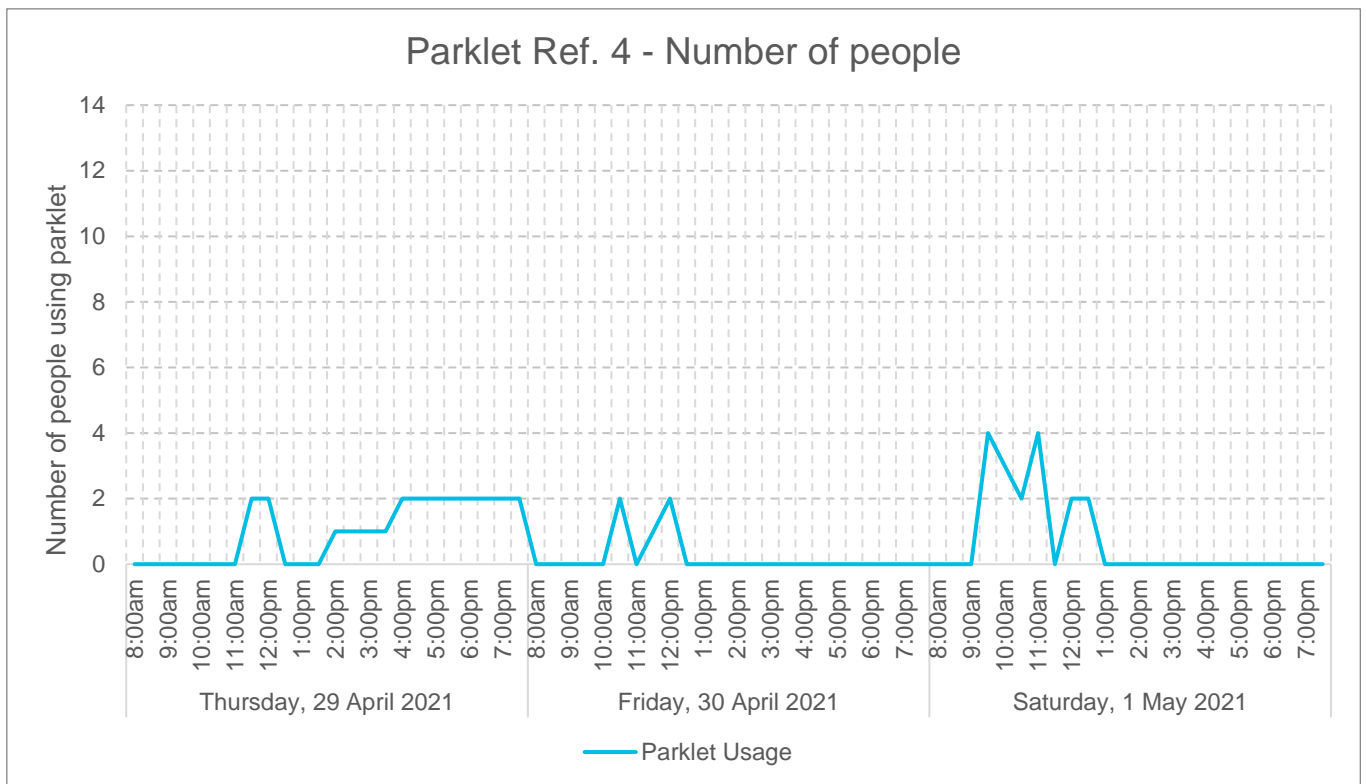


**Figure 11**      *Number of people using Parklet 3 – East side of Pakington St between Preston and Candover St*

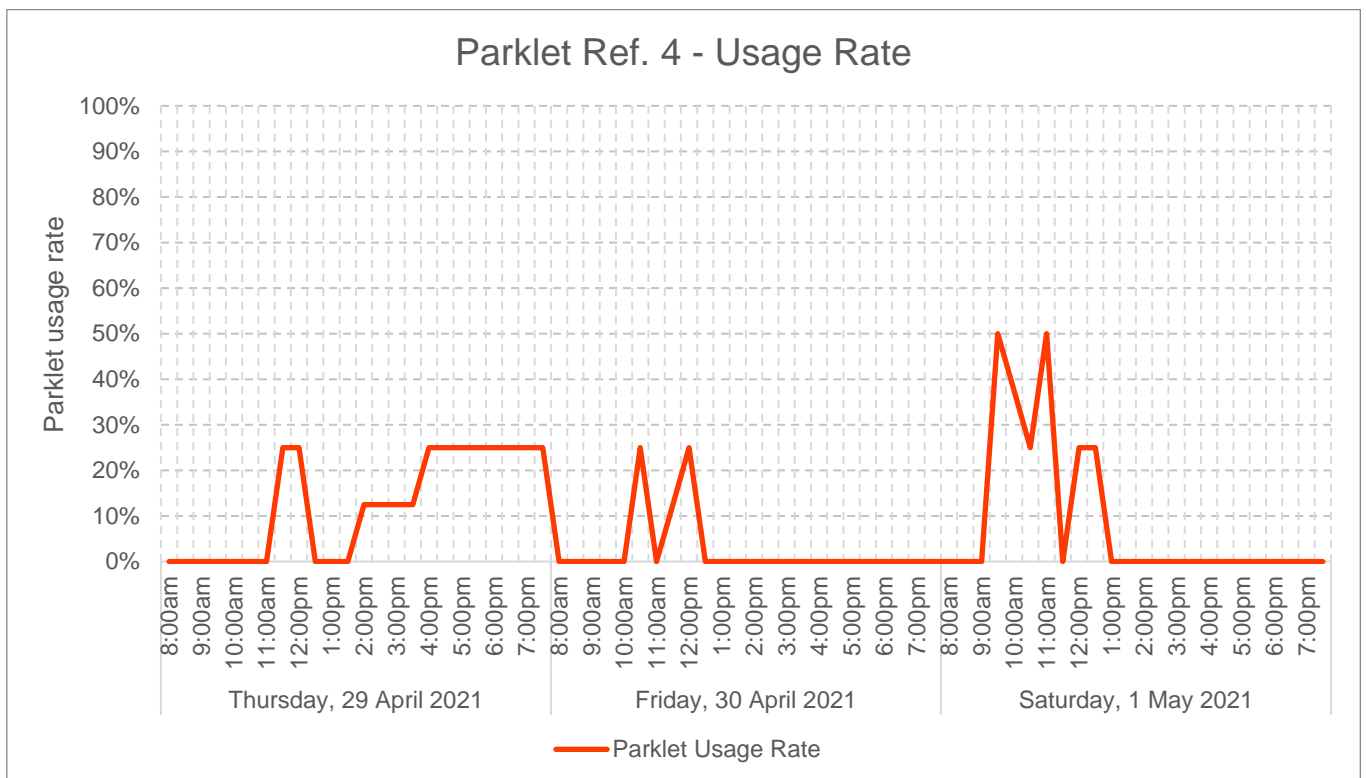


**Figure 12**      *Parklet 3 usage rate – East side of Pakington St between Preston and Candover St*

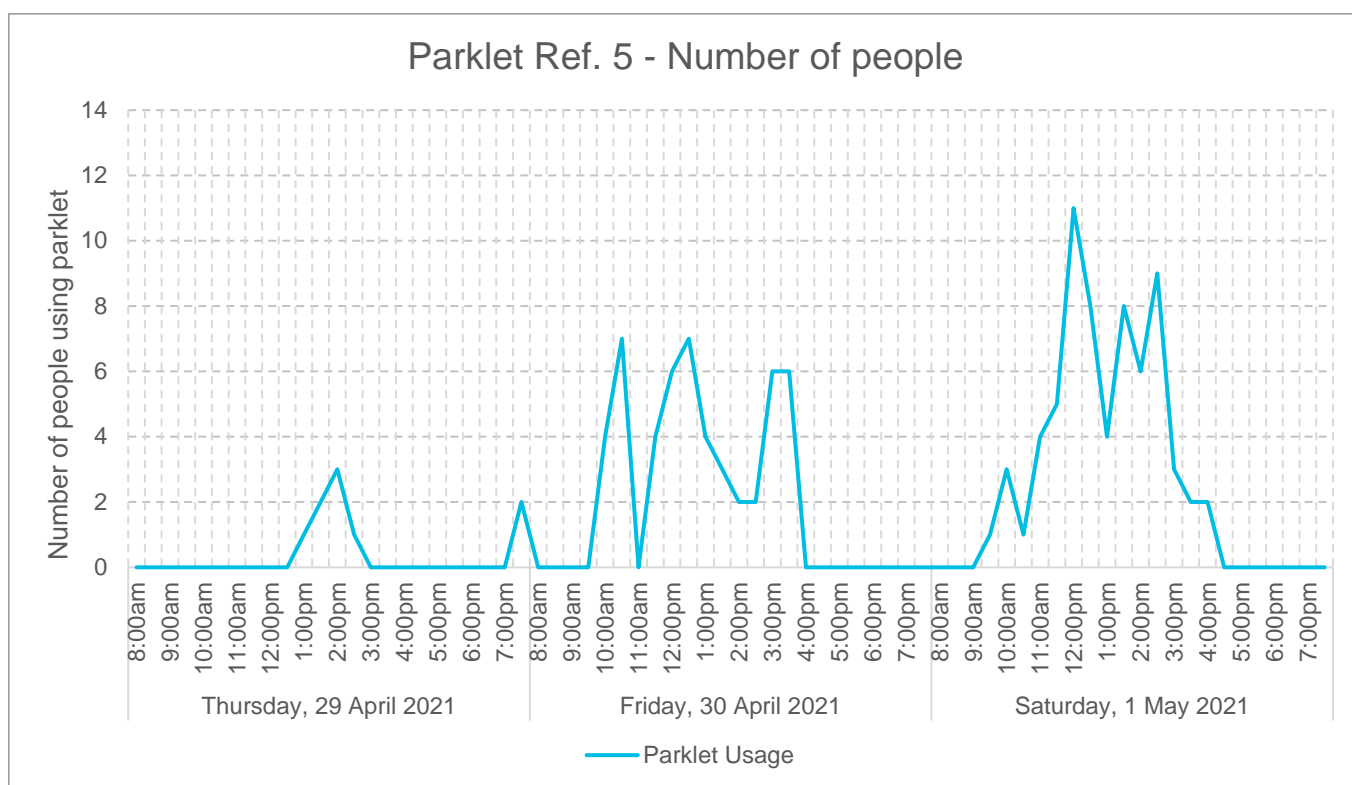




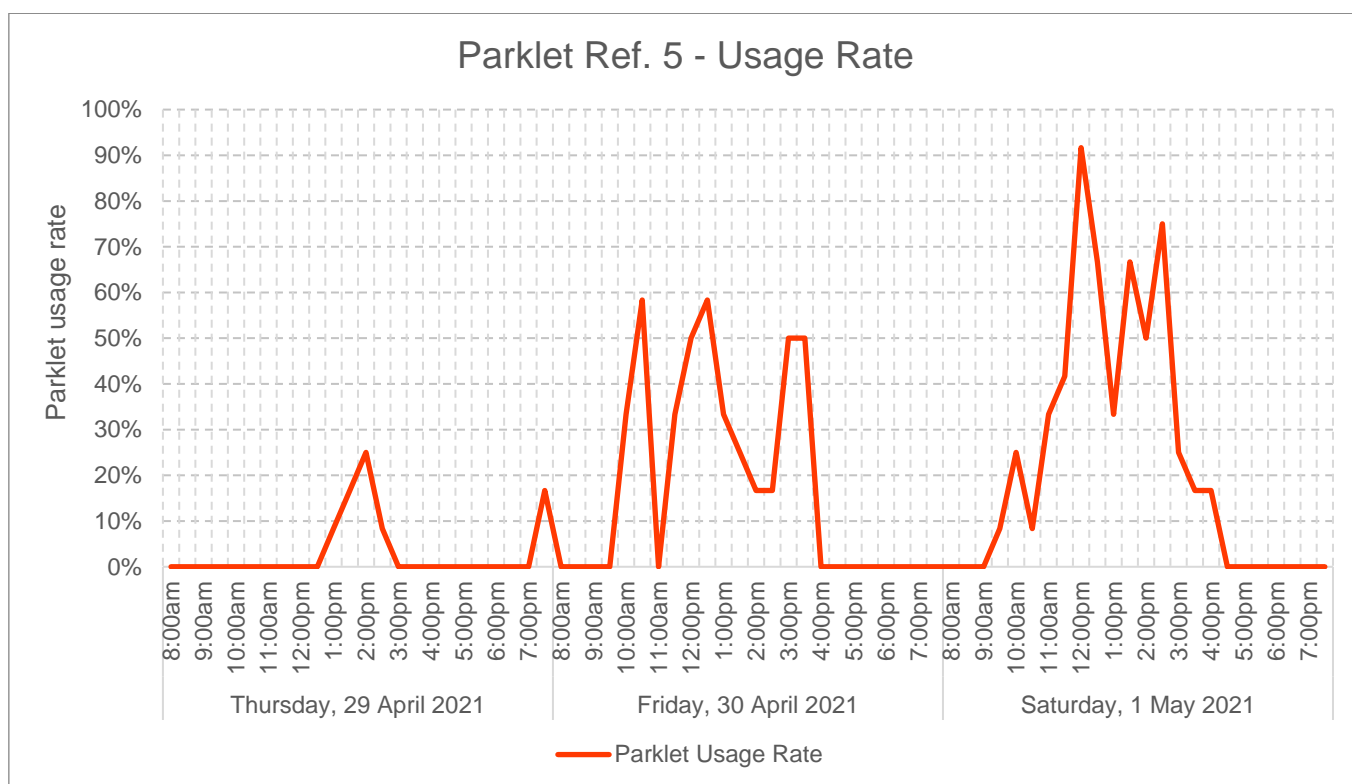
**Figure 13**      *Number of people using Parklet 4 – East side of Pakington St between Weller St & Hope St*



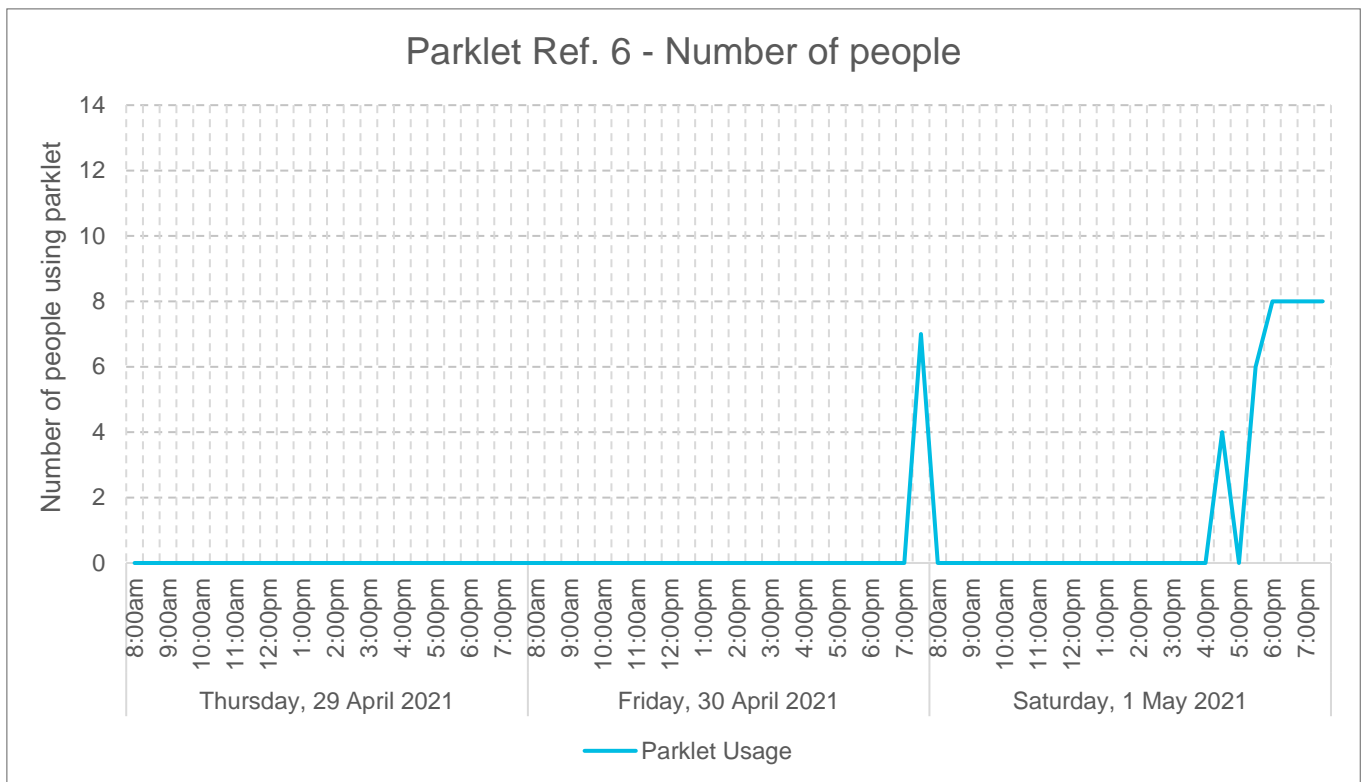
**Figure 14**      *Parklet 4 usage rate – East side of Pakington St between Weller St & Hope St*



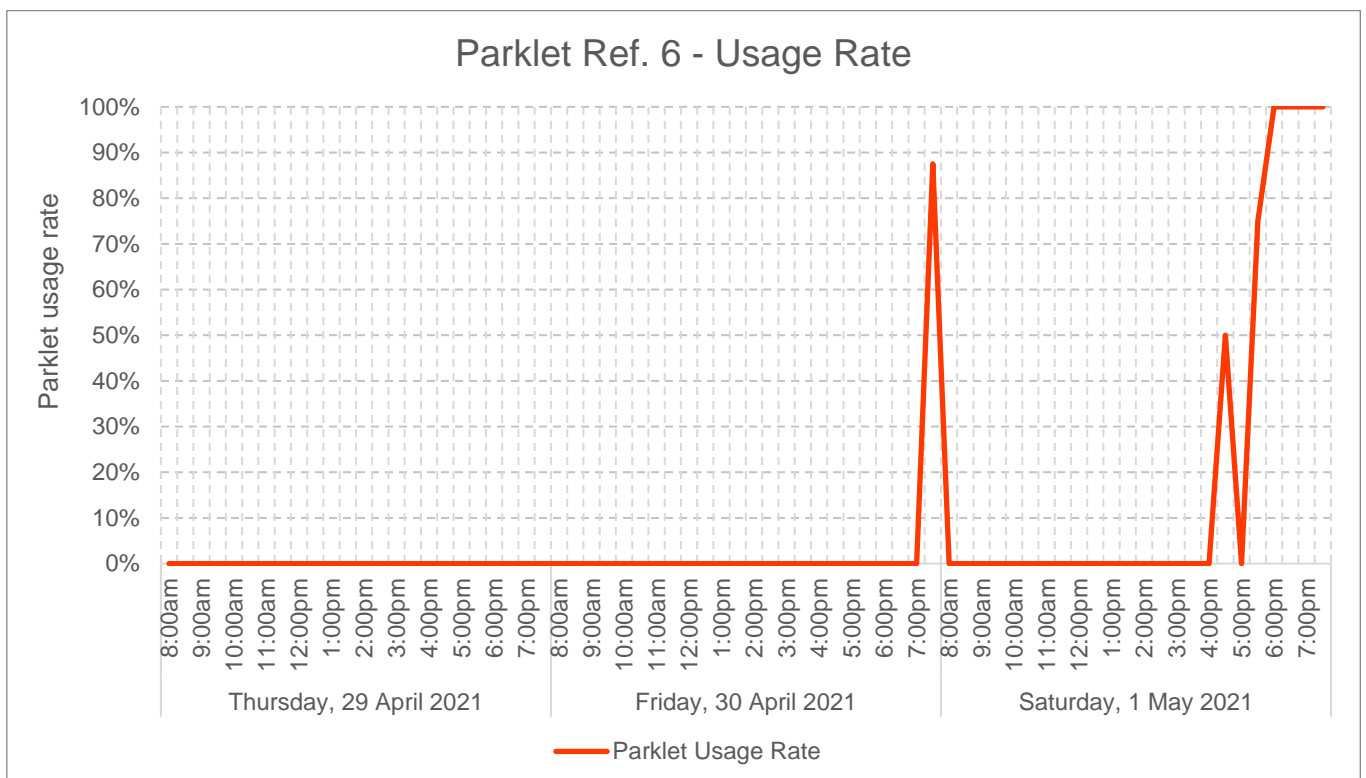
**Figure 15** Number of people using Parklet 5 – East side of Pakington St between Weller St & Hope St



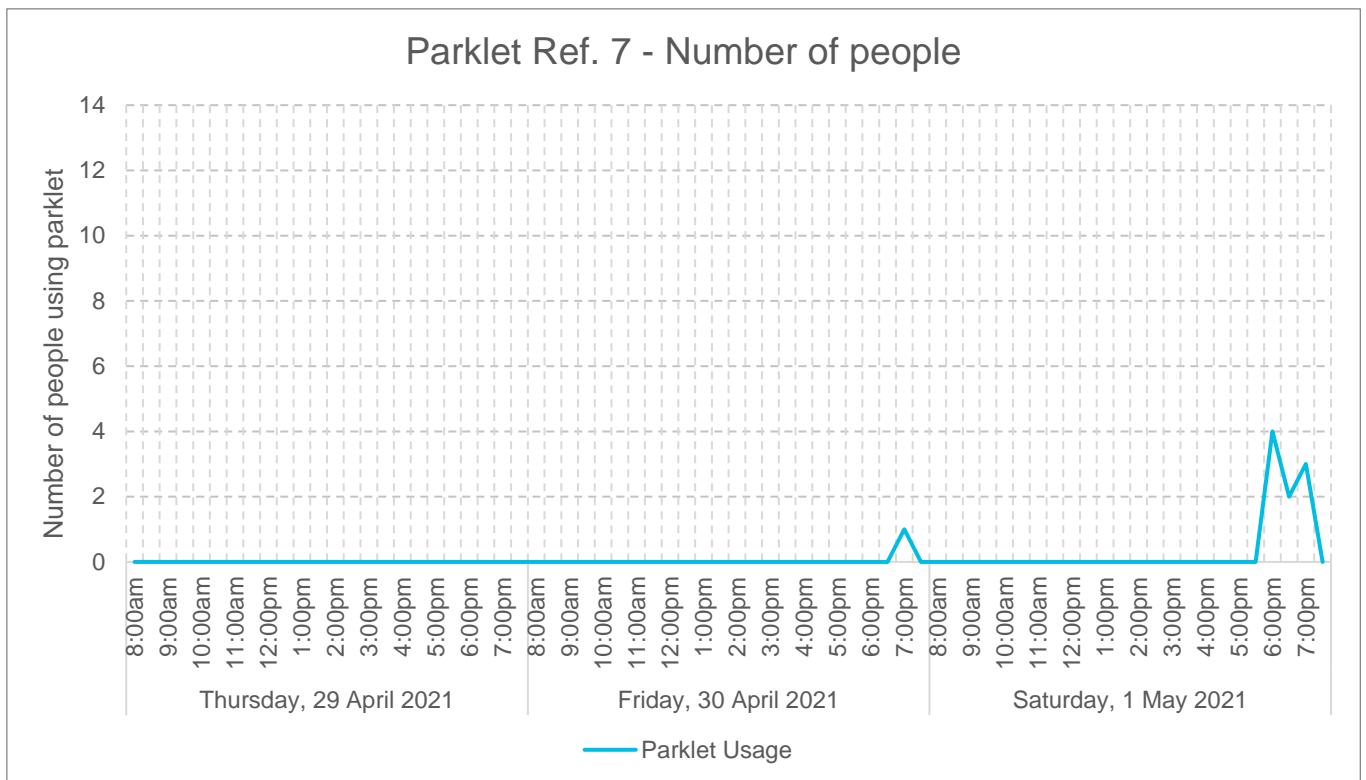
**Figure 16** Parklet 5 usage rate – East side of Pakington St between Weller St & Hope St



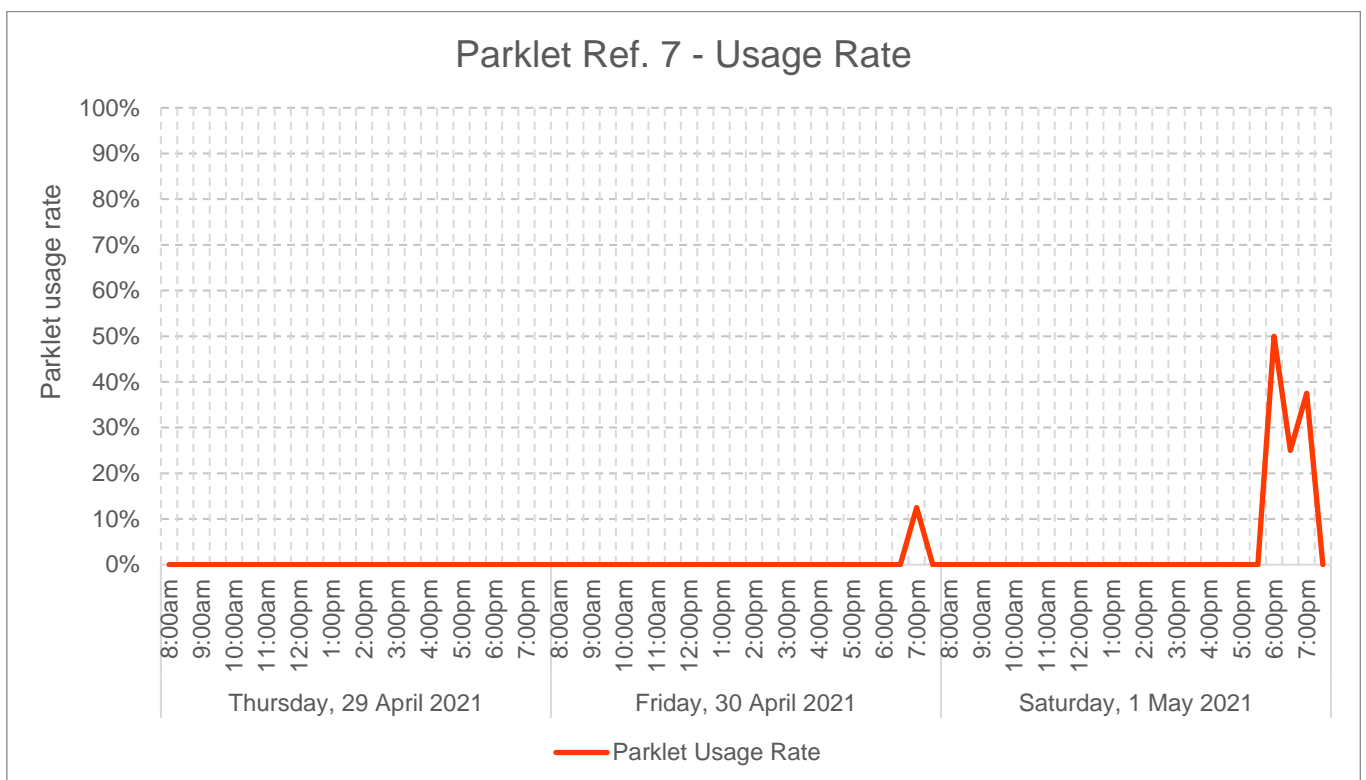
**Figure 17**      *Number of people using Parklet 6 – East side of Pakington St between Hope St & Autumn St*



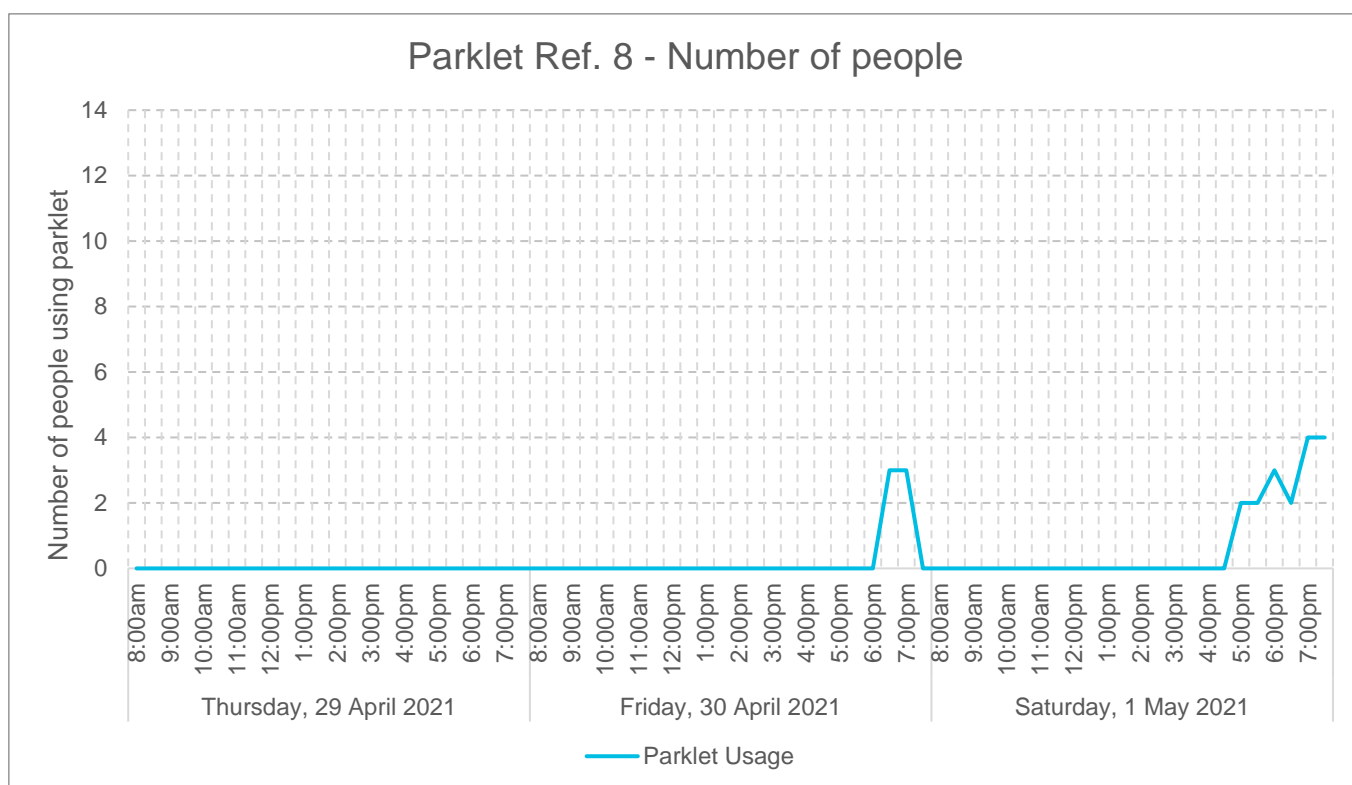
**Figure 18**      *Parklet 6 usage rate – East side of Pakington St between Hope St & Autumn St*



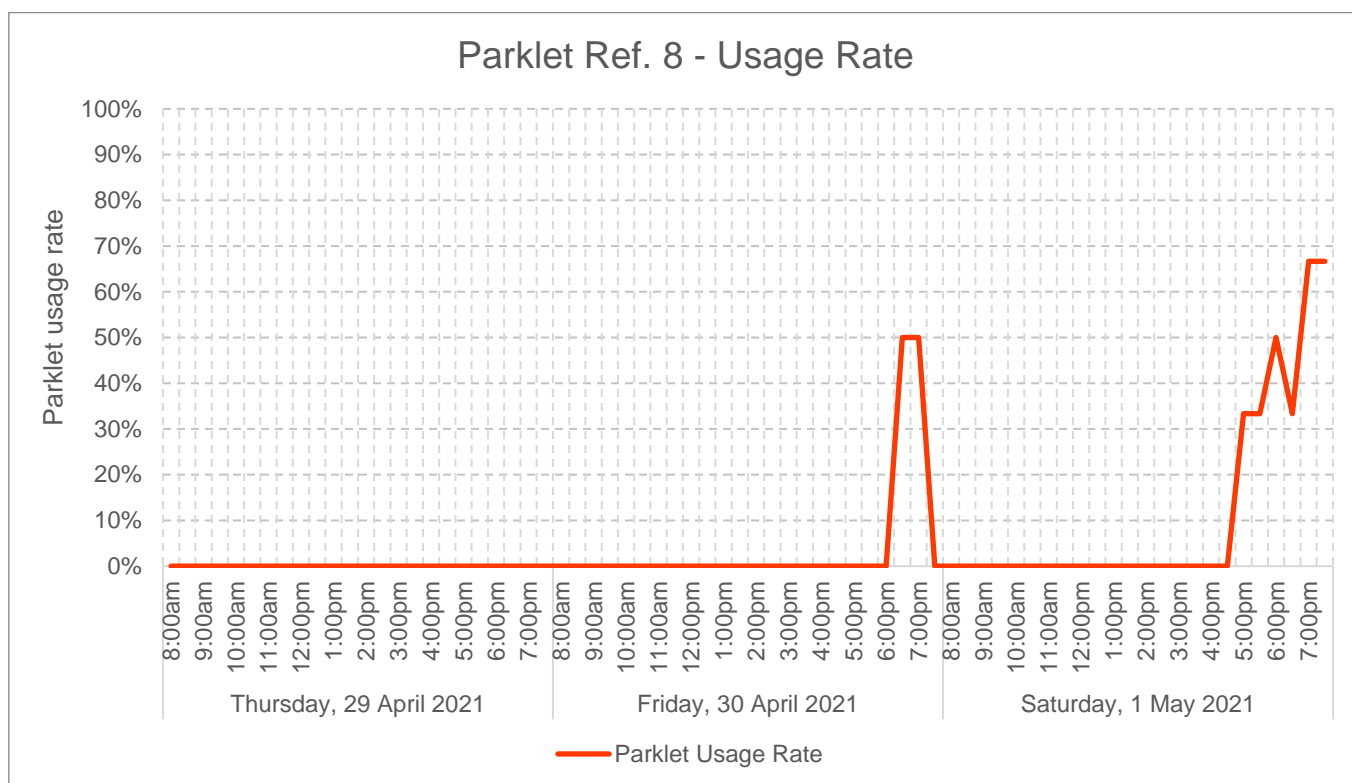
**Figure 19**      *Number of people using Parklet 7 – West side of Pakington St between Autumn St & Yuille St*



**Figure 20**      *Parklet 7 usage rate – West side of Pakington St between Autumn St & Yuille St*

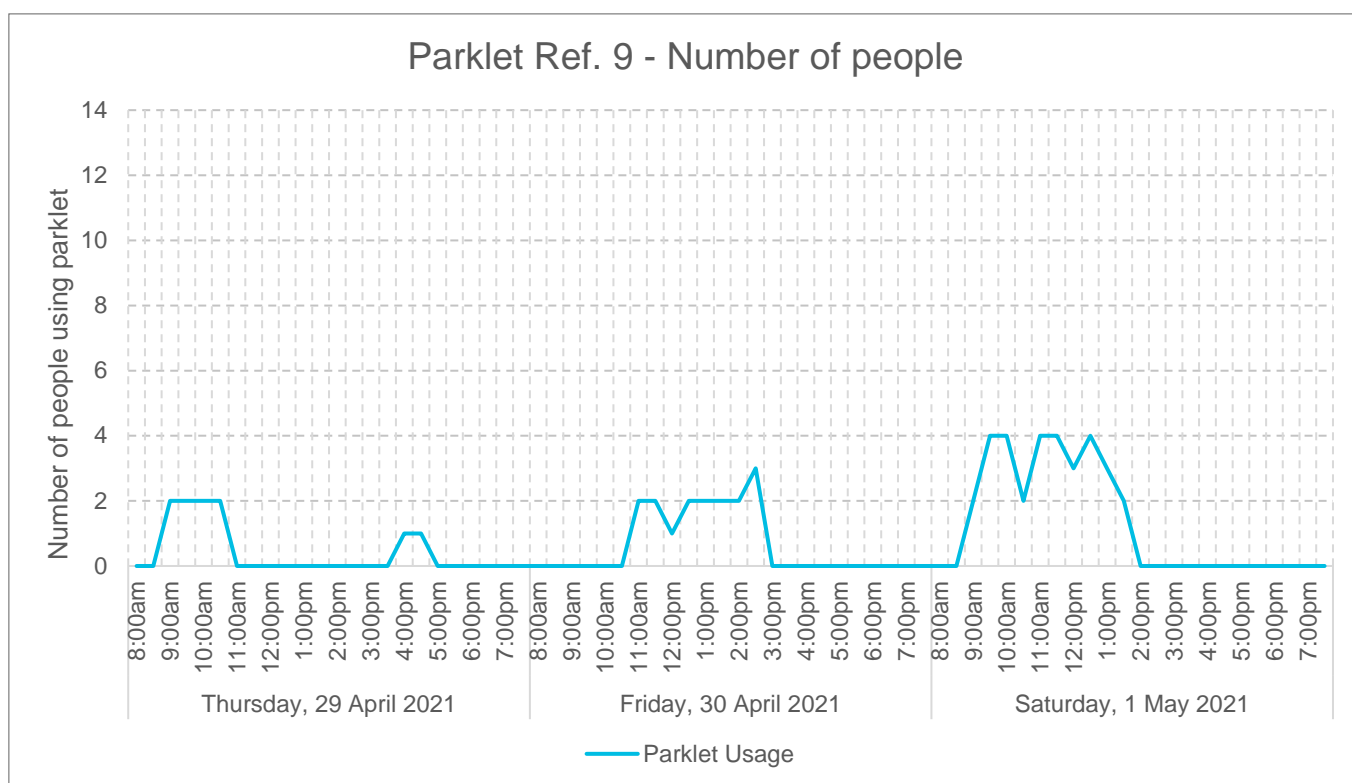


**Figure 21**      *Number of people using Parklet 8 – West side of Pakington St between Autumn St & Yuille St*

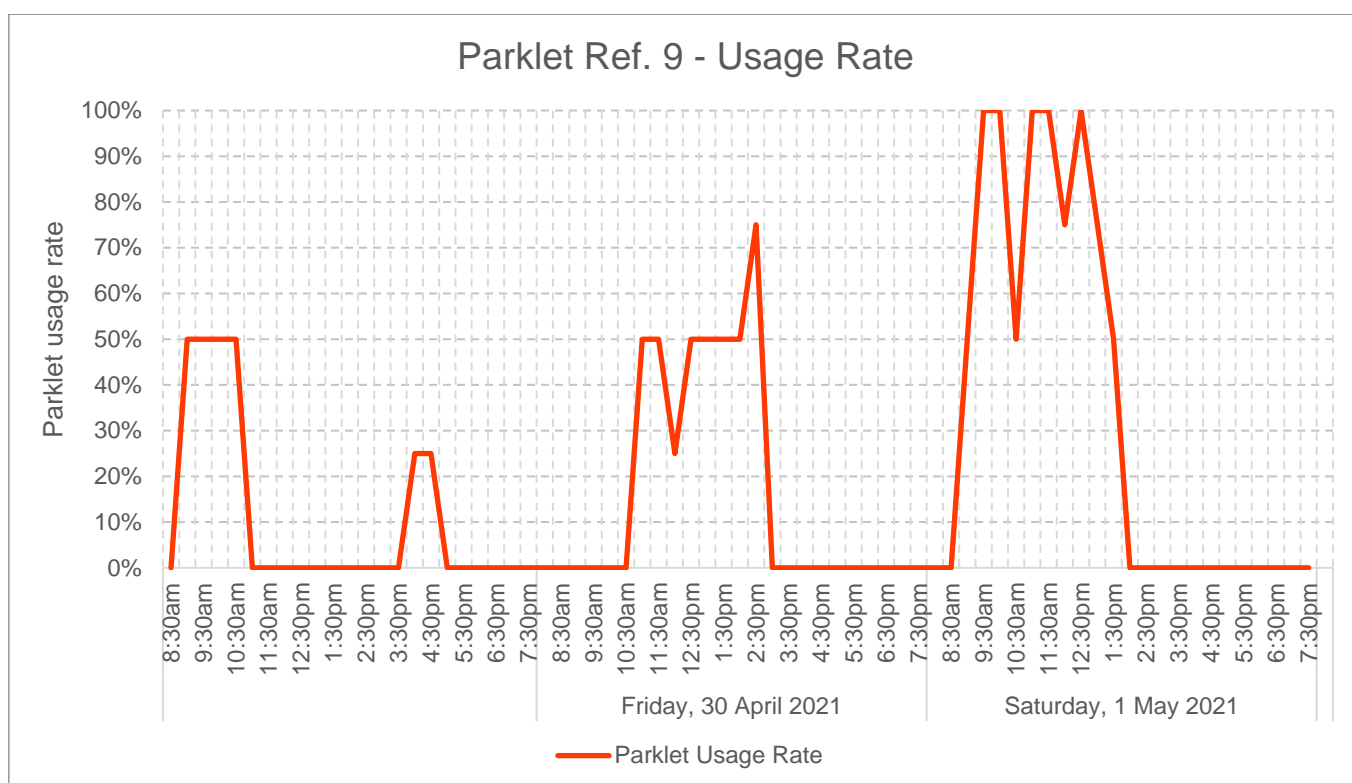


**Figure 22**      *Parklet 8 usage rate – West side of Pakington St between Autumn St & Yuille St*

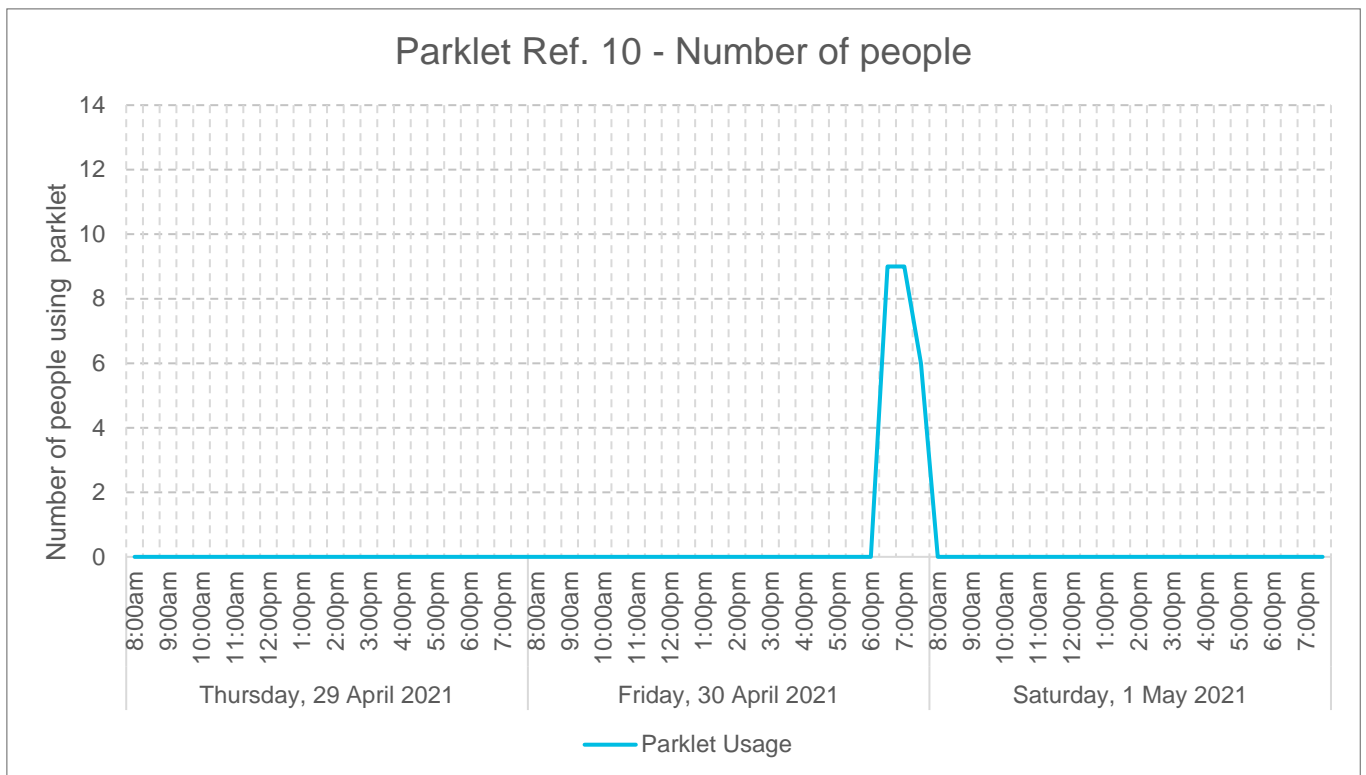




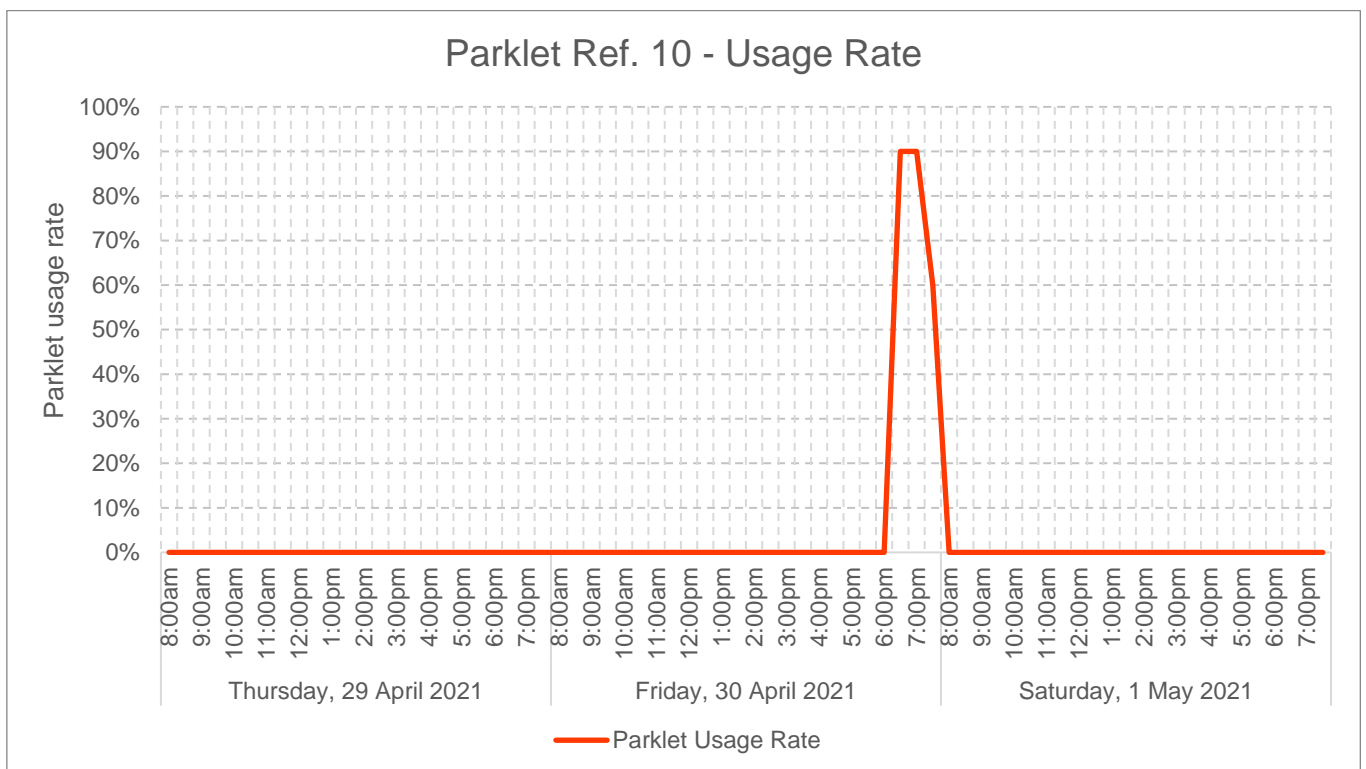
**Figure 23** Number of people using Parklet 9 – West side of Pakington St between Albert St & Clarence St



**Figure 24** Parklet 9 usage rate – West side of Pakington St between Albert St & Clarence St



**Figure 25** Number of people using Parklet 10 – West side of Pakington St between Albert St & Clarence St



**Figure 26** Parklet 10 usage rate – West side of Pakington St between Albert St & Clarence St

## 4.3 Number of parklets utilised

GHD has analysed the survey data in order to provide an indication of whether the parklets were being used (irrespective of the number of patrons). Figure 27 presents the results of this analysis over each of the three days. Examining this, the following comments can be made:

- Typically at least one of the parklets is utilised at any one time across each of the days. The exception to this is the early morning (8am to 8.30am).
- On Saturday morning and lunchtime 50% to 60% of the parklets were utilised by one or more patrons. This means that any five to six of the ten parklets were used during this time.
- On Friday the peak period was around lunchtime when 30% to 40% of parklets were utilised.
- On Thursday usage is low in the morning but there were peaks of 50% usage around 2pm and 4pm.

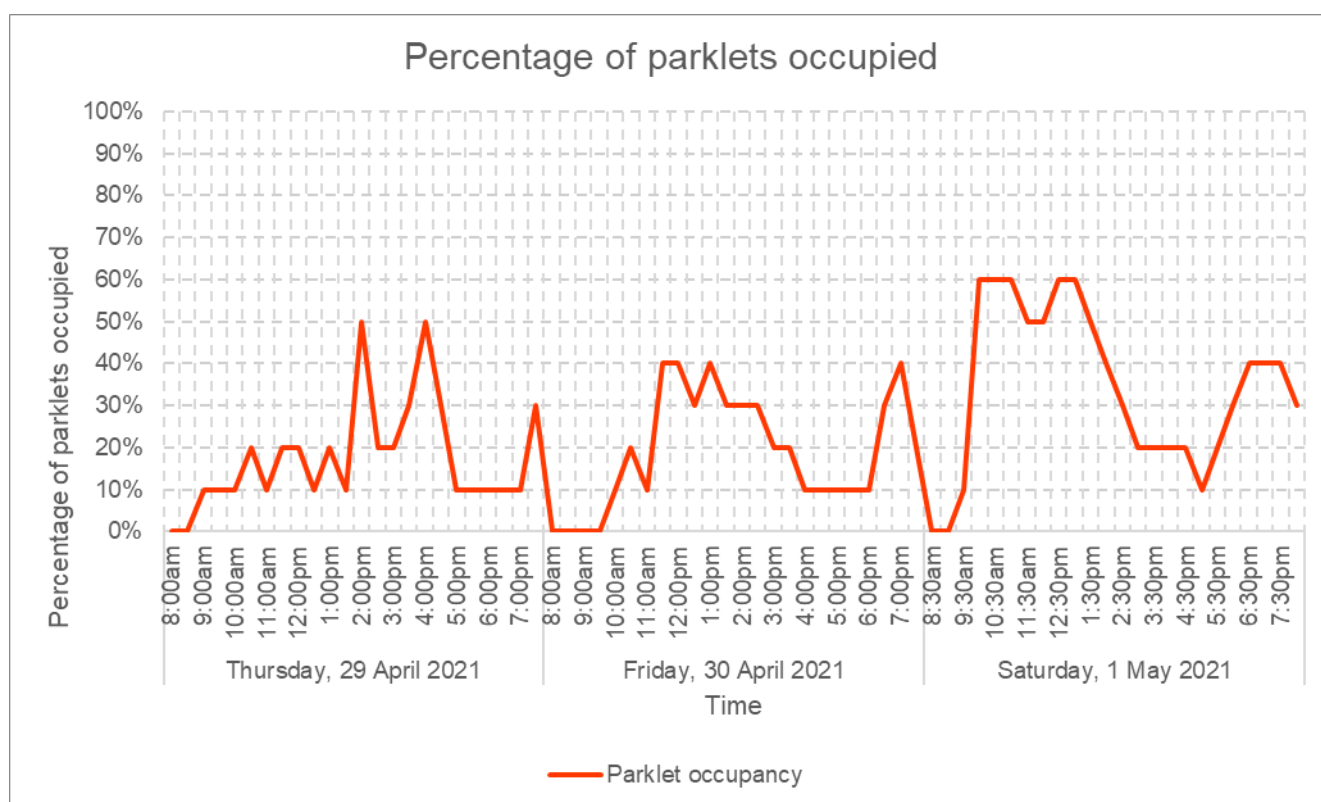


Figure 27 Percentage of parklets utilised at any given time

## 5. Conclusions

Parklet surveys were conducted along Pakington Street between Preston Street and Autumn Street in Geelong West from the Thursday 29 April to Saturday 1 May 2021 between 8:00 am and 07:30 pm.

An analysis of the data obtained from the surveys show that:

- Average usage of the parklets was higher on Saturday than during other survey days. On average 15 people across the precinct were observed using a parklet during the Saturday survey with a maximum number of 24 people occurring on Saturday lunch. During the Thursday surveys a total of four people on average were observed using a parklet and during the Friday surveys an average of eight people were observed using a parklet
- There is some variation between usage of individual parklets ranging from 0% usage across an entire day for some parklets to high usage during peak periods at other parklets. Further analysis may be required by CoGG to understand whether each parklet is located in an appropriate space.
- Assessing whether a parklet is used or not (irrespective of the number of patrons) shows that on Saturday morning and lunchtime that 50%-60% of the parklets were utilised by one or more patrons.



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