

DRAFT PAKINGTON STREET (GEE LONG WEST) PUBLIC PARKING PLAN

COMMUNITY ENGAGEMENT SUMMARY REPORT (NOV 2023)



COMMUNITY ENGAGEMENT SUMMARY

INTRODUCTION

The adopted part of Pakington Street and Gordon Avenue Urban Design Framework (UDF) includes an action to prepare a Public Parking Plan for the Pakington Street North and Heritage Core Precincts. The Draft Pakington Street (Geelong West) Public Parking Plan aims to:

- Ensure availability for a variety of user needs, from short-term stays to all-day parking;
- Making parking rules more consistent in areas where land use is similar; and
- Maximise the use of existing spaces through appropriate controls, to effectively support business and customer parking needs.

The plan only applies to public parking on the street or Council owned parking areas.

The first phase of community and stakeholder engagement was undertaken in February and March 2022 to explore parking needs and issues in the area. The community engagement findings report can be accessed using [this link](#). The community's main concern was around parking availability which the proposed Parking Plan will address through recommended parking control changes to increase turnover and availability.

In May and June 2022, the City ran two workshops with the local businesses and traders to seek input into public parking issues and needs. The Traders Engagement Summary Report can be accessed using [this link](#).

The first workshop focused on discussing customer experience, current parking issues and opportunities.

The second workshop summarised the analysis to date, sought additional solutions and prioritised actions.

Trader engagement identified the need to:

- Promote vehicle turnover;
- Divert longer stays into off-street parking areas;
- Consider updating existing parking control in-line with current conditions;
- Ensure the time limit controls applied are relevant to the user group; and
- Reduce supply of loading bays that have low occupancy at various times of day to increase regular parking.

All these insights have informed the preparation of the Draft Parking Plan. This report summarises the findings from community and stakeholders engagement undertaken from 19 July 2023 to 16 August 2023 on the Draft Parking Plan.

HOW WE ENGAGED

WHAT DID WE DO?

The engagement was undertaken for four weeks and was mainly online via the dedicated Have Your Say Webpage. Letters were sent to the local community and traders to invite their input. In total 3212 letters were sent (1786 Owner/Residents, 1426 Trader/Occupier). Social media posts and media release were also used to promote the engagement more broadly.

49 participants filled the survey, three emails were received including a submission from the Department of Transport and Planning.



28 DAYS

of engagement



52 people to
leave feedback



551

Visitors to
the HYS
webpage



39

People following
the project

ENGAGEMENT TOOL AND TECHNIQUES

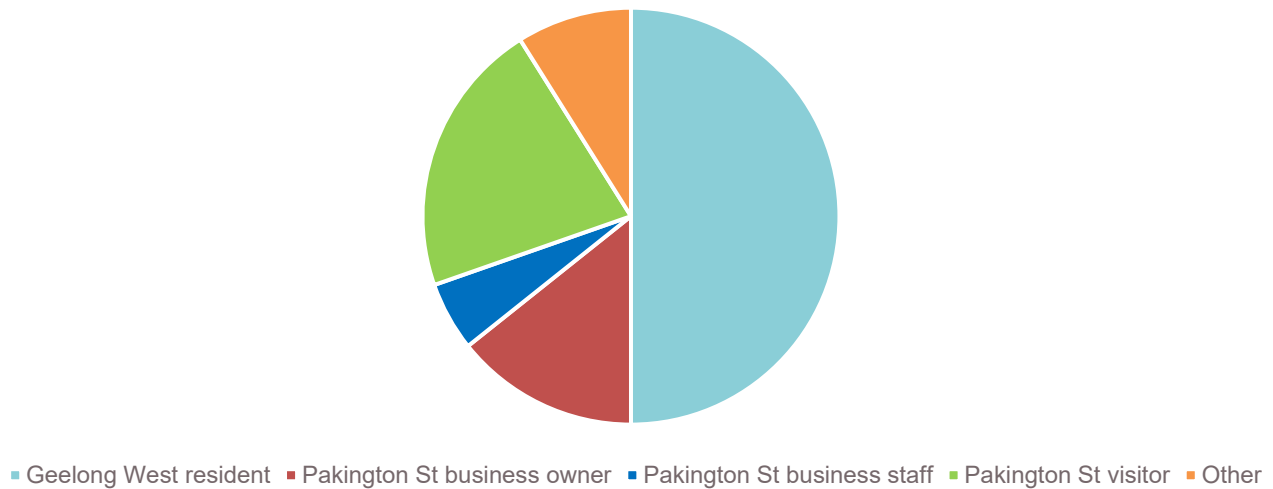
A project specific engagement page was developed to provide project information, summary pages from the Parking Plan as well as a survey for participants to leave their feedback.

Participants who did not wish to fill in the survey could email their feedback directly to the project team.

WHO WE ENGAGED WITH

The community were invited to share some demographic data with us through our survey. Over half of the survey participants (28) were local residents, 12 were visitors and 11 surveys came from local businesses.

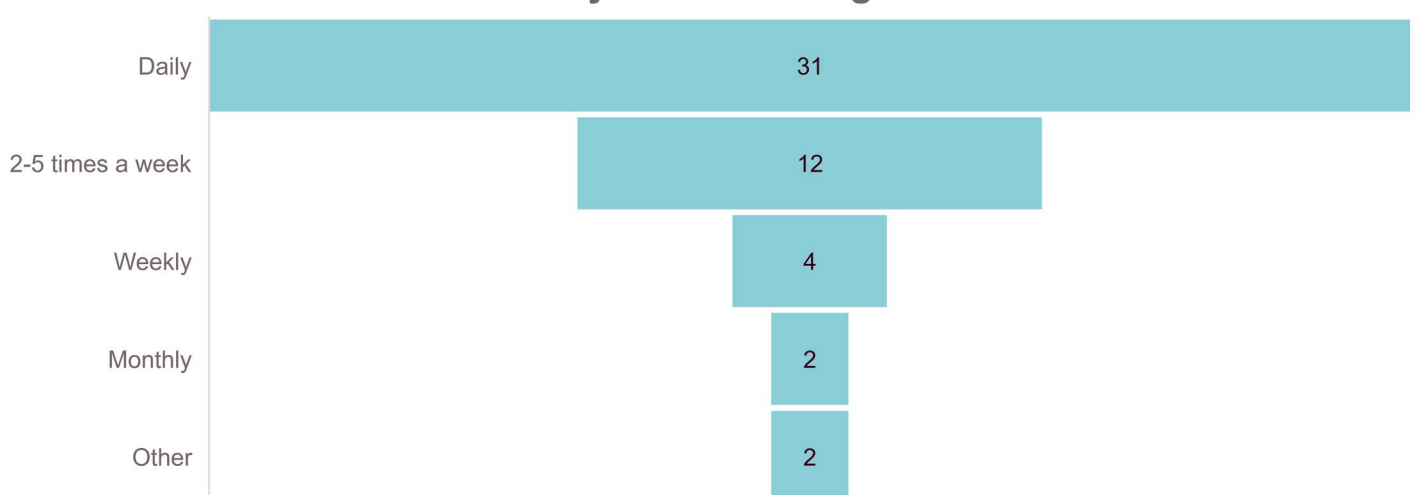
Which of the following best describes you?



WHAT WE HEARD

Most participants were frequent users of Pakington Street. The majority of participants (31) mentioned they visit Pakington Street on a daily basis. .

How often to you visit Pakington Street?

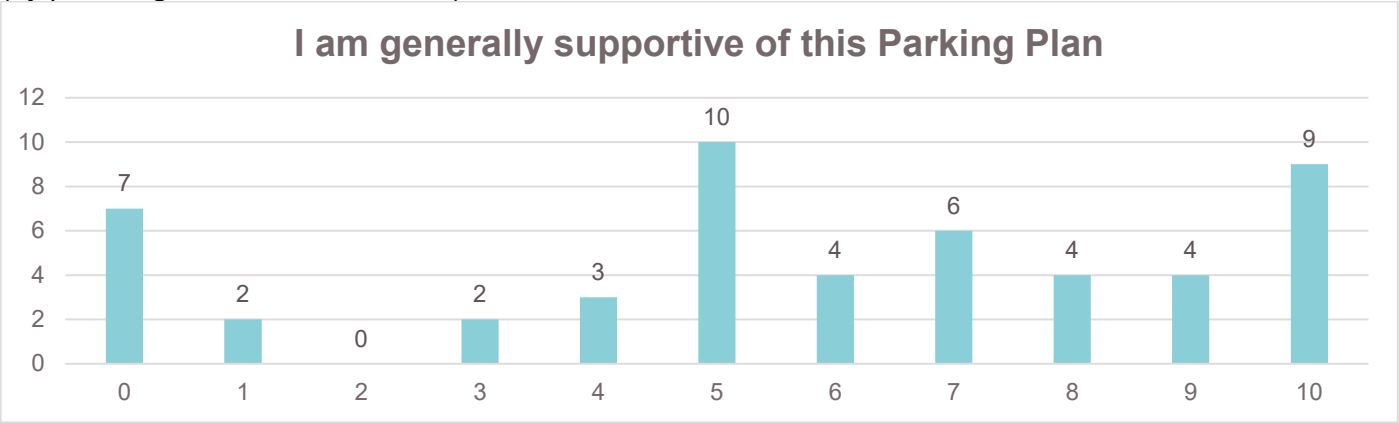


Additionally, about half the participants chose motor vehicle as their main mode of travel to Pakington Street (26) and walking was the second most chosen option (17).

Responses to how long participants spend on Pakington Street when they visit/work were varied highlighting the need to have a diversity of parking controls in the area. ‘Less than 1 hour’ was the most popular response (16).



Participants were mostly supportive of the Parking Plan with most respondents indicating support for the plan (by providing a score of 5 or above).



Those indicating a score of ‘zero’ comprised residents (5), a business owner (1) and a community facility operator (1).

The table below identifies the main themes raised by the community and traders and responses provided by the project team. In some cases this has resulted on changes to the final Public Parking Plan.

Table 1: General issues raised and response

Issues Raised	Number of times	Response to Issues raised
Concerns about how future private development will impact on public parking.	4	The provision of additional parking as part of new development will be assessed based on the planning scheme at the time of an application.

Availability of car parking in residential streets	9	<p>A study on provision of public parking spaces in residential streets was undertaken in 2018, and consistent parking changes were implemented in each of the residential streets to achieve a balance in community needs. These restrictions include 1P parking closest to Pakington Street, then a mix of 2P and unrestricted parking in the residential streets.</p> <p>The all-day parking proposed to be changed to timed parking as part of this plan, is predominately located on either Pakington Street itself, or within public carparks. In precincts where all day parking is proposed to change to timed parking, some all-day parking will remain in each precinct to ensure a balance of available parking.</p>
Traffic in residential streets	3	<p>Issues related to traffic are outside the scope of this parking plan. This Parking plan is unlikely to create any considerable additional vehicular movement in residential street. If there is a particular street that needs to be investigated, you can contact our Traffic Engineering directly and they can investigate, via contactus@geelongvity.vic.gov.au</p>
Staff parking needs	13	<p>Pakington Street is a significant activity centre. Future increases in visitor demand will subsequently increase car parking demand. This limited supply of parking is used by visitors of all types, some of which include shoppers, diners, traders, and employees. Balancing the needs of each group is key to providing reliable access without devaluing the amenity of the centre.</p> <p>Allocating more all-day parking for staff means there will be fewer parking spaces available for visitors and customers, impacting viability of the businesses. The parking plan aims to balance the needs of different groups. Alternative modes of transport or parking on private premises should be considered for staff. The Parking Plan provides more short-term parking on Pakington Street for visitors and customers and more long-term parking potentially for staff at the back of shops.</p>
Lack of sufficient enforcement	6	<p>We recognise the role enforcement plays in supporting vehicle turnover and parking availability. The City will be increasing resources for the monitoring and enforcement of parking restrictions across the region, including Pakington Street.</p>
Parking supply shortage	3	<p>The Parking Plan has recommended 22 additional car parking spaces subject to further investigation. It also recommends changing the controls to increase turn over and enhance parking supply in the precinct.</p>
Street furniture	1	<p>Issues related to street furniture are outside the scope of this parking plan and are addressed in the Urban Design Framework.</p>
Greening	1	<p>Issues related to greening are outside the scope of this parking plan and are addressed in the Urban Design Framework.</p>
Less change to all day parking	1	<p>We have reviewed this feedback and will be maintaining some of the current all-day parking between Preston and Candover St to achieve a better balance in all day and short-term parking. The final parking plan has been updated accordingly.</p>
Data on visitors and length of stay is limited	1	<p>A parking occupancy survey and traffic study was undertaken to inform this Parking Plan.</p>

More consistent time controls needed	1	One of the key objectives of the parking plan is to ensure consistent time controls to assist drivers in finding parking spaces that suit their needs.
More 3hr Parking needed	4	We have reviewed this feedback and will be maintaining some of the current all-day parking between Preston and Candover St to achieve a better balance in all day and short term parking. Update to Parking Plan undertaken.
More focus on alternative transport is needed	5	Noted, issues related to alternative transport are outside the scope of this parking plan. This feedback will be further discussed with Councils Strategic Transport Planning Team to be considered in future integrated transport planning for the municipality.
Traffic calming measures	2	Issues related to traffic calming measures are outside the scope of this parking plan.
Need less parking spaces	1	Issues related to alternative transport and discouraging car dependency are outside the scope of this parking plan. This feedback will be further discussed with Councils Strategic Transport Planning Team to be considered in future integrated transport planning for the municipality.
Study area	3	The study area for this parking plan was determined based on the Pakington North and Heritage Core Precincts from the Urban Design Framework.
More accessible parking bays needed	2	The parking plan has proposed one additional accessible parking bay in Pakington North and two in Heritage Core precinct. Adding more accessible parking bays in Pakington Street is not possible as we don't have the space available within the road reserve for a space to be wide enough in accordance with the Australian Standards. The parking plan proposes accessible parking spaces in the off-street car parks, where there is more space available.
More short term parking needed	1	Pakington Street is a significant activity centre. Future increases in visitor demand will subsequently increase car parking demand. This limited supply of parking is used by visitors of all types, some of which include shoppers, diners, traders and employees. Balancing the needs of each group is key to providing reliable access without devaluing the amenity of the centre. Allocating more all-day parking for staff means there will be fewer parking spaces available for visitors and costumers, impacting viability of the businesses. The parking plan aims to balance the needs of different groups. The feedback received also reflects varying needs for short term and long term parking.

More Specific Feedback	
<p>Loading Bay Pakington St located outside Endota Spa 218 Pakington St is insufficient size for large scale delivery truck. If this loading bay cannot be extended to accommodate a large-scale truck, then we also suggest a review of the short-term car parks allocated on Autumn St located on the corner of 224 Pakington street to 84 Autumn Street for potential solution.</p>	<p>The request will be investigated as part of the implementation of the parking plan and has been referred to our Transport Engineering team.</p>

<p>The loading bay outside 208 Pakington Street is extremely busy. Geelong Fresh have their own loading bay at the rear. If you want to remove a loading bay, please remove the loading bay outside 173 Pakington street.</p>	<p>Further investigation and targeted engagement directly with business owners, is needed to identify loading zone needs in this section. No parking changes are proposed at this time, and when the study is funded for implementation, further engagement will be completed.</p>
<p>PE1 - I don't think changing the 12 x all day parking bays between Preston and Candover St to 1hr bays is a good idea. People who visit generally need more than 1hr as they will be shopping or eating along Pakington St and that takes longer than 1hr. I think 3hrs would be ideal to ensure we still encourage visitors to stroll along Pakington St and support local businesses. Also if you remove this longer parking option, these cars will end up parking further down Preston and Candover Sts for longer parking and alot of the houses on these streets do not have off-street parking so we would then not be able to find parking ourselves or visitors to our homes wouldn't be able to either. I think the parking that runs behind the shops along Pakington St is perfect as it is now. Please don't change it and ruin things for visitors and residents alike.</p>	<p>We have reviewed this feedback and will be maintaining some of the current all day parking between Preston and Candover St to achieve a better balance in all day and short term parking.</p>
<p>There is a missed area on Preston St that needs upgrading. The street appears to be '2P permit holders exempt' but there is a gap in this in a small area around 55 Preston Street, my home. This gap (I think there may have been signage in the past but it's no longer there) makes it all day / night parking for anyone which impacts the residents in the small area. Traders park there all day and people going out on Pakington Street park there at night. Wednesdays are the worst when trying Pakington St are very busy at the restaurants and it co-incidences with Bin night. Non permit holders leave there cars overnight and take the spots we permit holders should be using. I've had to park near Box Office multiple times because non permit cars are parked around our house overnight or for entire days (trades).</p>	<p>This sits outside the scope of the parking plan. However, the request has been referred to our Transport Engineering team to investigate.</p>
<p>A comment about the change to the parking in the town hall. The amended circulation that directs exit traffic to Weller Street. As there are no light there and there is also a pedestrian crossing people (during daylight hours when it is normally busy) attempting to turn right or go straight hold up the traffic and even take risks in crossing. Either this should be left turn only (7-7) or traffic should be directed to Albert Street where they can use the existing lights to turn in either direction or go straight. It is highly frustrating waiting behind</p>	<p>This feedback has been noted and will be incorporated as part of the implementation of the parking plan, when the project is funded for implementation.</p>

someone wanting to turn right, and most times they eventually turn left anyway.	
Ryrie Office Machines - 82 Pakington St - We need to maintain the time limit of the loading zone in from of our business. We receive deliveries at all times of the day.	We have reviewed this feedback and will be keeping the current Loading Zone time. The final parking plan will be updated accordingly.

NEXT STEPS

As a result of engagement, changes have been made to the the Final Pakington Street (Geelong West) Public Parking Plan.

Further funding is required for the implementation of the plan. Funding for implementation will be considered as part of Council's future resource planning and annual budget planning process.