



Baw Baw Shire Council
Drouin CBD Parking Study
September 2022
Draft Final Report

1.0 Executive Summary

Baw Baw Shire Council engaged HDS Australia in March 2022 to undertake a parking study for the township of Drouin.

The objectives of the parking study are to:

- Review the existing parking arrangements to identify deficiencies and areas needing improvement;
- Understand the current and future parking needs of the community; and,
- Provide an effective parking regime to suit the needs of all users, including residents, commuters, business owners, visitors and tourists;

Based on the study findings and feedback received from the wider community the following recommendations proposed include;

- Increase parking enforcement, as well as develop new initiatives and community education to ensure best parking practices;
- Reduce the 2P parking along Princes Way between Bank Place and Sinclair Street to 1P to increase the turnover;
- Improve Woolworths carpark by increasing the widths of the 90-degree parking spaces;
- Turn Commercial Place into a one-way traffic road only from east to west but allow 2-way traffic from Hope Street to the Woolworths carpark;
- Convert the 36 out of the 72 off-street parking spaces at the Drouin Skatepark to 4P spaces and the four 2P spaces to 2 disabled bays;
- Convert parking on Young Street service road between Woolworths access and Hope Street to 3P;
- Prohibit parallel parking on southwest side of Princes Way service road outside Bridgestone service centre;
- Rectify all signage deficiencies; and,
- Improve parking wayfinding signage.

These recommendations are discussed further in detail as per section 7.0 of the report.

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2.0 Background

2.1 Introduction

Baw Baw Shire has an annual population growth rate of 2.94% and the population of Baw Baw Shire is expected to grow to 71,683 by 2036¹. 2021 Census data reveals a population of 15,287 within the locality of Drouin. New residential developments are growing within Baw Baw Shire, including Drouin to accommodate the expected population growth. Furthermore, Baw Baw Shire is regarded as a peri urban council, which forms a mix of residential and agricultural land uses. This therefore results in a strong reliance on transport to cover the large areas across Baw Baw Shire, resulting in high demand for parking in major towns such as Drouin. As such, parking demand will grow with the population, signifying the importance of the parking study. Council has consequently engaged HDS Australia to undertake a parking study for the townships of Drouin, Trafalgar and Yarragon. This report presents the findings of the parking study for Drouin.

The objectives of the parking study are to:

- Review the existing parking arrangements to identify deficiencies and areas needing improvement;
- Understand the current and future parking needs of the community; and,
- Provide an effective parking regime to suit the needs of all users, including residents, commuters, business owners, visitors and tourists.

2.2 Policy Documents

Several relevant documents were reviewed prior to the completion of this report, ensuring all recommendations align with the Council's Plan. The documents listed below have been reviewed:

- Baw Baw Shire Council Integrated Transport Plan (2011)
- Baw Baw 2050
- Council Plan 2021-2025
- Path and Trials Strategy 2019
- Baw Baw Planning Scheme
- Settlement Management Plan (August 2013)
- VicRoads Rest Area Strategy
- Drouin Township Plan 2020-2036

¹ Baw Baw Shire Council Settlement Plan, August 2013, Page 4

2.3 Study Area

The study area, covering approximately 23 hectares is irregular in shape (shown in Figure 1). It is bound by School Road to the west and extends to the residential land use to the east. While to the north it is bound by Civic Park and Church Street to the south. The study area covers areas of high parking demand around the Drouin CBD area as well as around areas of significant land use such as near commercial, educational, and recreational facilities. The study area defined in Figure 1 includes 1354 parking spaces that have been analysed as part of this study.



Figure 1 – Drouin Parking Study Area

Note that the parking study area does not include Drouin Primary School and Secondary College. This is due to parking on school land being a State Government responsibility and the schools being outside the study area.

3.0 Existing Conditions

3.1 Current Parking Restrictions

The current parking restrictions within the Drouin Study Area are as shown in Figure 2 below.



Figure 2 – Current Parking Restrictions in Drouin

3.2 Off-Street Parking Access and Wayfinding

There are several off-street parking areas for the Drouin town centre area located off Hope Street, Young Street, and Bank Place. Motorists entering the town from either direction of Princes Way or Main South Road must access these carparks via either Hope Street or bank Place. Figure 3 shows the access routes to major parking areas within the Drouin town centre area as well as access to Park n' Ride facilities at the Drouin Railway Station.

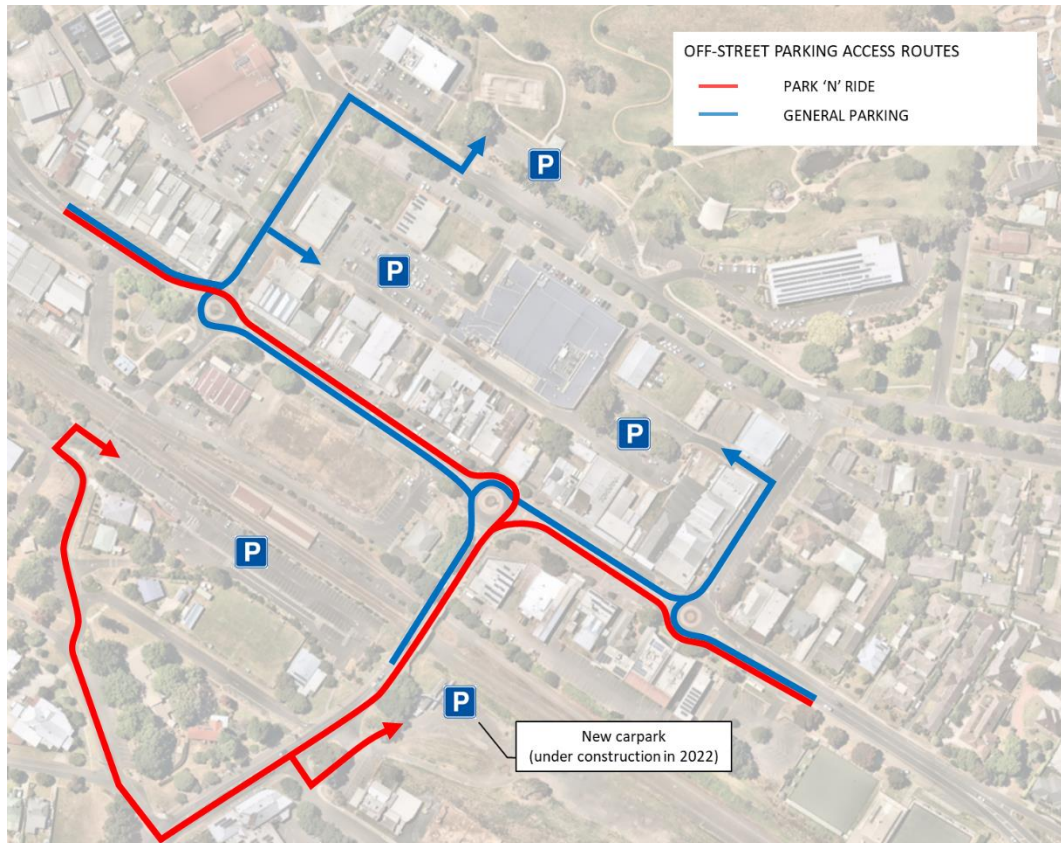


Figure 3 – Access routes to major parking areas and Park n' ride facilities

Parking wayfinding signage is important to allow motorists to easily find and access these off-street parking facilities. While wayfinding signage for the Drouin Railway Station Park n' Ride facility is good, there is a general lack of parking wayfinding signage to assist motorists accessing off-street parking facilities for the Drouin town centre area as shown in Figure 4 below. The proposed changes to improve parking wayfinding are illustrated in Figure 5 below.



Figure 4 – Existing parking wayfinding signage

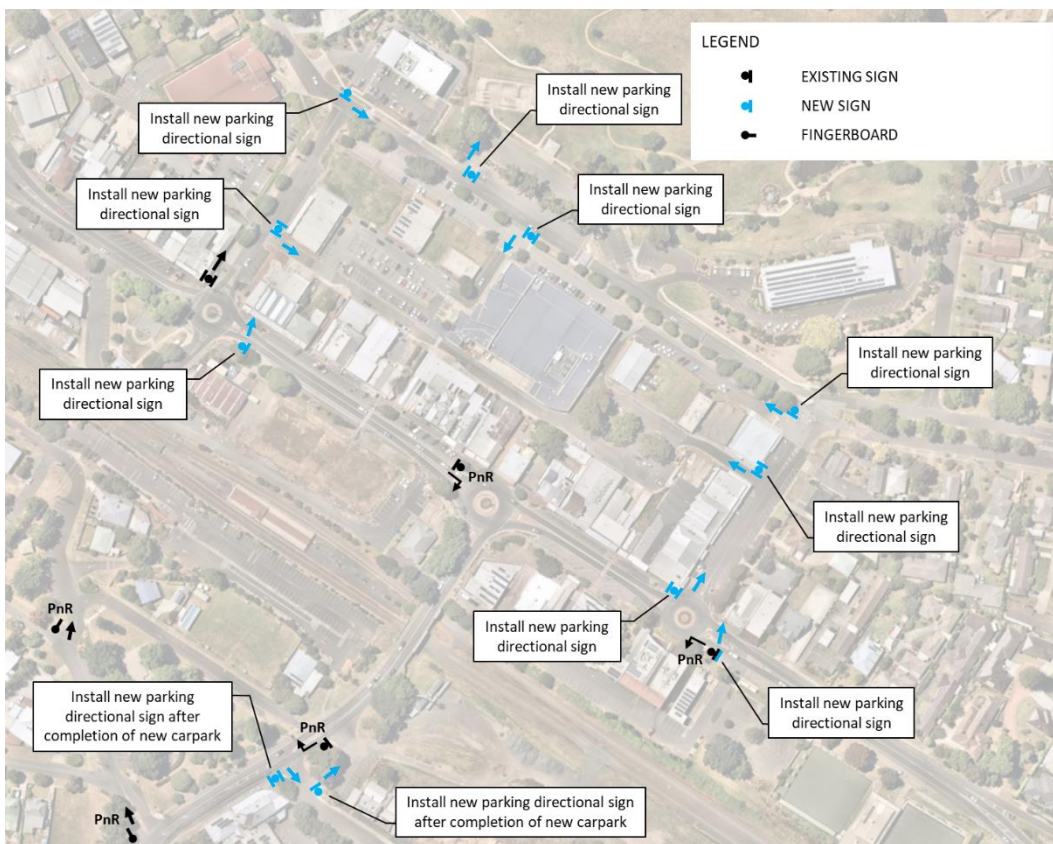


Figure 5 – Proposed parking wayfinding signage improvements

3.3 Disability Parking

Due to the topography experienced in Drouin many areas consist of steep walking sections unsuitable for the use by a physically disabled person. Baw Baw Shire has systematically introduced disabled parking bays in the locations nearby to facilities deemed to be attractive to those users requiring a disabled space. The location of currently existing disabled spaces within the Study Area are shown in Figure 6 and detailed in Table 1 below.



Figure 6 – Current Disabled Parking Space locations

Table 1 – Location of disability parking bays

Map Ref	Location	No. of spaces	Comments
A	Library / RSL (rear carpark)	1	
B	Library / RSL (front parking bays)	1	
C	Princes Way Service Road shops	1	
D	Drouin Primary School	4	Linemarking is unclear and needs to be brought to compliance
E	Drouin Uniting Church	1	
F	Coles Supermarket	2	
G	McDonald's	1	
H	Civic Park (west)	2	
I	Civic Park (east)	2	
J	Baw Baw Shire Council	2	
K	Back of Shops	1	
L	Back of Shops	1	
M	Back of Shops	2	
N	Woolworths Carpark (west)	1	
O	Woolworths Carpark (west)	3	
P	Main Street Precinct (Princes Way)	1	
Q	Main Street Precinct (Princes Way)	1	
R	Main Street Precinct (Princes Way)	1	
S	Main Street Precinct (Bank Place)	1	
T	Bowls Club	2	
U	Main Street Precinct (Princes Way)	1	
V	Main Street Precinct (Princes Way)	1	
W	Back of Shops	2	
X	Bendigo Bank	1	
Y	Bus Stop / War Memorial Park	1	
Z	Drouin Train Station	2	
	TOTAL	39	

It is assumed that these disabled bays provide a suitable spatial separation as to allow access to nearby facilities without restricting the efficient use of available spaces by other users.

3.4 Long Vehicle Parking

Given the status of Baw Baw Shire as a peri-urban council, Drouin, like many other towns within Baw Baw Shire Council municipal boundaries experiences a diverse assortment of vehicle types and uses, including car and trailer as well as car and caravan combinations. At present, no long vehicle parking is specifically designated within the Drouin Town Centre and as such, those users willing to access the town with a Long Vehicle type must rely on two or more spaces being vacant adjacent to one another to park within Drouin.






3.5 Parking Signage




As part of the 2022 Parking Study, incorrect or non-standard parking signs within the study area have been identified. The location of these signs within the Study Area are shown in Figure 7 and detailed in Table 2 below.






Figure 7 – Locations of incorrect signage

Table 2 – Schedule of incorrect signage

Map Ref	Location	Deficiency
A	Princes Way Service Road, southeast of Hope Street, northeast side	Parking sign with left arrow missing 
B	Hope Street, southwest of Princes Way, southeast side	Loading zone sign with left arrow missing 
C	Princes Way Service Road, North of Frances Avenue, west side	Parking sign with right arrow should be replaced by no stopping sign with left arrow 
D	Library Carpark	No signage between the permit zone and disabled parking zone 
E	Princes Way, southeast of Francis Avenue, southwest side	Parking sign obscured by vegetation 

F	Princes Way, southeast of Hope Street, southwest side	Parking sign obscured by vegetation
G	Hamp Lane, northwest of Hope Street, southwest side	Parking sign with left arrow missing 
H	Commercial Place, adjacent Woolworths shopping centre, southwest side	Loading zone sign with left arrow missing 
I	Princes Way, between Main South Road and Bank Place	No parking signage on either side of pedestrian crossing
J	Young Street Service Road, corner of Woolworths carpark access road, northeast side	3P area parking sign facing the wrong way (should face northwest towards traffic entering 3P area but is currently facing northeast instead)
K	Princes Way Service Road	No signage between the 1/4P zone and disabled parking zone 
L	Princes Way, east of Bank Place, northeast side	Missing bus zone sign with left arrow
M	Princes Way, opposite Sinclair Street, west side	Missing 2P sign with right arrow

N	Commercial Place, adjacent Woolworths shopping centre, southwest side	<p>Parking signage inconsistent on either side of parking zone. The 2P sign with left arrow should be corrected to say 8:30AM-5:30PM MON-FRI to be consistent with the 2P sign with right arrow.</p> 
O	Princes Way, east of Bank Place, southwest side	<p>Missing bus zone signs, also the existing no parking sign is worn and needs replacement</p>
P	Winters Avenue, northwest side	<p>Signs are not located at the end of marked parking bays on the southern end, which may promote parking across the driveway of the church. There is an extra marked parking bay north of the 4P zone (within no stopping zone) which should either have line marking removed or the sign relocated.</p> 

Q	Porter Place, opposite Oak Street	<p>Parking sign is located in the middle of a parking bay, making the restrictions for this bay ambiguous and unenforceable. This sign needs to be relocated.</p> 
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3.6 Parking Bay Dimensions

The dimensions of both parking spaces and accessways is governed by the Australian Standards for “on-street” and “off-street” parking. An audit covering a large portion of the Study Area utilising these standards was completed in 2010 with an aim to review the existing parking arrangements. As a result of this audit, identified undersize parking bays were removed.

Further to this, Council officers as part of the Drouin Parking Study completed a random spot check for every defined zone to determine if the parking bays within the study zone comply with current standards. The result of this investigation found that most parking spaces do comply with current Australian Standards except the Car Wash/Bowls Club parking area).

Furthermore, parking difficulties were observed within the Woolworth parking area. It was observed that as vehicles have difficulty entering a designated space. Larger vehicles such as 4WD’s further accentuated this issue as they at times struggle to enter parking spaces. It was observed that this issue is caused by the limited accessway width within the area coupled with minimum parking bay width.

Based on a desktop review using up-to-date aerial footage, it appears these findings from the 2010 study remain unchanged in 2022.

4.0 Community Input

4.1 Introduction

Public consultation is key in determining both users expectations and developing measures to create an effective parking regime.

Prior to the commencement of the parking survey data collection in May 2022, Council undertook initial public surveys in April 2022 through Council's 'Have Your Say' process and a community pop-up session was hold at Princes Way Kiosk on 27 April 2022. Further, public exhibition of the draft report is planned to be undertaken from 13 October 2022 to 11 November 2022.

This consultation served as an open forum for wider community and key stakeholders to express their concerns regarding parking within Drouin CBD.

4.2 Key Community Comments

The community pop-up session was hold in Princes Way Kiosk between 16:00 to 18:00 on 27 April 2022. The general theme of comments provided to Council are summarised below:

- Better parking wayfinding signs.
- Narrow parking bays at the Woolworth carpark.
- Parking consideration for recreational vehicles (caravan) and heavy vehicles.
- Difficult two-way movements at Commercial Lane.
- More parking spaces on Princes Way.

The 'Have Your Say' public consultation period for the Drouin CBD Parking study was conducted from Monday 11 April 2022 to Sunday 1 May 2022. In total, 55 responses were received during the public consultation period. Concerns were raised by participants on several issues, namely inadequate parking restrictions, requests to look into additional areas for different type of vehicle parking for the future, and lack of parking signage within the township. Each of the responses received from the public made at least one comment regarding the parking study, with some having multiple comments. The comments have been categorised into the prominent concern categories below as most of the responses fell under these categories.

Figure 8 below shows a compilation of the community comments in a graph.

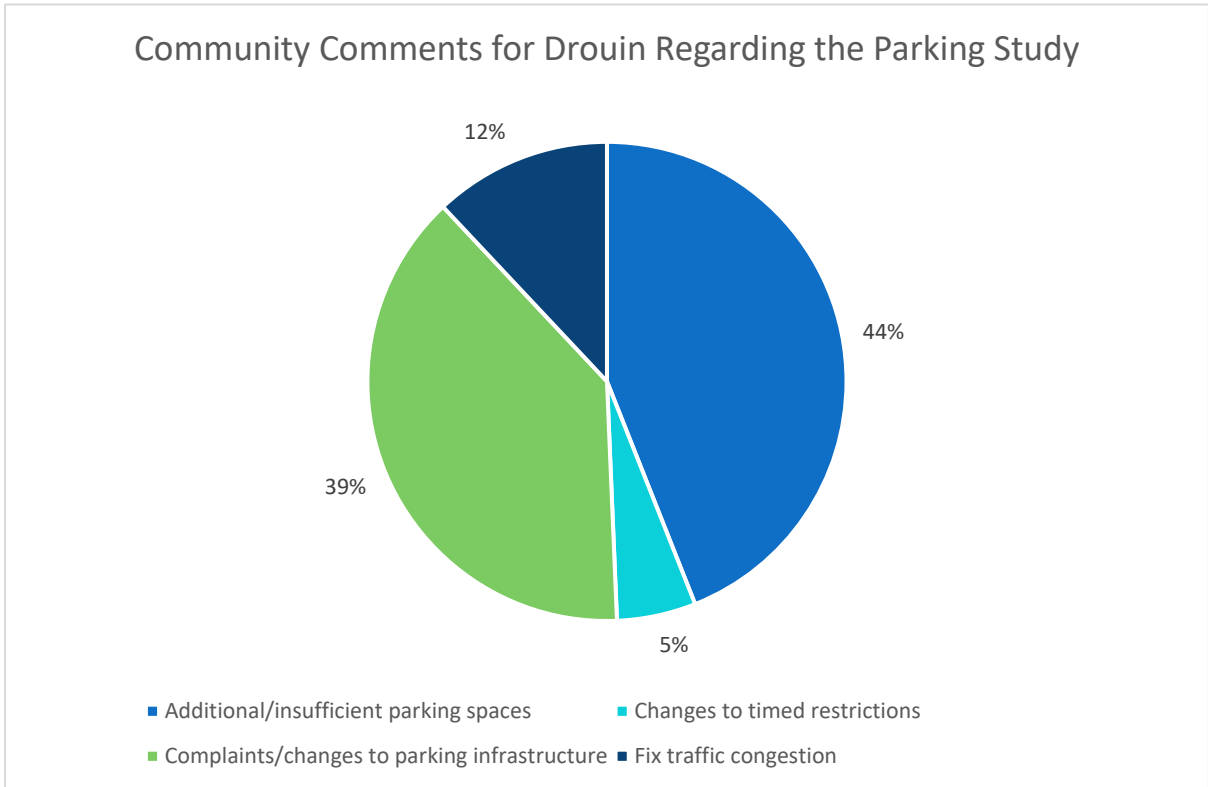


Figure 8 – Community Comments for Parking Study Graph

XXX comments were received during the public exhibition period for the draft Drouin CBD Parking Study report (to be updated).

5.0 Parking Surveys

5.1 Introduction

The current demand for parking in the Drouin parking study area stems from numerous reasons. Drouin CBD is home to several local businesses that require parking for their staff and patrons close to the workplace. These shops range from numerous retail, hospitality, and entertainment industries. Some of which includes supermarkets, hotels, medical centres, restaurants, cafes, postal services, banks, liquor stores, laundry, schools and more.

The boundary for the Drouin CBD parking study starts at School Road to the west, Young Street to the north, up to Edward Street, Bank Place to the East, including Brynwood Avenue, Young Street to Hopetoun Road, and Princes Way to Buln Buln Road, and south along Princes Way, including down to Main South Road and Porter Place, Church Street and Railway Avenue, and the library carpark.

The study area contains 1354 parking spaces for review that include a combination of on-street and off-street parking. This includes a mixture of public and privately owned parking spaces. Private parking spaces include the businesses such as the supermarkets and restaurants. The existing parking restrictions for the study area can be seen in Figure 2 in section 3.1 of the report.

5.2 Car Parking Surveys

Parking surveys were undertaken within the study area to collect data showing the current parking habits and to understand future requirements. These surveys were completed and collected data over a 4-day period at hourly intervals, during the week starting on Monday 9th May 2022, from 8:00AM– 6:00PM. This was done for all 1354 parking spaces.

5.3 Existing Parking Supply

5.3.1 Overview

Private vehicles are the main choice of transport to and from Drouin CBD, making adequate parking a necessity. Many residents choose walking and cycling as their transport preference due to their proximity to the CBD. These forms of transport are not only welcomed but should be encouraged to help reduce the demand on parking and to promote a healthy lifestyle. Additionally, public transport remains another transport mode that should be encouraged to help reduce the demand on parking for private vehicles.

It is noted that public transport and active transport options are limited within the Baw Baw Shire Council area due to many of the town's peri urban nature. As such, there will continue

to be high dependency on private vehicles in need of sufficient parking which needs to be managed to meet the needs of the community and local businesses.

5.3.2 Review of Parking Restrictions

Table 3 below shows the parking supply by restriction type in the Drouin CBD area. Most of the parking supplied within the CBD area is unrestricted parking, making up 63.3% of all available car parking. Unrestricted parking holds a disproportionate number of parks compared to the next largest supply, this being 2P parking making up 19.3% of all available parking. This report will also cover the parking study analysis for greatest demand for parking by restriction type and the duration of stay of most patrons to the CBD area.

Table 3 – Supply of Parking by Restriction Type

Parking Restriction	Drouin Study Area	
	Supply	% of Total Supply
Unrestricted	857	63.3%
4P	26	1.9%
3P	30	2.2%
2P	261	19.3%
1P	16	1.2%
1/2P	16	1.2%
1/4P	18	1.3%
P5Mins	1	0.1%
Disabled Bays	39	2.9%
Bus Zone	5	0.4%
Loading Zone	6	0.4%
No Stopping	18	1.3%
Permit Zone	36	2.7%
Pick Up/Drop Off	5	0.4%
Staff Parking	4	0.3%
Taxi Zone	3	0.2%
Library	13	1.0%
Total	1354	100%

5.3.3 Total Study Area Occupancy Rates

Figure 9 below displays the parking occupancy rates across each day and hour for all parking spaces within the study area.

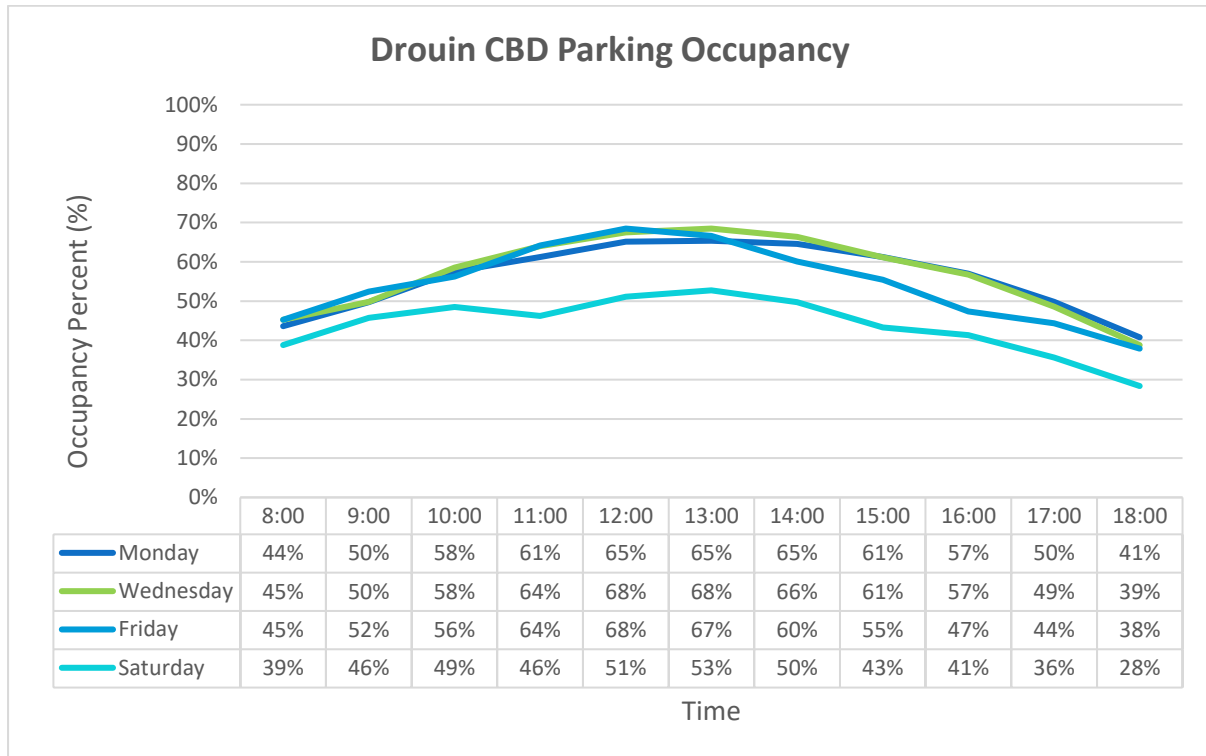


Figure 9 – Parking Occupancy Graph for each day in the study area

As can be seen in Figure 9, the highest occupancy rate was recorded at 68% around midday (12:00pm – 13:00pm) on the Wednesday within the Drouin CBD parking study area. It was observed that peak occupancy rates were recorded during lunch time on each day, with occupancy rates around the mid 60%.

Please refer to Appendix A for detailed occupancy rates per day by hourly intervals for the entire study as a whole.

5.4 Parking Supply and Demand Analysis

Table 4 below displays each parking restriction and their respective supply, average occupancy rate over the 4-day period, and the highest daily occupancy rate at any given time for the study area.

Table 4 – Peak Parking Demand and Supply in Drouin CBD

Parking Restriction	Drouin Study Area		
	Supply	Average Occupancy (over 5 days)	Highest Daily Occupancy
Unrestricted	857	48%	54%
4P	26	16%	25%
3P	30	69%	78%
2P	261	61%	66%
1P	16	54%	58%
1/2P	16	20%	31%
1/4P	18	54%	70%
P5Mins	1	30%	36%
Disabled Bays	39	34%	42%
Bus Zone	5	0%	0%
Loading Zone	6	12%	20%
No Stopping	18	14%	19%
Permit Zone	36	36%	55%
Pick Up/Drop Off	5	44%	73%
Staff Parking	4	31%	38%
Taxi Zone	3	0%	0%
Library	13	38%	53%
TOTAL	1354		

Key observations from Table 4 include:

- Unrestricted parking makes up most of the parking supply within the study area (857 spaces), including most of the off-street carparks and some of the on-street parking spaces.
- Unrestricted parking makes around 63% of all available parking within the study area containing an average occupancy rate of 48%.
- 2P restricted parking is located all around the CBD with both on-street and off-street parking with a total of 261 spaces and average occupancy of 61%.
- 4P restricted parking is located along Porter Place and Railway Avenue with a total of 26 spaces with an average occupancy rate of 16%.
- 3P restricted parking is located on Young Street with a total of 30 spaces with an average occupancy rate of 69%.

- 1P restricted parking is located on Princes Way and Princes Way Service Road with a total of 16 spaces with an average occupancy rate of 54%.
- 1/2P restricted parking is located on School Road and Princes Way Service Road while 1/4P restricted parking is located on Princes Way Service Road, Bendigo Bank carpark, Princes Way, Bank Place, Bank Street Western Carpark, and Baw Baw Shire Council Carpark. 1/2P has a supply of 16 with an average occupancy rate of 20%, while 1/4P has a supply of 18 with an average occupancy rate of 54%.
- The busiest periods in Drouin occur at midday (12pm-1pm) which sees approximately 7 of the 26 4P spaces occupied, 23 of the 30 3P spaces, 172 of the 261 2P spaces, 9 of the 16 1P spaces, 5 of the 16 1/2P spaces, and 13 of the 18 1/4P spaces.
- During peak period in the study area, approximately 463 of the 857 unrestricted parking spaces are occupied.
- During peak periods in the study area, approximately 16 out of the 39 disabled bays are occupied.

Note that Council officers occupy public parking spaces and are included in the data, taking up spaces from the public. However, there are benefits of the officers coming into the office as they can have face-to-face interactions with the local community as well as spend money on local businesses to help them grow.

Please refer to Appendix B for spatial representations of average occupancy rates for each study date

5.5 Observed Parking Trends

5.5.1 Duration of Stay

The duration of stay data shows current parking trends being practiced by the community. This is important information for creating an efficient parking plan as it displays whether current parking restrictions meet the needs of the community. The following tables and figures show the duration of stay over the study area across the 4-day period between 8am to 6pm.

5.5.1.1 Monday 16th May 2022

A total turnover of 2586 vehicles over the course of the day was seen on the Monday. About 55% of all vehicles parked for 1 hour or less, 12% staying 2 hours or less and 8% staying 3 hours or less. There was a total of 78 cars that stayed for 10 hours or more in the same car parking spot over the course of the day.

Table 5 – Observed Duration of Stay (Hours) – Monday 16th May 2022

Hours	<= 1h	1-2h	2-3h	3-4h	4-5h	5-6h	6-7h	7-8h	8-9h	>= 10h
Total Turn Over	2586	2586	2586	2586	2586	2586	2586	2586	2586	2586
Vehicles @ DOS	1417	309	217	194	129	101	62	41	38	78
Percentage	55%	12%	8%	8%	5%	4%	2%	2%	1%	3%

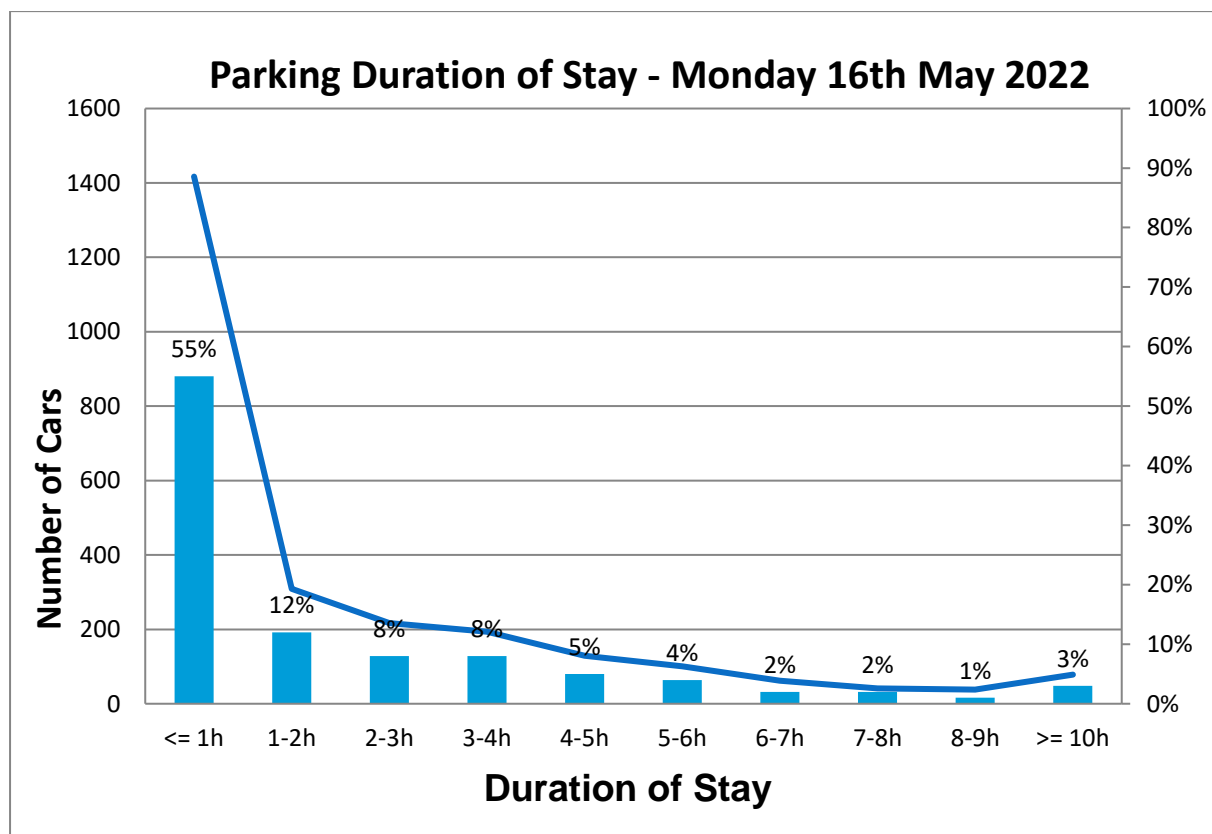


Figure 10 – Observed Duration of Stay (hours) – Monday 16th May 2022

5.5.1.2 Wednesday 11th May 2022

There was a total turnover of 2642 vehicles over the course of the day. About 56% of all vehicles parked for 1 hour or less, 11% staying 2 hours or less and 9% staying 3 hours or less. There was a total of 74 cars that stayed for 10 hours or more in the same car parking spot over the course of the day.

Table 6 – Observed Duration of Stay (Hours) – Wednesday 11th May 2022

Hours	<= 1h	1-2h	2-3h	3-4h	4-5h	5-6h	6-7h	7-8h	8-9h	>= 10h
Total Turn Over	2642	2642	2642	2642	2642	2642	2642	2642	2642	2642
Vehicles @ DOS	1475	298	233	152	136	122	58	39	55	74
Percentage	56%	11%	9%	6%	5%	5%	2%	1%	2%	3%

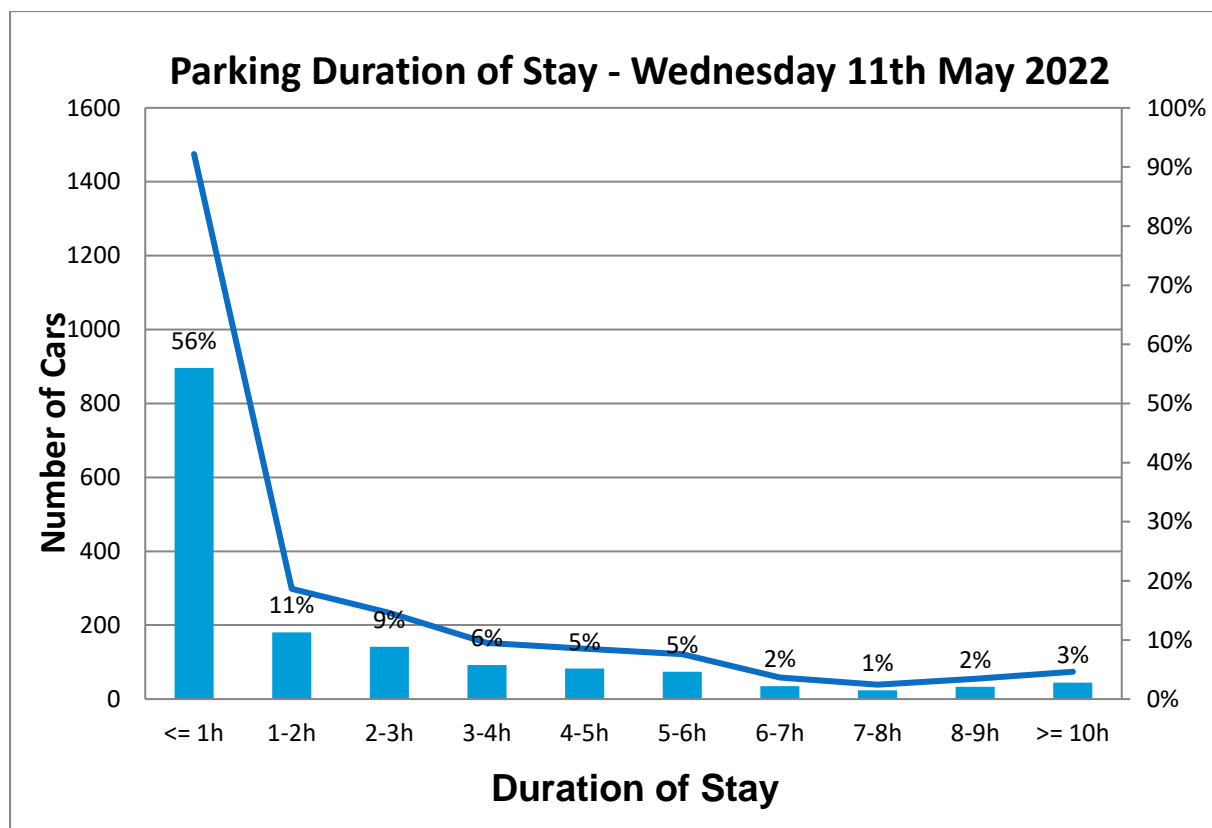


Figure 11 – Observed Duration of Stay (hours) – Wednesday 11th May 2022

5.5.1.3 Friday 13th May 2022

There was a total turnover of 2457 vehicles over the course of the day. About 53% of all vehicles parked for 1 hour or less, 14% staying 2 hours or less and 8% staying 3 hours or less. There was a total of 79 cars that stayed for 10 hours or more in the same car parking spot over the course of the day.

Table 7 – Observed Duration of Stay (Hours) – Friday 13th May 2022

Hours	<= 1h	1-2h	2-3h	3-4h	4-5h	5-6h	6-7h	7-8h	8-9h	>= 10h
Total Turn Over	2457	2457	2457	2457	2457	2457	2457	2457	2457	2457
Vehicles @ DOS	1304	354	201	141	116	96	67	59	40	79
Percentage	53%	14%	8%	6%	5%	4%	3%	2%	2%	3%

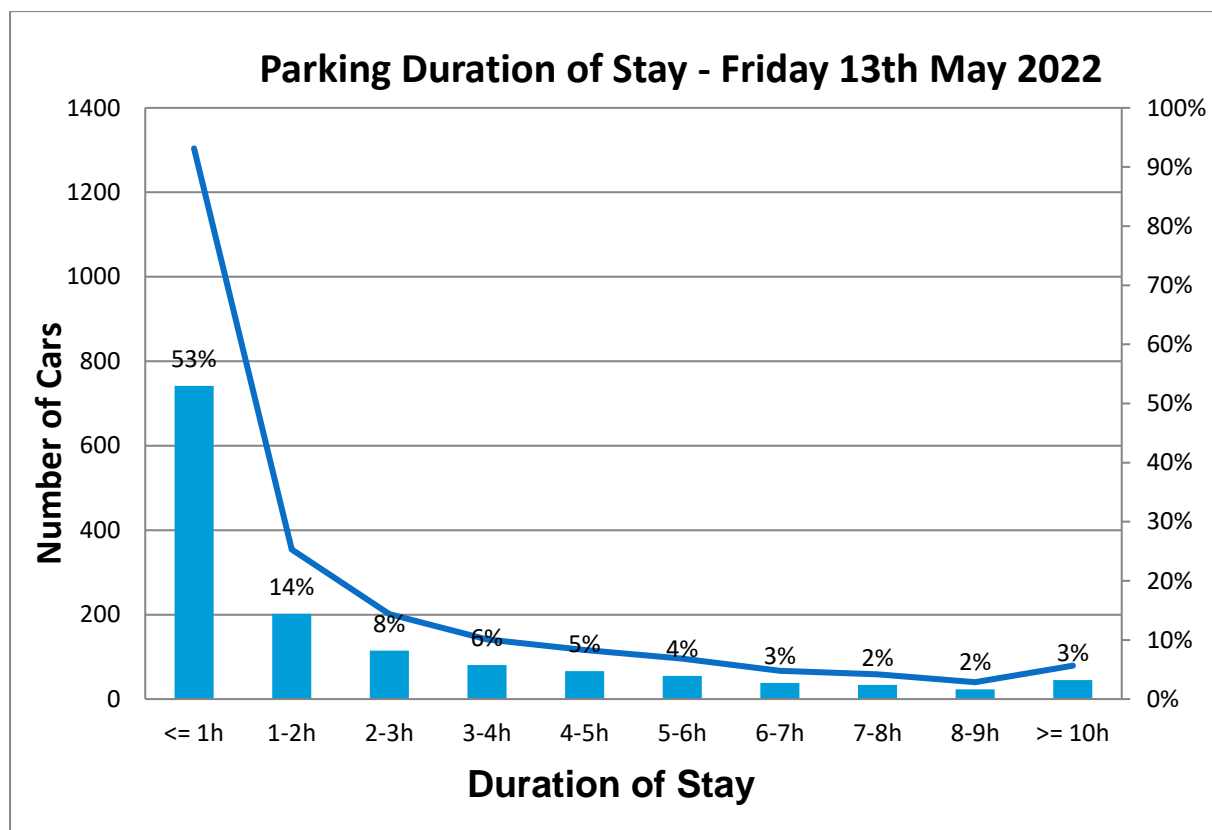


Figure 12 – Observed Duration of Stay (hours) – Friday 13th May 2022

5.5.1.4 Saturday 14th May 2022

There was a total turnover of 2133 vehicles over the course of the day. About 50% of all vehicles parked for 1 hour or less, 18% staying 2 hours or less and 11% staying 3 hours or less. There was a total of 12 cars that stayed for 10 hours or more in the same car parking spot over the course of the day.

Table 8 – Observed Duration of Stay (Hours) – Saturday 14th May 2022

Hours	<= 1h	1-2h	2-3h	3-4h	4-5h	5-6h	6-7h	7-8h	8-9h	>= 10h
Total Turn Over	2133	2133	2133	2133	2133	2133	2133	2133	2133	2133
Vehicles @ DOS	1052	386	244	181	120	73	38	18	9	12
Percentage	50%	18%	11%	8%	6%	3%	2%	1%	0%	1%

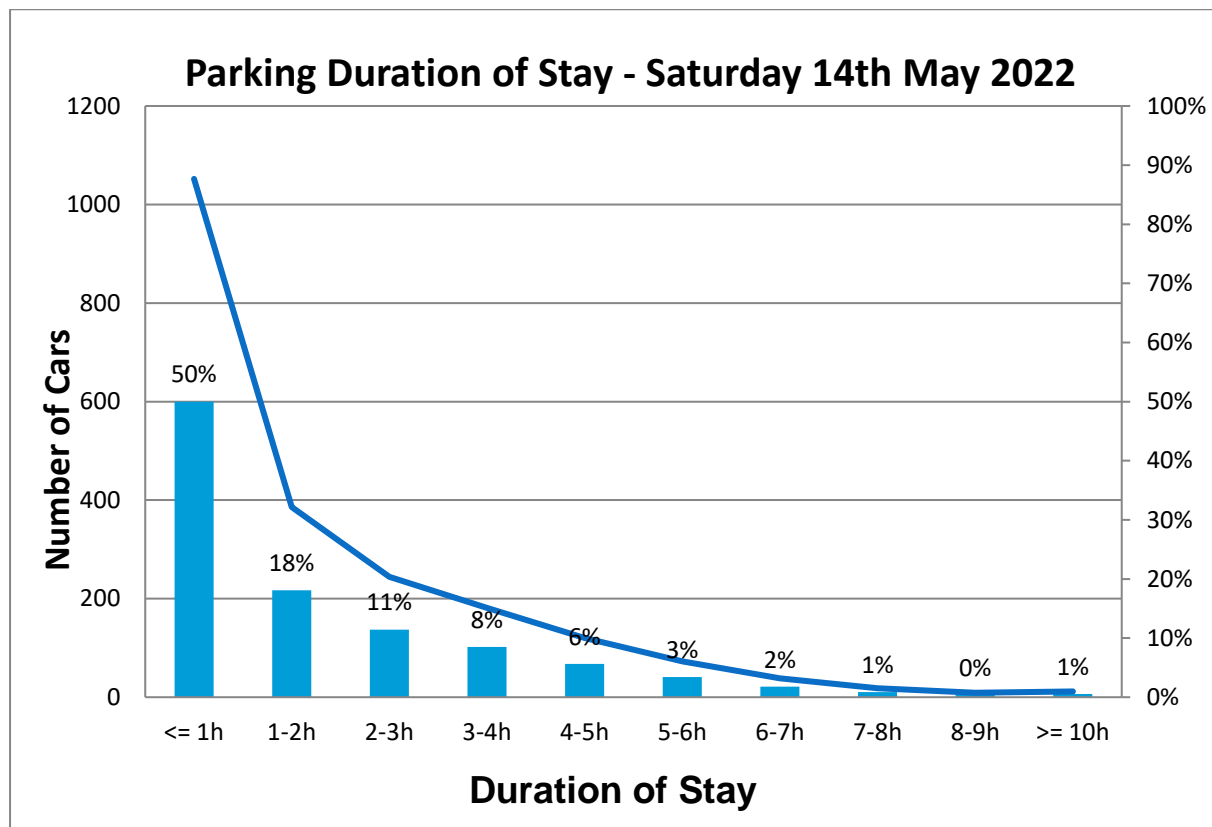


Figure 13 – Observed Duration of Stay (hours) – Saturday 14th May 2022

Table 9 below displays the occupancy rates for each parking restriction across each day, as well as the average rate. Table 10 shows the duration of stay that occurred at each parking restriction type for each day, including the average duration of stay and the average overstay. Table 11 displays the observed number of overstays for different parking restriction types across each day.

Table 9 – Observed Occupancy Rate per Parking Restriction Type

Parking Restriction	No. Spaces	Occupancy Rates / Day %				
		Monday	Wednesday	Friday	Saturday	Average Occupancy Rate
Unrestricted	857	53%	54%	50%	36%	48%
4P	26	5%	15%	19%	25%	16%
3P	30	66%	66%	65%	78%	69%
2P	261	59%	60%	60%	66%	61%
1P	16	58%	58%	50%	51%	54%
1/2P	16	31%	15%	9%	26%	20%
1/4P	18	70%	64%	37%	45%	54%
P5Mins	1	36%	36%	18%	27%	30%
Disabled Bays	39	42%	42%	27%	26%	34%
Bus Zone	5	0%	0%	0%	0%	0%
Loading Zone	6	20%	14%	5%	9%	12%
No Stopping	18	16%	19%	8%	11%	14%
Permit Zone	36	41%	55%	40%	9%	36%
Pick Up/Drop Off	5	73%	73%	14%	16%	44%
Staff Parking	4	38%	27%	33%	27%	31%
Taxi Zone	3	0%	0%	0%	0%	0%
Library	13	53%	52%	42%	4%	38%
Total	1354					

Table 10 – Observed Duration of Stay per Restriction type (mins)

General Restriction	Study Area Average DoS* (mins)					
	Monday	Wednesday	Friday	Saturday	Average DoS over survey period	Average Overstay
Unrestricted	214	227	218	121	195	NA
4P	20	51	49	69	47	NA
3P	124	142	131	206	151	NA
2P	81	83	93	134	98	NA
1P	52	59	53	65	57	NA
1/2P	58	40	28	45	43	NA
1/4P	75	66	47	83	68	NA
P5Mins	60	80	60	90	73	NA
Disabled Bays	150	146	101	96	124	NA
Bus Zone	0	0	0	0	0	NA
Loading Zone	39	15	15	15	21	NA
No Stopping	60	62	42	42	52	NA
Permit Zone	158	294	144	38	159	NA
Pick Up/Drop Off	73	61	35	25	48	NA
Staff Parking	130	60	185	90	116	NA
Taxi Zone	0	0	0	0	0	NA
Library	188	190	208	14	150	NA

*DoS refers to Duration of Stay

Table 11 – Observed Number of Overstays

General Restriction	Drouin Study Area Overstays				
	Monday	Wednesday	Friday	Saturday	Total
4P	1	3	2	0	6
3P	20	26	17	0	63
2P	199	192	221	0	612
1P	9	20	21	0	50
1/2P	5	2	0	3	10
1/4P	26	21	11	1	59
P5Mins	0	1	0	1	2

Note: Disabled Bays, Loading Zones and unrestricted areas were not included for analysis of overstays

Overstay Areas

As seen in Table 11, overstay data was recorded for all restricted parking zones. However, 1/4P and 1/2P average overstay data could not be obtained due to hourly data collection, making the results inaccurate. For 1P parking and all longer time restricted parking, on average, no overstay was seen. Saturday did see overstay for 1P, 2P and 3P, however it is possible this occurred outside the time restricted periods.

5.5.2 Compliance with Parking Restrictions

Section 5.5.1 above illustrated the duration of stay information. Below is a summary of the observations that were made:

Unrestricted Parking Areas

- Unrestricted parking spaces in the Drouin CBD are being used relatively effectively, with occupants utilising the spaces for an average of 195 minutes, and over 200 minutes across weekdays.
- The duration of stay data seen in section 3.5.1 suggests a greater demand for short term parking within the study area, with most patrons staying for an hour or less.
- Despite unrestricted parking being used effectively, given an occupancy rate of 48% and a supply of 63%, some of these spaces could be converted into time restricted parking to create an increased vehicle turnover rate.

¼ P Parking Areas

- Within the study area, 18 1/4P parking spaces can be found, located around businesses. Across the 4-day study period, 59 overstays were recorded in these spaces. The average occupancy rates for these spaces was 54%, peaking at 70% on the Monday.
- The duration of stay data indicates that time restrictions are not being met, with an average duration of stay recorded at 68 minutes. The lowest duration of stay recorded was 47 minutes seen on the Friday.
- The duration of stay data may indicate that there is a need for increased time restrictions for these areas. It could also be that the intended purpose of the parking spaces is not being met. Short term parking is required around local businesses for drop offs and pickups.
- Time restrictions not being met in these spaces may also be due to a lack of enforcement of the restrictions in the area, creating unwanted parking behaviour.

½ P Parking Areas

- Within the study area, 16 1/2P parking spaces can be found, most of them being located on School Road, outside the Drouin Primary School. Across the 4-day period, 10 overstays were recorded in these spaces. The average occupancy rate was 20% for these spots, peaking at 31% on the Monday.
- The data indicates that time restrictions for 1/2P parking is not being met, with an average duration of stay of 43 minutes. Despite this, the low occupancy rates and low overstays indicate this is a very small problem, however, overstay behaviour should never be encouraged.

- It is recommended more 1/2P parking be added around local businesses to go alongside 1/4P parking, as currently most 1/2P parking is designed as a school drop off/pick up zone. More 1/2P parking spaces should discourage overstay behaviour in the 1/4P spaces for drop offs and pickups.

1P Parking Areas

- There is a total of 16 1P spaces located within the study area, all of which are located on Princes Way or Princes Way Service Road. The average duration of stay was recorded at 57 minutes, with no overstay recorded on any of the weekdays, and 65 minutes recorded on the Saturday. The data suggests that the 1P parking spaces are being used effectively.
- 50 overstays were recorded across the study period, while the average occupancy rate was recorded at 54%.

2P Parking Areas

- 2P parking makes up 19% of the total parking supply with 261 spaces. This is a combination of on and off-street parking, with most of the carparks and on-street spaces in the CBD having 2-hour restrictions. The average duration of stay was found to be 98 minutes with an average occupancy rate of 61%. The data suggests that 2P spaces are being used effectively and are suitable for the area.
- A total of 612 overstays were recorded in 2P spaces. This could be due to a lack of enforcement, creating unwanted parking behaviour.

3P Parking Areas

- There are 30 - 3P spaces within the study area, all of which are located on Young Street. The average duration of stay was recorded as 151 minutes and has an average occupancy rate of 69%. The data suggests that these spaces are being used effectively and are suitable for the area. Should occupancy rates start to rise, more supply of 3P spaces may be required as to not create overstay behaviour in shorter time restricted parking spaces.
- A total of 63 overstays were recorded in 3P spaces. This could be due to a lack of enforcement, creating unwanted parking behaviour.

4P Parking Areas

- There are 26 - 4P spaces located within the study area, which are found on Porter Place, Winters Avenue, and Railway Avenue. The average duration of stay was recorded at 47 minutes, suggesting a lack of demand for long term parking in this area. Furthermore, the average occupancy rate was recorded at 16%, suggesting a lack of demand for these parking spaces all together.
- A total of 6 overstays were recorded in 4P spaces.

5.6 Princes Way – Key Observations

The data analysis covers the entire study area; however, this doesn't accurately represent certain parts of the Drouin CBD. Parking occupancy and duration of stay rates can vary across the town due to various factors. As such, the data has been broken down into areas to better show the parking usage patterns.

Princes Way is the main route connecting Drouin with other towns. The road hosts many local businesses including restaurants, cafes, tourist centres, and several retail shops. As evident from the data, Princes Way has high parking turnover and a large supply of parking spaces.

Princes Way has a total parking supply of 158, this includes 63 unrestricted spaces, 68 – 2P spaces, 6 – 1P spaces, 9 – 1/4P spaces, 1 – P5mins space, 3 taxi zones, 1 bus zone, and 7 disabled bays. A summary of the key observations for Princes Way is provided below.

- Peak occupancy rate aligned with the entire study area (between 12:00-14:00pm), with the highest rate occurring at 12:00pm on both Wednesday and Friday at 73%. The lowest occupancy rate observed during this timeframe across the 4 days was 62%.
- Across the 5-day period, most patrons stayed for an hour, with an average of 72% of vehicles staying an hour or less.
- The following parking occupancy rates broken down by parking restrictions, is:
 - Unrestricted – 55%
 - 2P – 60%
 - 1P – 67%
 - 1/4P – 83%
 - P5mins – 29%
 - Disabled Bays – 34%

As evident from the data, there is good distribution across each parking restriction type, with shorter term parking being patrons' main preference.

Table 12 below breaks down the on-street occupancy rates by parking restriction type across each day in the study period.

Table 12 – Princes Way – Parking Occupancy Rates

Sections	Side	General Restriction	Princes Way Average Daily Occupancies (%)					
			Supply	Mon	Wed	Fri	Sat	Average Daily Occupancy
Sinclair St To Francis Ave	W	Unrestricted	4	70	66	48	27	53
	E	Unrestricted	4	66	66	39	7	45
Francis Ave To Hope St	N	P5Mins	1	36	36	18	27	29
	N	1P 8:30Am-5:30Pm Mon-Fri, 8:30Am-12:00Pm Sat	6	56	61	64	88	67
	N	2P 8:30Am-5:30Pm Mon-Fri, 8:30Am-12:00Pm Sat	9	86	83	74	83	82
	N	2P Disabled	1	45	9	27	64	36
	S	2P 8:30Am-5:30Pm Mon-Fri, 8:30Am-12:00Pm Sat	7	35	49	58	77	55
	S	Unrestricted	22	83	86	77	82	82
	S	Taxi Zone	3	0	0	0	0	0
Hope St To Main S Rd	N	2P 8:30Am-5:30Pm Mon-Fri, 8:30Am-12:00Pm Sat	34	70	68	65	76	70
	N	2P Disabled	1	55	55	55	18	46
	N	2P Disabled 8:30Am-5:30Pm Mon-Fri, 8:30Am-12:00Pm Sat	1	55	73	0	27	39
	S	2P 8:30Am-5:30Pm Mon-Fri, 8:30Am-12:00Pm Sat	9	11	0	3	83	24
Main S Rd To Bank Pl	N	2P 8:30Am-5:30Pm Mon-Fri, 8:30Am-12:00Pm Sat	9	68	57	74	84	71
	S	2P Disabled	1	55	55	45	73	57
	S	1/4P 8:30Am-5:30Pm Mon-Fri, 8:30Am-12:00Pm Sat	9	77	80	86	87	83

Bank Pl To Buln Buln Rd	N	Bus Zone	1	0	0	0	0	0
	N	Unrestricted	11	79	77	60	5	55
	S	Disabled	2	9	14	9	0	8
	S	Unrestricted	22	49	50	47	10	39
	S	2P Disabled 8:30Am- 5:30Pm Mon- Fri, 8:30Am- 12:00Pm Sat	1	45	27	0	0	18

Key findings from Table 12 include:

- The highest on-street occupancy rate observed on a weekday was 86% as seen on Monday and Friday in the 2P spaces between Francis Avenue and Hope Street and 1/4P spaces between Main S Road and Bank Place.
- The highest on-street parking occupancy rate for unrestricted spaces was between Francis Avenue and Hope Street which saw an occupancy rate of 86%.

The data shows that there is an even distribution of occupancy rates across different parking restriction types. There should be some consideration of converting some underutilised unrestricted spaces into shorter term parking given the low duration of stay and lack of 1P parking. This will create a greater vehicle turnover. While it is unlikely demand will increase dramatically in the short term, the town will continue to grow over time and will increase the occupancy rates of these spaces.

Please refer to Appendix C for occupancy rates and duration of stays in Princes Way

5.7 Parking Analysis by Restriction Type

Figure 14 below displays the supply of parking broken down by the restriction types.

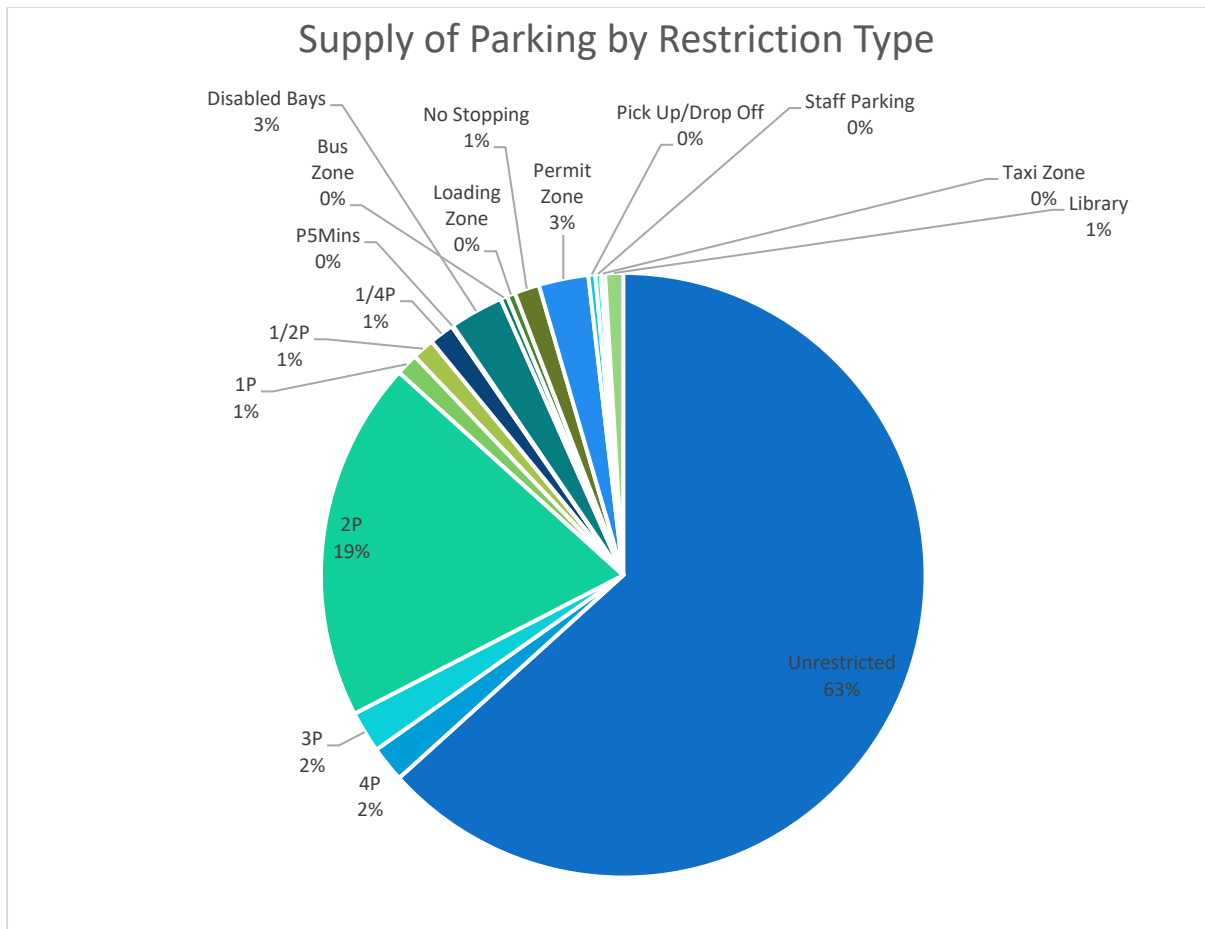


Figure 14 – Supply of Parking by Restriction Type

- Section 3.5 revealed that most patrons stay for an hour or less, however 1P parking only makes up 1% of the total supply. Additionally, 1 to 2 hours was the next longest duration of stay, however 2P parking only makes up 19% of the total supply. Despite the demand for short term parking, the current restrictions are effective.
- The highest average occupancy rates were recorded in 3P and 2P parking spaces, with rates of 69% and 61%, respectively. Although this isn't full, this rate is expected to increase as the town grows. With unrestricted parking having an average occupancy rate of 48% and making up 63% of the total supply, some of the spaces could be converted into shorter term parking, especially around local businesses to increase the turnover.

5.7.1 On-street Parking Areas

On-street and off-street parking have their own benefits. On-street parking is required in CBD areas hosting local businesses to ensure an ease of access to these services, especially to smaller/family-owned businesses. Keeping on-street parking to shorter time restrictions is common and generally encouraged to create a higher turn-around of vehicles throughout the day. Longer term parking (anything over 2P) is often discouraged as it slows parking turnover around the business area. Short term on-street parking generally contains a mix of 1/4P, 1/2P and 1P parking spaces to create a high parking turnover, ensuring high occupancy rates, and discouraging long duration of stay. Drouin has a total of 567 on-street parking spaces and currently has 18 - 1/4P, 16 - 1/2P, and 1 P5mins parking spaces.

Additionally, 1P parking makes up only 1% of the total supply in Drouin. The duration of stay data indicated that most patrons stay for one hour or less, showing a high demand for short term parking across the CBD area and suggesting a need to convert some unrestricted parking for shorter-term parking.

5.7.2 Off-street Parking Areas

Table 13 below displays the parking supply by restriction type for off-street parking areas.

Table 13 – Off-street Parking Supply via Restriction Type

Parking Restriction	Off-Street Parking
	Supply
Unrestricted	585
4P	0
3P	0
2P	116
1P	3
1/2P	0
1/4P	7
P5Mins	0
Disabled Bays	20
Bus Zone	0
Loading Zone	0
No Stopping	3
Permit Zone	31
Pick Up/Drop Off	5
Staff Parking	4
Taxi Zone	0
Library	13

As observed from the data, unrestricted spaces have a majority of the supply of off-street parking, with 585 spaces. Much of the off-street parking is located around the CBD and within walking distance of local businesses. The off-street parking spaces should be safe and accessible to patrons and ideally, potential to expand for future population growth. Notable off-street parking include:

- Australia Post Carpark - 78 unrestricted spaces + 3 - 1P spaces + 2 disabled bays.
- Bank Street Western Carpark - 45 unrestricted spaces + 2 – 1/4P spaces.
- Baw Baw Shire Council Carpark - 27 permit (Council) spaces + 2 permit (meals on wheels) spaces + 2 – 1/4P spaces + 2 disabled bays.
- Bendigo Bank Carpark - 4 unrestricted spaces + 20 - 2P spaces + 3 – 1/4P spaces + 1 - 2P disabled bay.
- Christ Church Anglican Carpark - 6 unrestricted spaces + 1 disabled bays.
- Coles Carpark - 81 unrestricted spaces + 3 permit (click and collect) spaces + 2 disabled bays.
- Bowling Club Carpark – 40 unrestricted spaces.
- Library Carpark – 2 unrestricted spaces + 2 permit spaces + 13 unrestricted permit (library patrons) spaces + 1 disabled bay.
- Skatepark Carpark – 116 unrestricted spaces + 4 - 2P spaces + 2 disabled bays.
- Drouin Station Carpark – 155 unrestricted spaces + 3 staff parking spaces + 2 disabled bays.
- Edward Street Carpark – 30 unrestricted spaces + 2 disabled bays.
- McDonald Carpark - 28 unrestricted spaces + 1 staff parking space + 2 pickup bays + 1 disabled bay.
- Middels Carpark – 10 – 2P spaces.
- Woolworths Carpark - 75 - 2P spaces + 2 no parking 2 minute drop off spaces only + 1 no stopping (ambulance only) space + 4 disabled bays.

6.0 Summary

Listed below are the major findings from the Drouin CBD Parking Study:

1. The total of 1354 parking spaces within the Drouin CBD study area included 567 on-street spaces and 787 off-street spaces.
2. The highest occupancy rates were detected midday between 12pm – 2pm generally with the peak occupancy rate occurring at midday on Wednesday at 68%.
3. Across the entire study period, several locations experienced 100% occupancy. This includes the unrestricted spaces in the Drouin Library carpark on the Monday and Friday, the 2 2P spaces on Bank Place on the Monday, Wednesday, Friday, and Saturday, the disabled bays in Edward Street carpark on Monday, the disabled bays in the Australia Post carpark on the Wednesday, and the 1/4P parking spaces in the West Bank Street carpark on the Wednesday.
4. For the time restricted spaces, 3P parking areas (30 available spaces) contained the highest occupancy rates with 78%. The next highest was in the 1/4P areas (18 available spaces) with 70% followed by 2P (261 available spaces) with 66%.
5. For the 857 unrestricted parking spaces available, the highest occupancy rate was 54% and the average occupancy was 48%.
6. There are 39 disabled parking bays available of which the highest daily occupancy was 42%.
7. The average duration of stay across each of the days was approximately 54% for patrons parking one hour or less and approximately 14% stayed between 1 to 2 hours. Demand for short term parking is higher than long term parking, however there is a much greater supply of unrestricted areas to accommodate this demand.
8. A lot of overstays were detected within short term parking areas (P5mins - 2, 1/4P - 59, 1/2P – 10, 1P – 50 and 2P – 612), with a total of 733 overstay vehicles were detected during the entire study period of five days in short-term parking bays.
9. The Drouin Township Plan 2020-2032 data revealed a growth rate of up to 4.63% for the Drouin region, suggesting the population could grow to 24,037 by 2031. Utilising today's highest parking occupancy rate of 68%, the expected average parking occupancy rate within Drouin in 2031 is over 100%, suggesting a need for additional parking in the future.

7.0 Recommendations

Based on the parking study, the following recommendations are presented to improve parking within the study area. These recommendations are illustrated in **Appendix D** and described in more detail below.

Recommendation 1: Increase parking enforcement, as well as develop new initiatives and community education to ensure best parking practices

More enforcement and on a regular basis to assist with increasing parking turnover in the 1/4, 1/2P, 1P and 2P restricted areas. An increase in parking enforcement will help develop better parking practices and create a high turnover of short-term parking. As such, underutilised long-term parking spaces will be utilised more. Additionally, educating the community via VMS boards or social media would help improve parking practices and increase parking turnover.

Recommendation 2: Reduce the 2P parking along Princes Way between Bank Place and Sinclair Street to 1P to increase the turnover

Despite the high occupancy rates seen in the 2P parking spaces along Princes Way, 72% of patrons stayed an hour or less. Converting these spaces to 1P will increase parking turnover around important local businesses, such as restaurants and cafes. It is noted that changes to parking restrictions will only work well in conjunction with increased parking enforcement. As such, increased enforcement is required if timing restrictions are to change.

Recommendation 3: Improve Woolworths carpark by increasing the widths of the 90-degree parking spaces

Increasing the widths of the parking spaces will improve carpark operation by making it easier to park. Additionally, it will make entering and exiting vehicles easier. It is noted that the re-configuration will decrease the number of parking spaces from 84 to 78 (loss of 6 parking spaces), however this recommendation is based on Community feedback.

This recommendation will involve investigating the feasibility for improving Woolworths carpark configuration. This will result in the loss of parking spaces and will require consultation with the leasee and broader community. This recommendation will require a feasibility study, economic assessment, consultation, and concept/detailed design to understand the scope/works required and responsible party and timeline for delivering the works. Commencement of this recommendation will be dependent on the success of this project under the Capital Evaluation Framework process. A business case for the feasibility study, economic assessment and design should commence from the 25/26 FY.

A layout similar to the figure below could be considered pending feasibility and compliance with AS/NZ 2890.1:2004 and Planning Scheme 52.06.



Figure 15 – 90-degree parking configuration option for Drouin Woolworths Carpark

Recommendation 4: Turn Commercial Place into a one-way traffic road only from east to west but allow 2-way traffic from Hope Street to the Woolworths carpark

Ensuring 2-way traffic is allowed from Hope Street to the Woolworths carpark is important as it is one of only 2 entry points to the carpark. Commercial Place after the Woolworths carpark becomes quite narrow making it difficult for 2 vehicles to pass each other. This is particularly the case when the loading zone is occupied. Converting Commercial Place to a 1-way traffic only road will avoid these issues and make it safer. This will improve parking and accessibility along Commercial Place.

Recommendation 5: Convert 36 out of 72 off-street parking at the Drouin Skatepark to 4P spaces and the four 2P spaces to 2 disabled bays

The parking lot is located close to the supermarkets and other shops and contains a large supply of parking spaces, therefore converting 36 of the 72 off-street spaces near the skatepark to 4P will help increase the parking turnover. It is noted that 10% of all the patrons within this area stay for over 10 hours, and there may be some demand for employee parking. Therefore, it is proposed that the other 36 out of 72 spaces closer to the Council offices, in addition to the 27 on-street spaces on Young Street should remain unrestricted to account for all-day parking patrons. Additionally, having just four 2P spaces located within an unrestricted area may cause confusion. As such, the 2P spaces should be converted to two disabled bays.

Recommendation 6: Convert parking on Young Street service road between Woolworths access and Hope Street to 3P

The parking spaces located on Young Street service road should be converted to 3P to increase parking turnover. 36% of patrons parking in these spaces stay for an hour or less, however up to 14% of patrons are staying for up to 4 hours, suggesting the importance of maintaining long-term parking restrictions in this location. It is possible that some local employees are parking in these spaces, however there is a lot of underutilised unrestricted parking spaces nearby.

Recommendation 7: Prohibit parallel parking on southwest side of Princes Way service road outside Bridgestone service centre

During site inspection it was observed that vehicles parked at this location obstructs buses exiting the bus station and turning left onto the service road. It is therefore recommended that parallel parking be prohibited at this location (this will result in the loss of 1 parking spot).

Recommendation 8: Rectify all signage deficiencies

There are numerous parking signs identified as missing, worn, obscured, incorrect, ambiguous, or mislocated within the Drouin study area. These deficiencies should be rectified to remove confusion and allow enforcement. Refer to section 3.5 for further details.

Recommendation 9: Improve parking wayfinding signage

Access to off-street parking areas should be clear to motorists to allow them to easily access and utilise these facilities. There is a general lack of wayfinding signage to direct motorists to off-street carparks. Improvements to parking wayfinding signage should be considered as per Figure 5 in section 3.2.

7.1 Implementation Plan and Costing

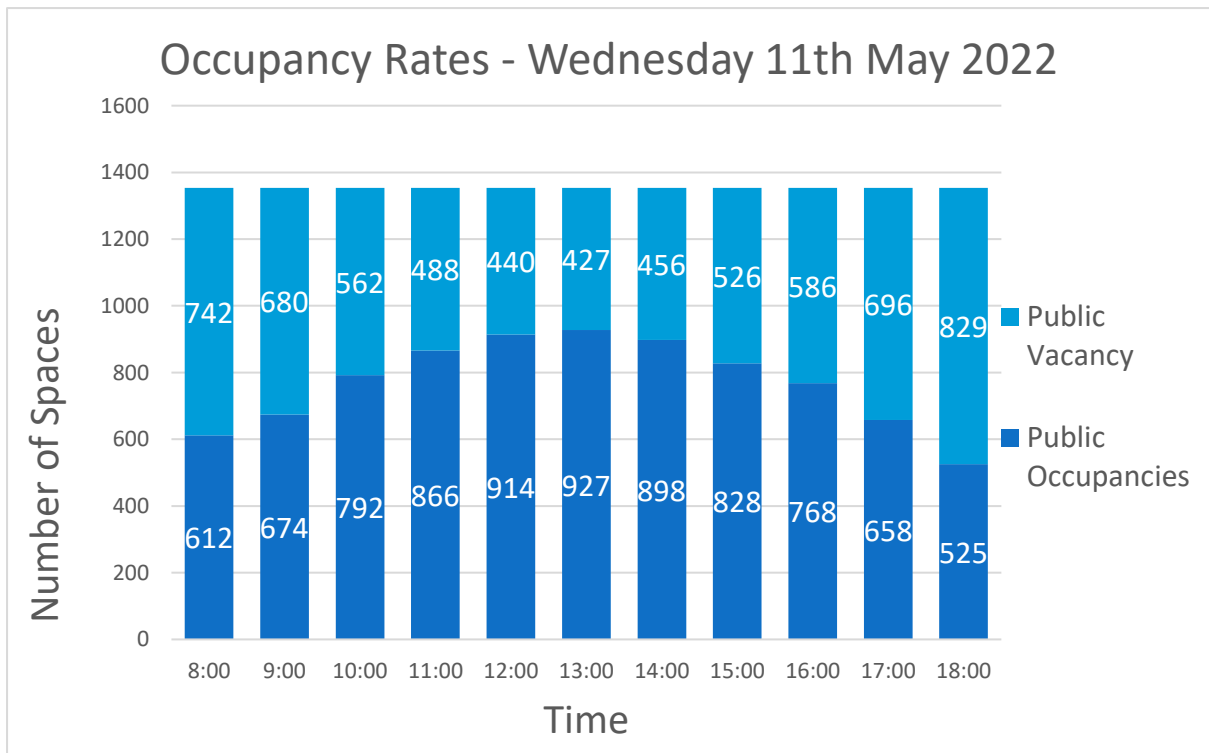
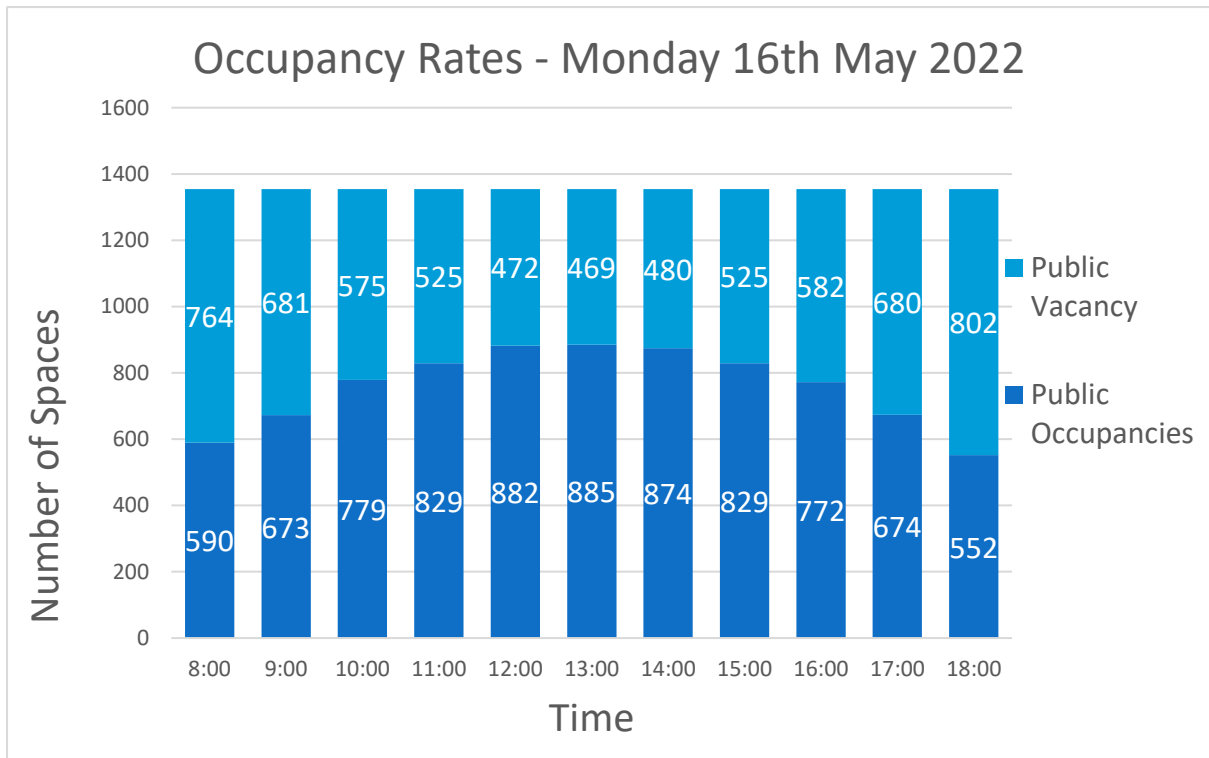
Table 14 – Drouin CBD Parking Study Action Plan

Recommendation		Responsible	Timing	Cost Estimate
1	Increase parking enforcement, as well as develop new initiatives and community education to ensure best parking practices.	Council's Compliance Team	Subject to success of new initiative for additional Parking Enforcement Officer, considered from 23/24 FY.	\$80,000-\$100,000 TBC
2	Reduce the 2P parking along Princes Way between Bank Place and Sinclair Street to 1P to increase the turnover.	Council's Civil Asset Planning Team	Consider in 24/25 FY pending success of new initiative for parking enforcement officer in 23/24 FY	\$2,000
3	Investigate feasibility for improving Woolworths carpark configuration by increasing the widths of the 90-degree parking spaces. This will result in the loss of parking spaces and will require consultation with the leasee and broader community. This recommendation includes a feasibility study, economic assessment, consultation, and concept/detailed design to understand the scope/works required and responsible party and timeline for delivering the works. Timing will be dependent on the success of this project under the capital evaluation framework process. A business case for this project should commence from the 25/26 FY.	Council's Civil Asset Planning Team	25/26 FY (multi-year)	\$50,000
4	Turn Commercial Place into a one-way traffic road only from east to west but allow 2-way traffic from Hope Street to the Woolworths carpark	Council's Civil Asset Planning Team	23/24 FY	\$4,000
5	Convert 36 out of 72 off-street parking at the Drouin Skatepark to 4P spaces and the four 2P spaces to 2 disabled bays	Council's Civil Asset Planning Team	24/25 FY	\$2,000

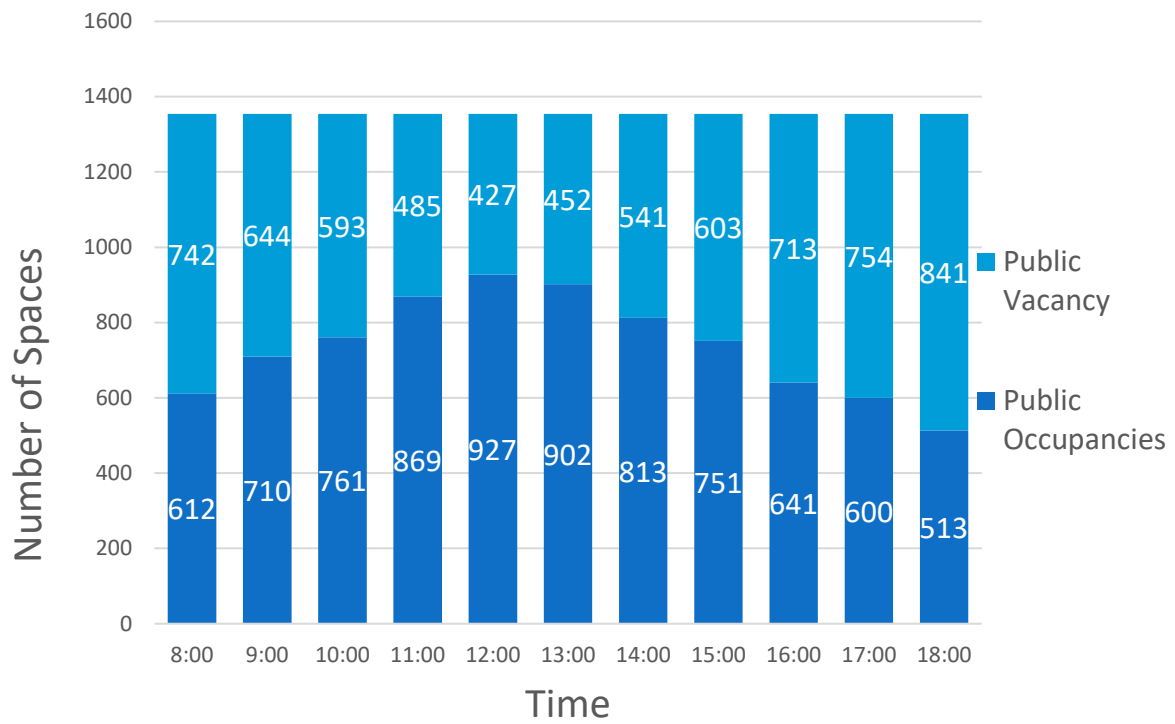
6	Convert parking on Young Street service road between Woolworths access and Hope Street to 3P	Council's Civil Asset Planning Team	24/25 FY	\$2,000
7	Prohibit parallel parking on southwest side of Princes Way service road outside Bridgestone service centre	Council's Civil Asset Planning Team	23/24 FY	\$500
8	Rectify all signage deficiencies	Council's Civil Asset Planning Team	25/26 FY	\$5,000
9	Improve parking wayfinding signage	Council's Civil Asset Planning Team	25/26 FY	\$3,000

Appendix A

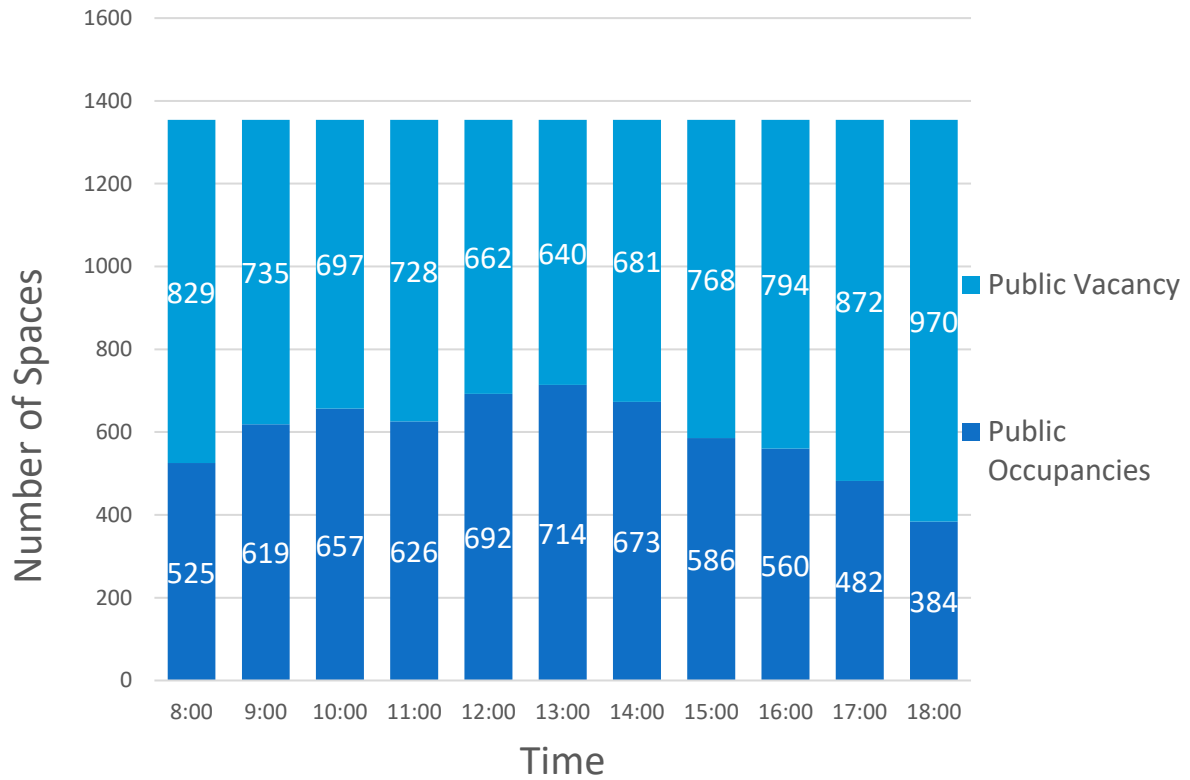
Drouin CBD Parking Occupancy Rates



Occupancy Rates - Friday 13th May 2022

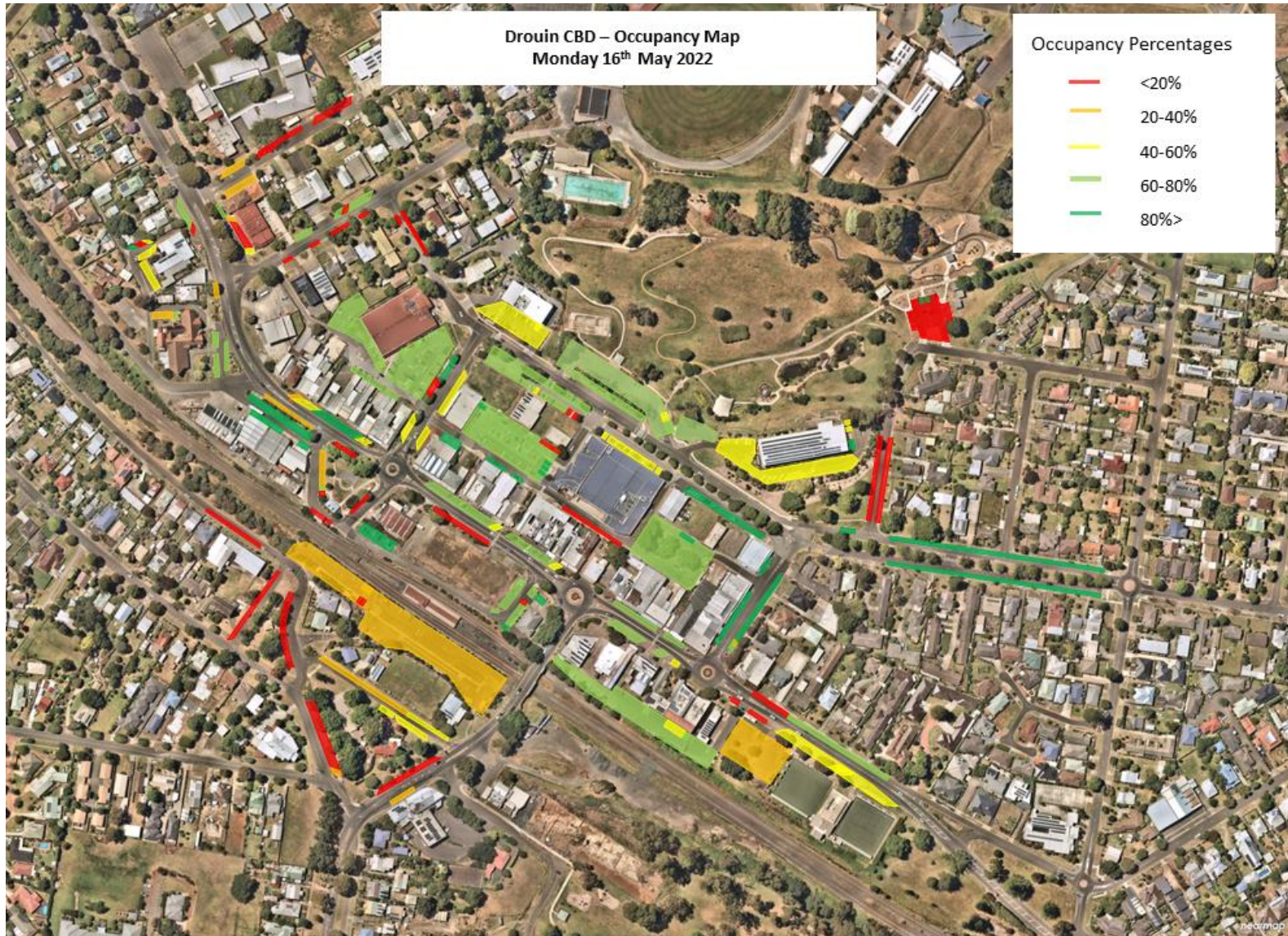


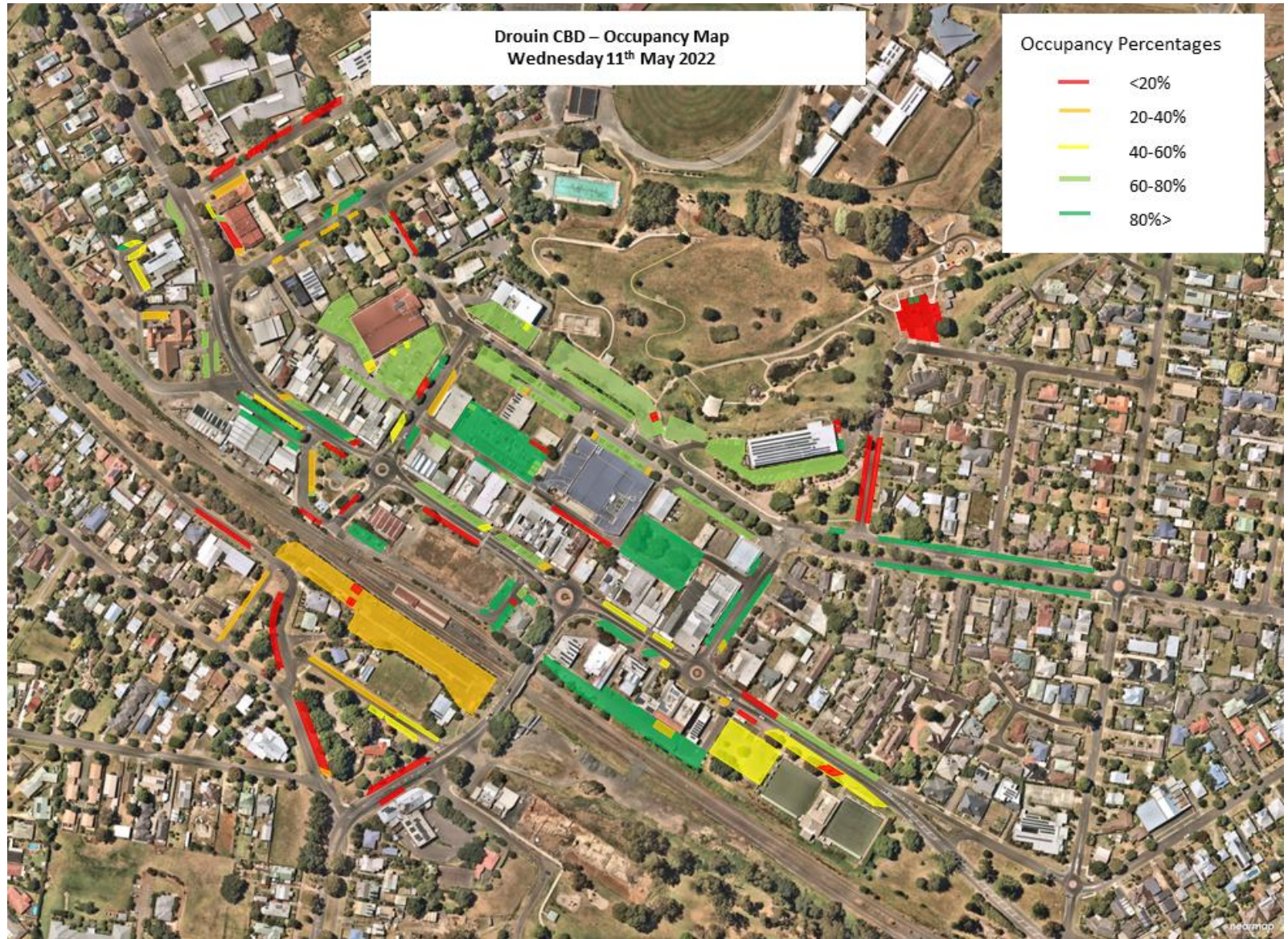
Occupancy Rates - Saturday 14th May 2022

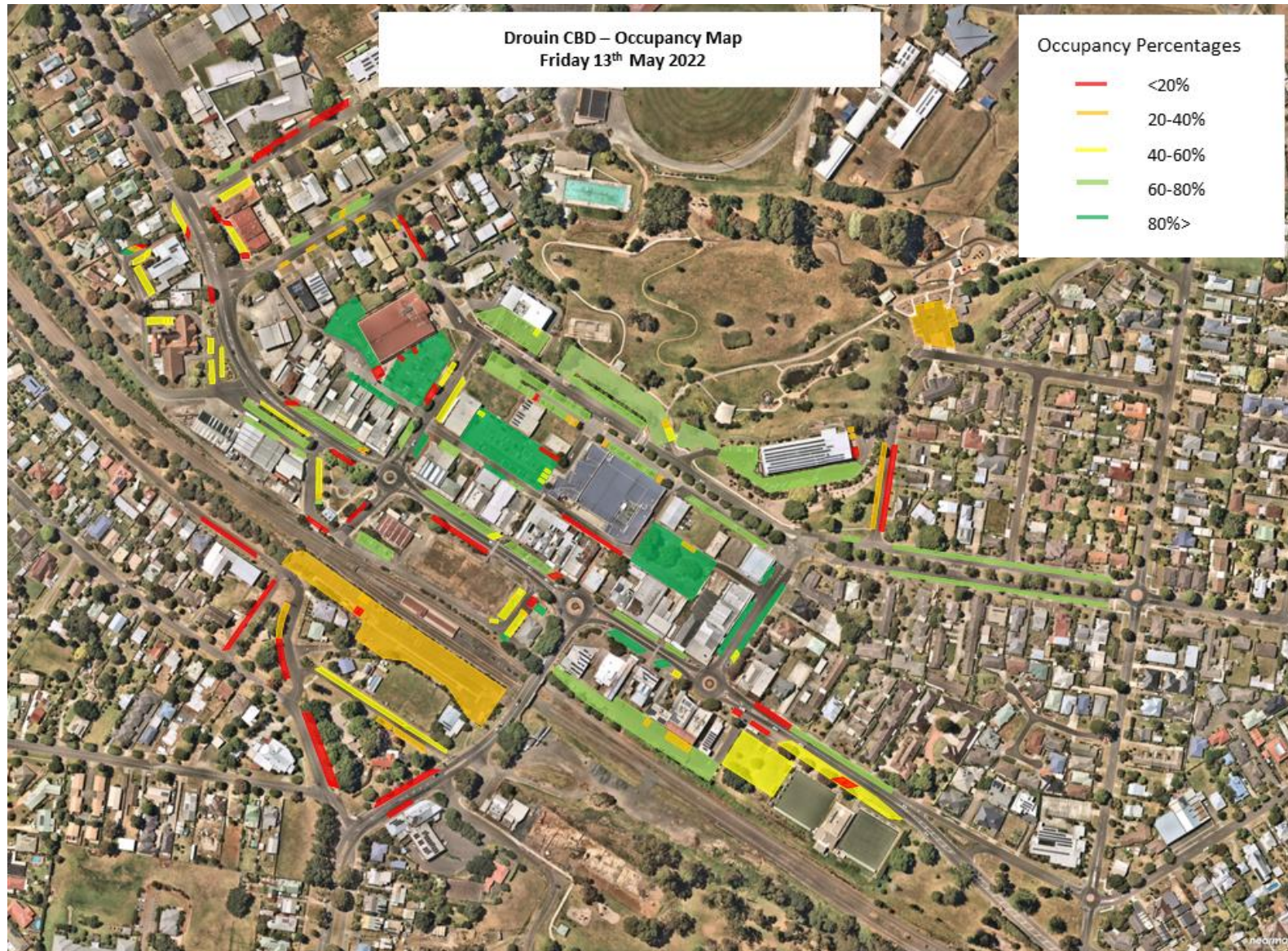


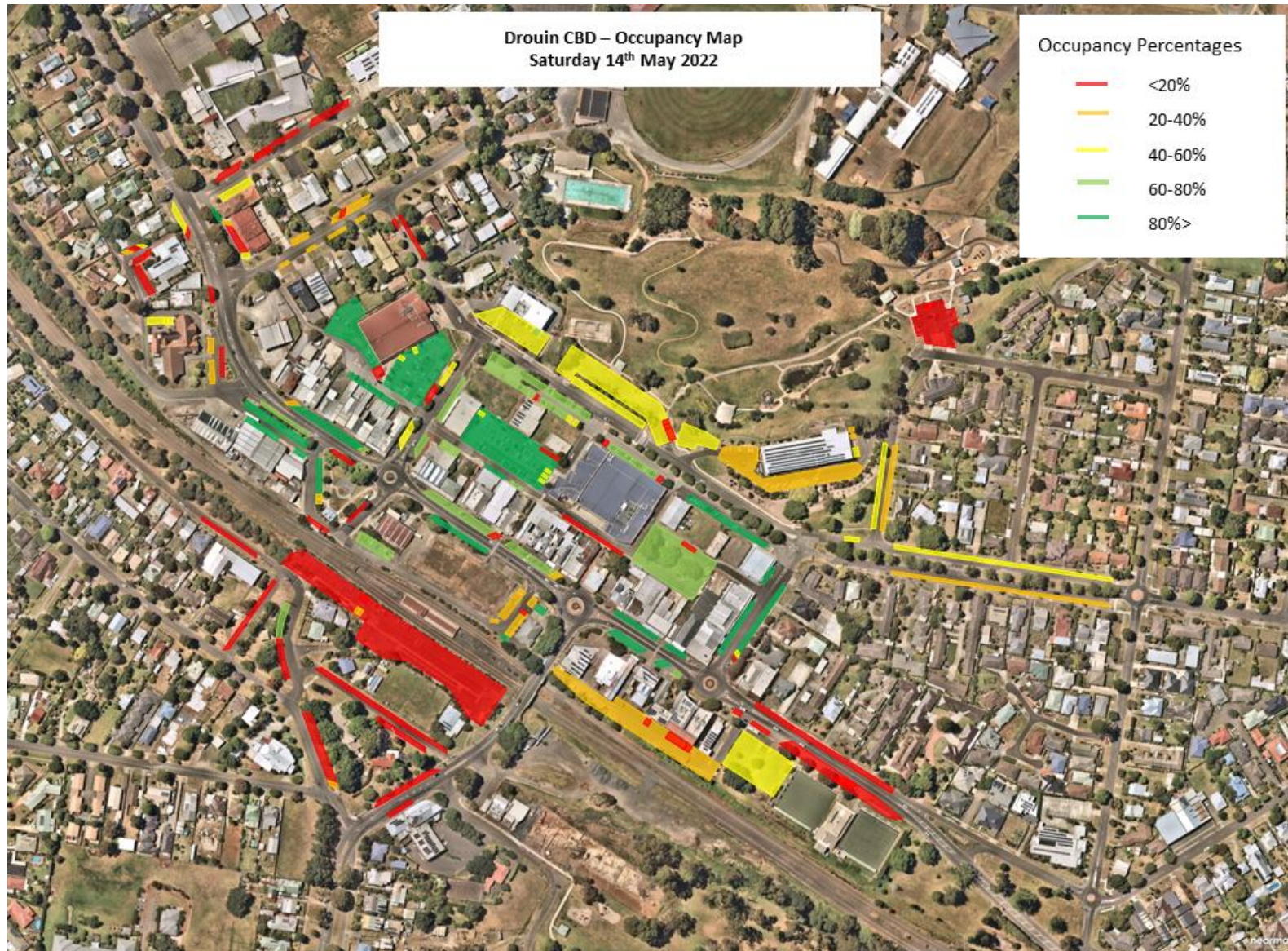
Appendix B

Drouin CBD Parking Occupancy





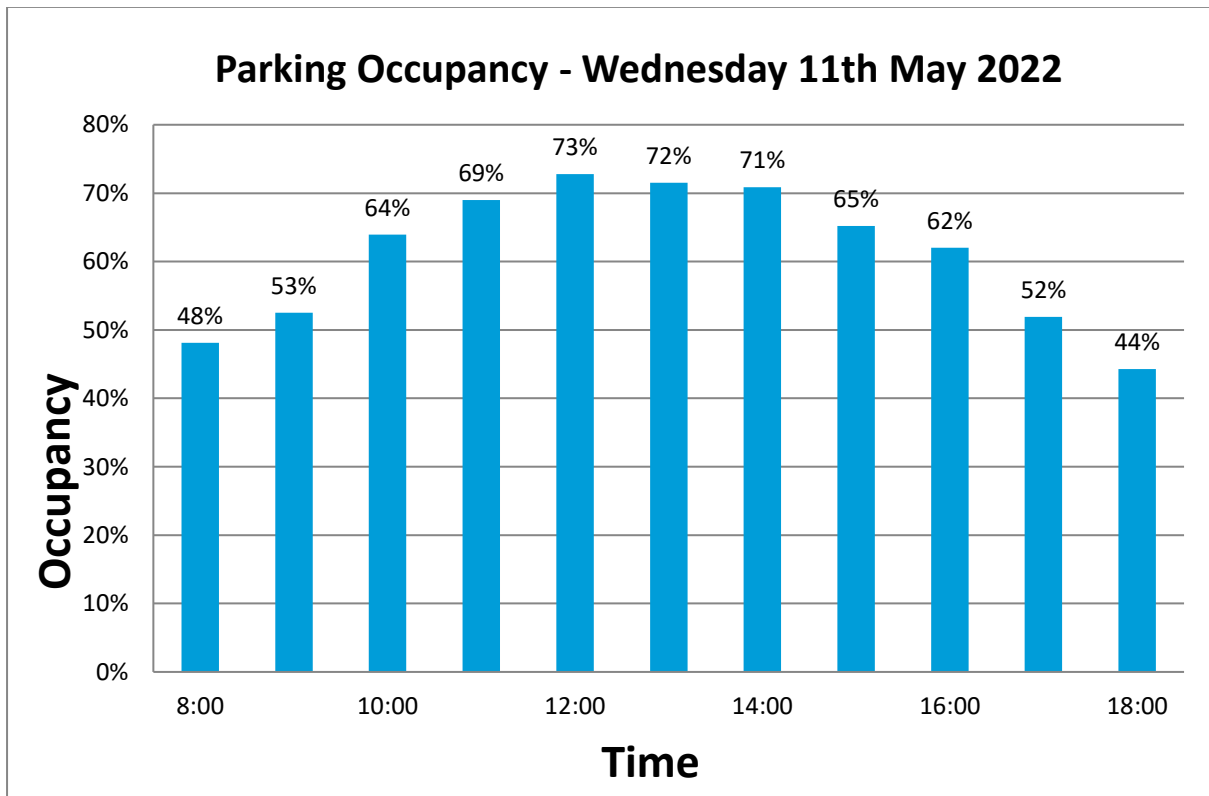
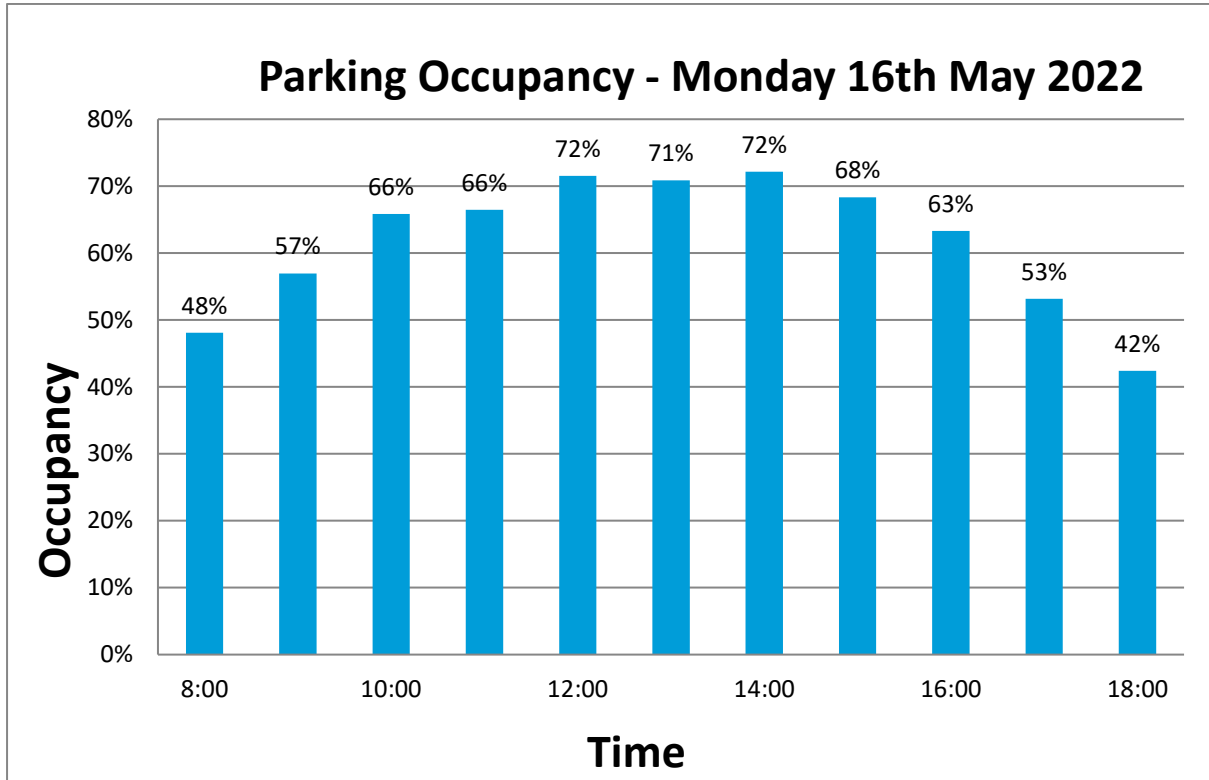




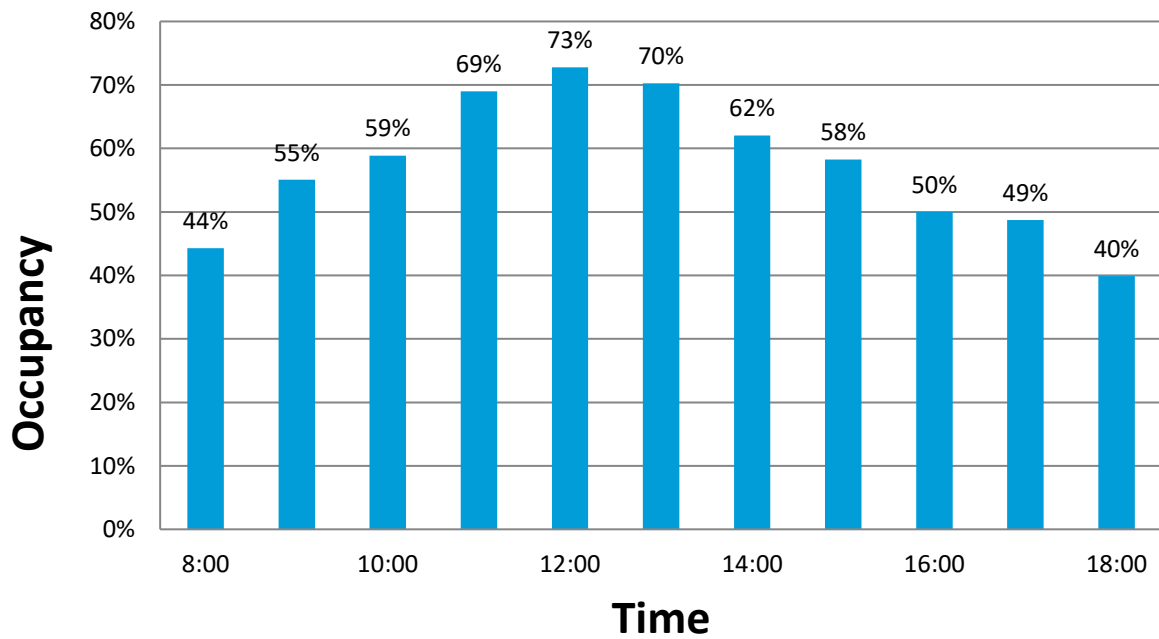
Appendix C

Princes Way, Drouin – Occupancy Rates & Duration of Stay

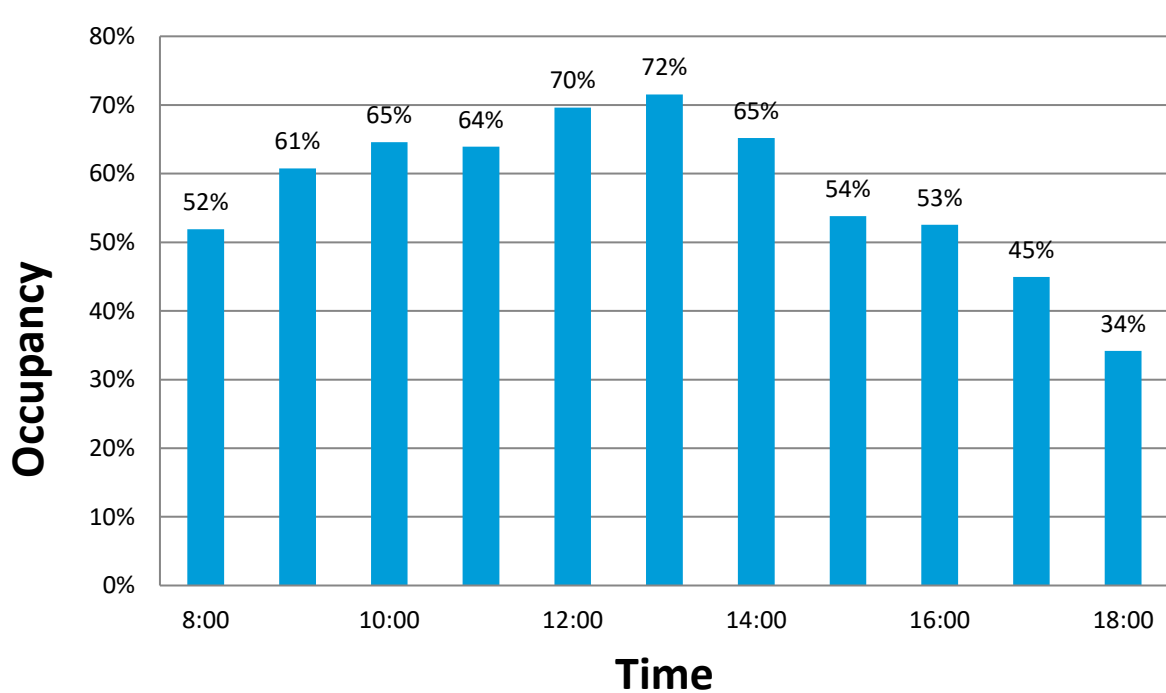
Parking Occupancy



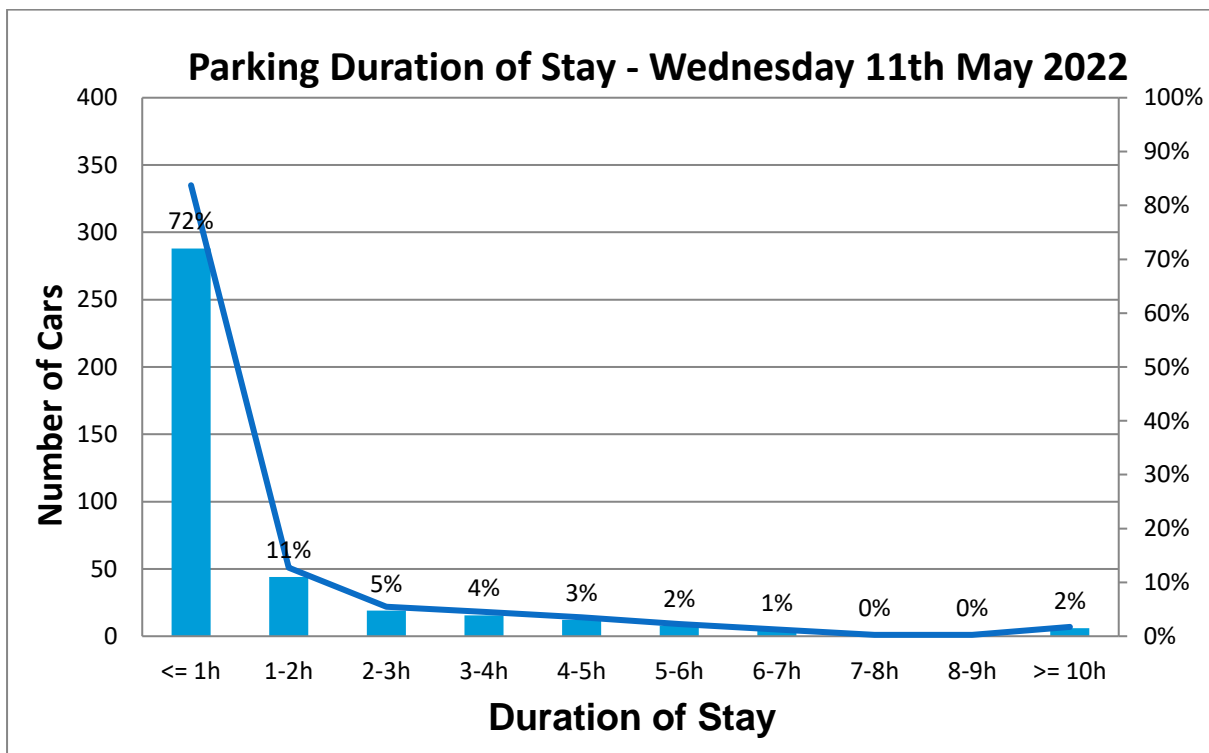
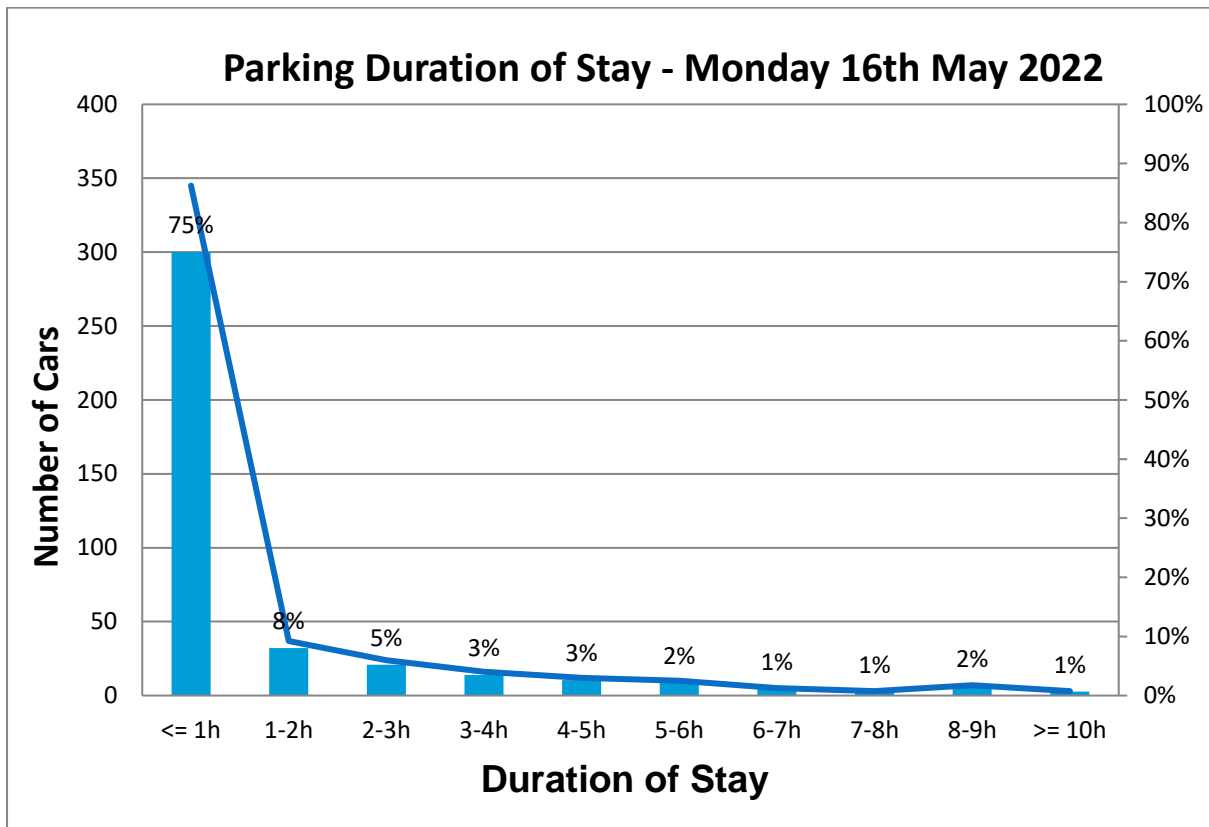
Parking Occupancy - Friday 13th May 2022

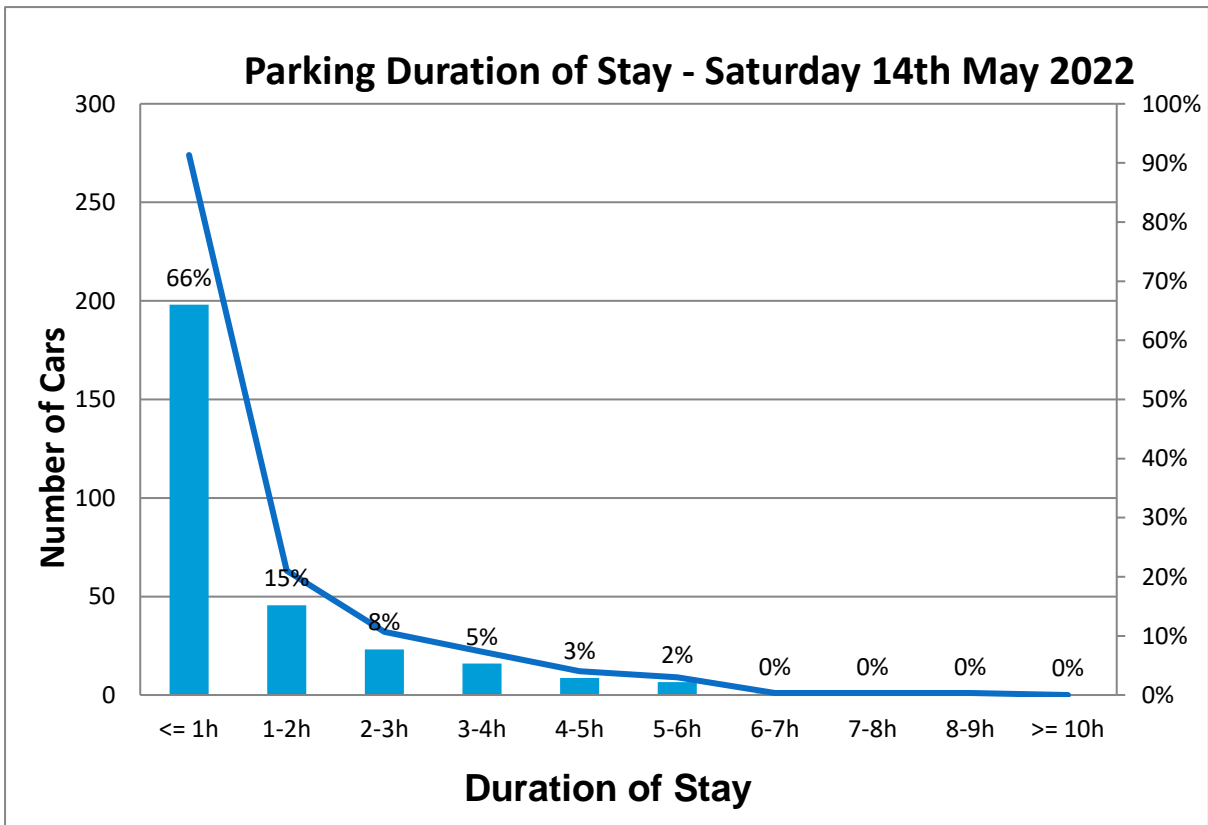
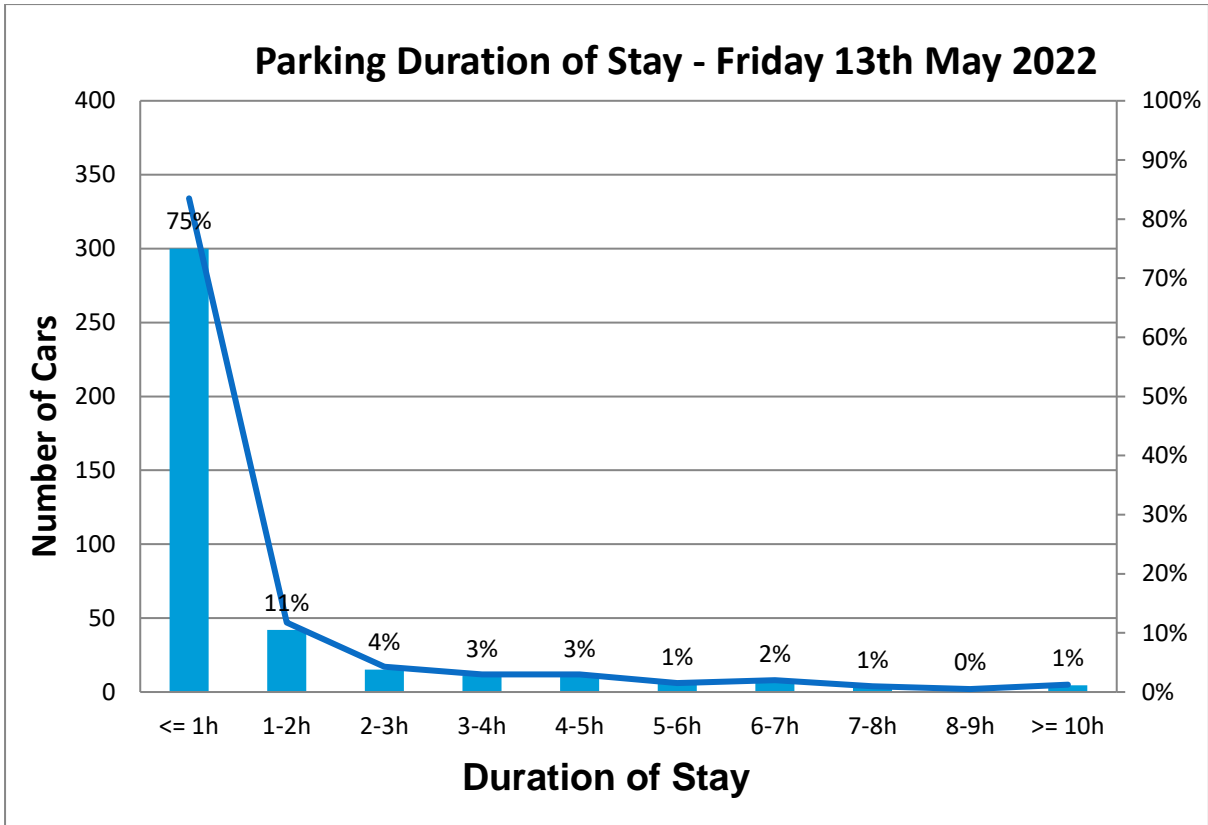


Parking Occupancy - Saturday 14th May 2022



Parking Duration of Stay





Appendix D

Proposed Parking Restrictions (Recommendation)

