



# PORT FAIRY CAR PARKING STRATEGY

## RECOMMENDATIONS AND ACTIONS

PREPARED FOR MOYNE SHIRE COUNCIL  
12/05/2017  
M14-0555-007-R-AU-ES/JM  
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URBAN DEVELOPMENT

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# 1 PORT FAIRY CAR PARKING STRATEGY

## 1.1 STRATEGY OVERVIEW

The Port Fairy Car Parking Strategy's principal objective is to ensure that adequate and convenient public car parking exists, in the town's commercial centre, to address the existing parking needs (that have been determined by this study's survey activities) as well as anticipated future parking needs – but without placing an onerous demand on developers to provide parking in excess of that which is likely to be required. The strategy is seeking to promote the efficient use of parking through the proposed adoption of additional short-stay parking restrictions in areas of high demand, installation of a comprehensive way-finding signage scheme (specifically to guide motorists between parking spaces and key attractions) and amendment to the Clause 52.06-5 – Statutory Planning Scheme parking rates to better reflect local conditions. To this end, the existing parking surplus (identified in many parts of the commercial centre) is an asset which can be shared with new development in such a way that it supports the town's growth. This can be achieved by adopting appropriate rates within a Car Parking Overlay that will be guided by the following principles:

- Revised parking requirements for developments within Port Fairy need to more realistically reflect the local parking demand, with standardised rates and measures employed for similar land uses to facilitate redevelopment in line with Council's strategic aims and facilitate appropriate change of use development.
- Equity between existing uses and new uses with respect to the use of on-street parking and off-street public parking.
- Promotion of shared or public parking in preference to single user or private parking to capitalise on shared parking opportunities and make better use of the parking supply.

This strategy also recommends initiation of a 'cash in lieu' payment scheme to enable the collection of monies from those future developments unable to provide off-street parking spaces in accordance with the amended Planning Scheme parking rates. Monies collected under the 'cash in lieu' payment scheme can be used to fund:

- Improvements to existing car parking spaces
- Construction of new car parking spaces
- Improvement in pedestrian links between carpark spaces and commercial centre attractions
- Sustainable transport initiatives.

## 1.2 STRATEGY RECOMMENDATIONS AND ACTIONS

A number of recommendations have been developed to:

- Assist in encouraging appropriate commercial development / redevelopment within the commercial centre using realistic parking rates;
- Provide suitable employee parking in the immediate short term, whilst encouraging a transition to more sustainable transport usage in the longer term as facilities are improved;
- Limit the requirements to provide car parking for new development / redevelopment whilst minimising any adverse parking consequences; and
- Set clear requirements for permit applicants when a reduction or waiver is sought and provide a framework for information required to be provided with a planning permit application.

In general terms, the on-street parking in the Commercial Core should be governed by short-term restrictions to maintain vibrancy of the commercial centre; whereas off-street parking and on-street parking (located away from the Commercial Core and not adjacent to sensitive land uses) should provide for long term local worker and overnight visitor parking

demands. Appendix A shows the general geographic location of the parking actions recommended for implementation. All actions are described in detail in the following sections.

### 1.2.1 RECOMMENDATION 1: ON-STREET PARKING MANAGEMENT

**Recommendation 1: During periods of high parking demand, the Council will manage on-street parking by discouraging medium and long-term parking in the commercial centre. Maximum parking duration will be set at 2-hour limit. Shorter duration will be installed where a high turnover rate of vehicles is required.**

On-street parking is often the most convenient form of parking and, for varying reasons, access to on-street parking spaces is essential to businesses, retail outlets, institutional uses and their customers. On-street parking is also critical for people with disabilities and for the delivery of goods. In the heart of Port Fairy's commercial centre, there is competition for the limited kerb side space between many users, each of which has varying parking requirements. The challenge is to ensure that the parking requirements of different users are met through the equitable sharing or protection of on-street parking spaces. Therefore, Council should seek to ensure that on-street parking is primarily serviced by short term restrictions to:

- Encourage turnover of customers to retail and business premises through the provision of short term parking.
- Ensure that medium term and long term parking demand is primarily catered for by off-street private and public off street carparks
- Ensure that all on-street parking is utilised efficiently. Generally, compliance with existing short term parking restrictions tends to be very good.

#### *Action 1.1: Provide additional quarter-hour limit parking*

Providing access to businesses for residents, shoppers and visitors is essential to the vitality of the town centre and to commercial activity. Council will investigate the provision of additional short term parking in areas such as Sackville Street (between Bank and Cox Streets) and Bank Street (between Sackville and James Streets).

High demand for short-term parking has been identified at three locations:

- The supermarket on Sackville Street;
- The chemist on Sackville Street and
- The post office on Bank Street

Based on the surveys of parking demand at these locations, it is recommended that the following additional quarter-hour limit parking spaces be installed:

- Sackville Street
  - Adjacent to supermarket on west side of the street – 3 spaces
  - Chemist on east side of the street – 3 spaces
- Bank Street
  - Post office on the north side – 3 spaces

The provision of quarter-hour parking spaces at these locations will dissuade longer term parking in the immediate frontage of these premises and facilitate the high levels of short-term visitation generated.

The 'Car Parking Strategy Plan – Actions' at Appendix A of this report outlines potential locations for the provision of further short-term car parking.

*Action 1.2: Rationalise and provide new loading zone spaces*

Providing access for deliveries and service vehicles is important for commercial activity in the town centre. Council will investigate the feasibility a number of aspects to improve access to loading zone spaces to enable longer delivery vehicles easier access, parking and manoeuvrability into and out of loading zones, while enabling access to other short term parking users at other times.

The positioning of new loading zones will provide:

- Year-round certainty for delivery drivers on where they will be able to secure legal parking spaces
- Convenient and safe “drive-in” access and arrangements that minimise unnecessary manoeuvring;

In determining the siting of improved loading zones, consideration must be given to ensure there is no net loss of car parking spaces. As such any losses will need to be offset within the vicinity of the loading zones.

Providing safe and functional loading zones will be beneficial not only to traffic movement but to commercial productivity within the Port Fairy township.

## 1.2.2 RECOMMENDATION 2: ENCOURAGE LONG-TERM PARKING IN APPROPRIATE AREAS TO FACILITATE HIGHER UTILISATION OF SHORT TERM SPACES & DESIGNATE AREAS FOR LONG VEHICLE PARKING

**Recommendation 2: Council will manage off-street parking areas under its control by encouraging their use as long-term parking for business owners and employees, as well as for long-vehicle parking**

The parking surveys have revealed that some of the public off-street parking areas controlled by Council are not always fully utilised. Moreover, there is some evidence that a number of staff working in the commercial centre park within the short term 2-hour limit parking spaces within the core areas of Bank Street and Sackville Street.

High utilisation of on street parking spaces (high occupancy and turnover) contributes to a sense of vibrancy of a town centre. However, the static nature of long-term / all-day parking, particularly when it occurs in the heart of the commercial centre, not only detracts from the desired vibrancy of the town but also denies short term parking opportunities for many shoppers and visitors.

The use of the 2-hour limit parking spaces for medium to long term stays is not the intent of the short term parking restrictions and suggests that greater encouragement is required for local workers to use alternative off-street parking areas that are specifically designed for long term use.

Nevertheless, providing access to convenient parking for business owners and employees is critical to the viability of the commercial enterprises in the town centre.

### *Action 2.1: Formalise unrestricted on-street parking*

There is an opportunity to promote better use of informal and unrestricted on-street parking in areas peripheral to the commercial centre and in the process help protect vegetation from vehicle damage and facilitate orderly and efficient parking. The priority areas for potential formalisation include Sackville Street north of Bank Street and south of Cox Street, and James Street between Bank and Cox Streets.

The 'Car Parking Strategy Plan – Actions' at Appendix A of this report outlines potential locations for the provision of further medium and long-term car parking.

### *Action 2.2: Provide long vehicle parking areas*

Council will formally designate areas near the town centre specifically destined to accommodate long vehicles. The areas include those identified in the Regent Street long-vehicle parking plan prepared by Council in 2009 (as shown in Figure 1). The provision of these parking zones will ensure convenient access for visitors and residents needing long vehicle parking; this will also assist in reducing the use of multiple spaces by single vehicles on areas such as Sackville Street between Bank and Cox Streets.

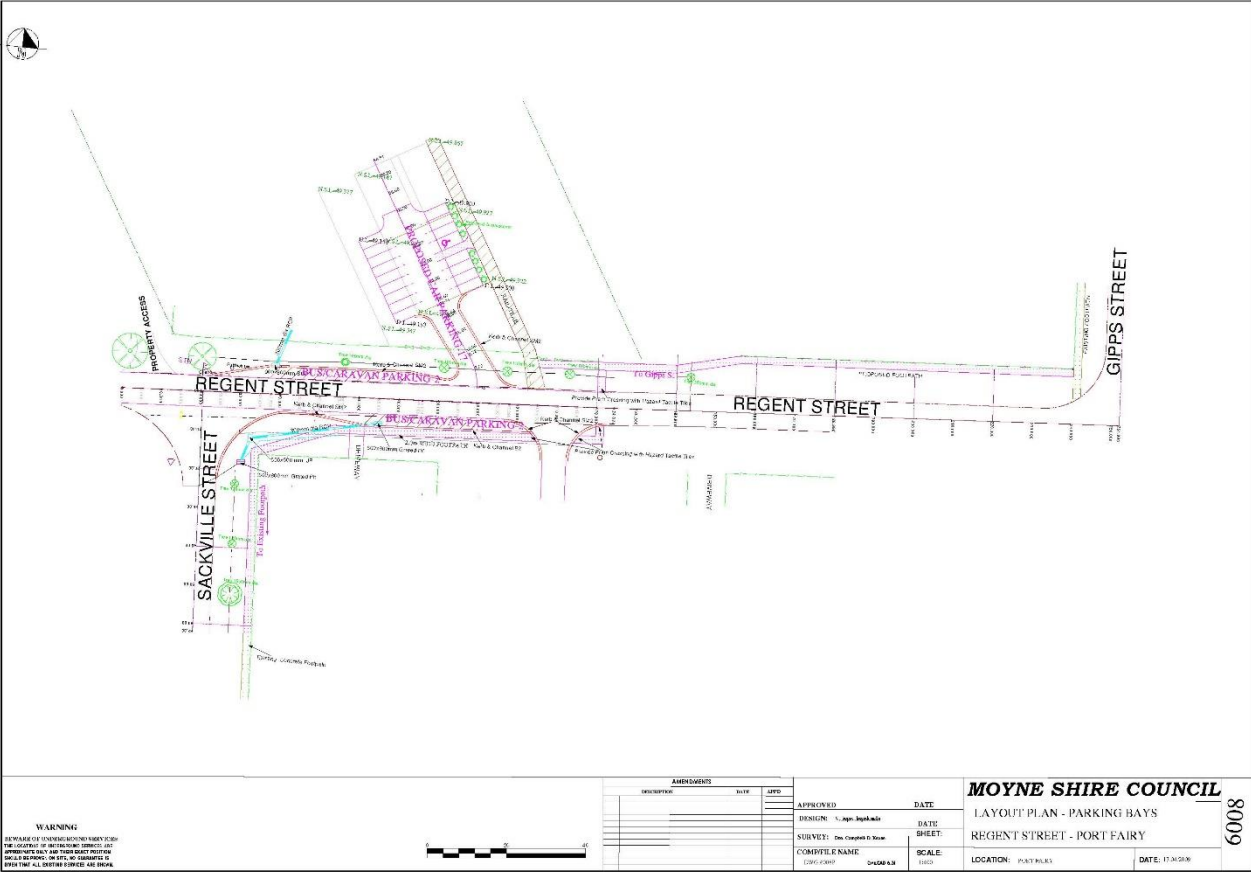


Figure 1: Regent Street Long Vehicle Parking Plan



### 1.2.3 RECOMMENDATION 3: RESIDENT PARKING

**Recommendation 3: Moyné Shire Council will issue parking permits will be issued to properties within streets that are included in the Port Fairy Resident Parking Permit Scheme and qualify for a permit.**

The expansion of the resident parking policy will help to provide a mechanism by which residents are exempt from some parking restrictions and have a reasonable opportunity of finding car parking in proximity to their homes, while still balancing the increased parking demands in Port Fairy's Commercial Centre and preserving opportunities for parking for other road users such as shoppers, visitors and workers.

This Policy specifies the criteria by which residential parking permits will be allocated to households and defines the process by which permits will be considered.

*Action 3.1: Develop resident parking scheme in Port Fairy*

Council will develop a resident parking scheme in Port Fairy's Commercial Centre based on the following principles:

*Eligibility criteria for parking permits*

The Port Fairy resident parking scheme will apply to residential properties that are:

- of heritage significance; and
- single dwellings on a lot where there is no vehicle access to on-site parking

The scheme will operate in Port Fairy's commercial centre – the area identified in this report.

Permits, once issued, can only be used for passenger vehicles less than 6 metres in length and with a kerb weight of less than 2500kgs. Ineligible vehicles include those used for commercial purposes such as vans, buses, heavy or long vehicles (as defined in Section 200 Version 21 August 2013 Page 3 of Road Rules Victoria) and earthmoving equipment. In addition, towed vehicles such as trailers, caravans and boats and motor homes are also ineligible.

*Permit entitlements*

Parking permits will only be issued for a resident's passenger vehicle where the resident's property has a frontage or side on a street that is within a resident parking permit scheme area. Permits are not to be used at any other location or for any other purpose. Permits are not transferable between vehicles, being specific to the vehicle registration number for which that permit was issued.

Council will issue permits to eligible properties as follows:

- A maximum of two free resident parking permits
- One visitor parking permit for an annual fee as determined by Council. Only one visitor parking permit per household will be issued.

Visitor parking permits are to be used by bona fide visitors only and cannot be sold or transferred to anyone else (i.e. for commuter or business parking). These permits may also be used when residents have the use of an alternative vehicle for a short period of time. The permit is to be retained by the resident at all times whilst not in use.

## 1.2.4 RECOMMENDATION 4: CONNECTIVITY OF PARKING FACILITIES & DIRECTIONAL SIGNAGE

**Recommendation 4: Moyne Shire Council will develop a way-finding directional signage strategy to help inform visitors of the various parking options available when visiting the commercial centre and other town attractions as well as to direct visitors to where the most appropriate parking option can be found to suit individual needs.**

The development and implementation of directional way-finding signage will help to reduce unnecessary circulation traffic and optimise the utilisation of car parking. The way-finding signage should be designed to make it clear where motorists should head, for either short or long term parking needs. It should also direct those with special requirements (buses, long vehicles) to appropriate designated areas.

The way-finding signage will identify route options for moving on foot between key attractions in the town, such as the routes between the beach, the marina precinct and the town centre using the existing pedestrian bridge over the river. Strengthening pedestrian connections will assist in reducing excessive car travel and help decrease parking demands. Pedestrian improvements should be considered on either side of the pedestrian bridge, such as the installation of a raised 'zebra' pedestrian crossing on Gipps Street and the construction of a footpath along Griffiths Street to further enhance the attractiveness and safety of this walking route between the town centre and waterfront attractions

*Action 4.1: Provide directional signage for parking areas and attractions*

Council will implement wayfinding and parking information to promote more efficient use of parking spaces and movement between the town centre, the marina precinct and the beach. The information provided should include location of medium- and long-term parking, as well as designated long vehicle parking areas. Information about the proximity and convenience of walking between these main areas will also reduce unnecessary vehicle travel and promote more efficient uses of existing parking spaces.

Directional signage to be installed for both pedestrians/cyclists and motorists. The pedestrian signage is to emphasise connectivity between Port Fairy's attractions by strategic positioning of signs along Sackville and Bank Streets, and the two pedestrian routes highlighted in Figure 2. The signage directed at motorists should capture the principal entry points into town: (1) from the east at the bridge crossing of the Moyne River, before the intersection of Gipps Street and Regent Street directing long-vehicles (upon implementation of the Regent Street parking plan), before the intersection of Gipps and Bank Streets, and at the intersection of Bank and Sackville Streets; and (2) from the west before the intersection of Princes Highway and Regent Street and building on the existing caravan signage, install additional directional signage guiding motorists driving long vehicles to the new areas established as part of the Regent Street parking plan, and before the intersection of Princes Highway and Bank Street building on the existing signage. The directional signage should indicate the numbers and locations of long-vehicle parking spaces, long-term on-street parking spaces and short-term on-street parking spaces.

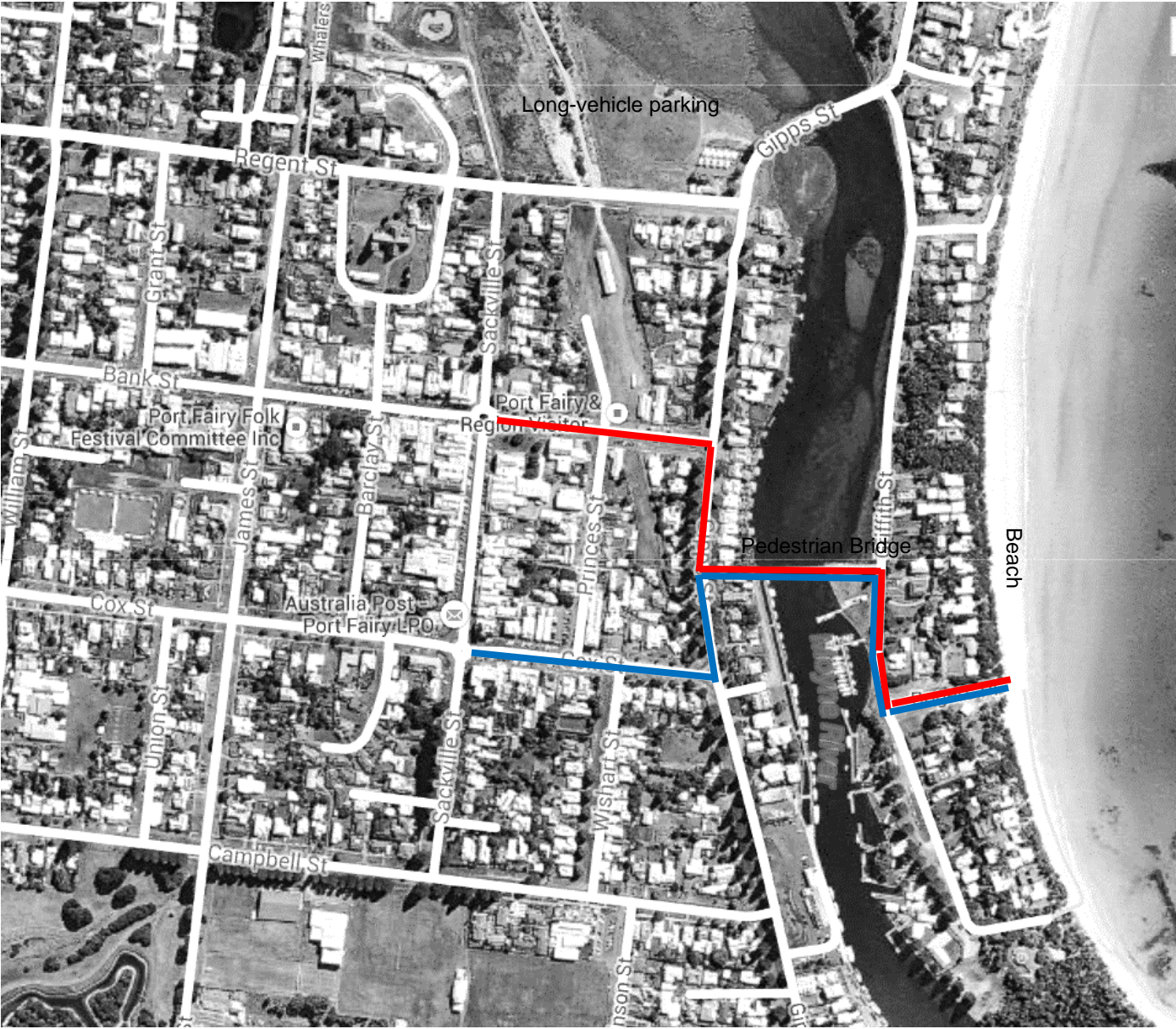


Figure 2: Directional signage and Attractions

## 1.2.5 RECOMMENDATION 5: NEW DEVELOPMENTS – STATUTORY PARKING RATES

**Recommendation 5: Council will prepare a Planning Scheme Amendment for a new parking overlay to apply in the Port Fairy Commercial Centre. The parking overlay will feature a reduction of the existing standard parking rates set out under clause 52.06 of the Moyne Planning Scheme.**

When considering the appropriateness of the existing Planning Scheme parking rates for various land use types, it is relevant to note that Clause 52.06 of the Moyne Planning Scheme:

- Includes a ‘purpose’ with measures to encourage reduction in parking demand and promote sustainable transport alternatives;
- Does not require a permit to reduce car parking for a change of use if the parking requirement for the new use is equal to or lower than that for the existing use;
- Outlines decision guidelines for reducing a car parking requirement; and
- Includes different rates and measures that may apply, for some land uses, depending on whether Council applies the standard ‘Column A’ rates, lower standard ‘Column B’ rates or another rate through the application of the Parking Overlay.

The data collected and analysis undertaken in the preparation of this strategy have revealed that a reduction in some of the standard ‘Column B’ rates is justified. The new reduced parking rates will need to be incorporated into a Parking Overlay. The Parking Overlay:

- Provides a clear mechanism to vary requirements relating to the number of parking spaces, financial contributions, design requirements and decision guidelines within local parking precincts;
- Allows areas subject to special controls to be mapped on planning scheme maps; and
- Provides a mechanism to require a permit to exceed a specified parking provision.

The recommended rates for the Port Fairy commercial centre are shown in Table 1.

Land Use (as defined in table 1 of clause 52.06 in the Moyne Planning Scheme)	Car Parking required by column B in table 1 of Clause 52.06 of the Planning Scheme (Spaces per 100 m <sup>2</sup> of leasable floor area)	Recommended Rate for Parking Overlay (Spaces per 100 m <sup>2</sup> of leasable floor area)
Convenience Shop or a shop other than listed in table*	3.5	1
Food and Drink Premises / Convenience Restaurant / Restaurant	3.5	1.5
Office (includes Bank)	3.0	0.3
Hotel	3.5	0.1

Table 1: Recommended Parking Overlay Rates for Port Fairy Commercial Centre

### Action 5.1: Planning Scheme Amendment with new parking overlay

Council will pursue a Planning Scheme Amendment to incorporate a new parking overlay for the Port Fairy commercial centre. The objective of the overlay will be to provide guidance on reduction of car parking requirements and to encourage the provision of car parking spaces on site where appropriate and convenient.

## 1.2.6 RECOMMENDATION 6: PAYMENT IN LIEU SCHEME

**Recommendation 6: Council to establish a cash payment in lieu of the provision of car parking, at the rate of \$4,400 per parking space.**

Historically, virtually all the parking requirements associated with the commercial activities in the town centre of Port Fairy have been satisfied by public parking. More specifically, of the 807 parking spaces surveyed in 2017 for the commercial centre almost all are public spaces (either on-street or within public off street carparks). Whilst this may be appropriate for times of the year when peak parking demand is not manifested, there are times of the year (becoming more frequent in recent years) when the combination of local parking demands and tourist and visitor dynamics result in demand exceeding supply in certain areas.

Within this context, it is recommended that Council establish a payment in lieu scheme for new developments that have a shortfall in the amount of car parking that they are required to provide. In these instances, it is reasonable for the Council to assist by accepting money for this shortfall to provide alternative car parking in an adjacent or nearby existing or proposed public carpark.

The report by Tim Nott (2016) identifies a payment in lieu scheme as being the best option to achieve appropriate funding for future car parking. There are two options available to Council in determining the cash in lieu payable per space. The first takes into account the costs associated with acquiring land in order to provide additional spaces. This option is costly due to the high property prices within the centre of Port Fairy and hence the cash in lieu rate is significant if land acquisition is incorporated as outlined in the equation below:

Where land is required to be acquired in order to provide new car parking spaces:

$$P = L + C + A$$

Where:

P – Cost per space (cash-in-lieu rate - \$ per car space)

L – The market value of land (\$500 per m<sup>2</sup> x 36m<sup>2</sup> per space = \$18,000 per space)

C – The construction cost (\$4,314 car space)

A – An administration charge (typically 2% of the total cost)

$$P = 18,000 + 4,314 + (2\% * (18,000+4,314)) = \$22,760.28$$

Where land is not required the contribution is equivalent to the cost of improving the existing informal spaces already provided by Council as outlined in the equation below:

$$P=C +A$$

Where:

P - Cost per space (cash-in-lieu rate - \$ per car space)

C – The construction cost (\$4,314 car space)

A – An administration charge (typically 2% of the total cost)

$$P = 4,314 + (2\% * 4,314) = \$4,400.28$$

The information above is based on 2015 Moyne Shire land valuation and the Port Fairy Town Centre Parking Strategy– Economic Assessment (Tim Nott, 2016) which relied upon Napier and Blakely, 2013 for construction costs. Those costs including the cost of paving and marking based on each space requiring 36 square metres and a construction cost of \$120 per square metre including an allowance for signage. It should be noted however that prior to finalising the associated amendment documents, these estimates will need to be confirmed by a Quantity Surveyor.

The contribution (plus GST) is to be adjusted annually from 1 July 2016 using CPI (all groups) as the index. Each existing business will have a theoretical parking requirement calculated based on the existing Planning Scheme and whether or not they have provided any of those parking spaces on site. It could be a secondary option (although this is not explicitly recommended) for Council to attend to any possible shortfall by way of a special rate – 10% of the cost of building each ‘at-grade’ parking space. For example, if a business in the town centre should have provided (according to the Planning Scheme) five spaces on site and did not provide any, they would have to pay 10% of the cost of providing those five spaces – namely 10% of \$4,400.28 multiplied by 5 = \$2,200.14 or in the event that land acquisition is factored in 10% of \$22,760.28 multiplied by 5 = \$11,380.14.

A Schedule to the Parking Overlay will be introduced to allow ‘payment-in-lieu’ payments to be paid in place of providing all of the required car parking spaces where on site provision is not possible. The concept of payment-in-lieu contributions for car parking is based on the philosophy that where developments have a shortfall in the amount of car parking that they are required to provide, it is reasonable for the Council to assist by accepting money for this shortfall to provide alternative car parking in an adjacent or nearby existing or proposed public carpark, if possible.

Numerous municipalities within Victoria have payment in lieu parking schemes where developers pay a fee for parking they do not provide in line with the parking rates stipulated in the Planning Scheme. Table 2 provides examples of municipalities that have incorporated payment in lieu schemes into their Planning Scheme. The cash rate per parking space in many of the schemes is adjusted annually.

Municipality	Date	Location	Payment in Lieu Scheme (Cost per parking space) Ex GST and subject to CPI adjustments
City of Monash	June 2012	Glen Waverley Principal Activity Centre	\$11,000
		Oakleigh Major Activity Centre	\$6,000
City of Casey	2006	Berwick Village Commercial Centre	\$16,935
Shire of Wodonga	2003	Wodonga CBA	\$5,000
Shire of Campaspe	October 2008	Echuca CBD and Historic Port	\$2,000
Shire of Moira	2009	Yarrawonga Central Activities District & Cobram	\$8,060
Shire of Greater Shepparton	2003	Shepparton CBD	\$4,500
Shire of Surf Coast	December 2012	Torquay Town Centre	\$13,828 per car parking space
City of Wyndham	October 2011	Werribee City Centre	\$12,500
City of Greater Bendigo	2009	Bendigo CBD Parking Precinct	\$10,000
Shire of Colac Otway	December, 2011	Apollo Bay Commercial Centre	\$13,000

Table 2: Existing Cash-in-lieu Schemes in Victoria

Payment-in-lieu would be particularly suited to Port Fairy's commercial centre (in preference to on-site parking for customers) especially given that the town is characterised by many comparatively small development sites which are not large enough to enable the efficient incorporation of off-street parking. Shared public parking resources are more efficient than private parking, and this is demonstrated by surveys which suggest an underutilisation of private parking and a high demand for public parking. Accordingly, the payment-in-lieu parking rate would take into account the desire to encourage this option for provision of customer parking. In this instance, this report recommends that findings made by Tim Nott, where a charge of \$4,400 per parking space is made by those who do not provide off-street public parking.

Traditionally, payment in lieu payments have been based on the cost of providing additional spaces. However, given the existing provision of parking in Port Fairy it may also be appropriate to use such funds to improve the overall parking amenity including initiatives to formalise existing unmarked spaces, upgrade signage, improve lighting, improve pedestrian access and the provide shade to existing car parking areas. Due to existing land constraints in the Port Fairy town centre, provision of future public parking resources would involve construction of parking on land already owned or to be purchased by Council in the future. Further to this, the Port Fairy Town Centre Car-Parking Strategy – Economic Assessment (Tim Nott, 2016) notes that a payment in lieu rate of \$4,400 is at the lower end of the range being charged by other payment in lieu schemes in Victoria, and therefore should not act as a disincentive to investment in Port Fairy's town centre.

*Action 6.1: Establish a cash in lieu scheme*

Council will engage the services of a suitably qualified Quantity Surveyor to confirm the estimated construction costs and to confirm the financial contribution to be made in lieu of the provision of car parking spaces prior to exhibiting the formal Planning Scheme Amendment to implement the recommendations of this strategy and introduce the Parking Overlay for the Port Fairy commercial centre. Payments made in lieu of car parking shall be paid into a parking fund to be used for the provision of new public car parking facilities or improvements to existing facilities, including general streetscape amenity improvements. The Council may use this fund to provide public parking facilities anywhere within reasonable proximity to the subject land in which a cash-in-lieu arrangement is made.

The Quantity Surveyor will therefore act to ratify the suggested rate of \$4,400 per parking space as the rate for a payment in lieu scheme (as calculated in Tim Nott's report).

*Action 6.2: Planning Scheme Amendment with Payment in Lieu Scheme*

Council will pursue a Planning Scheme Amendment to incorporate a payment lieu scheme as part of the Parking Overlay for the Port Fairy commercial centre. The Overlay will set out the amount in dollars to be provided for each space not able to be achieved on site and the method of indexing the amount.



## 2 MONITORING AND REVIEW

This chapter outlines how Moyne Shire Council will monitor and review progress in delivering the strategy and what information the Council needs to examine in order to be able to undertake an effective review.

Effective monitoring and review of this strategy will seek to:

- Assess relative successes and failures in terms of parking utilisation and the vibrancy of uses and activities in the commercial centre; and
- Analyse successes and failures to identify lessons learnt.

At a strategic level, when reviewing progress towards achieving the goals of the Port Fairy Car Parking Strategy, the Council should:

- Ensure that actions that relate to parking provision and management in the commercial centre are satisfy the recommendations set out in this document and the policy objectives; and
- Keep under review internal and external changes which may require changes to the strategy or affect its ability to achieve the stated objectives.

Ultimately, the use of parking surveys and, possibly, formal questionnaires will be necessary, on a recurring basis, to measure the effectiveness of actions undertaken. It is recommended that these occur every two years.

### 3 CONCLUSIONS AND RECOMMENDATIONS

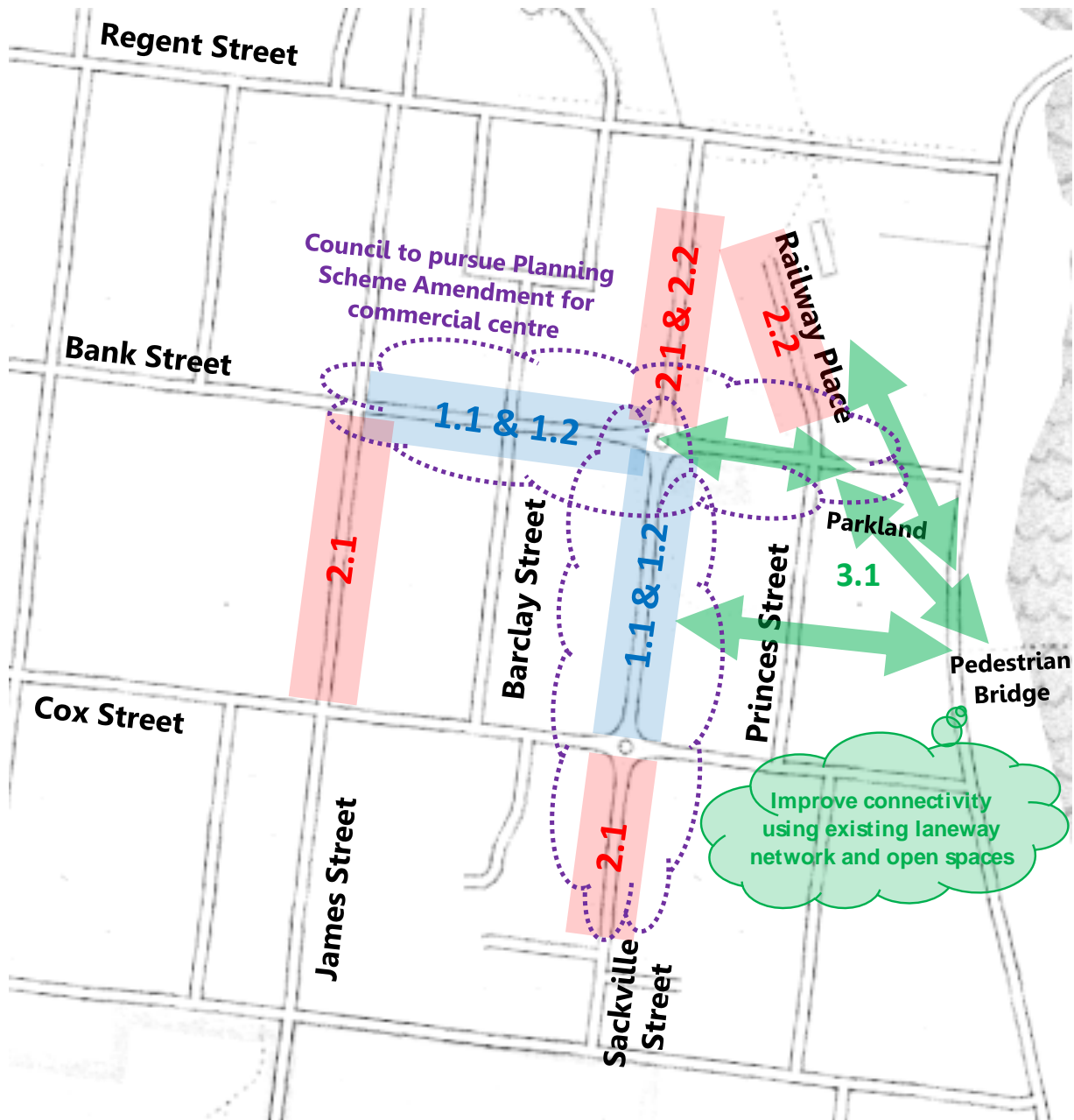
The Port Fairy Car Parking Strategy has reviewed the adequacy of car parking arrangements and controls in the Port Fairy Commercial Centre. The Strategy has concluded that there is currently a sufficient supply of car parking to service the existing population and this is unlikely to change in the near future.

In summary, the recommendations provided in this strategy include:

- Introduction of a car parking overlay to provide for a reduction in car parking ratios;
- Introduction of a payment in lieu contribution when car parking cannot be met on-site;
- A number of action items to better address existing car parking availability, loading arrangements for commercial businesses, long vehicle parking and way finding;
- Prior to the preparation of Planning Scheme Amendment documents to introduce the Parking Overlay and give effect to the recommended parking ratios and cash in lieu the following further work is required:
  - Quantity Surveyor to confirm the estimated car parking construction costs in order to confirm the nominated cash in lieu rate prior to the preparation of Planning Scheme Amendment documentation.
  - Further refinement to determine the allocation of funds collected under the proposed schedule to the car parking overlay having regard to the recommendations on this strategy and consistent with the objectives of Section 4 of the Planning and Environment Act 1987.

## APPENDICES

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- 1.2 Action 1.2: Investigate improvements to loading zone space management
- 2.1 Action 2.1: Investigate provision of additional medium- and long-term parking
- 2.2 Action 2.2: Investigate provision of long vehicle parking areas
- 3.1 Action 3.1: Investigate provision of directional signage for parking areas and attractions

