



*Traffic Engineers and Transport Planners*

# Swan Hill Car Parking Strategy

**Prepared For**  
**Swan Hill Rural City Council**

**20 June, 2016**  
**G16535R#01-E**

# Swan Hill Car Parking Strategy

## Document Control

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**Our Reference:** G16535R#01-D

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## EXECUTIVE SUMMARY

### A1 Background

Traffix Group was engaged by Swan Hill Rural City Council to prepare the Swan Hill Car Parking Strategy for the township of Swan Hill. The Strategy provides the background to and is the basis of possible amendments to the Swan Hill Planning Scheme, including amendments to the existing local policy, a new Schedule to Clause 52.06, a cash in lieu scheme and a Car Parking Overlay with Schedule for the Swan Hill CBD.

The Strategy has been the subject of a public consultation period by Council. This report reflects Council's position following that process.

### A2 Study Area

The study area is broadly defined as encompassing the commercial area of Swan Hill (the "Swan Hill CBD") and land to the west to Stradbroke Avenue, Gummow Street and High Street.

Information provided by Swan Hill Council officers indicates that since 2007 there has been a net increase in floor area within the CBD of approximately 2,129m<sup>2</sup>. This comprises new buildings and extensions and changes in occupancies of existing premises (including some vacant premises in 2007 being now occupied, and vice versa).

### A3 Existing Car Parking Conditions

#### A3.1 Car Parking Supply

A total of 3,578 on-street car parking spaces are available within the study area, with a mixture of unrestricted, short-term, short-term ticketed and short-term metered parking restrictions generally applying to car spaces. Within the Swan Hill CBD there are 1,099 on-street car parking spaces.

There are a significant number of off-street car parking spaces within the study area, including both public and private parking. A total of 856 off-street publicly accessible car spaces are available within the study area.

#### A3.2 Car Parking Demand

Car parking demand surveys of the on-street and off-street parking supply available within the study area (excluding private off-street parking areas at the rear of specialty shops) were undertaken at the following times:

- Friday 17 July, 2015 from 10:00am to 10:00pm at two hourly intervals; and
- Saturday 18 July, 2015 from 10:00am to 2:00pm at two hourly intervals.

The results of these surveys are summarised in Table A1.

## Swan Hill Car Parking Strategy

**Table A1: Parking Survey Results**

Time	Location	Study Area			Swan Hill CBD		
		Demand		Vacancy	Demand		Vacancy
		No.	Occupancy Rate		No.	Occupancy Rate	

**Friday 17 July, 2015**

2:00pm (Peak Daytime Demand)	On Street	1,405	39%	2,173	870	79%	229
	Off Street	669	78%	187	669	78%	187
	Total	2,074	47%	2,360	1,539	79%	416
6:00pm (Peak Evening Demand)	On Street	468	13%	3,110	294	27%	805
	Off Street	256	30%	600	256	30%	600
	Total	724	16%	3,710	550	28%	1,405

**Saturday 18 July, 2015**

12:00pm (Peak Demand)	On Street	710	20%	2,823	469	43%	630
	Off Street	479	56%	377	479	56%	377
	Total	1,189	27%	3,200	948	48%	1,007

The parking surveys also showed within the Swan Hill CBD:

- On the Friday:
  - Unrestricted parking demands ranged from 55% occupancy (at 4:00pm) to 83% occupancy (at 10:00am).
  - Short-term parking demands ranged from 66% occupancy (at 4:00pm) to 79% occupancy (at 2:00pm).
  - Ticket/meter parking demands ranged from 66% occupancy (at 4:00pm) to 87% occupancy (at 2:00pm).
  - Disabled parking demands ranged from 28% occupancy (at 4:00pm) to 28% occupancy (at 2:00pm).
  - On-street parking demand within the central CBD area and extending to include McCrae Street between Curlewis Street and Campbell Street was generally high (>90% occupancy rate). This area generally comprised 1P and 2P parking with much (but not all) of the parking being either ticketed or metered.
  - On-street parking demand in Splatt Street between McCallum Street and Rutherford Street was generally high (>90% occupancy rate) (2P and unrestricted).
  - On-street parking in the median of McCullum Street between Beveridge Street and High Street was generally high (>90% occupancy rate) (unrestricted).



## Swan Hill Car Parking Strategy

- Off-street parking demand in all Council-managed car parks (unrestricted) was below 80% at the time of peak parking demand.
- Off-street parking demand in the Coles (90%) (pay and display), Woolworths (92%) (2P) and Reject/Dick Smith (87%) (2P) privately-managed car parks was high.
- On-street parking is in low demand within the Swan Hill activity centre after 6:00pm on a Friday.
- On the Saturday morning:
  - On-street parking is in high demand within the Swan Hill activity centre, but is less spread than compared to the Friday daytime results.
  - On-street parking within the Swan Hill CBD is predominantly subject to short-term parking restrictions, except after lunchtime given that the majority of parking restrictions within the area end between 12:00noon and 1:00pm on a Saturday. This results in the availability of a higher number of unrestricted spaces within the area.
  - Daytime on-street parking demands on a Saturday are significantly less than the demands recorded on a Friday.

### A4 2015 v 2007 Car Parking Demands

Whilst a direct comparison between the two years is not possible due to changes in the car parking supply and the different broader study areas, the following comments are made:

- The on-street occupancy rates within the CBD area on Friday were higher in 2015 than in 2007 (noting that the 2007 area was broader and hence is likely to have included streets with lower car parking demands that were not included in the 2015 CBD area).
- The off-street occupancy rates within the CBD area on Friday were similar.
- Compared to 2007, high parking demands were observed in 2015 in the following new locations:
  - Curlewis Street between Rutherford Street and Wood Street - west side (unrestricted);
  - Campbell Street between McCrae Street and Rutherford Street - east side (1P Ticket);
  - Beveridge Street between Pritchard Street and McCallum Street - east side (2P Meter);
  - McCrae Street between Curlewis Street and Beveridge Street - north side (2P Ticket), south side (2P Ticket) and centre (2P Ticket);
  - McCrae Street between Beveridge Street and Splatt Street - south side (2P Ticket); and
  - McCrae Street between High Street and Gummow Street - north side (unrestricted).

On this basis, it appears that the on-street parking demands of the Swan Hill CBD area have extended further compared to in 2007.

### A5 Disabled Parking

Based on relevant yardsticks, the provision of disabled on-street and off-street spaces appears to be appropriate.

The provision of accessible car parking spaces should be regularly monitored. As the population of Swan Hill ages, it may be appropriate to provide additional accessible spaces. Also, as land uses change, it may be appropriate to introduce additional accessible spaces (or even remove some accessible spaces).



## Swan Hill Car Parking Strategy

When it is undertaking works in a particular area, Council should take the opportunity to ensure the design of the accessible car parking infrastructure is in accordance with the current requirements as detailed in AS/NZS 2890.6:2009 Parking Facilities Part 6: Off-Street Parking for People with Disabilities.

### A6 Consultation

At the commencement of the study, Council undertook an e-mail questionnaire survey to provide input into the study. The e-mail was sent to all Swan Hill Incorporated members. The survey identified the following key issues:

- There is a stated need for more parking (short-term) around the post office.
- Car parking is hard to find in the central CBD.
- Survey respondents were divided on the need for a multi-deck car park.
- Survey respondents showed some support for a cash-in-lieu scheme to provide additional car parking resources.

### A7 Future Car Parking Conditions

As part of this study, Swan Hill Retail Strategy 2014, Swan Hill Riverfront Masterplan (October, 2013), Swan Hill Region Workforce Development Strategy 2013-2016 (2013) and CBD Streetscape Master Plan (Final Draft November 2009) were reviewed.

This review identified that, whilst the population of the Swan Hill township is predicted to experience a small increase, any increase in retail growth is likely to be low.

### A8 Opportunities for Additional Car Parking

The report identified a number of opportunities for the provision of additional car parking.

#### A8.1 On-Street Car Parking

Figure A1 shows the identified opportunities for changes to on-street car parking.

# Swan Hill Car Parking Strategy

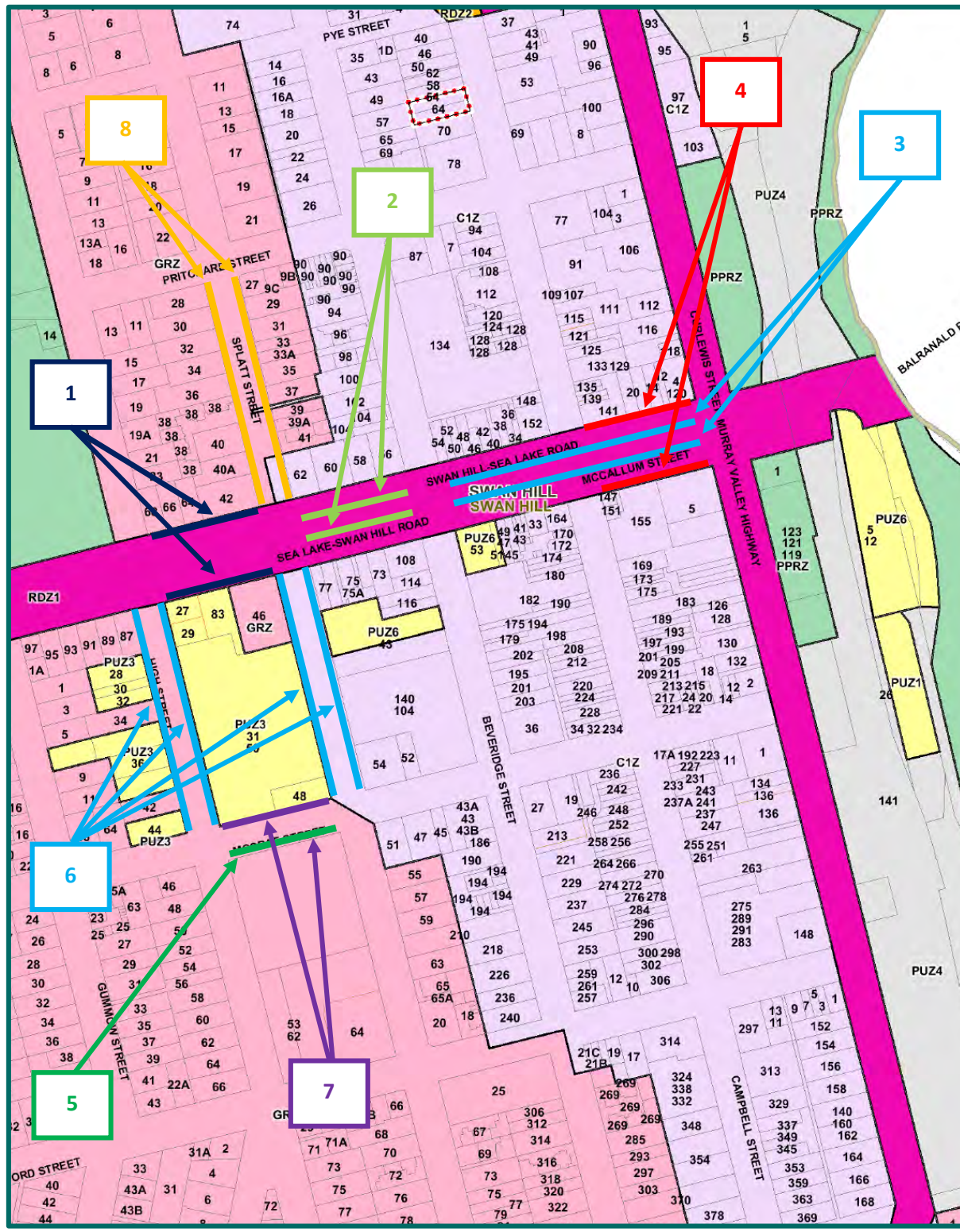


Figure A1: Opportunities for Changes to On-Street Car Parking

## Swan Hill Car Parking Strategy

These on-street car parking opportunities are detailed below.

- McCallum Street between High Street and Splatt Street (#1):
  - Change kerbside parallel parking to angle parking (north and south sides).
  - Reduce through lanes to one, except as required at intersections.
  - Retain unrestricted parking restriction for kerbside parking.
- McCallum Street between Splatt Street and Beveridge Street (#2):
  - Introduce meter parking for the 2P angle parking spaces on the south kerblines.
  - Whilst no changes are suggested to the car parking layout, to assist parking manoeuvres it would be desirable to reduce the number of through traffic lanes from two to one, except as required at intersections.
- McCallum Street between Campbell Street and Curlewis Street (#3):
  - Introduce meter parking for the 2P parking spaces on the north and south kerblines.
- McCallum Street between Beveridge Street and Curlewis Street (#4):
  - Whilst no changes are suggested to the car parking layout, to assist parking manoeuvres it would be desirable to reduce the number of through traffic lanes from two to one, except as required at intersections.
- McCrae Street between Splatt Street and High Street (#5)
  - There is an opportunity to increase the on-street car parking supply in the vicinity of the hospital by replacing the parallel parking on the south side of McCrae Street.
  - This will involve narrowing the grass naturestrip in front of McKillop College.
- Splatt Street and High Street between McCallum Street and McCrae Street (#6)
  - The 2P parking areas in these streets (ie the streets adjacent to the hospital) currently provide free parking and are in high demand.
  - The introduction of ticket/meter parking in these areas is appropriate.
- McCrae Street between Splatt Street and High Street (#7)
  - The 2P parking areas in this street currently provide free parking and are in high demand.
  - The introduction of ticket/meter parking in these areas is appropriate.
- Splatt Street North of McCallum Street (#8)
  - There is an opportunity to increase the on-street car parking supply by replacing parallel parking with angle parking on one or both sides of Splatt Street (similar to south of McCallum Street).

In addition to these specific opportunities to provide additional on-street car parking spaces, there is the opportunity to ***provide shade structures over some on-street car parking spaces*** in various locations.



# Swan Hill Car Parking Strategy

## A8.2 Off-Street Car Parking

Figure A2 shows the identified opportunities for changes to off-street car parking.

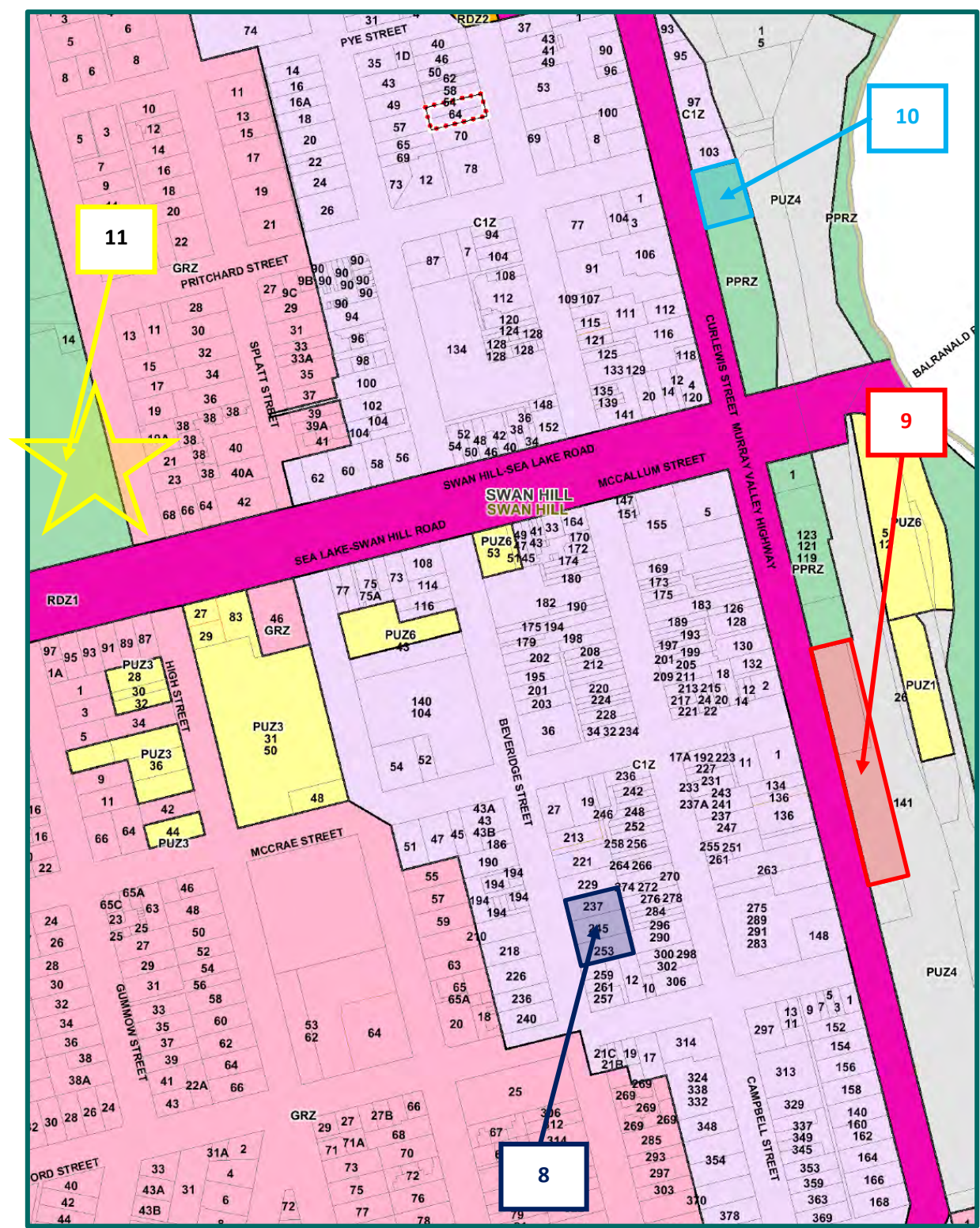


Figure A2: Opportunities for Changes to Off-Street Car Parking

## Swan Hill Car Parking Strategy

These off-street car parking opportunities are detailed below.

- 237, 245 and 253 Beveridge Street (#8)
  - The dimensions of the properties which comprise the Council managed car parks at are such that a redesign of the at-grade car park is unlikely to yield a substantial increase in the number of space available.
  - Currently unrestricted, with a peak occupancy rate of 77%.
  - This suggests there is the opportunity to increase the supply of 2P parking - say one full row of spaces (approximately 20% of spaces).
- Senior Citizens, Giant Cod and Railway car parks (#9)
  - Currently unrestricted.
  - Experience moderate to high occupancy rates (75% at 10:00am, 60% at 12:00pm, 68% at 2:00pm and 67% at 4:00pm on Friday).
  - The apparent high use of these car parks by staff reduces the availability of car parking for users of the adjacent facilities.
  - The introduction of a 2P limit to, say, 20% of the spaces within these car parks would be appropriate.
- Swan Hill Bowling Club (#10)
  - This site is part of the Swan Hill Bowling Club and is potentially surplus to their needs. The land is owned by Council.
  - There is scope to accommodate in the order of 50 car parking spaces.
  - The car park is remote from the main activity areas of the CBD and thus would be unsuitable for short-term parking.
  - The site could be used to accommodate long-term parkers displaced from the Senior Citizens, Giant Cod and Railway car parks should action #11 be implemented.
- Swan Hill Showgrounds (#11)
  - The Swan Hill Showgrounds presents as an opportunity to provide additional off-street car parking to serve both the Swan Hill CBD and the showgrounds themselves.
  - The showgrounds are remote from the main activity areas of the CBD and thus would be unsuitable for short-term parking for the CBD.
  - On-street car parking demands adjacent to the showgrounds are currently low.

In addition to these specific opportunities to provide additional off-street car parking spaces, there is the opportunity to ***provide shade structures over some off-street car parking spaces*** in various locations.

## Swan Hill Car Parking Strategy

### A8.3 Decked Car Park Options

The decision to proceed with a decked car park is not a simple one. There are many factors to consider, including the availability of a suitable site and the relative cost. The cost of a decked car parking space is many times the cost of an at-grade space and is difficult to justify. For these reasons, decked car park options have not been pursued as part of this report.

## A9 Car Park Indicative Costs

### A9.1 On-Street Car Parking Changes

The cost per space of changing on-street car parking conditions is dependent on the nature of the works involved, ranging from less than, say, \$1,000 for changes to signs and linemarking to, say, more than \$5,000 for civil works (kerb and channel, drainage, pavement, street lighting, etc).

### A9.2 At-Grade Off-Street Car Park

Based on a recent project undertaken by Council, the indicative cost to construct an at-grade car park is around \$2,700 per parking space, equal to \$135,000 for a 50 space car park and \$270,000 for a 100 space car park.

Land value would add approximately \$8,500 per space for an at-grade car park.

## A10 Reduced Car Parking Rates for Swan Hill CBD

The car parking surveys and subsequent assessments indicate that there is scope to reduce the statutory car parking requirements of uses within the Swan Hill CBD. The appropriate mechanism is the introduction of Clause 54.09 Parking Overlay and a Schedule to the Parking Overlay into the Swan Hill Planning Scheme.

The standard rates for car parking numbers are listed in Table 1 of Clause 52.06 of the Planning Scheme. The standard car parking requirement is calculated by multiplying the Rate in Column A by the Measure in Column C. Table 1 of Clause 52.06 also contains lower car parking rates in Column B.

It is evident from this study that, in general, Column A rates produce excessive car parking requirements for the Swan Hill CBD and that reduced car parking rates are appropriate. The application of Column B rates may therefore be appropriate for the Swan Hill CBD.

In general terms, Column B rates are lower than Column A rates, change the car parking measure from a per patron permitted basis to a floor area basis for a number of uses and apply the same car parking rate to a number of (similar) uses to facilitate changes of use (ie no permit required for a reduced car parking provision).

It is noted that there are many variations between the rates for land uses listed in Clause 22.02 of the Swan Hill Planning Scheme and the Column B rates of Clause 52.06. Many of these are minor.

It is noted that the Planning Scheme allows for reductions to the Column B rates to the satisfaction of Council, subject to a number of considerations.

The application of Column B rates in the Swan Hill CBD is therefore considered to be appropriate. A Parking Overlay and Schedule is the appropriate mechanism to adopt this approach. This will also enable Council to also introduce a cash-in-lieu scheme for the provision of car parking facilities within the Swan Hill CBD.



### A11 Car Parking Cash-in-Lieu

A Schedule to the Parking Overlay can be used to allow financial contributions (or ‘cash-in-lieu’ payments) to be paid in place of providing car parking spaces. Any requirement for a financial contribution needs to be justified and should address the core principles of need, nexus, accountability and equity in the strategic assessment of the proposal before it is introduced.

A requirement for financial contributions must:

- Relate to a use (or change in use) of land or development of land;
- Designate the area to which it applies;
- Be financially proportionate to the statutory right for which they are exchanged. Councils can only require a payment for car parking that actually reflects the cost of providing a car parking space; and
- Identify a proper planning purpose to be funded by the contribution. A project that provides car parking facilities, or other measures which reduce the demand for parking, would generally be regarded as a proper planning purpose.

The following information must be set out in the schedule:

- The area in which a financial contribution may be collected in place of providing car parking spaces;
- The amount required in dollars per car parking space;
- The method of indexing the amount; and
- Financial arrangements associated with holding and spending funds paid, including the purposes for which the funds must be used.

It may also set out if appropriate:

- The ongoing monitoring and review arrangements, to reflect the change in land and construction prices; and
- The condition to be included on the permit to secure the financial contribution.

Each payment should be made into a separate ‘car parking and access fund’ established by the municipality. The fund should only be used for the purposes identified in the schedule.

When a financial contribution is to be collected in accordance with a Parking Overlay, a condition should be included on the permit to secure the funds.

A number of regional municipalities have adopted cash-in-lieu schemes since Clause 45.09 was introduced to all planning schemes by Amendment VC95 on 19 April, 2013. The average cash-in-lieu rate is approximately \$7,500.

Swan Hill Rural City Council does not want the cash-in-lieu scheme to discourage small (“mum and dad”) developers from developing due to the cost of the cash-in-lieu contribution. Accordingly, a sliding scale cash-in-lieu rate is proposed as detailed in Table A2.



## Swan Hill Car Parking Strategy

**Table A2: Proposed Cash-in-Lieu Rate**

No. of Car Parking Spaces Waived	Developer Contribution	Council Contribution	Developer Cost per Space
1	0%	100%	\$0
2	0%	100%	\$0
3	50%	50%	\$5,600
4	50%	50%	\$5,600
5	50%	50%	\$5,600
6	50%	50%	\$5,600
7	50%	50%	\$5,600
8	50%	50%	\$5,600
9	75%	25%	\$8,400
10	75%	25%	\$8,400
11	75%	25%	\$8,400
12	75%	25%	\$8,400
13	75%	25%	\$8,400
14	75%	25%	\$8,400
15	75%	25%	\$8,400
16	75%	25%	\$8,400
17	75%	25%	\$8,400
18	75%	25%	\$8,400
19	75%	25%	\$8,400
20	75%	25%	\$8,400
21	100%	0%	\$11,200
21+	100%	0%	\$11,200

The total cost per space of \$11,200 comprises \$2,700 construction costs plus \$8,500 land costs.

### A12 Parking Overlay and Draft Schedule 1

A draft Clause 45.09 Parking Overlay and Schedule 1 to the Parking Overlay have been prepared.

The draft Schedule to the Parking Overlay:

- Applies the Column B car parking rates in Clause 52.06 to the Swan Hill CBD.
- Provides guidelines for the application of car parking credits to new uses or developments.
- Allows for the collection, if the responsible authority elects to do so, of a financial contribution in lieu of providing physical car parking spaces (e.g. a “cash-in-lieu” scheme).
- Provides guidelines for the responsible authority in its execution of its discretion to collect a financial contribution.

## Swan Hill Car Parking Strategy

- Details what any funds collected must be used for; namely the development of public car parking facilities and other measures to address parking issues within the area affected by this Overlay, which may include:
  - Changes to time limits;
  - The provision of additional on-street car parking spaces;
  - The upgrade of Council-managed off-street car parks;
  - The development of new Council-managed off-street car parks, including land acquisition and construction costs where appropriate;
  - The development of a decked car park(s) on either Council-owned or privately-owned land, including land acquisition and construction costs where appropriate;
  - Improvements to the lighting of off-street and on-street car parking areas; and
  - Other facilities and measures to address parking issues within the area affected by this Overlay as determined by the responsible authority.

### A13 Planning Scheme Amendment

The introduction of a Parking Overlay and Schedule 1 to the Parking Overlay requires a Planning Scheme Amendment to the Swan Hill Planning Scheme. This will include amendments to Clause 22.02 Car Parking local policy to reflect the fact that reduced car parking rates and a cash-in-lieu scheme applies to car parking within the Swan Hill CBD.

20 June, 2016

# 1 Introduction

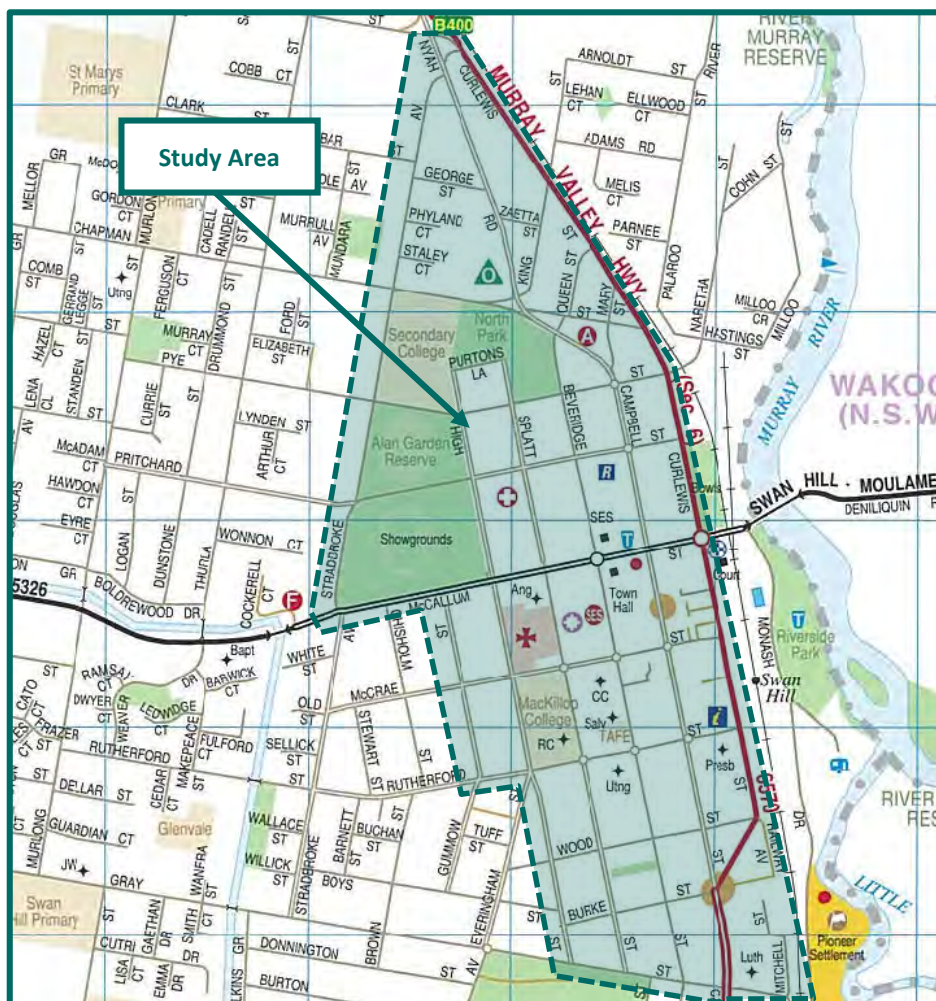
## 1.1 Background

Traffix Group was engaged by Swan Hill Rural City Council to prepare the Swan Hill Car Parking Strategy for the township of Swan Hill. The Strategy provides the background to and be the basis of possible amendments to the Swan Hill Planning Scheme, including amendments to the existing local policy, a new Schedule to Clause 52.06, a cash in lieu scheme and a Car Parking Overlay with Schedule for the Swan Hill CBD. The Strategy has been the subject of a public consultation period by Council. This report reflects Council’s position following that process.

Traffix Group previously prepared the *Swan Hill CBD Parking Study* in September, 2007.

## 1.2 Study Area

The study area is broadly defined as encompassing the commercial area of Swan Hill and land to the west, and is shown in Figure 1. It is an extension of the study area of the 2007 study.



Reproduced with Permission of VicRoads Country Street Directory

Figure 1: Study Area

### 1.3 Study Objectives

The Invitation to Quote prepared by Swan Hill Rural City Council detailed the objectives of the Strategy, which are summarised as follows:

- Review the current Swan Hill Parking Study, 2007 and Car Park Management Plan;
- Identify the existing car and other parking demand and supply within the study area;
- Identify opportunities to provide additional car parking supply within the study area, including on-street locations (new and existing), a potential multi-deck car park and parking for other vehicles (eg trailers, caravans, tourist buses and motor bikes);
- Identify the costs of providing additional car parking within the study area;
- Prepare for inclusion into the Swan Hill Planning Scheme a cash in lieu scheme to be applied when car parking spaces are waived as part of a development application; and
- Review and recommend changes to, if appropriate, the existing car parking local policy in Clause 22.02 of the Swan Hill Planning Scheme.

## 2 Swan Hill Parking Study 2007

This study, prepared by Traffix Group, sought to prepare a Car Parking Precinct Plan for Swan Hill that could be incorporated into the Swan Hill Planning Scheme.

The objectives of this project (as specified in the project brief) were as follows:

1. Establish existing car parking supply and demand in the CBD, breaking the CBD into key precincts, having regard to:
  - Current car parking supply both on and off street.
  - Current retail and commercial demand based on established parking rates.
  - Identify areas where significant supply and demand differentials exist.
  - Identify if Council's car parking rates specified in Clause 22.11 are applicable, and where they are not specify rates derived from research.
  - Consider efficiencies achievable with a precinct wide approach.
2. Provide recommendations in relation to:
  - Areas in which in lieu contributions should and should not be considered.
  - The provision of additional car parking capacity.
3. Provide recommendations in relation to an appropriate in lieu payment having regard to local factors, and providing details of in lieu payment rates in other similar municipalities.
4. Prepare documentation suitable to support a planning scheme amendment if required to the Municipal Strategic Statement Clause 21.04 and Clause 22.11 of the Swan Hill Planning Scheme and the Schedule in Clause 52.06-6.
5. Develop a policy suitable for inclusion in the Swan Hill Planning Scheme relating to the assessment of in lieu payments.

## Swan Hill Car Parking Strategy

6. Develop a policy to guide Council's decisions when considering and applying the application of car parking credits.

The study concluded:

*Having undertaken site inspections and car parking occupancy surveys, perused relevant documents and plans and undertaken an assessment of car parking generation, we are of the opinion that: -*

- *The following areas are currently experiencing high car parking demand:*
  - *McCallum Street between High Street and Curlewis Street,*
  - *Campbell Street between Pye Street and Pritchard Street and between McCallum Street and McCrae Street,*
  - *High Street between McCallum Street and McCrae Street,*
  - *Beveridge Street between McCallum Street and Rutherford Street,*
  - *Splatt Street between McCallum Street and Rutherford Street, and*
  - *Curlewis Street between Pritchard Street and McCallum Street.*
- *Despite some areas being in high demand, overall, parking supply within the Swan Hill CBD area is easily meeting existing peak demands with occupancy at peak times ranging from 61.1% (southern precinct) to 78.7% (central precinct).*
- *Peak parking generation rates within the Swan Hill CBD are significantly lower than the demands set out under the Planning Scheme as a result of a number of factors including efficiencies gained by sharing public spaces between different uses.*
- *Some of the car parking rates set out in Local Policy Clause 22.11 should be revised as described in Table 12 of this report.*
- *Cash-in-lieu contributions could be accepted from developments located anywhere within the town centre and could contribute to provision of new public car parking areas at any other location within the town centre and/or other commuter transport related projects such as improving bus stops, bus facilities, bicycle parking, etc.*
- *Council should have a general fund for cash-in-lieu contributions and any surplus from metered car parking revenue could also be contributed to the fund.*
- *Car parking credits should be considered at sites where cash-in-lieu contributions have previously been made for provision of off-site carparking and also at sites where it can be demonstrated that there is an existing shortfall associated with the previous use of the site.*
- *Council should monitor surrounding residential streets and consider parking restrictions on one-side at such time that non-residential parking demands in these streets becomes excessive.*

Table 12 from the Swan Hill Parking Study 2007 is reproduced as Table 1.



## Swan Hill Car Parking Strategy

**Table 1: Recommended Parking Rates (Swan Hill Parking Study 2007)**

Use	Local Policy: Clause 22.11	Recommended Rates
Supermarket	2 car spaces to each 100 sqm of floor area of the building used for retail sales up to 1,000 sqm and 4 car spaces to each 100 sqm of floor area greater than 1,000 sqm.	DELETE
Shop (other than specified in this table)	2 car spaces to each 100 sqm of floor area used for retail sales.	2 car spaces to each 100 sqm of floor area of the building up to 1,000 sqm, plus 4 car spaces to each 100 sqm of floor area greater than 1000 sqm.
Restricted Retail	2 car spaces to each 100 sqm of floor area used for retail sales.	2 car spaces to each 100 sqm of floor area.
Office (other than specified in this table)	2 car spaces to each 100 sqm of floor area	2 car spaces to each 100 sqm of floor area.
Convenience shop	2 car spaces to each 100 sqm of floor area used for retail sales.	2 car spaces to each 100 sqm of floor area.
Restaurant	1 car space to each 4 seats available to the public	1 car space to each 4 seats available to the public
Medical Centre	5 car spaces to each 100 sqm of floor area	3 spaces per practitioner
Veterinary Centre	2 car spaces to each 150 sqm of floor area	3 spaces per practitioner
Hospital	0.5 car spaces to each bed available for use by patients	1 car space to each bed available for use by patients plus 2 car spaces to each out-patient medical and ancillary consulting suite
Hotel or Tavern	50 car spaces to each 100 sqm of bar floor area available to the public, plus 18 car spaces to each 100 sqm of lounge floor area available to the public, plus 1 car space to each lodging room	1 car space to each 4 persons allowed on the licensed premises, plus 1 car space to each lodging room
Residential building (other than specified in this table)	1 car space to each lodging room	1 car space to each lodging room
Caretaker's house	1 car space to each dwelling	1 car space to each dwelling
Dwelling other than caretaker's house if at least 2 on a lot	1.25 car spaces to each dwelling	Refer to Clause 55
Betting Agency Market	2 car spaces to each 100 sqm of net floor area	2 car spaces to each 100 sqm of net floor area
Postal agency	2 car spaces to each 100 sqm of net floor area	2 car spaces to each 100 sqm of net floor area

## Swan Hill Car Parking Strategy

Use	Local Policy: Clause 22.11	Recommended Rates
Motel	1 car space to each unit, plus 1 car space for a managers residence, plus 1 car spaces to each 6 seats available to the general public in a dining room	1 car space to each unit, plus 1 car space for a managers residence, plus 1 car spaces to each 6 seats available to the general public in a dining room
Industry (other than specified in this table) Mail Centre	1 car space to each 150 sq m of net floor area	1 car space to each 150 sq m of net floor area
Materials recycling Fuel depot Milk depot	10% of site area to be set aside for car spaces and access lanes, but not driveway	10% of site area to be set aside for car spaces and access lanes, but not driveway
Motor repairs	1 car space for each 200 sqm of floor area	1 car space for each 150 sqm of floor area
Plant nursery Saleyard Store (other than specified in this table) Timer yard Utility installation	10% of site area to be set aside for car spaces and access lanes, but not driveways	10% of site area to be set aside for car spaces and access lanes, but not driveways
Freezing & cool storage Warehouse (other than specified in this table)	1 car space for each 200 sqm of gross floor area	1 car space for each 150 sqm of gross floor area
Place of assembly	1 car space to every 5 persons the building can accommodate in accordance with the Building Control Act 1993	1 car space to every 5 persons the building can accommodate in accordance with the Building Control Act 1993
Funeral parlour	1 car space to every 4 persons the building can accommodate in accordance with the Building Control Act 1993	1 car space to every 4 persons the building can accommodate in accordance with the Building Control Act 1993
Bowling green	5 car spaces to each rink	5 car spaces to each rink
Squash court (other than in conjunction with a dwelling)	3 car spaces to each court	3 car spaces to each court
Tennis court (other than in conjunction with a dwelling)	3 car spaces to each court	3 car spaces to each court
Primary School	1 car space to each classroom	1 car space to each classroom
Secondary School	1 car space to each classroom	1 car space to each classroom
Tertiary institution	0.6 car spaces to each full-time student and three part-time students	0.4 car spaces to each student at the Peak Student Load <sup>(1)</sup>
Golf course	Not specified	Not specified



## Swan Hill Car Parking Strategy

Use	Local Policy: Clause 22.11	Recommended Rates
Swimming pool	Not specified	Not specified
Display home	Not specified	Not specified

(1) The Peak Student Load is the maximum number of students timetabled on campus at any one time.

### 3 Local Planning Policy 22.02 Car Parking

Local Policy Clause 22.02 Car Parking of the Swan Hill Planning Scheme applies to the whole municipality in relation to an application to reduce or to waive the number of car spaces required by the car parking table in Clause 52.06-5 of the Swan Hill Planning Scheme. The local policy was gazetted on 12 July, 2012 as Amendment C39 to the Swan Hill Planning Scheme, replacing the previous car parking local policy Clause 22.11 (which was incorporated into the Swan Hill Planning Scheme on 19 January, 2006). Clause 22.02 is attached at Appendix A.

Amendment C39 changed the local policy car parking rates for a number of uses. The rates are reproduced in Table 2.

**Table 2: Clause 22.02 Parking Rates**

Use	Car Space Measure	Rate
Dwelling other than Caretaker's house if at least 2 on a lot	Car spaces to each dwelling	1.25
Shop other than specified in this table	Car spaces to each 100 sq m of floor area used for retail sales	2
Supermarket	Car spaces to each 100 sq m of floor area of the building used for retail sales up to 1000 sq m, plus	2
	Car spaces to each 100 sq m of floor area greater than 1000 sq m	4
Betting agency Market	Car spaces to each 100 sq m of net floor area	2
Restaurant	Car space to each 4 seats available to the public	1
Office other than specified in this table Postal agency	Car spaces to each 100 sq m of net floor area	2
Hotel or Tavern	Car spaces to each 100 sq m of bar floor area available to the public, plus	50
	Car spaces to each 100 sq m lounge floor area available to the public, plus	18
	Car space to each lodging room	1
Motel	Car space to each unit, plus	1
	Car space for a managers residence, plus	1
	Car space to each 6 seats available to the general public in a dining room	1

## Swan Hill Car Parking Strategy

Use	Car Space Measure	Rate
Industry other than specified in this table Mail centre	Car space to each 150 sq m of net floor area	1
Materials recycling Fuel depot Milk depot Motor repairs	Car space for each 200 sq m of floor area	1
Freezing and cool storage Warehouse other than specified in this table	Car space for each 200 sq m of gross floor area	1
Medical centre	Car spaces to each 100 sq m of floor area	5
Veterinary centre	Car spaces to each 150 sq m of floor area	2
Hospital	Car space to each bed available for use by patients	0.5
Place of assembly	Car space to every 5 persons the building can accommodate	1
Funeral parlour	Car space to every 4 persons the building can accommodate	1
Bowling green	Car spaces to each rink	5
Tennis court other than in conjunction with a dwelling	Car spaces to each court	3
Primary school	Car spaces to each classroom	1
Secondary school	Car spaces to each classroom	1
Tertiary institution	Car spaces to each full-time student and three part-time students	0.6
Convenience shop	Car spaces to each 100 sq m of floor area used for retail sales	2

Amendment C39 also removed the provision that *Cash contributions will be required where car parking spaces for new uses or development cannot be provided on-site or nearby.*

## 4 Swan Hill Rural City Car Park Management Plan

The *Swan Hill Rural City Car Park Management Plan* (undated) aims “to ensure that the maximum benefit of parking spaces is made available to all members of the municipality, from the free flow of traffic in Council managed parking areas”.

The plan covers a range of aspects of car parking within the municipality as follows:

- Car park management responsibilities;
- Management of private car parks;
- Metered car parking and car park patrols;
- Enforcement provisions traffic/parking management;
- Disabled parking permit applications;
- Infringement notice appeal process; and
- Prosecutions.

Of particular relevance to the current study:

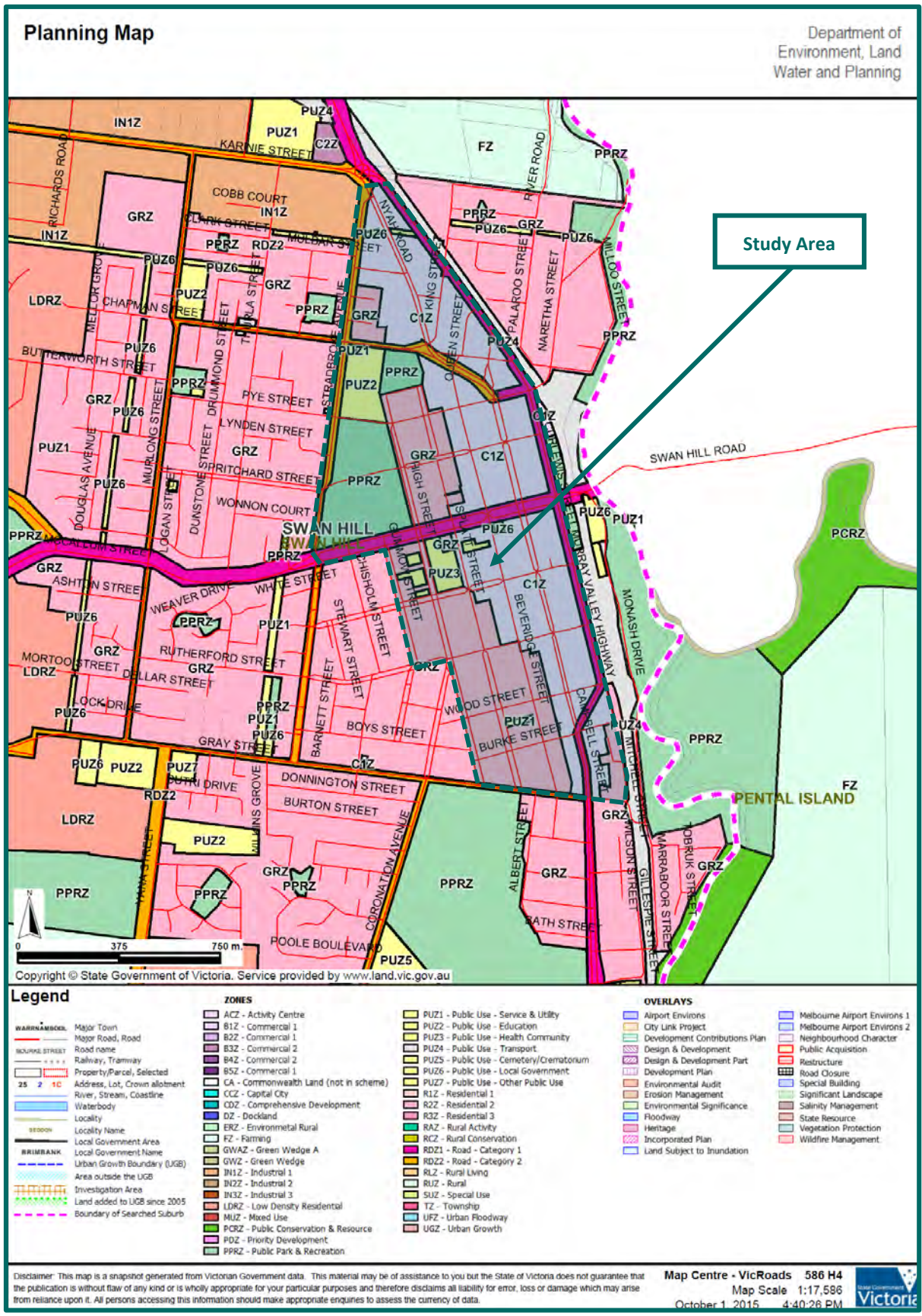
- It is Council’s policy “to not actively participate in the management of private car parks”;
- It is Council’s policy “to incorporate metered parking together with regular car park patrols by Authorised Officers within the Swan Hill Rural City Council in order to ensure the free flow of trade and the provision of sufficient car park turn-over rates for all stake holders”; and
- All pay and display tickets issued within the CBD of Swan Hill are fully transferable to another bay within the CBD provided the time has not expired. This also applies to car parks that have been installed with multi-bay parking meters.

## 5 Land Use

### 5.1 Zoning

Land use zoning in and around the Study Area is shown in Figure 2.

# Swan Hill Car Parking Strategy



Source: <http://www.land.vic.gov.au/>

Figure 2: Land Use Zoning



## 5.2 Swan Hill CBD Floor Areas

Table 3 (extracted from the 2007 Swan Hill Parking Study) shows the 2007 land uses within the Swan Hill CBD and includes a breakdown of the floor area of each use and percentage of total CBD floor area. The table excludes vacant land and vacant buildings as these uses are not currently generating any parking demand. The school which is located within the study area (McKillop College) and residential dwellings have also been excluded from the table.

**Table 3: 2007 Swan Hill CBD Land Use and Floor Area**

Use	Floor Area	% of CBD	Use	Floor Area	% of CBD
Accommodation	8,610 m <sup>2</sup>	6.3%	Office (Real Estate)	570 m <sup>2</sup>	0.4%
Automotive Industry	3,905 m <sup>2</sup>	2.8%	Office (Travel Agency)	330 m <sup>2</sup>	0.2%
Bowling Green	7,500 m <sup>2</sup>	5.5%	Petrol Station	190 m <sup>2</sup>	0.1%
Bulky Goods Retail	5,905 m <sup>2</sup>	4.3%	Place of Assembly (Church)	3,760 m <sup>2</sup>	2.7%
Car Sales & Accessories	3,520 m <sup>2</sup>	2.6%	Place of Assembly (Entertainment)	5,610 m <sup>2</sup>	4.1%
Child Care Centre	350 m <sup>2</sup>	0.3%	Place of Assembly	1,610 m <sup>2</sup>	1.2%
Community Services	1,930 m <sup>2</sup>	1.4%	Police Station	1,670 m <sup>2</sup>	1.2%
Convenience Restaurant	315 m <sup>2</sup>	0.2%	Postal Agency	600 m <sup>2</sup>	0.4%
Education	1,425 m <sup>2</sup>	1.0%	Radio Station	460 m <sup>2</sup>	0.3%
Fire Station	560 m <sup>2</sup>	0.4%	Restaurant	1,395 m <sup>2</sup>	1.0%
Food & Drink Premises	1,645 m <sup>2</sup>	1.2%	Shop (Core Retail)	5,550 m <sup>2</sup>	4.0%
Food & Drink Premises (Take-Away)	760 m <sup>2</sup>	0.6%	Shop (Supermarket)	7,000 m <sup>2</sup>	5.1%
Funeral Parlour	710 m <sup>2</sup>	0.5%	Showroom	3,395 m <sup>2</sup>	2.5%
Industry	980 m <sup>2</sup>	0.7%	Specialty Shop	16,103 m <sup>2</sup>	11.7%
Laundry	455 m <sup>2</sup>	0.3%	Specialty Shop (Bakery)	381 m <sup>2</sup>	0.3%
Medical (includes 14,000m <sup>2</sup> hospital)	16,685 m <sup>2</sup>	12.2%	Specialty Shop (Butcher)	160 m <sup>2</sup>	0.1%
Nightclub	600 m <sup>2</sup>	0.4%	Specialty Shop (Chemist)	1,420 m <sup>2</sup>	1.0%

## Swan Hill Car Parking Strategy

Use	Floor Area	% of CBD	Use	Floor Area	% of CBD
Office	14,715 m <sup>2</sup>	10.7%	Specialty Shop (Clothing & Footwear)	4,685 m <sup>2</sup>	3.4%
Office (Bank)	3,710 m <sup>2</sup>	2.7%	Specialty Shop (Hairdresser)	2,070 m <sup>2</sup>	1.5%
Office (Community Services)	2,610 m <sup>2</sup>	1.9%	Warehouse	670 m <sup>2</sup>	0.5%
Office (Finance/ Insurance)	2,630 m <sup>2</sup>	1.9%	<b>TOTAL</b>	<b>137,149 m<sup>2</sup></b>	<b>100%</b>

Source: Swan Hill Rural City Council

Information provided by Swan Hill Council officers indicates that since 2007 there has been a net increase in floor area within the CBD of approximately 2,129m<sup>2</sup>. This comprises new buildings and extensions and changes in occupancies of existing premises (including some vacant premises in 2007 being now occupied, and vice versa).

The current total floor area that generates parking demands is therefore estimated to be in the order of 139,278m<sup>2</sup>.

## 6 Consultation

At the commencement of the study, Council undertook an e-mail questionnaire survey to provide input into the study. The e-mail was distributed to all Swan Hill Incorporated members. The results of the survey are summarised in Table 4.

**Table 4: Summary of Questionnaire Responses**

Question	Yes	No	Not Sure	Response Summary
4. Do you experience car parking problems within or adjacent to the commercial areas of Swan Hill CBD? If yes, briefly describe below.	56%	40%	4%	<ul style="list-style-type: none"> <li>Inadequate short-term parking around the post office</li> <li>Apparent lack of enforcement</li> <li>Parking is in high demand</li> <li>Need for more parking in main activity area</li> </ul>
5. Are there any locations where additional car parking can be provided within Swan Hill Township particularly in the CBD and the surroundings?	46%	18%	36%	<p><u>General</u></p> <ul style="list-style-type: none"> <li>Around the post office, hospital</li> <li>Encourage use of parking behind buildings</li> </ul> <p><u>Specific</u></p> <ul style="list-style-type: none"> <li>McCallum Street between Curlewis Street and Beveridge Street</li> <li>McCallum Street between Campbell Street and Beveridge Street</li> </ul>

## Swan Hill Car Parking Strategy

Question	Yes	No	Not Sure	Response Summary
				<ul style="list-style-type: none"> <li>Demolish Council building on Beveridge Street and build new offices with car park</li> <li>Beveridge Street - vacant block opposite Safeway</li> <li>Pye Street - angle parking near Autobarn</li> <li>Vacant block on corner Beveridge Street/ McCallum Street</li> <li>Next to ambulance station</li> <li>At Swan Hills Bowls Club</li> <li>Vacant block opposite The Guardian</li> </ul>
<p>6. Do you believe there is a need for a multi-deck car park within Swan Hill Township? If yes, where?</p>	48%	52%	-	<p><u>General</u></p> <ul style="list-style-type: none"> <li>Hospital</li> <li>Curlewis Street</li> <li>Beveridge Street</li> <li>McCullum Street</li> <li>Station</li> <li>Near police station</li> </ul> <p><u>Specific</u></p> <ul style="list-style-type: none"> <li>Curlewis St - existing car park near station</li> <li>Behind Reject Shop</li> <li>Car park between senior citizens and station</li> <li>Beveridge Street near Stradbroke Avenue</li> <li>Beveridge Street Council car park</li> <li>Coles car park</li> <li>Woolworths car park</li> <li>Council car park next to Masonic Centre</li> <li>Rotary Park near railway</li> <li>Vacant land at corner of McCullum Street/ Beveridge Street</li> <li>Behind Clarks</li> <li>Behind Westpac</li> </ul>
<p>7. Is adequate provision has been made for the parking of trailers, caravans, tourist buses, motor bike and bicycles? If no, please briefly describe the issue and possible solution.</p>	32%	37%	31%	<ul style="list-style-type: none"> <li>Coles and Safeway could have some dedicated spaces</li> <li>Designated caravan parking near supermarkets will encourage travellers to stop</li> <li>East side of Curlewis Street</li> <li>Keep out of man parking areas</li> </ul>



## Swan Hill Car Parking Strategy

Question	Yes	No	Not Sure	Response Summary
8. Would you support the introduction of a “cash in lieu” scheme where the obligation of providing a certain number of carparking spaces as part of the development application is waived or reduced?	Yes:		37%	Typical comments: <ul style="list-style-type: none"> <li>• Only if cash applied to car parking</li> <li>• Depends on the circumstances</li> <li>• Need further information</li> <li>• No - there has been no “discount” in the past</li> </ul>
	No:		26%	
	Depends/probably:		14%	
	Not sure:		5%	
	Don’t understand:		7%	
	Other:		12%	
9. The Swan Hill Planning Scheme ensure that an appropriate number of car spaces is provided to support a variety of uses within the municipality and provides guidance on the assessment of applications to reduce or to waive the number of car spaces required. Please view the Planning Scheme document and list any changes you would suggest to the car parking requirements in the scheme:				<ul style="list-style-type: none"> <li>• Tertiary education - change measure to per classroom</li> <li>• Primary school requirements too small</li> <li>• Hospital and medical centre requirements to small</li> <li>• Supermarkets, stores, doctors - reduce to 50 sq m per car space</li> </ul>
10. Do you believe the need for the provision of bicycle facilities within the Swan Hill CBD? If so please nominate appropriate locations.				<ul style="list-style-type: none"> <li>• Not analysed as part of this study</li> </ul>
11. What percentage of your customers use bicycles to access your business?				<ul style="list-style-type: none"> <li>• Not analysed as part of this study</li> </ul>
12. Do you have any other comments or suggestions?				<ul style="list-style-type: none"> <li>• Parallel spaces are not long enough</li> <li>• Provide active directional signage</li> <li>• Weekly/monthly parking ticket that allows 10 minute parking</li> <li>• Place a levy on ratepayers and remove parking meters</li> <li>• More parking (including disabled) at post office</li> <li>• Motorcycle bays are needed - Campbell Street and in front of Safeway car park</li> <li>• Reduce speed to 50 kph in CBD</li> <li>• Remove shop owner/staff parking from CBD</li> <li>• Consistent enforcement needed</li> <li>• Provide parking for gophers</li> <li>• Use multi-level car park money to instead provide free parking in CBD</li> </ul>

## 7 Existing Car Parking Conditions

### 7.1 Car Parking Supply

#### 7.1.1 On-Street Car Parking Supply

A total of 3,578 on-street car parking spaces are available within the study area, with a mixture of unrestricted, short-term, short-term ticketed and short-term metered parking restrictions generally applying to car spaces. Other on-street parking restrictions within the study area include:

- No Stopping When Flags Displayed (in proximity to McKillop College and the secondary college on the east side of Stradbroke Avenue);
- No Stopping (Vehicles over 6m in Length Excepted);
- 1/4P Caravan Only;
- No Parking (Restroom Patrons Excepted);
- Time-based taxi, loading and bus zones; and
- Motorbike Parking.

Table 5 outlines the number of spaces available within the study area by parking restrictions.

**Table 5: On-Street Car Parking Numbers by Restrictions - Study Area**

Parking Restriction	Supply
Unrestricted	2,550 spaces
Short-term (i.e. P10min, 1/4P, 1/2P, 1P & 2P)	441 spaces
Short-term ticket/meter	422 spaces
Disabled	22 spaces
Other	143 spaces

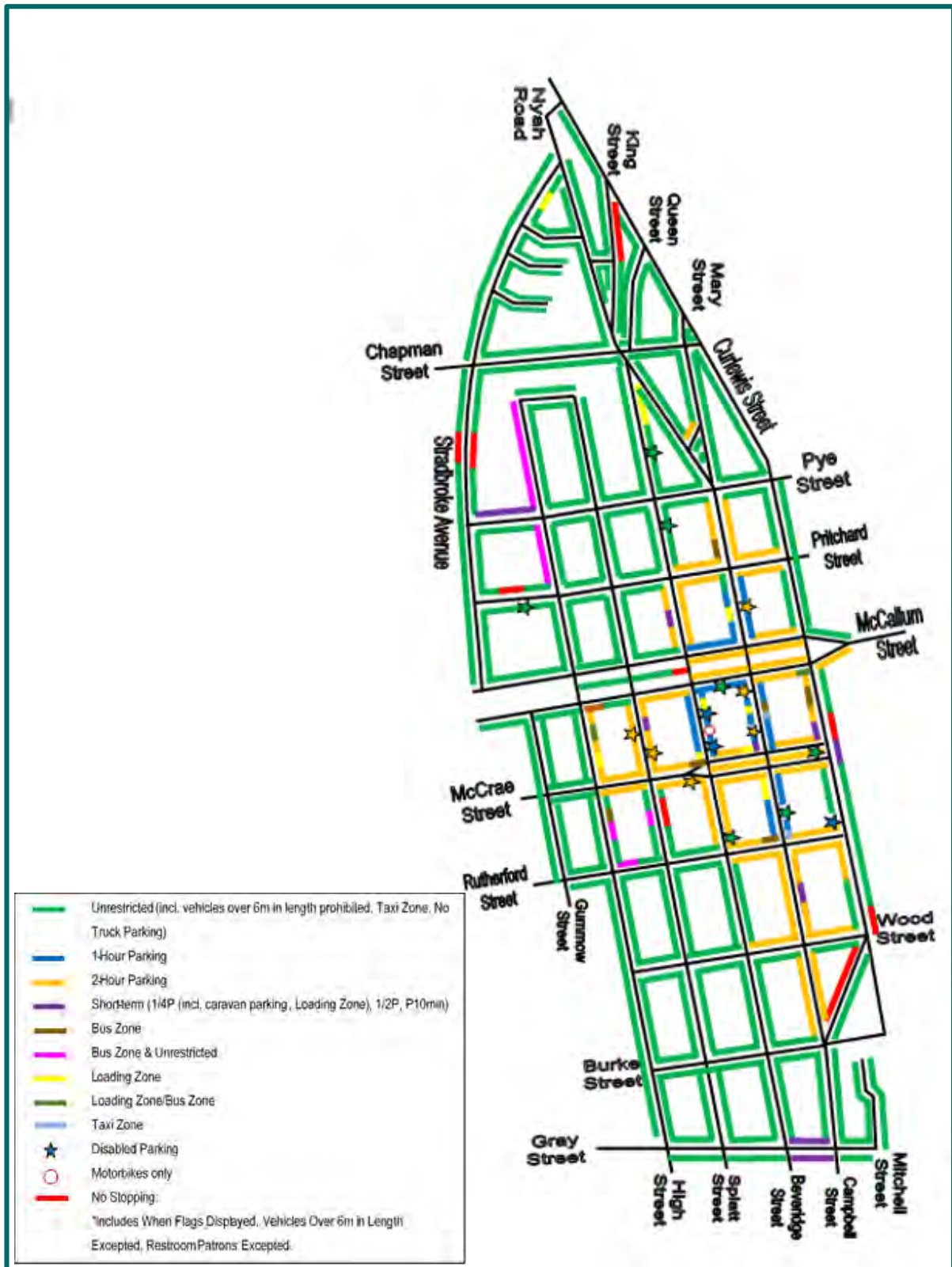
Table 6 outlines the number of spaces available within the Swan Hill CBD by parking restrictions.

**Table 6: On-Street Car Parking Numbers by Restrictions - Swan Hill CBD**

Parking Restriction	Supply
Unrestricted	340 spaces
Short-term (i.e. P10min, 1/4P, 1/2P, 1P & 2P)	261 spaces
Short-term ticket/meter	422 spaces
Disabled	18 spaces
Other	58 spaces

# Swan Hill Car Parking Strategy

The existing on-street parking restrictions within the study area are outlined in Figure 3.



**Figure 3: Study Area Parking Restrictions**

## Swan Hill Car Parking Strategy

The existing on-street parking restrictions within the Swan Hill CBD area are outlined in Figure 4.



**Figure 4: Swan Hill CBD Area Parking Restrictions**

## Swan Hill Car Parking Strategy

In general terms, the majority of parking restrictions were found to be similar to the parking restrictions recorded as part of the 2007 parking study, with the exception of:

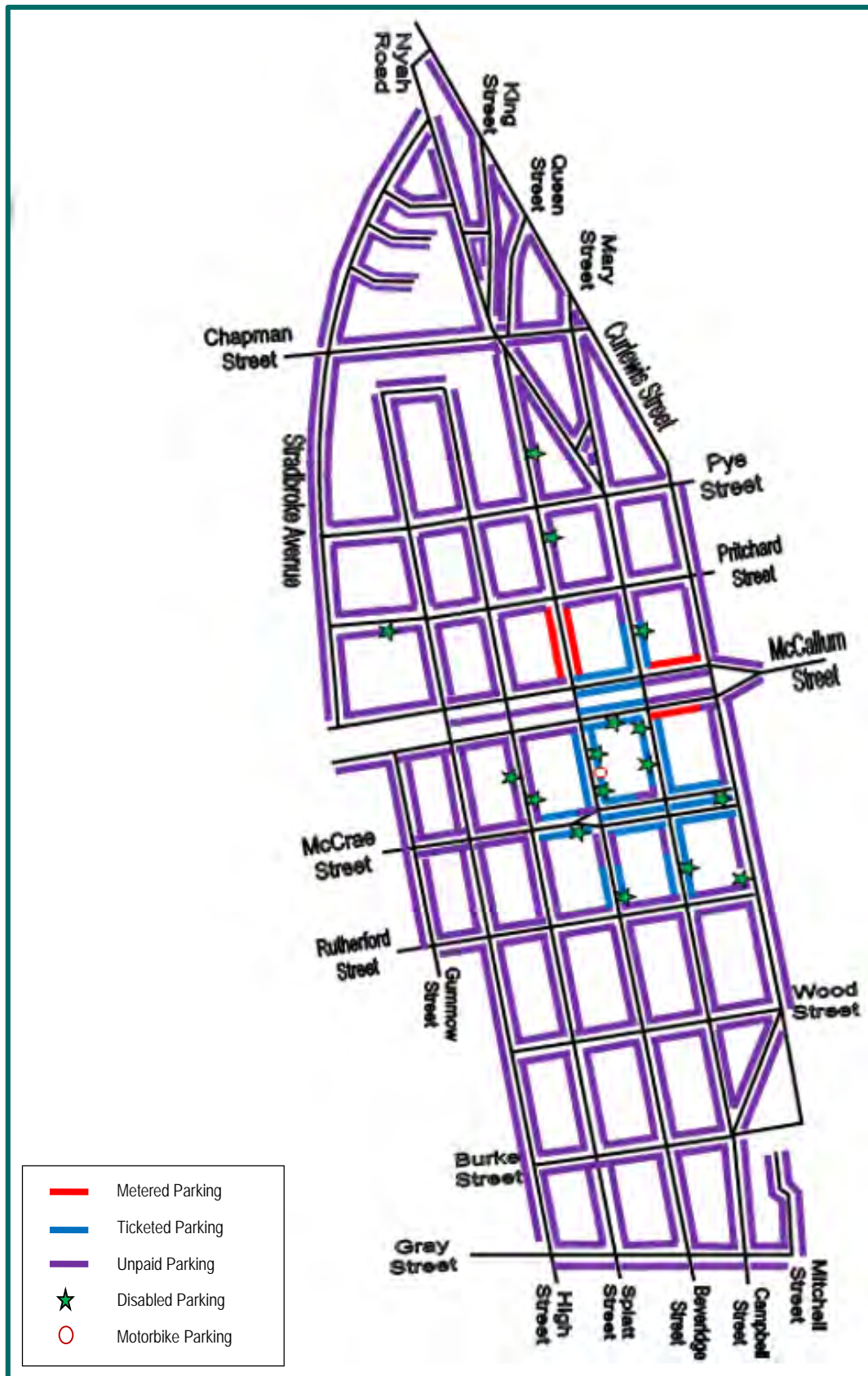
- Some metered parking being converted to ticketed parking at the following locations:
  - Campbell Street between Pritchard Street and Rutherford Street;
  - Beveridge Street between McCallum Street and McCrae Street;
  - McCallum Street between Beveridge Street and McCallum Street; and
  - McCrae Street between Splatt Street and Curlewis Street.
- Some unrestricted parking being converted to short-term parking at the following locations:
  - Curlewis Street between Rutherford Street and Wood Street; and
  - McCallum Street between Campbell Street and Curlewis Street.
- Some metered parking being converted to short-term parking at the following location:
  - Campbell Street between Pritchard Street and McCallum Street.
- Some short-term parking being converted to unrestricted parking at the following locations:
  - Beveridge Street between Pye Street and Pritchard Street; and
  - High Street between McCrae Street and Rutherford Street.
- Some short-term parking being converted to ticketed/metered parking at the following locations:
  - Beveridge Street between McCrae Street and Rutherford Street;
  - Beveridge Street between Pritchard Street and McCallum Street;
  - McCallum Street between Beveridge Street and Curlewis Street; and
  - McCrae Street between Splatt Street and Beveridge Street.

Figure 5 indicates the location of metered and ticketed parking within the study area. Some of these spaces have 1-hour restrictions and others have 2-hour restrictions. The following fee applies:

- \$1.20 per hour
- 9:00am to 5:30pm, Monday to Friday



# Swan Hill Car Parking Strategy



**Figure 5: Study Area Location of Metered and Ticketed Parking**

## Swan Hill Car Parking Strategy

### 7.1.2 Off-Street Car Parking Supply

There are a significant number of off-street car parking spaces within the study area, including both public and private parking. The location and capacity of these car parking are shown in Figure 6.

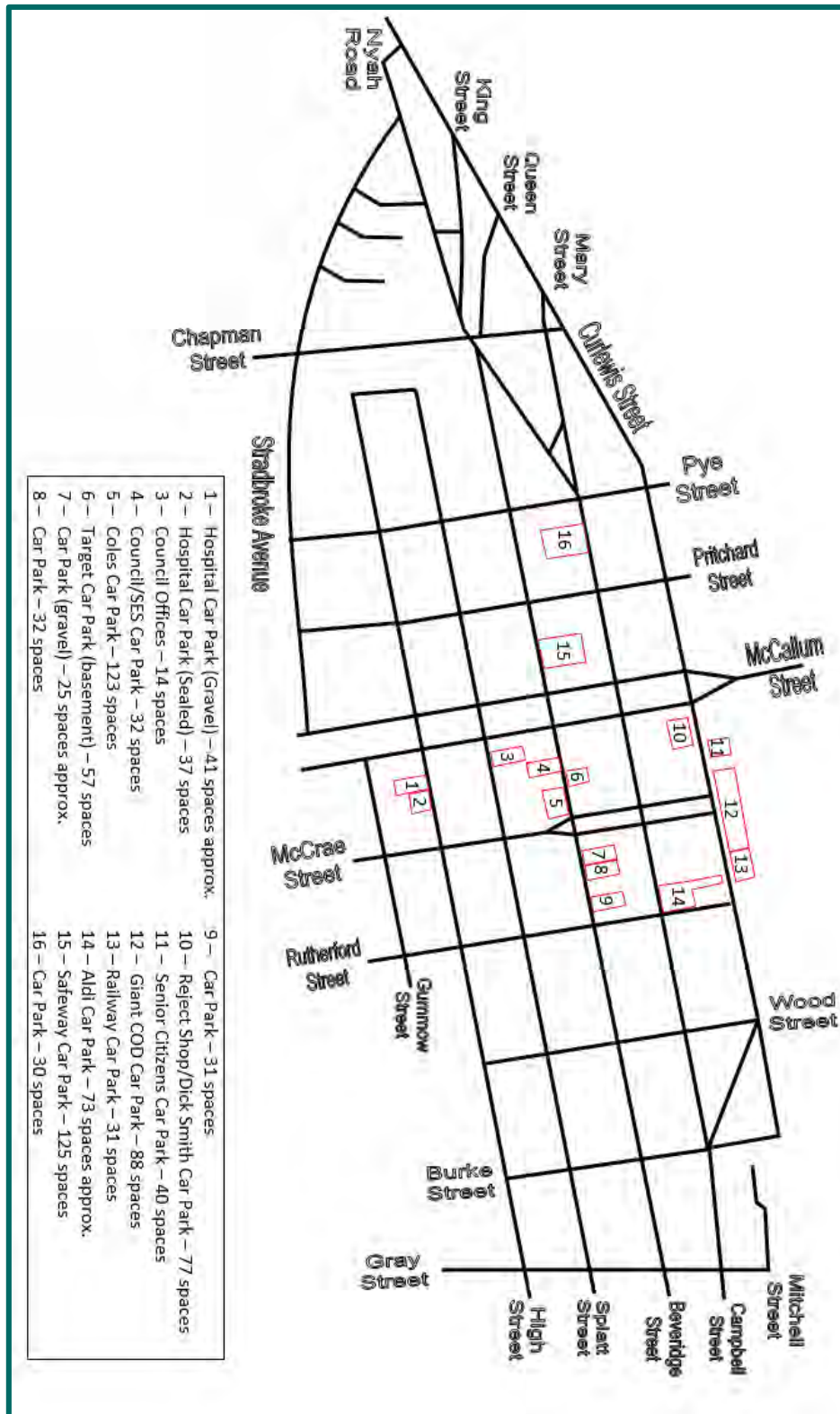


Figure 6: Study Area Off-Street Car Parks



## Swan Hill Car Parking Strategy

A total of 856 off-street public accessible car spaces are available within the study area.

All publically accessible car parks (with the exception of the Coles car park) are either subject to short-term, reserved or unrestricted parking restrictions. The Coles car park is predominantly subject to 'Pay and Display' parking restrictions (it also includes some 'reserved' parking) with the following fees applicable:

- 0 to 1.5 hrs: Free
- 1.5 hrs to 2 hrs: \$2.00
- Each additional hour: \$1.00

These fees apply 24 hours a day, seven days a week.

In addition to the off-street car parks shown in Figure 5, a significant portion of Swan Hill's commercial parking supply comprises private off-street parking areas primarily located at the rear of specialty shops. It is estimated that in the order of 1,600 car spaces<sup>1</sup> are available on private properties within the study area.

This is significantly greater than the number of spaces established as part of the 2007 parking study. This is due to the fact that the new study area is much larger than the 2007 study area and there has been new developments within Swan Hill (such as the Bunnings development at the corner of Beveridge Street and Pye Street) since 2007. Based on the 2007 study and further review, it is estimated that in the order of 700 spaces are located within private car parking spaces at the rears of specialty shops within the CBD area.

## 7.2 Existing Car Parking Demand

Car parking demand surveys of the on-street and off-street parking supply available within the study area (excluding private off-street parking areas at the rear of specialty shops) were undertaken at the following times:

- Friday 17 July, 2015 from 10:00am to 10:00pm at two hourly intervals; and
- Saturday 18 July, 2015 from 10:00am to 2:00pm at two hourly intervals.

The surveys were undertaken by Council staff, with Traffix Group preparing the necessary survey forms and instructions.

The survey area comprised a total of 4,434 car spaces, including 856 off-street car spaces within the available off-street car parks.

The results of the parking surveys are detailed in Section 7.2.1 and Section 7.2.2, with the full results presented in Appendix B.

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<sup>1</sup> This was achieved based on various inspections of the available private parking areas within the study area.

## Swan Hill Car Parking Strategy

### 7.2.1 Daytime

#### *Friday 17 July, 2015*

The on-street and off-street car parking occupancies for the Friday daytime surveys are summarised in Table 7.

**Table 7: Study Area Daytime On-Street and Off-Street Car Parking Occupancies - Friday 17/7/15**

Time	No. Cars Parked	No. of Vacancies	% Occupancy
<b>On-Street Parking - 3,578 spaces</b>			
10:00am	1,394	2,184	39%
12:00noon	1,229	2,349	34%
2:00pm	1,405	2,173	39%
4:00pm	1,003	2,575	28%
<b>Off-Street Parking - 856 spaces</b>			
10:00am	654	202	76%
12:00noon	645	211	75%
2:00pm	669	187	78%
4:00pm	606	250	71%
<b>Total - 4,434 spaces</b>			
10:00am	2,048	2,386	46%
12:00noon	1,874	2,560	42%
2:00pm	2,074	2,360	47%
4:00pm	1,609	2,825	36%

Table 7 indicates that:

- The peak on-street parking demand occurred at 2:00pm when a total of 1,405 car spaces were occupied (39% occupancy), leaving a total of 2,173 vacant on-street spaces within the area;
- The peak off-street parking demand occurred at 2:00pm when a total of 669 spaces were occupied (78% occupancy), leaving a total of 187 vacant off-street spaces within the area; and
- The peak total parking demand occurred at 2:00pm when a total of 2,074 spaces were occupied (47% occupancy), leaving a total of 2,360 vacant spaces within the area.

Figures 7 to 9 show the on-street percentage occupancies during the Friday daytime survey times (i.e. 10:00am to 2:00pm) within each of the streets within the study area.

# Swan Hill Car Parking Strategy

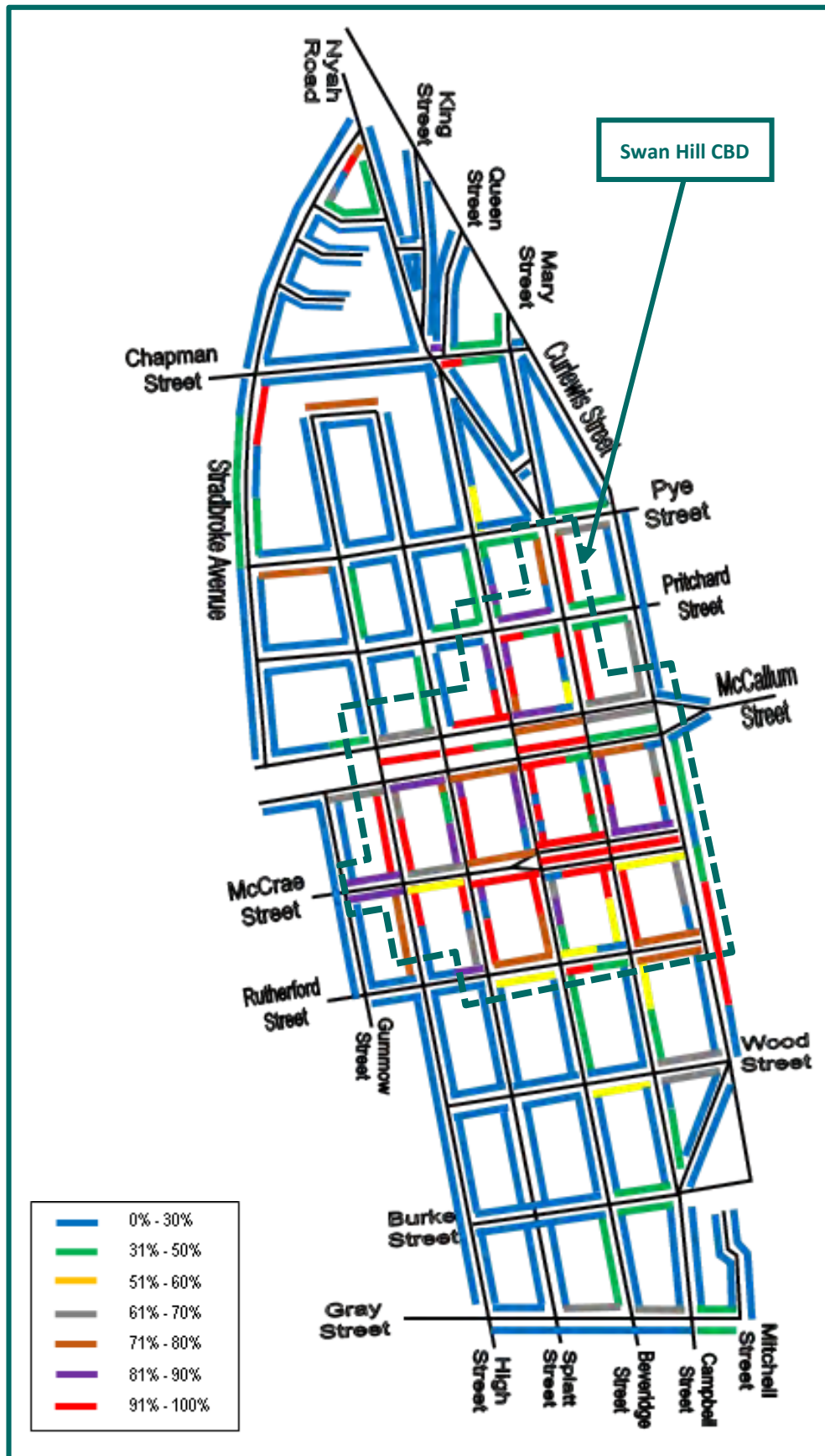


Figure 7: Study Area Car Parking Occupancy - Friday 17/7/15 at 10:00am

# Swan Hill Car Parking Strategy

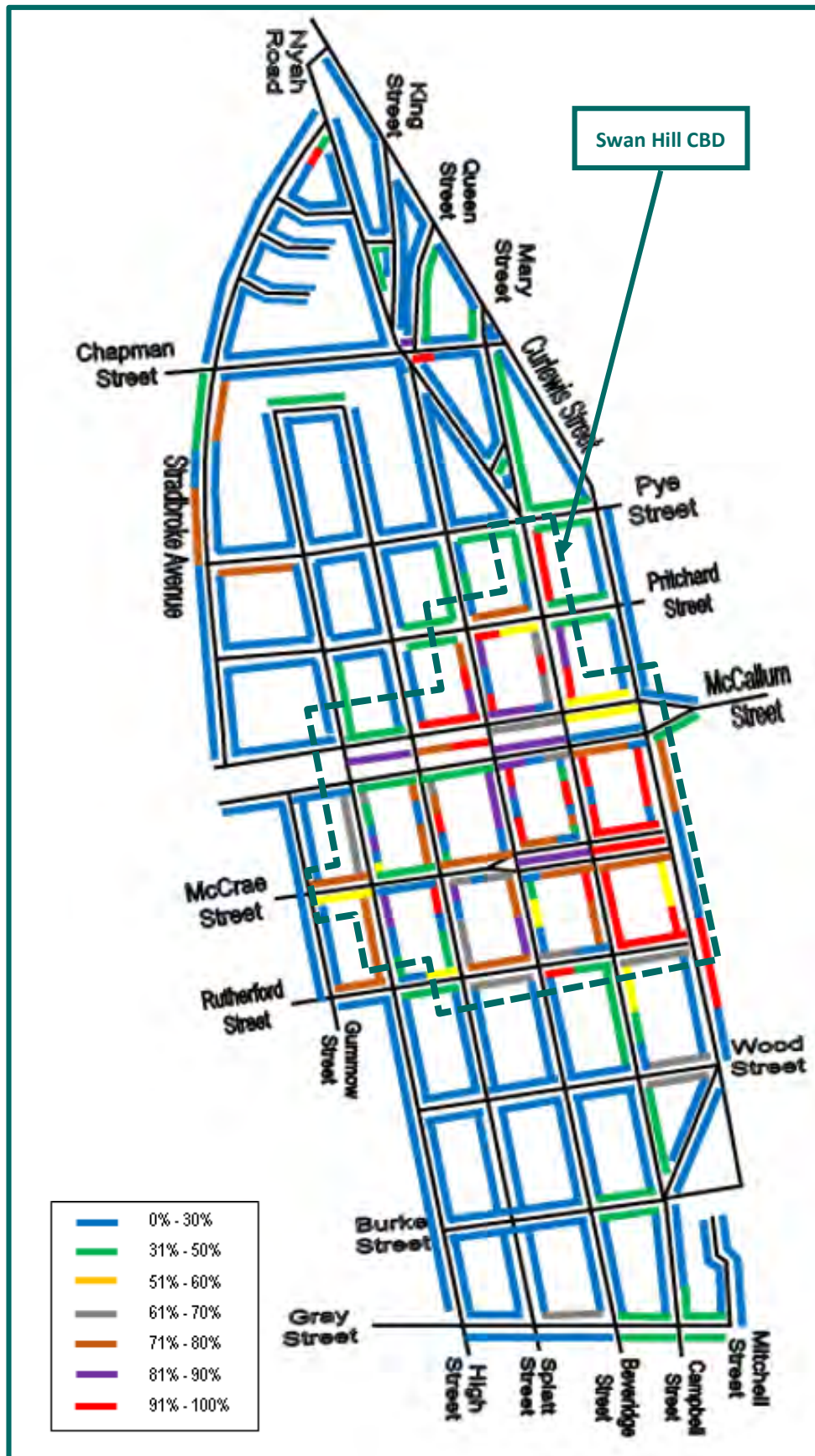


Figure 8: Study Area Car Parking Occupancy - Friday 17/7/15 at 12:00noon



# Swan Hill Car Parking Strategy

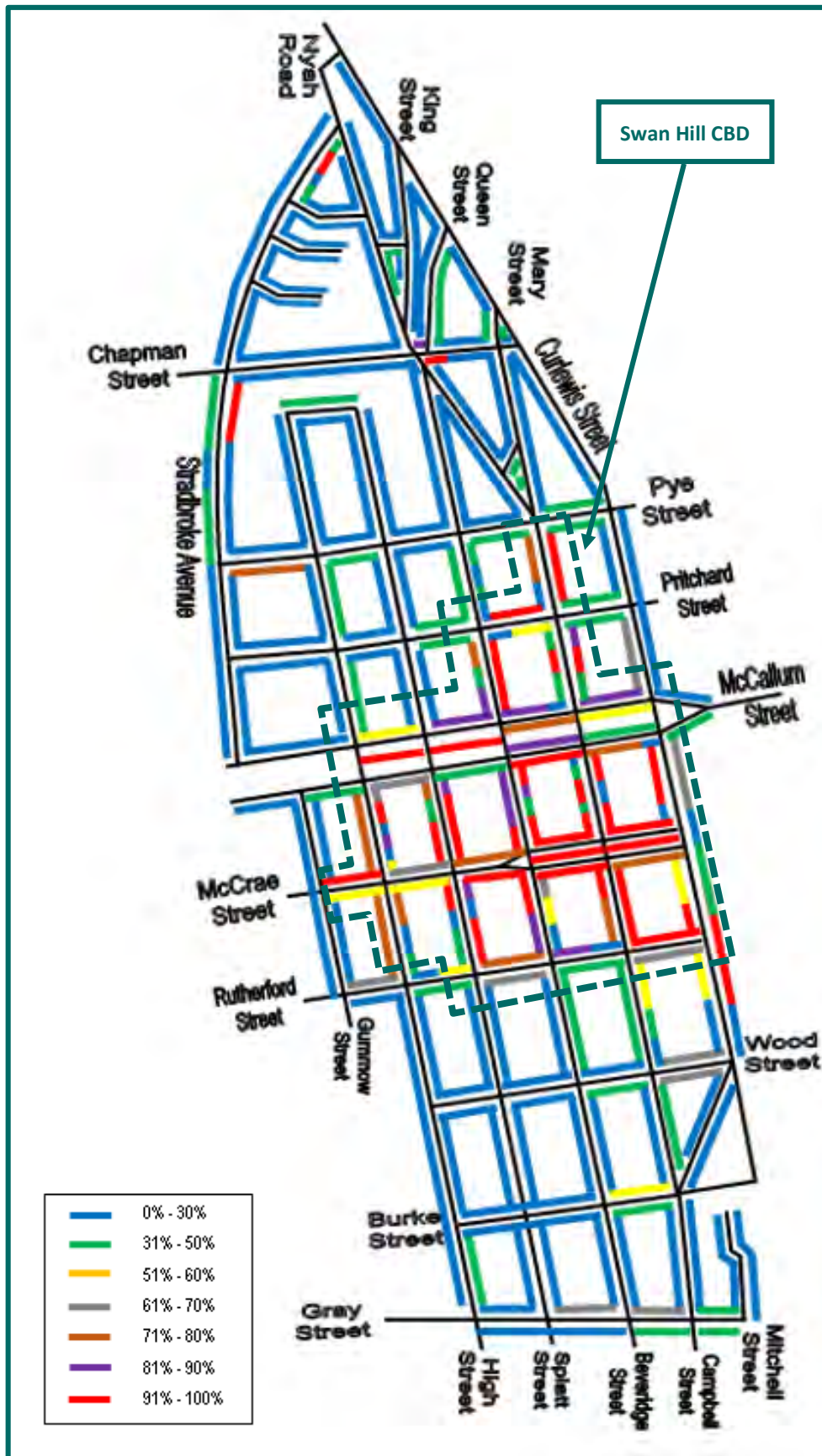


Figure 9: Study Area Car Parking Occupancy - Friday 17/7/15 at 2:00pm

## Swan Hill Car Parking Strategy

Figures 7 to 9 indicate that on-street parking is in high demand predominantly within the Swan Hill CBD. This is to be expected, given that the activity centre is the main attraction area within Swan Hill.

Table 8 sets out the on-street parking occupancies within the Swan Hill CBD.

**Table 8: Swan Hill CBD Daytime On-Street and Off-Street Car Parking Occupancies - Friday 17/7/15**

Time	No. Cars Parked	No. of Vacancies	% Occupancy
<b>On-Street Parking - 1,099 spaces</b>			
10:00am	856	243	78%
12:00noon	773	326	70%
2:00pm	870	229	79%
4:00pm	649	450	59%
<b>Off-Street Parking - 856 spaces</b>			
10:00am	654	202	76%
12:00noon	645	211	75%
2:00pm	669	187	78%
4:00pm	606	250	71%
<b>Total - 1,955 spaces</b>			
10:00am	1,510	445	47%
12:00noon	1,418	537	73%
2:00pm	1,539	416	79%
4:00pm	1,255	700	64%

Table 8 indicates that:

- The peak on-street parking demand occurred at 2:00pm when a total of 870 car spaces were occupied (79% occupancy), leaving a total of 229 vacant on-street spaces within the area;
- The peak off-street parking demand occurred at 2:00pm when a total of 669 spaces were occupied (78% occupancy), leaving a total of 187 vacant off-street spaces within the area; and
- The peak total parking demand occurred at 2:00pm when a total of 1,539 spaces were occupied (79% occupancy), leaving a total of 416 vacant spaces within the area.



## Swan Hill Car Parking Strategy

Table 9 sets out the on-street parking occupancies within the Swan Hill CBD by parking restrictions.

**Table 9: Swan Hill CBD Daytime On-Street Car Parking Occupancies by Parking Restrictions**

Parking Restriction	Supply	No. Cars Parked	No. of Vacancies	% Occupancy
<b>Friday 17/7/15 10:00am</b>				
Unrestricted	340	282	58	83%
Short Term (P10min, 1/4P, 1/2P, 1P & 2P)	261	202	60	77%
Short Term Ticket/Meter	422	347	75	82%
Disabled	18	12	6	67%
Other	58	13	45	22%
<b>Friday 17/7/15 12:00noon</b>				
Unrestricted	340	243	97	71%
Short Term (P10min, 1/4P, 1/2P, 1P & 2P)	261	176	85	67%
Short Term Ticket/Meter	422	339	83	80%
Disabled	18	6	12	33%
Other	58	9	49	16%
<b>Friday 17/7/15 2:00pm</b>				
Unrestricted	340	267	73	79%
Short Term (P10min, 1/4P, 1/2P, 1P & 2P)	261	205	56	79%
Short Term Ticket/Meter	422	368	54	87%
Disabled	18	14	4	78%
Other	58	16	42	28%
<b>Friday 17/7/15 4:00pm</b>				
Unrestricted	340	187	153	55%
Short Term (P10min, 1/4P, 1/2P, 1P & 2P)	261	172	89	66%
Short Term Ticket/Meter	422	278	144	66%
Disabled	18	5	13	28%
Other	58	7	51	12%

## Swan Hill Car Parking Strategy

Table 9 indicates that, for the on-street parking within the Swan Hill CBD during the day on a Friday:

- Unrestricted parking demands ranged from 55% occupancy (at 4:00pm) to 83% occupancy (at 10:00am);
- Short-term parking demands ranged from 66% occupancy (at 4:00pm) to 79% occupancy (at 2:00pm);
- Ticket/meter parking demands ranged from 66% occupancy (at 4:00pm) to 87% occupancy (at 2:00pm); and
- Disabled parking demands ranged from 28% occupancy (at 4:00pm) to 28% occupancy (at 2:00pm).

### **Saturday 18 July, 2015**

The on-street and off-street car parking occupancies for the Saturday daytime surveys are summarised in Table 10. It is noted that on the day of the survey, there was a football match on, for which Council routinely closes Pritchard Street for road safety purposes. It is considered that this would have had a minimal impact on the observations with respect to car parking, particularly within the Swan Hill CBD area.

**Table 10: Daytime On-Street and Off-Street Car Parking Occupancies - Saturday 18/7/15**

Time	No. Cars Parked	No. of Vacancies	% Occupancy
<b>On-Street Parking - 3,533 spaces<sup>2</sup></b>			
10:00am	649	2,884	18%
12:00noon	710	2,823	20%
2:00pm	507	3,026	14%
<b>Off-Street Parking - 856 spaces</b>			
10:00am	336	520	39%
12:00noon	479	377	56%
2:00pm	304	552	36%
<b>Total - 4,389 spaces</b>			
10:00am	985	3,404	22%
12:00noon	1,189	3,200	27%
2:00pm	811	3,578	18%

<sup>2</sup> The number of available spaces on the Saturday is different to the Friday given that sections of Pritchard Street were closed during the Saturday surveys as a result of a football match.

## Swan Hill Car Parking Strategy

Table 10 indicates that:

- The peak on-street parking demand occurred at 12:00pm when a total of 710 car spaces were occupied (20% occupancy), leaving a total of 2,823 vacant on-street spaces within the area;
- The peak off-street parking demand occurred at 12:00pm when a total of 479 spaces were occupied (56% occupancy), leaving a total of 377 vacant off-street spaces within the area; and
- The peak total parking demand occurred at 12:00pm when a total of 1,189 spaces were occupied (27% occupancy), leaving a total of 3,200 vacant spaces within the area.

Figures 10 to 12 show the on-street percentage occupancies during the daytime survey times (i.e. Saturday 10:00am to 2:00pm) within each of the streets within the study area.

# Swan Hill Car Parking Strategy

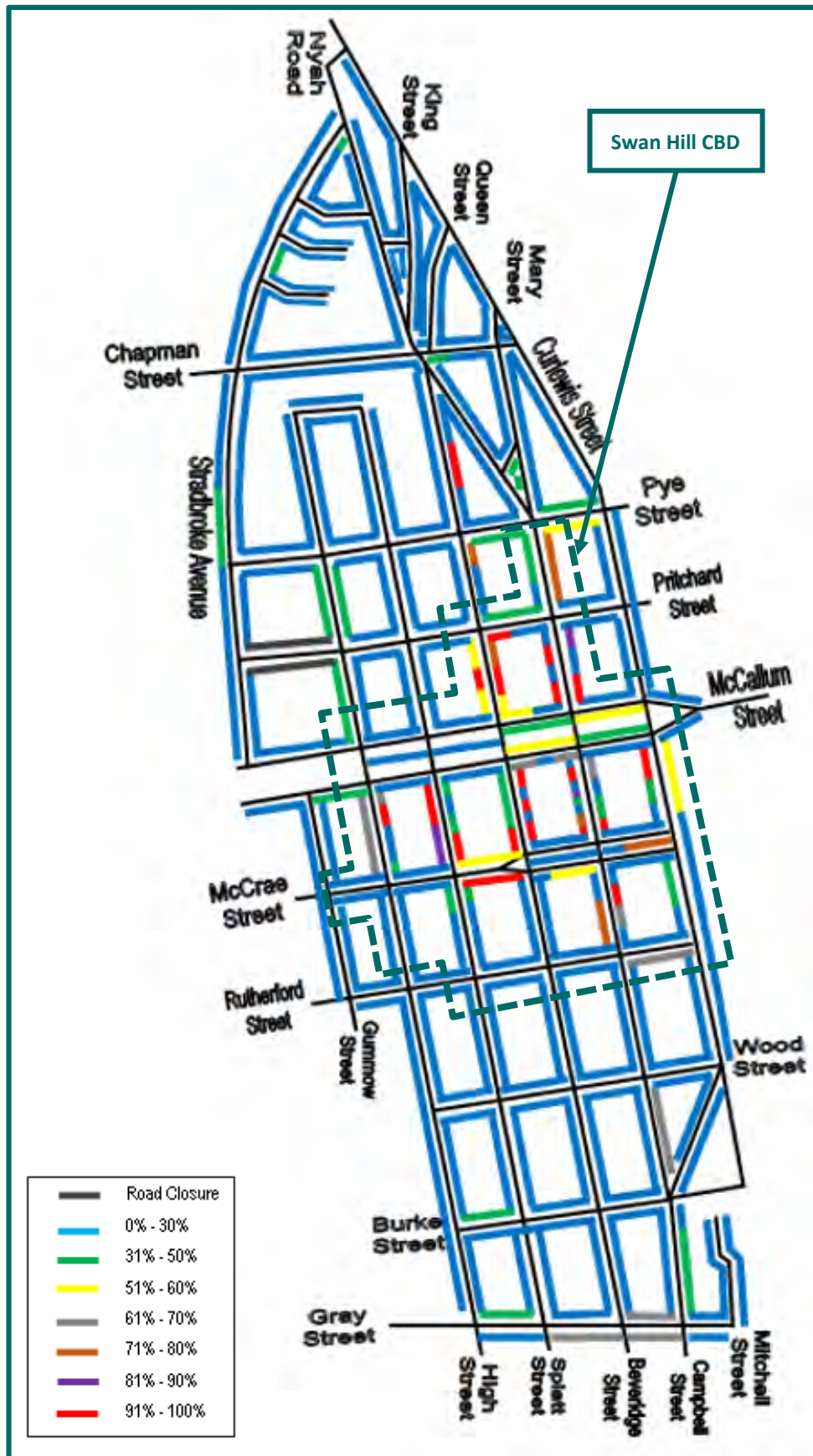


Figure 10: Study Area Car Parking Occupancy - Saturday 18/7/15 at 10:00am



# Swan Hill Car Parking Strategy

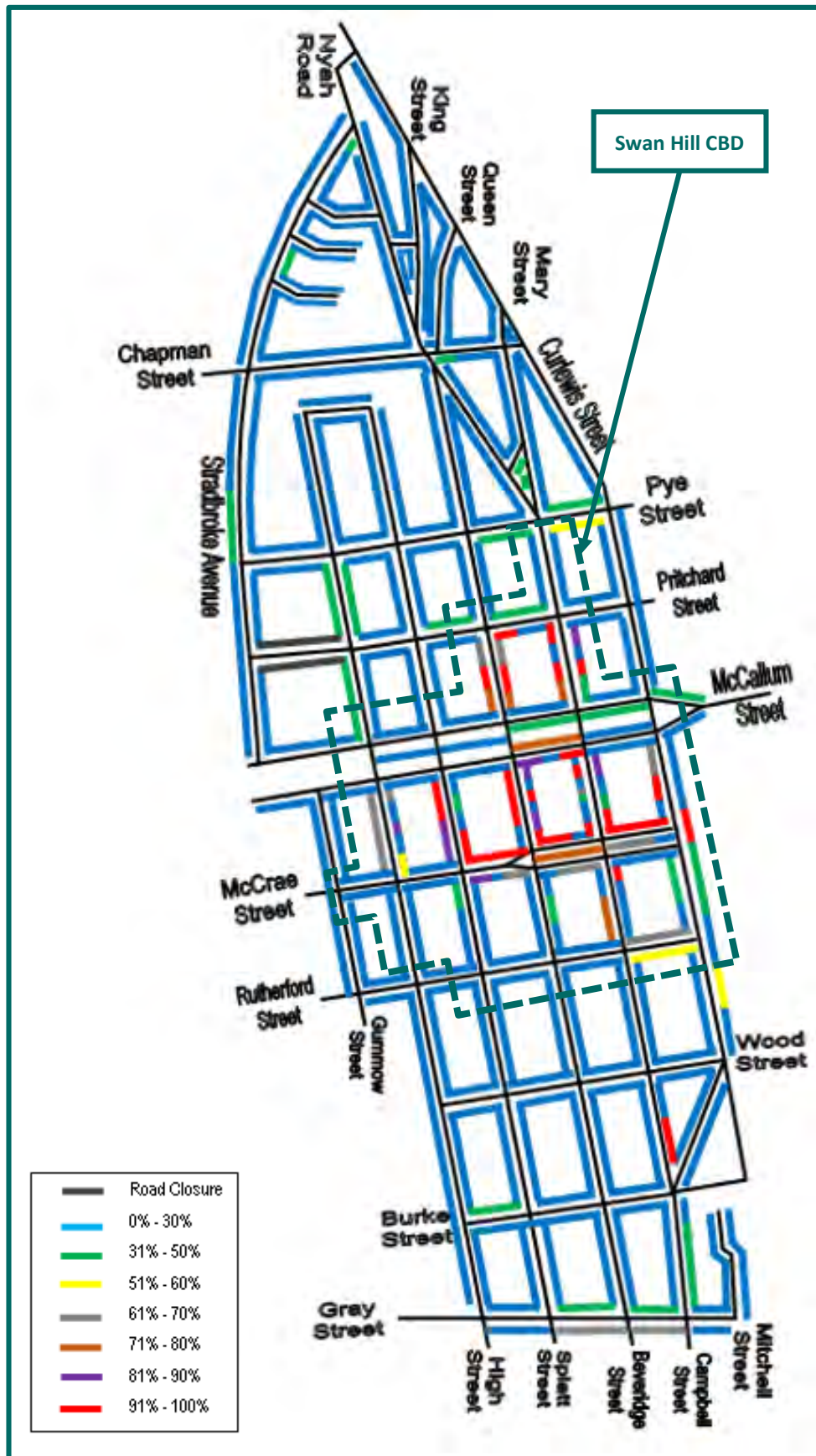


Figure 11: Study Area Car Parking Occupancy - Saturday 18/7/15 at 12:00noon



# Swan Hill Car Parking Strategy

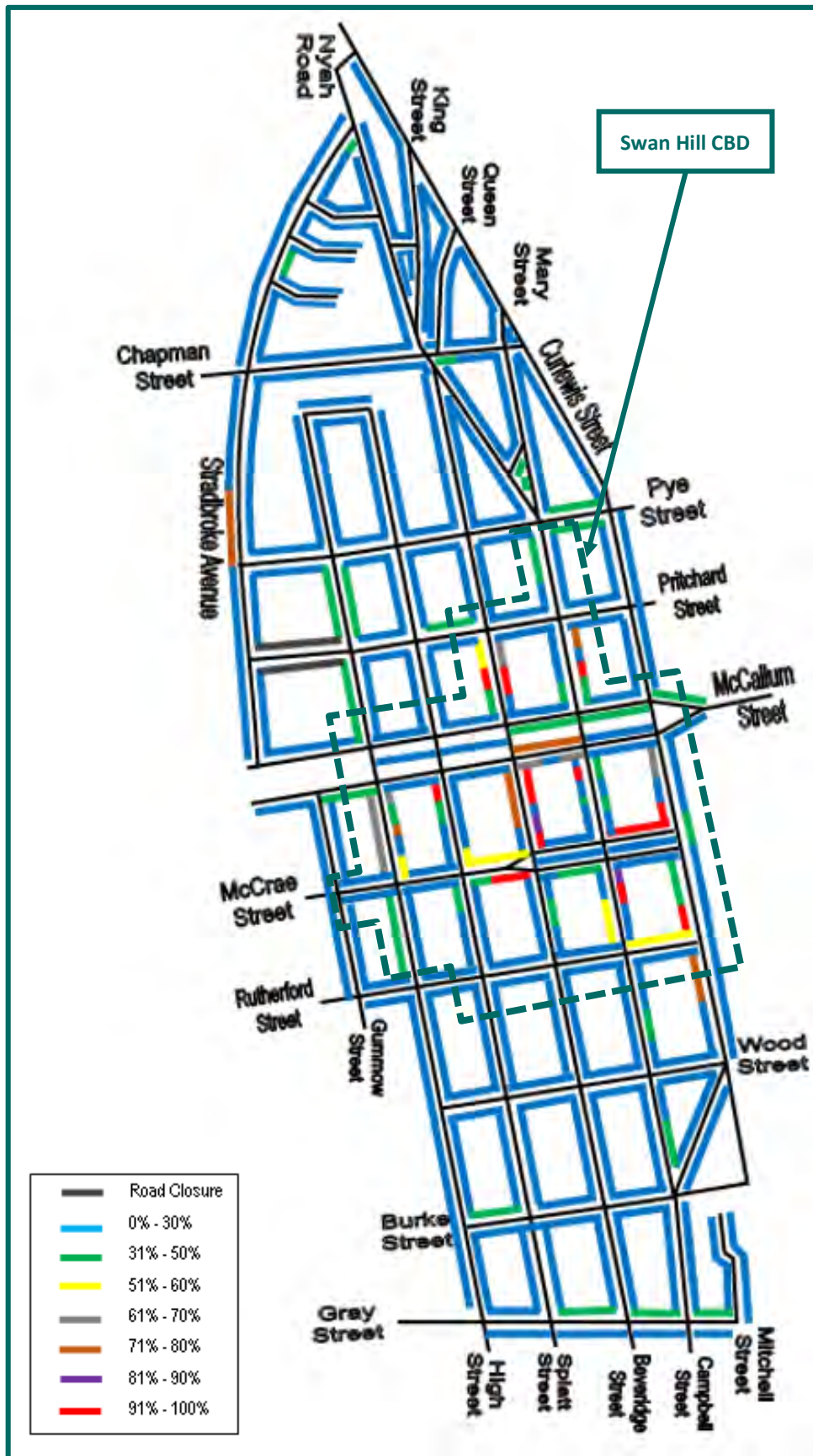


Figure 12: Study Area Car Parking Occupancy - Saturday 18/7/15 at 2:00pm

## Swan Hill Car Parking Strategy

Figures 10 to 12 indicate that on-street parking is in high demand within the Swan Hill activity centre, but is less spread than compared to the Friday daytime results.

Table 11 sets out the on-street parking occupancies within the Swan Hill CBD.

**Table 11: Swan Hill CBD Daytime Car Parking Occupancies - Saturday 18/7/15**

Time	No. Cars Parked	No. of Vacancies	% Occupancy
<b>On-Street Parking - 1,099 spaces</b>			
10:00am	413	686	38%
12:00noon	469	630	43%
2:00pm	303	796	28%
<b>Off-Street Parking - 856 spaces</b>			
10:00am	336	520	39%
12:00noon	479	377	56%
2:00pm	304	552	36%
<b>Total - 1,955 spaces</b>			
10:00am	749	1,206	38%
12:00noon	948	1,007	48%
2:00pm	607	1,348	31%

Table 11 indicates that:

- The peak on-street parking demand occurred at 12:00pm when a total of 469 car spaces were occupied (43% occupancy), leaving a total of 630 vacant on-street spaces within the area;
- The peak off-street parking demand occurred at 12:00pm when a total of 479 car spaces were occupied (56% occupancy), leaving a total of 377 vacant off-street spaces within the area;
- The peak total parking demand occurred at 12:00pm when a total of 948 car spaces were occupied (48% occupancy), leaving a total of 1,007 vacant spaces within the area.

## Swan Hill Car Parking Strategy

Table 12 sets out the on-street parking occupancies within the Swan Hill CBD by parking restrictions.

**Table 12: Swan Hill CBD Daytime On-Street Car Parking Occupancies by Parking Restrictions**

Parking Restriction	Supply	No. Cars Parked	No. of Vacancies	% Occupancy
<b>Saturday 18/7/15 10:00am</b>				
Unrestricted	340	58	282	17%
Short Term (P10min, 1/4P, 1/2P, 1P & 2P)	261	119	142	46%
Short Term Ticket/Meter	422	220	202	52%
Disabled	18	7	11	39%
Other	58	9	49	16%
<b>Saturday 18/7/15 12:00noon</b>				
Unrestricted	1,030	454	576	44%
Disabled	15	5	10	33%
Other	54	9	45	17%
<b>Saturday 18/7/15 2:00pm</b>				
Unrestricted	1,033	291	742	28%
Disabled	15	7	8	47%
Other	51	5	46	10%

Table 12 indicates that the on-street parking within the Swan Hill CBD is predominantly subject to short-term parking restrictions, except after lunchtime given that the majority of parking restrictions within the area end between 12:00noon and 1:00pm on a Saturday. This results in the availability of a higher number of unrestricted spaces within the area.

It is evident from the surveys that daytime on-street parking demands on a Saturday are significantly less than the demands recorded on a Friday.

## Swan Hill Car Parking Strategy

### 7.2.2 Evening

**Friday 17 July, 2015**

The on-street and off-street car parking occupancies for the Friday evening surveys are summarised in Table 13.

**Table 13: Study Area Evening On-Street and Off-Street Car Parking Occupancies - Friday 17/7/15**

Time	No. Cars Parked	No. of Vacancies	% Occupancy
<b>On-Street Parking - 3,578 spaces</b>			
6:00pm	468	3,110	13%
8:00pm	366	3,212	10%
10:00pm	262	3,316	7%
<b>Off-Street Parking - 856 spaces</b>			
6:00pm	256	600	30%
8:00pm	209	647	24%
10:00pm	122	734	14%
<b>Total - 4,434 spaces</b>			
6:00pm	724	3,710	16%
8:00pm	575	3,859	13%
10:00pm	384	4,050	9%

Table 13 indicates that:

- The peak on-street parking demand occurred at 6:00pm when a total of 468 car spaces were occupied (13% occupancy), leaving a total of 3,110 vacant on-street spaces within the area;
- The peak off-street parking demand occurred at 6:00pm when a total of 256 spaces were occupied (30% occupancy), leaving a total of 600 vacant off-street spaces within the area; and
- The peak total parking demand occurred at 6:00pm when a total of 724 spaces were occupied (16% occupancy), leaving a total of 3,710 vacant spaces within the area.

Figure 13 shows the on-street percentage occupancies at 6:00pm on the Friday survey day within each of the streets within the study area. This indicates that on-street parking is in low demand within the Swan Hill activity centre.

# Swan Hill Car Parking Strategy

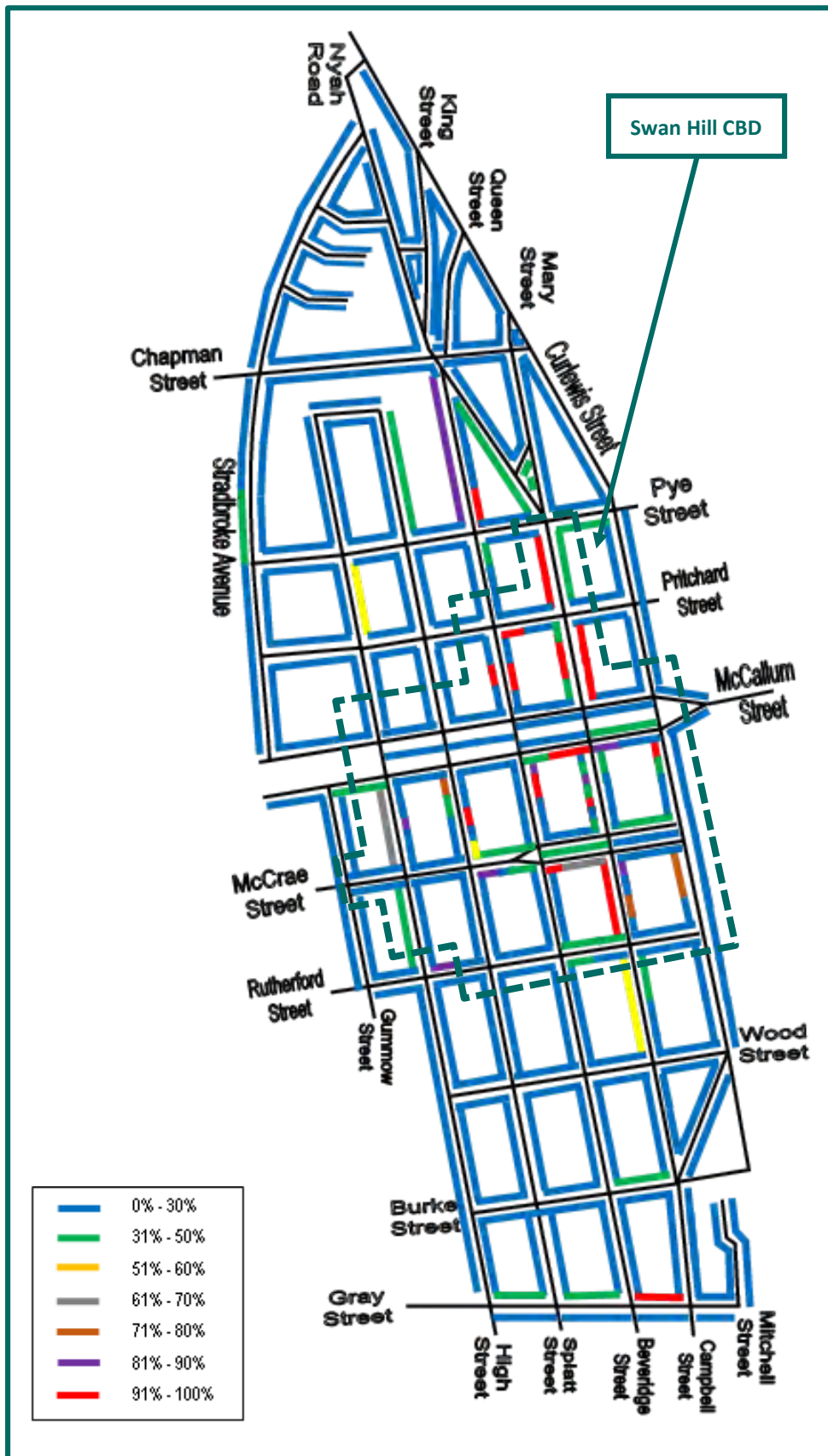


Figure 13: Study Area Car Parking Occupancy - Friday 17/7/15 at 6:00pm



### 7.3 Assessment of Current Car Parking Supply and Demand

Figure 14 shows the car parking occupancies for the Swan Hill CBD for the Friday and Saturday survey periods.



**Figure 14: Swan Hill CBD Car Parking Occupancy**

It is evident that on-street and off-street car parking demands within the Swan Hill CBD are significantly higher during the day on a weekday (Friday) when compared to weekday evenings (Friday) and weekends (Saturday).

The parking survey results indicate that the Swan Hill CBD is the major attraction for parking within the study area, with on-street parking demands being in high demand within the CBD. The provision of short-term and short-term ticketed and/or metered parking within this area ensures that there is a high turnover of spaces.

At 2:00pm on the Friday (the time of the observed peak parking demand) within the CBD:

- 1,539 spaces were occupied (79% occupancy), comprising:
  - 870 on-street spaces (79% occupancy); and
  - 669 off-street spaces (78% occupancy).
- 416 spaces were vacant, comprising:
  - 229 vacant on-street spaces; and
  - 187 vacant off-street spaces.

## Swan Hill Car Parking Strategy

- Of the on-street parking demand:
  - 79% of unrestricted parking spaces were occupied, leaving 73 vacant spaces;
  - 79% of short-term parking spaces were occupied, leaving 56 vacant spaces;
  - 87% of ticket/meter parking spaces were occupied, leaving 54 vacant spaces; and
  - 28% of disabled parking spaces were occupied, leaving 42 vacant spaces.
- The following on-street locations experienced greater than 90% occupancy rates over substantial sections:
  - Curlewis Street
    - Between Rutherford Street and Wood Street - west side (unrestricted)
  - Campbell Street:
    - Between Pye Street and Pritchard Street - east side (2P)
    - Between McCullum Street and McCrae Street - east side (1P Ticket) and west side (1P Ticket)
    - Between McCrae Street and Rutherford Street - east side (1P Ticket)
  - Beveridge Street:
    - Between Pritchard Street and McCallum Street - east side (2P Meter)
    - Between McCallum Street and McCrae Street - east side (1P Ticket)
    - Between McCrae Street and Rutherford Street - west side (2P Ticket)
  - Splatt Street:
    - Between McCallum Street and McCrae Street - east side (2P) and west side (2P)
    - Between McCrae Street and Rutherford Street - east side (unrestricted)
  - Pritchard Street:
    - Between Campbell Street and Beveridge Street - north side (2P)
  - McCrae Street:
    - Between Curlewis Street and Campbell Street - north side (2P Ticket), south side (2P Ticket) and centre (2P Ticket)
    - Between Campbell Street and Beveridge Street - north side (2P Ticket), south side (2P Ticket) and centre (2P Ticket)
    - Between Beveridge Street and Splatt Street - south side (2P Ticket)
    - Between High Street and Gummow Street - north side (unrestricted)
  - Rutherford Street:
    - Between Curlewis Street and Campbell Street - north side (2P)
- Within the unrestricted car parks in the median of McCallum Street between Beveridge Street and High Street:
  - 99% occupied, with 1 space vacant (excludes restroom patrons spaces - 2)

## Swan Hill Car Parking Strategy

- Car parking in the following off-street car parks was:
  - Council managed:
    - 229, 237 and 253 Beveridge Street car parks
      - 77% occupied, with 20 vacant spaces
    - Campbell Street car park
      - 57% occupied, with 13 vacant spaces
    - Senior Citizens, Giant Cod and Railway car parks (Curlewis Street)
      - 68% occupied, with 51 vacant spaces
    - Beveridge Street Council offices
      - 28% occupied, with 23 vacant spaces
    - Splatt Street Council offices
      - 64% occupied, with 5 vacant spaces
  - Privately managed:
    - Coles (Beveridge Street)
      - 90% occupied, with 11 vacant spaces
    - Woolworths (Campbell Street/Beveridge Street)
      - 92% occupied, with 10 vacant spaces
    - Aldi (Rutherford Street)
      - 68% occupied, with 23 vacant spaces
    - Reject Shop/Dick Smith (Curlewis Street)
      - 87% occupied, with 10 vacant spaces
    - Target (underground)
      - 67% occupied with 19 vacant spaces

### 7.4 2015 v 2007 Car Parking Demands

By way of comparison, the 2007 parking study showed the following car parking demands.

**Table 14: On-Street Car Parking Occupancy - Tuesday 30 January, 2007**

Time	No. Cars Parked	No. of Vacancies	% Occupancy
<b>Capacity: 1,406 On-Street Spaces</b>			
10:00am	802	604	57%
12:00pm	801	605	57%
2:00pm	810	596	58%
4:00pm	755	651	54%

## Swan Hill Car Parking Strategy

**Table 15: Off-Street Car Parking Occupancy - Tuesday 30 January, 2007**

Time	No. Cars Parked	No. of Vacancies	% Occupancy
<b>Capacity: 704 Off-Street Spaces</b>			
10:00am	437	267	62%
12:00pm	484	220	69%
2:00pm	525	179	75%
4:00pm	453	251	64%

**Table 16: On-Street Car Parking Occupancy - Friday 23 June, 2007**

Time	No. Cars Parked	No. of Vacancies	% Occupancy
<b>Capacity: 1,406 On-Street Spaces</b>			
10:00am	896	512	64%
12:00pm	950	458	68%
2:00pm	932	476	66%
4:00pm	829	579	59%

**Table 17: Off-Street Car Parking Occupancy - Friday 23rd June, 2007**

Time	No. Cars Parked	No. of Vacancies	% Occupancy
<b>Capacity: 704 Off-Street Spaces</b>			
10:00am	563	141	80%
12:00pm	561	143	80%
2:00pm	532	172	76%
4:00pm	433	271	62%

**Table 18: On-Street Car Parking Occupancy - Saturday 24 June, 2007**

Time	No. Cars Parked	No. of Vacancies	% Occupancy
<b>Capacity: 1,406 On-Street Spaces</b>			
10:00am	473	933	34%
12:00pm	573	833	41%

## Swan Hill Car Parking Strategy

**Table 19: Off-Street Car Parking Occupancy - Saturday 24 June, 2007**

Time	No. Cars Parked	No. of Vacancies	% Occupancy
<b>Capacity: 704 Off-Street Spaces</b>			
10:00am	343	361	49%
12:00pm	354	350	50%

The 2007 report also identified the following areas of high parking demand:

- McCallum Street between High Street and Curlewis Street (particularly centre-of-road unrestricted all day parking);
- Campbell Street between Pye Street and Pritchard Street (2P);
- Campbell Street between McCallum Street and McCrae Street (1P);
- High Street between McCallum Street and McCrae Street (2P);
- Beveridge Street between McCallum Street and Rutherford Street (1P and 2P);
- Splatt Street between McCallum Street and Rutherford Street (2P and unrestricted); and
- Curlewis Street between Pritchard Street and McCallum Street (unrestricted parking, particularly east side).

Whilst a direct comparison between the two years is not possible due to changes in the car parking supply and the different broader study areas, the following comments are made:

- The on-street occupancy rates within the CBD area on Friday were higher in 2015 than in 2007 (noting that the 2007 area was broader and hence is likely to have included streets with lower car parking demands that were not included in the 2015 CBD area);
- The off-street occupancy rates within the CBD area on Friday were similar; and
- Compared to 2007, high parking demands were observed in 2015 in the following new locations:
  - Curlewis Street between Rutherford Street and Wood Street - west side (unrestricted);
  - Campbell Street between McCrae Street and Rutherford Street - east side (1P Ticket);
  - Beveridge Street between Pritchard Street and McCallum Street - east side (2P Meter);
  - McCrae Street between Curlewis Street and Beveridge Street - north side (2P Ticket), south side (2P Ticket) and centre (2P Ticket);
  - McCrae Street between Beveridge Street and Splatt Street - south side (2P Ticket); and
  - McCrae Street between High Street and Gummow Street - north side (unrestricted).

On this basis, it appears that the on-street parking demands of the Swan Hill CBD area have extended further compared to in 2007.



### 7.5 Disabled Parking

Currently within the Swan Hill CBD area there are 35 disabled car parking spaces as follows:

- On-street: 18 spaces
- Off-street: Council-controlled car parks: 9 spaces  
Private car parks: 8 spaces

It is noted that three of the on-street disabled spaces apply from 9:00am to 5:30pm Monday to Friday and from 9:00am to 12:00noon Saturday. Outside of these times these spaces are available for all drivers, not just disabled parking permit holders.

The locations of the on-street disabled spaces within the Swan Hill CBD are shown in Figure 15.

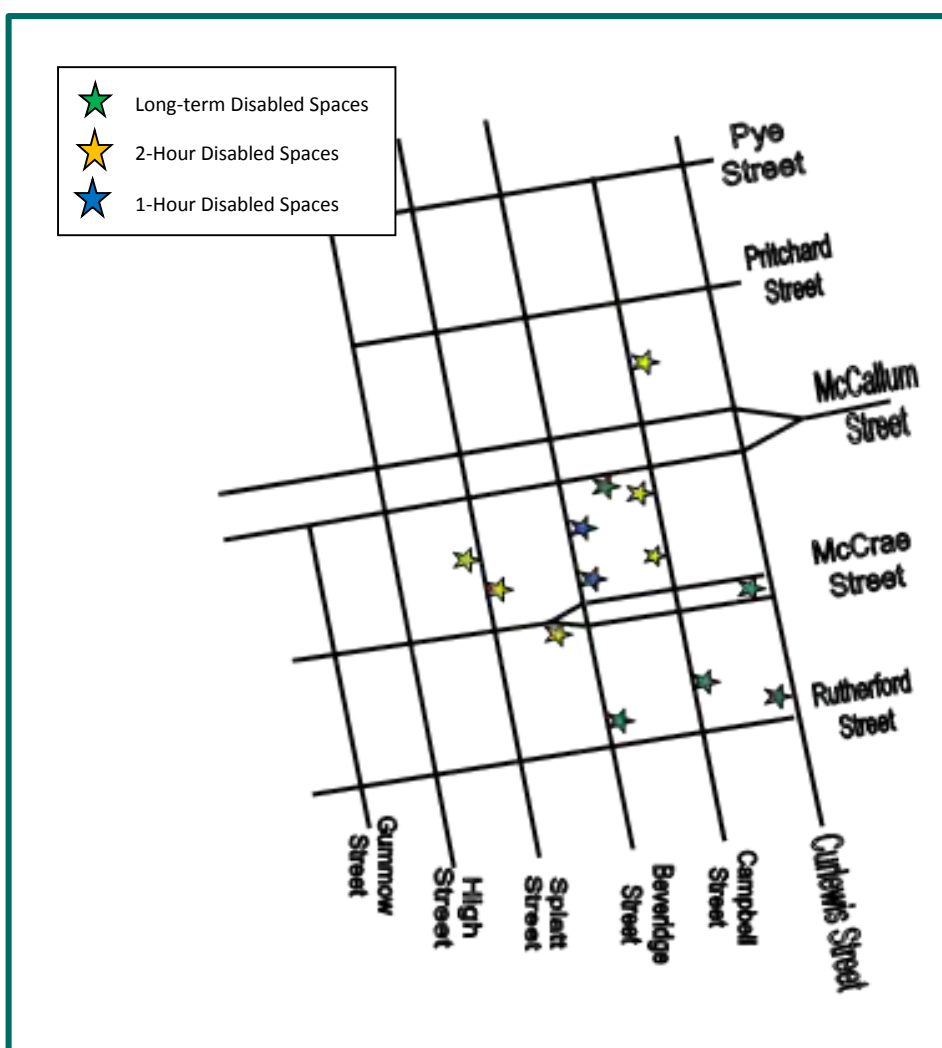


Figure 15: Swan Hill CBD Area Disabled Parking Locations

## Swan Hill Car Parking Strategy

The observed usage of the on-street disabled spaces is shown in Table 20.

**Table 20: Swan Hill CBD - Daytime On-Street Car Parking Occupancies by Parking Restrictions**

Day/Time	Supply	No. Cars Parked	No. of Vacancies	% Occupancy
Friday 17/7/15 10:00am	18	12	6	67%
Friday 17/7/15 12:00noon	18	6	12	33%
Friday 17/7/15 2:00pm	18	14	4	78%
Friday 17/7/15 4:00pm	18	5	13	28%
Saturday 18/7/15 10:00am	18	7	11	39%
Saturday 18/7/15 12:00noon	15	5	10	33%
Saturday 18/7/15 2:00pm	15	7	13	47%

The questionnaire detailed in Section 6 did not specifically ask about the number and location of disabled car parking spaces within Swan Hill. The responses did not indicate any specific issues with disabled parking.

The Australian Standard series for parking (AS/NZS 2890) does not contain any guidance in terms of the number of disabled car parking spaces to be provided. It is noted that the now superseded AS 2890.1-1993 Parking Facilities Part 1: Off-Street Car Parking included, as a guide, rates for the provision of disabled car parking spaces. For a shopping area, the recommended number of disabled spaces was 1% to 2%. Applying this rate produces the following notional accessible car parking spaces requirements:

- On-street parking: Number of spaces: 1,099  
Required number of accessible spaces: 11 to 22
- Off-street parking: Number of spaces: 856  
Required number of accessible spaces: 9 to 17

The Building Code of Australia, whilst applicable to buildings, does provide some guidance in relation to the provision of accessible car parking spaces. Some relevant rates are as follows:

- Office building: 1 space for every 100 car parking spaces or part thereof
- Shop (including café and restaurant):
  - Up to 1,000 car parking spaces: 1 space for every 100 car parking spaces or part thereof
  - For each additional 100 car parking spaces or part thereof in excess of 1,000 car parking spaces: 1 space

Other rates apply to other uses (classes of buildings).

## Swan Hill Car Parking Strategy

Adopting the “shop” rate as a guide produces the following notional accessible car parking spaces requirements:

- On-street parking:   Number of spaces:                                   1,099  
                                Required number of accessible spaces:   11
- Off-street parking:   Number of spaces:                                   856  
                                Required number of accessible spaces:   9

These indicate that around 11 to 22 on-street and 9 to 17 off-street accessible spaces would be appropriate within the Swan Hill CBD area. With up to 18 on-street spaces (noting that some disabled spaces do not apply after 12:00noon on Saturdays) and 17 off-street spaces provided, the quantum of disabled on-street spaces appears to be appropriate.

The provision of accessible car parking spaces should be regularly monitored. As the population of Swan Hill ages, it may be appropriate to provide additional accessible spaces. Also, as land uses change, it may be appropriate to introduce additional accessible spaces (or even remove some accessible spaces).

When it is undertaking works in a particular area, Council should take the opportunity to ensure the design of the accessible car parking infrastructure is in accordance with the current requirements as detailed in AS/NZS 2890.6:2009 Parking Facilities Part 6: Off-Street Parking for People with Disabilities. Attention is drawn to two important aspects of the design of accessible spaces:

- Angle parking accessible spaces have an adjacent shared area; and
- Parallel parking accessible spaces have significant spatial and level requirements.

## 8 Future Car Parking Conditions

To ascertain likely future parking conditions within the Swan Hill CBD, discussions have been held with relevant Council officers and relevant Council documents have been reviewed. In summary, this identified:

- Swan Hill Retail Strategy 2014
  - This report provides a comprehensive and detailed analysis of the region’s retail sector and identifies actions that will assist with its future development and growth.
  - The report identified three retail gaps:
    - Discount department store;
    - Dedicated homemaker centre/precinct; and
    - Limited presence of national brand retailers.
  - The report included an action plan, which comprises eight objectives and 19 actions, and nine key indicators for monitoring the progress of identified key objectives.
- Swan Hill Riverfront Masterplan (October, 2013)
  - This report provides a vision for the future renewal of the Riverfront Precinct in Swan Hill.
  - The masterplan identifies a range of potential developments within the riverfront area, with car parking being indicated.

## Swan Hill Car Parking Strategy

- The economic assessment report for the masterplan included the following of relevance to the current study:
  - There is an identified gap in the Swan Hill retail offer for a discount department store of 7,000m<sup>2</sup> with a further 800m<sup>2</sup> of specialty retail for attracting national brands not currently operating in Swan Hill.
- The Swan Hill Region Workforce Development Strategy 2013-2016 (2013)
  - This strategy aims to support local people to develop skills and qualifications needed by the region's employers, improve the region's ability to attract people with skills in demand and increase employment opportunities for local people who are under-represented in the workforce.
  - It does not contain any quantifiable indicators which can be used to assess the likely impact on future car parking demands in the Swan Hill activity centre.
- Heartbeat of the Murray Laser Show
  - The Heartbeat of the Murray Laser Show is located within the Swan Hill Pioneer Settlement and has recently commenced operation. It operates at night.
  - Whilst the laser show is expected to be a major tourist attraction, it is not known what the impact on parking demands within the Swan Hill activity centre will be, particularly on a typical weekday. It is noted that the car parking surveys indicate that on-street car parking is in low demand within the Swan Hill activity centre on a Friday evening.
- CBD Streetscape Master Plan (Final Draft November 2009)
  - The CBD Streetscape Master Plan proposes a series of actions to improve the pedestrian amenity and environmental sustainability of streets within the Swan Hill CBD.
  - Campbell Street:
    - Between McCallum Street and McCrae Street:
      - Remove the "wandering" alignment and incorporate water sensitive urban design (WSUD), and either:
        - Option 1: Provide angle parking on both sides; or
        - Option 2: Provide parallel parking on both sides and add bicycle lanes on both sides.
    - North of McCallum Street and south of McCrae Street:
      - Retain the "wandering" alignment and central median, incorporate WSUD garden beds and shade trees.
  - McCrae Street:
    - Introduce shade (trees and structures) by narrowing footpaths and provide angle parking on both sides and a central angle parking lane.
      - It is noted that McCrae Street between Curlewis Street and Beveridge now comprises parallel kerbside parking and a central angle parking lane in both directions.

## Swan Hill Car Parking Strategy

- In addition, the master plan proposes the incorporation of WSUD garden beds including shade trees in place of some on-street car parking spaces in the following streets:
  - Splatt Street;
  - Beveridge Street;
  - Curlewis Street;
  - McCallum Street;
  - Rutherford Street;
  - Wood Street;
  - Pritchard Street; and
  - Pye Street.
- These measures are in the process of implementation.

Therefore, whilst the population of the Swan Hill township is predicted to experience a small increase, any increase in retail growth is likely to be low. It is reasonable to assume that a future discount store would provide sufficient car parking for its needs. Similarly, it is reasonable to assume that any developments within the Swan Hill Riverfront Masterplan area would provide sufficient car parking for their needs.

The streetscape masterplan proposes a number of measures which will affect the number of car parking spaces available. In some instances, measures may result in a loss of on-street parking. However, this will provide a much more attractive environment within the Swan Hill CBD. A key objective in implementing the masterplan, whilst balancing all needs, should be to maximise the provision of on-street car parking in the core of the CBD. This should include a preference for angle parking in Campbell Street over parallel parking and consideration to “straightening” the alignment of Campbell Street north of McCallum Street and south of McCrae Street to enable angle parking on both sides.

## 9 Identified Issues

The processes undertaken to date (site inspection, consultation, car parking surveys and review of future car parking conditions) have identified a number of key issues which are summarised as follows:

- On-street parking demand within the central CBD area and extending to include McCrae Street between Curlewis Street and Campbell Street was generally high (>90% occupancy rate). This area generally comprised 1P and 2P parking with much (but not all) of the parking being either ticketed or metered;
- On-street parking demand in Splatt Street between McCallum Street and Rutherford Street was generally high (>90% occupancy rate) (2P and unrestricted);
- On-street parking in the median of McCullum Street between Beveridge Street and High Street was generally high (>90% occupancy rate) (unrestricted);
- Off-street parking demand in all Council-managed car parks (unrestricted) was below 80% at the time of peak parking demand;



## Swan Hill Car Parking Strategy

- Off-street parking demand in the Coles (90%) (pay and display), Woolworths (92%) (2P) and Reject/Dick Smith (87%) (2P) privately-managed car parks was high;
- There is a stated need for more parking (short-term) around the post office;
- There are a number of locations where additional car parking could be provided;
- Survey respondents were divided on the need for a multi-deck car park; and
- Survey respondents showed some support for a cash-in-lieu scheme to provide additional car parking resources.

## 10 Opportunities for Additional Car Parking

### 10.1 Overview

There are a number of key aspects to car parking in a CBD area - the car parking supply, the management of that supply, providing for the needs of customers and staff (ie short-term parking versus long-term parking), enforcement of parking restrictions (including the provision of paid parking) and catering for the needs of disabled drivers, delivery vehicles, pedestrians and the like.

On balance, the Swan Hill CBD is generally well provided for with car parking. There is a good balance between short-term and long-term parking. Paid parking assists in ensuring short-term car parking spaces turn over. There is an apparent anomaly with time limited parking adjacent to the hospital being free (and being in close proximity to the central CBD).

The feedback that car parking is hard to find in the central CBD is supported by the car parking surveys and observations. This suggests there is a need for additional short-term car parking resources within the central CBD area. This can be provided in a number of ways, including providing new car parks (at grade on new sites, or multi-deck on new or existing sites) or converting unrestricted parking to time limited parking. The latter would relocate unrestricted parking to other areas, and may create a need to provide more unrestricted parking.

The Council managed car parks on the east side of Curlewis Street (senior citizens, Giant Cod and railway car parks) are all unrestricted and clearly provide unrestricted car parking for users, including staff from within the central CBD area. The apparent high use of these car parks by staff reduces the availability of car parking for users of the adjacent facilities. There is scope to introduce some time limited car parking to ensure spaces are available for such users.

In simple terms, car parking should generally be provided on the basis of three concentric circles - with short-term parking being at the centre, medium-term parking in the middle and long-term parking on the outside.

The enforcement of parking restrictions can be aided by extending the ticket/meter parking areas.

Figures 16 to 18 identify suggested opportunities to provide additional car parking or alter restrictions to aid the overall provision and enforcement of car parking. These are discussed below.

# Swan Hill Car Parking Strategy

## 10.2 On-Street Car Parking

Figure 16 shows the identified opportunities for changes to on-street car parking.

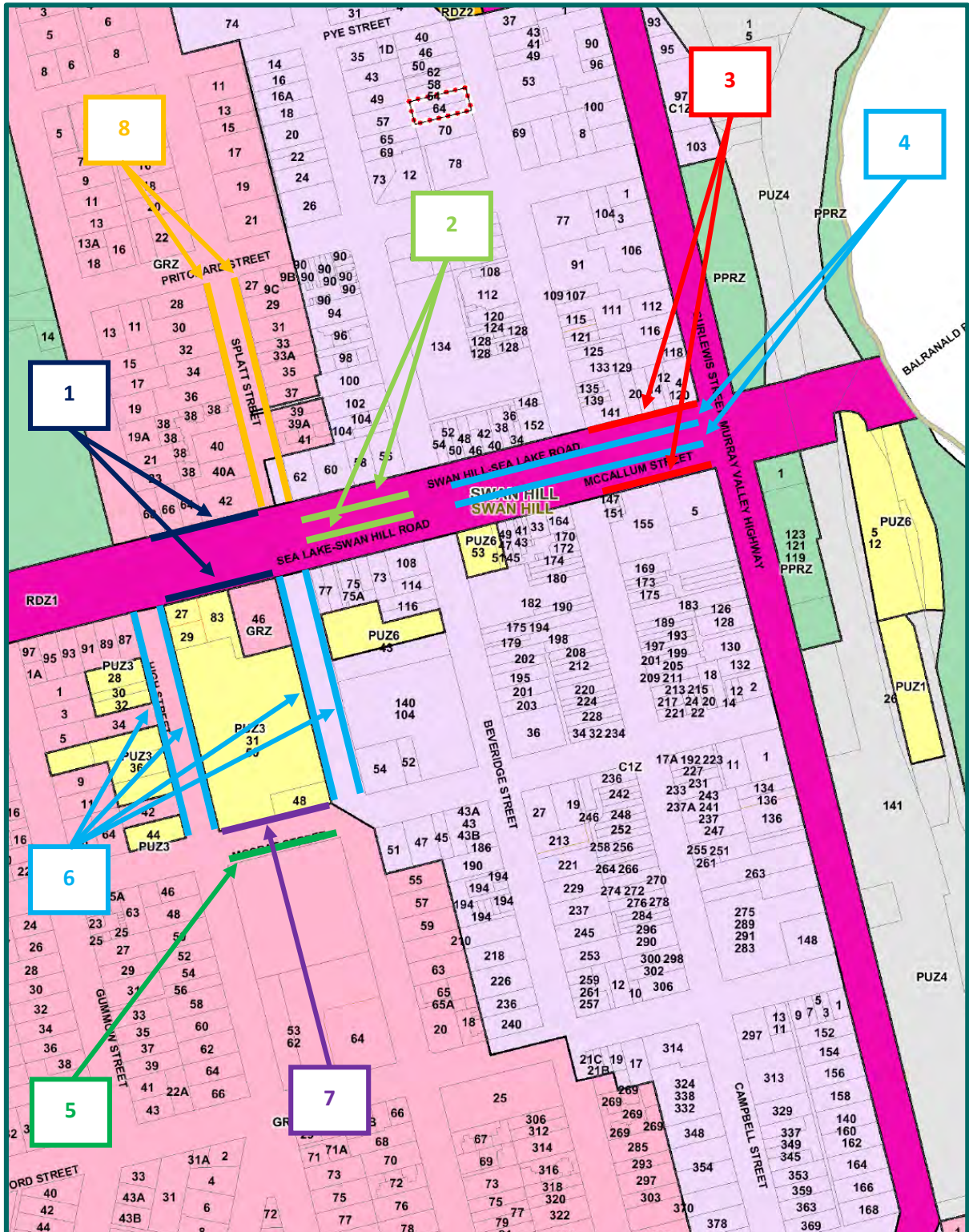


Figure 16: Opportunities for Changes to On-Street Car Parking

## Swan Hill Car Parking Strategy

These opportunities are discussed below.

- **McCallum Street** provides a number of opportunities to change parking conditions:
  - **Between High Street and Splatt Street (#1):**
    - Change kerbside parallel parking to angle parking (north and south sides).
    - Reduce through lanes to one, except as required at intersections.
      - This will provide more clearance to parking manoeuvres.
      - Traffic volumes do not warrant two through lanes.
    - Retain unrestricted parking restriction for kerbside parking.
      - It is desirable to locate unrestricted parking away from the central activity area.
      - Unrestricted parking spaces have a lower turnover than 1P and 2P spaces, resulting in less impact on through traffic.
  - **Between Splatt Street and Beveridge Street (#2):**
    - Introduce meter parking for the 2P angle parking spaces on the south kerblines.
      - This ensures consistency with the existing ticket parking in Beveridge Street and the suggested machine parking in Splatt Street (see #6).
    - Whilst no changes are suggested to the car parking layout, to assist parking manoeuvres it would be desirable to reduce the number of through traffic lanes from two to one, except as required at intersections.
      - This will provide more clearance to parking manoeuvres.
      - Traffic volumes do not warrant two through lanes.
  - **Between Campbell Street and Curlewis Street (#3):**
    - Introduce meter parking for the 2P parking spaces on the north and south kerblines.
  - **Between Beveridge Street and Curlewis Street (#4):**
    - Whilst no changes are suggested to the car parking layout, to assist parking manoeuvres it would be desirable to reduce the number of through traffic lanes from two to one, except as required at intersections.
      - This will provide more clearance to parking manoeuvres.
      - Traffic volumes do not warrant two through lanes.
- **McCrae Street between Splatt Street and High Street (#5)**
  - There is an opportunity to increase the on-street car parking supply in the vicinity of the hospital by replacing the parallel parking on the south side of McCrae Street.
  - This will involve narrowing the grass naturestrip in front of McKillop College.
- **Splatt Street and High Street between McCallum Street and McCrae Street (#5)**
  - The 2P parking areas in these streets (ie the streets adjacent to the hospital) currently provide free parking and are in high demand.
  - The introduction of some ticket/meter parking in these areas is appropriate.



## Swan Hill Car Parking Strategy

- **McCrae Street between Splatt Street and High Street (#7)**
  - The 2P parking areas in this street currently provide free parking and are in high demand.
  - The introduction of ticket/meter parking in these areas is appropriate.
- **Splatt Street North of McCallum Street (#8)**
  - There is an opportunity to increase the on-street car parking supply by replacing parallel parking with angle parking on one or both sides of Splatt Street (similar to south of McCallum Street).

In addition to these specific opportunities to provide additional on-street car parking spaces, there is the opportunity to **provide shade structures over some on-street car parking spaces** in various locations.

### 10.3 Off-Street Car Parking

Figure 17 shows the identified opportunities for changes to off-street car parking.

# Swan Hill Car Parking Strategy

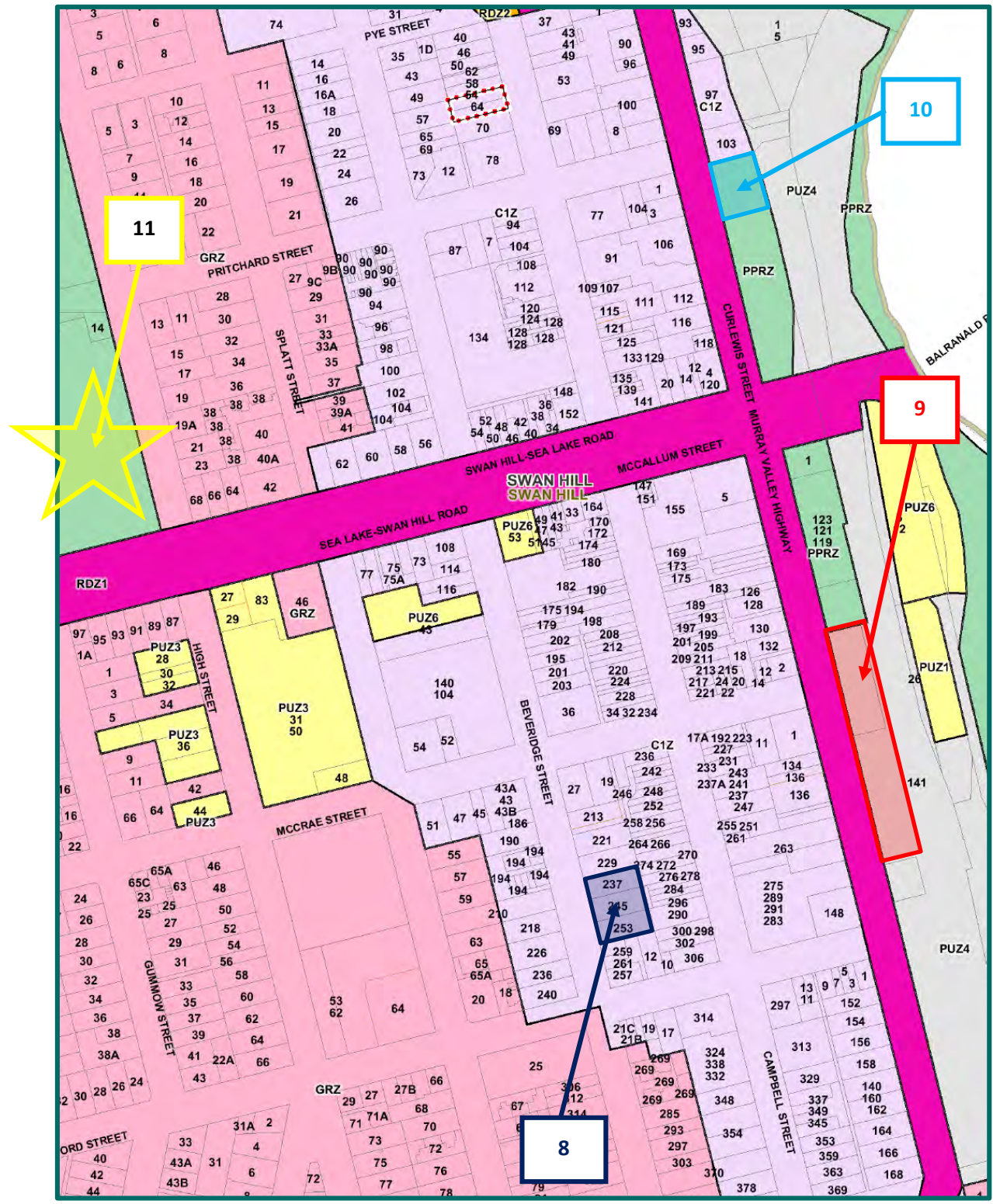


Figure 17: Opportunities for Changes to Off-Street Car Parking



## Swan Hill Car Parking Strategy

These opportunities are discussed below.

- **237, 245 and 253 Beveridge Street (#8)**
  - The dimensions of the properties which comprise the Council managed car parks at are such that a redesign of the at-grade car park is unlikely to yield a substantial increase in the number of space available.
  - Currently unrestricted, with a peak occupancy rate of 77%.
  - This suggests there is the opportunity to increase the supply of 2P parking - say one full row of spaces (approximately 20% of spaces).
- **Senior Citizens, Giant Cod and Railway car parks (#9)**
  - Currently unrestricted.
  - Experience moderate to high occupancy rates (75% at 10:00am, 60% at 12:00pm, 68% at 2:00pm and 67% at 4:00pm on Friday).
  - The apparent high use of these car parks by staff reduces the availability of car parking for users of the adjacent facilities.
  - The introduction of a 2P limit to, say, 20% of the spaces within these car parks would be appropriate.
- **Swan Hill Bowling Club (#10)**
  - This site is part of the Swan Hill Bowling Club and is potentially surplus to their needs. The land is owned by Council.
  - There is scope to accommodate in the order of 50 car parking spaces.
  - The car park is remote from the main activity areas of the CBD and thus would be unsuitable for short-term parking.
  - The site could be used to accommodate long-term parkers displaced from the Senior Citizens, Giant Cod and Railway car parks should action #11 be implemented.
- **Swan Hill Showgrounds (#11)**
  - The Swan Hill Showgrounds presents as an opportunity to provide additional off-street car parking to serve both the Swan Hill CBD and the showgrounds themselves.
  - The showgrounds are remote from the main activity areas of the CBD and thus would be unsuitable for short-term parking for the CBD.
  - On-street car parking demands adjacent to the showgrounds are currently low.

In addition to these specific opportunities to provide additional off-street car parking spaces, there is the opportunity to **provide shade structures over some off-street car parking spaces** in various locations.

## 10.4 Decked Car Park Options

The decision to proceed with a decked car park is not a simple one. There are many factors to consider, including the availability of a suitable site and the relative cost. As detailed in Section 10.5.3, the cost of a decked car parking space is many times the cost of an at-grade space and is difficult to justify. For these reasons, decked car park options have not been pursued.

## 10.5 Car Park Indicative Costs

### 10.5.1 On-Street Car Parking Changes

The cost per space of changing on-street car parking conditions is dependent on the nature of the works involved, ranging from less than, say, \$1,000 for changes to signs and linemarking to, say, more than \$5,000 for civil works (kerb and channel, drainage, pavement, street lighting, etc).

### 10.5.2 At-Grade Off-Street Car Park

Based on a recent project undertaken by Council, the indicative cost to construct an at-grade car park is around \$2,700 per parking space, equal to \$135,000 for a 50 space car park and \$270,000 for a 100 space car park.

These amounts exclude land costs.

Land value would add approximately \$8,500 per space for an at-grade car park<sup>3</sup>.

### 10.5.3 Decked Off-Street Car Park

Indicative costs to construct a decked car park are able to be calculated using information readily available on the internet. One such source ([www.napierblakeley.com/overview/datacards](http://www.napierblakeley.com/overview/datacards)) provides the following building costs for the Melbourne market in July 2015 (exc GST) (excluding land costs):

- Two to three storey parking station, concrete structure, no lifts, no mechanical ventilation, no sprinklers (30 to 35 sq m/car):
  - Range: \$620 to \$810 per sq m (exc GST)
  - This equates to :
    - \$21,700 to \$28,350 (plus GST) per parking space (based on 35 sq m per space)
    - \$1.09m/\$1.42m for a 50 space car park
    - \$1.17m/\$2.84m for a 100 space car park
- Multi storey parking station, concrete structure, lift, no mechanical ventilation, no sprinklers (30 to 35 sq m/car):
  - Range: \$720 to \$980 per sq m (exc GST)
  - This equates to:
    - \$25,200 to \$34,300 (plus GST) per parking space (based on 35 sq m per space)
    - \$1.26m/\$1.72m for a 50 space car park

<sup>3</sup> Based on confidential advice from City of Swan Hill.

## Swan Hill Car Parking Strategy

- \$2.52m/3.43m for a 100 space car park

These amounts would need to be adjusted to account for local variations in construction costs.

The construction cost of a decked car parking space is therefore approximately ten to fifteen times that of an at-grade car parking space.

Land value would add approximately \$8,500 to \$10,000 per space for a two-storey decked car park<sup>4</sup>.

### 10.6 Other Parking

There is limited specific provision made for the parking of “other” vehicles, as follows:

- Curlewis Street between McCallum Street and Wood Street:
  - East side:
    - Immediately north of McCrae Street: ¼ P Caravan Only
    - South of railway car park: No Stopping Vehicles Over 6m in Length Excepted
    - Council caravan car park - 6 spaces
  - West side:
    - Immediately north of McCrae Street: ¼ P Caravan Only
- Curlewis Street between McCallum Street and Pritchard Street:
  - East side:
    - From opposite Swan Hill Pool and Spa to north of Pritchard Street: P Truck Overnight 7pm-7am Switch off All Motors
- McCallum Street between High Street and Stradbroke Avenue:
  - North side:
    - Between Stradbroke Avenue and High Street: P Truck Overnight 7pm-7am Switch off All Motors

It is noted that the car parking surveys and site inspections were undertaken on weekdays during school term, being generally considered as “typical” days for the primary purpose of this study; namely, a review of car parking within the Swan Hill CBD area. These days were outside holiday periods and, as such, very low numbers of caravans, tourist buses and the like were observed. It is therefore not possible to make specific recommendations with respect to this aspect of the study.

As matters of principal, parking for “other” (ie large) vehicles should generally be provided as follows:

- Not within areas of high car parking demand, ie not within the Swan Hill CBD area;
- Be designed so that vehicles drive in and drive out in a forward direction; for example, Council’s caravan car park on the east side of Curlewis Street just north of Rutherford Street;

<sup>4</sup> Based on confidential advice from City of Swan Hill.

## Swan Hill Car Parking Strategy

- Be located on the main routes into and out of Swan Hill; eg Murray Valley Highway (Curlewis Street);
- Be located not too distant from the Swan Hill CBD area and in close proximity to the tourist information centre on the northwest corner of Curlewis Street and Rutherford Street; and
- Be well signed.

## 11 Updates to Car Park Management Plan

A consequence of Council implementing changes to car parking conditions within the Swan Hill CBD is that the *Swan Hill Rural City Car Park Management Plan* will need updating; specifically, the inventory of car parking supply and the figures detailing parking restrictions and off-street car parking supply (as required). This is an on-going task.

## 12 Statutory Car Parking Rates

### 12.1.1 Observed Parking Generation Rates

The peak car parking demand was observed to occur at 2:00pm on Friday 17 July, 2015, when there was observed to be 1,539 cars parked within the Swan Hill CBD area (all on-street car parks and major off-street car parks). This demand excludes the smaller private car parks and staff parking at the rear of shops.

As indicated in Section 7.1, the number of car spaces excluded from the survey (ie smaller private car parks and rear staff parking) is estimated to be in the order of 700 spaces. Adopting a 75% occupancy rate for these spaces (as per the 2007 study) equates to approximately 525 occupied off-street car spaces in addition to those observed in the car parking surveys.

The peak parking generation within the Swan Hill CBD is approximately 2,018 spaces. (By way of comparison, in 2007 this was estimated to be approximately 2,078 spaces.)

Based on an estimated current total floor area that generates parking demands of in the order of 139,278m<sup>2</sup> (as detailed in Section 5.2), the average car parking rate for all uses within the Swan Hill CBD is 1.45 spaces per 100m<sup>2</sup> of floor area. This compares to a rate of 1.52 spaces per 100m<sup>2</sup> of floor area that as calculated in the 2007 study.

It is noted that this rate cannot be applied to all new uses within the Swan Hill CBD. Some uses generate car parking demands at a rate significantly lower than the average, and others will generate at rates significantly higher. Many uses are not suited to a “per floor area” parking rate, and the rate should instead be based on a “per person” or similar basis. Also, the time of day at which a use generates its peak parking demand needs to be accounted for. For example, hotels and restaurants typically generate peak demands during the evening when shops and offices are closed. Under these circumstances, a sharing of car parking resources occurs.

Nonetheless, this assessment indicates that there is scope to reduce the statutory car parking requirements of uses within the Swan Hill CBD.

### 12.1.2 Reduced Statutory Parking Rates for Swan Hill CBD

The standard rates for car parking numbers are listed in Table 1 of Clause 52.06 of the Planning Scheme. The standard car parking requirement is calculated by multiplying the Rate in Column A by the Measure in Column C.

Table 1 of Clause 52.06 also contains lower car parking rates in Column B. As detailed in Planning Practice Note 57 The Parking Overlay, Column B rates are typically appropriate in activity centres. The Schedule to the Parking Overlay can be used to either:

- Specify that the lower standard car parking rates found in Column B of Table 1 in Clause 52.06 apply; or
- Specify that any other different car parking rate applies.

It is evident from Section 10.1.1 that, in general, Column A rates produce excessive car parking requirements for the Swan Hill CBD and that reduced car parking rates are appropriate. The application of Column B rates may therefore be appropriate for the Swan Hill CBD.

In general terms, Column B rates:

- Are lower than Column A rates;
- Change the car parking measure from a per patron permitted basis to a floor area basis for a number of uses. For example:
  - Convenience restaurant:
    - Column A: 0.3 spaces to each patron permitted
    - Column B: 3.5 spaces to each 100m<sup>2</sup> of leasable floor area
  - Hotel:
    - Column A: 0.4 spaces to each patron permitted
    - Column B: 3.5 spaces to each 100m<sup>2</sup> of leasable floor area; and
- Apply the same car parking rate to a number of (similar) uses, to facilitate changes of use (ie no permit required for a reduced car parking provision), eg:
  - Convenience restaurant, food and drinks premises and restaurant all have a Column B rate of 3.5 spaces to each 100m<sup>2</sup> of leasable floor area; and
  - Hotel and tavern both have a Column B rate of 3.5 spaces to each 100m<sup>2</sup> of leasable floor area.

It is noted that there are many variations between the rates for land uses listed in Clause 22.02 and the Column B rates of Clause 52.06. Many of these are minor. Notable differences include:

- Dwelling:
 

Clause 22.02:	Rate does not differentiate between dwelling size
Column B:	Rate differentiates between dwelling size
	Column B is the preferred approach



## Swan Hill Car Parking Strategy

- Supermarket:            Clause 22.02: 2 spaces to each 100m<sup>2</sup> of floor area used for retail sales up to 1000m<sup>2</sup> and  
4 spaces to each 100m<sup>2</sup> of floor area greater than 1000m<sup>2</sup>  
Column B: 5 spaces to each 100m<sup>2</sup> of leasable floor area  
Column B is the preferred approach
- Shop:                      Clause 22.02: 2 spaces per 100m<sup>2</sup> of floor area used for retail sales  
Column B: 3.5 spaces per 100m<sup>2</sup> of leasable floor area  
The 2007 Swan Hill Parking Study recommended:  
2 spaces to each 100m<sup>2</sup> of floor area up to 1000m<sup>2</sup> and  
4 spaces to each 100m<sup>2</sup> of floor area greater than 1000m<sup>2</sup>  
Column B is the preferred approach
- Restaurant:             Clause 22.02: 1 car to each 4 seats available to the public  
Column B: 3.5 spaces to each 100m<sup>2</sup> of leasable floor area  
Column B approach is preferred, as a number of similar uses have the same car parking rate which facilitates changes of use (no car parking requirement is triggered)
- Hotel or tavern:        Clause 22.02: Rate is based on the bar and lounge floor area available to the public  
Column B: 3.5 spaces to each 100m<sup>2</sup> of leasable floor area  
Column B approach is preferred
- Office:                    Clause 22.02: 2 spaces to each 100m<sup>2</sup> of net floor area  
Column B: 3 spaces to each 100m<sup>2</sup> of net floor area  
Column B approach is preferred
- Hospital:                Clause 22.02: 0.5 spaces to each bed available for use by patients  
Column B: Not a listed use  
Column B approach is preferred, as hospitals now offer a range of services, including outpatient services and day procedures - determining the car parking requirement on a case-by-case basis is preferred

It is noted that the Planning Scheme allows for reductions to the Column B rates to the satisfaction of Council, subject to a number of considerations.

The application of Column B rates in the Swan Hill CBD is therefore considered to be appropriate. A Parking Overlay and Schedule is the appropriate mechanism to adopt this approach.

## 13 Car Parking Cash-in-Lieu Scheme

### 13.1 General

The project brief calls for the preparation of a draft Parking Overlay with a cash in lieu provision suitable for inclusion in the Swan Hill Planning Scheme.

Planning Practice Note 22 Using the Car Parking Provisions and Planning Practice Note 57 The Parking Overlay provide guidance on the preparation and application of a parking overlay. The conduct of a car parking study and preparation of a car parking strategy are precursors to the preparation of a parking overlay.

Planning Practice Note 57 states that financial contributions can be collected by Councils through various means such as special rate charges and development contribution schemes. In some cases it may be appropriate to establish a financial contribution scheme under the Parking Overlay.

A Schedule to the Parking Overlay can be used to allow financial contributions (or 'cash-in-lieu' payments) to be paid in place of providing car parking spaces. Any requirement for a financial contribution needs to be justified and should address the core principles of need, nexus, accountability and equity in the strategic assessment of the proposal before it is introduced:

- Need - is the 'cash-in-lieu' scheme needed?
- Nexus - is there a direct link between the types of proposals affected by the scheme and the infrastructure provision?
- Accountability - what are the financial arrangements? How will the scheme be monitored and reviewed?
- Equity - is the scheme fair in terms of who is and isn't required to pay? Would another method of collecting funds be more appropriate?

A requirement for financial contributions must:

- Relate to a use (or change in use) of land or development of land;
- Designate the area to which it applies;
- Be financially proportionate to the statutory right for which they are exchanged. Councils can only require a payment for car parking that actually reflects the cost of providing a car parking space; and
- Identify a proper planning purpose to be funded by the contribution. A project that provides car parking facilities, or other measures which reduce the demand for parking, would generally be regarded as a proper planning purpose.

The following information must be set out in the schedule:

- The area in which a financial contribution may be collected in place of providing car parking spaces;
- The amount required in dollars per car parking space;
- The method of indexing the amount; and

## Swan Hill Car Parking Strategy

- Financial arrangements associated with holding and spending funds paid, including the purposes for which the funds must be used.

It may also set out if appropriate:

- The ongoing monitoring and review arrangements, to reflect the change in land and construction prices; and
- The condition to be included on the permit to secure the financial contribution.

Each payment should be made into a separate 'car parking and access fund' established by the municipality. The fund should only be used for the purposes identified in the schedule.

When a financial contribution is to be collected in accordance with a Parking Overlay, a condition should be included on the permit to secure the funds.

### 13.2 Car Parking Cash-in-Lieu Scheme for Swan Hill CBD

The opportunities for additional car parking detailed in Section 10 identify a range of actions targeted at improving car parking conditions within the Swan Hill CBD. These actions can appropriately be funded (in full or in part) by a car parking cash-in-lieu scheme.

There are some areas within the CBD which are highly developed, and there is not appropriate land available for Council to construct new public car parks to accommodate developments which propose to contribute in lieu payments in place of on-site car parking. However, it is considered that it would still be appropriate to accept cash-in-lieu payments in these areas.

If an exclusion zone were to be developed whereby cash-in-lieu payments are not accepted, it would result in any new development in that zone needing to meet parking requirements on the site. This type of parking provision is not efficient and will result in many small disjointed parking areas being created at the rear of lots, and would also discourage redevelopment of sites in an efficient manner.

Survey results indicate that there are sufficient vacancies at present despite some areas being in high demand. The centre is robust enough that parking contributions from anywhere within the centre could contribute to parking (and/or other commuter transport related projects) at any other location within the Swan Hill CBD.

With regard to the rate of cash-in-lieu payment, it is noted that it would not be equitable to require new developments to pay the full cost of providing the equivalent number of car spaces via cash-in-lieu when such a large portion of the existing parking within Swan Hill CBD is met on street. This would discourage new development and unfairly disadvantage development sites compared with existing traders.

Furthermore, efficiencies can be gained by providing public car parking as opposed to private car parking for an individual use, allowing sharing to occur between different uses which have peak parking demands occurring at different times of the day/evening. This is particularly evident within Swan Hill, where the actual observed parking demands were found to be considerably less than the parking demands calculated by summing the individual uses.

## Swan Hill Car Parking Strategy

It is therefore recommended that a financial contribution be required for each car parking space which is required under the Planning Scheme and which is not provided on the land (but net of car parking credits). A draft Schedule 1 to the Parking Overlay is discussed in Section 14.

It is typical for regional municipalities that have cash-in-lieu payments to not apply full cost recovery to the cost of providing a car parking space. This recognises that shared public parking is a community resource which is valuable to the broader community.

Table 21 summarises cash-in-lieu rates that have been adopted by regional municipalities since Clause 45.09 was introduced to all planning schemes by Amendment VC95 on 19 April, 2013.

**Table 21: Cash-in-Lieu Rates - Regional Municipalities**

Scheme	Planning Overlay Number	Applies To	Adopted	Cash-in-Lieu Rate (per space)
Benalla	1	Benalla Central Business Area	27/03/2014	\$6,431
Campaspe	1	Echuca CBD and Historic Port Precinct	19/04/2013	\$2,000
Colac Otway	2	Apollo Bay Commercial Centre	10/10/2013	\$13,000 excluding GST
Greater Bendigo	1	Bendigo Central Business District	13/12/2012	\$10,000 (no GST)
Greater Shepparton	1	Shepparton Central Business District	19/04/2013	\$4,500
Moirā	1	Business Zones and Mixed Use Zone in Yarrowonga	23/05/2013	\$8,060
	2	Business Zones and Mixed Use Zones in Cobram	23/05/2013	\$8,060
Southern Grampians	1	Hamilton Central Activity District	01/08/2013	\$8,000 (plus GST)
South Gippsland	1	Leongatha Central Business District	13/02/2014	\$4,400 5 <sup>th</sup> to 8 <sup>th</sup> space
				\$7,200 9 <sup>th</sup> to 20 <sup>th</sup> space
				\$9,600 21 <sup>st</sup> or above space
				Exclusive of GST
Surf Coast	2	Torquay Town Centre	06/08/2015	\$13,828
Wodonga	1	Wodonga Central Business Area	19/04/2013	\$5,000

The average of these (adopting \$4,400 for South Gippsland) is approximately \$7,500.

Swan Hill Rural City Council does not want the cash-in-lieu scheme to discourage small (“mum and dad”) developers from developing due to the cost of the cash-in-lieu contribution. Accordingly, a sliding scale cash-in-lieu rate is proposed as detailed in Table 22.

## Swan Hill Car Parking Strategy

The total cost per space of \$11,200 comprises \$2,700 construction costs plus \$8,500 land costs.

**Table 22: Proposed Cash-in-Lieu Rate**

No. of Car Parking Spaces Waived	Developer Contribution	Council Contribution	Developer Cost per Space
1	0%	100%	\$0
2	0%	100%	\$0
3	50%	50%	\$5,600
4	50%	50%	\$5,600
5	50%	50%	\$5,600
6	50%	50%	\$5,600
7	50%	50%	\$5,600
8	50%	50%	\$5,600
9	75%	25%	\$8,400
10	75%	25%	\$8,400
11	75%	25%	\$8,400
12	75%	25%	\$8,400
13	75%	25%	\$8,400
14	75%	25%	\$8,400
15	75%	25%	\$8,400
16	75%	25%	\$8,400
17	75%	25%	\$8,400
18	75%	25%	\$8,400
19	75%	25%	\$8,400
20	75%	25%	\$8,400
21	100%	0%	\$11,200
21+	100%	0%	\$11,200

## 14 Parking Overlay and Draft Schedule 1

Within Planning Schemes, Clause 45.09 Parking Overlay enables councils to respond to local car parking issues and can be used to outline local variations to the standard requirements in Clause 52.06. These variations can apply to the entire municipality or a smaller precinct. Local variations to Clause 52.06 can only be introduced using the Parking Overlay and accompanying schedule. A local policy cannot be used to apply variations.

The Swan Hill Planning Scheme does not contain a parking overlay, and hence Clause 45.09 Parking Overlay is also not included. Clause 45.09 was introduced to all planning schemes by Amendment VC95 on 19 April, 2013.



## Swan Hill Car Parking Strategy

A copy of Clause 45.09 Parking Overlay is attached at Appendix C.

A draft Schedule 1 to the Parking Overlay is attached at Appendix D.

The draft Schedule 1 to the Parking Overlay includes the following guidelines with respect to the collection of financial contributions:

- The Car Parking Demand Assessment prepared in accordance with Clause 52.06-6.
- The availability of suitable alternative public car parking as follows:
  - Long-term parking requirements: 200m walking distance of the proposed development
  - Short-term parking requirements: 100m walking distance of the proposed development
- The Decision Guidelines in Clause 3.0 of this Parking Overlay with respect to the application of car parking credits.
- Any relevant matter specified in Clause 52.06-6.

The draft Schedule 1 to the Parking Overlay allows Council to spend any financial contributions collected by it under the Parking Overlay on the following projects:

- Changes to time limits;
- The provision of additional on-street car parking spaces;
- The upgrade of Council-managed off-street car parks;
- The development of new Council-managed off-street car parks, including land acquisition and construction costs where appropriate;
- The development of a decked car park(s) on either Council-owned or privately-owned land, including land acquisition and construction costs where appropriate;
- Improvements to the lighting of off-street and on-street car parking areas; and
- Other facilities and measures to address parking issues within the area affected by this Overlay as determined by the responsible authority.

## 15 Planning Scheme Amendment

The introduction of a Parking Overlay and Schedule 1 to the Parking Overlay requires a Planning Scheme Amendment to the Swan Hill Planning Scheme. This will include amendments to Clause 22.02 Car Parking local policy to reflect the fact that reduced car parking rates and a cash-in-lieu scheme applies to car parking within the Swan Hill CBD.

## Appendix A: Clause 22.02

**22.02**  
12/07/2012  
C39

**CAR PARKING**

This policy applies to the whole municipality in relation to an application to reduce or to waive the number of car spaces required by the Car parking table in Clause 52.06-5.

**Policy Basis**

This policy builds on the MSS objective in Clause 21.07 to improve the standard of infrastructure and the strategy to require new development to provide car parking on site.

In particular, adequate car parking is important for the continued development of the retail and business sector within the municipality.

**Objectives**

To ensure that an appropriate number of car spaces is provided to support a variety of uses within the municipality.

To provide guidance on the assessment of applications to reduce or to waive the number of car spaces required by the Car parking table in Clause 52.06-5.

**Policy**

It is policy to:

- Ensure that an adequate number of car spaces are provided for the particular uses specified below in Table 1 taking into account local conditions within the Rural City of Swan Hill.
- Require that any new uses specified in Table 1 set aside car parking on the site in accordance with the car space measures and rates outlined below in Table 1.

**Table 1: Recommended Car Parking Rates**

Use	Car Space Measure	Rate
<b>Dwelling other than Caretaker's house if at least 2 on a lot</b>	Car spaces to each dwelling	1.25
<b>Shop other than specified in this table</b>	Car spaces to each 100 sq m of floor area used for retail sales.	2
<b>Supermarket</b>	Car spaces to each 100 sq m of floor area of the building used for retail sales up to 1000 sq m and, Car spaces to each 100 sq m of floor area greater than 1000 sq m.	2 4
<b>Betting agency Market</b>	Car spaces to each 100 sq m of net floor area	2
<b>Restaurant</b>	Car space to each 4 seats available to the public	1
<b>Office other than specified in this table Postal agency</b>	Car spaces to each 100 sq m of net floor area	2
<b>Hotel or Tavern</b>	Car spaces to each 100 sq m of bar floor area available to the public, plus Car spaces to each 100 sq m lounge floor area available to the public, plus Car space to each lodging room	50 18 1

Use	Car Space Measure	Rate
<b>Motel</b>	Car space to each unit, plus	1
	Car space for a managers residence, plus	1
	Car space to each 6 seats available to the general public in a dining room	1
<b>Industry other than specified in this table</b> <b>Mail centre</b>	Car space to each 150 sq m of net floor area	1
<b>Materials recycling</b> <b>Fuel depot</b> <b>Milk depot</b> <b>Motor repairs</b>	Car space for each 200 sq m of floor area	1
<b>Freezing and cool storage</b> <b>Warehouse other than specified in this table</b>	Car space for each 200 sq m of gross floor area	1
<b>Medical centre</b> <b>Veterinary centre</b>	Car spaces to each 100 sq m of floor area	5
	Car spaces to each 150 sq m of floor area	2
<b>Hospital</b>	Car space to each bed available for use by patients	0.5
<b>Place of assembly</b>	Car space to every 5 persons the building can accommodate	1
		1
<b>Funeral parlour</b>	Car space to every 4 persons the building can accommodate	1
<b>Bowling green</b>	Car spaces to each rink	5
<b>Tennis court other than in conjunction with a dwelling</b>	Car spaces to each court	3
<b>Primary school</b>	Car spaces to each classroom	1
<b>Secondary school</b>	Car spaces to each classroom	1
<b>Tertiary institution</b>	Car spaces to each full-time student and three part-time students	0.6
<b>Convenience shop</b>	Car spaces to each 100 sq m of floor area used for retail sales.	2

### Decision guidelines

Before deciding on an application to reduce or to waive the number of car spaces required by the Car parking table in Clause 52.06-5, in addition to the decision guidelines in Clause 52.06-1, the responsible authority will consider:

- The intensity of the proposed use on the site.
- Any relevant traffic management plan provided with the application.

# Appendix B: Car Parking Survey Results



# Swan Hill CBD Parking Study Parking Occupancy Survey



LOCATION	RESTRICTION	Capacity	No. Cars Paked						
			Friday 17/7/15 10:00am	Friday 17/7/15 12:00noon	Friday 17/7/15 2:00pm	Friday 17/7/15 4:00pm	Friday 17/7/15 6:00pm	Friday 17/7/15 8:00pm	Friday 17/7/15 10:00pm
<b>CURLEWIS STREET - East Side</b>									
Pye Street to opposite Pritchard Street	Unrestricted	12	3	2	3	3	0	0	0
opposite Pritchard Street to McCallum Street	P Parallel	24	6	3	5	5	2	0	0
McCallum Street to Wood Street	Unrestricted	16	7	12	10	9	6	9	4
	No Stopping 1-5:30pm Mon-Fri (Buses excepted)	2	0	0	0	0	0	0	0
	1/4P Caravan Only	2	1	0	1	0	0	0	0
	Unrestricted	2	1	0	1	2	0	2	0
	Unrestricted - vehicles over 6m in length prohibited	11	10	11	11	10	2	5	4
	Unrestricted - vehicles over 6m in length prohibited	4	4	4	4	4	0	0	0
Wood Street to Burke Street	Unrestricted	15	0	0	1	1	1	1	1
<b>CURLEWIS STREET - West Side</b>									
McCallum Street to Pritchard Street	P Parallel	16	10	6	10	4	0	0	0
Pritchard Street to Pye Street	Unrestricted	16	3	2	3	3	0	0	0
Pye Street to Chapman Street	Unrestricted	2	0	0	0	0	0	0	0
Chapman Street to Mary Street	Unrestricted	10	0	0	0	0	0	0	0
Mary Street to Queen Street	Unrestricted	7	0	0	0	0	0	0	0
Queen Street to King Street	P Parallel	14	0	1	0	0	0	0	0
King Street to Nyah Road	P Parallel	44	6	6	6	4	0	0	0
McCallum Street to McCrae Street	2P 9am-5pm Mon-Fri, 9am-12noon Sat	3	2	3	3	1	3	3	3
	Bus Zone	-	-	-	-	-	-	-	-
	2P 9am-5pm Mon-Fri, 9am-12noon Sat	5	5	5	5	5	2	4	2
	P 10min 9am-5pm Mon-Fri, 9am-12noon Sat	1	0	1	1	0	0	1	0
	1/4P Caravan Parking Only	2	0	0	0	0	0	0	0
McCrae Street to Rutherford Street	Unrestricted	15	10	9	8	5	11	10	6
	1P (Disabled Only)	1	0	1	1	0	0	1	1
Rutherford Street to Wood Street	2P 9am-5pm Mon-Fri, 9am-12noon Sat	7	2	2	4	7	0	0	0
	Unrestricted	13	3	3	2	4	0	1	1
Wood Street to Burke Street	No Stopping	0	0	0	0	0	0	0	0
<b>CURLEWIS STREET</b>	<b>Capacity</b>	-	<b>251</b>	<b>251</b>	<b>251</b>	<b>251</b>	<b>251</b>	<b>251</b>	<b>251</b>
	<b>No. Cars Paked</b>	-	<b>73</b>	<b>71</b>	<b>79</b>	<b>67</b>	<b>27</b>	<b>37</b>	<b>22</b>
	<b>No. Vacant Spaces</b>	-	<b>178</b>	<b>180</b>	<b>172</b>	<b>184</b>	<b>224</b>	<b>214</b>	<b>229</b>
	<b>Percentage Occupancy</b>	-	<b>29%</b>	<b>28%</b>	<b>31%</b>	<b>27%</b>	<b>11%</b>	<b>15%</b>	<b>9%</b>
<b>CAMPBELL STREET - East Side</b>									
Pye Street to Pritchard Street	2P angle 9am-5:30pm Mon-Fri, 9am-12noon Sat	14	14	14	14	10	6	2	1
Pritchard Street to McCallum Street	1P 9am-5:30pm Mon-Fri, 9am-12noon Sat	14	14	12	12	7	13	7	0
	2P disabled only 9am-5:30pm Mon-Fri, 9am-12noon Sat	1	1	0	1	0	1	0	0
	1P Ticket 9am-5:30pm Mon-Fri, 9am-12noon Sat	2	2	2	2	2	2	2	0
	Taxi Zone 10pm-5am Fri-Sat 10pm-5am Sat-Sun, 1P Ticket 9am-5:30pm Mon-Fri, 9am-12noon Sat	2	2	0	1	0	2	2	1
McCallum Street to McCrae Street	1P Ticket 9am-5:30pm Mon-Fri, 9am-12noon Sat	6	5	6	6	4	2	2	1
	Bus Zone 7:15am-6:45pm Mon-Fri, 7:15am-1:30pm Sat	3	0	0	0	0	0	1	0
	Taxi Zone	2	2	0	0	0	0	2	0
	1P Ticket 9am-5:30pm Mon-Fri, 9am-12noon Sat	17	15	17	17	12	3	2	0

**Swan Hill CBD Parking Study  
Parking Occupancy Survey**



LOCATION	RESTRICTION	Capacity	No. Cars Paked						
			Friday 17/7/15 10:00am	Friday 17/7/15 12:00noon	Friday 17/7/15 2:00pm	Friday 17/7/15 4:00pm	Friday 17/7/15 6:00pm	Friday 17/7/15 8:00pm	Friday 17/7/15 10:00pm
McCrae Street to Rutherford Street	1P Ticket 9am-5:30pm Mon-Fri, 9am-12noon Sat	6	6	6	6	6	5	6	2
	P Disabled	1	1	1	1	1	0	0	0
	1P Ticket 9am-5:30pm Mon-Fri, 9am-12noon Sat	13	12	12	12	12	10	3	1
	Taxi Zone	1	1	0	0	0	0	0	0
Rutherford Street to Wood Street	2P 9am-5:30pm Mon-Fri, 9am-12noon Sat	5	3	3	3	1	2	2	0
	1/2P 9am-5:30pm Mon-Fri, 9am-12noon Sat	3	1	1	1	3	0	0	0
	2P 9am-5:30pm Mon-Fri, 9am-12noon Sat	10	4	2	2	4	1	0	0
Wood Street to Burke Street	2P 9am-5:30pm Mon-Fri, 9am-12noon Sat	8	0	3	3	4	1	2	2
	2P 9am-5:30pm Mon-Fri, 9am-12noon Sat	3	1	1	1	2	0	0	0
Burke Street to Gray Street	No Truck Parking 11pm-6am	10	2	2	2	0	0	0	0
	Unrestricted	13	3	4	2	1	0	0	0
<b>CAMPBELL STREET - West Side</b>									
McCallum Street to Pritchard Street	1P Ticket 9am-5:30pm Mon-Fri, 9am-12noon Sat (angle)	16	9	10	8	8	6	4	0
	Loading Zone 7am-6pm Mon-Fri, 9am-1pm Sat	1	0	1	1	1	1	0	0
	1P Ticket 9am-5:30pm Mon-Fri, 9am-12noon Sat (parallel)	3	3	2	3	1	3	2	0
	Unrestricted	2	2	0	1	0	1	1	0
Pritchard Street to Pye Street	Bus Zone	-	-	-	-	-	-	-	-
	2P parallel 9am-5:30pm Mon-Fri, 9am-12noon Sat	4	3	2	3	2	4	2	1
McCallum Street to McCrae Street	1P Ticket 9am-5:30pm Mon-Fri, 9am-12noon Sat	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	2P Disabled 9am-5:30pm Mon-Fri, 9am-12noon Sat	1	0	0	1	0	0	0	0
	1P Ticket 9am-5:30pm Mon-Fri, 9am-12noon Sat	6	2	3	3	3	3	0	0
	Loading Zone	1	1	1	1	0	0	0	0
	1P Ticket 9am-5:30pm Mon-Fri, 9am-12noon Sat	6	6	6	6	4	5	4	0
	Taxi Zone	2	1	0	1	0	1	0	0
	2P Disabled	1	1	0	1	0	1	0	0
	1P Ticket 9am-5:30pm Mon-Fri, 9am-12noon Sat	4	4	3	4	4	0	0	0
Loading Zone 8am-12noon Mon-Sat, 1/4P 12noon-5:30pm, 10am-12noon Mon-Sat	2	1	1	2	2	1	0	0	
McCrae Street to Rutherford Street	Loading Zone 7am-6pm Mon-Fri, 8am-1pm Sat	1	1	1	1	1	1	0	0
	1P Ticket 9am-5:30pm Mon-Fri, 9am-12noon Sat	23	12	17	18	15	23	13	5
Rutherford Street to Wood Street	2P 9am-5:30pm Mon-Fri, 9am-12noon Sat	14	2	5	5	5	8	7	7
Wood Street to Burke Street	2P 9am-5:30pm Mon-Fri, 9am-12noon Sat	13	1	1	2	2	1	0	0
Burke Street to Gray Street	Unrestricted	9	0	0	1	1	2	0	0
<b>CAMPBELL STREET</b>	<b>Capacity</b>	-	<b>243</b>	<b>243</b>	<b>243</b>	<b>243</b>	<b>243</b>	<b>243</b>	<b>243</b>
	<b>No. Cars Paked</b>	-	<b>138</b>	<b>139</b>	<b>148</b>	<b>118</b>	<b>109</b>	<b>66</b>	<b>21</b>
	<b>No. Vacant Spaces</b>	-	<b>105</b>	<b>104</b>	<b>95</b>	<b>125</b>	<b>134</b>	<b>177</b>	<b>222</b>
	<b>Percentage Occupancy</b>	-	<b>57%</b>	<b>57%</b>	<b>61%</b>	<b>49%</b>	<b>45%</b>	<b>27%</b>	<b>9%</b>

**Swan Hill CBD Parking Study  
Parking Occupancy Survey**



LOCATION	RESTRICTION	Capacity	No. Cars Paked						
			Friday 17/7/15 10:00am	Friday 17/7/15 12:00noon	Friday 17/7/15 2:00pm	Friday 17/7/15 4:00pm	Friday 17/7/15 6:00pm	Friday 17/7/15 8:00pm	Friday 17/7/15 10:00pm
<b>BEVERIDGE STREET - East Side</b>									
Nyah Road to Pye Street	Loading Zone	1	0	0	0	0	0	0	0
	Unrestricted	1	0	0	0	0	0	0	0
	Disabled	1	0	0	0	0	0	0	0
	Unrestricted	7	4	1	1	1	8	3	2
Pye Street to Pritchard Street	Unrestricted (angle)	4	2	0	2	2	2	2	2
	Disabled (angle)	1	0	0	0	0	0	0	0
	Unrestricted (angle)	14	12	7	6	3	0	0	0
	Unrestricted (parallel)	2	1	0	0	0	0	0	0
Pritchard Street to McCallum Street	2P Meter 9am-5:30pm Mon-Fri, 9am-12noon Sat (angle)	23	19	20	23	23	3	3	3
	2P Meter 9am-5:30pm Mon-Fri, 9am-12noon Sat (parallel)	1	1	0	1	0	1	1	1
	2P Meter 9am-5:30pm Mon-Fri, 9am-12noon Sat (angle)	5	4	5	5	1	1	0	0
McCallum Street to McCrae Street	1P Ticket 9am-5:30pm Mon-Fri, 9am-12noon Sat	6	6	6	6	6	5	4	1
	Loading Zone 15min 8am-6pm Mon-Fri, 8am-1pm Sat	1	1	1	1	0	1	1	0
	1P (Disabled)	1	1	1	1	1	0	0	0
	1P Ticket 9am-5:30pm Mon-Fri, 9am-12noon Sat	7	7	6	6	5	1	1	0
	Motorbikes Only	3	0	0	1	0	0	0	0
	1P Ticket 9am-5:30pm Mon-Fri, 9am-12noon Sat	9	9	9	9	9	1	0	0
	1P (Disabled)	1	0	1	1	0	0	0	0
McCrae Street to Rutherford Street	2P 9am-5:30pm Mon-Fri, 9am-12noon Sat	12	8	5	8	5	2	0	1
	2P Ticket 9am-5:30pm Mon-Fri, 9am-12noon Sat	16	13	9	9	6	0	0	0
	P Disabled	2	1	0	0	0	0	0	0
Rutherford Street to Wood Street	P Angle	38	15	6	15	10	2	1	1
Wood Street to Burke Street	Unrestricted	17	1	0	1	2	1	1	1
Burke Street to Gray Street	Unrestricted	19	3	2	3	6	2	1	0
<b>BEVERIDGE STREET - West Side</b>									
Nyah Road to Pye Street	Unrestricted	15	4	0	2	0	13	11	9
Pye Street to Pritchard Street	Unrestricted (angle)	31	15	14	13	13	0	6	3
Pritchard Street to McCallum Street	2P Meter 9am-5:30pm Mon-Fri, 9am-12noon Sat (angle)	20	17	15	15	14	3	4	3
	1/4P 7:30am-6:30pm Mon-Fri	2	0	2	1	1	3	1	0
	2P Meter Parallel 9am-5:30pm Mon-Fri, 9am-12noon Sat	7	7	6	6	4	2	3	0
McCallum Street to McCrae Street	1P Ticket 9am-5:30pm Mon-Fri, 9am-12noon Sat	28	23	24	25	14	5	3	1
	Loading Zone	1	0	0	1	0	0	0	0
McCrae Street to Rutherford Street	2P 9am-5:30pm Mon-Fri, 9am-12noon Sat	16	15	12	15	14	2	0	0
	2P Ticket 9am-5:30pm Mon-Fri, 9am-12noon Sat	18	14	16	16	16	0	0	0
Rutherford Street to Wood Street	P Angle	39	7	10	10	8	7	8	5
Wood Street to Burke Street	Unrestricted	15	2	2	2	1	0	0	0
Burke Street to Gray Street	Unrestricted	19	6	5	5	5	2	2	2
<b>BEVERIDGE STREET</b>	<b>Capacity</b>	-	<b>404</b>	<b>404</b>	<b>404</b>	<b>404</b>	<b>404</b>	<b>404</b>	<b>404</b>
	<b>No. Cars Paked</b>	-	<b>219</b>	<b>186</b>	<b>211</b>	<b>170</b>	<b>67</b>	<b>56</b>	<b>35</b>
	<b>No. Vacant Spaces</b>	-	<b>185</b>	<b>218</b>	<b>193</b>	<b>234</b>	<b>337</b>	<b>348</b>	<b>369</b>
	<b>Percentage Occupancy</b>	-	<b>54%</b>	<b>46%</b>	<b>52%</b>	<b>42%</b>	<b>17%</b>	<b>14%</b>	<b>9%</b>

**Swan Hill CBD Parking Study  
Parking Occupancy Survey**



LOCATION	RESTRICTION	Capacity	No. Cars Paked						
			Friday 17/7/15 10:00am	Friday 17/7/15 12:00noon	Friday 17/7/15 2:00pm	Friday 17/7/15 4:00pm	Friday 17/7/15 6:00pm	Friday 17/7/15 8:00pm	Friday 17/7/15 10:00pm
<b>SPLATT STREET - East Side</b>									
Purtons Lane to Pye Street	Unrestricted	15	0	0	0	1	5	1	1
Pye Street to Pritchard Street	Unrestricted	19	4	5	5	0	0	0	1
Pritchard Street to McCullum Street	Unrestricted	23	7	0	7	7	0	6	4
McCallum Street to McCrae Street	2P 8:30am-5:30pm Mon-Fri, 8:30am-12noon Sat	6	5	4	5	4	0	0	4
	2P 9am-5pm Mon-Fri	4	4	3	4	3	1	4	0
	1/4P 9am-5pm Mon-Fri	4	4	4	4	4	1	0	0
	2P 9am-5pm Mon-Fri	2	2	2	2	2	9	0	0
	2P 8:30am-5:30pm Mon-Fri, 8:30am-12noon Sat	11	11	11	11	8	3	0	0
	2P Disabled	1	1	0	1	1	0	0	0
McCrae Street to Rutherford Street	2P 8:30am-5:30pm Mon-Fri, 8:30am-12noon Sat	5	5	2	5	4	3	1	1
	Unrestricted (Angle)	8	7	7	7	7	2	1	0
	No Stopping (when flags displayed)	4	0	0	0	0	0	0	0
Rutherford Street to Wood Street	Unrestricted (Angle)	18	17	11	17	17	0	0	0
Rutherford Street to Wood Street	Unrestricted	20	1	1	2	2	2	0	2
Wood Street to Burke Street	Unrestricted	15	2	3	3	2	1	2	1
Burke Street to Gray Street	Unrestricted	11	2	2	2	3	2	1	1
<b>SPLATT STREET - West Side</b>									
McCallum Street to Pritchard Street	Unrestricted	27	11	1	7	7	4	4	4
Pritchard Street to Pye Street	Unrestricted	19	2	0	1	1	1	1	1
Pye Street to Purtons Lane	Unrestricted	11	0	0	0	0	2	1	1
McCallum Street to McCrae Street	2P 8:30am-5:30pm Mon-Fri, 8:30am-12noon Sat	5	4	4	4	4	4	5	4
	2P Disabled	2	1	0	1	0	1	1	0
	2P 8:30am-5:30pm Mon-Fri, 8:30am-12noon Sat	29	25	23	28	25	4	2	2
McCrae Street to Rutherford Street	Unrestricted (Angle)	6	6	6	6	6	0	0	0
	Bus Zone 8am-9am, 3:15pm-4pm School Days	8	0	1	1	1	1	1	1
	Unrestricted	14	9	7	7	5	0	0	0
Rutherford Street to Wood Street	Unrestricted	22	4	3	3	3	5	3	4
Wood Street to Burke Street	Unrestricted	15	2	0	2	2	2	0	0
Burke Street to Gray Street	Unrestricted	14	0	1	1	1	2	1	1
<b>SPLATT STREET</b>	<b>Capacity</b>	-	<b>338</b>	<b>338</b>	<b>338</b>	<b>338</b>	<b>338</b>	<b>338</b>	<b>338</b>
	<b>No. Cars Paked</b>	-	<b>136</b>	<b>101</b>	<b>136</b>	<b>120</b>	<b>55</b>	<b>35</b>	<b>33</b>
	<b>No. Vacant Spaces</b>	-	<b>202</b>	<b>237</b>	<b>202</b>	<b>218</b>	<b>283</b>	<b>303</b>	<b>305</b>
	<b>Precentage Occupancy</b>	-	<b>40%</b>	<b>30%</b>	<b>40%</b>	<b>36%</b>	<b>16%</b>	<b>10%</b>	<b>10%</b>

# Swan Hill CBD Parking Study Parking Occupancy Survey



LOCATION	RESTRICTION	Capacity	No. Cars Paked						
			Friday 17/7/15 10:00am	Friday 17/7/15 12:00noon	Friday 17/7/15 2:00pm	Friday 17/7/15 4:00pm	Friday 17/7/15 6:00pm	Friday 17/7/15 8:00pm	Friday 17/7/15 10:00pm
<b>HIGH STREET - East Side</b>									
Purtons Lane to Pye Street	P Resident and their Visitors Only, No Stopping all others	8	1	0	0	0	0	0	0
Pye Street to Pritchard Street	Unrestricted	13	5	1	6	6	7	6	5
Pritchard Street to McCallum Street	Unrestricted	21	1	7	7	0	0	0	0
McCallum Street to McCrae Street	2P 8:30am-5:30pm Mon-Fri, 8:30am-12noon Sat	3	2	2	2	2	0	1	1
	2P (Disabled Only)	2	2	1	2	2	0	0	0
	Bus Zone / Loading Zone	-	-	-	-	-	-	-	-
	2P 8:30am-5:30pm Mon-Fri, 8:30am-12noon Sat	7	7	6	6	6	6	4	2
	Loading Zone	1	0	0	0	0	0	0	0
McCrae Street to Rutherford Street	2P 8:30am-5:30pm Mon-Fri, 8:30am-12noon Sat	5	5	3	3	3	1	1	1
	Unrestricted	8	8	7	6	5	2	1	0
	Bus Zone	-	-	-	-	-	-	-	-
	Bus Zone 8-9am, 3:00-3:45pm School Days	6	0	1	1	1	1	1	1
Rutherford Street to Wood Street	Unrestricted	2	0	1	1	1	0	0	0
Rutherford Street to Wood Street	Unrestricted	19	3	3	3	3	3	3	3
Wood Street to Burke Street	Unrestricted	17	0	0	0	0	0	0	0
Burke Street to Gray Street	Unrestricted	6	1	1	2	2	1	1	2
<b>HIGH STREET - West Side</b>									
McCallum Street to Pritchard Street	P Angle	46	5	8	8	0	0	0	0
Pritchard Street to Pye Street	P Angle, No Stopping 3-4pm Mon-Fri Buses Excepted	31	0	4	4	0	0	0	0
Pye Street to Purtons Lane	Bus Zone 8-9am 3:30-4pm School Days	14	1	0	1	0	0	0	0
McCallum Street to McCrae Street	Unrestricted (Parallel)	21	20	13	15	15	13	10	9
McCrae Street to Rutherford Street	Unrestricted	18	14	14	14	12	7	2	2
Rutherford Street to Wood Street	Unrestricted	15	2	1	1	0	0	1	3
Wood Street to Boys Street	Unrestricted	13	0	0	1	0	1	1	0
Boys Street to Gray Street	Unrestricted	13	2	1	1	1	1	1	1
<b>HIGH STREET</b>	<b>Capacity</b>	-	<b>289</b>	<b>289</b>	<b>289</b>	<b>289</b>	<b>289</b>	<b>289</b>	<b>289</b>
	<b>No. Cars Parked</b>	-	<b>79</b>	<b>74</b>	<b>84</b>	<b>59</b>	<b>43</b>	<b>33</b>	<b>30</b>
	<b>No. Vacant Spaces</b>	-	<b>210</b>	<b>215</b>	<b>205</b>	<b>230</b>	<b>246</b>	<b>256</b>	<b>259</b>
	<b>Percentage Occupancy</b>	-	<b>27%</b>	<b>26%</b>	<b>29%</b>	<b>20%</b>	<b>15%</b>	<b>11%</b>	<b>10%</b>
<b>GUMMOW STREET - West Side</b>									
McCallum Street to McCrae Street	Unrestricted	20	2	3	2	1	2	1	1
McCrae Street to Rutherford Street	Unrestricted	21	1	2	2	0	5	2	0
<b>GUMMOW STREET - East Side</b>									
McCallum Street to McCrae Street	Unrestricted	21	0	1	1	1	0	1	0
McCrae Street to Rutherford Street	Unrestricted	24	4	1	1	0	5	6	4
<b>GUMMOW STREET</b>	<b>Capacity</b>	-	<b>86</b>	<b>86</b>	<b>86</b>	<b>86</b>	<b>86</b>	<b>86</b>	<b>86</b>
	<b>No. Cars Parked</b>	-	<b>7</b>	<b>7</b>	<b>6</b>	<b>2</b>	<b>12</b>	<b>10</b>	<b>5</b>
	<b>No. Vacant Spaces</b>	-	<b>79</b>	<b>79</b>	<b>80</b>	<b>84</b>	<b>74</b>	<b>76</b>	<b>81</b>
	<b>Percentage Occupancy</b>	-	<b>8%</b>	<b>8%</b>	<b>7%</b>	<b>2%</b>	<b>14%</b>	<b>12%</b>	<b>6%</b>



**Swan Hill CBD Parking Study  
Parking Occupancy Survey**



LOCATION	RESTRICTION	Capacity	No. Cars Paked						
			Friday 17/7/15 10:00am	Friday 17/7/15 12:00noon	Friday 17/7/15 2:00pm	Friday 17/7/15 4:00pm	Friday 17/7/15 6:00pm	Friday 17/7/15 8:00pm	Friday 17/7/15 10:00pm
<b>MCCALLUM STREET - North Side</b>									
Stradbroke Avenue to opposite Chisholm Street	P Parallel	15	0	0	0	1	0	0	0
opposite Chisholm Street to opposite Gummow Street	P Parallel	23	0	1	1	0	1	0	0
opposite Gummow Street to High Street	P Parallel	14	5	0	0	0	0	0	0
High Street to Splatt Street	P Parallel	10	7	5	6	6	0	0	0
Splatt Street to Beveridge Street	P Angle	20	20	19	17	9	1	0	0
Beveridge Street to Campbell Street	1P Ticket 9am-5:30pm Mon-Fri, 9am-12noon Sat	17	14	15	15	15	1	0	0
	1P Disabled Only 9am-5:30pm Mon-Fri, 9am-12noon Sat	1	0	0	0	0	0	0	0
	1P Ticket 9am-5:30pm Mon-Fri, 9am-12noon Sat	3	0	0	0	0	0	0	0
Campbell Street to Curlewis Street	2P Meter 9am-5:30pm Mon-Fri, 9am-12noon Sat	18	11	10	15	15	3	4	1
Curlewis Street to Railway Line	Unrestricted (45° Angle)	6	1	1	1	2	0	0	0
<b>MCCALLUM STREET - Centre of Road</b>									
High Street to Splatt Street	Unrestricted	54	53	44	53	25	3	1	2
Splatt Street to Beveridge Street	Unrestricted	40	40	32	40	25	4	2	2
	No Parking (restrroom patrons excepted)	2	1	2	2	1	0	0	0
Beveridge Street to Campbell Street (North Side)	2P Ticket 9am-5:30pm Mon-Fri, 9am-12noon Sat	11	8	7	8	8	1	0	0
Beveridge Street to Campbell Street (South Side)	2P Ticket 9am-5:30pm Mon-Fri, 9am-12noon Sat	10	9	9	9	5	1	1	1
Campbell Street to Curlewis Street (North Side)	2P 9am-5:30pm Mon-Fri, 9am-12noon Sat	10	7	6	6	6	3	4	0
Campbell Street to Curlewis Street (South Side)	2P parallel 9am-5:30pm Mon-Fri, 9am-12noon Sat	11	5	3	5	10	5	5	1
<b>MCCALLUM STREET - South Side</b>									
Stradbroke Avenue to Chisholm Street	Unrestricted	4	0	1	1	1	0	0	1
Chisholm Street to Gummow Street	Unrestricted	9	0	0	0	0	0	0	0
Gummow Street to High Street	Unrestricted	9	6	3	4	4	3	3	3
High Street to Splatt Street	Bus Zone	-	-	-	-	-	-	-	-
	Unrestricted	8	7	3	5	2	0	0	0
Splatt Street to Beveridge Street	2P 9am-5:30pm Mon-Fri, 9am-12noon Sat	12	9	6	6	2	0	0	0
Beveridge Street to Campbell Street	1P Ticket 9am-5:30pm Mon-Fri, 9am-12noon Sat	9	9	8	9	9	3	0	0
	P Disabled	1	1	0	1	0	1	0	0
	1P Ticket 9am-5:30pm Mon-Fri, 9am-12noon Sat	3	1	2	3	1	3	0	0
Campbell Street to Curlewis Street	2P Meter 9am-5:30pm Mon-Fri, 9am-12noon Sat	7	5	5	5	2	6	7	4
	Bus Zone/Loading Zone 7am-6pm Mon-Fri, 8am-1pm Sat	3	0	0	0	0	0	0	0
East of Curlewis Street	2P 9am-5:30pm Mon-Fri, 9am-12noon Sat	5	0	2	2	0	0	0	0
<b>MCCALLUM STREET</b>	<b>Capacity</b>	-	<b>335</b>	<b>335</b>	<b>335</b>	<b>335</b>	<b>335</b>	<b>335</b>	<b>335</b>
	<b>No. Cars Paked</b>	-	<b>219</b>	<b>184</b>	<b>214</b>	<b>149</b>	<b>39</b>	<b>27</b>	<b>15</b>
	<b>No. Vacant Spaces</b>	-	<b>116</b>	<b>151</b>	<b>121</b>	<b>186</b>	<b>296</b>	<b>308</b>	<b>320</b>
	<b>Percentage Occupancy</b>	-	<b>65%</b>	<b>55%</b>	<b>64%</b>	<b>44%</b>	<b>12%</b>	<b>8%</b>	<b>4%</b>

# Swan Hill CBD Parking Study

## Parking Occupancy Survey



LOCATION	RESTRICTION	Capacity	No. Cars Paked						
			Friday 17/7/15 10:00am	Friday 17/7/15 12:00noon	Friday 17/7/15 2:00pm	Friday 17/7/15 4:00pm	Friday 17/7/15 6:00pm	Friday 17/7/15 8:00pm	Friday 17/7/15 10:00pm
<b>McCRAE STREET - North Side</b>									
Gummock Street to High Street	Unrestricted	10	9	8	9	0	2	0	2
High Street to Splatt Street	2P 9am-5:30pm Mon-Fri, 9am-12noon Sat	10	7	4	7	5	1	0	1
Splatt Street to Beveridge Street	2P Ticket 9am-5:30pm Mon-Fri, 9am-12noon Sat	10	8	8	8	3	5	4	8
	Bus Zone	-	-	-	-	-	-	-	-
Beveridge Street to Campbell Street	2P Ticket 9am-5:30pm Mon-Fri, 9am-12noon Sat	7	7	5	7	5	2	0	6
	Loading Zone	1	1	0	1	0	0	0	0
Campbell Street to Curlewis Street	2P Ticket 9am-5:30pm Mon-Fri, 9am-12noon Sat	6	5	6	6	4	3	4	3
<b>McCRAE STREET - South Side</b>									
Gummock Street to High Street	Unrestricted	12	10	7	7	6	0	3	0
High Street to Splatt Street	2P 9am-5:30pm Mon-Fri, 9am-12noon Sat	10	6	3	6	4	1	1	0
Splatt Street to Beveridge Street	2P Ticket 9am-5:30pm Mon-Fri, 9am- 12noon Sat	6	6	4	6	2	5	3	7
	2P Disabled	1	1	0	1	0	0	0	0
	2P Ticket 9am-5:30pm Mon-Fri, 9am-12noon Sat	8	8	5	8	5	3	4	6
Beveridge Street to Campbell Street	2P 9am-5:30pm Mon-Fri, 9am-12noon Sat	1	0	0	1	0	1	0	0
	2P Ticket 9am-5:30pm Mon-Fri, 9am- 12noon Sat	9	9	7	9	5	0	0	1
Campbell Street to Curlewis Street	2P Ticket 9am-5:30pm Mon-Fri, 9am- 12noon Sat	7	4	5	5	3	2	4	0
<b>McCRAE STREET - Centre of Road</b>									
Campbell Street to Curlewis Street	2P Ticket 8am-5:30pm Mon-Fri, 9am- 12noon Sat	24	22	22	24	6	3	14	11
	Disabled	1	1	1	1	0	0	0	0
Campbell Street to Beveridge Street	2P Ticket 8am-5:30pm Mon-Fri, 9am- 12noon Sat	24	24	20	24	21	11	2	1
<b>MCCRAE STREET</b>	<b>Capacity</b>	-	147	147	147	147	147	147	147
	<b>No. Cars Parked</b>	-	128	105	130	69	39	39	46
	<b>No. Vacant Spaces</b>	-	19	42	17	78	108	108	101
	<b>Percentage Occupancy</b>	-	87%	71%	88%	47%	27%	27%	31%
<b>RUTHERFORD STREET - North Side</b>									
Gummock Street to High Street	Unrestricted	8	0	6	5	2	0	0	0
	Bus Stop	-	-	-	-	-	-	-	-
High Street to Splatt Street	Bus Zone 8-9am, 2:30-3:30pm School Days, Unrestricted All Other Times	7	0	0	0	0	6	0	0
	Unrestricted	15	13	9	9	0	0	0	0
Splatt Street to Beveridge Street	Unrestricted	13	10	10	10	8	1	1	1
Beveridge Street to Campbell Street	2P 9am-5:30pm Mon-Fri, 9am-12noon Sat	9	5	6	8	7	4	3	3
	Bus Zone	-	-	-	-	-	-	-	-
Campbell Street to Curlewis Street	2P 9am-5:30pm Mon-Fri, 9am-12noon Sat	14	11	13	13	9	3	2	0
<b>RUTHERFORD STREET - South Side</b>									
Gummock Street to High Street	Unrestricted	14	2	2	2	1	1	2	1
High Street to Splatt Street	Unrestricted	12	4	5	5	3	0	0	0
Splatt Street to Beveridge Street	Unrestricted	15	8	10	10	4	0	0	0
Beveridge Street to Campbell Street	2P (Parallel)	2	2	2	1	1	1	0	0
	2P 9am-5:30pm Mon-Fri, 9am-12noon Sat	13	5	4	5	7	1	2	0
Campbell Street to Curlewis Street	2P 9am-5:30pm Mon-Fri, 9am-12noon Sat	10	8	7	7	4	3	2	2
<b>RUTHERFORD STREET</b>	<b>Capacity</b>	-	132	132	132	132	132	132	132
	<b>No. Cars Parked</b>	-	68	74	75	46	20	12	7
	<b>No. Vacant Spaces</b>	-	64	58	57	86	112	120	125
	<b>Percentage Occupancy</b>	-	52%	56%	57%	35%	15%	9%	5%

**Swan Hill CBD Parking Study  
Parking Occupancy Survey**



LOCATION	RESTRICTION	Capacity	No. Cars Paked						
			Friday 17/7/15 10:00am	Friday 17/7/15 12:00noon	Friday 17/7/15 2:00pm	Friday 17/7/15 4:00pm	Friday 17/7/15 6:00pm	Friday 17/7/15 8:00pm	Friday 17/7/15 10:00pm
<b>WOOD STREET - North Side</b>									
High Street to Splatt Street	Unrestricted	13	0	0	0	0	0	0	0
Splatt Street to Beveridge Street	Unrestricted	10	1	1	1	1	0	0	0
Beveridge Street to Campbell Street	2P Parallel	11	0	0	0	1	1	1	1
Campbell Street to Curlewis Street	2P	10	7	7	7	7	1	1	1
<b>WOOD STREET - South Side</b>									
High Street to Splatt Street	Unrestricted	11	1	1	1	1	0	0	0
Splatt Street to Beveridge Street	Unrestricted	9	0	0	0	0	0	0	0
Beveridge Street to Campbell Street	Unrestricted	11	6	3	4	4	0	0	0
Campbell Street to Curlewis Street	Unrestricted	10	7	7	7	3	0	0	0
<b>WOOD STREET</b>	<b>Capacity</b>	-	85	85	85	85	85	85	85
	<b>No. Cars Paked</b>	-	22	19	20	17	2	2	2
	<b>No. Vacant Spaces</b>	-	63	66	65	68	83	83	83
	<b>Percentage Occupancy</b>	-	26%	22%	24%	20%	2%	2%	2%
<b>BURKE STREET - North Side</b>									
High Street to Splatt Street	Unrestricted	12	3	3	3	3	0	4	4
Splatt Street to Beveridge Street	Unrestricted	13	0	0	0	0	0	0	0
Beveridge Street to Campbell Street	Unrestricted	10	5	5	6	6	4	0	0
<b>BURKE STREET - South Side</b>									
High Street to Splatt Street	Unrestricted	13	1	1	1	1	0	1	1
Splatt Street to Beveridge Street	Unrestricted	8	1	1	1	1	1	1	1
Beveridge Street to Campbell Street	Unrestricted	9	4	4	4	3	1	0	0
<b>BURKE STREET</b>	<b>Capacity</b>	-	65	65	65	65	65	65	65
	<b>No. Cars Paked</b>	-	14	14	15	14	6	6	6
	<b>No. Vacant Spaces</b>	-	51	51	50	51	59	59	59
	<b>Percentage Occupancy</b>	-	22%	22%	23%	22%	9%	9%	9%
<b>GRAY STREET - North Side</b>									
High Street to Splatt Street	Unrestricted	4	1	0	1	1	2	1	1
Splatt Street to Beveridge Street	Unrestricted	3	2	2	2	1	0	1	0
Beveridge Street to Campbell Street	1/4P Long Vehicles Only	3	2	1	2	1	3	0	0
Campbell Street to Mitchell Street	Unrestricted	12	6	6	6	4	2	0	0
<b>GRAY STREET - South Side</b>									
Opposite High Street to Opposite Splatt Street	Unrestricted	4	0	0	1	0	1	1	1
Opposite Splatt Street to Albert Street	Bus Stop	-	-	-	-	-	-	-	-
Albert Street to Beveridge Street	Unrestricted	3	0	0	0	0	0	1	1
Beveridge Street to Campbell Street	1/4P Long Vehicles Only	3	0	1	1	0	0	0	0
Campbell Street to Mitchell Street	Unrestricted	15	5	5	5	3	1	0	0
<b>GRAY STREET</b>	<b>Capacity</b>	-	47	47	47	47	47	47	47
	<b>No. Cars Paked</b>	-	16	15	18	10	9	4	3
	<b>No. Vacant Spaces</b>	-	31	32	29	37	38	43	44
	<b>Percentage Occupancy</b>	-	34%	32%	38%	21%	19%	9%	6%

**Swan Hill CBD Parking Study  
Parking Occupancy Survey**



LOCATION	RESTRICTION	Capacity	No. Cars Paked						
			Friday 17/7/15 10:00am	Friday 17/7/15 12:00noon	Friday 17/7/15 2:00pm	Friday 17/7/15 4:00pm	Friday 17/7/15 6:00pm	Friday 17/7/15 8:00pm	Friday 17/7/15 10:00pm
<b>MITCHELL STREET - West Side</b>									
Gray Street to WB No. 2 Merran Court	Unrestricted (assume no parking along bend)	29	3	3	3	0	4	3	3
<b>MITCHELL STREET - East Side</b>									
Gray Street to WB No. 2 Merran Court	Unrestricted (assume no parking along bend)	27	2	2	2	0	0	0	0
<b>MITCHELL STREET</b>	<b>Capacity</b>	-	<b>56</b>	<b>56</b>	<b>56</b>	<b>56</b>	<b>56</b>	<b>56</b>	<b>56</b>
	<b>No. Cars Parked</b>	-	<b>5</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>4</b>	<b>3</b>	<b>3</b>
	<b>No. Vacant Spaces</b>	-	<b>51</b>	<b>51</b>	<b>51</b>	<b>56</b>	<b>52</b>	<b>53</b>	<b>53</b>
	<b>Percentage Occupancy</b>	-	<b>9%</b>	<b>9%</b>	<b>9%</b>	<b>0%</b>	<b>7%</b>	<b>5%</b>	<b>5%</b>
<b>STRADBROKE AVENUE - West Side</b>									
McCallum Street to Pritchard Street	Unrestricted	24	1	0	1	1	0	0	0
Pritchard Street to Betts Court	Unrestricted	14	2	1	1	0	0	0	0
Betts Court to Pye Street	Unrestricted	13	0	0	2	2	1	1	1
Pye Street to Chapman Street	P Parallel	4	2	3	2	1	2	2	2
	No Stopping When Flags Displayed	4	2	0	0	0	0	0	0
	P Parallel	14	4	7	7	2	0	0	0
Chapman Street to Mulbar Street	Unrestricted	35	5	2	2	2	1	3	1
Mulbar Street to Nyah Road	Unrestricted	20	5	1	4	4	3	0	0
<b>STRADBROKE AVENUE - East Side</b>									
Nyah Road to George Street	P Angle	8	6	4	4	4	0	0	0
	P Parallel	1	1	1	1	1	0	0	0
	Loading Zone	1	0	0	1	1	0	0	0
	P Parallel	9	2	1	2	0	0	0	0
	Unrestricted	3	2	0	1	1	0	0	0
George Street to Phylard Court	Unrestricted	11	1	1	1	1	1	1	1
Phylard Court to Staley Court	Unrestricted	6	1	1	1	2	1	1	1
Staley Court to Chapman Street	Unrestricted	5	0	0	0	0	0	0	0
Chapman Street to Pye Street	P 45° Angle	24	22	18	22	6	0	0	0
	No Stopping When Flags Displayed	11	0	0	0	0	0	0	0
	P Parallel	7	3	2	2	1	1	0	0
Pye Street to Pritchard Street	Unrestricted	39	0	0	0	0	0	1	1
Pritchard Street to McCallum Street	Unrestricted	34	0	1	1	0	0	0	0
<b>STRADBROKE AVENUE</b>	<b>Capacity</b>	-	<b>287</b>	<b>287</b>	<b>287</b>	<b>287</b>	<b>287</b>	<b>287</b>	<b>287</b>
	<b>No. Cars Parked</b>	-	<b>59</b>	<b>43</b>	<b>55</b>	<b>29</b>	<b>10</b>	<b>9</b>	<b>7</b>
	<b>No. Vacant Spaces</b>	-	<b>228</b>	<b>244</b>	<b>232</b>	<b>258</b>	<b>277</b>	<b>278</b>	<b>280</b>
	<b>Percentage Occupancy</b>	-	<b>21%</b>	<b>15%</b>	<b>19%</b>	<b>10%</b>	<b>3%</b>	<b>3%</b>	<b>2%</b>

**Swan Hill CBD Parking Study  
Parking Occupancy Survey**



LOCATION	RESTRICTION	Capacity	No. Cars Paked						
			Friday 17/7/15 10:00am	Friday 17/7/15 12:00noon	Friday 17/7/15 2:00pm	Friday 17/7/15 4:00pm	Friday 17/7/15 6:00pm	Friday 17/7/15 8:00pm	Friday 17/7/15 10:00pm
<b>PHYLAND COURT - BOTH SIDES</b>									
Stradbroke Avenue to Stradbroke Avenue	Unrestricted	11	2	2	2	3	2	2	2
PHYLAND COURT	Capacity	-	11	11	11	11	11	11	11
	No. Cars Parked	-	2	2	2	3	2	2	2
	No. Vacant Spaces	-	9	9	9	8	9	9	9
	Percentage Occupancy	-	18%	18%	18%	27%	18%	18%	18%
<b>STALEY COURT - BOTH SIDES</b>									
Stradbroke Avenue to Stradbroke Avenue	Unrestricted	11	0	0	0	3	0	0	0
STALEY COURT	Capacity	-	11	11	11	11	11	11	11
	No. Cars Parked	-	0	0	0	3	0	0	0
	No. Vacant Spaces	-	11	11	11	8	11	11	11
	Percentage Occupancy	-	0%	0%	0%	27%	0%	0%	0%
<b>NYAH ROAD - East Side</b>									
Curlewis Street to opposite George Street	Unrestricted	38	11	9	11	7	0	0	0
opposite George Street to Zaetta Street	Unrestricted	11	3	2	2	2	0	0	0
Zaetta Street to King Street	Unrestricted	13	3	4	4	3	1	0	0
King Street to Queen Street	Unrestricted	10	0	0	0	0	0	0	0
Queen Street to Pye Street	P Parallel	9	0	0	0	0	0	0	0
<b>NYAH ROAD - West Side</b>									
Pye Street to Beveridge Street	Unrestricted	14	1	1	1	1	5	2	1
Beveridge Street to Chapman Street	Unrestricted	5	0	0	0	0	0	0	0
Chapman Street to George Street	Unrestricted	29	1	0	0	0	0	0	0
George Street to Stradbroke Avenue	Unrestricted	29	11	4	6	2	0	0	0
NYAH ROAD	Capacity	-	158	158	158	158	158	158	158
	No. Cars Parked	-	30	20	24	15	6	2	1
	No. Vacant Spaces	-	128	138	134	143	152	156	157
	Percentage Occupancy	-	19%	13%	15%	9%	4%	1%	1%
<b>ZAETTA STREET - North Side</b>									
Nyah Road to King Street	Unrestricted	5	0	0	0	0	0	0	0
<b>ZAETTA STREET - South Side</b>									
King Street to Nyah Road	Unrestricted	5	0	2	2	0	0	0	0
ZAETTA STREET	Capacity	-	10	10	10	10	10	10	10
	No. Cars Parked	-	0	2	2	0	0	0	0
	No. Vacant Spaces	-	10	8	8	10	10	10	10
	Percentage Occupancy	-	0%	20%	20%	0%	0%	0%	0%



**Swan Hill CBD Parking Study  
Parking Occupancy Survey**



LOCATION	RESTRICTION	Capacity	No. Cars Paked						
			Friday 17/7/15 10:00am	Friday 17/7/15 12:00noon	Friday 17/7/15 2:00pm	Friday 17/7/15 4:00pm	Friday 17/7/15 6:00pm	Friday 17/7/15 8:00pm	Friday 17/7/15 10:00pm
<b>KING STREET - West Side</b>									
Nyah Road to Zaetta Street	Unrestricted	19	4	0	2	2	0	0	0
Zaetta Street to Curlewis Street	Unrestricted	8	1	2	2	0	0	0	0
<b>KING STREET - East Side</b>									
Curlewis Street to opposite Zaetta Street	No Stopping	0	0	2	2	0	0	0	0
opposite Zaetta Street to Nyah Road	Unrestricted	20	0	0	1	1	0	0	0
<b>KING STREET</b>	<b>Capacity</b>	-	47	47	47	47	47	47	47
	<b>No. Cars Parked</b>	-	5	4	7	3	0	0	0
	<b>No. Vacant Spaces</b>	-	42	43	40	44	47	47	47
	<b>Percentage Occupancy</b>	-	11%	9%	15%	6%	0%	0%	0%
<b>QUEEN STREET - West Side</b>									
Chapman Street to Curlewis Street	Unrestricted	14	3	4	4	3	0	0	0
<b>QUEEN STREET - East Side</b>									
Curlewis Street to Chapman Street	Unrestricted	16	4	6	6	6	0	0	0
<b>QUEEN STREET</b>	<b>Capacity</b>	-	30	30	30	30	30	30	30
	<b>No. Cars Parked</b>	-	7	10	10	9	0	0	0
	<b>No. Vacant Spaces</b>	-	23	20	20	21	30	30	30
	<b>Percentage Occupancy</b>	-	23%	33%	33%	30%	0%	0%	0%
<b>CHAPMAN STREET - North Side</b>									
Stradbroke Avenue to Nyah Road	Unrestricted	33	4	4	4	0	0	0	0
Nyah Road (end of road) to Queen Street	P Parallel	9	8	8	8	4	2	2	2
Queen Street to Mary Street	Unrestricted	9	3	2	2	0	0	0	0
Mary Street to Curlewis Street	Unrestricted	8	0	0	1	1	0	0	0
<b>CHAPMAN STREET - South Side</b>									
Curlewis Street to Campbell Street	Unrestricted	9	2	1	1	0	0	0	0
Campbell Street to Queen Street	Unrestricted	10	4	0	0	0	0	0	0
Queen Street to Nyah Road (end of road)	Unrestricted	3	4	9	9	3	0	0	0
	No Stopping	0	0	0	0	0	0	0	0
Nyah Road to Stradbroke Avenue	P Parallel	35	0	0	0	0	0	0	0
<b>CHAPMAN STREET</b>	<b>Capacity</b>	-	116	116	116	116	116	116	116
	<b>No. Cars Parked</b>	-	25	24	25	8	2	2	2
	<b>No. Vacant Spaces</b>	-	91	92	91	108	114	114	114
	<b>Percentage Occupancy</b>	-	22%	21%	22%	7%	2%	2%	2%

**Swan Hill CBD Parking Study  
Parking Occupancy Survey**



LOCATION	RESTRICTION	Capacity	No. Cars Paked						
			Friday 17/7/15 10:00am	Friday 17/7/15 12:00noon	Friday 17/7/15 2:00pm	Friday 17/7/15 4:00pm	Friday 17/7/15 6:00pm	Friday 17/7/15 8:00pm	Friday 17/7/15 10:00pm
<b>MARY STREET - West Side</b>									
Nyah Road to Chapman Street (West Section)	Unrestricted	4	1	0	0	0	0	0	0
Nyah Road to Chapman Street (East Section)	Unrestricted	7	0	3	3	0	0	0	0
Chapman Street to Curlewis Street	Unrestricted	3	1	0	1	0	0	0	0
<b>MARY STREET - East Side</b>									
Curlewis Street to Chapman Street	Unrestricted	7	0	0	0	0	0	0	0
Chapman Street to Nyah Road (East Section)	Unrestricted	5	1	1	1	0	1	1	1
Chapman Street to Nyah Road (West Section)	2P 9am-5:30pm Mon-Fri, 9am-12noon Sat	11	0	0	0	0	0	0	0
<b>MARY STREET</b>	<b>Capacity</b>	-	37	37	37	37	37	37	37
	<b>No. Cars Parked</b>	-	3	4	5	0	1	1	1
	<b>No. Vacant Spaces</b>	-	34	33	32	37	36	36	36
	<b>Percentage Occupancy</b>	-	8%	11%	14%	0%	3%	3%	3%
<b>GEORGE STREET - South Side</b>									
Nyah Road to Stradbroke Avenue	Unrestricted	19	2	1	1	1	0	0	0
<b>GEORGE STREET - North Side</b>									
Stradbroke Avenue to Nyah Road	Unrestricted	14	6	3	3	4	0	0	0
<b>GEORGE STREET</b>	<b>Capacity</b>	-	33	33	33	33	33	33	33
	<b>No. Cars Parked</b>	-	8	4	4	5	0	0	0
	<b>No. Vacant Spaces</b>	-	25	29	29	28	33	33	33
	<b>Percentage Occupancy</b>	-	24%	12%	12%	15%	0%	0%	0%
<b>PYE STREET - North Side</b>									
Stradbroke Avenue to High Street	1/2P 8:30am-4:30pm Mon-Fri	19	0	0	2	2	0	0	0
High Street to Splatt Street	Unrestricted	14	1	3	3	2	0	0	0
Splatt Street to Beveridge Street	Unrestricted	15	1	0	0	0	0	0	0
Beveridge Street to Campbell Street	Unrestricted	9	1	2	2	2	0	0	0
Campbell Street to Curlewis Street	Unrestricted	12	4	5	6	6	3	3	3
<b>PYE STREET - South Side</b>									
Curlewis Street to Campbell Street	Unrestricted	10	7	4	4	5	3	3	3
Campbell Street to Beveridge Street	Unrestricted	12	6	5	4	4	1	1	1
Beveridge Street to Splatt Street	Unrestricted	13	1	2	2	0	0	0	0
Splatt Street to High Street	Unrestricted	14	4	3	5	5	2	5	5
High Street to Stradbroke Avenue	Unrestricted (angled)	44	34	33	34	4	0	0	0
<b>PYE STREET</b>	<b>Capacity</b>	-	162	162	162	162	162	162	162
	<b>No. Cars Parked</b>	-	59	57	62	30	9	12	12
	<b>No. Vacant Spaces</b>	-	103	105	100	132	153	150	150
	<b>Percentage Occupancy</b>	-	36%	35%	38%	19%	6%	7%	7%

**Swan Hill CBD Parking Study  
Parking Occupancy Survey**



LOCATION	RESTRICTION	Capacity	No. Cars Paked						
			Friday 17/7/15 10:00am	Friday 17/7/15 12:00noon	Friday 17/7/15 2:00pm	Friday 17/7/15 4:00pm	Friday 17/7/15 6:00pm	Friday 17/7/15 8:00pm	Friday 17/7/15 10:00pm
<b>PRITCHARD STREET - North Side</b>									
Stradbroke Avenue to High Street	P Parallel	11	1	1	1	2	0	0	0
	No Stopping	0	0	0	0	0	0	0	0
	P Parallel	8	1	0	1	0	0	0	0
High Street to Splatt Street	Unrestricted	12	1	1	1	0	0	0	0
Splatt Street to Beveridge Street	P Angle	16	6	7	7	5	2	2	2
Beveridge Street to Campbell Street	2P angle 9am-5:30pm Mon-Fri, 9am-12noon Sat	15	13	11	14	12	0	0	0
Campbell Street to Curlewis Street	2P 9am-5:30pm Mon-Fri, 9am-12noon Sat (note: faded sign)	18	8	7	7	7	0	0	0
<b>PRITCHARD STREET - South Side</b>									
Curlewis Street to Campbell Street	2P 9am-5:30pm Mon-Fri, 9am-12noon Sat (angle)	18	7	6	7	7	0	0	0
Campbell Street to Beveridge Street	2P parallel 9am-5:30pm Mon-Fri, 9am-12noon Sat	15	8	8	8	6	0	0	1
	2P parallel 9am-5:30pm Mon-Fri, 9am-12noon Sat	2	2	2	0	2	0	0	0
Beveridge Street to Splatt Street	Unrestricted (angle)	21	6	9	9	7	1	3	3
Splatt Street to High Street	Unrestricted	12	3	3	3	2	0	0	0
High Street to Stradbroke Avenue	P Parallel	10	2	1	1	1	0	0	0
	P Disabled only	2	0	0	0	0	0	0	0
	P Angle	12	0	0	0	4	0	0	0
	P Parallel	2	0	0	0	0	0	0	0
<b>PRITCHARD STREET</b>	<b>Capacity</b>	-	<b>174</b>	<b>174</b>	<b>174</b>	<b>174</b>	<b>174</b>	<b>174</b>	<b>174</b>
	<b>No. Cars Parked</b>	-	<b>58</b>	<b>56</b>	<b>59</b>	<b>55</b>	<b>3</b>	<b>5</b>	<b>6</b>
	<b>No. Vacant Spaces</b>	-	<b>116</b>	<b>118</b>	<b>115</b>	<b>119</b>	<b>171</b>	<b>169</b>	<b>168</b>
	<b>Percentage Occupancy</b>	-	<b>33%</b>	<b>32%</b>	<b>34%</b>	<b>32%</b>	<b>2%</b>	<b>3%</b>	<b>3%</b>
<b>PURTONS LANE - South Side</b>									
Splatt Street to High Street	No Stopping	0	0	0	0	0	1	1	1
	P Resident and their Visitors Only, No Stopping all others	7	2	1	1	1	2	2	2
<b>PURTONS LANE - North Side</b>									
High Street to Splatt Street	Unrestricted	17	12	8	8	1	0	0	0
<b>PURTONS LANE</b>	<b>Capacity</b>	-	<b>24</b>	<b>24</b>	<b>24</b>	<b>24</b>	<b>24</b>	<b>24</b>	<b>24</b>
	<b>No. Cars Parked</b>	-	<b>14</b>	<b>9</b>	<b>9</b>	<b>2</b>	<b>3</b>	<b>3</b>	<b>3</b>
	<b>No. Vacant Spaces</b>	-	<b>10</b>	<b>15</b>	<b>15</b>	<b>22</b>	<b>21</b>	<b>21</b>	<b>21</b>
	<b>Percentage Occupancy</b>	-	<b>58%</b>	<b>38%</b>	<b>38%</b>	<b>8%</b>	<b>13%</b>	<b>13%</b>	<b>13%</b>
<b>TOTAL ON-STREET PARKING</b>	<b>Capacity</b>	-	<b>3578</b>	<b>3578</b>	<b>3578</b>	<b>3578</b>	<b>3578</b>	<b>3578</b>	<b>3578</b>
	<b>No. Cars Parked</b>	-	<b>1394</b>	<b>1229</b>	<b>1405</b>	<b>1003</b>	<b>468</b>	<b>366</b>	<b>262</b>
	<b>No. Vacant Spaces</b>	-	<b>2184</b>	<b>2349</b>	<b>2173</b>	<b>2575</b>	<b>3110</b>	<b>3212</b>	<b>3316</b>
	<b>Percentage Occupancy</b>	-	<b>39%</b>	<b>34%</b>	<b>39%</b>	<b>28%</b>	<b>13%</b>	<b>10%</b>	<b>7%</b>

**Swan Hill CBD Parking Study  
Parking Occupancy Survey**



LOCATION	RESTRICTION	Capacity	No. Cars Paked						
			Friday 17/7/15 10:00am	Friday 17/7/15 12:00noon	Friday 17/7/15 2:00pm	Friday 17/7/15 4:00pm	Friday 17/7/15 6:00pm	Friday 17/7/15 8:00pm	Friday 17/7/15 10:00pm
<b>OFF-STREET CARPARKS</b>									
Coles Carpark	Pay & Display	113	102	90	102	101	44	24	14
	Disabled	2	2	2	2	0	1	0	0
	Reserved - Tenants Only	8	7	7	7	5	6	2	1
Safeway Carpark	2P	123	111	113	113	109	42	36	21
	Disabled	2	1	2	2	1	0	0	0
Hospital Carpark	Staff Only (sealed)	37	35	37	37	22	19	19	18
	Staff Only (gravel)	41	40	40	40	29	6	6	6
Council Carpark (Splatt Street)	No Parking - Council Vehicles Excepted	14	8	9	9	8	10	10	10
Reject Shop/Dick Smith Carpark	2P	75	72	66	65	62	35	36	20
	Disabled	2	2	2	2	2	0	0	0
Senior Citizens Carpark (Curlewis Street)	Unrestricted	38	18	16	16	16	1	1	0
	Disabled	2	0	0	0	0	0	0	0
"Giant Cod" Carpark (Curlewis Street)	Unrestricted	87	75	65	65	63	21	28	11
	Disabled	1	0	0	0	0	0	0	0
Railway Carpark (Curlewis Street)	Unrestricted	29	25	14	26	26	19	19	13
	Disabled	2	2	0	1	1	0	0	0
Council/SES Carpark (Beveridge Street)	No Parking 8am-5pm Mon-Fri, Council Vehicles Excepted	32	6	9	9	11	3	3	2
237 Beveridge Street	Unrestricted	32	20	30	30	28	4	6	3
245 Beveridge Street (gravel carpark)	Unrestricted (estimated spaces)	25	14	22	22	22	1	1	0
253 Beveridge Street	Unrestricted	29	22	16	16	14	5	4	2
	Disabled	2	0	0	0	0	0	0	0
Council Carpark (68 Campbell Street)	Unrestricted	30	8	17	17	13	14	6	0
ALDI Carpark	2P	64	45	44	44	42	22	5	1
	Disabled	2	0	0	1	1	0	0	0
	Unrestricted (Northeastern corner)	7	2	5	5	4	3	3	0
Traget Underground Carpark	2P	55	37	39	38	26	0	0	0
	Disabled	2	0	0	0	0	0	0	0
<b>TOTAL OFF-STREET PARKING</b>		<b>Capacity</b>	<b>-</b>	<b>856</b>	<b>856</b>	<b>856</b>	<b>856</b>	<b>856</b>	<b>856</b>
		<b>No. Cars Paked</b>	<b>-</b>	<b>654</b>	<b>645</b>	<b>669</b>	<b>606</b>	<b>256</b>	<b>122</b>
		<b>No. Vacant Spaces</b>	<b>-</b>	<b>202</b>	<b>211</b>	<b>187</b>	<b>250</b>	<b>600</b>	<b>734</b>
		<b>Percentage Occupancy</b>	<b>-</b>	<b>76%</b>	<b>75%</b>	<b>78%</b>	<b>71%</b>	<b>30%</b>	<b>14%</b>

Road works resulting in removal of spaces

# Swan Hill CBD Parking Study

## Parking Occupancy Survey



LOCATION	RESTRICTION	Capacity	No. Cars Paked		
			Saturday 18/7/15 10:00am	Saturday 18/7/15 12:00noon	Saturday 18/7/15 2:00pm
<b>CURLLEWIS STREET - East Side</b>					
Pye Street to opposite Pritchard Street	Unrestricted	12	2	2	0
opposite Pritchard Street to McCallum Street	P Parallel	24	0	1	1
McCallum Street to Wood Street	Unrestricted	16	9	4	1
	No Stopping 1-5:30pm Mon-Fri (Buses excepted)	2	0	0	0
	1/4P Caravan Only	2	0	0	0
	Unrestricted	2	0	2	1
	Unrestricted - vehicles over 6m in length prohibited	11	3	4	0
	Unrestricted - vehicles over 6m in length prohibited	4	0	0	0
Wood Street to Burke Street	Unrestricted	15	1	1	1
<b>CURLLEWIS STREET - West Side</b>					
McCallum Street to Pritchard Street	P Parallel	16	1	1	0
Pritchard Street to Pye Street	Unrestricted	16	4	1	0
Pye Street to Chapman Street	Unrestricted	2	0	0	0
Chapman Street to Mary Street	Unrestricted	10	0	0	0
Mary Street to Queen Street	Unrestricted	7	0	0	0
Queen Street to King Street	P Parallel	14	0	0	0
King Street to Nyah Road	P Parallel	44	3	3	0
McCallum Street to McCrae Street	2P 9am-5pm Mon-Fri, 9am-12noon Sat	3	3	2	2
	Bus Zone	-	-	-	-
	2P 9am-5pm Mon-Fri, 9am-12noon Sat	5	2	6	0
	P 10min 9am-5pm Mon-Fri, 9am-12noon Sat	1	0	0	1
	1/4P Caravan Parking Only	2	0	0	0
McCrae Street to Rutherford Street	Unrestricted	15	5	7	7
	1P (Disabled Only)	1	0	0	1
Rutherford Street to Wood Street	2P 9am-5pm Mon-Fri, 9am-12noon Sat	7	1	0	5
	Unrestricted	13	1	0	0
Wood Street to Burke Street	No Stopping	0	0	0	0
<b>CURLLEWIS STREET</b>	<b>Capacity</b>	-	<b>251</b>	<b>251</b>	<b>251</b>
	<b>No. Cars Parked</b>	-	<b>36</b>	<b>38</b>	<b>20</b>
	<b>No. Vacant Spaces</b>	-	<b>215</b>	<b>213</b>	<b>231</b>
	<b>Percentage Occupancy</b>	-	<b>14%</b>	<b>15%</b>	<b>8%</b>
<b>CAMPBELL STREET - East Side</b>					
Pye Street to Pritchard Street	2P angle 9am-5:30pm Mon-Fri, 9am-12noon Sat	14	11	4	2
Pritchard Street to McCallum Street	1P 9am-5:30pm Mon-Fri, 9am-12noon Sat	14	12	12	10
	2P disabled only 9am-5:30pm Mon-Fri, 9am-12noon Sat	1	0	0	0
	1P Ticket 9am-5:30pm Mon-Fri, 9am-12noon Sat	2	2	2	2
	Taxi Zone 10pm-5am Fri-Sat 10pm-5am Sat-Sun, 1P Ticket 9am-5:30pm Mon-Fri, 9am-12noon Sat	2	2	1	1
McCallum Street to McCrae Street	1P Ticket 9am-5:30pm Mon-Fri, 9am-12noon Sat	6	4	5	2
	Bus Zone 7:15am-6:45pm Mon-Fri, 7:15am-1:30pm Sat	3	0	0	0
	Taxi Zone	2	1	1	1
	1P Ticket 9am-5:30pm Mon-Fri, 9am-12noon Sat	17	17	16	3



**Swan Hill CBD Parking Study  
Parking Occupancy Survey**



LOCATION	RESTRICTION	Capacity	No. Cars Paked		
			Saturday 18/7/15 10:00am	Saturday 18/7/15 12:00noon	Saturday 18/7/15 2:00pm
McCrae Street to Rutherford Street	1P Ticket 9am-5:30pm Mon-Fri, 9am-12noon Sat	6	1	10	5
	P Disabled	1	1	0	1
	1P Ticket 9am-5:30pm Mon-Fri, 9am-12noon Sat	13	9	3	2
	Taxi Zone	1	0	0	0
Rutherford Street to Wood Street	2P 9am-5:30pm Mon-Fri, 9am-12noon Sat	5	0	0	1
	1/2P 9am-5:30pm Mon-Fri, 9am-12noon Sat	3	0	0	1
	2P 9am-5:30pm Mon-Fri, 9am-12noon Sat	10	1	2	0
Wood Street to Burke Street	2P 9am-5:30pm Mon-Fri, 9am-12noon Sat	8	5	0	0
	2P 9am-5:30pm Mon-Fri, 9am-12noon Sat	3	2	5	1
Burke Street to Gray Street	No Truck Parking 11pm-6am	10	0	0	0
	Unrestricted	13	4	5	0
<b>CAMPBELL STREET - West Side</b>					
McCallum Street to Pritchard Street	1P Ticket 9am-5:30pm Mon-Fri, 9am-12noon Sat (angle)	16	16	12	6
	Loading Zone 7am-6pm Mon-Fri, 9am-1pm Sat	1	0	1	0
	1P Ticket 9am-5:30pm Mon-Fri, 9am-12noon Sat (parallel)	3	3	0	0
	Unrestricted	2	0	2	0
Pritchard Street to Pye Street	Bus Zone	-	-	-	-
	2P parallel 9am-5:30pm Mon-Fri, 9am-12noon Sat	4	1	1	2
McCallum Street to McCrae Street	1P Ticket 9am-5:30pm Mon-Fri, 9am-12noon Sat	N/A	N/A	N/A	N/A
	2P Disabled 9am-5:30pm Mon-Fri, 9am-12noon Sat	1	0	0	0
	1P Ticket 9am-5:30pm Mon-Fri, 9am-12noon Sat	6	2	8	8
	Loading Zone	1	0	0	0
	1P Ticket 9am-5:30pm Mon-Fri, 9am-12noon Sat	6	5	4	0
	Taxi Zone	2	1	1	1
	2P Disabled	1	0	0	0
	1P Ticket 9am-5:30pm Mon-Fri, 9am-12noon Sat	4	3	0	1
Loading Zone 8am-12noon Mon-Sat, 1/4P 12noon-5:30pm, 10am-12noon Mon-Sat	2	1	2	0	
McCrae Street to Rutherford Street	Loading Zone 7am-6pm Mon-Fri, 8am-1pm Sat	1	0	0	0
	1P Ticket 9am-5:30pm Mon-Fri, 9am-12noon Sat	23	13	18	12
Rutherford Street to Wood Street	2P 9am-5:30pm Mon-Fri, 9am-12noon Sat	14	0	2	3
Wood Street to Burke Street	2P 9am-5:30pm Mon-Fri, 9am-12noon Sat	13	0	0	0
Burke Street to Gray Street	Unrestricted	9	0	0	1
<b>CAMPBELL STREET</b>	<b>Capacity</b>	-	<b>243</b>	<b>243</b>	<b>243</b>
	<b>No. Cars Parked</b>	-	<b>117</b>	<b>117</b>	<b>66</b>
	<b>No. Vacant Spaces</b>	-	<b>126</b>	<b>126</b>	<b>177</b>
	<b>Percentage Occupancy</b>	-	<b>48%</b>	<b>48%</b>	<b>27%</b>

**Swan Hill CBD Parking Study  
Parking Occupancy Survey**



LOCATION	RESTRICTION	Capacity	No. Cars Paked		
			Saturday 18/7/15 10:00am	Saturday 18/7/15 12:00noon	Saturday 18/7/15 2:00pm
<b>BEVERIDGE STREET - East Side</b>					
Nyah Road to Pye Street	Loading Zone	1	0	0	0
	Unrestricted	1	1	0	0
	Disabled	1	0	0	0
	Unrestricted	7	0	1	1
Pye Street to Pritchard Street	Unrestricted (angle)	4	3	0	0
	Disabled (angle)	1	0	0	0
	Unrestricted (angle)	14	1	2	3
	Unrestricted (parallel)	2	0	0	0
Pritchard Street to McCallum Street	2P Meter 9am-5:30pm Mon-Fri, 9am-12noon Sat (angle)	23	17	14	14
	2P Meter 9am-5:30pm Mon-Fri, 9am-12noon Sat (parallel)	1	1	1	1
	2P Meter 9am-5:30pm Mon-Fri, 9am-12noon Sat (angle)	5	3	4	1
McCallum Street to McCrae Street	1P Ticket 9am-5:30pm Mon-Fri, 9am-12noon Sat	6	6	5	6
	Loading Zone 15min 8am-6pm Mon-Fri, 8am-1pm Sat	1	0	0	1
	1P (Disabled)	1	1	0	1
	1P Ticket 9am-5:30pm Mon-Fri, 9am-12noon Sat	7	7	7	7
	Motorbikes Only	3	0	0	0
	1P Ticket 9am-5:30pm Mon-Fri, 9am-12noon Sat	9	9	8	8
	1P (Disabled)	1	0	1	1
McCrae Street to Rutherford Street	2P 9am-5:30pm Mon-Fri, 9am-12noon Sat	12	3	3	2
	2P Ticket 9am-5:30pm Mon-Fri, 9am-12noon Sat	16	2	6	5
	P Disabled	2	0	0	0
Rutherford Street to Wood Street	P Angle	38	3	3	1
Wood Street to Burke Street	Unrestricted	17	1	1	0
Burke Street to Gray Street	Unrestricted	19	3	3	4
<b>BEVERIDGE STREET - West Side</b>					
Nyah Road to Pye Street	Unrestricted	15	3	3	2
Pye Street to Pritchard Street	Unrestricted (angle)	31	2	3	2
Pritchard Street to McCallum Street	2P Meter 9am-5:30pm Mon-Fri, 9am-12noon Sat (angle)	20	11	13	11
	1/4P 7:30am-6:30pm Mon-Fri	2	2	2	2
	2P Meter Parallel 9am-5:30pm Mon-Fri, 9am-12noon Sat	7	4	5	3
McCallum Street to McCrae Street	1P Ticket 9am-5:30pm Mon-Fri, 9am-12noon Sat	28	11	28	20
	Loading Zone	1	1	0	0
McCrae Street to Rutherford Street	2P 9am-5:30pm Mon-Fri, 9am-12noon Sat	16	2	2	3
	2P Ticket 9am-5:30pm Mon-Fri, 9am-12noon Sat	18	0	2	0
Rutherford Street to Wood Street	P Angle	39	0	4	4
Wood Street to Burke Street	Unrestricted	15	0	0	0
Burke Street to Gray Street	Unrestricted	19	2	3	3
<b>BEVERIDGE STREET</b>	<b>Capacity</b>	-	<b>404</b>	<b>404</b>	<b>404</b>
	<b>No. Cars Parked</b>	-	<b>99</b>	<b>125</b>	<b>107</b>
	<b>No. Vacant Spaces</b>	-	<b>305</b>	<b>279</b>	<b>297</b>
	<b>Percentage Occupancy</b>	-	<b>25%</b>	<b>31%</b>	<b>26%</b>

**Swan Hill CBD Parking Study  
Parking Occupancy Survey**



LOCATION	RESTRICTION	Capacity	No. Cars Paked		
			Saturday 18/7/15 10:00am	Saturday 18/7/15 12:00noon	Saturday 18/7/15 2:00pm
<b>SPLATT STREET - East Side</b>					
Purtons Lane to Pye Street	Unrestricted	15	1	1	0
Pye Street to Pritchard Street	Unrestricted	19	0	2	2
Pritchard Street to McCallum Street	Unrestricted	23	6	2	2
McCallum Street to McCrae Street	2P 8:30am-5:30pm Mon-Fri, 8:30am-12noon Sat	6	3	0	0
	2P 9am-5pm Mon-Fri	4	1	0	0
	1/4P 9am-5pm Mon-Fri	4	0	2	0
	2P 9am-5pm Mon-Fri	2	1	0	0
	2P 8:30am-5:30pm Mon-Fri, 8:30am-12noon Sat	11	10	11	3
	2P Disabled	1	1	2	0
	2P 8:30am-5:30pm Mon-Fri, 8:30am-12noon Sat	5	5	5	3
McCrae Street to Rutherford Street	Unrestricted (Angle)	8	3	0	1
	No Stopping (when flags displayed)	4	0	0	0
	Unrestricted (Angle)	18	0	4	0
Rutherford Street to Wood Street	Unrestricted	20	2	2	1
Wood Street to Burke Street	Unrestricted	15	2	2	3
Burke Street to Gray Street	Unrestricted	11	0	3	3
<b>SPLATT STREET - West Side</b>					
McCallum Street to Pritchard Street	Unrestricted	27	2	3	3
Pritchard Street to Pye Street	Unrestricted	19	0	1	1
Pye Street to Purtons Lane	Unrestricted	11	0	0	0
McCallum Street to McCrae Street	2P 8:30am-5:30pm Mon-Fri, 8:30am-12noon Sat	5	5	5	7
	2P Disabled	2	2	2	1
	2P 8:30am-5:30pm Mon-Fri, 8:30am-12noon Sat	29	24	24	4
McCrae Street to Rutherford Street	Unrestricted (Angle)	6	2	2	2
	Bus Zone 8am-9am, 3:15pm-4pm School Days	8	1	1	1
	Unrestricted	14	0	0	0
Rutherford Street to Wood Street	Unrestricted	22	3	5	5
Wood Street to Burke Street	Unrestricted	15	0	1	1
Burke Street to Gray Street	Unrestricted	14	0	0	2
<b>SPLATT STREET</b>	<b>Capacity</b>	-	<b>338</b>	<b>338</b>	<b>338</b>
	<b>No. Cars Parked</b>	-	<b>74</b>	<b>80</b>	<b>45</b>
	<b>No. Vacant Spaces</b>	-	<b>264</b>	<b>258</b>	<b>293</b>
	<b>Percentage Occupancy</b>	-	<b>22%</b>	<b>24%</b>	<b>13%</b>

## Swan Hill CBD Parking Study Parking Occupancy Survey

LOCATION	RESTRICTION	Capacity	No. Cars Paked		
			Saturday 18/7/15 10:00am	Saturday 18/7/15 12:00noon	Saturday 18/7/15 2:00pm
<b>HIGH STREET - East Side</b>					
Purtons Lane to Pye Street	P Resident and their Visitors Only, No Stopping all others	8	1	1	2
Pye Street to Pritchard Street	Unrestricted	13	4	4	4
Pritchard Street to McCullum Street	Unrestricted	21	2	0	0
McCallum Street to McCrae Street	2P 8:30am-5:30pm Mon-Fri, 8:30am-12noon Sat	3	2	2	2
	2P (Disabled Only)	2	2	0	1
	Bus Zone / Loading Zone	-	-	-	-
	2P 8:30am-5:30pm Mon-Fri, 8:30am-12noon Sat	7	2	6	5
	Loading Zone	1	0	0	0
	2P 8:30am-5:30pm Mon-Fri, 8:30am-12noon Sat	5	2	3	3
McCrae Street to Rutherford Street	Unrestricted	8	0	0	0
	Bus Zone	-	-	-	-
	Bus Zone 8-9am, 3:00-3:45pm School Days	6	1	1	1
	Unrestricted	2	0	0	0
Rutherford Street to Wood Street	Unrestricted	19	3	3	3
Wood Street to Burke Street	Unrestricted	17	0	0	0
Burke Street to Gray Street	Unrestricted	6	1	1	0
<b>HIGH STREET - West Side</b>					
McCallum Street to Pritchard Street	P Angle	46	21	20	22
Pritchard Street to Pye Street	P Angle, No Stopping 3-4pm Mon-Fri Buses Excepted	31	10	11	18
Pye Street to Purtons Lane	Bus Zone 8-9am 3:30-4pm School Days	14	0	0	0
McCallum Street to McCrae Street	Unrestricted (Parallel)	21	13	13	14
McCrae Street to Rutherford Street	Unrestricted	18	4	5	7
Rutherford Street to Wood Street	Unrestricted	15	1	0	0
Wood Street to Boys Street	Unrestricted	13	0	0	0
Boys Street to Gray Street	Unrestricted	13	2	2	1
<b>HIGH STREET</b>	<b>Capacity</b>	-	<b>289</b>	<b>289</b>	<b>289</b>
	<b>No. Cars Parked</b>	-	<b>71</b>	<b>72</b>	<b>83</b>
	<b>No. Vacant Spaces</b>	-	<b>218</b>	<b>217</b>	<b>206</b>
	<b>Percentage Occupancy</b>	-	<b>25%</b>	<b>25%</b>	<b>29%</b>

# Swan Hill CBD Parking Study

## Parking Occupancy Survey



LOCATION	RESTRICTION	Capacity	No. Cars Paked		
			Saturday 18/7/15 10:00am	Saturday 18/7/15 12:00noon	Saturday 18/7/15 2:00pm
<b>GUMMOW STREET - West Side</b>					
McCallum Street to McCrae Street	Unrestricted	20	4	2	2
McCrae Street to Rutherford Street	Unrestricted	21	2	2	4
<b>GUMMOW STREET - East Side</b>					
McCallum Street to McCrae Street	Unrestricted	21	1	1	0
McCrae Street to Rutherford Street	Unrestricted	24	1	0	1
<b>GUMMOW STREET</b>	<b>Capacity</b>	-	<b>86</b>	<b>86</b>	<b>86</b>
	<b>No. Cars Parked</b>	-	<b>8</b>	<b>5</b>	<b>7</b>
	<b>No. Vacant Spaces</b>	-	<b>78</b>	<b>81</b>	<b>79</b>
	<b>Percentage Occupancy</b>	-	<b>9%</b>	<b>6%</b>	<b>8%</b>
<b>MCCALLUM STREET - North Side</b>					
Stradbroke Avenue to opposite Chisholm Street	P Parallel	15	0	0	0
opposite Chisholm Street to opposite Gummow Street	P Parallel	23	0	0	0
opposite Gummow Street to High Street	P Parallel	14	2	2	0
High Street to Splatt Street	P Parallel	10	0	0	0
Splatt Street to Beveridge Street	P Angle	20	5	3	2
Beveridge Street to Campbell Street	1P Ticket 9am-5:30pm Mon-Fri, 9am-12noon Sat	17	9	5	5
	1P Disabled Only 9am-5:30pm Mon-Fri, 9am-12noon Sat	1	0	0	0
	1P Ticket 9am-5:30pm Mon-Fri, 9am-12noon Sat	3	0	0	0
Campbell Street to Curlewis Street	2P Meter 9am-5:30pm Mon-Fri, 9am-12noon Sat	18	5	3	3
Curlewis Street to Railway Line	Unrestricted (45° Angle)	6	0	3	3
<b>MCCALLUM STREET - Centre of Road</b>					
High Street to Splatt Street	Unrestricted	54	1	1	1
Splatt Street to Beveridge Street	Unrestricted	40	8	6	5
	No Parking (restroom patrons excepted)	2	0	0	0
Beveridge Street to Campbell Street (North Side)	2P Ticket 9am-5:30pm Mon-Fri, 9am-12noon Sat	11	4	5	5
Beveridge Street to Campbell Street (South Side)	2P Ticket 9am-5:30pm Mon-Fri, 9am-12noon Sat	10	6	8	8
Campbell Street to Curlewis Street (North Side)	2P 9am-5:30pm Mon-Fri, 9am-12noon Sat	10	6	5	5
Campbell Street to Curlewis Street (South Side)	2P parallel 9am-5:30pm Mon-Fri, 9am-12noon Sat	11	5	3	3
<b>McCALLUM STREET - South Side</b>					
Stradbroke Avenue to Chisholm Street	Unrestricted	4	1	1	0
Chisholm Street to Gummow Street	Unrestricted	9	0	0	0
Gummow Street to High Street	Unrestricted	9	3	2	4
High Street to Splatt Street	Bus Zone	-	-	-	-
	Unrestricted	8	1	0	0
Splatt Street to Beveridge Street	2P 9am-5:30pm Mon-Fri, 9am-12noon Sat	12	2	2	1
Beveridge Street to Campbell Street	1P Ticket 9am-5:30pm Mon-Fri, 9am-12noon Sat	9	6	8	6
	P Disabled	1	0	0	0
	1P Ticket 9am-5:30pm Mon-Fri, 9am-12noon Sat	3	2	3	2
Campbell Street to Curlewis Street	2P Meter 9am-5:30pm Mon-Fri, 9am-12noon Sat	7	0	2	0
	Bus Zone/Loading Zone 7am-6pm Mon-Fri, 8am-1pm Sat	3	0	0	0
East of Curlewis Street	2P 9am-5:30pm Mon-Fri, 9am-12noon Sat	5	0	0	0
<b>MCCALLUM STREET</b>	<b>Capacity</b>	-	<b>335</b>	<b>335</b>	<b>335</b>
	<b>No. Cars Parked</b>	-	<b>66</b>	<b>62</b>	<b>53</b>
	<b>No. Vacant Spaces</b>	-	<b>269</b>	<b>273</b>	<b>282</b>
	<b>Percentage Occupancy</b>	-	<b>20%</b>	<b>19%</b>	<b>16%</b>

# Swan Hill CBD Parking Study

## Parking Occupancy Survey



LOCATION	RESTRICTION	Capacity	No. Cars Paked		
			Saturday 18/7/15 10:00am	Saturday 18/7/15 12:00noon	Saturday 18/7/15 2:00pm
<b>McCRAE STREET - North Side</b>					
Gummow Street to High Street	Unrestricted	10	1	1	1
High Street to Splatt Street	2P 9am-5:30pm Mon-Fri, 9am-12noon Sat	10	1	1	0
Splatt Street to Beveridge Street	2P Ticket 9am-5:30pm Mon-Fri, 9am-12noon Sat	10	6	10	6
	Bus Zone	-	-	-	-
Beveridge Street to Campbell Street	2P Ticket 9am-5:30pm Mon-Fri, 9am-12noon Sat	7	2	7	1
	Loading Zone	1	0	0	0
Campbell Street to Curlewis Street	2P Ticket 9am-5:30pm Mon-Fri, 9am-12noon Sat	6	2	6	1
<b>McCRAE STREET - South Side</b>					
Gummow Street to High Street	Unrestricted	12	0	0	0
High Street to Splatt Street	2P 9am-5:30pm Mon-Fri, 9am-12noon Sat	10	0	0	0
Splatt Street to Beveridge Street	2P Ticket 9am-5:30pm Mon-Fri, 9am-12noon Sat	6	2	5	3
	2P Disabled	1	0	0	1
	2P Ticket 9am-5:30pm Mon-Fri, 9am-12noon Sat	8	2	5	8
Beveridge Street to Campbell Street	2P 9am-5:30pm Mon-Fri, 9am-12noon Sat	1	0	0	0
	2P Ticket 9am-5:30pm Mon-Fri, 9am-12noon Sat	9	5	6	4
Campbell Street to Curlewis Street	2P Ticket 9am-5:30pm Mon-Fri, 9am-12noon Sat	7	1	1	0
<b>McCRAE STREET - Centre of Road</b>					
Campbell Street to Curlewis Street	2P Ticket 8am-5:30pm Mon-Fri, 9am-12noon Sat	24	18	15	1
	Disabled	1	0	0	0
Campbell Street to Beveridge Street	2P Ticket 8am-5:30pm Mon-Fri, 9am-12noon Sat	24	4	19	0
<b>MCCRAE STREET</b>	<b>Capacity</b>	-	<b>147</b>	<b>147</b>	<b>147</b>
	<b>No. Cars Parked</b>	-	<b>44</b>	<b>76</b>	<b>26</b>
	<b>No. Vacant Spaces</b>	-	<b>103</b>	<b>71</b>	<b>121</b>
	<b>Percentage Occupancy</b>	-	<b>30%</b>	<b>52%</b>	<b>18%</b>
<b>RUTHERFORD STREET - North Side</b>					
Gummow Street to High Street	Unrestricted	8	0	0	0
	Bus Stop	-	0	0	0
High Street to Splatt Street	Bus Zone 8-9am, 2:30-3:30pm School Days, Unrestricted All Other Times	7	0	0	0
	Unrestricted	15	0	0	0
Splatt Street to Beveridge Street	Unrestricted	13	2	0	1
Beveridge Street to Campbell Street	2P 9am-5:30pm Mon-Fri, 9am-12noon Sat	9	1	0	0
	Bus Zone	-	-	-	-
Campbell Street to Curlewis Street	2P 9am-5:30pm Mon-Fri, 9am-12noon Sat	14	5	9	8
<b>RUTHERFORD STREET - South Side</b>					
Gummow Street to High Street	Unrestricted	14	1	0	0
High Street to Splatt Street	Unrestricted	12	0	0	0
Splatt Street to Beveridge Street	Unrestricted	15	0	1	1
Beveridge Street to Campbell Street	2P (Parallel)	2	0	0	0
	2P 9am-5:30pm Mon-Fri, 9am-12noon Sat	13	0	1	0
Campbell Street to Curlewis Street	2P 9am-5:30pm Mon-Fri, 9am-12noon Sat	10	7	6	2
<b>RUTHERFORD STREET</b>	<b>Capacity</b>	-	<b>132</b>	<b>132</b>	<b>132</b>
	<b>No. Cars Parked</b>	-	<b>16</b>	<b>17</b>	<b>12</b>
	<b>No. Vacant Spaces</b>	-	<b>116</b>	<b>115</b>	<b>120</b>
	<b>Percentage Occupancy</b>	-	<b>12%</b>	<b>13%</b>	<b>9%</b>



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## Parking Occupancy Survey



LOCATION	RESTRICTION	Capacity	No. Cars Paked		
			Saturday 18/7/15 10:00am	Saturday 18/7/15 12:00noon	Saturday 18/7/15 2:00pm
<b>WOOD STREET - North Side</b>					
High Street to Splatt Street	Unrestricted	13	0	1	0
Splatt Street to Beveridge Street	Unrestricted	10	0	0	0
Beveridge Street to Campbell Street	2P Parallel	11	1	0	2
Campbell Street to Curlewis Street	2P	10	1	2	3
<b>WOOD STREET - South Side</b>					
High Street to Splatt Street	Unrestricted	11	0	1	1
Splatt Street to Beveridge Street	Unrestricted	9	0	0	0
Beveridge Street to Campbell Street	Unrestricted	11	0	0	0
Campbell Street to Curlewis Street	Unrestricted	10	0	2	2
<b>WOOD STREET</b>	<b>Capacity</b>	-	<b>85</b>	<b>85</b>	<b>85</b>
	<b>No. Cars Parked</b>	-	<b>2</b>	<b>6</b>	<b>8</b>
	<b>No. Vacant Spaces</b>	-	<b>83</b>	<b>79</b>	<b>77</b>
	<b>Percentage Occupancy</b>	-	<b>2%</b>	<b>7%</b>	<b>9%</b>
<b>BURKE STREET - North Side</b>					
High Street to Splatt Street	Unrestricted	12	4	4	4
Splatt Street to Beveridge Street	Unrestricted	13	0	1	1
Beveridge Street to Campbell Street	Unrestricted	10	1	0	0
<b>BURKE STREET - South Side</b>					
High Street to Splatt Street	Unrestricted	13	1	1	1
Splatt Street to Beveridge Street	Unrestricted	8	1	1	1
Beveridge Street to Campbell Street	Unrestricted	9	0	0	0
<b>BURKE STREET</b>	<b>Capacity</b>	-	<b>65</b>	<b>65</b>	<b>65</b>
	<b>No. Cars Parked</b>	-	<b>7</b>	<b>7</b>	<b>7</b>
	<b>No. Vacant Spaces</b>	-	<b>58</b>	<b>58</b>	<b>58</b>
	<b>Percentage Occupancy</b>	-	<b>11%</b>	<b>11%</b>	<b>11%</b>
<b>GRAY STREET - North Side</b>					
High Street to Splatt Street	Unrestricted	4	2	1	1
Splatt Street to Beveridge Street	Unrestricted	3	0	1	1
Beveridge Street to Campbell Street	1/4P Long Vehicles Only	3	2	1	1
Campbell Street to Mitchell Street	Unrestricted	12	1	2	4
<b>GRAY STREET - South Side</b>					
Opposite High Street to Opposite Splatt Street	Unrestricted	4	1	1	1
Opposite Splatt Street to Albert Street	Bus Stop	0	0	0	0
Albert Street to Beveridge Street	Unrestricted	3	2	2	0
Beveridge Street to Campbell Street	1/4P Long Vehicles Only	3	2	2	0
Campbell Street to Mitchell Street	Unrestricted	15	1	1	1
<b>GRAY STREET</b>	<b>Capacity</b>	-	<b>47</b>	<b>47</b>	<b>47</b>
	<b>No. Cars Parked</b>	-	<b>11</b>	<b>11</b>	<b>9</b>
	<b>No. Vacant Spaces</b>	-	<b>36</b>	<b>36</b>	<b>38</b>
	<b>Percentage Occupancy</b>	-	<b>23%</b>	<b>23%</b>	<b>19%</b>

# Swan Hill CBD Parking Study Parking Occupancy Survey



LOCATION	RESTRICTION	Capacity	No. Cars Paked		
			Saturday 18/7/15 10:00am	Saturday 18/7/15 12:00noon	Saturday 18/7/15 2:00pm
<b>MITCHELL STREET - West Side</b>					
Gray Street to WB No. 2 Merran Court	Unrestricted (assume no parking along bend)	29	2	2	2
<b>MITCHELL STREET - East Side</b>					
Gray Street to WB No. 2 Merran Court	Unrestricted (assume no parking along bend)	27	0	2	2
<b>MITCHELL STREET</b>	<b>Capacity</b>	-	<b>56</b>	<b>56</b>	<b>56</b>
	<b>No. Cars Paked</b>	-	<b>2</b>	<b>4</b>	<b>4</b>
	<b>No. Vacant Spaces</b>	-	<b>54</b>	<b>52</b>	<b>52</b>
	<b>Percentage Occupancy</b>	-	<b>4%</b>	<b>7%</b>	<b>7%</b>
<b>STRADBROKE AVENUE - West Side</b>					
McCallum Street to Pritchard Street	Unrestricted	24	2	3	3
Pritchard Street to Betts Court	Unrestricted	14	1	1	1
Betts Court to Pye Street	Unrestricted	13	1	1	1
Pye Street to Chapman Street	P Parallel	4	2	2	3
	No Stopping When Flags Displayed	4	0	0	0
	P Parallel	14	0	0	0
Chapman Street to Mulbar Street	Unrestricted	35	2	2	2
Mulbar Street to Nyah Road	Unrestricted	20	4	4	0
<b>STRADBROKE AVENUE - East Side</b>					
Nyah Road to George Street	P Angle	8	3	3	0
	P Parallel	1	0	0	0
	Loading Zone	1	0	0	0
	P Parallel	9	0	0	0
	Unrestricted	3	0	0	0
George Street to Phylard Court	Unrestricted	11	1	1	2
Phylard Court to Staley Court	Unrestricted	6	2	2	2
Staley Court to Chapman Street	Unrestricted	5	0	0	0
Chapman Street to Pye Street	P 45° Angle	24	0	0	0
	No Stopping When Flags Displayed	11	0	0	0
	P Parallel	7	0	0	0
Pye Street to Pritchard Street	Unrestricted	39	1	1	1
Pritchard Street to McCallum Street	Unrestricted	34	0	0	0
<b>STRADBROKE AVENUE</b>	<b>Capacity</b>	-	<b>287</b>	<b>287</b>	<b>287</b>
	<b>No. Cars Paked</b>	-	<b>19</b>	<b>20</b>	<b>15</b>
	<b>No. Vacant Spaces</b>	-	<b>268</b>	<b>267</b>	<b>272</b>
	<b>Percentage Occupancy</b>	-	<b>7%</b>	<b>7%</b>	<b>5%</b>

**Swan Hill CBD Parking Study  
Parking Occupancy Survey**



LOCATION	RESTRICTION	Capacity	No. Cars Paked		
			Saturday 18/7/15 10:00am	Saturday 18/7/15 12:00noon	Saturday 18/7/15 2:00pm
<b>PHYLAND COURT - BOTH SIDES</b>					
Stradbroke Avenue to Stradbroke Avenue	Unrestricted	11	2	2	3
PHYLAND COURT	Capacity	-	11	11	11
	No. Cars Parked	-	2	2	3
	No. Vacant Spaces	-	9	9	8
	Percentage Occupancy	-	18%	18%	27%
<b>STALEY COURT - BOTH SIDES</b>					
Stradbroke Avenue to Stradbroke Avenue	Unrestricted	11	0	0	0
STALEY COURT	Capacity	-	11	11	11
	No. Cars Parked	-	0	0	0
	No. Vacant Spaces	-	11	11	11
	Percentage Occupancy	-	0%	0%	0%
<b>NYAH ROAD - East Side</b>					
Curlewis Street to opposite George Street	Unrestricted	38	4	4	0
opposite George Street to Zaetta Street	Unrestricted	11	0	0	0
Zaetta Street to King Street	Unrestricted	13	1	1	1
King Street to Queen Street	Unrestricted	10	0	0	0
Queen Street to Pye Street	P Parallel	9	0	0	0
<b>NYAH ROAD - West Side</b>					
Pye Street to Beveridge Street	Unrestricted	14	0	1	1
Beveridge Street to Chapman Street	Unrestricted	5	1	0	0
Chapman Street to George Street	Unrestricted	29	0	1	1
George Street to Stradbroke Avenue	Unrestricted	29	7	2	0
NYAH ROAD	Capacity	-	158	158	158
	No. Cars Parked	-	13	9	3
	No. Vacant Spaces	-	145	149	155
	Percentage Occupancy	-	8%	6%	2%
<b>ZAETTA STREET - North Side</b>					
Nyah Road to King Street	Unrestricted	5	0	0	0
<b>ZAETTA STREET - South Side</b>					
King Street to Nyah Road	Unrestricted	5	1	0	0
ZAETTA STREET	Capacity	-	10	10	10
	No. Cars Parked	-	1	0	0
	No. Vacant Spaces	-	9	10	10
	Percentage Occupancy	-	10%	0%	0%

## Swan Hill CBD Parking Study Parking Occupancy Survey

LOCATION	RESTRICTION	Capacity	No. Cars Paked		
			Saturday 18/7/15 10:00am	Saturday 18/7/15 12:00noon	Saturday 18/7/15 2:00pm
<b>KING STREET - West Side</b>					
Nyah Road to Zaetta Street	Unrestricted	19	0	0	0
Zaetta Street to Curlewis Street	Unrestricted	8	0	0	0
<b>KING STREET - East Side</b>					
Curlewis Street to opposite Zaetta Street	No Stopping	0	0	0	0
opposite Zaetta Street to Nyah Road	Unrestricted	20	0	0	0
<b>KING STREET</b>	<b>Capacity</b>	-	<b>47</b>	<b>47</b>	<b>47</b>
	<b>No. Cars Parked</b>	-	<b>0</b>	<b>0</b>	<b>0</b>
	<b>No. Vacant Spaces</b>	-	<b>47</b>	<b>47</b>	<b>47</b>
	<b>Percentage Occupancy</b>	-	<b>0%</b>	<b>0%</b>	<b>0%</b>
<b>QUEEN STREET - West Side</b>					
Chapman Street to Curlewis Street	Unrestricted	14	0	0	0
<b>QUEEN STREET - East Side</b>					
Curlewis Street to Chapman Street	Unrestricted	16	2	0	0
<b>QUEEN STREET</b>	<b>Capacity</b>	-	<b>30</b>	<b>30</b>	<b>30</b>
	<b>No. Cars Parked</b>	-	<b>2</b>	<b>0</b>	<b>0</b>
	<b>No. Vacant Spaces</b>	-	<b>28</b>	<b>30</b>	<b>30</b>
	<b>Percentage Occupancy</b>	-	<b>7%</b>	<b>0%</b>	<b>0%</b>
<b>CHAPMAN STREET - North Side</b>					
Stradbroke Avenue to Nyah Road	Unrestricted	33	0	0	0
Nyah Road (end of road) to Queen Street	P Parallel	9	1	1	1
Queen Street to Mary Street	Unrestricted	9	2	2	2
Mary Street to Curlewis Street	Unrestricted	8	0	0	0
<b>CHAPMAN STREET - South Side</b>					
Curlewis Street to Campbell Street	Unrestricted	9	1	1	1
Campbell Street to Queen Street	Unrestricted	10	1	1	1
Queen Street to Nyah Road (end of road)	Unrestricted	3	1	1	1
	No Stopping	0	0	0	0
Nyah Road to Stradbroke Avenue	P Parallel	35	0	0	0
<b>CHAPMAN STREET</b>	<b>Capacity</b>	-	<b>116</b>	<b>116</b>	<b>116</b>
	<b>No. Cars Parked</b>	-	<b>6</b>	<b>6</b>	<b>6</b>
	<b>No. Vacant Spaces</b>	-	<b>110</b>	<b>110</b>	<b>110</b>
	<b>Percentage Occupancy</b>	-	<b>5%</b>	<b>5%</b>	<b>5%</b>

## Swan Hill CBD Parking Study Parking Occupancy Survey

LOCATION	RESTRICTION	Capacity	No. Cars Paked		
			Saturday 18/7/15 10:00am	Saturday 18/7/15 12:00noon	Saturday 18/7/15 2:00pm
<b>MARY STREET - West Side</b>					
Nyah Road to Chapman Street (West Section)	Unrestricted	4	0	0	0
Nyah Road to Chapman Street (East Section)	Unrestricted	7	0	0	0
Chapman Street to Curlewis Street	Unrestricted	3	0	0	0
<b>MARY STREET - East Side</b>					
Curlewis Street to Chapman Street	Unrestricted	7	0	0	0
Chapman Street to Nyah Road (East Section)	Unrestricted	5	1	1	1
Chapman Street to Nyah Road (West Section)	2P 9am-5:30pm Mon-Fri, 9am-12noon Sat	11	0	0	0
<b>MARY STREET</b>	<b>Capacity</b>	-	<b>37</b>	<b>37</b>	<b>37</b>
	<b>No. Cars Parked</b>	-	<b>1</b>	<b>1</b>	<b>1</b>
	<b>No. Vacant Spaces</b>	-	<b>36</b>	<b>36</b>	<b>36</b>
	<b>Percentage Occupancy</b>	-	<b>3%</b>	<b>3%</b>	<b>3%</b>
<b>GEORGE STREET - South Side</b>					
Nyah Road to Stradbroke Avenue	Unrestricted	19	3	2	1
<b>GEORGE STREET - North Side</b>					
Stradbroke Avenue to Nyah Road	Unrestricted	14	1	1	1
<b>GEORGE STREET</b>	<b>Capacity</b>	-	<b>33</b>	<b>33</b>	<b>33</b>
	<b>No. Cars Parked</b>	-	<b>4</b>	<b>3</b>	<b>2</b>
	<b>No. Vacant Spaces</b>	-	<b>29</b>	<b>30</b>	<b>31</b>
	<b>Percentage Occupancy</b>	-	<b>12%</b>	<b>9%</b>	<b>6%</b>
<b>PYE STREET - North Side</b>					
Stradbroke Avenue to High Street	1/2P 8:30am-4:30pm Mon-Fri	19	0	1	1
High Street to Splatt Street	Unrestricted	14	2	1	1
Splatt Street to Beveridge Street	Unrestricted	15	0	0	0
Beveridge Street to Campbell Street	Unrestricted	9	2	0	0
Campbell Street to Curlewis Street	Unrestricted	12	6	6	6
<b>PYE STREET - South Side</b>					
Curlewis Street to Campbell Street	Unrestricted	10	6	6	4
Campbell Street to Beveridge Street	Unrestricted	12	5	5	3
Beveridge Street to Splatt Street	Unrestricted	13	0	0	0
Splatt Street to High Street	Unrestricted	14	2	4	4
High Street to Stradbroke Avenue	Unrestricted (angled)	44	1	1	0
<b>PYE STREET</b>	<b>Capacity</b>	-	<b>162</b>	<b>162</b>	<b>162</b>
	<b>No. Cars Parked</b>	-	<b>24</b>	<b>24</b>	<b>19</b>
	<b>No. Vacant Spaces</b>	-	<b>138</b>	<b>138</b>	<b>143</b>
	<b>Percentage Occupancy</b>	-	<b>15%</b>	<b>15%</b>	<b>12%</b>

**Swan Hill CBD Parking Study  
Parking Occupancy Survey**



LOCATION	RESTRICTION	Capacity	No. Cars Paked		
			Saturday 18/7/15 10:00am	Saturday 18/7/15 12:00noon	Saturday 18/7/15 2:00pm
<b>PRITCHARD STREET - North Side</b>					
Stradbroke Avenue to High Street	P Parallel	11*	N/A	N/A	N/A
	No Stopping	0*	N/A	N/A	N/A
	P Parallel	8*	N/A	N/A	N/A
High Street to Splatt Street	Unrestricted	12	0	0	0
Splatt Street to Beveridge Street	P Angle	16	4	5	5
Beveridge Street to Campbell Street	2P angle 9am-5:30pm Mon-Fri, 9am-12noon Sat	15	5	5	1
Campbell Street to Curlewis Street	2P 9am-5:30pm Mon-Fri, 9am-12noon Sat (note: faded sign)	18	1	1	0
<b>PRITCHARD STREET - South Side</b>					
Curlewis Street to Campbell Street	2P 9am-5:30pm Mon-Fri, 9am-12noon Sat (angle)	18	2	2	1
Campbell Street to Beveridge Street	2P parallel 9am-5:30pm Mon-Fri, 9am-12noon Sat	15	2	2	0
	2P parallel 9am-5:30pm Mon-Fri, 9am-12noon Sat	2	3	3	0
Beveridge Street to Splatt Street	Unrestricted (angle)	21	5	5	2
Splatt Street to High Street	Unrestricted	12	0	1	1
High Street to Stradbroke Avenue	P Parallel	10*	N/A	N/A	N/A
	P Disabled only	2*	N/A	N/A	N/A
	P Angle	12*	N/A	N/A	N/A
	P Parallel	2*	N/A	N/A	N/A
<b>PRITCHARD STREET</b>	<b>Capacity</b>	-	<b>129</b>	<b>129</b>	<b>129</b>
	<b>No. Cars Parked</b>	-	<b>22</b>	<b>24</b>	<b>10</b>
	<b>No. Vacant Spaces</b>	-	<b>107</b>	<b>105</b>	<b>119</b>
	<b>Percentage Occupancy</b>	-	<b>17%</b>	<b>19%</b>	<b>8%</b>
<b>PURTONS LANE - South Side</b>					
Splatt Street to High Street	No Stopping	0	0	0	0
	P Resident and their Visitors Only, No Stopping all others	7	2	1	1
<b>PURTONS LANE - North Side</b>					
High Street to Splatt Street	Unrestricted	17	0	0	0
<b>PURTONS LANE</b>	<b>Capacity</b>	-	<b>24</b>	<b>24</b>	<b>24</b>
	<b>No. Cars Parked</b>	-	<b>2</b>	<b>1</b>	<b>1</b>
	<b>No. Vacant Spaces</b>	-	<b>22</b>	<b>23</b>	<b>23</b>
	<b>Percentage Occupancy</b>	-	<b>8%</b>	<b>4%</b>	<b>4%</b>
<b>TOTAL ON-STREET PARKING</b>	<b>Capacity</b>	-	<b>3533</b>	<b>3533</b>	<b>3533</b>
	<b>No. Cars Parked</b>	-	<b>649</b>	<b>710</b>	<b>507</b>
	<b>No. Vacant Spaces</b>	-	<b>2884</b>	<b>2823</b>	<b>3026</b>
	<b>Percentage Occupancy</b>	-	<b>18%</b>	<b>20%</b>	<b>14%</b>



## Swan Hill CBD Parking Study Parking Occupancy Survey

LOCATION	RESTRICTION	Capacity	No. Cars Paked		
			Saturday 18/7/15 10:00am	Saturday 18/7/15 12:00noon	Saturday 18/7/15 2:00pm
<b>OFF-STREET CARPARKS</b>					
Coles Carpark	Pay & Display	113	75	90	67
	Disabled	2	2	2	2
	Reserved - Tenants Only	8	5	4	4
Safeway Carpark	2P	123	81	107	60
	Disabled	2	2	2	1
Hospital Carpark	Staff Only (sealed)	37	25	26	28
	Staff Only (gravel)	41	13	13	16
Council Carpark (Splatt Street)	No Parking - Council Vehicles Excepted	14	10	10	10
Reject Shop/Dick Smith Carpark	2P	75	4	63	22
	Disabled	2	0	0	0
Senior Citizens Carpark (Curlewis Street)	Unrestricted	38	5	4	3
	Disabled	2	0	0	0
"Giant Cod" Carpark (Curlewis Street)	Unrestricted	87	16	17	12
	Disabled	1	0	0	0
Railway Carpark (Curlewis Street)	Unrestricted	29	14	13	13
	Disabled	2	0	0	0
Council/SES Carpark (Beveridge Street)	No Parking 8am-5pm Mon-Fri, Council Vehicles Excepted	32	16	19	9
237 Beveridge Street	Unrestricted	32	12	13	7
245 Beveridge Street (gravel carpark)	Unrestricted (estimated spaces)	25	1	1	2
253 Beveridge Street	Unrestricted	29	1	1	1
	Disabled	2	0	0	0
Council Carpark (68 Campbell Street)	Unrestricted	30	2	3	2
ALDI Carpark	2P	64	28	54	29
	Disabled	2	2	2	2
	Unrestricted (Northeastern corner)	7	2	2	4
Traget Underground Carpark	2P	55	20	33	10
	Disabled	2	0	0	0
<b>TOTAL OFF-STREET PARKING</b>		<b>Capacity</b>	<b>856</b>	<b>856</b>	<b>856</b>
		<b>No. Cars Paked</b>	<b>336</b>	<b>479</b>	<b>304</b>
		<b>No. Vacant Spaces</b>	<b>520</b>	<b>377</b>	<b>552</b>
		<b>Percentage Occupancy</b>	<b>39%</b>	<b>56%</b>	<b>36%</b>

Road works resulting in removal of spaces  
 Road closures due to festival

## Appendix C: Clause 45.09 Parking Overlay

**45.09****PARKING OVERLAY**

19/04/2013  
VC95

Shown on the planning scheme map as **PO** with a number.

**Purpose**

To implement the State Planning Policy Framework and Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies.

To facilitate an appropriate provision of car parking spaces in an area.

To identify areas and uses where local car parking rates apply.

To identify areas where financial contributions are to be made for the provision of shared car parking.

**45.09-1****Operation**

19/04/2013  
VC95

This overlay operates in conjunction with Clause 52.06.

A schedule to this overlay may:

- Vary the requirements of Clause 52.06 as allowed by this overlay.
- Specify additional requirements to the requirements of Clause 52.06 as allowed by this overlay.
- Specify requirements for the provision of a financial contribution as a way of meeting the car parking requirements of Clause 52.06 or this overlay.

**45.09-2****Parking objectives**

19/04/2013  
VC95

A schedule to this overlay must specify the parking objectives to be achieved for the area affected by the schedule.

**45.09-3****Permit requirement**

19/04/2013  
VC95

A schedule to this overlay may specify that:

- The exemption from the requirement for a permit in Clause 52.06-3A does not apply. If the exemption does not apply, a permit is required for any of the matters set out in Clause 52.06-3.
- A permit must not be granted to reduce (including reduce to zero) the number of car parking spaces required under Clause 52.06-5 or this overlay.
- A permit must not be granted to provide some or all of the car parking spaces required under Clause 52.06-5 or this overlay on another site.
- A permit must not be granted to provide more than the maximum parking provision specified in a schedule to this overlay.
- A permit is not required under Clause 52.06-3.

**45.09-4****Number of car parking spaces required**

19/04/2013  
VC95

A schedule to this overlay may:

- Vary the car parking rate and measure for any use listed in Table 1 of Clause 52.06-5.
- Specify the car parking requirements for any use of land not listed in Table 1 of Clause 52.06-5.

- Specify maximum and minimum car parking requirements for any use of land.
- For any use listed in Table 1 of Clause 52.06-5, apply Column B in the Table to that use.

#### **45.09-5**

19/04/2013  
VC95

#### **Application requirements and decision guidelines for permit applications**

Before deciding on an application under Clause 52.06-3, in addition to the relevant decision guidelines in Clause 52.06-6, the responsible authority must consider, as appropriate:

- The parking objectives of the relevant schedule to this overlay.
- Any application requirements and decision guidelines specified in a schedule to this overlay.

#### **45.09-6**

19/04/2013  
VC95

#### **Financial contribution requirement**

A schedule to this overlay may allow a responsible authority to collect a financial contribution in accordance with the schedule as a way of meeting the car parking requirements that apply under this overlay or Clause 52.06.

A schedule must specify:

- The area to which the provisions allowing the collection of financial contributions applies.
- The amount of the contribution that may be collected in lieu of each car parking space that is not provided, including any indexation of that amount.
- When any contribution must be paid.
- The purposes for which the responsible authority must use the funds collected under the schedule. Such purposes must be consistent with the objectives in section 4 of the Act.

#### **45.09-7**

19/04/2013  
VC95

#### **Requirements for a car parking plan**

A schedule to this overlay may specify additional matters that must be shown on plans prepared under Clause 52.06-7.

#### **45.09-8**

19/04/2013  
VC95

#### **Design standards for car parking**

A schedule to this overlay may specify:

- Additional design standards.
- Other requirements for the design and management of car parking.

Plans prepared in accordance with Clause 52.06-7 must meet any design standards and requirements specified in a schedule to this overlay.

#### **45.09-9**

19/04/2013  
VC95

#### **Decision guidelines for car parking plans**

Before deciding whether a plan prepared under Clause 52.06-7 is satisfactory, in addition to the decision guidelines in Clause 52.06-9, the responsible authority must consider, as appropriate, any other matter specified in a schedule to this overlay.

# Appendix D: Draft Schedule 1 to the Parking Overlay

## **SCHEDULE 1 TO THE PARKING OVERLAY (DRAFT)**

Shown on the planning scheme map as PO1.

### **SWAN HILL ACTIVITY AREA**

#### **1.0 Car parking objectives**

- To identify appropriate car parking rates for land uses within the Swan Hill Activity Area.
- To provide guidelines for the application of car parking credits to new uses or developments.
- To provide for the collection of financial contributions to contribute to the construction of shared car parking and other facilities.

#### **2.0 Number of car parking spaces to be provided**

For all uses listed in Table 1 of Clause 52.06-5, the number of car parking spaces required for the use is calculated by using the Rate in Column B of Table 1 in Clause 52.06-5.

#### **3.0 Decision guidelines for the application of car parking credits**

- The application of credits will be considered for development sites where cash-in-lieu payments have previously been collected for a use on that site.
- Where previous cash contributions have not been collected for a development site, credits may be considered based on the actual car parking shortfall deemed to have been generated by the previous use for that site.
- A traffic engineering report may be required to accompany any new use or development application seeking to apply car parking credits where proof of previous cash-in-lieu payments is not provided to Council.
- Credits cannot generally be transferred from one site (relating to an individual title) to another site.
- Council may exercise discretion for uses generating parking demands outside of business hours.

#### **4.0-1 Financial contribution requirement**

If a permit is granted pursuant to Clause 52.06-3 to reduce or waive the requirement for car parking, the Responsible Authority must include a condition requiring payment-in-lieu for car parking spaces which are not provided on site, unless satisfied that such payment is not warranted having regard to the circumstances.

The payment-in-lieu contribution is as detailed in Table 1. This amount is to be increased annually on 1st July in accordance with the Construction Industries Producer Price Index-General Construction Industry after the Gazettal of Amendment C83.

The cash contribution must be made before the use or development commences unless a permit condition allows payments by instalments under the Section 173 agreement provisions of the Planning and Environment Act 1987.



Table 1: Cash-in-Lieu Rates

No. of Car Parking Spaces Waived	Developer Contribution	Council Contribution	Developer Cost per Space
1	0%	100%	\$0
2	0%	100%	\$0
3	50%	50%	\$5,600
4	50%	50%	\$5,600
5	50%	50%	\$5,600
6	50%	50%	\$5,600
7	50%	50%	\$5,600
8	50%	50%	\$5,600
9	75%	25%	\$8,400
10	75%	25%	\$8,400
11	75%	25%	\$8,400
12	75%	25%	\$8,400
13	75%	25%	\$8,400
14	75%	25%	\$8,400
15	75%	25%	\$8,400
16	75%	25%	\$8,400
17	75%	25%	\$8,400
18	75%	25%	\$8,400
19	75%	25%	\$8,400
20	75%	25%	\$8,400
21	100%	0%	\$11,200
21+	100%	0%	\$11,200

**4.0-2 What financial contributions collected under this clause will be used for**

The responsible authority must spend any financial contributions collected by it under this Clause 4.0 on the following projects:

- The development of public car parking facilities and other measures to address parking issues within the area affected by this Overlay. Such facilities and measures may include:
  - Changes to time limits;
  - The provision of additional on-street car parking spaces;
  - The upgrade of Council-managed off-street car parks;

- The development of new Council-managed off-street car parks, including land acquisition and construction costs where appropriate;
- The development of a decked car park(s) on either Council-owned or privately-owned land, including land acquisition and construction costs where appropriate;
- Improvements to the lighting of off-street and on-street car parking areas; and
- Other facilities and measures to address parking issues within the area affected by this Overlay as determined by the responsible authority.

## **5.0 Reference document**

*Swan Hill Car Parking Strategy, 2016*