



RURAL CITY OF  
WANGARATTA

# WANGARATTA CAR PARKING PLAN

**Getting the balance right  
for our community**

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## BACKGROUND

Wangaratta is growing and changing as a city. The way people use our city - how they get around, where they spend their time, and how accessible it is - is important to our community. Council understands that the economic, social and cultural success of our city is underpinned by careful planning and development.

Vehicle movements and parking are key elements to the safety, amenity, and accessibility of our city. To ensure that Wangaratta continues to be a great place to live, work, visit, and do business, Council is taking action to ensure that we are balancing and planning for the parking needs of the community.

With a number of significant planning and development projects underway - development of the CBD Masterplan, Urban Design Framework, Hospital Precinct Structure Plan, and the Railway Precinct Enhancement Project - there is an opportunity for Council to rethink car parking within the city to ensure that the supply and location of parking supports our long term vision and objectives. As projects come to fruition from these plans, we will adjust our car parking arrangements accordingly, to continue to meet the requirements of our changing community and infrastructure.

To ensure we achieve the best outcome for our city, it is imperative that we better utilise the 3,044 parking spaces in the CBD. We will do this by:

- **making parking more efficient by reducing circulating vehicles;**  
.....
- **formalising on-street spaces, and relocating all day spaces away from high priority commercial locations;**  
.....
- **improving pedestrian accessibility and safety;**  
.....
- **and making sure that residents, staff, and visitors have suitable information and direction to make informed parking decisions.**

This document outlines Council's plans for current and future car parking needs within the city centre and its fringes for the next five years.

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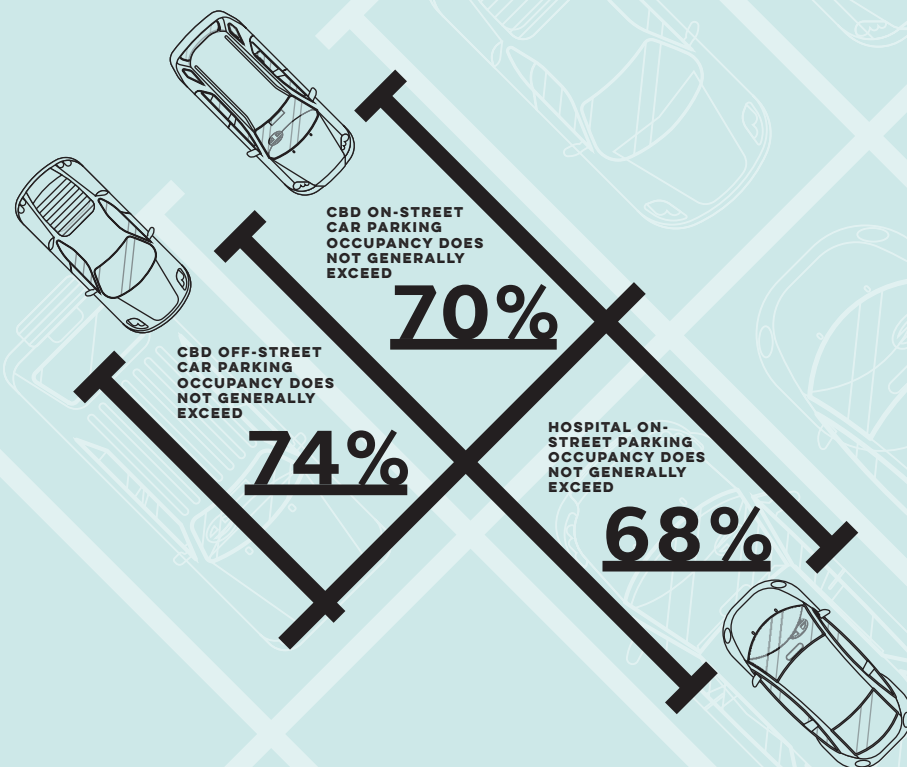
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## CAR PARKING OCCUPANCY STUDY

Based on a recent car parking study which analysed occupancy data across the CBD, car parking typically has an occupancy rate less than 85%.

According to Austroads, the peak organisation of Australasian road transport and traffic agencies, an occupancy rate of 85% is the level at which supply and demand of car parking spaces is optimised. This tells us that the supply of car parking in Wangaratta is suitable for the current demands and medium term projected growth.

Further insights from this study are below:

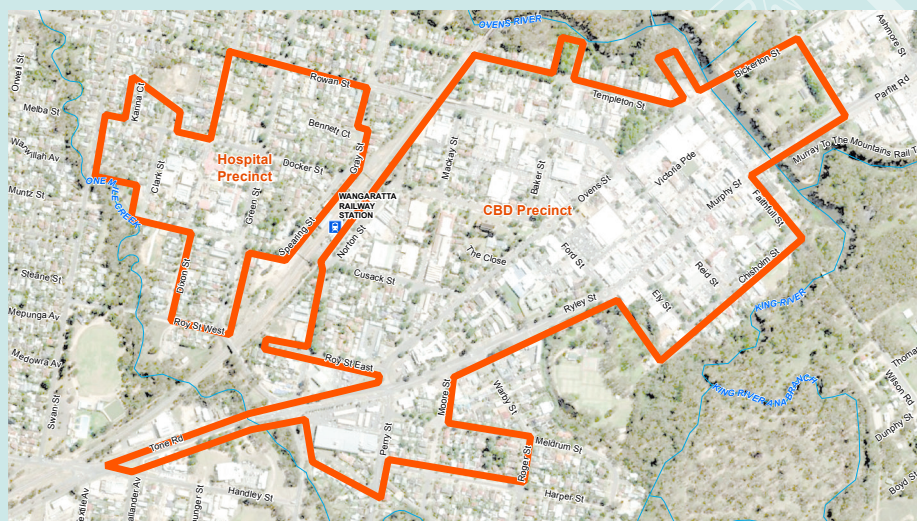


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## CAR PARKING OCCUPANCY STUDY

The study also highlighted that parking demand is unevenly distributed across the city and that changes are needed to ensure a better utilisation of the available spaces. The occupancy study broke the city into two areas, as shown below:



### CBD PRECINCT

There are approximately 1,963 publicly available on-street, and 1,081 off-street car parking spaces within the CBD precinct - excluding loading, disabled, long vehicle, and short term (less than 1/4P) parking bays.

#### On-Street:

- Unrestricted parking (all day parking) showed the highest occupancy rate on weekdays. This occurs at peak times (12:00 and 14:00) on the fringes of the CBD, primarily Ovens, Chisholm, Templeton and Mackay Streets, where over 85% of car parking is occupied.

#### Off-Street:

- Generally, across the entire off-street parking supply, occupancy does not exceed the 85% threshold.
- At a more localised level, some individual private (Business owned) off-street car parking locations have occupancy over 85% at peak times.

### HOSPITAL PRECINCT

There are approximately 837 publicly available car parking spaces within the hospital precinct. An additional 54 spaces are reserved for specific users. Hospital provided off-street parking was not assessed.

- Along the streets surrounding the Hospital - primarily Docker, Dixon, Karina and Roy Street West - occupancy is over 85% at peak times on weekdays between 12:00 and 14:00.

This study, was conducted over one 12 hour period in early May 2018. This is considered to be a typical representation of parking trends on any given weekday.



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## PRINCIPLES

In reviewing the car parking situation and looking to ensure the vision and objectives for 'The Wangaratta Project' are able to be realised, Council has developed and commits to the following guiding principles for parking for the next 5 years. Council will:

- **Prioritise people over vehicles within the CBD precinct.**
- **Minimise net loss of parking spaces within the CBD and Hospital precincts.**
- **Implement no net increase to parking meters within the CBD precinct.**
- **Continue to move and develop all day parking to outside of the core CBD precinct.**
- **Continue to support alternate all day parking options such as the multi-deck car park and Council parking permits.**

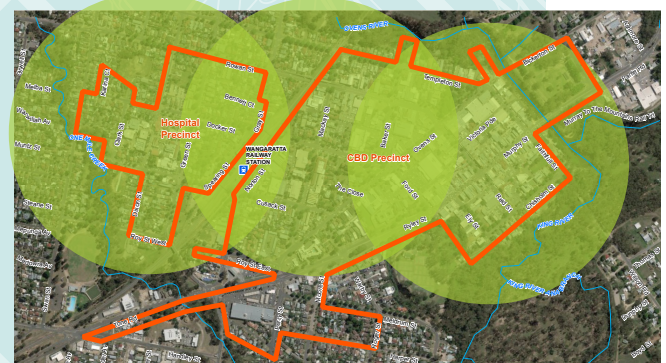
## MANAGEMENT OF EXISTING PARKING DEMANDS

We are confident that there is an overall sufficient number of parking spaces within Wangaratta to meet existing and medium term demands. However, there is always more that we can do to optimise use. Feedback from the community indicates that there is a perceived lack of parking within the vicinity of some major employment locations, especially those that are within close proximity to the retail core of the CBD. It has been identified through our recent parking occupancy study that often, when one location is reaching capacity, there is an easily accessible supply just a short distance away. We need to do more to ensure that these additional areas are suitable, and that people are aware of the parking options available.

In a number of locations, parking restrictions – specifically all-day spaces - have not been reviewed in response to changes in nearby business and land use. This has resulted in the incorrect type of restriction being applied, impacting on community access and the adjacent businesses.

Data indicates that in the cases of all-day parking, spaces are most often used for staff parking where an individual would typically park and walk to work

once in the morning and return in the evening. A walking distance of around 500m – 800m is commonly considered reasonable for staff parking in these circumstances. However, for some individuals with mobility limitations, this may be unsuitable. Placing a 500m radius shadow over three key employment spots highlights that there are several areas within the city which provide all-day parking within this 500m – 800m walk threshold. As works and development continue within the CBD, this provides scope for adjustment to parking regulations, while ensuring all-day parking needs are still being met.



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## PRIORITY WORKS TO SUPPORT CAR PARKING

We have identified a number of short and medium term priority actions that can be taken to support our supply of parking, and to ensure we are getting the balance right for all users.

### Short Term:

Site	Action	Location	Completion	Increase In Parking Spaces
1	Formalise line marking to increase parking available	Templeton St (west of Baker St), to railway.	December 2018	10
2	Formalise line marking to increase parking available	Norton St, Cusack St to Roy St	February 2019	12
3	Construct, seal & line mark shoulder to create parking	Mackay St, Templeton St to Rowan St	August 2019	8
4	Review all-day parking in close proximity to the CBD, to ensure restrictions suit nearby land uses	Various (Ovens St near Ford St, Baker St near Templeton St, Templeton St near Ovens St, Sydney Beach)	June 2019	Up to 50
5	Increase multi-storey parking usage	Council to work with the multi-storey car park operators to increase patronage through the provision of long term permits and opening top level up for public access. Improve wayfinding signage.	TBA	Nil

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## Medium Term Options:

Site	Scope	Completion
Spearing St south and north of Docker St	<b>Formalise existing on-street parking to optimize the utilization of parking preventing inefficient use.</b>	July 2020
Various across the City	<b>Review all parking signs and information to develop a signing scheme that is in accordance with Australian Standards best practice and offers suitable information for users.</b>	July 2020
Investigate further parking opportunities at the front of St Catherine's Aged Care	<b>Increase on street parking.</b>	December 2019
Ovens St; Docker St; Ryley St and Templeton St	<b>Increase disability parking areas within the CBD and Hospital.</b>	December 2019
Implement dynamic signage to encourage use of the multi-storey car park	<b>Variable Message Signage (VMS) can provide real time space availability and direction information for drivers to direct them towards the facility. This can reduce circulation on local streets, increase patronage of the car park, and therefore reduce the demand on nearby overburdened locations.</b>	TBA
Promotion of the variety of parking arrangements and the importance of each type	<b>Promotion program to inform of options, costs, and benefits for parking across the city.</b>	TBA
VicTrack land car parking opportunities	<b>Secure parcels of VicTrack land on the western side of the railway, for the use as additional all-day parking.</b>	TBA

## CONCLUSION

Council understand the importance of parking accessibility and availability within the CBD. As our city changes and progresses, some areas of parking will evolve to reflect current needs and priorities of use. We understand that people access our city in a variety of ways, on foot, bike, car and public transport. We need to consider all of these methods of transport in planning any future works.

Ultimately our goal is to create and support a CBD that is thriving. Over the next several years we will increase and expand the number of events and cultural activities that happen within our CBD, we will progressively update our infrastructure to improve amenity, and we will work closely with businesses and organisations to ensure vibrant and diverse precincts within Wangaratta.