

CONSULTATION REPORT

MOORABOOL CAR PARKING STUDY JUNE 2021

Executive Summary

The consultation was conducted online over a four week period, with 810 views of the Have Your Say webpage and 57 individual comments, and 78 likes and dislikes of those comments.

The majority of engagement related to the Bacchus Marsh area (95%), and was largely within identified precincts, confirming the initial work undertaken in identifying key areas of car parking issues. In particular, the area around Bacchus Marsh Primary School received the most comments from residents, employees and parents.

Nearly 30% of the comments related to improvements to the pedestrian environment through safety and improved connections across roads.

Comments received will be used to further develop the recommendations and content of the Car Parking Study and Policy

Engagement Goals, Objectives

The purpose of the engagement was to ensure that the Car Parking Study and Car Parking Policy best reflect the needs of the community. We were seeking initial feedback about existing parking issues, proposed changes to parking signage, and some of the proposed actions of the study.

Consultation Negotiables

- The responses will be used to inform the proposed recommendations which are presented to Council.
- The responses may provide new information on parking issues, or suggestions for implementation of infrastructure or parking controls which could be incorporated into the recommendations
- The responses may indicate community opposition to particular recommendations which may need to be removed
- The responses may indicate better communication of changes is required

Consultation Non-negotiables

- Parking regulations existing either under road rules or local laws are unable to be changed, e.g. parking on nature strips, parking of heavy vehicles on residential properties or residential streets
- It's unlikely that council will provide large quantities of new parking e.g. multi-deck car parking in activity centres
- It's unlikely that resident permit parking restrictions in streets will be introduced solely based on community feedback, except in locations where the need is clear, and there are no conflicting needs
- Ensuring safety will have the first priority in any outcomes, which may be car accident prevention or pedestrian/cyclist/vulnerable road user safety, regardless of community feedback

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Consultation period

26 April - 24 May

Webpage visits

Have Your Say

810 views, 320 document downloads and 57 marker pin-drops and comments

Media outreach

Moorabool News

27 April 2021

11 May 2021

Advertisement of consultation on two Tuesdays at the start and middle of the consultation period.

Circulation of MN is 12,500 copies weekly plus online distribution

The following text was included in the advertisement –

“Council has been working on a Moorabool Car Parking Study to measure parking needs, changes that can be made, and ways of better managing parking and trips. Consultants have taken surveys of parking usage in Bacchus Marsh and Ballan, and interviewed shoppers in both centres.

Potential actions to improve parking in precincts in Bacchus Marsh and Ballan have been provided, and we would like to know what you think. More broadly, we would value your feedback on general parking issues across the Shire, to assist in understanding parking supply and management.

We want your feedback! You can have your say on our website until 24 May <https://moorabool.engagementhub.com.au/> or print copies are available from Council offices”

Moorabool News Articles

[‘Help Council with Car Parking’](#) May 4 2021

[‘Park that thought’](#) June 7 2021

Moorabool Council Facebook Page

13th May reach 1456 engagement 148

Business Growth & Innovation Facebook Page

April 28th reach 413 engagement 34

May 11th reach 226 engagement 19

Business E-news newsletter

12th May reach 402 engagement 27

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Project area

The relevant consultation area is the entire Shire of Moorabool area, including small towns and settlements, as well as the bigger towns, as outlined in purple in Figure 1.

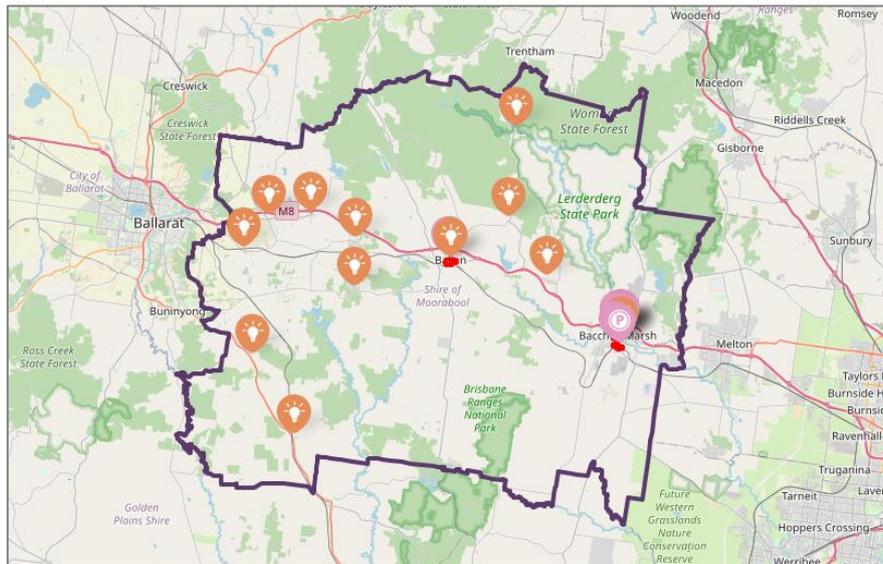


Figure 1: Car Parking Study Area - Entire Shire

Activity across the Shire

The heatmap below illustrates the location of responses across the Shire. Responses were only received in Ballarat and Bacchus Marsh, with a much higher level of responses in Bacchus Marsh shown by the larger 'hotspot.'

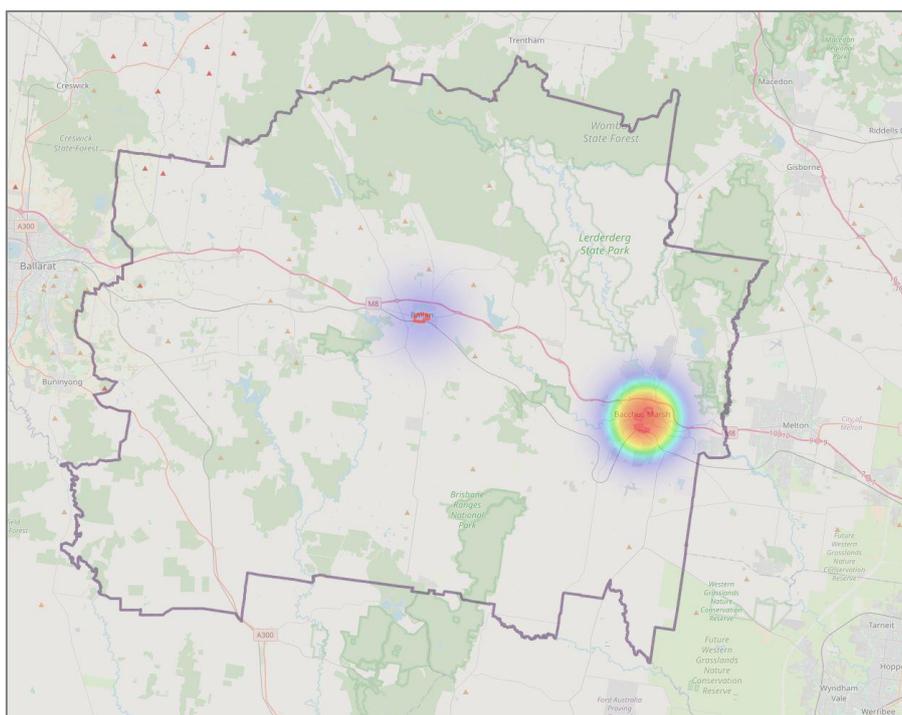


Figure 2: Response heatmap

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The heatmap for Bacchus Marsh shows that comments were centred around Grant Street, Main Street and the Bacchus Marsh Primary School. This is consistent with the previous focus areas identified in Bacchus Marsh based on community communications with Council. Some areas with known issues such as the hospital and Park St industrial areas had limited engagement in this consultation. Potentially commuter changes as a result of COVID19 have resulted in reduced current parking usage and pressure in these areas.



Figure 3: Response heatmap Bacchus Marsh

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Interactive Online Mapping

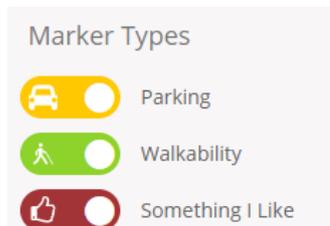


Figure 4: Themed Comment Icons

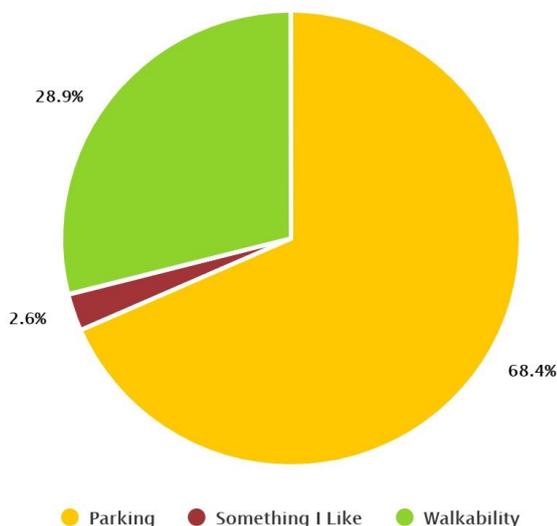


Figure 5: Marker Comment distribution

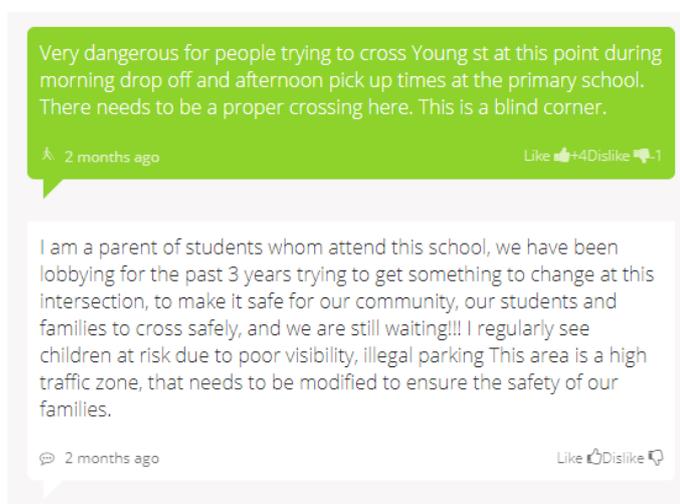


Figure 6: Example issues and suggestions



Figure 7: likes and dislikes on comments

An interactive online mapping tool was used to provide a spatially navigable consultation process, where the community could immediately see where changes were proposed, as well as areas where others had identified issues or positive aspects.

The community were invited to provide their thoughts by dragging an icon to a particular location and making a comment to identify future opportunities, existing issues or areas where suggestions would not work. There were three themed icons they were able to select from (Figure 4), and these covered matters related to car parking, getting around on foot or on footpaths, and a broader 'Thumbs up' intended for things which may not have been easily categorised, but which the respondents may want to draw attention to as positive solutions for further investigation by Council.

While the majority of comments related to car parking issues, over 30% of the comments were about walking, relating to safety and access ('something I like' and 'walkability' comments combined) (Figure 5).

Comments have been sorted in the following tables into columns of 'issues,' and 'suggestions' for resolving the issues. Figure 6 shows how comments on the interactive map included both issues and suggestions, as well as 'like' and 'dislike' reaction buttons below each comment.

Where comments were similar, they have been combined and the count is shown as a number in brackets with an *, e.g. (2*) is two comments relating to the same issue in the same general location.

Respondents were also encouraged to interact with comments left by other respondents by liking/disliking and adding their own thoughts. This reflected how popular/unpopular an idea is, and the reactions have been captured in the following table summaries by the '+' and '-' symbols (e.g. Figure 7 summarises an issue, and records the two 'likes' and zero 'dislikes' that issue received).

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Bacchus Marsh

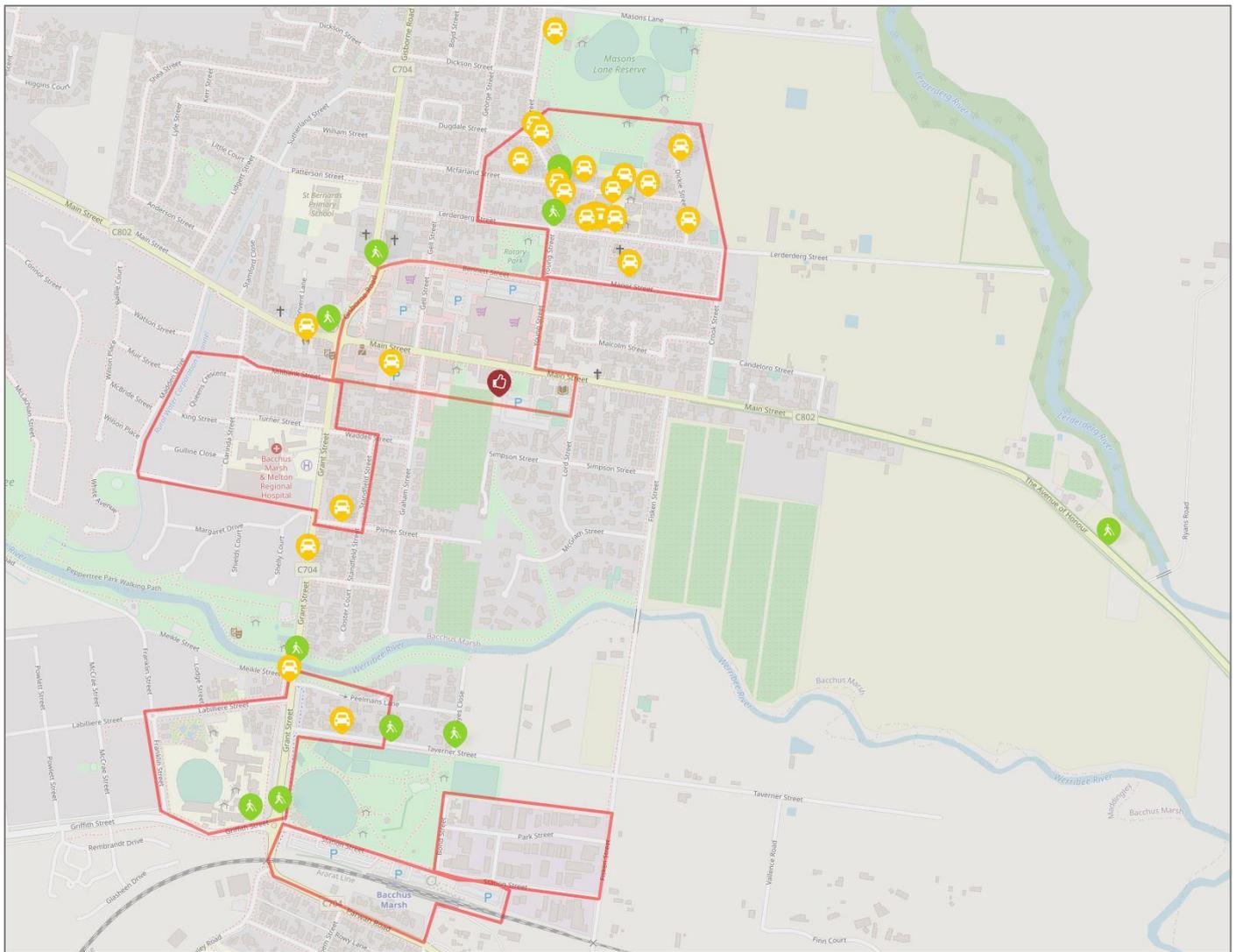


Figure 8: All Bacchus Marsh comments

Bacchus Marsh General

Location	Issue (number of times mentioned*) and +likes/-dislikes	Suggestion
Moon Reserve	<ul style="list-style-type: none"> Walkability between BM and Moon Reserve is extremely poor +1/-0 	<ul style="list-style-type: none"> Safe off road link would allow walkers and cyclists to visit stores/farms/orchards and Moon Reserve

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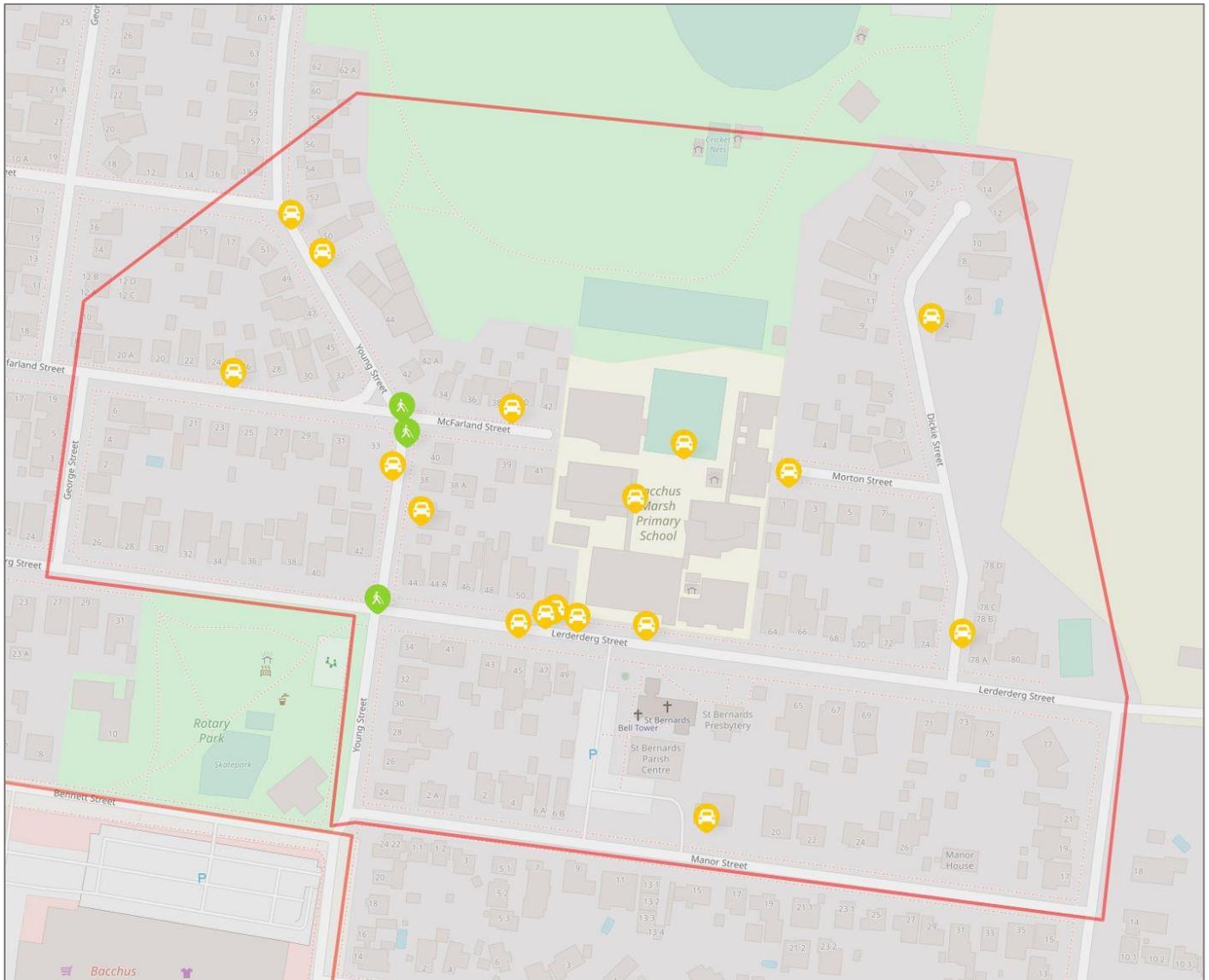


Figure 9: Bacchus Marsh Primary School comments

Bacchus Marsh Primary School Precinct

Location	Issue (number of times mentioned*) and +likes/-dislikes	Suggestion (number of times mentioned* and +likes/-dislikes)
Bacchus Marsh Primary School grounds	<ul style="list-style-type: none"> • Not enough drop off/pick up parking (2*) +2/-0 • Not enough staff parking 	<ul style="list-style-type: none"> • Provide more parking onsite
Lerdererg St	<ul style="list-style-type: none"> • Many parents performing dangerous U-turns during pickups, and parking over driveways +6/-0 	<ul style="list-style-type: none"> • Enforce the no-U turn signage • Park closest to office should be converted to 5 min drop off area in AM • Kiss & Go area for older children in AM

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	<ul style="list-style-type: none"> No areas for parents to park for 2-5 minutes and accompany child to office, no kiss & go area +4/-0 Parking spaces are not being used efficiently, i.e. one car parking in space which could fit three +9/-0 2:30-4pm 10 min parking is taken up by parents sitting in idling cars from 2:30pm for longer than 10 minutes +2/-0 Need more parking and longer time limits +2/-0 	<ul style="list-style-type: none"> Painted lines indicating parking spaces on-street Frequently enforce 10 minute parking areas Start 10 min parking areas from 2pm Make street one way eastbound
St Bernards	<ul style="list-style-type: none"> Lack of car parking for Bacchus Marsh Primary School 	<ul style="list-style-type: none"> Use car parking near Parish Centre, or St Bernards Car park between 2:45pm and 3:45 pm, and pay the Church a contribution from School Fees. +2/-0
Masons Lane Reserve	<ul style="list-style-type: none"> Lack of car parking for Bacchus Marsh Primary School 	<ul style="list-style-type: none"> Provide school parking in Masons Lane Reserve (3) +1/-0
Young Street	<ul style="list-style-type: none"> Intersection with Lerderderg St is unsafe for children and families crossing, as well as hard for drivers to navigate traffic Street is narrow and essentially one lane when cars are parked on eastern side +2/-2 Cars entering/exiting off-street school drop off area are not giving way to pedestrians on footpath, or vehicles on Young Street Driveways are blocked by cars waiting to access the off-street drop off area +2/-0 	<ul style="list-style-type: none"> Remove parking +2/-0 Don't remove parking or make it one way +0/-1 Make street one way southbound A stop sign at drop off area entry Keep Clear line marking around driveways (north end)
Dickie Street	<ul style="list-style-type: none"> Residents find they do not have adequate on-street parking due to teachers parking there, as well as access issues due to narrow road width (2*) +2/-4 Teachers find this the closest unrestricted location to BMPS, with Masons Lane too far to walk carrying equipment and materials (2*) +3/-0 On street parking close to intersection with Lerderderg St forces cars entering Dickie St to drive on the wrong side of the road, where they cannot see oncoming traffic due to bend in street +1/-0 	<ul style="list-style-type: none"> Should have parking permit restrictions Teachers should park at Masons lane Teachers should continue to be able to park on this street Staff parking on school site should be provided if parking on Dickies Lane is restricted (2*)

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McFarland Street	<ul style="list-style-type: none"> • Parking should be restricted to one side of the street along here as it's narrow and busy during school times (western end). +1/-0 • Intersection with Young St is very dangerous for people to cross due to blind corner and traffic, Pedestrian crossing warning signs are old and not clearly visible (3*) +5/-1 • 2 disabled parking spaces for student dropoff are not enough (2*) +2/-0 	<ul style="list-style-type: none"> • Parking restriction on western end of street on one side • Increase number of disabled parking spaces • Crossing installed at McFarland and Young Street Intersection • Replace pedestrian crossing warning signs with more visible signage
Manor Street		<ul style="list-style-type: none"> • Encourage longer PM pickup parking to wait on Manor Street
Morton Street	<ul style="list-style-type: none"> • Very little teacher parking close to the school +1/-0 	<ul style="list-style-type: none"> • Provide parking for teachers

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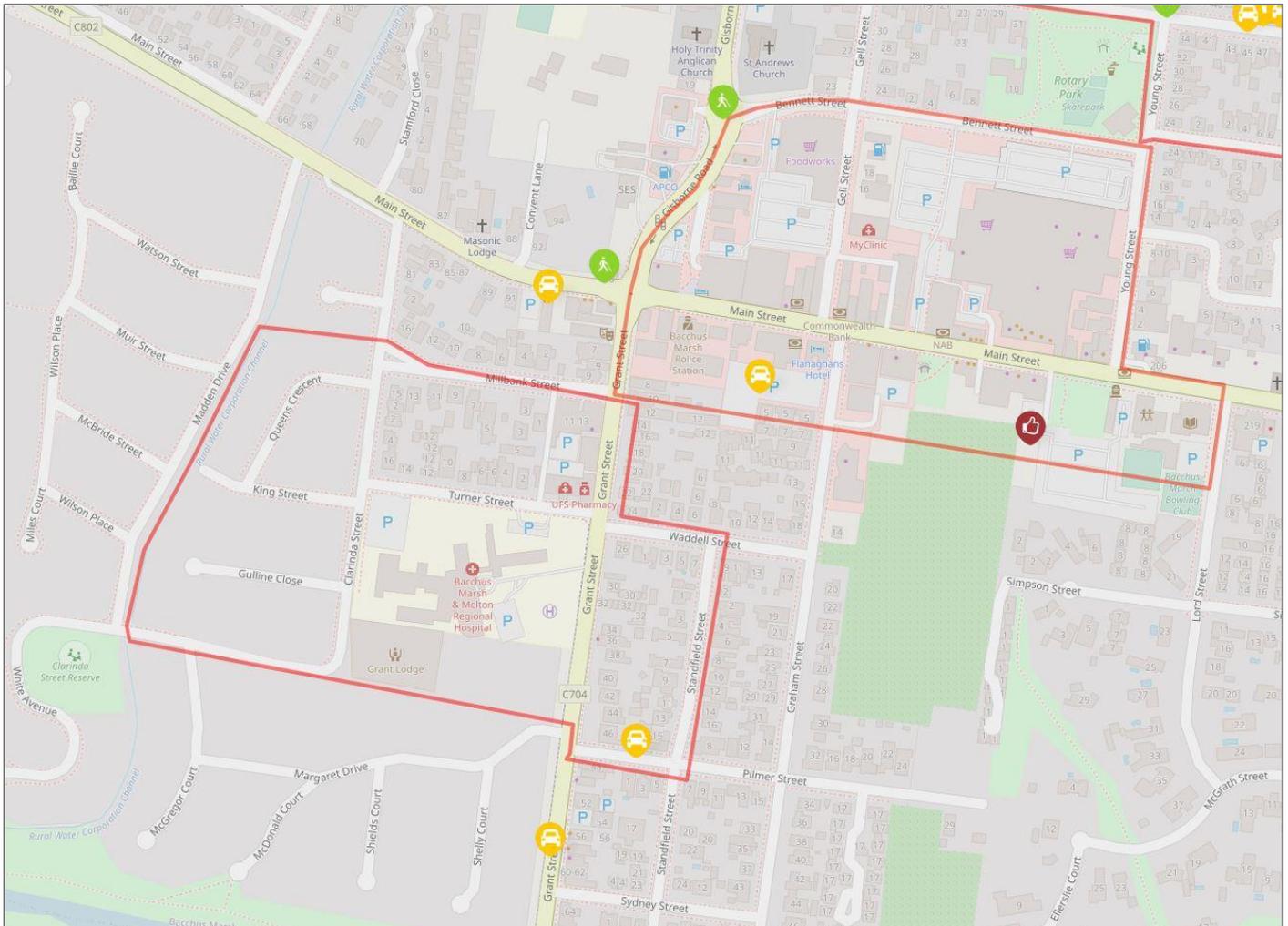


Figure 10: Bacchus Marsh Town Centre & Hospital Precinct comments

Bacchus Marsh Town Centre

Location	Issue (number of times mentioned*) and +likes/-dislikes	Suggestion (number of times mentioned* and +likes/-dislikes)
Bacchus Marsh Town Centre	<ul style="list-style-type: none"> Dwellings in serviced walkable areas need to provide parking, which drives car usage and reliance, in contradiction to Council's health and environment objectives 	<ul style="list-style-type: none"> Support a reduction in car parking requirements for residences within 1.2km of Town Centre and/or train station +2/-1
Vacant lot behind Flanagan's	<ul style="list-style-type: none"> Council sold this land, which is used for parking regularly Is poorly maintained and full of potholes 	<ul style="list-style-type: none"> Would be a valuable public parking area Repair potholes
Bacchus Marsh Fire Station	<ul style="list-style-type: none"> CFA requires its on and off street parking for its members. Parking is 	<ul style="list-style-type: none"> better marking and signage for the CFA parking on-street

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	used by non-members, and entrance is blocked by parked vehicles +1/-0	<ul style="list-style-type: none"> More enforcement of on and off-street illegal parking in CFA spaces by non-CFA members
Main St and Grant St Intersection	<ul style="list-style-type: none"> Roundabout is unsafe for pedestrians 	<ul style="list-style-type: none"> Pedestrian crossing upgrade required
Gisborne Rd and Bennett St Intersection	<ul style="list-style-type: none"> Roundabout is unsafe for pedestrians, particularly children 	<ul style="list-style-type: none"> Pedestrian crossing upgrade required
Town Centre	<ul style="list-style-type: none"> Locations for tourist bus parking are not clearly evident 	<ul style="list-style-type: none"> Allocate an area for tourist bus parking and ensure that this location is made known, via Visitor Information Centre or Council Website

Bacchus Marsh Hospital Precinct

Location	Issue (number of times mentioned*) and +likes/-dislikes	Suggestion (number of times mentioned* and +likes/-dislikes)
Pilmer St (west end)	<ul style="list-style-type: none"> Pilmer st from Grant St to Stanfield St is full during business hours with staff from Grant St businesses parking from 8.30am until after 5pm +0/-1 	<ul style="list-style-type: none"> Parking spaces should be 2hr in this block as seen in Waddell St and Sydney St.
Hospital Precinct	<ul style="list-style-type: none"> Not enough parking in the general area 	<ul style="list-style-type: none"> Hospital Helipad should be turned into car parking and Helicopter landing moved to Oval
Grant St	<ul style="list-style-type: none"> Parklets (on street dining) are unsafe due to trucks and traffic 	<ul style="list-style-type: none"> Remove parklet (on street dining)
Grant St Mixed Use Zone	<ul style="list-style-type: none"> Businesses are required to provide off-street parking which has limited growth 	<ul style="list-style-type: none"> Support retail and entertainment uses along Grant St by allowing on-street and Peppertree Park parking to be used by businesses and count towards parking requirements

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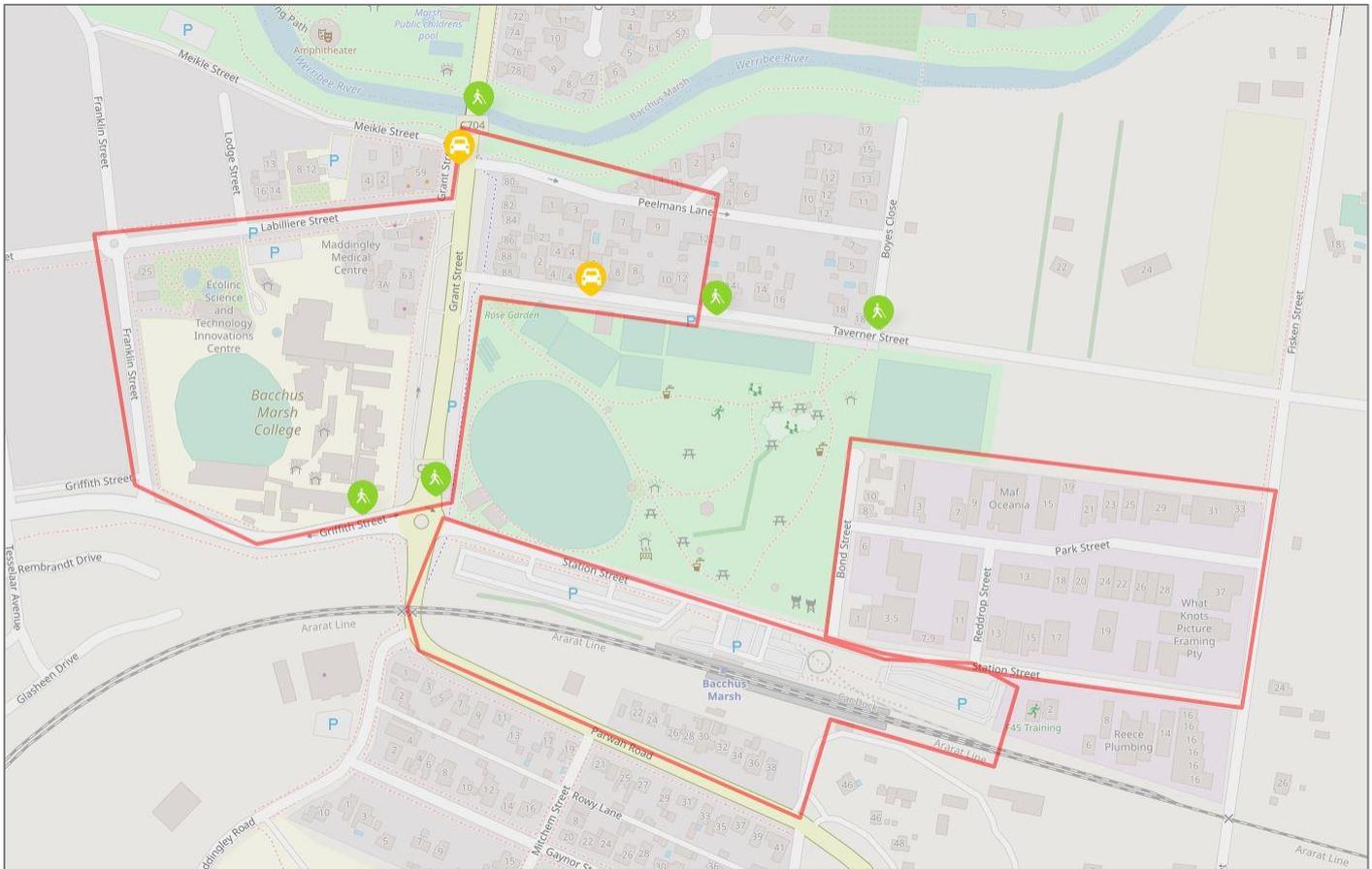


Figure 11: Bacchus Marsh College, Station and Industrial Precinct comments

Bacchus Marsh College Precinct

Location	Issue (number of times mentioned* and +likes/-dislikes)	Suggestion (number of times mentioned* and +likes/-dislikes)
Grant St and Werribee River	<ul style="list-style-type: none"> • Pedestrians cannot safely cross the river to link river paths 	<ul style="list-style-type: none"> • Pedestrian bridge either side of road bridge +0/-1
Stoney's on-street car parking	<ul style="list-style-type: none"> • Line marking is in poor condition • Unspecified issue with disabled parking 	<ul style="list-style-type: none"> • Maintenance of on-street parking signage/markings +1/-0
Grant St and Griffith St Intersection	<ul style="list-style-type: none"> • Very dangerous for pedestrians crossing here +4/-0 	<ul style="list-style-type: none"> • Improve pedestrian crossings • No right turn into South Maddingley Rd at school drop off and pick up times +1/-0
Bacchus Marsh College Grant Street entrance	<ul style="list-style-type: none"> • One disabled parking spaces for student drop-off are not enough 	<ul style="list-style-type: none"> • Increase disabled parking spaces for student dropoff

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Taverner Street	<ul style="list-style-type: none"> • Street is unsafe for all ages and abilities to access Maddingley Park, Tennis, Netball, Rose Garden etc, • Residential area is well connected to town centre, station and public open space, but dwellings are required to provide onsite parking • Pedestrian crossing needed between Maddingley Park and Boyes Close/River bridge +2/-0 	<ul style="list-style-type: none"> • Mark formal parking bays, footpaths and kerb and channel between Grant St and Fiskin St +3/-0 • Reduce onsite parking requirements for houses in Taverner St • Provide pedestrian crossing of Taverner St linking park and river
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Ballan

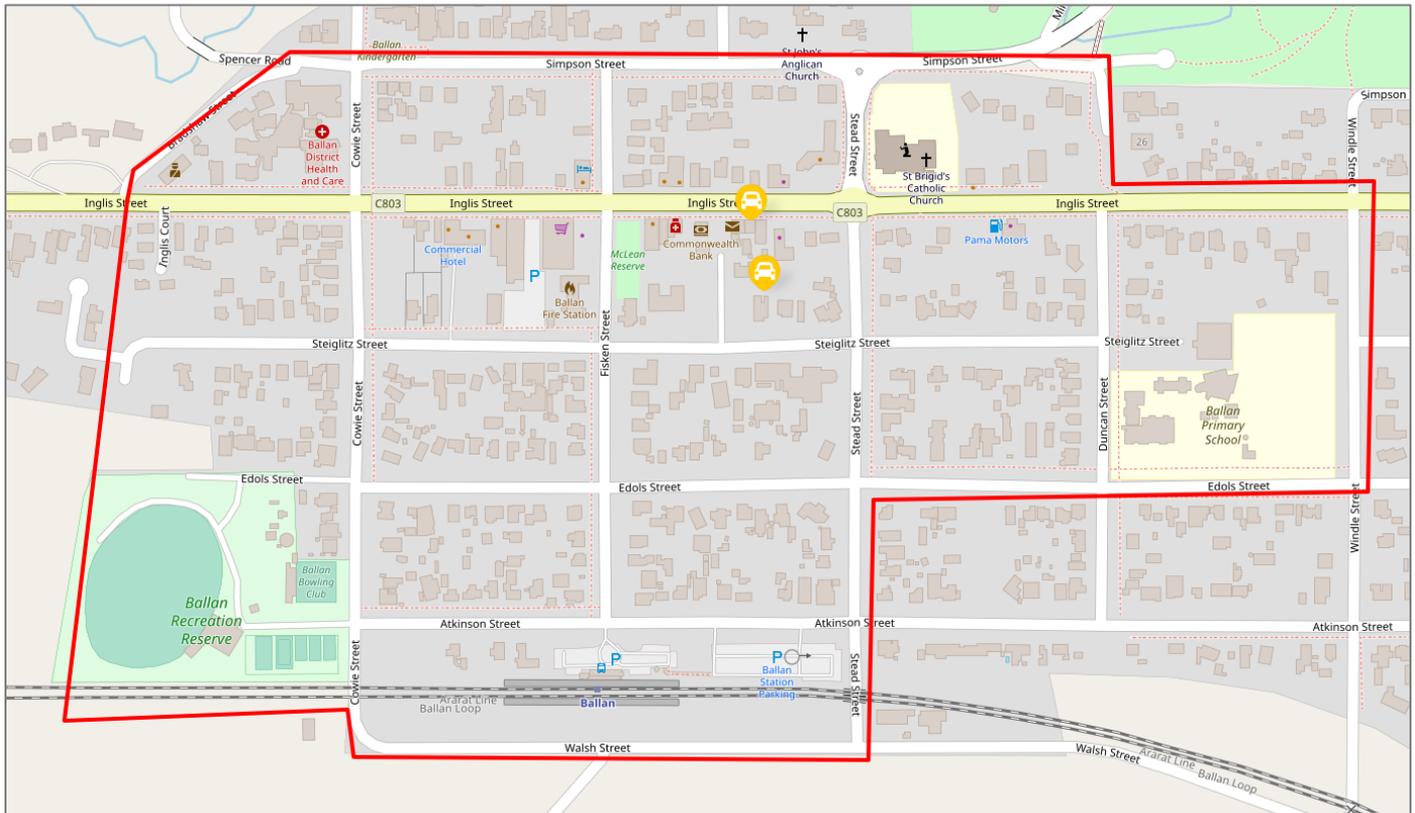


Figure 12: Ballan Precinct comments

Ballan Precinct

Location	Issue (number of times mentioned*) and likes/dislikes	Suggestion (number of times mentioned*) and likes/dislikes
Inglis Street	<ul style="list-style-type: none"> Business owners parking on Inglis Street take up parking which should be used by customers (2*) +2/-0 No extra disabled parking spots have been provided, though the standard parking was increased during streetscape upgrades 4 spots have been taken away for parklets (café seating) 	<ul style="list-style-type: none"> No business owner should park on Inglis St. Businesses should have off-street parking
Kontek Real Estate	<ul style="list-style-type: none"> Parking should not have been removed from this location as it is a high demand area and there has been an increase in illegal parking in driveways and private property 	<ul style="list-style-type: none"> Islands should have been put in front of cafes rather than removing parking in front of other businesses
Steiglitz St Council Car Park	<ul style="list-style-type: none"> Lighting is poor and don't feel safe at night walking from Inglis Street Many visitors and even locals are not aware of this carpark 	<ul style="list-style-type: none"> Improve lighting Improve signage to alert drivers on Inglis Street of the location of parking

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Potential Parking Restriction Changes

Limited comments were received on the potential restriction (signage) changes proposed in Bacchus Marsh. Only locations where comments, likes or dislikes were received are listed below.

No comments were received on the two potential changes in Ballan. It should be noted that the potential changes at 2-10 Grant Street and 97-101 Main St will be directly impacted by Regional Roads Victoria works on the Main Street intersection signalisation and may not be able to be implemented.

Further direct consultation or notification should be conducted before implementation of any potential change, where there is a directly affected stakeholder.

Location	Change Description (and likes/dislikes)	Comment from community
Bennett St outside Foodworks	<ul style="list-style-type: none"> Change 13 spaces from 1P to 2P 10AM-5PM. This aligns with the time restriction of nearby off-street spaces that are better located to the shop entrance. 	<ul style="list-style-type: none"> “The parking along Foodworks is not necessary and causes a bottleneck situation, and becomes worse when people are trying to leave the parking space”
Gell St (both sides) - North of Bennett St.	<ul style="list-style-type: none"> Change all parks from 1P to 4P 10AM-5PM which provides parking for a casual employee shift on any day of the week +1/-0 	<ul style="list-style-type: none"> No written comment received
Bus Zone at 7 Gell Street	<ul style="list-style-type: none"> Sign reads 'Bus Zone (Local buses only)'. Change to 'Bus Zone' as local buses do not use this bus stop. The stop is used by the Melbourne Airport Shuttle bus. 	<ul style="list-style-type: none"> “The Airport Shuttle from Ballarat picks you up from the stop on Gisborne Road near APCO & SES”
Young Street outside Royal Hotel/BWS	<ul style="list-style-type: none"> Change 2 spaces 1P to footpath extension. Extend footpath to increase space for outdoor dining at the Royal Hotel and improve safety of access into BWS drive through. +1/-0 	<ul style="list-style-type: none"> No written comment received
Station St opposite station entrance	<ul style="list-style-type: none"> 10 spaces to change from no restriction to 15min parking 7AM-9AM. This restriction will clear the parking area prior to 8:45AM leaving it available for drop-offs for early trains, and provide some later travellers the ability to park close to the entrance +2/-0 	<ul style="list-style-type: none"> No written comment received
3 spaces at 97-101 Main St	<ul style="list-style-type: none"> Change 3 spaces at 97-101 Main St from 1/2P 8:30AM-5:30PM to 1/4P 11AM-10PM to better align the time limit to the needs of nearby takeaway stores and time of day it is required +1/-0 	<ul style="list-style-type: none"> No written comment received
2-10 Grant St	<ul style="list-style-type: none"> Change 8 spaces on 2-10 Grant St from 1/2P to 1P 9AM-9PM. This better reflects the surrounding land use. Extend the span of restriction to take account of nearby dance school. +0/-1 	<ul style="list-style-type: none"> No written comment received
27-33 Young St	<ul style="list-style-type: none"> Change all from 2P to No Restriction. This parking is underutilised and is well located to provide all day 	<ul style="list-style-type: none"> “Let it remain at 2P to support access for drop-off and pick-up kindergarten kids”

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	<p>employee parking in close proximity to the centre +0/-2</p>	<ul style="list-style-type: none"> “This area is primarily utilised by families who drop-off and pick-up children from Young St Kinder. Many of these families have pre-school children in tow. These families need to remain the priority users of these spaces. Therefore the time restriction is essential.”
31-39 Lerderderg St	<ul style="list-style-type: none"> Change all spaces on 31-39 Lerderderg St from 2P to No Restriction. This parking is underutilised and is well located to provide all day employee parking in close proximity to the centre. The bus stop can be retained +4/-0 	<ul style="list-style-type: none"> No written comment received

Conclusion

This community consultation will inform the recommendations of the Car Parking Study, as well as issues to be addressed in the Car Parking Policy.

The majority of engagement related to the Bacchus Marsh area (95%), and was largely within identified precincts, confirming the initial work undertaken in identifying key areas of car parking issues. In particular, the area around Bacchus Marsh Primary School received the most comments from residents, employees and parents.

Nearly 30% of the comments related to improvements to the pedestrian environment through safety and improved connections across roads.

The next steps are for draft Car Parking Study and Car Parking Policy documents to be prepared and presented to Council, and then consulted on with the public.