Executive summary

Mansfield Shire engaged Trafficworks to undertake a parking study for the Mansfield Township area.

This study has assessed the existing conditions and future car parking needs of the Mansfield Township, considering:

- existing parking resources, types of restrictions and occupancy durations
- land uses within the study area and the interaction between the land use and the car parking occupancies
- future developments within the study area and the future car parking demands.
- The following recommendations have been identified as priority actions based on their anticipated impact, implementation effort, cost and delivery timeframe. While additional recommendations are provided throughout this report, the actions below are considered the highest priority for Council's consideration:

Recommendation	Details	Cost	Timeframe	Priority
Wayfinding improvements (including caravan and trailer wayfinding and spaces)	Improve signage directing motorists to underutilised car parks and designated caravan and trailer parking areas.	Low	Short-term	High
Time restrictions and overnight/long-stay parking	Introduce or amend parking restrictions within off-street parking areas to improve turnover.	Low	Short-term	High
Parking enforcement review at identified locations	Increase targeted enforcement at locations identified through the Duration of Stay Surveys	Low	Short-term	High
School pick-ups/drop-offs spaces (on-street parking)	Introduce short-term pick-up and drop-off spaces around Mansfield Primary School.	Low	Short-term	High
School pick-ups/drop-offs spaces (off-street parking)	Provide short-term pick-up/drop-off parking within CP12 to support the school precinct.	Low	Short-term	Medium
Seasonal demand monitoring	Undertake additional parking surveys during identified peak tourism and holiday periods.	High	Long-term	Low
Mansfield District Hospital median carparks expansion	Investigate expansion of the Highett Street median car park to provide additional parking serving the hospital and surrounding precinct.	High	Medium-term	Medium

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1 Introduction

Mansfield Shire Council (Council) engaged Trafficworks to undertake a parking study for the Mansfield Township.

Mansfield Township is a key commercial, tourism and service centre for the region supporting residents, businesses, visitors and seasonal tourism activities. As the township continues to evolve, it is important that the parking network operates efficiently and is able to accommodate existing and future demand. Council commissioned the Mansfield Township Parking Study to assess existing parking conditions within the commercial precinct and identify opportunities to improve parking management, utilisation and accessibility to support residents, businesses, visitors and future growth.

The study includes a review of existing parking facilities, parking occupancy and turnover patterns, community and stakeholder feedback, land use characteristics and future growth considerations. Particular attention has been given to identifying opportunities to improve parking management, wayfinding, enforcement, long-vehicle parking, caravan and trailer parking, and the efficient use of existing parking resources.

The recommendations contained within this report have been developed with consideration of the strategic directions and objectives identified within Council's documents.

2 About the Study

2.1 Study purpose

The Mansfield Township Parking Study has been prepared to improve parking in the commercial zone of Mansfield township for both the current and future parking demands.

The parking study evaluates existing parking conditions within the Mansfield Township in order to assess current supply and demand based on analysing parking utilisation, parking turnover, compliance with the existing parking restrictions and peak parking demand periods. The study also addresses locations with high parking stress, supply and demand of on-street parking spaces, utilisation of off-street parking areas and strategies to improve parking turnover within Mansfield.

The study area predominantly consists of commercial land uses which experiences a significant influx of people during the tourist seasons, increasing the parking demands on the area.

An effective parking strategy can optimise the parking demand and supply within the area by promoting turnover in high demand commercial areas and reserving convenient spaces for short-term users, supporting and encouraging economic activity within the area.

This parking study adopts a strategic approach to parking where it is acknowledged that providing more parking is not always the most effective solution. Better utilisation of available parking spaces including placing time-restrictions on convenient parking locations and improved wayfinding can significantly improve parking outcomes.

This study provides a framework for evidence-based decision making using the parking survey information and provides council officers with information on where necessary action should be taken by monitoring and reviewing to ensure parking management adapts to changing conditions over time.

2.2 Study objectives

The objectives of the Mansfield parking study include:

- assess existing parking conditions including the supply, demand, utilisation and turnover within the study area
- review existing parking facilities and land use patterns to identify opportunities to improve parking efficiency, accessibility and user experience
- evaluate the performance of existing parking infrastructure, including general parking, accessible parking, loading zones, bicycle parking facilities and parking areas used by long vehicles, caravans and boat trailers
- identify opportunities to improve parking management through appropriate time restrictions, signage, wayfinding and enforcement measures
- assess existing traffic circulation and parking access arrangements within the township and identify opportunities to improve vehicle movement and reduce congestion

- provide targeted recommendations for key parking areas, including the Early Street and Erril Street car parks, and other locations identified through the study
- consider future growth, changing travel patterns and emerging parking demands, including electric vehicle charging infrastructure and active transport facilities
- develop a strategic and evidence-based parking management framework that supports economic activity, community needs, tourism and future development within Mansfield Township
- provide recommendations that align with the Mansfield Planning Strategy, Planning Scheme Amendment C56mans and other relevant Council strategies and policies
- establish a prioritised and staged implementation plan to support the delivery of short-, medium- and long-term parking improvements.

2.3 Study Methodology

The Mansfield Township Parking Study was undertaken using a combination parking surveys, document reviews and stakeholder engagement to assess existing parking conditions and identify opportunities for improvement.

The study methodology included:

- Review of relevant Council strategies, planning documents, background reports and outcomes from previous community consultation undertaken for the Mansfield Township.
- Site inspections and parking surveys within the Mansfield Township commercial precinct on Friday 5 September and Saturday 6 September to assess existing parking conditions, parking utilisation, parking duration and demand.
- Consideration of the findings of these investigations alongside Council directions and strategic objectives to inform the assessment and recommendations of the study.

3 Context and Background

3.1 Locality

Mansfield Shire is located 2.5-hours drive north of Melbourne, and features a landscape dominated by the Great Dividing Range, including the Alpine Resorts of Mt. Buller and Mt. Stirling. Mansfield Shire is also home to the Alpine National Park and Lake Eildon, Australia's second largest inland waterway. Positioned along one end of the Great Victorian Rail Trail, and surrounded by many national and state parks, scenic and historic locations, it is a popular tourist destination.

Mansfield township includes cafes, restaurants, parks, playgrounds and retail opportunities.

3.2 Study area

The car parking study area generally comprises the CBD area of Mansfield and the area around the Mansfield Primary School to the south.

Figure 1 shows the extent of the study area, with the wider regional map being outlined at Figure 2.



Figure 1: Location plan (reproduced with permission from Nearmap)

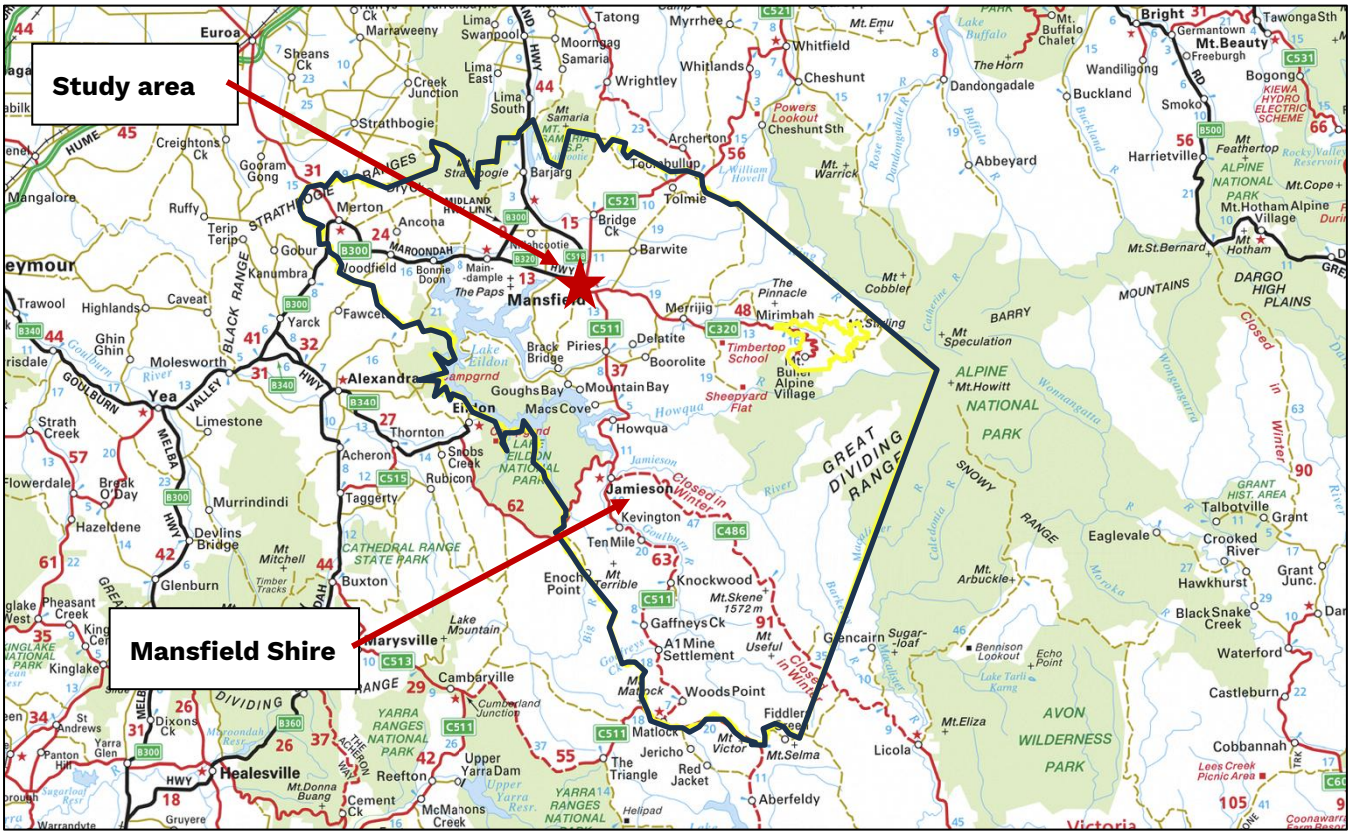


Figure 2: Mansfield Location (Source: Melways)

3.3 Community Consultation

Public consultation was held by council from 5 September 2025 - 21 September 2025 to determine the views and opinions of the residents of Mansfield Township about parking related issues within Mansfield. The below is a summary of the problem areas, issues identified, and requests made by the residents.

Mansfield District Hospital

- Implementation of more parking spaces in the median strip of Highett Street closer to the hospital, for use by patients and staff were requested

Mansfield Primary School

- Parking spaces are constantly occupied creating a lack of space for parents to drop-off and pick-up children
- Implementation of pick-up / drop-off spaces were requested
- Implementation of restricted parking spaces near the school were requested

Village Plaza

- Direction of traffic causes issues with access into and out of the private car park.

IGA parking area

- Customer parking spaces always occupied

- Vehicles being parked for longer periods of time
- Introduction of time restricted parking spaces was requested

Mansfield sporting complex

- Generates a major parking demand along Apollo, Curia and Olympic Streets, causing an inconvenience for the residents and creating safety and congestion issues

Baldry Street

- High parking occupancy during the ski season, generated by people hiring equipment from the ski rental service shops
- Vehicles parking in the 'No Parking' zones

High Street service lane

- Residents raised the issue of vehicles using the service lane as a through-route to exit the town, and future developments at 140 High Street (service station and convenience restaurant) will further increase the traffic in the service lane
- A traffic study conducted by Traffwise Consultants Pty Ltd concluded that some of the service lane users are residents of the service lane, they are also residents of the surrounding Ultimo and Curia Streets and do use the lane as a through road. The right turning traffic from the service lane to Ultimo Street is minimal and are most likely comprised of residents of the service lane. The study suggests that residents of the area mainly use the service lane to enter Ultimo Street, rather than entering Ultimo Street via High Street directly.

Table 1, below, reviews the requests across the Mansfield Township area and provides recommendations based on assessment of the existing parking conditions observed during the study.

Table 1: Council / resident requests

Council / resident request	Recommendation
CP12 – Near Mansfield Hospital — time restricted (15-min) parking spaces for school pick-up and drop-off at CP12 — increase the number of parking spaces provided at CP12	Parking spaces fronting Mansfield District Hospital are 1-hour restricted spaces. Enforcement of the parking restrictions will encourage hospital staff to park at unrestricted parking spaces further away from the hospital and improve the turnover of parking spaces fronting the hospital. CP12 consists of 43 unrestricted parking spaces, which are generally low occupancy. Due to its close proximity to Mansfield Primary School and St. Mary's School, 10 or 15-min time

Council / resident request	Recommendation
	restricted parking spaces can be implemented for pick-up and drop-off. It is recommended to expand CP12 to providing more parking spaces in place of the centre median landscape.
CP3 – Village Plaza Carpark — swapping the entry/exit to CP3 parking area	Recommend to reverse the traffic direction in this carpark
Kitchen Street parking — implement 1-hour time restricted parking spaces — ensure Yenckens Hardware store employees are not parking for long hours at the on-street parking spaces and instead are utilising the rear car park for long-stay parking purposes.	According to duration-of-stay data, majority of the parking demand at Kitchen Street was limited to 1-hour so this can be implemented with minimal impact. Implement 1-hour time restricted parking spaces can be implemented at Kitchen Street to ensure parking turnover. Employees of Yenckens Hardware can be informed to utilise the rear car parking area, which would reserve the on-street parking spaces for customers generating short-stay parking demands.
High Street Service Road	Council is investigating the possibility of closing High Street Service Road and implementing more on-street parking spaces. Addition of more on-street parking spaces can reduce the parking stress within the median car parking areas. It is recommended to close the lane and install traffic control measures such as 'Local Traffic Only' signs in the service lane to control the amount of traffic entering.
Northern carriageway of High Street	Majority of parking spaces provided on northern carriageway of High Street are 2-hour time restricted parking spaces. Enforcement of the existing parking restrictions could increase the turnover of the parking spaces. Implementing 15-min time restricted parking spaces on north side of High Street northern carriageway (near commercial uses such as Amcal Pharmacy,

Council / resident request	Recommendation
	ANZ Bank, K hub, Mansfield Newsagency, IGA, Mansfield Bakery and Mansfield Pharmacy) can encourage long-stay parking demands to utilise unrestricted parking spaces further away, and free up 'premium' parking spaces for short-stay parking demands. Shop owners / employees can be informed to park at unrestricted off-street parking areas such as CP4, CP5, CP6 and CP7 which are largely underutilised. Shop owners / employees can also be encouraged to park at the on-street parking spaces on the southern carriageway of High Street, which consists of low parking occupancy.
Nolan Street — Consider fully prohibiting on-street parking at Nolan Street, especially near the IGA, to prioritise pedestrian safety and redirect parking demand to the adjacent CP4 car park.	Nolan Street consists of 15 parking spaces and experiences a low parking occupancy. Fully prohibiting on-street parking at Nolan Street will not have a major impact on the broader parking network, as these parking demand can be accommodated at CP4, which consists of 100 parking spaces and is currently underutilised with only 69% and 43% occupied during the Friday and Saturday peak hours respectively.
Chenery Street — Uneven demand along Chenery Street. — Reduced visibility for cars turning into Chenery Street due to the cars parked between the service station access points.	Chenery Street provides access to several different land uses including Mansfield Cinema, Betta Electrical and Ampol service station. Council is seeking to remove the 3 car parking spaces in front of Ampol service station access points to improve sight distance issues created due to parked cars. Removal of these parking spaces will not have a significant impact on the broader parking network as there is sufficient capacity nearby. Any overflow parking demand should generally be able to find parking at CP5, accessed via Chenery Street and generally underutilised. Time restricted (15-min) parking spaces to be implemented in front of Betta Electrical, to improve parking turnover.
Erril Street	Parking spaces adjacent to commercial properties along Erril Street can be time-restricted to

Council / resident request	Recommendation
— Time-restrict on-street parking spaces along Erril Street, to encourage long-stay parking demands to utilise the unrestricted parking spaces at CP7.	encourage parking turnover, and direct long-stay parking demands towards CP6 and CP7, which is underutilised and provides unrestricted parking spaces.
Loch Street — On-street parking along Loch Street creates issues for the residents driving out of their driveways as the road is too narrow. Recommend solutions like parking restrictions or indented parking or “No Stopping” signs.	Implement ‘No Stopping’ signs on either side of accessways to stop drivers from parking too close to accessways.
Implement parking spaces for Mansfield Primary School staff along Lord Oval Reserve park	Implementing reserved parking spaces for school staff along Lord Oval Reserve park can free up the most proximate parking spaces to the school for pick-up and drop-off
Overnight parking — It is likely that people going to Mt Buller often leave their cars parked at all day parking spots, particularly median carpark.	Although the parking surveys did not record occupancies or durations overnight, if areas where overnight parking is suspected, 12P time limits to be installed in centre median carparks to allow this to be enforced with minimal impact on the operation of the parking areas.

4 Seasonal Demands and Study Limitations

Mansfield experiences peak tourist season during June to September, for snow sports at Mt Buller and December to February for alpine hiking, water sports on Lake Eildon and cycling through the Great Victorian Rail Trail.

Car parking occupancy surveys undertaken during September might not reflect parking occupancy experienced during peak tourist seasons and instead provide a measure of the baseline conditions experienced throughout the study area.

Higher visitor volumes expected during peak tourist seasons may lead to higher parking demand and occupancy rates. As a result, during peak seasons, parking management might require adjustments, including overflow parking areas and demand-based time-restrictions on parking spaces.

5 Key activities precincts and parking demand areas

A review of adjacent land uses, site observations and parking survey results identified several key activity centres and parking generators within the study area. These locations generate varying parking demands throughout the day and week and have a significant influence on parking occupancy, turnover and parking management requirements.

Key parking generators identified within the study area include:

- Northern and Southern carriageway of High Street
- High Street median parking areas
- Highett Street median parking areas
- Chenery Street on street-parking and off-street parking
- Rear of IGA and associated off-street car parking areas
- Mansfield District Hospital precinct
- Mansfield Primary School precinct

6 Existing conditions

6.1 Car parking inventory

The car parking facilities within the Mansfield township include 1,142 publicly available on-street parking spaces, and 647 off-street parking spaces.

A detailed review of the car parking within the study area identified a variety of restrictions including:

- Timed parking restrictions (10 min, 1/4P, 1/2P, 1P and 2P)
- Accessible parking
- Loading zones
- Bus zones
- Taxi zones
- Specialty spaces (direct to boot, EV charging)

The location of the various parking restrictions across the study area is shown in Figure 3.

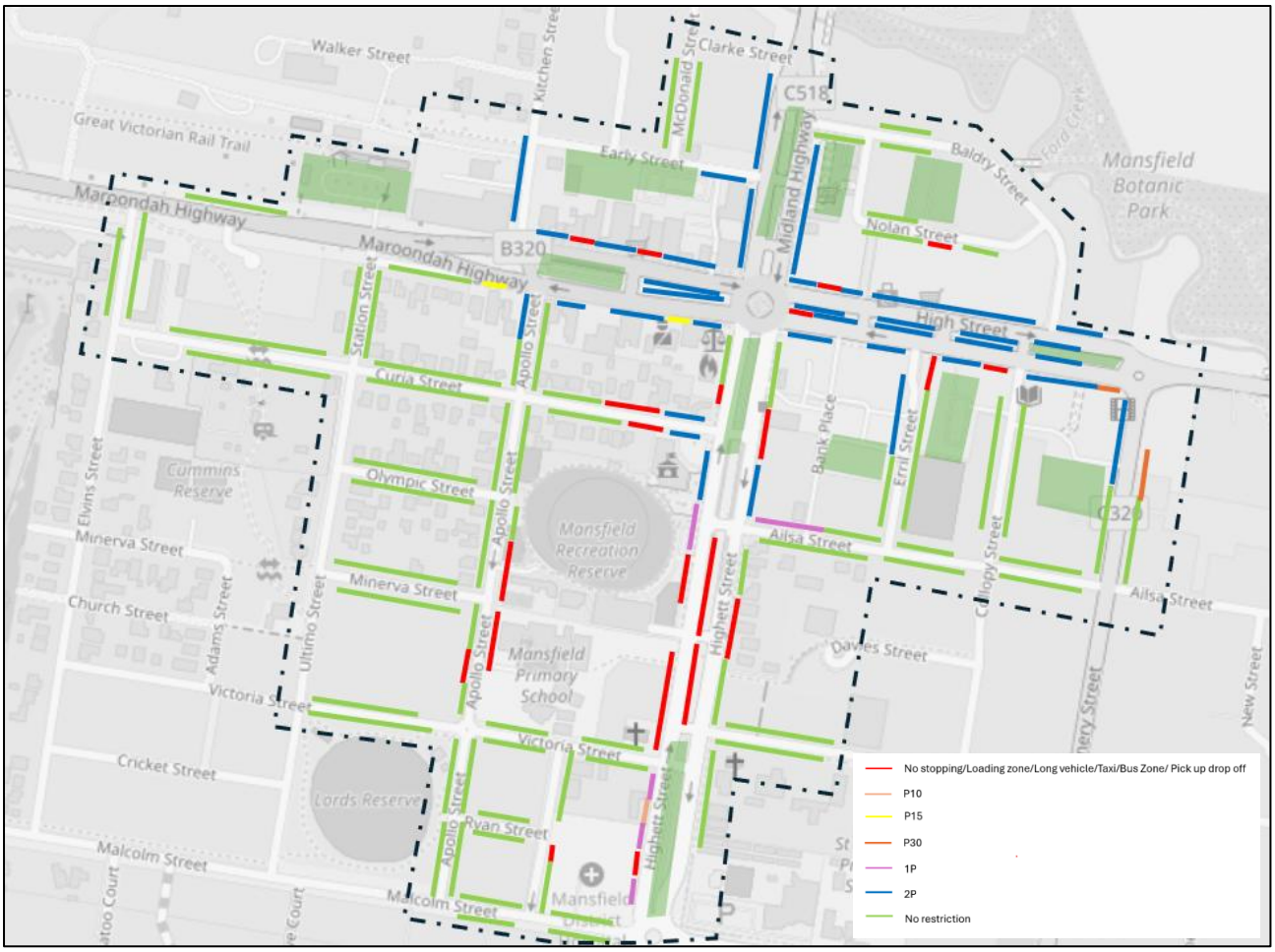


Figure 3: Car parking restrictions map

A car parking survey of the on-street and off-street car parking restrictions within the Mansfield Township was conducted. Within the Mansfield Township, there are:

— 32 accessible spaces shown in Figure 4

— 4 loading zones shown in Figure 5

— 3 EV charging spaces shown in Figure 5

— 5 long-vehicle parking zones shown in Figure 5

— 12 off-street car parking areas shown in Figure 6

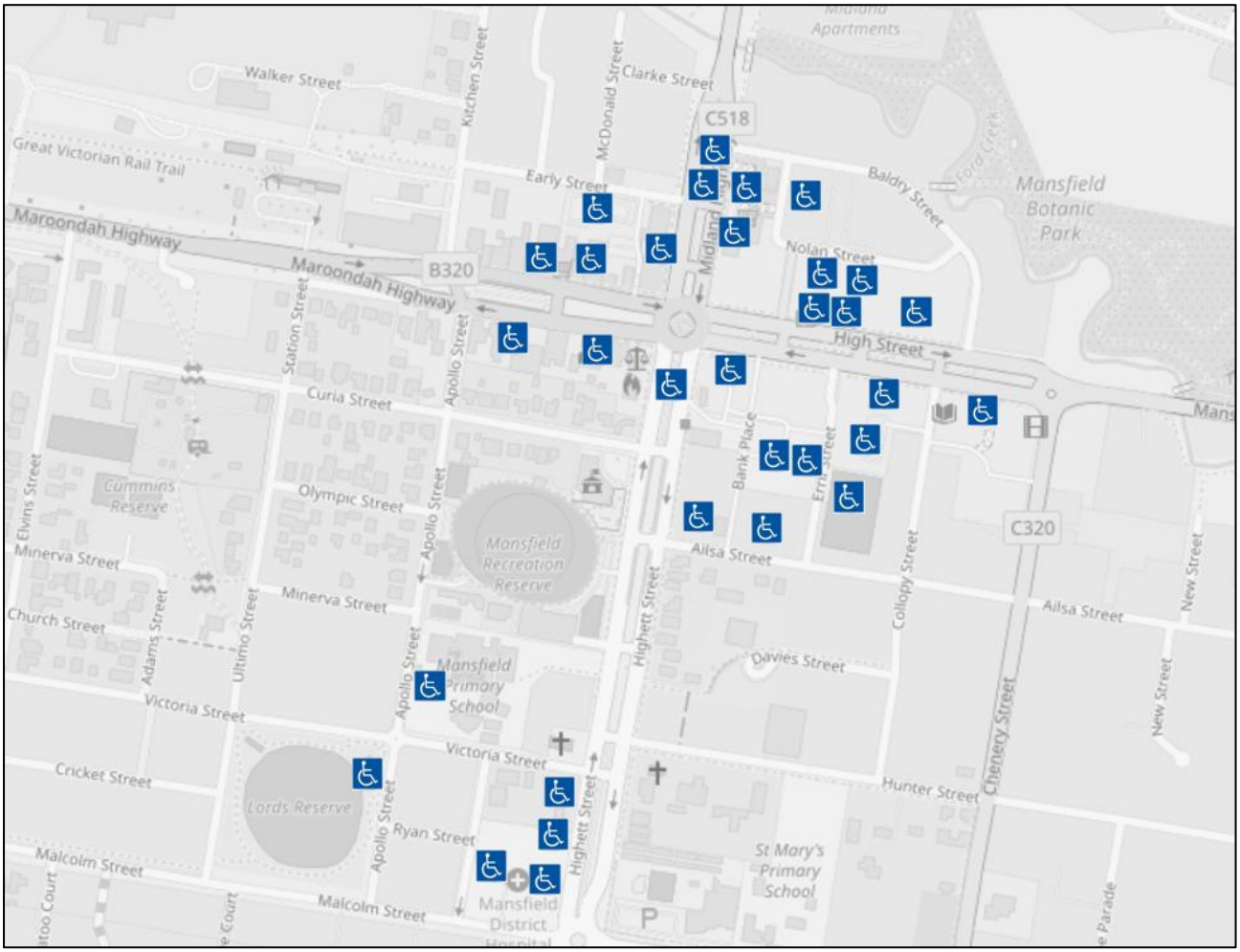


Figure 4: Accessible car parking spaces

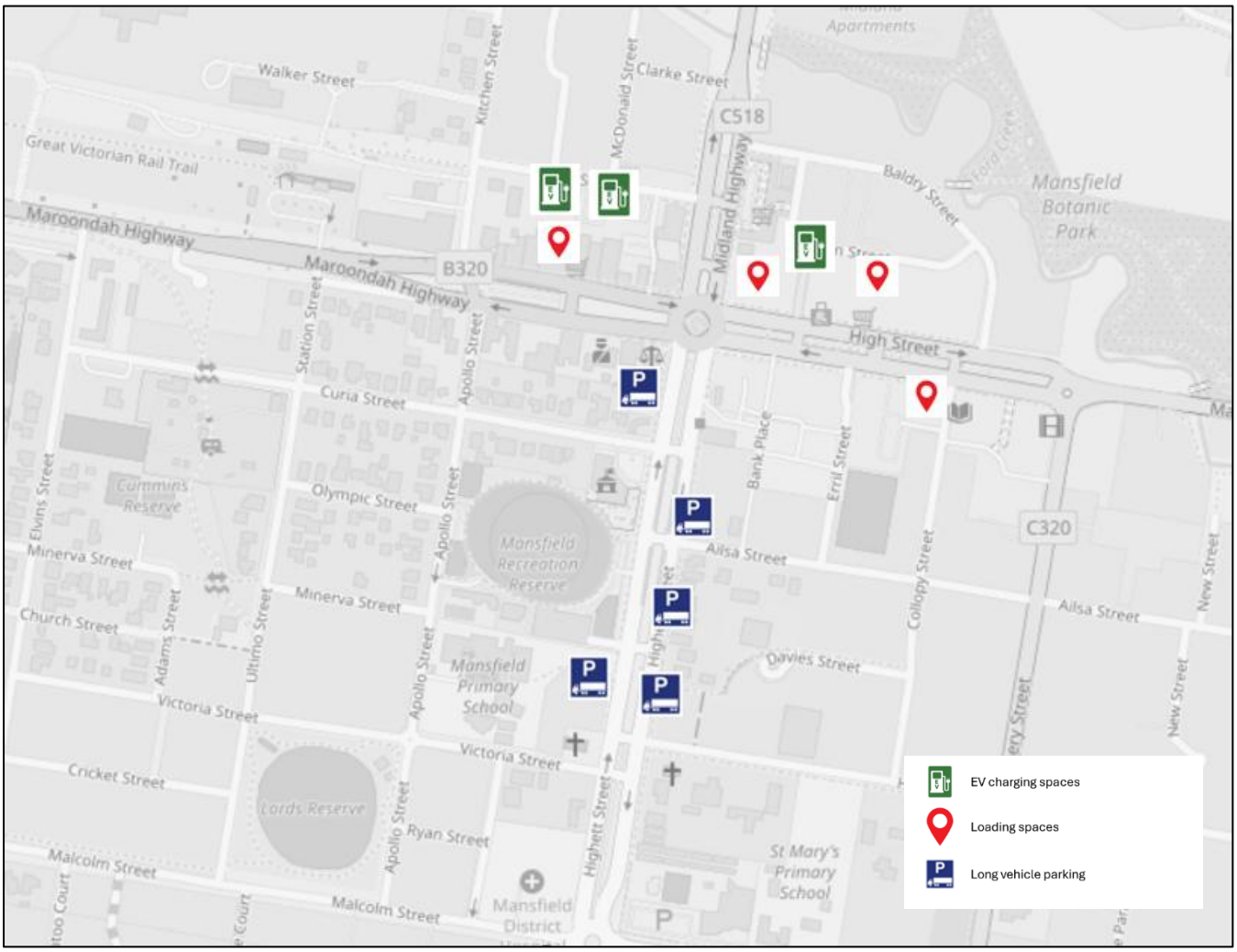


Figure 5: Loading zones, EV charging spaces and long-vehicle spaces

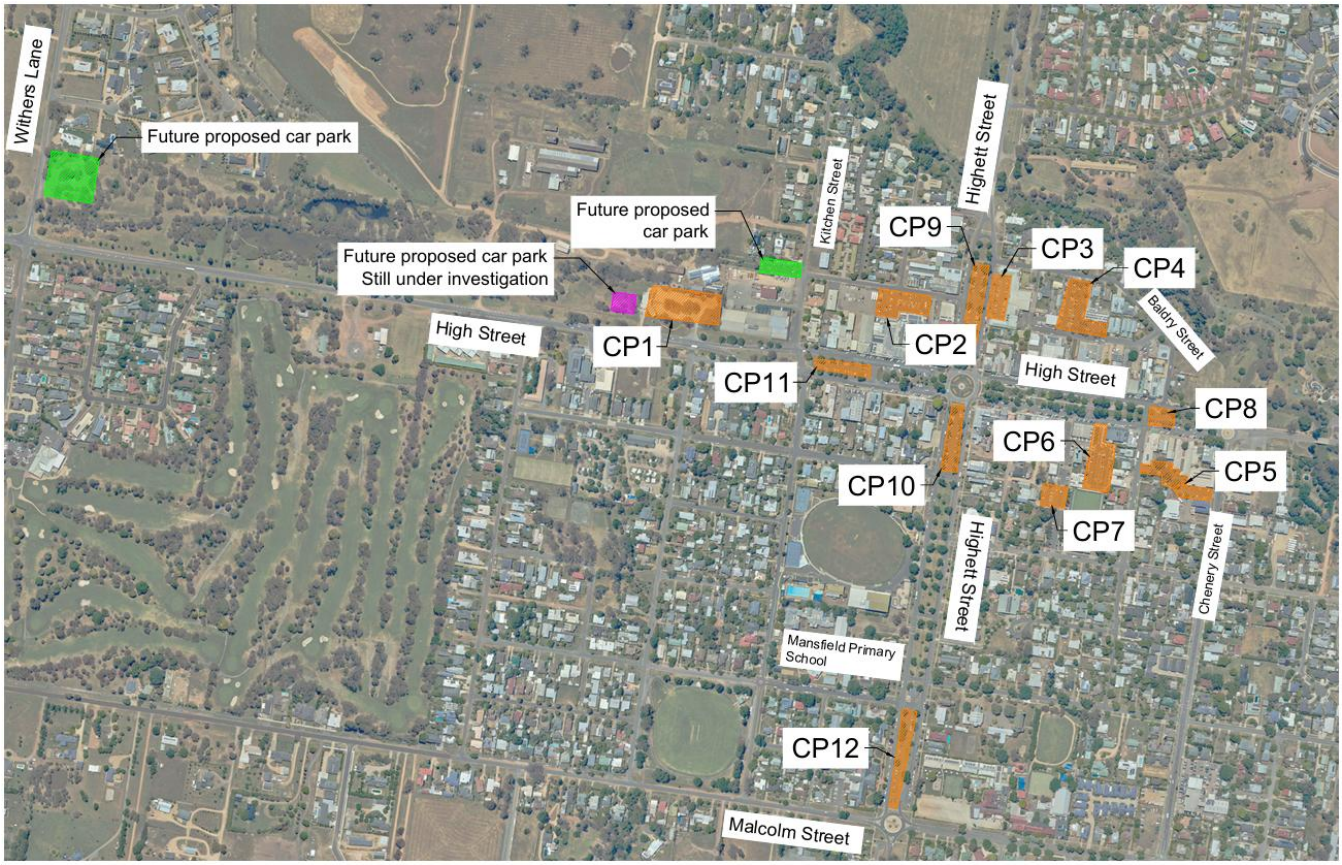


Figure 6: Off-street parking areas

Review of the existing parking spaces indicates that accessible parking spaces are located well-spread through the study area. During the surveyed Friday and Saturday accessible parking spaces were occupied 35% and 19% respectively.

Long vehicle parking zones are provided along Highett Street, with occupancy levels below 50% during the surveyed Friday and Saturday.

Accessible parking spaces and loading zones currently experience low parking demand, with sufficient capacity to cater for any future growth.

Refer to section 7.2 for off-street parking area analysis.

Refer to section 7.7 for EV charging spaces analysis.

6.2 Car parking occupancy

Car parking occupancy surveys were undertaken by Trans Traffic Survey of the on-street and off-street car parking spaces within the Mansfield Township at hourly intervals between 8:00 am and 6:00 pm on:

- Friday 5 September 2025
- Saturday 6 September 2025

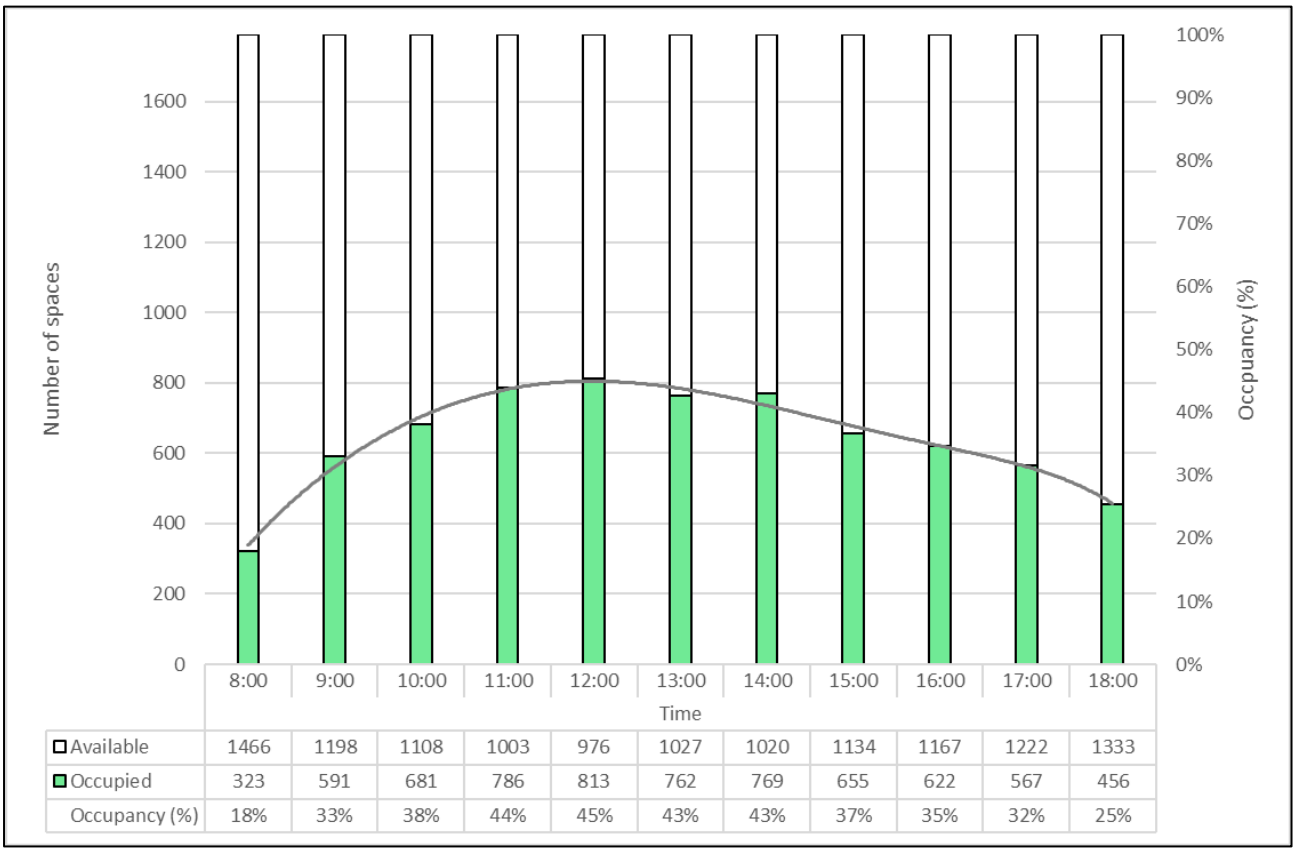
Parking occupancy percentages can generally be summarised as indicated in Table 2.

Table 2: Car parking occupancy summary

Percentage occupancy	Description
< 50%	Low level of parking demand. Customers/patrons have a high probability of finding a space near their destination. Generally parking would not be considered an issue by customers.
50% – 69%	Moderate level of parking demand. Generally parking conditions are considered satisfactory. Generally easy to find spaces when and where they are required.
70% – 79%	Moderate / high level of parking demand. Customers/patrons should generally find spaces with ease. Customers/patrons may be able to find spaces near their destination. However, some annoyance at a perceived lack of parking may be experienced from time to time.
80% – 89%	High level of parking demand. Difficulty finding parking, motorists may circulate around searching for available spaces. Customers/patrons are unlikely to find spaces near their destination and may become annoyed with the lack of convenient parking.
≥ 90%	Very high level of parking demand with the car park appearing “full” and customers/patrons needing to circulate to find any available spaces. Delays occur and some frustration results in the unavailability of parking.

Figure 7 summarises the car parking occupancy within the study area on **Friday 5 September 2025** and Figure 8 provides a summary map showing the car parking occupancy during the peak parking demand of 12:00 pm.

Detailed survey results are shown in Appendix 5 – Car parking survey results.



	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
Available	1466	1198	1108	1003	976	1027	1020	1134	1167	1222	1333
Occupied	323	591	681	786	813	762	769	655	622	567	456
Occupancy (%)	18%	33%	38%	44%	45%	43%	43%	37%	35%	32%	25%

Figure 7: Summary of car parking survey results - Friday 5 September 2025

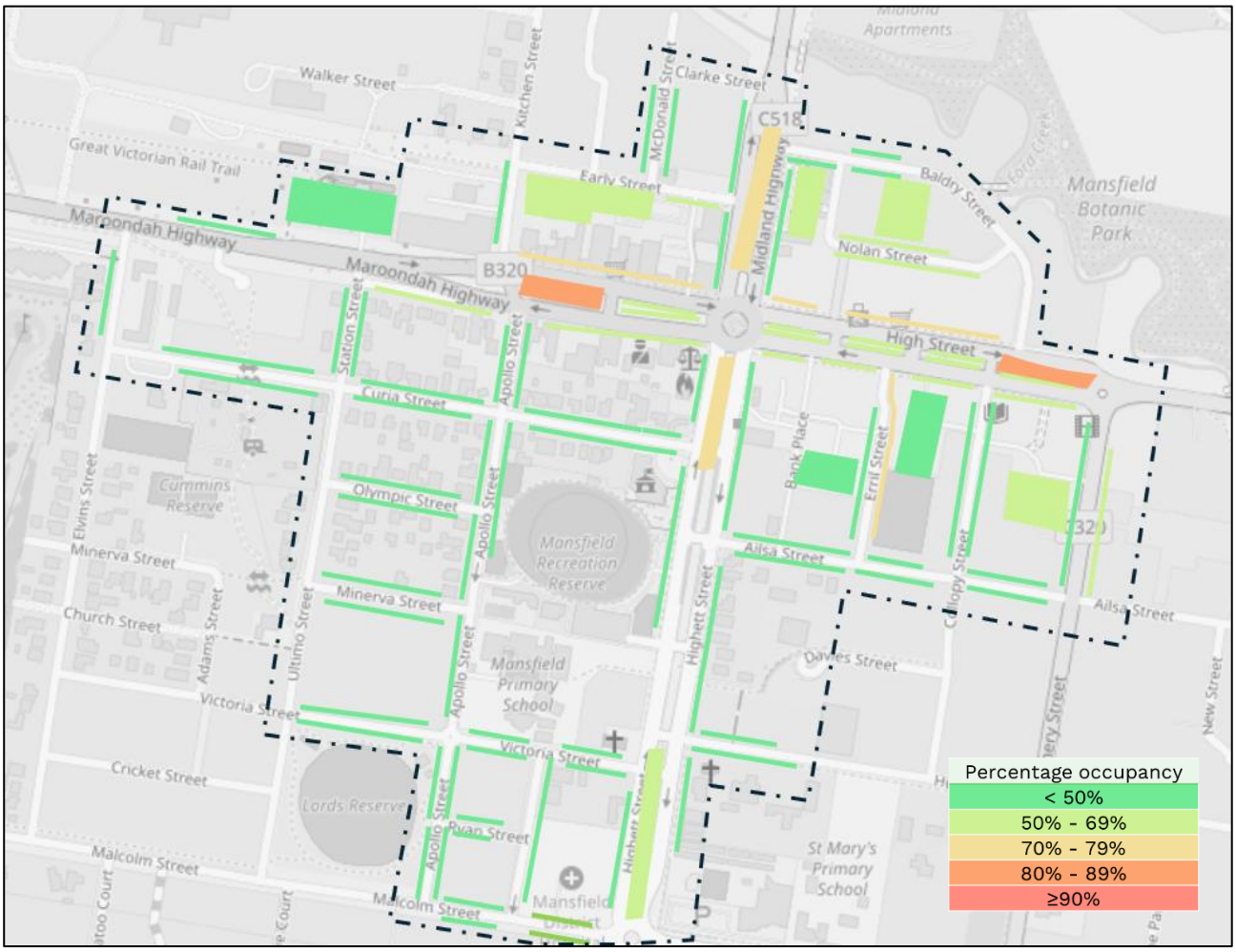
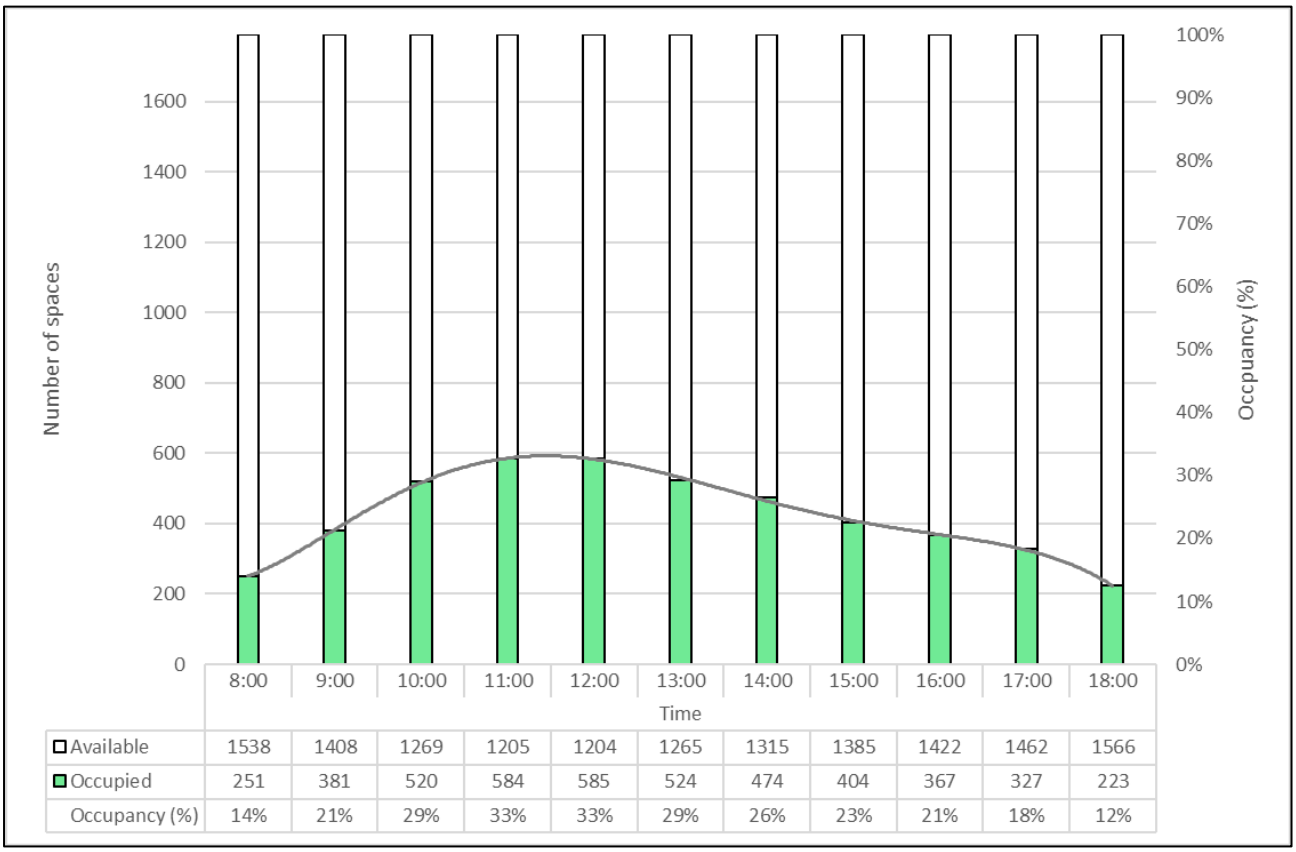


Figure 8: Summary map of car parking occupancy - 12:00 pm Friday 5 September 2025

The car parking surveys indicate that during the Friday peak parking demand of 12:00 pm, the parking occupancy exceeds:

- 70% on the north side of the northern carriageway of High Street
- 70% on the east side of Erril Street
- 70% in CP9 and CP10 off-street car parks
- 80% in CP8 and CP11 off-street car parks

Figure 9 summarises the car parking occupancy within the study area on **Saturday 6 September 2025** and Figure 10 provides a summary map showing the car parking occupancy during the peak parking demand of 12:00 pm.



	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
Available	1538	1408	1269	1205	1204	1265	1315	1385	1422	1462	1566
Occupied	251	381	520	584	585	524	474	404	367	327	223
Occupancy (%)	14%	21%	29%	33%	33%	29%	26%	23%	21%	18%	12%

Figure 9: Summary of car parking survey results - Saturday 6 September 2025



Figure 10: Summary map of car parking occupancy - 12:00 pm Saturday 6 September 2025

The car parking surveys indicate that during the Saturday peak parking demand of 12:00 pm, the parking occupancy exceeds:

- 70% on the west side of McDonald Street
- 70% in CP8 and CP11 off-street car parks
- 80% on the north side of the northern carriageway of High Street.

6.3 Duration-of-stay

The car parking surveys included duration-of-stay data to provide a broad overview of the nature of the visitors within the Mansfield Township.

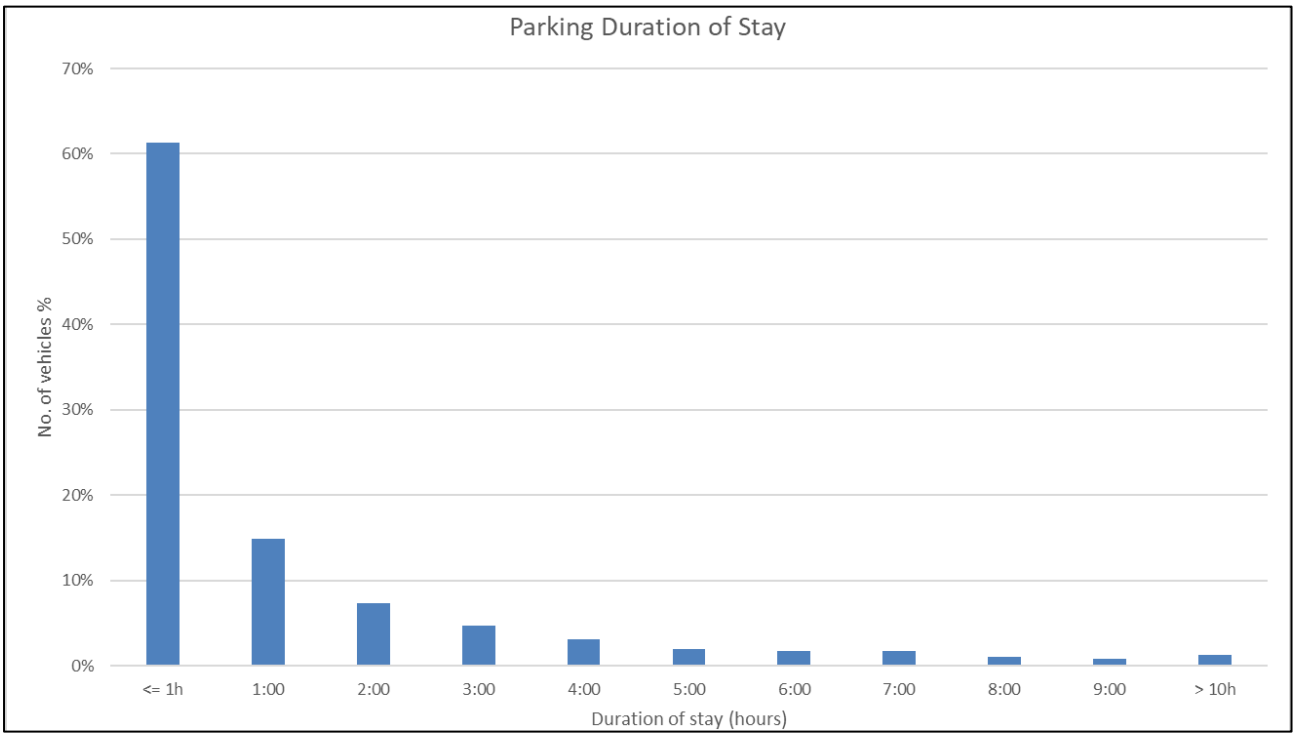


Figure 11: Average duration-of-stay - Friday 5 September 2025

Figure 11 shows the distribution that vehicles stay within the study area during the Friday surveys. This assessment indicates that 83% of the vehicles parked for less than 2 hours, with 61% of the vehicles parked for less than one hour.

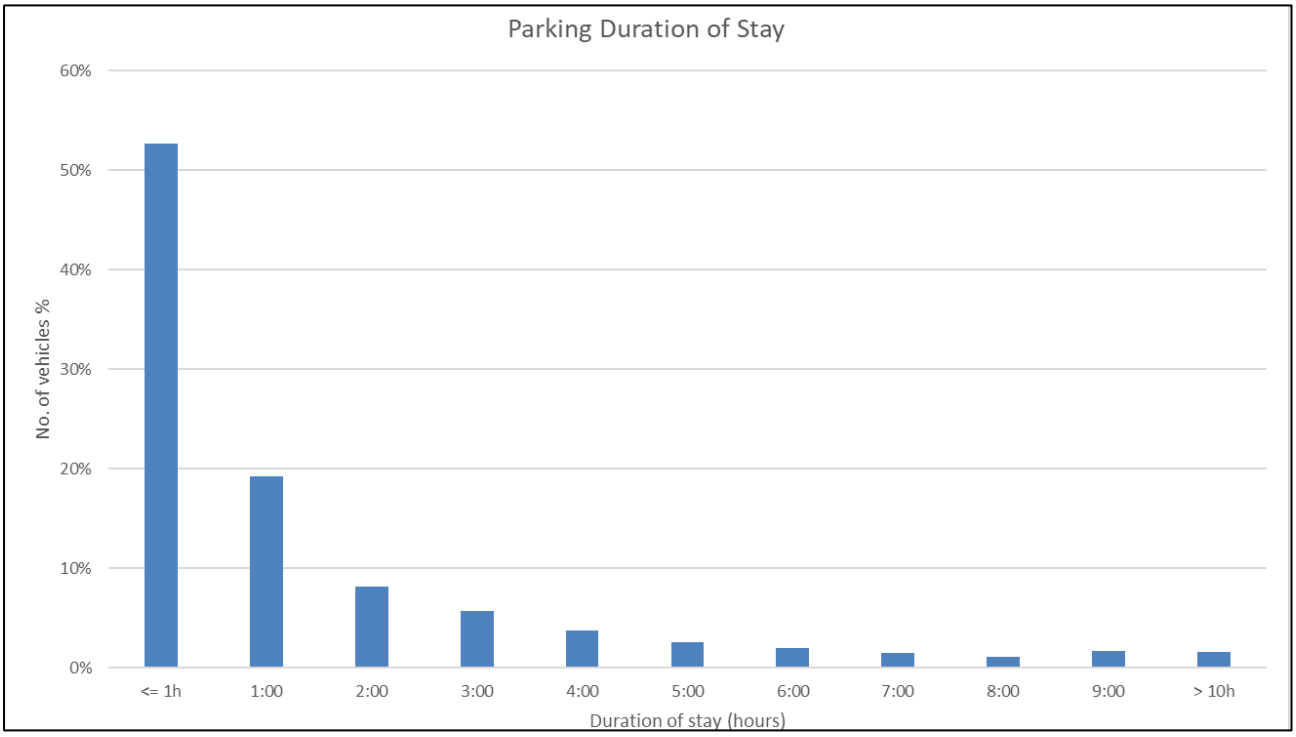


Figure 12: Average duration-of-stay - Saturday 6 September 2025

Figure 12 shows the distribution that vehicles stay within the study area during the Saturday surveys. This assessment indicates that 80% of the vehicles parked for less than 2 hours, with 53% of the vehicles parked for less than one hour.

6.4 Adjacent land use review

The study area consists of a mix of residential and commercial land uses. Most locations have unrestricted parking throughout the entire week. Parking fronting the retail and commercial land uses have time limit restrictions mostly limited to Monday to Friday and shorter, adjusted hours on Saturday, and no restrictions on Sunday.

The east side of Erril Street and north side of the northern carriageway of High Street exceeded 70% occupation during the Friday peak hour. The north side of the northern carriageway of High Street and west side of McDonald Street exceeded 70% parking occupancy during the Saturday peak hour. The duration-of-stay surveys show that most users stay for less than one hour on both Fridays and Saturdays, with very few staying up to the displayed 2-hour limit in areas such as High Street.

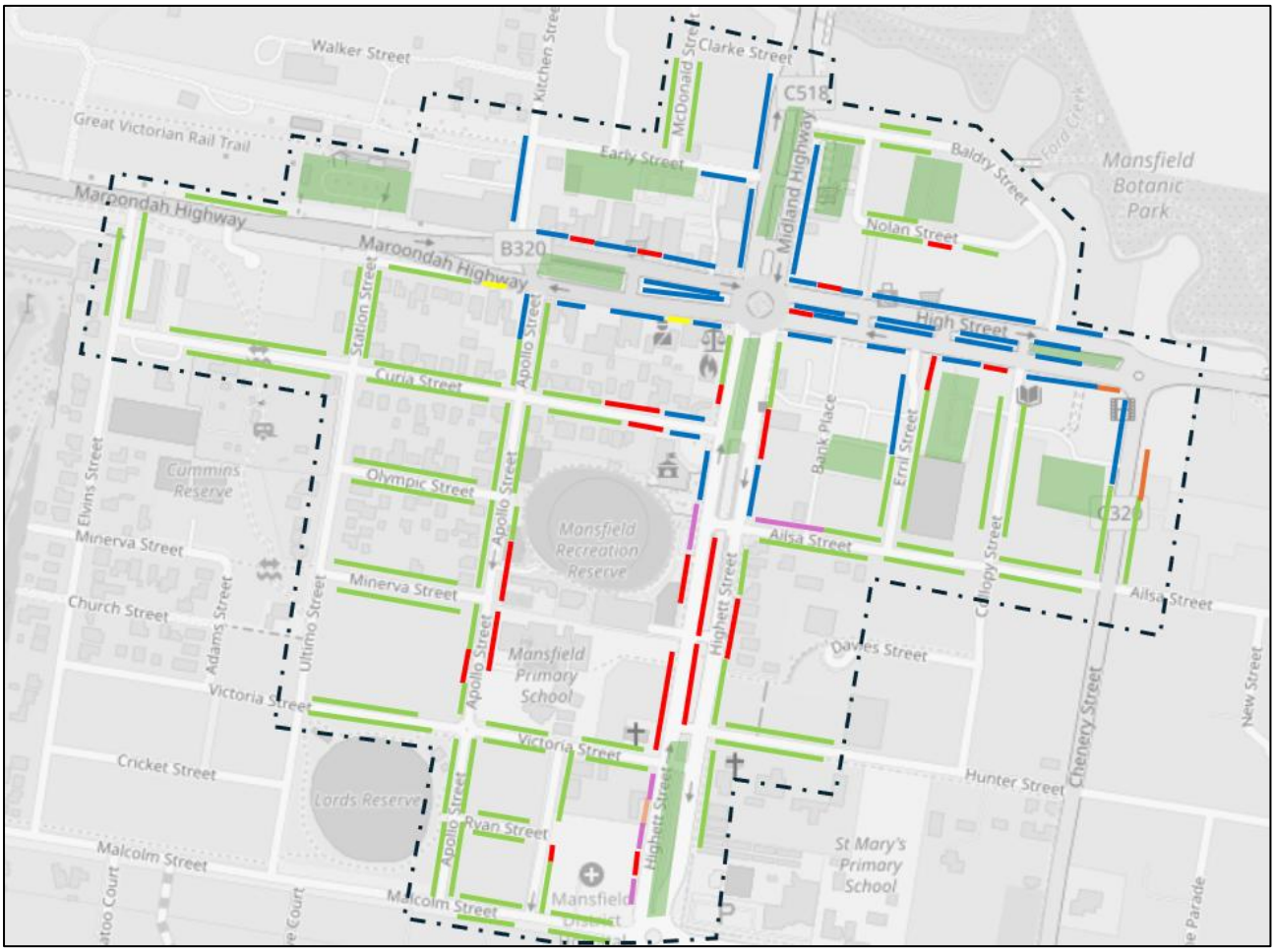
In off-street parking spaces, the percentage of users staying longer than 2 hours is higher, with around 60% of users staying over 2 hours on Friday, and 56% staying over 2 hours on Saturday. Several off-street parking areas do not have any parking restrictions, and could explain the extended duration-of-stay.

Enforcement of the existing parking restrictions could result in changes to the resulting parking occupancy and duration-of-stay, by encouraging turnover at high-value parking spaces adjacent commercial land uses, and by encouraging long-stay parking users such as employees to park at off-street or unrestricted parking spaces. Following an increase in enforcement, it is recommended to monitor the resulting car parking conditions and make changes to the parking restrictions accordingly.

7 Car parking investigations

Traffic surveys have been undertaken to assess the current parking conditions within the Mansfield CBD. The analysis of both on-street and off-street parking has informed the maps below and the recommendations.

Refer to **Appendix 1 – On-Street Parking Analysis**, **Appendix 2 – Off-Street Parking List and Appendix 3 – Off Street Parking Analysis** for detailed survey results and analysis.



7.1 Areas of high parking stress

Areas of high parking stress within the study area were identified by analysing the duration-of-stay data.

Typically, areas with car parking occupancy exceeding 85% are considered to be under high parking stress, where significant circulation is required to find a vacant space. However, given the rural nature of Mansfield and the differing expectations around car parking, the parking stress threshold adopted for Mansfield is 70% at the peak hour.

Based on a review of the parking occupancy data, the following areas were identified to be under parking stress at the peak period:

- On-street parking

    - east side of Erril Street (72% parking occupancy during the Friday peak hour)
    - north side of the northern carriageway of High Street (75% parking occupancy during the Friday peak hour)
    - west side of McDonald Street (75% parking occupancy during the Saturday peak hour)
    - north side of the northern carriageway of High Street (81% parking occupancy during the Saturday peak hour)
- Off-street parking
    - CP8 (86% parking occupancy during the Friday peak hour and 73% parking occupancy during the Saturday peak hour)
    - CP9 (77% parking occupancy during the Friday peak hour)
    - CP10 (73% parking occupancy during the Friday peak hour)
    - CP11 (85% parking occupancy during the Friday peak hour and 75% parking occupancy during the Saturday peak hour)

A review of the parking occupancy data also indicated 2 areas that were under high parking stress outside the peak hours:

- Early Street (100% occupied at 1:00 pm and 3:00 pm)
- Kitchen Street (82% occupied at 4:00 pm)

7.2 Off-street parking

Figure 13 shows the off-street parking locations within the study area.

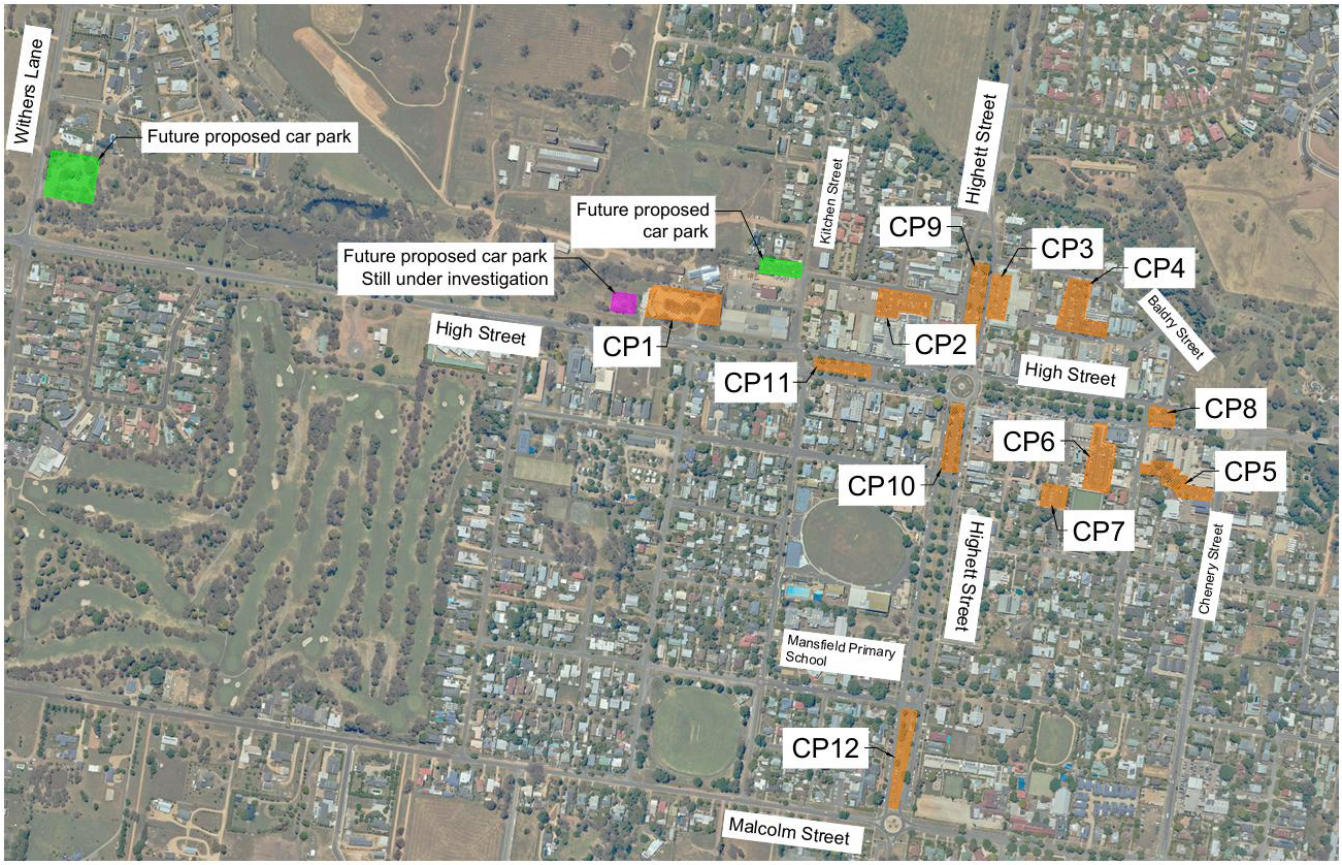


Figure 13 Off-street parking areas

Appendix 3 lists the off-street parking areas in Mansfield, number of parking spaces within each parking area and their rate of occupancy during the Friday and Saturday peak hours.

Appendix 4 provides duration-of-stay data for each off-street parking area.

7.3 Wayfinding

Improved wayfinding signage could direct more drivers towards the off-street parking areas with higher vacancies, reducing the demand on on-street parking spaces.

The existing wayfinding signage within the Mansfield Township is shown in Figure 14 to Figure 17.



Figure 14: CP3 - Highett Street



Figure 15: CP5 - Chenery Street



Figure 16: CP3, CP4, CP10 - High Street

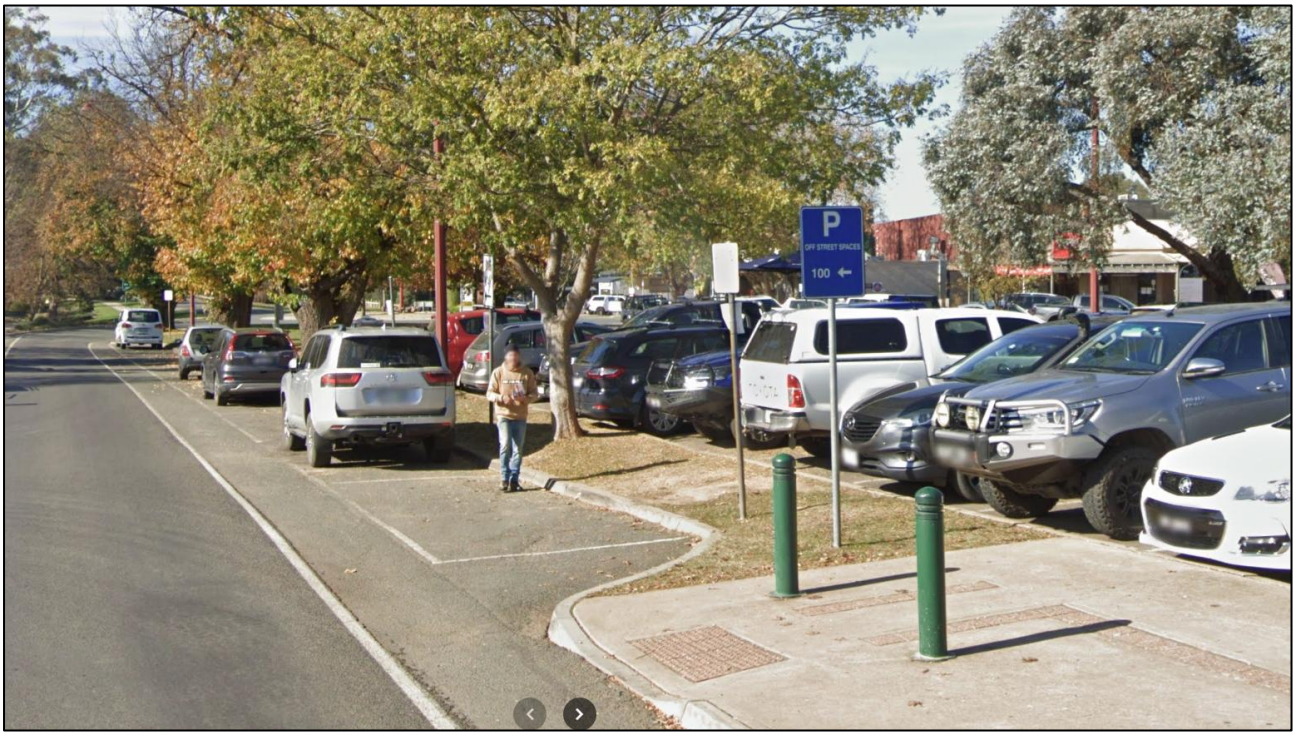


Figure 17: CP4 - High Street



Figure 18: Long vehicle parking - Highett Street

The existing wayfinding signage is inconsistent and unclear at some locations. Improved wayfinding signage for underutilised off-street parking areas, installed along High Street and Highett Street, can direct more drivers towards these parking areas and ease the parking stress on on-street parking spaces. The proposed wayfinding signage location plan is shown in Figure 19.

Highett Street currently allows long-vehicle parking, with the occupancy levels below 50% during the Friday and Saturday peak hours. The existing wayfinding signage for long-vehicle parking spaces is shown in Figure 18. Clear wayfinding signage could be installed at several locations within the town directing long-vehicle drivers towards these parking spaces.

The proposed wayfinding signage location plan for long-vehicle parking spaces is shown in Figure 19.

Consideration could be given to installing automated wayfinding systems that can display the number of parking spaces available at the nearest off-street parking area and direct drivers towards these, which can cater for any future growth in parking demands.

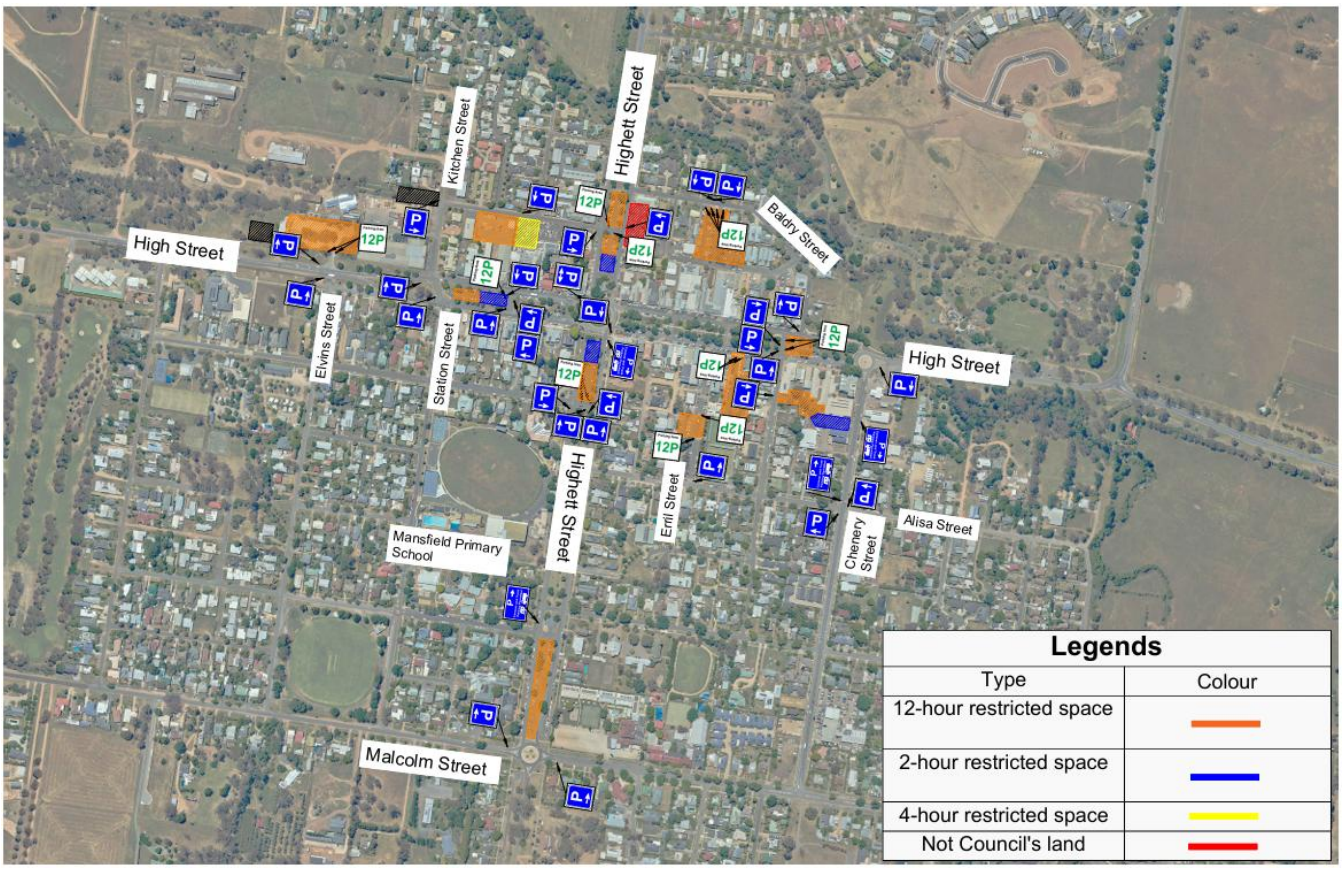


Figure 19: Off-street parking area wayfinding map

7.4 Mount Buller Bus Line (MMBL) parking

Mount Buller Bus Line (MMBL) parking area consists of approx. 36 parking spaces. Council is investigating whether this carpark, with it location and usage, is surplus to needs. Consideration of whether it is located in an appropriate location that supports the broader car parking network has also been undertaken.

Figure 20 shows aerial photography taken on Sunday 26 September 2021, which shows that 8 cars were parked within the MMBL parking area (22% parking occupancy).



Figure 20: MMBL parking area – image captured on Sunday 26 September 2021 (Source: Nearmap)

Site and aerial investigations show that MMBL car park is generally low occupancy, and most of the parking demand is likely to be generated by vehicles associated with the bus line (employees and buses).

The broader Mansfield car parking network consists of enough capacity to accommodate 36 car parking spaces, particularly as the ones in this car park are not utilised for public parking generally.

CP2 adjacent to the MMBL parking, consists of 68 parking spaces, and was 62% occupied during the Friday peak hour, leaving 25 parking spaces unoccupied.

CP1, located approx. 350 m from the MMBL parking area consists of 50 parking spaces and was only 22% occupied during the Friday peak hour, leaving 39 parking spaces unoccupied.

It is considered that this car parking area is surplus to needs, based on its location, usage patterns and presentation to the street.

7.5 Parking around Mansfield Primary School

Mansfield Primary School is bordered by Victoria Street to the south and Apollo Street to the west.



Figure 21: Mansfield Primary School location (Source: Nearmap)

The road network surrounding the Mansfield Primary School provides 18 parking spaces along Apollo Street and 20 parking spaces along Victoria Street as shown in Figure 21 and summarised in Table 3.

Table 3: Parking surrounding Mansfield Primary School

Location / Parking restriction type	**No. of spaces**
Apollo Street (between Minerva Street and Victoria Street)	18 spaces
Unrestricted	11
2P accessible	1
No stopping, bus excepted, 8:30 am – 9:00 am, 3:00 pm - 4:00 pm Mon-Fri school days	6
Victoria Street (between Apollo Street and Loch Street)	20 spaces
Unrestricted	20

Figure 22 and Figure 23 illustrate the parking occupancy during the surveyed Friday along Apollo Street (between Minerva Street and Victoria Street) and Victoria Street (between Apollo Street and Loch Street), respectively.

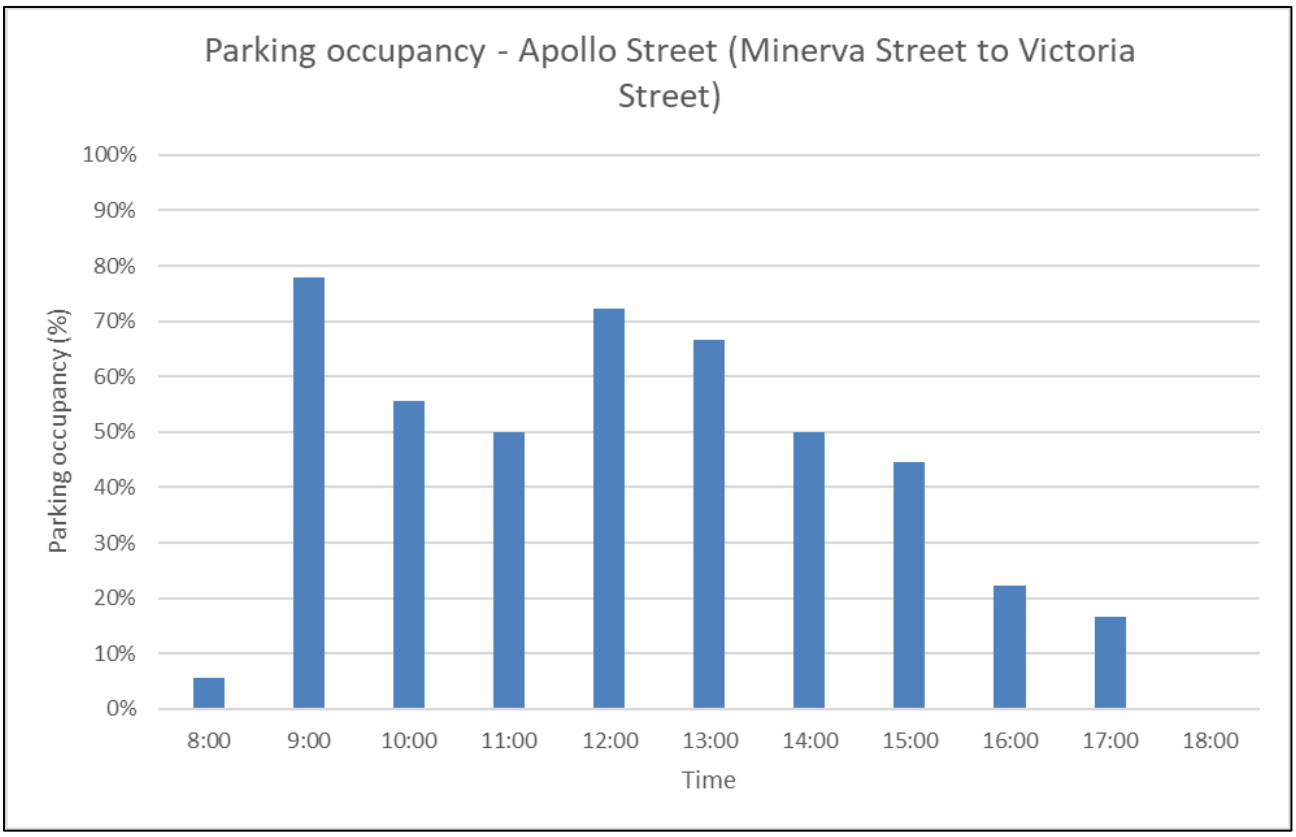


Figure 22: Parking occupancy - Apollo Street (between Minerva Street to Victoria Street) – Friday 5 September

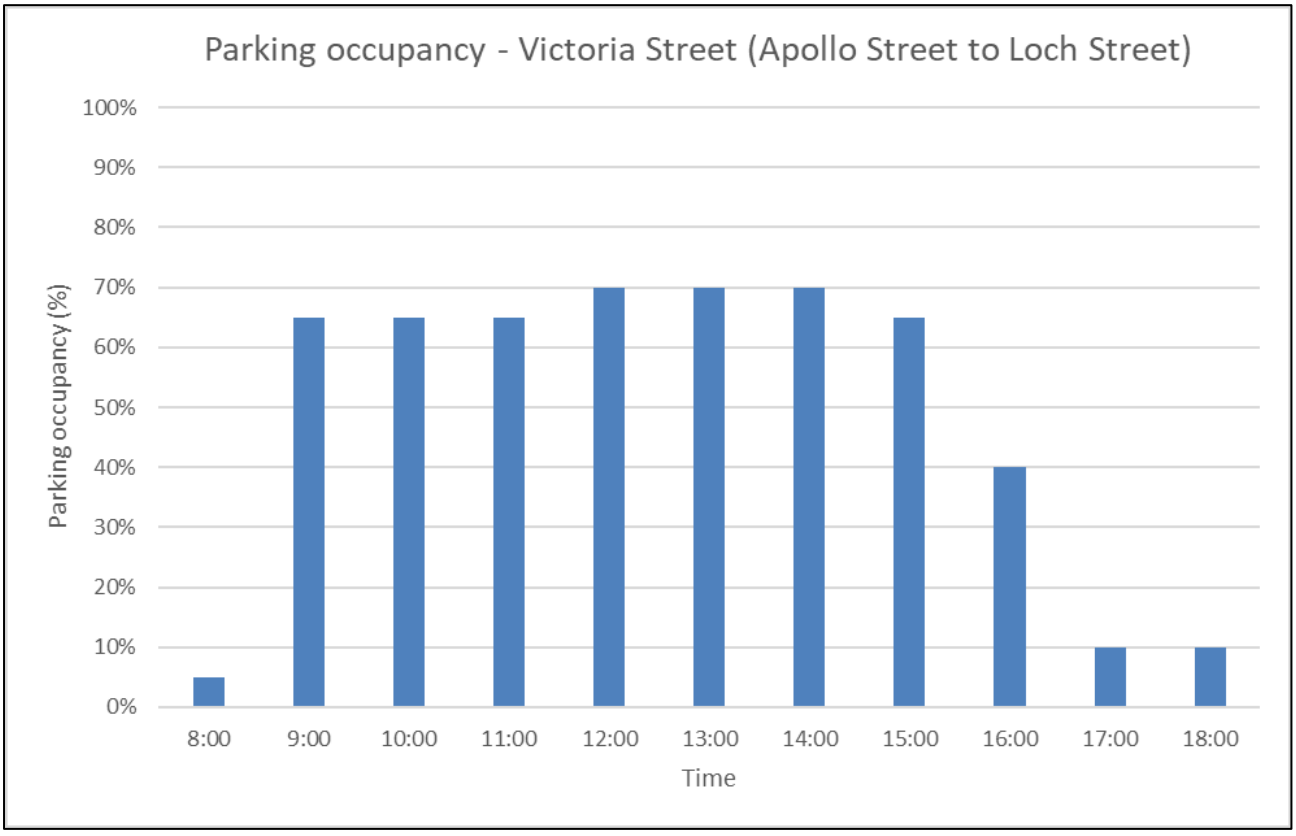


Figure 23: Parking occupancy - Victoria Street (between Apollo Street to Loch Street) - Friday 5 September

Table 4 summarises the parking occupancy rates of Apollo Street (between Minerva Street and Victoria Street) and Victoria Street (between Apollo Street and Loch Street) for the morning and evening school peak hours.

Table 4: Parking occupancy rates during the peak hours

Peak hour	**Occupancy rate**	
	Apollo Street	Victoria Street
8:00 am – 10:00 am	78%	65%
2:00 pm – 4:00 pm	72%	70%

The street network immediately surrounding Mansfield Primary School experiences high parking stress during the morning and evening school peak hours. However, the high parking occupancy rates are constrained to the portion of Apollo Street between Minerva Street and Victoria Street, and the portion of Victoria Street between Apollo Street and Loch Street, that immediately border the school. In contrast, the rest of Apollo Street and Victoria Street experience low parking occupancy, showing how a higher parking demand is concentrated around the school. This parking demand is likely to be generated by school staff and parents.

Figure 24 shows the parking occupancy experienced by the rest of Apollo Street, and Figure 25 shows the parking occupancy experienced by the rest of Victoria Street.

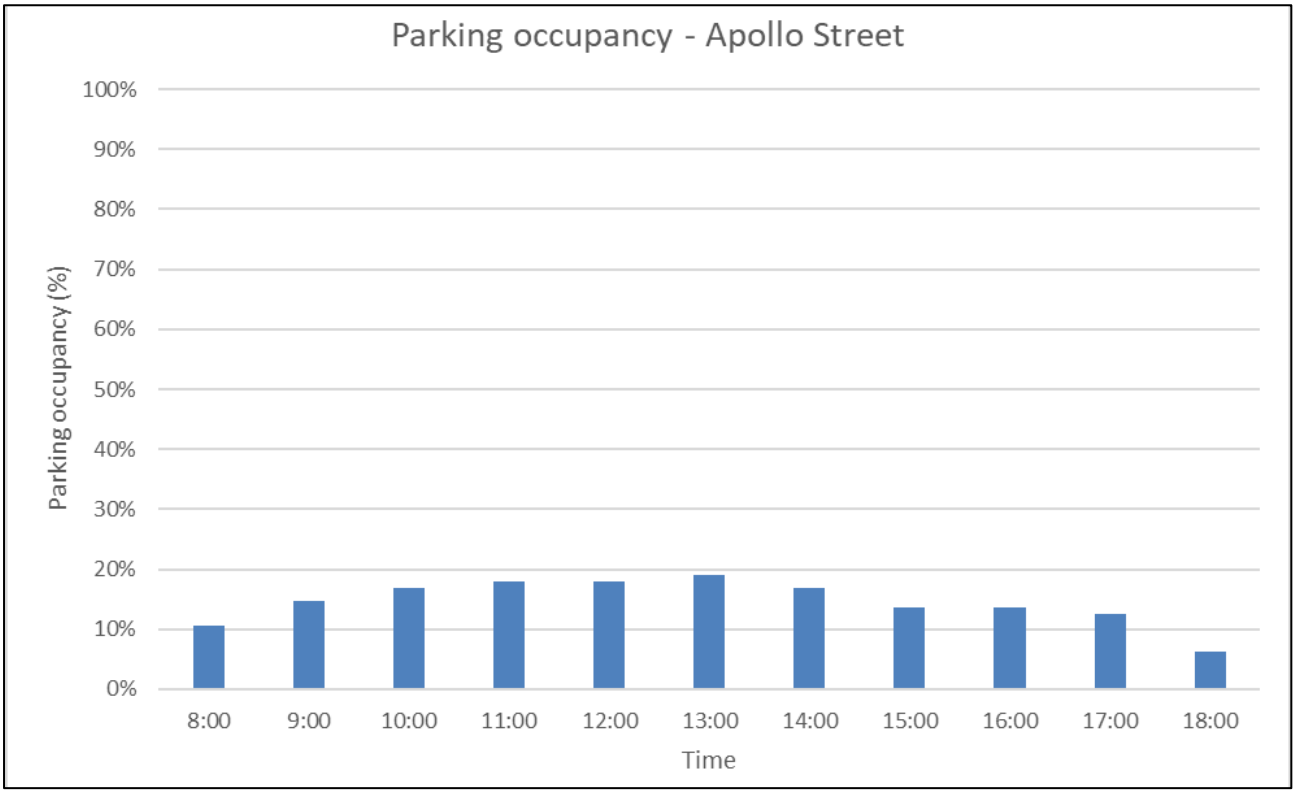


Figure 24: Parking occupancy - Apollo Street (excluding parking spaces between Minerva Street and Victoria Street) – Friday 5 September



Figure 25: Parking occupancy - Victoria Street (excluding parking spaces between Apollo Street and Loch Street) – Friday 5 September

10-minute drop-off and pick-up spaces could be implemented at high-value parking spaces, nearest to the school during the school peak hours. The west side of Apollo Street currently provides 11 unrestricted parking spaces, a few of which could be turned into 10-minute drop-off and pick-up spaces, as shown in Figure 26. The existing pedestrian crossing at Apollo Street will assist students safely cross the road.



Figure 26: Proposed 10-minute pick-up and drop-off spaces

Implementing parking restrictions near the school will encourage staff generating long-term parking demands to seek parking further from the school. This will help reserve the high-value parking spaces near the school for short-term parking demands generated by parents.

As shown in Figure 24 and Figure 25, Apollo Street and Victoria Street further away from school consists of low parking occupancy. School staff could be encouraged to park further away along these streets.

This will improve the overall efficiency and safety of the traffic circulation within the immediate surrounding of the school particularly during the peak periods.

7.6 Parking around Mansfield District Hospital

Mansfield District Hospital is bordered by Highett Street to the east and Malcolm Street to the south, as shown in Figure 27.



Figure 27: Mansfield District Hospital location (Source: Nearmaps)

The road network surrounding the Mansfield District Hospital provides 14 parking spaces along Malcolm Street and 17 parking spaces along Western Highett Street, as summarised in Table 5.

Table 5: Parking surrounding Mansfield District Hospital

Location / Parking restriction type	**No. of spaces**
Malcolm Street (between Highett Street to Loch Street)	14 spaces
Unrestricted	14
Western Highett Street (between Victoria Street to Malcolm Street)	17 spaces
10-mins	1
1P accessible	3
1-hour restricted	12
Pick-up drop-off	1

Figure 28 shows the parking occupancy during Friday 5 September along Western Highett Street, which was less than 70% at all times, while the parking occupancy of Malcolm Street during Saturday 6 September was 0% at all times. This indicates that the road network surrounding the Mansfield District Hospital is typically not under high parking stress.

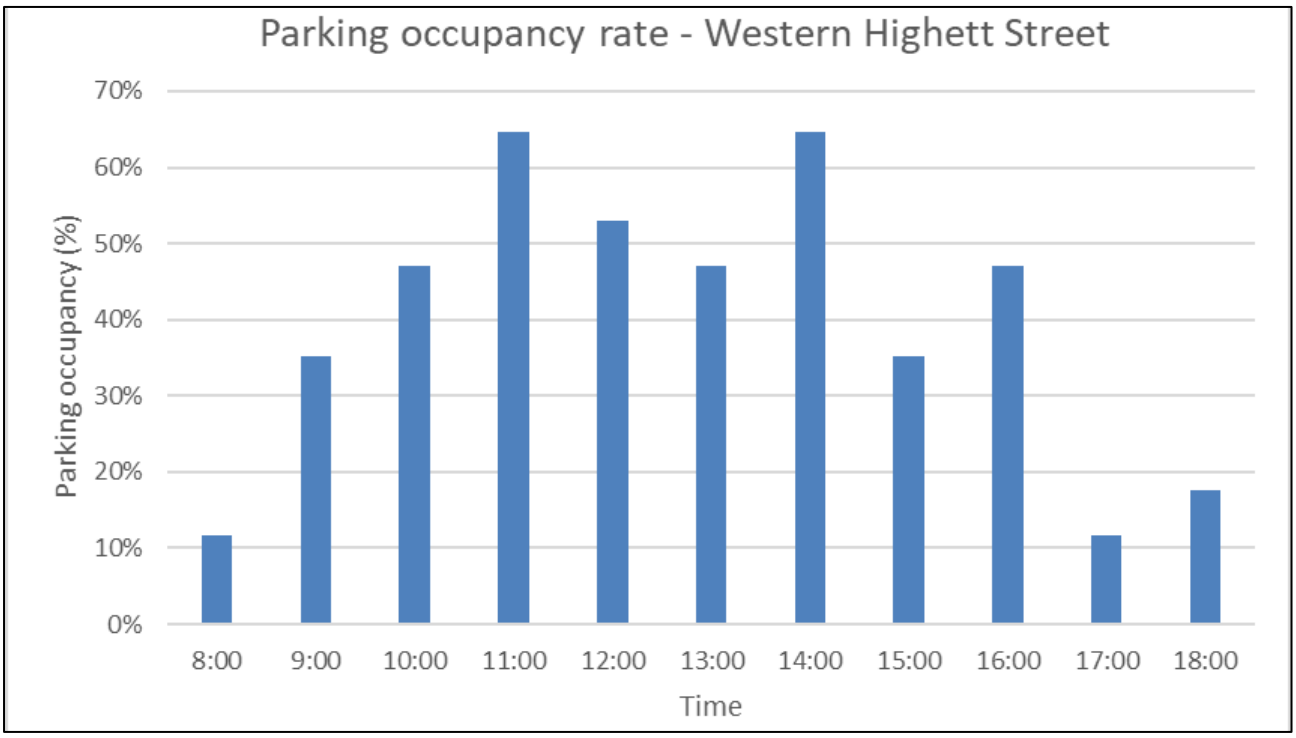


Figure 28: Parking occupancy - Western Highett Street - Friday 5 September

7.7 EV charging spaces

Zero emissions vehicle roadmap (VZEVR) was published by the Victorian Government in 2021, which includes installing EV charging stations across regional Victoria as one of its sustainable targets.

Review of car parking infrastructure indicated that there are only 3 EV charging zones within the study area. During the surveyed Friday and Saturday, the EV charging spaces experienced a parking occupancy of 39% and 28% respectively. Although the current demand is low, it is almost certain that the use of electric vehicles will increase in the future, and increasing the number of EV charging spaces available will be beneficial to address the potential future demand.

Recommendation 14: Increase the number of EV charging spaces

7.8 Bicycle parking rails

A review of the adequacy and placement of bicycle parking within Mansfield (refer Figure 29) shows that bicycle parking rails are placed well spread along High Street. Consideration could be given to implementing more bicycle parking rails along Highett Street.

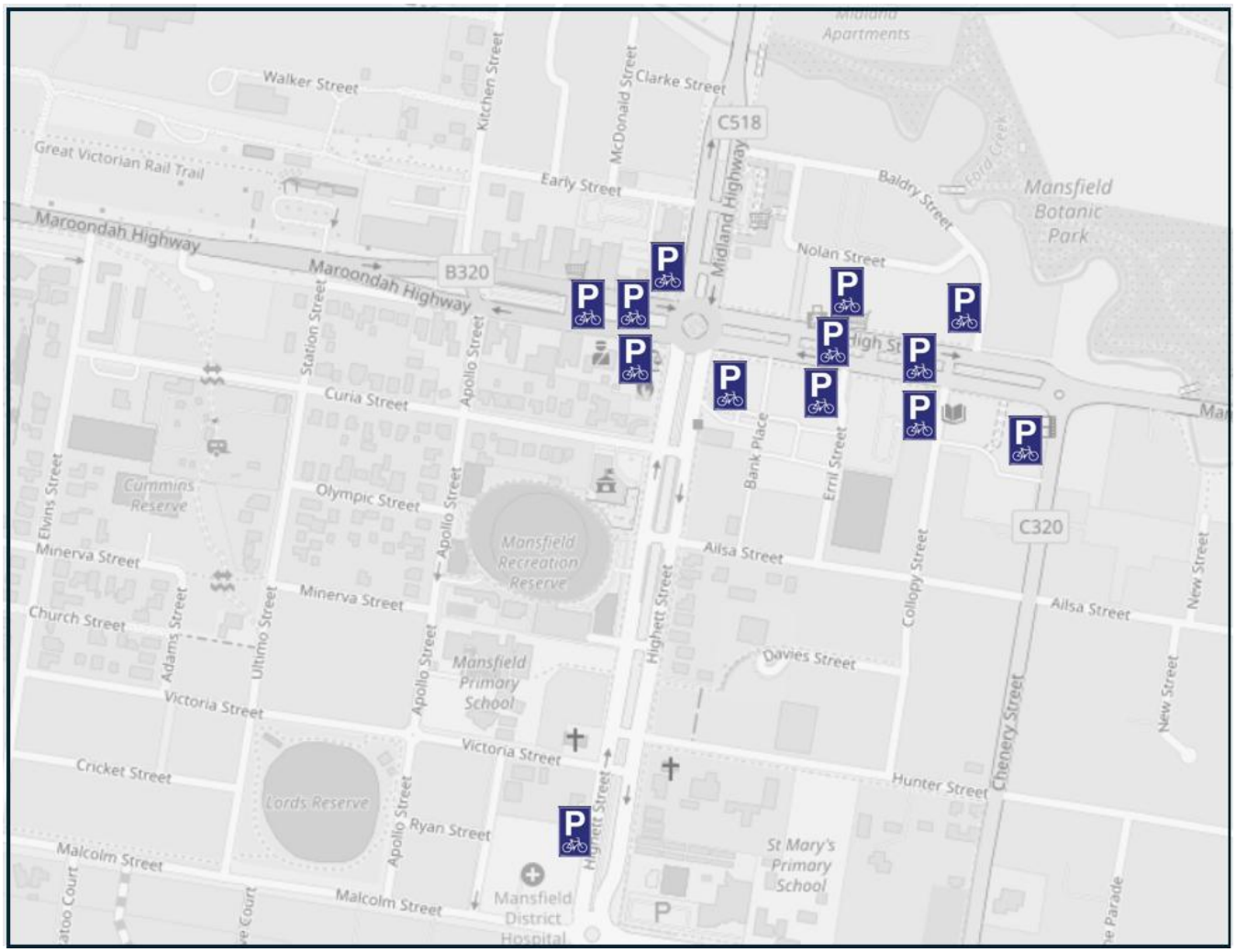


Figure 29: Bicycle parking rail locations

Recommended locations for installing bicycle parking rails along Highett Street are shown in Figure 30.

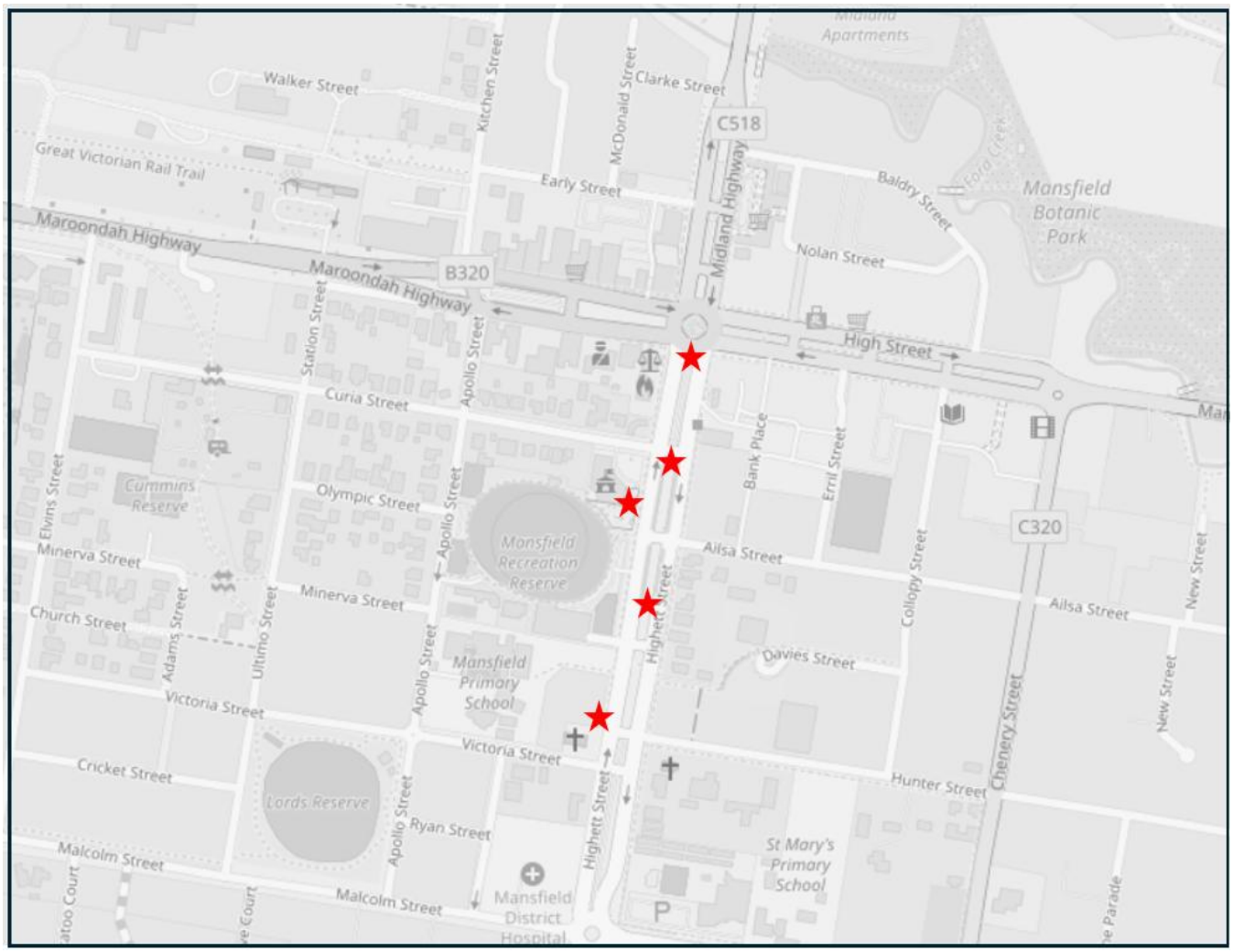


Figure 30: Recommended locations for bicycle parking rails along Highett Street

Recommendation 15: Install bicycle parking spaces along Highett Street.

7.9 Technology review

The study area consists of 12 off-street parking areas. With the exception of the parking areas located within the medians of High Street and Highett Street, the remaining off-street parking areas are heavily underutilised. Automated wayfinding systems could assist drivers in locating these available parking spaces nearer to their destinations and with suitable time restrictions, thereby reducing unnecessary circulation and improving overall traffic efficiency in the area.

Some councils within Victoria utilise electronic parking sensors and smart parking systems to effectively manage parking resources. Melbourne, Stonnington, Manningham and Brimbank City Councils use electronic parking sensors to accurately monitor time-restricted parking spaces and efficiently manage parking enforcement resources.

City of Stonnington reports that, after a successful 6-month trial period based in 3 local shopping precincts, the effectiveness of parking enforcement from the sensor technology resulted in a significant improvement in parking compliance, with a 32% drop in the number

of drivers overstaying timed parking restrictions[1]. Electronic parking sensors are installed underneath car parking bays which register when a vehicle enters and leaves the parking bay. The sensor alerts parking officers if a vehicle has overstayed time restrictions for a particular parking bay, helping to effectively manage parking enforcement resources.

Frankston City Council is currently trialling a Smart Parking system, aimed at assisting drivers locate available parking spots, reduce parking stress, minimise parking overstays, relay parking information to parking officers and gather data to help council make informed decisions about parking. Sensors installed under parking bays detect when vehicles arrive in each bay and the information is shared on a public map, allowing drivers to locate available parking spaces. Digital signs displaying real-time data of available parking spaces are also installed in several locations, which can direct drivers towards available parking spaces[2].

Smart parking systems that provide drivers with real-time information about off-street parking areas, the number of available parking spaces and parking restrictions and pay for parking via smartphones could direct more drivers towards the off-street parking areas and help drivers find parking spaces with less circling.

Recommendation 16: Further investigate parking technologies to improve wayfinding.

[1] Source: https://www.stonnington.vic.gov.au/Services/Parking/Parking-sensors

[2] Source: https://www.frankston.vic.gov.au/Community-and-Health/Transportation-and-parking/Smart-Parking-Trial

8 Recommendations

The strategic recommendations focus on broader township-wide parking management issues identified through the parking surveys, community consultation, land use review and assessment of existing parking conditions. These recommendations are intended to improve the overall operation, accessibility and efficiency of the parking network and support future growth, changing travel patterns and community needs.

The recommendations presented in this section address matters that extend beyond individual locations, including parking management, enforcement, wayfinding, long-term planning and emerging transport trends.

Strategic Issue	Findings	Recommendations	Outcomes/comments
Wayfinding	Substandard wayfinding or confusing and inadequate way finding in and around CBD contributing to underutilised car parks.	**Recommendation 1:** Improve wayfinding based on proposed wayfinding scheme below [refer to wayfinding appendix]	Potential improvements to availability of parking spaces in the CBD and utilisation improvements of underutilised car parks.
Overnight parking and time restrictions	Mansfield Shire Council has reported overnight parking by tourists and Mount Buller visitors in car parks in CBD of Mansfield. Cars can be left at these premium car parks for days and weeks and significantly decrease the turnover.	**Recommendation 2:** In the short term, implement time limit restrictions as follows: • Apply a 12-hour time limit to all unrestricted parking areas, excluding on-street parking areas. • Apply two 15-minute carparks in CP5	Potential improvements to availability of parking spaces in the CBD. Overnight stays and long-stays in high value car parks can be expected to be decrease.
Local laws monitoring and review	Local laws have been revamped by Council.	**Recommendation 3:** Monitor the outcome of car parking compliance, in relation to occupancy and duration-of-stay and	

Strategic Issue	Findings	Recommendations	Outcomes/comments
		make changes accordingly once the results of that compliance are assessed.	
Enforcement	Some off-street and on-street sites have high rate of overstaying.	**Recommendation 4:** Undertake increased enforcement in recommended areas, increase inspection intervals during peak hours for identified areas with higher rate of overstaying.	Enforcement schedule to be reviewed based on the recommended areas for enforcement.
Seasonal demand monitoring	Parking surveys for this parking study may not fully reflect the parking demand during different season such as demand during ski season.	**Recommendation 5:** Conduct parking surveys during different times of the year identified by Council as seasons/period of high demand.	Seasons/periods to conduct additional parking surveys are: • Ski Season in August. • Major Holidays such as Good Friday and Easter period. • Australia Day
EV charging infrastructure	Due to growth of EVs, the number of EV charging stations are limited in Mansfield CBD area.	**Recommendation 6:** Install EV chargers in CP2, CP4, CP6, CP7	Increasing the EV chargers in CP2, CP4, CP6, CP7 can increase the demand in these carparks which are currently underutilised.
Bicycle parking rails	The existing bike rails have been distributed fairly in the CBD area of Mansfield, however there are gaps which can be field by installing bike rails strategically.	**Recommendation 7:** Install bike rails as proposed, refer to appendix – Bike rails to see the plan.	Install bike racks as per Mansfield Active Transport Links program or future shared paths.

Strategic Issue	Findings	Recommendations	Outcomes/comments
Long vehicle, caravan and trailer parking	Long vehicle parking wayfinding and availability is lacking especially in areas along Highett Street which can	**Recommendation 8:** Install Long Vehicle, caravan and trailer wayfinding. Refer to appendix 7 – Long Vehicle Parking to see the plans.	Installing wayfinding signage for such vehicles will direct these vehicles outside of the areas with high rate of parking demand.
Mount Buller bus line carpark	Mount Buller bus line parking is an underutilised carpark with minimal signage, with its current setting the carpark resembles to a private carpark.	**Recommendation 9:** Add/removing this carpark will have minor impact on the current network. This carpark could be disposed of and the funds allocated to alternative infrastructure.	The adjacent foodworks carpark is underutilised and future carparks around this area will cover any increase demand in future.
Mansfield District Hospital	Mansfield on-street parking has relatively moderate occupancy rate, the median carpark in front the hospital, CP12, can have low turnover and moderate-high occupancy rate.	**Recommendation 10:** Expand the median carpark in front the hospital and add additional carparking in CP12 to accommodate for demand.	Monitor and review CP12 time restriction.
Mansfield Primary school precinct	High parking occupancy observed during school peak periods with parking demand concentrated immediately adjacent to the school. Parking demand is likely generated by school staff and parents.	**Recommendation 11:** Implement 10-minute pick-up and drop-off spaces along Victoria street near the school. **Recommendation 12:** Implement 15-minutes time restricted parking spaces in CP12 median carpark close to Mansfield Primary School.	Monitor the time restrictions.

8.1 Recommended areas for enforcement

Mansfield have Community Safety Officers and a priority list of locations for enforcement has been prepared as part of the parking study. Table 6 details the recommended areas for enforcement.

Table 6: Recommended areas for enforcement

Location	Recommendation
Northern carriageway of High Street	Friday peak hour – 46% overstays Saturday peak hour – 42% overstays Enforcement will encourage drivers to park at unrestricted parking areas such as CP4, CP6 and CP7.
Erril Street	Friday peak hour – 16% overstays Enforcement will encourage drivers to park at CP7, unrestricted parking area accessed via Erril Street.
CP2	Friday peak hour – 41% overstays Saturday peak hour – 23% overstays Enforcement will encourage parking turnover, and long-stay parking users to seek unrestricted parking areas.
CP3	Friday peak hour – 68% overstays Saturday peak hour – 70% overstays Privately owned car park Council can liaise with the car park owners in enforcing the parking restrictions within the car park.
CP5	Friday peak hour – 25% overstays Enforcement will encourage a high parking turnover.
CP10	Friday peak hour – 78% overstays Saturday peak hour – 97% overstays Enforcement will encourage parking turnover, and long-stay parking users to seek unrestricted parking areas.
CP11	Friday peak hour – 64% overstays Saturday peak hour – 71% overstays Enforcement will encourage parking turnover, and long-stay parking users to seek unrestricted parking areas.

Enforcement of the parking restrictions will encourage long-stay parking users to park at unrestricted parking areas further away from ‘premium’ locations.

The following parking areas offer unrestricted parking spaces and are generally underutilised:

- CP1 – 50 unrestricted parking spaces
- CP4 – 99 unrestricted parking spaces
- CP6 – 82 unrestricted parking spaces
- CP7 – 26 unrestricted parking spaces.

Implementation of wayfinding signage will direct drivers towards these off-street parking areas.

8.2 Future development

Given that car parking occupancies across the study area are generally low, there is sufficient car parking capacity to accommodate a significant amount of future development within Mansfield.

On this basis, there is likely no need for additional parking areas.

9 Monitoring and review

Following the implementation of the recommendations included in this report, a structured monitoring and review program should be established to assess the effectiveness of the treatment measures.

The program would include repeat parking surveys identical to those undertaken as part of this initial review in this report at least 12 months after the implementation, ideally during the peak winter season. This will allow for a direct comparison against the baseline data collected during the initial study.

Ongoing reassessments may also be required following large scale developments, infrastructure projects or significant changes in Council policy to ensure that the parking within the township area continues to meet the needs of the community.

10 Conclusions and recommendations

This study has assessed the existing conditions and future needs of the Mansfield Township, including:

- existing parking resources, types of restrictions and occupancy durations
- land uses within the study area and the interaction between the land use and the car parking occupancies
- on-street and off-street parking areas with high parking stress
- future developments within the study area and the future car parking demands
- proposed technological devices, enforcement measures and changes to parking restrictions

The following recommendations have been identified for consideration within the study area:

Recommendation 1: Improve wayfinding based on proposed wayfinding scheme below

Recommendation 2: In the short term, implement time limit restrictions as follows:

- Apply a 12-hour time limit to all unrestricted parking areas, excluding on-street parking areas.
- Apply two 15-minute carparks in CP5

Recommendation 3: Monitor the outcome of car parking compliance, in relation to occupancy and duration-of-stay and make changes accordingly once the results of that compliance are assessed.

Recommendation 4: Undertake increased enforcement in recommended areas, increase inspection intervals during peak hours for identified areas with higher rate of overstaying.

Recommendation 5: Conduct parking surveys during different times of the year identified by Council as seasons/period of high demand.

Recommendation 6: Install EV chargers in CP2, CP4, CP6, CP7.

Recommendation 7: Install bike rails as proposed, refer to appendix – Bike rails to see the plan.

Recommendation 8: Install Long Vehicle, caravan and trailer wayfinding signage, refer to appendix – wayfinding to see the plan.

Recommendation 9: Add/removing this carpark will have minor impact on the current network. This carpark could be disposed of and the funds allocated to alternative infrastructure.

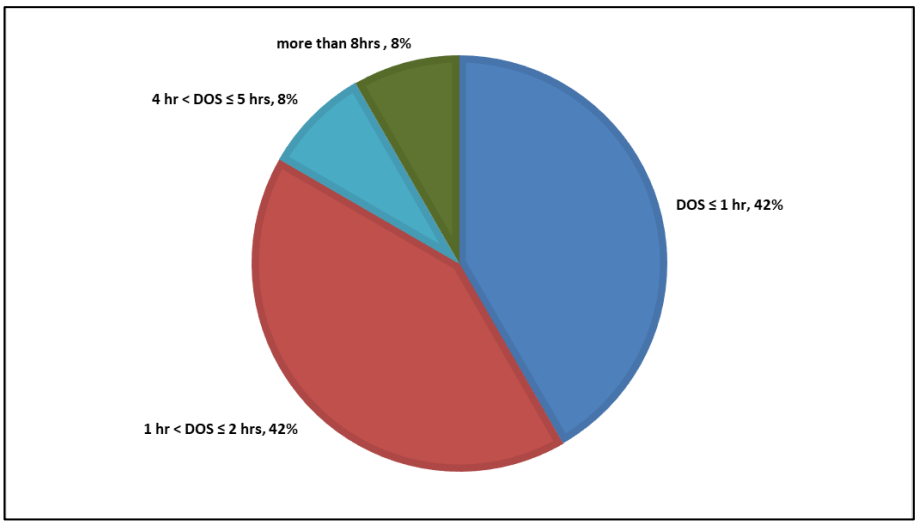
Recommendation 10: Expand the median carpark in front the hospital and add additional carparking in CP12 to accommodate for demand.

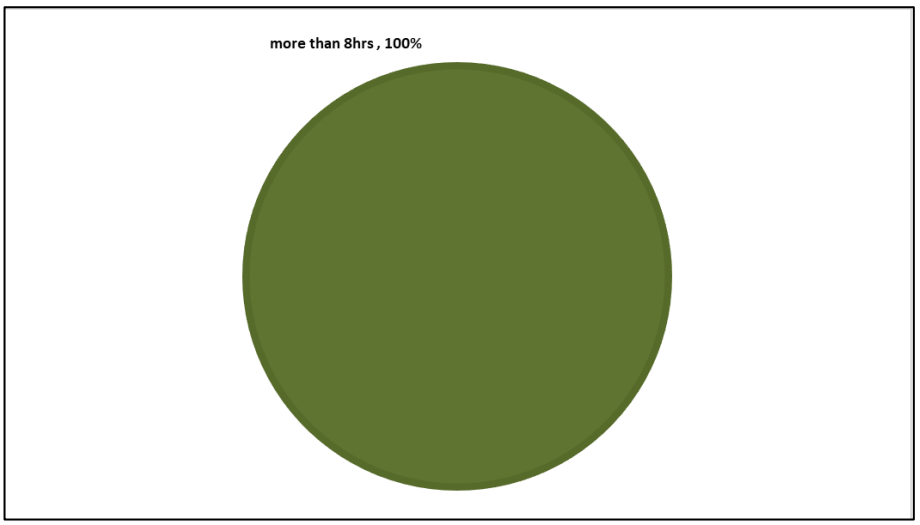
Recommendation 11: Implement 10-minute pick-up and drop-off spaces along Apollo Street and Victoria street near the school.

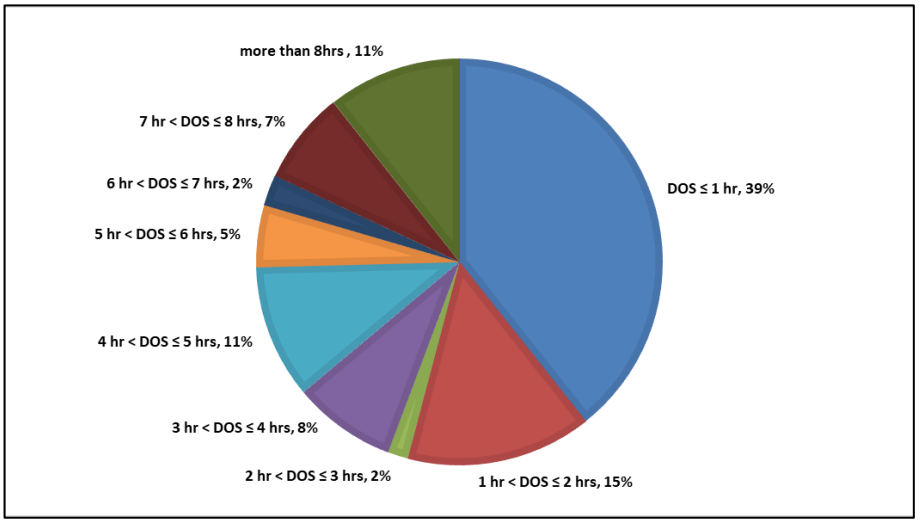
Recommendation 12: Implement 15-minutes time restricted parking spaces in CP12 median carpark close to Mansfield Primary School.

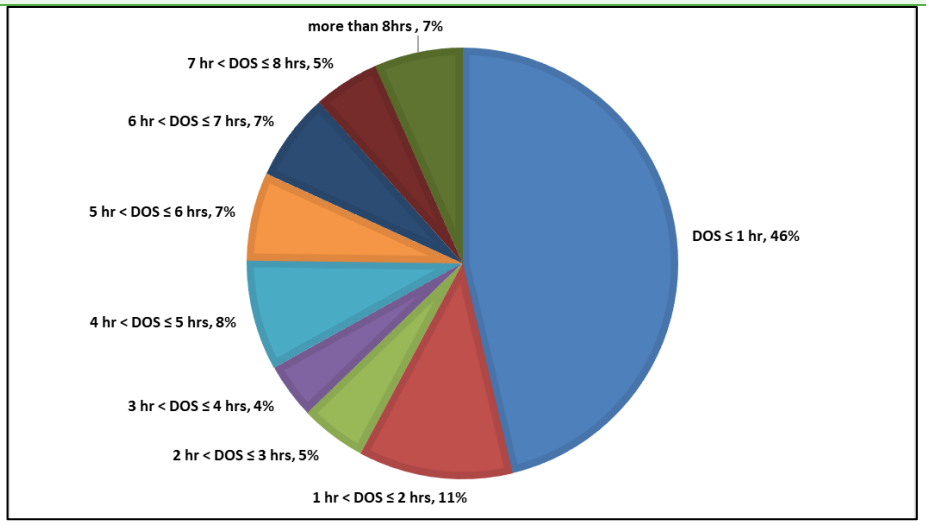
Appendix 1 – On-street parking analysis

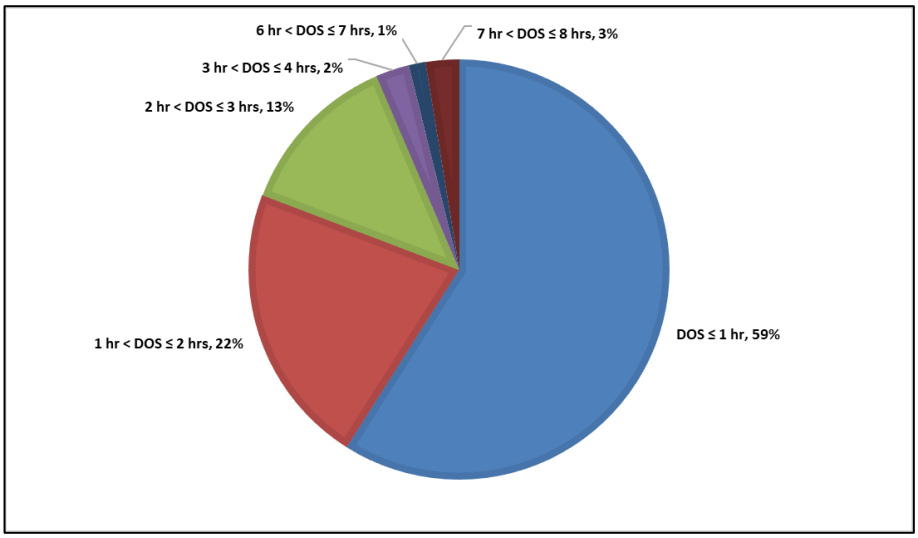
Table 7: High parking stress areas

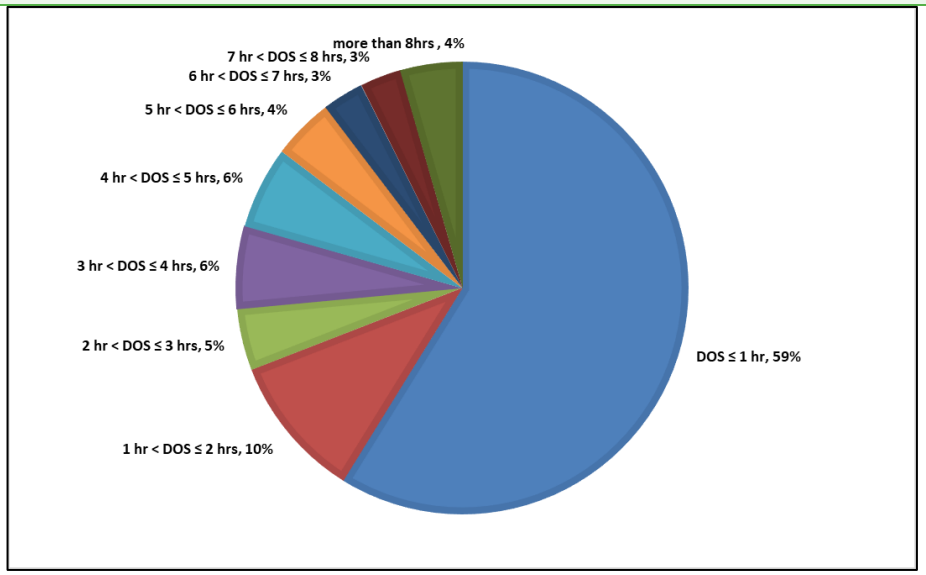
Street	Duration-of-stay
Erril Street	
Duration of stay	 Figure 31: Erril Street - Friday 12:00 pm peak hour – time restricted parking
Discussion	Erril Street, located between High Street and Ailsa Street, consists mostly of commercial properties, with the Mansfield Bowls Club located at the intersection of Erril Street and Ailsa Street. 63 parking spaces are provided along Erril Street, with 34 parking spaces provided to the west, and 29 parking spaces provided to the east, consisting of 16 two2-hour restricted spaces, 46 unrestricted spaces and 1 accessible parking space. Erril Street experiences a parking occupancy of 72% on its east side during the Friday peak hour. As per Figure 31 shows that, the duration of stay data for the Friday peak hour indicates that, among the vehicles parked within the time-restricted parking spaces during the Friday peak hour, 16% of the vehicles overstayed the parking restrictions, with 8% of the vehicles staying for more than 8 hours and 8% of the vehicles staying for 4 to 5- hours. 84% of the vehicles stayed for less than

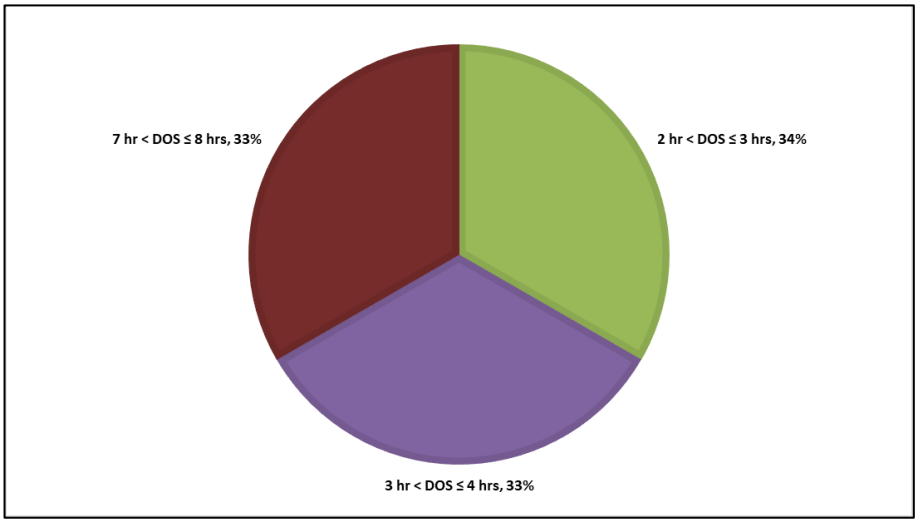
Street	Duration-of-stay
	2 hours. Consideration could be given to enforcing the existing parking restrictions. CP7, accessed via Erril Street, provides 26 unrestricted parking spaces and 2 1-hour restricted accessible parking spaces. CP7 experiences a 25% parking occupancy during the Friday peak hour. Installing wayfinding signage for CP7 at the corner of High Street and Erril Street couldan direct long-stay traffic towards the available unrestricted parking spaces at CP7. Off-street parking areas are further discussed in section 7.2.
Recommendation: **Recommendation:**	Enforcement Consider enforcement of the existing parking time-restrictions. Install wayfinding signage for CP7 at the corner of High Street and Erril Street to direct traffic towards CP7 parking area.
McDonald Street	
Duration-of-stay	 Figure 32: McDonald Street – Saturday 12:00 pm peak hour - unrestricted parking
Discussion	McDonald Street, located between Early Street and Clarke Street, consists of residential properties to the west and industrial storage properties to the east, and provides 14 unrestricted parking spaces.

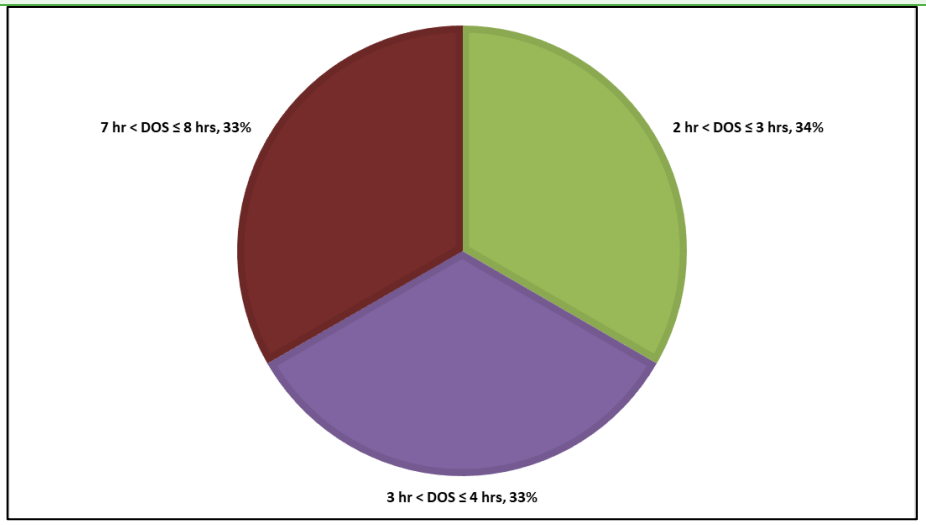
Street	Duration-of-stay
	Figure 14 show, the west side of McDonald Street experiences a 75% parking occupancy during the Saturday peak hour, with all the vehicles staying parked for more than 8 hours. Given that there is no short -term demand for parking in the adjacent uses during the peak parking occupancy period, no recommendations are made for this area.
Recommendation	No recommendation.
Northern carriageway of High Street	
Duration-of-stay	 Figure 33: Northern carriageway of High Street - Friday 12:00 pm peak hour – time restricted parking

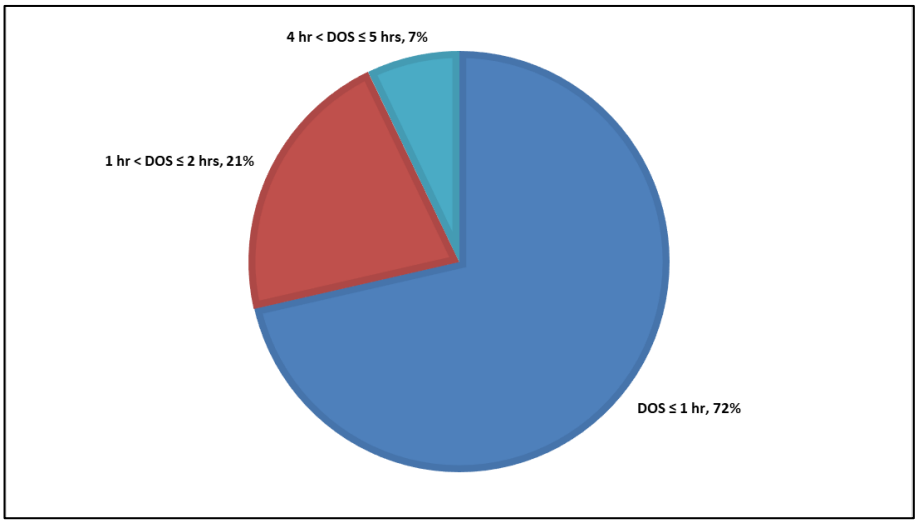
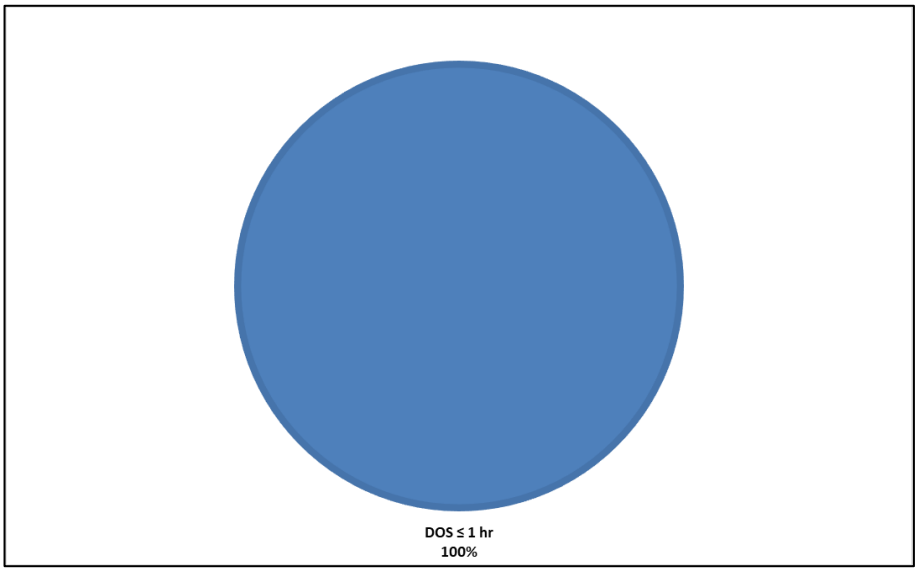
Street	Duration-of-stay
	 Figure 34: Northern carriageway of High Street - Saturday 12:00 pm peak hour – time restricted parking
Discussion	The nNorthern carriageway of High Street, located between Ultimo Street and Chenery Street, provides access tofronts retail and commercial properties, and provides 161 parking spaces, mainly consisting of 2-hour time restricted spaces. The nNorth side of the nNorthern carriageway of High Street provides 105 parking spaces, while the south side provides 56 parking spaces. The north side of High Street northern carriageway of Northern High Street experiences a 75% parking occupancy during the Friday peak hour and an 81% parking occupancy during the Saturday peak hour. The south side of High Street northern carriageway experiences a 64% parking occupancy during the Friday peak hour and 55% parking occupancy during the Saturday peak hour. As per Figure 33, during the Friday peak hour, 46% of the vehicles overstayed the parking restrictions, with 11% of the vehicles staying for more than 8 hours. As per Figure 34, during the Saturday peak hour, 42% of the vehicles overstayed the parking restrictions, with 7% of the vehicles staying for more than 8 hours.

Street	Duration-of-stay
	Being located in close proximity to commercial properties could explain the high parking demand, with the long-stay parking demand possibly consisting of store employees. Enforcement of the existing parking restrictions can increase the turnover of the on-street parking spaces and also encourage any employees parking in time-restricted spaces to park at unrestricted off-street parking areas further away or at on-street parking spaces available along southern carriageway of High Street, which are significantly less occupied.
Recommendation:	Enforcement ofEnforce the existing parking time-restrictions.
Recommendation:	Encourage employees of shops fronting northern carriageway of High Street to utilise off-street parking areas or parking spaces at the southern carriageway of High Street.
Southern carriageway of High Street	
Duration-of-stay	 Figure 35: Southern carriageway of High Street - Friday 12:00 pm peak hour – time restricted parking

Street	Duration-of-stay
	 Figure 36: Southern carriageway of High Street - Saturday 12:00 pm peak hour – time restricted parking
Discussion	The southern carriageway of High Street fronts retail and commercial properties, and provides 146 parking spaces, mainly consisting of 2-hour time restricted parking spaces. The north side of the High Street southern carriageway provides 51 parking spaces, while the south side provides 95 parking spaces. During the Friday peak hour, the north side of the High Street southern carriageway experiences a 55% parking occupancy, and the south side of the High Street southern carriageway experiences a 53% parking occupancy. During the Saturday peak hour, the north side of the High Street southern carriageway experiences a 45% parking occupancy, and the south side of the High Street southern carriageway experiences a 47% parking occupancy. Figure 35 shows that during the Friday peak hour, 19% of the vehicles overstayed the parking restrictions. Figure 36 shows that during the Saturday peak hour, 31% of the vehicles overstayed the parking restrictions.

Street	Duration-of-stay
	On-street parking spaces on the southern carriageway of High Street are underutilised in comparison to the on-street parking spaces on the northern carriageway of High Street. Employees of shops fronting northern carriageway of High Street can be redirected to utilise the parking spaces on southern carriageway of High Street (refer **Recommendation 5**).
Recommendation	No recommendation.
Early Street	
Duration-of-stay	 Figure 37: Early Street – Friday 1:00 pm – time restricted parking

Street	Duration-of-stay
	 Figure 38: Early Street - Friday 3:00 pm - time restricted parking Early Street only provides 3 on-street parking spaces, which are 2-hour time restricted. As per the parking survey data, Early Street is only 67% occupied during both the Friday and Saturday peak hours. However, on the surveyed Friday, Early Street was 100% occupied at 1:00 pm and 3:00 pm. As per Figure 37 and Figure 38, vehicles parked at these parking spaces tend to overstay the 2-hour time restriction. CP2, accessed via Early Street, provides 68 parking spaces. Wayfinding signage could be implemented along Highett Street, directing drivers towards CP2 (refer **Recommendation 11**).
Recommendation:	Consider enforcement of the existing parking time-restrictions.

Street	Duration-of-stay
Kitchen Street	
Duration-of-stay	 Figure 39: Kitchen Street - Friday 4:00 pm - time restricted parking  Figure 40: Kitchen Street - Saturday 12:00 pm peak hour - time restricted parking Kitchen Street provides 17 2-hour time restricted parking spaces, including 11 parking spaces located in front of Yenckens Hardware Store.

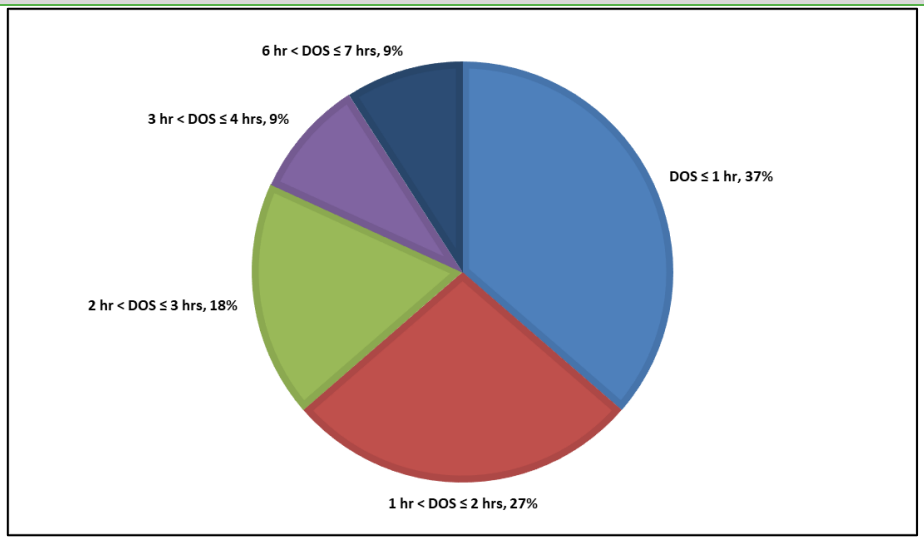
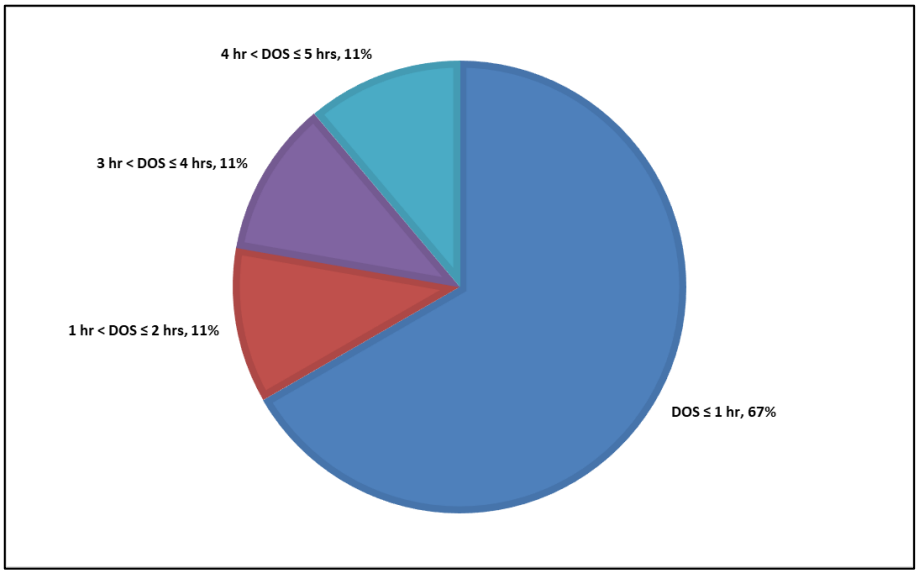
Street	Duration-of-stay
	As per the parking survey data, Kitchen Street is only 47% occupied during the Friday peak hour, and 65% occupied during the Saturday peak hour. However, on the surveyed Friday, Kitchen Street was 82% occupied at 4:00 pm. As per Figure 39, during the Friday peak hour only 7% of the vehicles parked at Kitchen Street overstay the 2-hour time restriction, which makes strict enforcement of the existing parking restrictions unlikely to have any major impact. As per Figure 40, all the vehicles parked at Kitchen Street during the Saturday peak hour only stayed for 1 hour.
Recommendation	No recommendation.

Appendix 2 – Off Street Parking List

Off-street car park	Parking restriction	Number of parking spaces	Parking occupancy	
			Friday 12:00 pm peak	Saturday 12:00 pm peak
CP1	Unrestricted	**50**	22%	18%
CP2		**68**	62%	49%
	4P	63		
	P accessible	1		
	Click&Collect	2		
	EV charging	2		
CP3		**42**	67%	48%
	2P	41		
	P accessible	1		
CP4		**100**	69%	43%
	Unrestricted	99		
	P accessible	1		
CP5	2P 9am – 5pm, 9am – 12noon Sat	**23**	52%	4%
CP6		**84**	26%	10%
	Unrestricted	82		
	P accessible	2		
CP7		**28**	25%	7%
	Unrestricted	26		

Off-street car park	Parking restriction	Number of parking spaces	Parking occupancy	
			Friday 12:00 pm peak	Saturday 12:00 pm peak
	P accessible	2		
CP8	Unrestricted	**22**	86%	73%
CP9		**70**	77%	56%
	Unrestricted	51		
	2P 9am – 5pm, 9am – 12noon Sat	17		
	P accessible	2		
CP10		**62**	73%	48%
	P	42		
	2P 9am – 5pm, 9am – 12noon Sat	19		
	P accessible	1		
CP11		**55**	85%	75%
	P	39		
	2P 9am – 5pm, 9am – 12noon Sat	16		
CP12	Unrestricted	**43**	63%	26%

Appendix 3 – Off-Street Parking Analysis

Street	Duration-of-stay
CP1 (Mansfield Historical Society car park, accessed via High Street)	
Duration-of-stay	 Figure 41: CP1 - Friday 12:00 pm peak hour  Figure 42: CP1 - Saturday 12:00 pm peak hour
Discussion	CP1 provides 50 unrestricted parking spaces. During the Friday and Saturday peak hours, CP1 experiences a parking occupancy of 22% and 18%, respectively.

Street	Duration-of-stay
	Figure 41 shows that during the Friday peak hour, 37% of the cars parked at CP1 stayed for less than 1 hour. Figure 42 shows that during the Saturday peak hour, 67% of the cars parked at CP1 stayed for less than 1 hour. CP1 parking area consists of an unsealed surface and is located away from the commercial and retail properties, likely resulting in its underutilised nature. Proper wayfinding signage can direct more vehicles towards CP1.
Recommendation:	Implement wayfinding signage for CP1 along High Street.
CP2 (Early Street car park)	

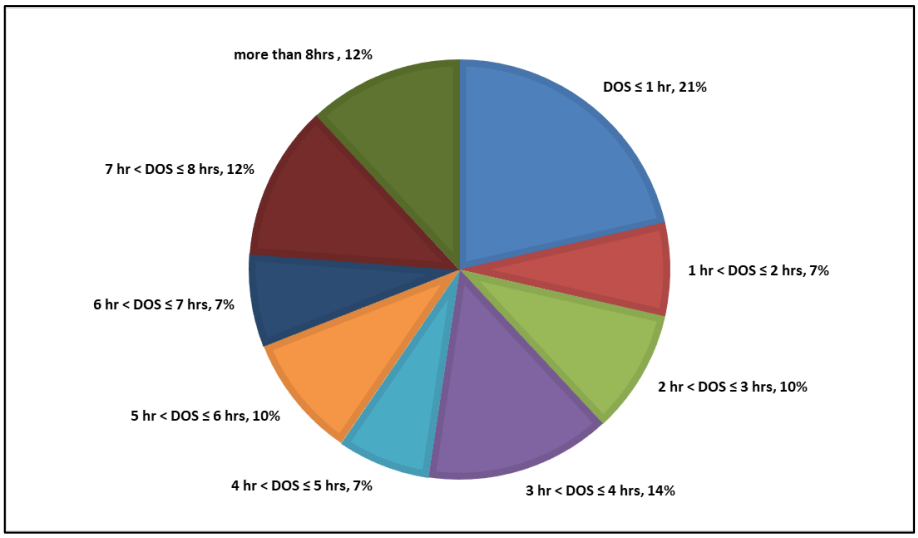
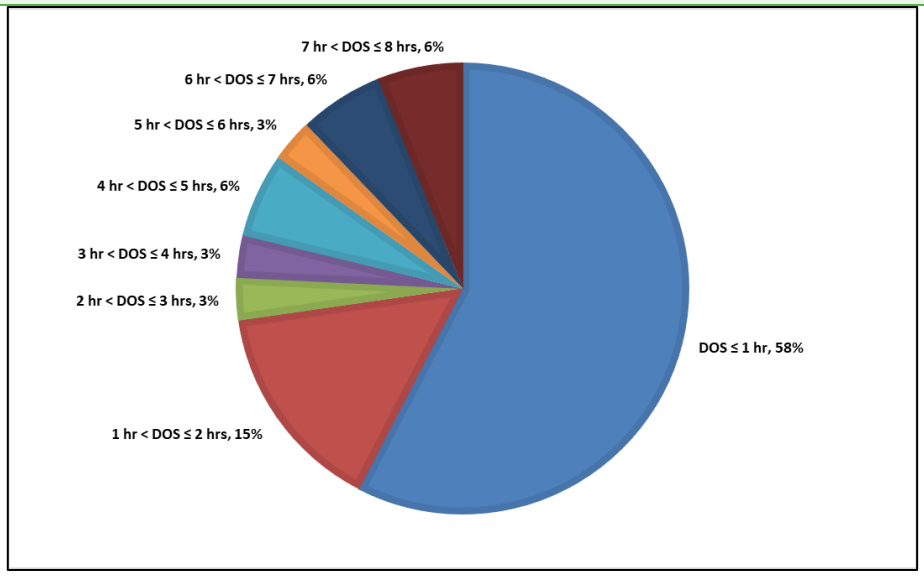
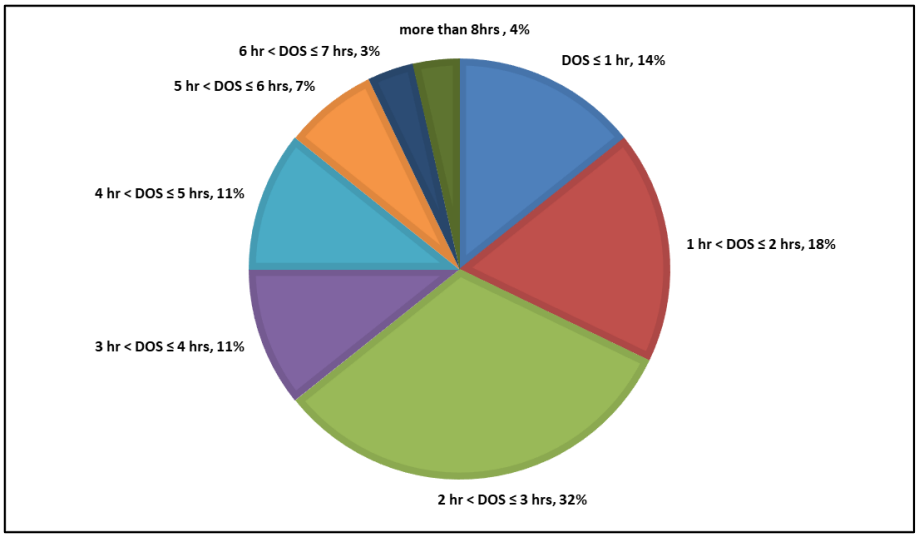
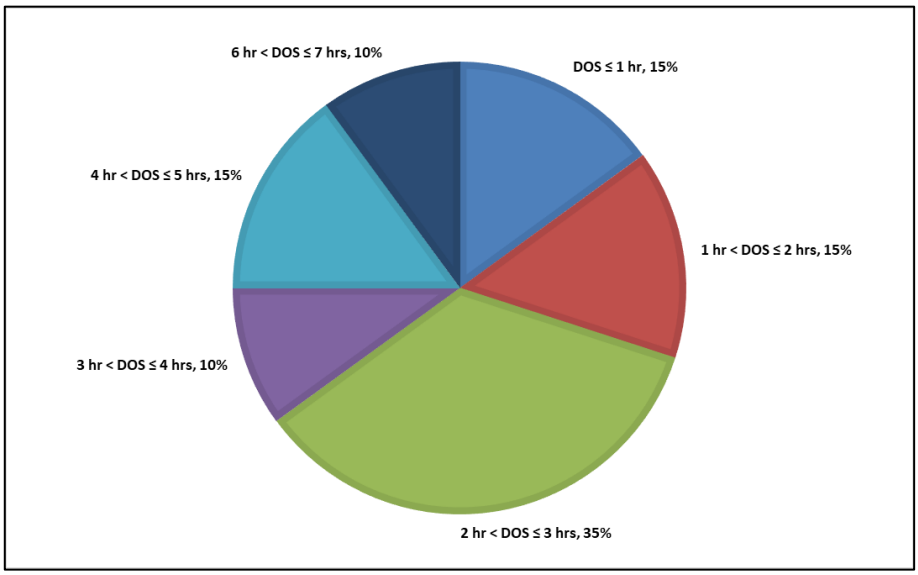
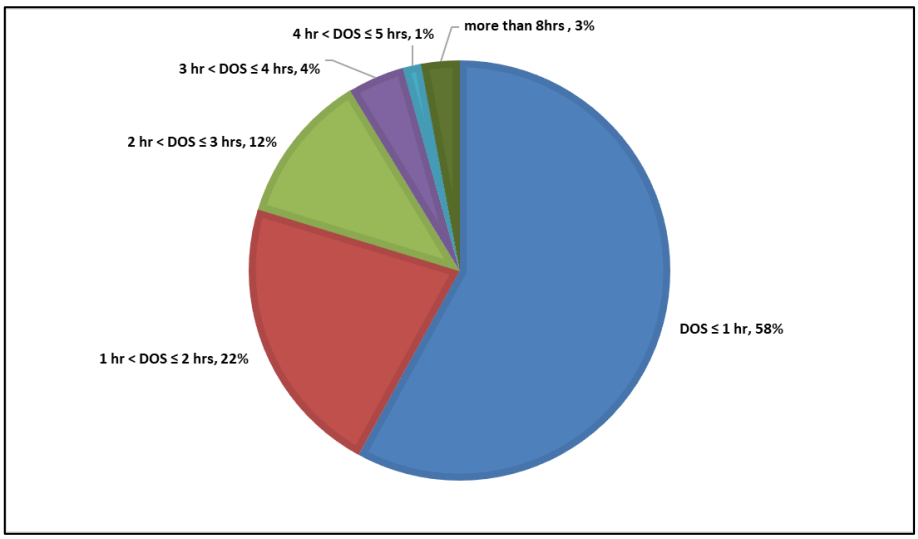
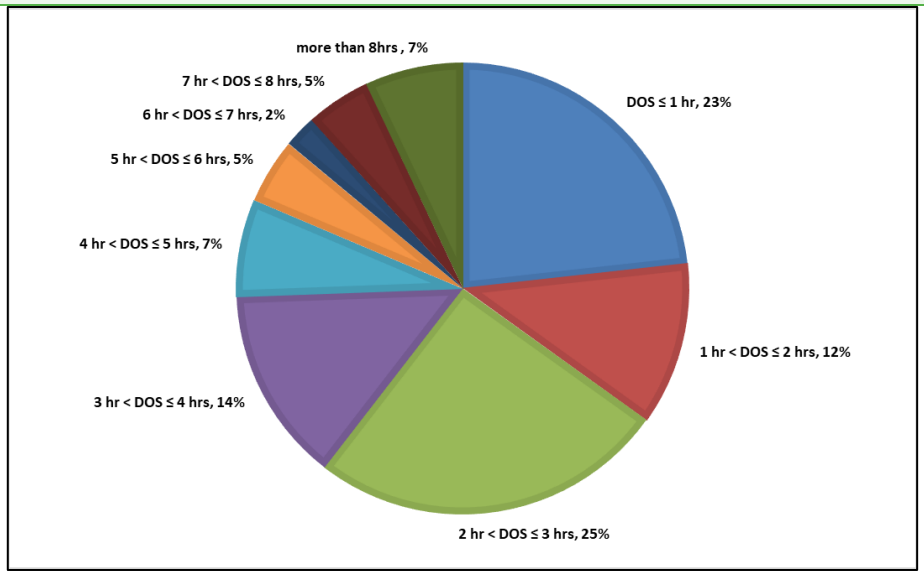


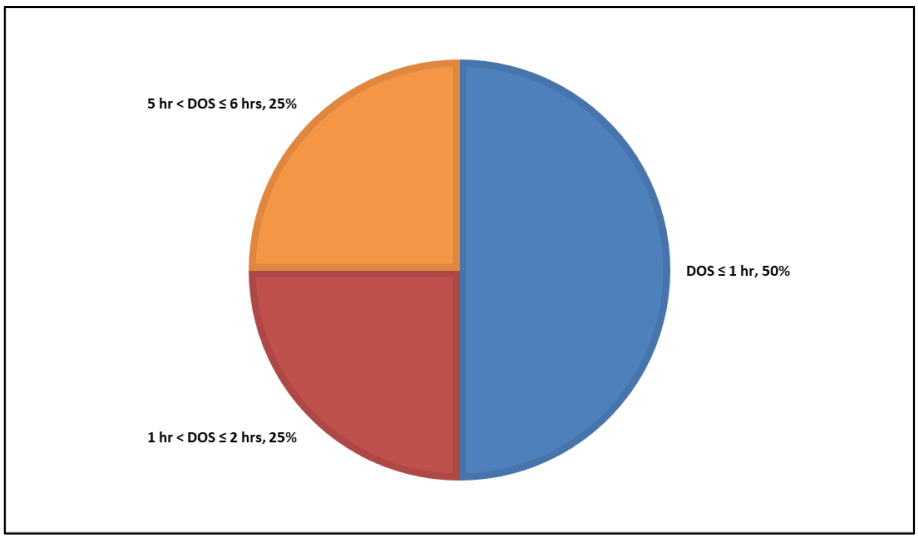
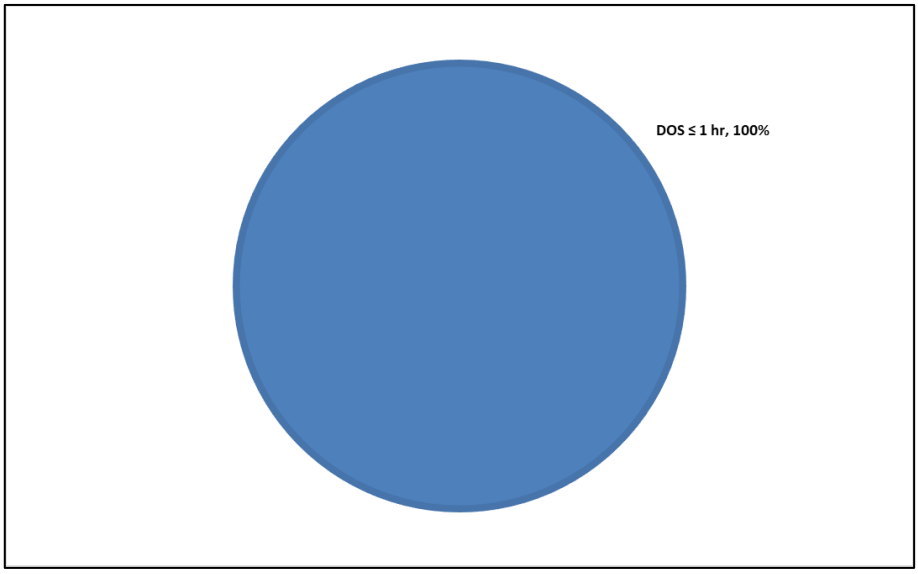
Figure 43: CP2 - Friday 12:00 pm peak hour

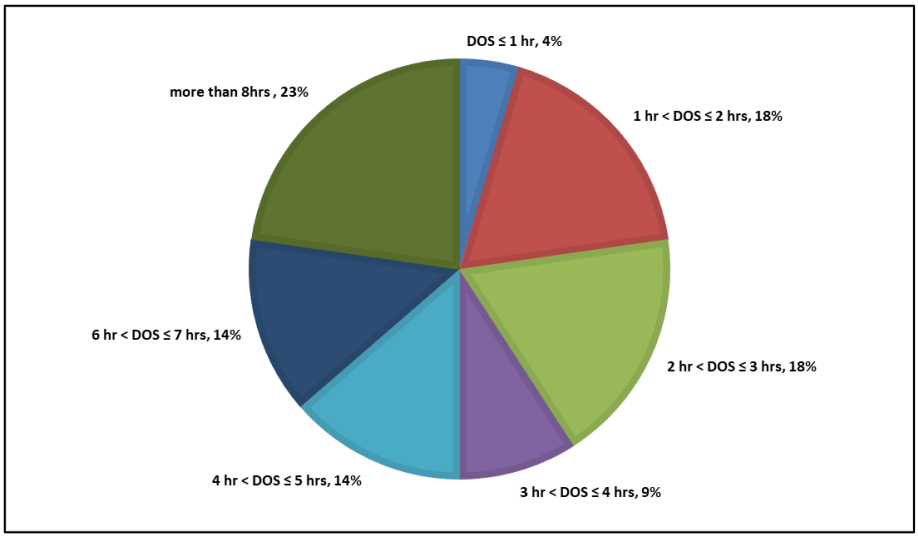
Street	Duration-of-stay
	 Figure 44: CP2 - Saturday 12:00 pm peak hour
Discussion	CP2, accessed via Early Street, provides 68 parking spaces, of which 63 are 4-hour time restricted parking spaces. During the Friday and Saturday peak hours, CP2 experiences a parking occupancy of 62% and 49%, respectively. Figure 43 shows that during the Friday peak hour, 41% of vehicles overstayed the parking restrictions, with 12% staying for more than 8 hours. Figure 44 shows that during the Saturday peak hour, 23% of vehicles overstayed the parking restrictions, with 6% staying for more than 8 hours. Enforcing the existing parking time restrictions can increase the parking turnover within CP2. Implementing wayfinding signage along Highett Street could encourage drivers to utilise CP2 for long-stay parking demands, easing the parking stress on on-street parking spaces.
Recommendation:	Enforce the existing parking time restrictions at CP2. Implement wayfinding signage for CP2 along Highett Street.

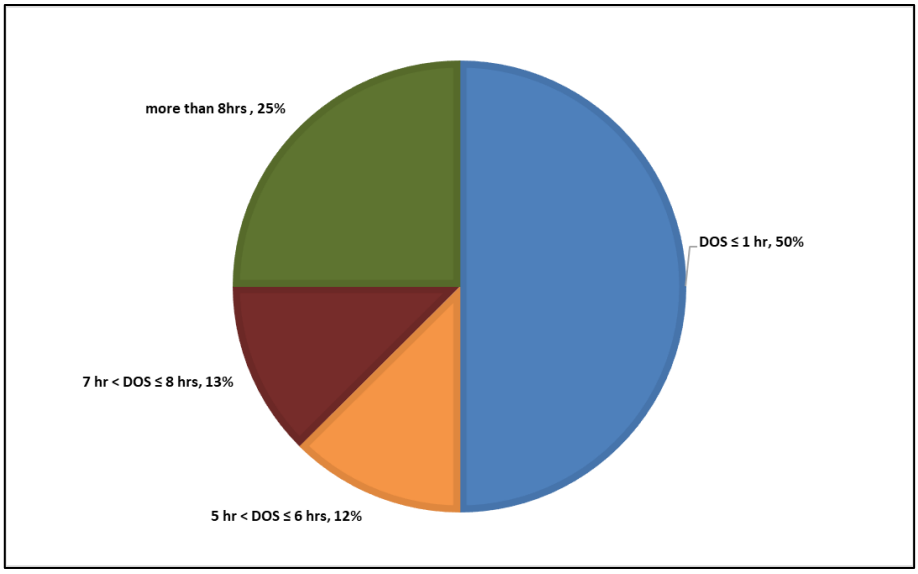
Street	Duration-of-stay
CP3 (Manfield Shopping Village car park, accessed via Highett Street)	
	 Figure 45: CP3 - Friday 12:00 pm peak hour
	 Figure 46: CP3 - Saturday 12:00 pm peak hour
Discussion	CP3, accessed via Highett Street, is a privately owned car park providing 42 2-hour time restricted parking spaces. During the Friday and Saturday peak hours, CP3 experiences a parking occupancy of 67% and 48%, respectively.

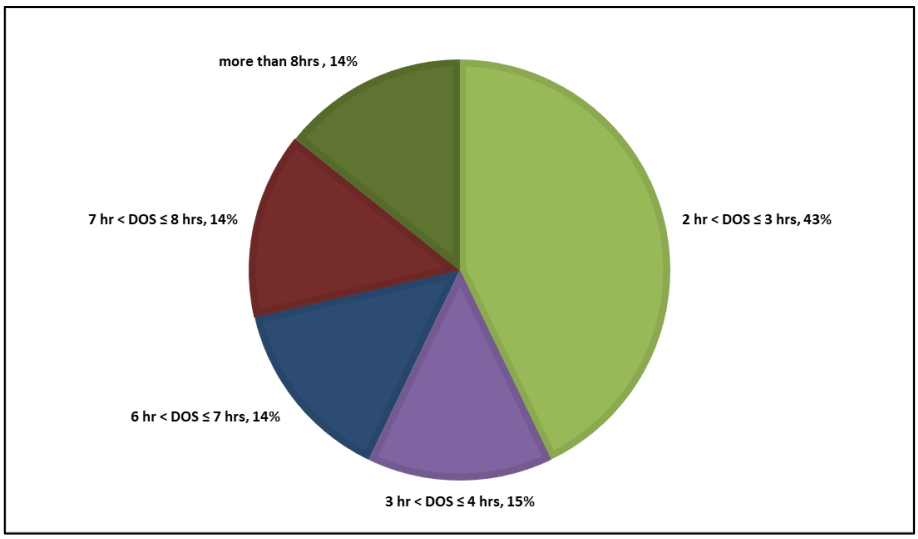
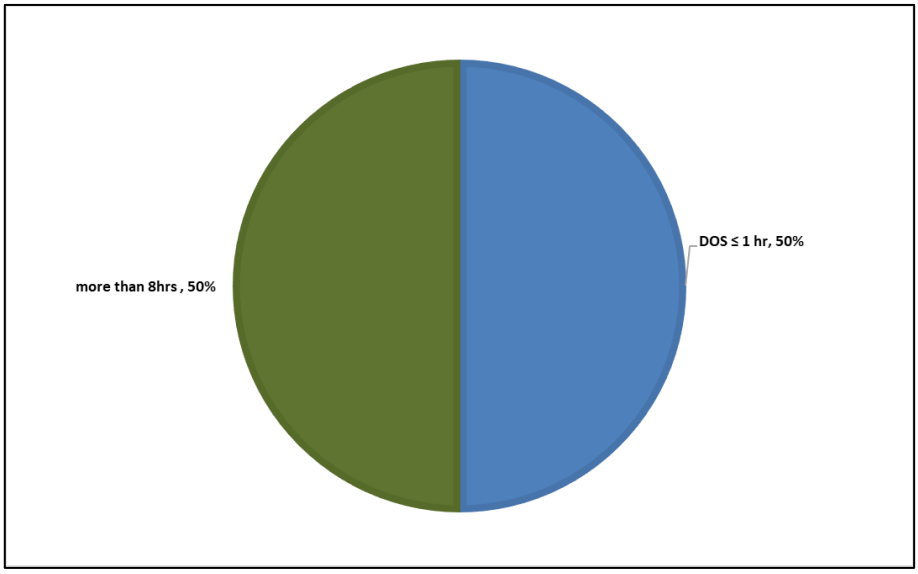
Street	Duration-of-stay
	Figure 45 shows that during the Friday peak hour, 68% of the cars parked within CP3 overstayed the 2-hour time restriction. Figure 46 shows that during the Saturday peak hour, 70% of the cars overstayed the 2-hour time restriction. CP3 is a privately owned car park that provides parking for Mansfield Shopping Village customers. Council should consider liaising with the car park owners in enforcing the existing parking restrictions and encouraging the shopping village customers to park within the parking area instead of using on-street parking spaces.
Recommendation:	Liaise with CP3 car park owners in enforcing existing parking restrictions within the parking area and encouraging the shopping village customers to utilise the car park.
CP4 (Baldry Street car park)	
	 Figure 47: CP4 - Friday 12:00 pm peak hour

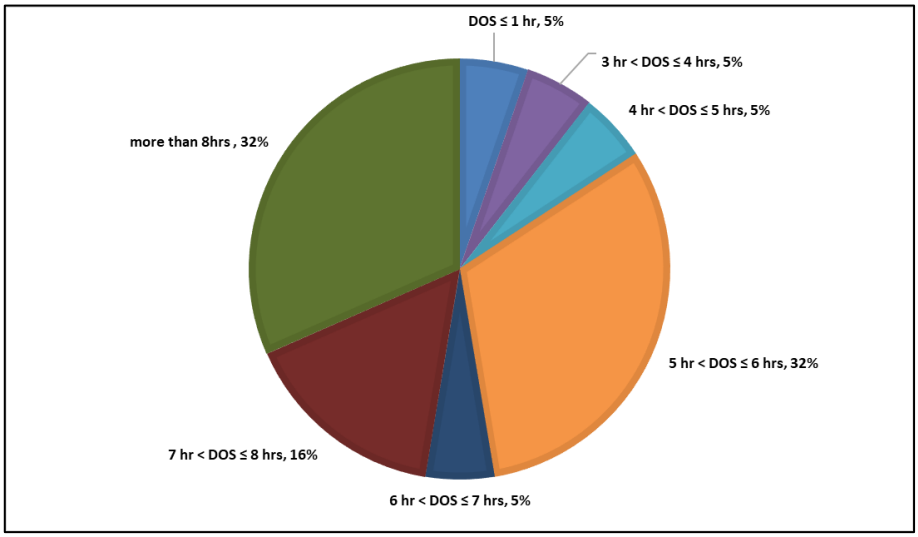
Street	Duration-of-stay
	 Figure 48: CP4 - Saturday 12:00 pm peak hour
Discussion	CP4 provides 100 unrestricted parking spaces. During the Friday and Saturday peak hours, CP4 experiences a parking occupancy of 69% and 43%, respectively. Figure 47 shows that during the Friday peak hour, 80% of the cars parked at CP4 stayed for less than 2 hours, and 3% of the cars stayed for more than 8 hours. Figure 48 shows that during the Saturday peak hour, 35% of the cars stayed for less than 2 hours and 7% of the cars stayed for more than 8 hours. Implementing wayfinding signage along High Street can direct long-stay parking users towards the available unrestricted parking spaces in CP4. Employees of the commercial properties fronting High Street can also be encouraged to use CP4 for long-stay parking needs, reducing the parking stress on High Street.
Recommendation:	Implement wayfinding signage for CP4 along High Street and Highett Street.

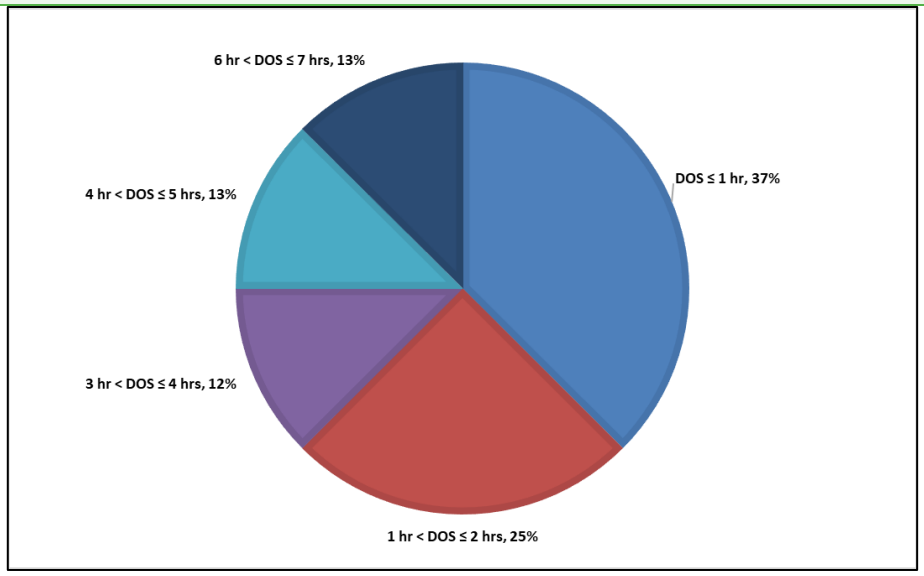
Street	Duration-of-stay
CP5 (Chenery Street car park)	
	 Figure 49: CP5 - Friday 12:00 pm peak hour
	 Figure 50: CP5 - Saturday 12:00 peak hour
Discussion	CP5, accessed via Chenery Street, provides 23 2-hour time restricted parking spaces. During the Friday and Saturday peak hours, CP5 experiences a parking occupancy of 52% and 4%, respectively.

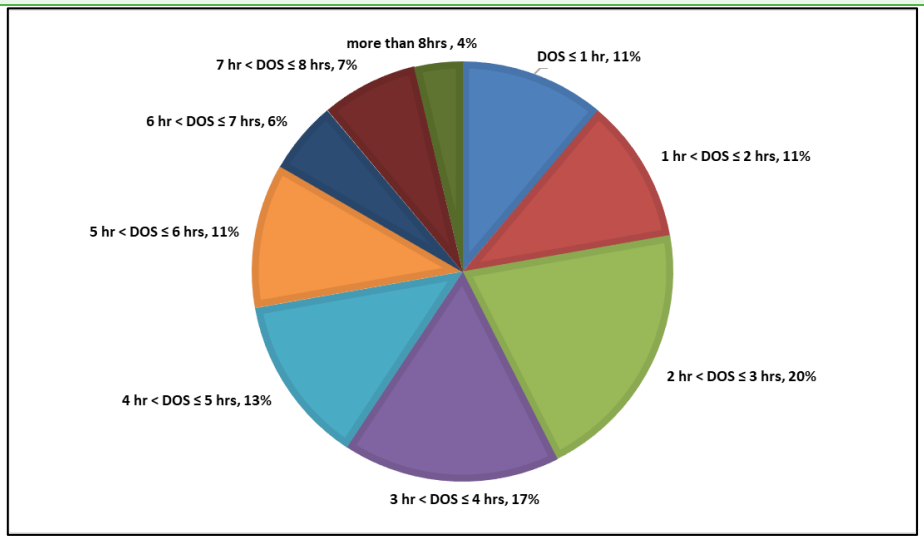
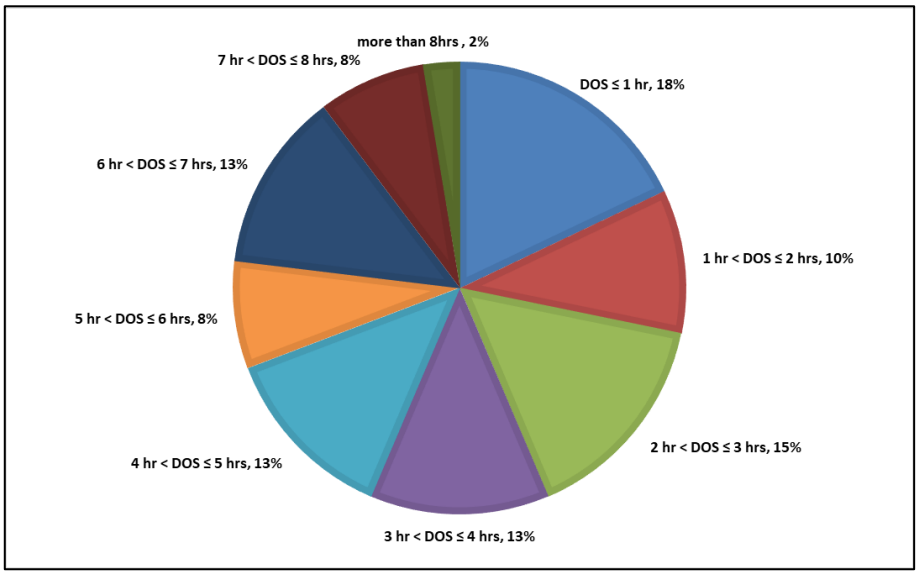
Street	Duration-of-stay
	Figure 49 shows that during the Friday peak hour, 75% of the vehicle parked at CP5 stayed for less than 2 hours, and 25% of the vehicles overstayed the time-restriction. Figure 50 shows that during the Saturday peak hour, all the vehicles utilising CP5 stayed for less than 1 hour. CP5 is underutilised and could benefit from proper wayfinding signage installed along High Street.
Recommendation:	Implement wayfinding signage for CP5 along High Street.
CP6 (Off-street car park accessed via southern carriageway of High Street)	
	 Figure 51: CP6 - Friday 12:00 pm peak hour

Street	Duration-of-stay
	 Figure 52: CP6 - Saturday 12:00 pm peak hour
Discussion	CP6, accessed via southern carriageway of High Street, provides 82 unrestricted parking spaces. During the Friday and Saturday peak hours CP6 experiences a parking occupancy of 26% and 10%, respectively. Figure 51 and Figure 52 shows the duration-of-stay details for CP6 during the Friday and Saturday peak hours, respectively. CP6 is underutilised and improved wayfinding signage along High Street can redirect long-stay parking users to CP6, easing parking stress along High Street.
Recommendation:	Provide wayfinding signage for CP6 along High Street.

Street	Duration-of-stay
CP7 (Erril Street car park)	
	 Figure 53: CP7 - Friday 12:00 pm peak hour
	 Figure 54: CP7 - Saturday 12:00 pm peak hour
Discussion	CP7, accessed via Erril Street, provides 28 unrestricted parking spaces. During the Friday and Saturday peak hours CP7 experiences a parking occupancy of 25% and 7%, respectively.

Street	Duration-of-stay
	Figure 53 shows that during the Friday peak hour, 43% of the vehicles stayed for less than 3 hours and 14% stayed for more than 8 hours. Figure 54 shows that during the Saturday peak hour, 50% of the cars stayed for less than 1 hour 50% stayed for more than 8 hours. Erril Street experiences a 72% parking occupancy on its east side during the Friday peak hour. Improved wayfinding signage installed at the corner of High Street and Erril Street could redirect more traffic towards CP7, easing the parking stress along Erril Street.
Recommendation:	Install wayfinding signage for CP7 at the corner of High Street and Erril Street to direct traffic towards CP7 parking area (refer **Recommendation 3**).
CP8 (High Street median car park)	
	 Figure 55: CP8 - Friday 12:00 pm peak hour

Street	Duration-of-stay
	 Figure 56: CP8 - Saturday 12:00 pm peak hour
Discussion	CP8 provides 22 unrestricted parking spaces. CP8 experiences a high parking occupancy of 86% during the Friday peak hour, and 73% during the Saturday peak hour. Figure 55 shows that during the Friday peak hour, 90% of vehicles stayed more than 4 hours and 32% of vehicles stayed for more than 8 hours. Figure 56 shows that during the Saturday peak hour, 37% of vehicles stayed for less than 1 hour and 26% of vehicles stayed for more than 4 hours. The high parking occupancy experienced by CP8 could be due to its 'premium' location, convenient access and the unrestricted parking spaces. Consideration could be given to implementing time restrictions at CP8, to increase the turnover of 'premium' parking spaces.
Recommendation:	Consider implementing time-restricted parking spaces at CP8.
CP9 (Highett Street median car park)	

Street	Duration-of-stay
	 Figure 57: CP9 - Friday 12:00 pm peak hour  Figure 58: CP9 - Saturday 12:00 pm peak hour
Discussion	CP9 provides 51 unrestricted parking spaces and 17 2-hour restricted parking spaces. During the Friday and Saturday peak hours, CP9 experiences a parking occupancy of 77% and 56%, respectively. Figure 57 show that during the Friday peak hour 78% of the vehicles stayed for more than 2 hours.

Street	Duration-of-stay
	Figure 58 shows that during the Saturday peak hour 72% of the vehicles stayed for more than 2 hours. Consideration could be given to implementing more time-restricted parking spaces at CP9, to increase the turnover of parking spaces.
Recommendation:	Consider implementing time-restrictions at CP9. Implement wayfinding signage for CP9 along Highett Street.
CP10 (Highett Street median car park)	

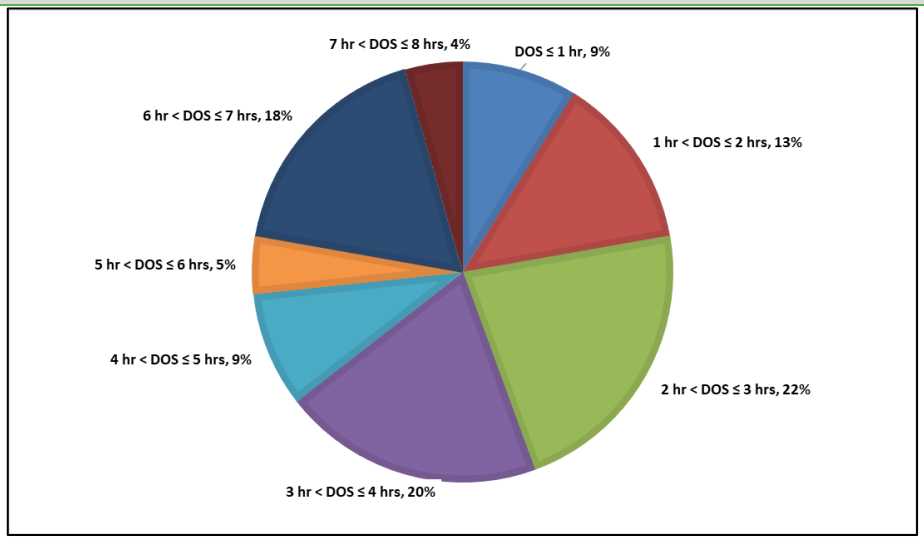
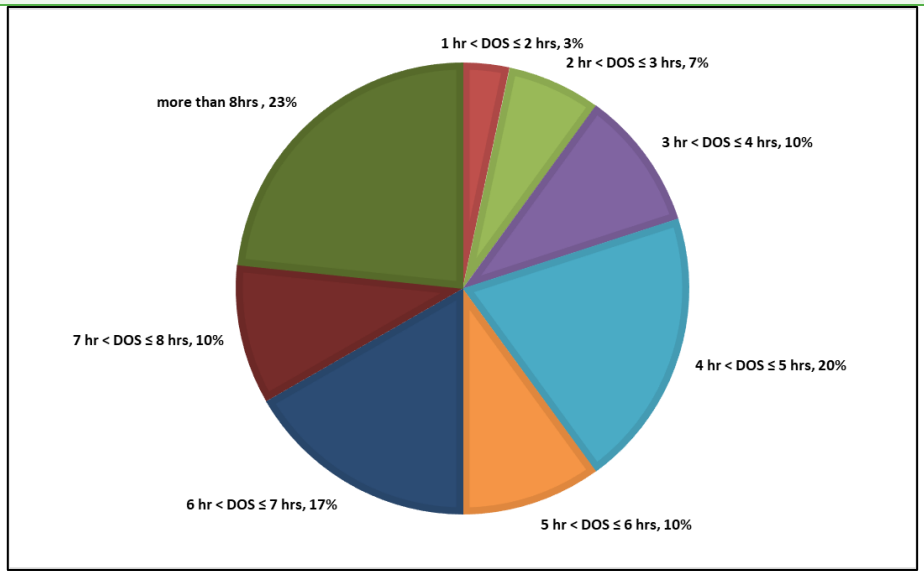
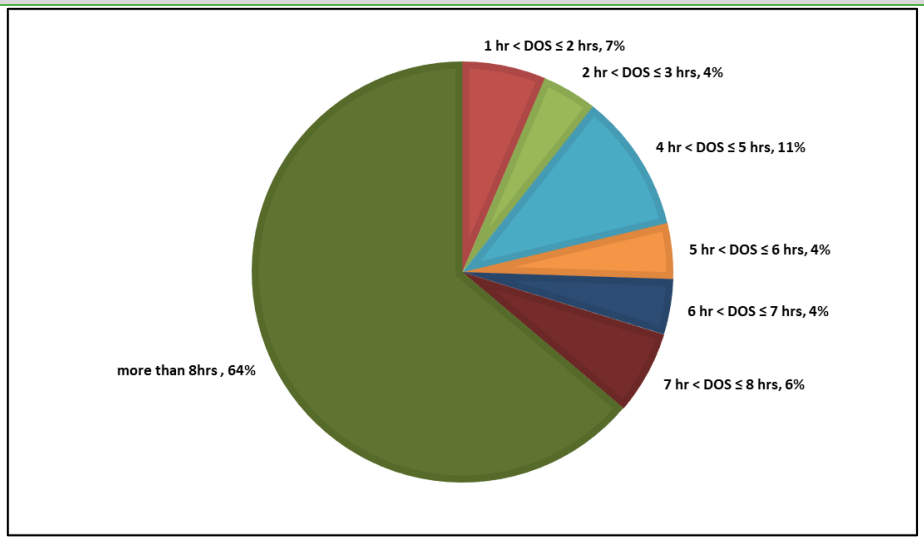
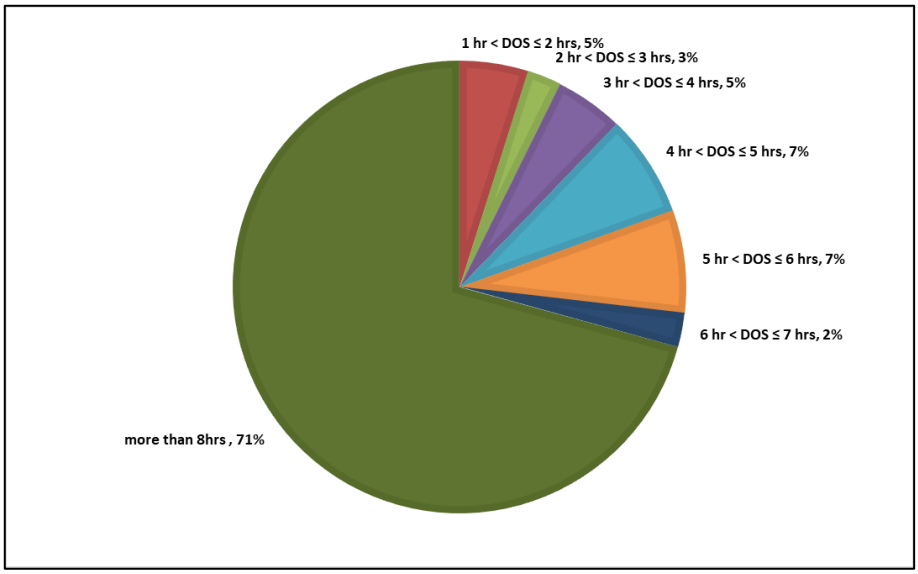
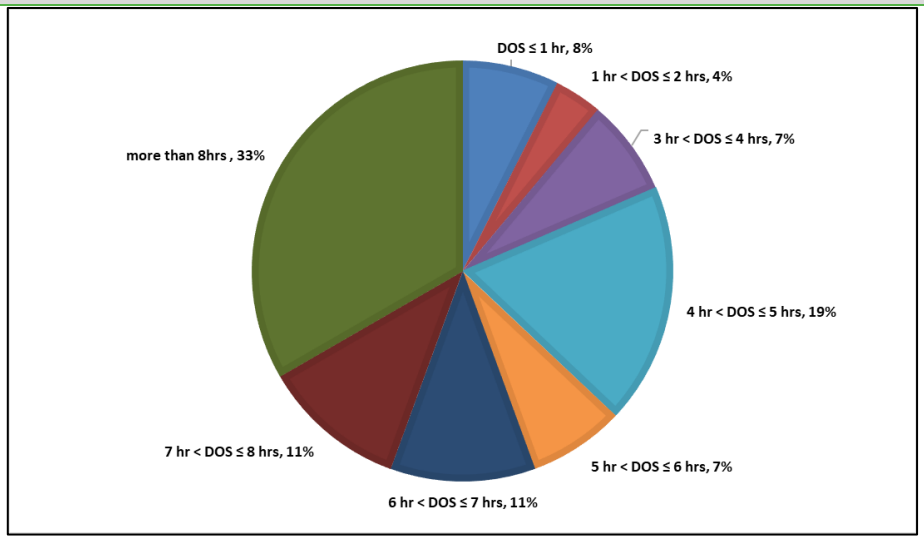
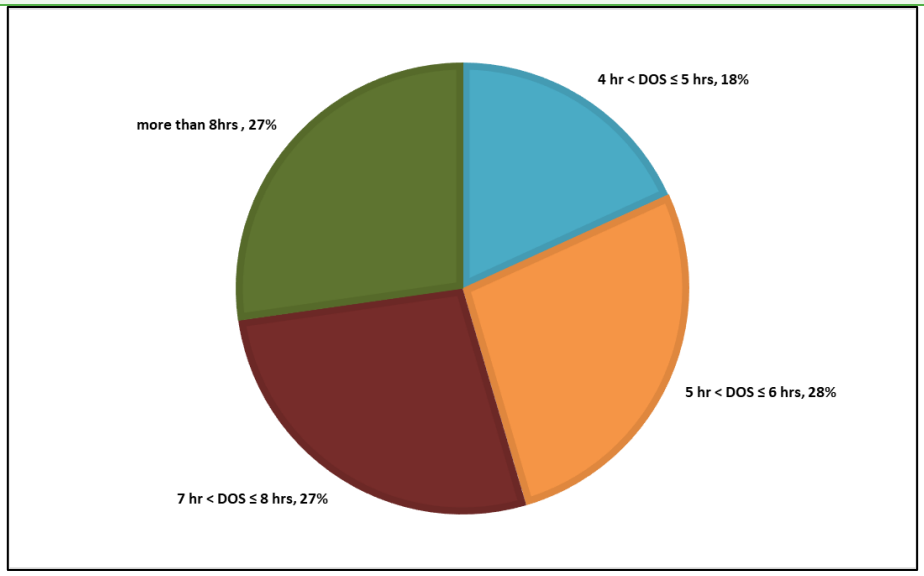


Figure 59: CP10 - Friday 12:00 peak hour

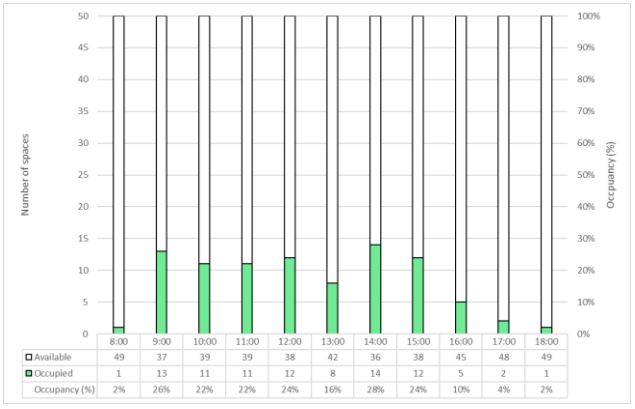
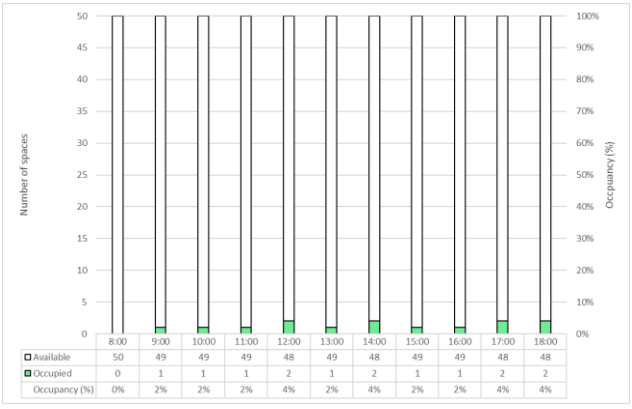
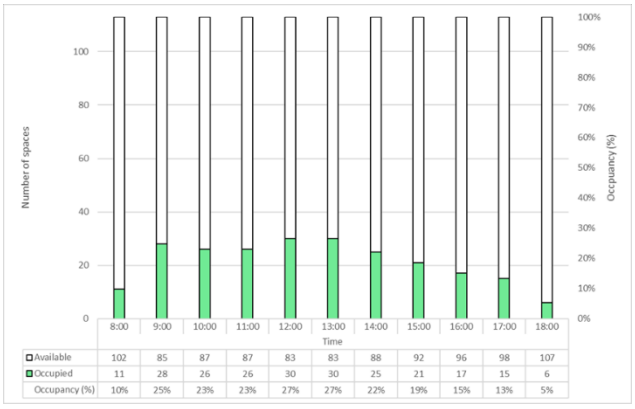
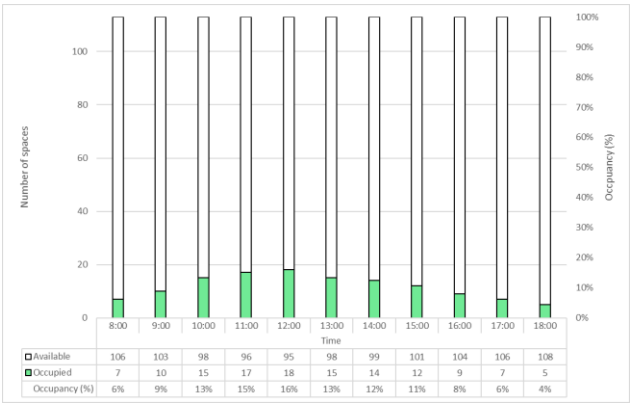
Street	Duration-of-stay
	 Figure 60: CP10 - Saturday 12:00 peak hour
Discussion	CP10 provides 19 2-hour time-restricted parking spaces, and 42 1-hour time restricted parking spaces. During the Friday and Saturday peak hours, CP10 experiences a parking occupancy of 73% and 48%, respectively. Figure 59 shows that during the Friday peak hour, 78% of the vehicles parked at CP10 stayed for more than 2 hours. Figure 60 shows that during the Saturday peak hour, 97% of the vehicles parked at CP10 stayed for more than 2 hours. Enforcement of the existing parking time-restrictions at CP10 will improve the parking turnover. Implementing wayfinding signage for CP10 along Highett Street could redirect more drivers towards CP10.
Recommendation:	Enforce the existing parking time-restrictions. Implement wayfinding signage for CP10 along Highett Street.

Street	Duration-of-stay
CP11 (High Street median car park)	
	 Figure 61: CP11 - Friday 12:00 peak hour
	 Figure 62: CP11 - Saturday 12:00 pm peak hour
Discussion	CP11 provides 39 1-hour time restricted parking spaces and 16 2-hour time restricted parking spaces. CP11 experienced a high parking occupancy of 85% during the Friday peak hour and 75% during the Saturday peak hour.

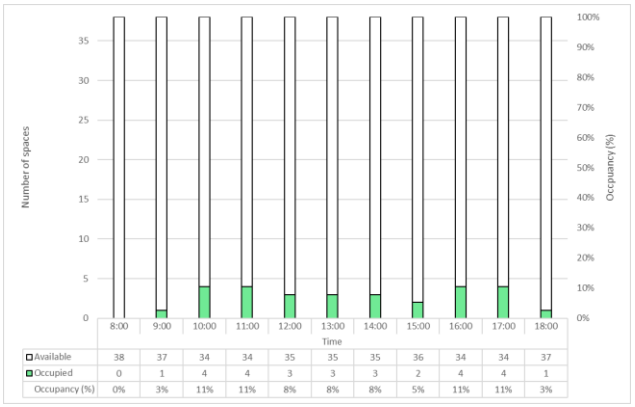
Street	Duration-of-stay
	Figure 61 shows that during the Friday peak hour, 93% of vehicles parked at CP11 stayed for more than 2 hours, and 64% of vehicles stayed for more than 8 hours. Figure 62 shows that during the Saturday peak hour, 95% of vehicles parked at CP11 stayed for more than 2 hours and 71% of vehicles stayed for more than 8 hours. The high parking occupancy experienced by CP11 could be due to its 'premium' and convenient location. Enforcing the existing parking time restrictions at CP11 can increase the turnover of 'premium' parking spaces.
Recommendation:	Enforce the existing parking restrictions at CP11. Implement wayfinding signage for CP11 along High Street.
CP12 (Highett Street median car park)	
	 Figure 63: CP12 - Friday 12:00 pm peak hour

Street	Duration-of-stay
	 Figure 64: CP12 - Saturday 12:00 pm peak hour
Discussion	CP12 provides 43 unrestricted parking spaces. During the Friday and Saturday peak hours, CP12 experiences a parking occupancy of 63% and 26%, respectively. Figure 63 shows that during the Friday peak hour, 81% of the cars parked at CP12 stayed for more than 4 hours. Figure 64 shows that during the Saturday peak hour, all cars parked at CP12 stayed for more than 4 hours. Consideration could be given to implementing time restricted parking spaces at CP12, to increase the parking turnover. Implementing wayfinding signage for CP12 along Highett Street could redirect more drivers towards CP12.
Recommendation:	Implement wayfinding signage for CP12 along Highett Street. Consider implementing time-restricted parking spaces at CP12.

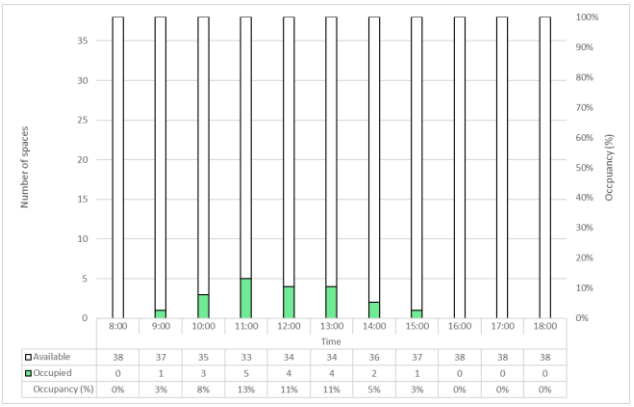
Appendix 4 – Car parking occupancy diagrams

Friday 5 September 2025	Saturday 6 September 2025
Ailsa Street	
	
Apollo Street	
	
Baldry Street	

Friday 5 September 2025	Saturday 6 September 2025

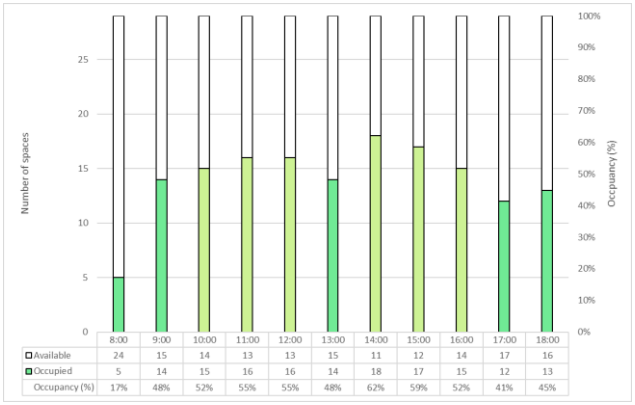


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Available	38	37	34	34	35	35	35	36	34	34	37
Occupied	0	1	4	4	3	3	3	2	4	4	1
Occupancy (%)	0%	3%	11%	11%	8%	8%	8%	5%	11%	11%	3%

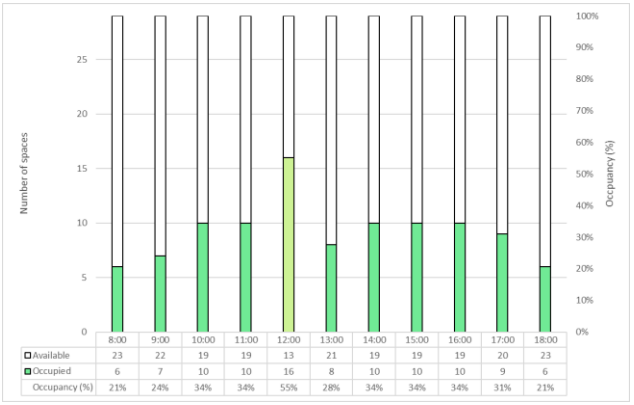


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Available	38	37	35	33	34	34	36	37	38	38	38
Occupied	0	1	3	5	4	4	2	1	0	0	0
Occupancy (%)	0%	3%	8%	13%	11%	11%	5%	3%	0%	0%	0%

Chenery Street

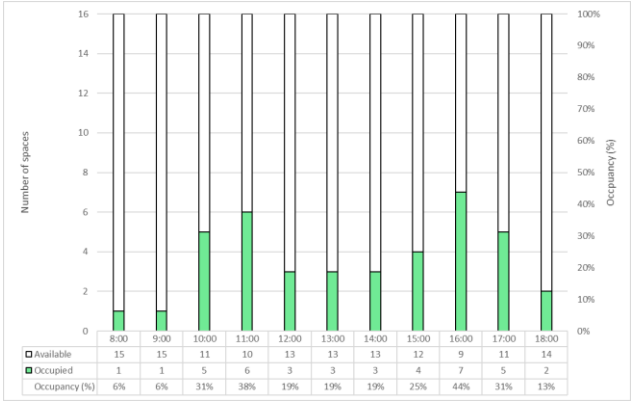


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Available	24	15	14	13	13	15	11	12	14	17	16
Occupied	5	14	15	16	16	14	18	17	15	12	13
Occupancy (%)	17%	48%	52%	55%	55%	48%	62%	59%	52%	41%	45%

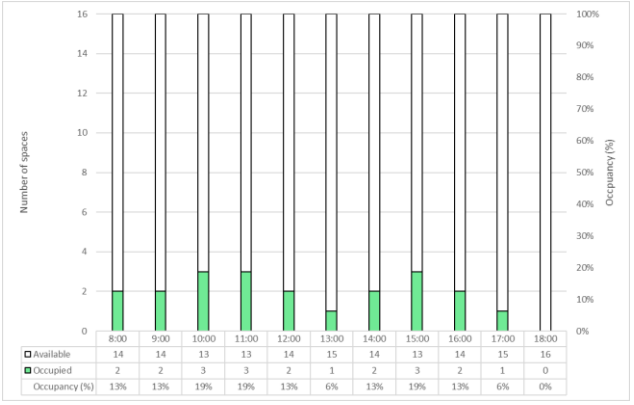


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Available	23	22	19	19	13	21	19	19	19	20	23
Occupied	6	7	10	10	16	8	10	10	10	9	6
Occupancy (%)	21%	24%	34%	34%	55%	28%	34%	34%	34%	31%	21%

Collopy Street



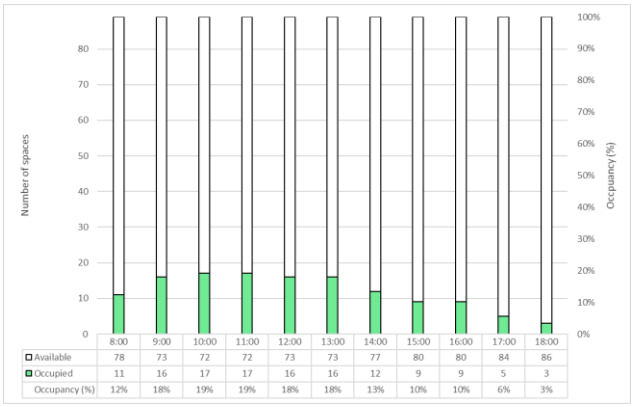
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Available	15	15	11	10	13	13	13	12	9	11	14
Occupied	1	1	5	6	3	3	3	4	7	5	2
Occupancy (%)	6%	6%	31%	38%	19%	19%	19%	25%	44%	31%	13%

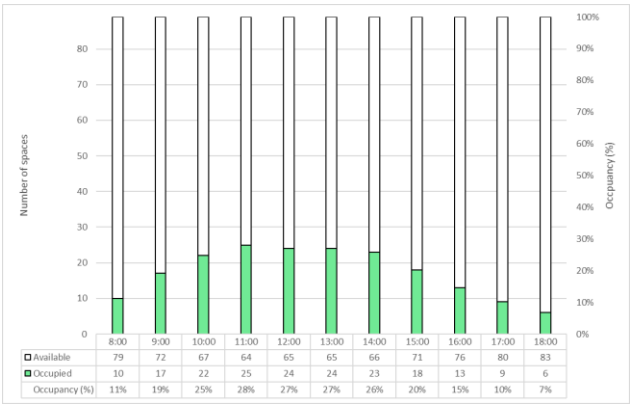


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Available	14	14	13	13	14	15	14	13	14	15	16
Occupied	2	2	3	3	2	1	2	3	2	1	0
Occupancy (%)	13%	13%	19%	19%	13%	6%	13%	19%	13%	6%	0%

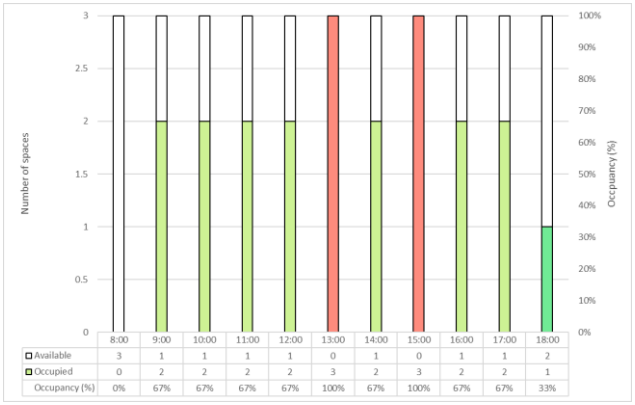
Curia Street

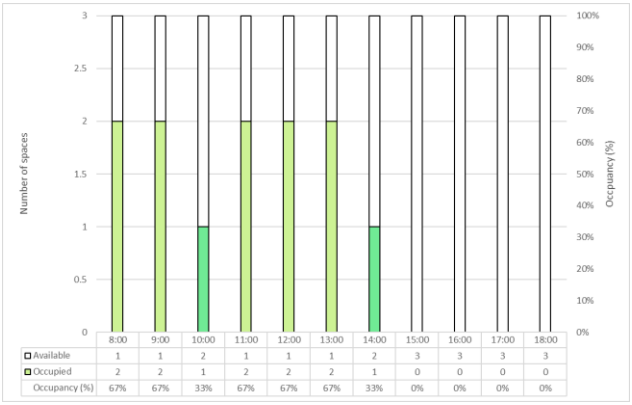
Friday 5 September 2025	Saturday 6 September 2025



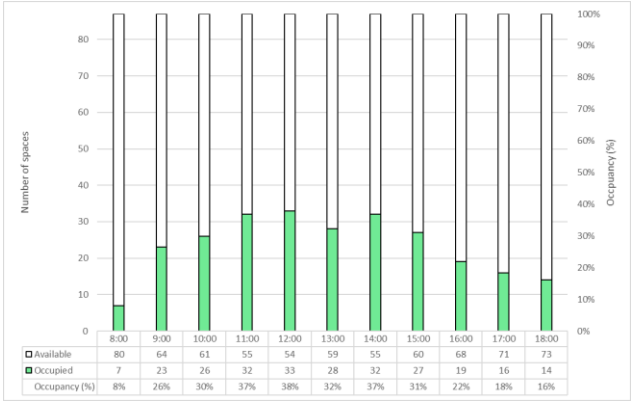


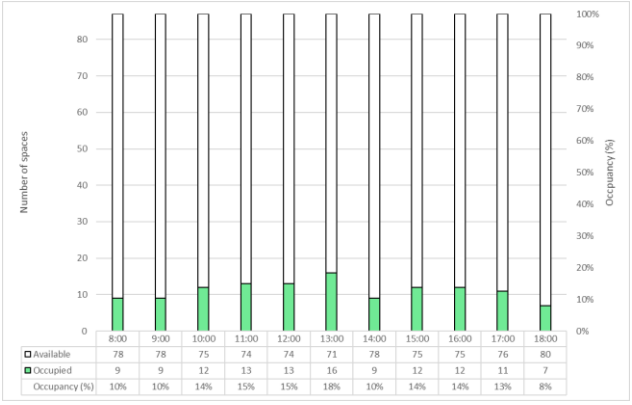
Early Street





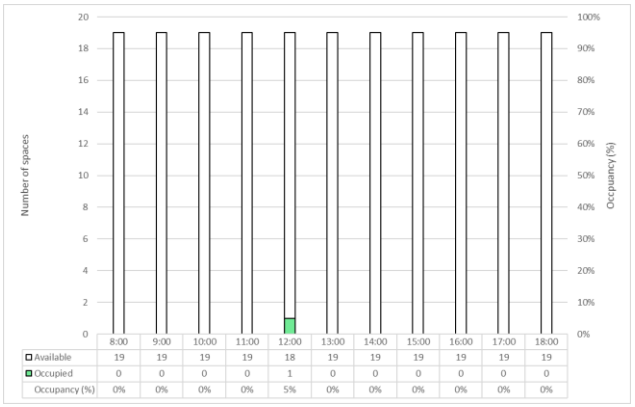
Eastern Highett Street

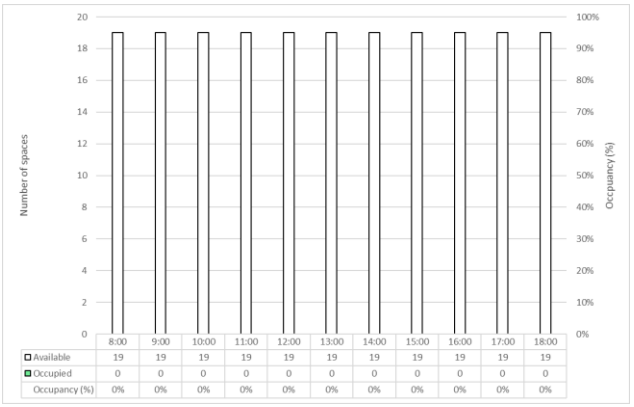




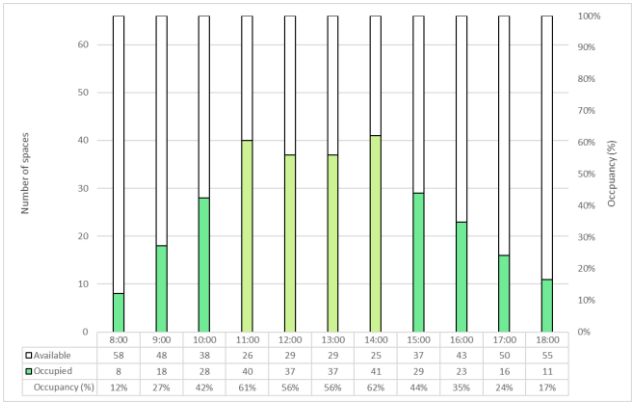
Elvins Street

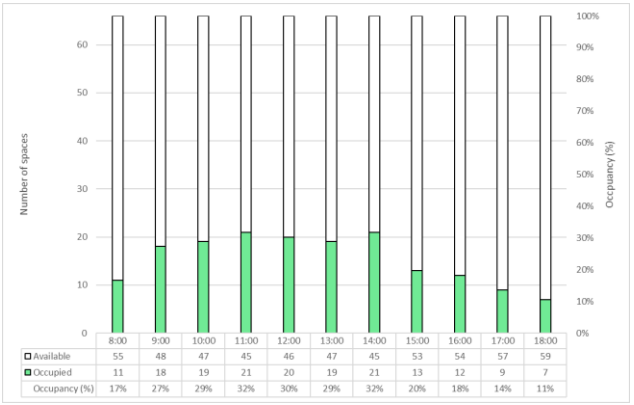
Friday 5 September 2025	Saturday 6 September 2025



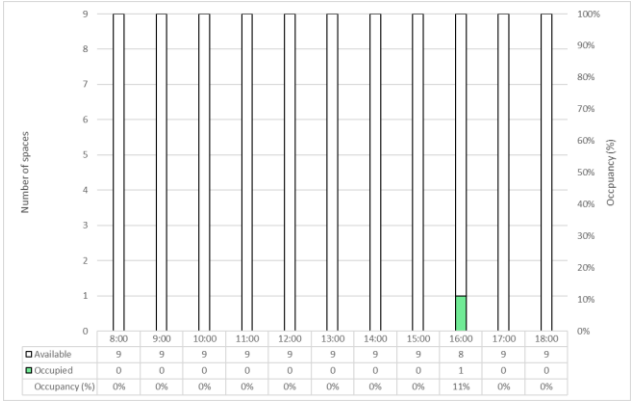


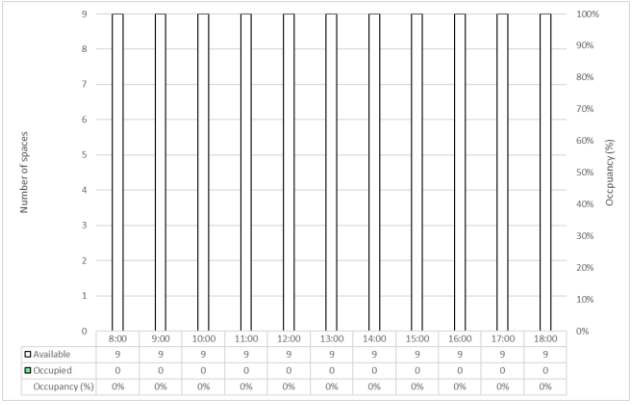
Erril Street





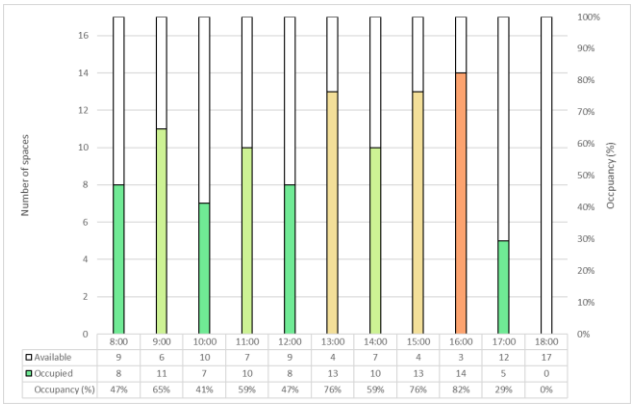
Hunter Street

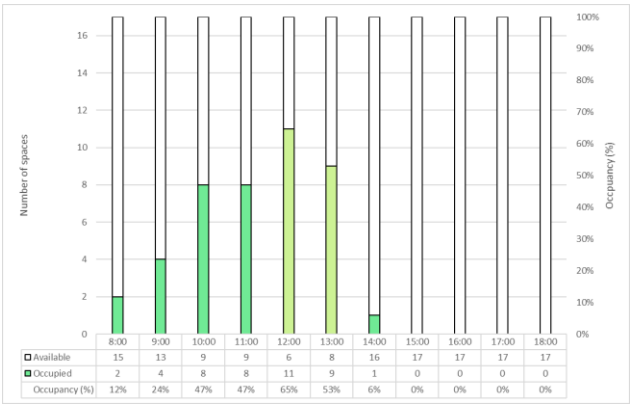




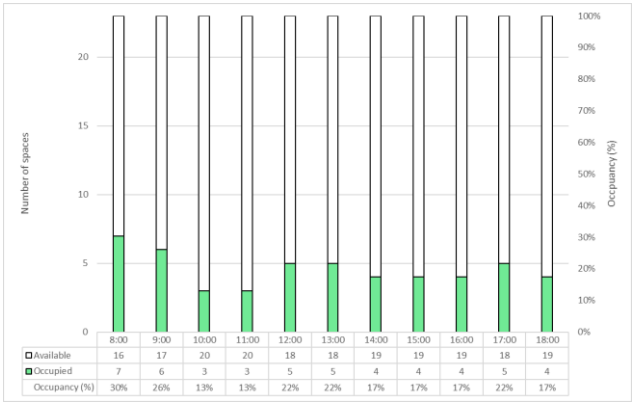
Kitchen Street

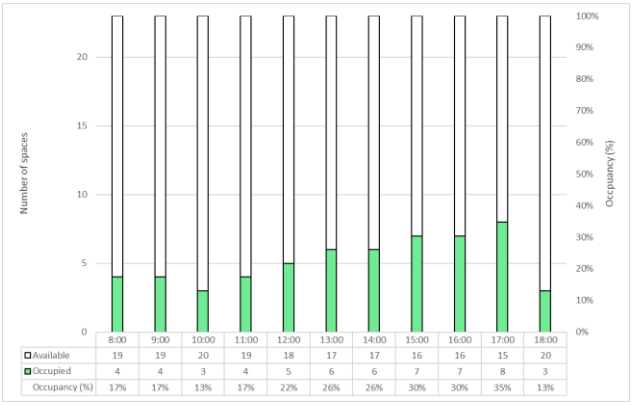
Friday 5 September 2025	Saturday 6 September 2025



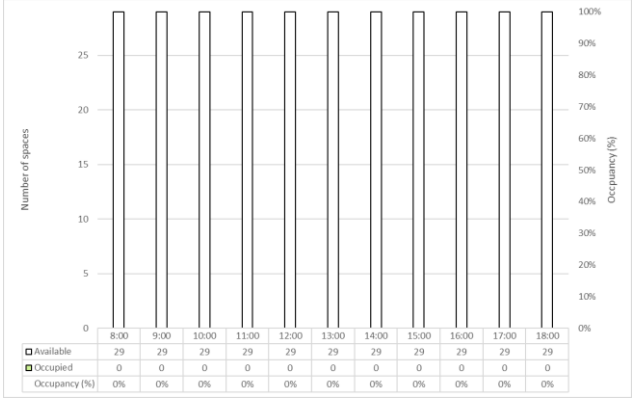


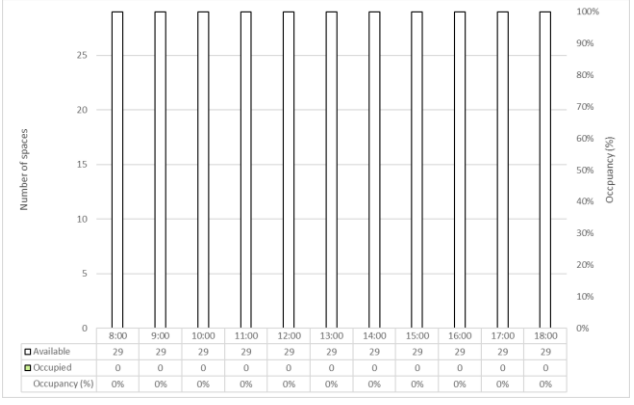
Loch Street





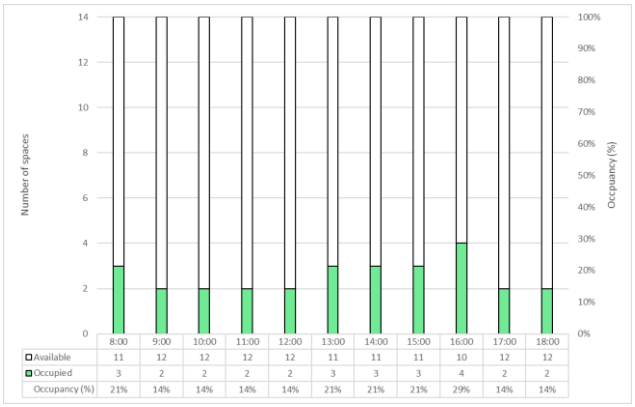
Malcolm Street

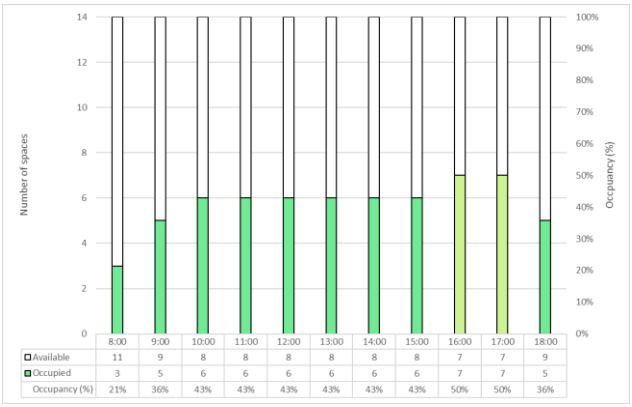




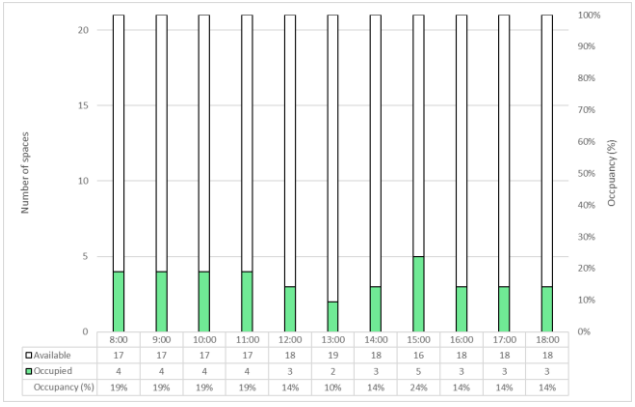
Friday 5 September 2025	Saturday 6 September 2025

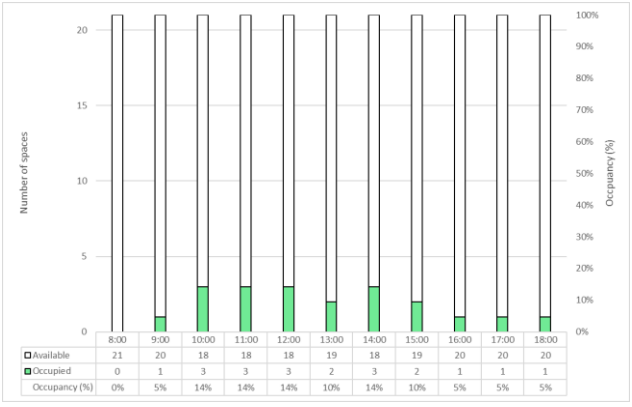
McDonald Street



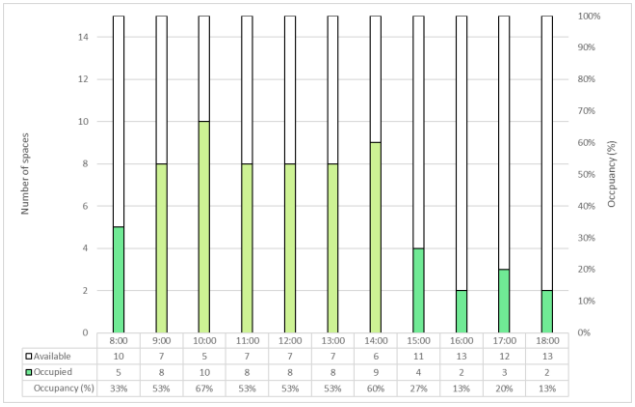


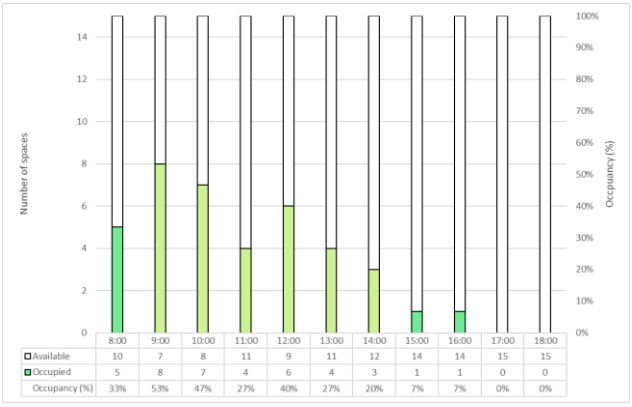
Minerva Street





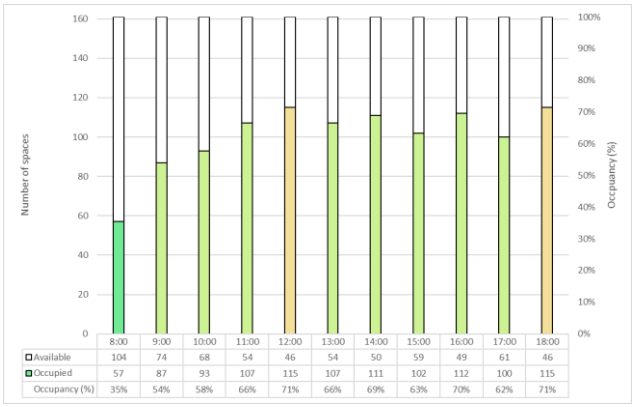
Nolan Street

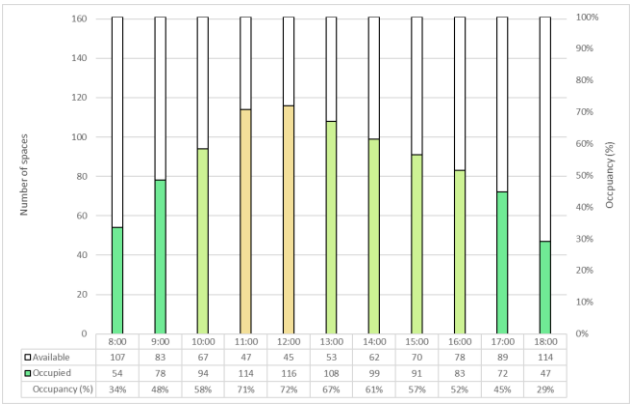




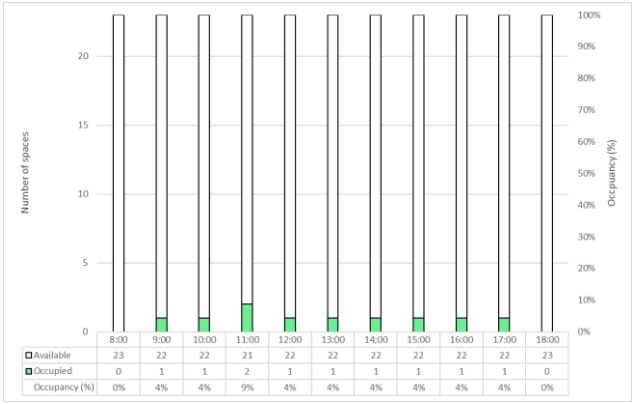
Friday 5 September 2025	Saturday 6 September 2025

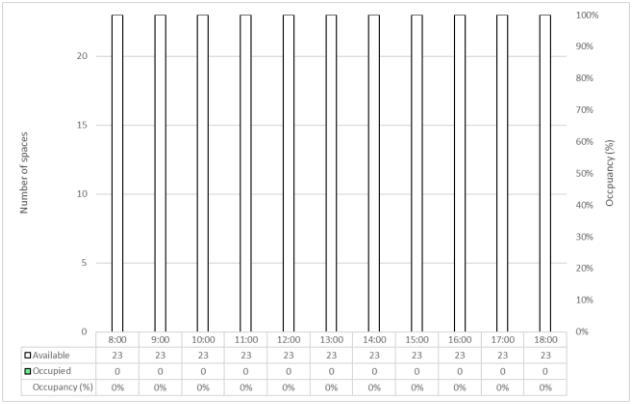
Northern High Street



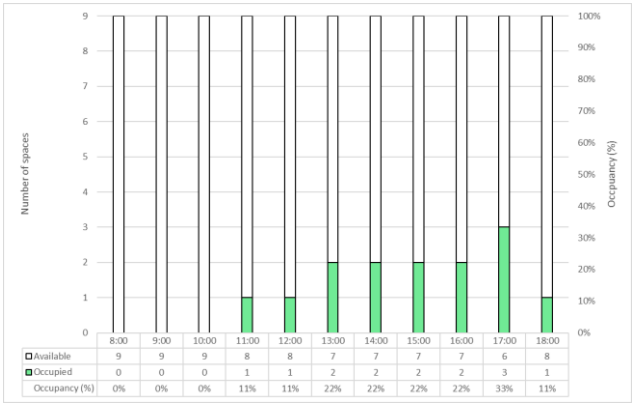


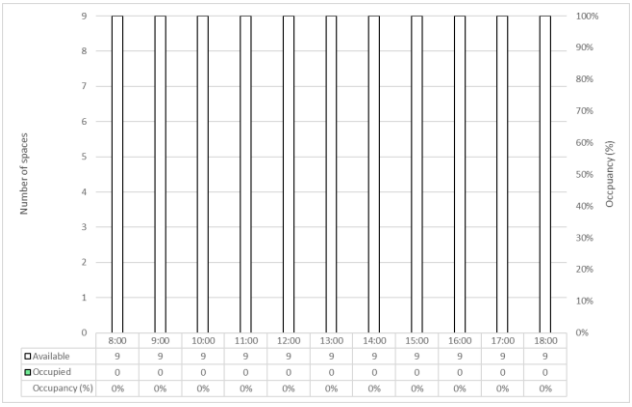
Olympic Street





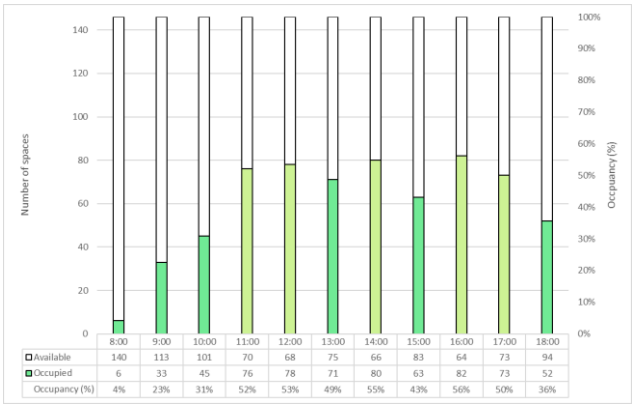
Ryan Street

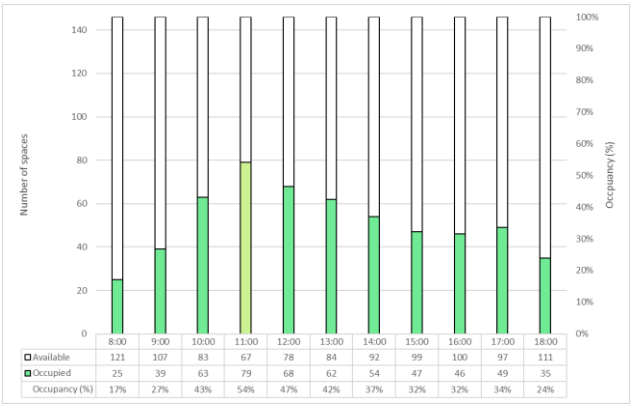




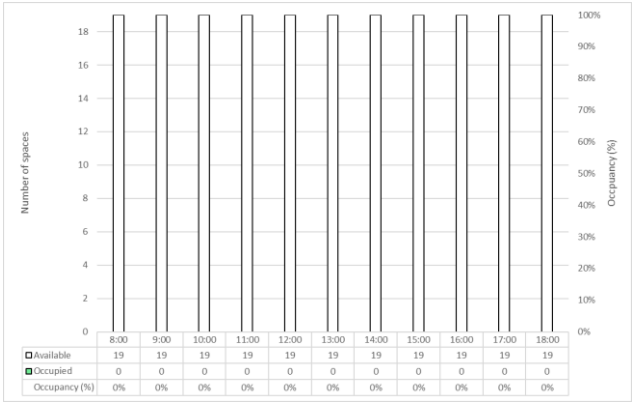
Friday 5 September 2025	Saturday 6 September 2025

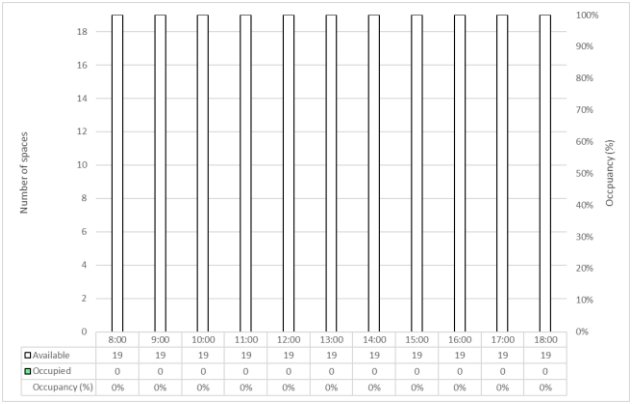
Southern High Street



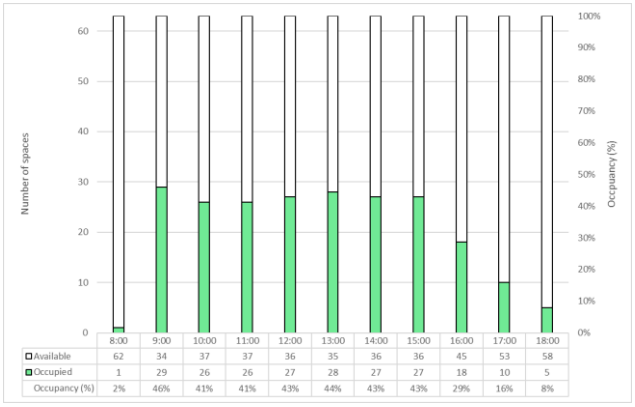


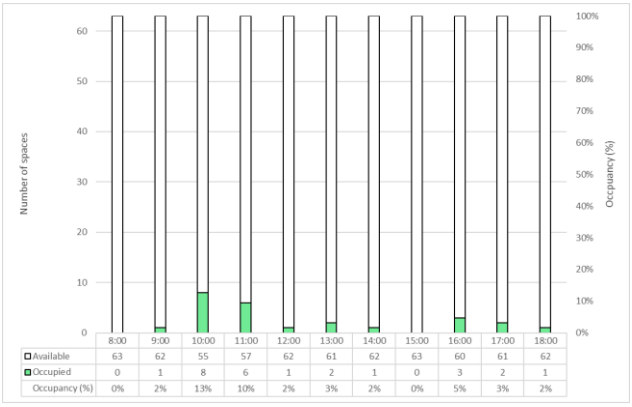
Ultimo Street





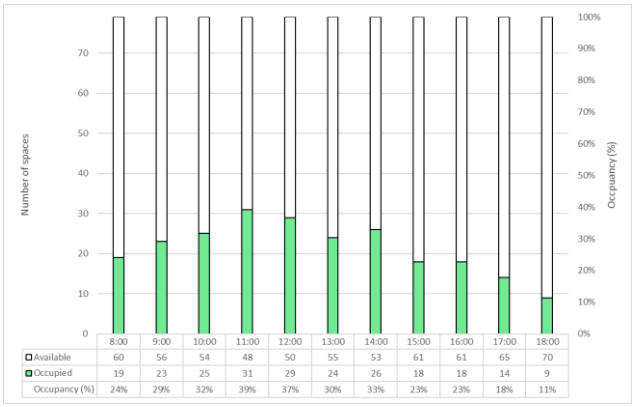
Victoria Street

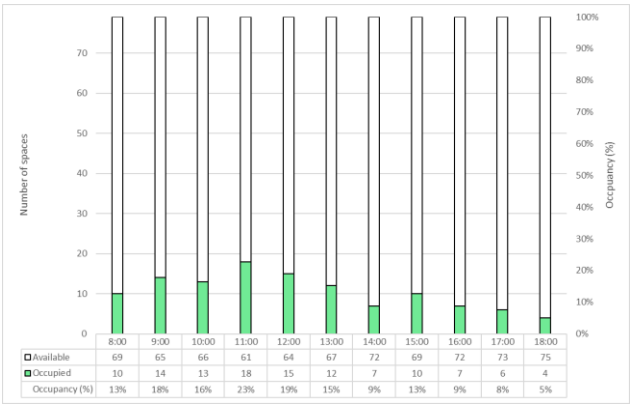




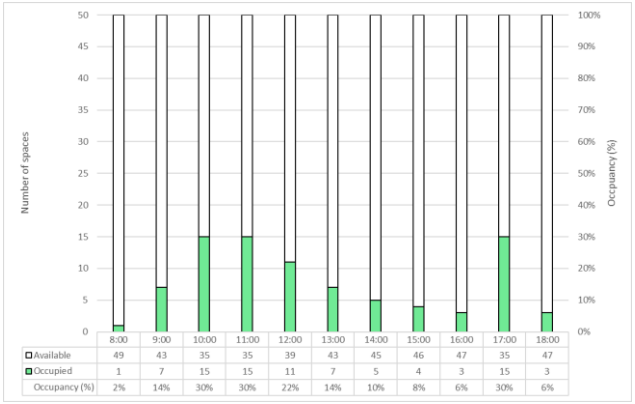
Friday 5 September 2025	Saturday 6 September 2025

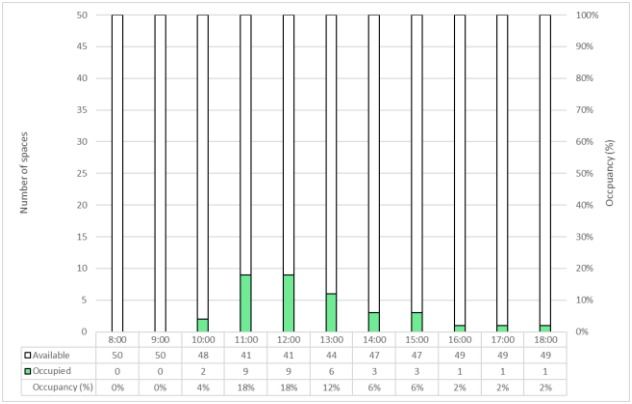
Western Highett Street



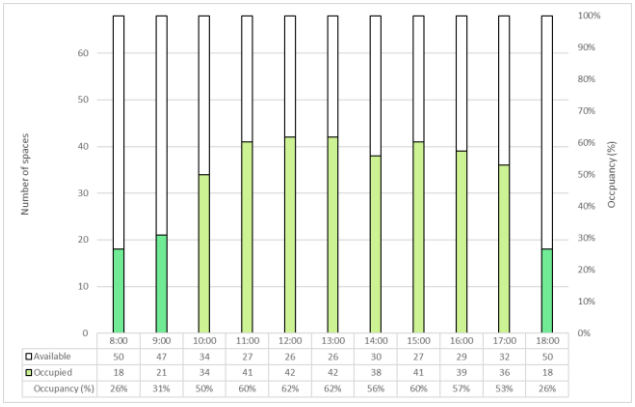


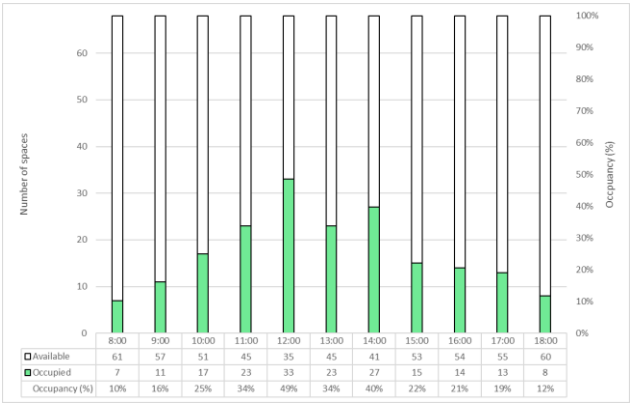
CP1





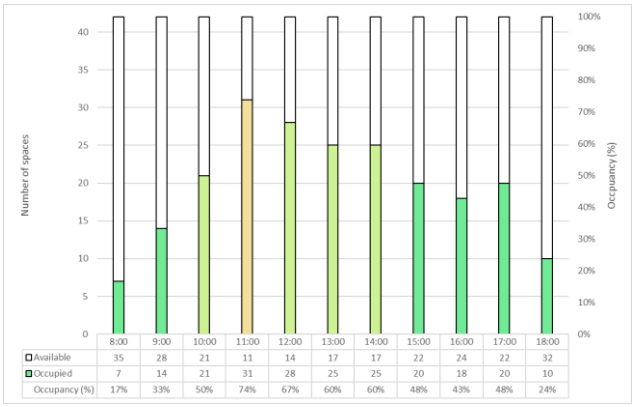
CP2



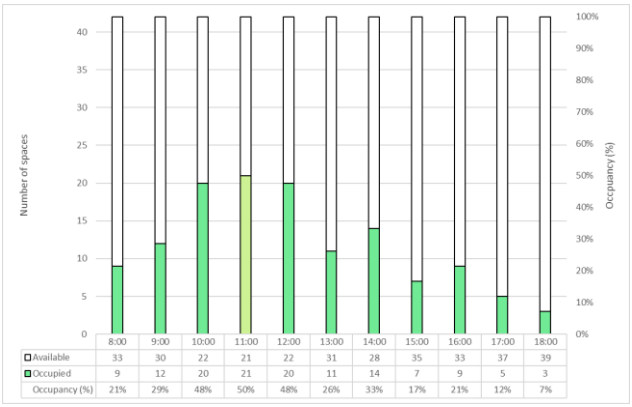


Friday 5 September 2025	Saturday 6 September 2025

CP3

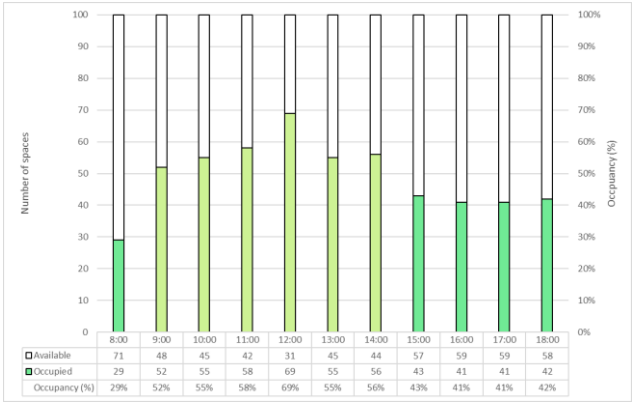


	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
Available	35	28	21	11	14	17	17	22	24	22	32
Occupied	7	14	21	31	28	25	25	20	18	20	10
Occupancy (%)	17%	33%	50%	74%	67%	60%	60%	48%	43%	48%	24%

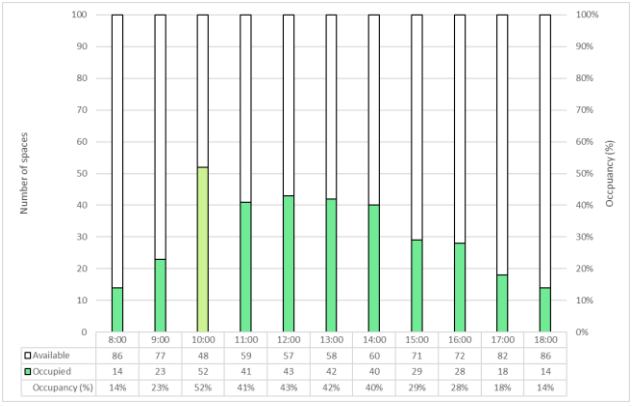


	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
Available	33	30	22	21	22	31	28	35	33	37	39
Occupied	9	12	20	21	20	11	14	7	9	5	3
Occupancy (%)	21%	29%	48%	50%	48%	26%	33%	17%	21%	12%	7%

CP4

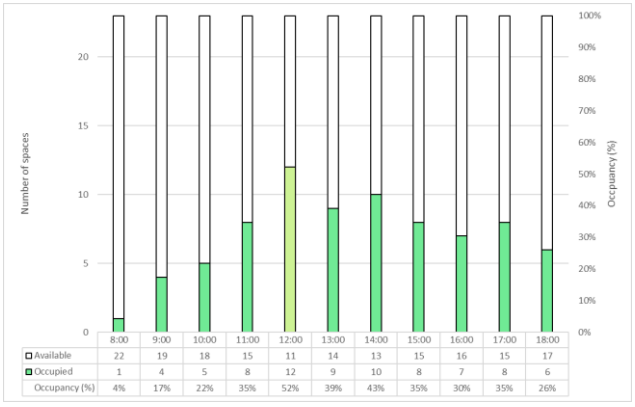


	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
Available	71	48	45	42	31	45	44	57	59	59	58
Occupied	29	52	55	58	69	55	56	43	41	41	42
Occupancy (%)	29%	52%	55%	58%	69%	55%	56%	43%	41%	41%	42%

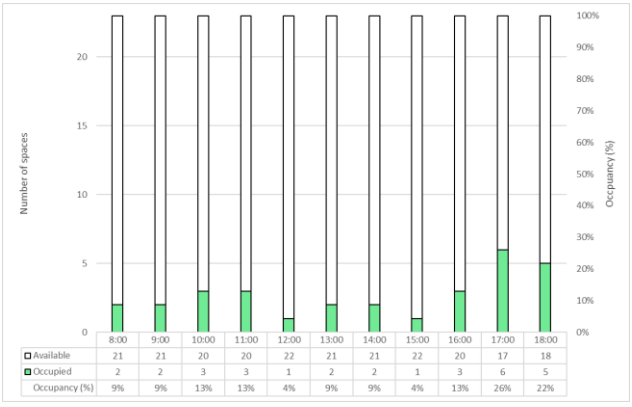


	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
Available	86	77	48	59	57	58	60	71	72	82	86
Occupied	14	23	52	41	43	42	40	29	28	18	14
Occupancy (%)	14%	23%	52%	41%	43%	42%	40%	29%	28%	18%	14%

CP5



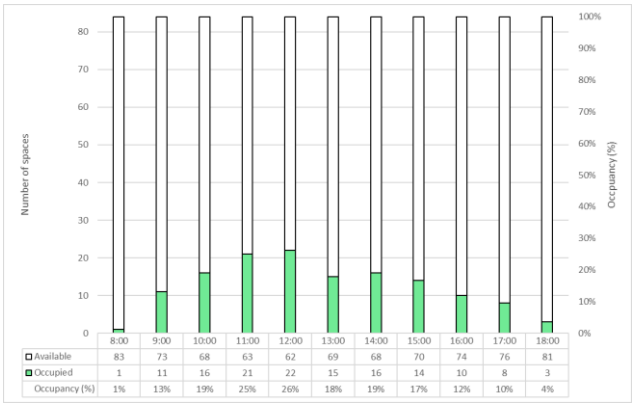
	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
Available	22	19	18	15	11	14	13	15	16	15	17
Occupied	1	4	5	8	12	9	10	8	7	8	6
Occupancy (%)	4%	17%	22%	35%	52%	39%	43%	35%	30%	35%	26%



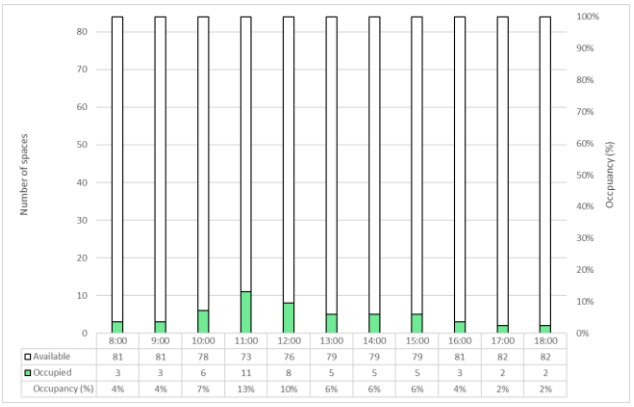
	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
Available	21	21	20	20	22	21	21	22	20	17	18
Occupied	2	2	3	3	1	2	2	1	3	6	5
Occupancy (%)	9%	9%	13%	13%	4%	9%	9%	4%	13%	26%	22%

Friday 5 September 2025	Saturday 6 September 2025

CP6

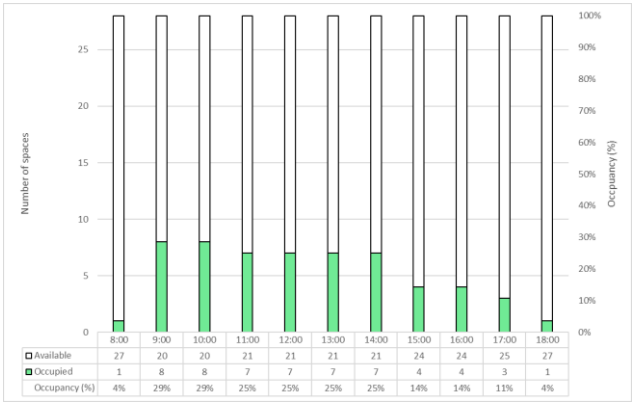


	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
Available	83	73	68	63	62	69	68	70	74	76	81
Occupied	1	11	16	21	22	15	16	14	10	8	3
Occupancy (%)	1%	13%	19%	25%	26%	18%	19%	17%	12%	10%	4%

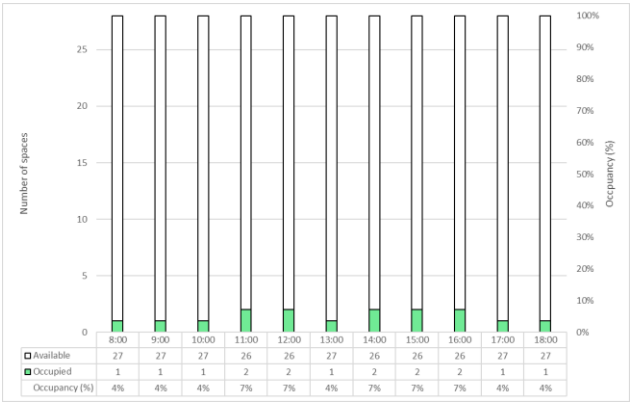


	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
Available	81	81	78	73	76	79	79	79	81	82	82
Occupied	3	3	6	11	8	5	5	5	3	2	2
Occupancy (%)	4%	4%	7%	13%	10%	6%	6%	6%	4%	2%	2%

CP7

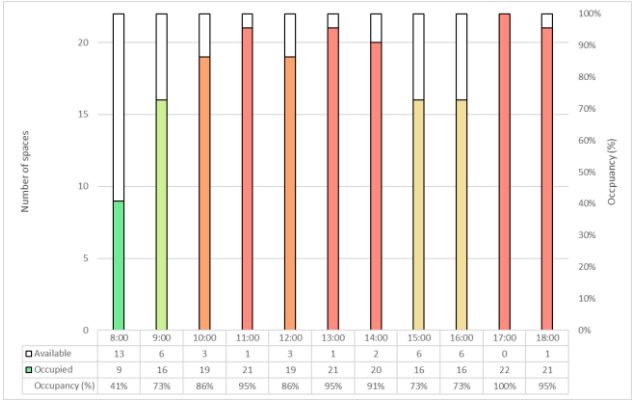


	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
Available	27	20	20	21	21	21	21	24	24	25	27
Occupied	1	8	8	7	7	7	7	4	4	3	1
Occupancy (%)	4%	29%	29%	25%	25%	25%	25%	14%	14%	11%	4%

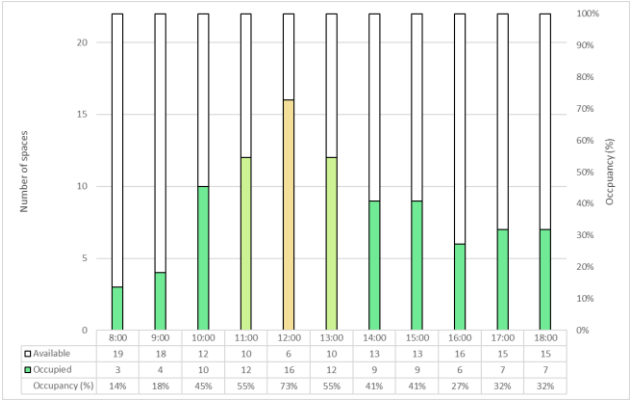


	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
Available	27	27	27	26	26	27	26	26	26	27	27
Occupied	1	1	1	2	2	1	2	2	2	1	1
Occupancy (%)	4%	4%	4%	7%	7%	4%	7%	7%	7%	4%	4%

CP8



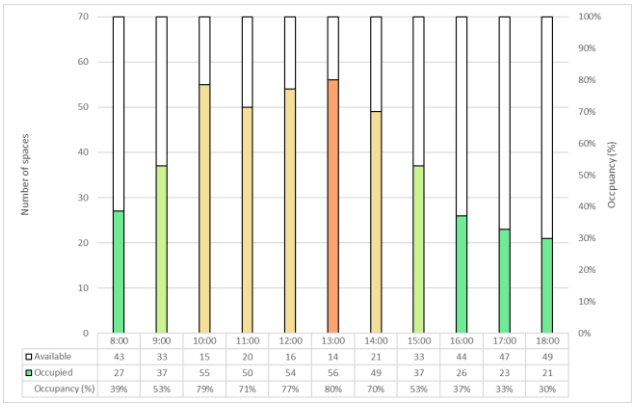
	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
Available	13	6	3	1	3	1	2	6	6	0	1
Occupied	9	16	19	21	19	21	20	16	16	22	21
Occupancy (%)	41%	73%	86%	95%	86%	95%	91%	73%	73%	100%	95%



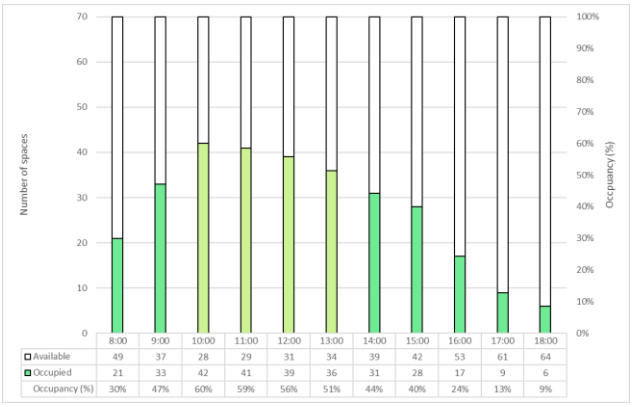
	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
Available	19	18	12	10	6	10	13	13	16	15	15
Occupied	3	4	10	12	16	12	9	9	6	7	7
Occupancy (%)	14%	18%	45%	55%	73%	55%	41%	41%	27%	32%	32%

Friday 5 September 2025	Saturday 6 September 2025

CP9

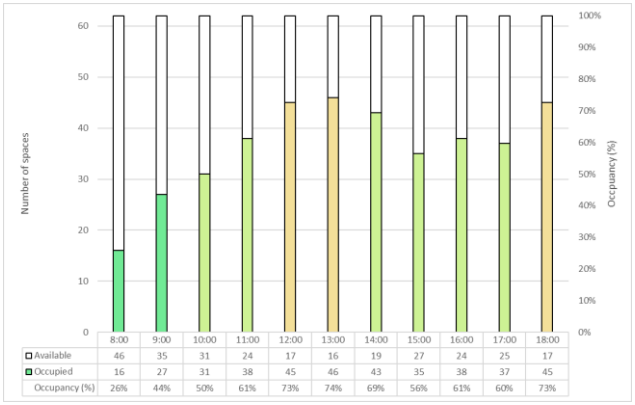


	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
Available	43	33	15	20	16	14	21	33	44	47	49
Occupied	27	37	55	50	54	56	49	37	26	23	21
Occupancy (%)	39%	53%	79%	71%	77%	80%	70%	53%	37%	33%	30%

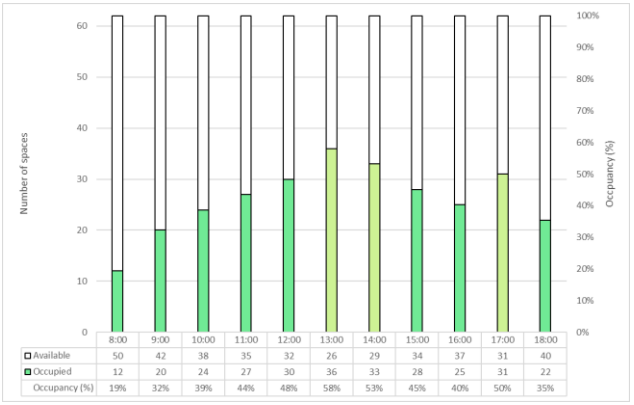


	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
Available	49	37	28	29	31	34	39	42	53	61	64
Occupied	21	33	42	41	39	36	31	28	17	9	6
Occupancy (%)	30%	47%	60%	59%	56%	51%	44%	40%	24%	13%	9%

CP10

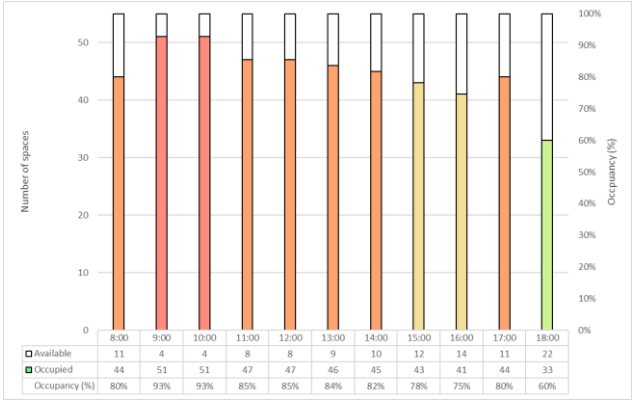


	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
Available	46	35	31	24	17	16	19	27	24	25	17
Occupied	16	27	31	38	45	46	43	35	38	37	45
Occupancy (%)	26%	44%	50%	61%	73%	74%	69%	56%	61%	60%	73%

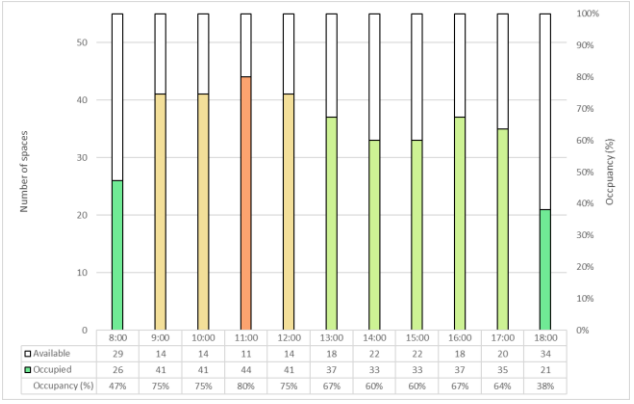


	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
Available	50	42	38	35	32	26	29	34	37	31	40
Occupied	12	20	24	27	30	36	33	28	25	31	22
Occupancy (%)	19%	32%	39%	44%	48%	58%	53%	45%	40%	50%	35%

CP11

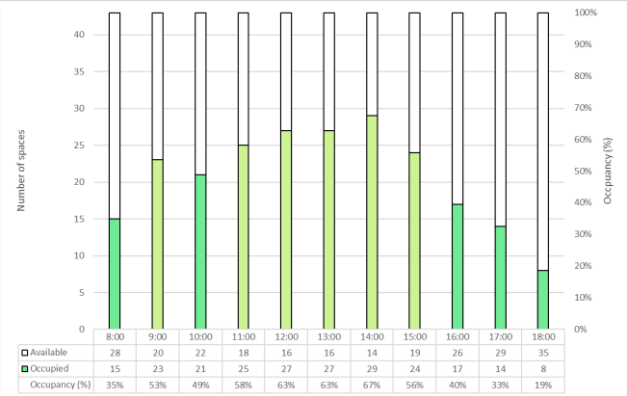


	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
Available	11	4	4	8	8	9	10	12	14	11	22
Occupied	44	51	51	47	47	46	45	43	41	44	33
Occupancy (%)	80%	93%	93%	85%	85%	84%	82%	78%	75%	80%	60%

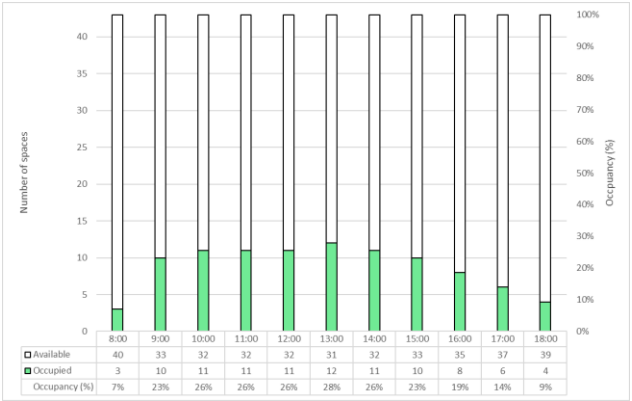


	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
Available	29	14	14	11	14	18	22	22	18	20	34
Occupied	26	41	41	44	41	37	33	33	37	35	21
Occupancy (%)	47%	75%	75%	80%	75%	67%	60%	60%	67%	64%	38%

Friday 5 September 2025	Saturday 6 September 2025
CP12	



	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
Available	28	20	22	18	16	16	14	19	26	29	35
Occupied	15	23	21	25	27	27	29	24	17	14	8
Occupancy (%)	35%	53%	49%	58%	63%	63%	67%	56%	40%	33%	19%



	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
Available	40	33	32	32	32	31	32	33	35	37	39
Occupied	3	10	11	11	11	12	11	10	8	6	4
Occupancy (%)	7%	23%	26%	26%	26%	28%	26%	23%	19%	14%	9%

Appendix 5 – Car parking survey results

A5.1 – Friday 5 September 2025

A5.2 – Saturday 6 September 2025

Appendix 6 – Acronyms and terms

Acronyms / terms	Definition
AGRD4	Austroads Guide to Road Design Part 4 – Intersections and crossings
AGRD4A	Austroads Guide to Road Design Part 4A – Unsignalised and signalised intersections
AGTM6	Austroads Guide to Traffic Management Part 6 – Intersections, interchanges and crossings management
AGTM8	Austroads Guide to Traffic Management Part 8 – Local street management
AS/NZS2890.1	Australian Standard / New Zealand Standard 2890.1 Parking facilities Part 1: Off-street car parking
DTP	Department of Transport and Planning (formerly VicRoads)
ESD	Entering site distance
PSP	Precinct structure plan
SIDRA	SIDRA intersection – micro analytical traffic engineering software to model the performance of intersections
SISD	safe intersection sight distance
TIA	traffic impact assessment
vpd	vehicles per day

Acronyms / terms	Definition
vph	vehicles per hour
VPA	Victorian Planning Authority

Appendix 7 – Long Vehicle Parking Locations

Figure 65 shows caravan, camper trailers, boat trailers dedicated parking spaces in front of Botanical Park.

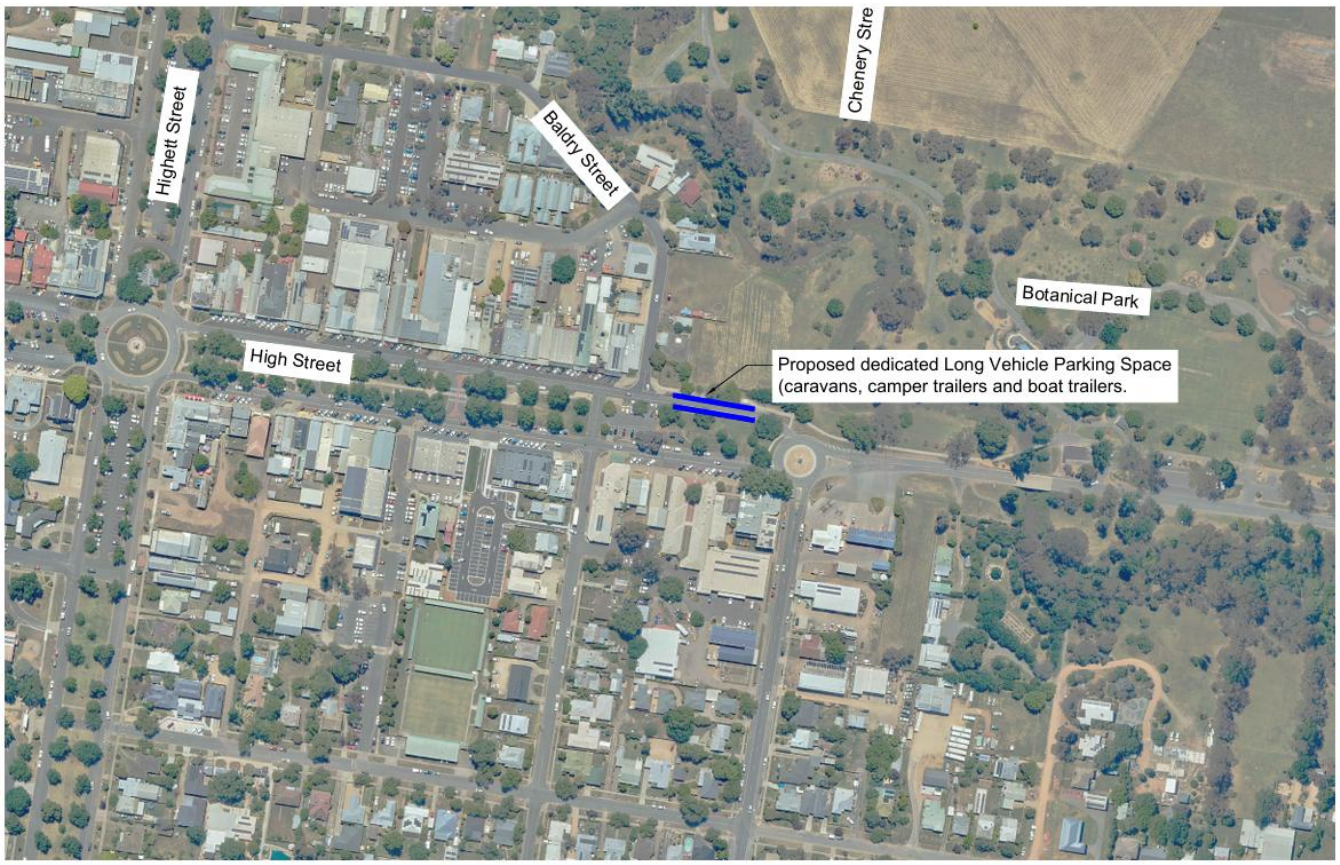


Figure 65 dedicated caravan, caper trailers, and boat trailers parking spaces

Figure 66 shows Caravan, camper trailers, and boat trailers wayfinding signage along Highett Street.



Figure 66 shows Caravan, camper trailers, and boat trailers wayfinding signage along Highett Street

Figure 67 shows Caravan, camper trailers, and boat trailers wayfinding signage along Chenery Street.



Figure 67 Caravan, camper trailers, and boat trailers wayfinding signage along Chenery Street.