

Winchelsea Town Centre Access and Parking Opportunities

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1. INTRODUCTION

O'Brien Traffic has been engaged by Surf Coast Shire to undertake a study into access and parking opportunities in Winchelsea Town Centre.

In the course of preparing this report:

- The centre has been inspected;
- The likely needs resulting from future growth of the centre have been considered;
- Access and parking issues and opportunities have been identified and reviewed;
- A community 'open house' session for the community to provide input into the study was held; and
- An implementation plan identifying short, medium, long-term and ongoing actions has been prepared.

2. BACKGROUND

The recently completed “Growing Winchelsea – Shaping Future Growth 2015” aims to make Winchelsea a better place to live, work and visit. Arising from the Growing Winchelsea project is the Winchelsea Town Centre Beautification Project. The project includes a Streetscape Plan and a Precinct Structure Plan. The key objectives of the project are:

- to improve appearance and functionality of the town centre commercial precinct; and
- to create opportunities for better connections with the Barwon River public realm as private commercial land is developed.

To inform the Streetscape Plan and Precinct Structure Plan, Council sought an Access and Parking Opportunities Report (this report).

The purpose of this report is to take into account future commercial development in the town centre, likely car parking requirements, public transport, and walking and cycling (including connections to the Barwon River and across the Princes Highway) and to develop an implementation plan to address the future needs of the Centre.

3. EXISTING CONDITIONS

3.1 Location

Winchelsea is a rural town located midway between Geelong and Colac on the Princes Highway. It is the largest inland town in the Surf Coast Shire and is the major service centre for the surrounding farming community. Winchelsea is also a popular stop for people heading towards the Great Ocean Road, the Otways and western Victoria, being the first town travellers pass through when driving from Melbourne.

Winchelsea Town Centre is located on the southern side of the Princes Highway to the west of the Barwon River. The study area is shown in **Figure 1**.



Figure 1: Winchelsea Town Centre Study Area

It is noted that the study area specified by Council does not include Princes Highway or land to the south of the river. As access issues can impact on these areas, some

locations outside of the study area are considered within this report. Changes that impact on Princes Highway (i.e. change to access) would require VicRoads approval.

3.2 Land Uses

The Town Centre currently consists of a strip of shops and cafes facing the Princes Highway between Hesse Street and Palmer Street (**Figure 2**). This includes a supermarket at the western end of the strip.



Figure 2: Shops facing Princes Highway

Hesse Street is predominantly residential, although four retail and commercial units have been constructed on the western side at the northern end (**Figure 3**). Current tenants include a post office. A police station is also located at 15 Hesse Street (**Figure 1**)



Figure 3: Shops facing Hesse Street

The other notable use within the area is the Barwon Hotel, located to the east of Palmer Street (**Figure 4**). The hotel includes a large forecourt for parking facing the highway.



Figure 4: Barwon Hotel

There is a significant amount of undeveloped land within the study area which is commercially zoned (**Figure 5**). Consideration will need to be given to the range of potential land uses and the access and parking implications.



Figure 5: Land use zoning in Town Centre

3.3 Street Network

3.3.1 Main Street (Princes Highway)

Main Street, Winchelsea forms part of the Princes Highway and is a State Arterial under the control of VicRoads. As part of VicRoads' Geelong to Colac Duplication Project, Main Street has recently been duplicated and generally consists of two traffic lanes in each direction. As part of the works, the intersection with Hesse Street was signalised and pedestrian crossings provided across the north, east and west legs of the intersection.

A view of Main Street from the Hesse Street intersection is shown in **Figure 6**.



Figure 6: View of Main Street looking northeast from Hesse Street

3.3.2 *Main Street Service Road*

The Main Street Service Road within the study area runs between Palmer Street and Hesse Street. It is a two-way service road under the control of Council. At the eastern end it connects to the northern end of Palmer Street, the Barwon Hotel car park and an exit lane from the Main Street (Princes Highway) westbound carriageway.

The carriageway is approximately 23 metres in width with 60 degree angle parking on both sides and parallel 'long-vehicle' centre of the road parking. A disabled space is provided at the eastern end of the car parking on the southern side.

The parking on the northern side was partially reconstructed as part of the Princes Highway duplication works.

A view of the service road is shown in **Figure 7**.



Figure 7: View of Main Street Service Road looking southwest from Palmer Street

3.3.3 *Palmer Street*

Palmer Street is a local street under the control and responsibility of Council. It is approximately 90 metres long from the Main Street Service Road to its southern end.

It has an unsealed carriageway of approximately 12 metres wide with no kerb and channel. It has a 20 metre wide road reserve and incorporates a turning area at its southern end. There is a short section of footpath at the northern end on the western side adjacent the commercial tenancies fronting the service road. Apart from this location there are no footpaths in the street.

Adjacent the short section of footpath cars park at 90 degrees to the carriageway, it is likely that these cars are owned by staff and operators of the commercial premises. Elsewhere in the street cars park parallel to the carriageway.

A view of the Palmer Street is shown in **Figure 8**.



Figure 8: View of Palmer Street looking south from Service Road

3.3.4 Hesse Street

Hesse Street is also under control of Council. The street extends 175 metres south of the service road, although the road reserve extends to the Barwon River. While generally flat, at the end of the formed road it drops steeply.

Kerb and channel has been constructed along its length with a distance of approximately 14 m between kerbs within a 20 metre road reserve. However, the carriageway has been narrowed adjacent the post office development.

Between Rowans Lane (to the immediate south of the post office) and the service road the street is sealed from kerb to kerb. However, south of Rowans Lane only the central 7 metres (approximately) is sealed (refer **Figure 9**).

Footpaths have been formed adjacent the fully sealed section of carriageway, but not along the rest of the street.



Figure 9: View of Hesse Street looking southeast from Post Office

3.3.5 *Meyler Lane*

Meyler Lane is a Council road reserve connecting Palmer Street and Hesse Street. It includes an L-shaped section sufficient for one way vehicle access (to a dead end) from Hesse Street, and a narrow parcel of land wide enough for pedestrian access only between the L-shaped section and Palmer Street, as shown in **Figure 10**.



Figure 10: Meyler Lane

It should be noted that the supermarket operates from the buildings on both sides of the laneway, with the building to the south being used for storage. This results in significant business related activity across the laneway as shown in **Figure 11**.



Figure 11: View of Meyler Lane looking from Hesse Street

While the road reserve connecting to Palmer Street is of insufficient width to accommodate vehicle movements, vehicle access between the two streets currently occurs informally by vehicles driving across the rear of 11-19 Main Street.

3.3.6 Hotel Loop Road

The 'Hotel Loop Road' is a one-way road that starts at the hotel car park and then connects to the exit lane from Princes Highway to the service road (**Figure 12**). It therefore forms an anti-clockwise circulation around a central island that contains a number of trees, a rotunda and a newly constructed shared path that connects the town centre to the new Princes Highway shared path (**Figure 13**).

To the east of the road there is a public toilet that appears to be well utilised by visitors to Winchelsea. There is no formal guidance in relation to parking in this area and parking was observed to occur on both sides of the road and on the grassed area (**Figure 14**).



Figure 12: View of Hotel Loop Road connecting with exit from Princes Highway



Figure 13: View of rotunda and shared path within central island



Figure 14: View of Loop Road from Hotel car park

It is important to note that a proportion of the loop road is not designated road reserve and crosses two parcels of land under separate ownership. It is understood that a right of way may exist for the hotel across 5 Main Street, however, the public access requirements are unclear.

3.3.7 Hotel Car Park

The Hotel Car Park forms part of the 'Loop Road' and is in private ownership. It is sealed, but has no marked spaces or guidance in terms of through traffic (to the public toilet).

3.4 Parking

O'Brien Traffic prepared an inventory of parking within the town centre as indicated in **Figure 15**.



Figure 15: Car parking survey area

The area surveyed was selected on the basis that it includes all spaces that would be utilised by current centre users and areas that are likely to be utilised in future due to expansion of the commercial offering.

This area contains a total of approximately 170 car spaces of which approximately 44 are on private property (in the hotel car park and the private car park behind the post office). There are no parking restrictions except for two disabled spaces.

Staff from O'Brien Traffic and Nationwide Traffic Surveys undertook spot surveys of the utilisation of these spaces at 12 pm on Tuesday, 19 January 2016 and between 11am and 1pm on Saturday, 30 January 2016.

These times were selected on the basis that the weekday survey would represent the peak weekday parking demand in a busy month, and the Saturday survey would represent the peak parking demand on one of the busiest days of the year (the last Saturday prior to the end of summer school holidays).

The full results of the surveys are presented in **Appendix A**.

Figure 16 provides a graphical representation of the public parking demand.

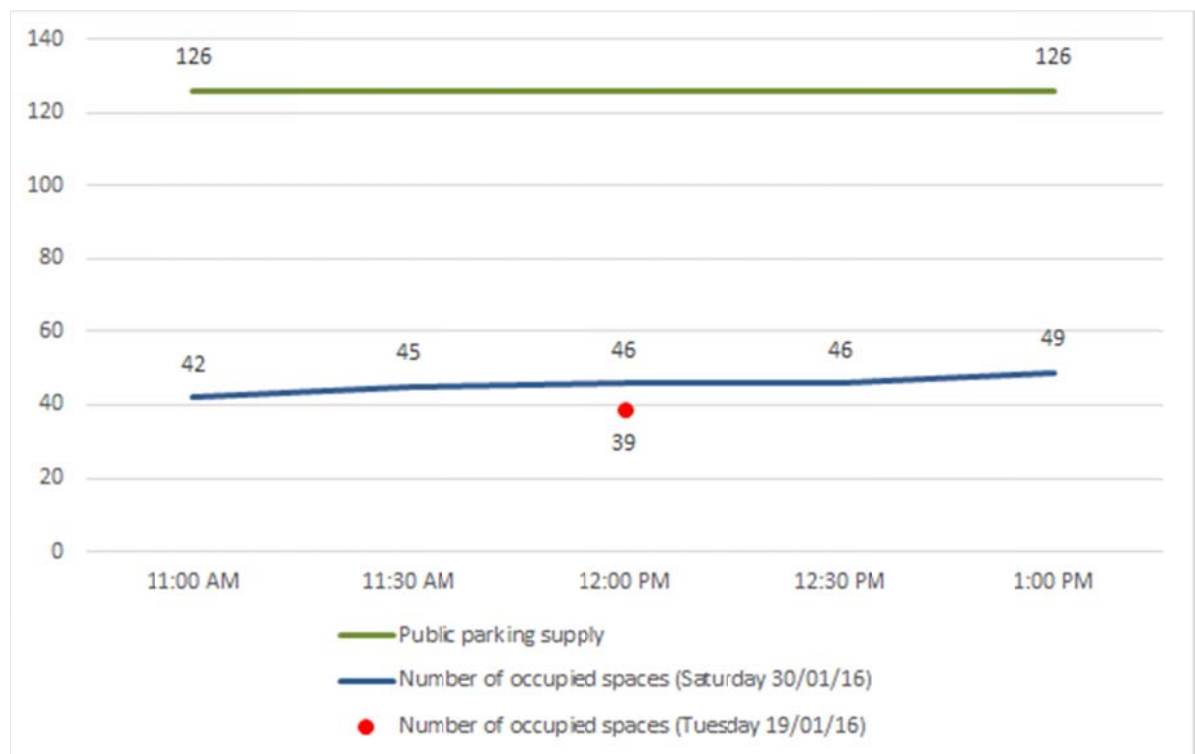


Figure 16: Parking Survey Results

The results of the surveys indicate the following:

- Overall parking demand was similar on the Tuesday and Saturday midday;
- During the surveyed times, car parking within the service road directly in front of the commercial premises (the southern side) was at or near capacity (average occupancy 94%);
- Popular car parking locations were as follows:
 - On the northern side of the service road (average occupancy 60%);
 - The 90 degree angle parking on Palmer Street (average occupancy 64 %);
 - The spaces located in the centre of the service road (average occupancy 56%);and

- The spaces adjacent the supermarket on Hesse Street (average occupancy 50%).
- Of the 74 remaining public spaces (excluding the above), the average occupancy was 10%; and
- The publicly accessible spaces in private ownership in front of the hotel and behind the post office had low levels of occupancy (average occupancy of 2% and 27 % respectively);

3.5 Public Transport

It is understood that public transport does not currently directly serve the town centre, with V-line trains and coaches operating from Winchelsea Rail Station 600 m to the north-west along Hesse Street.

However, tourist coaches, mini buses and vans may access the town centre as a 'rest stop'. In this situation it is likely that they would either park in the hotel car park or in the centre of the road parking in the service road (subject to availability).

Also, as part of the highway duplication works, bus bays have been constructed on both sides of the highway to the west of Hesse Street. It is unknown if PTV intends to operate services from these stops in the near future.

3.6 Cycling and Walking

As part of the Princes Highway duplication project significant additions were made to the pedestrian and cycling networks in the area. The changes included new footpaths, new on-road cycle lanes along Princes Highway (**Figure 17**) and an interconnected network of shared paths.



Figure 17: View of Princes Highway looking west from Hesse Street

A schematic of the shared path and pedestrian network within the area surrounding the town centre is shown in **Figure 18**. This network includes unformed recreational walking trails along the banks of the Barwon River (refer **Figure 19**).

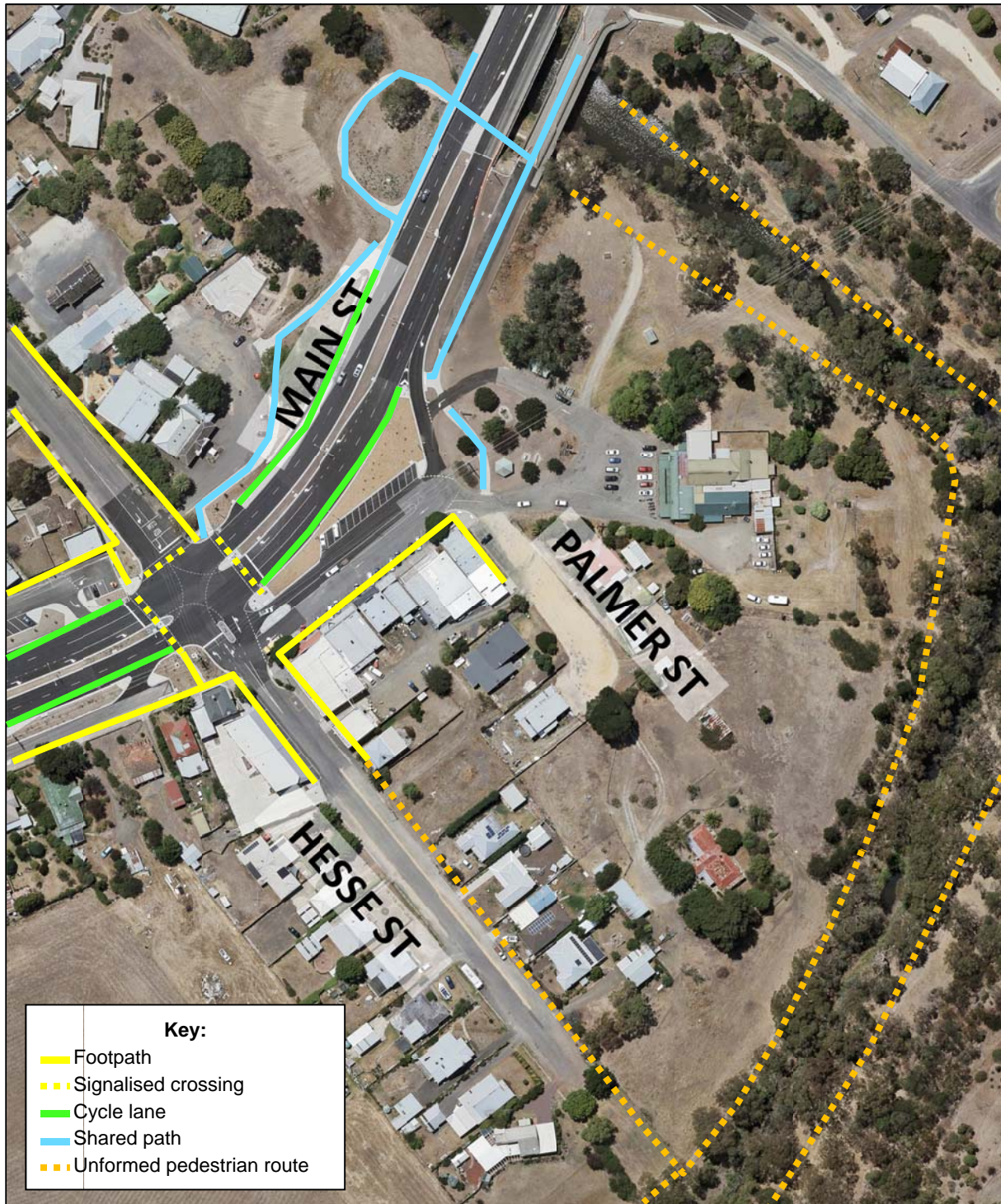


Figure 18: Cycling and walking network



Figure 19: Walking trail along river at southern end of Hesse Street road reserve

3.7 Trucks

Winchelsea is often a stopping point and rest break for trucks travelling between Geelong and Colac (and further afield). Council has therefore advocated provision of adequate long-vehicle parking as critical.

Some large trucks (long rigid trucks and articulated trucks) are required to access the town centre for deliveries. However, due to the lack of circulating roads and unsuitable geometry for access out of the service road (refer **Figure 20**), trucks passing through Winchelsea utilise long vehicle bays on the Princes Highway that were constructed as part of the recent duplication works.



Figure 20: Princes Hwy / Hesse Street – difficult truck access

The road network and centre of the road parking is however suitable for smaller trucks, campervans, and passenger vehicles towing trailers and caravans (e.g. **Figure 21**).



Figure 21: Small truck and ute towing trailer in long vehicle parking spaces

4. FUTURE GROWTH

Growing Winchelsea: Shaping Future Growth 2015 is a plan to guide the way Winchelsea grows. The plan provides an aspirational population target of 10,000 beyond 2050.

Within the next 10 years the plan anticipates that all land within the town centre precinct would become commercially zoned (currently residentially zoned land adjacent Hesse Street) and that public realm improvements would have been undertaken.

The plan envisages a slow expansion in retail activity and focuses on consolidating commercial growth in the existing centre. However, it notes that a separate site to accommodate a future supermarket and associated car parking may be necessary in the long term.

Given the above, and other predictions and aspirations for the centre, it is considered that this Access and Parking study should anticipate:

- A slow growth of the centre with commercial redevelopment of the existing residential properties on Palmer Street and Hesse Street;
- That it is unlikely that a larger supermarket would be developed within the centre; and
- Increasing car parking demand and traffic growth within the centre.

It is also considered likely that urban design requirements for the centre will be for commercial units to present a continuous commercial frontage (commercial buildings are constructed to the street boundary). This will therefore necessitate the provision of staff and customer parking to the rear of the units. As demonstrated by the existing surveys in relation to the post office development, customers have a preference to use the on-street parking in preference to less easy to access rear parking. Thus it is likely that should future commercial development occur, the occupancy of on-street car parking in front of the new commercial premises will increase.

5. ACCESS

5.1 Access Issues

Based on an assessment of existing conditions and likely future conditions outlined in the *Growing Winchelsea: Issues Report*, the following potential problems are noted.

5.1.1 Lack of Vehicle Circulation

Problem:

In smaller activity centres where the predominant form of transport to the centre is by private motor vehicle, the provision of a network where vehicles can circulate is generally a requirement of a successful centre, with shops and other commercial premises located on dead-end streets being much less desirable from a customer perspective.

Discussion:

In addition to the above, the need for visitors to perform a U-turn or three-point turn within the street can have many undesirable safety and traffic operations outcomes, particularly where larger vehicles need to turn **Figure 22**. Larger vehicles also damage road infrastructure such as kerbs and vehicle crossovers when performing such turns.



Figure 22: Semi-trailers performing U-turns in Hesse Street

While this aspect of the problem can be somewhat overcome by providing a turning head, court bowl or other traffic control device for smaller vehicles, the further that users have to travel to reach the turning location the less likely they are to use it, nor does this address issues associated with the turning of larger vehicles. This is a key problem for the future development of Hesse Street and Palmer Street.

It is therefore considered highly desirable that vehicular circulation is provided between Palmer Street and Hesse Street to accommodate future commercial growth

of the centre. Given the lack of connecting road reserve or other Council land, this will require private property acquisition.

The link should ideally provide for two-way traffic and a footpath on at least one side. This would necessitate that a minimum 9 m wide road reserve is acquired, to provide 3 m wide lanes in each direction, a 2 metre wide footpath on one side and a 1 metre planting strip (or similar) on the other side. Should commercial premises front the new link, a wider road reserve would be required. Given the narrow minimum width, the intersections into and out of the link will need to be carefully designed to ensure that they accommodate truck swept paths. This may require some loss of car parking on Palmer Street and Hesse Street. Further increase in road reserve widths may also provide for car parking.

In regard to where the link should be located, commercial properties to the south of the link would be subject to the existing issues of lack of circulation. Therefore, the link should be located as far south as practical. Ideally the link would form as a continuation of Palmer Street (start at the current end of Palmer Street) and connect to Hesse Street from there

While future subdivision of 8 Palmer Street may provide an opportunity to connect the streets in the long term (refer **Figure 23**), it does not solve the short to medium term issues regarding access and may not come to fruition should the site be developed as a single commercial interest rather than subdivided.



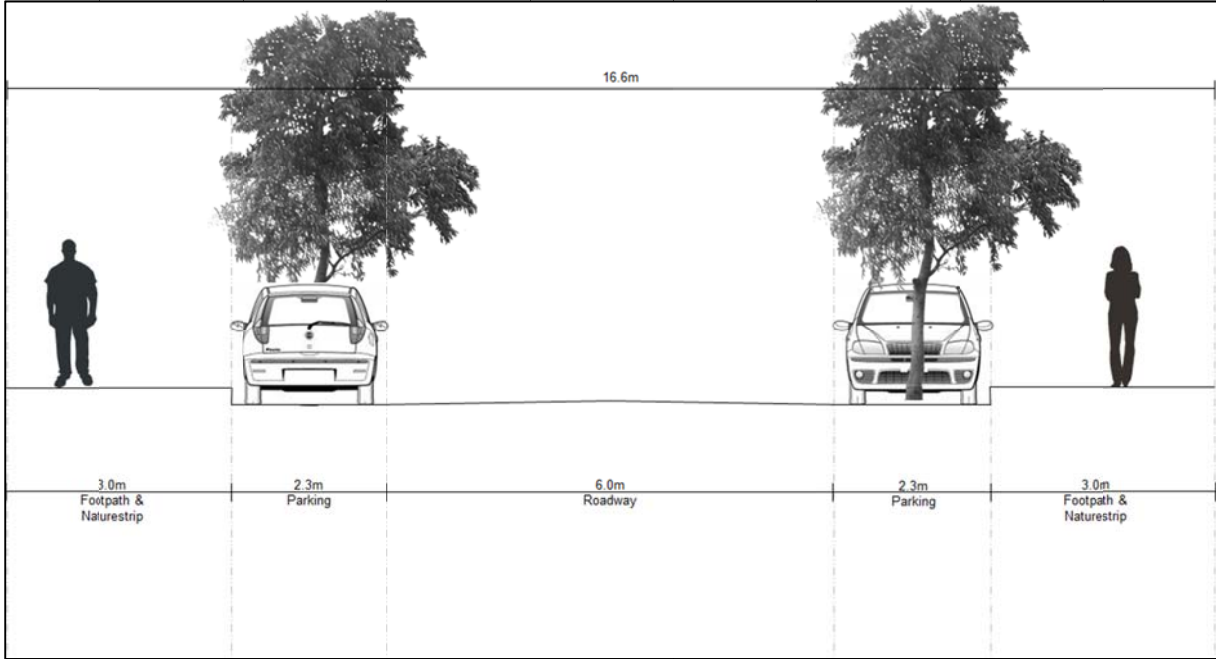


Figure 23: Potential long-term connection (location and cross-section)

To provide a short to medium-term solution, it is recommended that a connection is provided in the vicinity of the current southern end of Palmer Street. The preferred connection from a traffic perspective would be through the 6 Palmer Street and 16 Hesse Street as this would provide a more typical road reserve and allow for ease of access by larger vehicles and for parking and wider footpaths. However, this would require land acquisition of two separate titles of land and demolition of the existing laundromat building. The high cost associated with this option is therefore unlikely to be a feasible solution for Council.

An alternative connection could utilise 4 Palmer Street which has boundaries extending to Hesse Street (see **Figure 24: Potential short - medium term connection**). It is understood that the land has been subdivided into separate parcels of land for the existing building and for the through route. While the property boundaries show sufficient width to provide a two-way connection (using a 9m road reserve), it is noted that the existing building may not be totally within those boundaries.

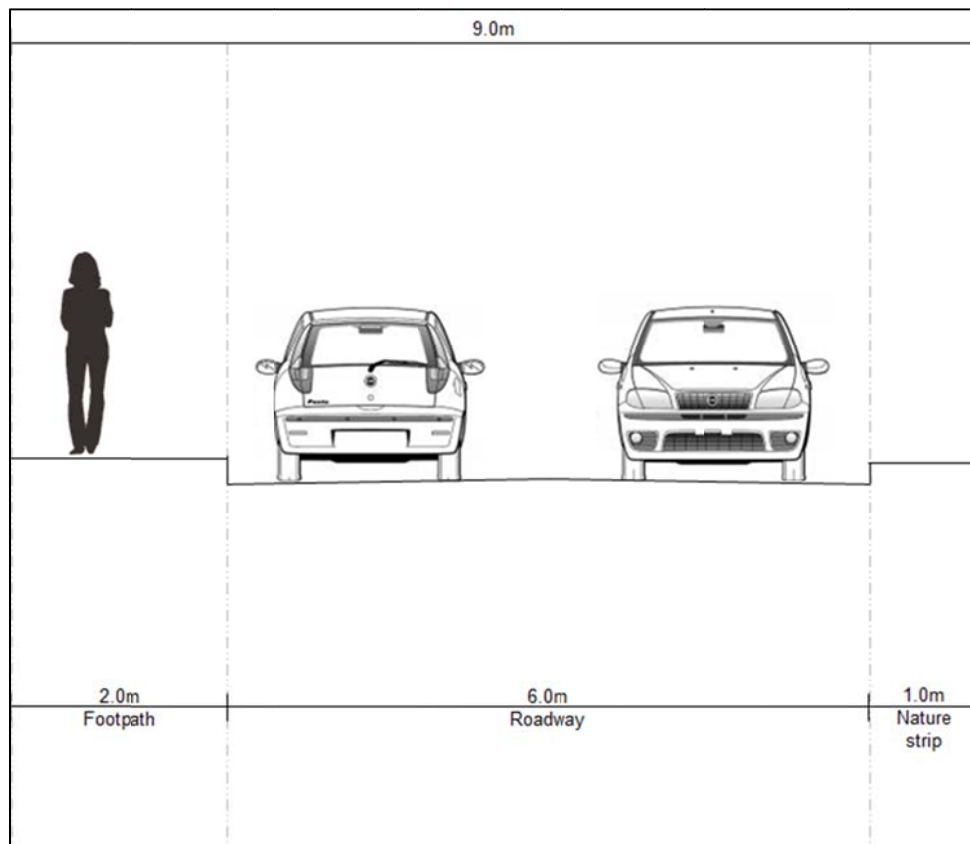


Figure 24: Potential short – medium term connection (location and cross-section)

At the public consultation event, OBT were advised that the owner of 4 Palmer Street had previously attempted access through his property by a semi-trailer but that the truck had difficulty accessing it.

Recommendation:

Include the potential long-term connection between Palmer Street and Hesse Street through 8 Palmer Street in the Structure Plan.

In the short term, investigate a connection via 4 Palmer Street, and conduct a swept path analysis for truck access to determine the form of the access design and whether parking would need to be banned opposite.

5.1.2 Intersection Capacity

Problem:

For vehicles turning right from the service road into Hesse Street to access the Princes Highway, the turn can only be completed without obstructing Hesse Street if there are no vehicles waiting at the Princes Highway stop line (refer **Figure 25**). This severely restricts the number of vehicles that can turn right out of the service road with the intention of re-joining Princes Highway or travelling north along Hesse Street.



Figure 25: Turn from service road into Hesse Street

Should the centre grow in future (particularly with commercial development in Palmer Street) it is highly unlikely that the capacity of this right turn movement will be sufficient.

Discussion:

To address this issue it is considered that it will become necessary to provide alternative access to the Princes Highway to provide additional exit capacity from Palmer Street and the service road i.e. a “release valve” for the Centre.

It is considered that additional capacity could be best provided by the addition of a new left turn lane onto Princes Highway. To enable users to travel east along Princes Highway from the new access, the access would need to be located as far east as possible (so that they can easily access the right turn lane at the Princes Highway/Hesse Street intersection to perform a U-turn). It is therefore recommended that the existing exit lane from the Princes Highway be reconfigured to provide two-way left-in, left out access.

Alternatives to providing a new exit from the service road and Palmer Street to Princes Highway were considered. However, while it may be feasible to reconfigure the intersection of Hesse Street and Princes Highway to provide signalised access out of the service road (essentially by providing a five-leg signalised intersection), it is envisaged that this would perform very poorly operationally and have a significant adverse impact on Princes Highway traffic. VicRoads have advised that it would be unlikely to be acceptable.

Given the issues associated with confusing priorities at the intersections of the service road, Palmer Street, and the Hotel car park (refer **Section 5.1.4**) the access could be reconfigured in conjunction with changes to Palmer Street.

Recommendation:

Provide a left turn out of Palmer Street into the Princes Highway in conjunction with modifications to Palmer Street (refer **Section 5.1.4**).

5.1.3 Use of Private Land

Problem:

As discussed in **Section 3.3.6** a significant proportion of the Hotel loop road utilises private land with unclear rights of access. Significant concerns are raised regarding the long-term viability of this arrangement which may create substantial issues for Council in future.

Discussion:

Furthermore, Council is developing a landscape plan to formalise the existing island in the loop. A review of this plan indicates that the use of private land for vehicle access is required (**Figure 26**).



**Figure 26: Memorial Park Project plan prepared by SMAQ design
(with private land required for access in red)**

It is also noted that the access road design and proposed kerbing conflict with some of the recommendations for this study such as additional access to Princes Highway (**Section 5.1.2**), issues with intersection priorities (**Section 5.1.4**), and removal of a shared path connection to the centre (**Section 5.1.7**).

Recommendation:

It is recommended that Council revises the access design for the Memorial Park to accord with the recommendations in this report.

5.1.4 Palmer Street Priority

Problem:

The intersection of the service road with the exit from the Princes Highway, Palmer Street and the Hotel car park does not provide Palmer Street with priority.

The current arrangement is not conducive to future commercial development in Palmer Street with the current configuration assigning a higher priority to all other movements than those from Palmer Street. It also does not facilitate a future link between Palmer Street and Hesse Street.

Discussion:

The current intersection priorities are as follows:

- The 'continuous road' for the purposes of the road rules is the 'one-way' loop in the service road;
- Traffic entering the area from Princes Highway and the Hotel loop road must yield to traffic performing a 'U-turn' in the service road;
- Traffic entering from Palmer Street and the Hotel car park must yield to traffic performing a 'U-turn' in the service road; and
- Palmer Street traffic must yield to traffic entering and exiting the hotel car park.

The intersection is shown in **Figure 27**.

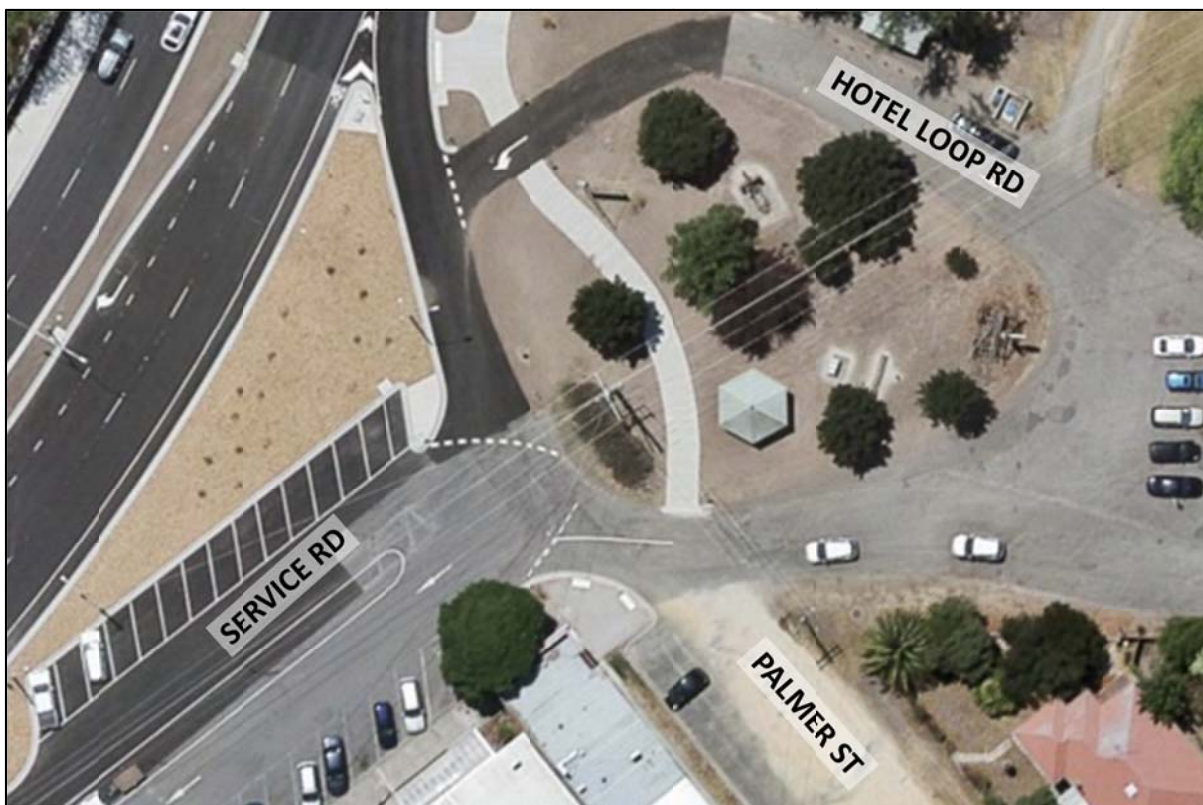


Figure 27: Current Intersection Layout

Given the issues identified in **Sections 5.1.1, 5.1.2, 5.1.3 and 5.1.4**, the access and circulation for the eastern precinct should be reconfigured. A number of options were considered, with **Figure 28** showing the preferred option. This would require VicRoads input and approval prior to finalisation.

The key feature of the design is that reconfigures Palmer Street as the 'continuous road' through the intersections (such as the service road, loop road and hotel car park access), providing priority to Palmer Street traffic.

Potential design challenges will be associated with the loop road exit location and the respective gradients of the left turn exit from Palmer Street and the Princes Highway exit. However, neither of these issues is likely to impact on the viability of the design.



Figure 28: Concept plan for improved access and circulation

Recommendation:

Develop designs for providing priority to Palmer Street traffic similar to the concept shown in **Figure 28**. These designs should be integrated with plans for changes to vehicle access around Memorial Park.

5.1.5 Unsealed Carriageways

Problem:

Palmer Street is currently unsealed, and the majority of Hesse Street has unsealed parking areas. This combined with a lack of footpaths makes it unattractive for many commercial businesses as dust and mud is often dragged by customers into shops. Additionally, many potential customers would be reluctant to park in unsealed spaces, particularly in wet weather.

Discussion:

Should Council wish to support commercial development of the centre they should first adopt an appropriate cross-section for both Palmer Street and Hesse Street (refer **Section 6.2.1**) and then implement these measures through sealing of the carriageway and construction of footpaths. It is considered that relying on developers to

contribute to the improvement solely outside their properties would be a less than ideal outcome given that customers would often need to park outside a different property. Council may wish to consider a special charge scheme for this work.

Recommendation:

The sealing of these two commercially zoned streets should be high on Council's road sealing programme.

5.1.6 Undeveloped Footpath Network

Problem:

As discussed in relation to the unsealed roadways within the current and proposed commercial areas (**Section 5.1.5**), the lack of footpaths, and specifically sealed footpaths is likely to discourage commercial development. In particular the lack of paths would discourage commercial development that does not adjoin existing commercial development (as there would be a discontinuous path).

Discussion:

In addition to the above, the lack of footpaths discourage local shoppers from walking, thereby adding to car parking demands within the centre.

Recommendation:

It is recommended that footpaths are implemented in front of all proposed commercial premises. Ideally this would be undertaken in advance of these sites being developed to ensure a consistent and complete network. If the cost for this work was prohibitive for Council, footpath construction could be required as a permit condition for future commercial development sites.

5.1.7 Shared Path Connection to Centre

Problem:

As part of Princes Highway duplication works, a shared path across the masonry bridge and through the central island of the loop road has been implemented (**Figure 13**). It is essential that a shared path route into the centre is maintained for bike riders.

Discussion:

In current plans for the Memorial Park Project (**Figure 29**) the existing shared path is removed and there is no alternative shared path or viable route for bike riders into the centre proposed.

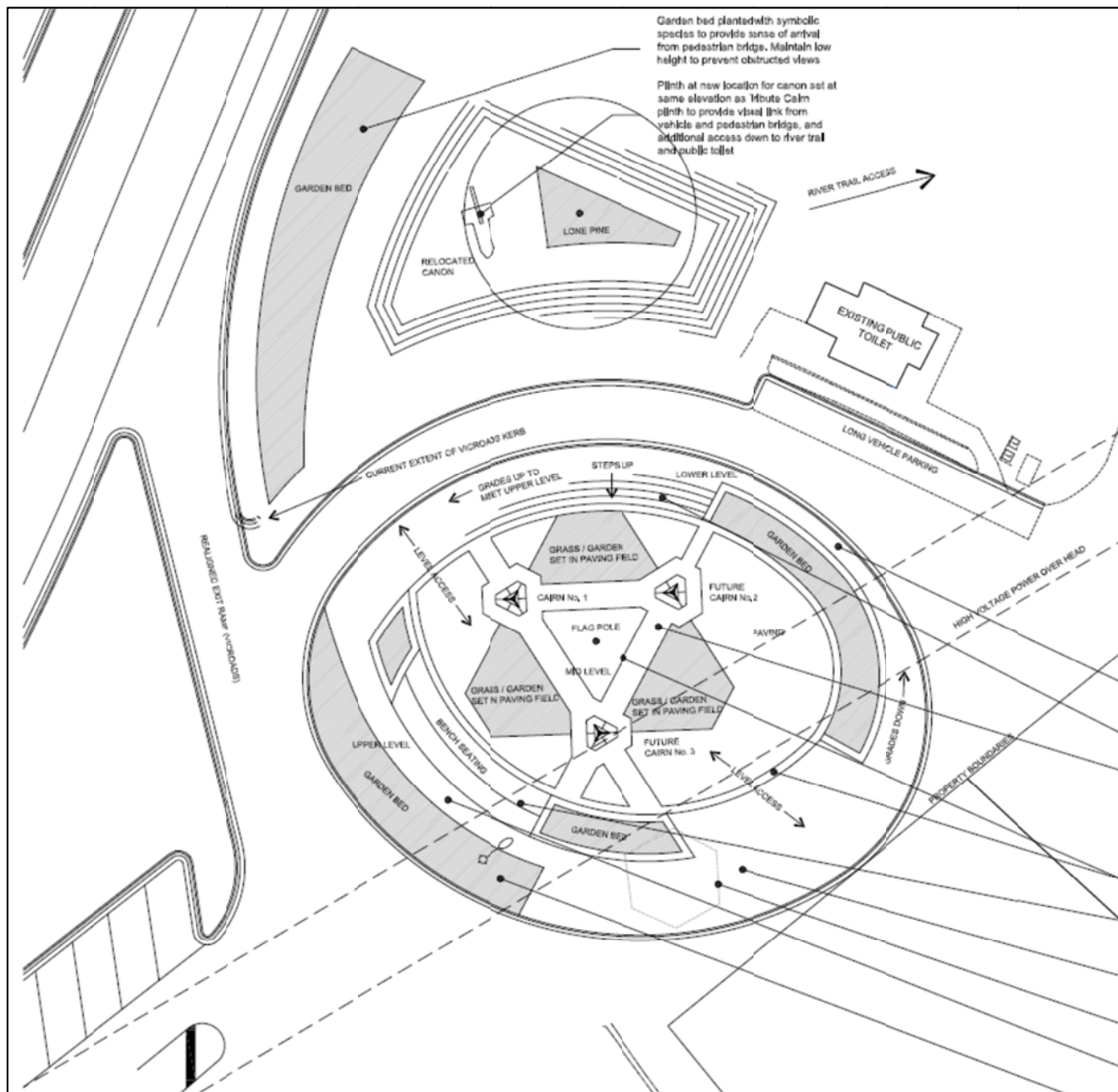


Figure 29: Memorial Park Project plan prepared by SMAQ design showing lack of shared path connection

Recommendation:

The Memorial Park project needs to incorporate a shared path connection from the centre to the east across the pedestrian and cycle (masonry) bridge. The path should be designed in accordance with best practice design for bicycles, including the provision of appropriate curve radii, pram ramps and wayfinding signage.

5.1.8 Confusing Shared Path Implementation

Problem:

The recently completed intersection of two shared paths and an eastbound bike lane on the northern side of the Princes Highway (as shown in **Figure 30**) leads westbound pedestrians to walk up the eastbound bike lane in the direction of the Hesse Street intersection.

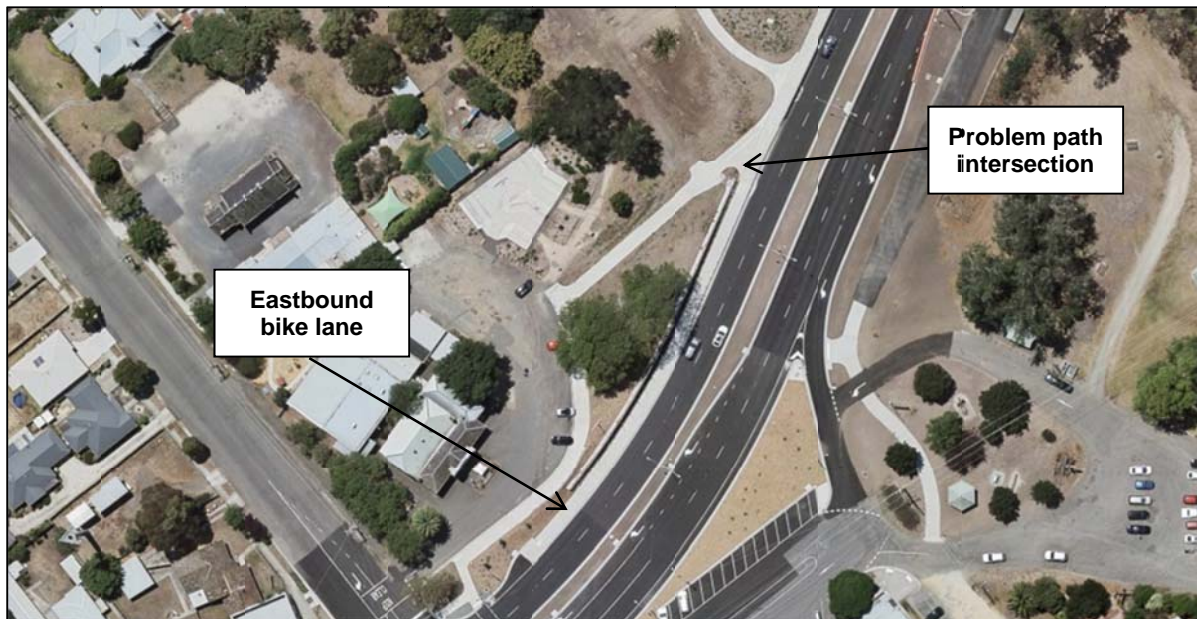


Figure 30: Confusing shared path implementation

Discussion:

While this is outside the study area, this hazardous situation could impact on the attractiveness of walking and cycling around the centre.

Recommendation:

Meet with VicRoads to address this design deficiency. Mitigation measures may be line markings signage, and use of coloured surfacing at the path intersection.

5.2 Access Opportunities

Based on the assessment of existing conditions and likely future conditions, the following potential opportunities are noted.

5.2.1 Recreational Path Network

Opportunity:

Council intends to develop the informal path network shown in **Figure 18** into a 'river loop walk' utilising an existing culvert to the north, and constructing a bridge at the southern end of Hesse Street.

Discussion:

While the 'river loop walk' would be a significant recreational asset, there are a number of issues that will need to be addressed:

- There is no path on the eastern side of the river under the existing masonry bridge, and it would be challenging to develop one (noting that it would need to be attached to the existing structure);

- The existing path on the western side is very constrained between the property boundary and the river and may be susceptible to flooding;
- The level difference between the southern end of Hesse Street and the existing path is substantial and it may be difficult to construct a step free path to the proposed bridge; and
- Given the substantial likely cost of the Hesse Street bridge, this should serve both recreational and utility trips by walking and cycling and connect to the residential area to the south of the river (Batson Street). However, there is no apparent public land connecting the river at Hesse Street to Batson Street.

Recommendation:

Continue to work towards providing the Hesse Street bridge and river loop walk.

In the short term it is also recommended that the acquisition/protection of land to provide a walking and cycling connection to Batson Street is pursued to ensure the viability of the project.

5.2.2 North-South Bicycle Route

Opportunity:

Should a bicycle and pedestrian bridge be constructed at the southern end of Hesse Street and an associated shared path connection made to Batson Street, there is the opportunity for this to form part of a wider north-south cycling link in the township.

Discussion:

The reconfiguration of Hesse Street provides the opportunity to include cycle lanes that could form part of a north-south cycle link through the centre. This would provide a cycle link from a future residential area surrounding Batson Street to the centre and possibly to the north and the rail station (**Figure 31**).



Figure 31: Potential North-South Pedestrian Route

5.2.3 Footpath Widening on Service Road

Opportunity:

Widening of the existing footpath in front of the shops within the centre features strongly in previous work. The intention of the widening is to provide for a better pedestrian experience.

Discussion:

Noting the current configuration of the service road, the current width of the westbound lane and associated angle parking is in excess of that required by Australian Standards. Assuming that vehicles can overhang the kerb (as they do so currently) requires a minimum combined traffic lane and 60 degree angle parking width of 8.4 metres. It is noted that the newly constructed angled parking spaces on the northern side of the service road are shorter than the existing angled spaces on the southern side. Adopting a similar arrangement, this would provide for a widening of the footpath (approximately 400mm) without any subsequent loss of car parking (refer **Figure 32**: Concept footpath widening).



Figure 32: Concept footpath widening

Recommendation:

Widen the footpath on the service road by approximately 0.4 metres by narrowing the combined traffic lane and angle parking.

5.2.4 Turning Head on Hesse Street

Opportunity:

As in interim solution to the issues of trucks turning in Hesse Street (refer **Figure 22**) a turning head could be constructed at the southern end of Hesse Street.

Discussion:

While this measure may not assist car drivers who would continue to turn near where they park at the northern end of Hesse Street, it would assist drivers of larger vehicles delivering to the IGA and post office.

The turning head should be as wide as possible (see **Figure 33: Concept Turning Head for Hesse Street**). The turning head would also need to be sealed or concreted, noting that trucks can cause significant damage to pavement surfaces when turning at full lock. As the existing road has a high crown, this will also need to be considered as part of the design.

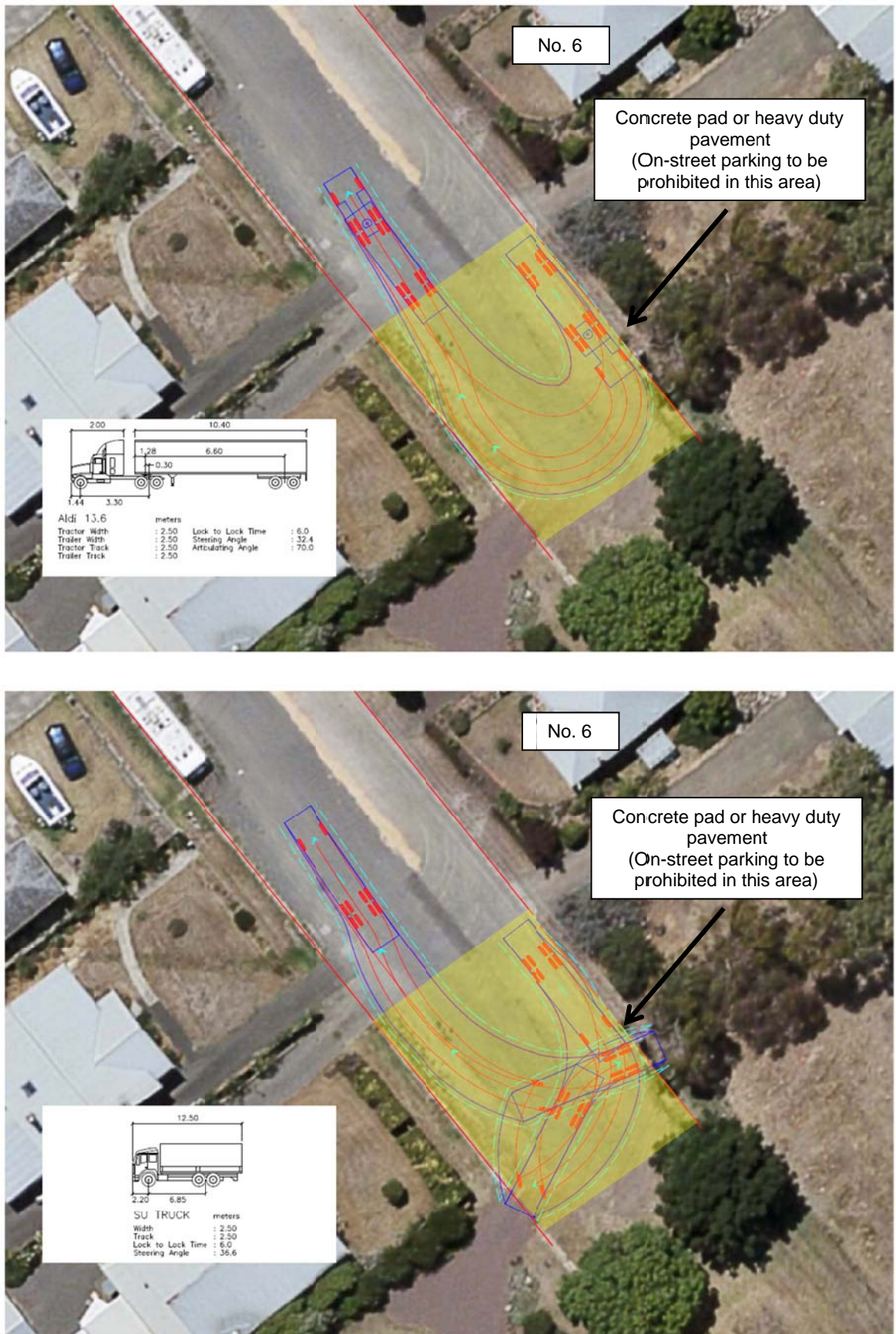


Figure 33: Concept Turning Head for Hesse Street

It is noted that the sealing of the carriageway to the existing kerb line may result in it being less viable to widen the footpaths into the future, noting that the current footpath width in Hesse Street is considered inadequate for a commercial area. Prior to implementing this proposal, consideration should be given to the long-term cross-section of Hesse Street (refer **Section 6.2.1**) and the timeframe for providing a link road between Palmer Street and Hesse Street.

In addition to the turning head, it is considered that a loading zone adjacent the supermarket to the south of Meyler Lane may be beneficial. In addition to providing a designated space for larger trucks to deliver to the supermarket and other shops, it would also enable easier access into and out of Rowan Lane for trucks delivering to the post office (when not occupied).

Recommendation:

Should it be determined that a link between Palmer Street and Hesse Street is not viable in the short term, a turning head should be provided at the southern end of Hesse Street to facilitate turning by trucks.

A loading zone is recommended for implementation adjacent the supermarket to the south of Meyler Lane.

6. PARKING

6.1 Parking Issues

Based on an assessment of existing conditions and likely future conditions, the following potential issues are noted.

6.1.1 *Parking Supply*

Problem:

There is a very high demand for parking spaces directly outside businesses fronting the service road and the Post Office on Hesse Street.

Discussion:

While there is no current shortage of spaces within convenient walking distance to the businesses, like many rural towns there is a community expectation that parking should be available directly outside the business locals are visiting.

Recommendation:

It is recommended that Council ensure that alternative on-street car parking is attractive to users through sealing the carriageway surface, providing for vehicle circulation through the street network and through the installation of quality footpaths (all measures discussed elsewhere in this report). Future development should also contribute to parking supply within the centre and in particular should provide for off-street car parking for staff vehicles.

6.1.2 *Long-term Parking in Premium Spaces*

Problem:

Car parking by staff in 'premium' spaces favoured by customers can lead to frustration and a perception of a lack of convenient car parking. In the public consultation exercise some community members noted that this was an issue on Hesse Street adjacent the supermarket.

This issue is likely to grow in future, for example considerable staff car parking now occurs at the northern end of Palmer Street. Should commercial businesses expand into Palmer Street, this will likely result in these spaces being sought by customers.

Discussion:

In regard to the perceived problem of staff car parking on Hesse Street adjacent the supermarket, these spaces are likely to be removed as part of a proposal for a formalised loading zone (See **Section 5.2.4**).

In regard to staff parking in 'premium' spaces as the centre expands, parking restrictions may be necessary to encourage staff to park elsewhere in the centre (away from commercial frontages) or within off-street staff car parking (currently underutilised in the centre). A suitable car parking restriction would be 2P in that it would discourage all day parking but be of long enough duration for the majority of customer visits.

Recommendation:

As the centre expands 2P car parking restrictions should be placed on ‘premium’ spaces, that is, spaces directly fronting businesses or in otherwise convenient locations for customers.

6.2 Parking Opportunities

Based on an assessment of existing conditions and likely future conditions, the following potential opportunities are noted.

6.2.1 Provision of Additional On-street Capacity

Opportunity:

Given that the existing street infrastructure in both Palmer Street and Hesse Street has been developed to a limited extent this provides an excellent opportunity to identify an optimal configuration depending on Council’s aspirations.

Discussion:

Given the existing 20 m road reserve of both Hesse Street and Palmer Street, two options for road cross sections are proposed:

- Parking maximisation – Parallel parking on one side and 90 degree angle parking (removing the need for vehicles to turn elsewhere) on the opposite side (see **Figure 34: Cross Section for Parking Maximisation**); or
- Cycle friendly – Parallel parking on both sides and cycle lanes adjacent parking (see **Figure 35**).

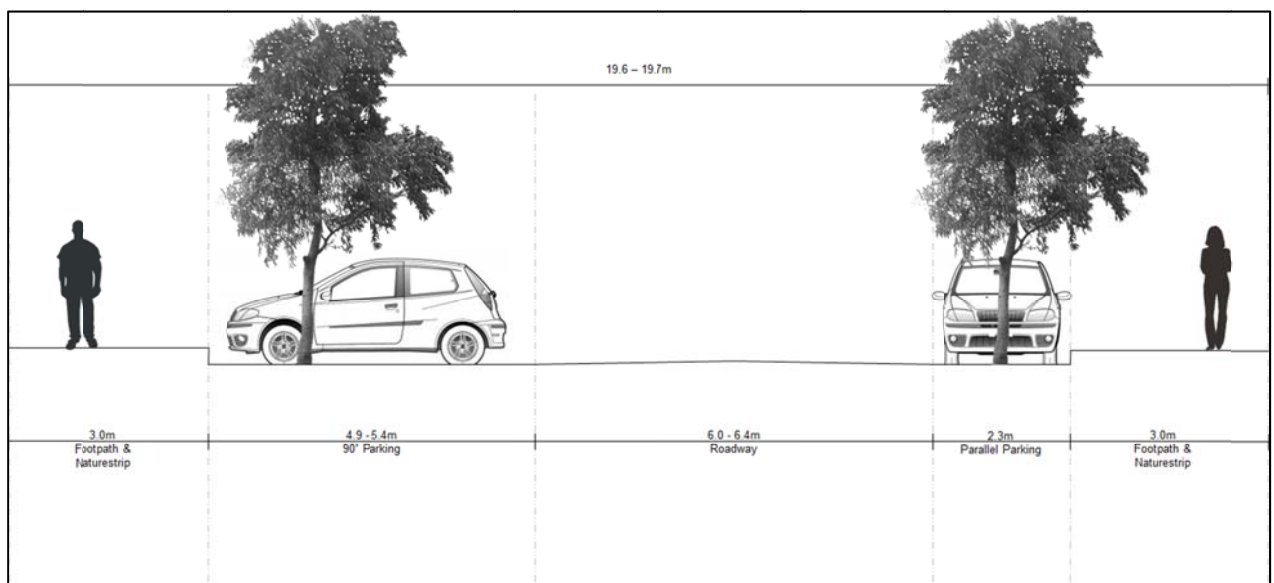


Figure 34: Cross Section for Parking Maximisation

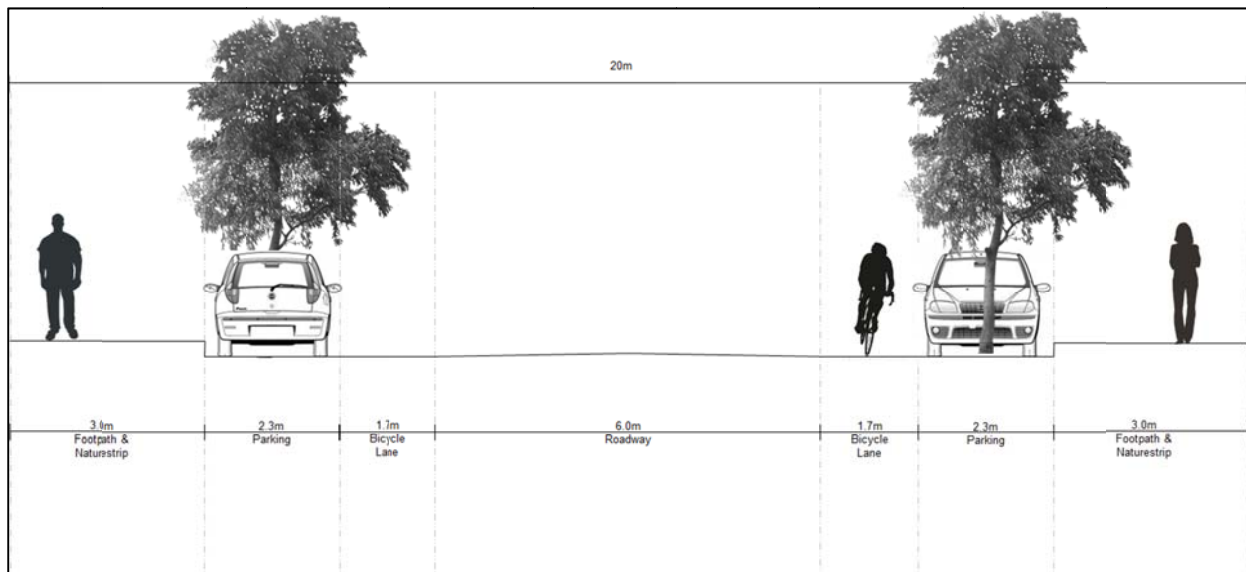


Figure 35: Cycle Friendly road cross section

Recommendation:

The parking maximisation option is recommended for Palmer Street given that it is unlikely to have major bicycle traffic generators and its short length will ensure vehicle speeds are controlled to allow riders to mix with vehicles. This option would provide approximately 65% more parking spaces than the parallel parking option.

For Hesse Street, both options are considered appropriate. However, combined with the provision of a bridge across the Barwon River and a possible connection to Batson Street in the south there is an opportunity to develop Hesse Street as the major north-south bike corridor in the township if a cycle friendly configuration is adopted (angle parking is more hazardous for bike riders than parallel parking).

6.2.2 Rationalising Access to Rear Parking

Opportunity:

As previously discussed in this report, urban design objectives are likely to require that future commercial development has shops directly abutting the footpath at the boundary. This will require car parking to be provided at the rear of commercial developments.

Discussion:

As there is currently no public vehicle access to the rear of these properties, access will be required from the frontage street. This will result in a fragmented commercial frontage and multiple conflict points between vehicles accessing the rear of the properties and pedestrians on the footpath.

To reduce these adverse impacts, Council should consider whether planning controls requiring a carriageway easement over the rear of the properties, or acquiring land adjacent the rear boundaries is appropriate. A limited number of access/egress

points could then provide access to rear parking thereby minimising pedestrian and vehicle conflict.

An opportunity to provide a public laneway to access to the rear of the properties facing Hesse Street exists in the redevelopment of 8 Palmer Street as this property has a common boundary. This laneway link could connect to the proposed link between Hesse Street and Palmer Street.

Recommendation:

Incorporate issues associated with rear access to commercial properties into Structure Plan.

6.2.3 Loop Road Car Parking

Opportunity:

As illustrated in **Figure 14** car parking along the Loop Road is not formalised, with users parking on the adjacent grassed area. While car parking is proposed as part of the Memorial Park project, this would result in less parking than currently provided. Should demand for parking along the loop road increase in future, this area is likely to develop operational problems (as various users inadvertently block others).

Discussion:

It is recommended that this area is formalised and that additional car parking suitable for campervans, caravans and other towing vehicles (noting the caravan dump site located adjacent the toilet block) is provided.

Recommendation:

The long-term configuration of the loop road (including the legal status of its entrance being located on private land) should be included as part of the Memorial Park Project.

6.2.4 Additional Long-vehicle Parking

Opportunity:

The introduction of a link between Palmer Street and Hesse Street will enable the provision of additional long vehicle car parking on Palmer Street.

Discussion:

The provision of a new link facilitating vehicle circulation between Palmer Street and Hesse Street enables long vehicle parking to be implemented on these streets without concern about turning vehicles. It is considered that the eastern side of Palmer Street would be an appropriate location for such a facility.

Recommendation:

Introduce additional long vehicle parking on Palmer Street as part of proposed upgrade works.

6.2.5 *Bicycle Parking*

Opportunity:

There is currently no bicycle parking within the centre. However, many bike riders were observed cycling in the area taking advantage of the new shared path infrastructure (**Figure 36**).



Figure 36: Bike rider on new shared path approaching centre

Discussion:

Combined with new path and trail infrastructure, providing bike parking within the centre could make bike riding an attractive option for local journeys.

Recommendation:

It is recommended that convenient bike parking is provided within the existing centre and expanded as the commercial areas expand.

7. CONSULTATION

7.1 Format

An “open-house” session for the community to provide input into the car parking and access study was held on Thursday 17 March between 6pm and 8pm at the Winchelsea Community House.

This was an informal drop-in and display session where the community was asked to contribute to the discussion in relation to parking and access issues in the town centre and to provide feedback on preliminary options proposed as part of the draft report.

The format of the session included the provision of posters of the issues and options in the centre, which the community were invited to provide verbal or written feedback regarding any concerns with the options, other possible issues and alternative solutions.

Copies of the consultation posters are included in **Appendix B**.

7.2 Access

Table 1 summarises the access issues raised by the community and O’Brien Traffic’s response.

| Community Comments | OBT Response |
|--|--|
| Trucks Turning in Hesse Street | |
| Approximately 2-3 semi-trailer trucks turn in Hesse Street per week. | Noted. |
| Council should restrict the size of trucks accessing Palmer Street and Hesse Street | The Shire does not have the legal ability to impose a length restriction on local roads (although a weight restriction is possible). However, signs on Princes Highway advising that Hesse Street is not a ‘through road’ may discourage unfamiliar truck drivers from inadvertently entering it. |
| Trucks delivering to the IGA should be made to use the long-vehicle parking spaces in the service road. | This would require staff to cross live traffic lanes using a pallet jack to transfer goods to the store. It is not recommended on safety grounds and would require voluntary compliance. However, the use of the long vehicle parking for smaller deliveries is an existing use and should be considered as part of any plans to redesign the car park in the service road. |
| Staff parking their cars on Hesse Street adjacent to the IGA result in difficulties for larger vehicles turning in Hesse Street (particularly those utilising Rowan Lane to turn). | It is recommended that the Shire consider the implementation of a loading zone on Hesse Street opposite Rowan Lane. |

| Community Comments | OBT Response |
|---|---|
| Larger Australia Post trucks have difficulty turning in Hesse Street (they reverse into Rowan Lane), due to two car parking spaces on the northern side of Rowan Lane which abut the post office building. | It is likely that the provision of the two car parking spaces is a planning permit requirement for the development. In any case, it is unlikely that the removal of these spaces would improve access for trucks (thereby still resulting in trucks reversing into Rowan Lane) |
| An interim solution to the issue of trucks turning in Hesse Street could involve the construction of a concrete pad at the southern end of Hesse Street. | It is proposed that a truck turning area is constructed at the southern end of Hesse Street as an interim arrangement. |
| Will the turning area at the southern end of Hesse Street be able to accommodate the required vehicles currently using the street? | The turning area would formalise the largest area possible to accommodate the majority of vehicles that use the street. Testing indicates that a 14m semi-trailer could be accommodated with the design. |
| If trucks / cars entered via Hesse Street and exited via Palmer Street there would not be a need to provide a U-turn area. | The Hesse Street – Palmer Street link will allow this to occur. |
| Sealing Hesse Street | |
| The crown of Hesse Street is relatively high and would result in issues for turning vehicles if the existing shoulders were sealed. | Should the Shire wish to proceed with the sealing of Hesse Street, it should consider whether full reconstruction of the street is required. It is noted that there are currently no obvious underground stormwater drains along the street. |
| Hesse Street-Palmer Street Link | |
| The proposed Hesse Street to Palmer Street link is too narrow for semi-trailers. A community member advised that a semi-trailer driver has previously attempted to travel through to Palmer Street using this link and was unable to pass through it. | As part of further investigation into the feasibility and design of the proposed link, a swept path analysis should be undertaken. Parking may need to be banned opposite the link on Palmer Street and Hesse Street to facilitate truck access and egress. |
| The proposed link is too narrow for two way traffic. | Based on our analysis an 8m reservation should be sufficient to provide for a two-way link with a footpath on one side. Should this be deemed not viable, a one-way eastbound link is recommended. A one-way link would most likely need to be undertaken in conjunction with the proposed left turn from Palmer Street onto the Princes Highway. |
| The link road could be constructed through 16 Hesse Street and 6 Palmer Street as the reservation would be wider and would better allow for vehicle movements, additional parking and expansion of shops. | It is recognised that acquisition of these properties would provide for a road reserve that would be superior in regard to access and parking. However, the Shire have advised that these properties are in multiple ownership and that an existing building would need to be demolished. It is therefore not being pursued. |
| The long-term link option (connecting to the end of Hesse Street) is preferred. Council should pursue this first | This would be a decision for the Shire. However it is likely that the costs involved would be considerable. It is recommended that the Shire policies and plans should require the construction of the proposed link as a condition of future subdivision of the land. |
| Meyer Lane should be considered as a link between Hesse Street and Palmer Street. | It is noted that Meyer Lane does not provide a through route to Palmer Street (See Figure 5 in this report). Property from a number of different land owners would need to be acquired and therefore is not considered to be a viable option. |

| Community Comments | OBT Response |
|---|---|
| Service Road Car Park | |
| Drivers looking for vacant parking spaces close to their destination in the service road car park can create congestion at times. | The proposal for a secondary exit from this area to the Princes Highway should reduce the amount of traffic travelling through the car park (from Palmer Street and the Hotel). This will lessen the effect of circulating drivers. |
| Princes Highway/Hesse Street Intersection | |
| Keep clear markings are needed to enable drivers to turn from the eastbound Princes Highway service road to Hesse Street (south). | This suggestion would be a matter for VicRoads consideration. However, this suggestion is not supported as it is considered that a minimal number of vehicles would need to undertake this movement (and gaps in traffic flow would allow this movement to take place in any case). |
| A direct left turn from the eastbound Princes Highway service road to Hesse Street (north) is needed as the highway is too busy to use current arrangement | This suggestion would be a matter for VicRoads consideration. However, it is not supported as it would add further complexity to the intersection and add an additional conflict point (a safety issue). |
| Hesse Street Bridge | |
| There is nowhere for pedestrians and cyclists to go south of the river. | We recommend that a pedestrian and cyclist link is provided from the proposed bridge to Batson Street as part of a north south bicycle route through Winchelsea |
| The likely cost of the proposed bridge is too high given the other needs of the centre | Council prioritise capital expenditure considering a multitude of issues. A low-cost short-term alternative to the bridge could involve the construction of a culvert. |
| Hesse Street Cycle Lanes | |
| There were mixed views in relation to whether a bicycle lane is provided on Hesse Street with some community members preferring additional 90 degree parking, while others preferred the bike lane. Those in support of the bike lane referenced their support in relation to it forming part of a wider bicycle network. | Prior to finalising the configuration of Hesse Street, confirm the viability of providing a direct cycling link to Batson Street via the proposed Hesse Street bridge. Should the link be viable, consider implementing 90 degree parking on one side of Hesse Street. |
| Hesse Street Pedestrian Access | |
| Access for pedestrians to the Police Station should be improved. | Agree – footpaths should be provided in the future. |

Table 1: Community comments and OBT response to access issues

7.3 Parking

Table 2 summarises the parking issues raised by the community and O'Brien Traffic's response.

| Community Comments | OBT Response |
|--|---|
| Long-term Parking | |
| The community noted that some long-term parking occurs in premium spaces (those closest to the shops). They commented that this adversely impacts on parking availability. Specific requests were for 'No staff parking' signs in the service road | Signs stating 'No staff parking' would not be legally enforceable. Should the Shire consider that this problem is of sufficient scale to require a solution, staff could be discouraged from using the spaces by implementing a 2P parking restriction. |

| Community Comments | OBT Response |
|---|---|
| and on the northern end of Hesse Street. | This issue was previously identified as a potential problem in the centre in the long-term. |
| Parking Demand | |
| The Friday afternoon period is also a particularly busy time (3:00pm-5:15pm). | Noted. |
| Long Vehicle Parking | |
| If the Hesse Street-Palmer Street link is provided, the parallel parking in Palmer Street could alternatively be used for long-vehicle parking. | This would address long vehicle parking demand should there be future increases in demand and this suggestion is supported. |
| Prior to the duplication there were markings on the long vehicle parking bay that stated 'long vehicles only'. These should be reinstated. | There is no legal restriction available to restrict parking to vehicles (or the combined length of towing vehicles and their trailers) greater than a particular length. Any markings or signage would be advisory only. 'Long Vehicle Parking' could be marked although this be advisory only. This is a matter for Shire consideration. |
| Additional Parking | |
| Parallel parking should be provided within the outer separator to the Princes Highway | This would be a decision for VicRoads. They would be very unlikely to support it due to the operational and safety aspects of providing parallel car parking on the newly duplicated arterial road. |
| One community member objected to the use of 90 degree parking on amenity grounds. | It is noted that urban design outcomes associated with parallel parking may be preferred. However, there are concerns regarding the availability of car parking and angled spaces generally provide for more spaces in total. |
| Improved parking spaces (and access to these spaces) near the Police Station is required. | It is considered that Hesse Street could accommodate additional parking that could assist the police station. |
| Car Parking in New Developments | |
| Customers of Australia Post are reluctant to use the car park provided at rear, and in general locals prefer to have car parking directly outside the business they wish to visit. Parking should be constructed in front of any new shops. | Providing car parking at the rear of shops is generally considered to be a better urban realm outcome. It is considered likely that urban realm advice to the Shire would support the view that parking in activity centres should be to the rear of shops. It is recommended that better signage to rear of house parking is required as part of future planning permit applications. |
| The existing shops fronting the service road should be redeveloped and more car parking provided. | This is an issue for Shire consideration. However, it is noted that the existing shops are owned by multiple owners making redevelopment unlikely. |
| A supermarket should be built behind the existing shops with underground car parking. | This is an issue for Shire consideration. However, underground car parking is generally only provided where land prices are prohibitive in developing at-grade car parks. |

Table 2: Community comments and OBT response to parking issues

8. IMPLEMENTATION PLAN

Based on the access and parking opportunities outlined in this report together with community feedback, an implementation plan of prioritised actions has been generated. The plan categorises actions into short, medium, long-term and ongoing categories and are detailed below. The key recommendations are outlined diagrammatically in **Figure 37**.

8.1.1 Short Term (0 - 3 years)

Short term actions are those that address issues requiring immediate attention and those needed to determine the future form of the centre (e.g. land acquisition). Short term actions are as follows:

- Revise the access design for the Memorial Park project addressing the following issues:
 - Use of private land to access the loop road;
 - Compatibility with long term plans to provide an exit from the eastern precinct onto the Princes Highway;
 - The need to address the confusing collection of intersections between the existing Princes Highway exit lane, service road car park, hotel loop road and Palmer Street;
 - The need to provide sufficient parking to cater for current and future demands associated with the public toilets and campervan waste disposal; and
 - The need to retain a shared path connection through the area into the centre (See Section 5.1.3).
- Investigate the acquisition near No. 4 Palmer Street of land to provide a vehicle link to Hesse Street (minimum 9 m wide reserve for two-way traffic). (See Section 5.1.1)
- Investigate the acquisition of land at the very southern end of Palmer Street (8 Palmer Street) to provide a vehicle link to Hesse Street. (See Section 5.1.1)
- Liaise with VicRoads as to the confusing shared path implementation on the northern side of the Princes Highway. (See Section 5.1.8)
- Investigate the viability of providing a walking and cycling connection from the southern side of the proposed Hesse Street bridge to Batson Street. (See Section 5.2.1)
- Consider possible measures to provide shared vehicle access to commercial parking at the rear of future premises through the use of carriageway easements and/or land acquisition. (See Section 6.2.2)
- Adopt a preferred road cross-section for Hesse Street and Palmer Street to ensure that future works and development are part of a coherent long-term strategy. (See Section 6.2.1)

- If it is determined that a link between Palmer Street and Hesse Street (at No. 4 Palmer Street) is not viable, or that the link will not be implemented within the next 3 years, implement the proposed Hesse Street turning area. (See Section 5.2.4)
- Provide a loading zone on the eastern side of Hesse Street adjacent the supermarket. (See Section 5.1.1)
- Implement the Hesse Street bridge project (See Section 5.2.1)

8.1.2 Medium Term (3 – 10 years)

Medium term actions are those required to facilitate and address issues associated with future commercial growth of the centre:

- Work with VicRoads to pursue a new left-out connection from Palmer Street onto Princes Highway. (See Section 5.1.2)
- Implement a continuous footpath network adjacent commercially zoned properties. (See Section 5.1.6)
- Seal Palmer Street carriageway and parking areas in both Palmer Street and Hesse Street (in line with the identified cross-section). (See Section 5.1.5)
- Implement the proposed Palmer Street to Hesse Street vehicle link near No. 4 Palmer Street. (See Section 5.1.1)
- Implement the proposed river loop walk project (ensuring that issues relating to difficulties in providing access on the eastern side under the masonry bridge, and the proximity of the existing path to the river near Hesse Street due to property boundaries are addressed). (See Section 5.2.1)
- Consider widening the footpath on the southern side of the service road (by narrowing the traffic lane) to provide for improved pedestrian amenity. (See Section 5.2.3)
- Provide an additional long vehicle parking area in Palmer Street (subject to a vehicle link near No. 4 Palmer Street being implemented and access by larger vehicles is possible). (See Section 6.2.4)

8.1.3 Long Term (10+ years)

Long term actions are those that are not considered essential to the commercial development of the centre, but may be desirable or required in future:

- Implement the proposed vehicle link between Hesse Street and Palmer Street at the very southern end of Palmer Street. (See Section 5.1.1)
- Provide a walking and cycling connection to Batson Street. (See Section 5.2.1)
- Implement cycle lanes on Hesse Street within the study area and to the north to provide a 'north-south' cycling route in the township. (See Section 5.2.2)

8.1.4 On-going

On-going actions are those that occur in response to the gradual development of the centre:

- Ensure, at a minimum, that commercial developments provide for car parking for staff, and ideally for customers on-site. (*See Section 6.1.1*)
- Provide bicycle parking within the centre and expand as the centre grows. (*See Section 6.2.5*)
- Consider implementing parking restrictions for on-street car parking serving commercial businesses to discourage staff car parking in 'premium' spaces. (*See Section 6.1.2*)

Key Recommendations

• *Short Term (S), Medium Term (M) and Long Term (L) needs*



Figure 37: Key Recommendations

Appendix A

Parking Survey



Figure A1: Parking Survey Area

| Area | Street | Section | Side | Type | Restrictions | Supply | Parking Occupancy | | | | | | |
|------------------------|-------------------------|------------------------------------|------|--------------|------------------|-------------------|--------------------------|----------|----------|----------|----------|---------|----------|
| | | | | | | | Tue, 19/1/16 12:00 AM | 11:00 AM | 11:30 AM | 12:00 PM | 12:30 PM | 1:00 PM | 11:00 AM |
| A1 | Princess Hwy Service Rd | Btw Hesse St & Palmer St | N | Unrestricted | Angle Parking | 15 | 4 | 7 | 10 | 12 | 11 | 11 | 11 |
| A2 | Princess Hwy Service Rd | Btw Hesse St & Palmer St (central) | | Unrestricted | | 8 | 3 | 3 | 5 | 5 | 5 | 6 | 6 |
| A3 | Princess Hwy Service Rd | Btw Hesse St & Palmer St | S | Unrestricted | Angle Parking | 18 | 16 | 18 | 18 | 16 | 17 | 18 | 18 |
| D3 | Princess Hwy Service Rd | Btw Hesse St & Palmer St | S | Disabled | | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| B1 | Palmer St | Palmer St | W | Unrestricted | | 7 | 6 | 4 | 4 | 4 | 4 | 5 | 5 |
| B2 | Palmer St | Palmer St | W | Unrestricted | Angle & Parallel | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| B3 | Palmer St | Palmer St | E | Unrestricted | | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| C1 | Hesse St | Hesse St | W | Unrestricted | | 10 | 2 | 4 | 3 | 4 | 4 | 4 | 4 |
| C2 | Hesse St | Private car park to rear of PO | | Unrestricted | Private CP | 14 | 2 | 4 | 4 | 5 | 4 | 4 | 4 |
| C3 | Hesse St | Hesse St | E | Unrestricted | | 4 | 1 | 2 | 2 | 2 | 2 | 2 | 2 |
| C3 | Hesse St | Hesse St | E | Disabled | | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| C4 | Hesse St | Hesse St | W | Unrestricted | | 14 | 3 | 1 | 1 | 1 | 1 | 1 | 1 |
| C5 | Hesse St | Hesse St | E | Unrestricted | | 12 | 1 | 2 | 2 | 2 | 2 | 2 | 2 |
| D1 | Hotel | Private car park in front of Hotel | | Unrestricted | Private CP | 30 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| D2 | Loop Road | Outside of Loop Road | | Unrestricted | | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| D3 | Palmer St | Inside of Loop Road | | Unrestricted | | 9 | 1 | 1 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | 126 | 39 | 42 | 45 | 46 | 46 | 46 | 49 |
| Occupied Spaces | | | | | | Public CP | 5 | 4 | 4 | 5 | 4 | 4 | 4 |
| | | | | | | Private CP | 44 | 4 | 4 | 5 | 4 | 4 | 4 |

Table A1: Parking Survey Results

Appendix B

Posters for Consultation

Issues

- *By 2050 the population of Winchelsea will grow to 10,000*
- *Commercial growth will occur in Palmer and Hesse Streets*



Preliminary Recommendations

- *Short Term (S), Medium Term (M) and Long Term (L) needs*

Bicycle and Pedestrian Safety

- Liaise with VicRoads to improve the path intersection (S)

Intersection capacity

- Left turn out of Palmer St provides alternative to Hesse St (M)

Pedestrian Access

- Slightly widen existing footpath by narrowing traffic lane (M)

Accessible Parking

- Upgrade accessible parking spaces (S)

Bicycles

- Bike lanes on Hesse St to form part of a north-south bike route (L)
- Bike parking in town centre (S)

Sealed streets

- Seal Hesse St and Palmer St and provide footpaths on both sides (M)

Parking

- Provide a laneway connecting staff parking at rear of future commercial premises (L)

Vehicle circulation

- Provide a future road link connecting to the end of Hesse St (L)
- In the interim, construct turning head (S)

Bicycles and Pedestrians

- Bridge and link to Batson St and River Walk (L)

Memorial Park

- Improve traffic flows (S)

Intersection layout

- Reconfigure intersections to provide priority for Palmer St (M)

Parking

- Palmer St to have angle spaces on one side (65% more spaces than parallel) (M)

Vehicle circulation

- Provide a two-way link with footpath to connect Hesse St with Palmer St (M)