



44-60 Curzon Street, North Melbourne Parking Utilisation Study - Addendum Report

Prepared by Movendo Pty Ltd for City of Melbourne 20 May 2022

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1 INTRODUCTION & BACKGROUND

1.1 PURPOSE OF THE ADDENDUM

This addendum report has been prepared as a supplement to a report titled “44-60 Curzon Street, North Melbourne, Parking Utilisation Study”, dated 17 December 2021 (the December 2021 report). The December 2021 report presented the findings of a package of parking surveys and other analysis aimed at understanding parking usage and occupancy patterns in the Council-owned off-street carpark located at 44-60 Curzon Street (the “Curzon Street carpark”).

The Curzon Street carpark has a total capacity of 31 spaces, comprising:

- 18 all-day parking spaces
- 13 four-hour limit parking spaces

This addendum report focusses on parking occupancy in the Curzon Street carpark – specifically whether the parking usage patterns identified in the December 2021 report (based on surveys undertaken approximately one month after the relaxation of Melbourne’s lockdown in late October 2021) are representative of conditions in May 2022 (over 6 months after the relaxation of Melbourne’s last lockdown).

1.2 DECEMBER 2021 FINDINGS

The principal aim of the December 2021 report was to establish the likely impacts associated with the potential removal of the carpark. The study concluded that removal of the 31 parking spaces in the Curzon Street carpark is feasible. The report noted that whilst the existing parking occupancy is high – peaking at 87% at 10am and 2pm on the Tuesday surveyed – this high occupancy level is primarily due to the high use of the all-day limit spaces which reach a peak full occupancy of 100% at 9.00am and between 1.00-3.00pm (largely a result of many of these spaces being used for commuter parking purposes – contrary to long-standing Council policy).

The four-hour limit parking spaces are much less utilised through the day (proportionally much lower than the all-day spaces) – though they also reach a comparatively high peak occupancy of 92% (at 11.00am).

Notwithstanding those occupancies, the December 2021 report took into consideration a wide range of factors and concluded that the transformation of the carpark site into an ‘affordable housing’ development is not expected to result in any long-term adverse impacts or otherwise unduly affect the parking needs of the local area.

1.3 IMPACT OF COVID-19 PANDEMIC & TRAVEL RESTRICTIONS

Throughout 2020 and 2021, Metropolitan Melbourne was subject to a range of travel/mobility restrictions aimed at managing the spread of the Covid-19 pandemic. Any traffic and parking data collected over that ‘near-2-year’ period needs to be carefully evaluated in terms of whether it is representative.

More specifically, the parking survey data used in the December 2021 report was collected on a single day – the 23 November 2021. At that time, Metropolitan Melbourne had completed a transition between the latest Covid-19 lockdown (that started in early August 2021) and a relaxation which occurred in late October 2021 – at which time the lockdown was lifted and venue-attendance restrictions started to progressively ease over a period of 3-4 weeks.

The easing of restrictions has further intensified since the November 2021 surveys were undertaken. This has been accompanied by a steady and widespread ‘return-to-normal’ of many activities throughout the inner city.

1.4 NEW SURVEYS – MAY 2022

Within the preceding context, the opportunity has been taken to undertake additional parking surveys at the Curzon Street carpark to better gauge parking demand in a post-Covid context and effectively test the representativeness of the initial survey work. The new survey program involved undertaking a range of ‘new’ parking occupancy surveys across various times on both weekdays and weekends (between Thursday 12 May to Thursday 19 May 2022) to check-in on findings and conclusions drawn in the December 2021 report and identify whether any material changes in behaviour have occurred. The survey findings are expressed in ‘percentage’ values (the proportion of parking spaces occupied in the Curzon Street carpark out of the total capacity of 31 spaces).

1.5 KEY FINDINGS

The new surveys in May 2022 demonstrate that there have been no significant changes in the parking utilisation of the Curzon Street carpark compared with the November 2021 survey. In view of this, it is concluded that the survey-based recommendations, outlined in the December 2021 report, are robust and remain valid. In fact, the parking demands measured on 23 November 2021 are, in many cases, higher than those measured at corresponding times in May 2022 as shown in Figure 1. The main exception was the middle of the day (between 11am and 1pm), where the occupancy peaked on some days in May 2022 at levels of 90-95% compared with peak levels of 85-90% in November 2021. The detailed occupancy statistics used in Figure 1 are provided in Table 1 in the next chapter of this report.

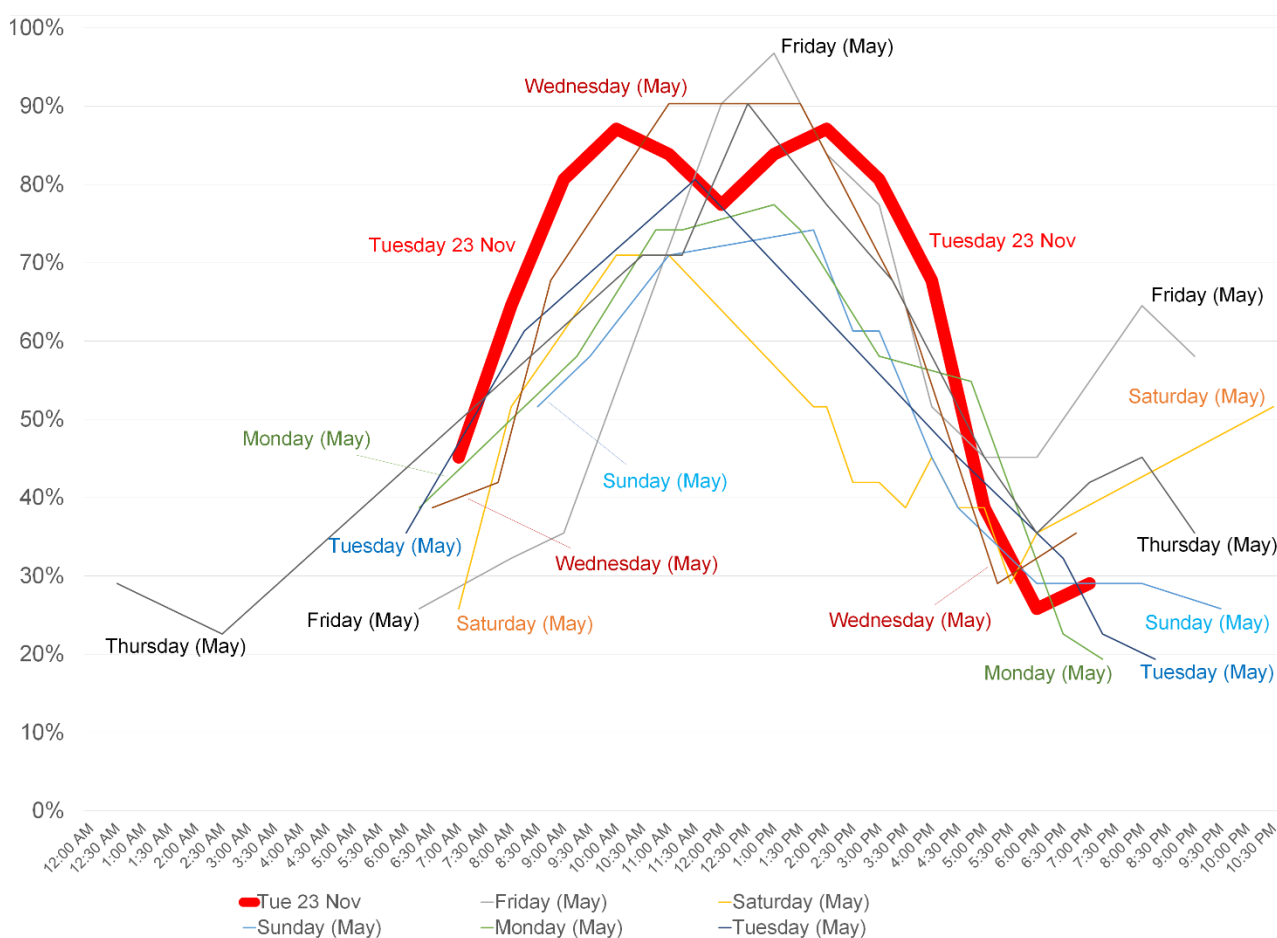


Figure 1: Comparison between Parking Occupancy Distribution in November 2021 and May 2022
(all values are expressed as ‘proportion of spaces occupied’ out of the total carpark capacity of 31 spaces)

2 SURVEY RESULTS

2.1 SCOPE

This latest assessment of existing parking conditions in the Curzon Street carpark includes measurements of parking occupancy at a range of randomly selected times – undertaken over a week-long period starting on Thursday 12 May until Thursday 19 May 2022. A total of 77 parking surveys were undertaken during this week-long period:

- 49 on weekdays
- 28 on weekend days (16 on Saturday and 12 on Sunday)

The majority of the 49 weekday parking survey sweeps (36 measurements out of 49 – equivalent to 73.5% of surveys) were undertaken during the same period (7am to 7pm) as the November 2021 survey.

2.2 RESULTS

Table 1 compares the November 2021 parking occupancy with the data collected in May 2022.

Table 1: Parking Occupancy – November 2021 and May 2022

Time	Tue 23 Nov	Thu 12 May	Fri 13 May	Sat 14 May	Sun 15 May	Mon 16 May	Tue 17 May	Wed 18 May	Thu 19 May
12.30am									29.0%
2.30am									22.6%
6.00am							35.5%		
6.15am			25.8%			38.7%			
6.30am								38.7%	
7.00am	45%			25.8%					
7.45am								41.9%	
8.00am	65%		32.3%	51.6%					
8.15am							61.3%		
8.30am					51.6%				
8.45am								67.7%	
9.00am	81%		35.5%	61.3%					
9.15am						58.1%			
9.30am					58.1%				
10.00am	87%			71.0%					
10.30am									71.0%
10.45am						74.2%			
11.00am	84%			71.0%	71.0%			90.3%	
11.15am						74.2%			71.0%
11.30am							80.6%		
12.00noon	77%		90.3%						
12.30pm									90.3%
1.00pm	84%		96.8%			77.4%			
1.30pm						74.2%		90.3%	
1.45pm				51.6%	74.2%				
2.00pm	87%		83.9%	51.6%					77.4%
2.30pm				41.9%	61.3%				
3.00pm	81%		77.4%	41.9%	61.3%	58.1%			
3.15pm									67.7%
3.30pm				38.7%				64.5%	
4.00pm	68%		51.6%	45.2%	45.2%				
4.30pm				38.7%	38.7%		45.2%		
4.45pm						54.8%			
5.00pm	39%	45.2%	45.2%	38.7%	35.5%				
5.15pm								29.0%	
5.30pm				29.0%					
6.00pm	26%	35.5%	45.2%	35.5%	29.0%				
6.30pm						22.6%	32.3%		
6.45pm								35.5%	
7.00pm	29%	41.9%							
7.15pm						19.4%	22.6%		
8.00pm		45.2%	64.5%		29.0%				
8.15pm							19.4%		
9.00pm		35.5%	58.1%						
9.30pm					25.8%				
10.30pm				51.6%					

When comparing parking occupancy data for corresponding time periods, as shown in Table 1, it is evident that parking demand in November 2021 was generally busier than the May 2022 parking demand, except for some peak demand measurements on certain weekdays between around 1am and 1pm. When examining the data summarised in Table 1, the following is noted:

- The highest occupancy recorded in November 2021 was 87% which occurred at both 10am and 2pm. The highest occupancy recorded in May 2022 was 96.8% which occurred on Friday 13 May at 1pm.
- The average parking occupancy of the 13 'measurements' in November 2021 was 65.5%. The average parking occupancy of the 36 'measurements' in May 2022 (that were undertaken during the same period of 7am to 7pm as the November 2021 survey) was 61.7%, 54.8%, 59.9%, 62.5% and 62% – respectively on the Monday, Tuesday, Wednesday, Thursday and Friday that were surveyed in May 2022.
- In other words, the average parking occupancy in November 2021 was also higher than in May 2022, despite a few peak occupancy levels being higher in May 2022.

In view of the above, the use of the November data (which is generally exhibits higher parking occupancy) is therefore considered conservative and reliably representative of current parking demand conditions.

The highest parking occupancy recordings occurred, as expected, in the middle of a weekday – largely reflective of full occupancy of the all-day parking spaces by commuters during standard daytime business hours. Weekend parking occupancy was typically lower for corresponding time periods than the weekdays.

Nonetheless, in addition to the 'daytime' (7am to 7pm) observations, the May surveys also included parking occupancy measurements 'after-hours' – in order to gauge parking demands at times when commuters had left the carpark. The carpark occupancy on Saturday and Sunday, as well as on weekdays between 7.00pm at night and 7.00am the following morning, is an important indicator of the demand associated with residents and their visitors on weekday evenings/nights and on weekends. There were no such 'after-hours' surveys conducted in November 2021 and thus, no comparison has been made. Within this context, the following is noted:

- The absolute highest occupancy recorded on weekends in May 2022 was 74.2% which occurred during daytime hours at 1.45pm on Sunday 15 May (equivalent to 23 parking spaces occupied out of the total supply of 31 spaces).
- The highest occupancy recorded on weekend evenings in May 2022 was 51.6% which occurred on Saturday 14 May at 10.30pm (equivalent to 16 parking spaces occupied out of the total supply of 31 spaces).
- The highest occupancy recorded 'after-hours' on weekdays in May 2022 (between 7.00pm at night and 7.00am the following morning) was 64.5% which occurred on Friday 13 May at 8.00pm (equivalent to 20 parking spaces occupied out of the total supply of 31 spaces).

The representativeness of the November 2021 data is highlighted in the images that follow over the page. Figure 2 compares the 'average' daily parking occupancy (measured across all periods surveyed) between November and May 2022. Figure 3 provides a similar comparison but this time focussed only on the 7am to 7pm period (which is the timeframe of the original surveys on 23 November 2021).

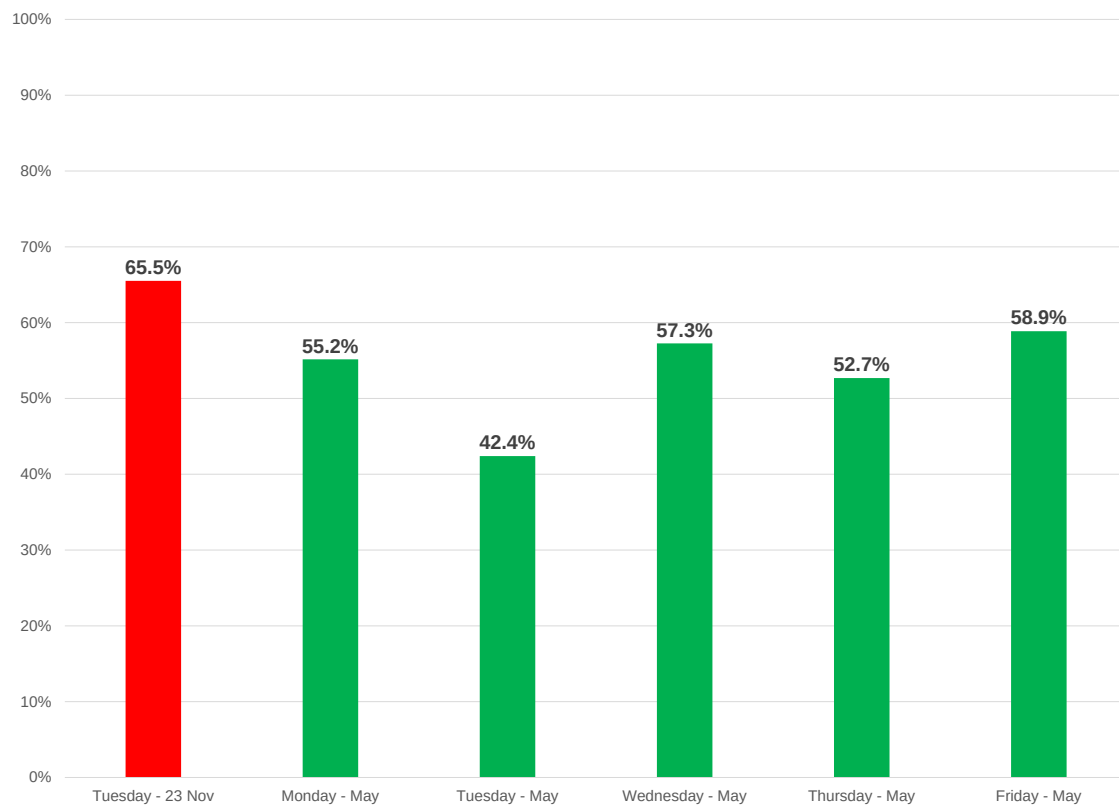


Figure 2: Average Daily Parking Occupancy (across all survey periods)
Comparison between Tuesday 23 November 2021 and five weekdays in May 2022

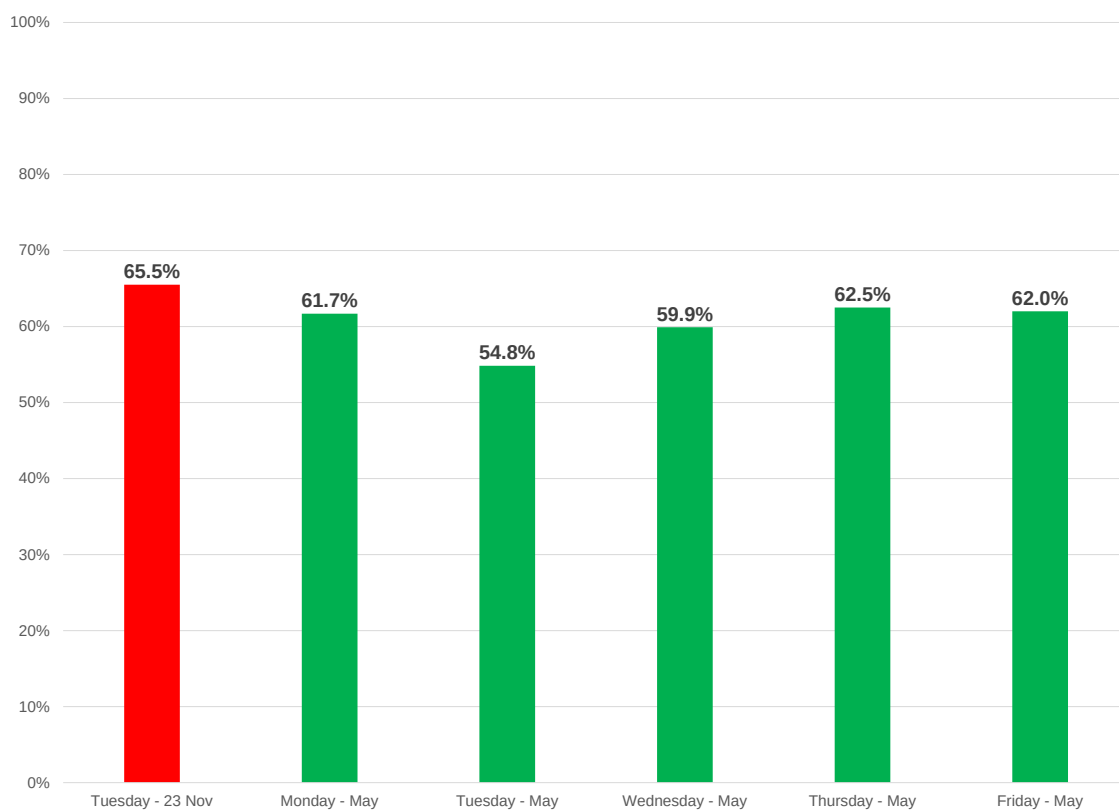


Figure 3: Average Parking Occupancy – 7am to 7pm
Comparison between Tuesday 23 November 2021 and five weekdays in May 2022

Figure 4 and Figure 5 show the proportion of survey periods where the parking occupancy was measured to be in excess of 80% (a level normally associated with busy demand).

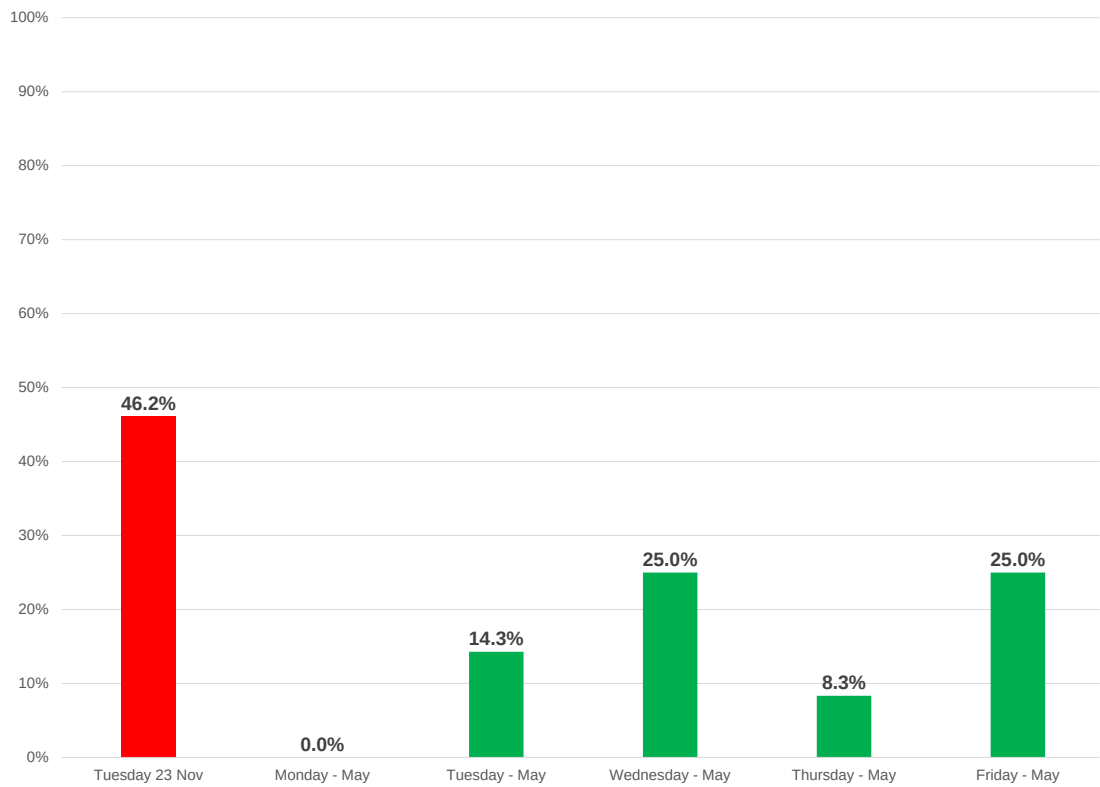


Figure 4: Proportion of Survey Periods with Parking Occupancy Above 80% (across all survey periods)

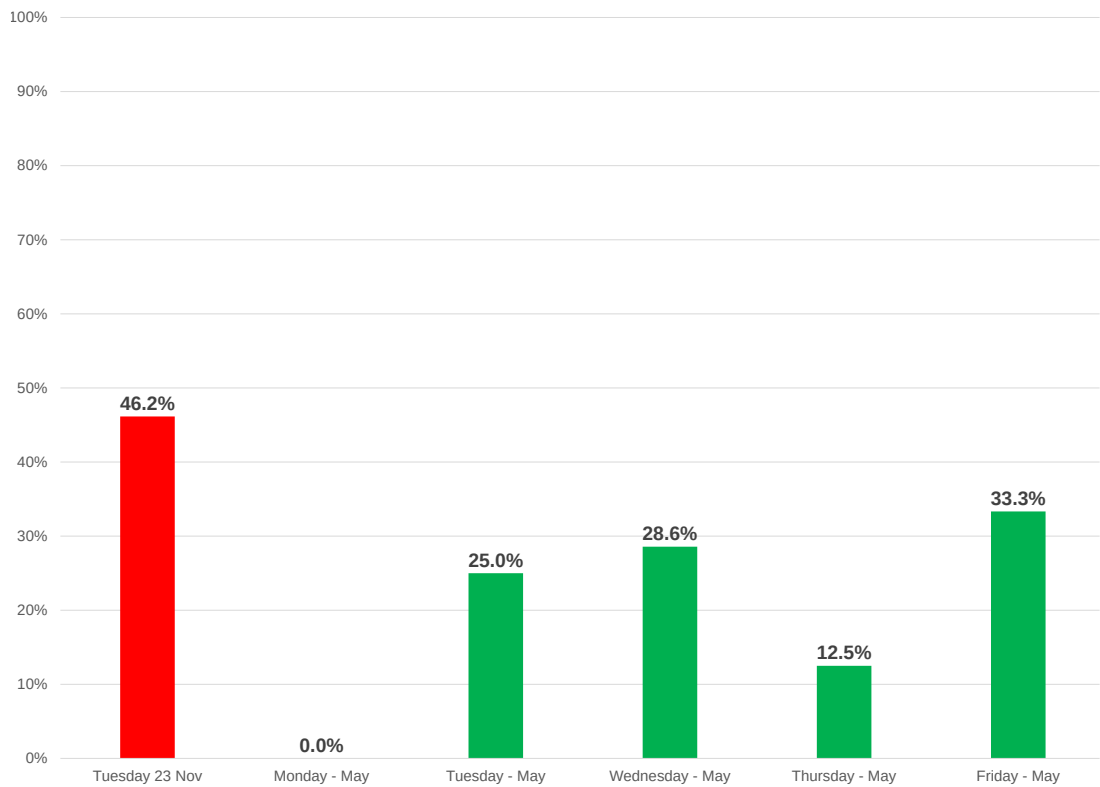


Figure 5: Proportion of Survey Periods with Parking Occupancy Above 80% – 7am to 7pm

2.3 IMAGES OF PARKING OCCUPANCY

Typical parking conditions in the Curzon Street carpark, as observed in May 2022, are shown in the images that follow.

2.3.1 WEEKDAYS

Figure 6 and Figure 7 highlight the low ‘overnight’ parking occupancy in the Curzon Street carpark. The images were captured at 2.30am on Thursday – a time when it is most likely that only residents and, perhaps, some visitors may have been present. A total of 7 vehicles were parked in the carpark at that time (an occupancy of 22.6% – the equal lowest recorded throughout the survey program; the other occasion occurred at 6.30pm on Monday 16 May). At the same 2.30am time on Thursday, it is relevant to note that both sides of the adjacent section of Curzon Street were near empty with only 2 spaces occupied out of a total of 16 parking spaces that are available in that part of Curzon Street. The 16 spaces comprise 5 parking spaces on the east side of the street (next to the carpark) and 11 parking spaces on the west side of the street (opposite the carpark – north of Elm Street).

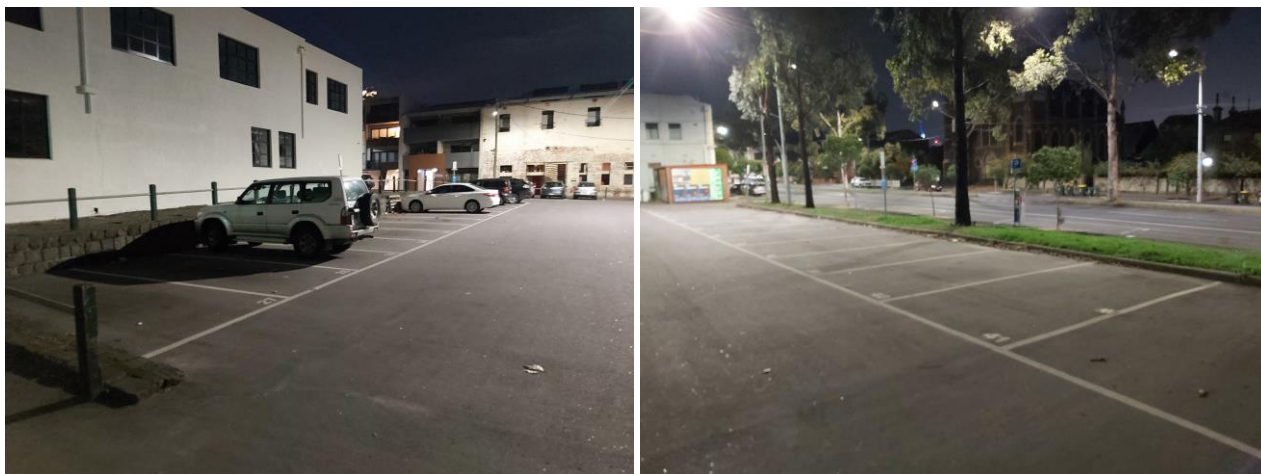


Figure 6: Thursday 19 May – Parking Occupancy circa 2.30am
(Left image: east side of carpark; Right image: west side of carpark)

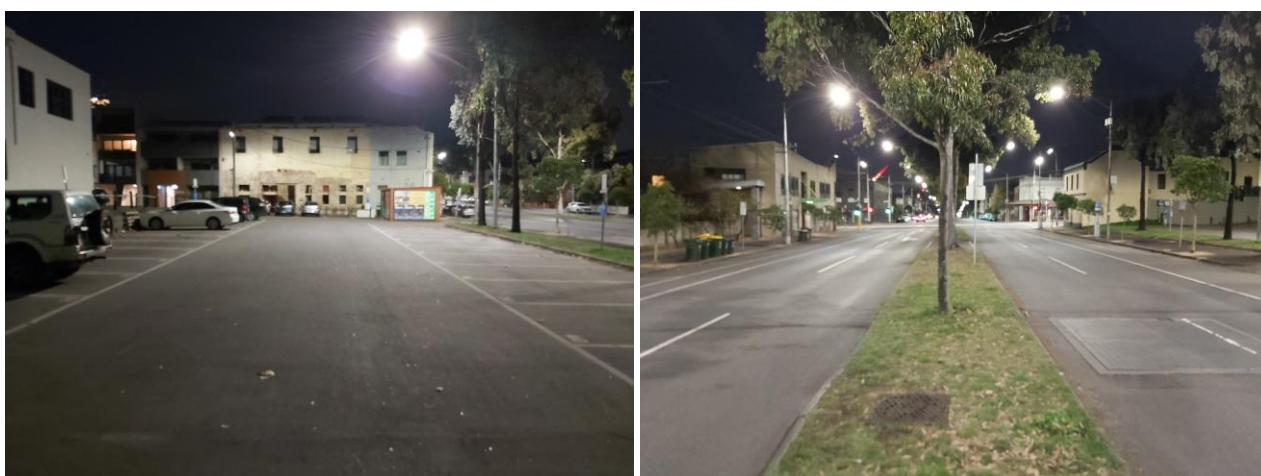


Figure 7: Thursday 19 May – Parking Occupancy circa 2.30am
(Left image: looking south both sides of carpark; Right image: Curzon St looking north both sides adjacent to carpark)

Other images that highlight the comparatively low evening / overnight parking occupancy in the Curzon Street carpark are provided below.

- Figure 8 shows parking occupancy at circa 6.30pm on both Monday 16 May (22.6% of spaces occupied) and Tuesday 17 May (32.3% of spaces occupied).
- Figure 9 shows parking occupancy in the early morning on Tuesday 17 May at circa 6.00am (35.5% of spaces occupied) and Wednesday 18 May at circa 6.30am (38.7% of spaces occupied).



Figure 8: Weekday Parking Occupancy early evening

(Left image: circa 6.30pm on Monday 16 May; Right image: circa 6.30pm on Tuesday 17 May)

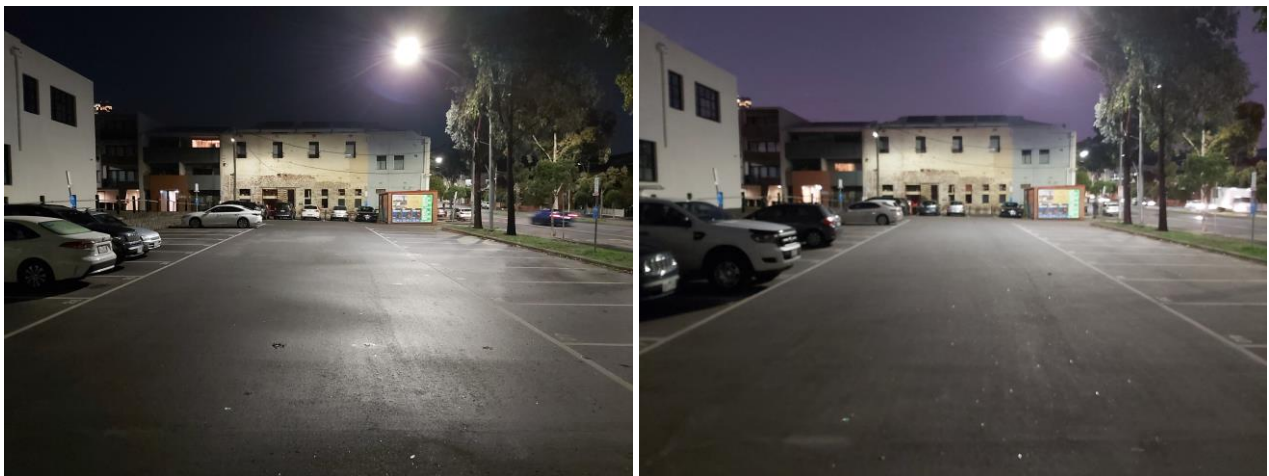


Figure 9: Weekday Parking Occupancy early morning

(Left image: circa 6.00am on Tuesday 17 May; Right image: circa 6.30am on Wednesday 18 May)

Images of the fluctuating parking demand during business hours, representative of weekday dynamics, are provided over the page:

- Figure 10 shows parking occupancy at circa 9.15am on Monday 16 May (58.1% of spaces occupied) and at circa 10.30am on Thursday 19 May (71% of spaces occupied).
- Figure 11 shows parking occupancy at circa 1.00pm on both Monday 16 May (77.4% of spaces occupied) and Friday 13 May (96.8% of spaces occupied – the busiest occupancy from all the surveys conducted).
- Figure 12 shows parking occupancy at circa 3.00pm on Friday 13 May (77.4% of spaces occupied) and at circa 4.30pm on Tuesday 17 May (45.2% of spaces occupied).



Figure 10: Weekday Parking Occupancy early to mid-morning
 (Left image: circa 9.15am on Monday 16 May; Right image: circa 10.30am on Thursday 19 May)



Figure 11: Lunchtime Parking Occupancy
 (Left image: circa 1.00pm on Monday 16 May; Right image: circa 1pm on Friday 13 May)



Figure 12: Mid to Late Afternoon Parking Occupancy
 (Left image: circa 3.00pm Friday 13 May; Right image: circa 4.30pm on Tuesday 17 May)

2.3.2 WEEKENDS



Figure 13: Parking Occupancy on Saturday 14 May
(Left image: circa 1.45pm – 51.6% occupancy; Right image: circa 2.30pm – 41.9% occupancy)



Figure 14: Parking Occupancy on Saturday 14 May
(left image: circa 3.30pm on – 38.7% occupancy; Right image: circa 10.30pm – 51.6% occupancy)



Figure 15: Parking Occupancy on Sunday 15 May
(Left image: circa 8.30am – 51.6% occupancy; Right image: circa 9.30am – 58.1% occupancy)



Figure 16: Parking Occupancy on Sunday 15 May
 (Left image: circa 11.00am – 71% occupancy; Right image: circa 1.45pm – 74.2% occupancy)



Figure 17: Parking Occupancy on Sunday 15 May
 (Left image: circa 2.30pm on – 61.3% occupancy; Right image: circa 4.00pm – 45.2% occupancy)



Figure 18: Parking Occupancy on Sunday 15 May
 (Left image: circa 5.00pm – 45.5% occupancy; Right image: circa 8.00pm – 29% occupancy)