

Summary of parking utilisation studies for Curzon and Victoria Streets

This summary has been prepared in response to feedback received during consultation on the proposed lease of council-owned sites at 44-60 Curzon Street, North Melbourne, and 325-341 Victoria Street, West Melbourne, for affordable housing. The sites are currently used as off-street car parks. This paper provides key information about previous car parking studies, including when usage surveys were conducted, study areas, peak usage times and findings.

In considering the possible lease of these sites for affordable housing, several parking studies have been commissioned in recent years to:

- Survey the use of these two off-street car parks, and
- Understand likely impacts associated with potential removal of the car parks.

Since the initial study was conducted in 2021, the surveys have been revisited to confirm the validity of the data and recommendations. Between 2021 and 2024, five studies were conducted by Movendo Consulting:

- 44-60 Curzon Street, North Melbourne / 325-341 Victoria Street West Melbourne Parking Utilisation Studies – Addendum Report (7 June 2024)
- 44-60 Curzon Street, North Melbourne / 325-341 Victoria Street West Melbourne Parking Utilisation Studies – Addendum Report (29 April 2024)
- 44-60 Curzon Street, North Melbourne Parking Utilisation Study – Addendum Report (20 May 2022)
Note, Victoria Street was omitted from this report.
- 325-341 Victoria Street, West Melbourne Parking Utilisation Study (17 December 2021)
- 44-60 Curzon Street, North Melbourne Parking Utilisation Study (17 December 2021)

Car park details

Each car park has a different number of car spaces and different restrictions. Both car parks are restricted between 7am and 7pm, as shown below. There are no overnight restrictions for either car park.

The fee for parking is \$4 per hour during peak times and \$2 per hour during off-peak times. All day parking is \$2 per hour.

	Curzon Street	Victoria Street
Land size	1,321m ²	1,331m ²
2 hour spaces	0	30
4 hour spaces	13	17
All day (no restriction)	18	0
Total Parking Spaces	31 spaces	47 spaces

When were the parking surveys completed?

Between 2021 and 2024, surveys of both on-street and off-street public car parking were conducted to cover various times of the day, night and week. Additional surveys were carried out in June 2024 in response to community feedback to ensure that data reflects the night-time economy and a smaller localised catchment in North and West Melbourne. Parking demand surveys were undertaken for both car parks at the following times.

Year	Month	Car parks	Survey Period	Times
2024	June	Victoria Street and Curzon Street 3-4 minute walking catchment	Friday 31/05/2024 Saturday 1/06/2024	6pm-2am 6pm-2am
2024	April	Victoria Street and Curzon Street	Saturday 13/04/2024 Sunday 14/04/2024 Monday 15/04/2024 Tuesday 16/04/2024 Wednesday 17/04/2024 Thursday 18/04/2024 Friday 19/04/2024	12.30am-11pm 12.30am-11pm 12.30am-11pm 12.30am-11pm 12.30am-11pm 12.30am-11pm 12.30am-11pm
2022	May	Curzon Street	Thursday 12/05/2022 Friday 13/05/2022 Saturday 14/05/2022 Sunday 15/05/2022 Monday 16/05/2022 Tuesday 17/05/2022 Wednesday 18/05/2022 Thursday 19/05/2022	5pm-9pm 6.15am-9pm 7am-10.30pm 8.30am-9pm 6.15am-7.15pm 6am-8.15pm 6.30am-6.45pm 12.30am-3.15pm

2021	Dec	Victoria Street and Curzon Street and 3-4 minute walking catchment	Friday 8/10/2021 Tuesday 23/11/2021 ¹	7am-7pm 7am-7pm
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¹ Given this study was conducted during the COVID lockdowns, a combination of onsite survey results and historical data sources was used. This included aerial photographs, pre-pandemic data from historical parking studies, and data collected between lockdown periods. This approach helped to understand site usage and confirm study findings, particularly in areas where demand did not accurately reflect typical site use due to the pandemic travel restrictions.

Overview of findings of all studies

	Site	2021 Dec	2022 May	2024 April	2024 June
Study area		Surveys of both car parks and the surrounding street network, within 240-280m of both sites.	Survey of Curzon Street car park only.	Considers the broader parking reviews for North and West Melbourne, this study also included additional surveys of the Curzon and Victoria Street car parks	The study focuses on the local area around both carparks, with surveys conducted within 200-300m walkable catchment from each site
Data source		Mix of historical data and on-site surveys (See previous table and footnote 1 for detail)	On-site survey across all days of the week. Hours vary (see previous table for detail)	On site surveys on all days of the week, 12.30am-11pm (see previous table for detail)	On-site surveys Friday and Saturday 6pm-2am. (see previous table for detail)
Purpose of study	<i>Curzon Street</i>	Initial parking study prepared to survey the use of the car park and surrounding street network to establish likely impacts associated with the potential removal of the car parks.	This study examined the Curzon Street site only. Its purpose was to determine whether the usage patterns from 2021 were representative of conditions in May 2022.	Surveyed Curzon Street and Victoria Street car parks to verify 2021 use patterns and confirm whether the data from the 2021 surveys still accurately represents current parking conditions.	New parking surveys conducted responding to feedback that Friday and Saturday evenings are the busiest times due to entertainment, dining, and residential overnight parking. Surveys were conducted of on-street parking within a 3-4 minute walk of the sites.
	<i>Victoria Street</i>		Excluded as Council only consulted on the Curzon Street site.		
Peak usage	<i>Curzon Street</i>	The highest use of the car park was 87% . During this time 27 out of 31 car spaces were occupied. This occurred between 10am and 2pm on Tuesday	The highest use of the car park was 93% . During this time 29 out of 31 spaces were occupied. This occurred at 1pm on Friday.	The highest use of the car park was 100% . During this time all 31 spaces were occupied. This occurred between 10-2pm on Tuesday	The highest use of the car park was 55% . During this time all 17 spaces of 31 spaces were occupied. This occurred on 6pm on Friday
	<i>Victoria Street</i>	The highest use of the car park was 51% . During this time 24 of the 47 car spaces were occupied.	Not surveyed (refer above)	The highest use of the car park was 70% . During this time 33 of the 47 spaces were occupied. This occurred at 8pm on Thursday.	The highest use of the car park was 79% . During this time 37 of the 47 spaces were occupied. This occurred at 8pm on Friday.

	Site	2021 Dec	2022 May	2024 April	2024 June
		This occurred at 1pm on Tuesday.			
Findings		Curzon Street: There is sufficient spare on-street capacity in convenient walking distance of the site to accommodate the demand associated with the existing car park. Historical data demonstrates that during the peak usage of the car park, there were 56 unoccupied on-street parking spaces within a three to four minute walk. Victoria Street: There is sufficient spare on-street capacity in convenient walking distance of the site to accommodate the demand associated with the existing car park. Historical data demonstrates that during the peak usage of the car park, there were 125 unoccupied on-street parking spaces within a three to four minute walk.	With the exception of the peak times, many survey results showed that parking demand was lower than in the surveys conducted in November 2021.	The Curzon Street car park experienced high demand during weekday business hours. The report suggest the high usage is likely due to this being unrestricted parking and potential use by commuters for parking. In contrast, the Victoria Street car park shows higher turnover, with visitors generally adhering to the 2 or 4-hour restrictions. Consultants note this car park is likely to be mostly used by visitors and shoppers in the area. This parking utilisation study also references broader parking reviews². These note that even at the busiest time in West Melbourne (7.30pm on a Friday) there are still 570 unoccupied spaces out of 2,973). This confirms a generous amount of spare on-	Even at peak times, there are still parking spaces available within a 3-4 minute walk from both sites. Around Curzon Street there were 149 on-street spaces available, while at Victoria Street, there were 59 spaces available within a 3-4 minute walk. The study also notes the decline in demand after 9pm on Friday and Saturday evenings, except in the limited resident permit zones and spaces, where occupancy remained between 60% and 70% overnight.

² West Melbourne Parking Review (2022), Macauley Road/ Arden Street Bike Lane Project (2022)



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	Site	2021 Dec	2022 May	2024 April	2024 June
		Both sites: The study notes that in the broader North and West Melbourne area, there are about 20,000 public on-street parking spaces. During the busiest times there are likely around 4,200 unoccupied spaces.		street parking capacity in the local area.	
Conclusion		It is feasible to remove the car parks, and there are unlikely to be any significant adverse impacts that will affect parking needs of the local area.	There have been no significant changes in parking utilisation for the Curzon Street car park compared to the 2021 study (conducted just after the pandemic).	Utilisation patterns of the off-street car parks are fundamentally unchanged since the 2021 report. There is capacity in the surrounding street network to accommodate the loss of the car parks.	There are sufficient on-street parking opportunities for residents and non-residents within a 3-4 minute walk on the surrounding streets of both sites.

Overview of the 2024 parking studies

In April and June 2024, two supplementary reviews were conducted on previous parking utilisation studies.

What the parking studies revealed

Each report concludes there is sufficient spare on-street parking in the surrounding areas to compensate for any loss of off-street parking.

Additionally, both studies concluded that the car spaces can be removed because car parking usage hasn't changed since 2021.

The reports highlight the high level of public transport accessibility and the positive active transport behaviors of residents in North and West Melbourne (when compared to the metropolitan average). They also note the policy support for the removal of the car parks.

April 2024

The April 2024 study surveyed both off-street car parks and found:

- The usage patterns of both Curzon Street and Victoria Street car parks in April 2024 are fundamentally unchanged from the 2021 report.
- The Curzon Street car park did show high occupancy during weekday business hours, particularly between 10am and 2pm on a Tuesday, with 31 of 31 spaces occupied. This high occupancy is largely attributed to all day parking- including all day parking for commuters.
- The Victoria Street car park appears to serve short stay users, with the busiest times being at 8pm on Thursdays, Fridays, and Saturdays, where 33 of 47 spaces are occupied. The limited four hour spaces are well utilised for medium to long term parking. - including parking for local shoppers and workers.

June 2024

The June 2024 study showed that, even during the busiest times, there is plenty of on-street parking available for both residents and non-residents near the Curzon Street and Victoria Street car parks.

This study included additional surveys of on-street parking within a three-to-four-minute walking radius of the sites. This extension was implemented in response to feedback from the May 2024 consultation, which indicated that previous surveys covered areas too far for shoppers and visitors to reasonably walk³.

The June 2024 study also addressed concerns from residents and traders that previous studies did not include the busiest times. Additional surveys were conducted on Friday and Saturday evenings when night-time trade and overnight residential parking are at their highest levels. The study examined in more detail the existing restrictions (such as permit zones, resident priority, and unrestricted spaces) and their impact on car parking occupancy rates and subsequent availability.

A summary of the findings for each site, and the recommendations are provided below.

³ The project team notes that the June surveys adopted a three to four minute walking radius approach. The three to four minute walk is equivalent to 225 – 330 metres, based on an average walking speed of 4.5 - 5 kilometres per hour. Findings from independent studies indicate that, while walking speeds can vary, this is the average for most healthy adults. It is considered a reasonable walking distance.

Curzon Street parking survey (June 2024)



Figure 1: Curzon Street parking. Survey area in surrounding streets

Survey area

The study surveyed the 31 off-street car parks and 519 publicly accessible on-street parking spaces within a three to four minute walking catchment.

Findings

- At the busiest time surveyed (6pm on Friday), there were 17 vehicles using the Curzon Street carpark, representing the peak demand that would need to be accommodated on the surrounding street network if the car park were removed.
- On-street parking occupancy around Curzon Street peaked at 6pm on Friday, with **146 unoccupied spaces out of 519 publicly available**. These were distributed as follows:
 - 7 unoccupied parking spaces – out of the 21 resident-only permit zone spaces
 - 89 unoccupied parking spaces – out of the 322 resident priority spaces
 - 50 unoccupied parking spaces – out of the 176 no-priority spaces.

This study concludes there is sufficient on-street parking to offset the potential loss of the Curzon Street car park.

Victoria Street parking survey (June 2024)



Figure 2: Victoria Street parking survey area in surrounding streets

Survey area

The study surveyed the 47 off-street car parks and 302 publicly accessible on-street parking spaces within a three to four minute walking catchment.

Findings

- At the busiest time surveyed (8pm on Friday), there were 37 vehicles using the Victoria Street car park, indicating the peak demand that would need to be accommodated in the surrounding street network if the car park were removed.
- On-street parking availability around Victoria Street was highest on Friday and Saturday, with the peak parking demand occurring at 8pm on Friday. At that time, there were still **59 unoccupied spaces out of 302 publicly available**.

These were distributed as follows:

- no unoccupied parking spaces – out of the 8 resident-only permit zone spaces;
- 22 unoccupied parking spaces – out of the 108 resident priority spaces; and
- 37 unoccupied parking spaces – out of the 186 no-priority spaces.

This study concludes there is sufficient on-street parking to offset the potential loss of the Victoria Street car park.