

Preston Market
Integrated Transport &
Car Parking Strategy –
Background Report

Car Park and Transport Existing Conditions Review

- Site Visit 1st March 2018 (Thursday)
- Preston Market Amendment to Preston Market Incorporated Plan Transport Impact Assessment (GTA consultants report 2014)
- Traffix Statement to the Victorian Civil and Administrative Tribunal (Stage 1B & 1C Market Redevelopment P565/2017 & P569/2017)
- VicRoads Traffic & Accident Data
- State, Metropolitan & Local Policy & Strategies
 - Plan Melbourne
 - City of Darebin Transport Strategy
 - Darebin Planning Scheme
 - Preston Market 2007 Incorporated Plan
 - Preston Central Structure Plan

Preston Market Transport & Car Parking Strategy

Car Parking

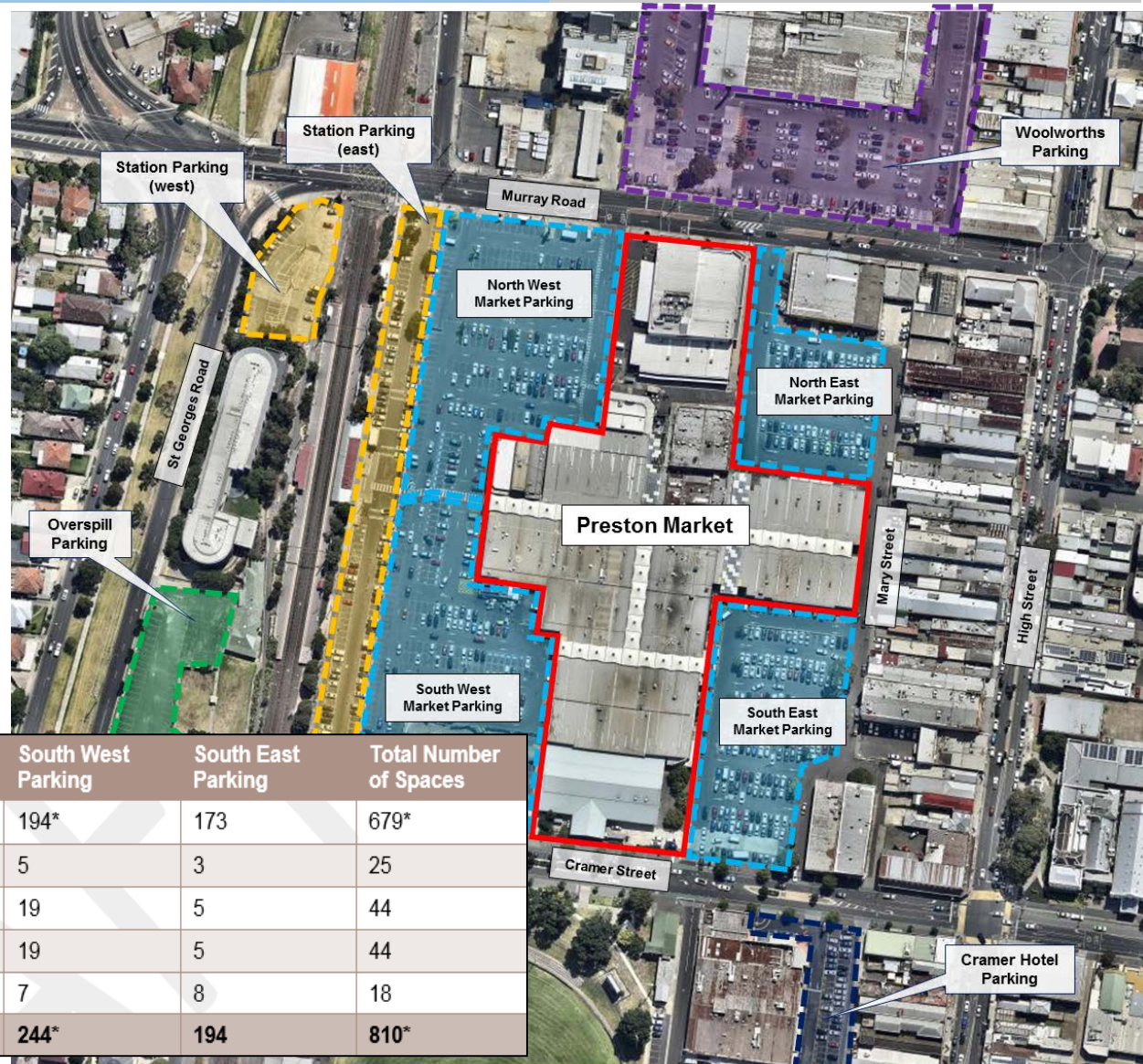
Provision

810 Spaces

4 Hour Restriction
 8:00AM to 10:00PM

Market Day - 2Hrs
 free then \$2.50/hr

Non-Market Day -
 \$2.50/hr



Types of Spaces	North West Parking	North East Parking	South West Parking	South East Parking	Total Number of Spaces
General	211	101	194*	173	679*
Disabled/Accessible	14	3	5	3	25
Parents with Prams	14	6	19	5	44
Seniors	14	6	19	5	44
Loading Zones	3	0	7	8	18
Total Parking	256	116	244*	194	810*

Car Park Occupancy

Car Park	GTA Dec 2013		Traffix July 2017	
	Friday	Saturday	Friday	Saturday
Total Market	98%	99%	94%	96%
Station Car Park (East)	99%	99%	100%	100%
Station Car Park (West)	-	-	100%	100%
Overspill	98%	90%	-	-
Total Parking	98%	98%	95%	96%

- *2017 increased supply but included disabled, no standing and loading bays
- Station car park full before 7am on weekdays
- No Duration of Stay data available

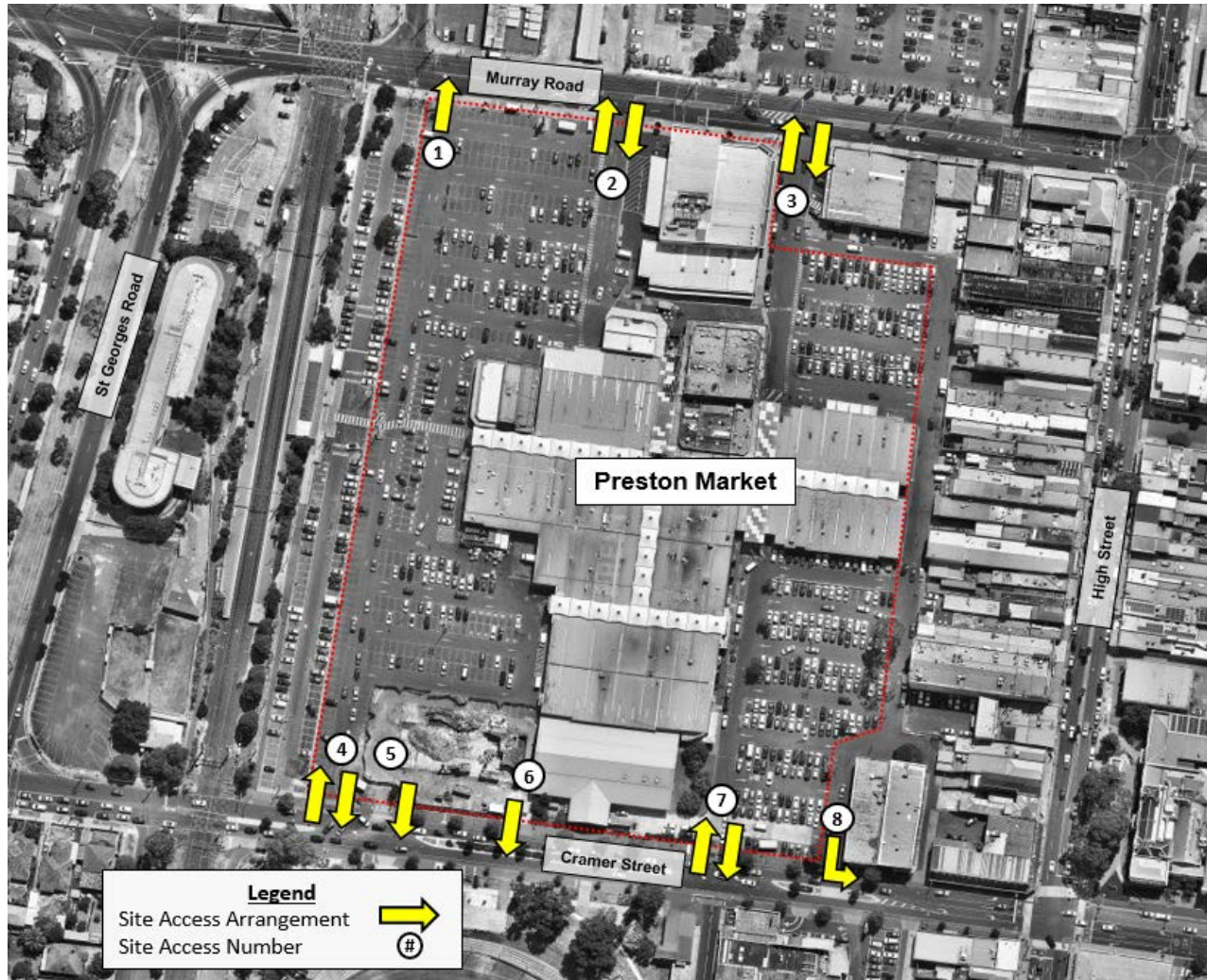
Observed Car Park Operational Issues

- Drivers disregarding the one way access aisle line marking and accessing car spaces from either direction
- Patrons parking in the market car park then heading towards High Street and utilising the free 2 hour parking associated with Preston Market
- High Street on road car parking fully occupied, forcing drivers to find alternative parking
- Northern access aisle within the south east market parking blocked due to loading vehicles, reducing car parking accessibility
- Linemarking and signage generally outdated and could benefit from updating to reduce confusion

Preston Market Transport & Car Parking Strategy

Vehicle Access

Car Park Access



Preston Market Transport & Car Parking Strategy

Vehicle Access

Car Park Access Issues



- High volumes of traffic entering and exiting car park
- Unsignalised access into car park
- Internal layout immediately inside access points
- Short or no median storage for turning vehicles
- Level crossing queuing issues

Adjacent Road Network Conditions Daily Traffic Volumes

Road	2006	2011	2016	Change (%)
Murray Road	8,600	8,400	8,700	+ 100vpd (1%)
High Street	11,000	10,000	10,000	- 1000vpd (10%)
Cramer Street	5,000	5,600	5,500	+ 500vpd (10%)
St Georges Road	11,000	12,000	12,000	+ 1000vpd (9%)

- No increase in traffic on Murray Road
- Approximately 10% traffic fluctuation on other roads
- All within theoretical capacity (Austroads Guide)



Adjacent Road Network Conditions

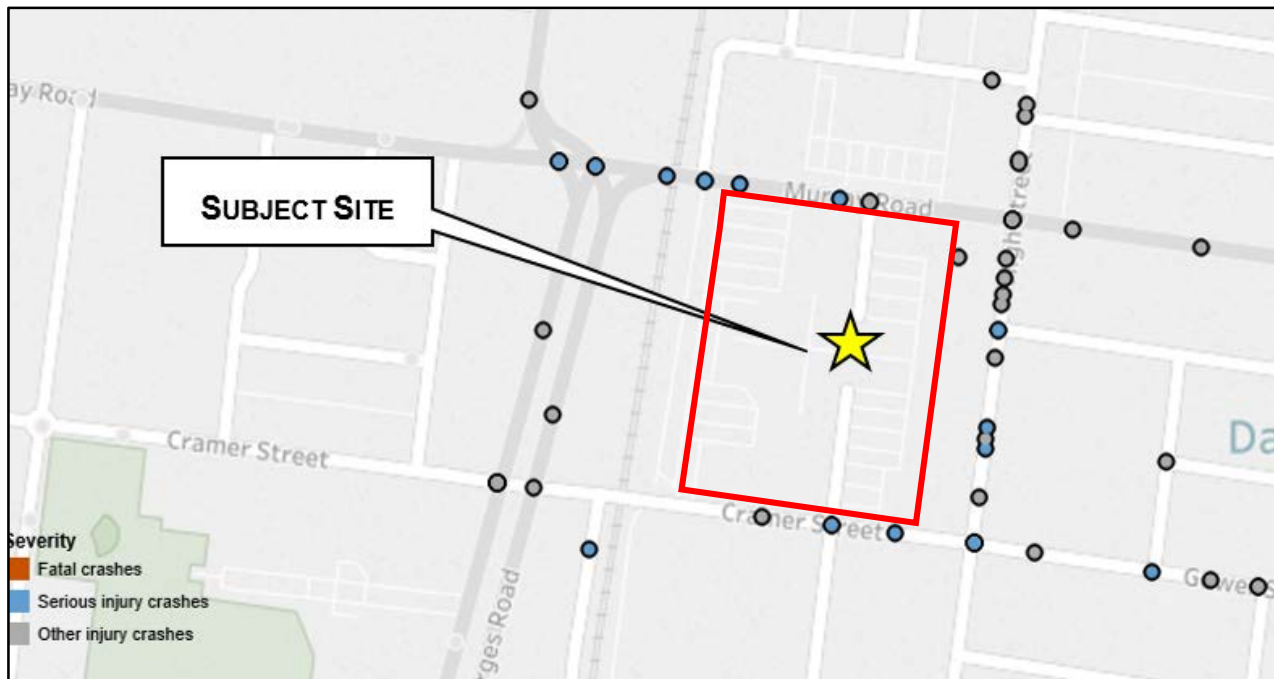
Intersection Performance

- Measured on a Friday and a Saturday morning and evening peak times, using intersection modelling program (SIDRA)
- Intersections operate with varying levels of congestion;
 - Murray Road / High Street
 - Friday Peak (Poor) and Saturday Peak (Fair)
 - Cramer Street / Gower Street / High Street
 - Friday Peak (Good) and Saturday Peak (Excellent)
 - Murray Road / Spring Street / St Georges Road
 - Friday Peak (Fair) and Saturday Peak (Poor)
 - Cramer Street / St Georges Road
 - Friday Peak (Good) and Saturday Peak (Excellent)
- Murray Road / High Street has highest delays and longest queues
- Number of vehicles turning often exceed the length of dedicated turning lanes

Preston Market Transport & Car Parking Strategy

Vehicle Access

Road Safety - CrashStats



Year	Total
2012	16
2013	16
2014	12
2015	11
2016	12
2017	9
Total	76

- No fatalities (0%), 25 serious injuries (13%), 62 other injuries (31%) and 112 resulted in non injury (56%).
- 54% of all crashes involved multiple user groups (51 crashes), including 30 crashes involving pedestrians (39%) and 11 crashes involving cyclists (15%)
- A general decline in the total number of crashes per year over the 5 year period assessed

Loading Dock Plan



Operation & Issues

- Considerable mix of loading vehicles and pedestrians particularly along Mary Street
- Loading vehicles consist of forklifts, vans, car and trailers, small trucks, large trucks and waste collection trucks
- There is little to no segregation between loading activity and pedestrian movements
- The current interaction between loading vehicles and pedestrians has the potential to cause incidents due to the lack of segregation, sight line obstructions, signage, line marking and protection for pedestrians
- Loading vehicles including forklifts were observed operating during market trading hours and therefore at a time of high pedestrian activity, greatly increasing the likelihood of a pedestrian being struck by a loading vehicle or forklift
- Large trucks present during market trading hours with high pedestrian volumes present and completely blocking car parking / access aisle

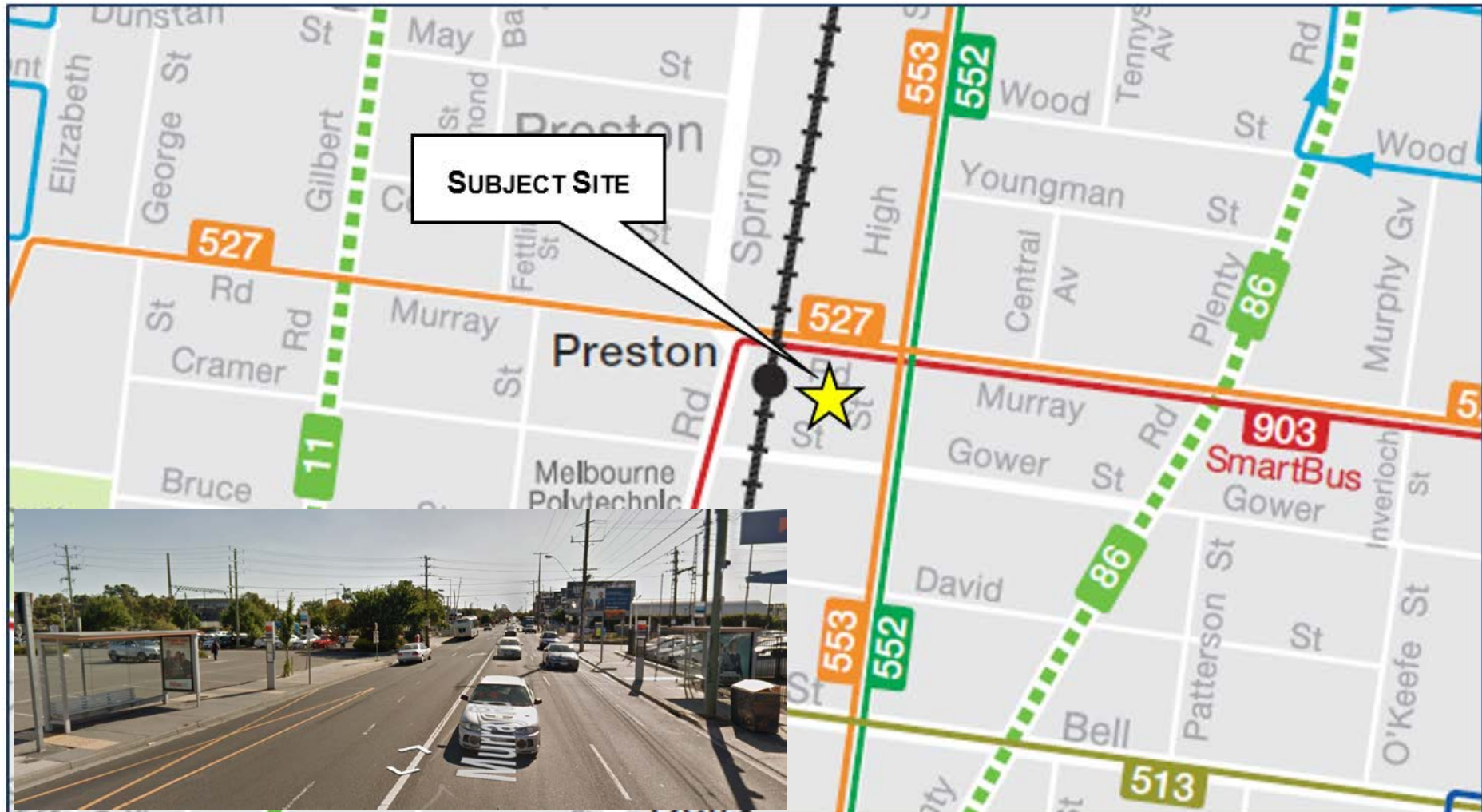
Preston Market Transport & Car Parking Strategy

Loading Operations



Preston Market Transport & Car Parking Strategy

Public Transport



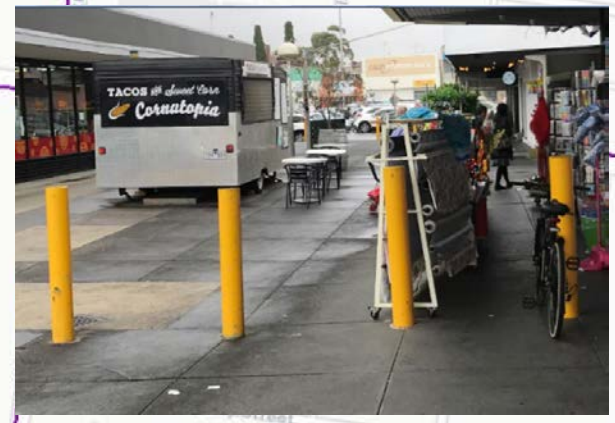
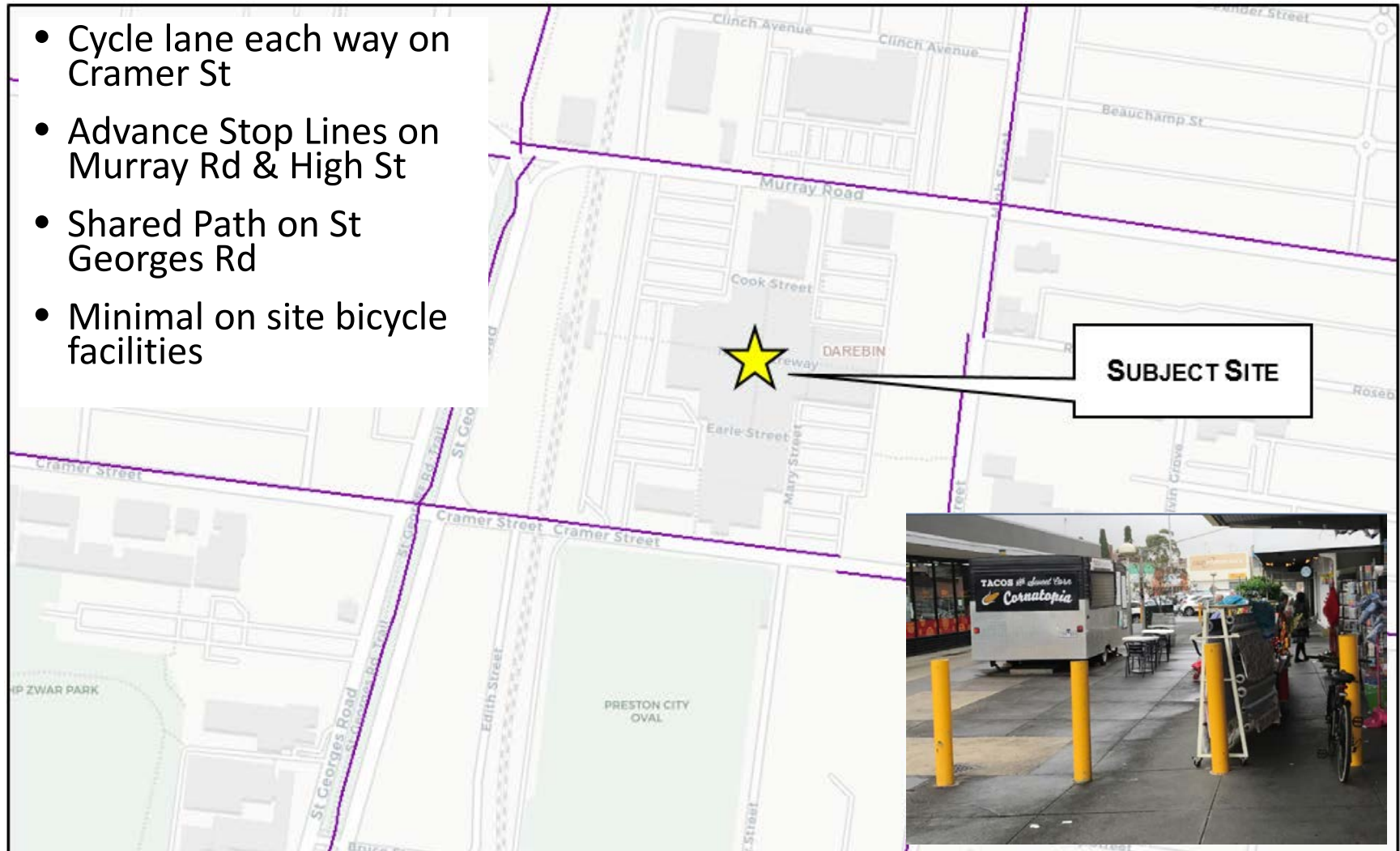
Public Transport Timetable

- Multiple public transport services located in close proximity to the site including Trains, Trams and Buses

Type	Route No.	Route Description	Nearest Stop	Approx. Walking Distance	On / Off Peak Frequency
Train	South Morang Line		Preston Station	Site Frontage	10-20 min / 20-30 min
Tram	11	West Preston - Victoria Harbour Docklands	Gilbert Road	1.1 km	5-8 min / 10-20 min
	86	Bundoora RMIT - Waterfront City Docklands	Plenty Road	750 m	6-10 min
Bus	527	Gowrie - Northland via Murray Road	Murray Road	Site Frontage	15-20 min / 20-30 min
	552	North East Reservoir - Northcote Plaza via High Street	High Street	200 m	15 min
	553	Preston - West Preston via Reservoir	High Street	200 m	30 min
	903	Altona - Mordialloc (SMARTBUS)	Murray Road	Site Frontage	15 min / 30 min

Cycle Access & Facilities

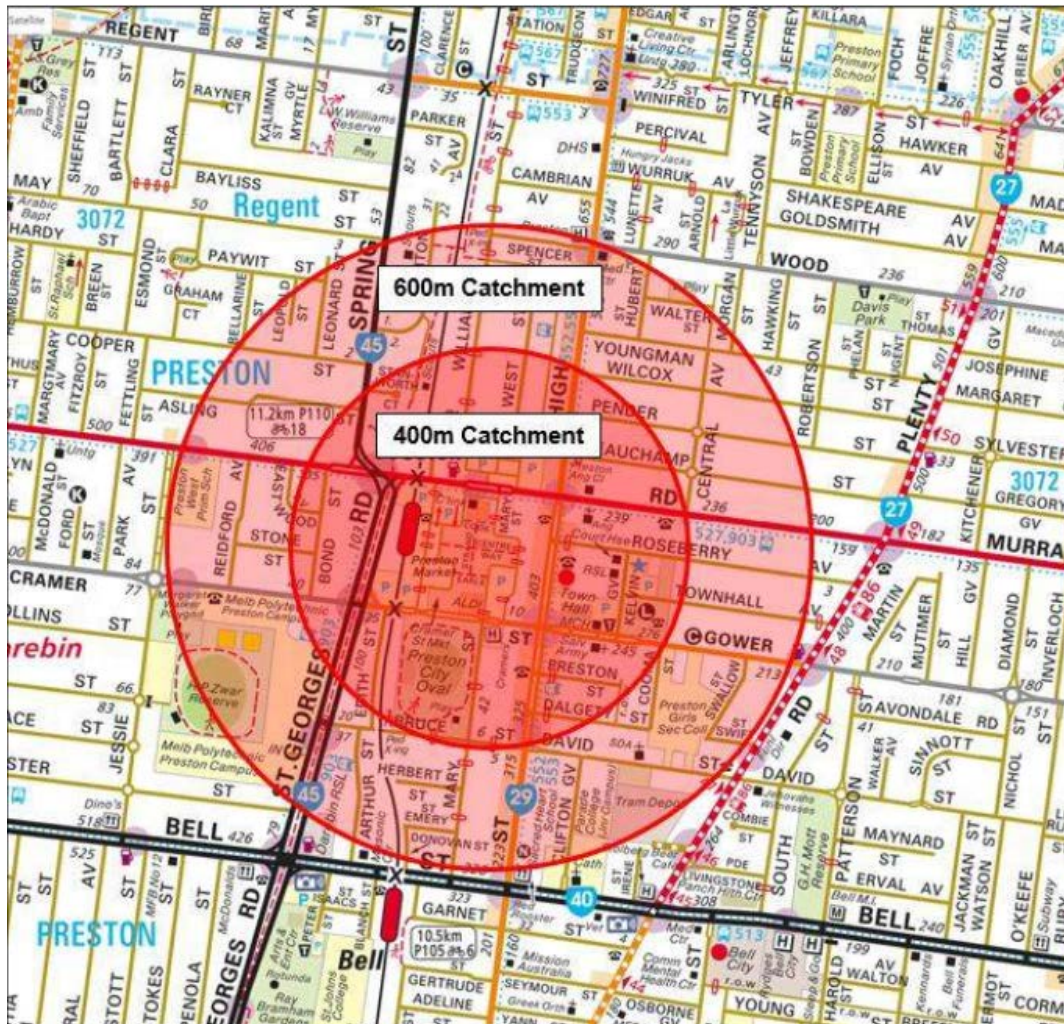
- Cycle lane each way on Cramer St
- Advance Stop Lines on Murray Rd & High St
- Shared Path on St Georges Rd
- Minimal on site bicycle facilities



Preston Market Transport & Car Parking Strategy

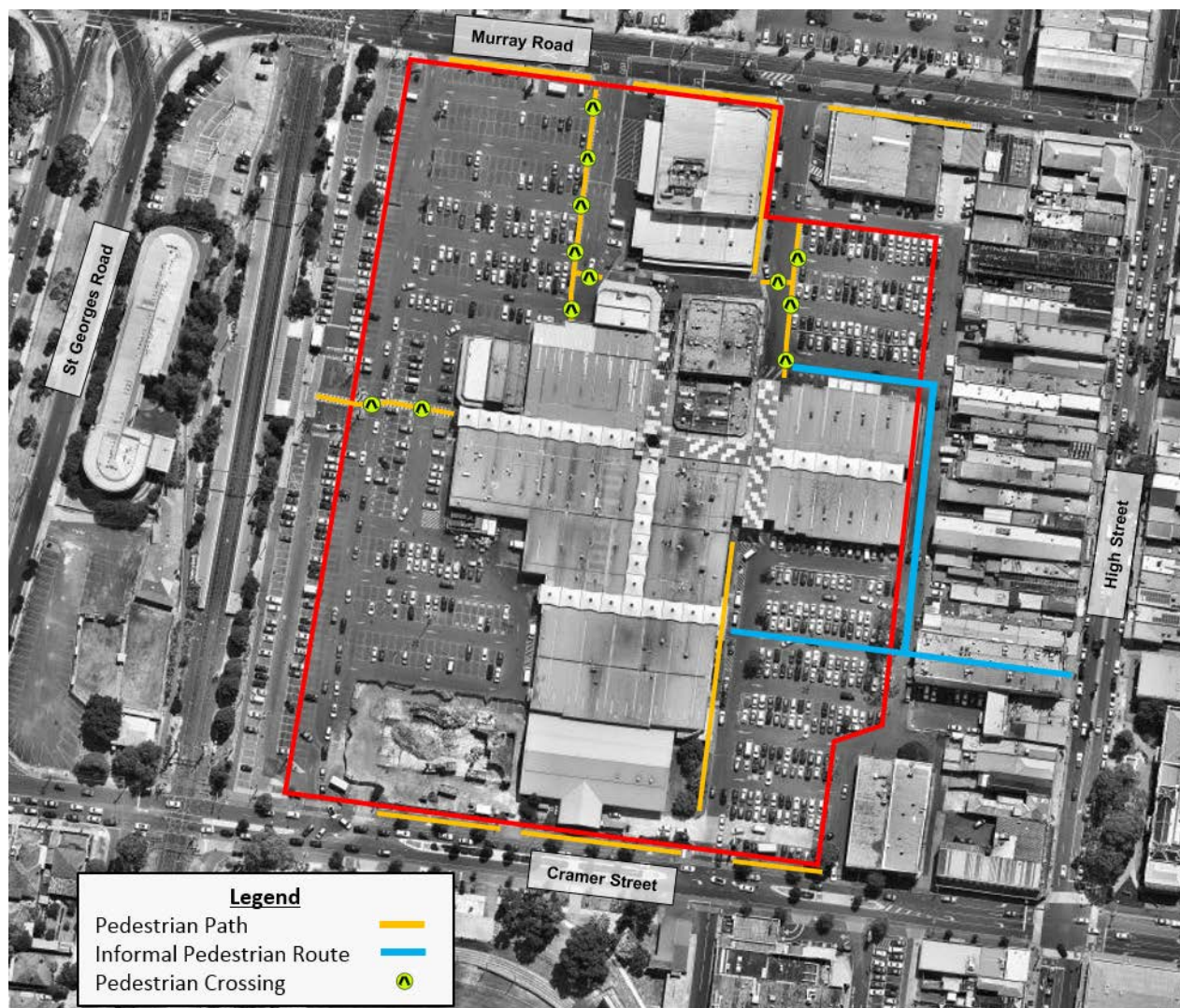
Pedestrian & Cycle Access

Pedestrian Access to Market



- Excellent connectivity to services within acceptable walking catchments
- Public Transport
- Shops
- Recreation

Pedestrian Access Entering & Within Market



- Good connectivity to Preston Station
- Internal pedestrian crossings to Murray Road & Cramer Street
- Good access to other services within Activity Centre from car park
- Poor direct connectivity to High Street

Pedestrian Connectivity Issues

- Informal access between market and High Street with high pedestrian volumes (poorly lit and locked at night time)
- High pedestrian mix with loading activity and passenger vehicles around Mary Street



Future Ideas and Opportunities

- Potential to relocate existing pedestrian crossing on Murray Road and provide signalised access into the market either on Murray Road or Cramer Street
- Improve right turn capacity on Murray Road & Cramer Street into the market
- Formalise Loading Docks / Bays on Mary Street as per Incorporated Plan but also provide short term service bays near other market entry points
- Improvements to the pedestrian and cyclist facilities and infrastructure around the market
- Opportunity to revise future parking rates for the redevelopment of the site