

Parking Study

Mudgee CBD



Prepared for
Mid-Western Regional Council

10 November 2020

Contact Information

Cardno (WA) Pty Ltd
Trading as Cardno
ABN 77 009 119 000

11 Harvest Terrace, West Perth WA 6005

Telephone: 08 9273 3888
Facsimile: 08 9486 8664
International: +61 8 9273 3888

wa@cardno.com.au
www.cardno.com

Document Information

Prepared for	Mid-Western Regional Council
Project Name	Mudgee CBD
Site Name	Mudgee
Client Contact	Garry Hemsworth
Project No.	80019094
Document Title	Parking Study
Discipline Code	Traffic & Transport
Document Type	Report
Document Sequence	001
Date	10 November 2020
Revision Number	G

Author(s):

Jacob Martin
Team Leader, Transport Planning

Approved By:

Hayden Calvey
Team Leader – Traffic Engineering

Document History

Revision	Date	Description of Revision	Prepared by:	Reviewed by:
A	3 July 2019	Parking Modelling Report	Jacob Martin	Ghaith Falfour
B	2 September 2019	Revised Report	Jacob Martin	Ghaith Falfour
C	16 September 2019	Minor Changes	Jacob Martin	Ghaith Falfour
D	29 October 2019	Updated with Council Comments	Jacob Martin	
E	5 August 2020	Updated with Community Consultation	Jacob Martin	Hayden Calvey
F	6 October 2020	Updated with Council Comments	Jacob Martin	Hayden Calvey
G	10 November 2020	Updated with removal of Short St Recommendation		Hayden Calvey

© Cardno. Copyright in the whole and every part of this document belongs to Cardno and may not be used, sold, transferred, copied or reproduced in whole or in part in any manner or form or in or on any media to any person other than by agreement with Cardno.

This document is produced by Cardno solely for the benefit and use by the client in accordance with the terms of the engagement. Cardno does not and shall not assume any responsibility or liability whatsoever to any third party arising out of any use or reliance by any third party on the content of this document.

Table of Contents

1	Introduction	1
1.1	Study Area	1
1.2	Description of Parking Function	2
1.3	Land Use Assumptions	2
2	Existing Condition Assessment	4
2.1	Statutory Parking Requirements	4
2.2	Car Parking Supply	5
2.3	Parking Occupancy	9
2.3.1	Parking Occupancy and Duration (Weekday)	9
2.3.2	Parking Occupancy and Duration (Weekend)	10
2.4	Parking Hotspot Analysis	11
2.5	Parking Demand Model Methodology	14
2.6	Parking Modelling	15
2.6.2	Parking Analysis Results - Weekday	18
2.6.3	Parking Analysis Results - Weekend	20
3	Future Growth Scenario	22
3.1	Future Modelling Outcomes	22
3.1.1	Residential Growth Impacts	22
3.1.2	Non-Residential Demand Growth	22
3.1.3	Requirements for Additional Off-Street Supply	22
4	Parking Policy Review	24
4.1	Mid-Western Regional Local Environmental Plan (2012)	24
4.2	Mid-Western Regional Council Development Control Plan (2013)	24
4.2.1	Statutory Parking Rates	24
4.2.2	Change of Use	24
4.2.3	Loading and Unloading	25
4.3	Variation of Statutory Requirements	25
4.4	Development Contributions	25
4.5	Parking for Affordable Housing	25
4.6	Summary	26
5	Parking Management	27
5.1	On-Street Parking Management	27
5.2	Off-Street Parking Management	27
5.3	Specific Recommendations for Change	28
6	Community Engagement	34
6.1	Survey Results	34

Tables

Table 1-1	Study Area Land Uses	2
Table 2-1	Statutory Parking Rates	4
Table 2-2	Parking Supply Summary	6
Table 2-3	Intensity of Parking Demand – Friday (On-Street)	11
Table 2-4	Intensity of Parking Demand – Friday (Off-Street)	12

Table 2-5	Intensity of Parking Demand – Saturday (On-Street)	12
Table 2-6	Intensity of Parking Demand – Saturday (Off-Street)	13
Table 2-7	Internal Trip Capture Rates	14
Table 1-1	SEPP ARH Parking Provision	26

Figures

Figure 1-1	Site Location	1
Figure 1-2	Mudgee Town Centre Land Use Map	3
Figure 2-1	Parking Survey Extent	5
Figure 2-2	Parking Management Restrictions Mudgee Town Centre (North)	7
Figure 2-3	Parking Management Restrictions Mudgee Town Centre (South)	8
Figure 2-4	Observed Parking Occupancy (Weekday)	9
Figure 2-5	Observed Parking Duration (Weekday)	9
Figure 2-6	Observed Parking Occupancy (Weekend)	10
Figure 2-7	Observed Parking Duration (Weekday)	10
Figure 2-8	Parking Demand Profile by Land Use (Weekday)	16
Figure 2-9	Parking Demand Profile by Land Use (Weekend)	16
Figure 2-10	Weekday (left) and Weekend (right) Town Centre Parking Demand Profiles by Land Use	17
Figure 2-11	Mudgee Town Centre - Calculated Parking Demand (Weekday)	18
Figure 2-12	Mudgee Town Centre – Calculated Public Parking Demand (Weekday)	19
Figure 2-13	Mudgee Town Centre – Calibrated Public Parking Occupancy (Weekday)	19
Figure 2-14	Mudgee Town Centre - Calculated Parking Demand (Weekend)	20
Figure 2-15	Mudgee Town Centre – Calculated Public Parking Demand (Weekend)	20
Figure 2-16	Mudgee Town Centre – Calibrated Public Parking Occupancy (Weekend)	21
Figure 5-1	Proposed Parking Restrictions Mudgee Town Centre (North)	30
Figure 5-2	Proposed Parking Restrictions Mudgee Town Centre (South)	31
Figure 5-3	Proposed Parking Management Changes Mudgee Town Centre (North)	32
Figure 5-4	Proposed Parking Management Changes Mudgee Town Centre (South)	33
Figure 6-1	Purpose of Visit	34
Figure 6-2	Frequency to Mudgee CBD	35
Figure 6-3	Parking During Peak Periods	35
Figure 6-4	Parking During Non-Peak Periods	36
Figure 6-5	Suggested Improvements	36
Figure 6-6	Identified Themes	37

1 Introduction

1.1 Study Area

Mudgee is a regional and tourist hub located in the Mid-Western Regional Council area, 260km north-west of the Sydney CBD. It has a strong historic centre, containing the majority of retail, restaurant, civic and commercial office development, which is surrounded by primarily low-density residential dwellings.

The Study Area is shown in **Figure 1-1**, which comprises the Mudgee Town Centre 'Core', which includes the majority of commercial land uses, and the 'Area of Influence' in its immediate vicinity, within which a majority of trips are likely to occur by walking modes.

Outside of this area, trips to the Town Centre are assumed to be completed by private vehicle.

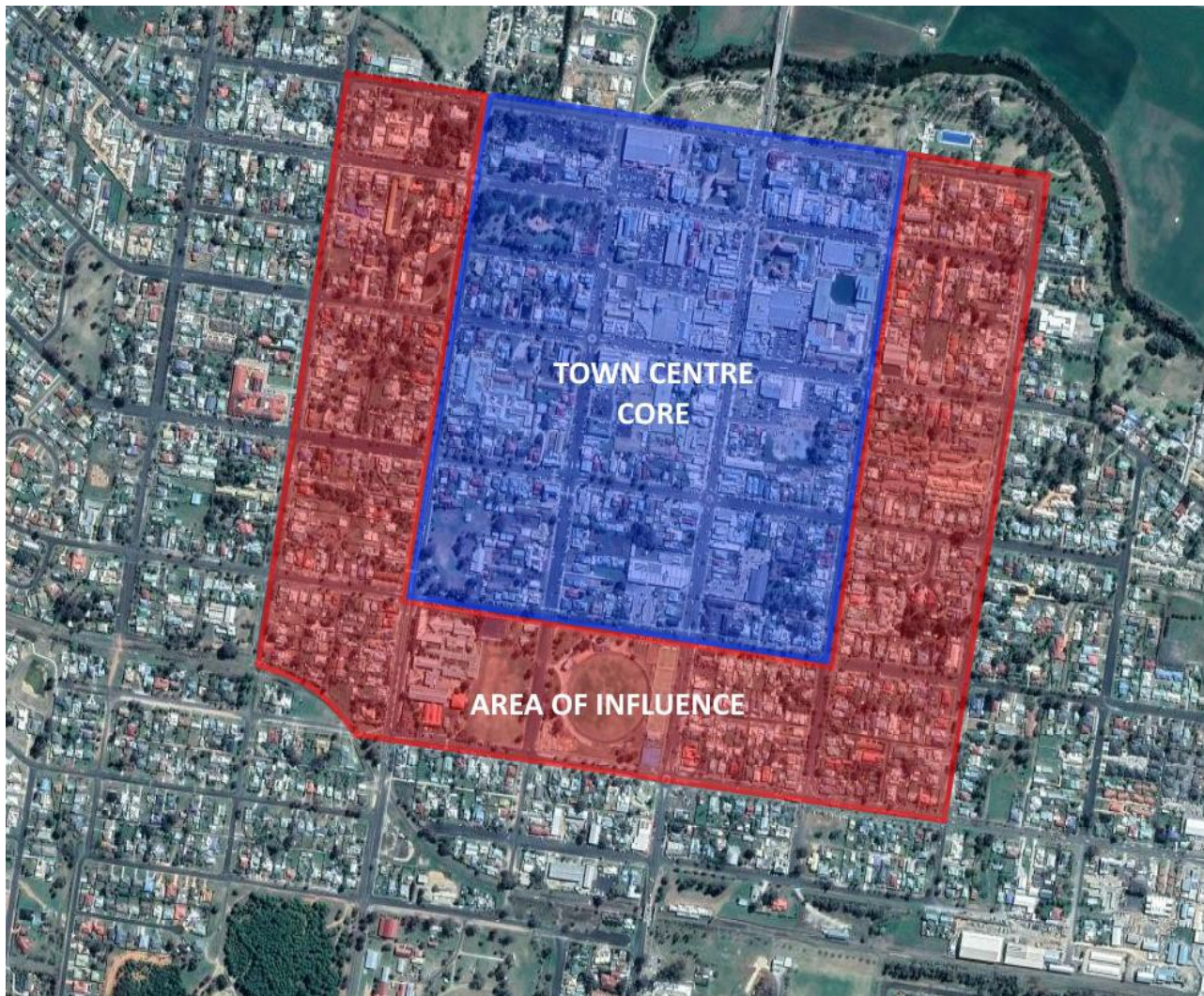


Figure 1-1 Site Location

1.2 Description of Parking Function

The Mudgee Town Centre functions both as a key attractor for residents locally and across the region, as well as being a popular tourist destination. Visitation to Mudgee varies significantly across the year, but is generally characterised by high demands during weekends and school holiday periods, punctuated by several large events that result in a significant influx of visitors.

The dual function of the Town Centre is captured by the shifting demographics of parking demand, related to local businesses and residents during the weekdays and tourist uses on weekends. These periods of operation have been modelled, and calibrated against observed parking demand to provide a baseline for assessment.

It is noted that whilst Mudgee is accessible by taxi and tour bus, there is limited public transport service. As such, private vehicles provide for the overwhelming majority of trips in the area. These trips are supported by a large supply of public on-street parking (enabled by wide road reserves) and additional public and private off-street bays.

Appropriate supply and management of car parking is therefore vital for the success of the Town Centre; excessive parking can reduce the available land for development and reduce amenity for people. Conversely, insufficient parking supply can undermine the commercial viability of the precinct.

The requirements for parking are not static; they will change as the Town Centre develops and in response to residential and tourism growth. This modelling exercise has therefore assessed both existing and future scenarios, to build an understanding of the parking needs for Mudgee over time.

1.3 Land Use Assumptions

The Study Area has been disaggregated into block-level sub-areas and surveyed via aerial and street-level photography. The summary land uses are described below **Table 1-1**.

Table 1-1 Study Area Land Uses

	Land Use	Town Centre	Area of Influence
Residential	Detached Housing	160 units	220 units
Office,	Warehouse	800 sq.m	
Education & Medical	Clinic	900 sq.m	
	Commercial Office	11,000 sq.m	300 sq.m
	Government Office	3,200 sq.m	2,400 sq.m
	Library	740 sq.m	
	Medical/Dental office	2,800 sq.m	660 sq.m
	Elementary School	1,600 students	
	Nursing Home	60 beds/units	
Retail	Shopping Centre	16,000 sq.m	
	General Retail	22,000 sq.m	700 sq.m
	Pharmacy	800sq.m	
	Service Station	14 pumps	
Restaurant	Fine/Casual Dining	2,200 seats	400 seats
	Bar	260 seats	
Hotel	Hotel	85 rooms	65 rooms
Entertainment	Recreational Community Centre	1,700 sq.m	

The distribution of these land uses is shown in **Figure 1-2**.



Figure 1-2 Mudgee Town Centre Land Use Map

2 Existing Condition Assessment

2.1 Statutory Parking Requirements

As part of the Parking Assessment for the Mudgee Town Centre, Cardno has undertaken a detailed shared and reciprocal parking model to determine the baseline parking environment.

This assessment requires a fine-grained understanding of parking function, related directly to land use, mode share, peak parking demand and time-of-day effects. The parking model uses demand rates for the various generators, as described by best-practice research. These can substantially differ from the Council's mandated supply requirements.

The unrestricted demand rates used neglect the effects of dense mixed-use development and non-car mode share, as these impacts are calculated by the model itself.

As a benchmark for parking provision, the statutory rates from the *Mid-Western Regional Council Development Control Plan (2013)* policy are shown below in **Table 2-1**.

Table 2-1 Statutory Parking Rates

	Land Use	Statutory Minimum
Residential	Detached Housing	2 spaces / dwelling
Office	Warehouse	1 space / 100 sq.m
	Clinic	3 spaces / consulting room + employee parking
	Office	1 space / 30 sq.m
	Education	1 space / employee + 'adequate' pickup space
Retail	Shop	1 space / 30 sq.m
	Bulky Goods Retail	1 space / 50 sq.m
Restaurant	Restaurant/Cafe	1 space / 7 sq.m or 1 space / 3 seats
	Bar	<i>Study Required</i>
Hotel	Hotel	1 space / unit + 2 spaces / 3 employees
Entertainment	Recreational Community Centre	1 space / 10 sq.m

2.2 Car Parking Supply

As part of this Study, Cardno commissioned a survey of car parking supply, occupancy and duration. This was completed in two parts:

1. Desktop-level assessment:

Aerial and street-level imagery was used to identify visible bays, public and private. These were categorised into public on-street, publically accessible off-street, residential and non-residential.

2. Parking Surveys

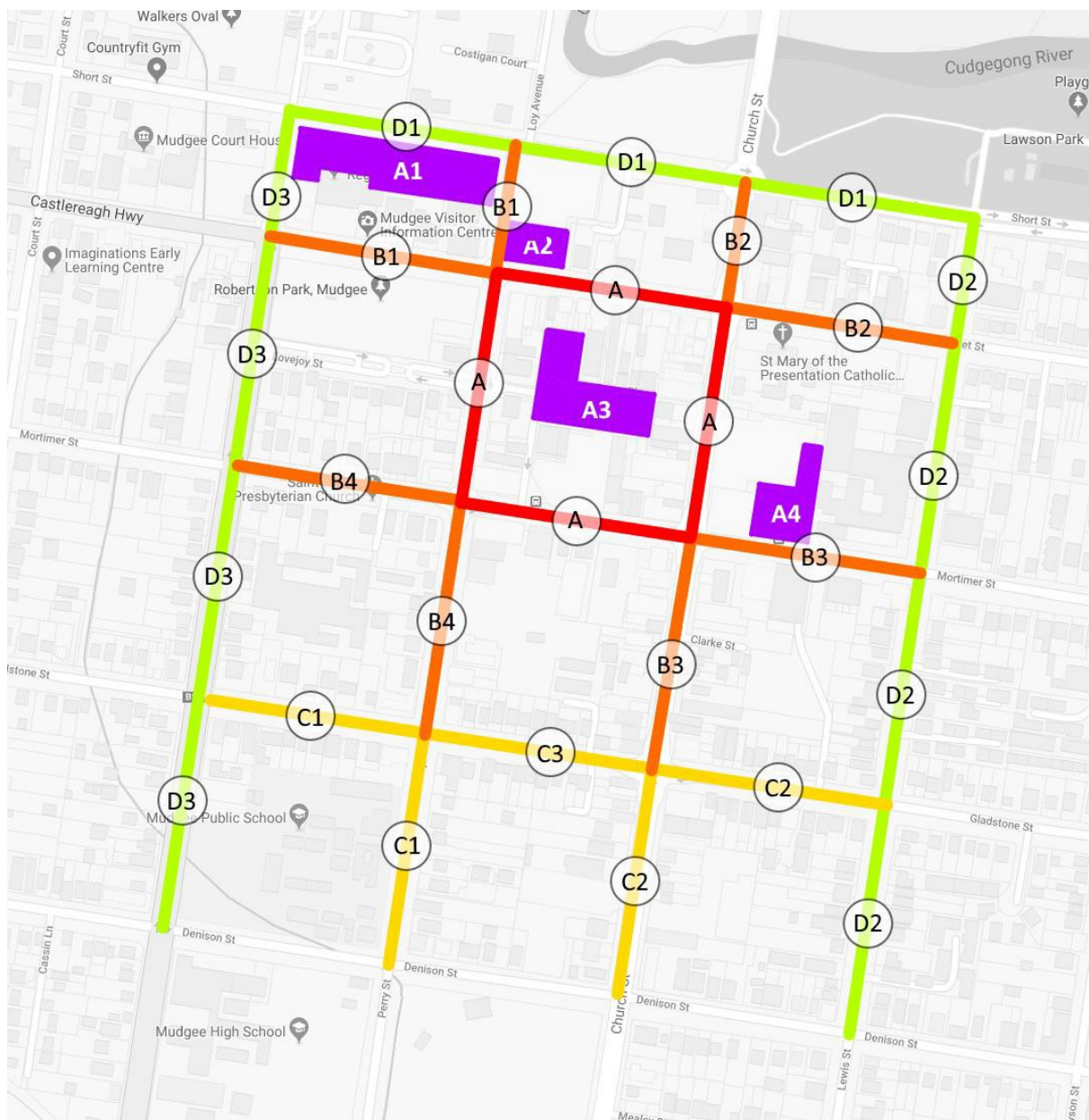
An inventory survey was completed for on-street and publically accessible off-street car parking across the Study Area. The number of bays and type of restriction was collated for each parking zone.

Occupancy surveys were undertaken on Friday 24 May, 2019 and Saturday 25 May, 2019 for a subset of the Study Area, including all on-street and off-street car parks shown in **Figure 2-1**.

Surveys have a 1-hour resolution and were completed using automatic number plate recognition.

Duration of stay surveys were completed simultaneously with the occupancy surveys.

Figure 2-1 Parking Survey Extent



The results of the above parking survey are summarised in **Table 2-2**.

Table 2-2 Parking Supply Summary

Parking Management	Town Centre Supply
Surveyed On-Street	
Unrestricted	1,111 bays
2P	625 bays
1/4P or 1/2P	19 bays
Disabled Parking	20 bays
Specialised Parking (Loading, Taxi, Bus, Caravans)	86 bays
Total On-Street	1,848 bays
Surveyed Off-Street	
Unrestricted	421 bays
Motorcycle	3 bays
2P	89 bays
Disabled Parking	13 bays
Loading	11 bays
Total On-Street	537 bays
Additional Off-Street	
Dedicated Employee Parking	169 bays
Publicly Accessible Parking	432 bays
Total Additional	601 bays
Total Town Centre Parking	2,986 bays

Note: due to dual-function bays, the total supply does not match the sum.

This excludes parking within the 'Area of Influence' of the Town Centre, which is largely provided as 'Unrestricted' on-street plus private off-street parking inaccessible for public use.

The available parking described above is spatially distributed across the Mudgee Town Centre as shown in the following **Figure 2-2** and **Figure 2-3**.

Figure 2-2 Parking Management Restrictions Mudgee Town Centre (North)

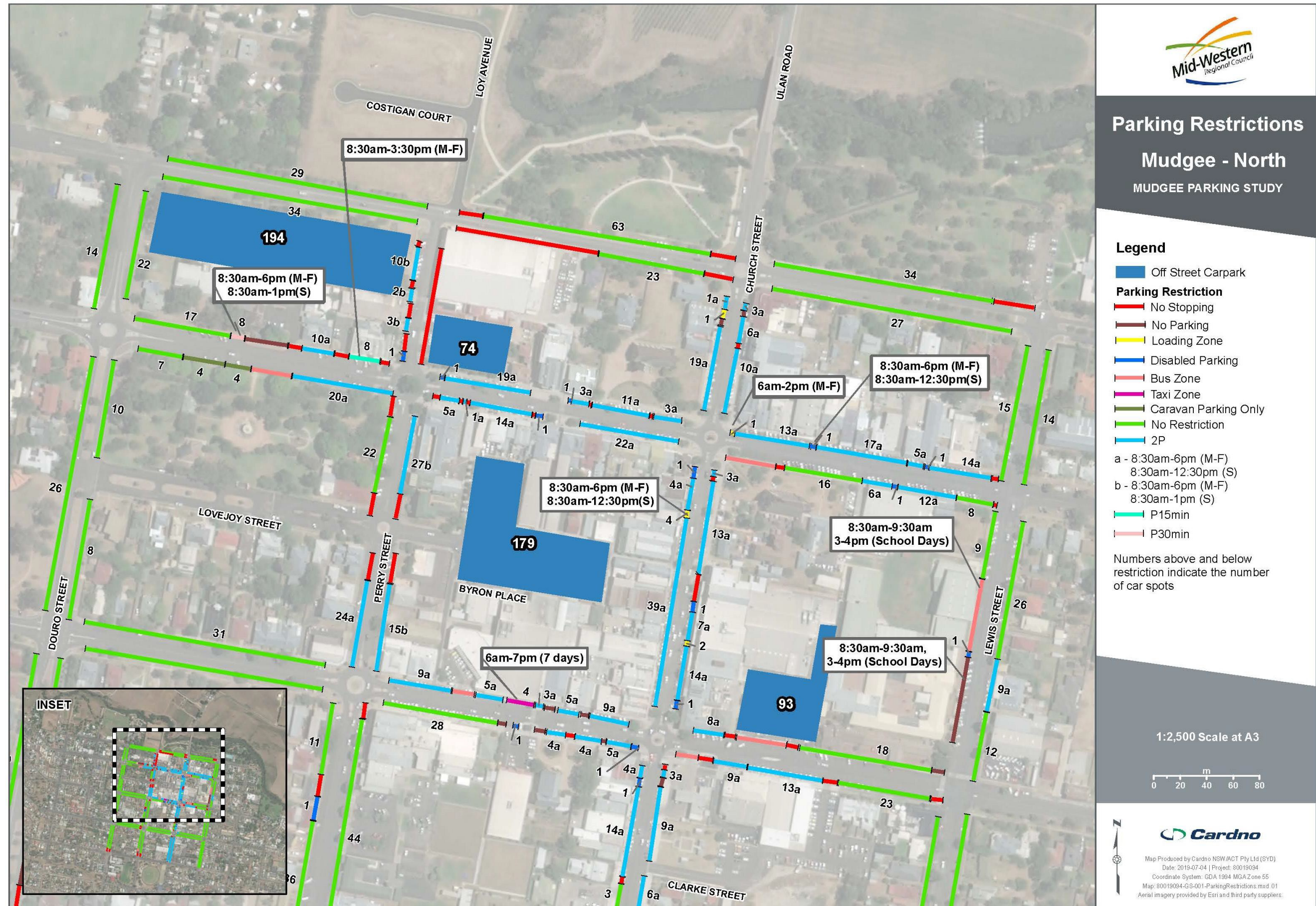
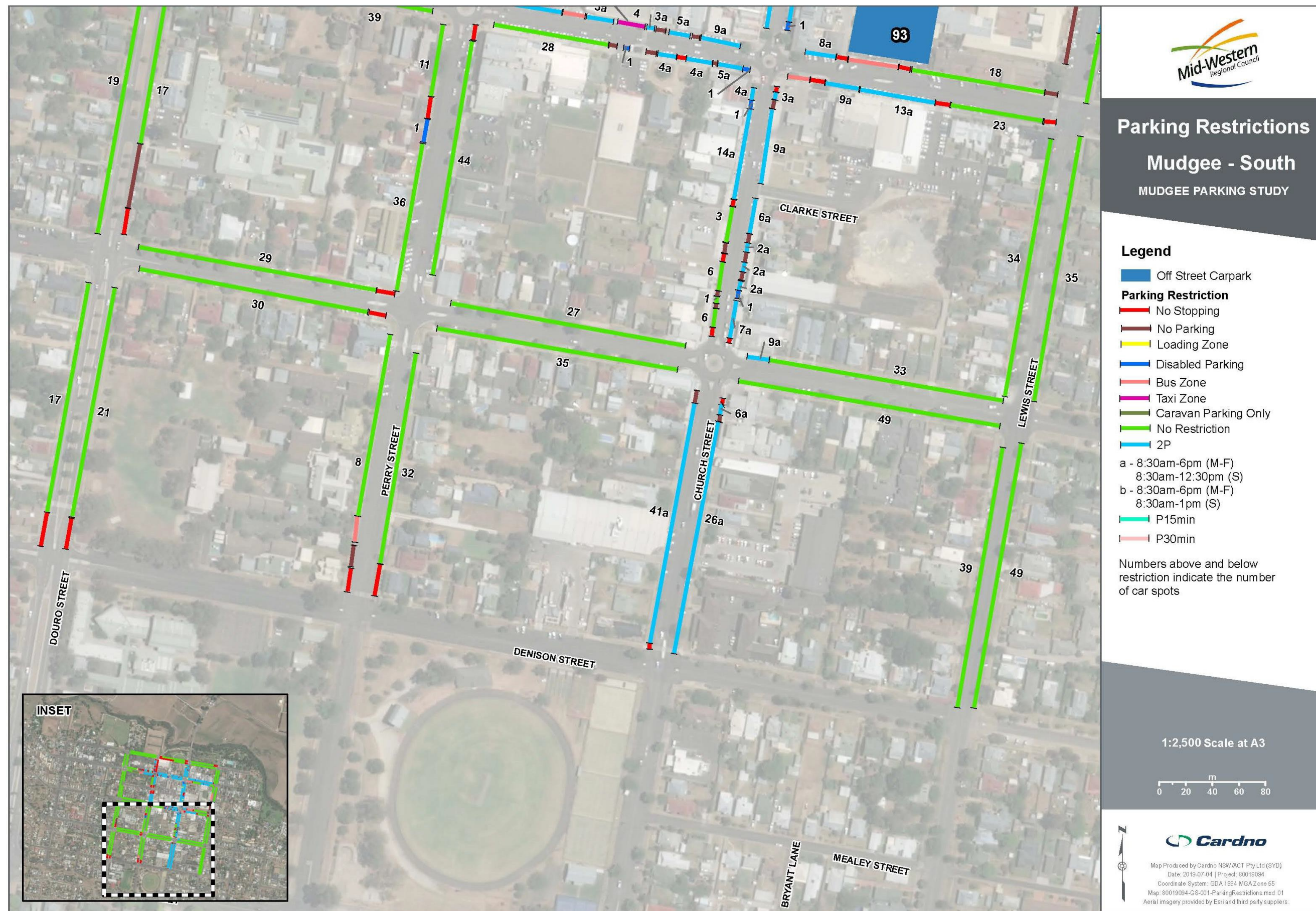


Figure 2-3 Parking Management Restrictions Mudgee Town Centre (South)



2.3 Parking Occupancy

2.3.1 Parking Occupancy and Duration (Weekday)

Of the almost 3,000 car publicly accessible parking bays available within the Town Centre Study Area, a total of 2,385 bays were surveyed for occupancy (**Figure 2-4**) and duration (**Figure 2-5**).

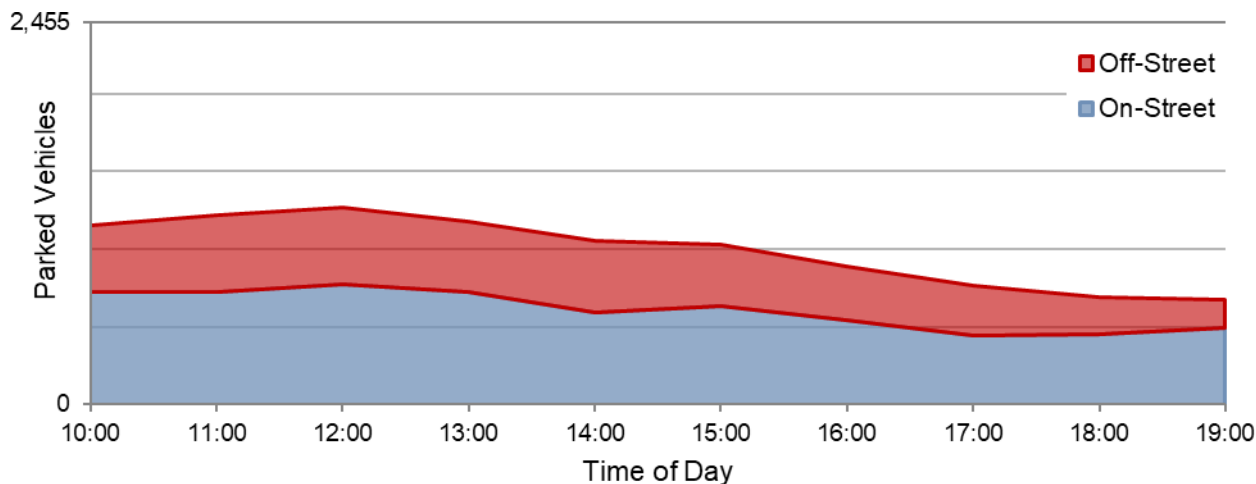


Figure 2-4 Observed Parking Occupancy (Weekday)

The results of this survey show a peak of 1,270 bays occupied at noon, with a reasonably consistent parking demand between 10am and 3pm.

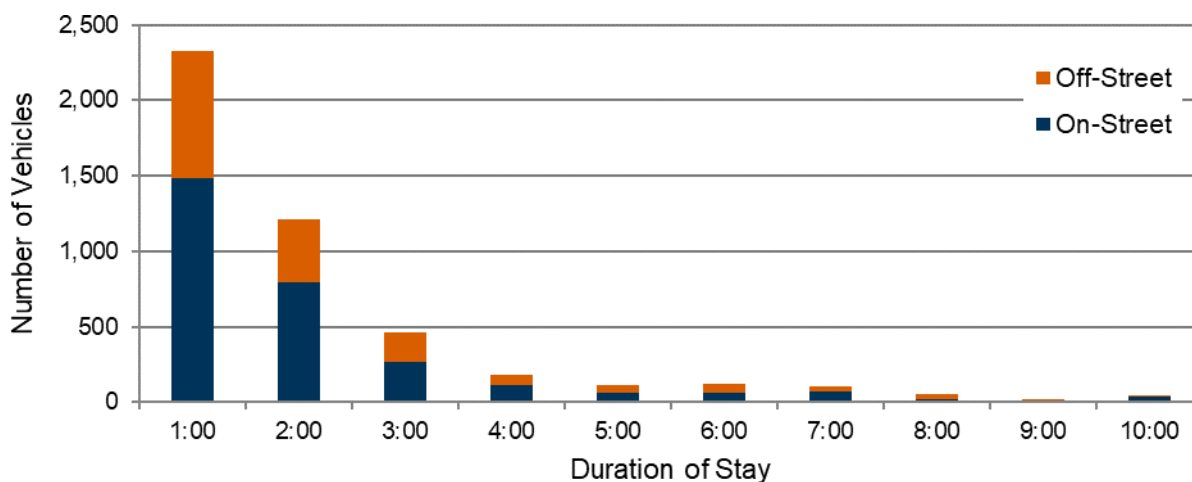


Figure 2-5 Observed Parking Duration (Weekday)

Across the surveyed publicly accessible parking bays, the overwhelming majority of cars were parked for 3 hours or less. This matches the expected function of Town Centre parking, and suggests that long-stay employee parking makes up a small overall proportion of the demand.

However, longer-stay parking consumes significantly more of the supply: 1-hour parking represents 50% of the demand, but only 23% of the supply; while parking in excess of 2 hours is 10% of the demand, but uses 48% of the supply. This demonstrates the importance of retaining prime on-street parking for short-stay visitor uses, rather than for employees.

2.3.2 Parking Occupancy and Duration (Weekend)

A similar analysis is shown below for the weekend survey, illustrating occupancy (**Figure 2-6**) and duration (**Figure 2-7**), respectively.

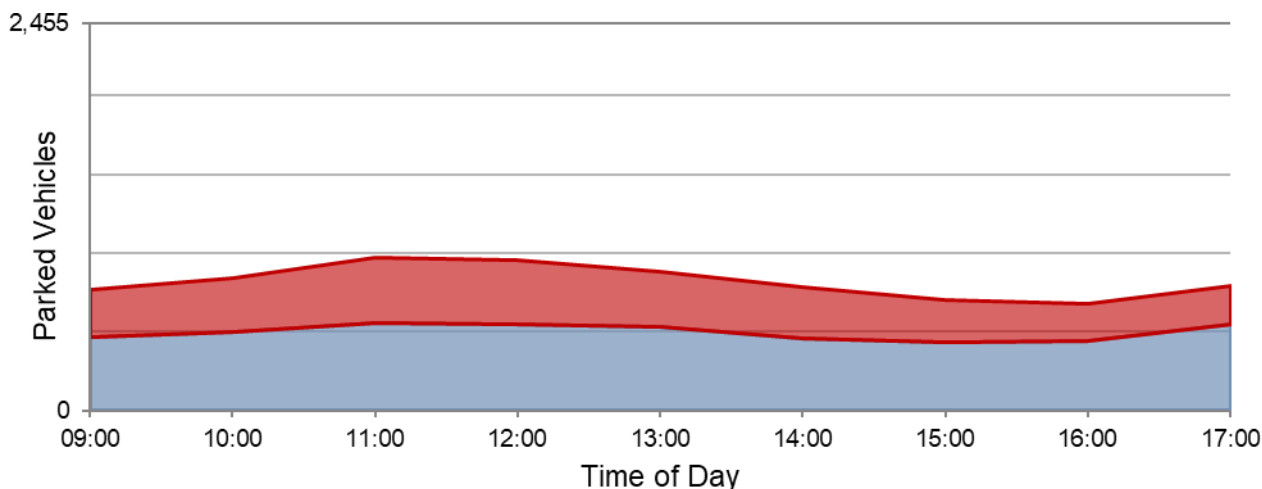


Figure 2-6 Observed Parking Occupancy (Weekend)

The results of this survey show a peak of 970 bays occupied at around 11am. However, unlike typical urban and suburban parking demand profiles, there is sustained demand throughout Saturday, with only a minor reduction during the afternoon shoulder period. This appears to reflect a more variable demand for parking from tourists visiting the various restaurant/entertainment locations across the Mudgee Town Centre.

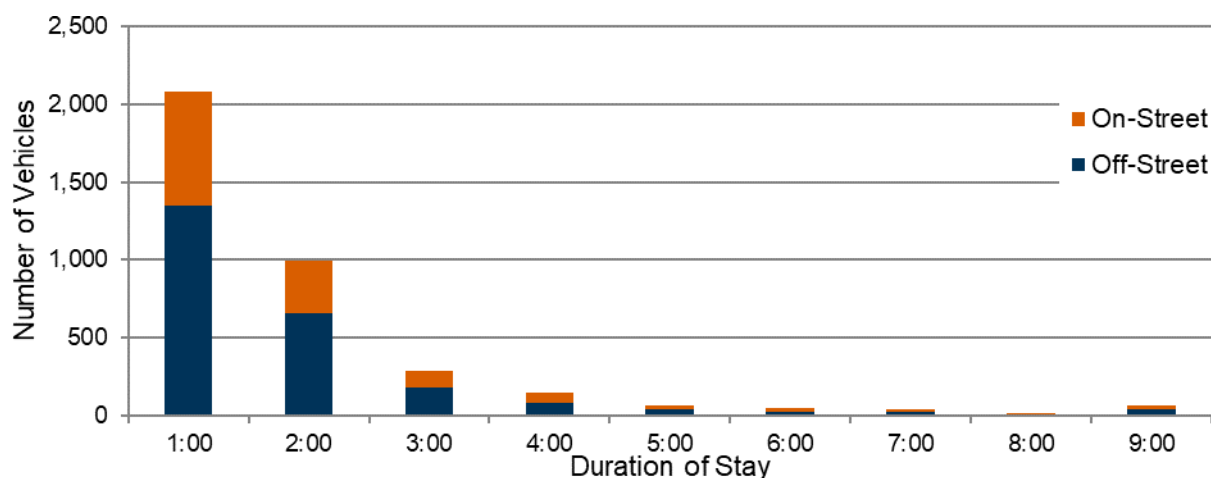


Figure 2-7 Observed Parking Duration (Weekday)

There is a significant decline in the utilisation of Town Centre parking for all-day uses on Saturday, presumably as a result of the change in employee parking. Observed demand for 1-hour and 2-hour parking increases from 76% (Friday) to 83% (Saturday).

Based on best-practice data and for the purpose of this review, the following relationships have been generally assumed:

- > Retail/Shopping: 1-4 hours
- > Restaurant/Entertainment: 2-4 hours
- > Education/Employment: 6-10 hours
- > Residential Parking: 12 or more hours

Off-street parking appears to be more likely to be used for long-stay employee needs. This is consistent with the desired function for off-street car parking. However, the survey did identify that long-stay parking in on-street bays reduced the availability of parking by as much as 10-12%.

2.4 Parking Hotspot Analysis

The intensity of parking demand during the surveyed periods is illustrated in **Table 2-3**. These surveys illustrate that while there is ample car parking within the Mudgee Town Centre, certain locations operate at or above capacity during the peak period (anything over 85% occupied)

Hotspots are generally considered areas where parking occupancy is consistently higher than 75% during the peak period.

Table 2-3 Intensity of Parking Demand – Friday (On-Street)

Street	Capacity	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00
Zone A											
Market St	81	89%	85%	84%	77%	65%	56%	52%	65%	74%	91%
Church St	83	88%	65%	90%	77%	57%	82%	76%	37%	35%	42%
Mortimer St	76	92%	86%	78%	88%	54%	71%	70%	71%	67%	75%
Perry St	95	48%	45%	49%	44%	43%	29%	28%	26%	21%	26%
Zone A Total	335	78%	69%	74%	70%	54%	58%	55%	49%	48%	57%
Zone B1											
Perry St	16	38%	31%	25%	25%	19%	31%	25%	19%	19%	0%
Market St	74	31%	39%	36%	27%	26%	22%	26%	12%	4%	1%
Zone B1 Total	90	32%	38%	34%	27%	24%	23%	26%	13%	7%	1%
Zone B2											
Market St	94	76%	85%	82%	69%	54%	62%	60%	53%	57%	50%
Church St	39	36%	31%	41%	72%	49%	44%	56%	51%	72%	97%
Zone B2 Total	133	64%	69%	70%	70%	53%	56%	59%	53%	62%	64%
Zone B3											
Mortimer St	71	54%	58%	70%	62%	49%	58%	35%	35%	32%	41%
Church St	67	76%	57%	81%	76%	67%	69%	51%	30%	34%	30%
Zone B3 Total	138	64%	57%	75%	69%	58%	63%	43%	33%	33%	36%
Zone B4											
Perry St	105	42%	45%	48%	49%	49%	42%	40%	36%	35%	30%
Mortimer St	70	47%	47%	49%	50%	43%	39%	39%	19%	19%	19%
Zone B4 Total	175	44%	46%	48%	49%	46%	41%	39%	29%	29%	26%
Zone C1											
Gladstone St	59	31%	41%	37%	37%	27%	29%	31%	44%	37%	42%
Perry St	40	73%	75%	75%	73%	78%	93%	45%	18%	20%	30%
Zone C1 Total	99	47%	55%	53%	52%	47%	55%	36%	33%	30%	37%
Zone C2											
Gladstone St	75	31%	36%	33%	29%	23%	28%	23%	16%	19%	17%
Church St	73	33%	27%	29%	25%	12%	22%	16%	14%	11%	11%
Zone C2 Total	148	16%	14%	14%	12%	6%	11%	8%	7%	5%	5%
Zone C3											
Gladstone St	70	41%	53%	50%	44%	44%	46%	49%	27%	23%	17%
Zone D1											
Short St	210	31%	32%	36%	31%	26%	26%	19%	23%	21%	28%

Zone D2											
Lewis St	252	35%	37%	37%	37%	33%	35%	22%	12%	15%	16%
Zone D3											
Douro St	154	12%	18%	21%	16%	23%	17%	12%	10%	11%	10%

Table 2-4 Intensity of Parking Demand – Friday (Off-Street)

Car Park / Capacity		10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00
Zone A1											
Council Car Park	194	51%	53%	54%	52%	39%	38%	21%	18%	10%	7%
Zone A2											
Big W Car Park	71	83%	82%	89%	75%	76%	75%	85%	69%	54%	17%
Zone A3											
Mudgee Metroplaza	170	46%	75%	72%	55%	81%	39%	52%	54%	32%	24%
Zone A4											
Town Centre Shopping	91	66%	81%	79%	76%	70%	85%	67%	74%	56%	49%

Table 2-5 Intensity of Parking Demand – Saturday (On-Street)

Street	Capacity	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00
Zone A										
Market St	81	94%	98%	99%	88%	79%	65%	47%	48%	36%
Church St	87	85%	67%	80%	92%	69%	69%	48%	15%	36%
Mortimer St	80	55%	54%	63%	75%	78%	71%	78%	70%	61%
Perry St	95	49%	55%	55%	46%	38%	24%	22%	25%	25%
Zone A Total	343	70%	68%	73%	74%	65%	56%	48%	38%	39%
Zone B1										
Perry St	16	13%	63%	63%	75%	25%	31%	13%	0%	0%
Market St	76	18%	28%	25%	14%	13%	5%	5%	49%	84%
Zone B1 Total	92	17%	34%	32%	25%	15%	10%	7%	40%	70%
Zone B2										
Market St	101	37%	52%	56%	58%	50%	24%	26%	10%	10%
Church St	40	50%	58%	75%	83%	75%	60%	55%	68%	43%
Zone B2 Total	141	40%	54%	62%	65%	57%	34%	34%	26%	19%
Zone B3										
Mortimer St	71	28%	46%	62%	65%	61%	54%	54%	58%	38%
Church St	67	73%	67%	69%	52%	78%	84%	55%	12%	25%
Zone B3 Total	138	50%	57%	65%	59%	69%	68%	54%	36%	32%
Zone B4										
Perry St	107	35%	37%	43%	36%	29%	22%	20%	21%	20%
Mortimer St	70	14%	14%	16%	14%	13%	13%	13%	13%	13%
Zone B4 Total	177	27%	28%	32%	27%	23%	19%	17%	18%	17%
Zone C1										
Gladstone St	59	24%	24%	31%	36%	37%	31%	32%	32%	32%
Perry St	85	7%	7%	9%	13%	13%	13%	12%	11%	11%

Zone C1 Total	144	14%	14%	18%	22%	23%	20%	20%	19%	19%
Zone C2										
Gladstone St	75	11%	12%	17%	19%	16%	19%	17%	17%	17%
Church St	73	12%	5%	5%	4%	5%	7%	5%	3%	7%
Zone C2 Total	148	11%	9%	11%	11%	11%	13%	11%	10%	12%
Zone C3										
Gladstone St	70	21%	17%	17%	16%	19%	10%	10%	13%	16%
Zone D1										
Short St	29	0%	3%	3%	10%	3%	3%	3%	10%	38%
Zone D2										
Lewis St	288	8%	12%	12%	12%	14%	13%	12%	15%	26%
Zone D3										
Douro St	154	13%	11%	14%	8%	8%	7%	8%	13%	22%

Table 2-6 Intensity of Parking Demand – Saturday (Off-Street)

Car Park / Capacity		10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00
Zone A1											
Council Car Park	194	15%	15%	20%	20%	9%	9%	8%	28%	31%	15%
Zone A2											
Big W Car Park	71	34%	37%	89%	80%	70%	62%	48%	34%	30%	34%
Zone A3											
Mudgee Metroplaza	170	64%	66%	71%	72%	73%	72%	62%	31%	32%	64%
Zone A4											
Town Centre Shopping	91	54%	73%	85%	89%	73%	81%	64%	57%	56%	54%

The observed hotspots correspond to areas of more intense development, and particularly to retail and restaurant ‘precincts’ within the Mudgee Town Centre.

Of particular note is the poor utilisation of the car park behind the Council Offices (via Short Street). Despite permitting all-day car parking, demand for car parking at this location only reached 50% of supply briefly on the Friday (10am-2pm) and stayed below 20% for the entirety of the surveyed Saturday.

Survey results also showed that approximately 70-75 vehicles were parked in 2P bays for 4 hours or longer on each of the surveyed Friday and Saturday. This suggests that there is an opportunity to shift long-stay parking to the Short Street car park, and to the periphery of the Town Centre, freeing up valuable spots in prime locations for short-stay visitors.

It is also noted that a significant number of vehicles were observed to park on-street for 3-4 hours (378 instances on Friday and 260 on Saturday). These trips tend to represent long-duration shopping and other visitor trips, which could be facilitated and protected by introducing a 4P parking zone.

Further discussion of this and other interventions is described in **Section 5**.

2.5 Parking Demand Model Methodology

Cardno's parking model uses data from best-practice documentation from the *National Cooperative Highway Research Program's (NCHRP) Report 684: Enhancing Internal Trip Capture Estimation for Mixed-Use Developments* (March 2011), *Institute of Transport Engineers' (ITE) Parking Generation* and *Urban Land Institute's (ULI) Shared Parking*.

The following describes the methodology used to determine existing and future parking demand for the Town Centre:

Existing Assessment

1. Define each study area. The commercial centre boundaries for the Town Centre was used as the core Internal Zone, with additional demand considered within a single block catchment included in the assessment to calculate internal (walking) trip capture from surrounding residential uses.
2. Disaggregate the study area into separate land uses. Each land use has associated with it a formula that calculates the maximum amount of parking generated during its peak hour. The summation of each land use peak parking demand value results in the calculation of the Gross Theoretical Peak Demand for the site. This value does not consider shared or reciprocal parking, and is therefore overly conservative.

The land use mix present in the Town Centre and surrounds is used to calculate the effect of mixed-use synergies on parking demand. For this purpose, the individual land uses on-site are aggregated into "Office", "Retail", "Restaurant", "Residential", "Hotel" and "Entertainment" categories, as shown in **Table 2-7**.

Applying these percentages pair-wise to the parking profiles of the six land-use categories creates a reciprocity profile for parking in the Study Area.

Table 2-7 Internal Trip Capture Rates

From	To					
	Residential	Office	Retail	Restaurant	Hotel	Entertainment
Residential	-	4%	42%	21%	3%	-
Office	2%	-	20%	4%	-	-
Retail	26%	2%	-	29%	5%	4%
Restaurant	18%	3%	41%	-	7%	8%
Hotel	2%	-	16%	68%	-	-
Entertainment	8%	2%	21%	31%	2%	-
To	From					
	Residential	Office	Retail	Restaurant	Hotel	Entertainment
Residential	-	4%	46%	16%	-	4%
Office	57%	-	31%	30%	-	6%
Retail	10%	8%	-	50%	2%	4%
Restaurant	14%	2%	29%	-	5%	3%
Hotel	12%	-	17%	71%	-	1%
Entertainment	-	1%	26%	32%	-	-

3. Consider shared parking. It is more realistic to assume that parking can be shared between land uses where the peak demands occur at different times of day. The consideration of shared parking requires calculation of the peak parking demand in the context of a temporal profile for each land category. As the usage patterns vary between land uses in a Town Centre environment, allowing for shared parking decreases the overall requirement for parking.

4. Consider internal trips. Internal trip capture occurs when a visitor has more than one purpose within an area and hence only one trip is required to serve two or more purposes. The theoretical rate of internal trip capture between the six main land use types is based on empirical data collected for the NCHRP guidance document. The total reciprocity profile of the Town Centre was calculated for each land use pair. The accommodation of reciprocal parking in the calculations similarly reduces the total parking supply required.

The final calculation of **Peak Theoretical Parking Demand** values consider shared parking and internal trip capture (both for land use pairs wholly within the Town Centre and walking trips from the immediate surrounding catchment).

5. Calculate the peak theoretical peak demand for the existing scenario. The ratio between the theoretical and surveyed data was used to calibrate the model to on-site observations on the weekday and weekend. This assessment benefits greatly from a complete understanding of the entire parking system; on-street and off-street, public and private, which was provided via the proposed data collection methodology described above.

Future Assessment

6. A Calibrated Future Peak Theoretical Parking Demand was modelled based on the long-term land-use scenarios identified by Council. This was scaled to the observed usage, reflecting the location-specific aspects of parking demand within the Town Centre. The final parking demand represents the likely requirement for parking across the study area.
7. The efficiency of parking depends greatly on whether it is on-street or off-street, the size, type and location of public parking facilities, and whether parking is publically available or exclusive to an individual development. These factors are considered to determine an **Ultimate Parking Supply** requirement.

A nominal goal of 90% efficiency is assumed for design day parking utilisation. This is considered achievable for high-demand on-street parking and large-scale off-street public facilities.

The parking supply determined through this methodology will be compared with existing statutory requirements, with recommendations identified to modify the statutory rates, increase public parking supplies and/or support additional mode shift through sustainable transport provision and parking management mechanisms.

2.6 Parking Modelling

Cardno has undertaken the above parking demand analysis for the Mudgee Town Centre, based on best-practice techniques and including consideration of land use, temporal parking profiles and internal trip capture synergies. This parking demand analysis uses an understanding of existing land uses and surveyed public parking behaviour to build a representative 'snapshot' of existing parking.

This base model is important, as it provides context for required changes in parking provision, supply restriction, pricing and demand management measures.

Given the low supply of on-site parking, the majority of the employee and other long-stay demand is fulfilled by public or publicly accessible parking.

The Study Area has been disaggregated into separate land use designations according to the *Parking Generation 4th Edition* (ITE) and *Shared Parking* guides (ULI). Peak parking demands have been extracted from these documents, for the most applicable category. The summation of each land use peak parking demand value results in the calculation of the **Gross Peak Demand**.

This value does not consider mode share, shared or reciprocal parking, and is therefore overly conservative. That is, while the parking demand for each land use is considered separately, the result is a significant oversupply of parking.

Based on the methodology described in Section 2.5, the normalized parking demand profile for each land use category is given below for a theoretical weekday (**Figure 2-8**) and weekend (**Figure 2-9**), respectively.

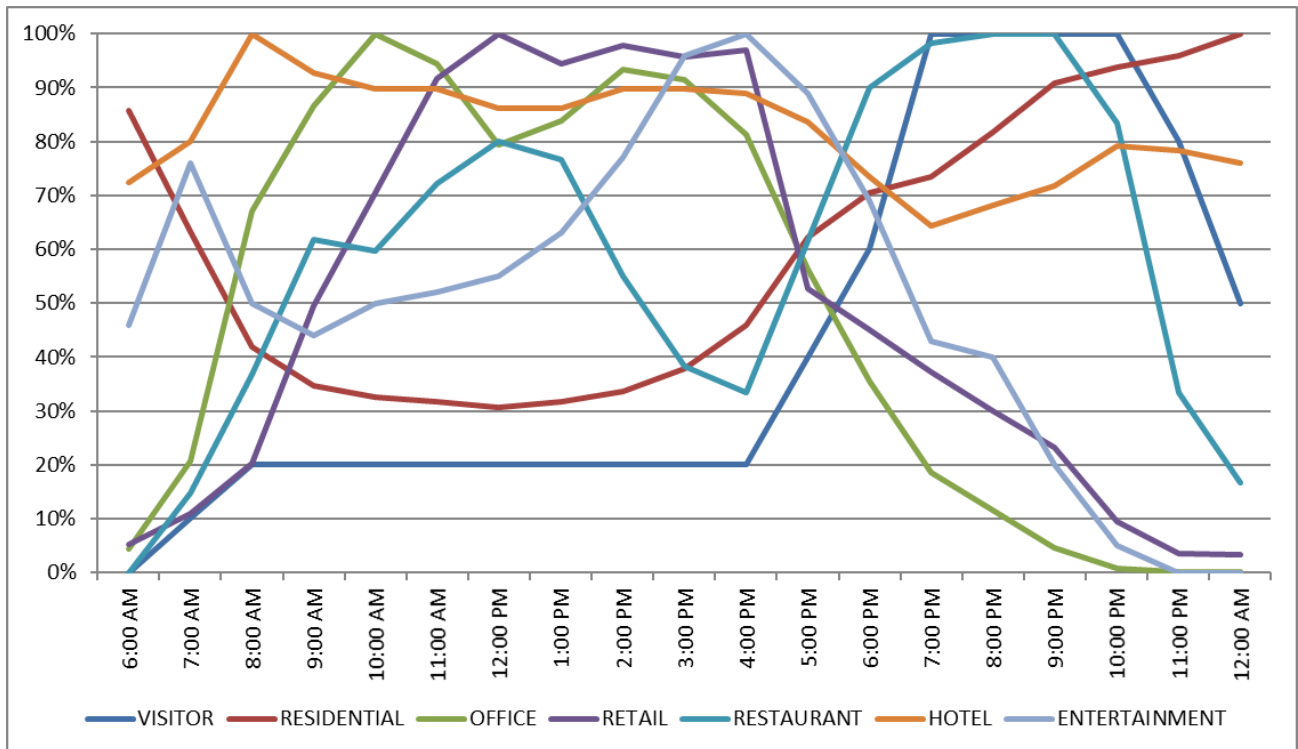


Figure 2-8 Parking Demand Profile by Land Use (Weekday)

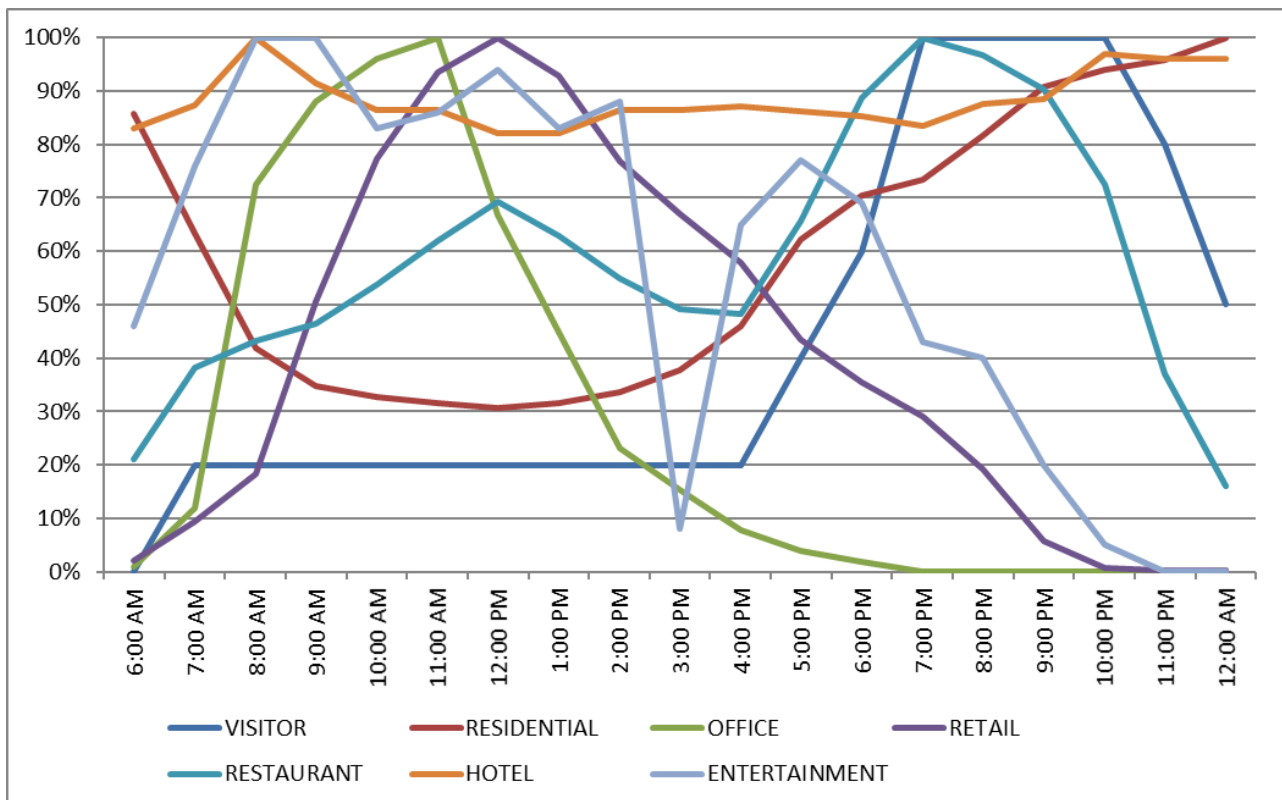


Figure 2-9 Parking Demand Profile by Land Use (Weekend)

The basic assessment for shared parking assumes that all bays are available for all uses. This is a simplification of the actual operation of on-site parking, but provides an idealized benchmark for further analysis. There is also a significant change in parking behaviour between weekdays and weekends, requiring two related but separate parking demand assessments. The results of this analysis are shown below, **Figure 2-10**, describing the theoretical parking demand for each land use category across the day (6am-midnight) in the Mudgee Town Centre.

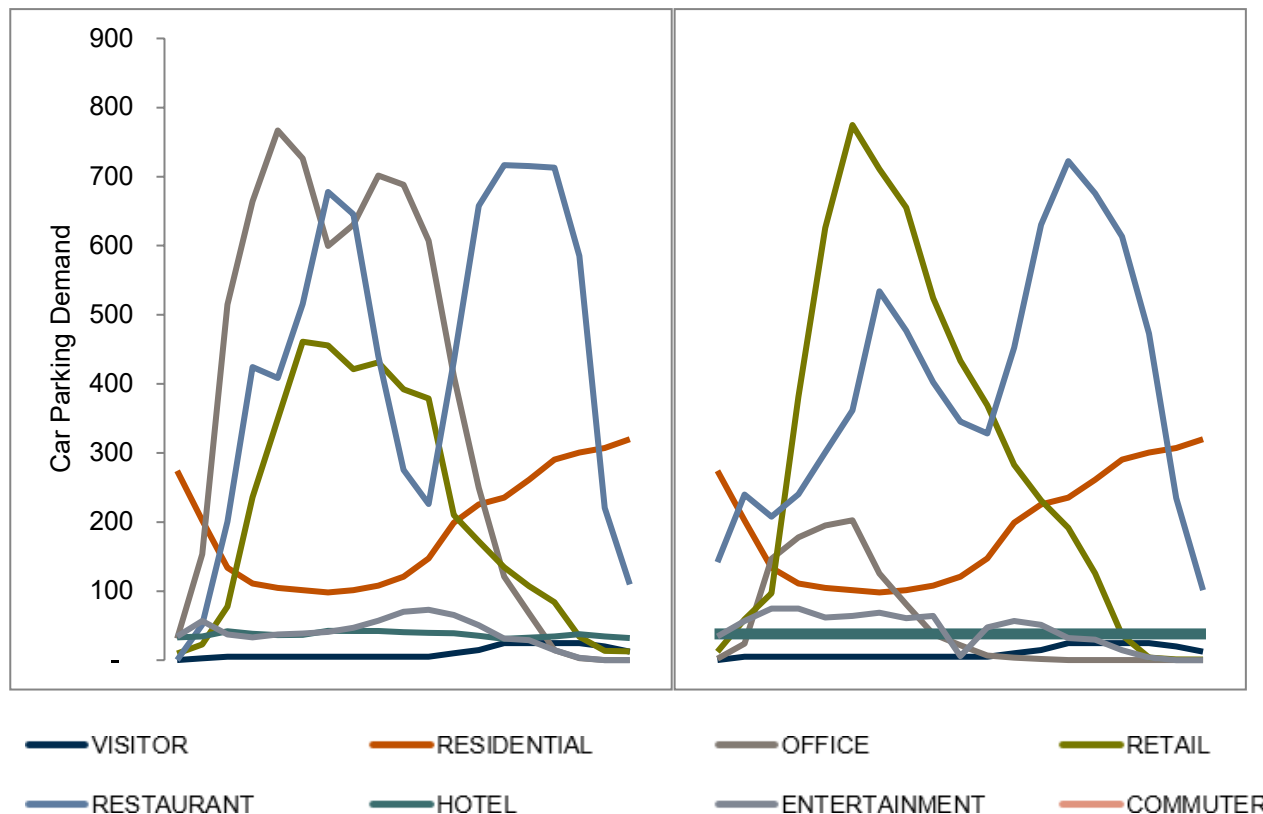


Figure 2-10 Weekday (left) and Weekend (right) Town Centre Parking Demand Profiles by Land Use

Through this assessment technique, the Parking Model accounts for the impact of internal trip capture synergies which are a natural result of dense mixed-use environments. For example, high-density residential development within walking distance of the Town Centre results in a decrease in parking demand for the future centre (due to more pedestrian trips).

The outputs from the model establish a theoretical baseline for parking in the Town Centre that is related to the density of development and the mix of uses.

2.6.2 Parking Analysis Results - Weekday

The above assessment, when applied to the Mudgee Town Centre Study Area, results in a demand profile as shown in **Figure 2-11**.

A total of 169 parking bays has been set aside for exclusive use by commercial employees, reflecting the result of desktop analysis. However, employee demand is significantly higher than this total, with the remaining parking demand fulfilled in public facilities.

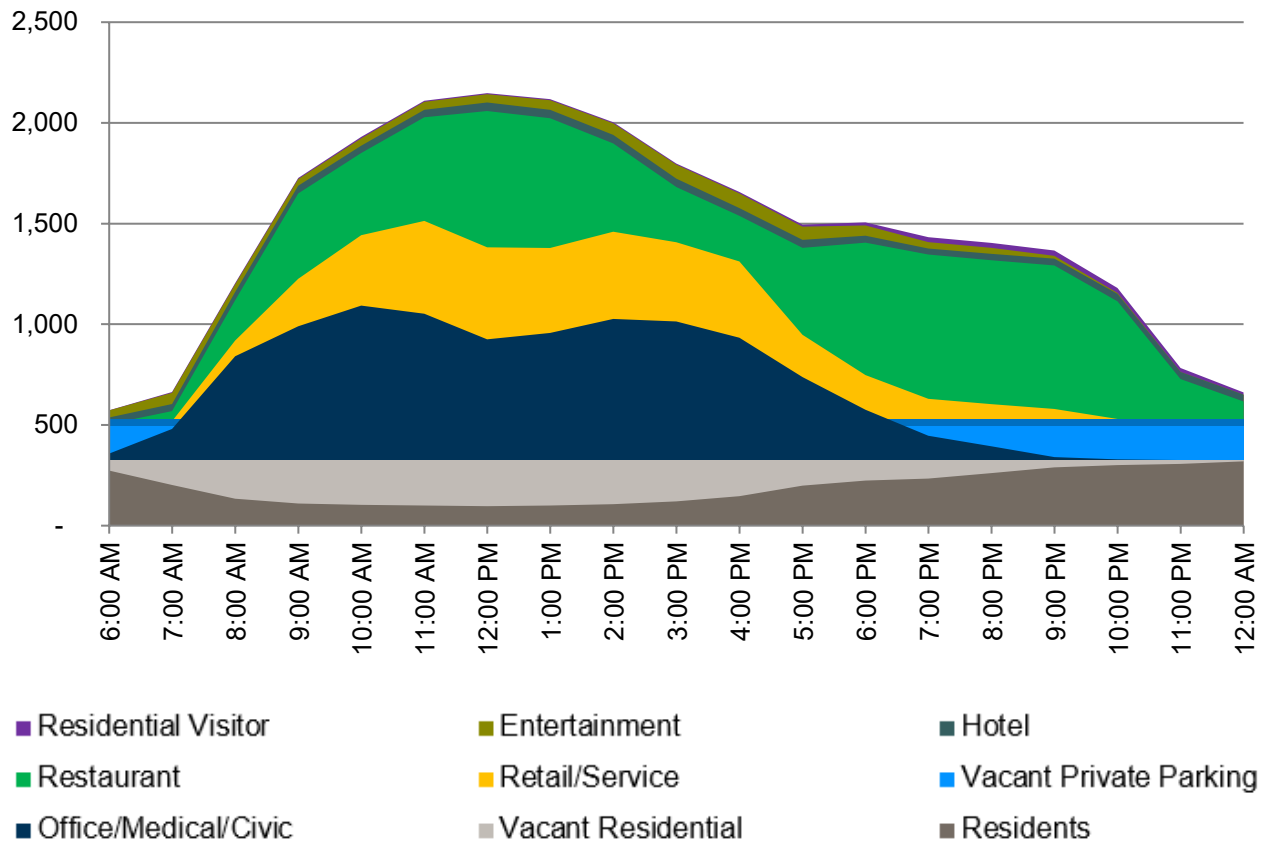


Figure 2-11 Mudgee Town Centre - Calculated Parking Demand (Weekday)

For the theoretical weekday period, the Parking Model outputs project a non-residential peak demand of approximately 1,630 bays. This value assumes that residential parking is wholly provided off-street, while visitor parking is provided entirely on-street.

Removing the private parking demand from **Figure 2-11** results in a public parking demand profile in **Figure 2-12**.

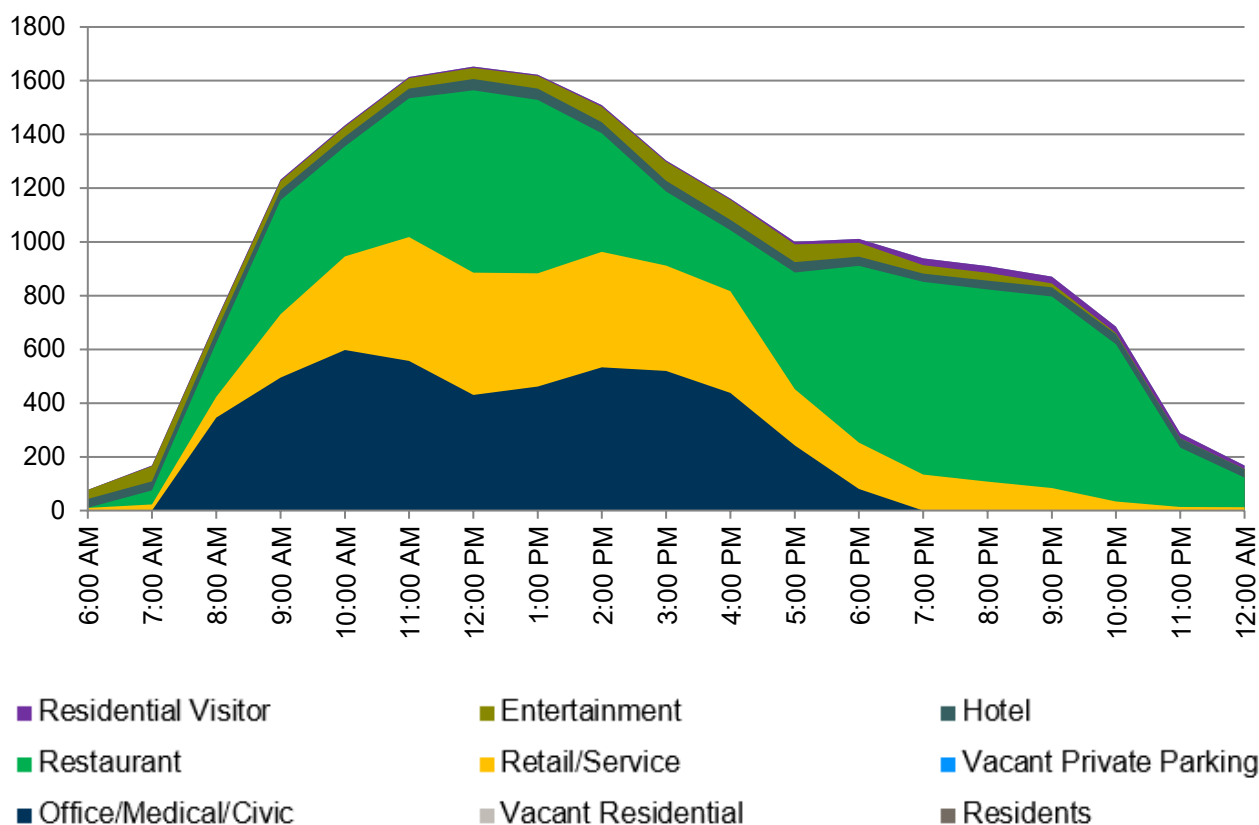


Figure 2-12 Mudgee Town Centre – Calculated Public Parking Demand (Weekday)

The modelled non-residential peak parking demand (at 12 noon) is calculated to consist of 540 employees and 1,090 visitors. This can be compared to observed occupancy of 1,270 bays across the surveyed bays.

However, the supply of private car parking was not fully surveyed, representing approximately 600 bays of additional parking. To account for this supply, car parking areas with fewer than 20 bays were assumed to be 85% occupied, while larger car parks were assigned the average occupancy of similar off-street car parks.

Based on these assumptions, the modelled results and the survey observations can be directly compared. A calibration factor can then be applied to the model as necessary. The results of this comparison are shown below in **Figure 2-13**.

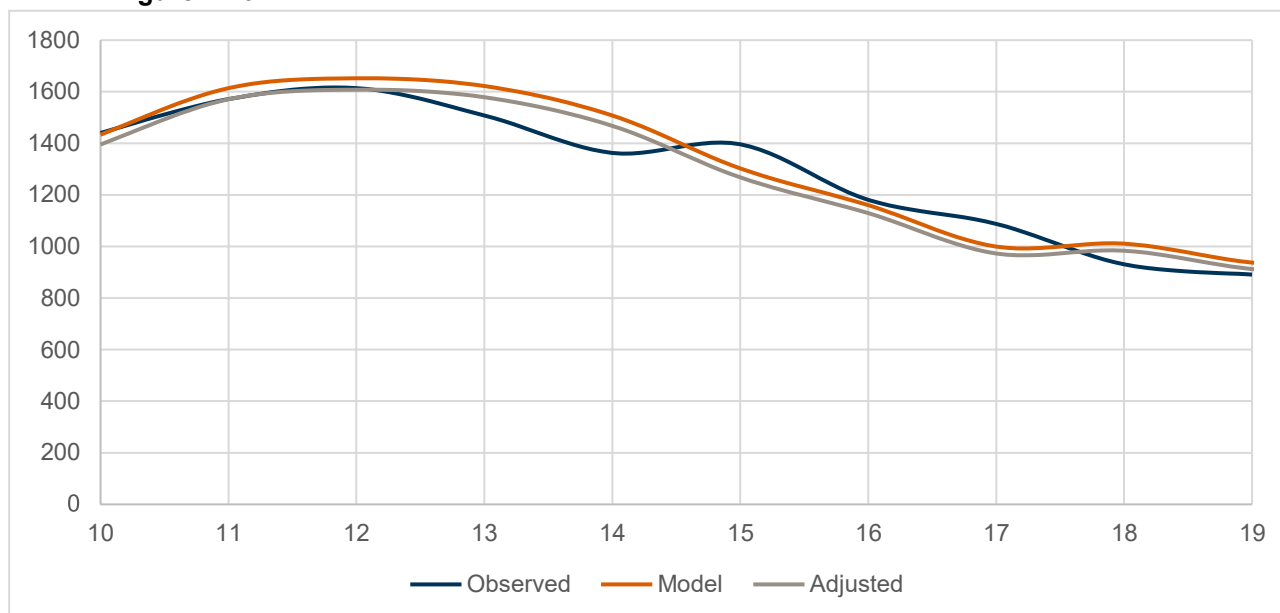


Figure 2-13 Mudgee Town Centre – Calibrated Public Parking Occupancy (Weekday)

2.6.3 Parking Analysis Results - Weekend

A similar analysis undertaken for the weekend period shows the following demand profile (**Figure 2-14**) for Town Centre parking, with a modelled peak demand for approximately 120 employees and 1,230 visitor parking bays. The greatly reduced demand for employee parking results in a lower overall theoretical peak than the weekday.

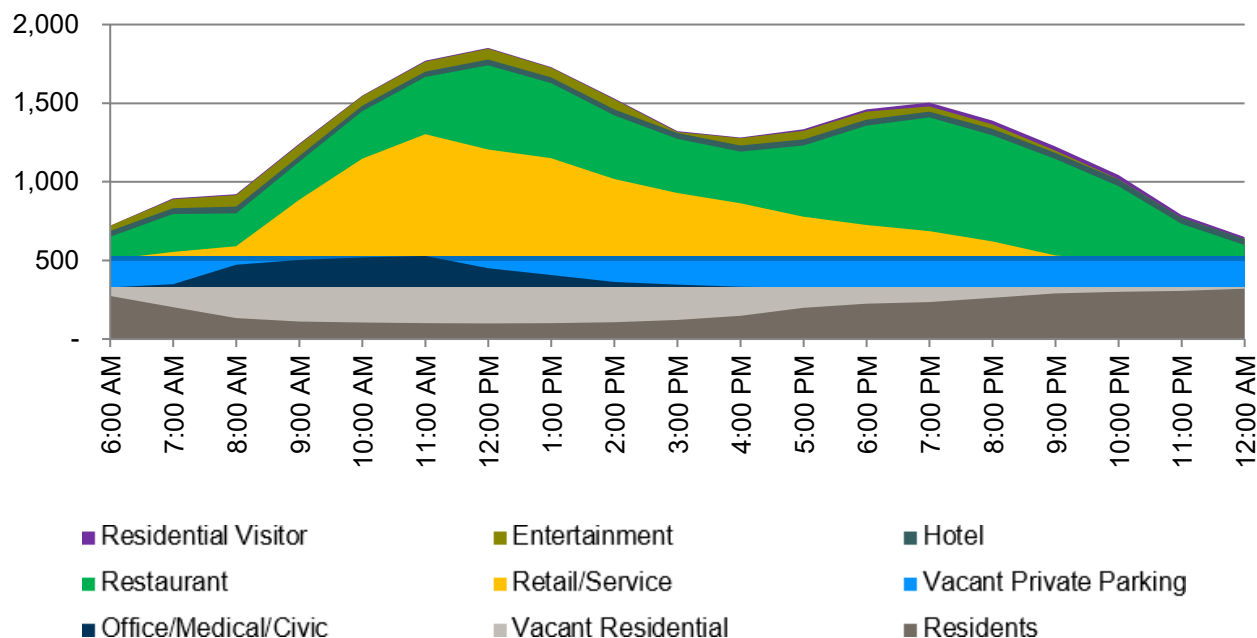


Figure 2-14 Mudgee Town Centre - Calculated Parking Demand (Weekend)

Removing the private off-street parking results in the demand profile seen in **Figure 2-15**.

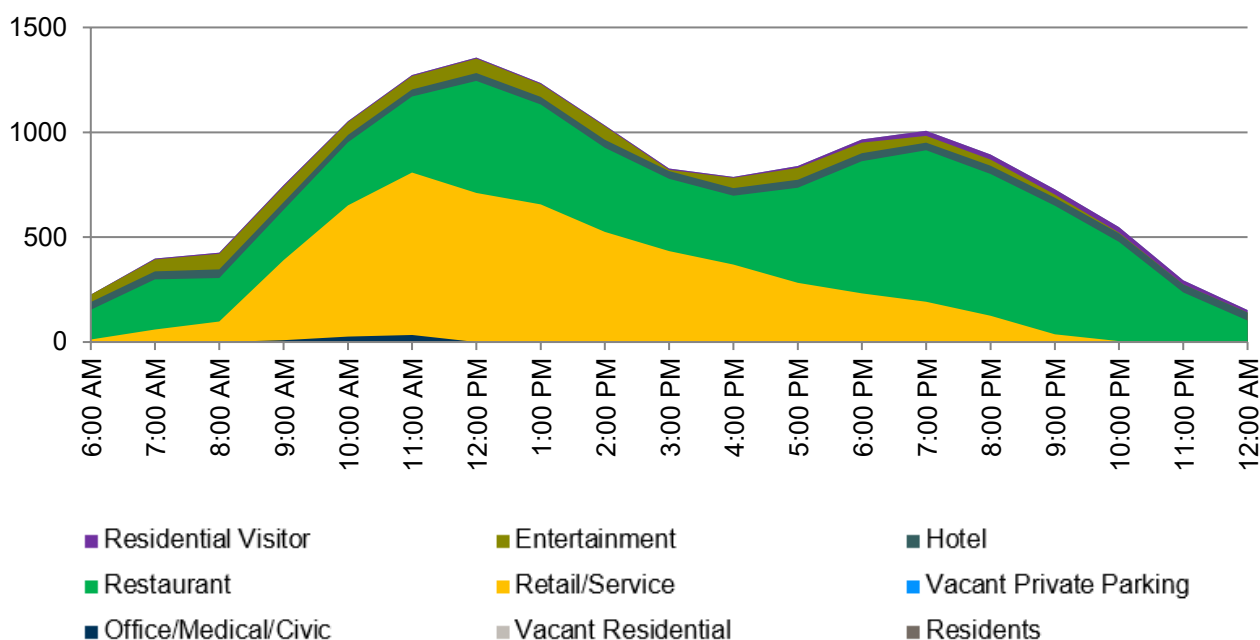


Figure 2-15 Mudgee Town Centre – Calculated Public Parking Demand (Weekend)

The model outcomes for the weekend peak period have been compared with the observed demand. Survey results show that parking occupancy of public bays remains high throughout Saturday, while the model predicts that overall demand drops in the afternoon and evening (see below **Figure 2-16**).

This may reflect a preference for on-street parking over off-street parking during this period, something that is supported by observations of off-street car parks within the Study Area. However it is noted that the predicted peak demand very closely matches the observed peak in this instance.

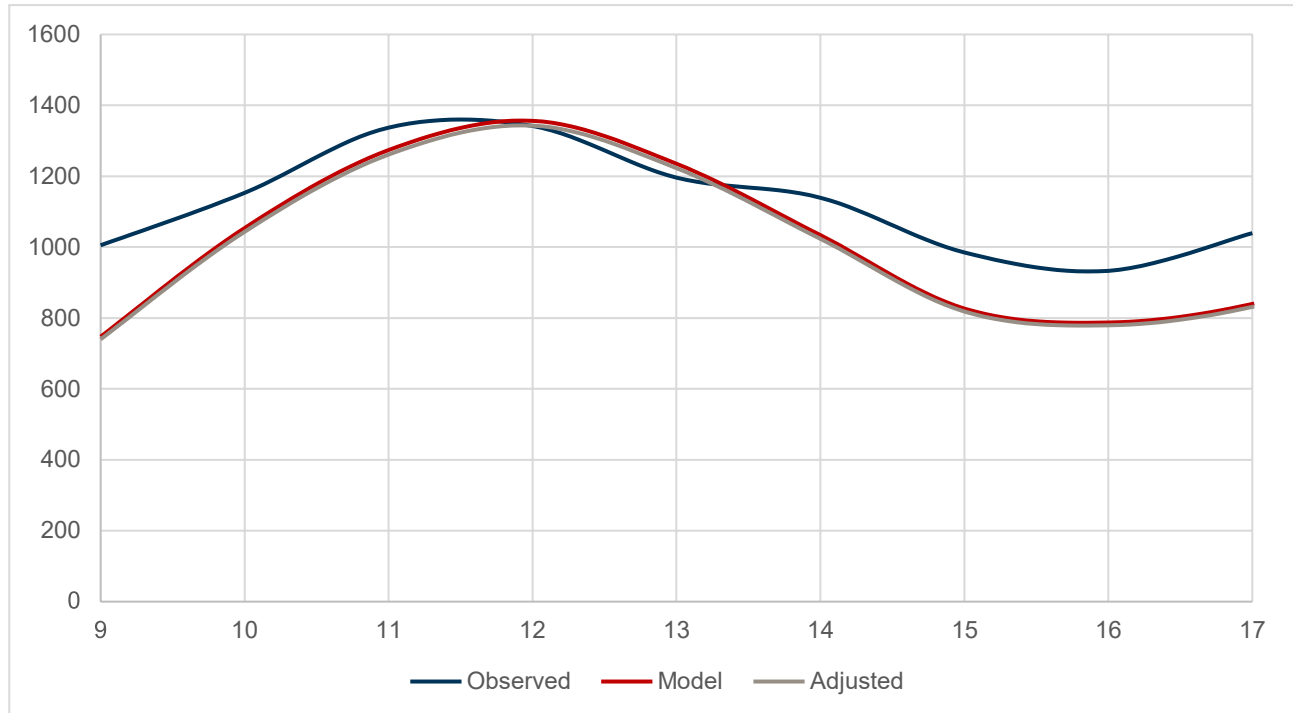


Figure 2-16 Mudgee Town Centre – Calibrated Public Parking Occupancy (Weekend)

3 Future Growth Scenario

To determine a potential future scenario for the Mudgee Town Centre, the land use assumptions for the calibrated models described above were modified to reflect available growth projections for the region.

Two broad changes were applied to non-residential land uses, as follows:

- > **Tourism Growth:** A factor of 16% was added to increase the parking generation associated with tourism-related land uses (tourist retail, accommodation, restaurants and entertainment), based on information obtained from the *Blue Mountains Destination Management Plan 2017 (Table 3)*. The tourism growth factor has been based on the Blue Mountains region due to insufficient detail on the Mudgee tourism sustainable long term growth rates.
- > **Residential Growth:** A factor of 10% was added to increase the parking generation from land uses supporting local function, to reflect the population increase anticipated in the *Mid-Western Regional Contributions Plan 2019 (Table 9)*. These were the only changes made to the parking demand model; all other assumptions were retained.

3.1 Future Modelling Outcomes

3.1.1 Residential Growth Impacts

The residential growth projections extracted from the *Mid-Western Regional Contributions Plan 2019* do not indicate any significant residential redevelopment within the Town Centre Study Area itself. This suggests that a regional increase in residents would likely have a linear impact on car parking demand.

In an alternative scenario, where Town Centre densification provided for this growth, the overall impact on parking demand would be reduced, as internal trip containment would allow for a shift from driving to walking modes.

3.1.2 Non-Residential Demand Growth

Cardno's Parking Model has been used to reassess the potential growth in non-residential parking for the future development scenario. In the Mudgee Town Centre area, significant growth in retail/commercial development is considered to be a natural consequence of future tourism and residential needs.

The increase in parking demand attributable to commercial development has been calculated to be approximately 200 vehicles during the weekday and weekend peak periods, assuming that the existing parking management regime (i.e. free, abundant parking) remains in place. Introduction of substantial parking restrictions, or paid parking, would be likely to influence behaviour.

3.1.3 Requirements for Additional Off-Street Supply

The current supply of parking within the Study Area is in the order of 3,000 bays, with overall occupancy across the Study Area was observed to be 50% even during peak (non-event) periods. Narrowing this area to just Zones A and B in the survey still indicates that only 60-65% of parking is used.

The expected demand growth of 200 parking bays (a 12% increase over existing demand) can be accommodated within this existing parking supply. As such, there appears to be no requirement to increase parking supply to accommodate day-to-day parking needs for the identified horizon.

Therefore, the results of existing parking surveys and future demand projections indicate that while Council have allocated budget to commence construction of a multi-storey car park, this measure can be postponed for the foreseeable future.

Nevertheless, there may come a point where parking supply *should* be supplemented by a central high-capacity car park. A representative trigger would be at the point where parking occupancy regularly exceeds 85% across Zones A and B, or 75% across the Town Centre Core (Zones A, B and C).

This could be expected to occur if development and tourist growth exceeded predictions by 100% (e.g. 32% tourism growth + 20% residential catchment growth).

It is acknowledged that there are several days each year where visitation to Mudgee is extremely high: in particular, the Mudgee Wine + Food Festival and the annual NRL game. Nevertheless, these anomalous events do not trigger the need to provide permanent, and costly, parking infrastructure.

Existing measures are considered to be sufficient to accommodate demand, given the willingness for patrons to walk further to access these events.

4 Parking Policy Review

A review of parking policies applicable to the Mudgee Town Centre has been undertaken to assess the statutory environment for development, and the relationship between public and private supply requirements.

For this purpose, the following documents have been reviewed:

- > State Environmental Planning Policy (Affordable Rental Housing) 2009 (SEPP ARH)
- > Mid-Western Regional Local Environmental Plan (2012)
- > Mid-Western Regional Council Development Control Plan (2013)
- > Mid-Western Regional Contributions Plan (2019)

The requirements for on-site private car parking have been considered in the context of the existing parking supply, as described in **Section 2.2**.

4.1 Mid-Western Regional Local Environmental Plan (2012)

The region's LEP 2012 provides no statutory requirements for the provision of parking within the broader local government area, nor within the Mudgee town centre in particular.

4.2 Mid-Western Regional Council Development Control Plan (2013)

4.2.1 Statutory Parking Rates

The *Mid-Western Regional Council DCP* provides a table indicating specific parking rates according to specific land uses (refer to **Table 2-1** above). These rates are applied to the **net increase** in demand for parking created by a development, and reflect gross floor area of the proposed development.

4.2.2 Change of Use

Council's DCP states that, where redevelopment proposes a change of use for an existing premises to a restaurant, dining, and/or take away food use, additional car parking **shall not** be required where car parking cannot be provided on site. This clause is reflective of the ample supply of car parking available within the on-street supply, and acknowledges the function of that parking in accommodating similar existing businesses.

Otherwise, the DCP sets out a method for calculating parking requirements resulting from redevelopment or change of use, where parking requirements of both the existing and proposed uses are based on the parking rates of the DCP.

This clause could be extended to cover all types of land uses, using cash-in-lieu payments or another form of contribution to support the ongoing supply and maintenance of public parking and streetscape. This type of policy can be attractive to developers, where a reasonable value/cost is established and expenditure of the funds is local and transparent. This mechanism can also be used to support reduced on-site provision even where parking **could** be provided on site, in recognition of the abundance of public parking in the Town Centre.

The statutory recognition of historic parking credits for lawfully established land uses is reasonable and **does not need to be amended at this time**.

The DCP additionally provides for frontage credits, which relate to parking directly at a Site's frontage and are calculated to exclude driveways and areas where parking is not permitted. This is distinctive to Mudgee's town centre development, and recognises the expansive supply of on-street parking available to developments. Frontage credits are noted to reduce requirements for cash-in-lieu of parking arrangements by a substantial amount, and are not unreasonable in this context.

4.2.3 **Loading and Unloading**

Mid-Western Regional Council DCP requires the following for commercial development:

“For new commercial development all loading facilities are to be located within the site with no loading to occur from the public road system.”

This is noted to apply to the entire region rather than specifically within town centres. For the Mudgee town centre there is considered to be no inherent reason that new development should necessarily provide on-site loading bays where loading and unloading can be accommodated within the existing available on-street parking facilities.

It is recognised that where existing loading bays are insufficient during peak times, additional loading zones and/or a Town Centre Service Vehicle Plan may be warranted.

Variation of Statutory Requirements

Council's DCP provides the following with respect to variation of Council's car parking standards:

“Where site conditions warrant, Council may vary the above standards by up to 10% provided the applicant lodges a formal objection, including reasons, against the subject standard.

This is likely to require a car parking and/or traffic impact assessment as a means of justification for the variation.”

This provides only a narrow scope for the variation of car parking provision. The given value of 10% is largely arbitrary and may not consider the extent of a reasonable variation of standards. This provision could be amended to allow variation by discretion.

Variation may, but does not necessarily, include cash in lieu of parking provisions.

That is, where a development parking assessment concludes that parking demand would exceed the available on-site parking (plus frontage credits), it is appropriate to require cash-in-lieu for that quantum of parking.

If a development parking assessment concludes that parking demand will be less than the available supply (while still higher than the DCP requirement), no cash-in-lieu requirement should be triggered.

Development Contributions

The Mid-Western Regional Development Contributions Plan (2019) provides that local infrastructure will be funded from development contributions, including *“transport works such as sealed rural and urban roads, pedestrian access facilities and a footbridge.”*

The Plan does not contain provisions for cash-in-lieu of parking, which could also be used to further develop transport infrastructure in the Town Centre.

4.5 **Parking for Affordable Housing**

The Mid-Western Regional Local Government does not have the capacity to refuse affordable housing development on the grounds of parking, provided the development meets the requirements set out in *SEPP ARH*. *SEPP ARH* is a state-wide policy aimed at increasing the supply of affordable rental housing.

Outside of the Sydney region, *SEPP ARH* applies to sites where all or part of the development is within 400 metres walking distance of land within Zone B2 Local Centre or Zone B4 Mixed Use, or within a land use zone that is equivalent to any of those zones.

The Mudgee town centre is generally zoned B3 Commercial Core, which permits boarding houses but prohibits other types of residential accommodation. There are pockets of land zoned B4 Mixed Use, supporting the application of *SEPP ARH* within the Mudgee Town Centre.

The parking provision rates given in the *SEPP ARH* differ depending on whether the development was carried out by/on behalf of a social housing provider, or not, with more onerous rates given for developments not carried out by or on behalf of a social housing provider. These rates are compared against the DCP rates applicable within the Mudgee Town Centre, as shown in **Table 1-1** below.

Table 1-1 SEPP ARH Parking Provision

Context	Mudgee DCP	Affordable Housing Type	
	Affordable Housing	Infill Affordable Housing	Boarding House
Social housing provider (accessible area)	<ul style="list-style-type: none"> 1 space for each 1 bedroom dwelling 1 space for each 2 bedroom dwelling 1.5 spaces for each dwelling with 3+ bedrooms 	<ul style="list-style-type: none"> 0.4 spaces for each 1 bedroom dwelling 0.5 spaces for each 2 bedroom dwelling 1 space for each dwelling with 3+ bedrooms 	<ul style="list-style-type: none"> 0.2 spaces per room
Social housing provider (not in accessible area)		<ul style="list-style-type: none"> 0.5 spaces for each 1 bedroom dwelling 	<ul style="list-style-type: none"> 0.4 spaces per room
Non-social housing provider (accessible and not)		<ul style="list-style-type: none"> 1 space for each 2 bedroom dwelling 1.5 spaces for each dwelling with 3+ bedrooms 	<ul style="list-style-type: none"> 0.5 spaces per room
Staff		-	No more than 1 space for each person employed in connection with the development AND who is a resident on site

The DCP provisions related to parking for affordable housing within Mudgee are more onerous than SEPP ARH. A justification for this is perhaps that the DCP allows for affordable housing beyond the 400m walking distance benchmark provided in ARH SEPP. As the DCP relates to the entire local government area, these requirements are not necessarily appropriate within the Mudgee town centre.

In particular, the requirement for 1 space per 3 units to be provided as overflow (presumably visitor) parking does not relate well to the Mudgee Town Centre context where extensive on-street parking is available for visitors.

4.6 Summary

The DCP provides for different rates for new development as well as for change of use, and considers both the public and private parking supply as synergistic components of a wider parking system.

However, the parking policy environment provides Council limited scope for variation of parking rates and for cash in lieu of parking arrangements.

5 Parking Management

Parking should be considered as an ecosystem consisting of public and private, on-street and off-street, and considering all of the many needs of those people who use those bays. The optimal parking system would be one where all parking is used efficiently, with the minimum amount of space devoted to parking activities. After all, parking itself only facilitates activity; it does not create any of its own.

The results of land use surveys, parking supply and occupancy surveys have been used to evaluate the function of the existing parking management restrictions, and to propose an alternative structure.

Parking management recommendations have generally been made within the following framework:

5.1 On-Street Parking Management

- > **2P Parking:** Time restricted 2-hour parking is best used where there is moderate commercial visitor demand, to limit use by employees. However, where there is a scarcity of employee parking, free 2-hour parking **may** be used illegitimately by employees (reparking their vehicle every 2 hours).
- > **4P Parking:** Time restricted 4-hour parking supports medium-stay uses such as recreational and cultural facilities. However, such parking controls are generally not recommended where these areas are located close to businesses. The incentive for employees and other long-stay users to park in these zones illegitimately (reparking their vehicle every 4 hours), is strong.
- > **All day Parking:** All-day free parking provides the maximum flexibility for users, but is appropriate only when there is ample parking supply to cater for everyone. Where demand begins to approach 85% or more of supply at peak times, alternative controls should be used to differentiate these parking areas.
- > **Time Restrictions:** Parking management is usually restricted to peak demand times, e.g. 8am-6pm Monday-Friday. In locations where demand remains high through the weekend, or in entertainment precincts where after-hours parking is prevalent, parking restrictions may be extended to accommodate. It is recommended that a common restriction is applied across all applicable zones within the Precinct.
- > **Paid Parking:** Used in retail areas to support high turnover business visitors, and to redistribute longer-stay activates to adjacent off-street public and private car parks. To be considered where parking demand is approaching a functional capacity limit across the wider Precinct.

5.2 Off-Street Parking Management

- > **Free Parking:** Off-street parking is an expensive resource, provided by a business or on behalf of Council for the community. There are many important reasons to provide parking, for the benefit of social, cultural or economic development. However, where demand for this free resource exceeds the available supply, alternative methods of control are recommended. This may include duration restrictions to increase turnover and relocate long-stay parkers, or the introduction of paid parking to manage demand.
- > **Duration Restrictions:** Apply in the same way for off-street parking as described above. Note that off-street parking adjacent to key destinations is particularly valuable as it provides a legible destination where parking availability is likely. The duration restrictions within each car park should be carefully considered in the context of the adjacent on-street supply.
- > **Private/Tenant Parking:** This parking is privately owned and outside of the control of the City. It is beneficial for the function of the parking system that all bays are efficiently used. Relocation of parking to private bays frees up public spaces for visitors, and privately owned public parking represents a valuable supply located close to attractive destinations.

5.3 Specific Recommendations for Change

- > Standardisation of Timing Restrictions
 - The timing restrictions across the Town Centre are closely related to the specific requirements of adjacent land uses, but present a confusing picture of availability for locals and visitors.
 - Standardising timing restrictions greatly improves compliance, by making the system considerably more legible.
 - As such, three categories of timing restriction are recommended:
 - > School Zones: 8:30am-9:30pm and 3pm-4pm (school days)
 - > Weekdays: 8am-6pm
 - > Saturday: 8am-1pm
- > Changing from unrestricted parking to 2P parking (Market Street, Lewis Street, Mortimer Street, Perry Street)
 - To encourage the turnover of parking spaces, increasing the likelihood that bays will be available for visitors.
 - To encourage long-stay users towards parking in off-street car parks or peripheral locations
- > Change from unrestricted parking and 2P parking to 4P parking (Perry Street, Lewis Street, Gladstone Street)
 - To enable longer-stay visitor parking in reasonably close proximity to retail/entertainment and recreation destinations
 - To discourage employee parking in valuable visitor bays, shifting this demand to the Short Street Council car park or peripheral unrestricted bays.
- > On-street Loading (Town Centre)
 - Additional on-street provision of public loading zones would assist in improving the efficiency of the private car parking supply, which currently operates with an emphasis towards business-owned vehicles and employee parking.
 - Increasing the availability of on-street service/delivery parking and encouraging use of private car parking for visitors and customers may pre-empt some of the concerns by businesses regarding the availability of parking.
- > Motorcycle Bays (Town Centre)
 - Motorcycles constitute an increasing mode share, particularly in regional Centres. This group can be difficult to accommodate both on- and off-street, due to the manoeuvrability of motorcycles and their ability to park essentially anywhere.
 - Sufficient provision of motorcycle parking in high demand on-street locations and in off-street car parks ultimately improves the efficiency of the overall car parking supply.
 - The ability to locate motorcycle bays where a full-sized car bay would be impractical can also increase the overall parking quantum without detrimental impact on the parking supply for cars.
- > Caravan Parking (Short Street)
 - Additional on-street caravan bays will free up standard bays for visitor parking, particularly where they are configured to suit drive-in/drive-out manoeuvring.

These recommendations are described in the mapping below, Figure 5-1 through Figure 5-4

> Signage and Linemarking

- Additional wayfinding signage is recommended to direct drivers to the Short Street Car Park, to improve its occupancy and relieve other 'hotspots'. Wayfinding signs should be positioned at the periphery of the Town centre along the major approach routes: Church Street and Castlereagh Highway, with repeater signs to direct visitors to Duoro Street and then into the car park.
- Additionally, signage directing caravans to 'long vehicle' parking along Perry Street may be beneficial, particularly if poor parking behaviour has been observed.
- Existing 60-degree parking is well complied with by locals, but is not necessarily familiar for people outside of the Town. It is also difficult to orient a vehicle appropriately without some sort of guideline, and the lack of this formality reduces the efficiency of the on-street bays.

Therefore, it is recommended that formal linemarking be applied to all on-street 60-degree *and parallel* bays in the Town Centre, starting with unmarked areas with the highest occupancy.

Figure 5-1 Proposed Parking Restrictions Mudgee Town Centre (North)

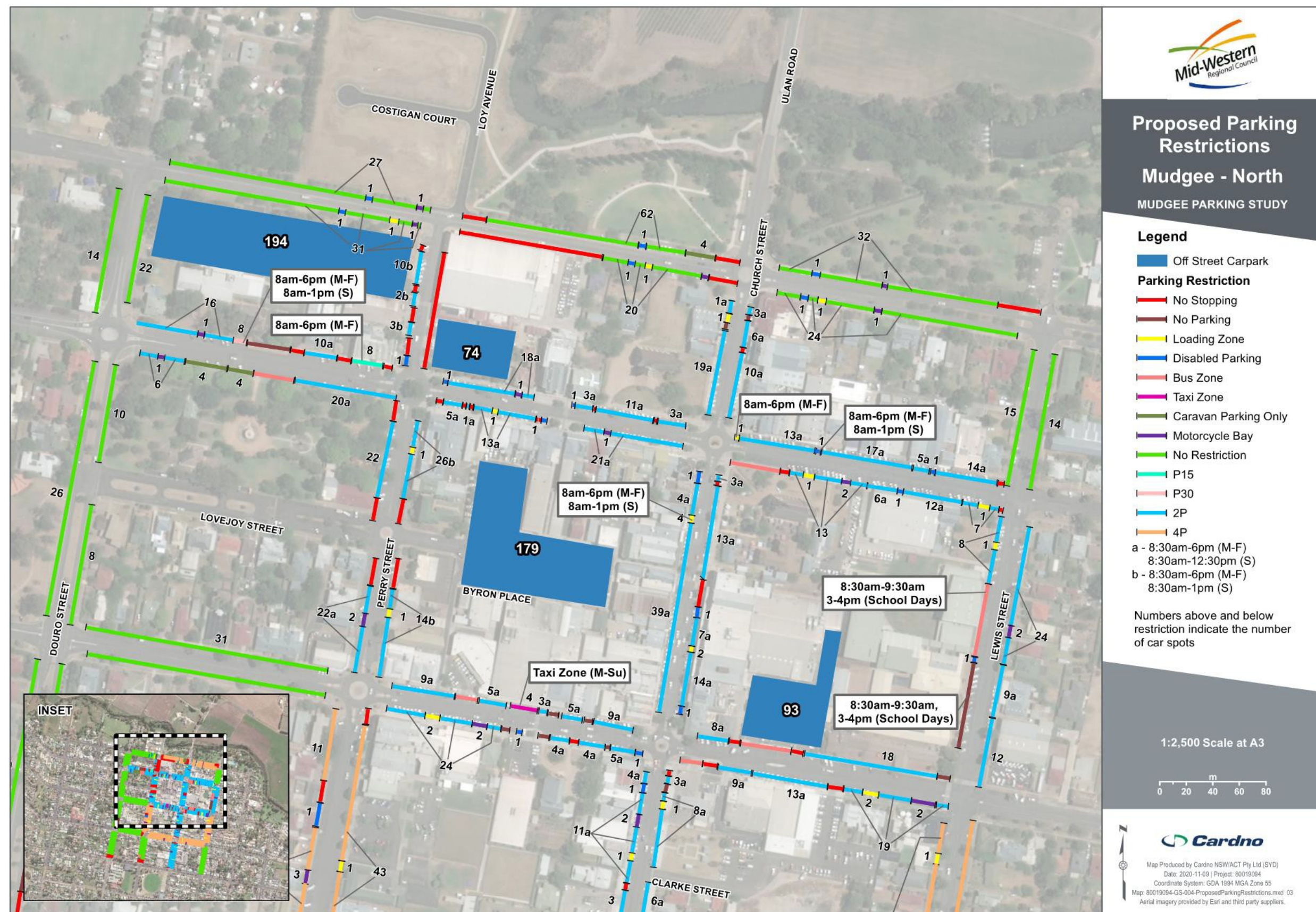


Figure 5-2 Proposed Parking Restrictions Mudgee Town Centre (South)

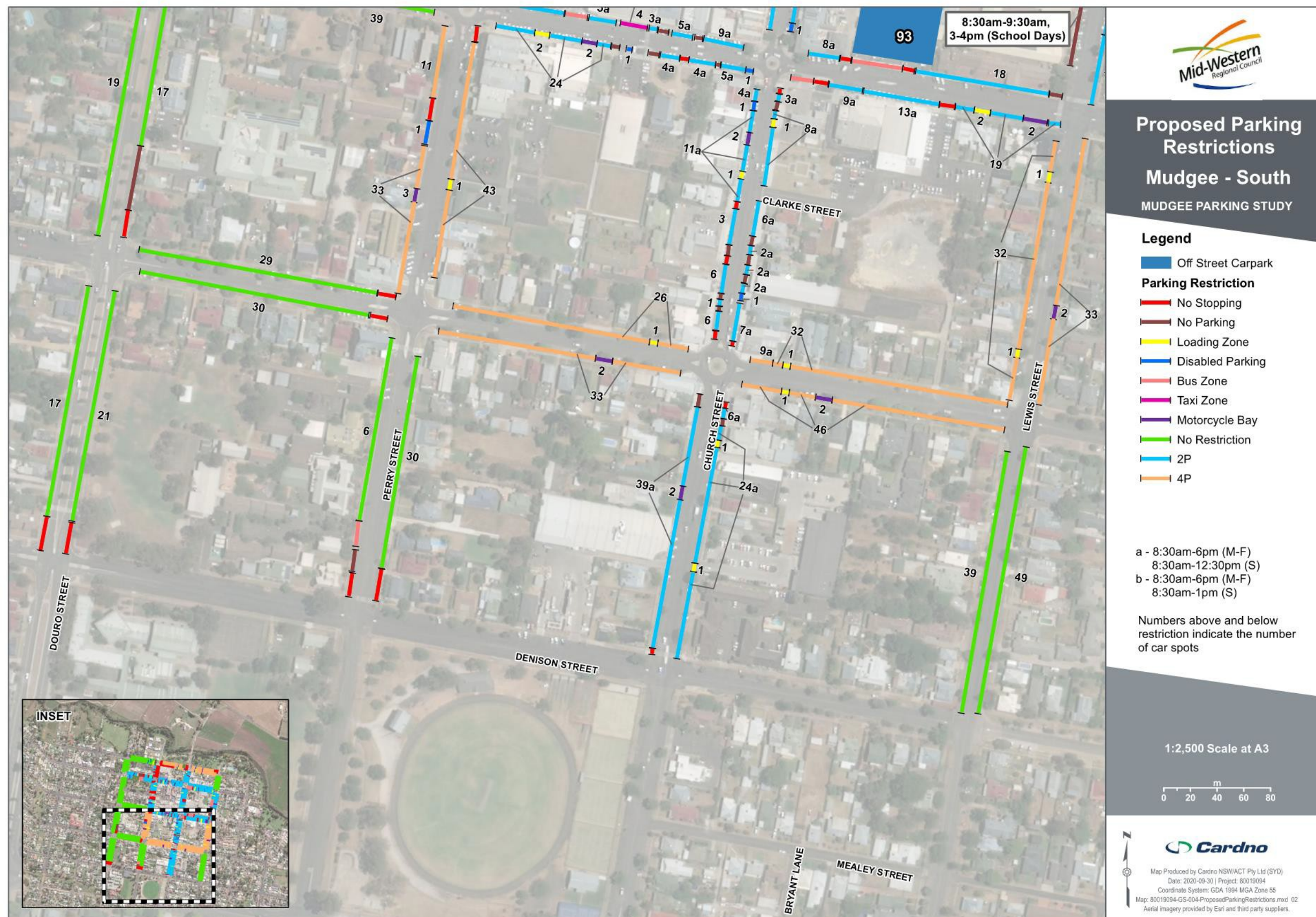


Figure 5-3 Proposed Parking Management Changes Mudgee Town Centre (North)

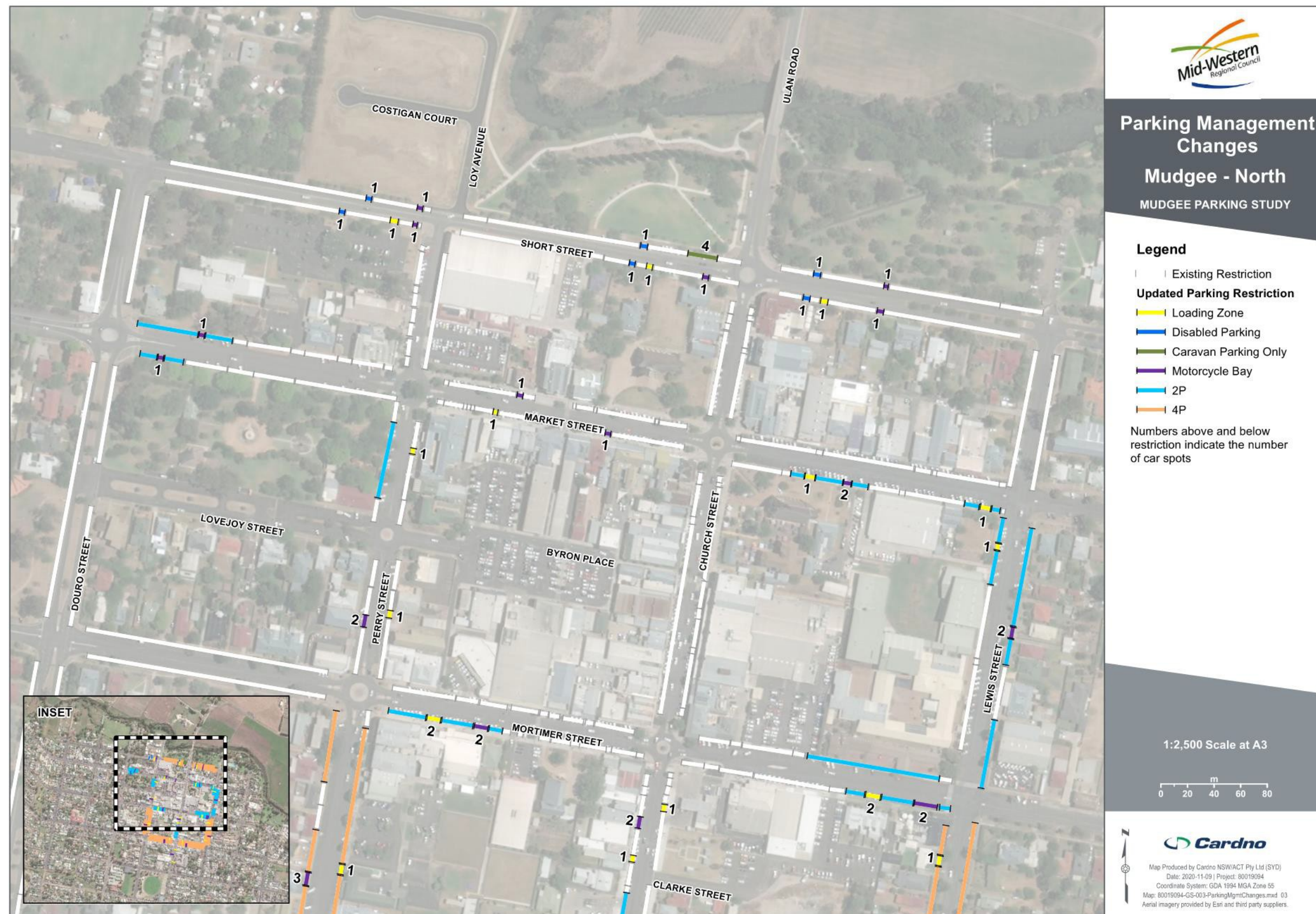


Figure 5-4 Proposed Parking Management Changes Mudgee Town Centre (South)

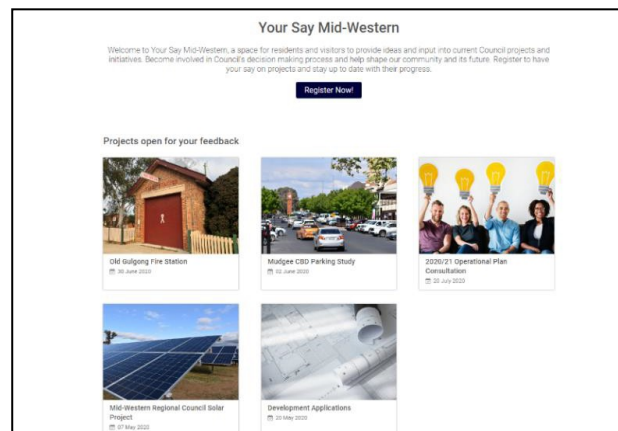


6 Community Engagement

Community Consultation for Mudgee CBD Parking Study was undertaken through “Your Say Mid-Western”, a space for residents and visitors to provide ideas and input into current Council projects and initiatives.

Cardno has collated and analysed the data from surveys received, the results are depicted in the graphs and charts on the following pages. A total of 279 responses were recorded during the community consultation period which took place from 2nd June 2020 – 12th June 2020.

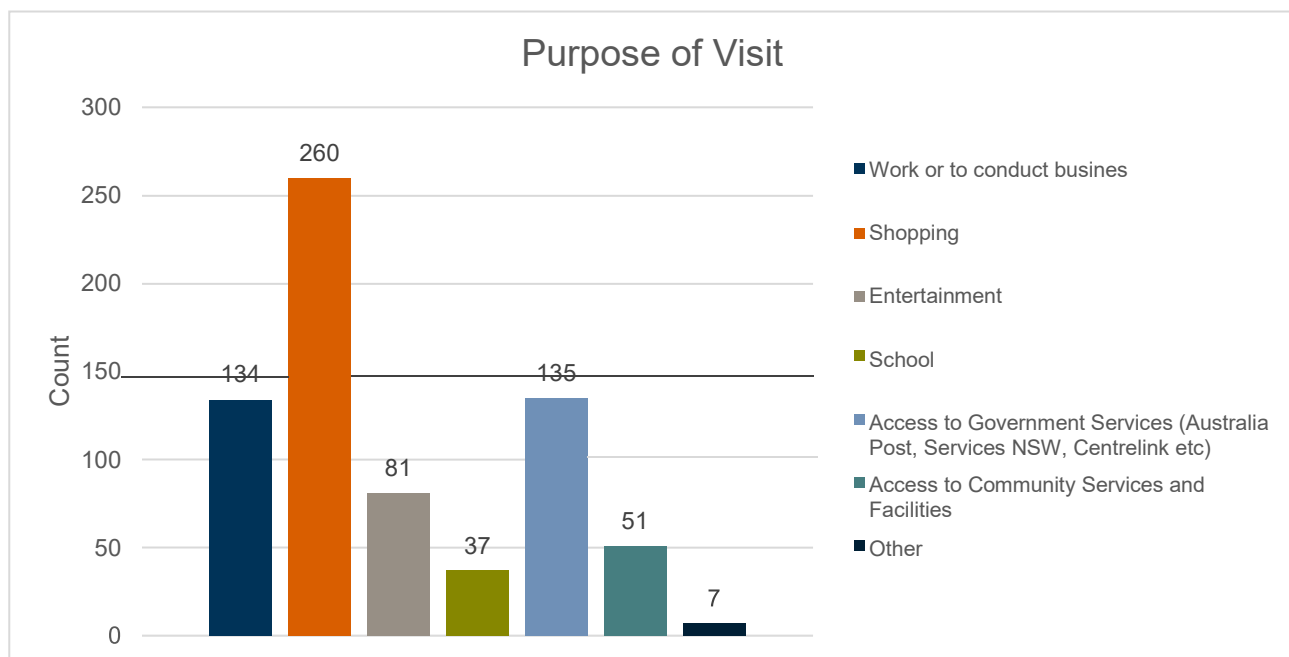
This section provides a summary of the feedback received from the community consultation and summarised the results.



6.1 Survey Results

Survey Question: When you visit Mudgee CBD what is the purpose of your visit(s)?

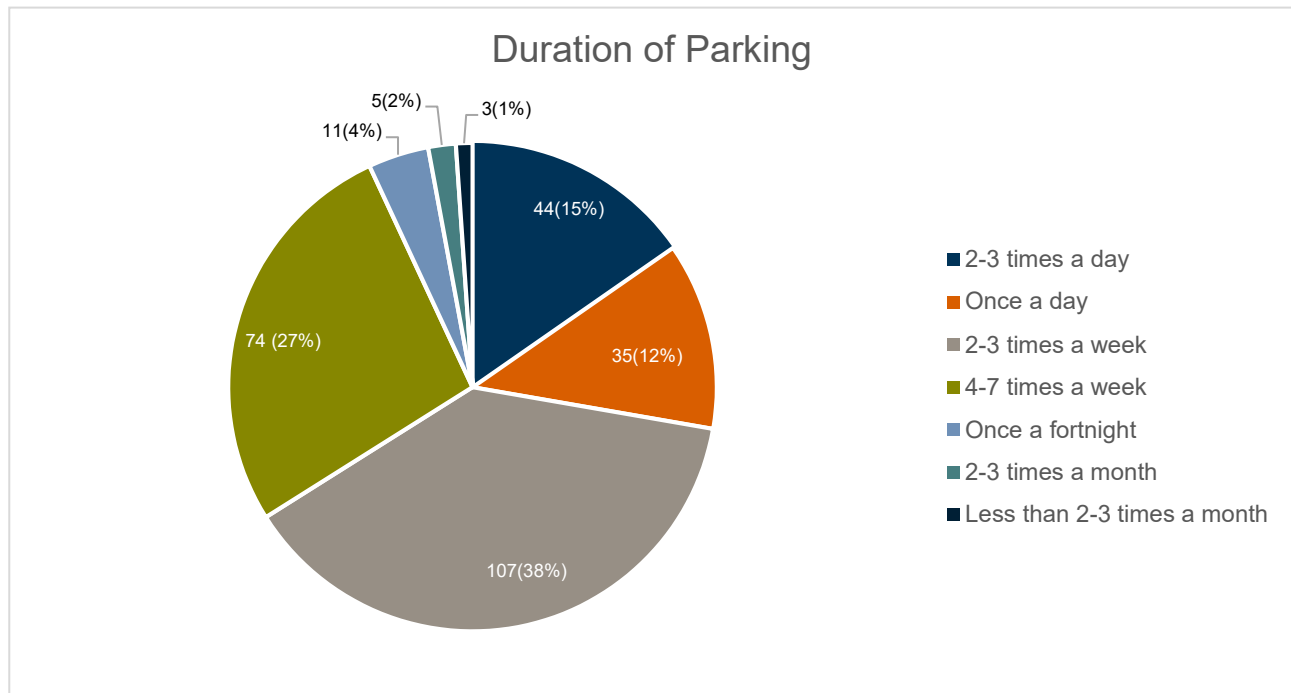
Figure 6-1 Purpose of Visit



The consultation found that the primary reason for travel to the Mudgee CBD was for shopping followed by purposed such as access to government services, work, entertainment, access to community facilities, and school. The ‘other’ category includes purposes such as coffee run, visiting a partner, etc.

Survey Question: How often do you park in the Mudgee CBD?

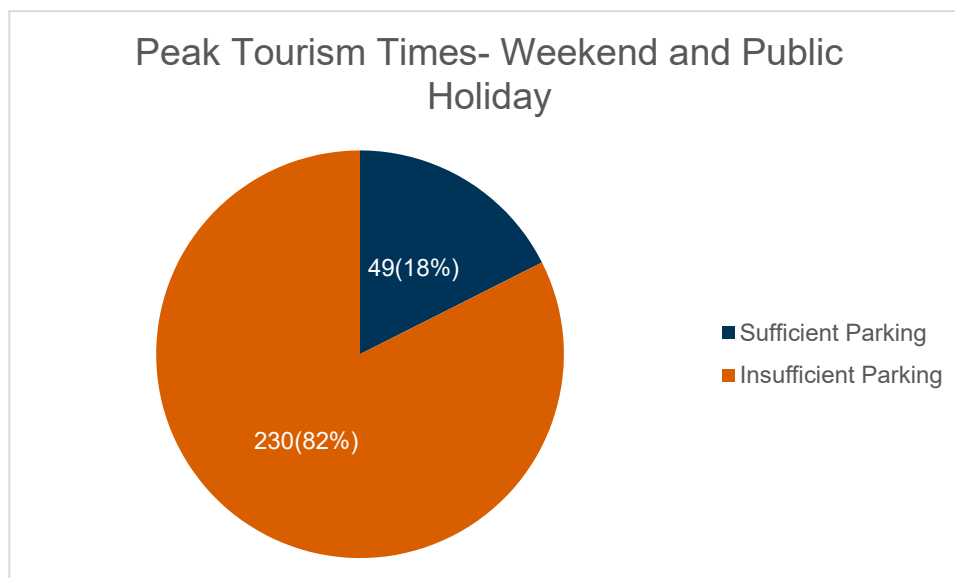
Figure 6-2 Frequency to Mudgee CBD



The high percentage of respondents' park regularly in the Mudgee CBD. As seen from the chart the number of respondents who park in CBD at least once a day constitutes 27 % of the respondents. A total of 28% of the respondent's park in the CBD for 2-3 times in a week.

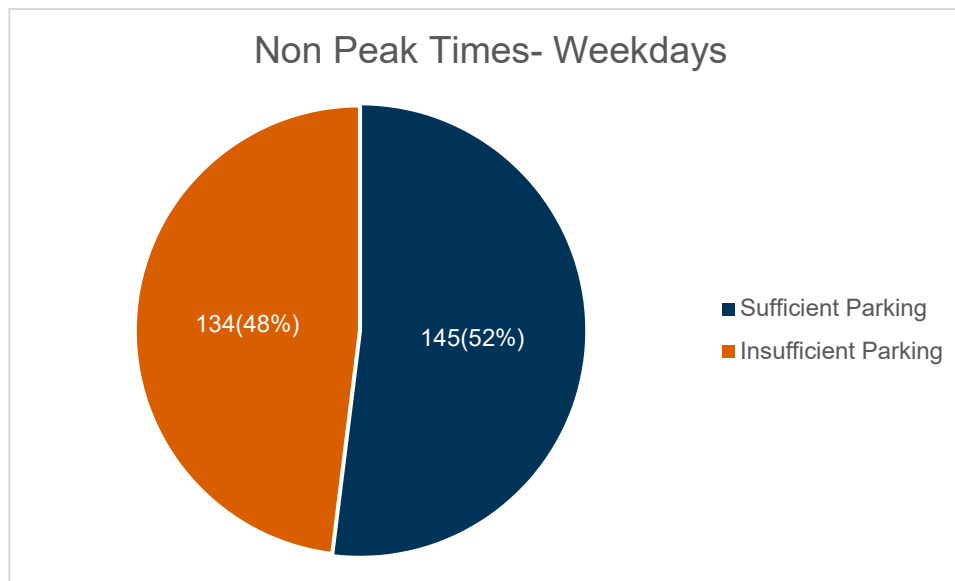
Survey Question: How do you feel about the adequacy of parking in the Mudgee CBD?

Figure 6-3 Parking During Peak Periods



The majority of respondents (82%) recorded that there was insufficient parking in the Mudgee CBD during peak tourism times which consists of Weekends and Public Holidays.

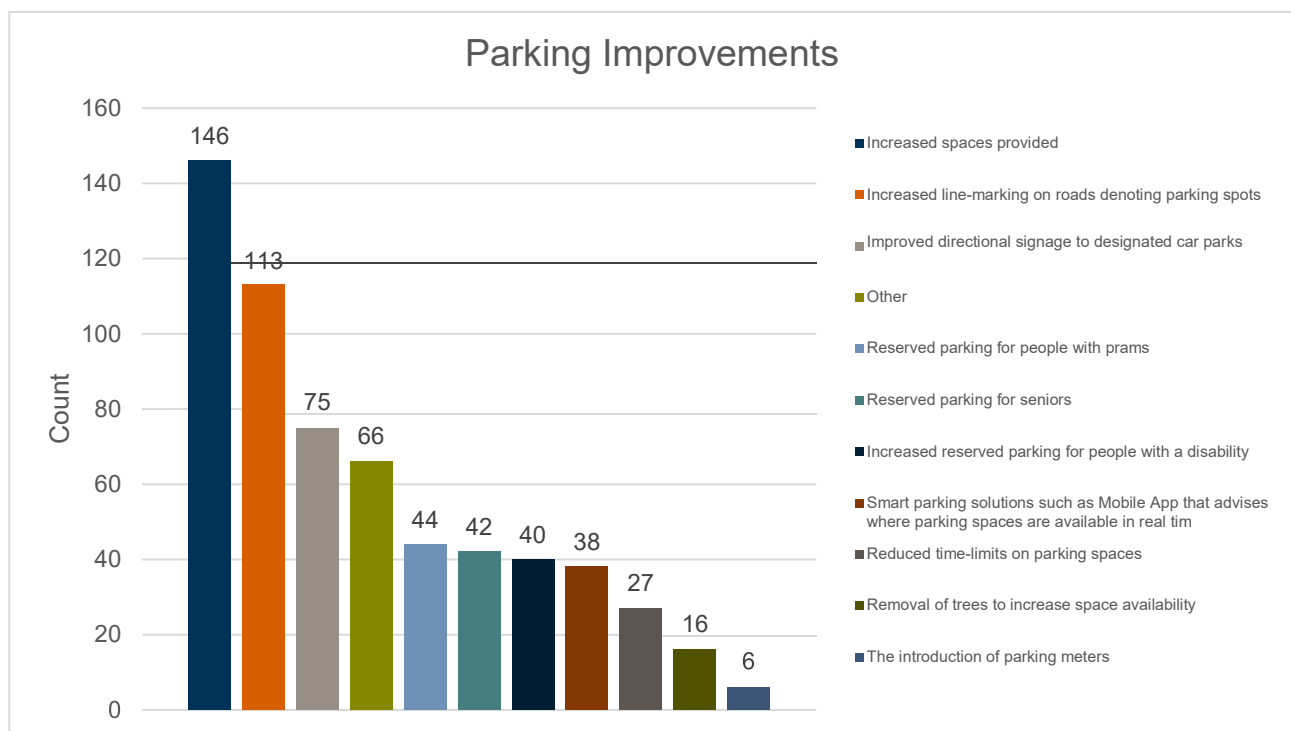
Figure 6-4 Parking During Non-Peak Periods



The results show that there was an almost equal split between respondents on the views regarding the sufficiency of parking in the CBD during non-peak times.

Survey Question: What 3 improvements would you like to see in regards to parking in the CBD?

Figure 6-5 Suggested Improvements

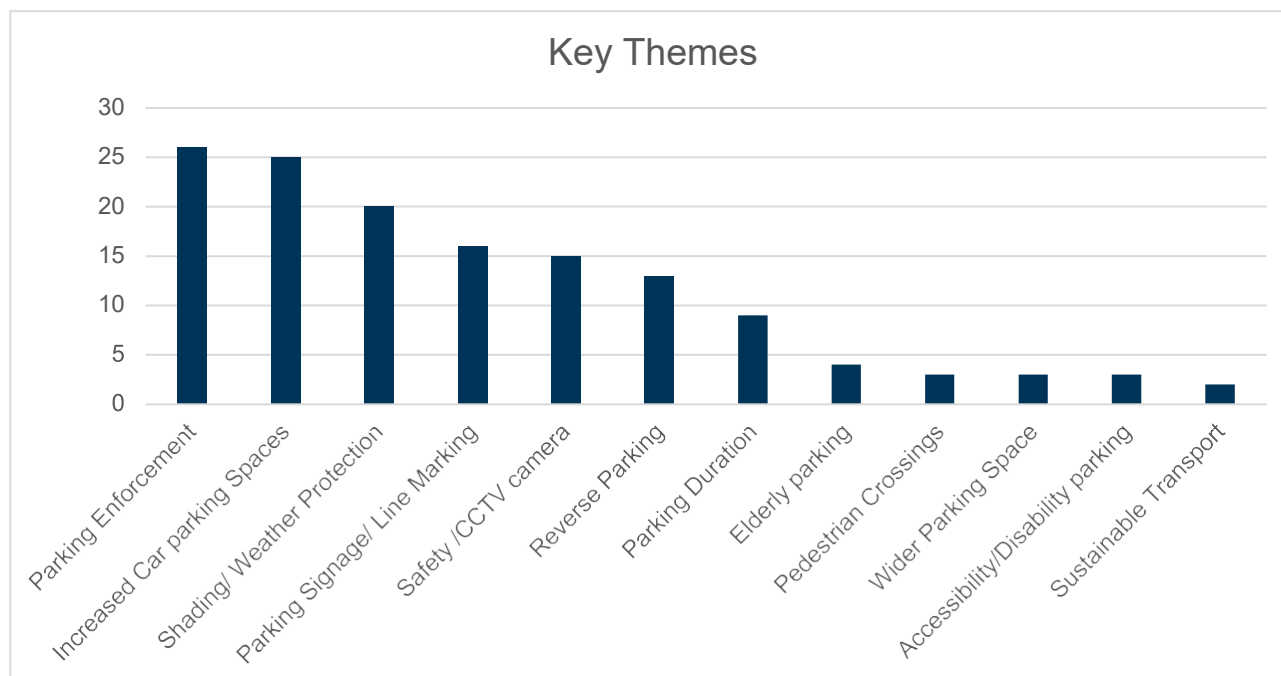


The respondents had to select three improvements they would like to see regards to parking in the CBD. The chart displays the parking improvements suggested by the respondents in descending order. As seen from the graph most of the respondents suggested: *“Increased Spaces Provided”*. The next two most commonly reported parking improvements were *“Increased Line marking on roads denoting parking spots”* and *“Improved Directional Signage to designated car parks”*.

The qualitative suggestions made by the respondents regarding the parking improvements have been grouped and summarised into themes.

Based on the response of the individuals the issues raised can be grouped into the following themes: Parking Enforcement, Increased Parking Spaces, Weather Protection, Signage/ Line marking, Safety, Reverse Parking, Parking Duration, Elderly Parking, Pedestrian Crossings, Wider Parking Spaces, Accessibility/Disability Parking, and Sustainable Transport. The frequency that each theme was raised is summarised in the following figure.

Figure 6-6 Identified Themes



Parking Enforcement

There were consistent concerns about parking spaces being not policed regularly as a result it is being occupied for a longer period than allowed. Also, evidence of users parking in occupying more than one spot has been recorded. A need for stricter parking enforcement has been raised by the survey respondents who commented as follows:

“There wouldn’t be such a need for more car spaces if the council were able to fine the drivers who take up 2 parking spots because they can’t park in-between the lines. The council could make some money off the fines? And there would be more spots available to other drivers”

“People not parking properly inside of lines”

“Police the parking times, vehicles being parked in-correctly, Police the disabled parking”



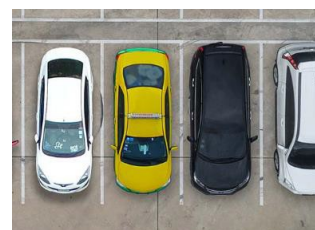
Increased Parking Spaces

Issues associated with the lack of parking spaces were also raised frequently. The lack of parking spaces is identified to be for business as well as for staff who work in the CBD and can’t park.

Suggestions raised by the community to increase car parking spaces include:

“It is very limited. Aside from on-street parking and parking at Cole, Woollies and Big W, there is very little other parking available. Parking is time restricted near the CWA rooms, and I often attend meetings or functions there, and have to watch the time so I can move my car before I get booked.”

“This needs to be a priority. Business lose business because customers can’t park. Staff who work downtown need places to park, and it is currently a nightmare.”



Weather Protection

As Mudgee is recorded to be hot and sunny during summers lack of shades at parking has been raised by the survey respondents. Also, no undercover parking is recorded to pose a hardship to senior citizens and mothers with babies who were mentioned to be the major demographics of the community.

"Sun sails would be an idea for during summer. I have two infant children and it was very hard to find a shady spot during summer last year. Putting children into hot cars isn't ideal and if I waiting for the car to cool down, they risked getting burnt so I believe shade sails would be a good investment for the town"

"There needs to be undercover parking. In the scorching sun or pouring rain makes it really hard to get out to do the groceries with little ones or elderly"



Signage & Line Marking

Recommendations to improve the line-markings and providing signage in the car park to improve the traffic flow has been made by the respondents. The lack of lines on parking spaces has been identified to create wastage of spaces which could have been avoided through proper line-markings.

"The lack of lines on market st east end near bakery wastes a lot of space that would otherwise used if there were lines on the road"

"Better signage is needed as there are many people who ignore current signs, i.e going the wrong direction in one way areas to get to parking spots before others."

"Make it clear on how to park in the CBD - and in places like Byron place, make it clear which way the traffic is to go"



Safety

Respondents have recommended improved lightning in car parks as they feel unsafe during the dark. Also, the respondents have recommended installing CCTV cameras in car parking areas to improve safety.

"I'd like additional lighting in the parking area behind target. By the time I finish work it is often dark and it feels unsafe at times."

"There should be more cctv that can be utilised if there is accidents and people don't leave their details."

"Cameras in the cbd and parking lots would be useful. It seems a lot of cars are damaged around town and exchange of details often doesn't happen"



Reverse Parking

A large number of people have responded to have difficulty in reverse parking. The respondents have recorded that reverse parking along the main streets causes traffic congestion near intersections.

"Not many people can reverse park, and it's not so much the younger generation because we get tested on it when we go for our license, alot of the times you see elderly and people 40+ not being able to reverse park and then they take up part of another spot so someone can't park there"

"Reverse angle parking is very challenging. Either the spaces aren't available or difficult to reverse into because of poor parking of other vehicles."



Parking Duration

The respondents have recorded that the current 2-hour parking limit along the city centre to be too short.

"During December time limits on parking should be suspended to encourage the wider community to come & spend the day shopping without the worry of parking fines"

"The biggest thing is have some car parks longer than 2 hours".

"Longer parking limits as sometimes appointments run longer than 2 hours."



Elderly Parking

The respondents have recorded the need for elderly people parking in supermarkets especially in the form of pick up and drop off spaces.

"As a driver for community transport I think there should be a pick up and drop off at the supermarkets as a lot of our clients are elderly and have trouble walking"

Pedestrian Crossings

The respondents have recorded the need for pedestrian crossings along the main street at intersections.

“Also can I suggest raised pedestrian crossings to also slow traffic down in these main streets also!! So many people speed through them. We’ve had a fatality on one already, and I’ve nearly been hit myself (with my daughter) because people just speed through them. “

Wider Parking Spaces

The respondents have raised the need for wider parking spaces mentioning the current spaces as too small and narrow.

Accessibility & Disability Parking

The respondents have raised the requirement for more reserved disability parking spaces in the CBD.

Sustainable Transport

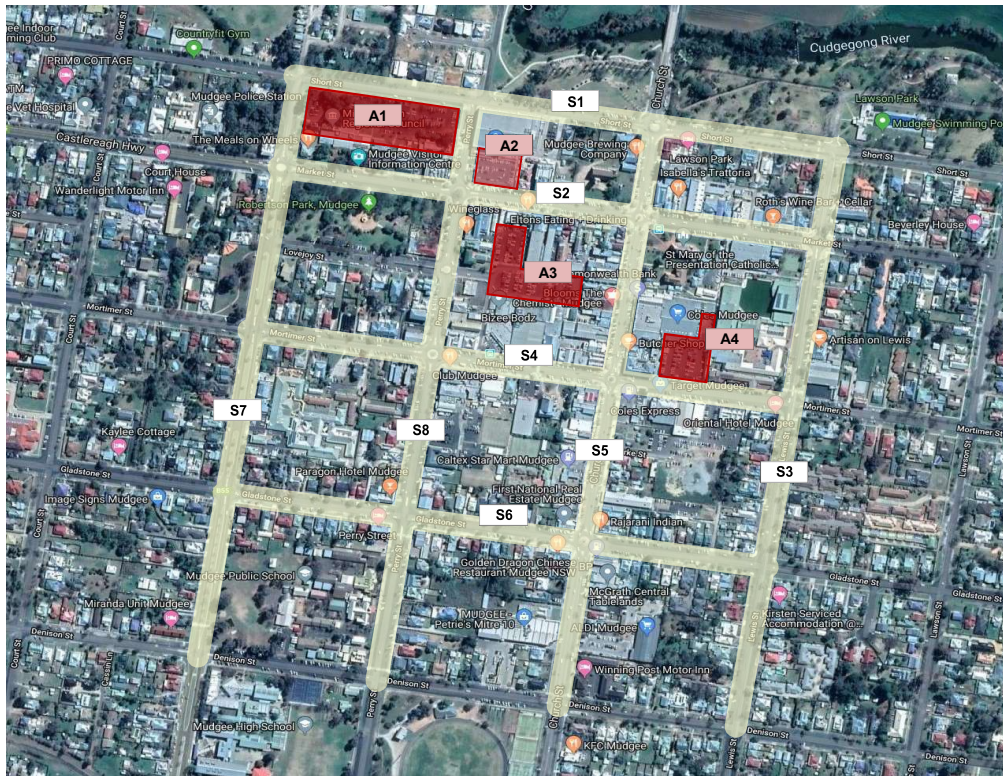
The respondents have raised their wish to see more people walking and cycling to the CBD instead of driving. Also, they wanted to see designated electric vehicle charging spaces in the CBD vicinity.

Mudgee Parking Study

APPENDIX

A

PARKING OCCUPANCY SURVEYS



[Location]

On Street Parking

- S1. Short St
- S2. Market St
- S3. Lewis St
- S4. Mortimer St
- S5. Church St
- S6. Gladstone St
- S7. Douro St
- S8. Perry St

Off Street Parking

- Area 1
- Area 2
- Area 3
- Area 4

Client Cardno
Location Mudgee
Date Fri, 24th May 2019
Description Mudgee Parking survey



Street	Side	Between	Parking_Restriction	Time_Restrictions	Capacity	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00		
Short St	North	Opp. Douro St & Loy Ave	No Restriction	On Street	29	2	3	3	2	1	2	1	1	0	0		
			No Stopping		-	0	0	0	0	0	0	0	0	0			
		Loy Ave & Church St	No Restriction	60' Angle Parking Rear to Kerb Vehicles Under 6m Only	63	29	28	26	23	19	22	15	16	11	14		
			No Stopping		-	0	0	0	0	0	0	0	0	0	0		
		Church St & Opp. Lewis St	No Restriction		34	6	6	12	7	3	5	2	5	14	14		
			No Stopping		-	0	0	0	0	0	0	0	0	0	0		
	South	Lewis St & Church St	No Restriction		27	7	6	9	9	13	8	6	12	11	14		
			No Stopping		-	0	0	0	0	0	0	0	0	0	0		
		Church St & Perry St	No Restriction	60' Angle Parking Rear to Kerb Vehicles Under 6m Only	23	19	20	20	21	15	14	13	13	8	16		
Perry St & Douro St	No Stopping		13	0	0	0	0	0	0	0	0	0	0				
			No Restriction	Heavy Vehicles Parking Permitted	34	2	4	6	4	3	4	2	2	1	1		
Total					223	65	67	76	66	54	55	39	49	45	59		
% Capacity						29%	30%	34%	30%	24%	25%	17%	22%	20%	26%		
Market St	North	Douro St & Perry St	No Restriction	60' Angle Parking Rear to Kerb	17	6	7	7	3	3	3	3	1	0	0		
			P 30min	60' Angle Parking (Rear to Kerb)	8	3	5	4	3	3	2	1	1	0	0		
			No Parking	8:30am-6pm (Mon-Fri) & 8:30am-1pm (Sat)	2	0	0	0	0	0	0	0	0	0	0		
			No Stopping	Tourist Coaches Excepted	-	0	0	0	0	0	0	0	0	0	0		
			2P	60' Angle Parking (Rear to Kerb)	10	2	3	3	3	5	3	2	2	1	0		
			No Stopping	8:30am-6pm (Mon-Fri) & 8:30am-12:30pm (Sat)	-	0	0	0	0	0	0	0	0	0	0		
			P 15min	8:30am-3:30pm (Mon-Fri) Rear to Kerb	8	3	5	5	3	3	2	4	0	0	0		
			No Stopping		-	0	0	0	0	0	0	0	0	0	0		
			Disabled		1	0	1	1	0	0	0	0	0	0	0		
			2P	60' Angle Parking (Rear to Kerb)	19	16	16	15	17	14	13	11	12	11	18		
			Disabled	8:30am-6pm (Mon-Fri) & 8:30am-12:30pm (Sat)	1	1	1	0	1	0	1	1	0	0	1		
			2P	60' Angle Parking (Rear to Kerb)	3	2	3	3	3	3	3	3	3	3	2		
		No Stopping	8:30am-6pm (Mon-Fri) & 8:30am-12:30pm (Sat)	-	0	0	0	0	0	0	0	0	0	0			
		Perry St & Church St	2P	60' Angle Parking (Rear to Kerb)	11	9	9	10	7	6	3	4	8	10	7		
			No Stopping	8:30am-6pm (Mon-Fri) & 8:30am-12:30pm (Sat)	-	0	0	0	0	0	0	0	0	0	0		
			2P	60' Angle Parking (Rear to Kerb)	3	3	3	3	2	2	1	1	1	1	3		
			Loading Zone	6am-2pm (Mon-Fri)	1	0	0	0	0	0	0	0	0	0	0		
			No Stopping		-	0	0	0	0	0	0	0	0	0	0		
			2P	60' Angle Parking (Rear to Kerb)	13	11	12	11	12	9	10	10	10	12	12		
			Disabled	8:30am-6pm (Mon-Fri) & 8:30am-12:30pm (Sat)	1	0	1	1	0	0	0	0	0	0	0		
			2P	60' Angle Parking (Rear to Kerb)	17	13	14	12	11	7	9	7	11	15	11		
			2P	60' Angle Parking (Rear to Kerb)	5	4	4	4	3	2	3	3	4	4	3		
			Disabled	8:30am-6pm (Mon-Fri) & 8:30am-12:30pm (Sat)	1	0	0	0	0	0	0	0	0	0	0		
			2P	60' Angle Parking (Rear to Kerb)	14	11	13	13	8	9	8	8	5	4	6		
	No Stopping		8:30am-6pm (Mon-Fri) & 8:30am-12:30pm (Sat)	-	0	0	0	0	0	0	0	0	0	0			
	Church St & Lewis St	No Stopping		-	0	0	0	0	0	0	0	0	0	0	0		
		No Parking	Vehicles Over 10t Gum	-	0	0	0	0	0	0	0	0	0	0	0		
		No Restriction	60' Angle Parking (Rear to Kerb)	8	6	7	7	6	5	6	6	3	2	2			
		2P	60' Angle Parking (Rear to Kerb)	12	8	11	11	7	2	5	7	4	3	1			
		Disabled	8:30am-6pm (Mon-Fri) & 8:30am-12:30pm (Sat)	1	1	0	0	1	1	0	0	0	0	0			
		2P	60' Angle Parking (Rear to Kerb)	6	4	4	4	3	2	3	3	1	1	3			
		No Stopping	8:30am-6pm (Mon-Fri) & 8:30am-12:30pm (Sat)	-	0	0	0	0	0	0	0	0	0	0			
		No Restriction	60' Angle Parking Rear to Kerb Vehicles Under 6m Only	16	13	14	14	14	14	14	12	12	13	9			
		No Stopping		-	0	0	0	0	0	0	0	0	0	0			
		Bus Zone	8:30am-6pm (Mon-Fri) & 8:30am-2pm (Sat)	6	0	0	0	0	0	0	0	0	5	4			
		2P	60' Angle Parking (Rear to Kerb)	22	22	21	20	17	14	14	14	19	22	22			
		Disabled	8:30am-6pm (Mon-Fri) & 8:30am-12:30pm (Sat)	1	0	0	1	0	0	0	0	0	0	1			
	South	Church St & Perry St	2P	60' Angle Parking (Rear to Kerb)	14	14	11	11	10	9	7	7	6	7	14		
			No Stopping	8:30am-6pm (Mon-Fri) & 8:30am-12:30pm (Sat)	-	0	0	0	0	0	0	0	0	0	0		
			2P	60' Angle Parking (Rear to Kerb)	1	1	0	0	0	0	0	0	0	1	1		
			No Stopping	8:30am-6pm (Mon-Fri) & 8:30am-12:30pm (Sat)	-	0	0	0	0	0	0	0	0	0	0		
			2P	60' Angle Parking (Rear to Kerb)	5	4	4	4	5	5	3	1	4	5	5		
			No Stopping	8:30am-6pm (Mon-Fri) & 8:30am-12:30pm (Sat)	-	0	0	0	0	0	0	0	0	0	0		
		Perry St & Douro St	2P	60' Angle Parking (Rear to Kerb)	20	7	9	8	6	3	5	8	3	1	1		
			Bus Zone	8:30am-6pm (Mon-Fri) & 8:30am-1pm (Sat)	-	0	0	0	0	0	0	0	0	0	0		
			Parallel Parking	Cars With Caravans Only	4	2	0	0	0	0	1	1	0	0	0		
			Parallel Parking		7	0	0	0	2	2	0	0	0	0	0		
			Total					258	166	178	172	147	123	119	117	112	122
% Capacity						64%	69%	67%	57%	48%	46%	45%	43%	47%	49%		
Lewiss St	West	Denison St & Gladstone St	No Restriction	60' Angle Parking	39	3	3	3	3	3	2	3	3	3	3		
			No Restriction	60' Angle Parking	34	11	12	10	9	9	5	4	5	11	10		
		Gladstone St & Mortimer St	No Restriction	60' Angle Parking(Rear to Kerb)	9	9	9	9	9	9	6	0	0	0	4		
			No Parking	8:30am-9:30am & 3pm-4pm (School Days)	17	10	11	8	8	5	3	1	0	1	1		
			Disabled		1	0	0	0	0	0	0	0	0	0	0		
			Bus Zone	8:30am-9:30am & 3pm-4pm (School Days)	19	1	0	0	1	0	1	0	0	0	0		
		Mortimer St & Market St	No Stopping		-	0	0	0	0	0	0	0	0	0	0		
			No Restriction	60' Angle Parking(Rear to Kerb)	9	8	8	8	9	7	9	3	1	1	1		
			No Restriction		15	9	9	9	8	7	7	6	3	0	0		
			No Restriction		14	6	6	6	7	4	6	6	3	1	1		
	No Restriction		60' Angle Parking (No Board)	26	20	23	21	21	19	21	10	2	2	2			
	East	Market St & Mortimer St	2P	60' Angle Parking (Rear to Kerb)	9	7	4	6	6	5	8	4	1	1	1		
			No Restriction	8:30am-6pm (Mon-Fri) & 8:30am-12:30pm (Sat)	12	9	9	10	11	11	11	3	3	7	6		
			No Restriction	60' Angle Parking (No Board)	35	6	7	8	6	5	8	7	6	10	10		
		Mortimer St & Gladstone St	No Restriction	60' Angle Parking	49	1	2	3	4	3	3	3	3	3	3		
No Restriction			60' Angle Parking (No Board)														
Total					288	100	103	101	102	87	93	56	30	40	42		
% Capacity						35%	36%	35%	35%	30%	32%	19%	10%	14%	15%		
Mortimer St	North	Douro St & Perry St	No Restriction		31	19	17	18	18	15	14	14	5	4	4		
			2P	60' Angle Parking (Rear to Kerb)	9	9	8	6	9	5	9	8	7	5	5		
			Bus Zone	8:30am-6pm (Mon-Fri)	-	0	0	0	0	0	0	0	0	0	0		
			2P	60' Angle Parking (Rear to Kerb)	5	5	5	5	5	3	4	4	3	4	4		
			Taxi Zone	8:30am-6pm (Mon-Fri) & 8:30am-12:30pm (Sat)	4	3	1	1	1	0	0	1	2	2	0		
			Disabled	6am-7pm (Parallel Park for Taxi)	1	1	0	1	1	1	1	0	0	1	0		
		Perry St & Church St	2P	60' Angle Parking (Rear to Kerb)	3	3	2	2	3	1	3	3	3	2	2		
			No Parking	8:30am-6pm (Mon-Fri) & 8:30am-12:30pm (Sat)	-	0	0	0	0	0	0	0	0	0	0		
			2P	60' Angle Parking (Rear to Kerb)	5	5	4	5	4	3	2	5	5	5	5		
			No Parking	8:30am-6pm (Mon-Fri) & 8:30am-12:30pm (Sat)	-	0	0	0	0	0	0	0	0	0	0		
			2P	60' Angle Parking (Rear to Kerb)	9	9	9	7	8	9	9	8	7	5	8		
			No Stopping	8:30am-6pm (Mon-Fri) & 8:30am-12:30pm (Sat)	8	7	8	8	6	5	2	5	4	4	7		
		Church St & Lewis St	No Stopping		-	0	0	0	0	0	0	0	0	0	0	0	
			Bus Zone	8:30am-6pm (Mon-Fri)	-	0	0	0	0	0	0	0	0	0	0	0	
			No Stopping		-	0	0	0	0	0	0	0	0	0	0	0	
			No Restriction	60' Angle Parking (Rear to Kerb)	18	9	11	14	12	16	17	4	5	10	9		
			No Stopping		-	0	0	0	0	0	0	0	0	0	0	0	
			No Stopping		-	0	0	0	0	0	0	0	0	0	0	0	
	South	Perry St & Douro St	No Restriction	60' Angle Parking (Rear to Kerb)	23	5	8	14	17	11	12	7	7	9	12		
			No Stopping		-	0	0	0	0	0	0	0	0	0	0	0	
			2P	60' Angle Parking (Rear to Kerb)	13	9	6	6	4	2	5	6	6	0	1		
		Church St & Lewis St	No Restriction	60' Angle Parking (Rear to Kerb)	13	9	6	6	4	2	5	6	6	0	1		
			No Stopping		-	0	0	0	0	0	0	0	0	0	0	0	
			2P	8:30am-6pm (Mon-Fri) & 8:30am-12:30pm (Sat)	13	9	6	6	4	2	5	6	6	0	1		

	South	Lewis St & Church St	No Parking	2P - 60° Angle Parking (Rear to Kerb) 8:30am-6pm (Mon-Fri) & 8:30am-12:30pm (Sat) / Taxi Zone - 7pm-6am	-	0	0	0	0	0	0	0	0	0	0	0	0	0		
			2P + Taxi Zone		9	8	8	8	5	1	5	3	3	0	0					
			No Stopping		-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
			Bus Stop Disabled		-	0	0	0	1	0	0	0	0	0	0	0	0	0	0	
		2P	60° Angle Parking (Rear to Kerb) 8:30am-6pm (Mon-Fri) & 8:30am-12:30pm (Sat)	5	5	4	5	4	4	4	4	2	2	5						
		No Parking		-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		2P	60° Angle Parking (Rear to Kerb) 8:30am-6pm (Mon-Fri) & 8:30am-12:30pm (Sat)	4	4	4	4	3	2	3	4	4	3	4						
		No Stopping		-	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
		2P	60° Angle Parking (Rear to Kerb) 8:30am-6pm (Mon-Fri) & 8:30am-12:30pm (Sat)	4	3	2	3	4	2	3	4	4	4	3	3					
		No Parking		-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Disabled		-	1	1	1	1	0	1	0	1	0	1	0					
		No Parking		-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		2P	60° Angle Parking	29	25	26	19	26	11	15	13	13	18	21	21					
		Perry St & Douro St	No Restriction	39	16	16	16	17	15	13	13	8	9	9						
Total					221	144	140	144	147	106	122	106	94	89	99					
% Capacity						65%	63%	65%	67%	48%	55%	48%	43%	40%	42%					
	West	Denison St & Gladstone St	No Stopping		-	0	0	0	0	0	0	0	0	0	0	0	0	0		
			2P	45° Angle Parking (Rear to Kerb Vehicles Under 6m Only) 8:30am-6pm (Mon-Fri) & 8:30am-12:30pm (Sat)	41	11	10	9	10	5	8	4	4	2	4					
			No Stopping		-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
			No Stopping		-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		No Restriction	60° Angle Parking (Rear to Kerb Vehicles Under 6m Only)	6	6	6	6	6	6	6	3	2	2	1						
		No Parking		-	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
		No Restriction	All Day 60° Angle Parking (Rear to Kerb Vehicles Under 6m Only)	1	1	1	1	1	1	1	1	0	0	0	0					
		No Parking		-	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
		No Restriction	All Day 60° Angle Parking (Rear to Kerb Vehicles Under 6m Only)	6	6	6	6	5	6	6	5	2	1	1						
		No Parking		-	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
		2P	60° Angle Parking (Rear to Kerb) 8:30am-6pm (Mon-Fri) & 8:30am-12:30pm (Sat)	3	1	2	3	3	1	1	2	3	1	0						
		No Stopping		-	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
		2P	60° Angle Parking (Rear to Kerb) 8:30am-6pm (Mon-Fri) & 8:30am-12:30pm (Sat)	14	10	6	11	13	9	9	9	6	7	8						
		Disabled		1	0	0	1	1	1	1	1	1	1	1						
		2P	60° Angle Parking (Rear to Kerb) 8:30am-6pm (Mon-Fri) & 8:30am-12:30pm (Sat)	4	3	2	4	3	2	1	4	1	3	4						
		No Stopping		-	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
		Mortimer St & Market St	2P	60° Angle Parking (Rear to Kerb) 8:30am-6pm (Mon-Fri) & 8:30am-12:30pm (Sat)	39	34	23	38	31	25	37	29	23	18	22					
			Loading Zone	8:30am-5pm (Mon-Fri) & 8:30am-12pm (Sat)	2	0	0	0	2	2	2	1	1	0	0					
			2P	60° Angle Parking (Rear to Kerb) 8:30am-6pm (Mon-Fri) & 8:30am-12:30pm (Sat)	4	4	2	4	1	1	3	1	0	0	0					
			Disabled		1	0	0	1	1	0	1	0	0	0	0					
			2P	60° Angle Parking (Rear to Kerb) 8:30am-6pm (Mon-Fri) & 8:30am-12:30pm (Sat)	19	8	4	5	11	8	9	13	8	9	19					
			No Parking		-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
			Loading Zone	9am-5:30pm (Mon-Fri) & 9am-12noon (Sat)	1	0	0	0	0	1	1	1	0	0	0	1				
			2P	60° Angle Parking (Rear to Kerb) 8:30am-6pm (Mon-Fri) & 8:30am-12:30pm (Sat)	1	0	0	0	1	1	1	1	1	1	1					
	Church St	Short St & Market St	2P	60° Angle Parking (Rear to Kerb) 8:30am-6pm (Mon-Fri) & 8:30am-12:30pm (Sat)	3	0	0	2	3	2	3	2	2	3						
			No Parking		-	0	0	0	0	0	0	0	0	0	0	0	0	0		
			2P	60° Angle Parking (Rear to Kerb) 8:30am-6pm (Mon-Fri) & 8:30am-12:30pm (Sat)	6	1	1	2	6	2	2	3	4	6	6					
			No Parking		-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		2P	60° Angle Parking (Rear to Kerb) 8:30am-6pm (Mon-Fri) & 8:30am-12:30pm (Sat)	10	5	7	7	7	6	3	3	4	10	9						
		2P	60° Angle Parking (Rear to Kerb) 8:30am-6pm (Mon-Fri) & 8:30am-12:30pm (Sat)	3	3	3	3	3	2	3	3	3	3	3						
		No Stopping		-	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
		2P	60° Angle Parking (Rear to Kerb) 8:30am-6pm (Mon-Fri) & 8:30am-12:30pm (Sat)	13	12	13	11	13	10	12	12	1	4	3						
		No Stopping		-	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
		Disabled		1	1	1	0	1	0	0	0	0	0	0	0	0	0	0		
		2P	60° Angle Parking (Rear to Kerb) 8:30am-6pm (Mon-Fri) & 8:30am-12:30pm (Sat)	7	7	4	6	6	3	6	7	1	0	3						
		Loading Zone	8:30am-5pm (Mon-Fri) & 8:30am-12pm (Sat)	2	1	0	1	2	0	1	0	1	1	1	0					
		2P	60° Angle Parking (Rear to Kerb) 8:30am-6pm (Mon-Fri) & 8:30am-12:30pm (Sat)	14	12	8	12	7	6	6	11	3	4	4						
		Disabled		1	0	0	0	1	0	0	0	0	0	0	0	0	0	0		
		No Stopping		-	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
		East	Market St & Mortimer St	2P	60° Angle Parking (Rear to Kerb) 8:30am-6pm (Mon-Fri) & 8:30am-12:30pm (Sat)	3	3	2	3	2	2	3	0	1	1					
				No Parking		-	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				2P	60° Angle Parking (Rear to Kerb) 8:30am-6pm (Mon-Fri) & 8:30am-12:30pm (Sat)	13	12	13	11	13	10	12	12	1	4	3				
				No Stopping		-	0	0	0	0	0	0	0	0	0	0	0	0	0	0
			Disabled		1	1	1	0	1	0	0	0	0	0	0	0	0	0	0	
			2P	60° Angle Parking (Rear to Kerb) 8:30am-6pm (Mon-Fri) & 8:30am-12:30pm (Sat)	7	7	4	6	6	3	6	7	1	0	3					
			Loading Zone	8:30am-5pm (Mon-Fri) & 8:30am-12pm (Sat)	2	1	0	1	2	0	1	0	1	1	1	0				
			2P	60° Angle Parking (Rear to Kerb) 8:30am-6pm (Mon-Fri) & 8:30am-12:30pm (Sat)	14	12	8	12	7	6	6	11	3	4	4					
			Disabled		1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	
No Stopping			-	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Mortimer St & Gladstone St	2P		60° Angle Parking (Rear to Kerb) 8:30am-6pm (Mon-Fri) & 8:30am-12:30pm (Sat)	3	3	2	3	2	2	3	0	1	1	1						
	No Parking			-	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2P		60° Angle Parking (Rear to Kerb) 8:30am-6pm (Mon-Fri) & 8:30am-12:30pm (Sat)	2	1	1	2	1	1	2	1	1	1	0						
	No Parking			-	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2P		60° Angle Parking (Rear to Kerb) 8:30am-6pm (Mon-Fri) & 8:30am-12:30pm (Sat)	2	2	1	2	2	2	1	0	0	0	0						
	No Parking			-	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2P		60° Angle Parking (Rear to Kerb) 8:30am-6pm (Mon-Fri) & 8:30am-12:30pm (Sat)	2	2	2	2	2	2	2	0	0	0	0	0	0	0	0		
	No Stopping			-	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Disabled			1	0	0	0	1	0	0	0	0	0	0	0	0	0	0		
	2P		60° Angle Parking (Rear to Kerb) 8:30am-6pm (Mon-Fri) & 8:30am-12:30pm (Sat)	7	6	4	6	5	5	5	3	0	3	1						
	No Stopping			-	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	No Stopping			-	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Gladstone St & Denison St	2P		60° Angle Parking (Rear to Kerb) 8:30am-6pm (Mon-Fri) & 8:30am-12:30pm (Sat)	6	4	4	4	3	1	3	5	3	3	2						
	No Parking			-	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2P	45° Angle Parking (Rear to Kerb Vehicles Under 6m Only) 8:30am-6pm (Mon-Fri) & 8:30am-12:30pm (Sat)	26	9	6	8	5	3	5	3	3	3	2							
	No Stopping		-	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Total					267	163	124	167	165	123	151	133	83	89	102					
% Capacity						61%	46%	63%	62%	46%	57%	50%	31%	33%	38%					
Gladstone St	North	Douro St & Perry St	No Restriction	60° Angle Parking	29	8	10	8	9	8	10	12	13	13	13	12				
		No Stopping		-	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
		No Stopping		-	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
		No Restriction	60° Angle Parking	27	9	12	11	12	13	7	8	6	8	7						
	Farthing Ln & Church St	No Restriction	8	8	7	7	3	5	7	7	1	1	0							
	South	Church St & Lewis St	2P	60° Angle Parking (Rear to Kerb) 8:30am-6pm (Mon-Fri) & 8:30am-12:30pm (Sat)	9	3	5	4	3	4	6	3	3	4	4					
		No Restriction	60° Angle Parking	33	8	10	9	8	5	6	7	6	6	6						
		No Restriction	60° Angle Parking	33	12	12	12	11	8	9	7	3	4	3						
		Church St & Perry St	No Restriction	35	12	18	17	16	13	18	19	12	7	5						
		No Stopping		-	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Perry St & Douro St		No Restriction	30	10	14	14	13	8	7	6	13	9	13							
Total					204	70	88	82	75	64	70	69	57	52	50					
% Capacity						34%	43%	40%	37%	31%	34%	34%	28%	25%	25%					
	West	Denison St & Gladstone St	No Stopping		-	0	0	0	0	0	0	0	0	0	0	0	0	0		
			No Restriction		17	1	1	1	1	1	1	0	0	0	0	0	0	0		
			No Restriction		19	4	6	6	4	9	8	6	7	7	8					
			No Restriction		26	2	4	5	3	5	4	4	5	5	3					
		Douro St	Market St & Short St	No Restriction	14	0	0	1	0	0	0	0	0	0	0	0	0	0	0	
			Short St & Market St	No Restriction	22	2	3	3	2	5	5	4	0	0	0	0	0	0	0	
			Market St & Mortimer St	No Restriction	10	1	1	2	1	1	0									

			No Restriction		5	2	2	3	3	4	2	2	2	2	2	
			No Restriction		21	0	1	1	0	0	0	0	0	0	0	
			No Stopping			0	0	0	0	0	0	0	0	0	0	
		Gladstone St & Denison St			154	18	27	32	25	36	26	19	16	17	15	
			Total			12%	18%	21%	16%	23%	12%	12%	10%	11%	10%	
			% Capacity			0	0	0	0	0	0	0	0	0	0	
			No Stopping		-	0	0	0	0	0	0	0	0	0	0	
			No Parking	8am-9:30am & 2:30pm-4pm School Days	20	0	0	0	1	0	0	0	0	0	0	
			Bus Zone		9	1	1	0	1	1	2	0	0	0	0	
			No Parking	8am-9:30am & 2:30pm-4pm School Days	16	1	0	0	0	0	0	0	0	0	0	
			No Restriction	60' Angle Parking (Rear to Kerb)	8	6	6	6	6	6	7	7	3	2	2	
			No Restriction		10	1	3	3	3	3	4	4	2	7	7	
			No Restriction		36	9	9	9	8	8	8	8	7	4	6	
			Disabled	60' Angle Parking	4	0	0	0	0	0	0	0	0	0	0	
			No Stopping		2	0	0	0	0	0	0	0	0	1	1	
			No Restriction	60' Angle Parking (Rear to Kerb) Vehicles Under 6m Only	11	8	8	8	8	8	8	6	3	4		
			2P	60' Angle Parking (Rear to Kerb) 8:30am-6pm (Mon-Fri) & 8:30am-12:30pm (Sat)	24	12	13	14	13	10	3	3	5	3	3	
			No Stopping		-	0	0	0	0	0	0	0	0	0	0	
			No Stopping		-	0	0	0	0	0	0	0	0	0	0	
			No Restrictions + Bus Zone	No Restrictions - 60' Angle Parking (Rear to Kerb) / Bus Zone - 8am-9:30am & 2:30pm-4pm School Days Only	22	11	11	11	12	12	9	9	10	9	10	
			No Stopping		-	0	0	0	0	0	0	0	0	0	0	
			Disabled		1	0	0	0	0	0	0	0	0	0	0	
			P 15min	60' Angle Parking (Rear to Kerb) 8:30am-6pm (Mon-Fri) & 8:30am-1pm (Sat)	3	1	1	0	0	1	2	2	1	0	0	
			No Stopping		-	0	1	0	0	0	0	0	0	0	1	
			2P	60' Angle Parking (Rear to Kerb) 8:30am-6pm (Mon-Fri) & 8:30am-1pm (Sat)	2	2	1	1	1	0	1	1	2	2	0	
			No Stopping		-	0	0	0	0	0	0	0	0	0	0	
			No Stopping		-	0	0	0	0	0	0	0	0	0	0	
			2P	60' Angle Parking (Rear to Kerb) 8:30am-6pm (Mon-Fri) & 8:30am-1pm (Sat)	10	3	3	3	3	2	2	1	0	1	0	
			No Stopping		-	0	0	0	0	0	0	0	0	0	0	
			No Stopping		-	0	0	0	0	0	0	0	0	0	0	
			Short St & Market St		-	0	0	0	0	0	0	0	0	0	0	
			No Stopping		-	0	0	0	0	0	0	0	0	0	0	
			2P	60' Angle Parking (Rear to Kerb) 8:30am-6pm (Mon-Fri) & 8:30am-1pm (Sat)	27	12	11	11	7	10	9	9	5	6	11	
			No Stopping		-	0	0	0	0	0	0	0	0	0	0	
			No Stopping		-	0	0	0	0	0	0	0	0	0	0	
			2P		15	6	6	8	6	4	3	2	1	0	0	
			No Stopping		-	0	0	0	0	0	0	0	0	0	0	
			2P		7	5	2	3	4	5	4	4	4	2	1	
			No Restriction	60' Angle Parking 60m Below	44	26	27	30	32	32	24	22	23	23	15	
			No Stopping		-	0	0	0	0	0	0	0	0	0	0	
			No Restriction		32	23	24	24	23	25	30	11	4	6	10	
			Total		303	127	127	131	128	127	116	91	73	69	71	
			% Capacity			42%	42%	43%	42%	42%	38%	30%	24%	23%	23%	
			Off Street													
			No Restriction		32	14	14	14	13	12	13	5	3	2	1	
			Disabled		1	0	0	0	0	0	0	0	0	0	0	
			Disabled		1	0	0	0	0	0	0	0	0	0	0	
			No Restriction		21	6	7	8	9	9	9	2	2	2	2	
			Disabled		1	0	0	0	0	0	0	0	0	0	0	
			No Restriction		56	17	18	18	17	13	12	5	4	2	1	
			Disabled		1	0	0	0	0	0	0	0	0	0	0	
			No Restriction		81	62	63	64	62	42	39	28	26	13	9	
			No Parking		-	0	0	0	0	0	0	0	0	0	0	
			Total		194	99	102	104	101	76	73	40	35	19	13	
			% Capacity			51%	53%	54%	52%	39%	38%	21%	18%	10%	7%	
			No Restriction		11	11	10	10	11	11	9	10	10	6	0	
			Disabled		1	0	0	0	0	0	0	0	0	0	0	
			No Restriction		7	5	6	7	5	5	6	7	7	5	2	
			No Restriction		9	9	9	9	8	8	9	9	8	5	5	
			No Restriction		8	6	7	7	6	6	3	5	6	4	0	
			No Restriction		17	15	14	15	12	11	12	16	11	10	1	
			No Restriction		18	13	12	15	11	13	14	13	7	8	4	
			Total		71	59	58	63	53	54	53	60	49	38	12	
			% Capacity			83%	82%	89%	75%	76%	75%	85%	69%	54%	17%	
			No Restriction		15	12	12	9	10	12	6	7	6	1	0	
			Disabled		1	0	0	0	0	0	0	0	0	0	0	
			No Restriction		46	14	27	34	28	39	14	13	19	8	7	
			No Restriction		9	6	7	4	4	9	3	3	9	2	4	
			Disabled		1	0	1	1	1	0	0	0	0	0	0	
			No Restriction		9	5	8	5	4	7	4	5	6	2	3	
			2P	Motorcycles Only	1	0	0	0	0	0	0	0	0	0	0	
			No Restriction		44	22	38	37	21	36	20	31	25	19	11	
			Disabled		1	0	1	1	0	1	1	1	1	1	0	
			No Restriction		8	4	4	4	3	3	1	1	2	2	2	
			2P	Motorcycles Only	1	0	0	1	1	1	0	0	0	0	0	
			Disabled		2	0	2	1	0	0	0	0	0	1	0	
			No Restriction		8	4	7	4	3	7	4	7	7	5	6	
			No Restriction	Motorcycles Only	1	0	0	0	0	0	0	0	0	0	0	
			Disabled		1	0	1	1	1	1	0	0	0	0	1	
			No Restriction		22	12	20	21	18	21	14	21	16	13	7	
			Loading Zone	6am-2pm (Mon-Fri)	3	0	0	1	1	1	2	2	3	1	1	
			No Parking		-	0	0	0	0	0	0	0	0	0	0	
			Loading Zone	6am-2pm (Mon-Fri)	6	0	0	0	3	2	3	4	6	2	0	
			Total		179	79	128	124	98	140	72	95	100	37	42	
			% Capacity			44%	72%	69%	55%	78%	40%	53%	56%	32%	23%	
			2P	8:30am-6pm (Mon-Fri) & 8:30am-12:30pm (Sat)	89	59	72	70	67	62	75	59	66	51	45	
			Disabled		2	1	2	2	2	2	2	2	1	0	0	
			Loading Zone	Loading Zone Only (No Parking)	2	2	2	2	2	2	2	2	2	1	1	
			Total		93	62	76	74	71	66	79	63	69	52	46	
			% Capacity			67%	82%	80%	76%	71%	85%	68%	74%	56%	49%	

MATRIX

Street	Side	Between	Parking_Restriction	Time_Restrictions	Capacity	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00				
Short St	North	Opp. Douro St & Loy Ave	No Restriction		29	0	1	1	3	1	1	1	3	11				
		Loy Ave & Church St	No Restriction	60° Angle Parking Rear to Kerb Vehicles Under 6m Only	63	7	9	9	9	11	11	21	30	59				
			No Stopping		-	0	0	0	0	0	0	0	0	0				
		Church St & Opp. Lewis St	No Restriction		34	4	7	10	13	15	10	15	24	24				
			No Stopping		-	0	0	0	0	0	0	0	0	0				
		Lewis St & Church St	No Restriction		27	8	11	12	12	12	10	11	15	22				
	South		No Stopping		-	0	0	0	0	0	0	0	0	0				
		Church St & Perry St	No Restriction	60° Angle Parking Rear to Kerb Vehicles Under 6m Only	23	8	9	9	9	11	9	17	20	23				
			No Stopping		13	0	0	0	0	0	0	0	0	0				
		Perry St & Douro St	No Restriction	Heavy Vehicles Parking Permitted	34	1	1	1	1	1	1	1	2	2				
Total					223	28	38	42	47	51	42	66	94	141				
						13%	17%	19%	21%	23%	19%	30%	42%	63%				
Market St	North	Douro St & Perry St	No Restriction	60° Angle Parking Rear to Kerb	17	0	2	2	0	0	0	0	13	16				
			P 30min	8:30am-6pm (Mon-Fri) & 8:30am-1pm (Sat)	8	2	2	1	5	4	0	0	6	8				
			No Parking	Tourist Coaches Excepted	2	0	0	0	0	0	0	0	1	1				
			No Stopping		-	0	0	0	0	0	0	0	0	0				
			2P	60° Angle Parking (Rear to Kerb) 8:30am-6pm (Mon-Fri) & 8:30am-12:30pm (Sat)	10	2	3	3	1	1	0	0	0	0				
			No Stopping		-	0	0	0	0	0	0	0	0	0				
			P 15min	8:30am-3:30pm (Mon-Fri) Rear to Kerb	8	0	2	1	0	0	0	0	4	5				
			No Stopping		-	0	0	0	0	0	0	0	0	0				
		Perry St & Church St	Disabled		1	0	1	1	0	0	0	0	0	0	0			
			2P	60° Angle Parking (Rear to Kerb) 8:30am-6pm (Mon-Fri) & 8:30am-12:30pm (Sat)	19	18	19	19	16	18	17	12	5	6				
			Disabled		1	0	1	1	0	0	0	0	0	0	0			
			2P	60° Angle Parking (Rear to Kerb) 8:30am-6pm (Mon-Fri) & 8:30am-12:30pm (Sat)	3	3	3	3	3	2	2	2	2	2				
			No Stopping		-	0	0	0	0	0	0	0	0	0	0			
			2P	60° Angle Parking (Rear to Kerb) 8:30am-6pm (Mon-Fri) & 8:30am-12:30pm (Sat)	11	11	11	11	10	8	6	4	7	3				
			No Stopping		-	0	0	0	0	0	0	0	0	0	0			
			2P	60° Angle Parking (Rear to Kerb) 8:30am-6pm (Mon-Fri) & 8:30am-12:30pm (Sat)	3	3	2	3	3	2	0	0	0	0	0			
		Church St & Lewis St	Loading Zone	6am-2pm (Mon-Fri)	1	0	0	0	0	0	0	0	0	0	0	0		
			No Stopping		-	0	0	0	0	0	0	0	0	0	0	0		
			2P	60° Angle Parking (Rear to Kerb) 8:30am-6pm (Mon-Fri) & 8:30am-12:30pm (Sat)	13	8	8	9	10	10	5	6	4	3				
			Disabled		1	0	0	0	0	0	0	0	0	0	0	0		
			2P	60° Angle Parking (Rear to Kerb) 8:30am-6pm (Mon-Fri) & 8:30am-12:30pm (Sat)	17	6	6	7	9	9	4	5	2	0				
			2P	60° Angle Parking (Rear to Kerb) 8:30am-6pm (Mon-Fri) & 8:30am-12:30pm (Sat)	5	1	3	4	5	4	3	2	1	1				
			Disabled		1	0	1	1	0	0	0	0	0	0	0			
			2P	60° Angle Parking (Rear to Kerb) 8:30am-6pm (Mon-Fri) & 8:30am-12:30pm (Sat)	14	6	10	10	13	12	3	6	0	2				
	No Stopping			-	0	0	0	0	0	0	0	0	0	0				
	No Stopping			-	0	0	0	0	0	0	0	0	0	0				
	No Parking		Vehicles Over 10t Gum 60° Angle Parking (Rear to Kerb) Vehicles Under 6m Only	8	4	4	3	5	2	0	0	0	0	0				
	2P		60° Angle Parking (Rear to Kerb) 8:30am-6pm (Mon-Fri) & 8:30am-12:30pm (Sat)	12	5	5	6	6	4	2	2	0	1					
	Disabled			1	0	0	0	0	0	0	0	0	0	0				
	2P		60° Angle Parking (Rear to Kerb) 8:30am-6pm (Mon-Fri) & 8:30am-12:30pm (Sat)	6	1	4	4	2	2	1	0	0	0	0				
	No Stopping			-	0	0	0	0	0	0	0	0	0	0				
	No Restriction		60° Angle Parking Rear to Kerb Vehicles Under 6m Only	16	6	12	13	9	7	6	5	3	3					
	No Stopping		-	0	0	0	0	0	0	0	0	0	0					
	South	Lewis St & Church St	Bus Zone	8:30am-6pm (Mon-Fri) & 8:30am-2pm (Sat)	6	0	0	0	0	0	0	0	0	0	0			
			2P	60° Angle Parking (Rear to Kerb) 8:30am-6pm (Mon-Fri) & 8:30am-12:30pm (Sat)	22	22	22	22	21	17	16	8	17	10				
			Disabled		1	1	1	1	1	1	0	0	0	0	0			
			2P	60° Angle Parking (Rear to Kerb) 8:30am-6pm (Mon-Fri) & 8:30am-12:30pm (Sat)	14	13	13	13	13	11	10	10	6	2				
			No Stopping		-	0	0	0	0	0	0	0	0	0	0			
			2P	60° Angle Parking (Rear to Kerb) 8:30am-6pm (Mon-Fri) & 8:30am-12:30pm (Sat)	1	1	1	1	0	0	0	0	0	1				
			No Stopping		-	0	0	0	0	0	0	0	0	0	0			
			2P	60° Angle Parking (Rear to Kerb) 8:30am-6pm (Mon-Fri) & 8:30am-12:30pm (Sat)	5	4	5	5	4	5	2	2	2	5				
		Church St & Perry St	2P	60° Angle Parking (Rear to Kerb) 8:30am-6pm (Mon-Fri) & 8:30am-12:30pm (Sat)	20	7	10	9	3	3	2	1	8	17				
			Bus Zone		-	0	0	0	0	1	0	0	0	0	0			
			Parallel Parking	Cars With Caravans Only	4	3	2	3	0	0	1	3	3	3				
			Parallel Parking		7	0	0	0	2	1	1	0	2	2	6			
			Total					258	127	153	156	141	124	81	68	86	103	
									49%	59%	60%	55%	48%	31%	26%	33%	40%	
			West	Denison St & Gladstone St	No Restriction	60° Angle Parking	39	3	3	3	3	3	3	3	3	3	3	
					Gladstone St & Mortimer St	No Restriction	60° Angle Parking	34	1	2	5	3	4	4	6	6	6	
					Mortimer St & Market St	No Restriction	60° Angle Parking(Rear to Kerb)	9	0	1	1	1	1	1	0	3	9	
						Disabled	8:30am-9:30am & 3pm-4pm (School Days)	17	4	4	3	3	4	4	0	3	15	
						Bus Zone	8:30am-9:30am & 3pm-4pm (School Days)	1	0	0	0	0	0	0	0	0	0	0
						No Stopping		-	0	0	0	0	0	0	0	0	0	0
	East	Market St & Short St		No Restriction	60° Angle Parking(Rear to Kerb)	9	0	0	0	0	3	2	2	6	8			
				Short St & Market St	No Restriction	15	0	2	0	2	2	0	0	0	0	1		
					No Restriction	14	0	1	0	1	1	1	1	1	0			
		Market St & Mortimer St		No Restriction	60° Angle Parking (No Board)	26	2	3	3	3	4	6	5	5	14			
				2P	60° Angle Parking (Rear to Kerb) 8:30am-6pm (Mon-Fri) & 8:30am-12:30pm (Sat)	9	4	6	6	3	3	3	3	4	4	7		
				No Restriction	60° Angle Parking (No Board)	12	0	1	1	2	3	1	1	1	1	1		
	North	Mortimer St & Gladstone St	No Restriction	60° Angle Parking	35	8	9	8	10	8	10	9	6	6				
Gladstone St & Denison St			No Restriction	49	2	3	4	3	3	3	4	3	4	3				
Total					288	14	35	34	35	39	38	34	42	74				
						8%	12%	12%	12%	14%	13%	12%	15%	26%				
Douro St & Perry St			No Restriction		31	8	8	6	5	5	5	5	5	5	5			
			2P	60° Angle Parking (Rear to Kerb) 8:30am-6pm (Mon-Fri) & 8:30am-12:30pm (Sat)	9	7	5	5	8	6	7	8	6	6				
		Bus Zone	8:30am-6pm (Mon-Fri)	-	0	0	0	0	0	0	0	0	0	0				
		2P	60° Angle Parking (Rear to Kerb) 8:30am-6pm (Mon-Fri) & 8:30am-12:30pm (Sat)	5	5	4	3	5	5	5	5	3	4					
		Taxi Zone	6am-7pm (Parallel Park for Taxi)	4	1	1	1	1	1	1	1	1	1	1				
		Disabled		1	1	0	0	0	0	0	0	0	0	0				
		2P	60° Angle Parking (Rear to Kerb) 8:30am-6pm (Mon-Fri) & 8:30am-12:30pm (Sat)	3	3	2	2	3	3	2	3	3	1					
		No Parking		-	0	0	0	0	0	0	0	0	0	0				
	2P	60° Angle Parking (Rear to Kerb) 8:30am-6pm (Mon-Fri) & 8:30am-12:30pm (Sat)	5	5	3	2	4	5	5	5	4	2						
	No Parking		-	0	0	0	0	0	0	0	0	0	0					
Mortimer St	Perry St & Church St	2P	60° Angle Parking (Rear to Kerb) 8:30am-6pm (Mon-Fri) & 8:30am-12:30pm (Sat)	9	5	8	7	9	9	6	7	7	6					
		2P	60° Angle Parking (Rear to Kerb) 8:30am-6pm (Mon-Fri) & 8:30am-12:30pm (Sat)	8	3	4	6	7	7	3	8	6	5					
		No Stopping		-	0	0	0	0	0	0	0	0	0	0				
		Bus Zone	8:30am-6pm (Mon-Fri)	-	0	0	0	0	0	0	0	0	0	0				
		No Stopping		-	0	0	0	0	0	0	0	0	0	0				
		No Restriction	60° Angle Parking (Rear to Kerb)	18	4	6	8	8	11	12	12	14	10					
	Church St & Lewis St	No Stopping		-	0	0	0	0	0	0	0	0	0	0				
		No Stopping		-	0	0	0	0	0	0	0	0	0	0				
		No Restriction	60° Angle Parking (Rear to Kerb)	23	6	11	15	16	10	4	3	5	0					
		No Restriction		-	0	0	0	0	0	0	0	0	0	0				
		No Restriction		-	0	0	0	0	0	0	0	0	0	0				
		No Restriction		-	0	0	0	0	0	0	0	0	0	0				

	South	Lewis St & Church St	No Stopping	60' Angle Parking (Rear to Kerb) 8:30am-6pm (Mon-Fri) & 8:30am-12:30pm (Sat)	-	0	0	0	0	0	0	0	0	0	0	0	0	0		
			2P		13	5	7	9	10	10	8	8	11	6						
			No Parking		-	0	0	0	0	0	0	0	0	0	0	0	0	0		
			2P + Taxi Zone	2P - 60' Angle Parking (Rear to Kerb) 8:30am-6pm (Mon-Fri) & 8:30am-12:30pm (Sat) / Taxi Zone - 7pm-6am	9	2	5	6	5	5	7	7	5	3						
			No Stopping		-	0	0	0	0	0	0	0	0	0	0	0	0	0		
		Bus Stop		-	0	0	0	0	0	0	0	0	0	0	0	0	0			
		Disabled		1	0	0	0	0	1	1	0	1	1							
		Church St & Perry St	2P	60' Angle Parking (Rear to Kerb) 8:30am-6pm (Mon-Fri) & 8:30am-12:30pm (Sat)	5	2	1	4	5	5	4	4	5	4						
			No Parking		-	0	0	0	0	0	0	0	0	0	0	0	0	0		
			2P	60' Angle Parking (Rear to Kerb) 8:30am-6pm (Mon-Fri) & 8:30am-12:30pm (Sat)	4	2	3	3	4	4	4	3	4	3						
			No Stopping		-	0	0	0	0	0	0	0	0	0	0	0	0	0		
			2P	60' Angle Parking (Rear to Kerb) 8:30am-6pm (Mon-Fri) & 8:30am-12:30pm (Sat)	4	4	4	4	3	4	3	3	2	4						
			No Parking		-	0	0	0	0	0	0	0	0	0	0	0	0	0		
			Disabled		1	0	0	0	0	0	0	1	0	1						
			No Parking		-	0	0	0	0	0	0	0	0	0	0	0	0	0		
		Perry St & Douro St	2P	60' Angle Parking	29	9	12	19	18	19	19	22	20	16						
			No Restriction	60' Angle Parking	39	2	2	5	5	4	4	4	4	4						
Total					221	74	86	105	116	114	104	109	106	85						
% Capacity						13%	19%	48%	52%	52%	47%	49%	48%	18%						
Church St	West	Denison St & Gladstone St	No Stopping		-	0	0	0	0	0	0	0	0	0	0	0	0	0		
			2P	45' Angle Parking (Rear to Kerb Vehicles Under 6m Only) 8:30am-6pm (Mon-Fri) & 8:30am-12:30pm (Sat)	41	3	0	1	1	2	3	2	2	2						
			No Stopping		-	0	0	0	0	0	0	0	0	0	0	0	0	0		
			No Restriction	60' Angle Parking (Rear to Kerb Vehicles Under 6m Only)	6	2	1	1	1	3	5	5	1	2						
			No Parking		-	0	0	0	0	0	0	0	0	0	0	0	0	0		
		Gladstone St & Mortimer St	No Restriction	All Day 60' Angle Parking (Rear to Kerb Vehicles Under 6m Only)	1	1	1	1	1	1	1	1	0	0						
			No Parking		-	0	0	0	0	0	0	0	0	0	0	0	0	0		
			No Restriction	All Day 60' Angle Parking (Rear to Kerb Vehicles Under 6m Only)	6	6	5	5	5	6	6	4	3	2						
			No Parking		-	0	0	0	0	0	0	0	0	0	0	0	0	0		
			2P	60' Angle Parking (Rear to Kerb) 8:30am-6pm (Mon-Fri) & 8:30am-12:30pm (Sat)	3	3	2	1	2	2	2	2	0	1						
			No Stopping		-	0	0	0	0	0	0	0	0	0	0	0	0	0		
			2P	60' Angle Parking (Rear to Kerb) 8:30am-6pm (Mon-Fri) & 8:30am-12:30pm (Sat)	14	14	11	11	8	13	11	7	0	3						
			Disabled		1	0	0	1	1	0	1	1	0	0						
			2P	60' Angle Parking (Rear to Kerb) 8:30am-6pm (Mon-Fri) & 8:30am-12:30pm (Sat)	4	4	4	3	3	3	3	1	0	1						
			No Stopping		-	0	0	0	0	0	0	0	0	0	0	0	0	0		
			Mortimer St & Market St	2P	60' Angle Parking (Rear to Kerb) 8:30am-6pm (Mon-Fri) & 8:30am-12:30pm (Sat)	39	38	30	36	36	24	29	21	5	13					
				Loading Zone	8:30am-5pm (Mon-Fri) & 8:30am-12pm (Sat)	2	1	0	0	1	2	2	1	0	0					
		2P		60' Angle Parking (Rear to Kerb) 8:30am-6pm (Mon-Fri) & 8:30am-12:30pm (Sat)	4	4	3	3	4	3	3	0	1	2						
		Disabled			1	0	0	0	0	0	0	0	0	0	0	0	0	0		
		Market St & Short St	2P	60' Angle Parking (Rear to Kerb) 8:30am-6pm (Mon-Fri) & 8:30am-12:30pm (Sat)	19	11	12	15	14	14	12	13	14	8						
			No Parking		-	0	0	0	0	0	0	0	0	0	0	0	0	0		
			Loading Zone	9am-5:30pm (Mon-Fri) & 9am-12noon (Sat)	1	0	0	1	1	0	0	0	0	1	0					
		East	Short St & Market St	2P	60' Angle Parking (Rear to Kerb) 8:30am-6pm (Mon-Fri) & 8:30am-12:30pm (Sat)	1	0	0	0	0	0	0	0	1	0					
				No Parking		-	0	0	0	0	0	0	0	0	0	0	0	0	0	
				2P	60' Angle Parking (Rear to Kerb) 8:30am-6pm (Mon-Fri) & 8:30am-12:30pm (Sat)	6	3	4	5	6	6	5	5	6	5					
				No Parking		-	0	0	0	0	0	0	0	0	0	0	0	0	0	
				Market St & Mortimer St	2P	60' Angle Parking (Rear to Kerb) 8:30am-6pm (Mon-Fri) & 8:30am-12:30pm (Sat)	10	3	6	7	9	7	5	1	2	1				
					2P	60' Angle Parking (Rear to Kerb) 8:30am-6pm (Mon-Fri) & 8:30am-12:30pm (Sat)	3	3	2	2	3	2	2	0	0	1				
					No Stopping		-	0	0	0	0	0	0	0	1	0	0	0	0	0
					2P	60' Angle Parking (Rear to Kerb) 8:30am-6pm (Mon-Fri) & 8:30am-12:30pm (Sat)	13	13	9	11	13	9	7	5	1	3				
					No Stopping		-	0	0	0	0	0	0	0	0	0	0	0	0	0
					Disabled		1	0	1	0	1	0	1	1	0	0				
					2P	60' Angle Parking (Rear to Kerb) 8:30am-6pm (Mon-Fri) & 8:30am-12:30pm (Sat)	7	5	3	5	7	5	4	5	3	4				
					Loading Zone	8:30am-5pm (Mon-Fri) & 8:30am-12pm (Sat)	2	0	0	0	0	2	1	1	0	1				
			2P		60' Angle Parking (Rear to Kerb) 8:30am-6pm (Mon-Fri) & 8:30am-12:30pm (Sat)	14	10	9	12	14	12	10	7	3	6					
			Disabled			1	0	1	1	1	1	1	0	0	0	1				
			No Stopping			-	0	0	0	0	0	0	0	0	0	0	0	0	0	
			Mortimer St & Gladstone St		2P	60' Angle Parking (Rear to Kerb) 8:30am-6pm (Mon-Fri) & 8:30am-12:30pm (Sat)	3	3	2	3	3	3	2	3	0	0				
				No Parking		-	0	0	0	0	0	0	0	0	0	0	0	0	0	
				2P	60' Angle Parking (Rear to Kerb) 8:30am-6pm (Mon-Fri) & 8:30am-12:30pm (Sat)	2	1	1	2	1	2	1	1	0	0					
				No Parking		-	0	0	0	0	0	0	0	0	0	0	0	0	0	
				2P	60' Angle Parking (Rear to Kerb) 8:30am-6pm (Mon-Fri) & 8:30am-12:30pm (Sat)	2	0	1	1	1	2	1	1	0	1					
				No Parking		-	0	0	0	0	0	0	0	0	0	0	0	0	0	
				2P	60' Angle Parking (Rear to Kerb) 8:30am-6pm (Mon-Fri) & 8:30am-12:30pm (Sat)	2	2	2	1	0	1	2	1	0	0					
				No Stopping		-	0	0	0	0	0	0	0	0	0	0	0	1		
				Disabled		1	0	0	0	0	1	1	0	0	0					
		2P		60' Angle Parking (Rear to Kerb) 8:30am-6pm (Mon-Fri) & 8:30am-12:30pm (Sat)	7	4	4	5	3	4	6	3	2	2						
		No Stopping			-	0	0	0	0	0	0	0	0	0	0	0	0	0		
		No Stopping			-	0	0	0	0	0	0	0	0	0	0	0	0	0		
		Gladstone St & Denison St	2P	60' Angle Parking (Rear to Kerb) 8:30am-6pm (Mon-Fri) & 8:30am-12:30pm (Sat)	6	4	3	2	2	2	2	1	1	0	1					
			No Parking		-	0	0	0	0	0	0	0	0	0	0	0	0	0		
			2P	45' Angle Parking (Rear to Kerb Vehicles Under 6m Only) 8:30am-6pm (Mon-Fri) & 8:30am-12:30pm (Sat)	26	2	1	1	0	0	1	1	0	2						
			No Stopping		-	0	0	0	0	0	0	0	0	0	0	0	0	0		
			Total		267	152	130	150	151	146	145	105	50	70	41	43				
		% Capacity						57%	49%	56%	57%	55%	54%	39%	19%	26%				
		Gladstone St	North	Douro St & Perry St	No Restriction	60' Angle Parking	29	6	5	8	11	12	12	13	13	13				
				No Stopping		-	0	0	0	0	0	0	0	0	0	0	0	0	0	
Perry St & Farthing Ln	No Restriction				-	0	0	0	0	0	0	0	0	0	0	0	0			
Farthing Ln & Church St	No Restriction			60' Angle Parking	27	5	4	5	6	7	4	4	4	6						
Church St & Lewis St	No Restriction			2P	8	3	2	1	1	2	0	0	0	0	0	0	0			
South	Lewis St & Church St		No Restriction	60' Angle Parking	33	4	5	6	6	5	5	5	5	5						
	Church St & Perry St		No Restriction	60' Angle Parking	33	3	3	6	7	7	8	6	7	7						
	Perry St & Douro St		No Restriction	60' Angle Parking	35	7	6	6	4	4	3	3	5	5						
Total					30	8	9	10	10	10	6	6	6	6						
% Capacity					204	37	35	43	46	47	39	39	41	43						
						18%	17%	21%	23%	23%	19%	19%	20%	21%						
West	Denison St & Gladstone St	No Stopping		-	0	0	0	0	0	0	0	0	0	0	0	0	0			
		No Restriction		17	0	0	0	0	0	0	0	0	0	0	0	0	0			
		Gladstone St & Mortimer St	No Restriction	19	3	3	3	2	3	3	3	5	5							
		Mortimer St & Market St	No Restriction	26	7	8	9	3	3	1	2	4	5							
		Market St & Short St	No Restriction	14	0	0	0	0	0	0	0	0	0	0	7					
Short St & Market St	No Restriction	22	0	0	0	0	0	0	0	0	1	3	6							

Douro St	East	Market St & Mortimer St	No Restriction	10	7	4	7	4	3	2	2	4	7		
		Mortimer St & Lovejoy St	No Restriction	8	0	0	0	0	0	0	0	0	0		
		Mortimer St & Gladstone St	No Restriction	11	2	2	2	2	2	1	3	3	3		
			No Parking	-	0	0	0	0	0	0	0	0	0		
			No Restriction	1	1	0	0	0	0	0	0	0	0		
			No Stopping	-	0	0	0	0	0	0	0	0	0		
			No Restriction	5	0	0	0	2	2	4	1	1	1		
		Gladstone St & Denison St	No Restriction	21	0	0	0	0	0	0	0	0	0		
No Stopping	-	0	0	0	0	0	0	0	0	0					
Total				154	20	17	21	13	13	11	12	20	34		
Perry St	West	Denison St & Gladstone St	No Stopping	-	0	0	0	0	0	0	0	0	0		
			No Parking	20	0	0	0	0	0	0	0	0	0		
			Bus Zone	9	0	0	0	0	0	0	0	0	0		
			No Parking	16	0	0	0	0	0	0	0	0	0		
		Gladstone St & Mortimer St	No Restriction	8	1	1	1	1	1	1	0	0	0		
			No Restriction	10	4	4	1	2	3	3	4	4	5		
			No Restriction	36	11	11	13	13	4	4	2	5	5		
			Disabled	4	0	0	0	0	0	0	0	0	0		
		No Stopping	2	0	0	0	0	0	0	0	0	0			
		No Restriction	11	5	5	6	6	6	6	4	4	0			
		Mortimer St & Lovejoy St	60' Angle Parking (Rear to Kerb) Vehicles Under 6m Only	24	10	12	8	9	2	2	0	0	0		
			2P	-	0	0	0	0	0	0	0	0	0		
			No Stopping	-	0	0	0	0	0	0	0	0	0		
			No Stopping	-	0	0	0	0	0	0	0	0	0		
		Lovejoy St & Market St	No Restrictions + Bus Zone	22	15	16	15	15	13	13			13		
			No Restrictions - 60' Angle Parking (Rear to Kerb) / Bus zone - 8am-9:30am & 2:30pm-4pm School Days Only	-	0	0	0	0	0	0	0	0	0		
			No Stopping	1	0	0	1	1	0	1			0		
			Disabled	3	1	3	1	3	1	1			0		
		East	Market St & Short St	60' Angle Parking (Rear to Kerb) 8:30am-6pm (Mon-Fri) & 8:30am-1pm (Sat)	-	0	0	0	0	0	0	0	0	0	
				No Stopping	-	0	0	0	0	0	0	0	0	0	
	2P			2	0	2	2	2	2	1	0		0		
	No Stopping			-	0	0	0	0	0	0	0	0	0		
	No Stopping			-	0	0	0	0	0	0	0	0	0		
	2P			10	1	5	6	6	2	3			0		
	60' Angle Parking (Rear to Kerb) 8:30am-6pm (Mon-Fri) & 8:30am-1pm (Sat)			-	0	0	0	0	0	0	0	0	0		
	No Stopping			-	0	0	0	0	0	0	0	0	0		
	Short St & Market St		No Stopping	-	0	0	0	0	0	0	0	0	0		
			Market St & Lovejoy St	60' Angle Parking (Rear to Kerb) 8:30am-6pm (Mon-Fri) & 8:30am-1pm (Sat)	27	10	11	14	12	13	6			10	
				No Stopping	-	0	0	0	0	0	0	0	0	0	
				No Stopping	-	0	0	0	0	0	0	0	0	0	
	2P			15	10	11	13	4	4	0			0		
	Lovejoy St & Mortimer St		No Stopping	-	0	0	0	0	0	0	0	0	0		
			2P	-	0	0	0	0	0	0	0	0	0		
			2P	7	2	2	2	4	4	2			1		
		Mortimer St & Gladstone St	No Restriction	44	17	20	26	17	18	11			11		
	Gladstone St & Denison St	No Stopping	-	0	0	0	0	0	0	0	0	0			
		No Restriction	32	5	5	7	10	10	10			9			
	Total				303	92	108	116	105	82	63			54	
	Off Street														
	Area 1			No Restriction	32	0	0	0	2	0	0				
Disabled				1	0	0	0	0	0	0	0				
Disabled				1	0	0	0	0	0	0	0				
No Restriction				21	1	1	3	1	1	1					
Disabled				1	0	0	0	0	0	0					
No Restriction				56	2	3	7	7	4	3					
Disabled				1	0	0	0	0	0	0					
No Restriction				81	27	25	29	28	13	13					
No Parking				-	0	0	0	0	0	0	0				
Total				194	30	29	39	38	18	17					
Area 2			No Restriction	11	8	7	10	9	7	7					
			Disabled	1	0	0	0	0	0	0					
			No Restriction	7	2	3	7	6	5	5					
			No Restriction	9	3	4	9	8	7	8					
			No Restriction	8	2	1	7	8	5	2					
			No Restriction	17	4	6	17	13	14	9					
			No Restriction	18	5	5	13	13	12	13					
			Total	71	24	26	63	57	50	44					
Area 3			No Restriction	15	13	11	10	10	12	13					
			Disabled	1	0	0	0	0	0	0					
			No Restriction	46	27	27	31	36	38	36					
			No Restriction	9	9	6	7	7	7	8					
			Disabled	1	0	0	1	1	1	0					
			No Restriction	9	9	8	9	9	8	7					
			2P	1	0	0	0	0	0	0					
			No Restriction	44	31	34	34	31	30	31					
			Disabled	1	0	0	0	1	0	0					
			No Restriction	8	7	7	8	7	3	3					
			2P	1	0	0	0	0	0	0					
			Disabled	2	0	0	0	0	0	0					
			No Restriction	8	4	5	6	6	7	5					
			No Restriction	1	0	0	0	0	0	0					
			Disabled	1	0	0	0	0	1	1					
			No Restriction	22	9	14	15	14	17	18					
			Loading Zone	3	0	0	0	0	1	0					
			No Parking	-	0	0	0	0	0	0					
			Loading Zone	6	0	0	1	2	3	4					
			Total				179	109	112	122	124	128	126		
Area 4			2P	89	49	66	75	80	64	72	56	51	50		
			Disabled	2	0	0	2	1	2	2	2	1	1		
			Loading Zone	2	2	2	2	2	2	2	2	2	2		
			Total	93	51	68	79	83	68	76	60	54	53		

About Cardno

Cardno is a professional infrastructure and environmental services company, with expertise in the development and improvement of physical and social infrastructure for communities around the world. Cardno's team includes leading professionals who plan, design, manage and deliver sustainable projects and community programs. Cardno is an international company listed on the Australian Securities Exchange [ASX:CDD].

Contact

West Perth

11 Harvest Terrace
West Perth WA 6005

PO Box 447
West Perth WA 6872

Phone +61 8 9273 3888
Fax +61 8 9486 8664

wa@cardno.com.au
www.cardno.com