

O22 [EO-OC] Murwillumbah CBD Parking Study

ORIGIN:

Planning & Infrastructure

SUMMARY OF REPORT:

This report investigates the current status of the provision and adequacy of public and private car parking within the Murwillumbah Central Business District (CBD). The findings and recommendations of this report provide background information for the Murwillumbah Locality Plan currently in preparation.

This report has 3 parts. Part A involves an estimation of the demand generated by businesses in the CBD. The theoretical estimate for the number of car parking spaces needed by CBD businesses is 2092 and as only 900 are provided on-site there is a shortfall of 1192 that needs to be supplied on street or in public car parks. Modern development control standards did not exist when the majority of the Murwillumbah CBD was constructed and it is common in older towns for a shortfall in private on-site parking to occur.

Part B discusses the observed adequacy of on-street and off-street public car parking provided by Tweed Shire Council in assisting to meet the overflow demand for parking generated in the CBD. In this regard Tweed Shire Council provides 948 spaces (484 on-street and 464 off-street).

Car parking surveys were undertaken in October and November 2006 over 5 days, 2 of which were in the NSW October school holidays. Attachment A provides the detailed results. The survey reveals that a minimum of 33 spaces (7%) of the public off-street car parks and 61 spaces (13%) of on-street car parks are vacant during the survey period. The number of vacant spaces is much higher between 9:00 and 10:00am and after 1:00pm. It is acknowledged that these spaces may not be in a location where customers are expecting them and are scattered throughout the CBD which means they may be difficult to locate and this generates the need for customers to circulate within the CBD road network searching for vacant spaces which can cause frustration.

The report also discusses the parking impact of extensions to the Civic Centre and the Murwillumbah Memorial Pool Complex and Multi-level Car Park.

Whilst the theoretical calculated shortfall in the total number of car parking spaces in the CBD is 244 spaces (1192 - 948), this shortfall is based on the estimated demand for 2092 car parking spaces in the CBD. After the construction of the multi-level car park this decreases to 151 spaces. It is acknowledged that it would be ideal to have the 2092 car parking spaces in the CBD and whilst the theoretical shortfall of 244 spaces is not ideal, car parking spaces are available but can be difficult to locate. It can therefore be concluded from this report that even without the proposed multi-level car park at the pool complex, public car parking provision is not at a critical stage as public car parking spaces are available. This report examines options for improved car parking supply and makes recommendations on policy and physical options to ensure that the supply of customer car parking for future development in the CBD is provided at appropriate rates. It also explores methods to increase and manage customer car parking and public parking more effectively.

RECOMMENDATION:

That Council:-

- 1. In accordance with the Environmental Planning & Assessment Regulation amend Development Control Plan No. 2 (DCP2) Site Access and Parking Code, V1.1, to remove the Local Area Customer car parking concession of 30% provided in Section 4.8, from Murwillumbah.**
- 2. Ensure all new developments in Murwillumbah provide on-site car parking in compliance with Development Control Plan No. 2 Site Access and Parking Code, rather than making monetary contributions, unless exceptional circumstances (such as adverse impacts on street frontages) can be demonstrated.**
- 3. Ensure that applications for outdoor dining in Murwillumbah that consume on street parking are refused unless the business can physically provide the lost on-street car parking spaces with equivalent on-site car parking spaces.**
- 4. Request the Murwillumbah District Business Chamber to advise business operators that have development consent conditions requiring customer car parking to clearly signpost their private car parks for customers and remove “reserved for staff” car parking spaces.**
- 5. Review Murwillumbah parking regulation to optimise time restricted and unrestricted parking zones within the CBD in consultation with the Murwillumbah District Business Chamber.**
- 6. Defer any consideration of the introduction of parking meters into the CBD.**
- 7. Advises the Murwillumbah District Business Chamber that should businesses wish to pursue a physical solution to provide additional car parking (such as a new car park), Council would be prepared to enter into negotiations with the Chamber to consider the**

introduction of a “special rate for car parking” to be applied to all Murwillumbah businesses.

- 8. Considers the conversion of the council owned property at 113 Wollumbin Street adjacent to the existing car park to provide about 30 new car parking spaces as a medium to long term project.**
- 9. Request the Murwillumbah District Business Chamber to facilitate the amalgamation of private car parks in Proudfoots Lane in conjunction with Proudfoots Lane upgrade to maximise parking opportunities.**
- 10. Defers consideration of a covered walkway from the South Murwillumbah public car parks to the Murwillumbah CBD.**

REPORT:

INTRODUCTION

This report investigates the provision and adequacy of public and private parking within the Murwillumbah Central Business District (CBD). The report has been broken into three parts:-

- Part A - Estimation of demand for private parking by individual businesses as per Council's Development Control Plan No. 2 (DCP2) Site Access and Parking code; or Roads & Traffic Authority Guide to Traffic Generating Developments; and
- Part B - Adequacy of on-street and off-street car parking as provided by Tweed Shire Council.
- Part C - Proposed actions to identify potential solutions to include the provision of additional car parking and managing both public and private car parking with improved efficiency.

This study attempts to reconcile the demand for parking created by businesses within the Murwillumbah CBD (see figure 1) with the supply of both private and public car parking.

This report addresses the long term parking needs for the Murwillumbah CBD and does not attempt to ameliorate short term impacts on parking availability such as the construction of the pool and multi-level car park. These short term impacts will be the subject of a future report to Council.

PART A - THEORETICAL ESTIMATION OF DEMAND FOR PRIVATE PARKING

This section of the report estimates the demand for car parking generated by existing businesses within the Murwillumbah CBD. It is an estimate only based on data available to Council during the preparation of the report.

Methodology

For the purposes of this study, buildings within the Murwillumbah CBD were classed as either single or multi storey. Gross Floor Area (GFA) was determined from aerial photography and business types were classified according to DCP2 Site Access And Parking Code, as follows:-

Automotive car repair station	Gym
Art	Hotel
Bank	Medical Consulting
Bottle shop	Motor showroom car sales
Car sales	Motor trade e.g. Tyres
Church	Motel
Cinema	Nursery
Club	Residential
Professional consulting	Restaurant
Commercial	Shop
Fast food	TAFE
	Vet

Additional information collected included the number of staff, the number of tables at restaurants, cafés and take-a-ways. The number of automotive work bays and the number of consulting medical rooms were also determined.

Private business parking requirements for the CBD was then calculated in three ways and compared to the parking requirements as adopted by Tweed City.

Method 1	A specific car-parking rate was applied to each business classification to determine the number of car parks required, as per Council's development control plan for car parking in new developments (Section 4.9 of DCP2 Site Access and Parking Code).
Method 2	The Roads & Traffic Authority (RTA) rate of 4.1 spaces/100m ² for large shopping centres exceeding 30,000m ² was applied to the calculated Gross Lettable Floor Area (GLFA). The GLFA is assumed at 75% of Gross Floor Areas as it excludes lifts, stairs, staff rooms etc.
Tweed City	The Tweed City parking rate of 4.6 spaces/100m ² was applied to the calculated Murwillumbah business district GLFA for comparative purposes.

Assumptions

This investigation excludes:-

- TAFE;
- RSL;
- Shops West of Nullum Street; and
- South Murwillumbah

Results

The Murwillumbah CBD is considered a large retail centre attracting multiple trip ends. That is, consumers will visit multiple stores during the one visit and given the relatively compact size of the CBD and the variety of shops available.

The estimated Gross Floor Area (GFA) for the Murwillumbah CBD was 85,161m², with a calculated GLFA of 63,870m².

Table 1 GLFA and Required Vehicle Spaces For Murwillumbah CBD

	GLFA Murwillumbah CBD (m ²)	Vehicle Parking Rate (spaces/100m ²)	Vehicle Parking Spaces Required (spaces)	DCP2 (ESD) ## Reduced by 80%
Method 1	63870	5.03*	3218	2574
Method 2	63870	4.10**	2615	2092
Method 3	63870	4.60***	2938	2350

* Vehicle parking rate determined by using vehicle parking space requirements (calculated from method 1) divided by GLFA (calculated by Method 2)

** RTA rate of 4.1 spaces/100m² for large centres greater than 30,000m² GLFA

*** Tweed City rate of 4.6 spaces/100m² (Tweed City Shopping Centre Proposed Extensions for comparison purposes– Traffic Engineering Report 2006)

ESD - Ecologically Sustainable Development

To support Council's Strategic Plan, ecologically sustainable development and reduced car dependence principles of this plan, the car parking requirements of the Murwillumbah CBD may be reduced to 80% of that calculated, as shown in Table 1.

As can be seen from Table 1 the vehicle parking rate determined by all methods closely match the vehicle parking rate adopted by Tweed City and result in a range from 2092 car park spaces to 2574 spaces.

Given that the GLFA of the Murwillumbah CBD is much greater than 30,000m², its relatively compact nature and its multi use attraction for consumers and the results in Part B, the RTA rate of 4.1spaces/100m², with a resultant parking space requirement of 2092 spaces, is considered the most appropriate representation of the car parking demand for the Murwillumbah CBD.

The observed private parking provided by business within the Murwillumbah CBD is approximately 900 spaces, leaving a short fall of 1192 spaces (2092–900=1192) required to adequately service the private business in the CBD.

This means that adequate on-site parking has historically not been provided by individual businesses and is a function of the CBD's age and the relatively recent introduction of DCP2 – Site Access And Parking Code. This result is not unique to Murwillumbah with similar shortfalls in on-site parking observed in many older CBD areas.

Historically, businesses and the community have relied upon Tweed Shire Council to address this shortfall in the form of on-street and public off-street parking.

In summary, private businesses in the Murwillumbah CBD generate an estimated demand for 2092 car parking spaces to meet the needs of their customers. In newer developments, such parking is provided by the private businesses, not relying on public car parking. Due to the age of the CBD and relatively recent introduction of DCP2, approximately 900 car parking spaces are provided on privately owned land. Many of these spaces are marked as "reserved" for particular owners making them

unavailable for customers (in Proudfoots Lane 69 spaces on private land are reserved).

Part B will address the adequacy of on-site and off-site parking within the Murwillumbah CBD.

PART B - ADEQUACY OF ON-STREET AND OFF-STREET CAR PARKING (OCTOBER/NOVEMBER 2006)

Methodology

A parking survey was undertaken of the Murwillumbah CBD to determine current on-street and off-street car parking demand during business hours. The study was confined to the central CBD bound by Nullum St in the West to Commercial Rd in the East, Main St in the North and King St in the South. (See Figure 1).

The parking survey was undertaken hourly from 9.00am to 4.00pm on the following days:-

- Thursday 05/10/06 and Friday 06/10/06 (during school holidays)
- Thursday 19/10/06 and Friday 27/10/06
- Wednesday 01/11/06

Data derived from the parking survey was analysed to determine peak usage for both on street and off street parking.

The adequacy of public parking within the Murwillumbah CBD was then related back to the on site car parking shortfall as discussed in Part A.

Assumptions

The following items were excluded from the parking study:-

- Private car parks and gated car parks;
- Taxi ranks, Police parking and loading zones; and
- South Murwillumbah commercial zone.

Results

Tweed Shire Council supplies public parking in the form of on-street and off-street public parking. Total public parking provided is 948 spaces composed of 484 on-street and 464 off-street parking. Thursday is a busier day than Friday and Wednesday with peak usage times between 10.00 and 12.00pm.

While off-street parking is more heavily utilised than on-street parking, the survey showed that even during peak usage time, some form of parking was always available.

Refer Attachment A – Parking Availability Survey Data. The collected data of vacant car spaces is listed in 18 sub areas for various times during the day surveyed.

Refer Attachment B – Murwillumbah CBD Map. This map shows the data collection areas (1 to 10) for the Murwillumbah CBD.

On Street Parking

Table 2 lists cumulative on-street car park vacancies available in the Murwillumbah CBD during peak usage times. Table 2 shows that Thursday is the busiest day with between 61 and 91 on-street vacancies available during peak usage times (10.00am to 12.00pm) for the CBD followed by Friday and Wednesday.

On-street parking is less heavily utilised than off-street parking primarily due to parking regulations. In general, between 61 (13%) and 103 (21%) on-street parking spaces were available at various times during the peak usage period (10.00am to 12.00pm).

Table 2 Murwillumbah CBD On Street Parking Vacancies During Peak Usage (10:00am to 12:00pm) (484 total spaces available)

Date	No. of Vacant Spaces 10:00am - 12:00pm		
	Wednesday	Thursday	Friday
5/10/06	-	77 to 103	-
6/10/06	-	-	123 to 139
19/10/06	-	61 to 91	-
27/10/06	-	-	83 to 90
1/11/06	114 to 124	-	-

Main St (Area 2), Queen St (Area 3), Brisbane St Nth of Wollumbin St (Area 6) and King St (Area 8) were the most heavily used on-street parking, with vacancy rates of 0 to 13 spaces during the peak period.

Wollumbin St West of Brisbane St (Area 10), Proudfoots Lane East and West of Brisbane St (Areas 5 & 7), and Brisbane St Sth of Wollumbin St (Area 9) had the least utilised on street parking with vacancy rates between 5 and 19 spaces during the peak period.

Refer Addendum A – On-Street and Off-Street Parking Charts, Tables 1, 2, 3

The data collected clearly shows that vacant on-street parking is available but as expected, the prime on-street parking in Main Street is in higher demand than other locations but spaces can be found in other locations such as Proudfoots Lane. Customers may need to walk relatively short distances to their destinations (it is 380m from the Pool to the Post Office) whilst for comparison purposes, at Tweed City it is between 175m and 225m to Woolworths from the undercover car park.

Off-Street Car Parking

Table 3 lists cumulative off-street car park vacancies available in the Murwillumbah CBD during peak usage times. Table 3 shows that Thursday is the busiest day with between 33 (7%) and 60 (12%) off-street vacancies available during peak usage times (10.00am to 12.00pm) for the CBD followed by Friday and Wednesday.

Off-street parking is more heavily utilised than on-street parking, possibly due to reduced parking regulation. In general between 32 and 60 parking spaces were available at various times during the peak usage period (10.00am to 12.00pm).

Table 3 Murwillumbah CBD Off Street Parking Vacancies During Peak Usage (10:00am to 12:00pm) (464 total spaces available)

No. of Vacant Spaces (10:00am - 12:00pm)	
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Date	Wednesday	Thursday	Friday
5/10/06	-	33 to 50	-
6/10/06	-	-	53 to 90
19/10/06	-	43 to 60	
27/10/06	-	-	32 to 72
1/11/06	72 to 135	-	-

The busiest off-street car parking included the Civic Centre car park (Area 11), and the car park next to Come Alive Gym (Area 14) and the Old JH Williams site in Wollumbin St (Area 12) with vacancy rates between 0 and 6 spaces.

The least utilised off-street car parking included the Knox Park car park opposite Come Alive Gym (Area 15) with between 26 and 30 (11%) spaces available during peak usage times. Next to Sunnyside (Area 17) and Knox Park near Red Cross (Area 16) with vacancy rates between 0 and 32 spaces during the peak period.

Outside of peak usage times (i.e. 9.00am to 10.00am and 12.00pm to 4.00pm), vacancy rates of between 52 and 225 (48%) spaces were available.

See Addendum A – On-Street and Off-Street Parking Charts, Tables 4, 5, 6.

Similarly to on-street parking, off-street public parking exhibited several vacant car park spaces throughout the day.

The above results demonstrate that at least 7% of the public off-street parking and 13% of on-street parking was vacant during the survey period.

Impact of Council Projects on Parking

Civic Centre Car Park

Tweed Shire Council S94 Contributions and Staff Usage of Civic Centre Car Park

The original Civic Centre car parking requirements were adequately addressed in the original DA. The parking requirements of the 1998 expansion and the planned 2005 – 2025 expansion will be in addition to this.

The Section 94 Plan No 18 Council Administration Offices and Technical Support Facilities Version 1.0 1998, determined that \$600,000 (or 29 spaces) was to be contributed to the Section 94 Plan 23 Offsite Parking scheme to accommodate the planned increase in staff resulting from the expansion.

The Section 94 Plan No 18 Council Administration Offices and Technical Support Facilities Version 2.0 2005 presents a plan for expansion of the Administrative offices and technical support facilities from 2005 – 2025. Short-term extensions will require an additional \$148,000 (13 spaces) and the long-term new building will require \$455,000 (39 spaces) to be contributed to the Section 94 Plan 23 Offsite Parking scheme.

The \$1,203,000 (\$600,000+\$148,000+\$455,000=\$1,203,000) and 81 car parks (29+13+39=81) contributed to the Section 94 Plan 23 Offsite Parking scheme, will partly finance the proposed 291 spaces multi level car park to be constructed in the

Civic Centre car park. This clearly justifies the ultimate use of 81 of these spaces for use by Council staff in the same manner as the general public.

To partially address Civic Centre additional parking requirements TSC has provided 22 temporary spaces in Sunnyside Lane.

A survey was undertaken on the 5 December 2006 of the Murwillumbah Civic Centre Car Park to determine current usage by TSC staff and non-TSC staff. It was observed that between 7.00am and 8.00am 43 TSC staff and 21 non-TSC staff used the car park. As discussed above TSC has paid for 39 spaces under the Section 94 Plan 23 Offsite Parking scheme and is within the planned range of staff usage.

Murwillumbah Memorial Swimming Complex Parking

The proposed redevelopment of the Murwillumbah Memorial Swimming Complex will expand the function of the current swimming pool complex and will include sports remedial and recreational activities. The redevelopment will have an associated increase in car parking requirements taking the total car parks required for the complex to 34 car spaces for daily general pool activities and 120 car spaces for special events, totalling 154 car spaces. Peak parking demand by special events would typically occur outside of business hours. Generally, on a daily basis, 34 car spaces will be consumed by customers of the Pool complex.

Civic Centre Multi Level Car Park

Work on the planned multi level car park is scheduled to begin in March 2007 and is due for completion in Mid 2007. The new multilevel car park will provide 291 new car parking spaces, however it will consume 80 of the 104 existing spaces in the process (i.e.24 remaining). The effective parking added to the civic centre car park then, is 211 spaces ($291-80=211$). This will result in the civic centre car parking being increased by a total of 235 spaces ($211+24=235$).

The TSC Section 94 Plan No 18 1998 requires the provision of 29 spaces and the Section 94 Plan No 18 2005 – 2025 will consume 52 spaces ($29+13+39=81$). The Murwillumbah Memorial Swimming Complex will require a further 34 spaces on a daily basis and an extra 120 spaces for special events. Only the daily car parking requirements are included in this discussion.

The addition of the Civic Centre Multi-level Car Park will add an additional 211 car parking spaces. This results in a surplus of 93 car spaces after allowances for TSC's S94 No23 Offsite Parking commitments for both the TSC Chambers expansion and the Murwillumbah Memorial Swimming Complex redevelopment ($211-81-34=93$).

CONCLUSION ON ADEQUACY OF EXISTING MURWILLUMBAH CBD CAR PARKING

Part B of this study shows that although public parking availability was reduced during peak usage time, parking was still available in the form of public on and off-street parking. On Thursday 19/10/06 between 61 (13%) and 188 (39%) on-street car spaces were available at various times between 9:00am and 4:00pm. Similarly off-Street Public Car Parks exhibited between 43 (9%) and 200 (42%) vacant spaces at various times between 9:00am and 4:00pm. It is acknowledged that between 10:00am and 12:00pm the vacancy rates are considerably lower and scattered throughout the CBD area, making the spaces difficult to locate.

On-street parking is regulated and generally allows greater turnover of parking. Off-street parking has little or no turnover and generally did not allow for good turnover of parking as reflected by the lower vacancy rates.

Part A of this study estimated that the parking demand for the Murwillumbah CBD equates to 2092 spaces, based on applying current development standards for new development. Due to the age of the CBD and noting such standards did not apply when most of the buildings were constructed in the CBD, private business supplies 900 on-site spaces. TSC supplies a further 948 in the form of on-street (484) and off-street (464) spaces resulting in a theoretical maximum shortfall of 244 spaces (2092-900-948=244).

The proposed Civic Centre Multi-level Car Park provides an additional 211 car parking spaces. Of these spaces, 115 are associated with the Civic Centre and Swimming Pool Complex expansion, leaving a net gain of 93 additional spaces.

Based on the above, after construction of the multi level car park the calculated parking deficiency of 244 spaces is reduced to 151 spaces. This shows that in theory there is a shortfall in car parking within the CBD however the parking survey results show that vacant spaces do exist. The above parking surveys show at least 7% of off-street parking and 13% of on-street parking being vacant in the public parking areas within the Murwillumbah CBD. It can be concluded from this report that in theory after the multi-level car park is constructed an estimated shortfall of 151 spaces exists in the CBD. In reality car parking spaces are generally always available even though they may be difficult to locate and not in ideal locations which indicates that the availability of public parking is not at critical levels. This is based on current demand but it is expected that even if the total floor space of the CBD remains the same the trend for increased car ownership and usage may result in the parking situation deteriorating in the future. The main concern that needs to be addressed is ensuring that the supply of customer car parking provided by future development is sufficient so that it does not erode the current parking situation.

PART C - PROPOSED OPTIONS

There are several options available to Council to ensure the supply of private customer car parking is adequately catered for in future developments as well as physical provision of additional spaces. The business community similarly have options available to facilitate more parking or more effective use of existing private customer car parks.

These options can be categorised as Policy Options and Physical Options and are listed as follows:-

Policy Options

Policy solutions can be implemented immediately to address future provision of parking with limited cost to TSC. Policy solutions however, will not address the current calculated parking deficit.

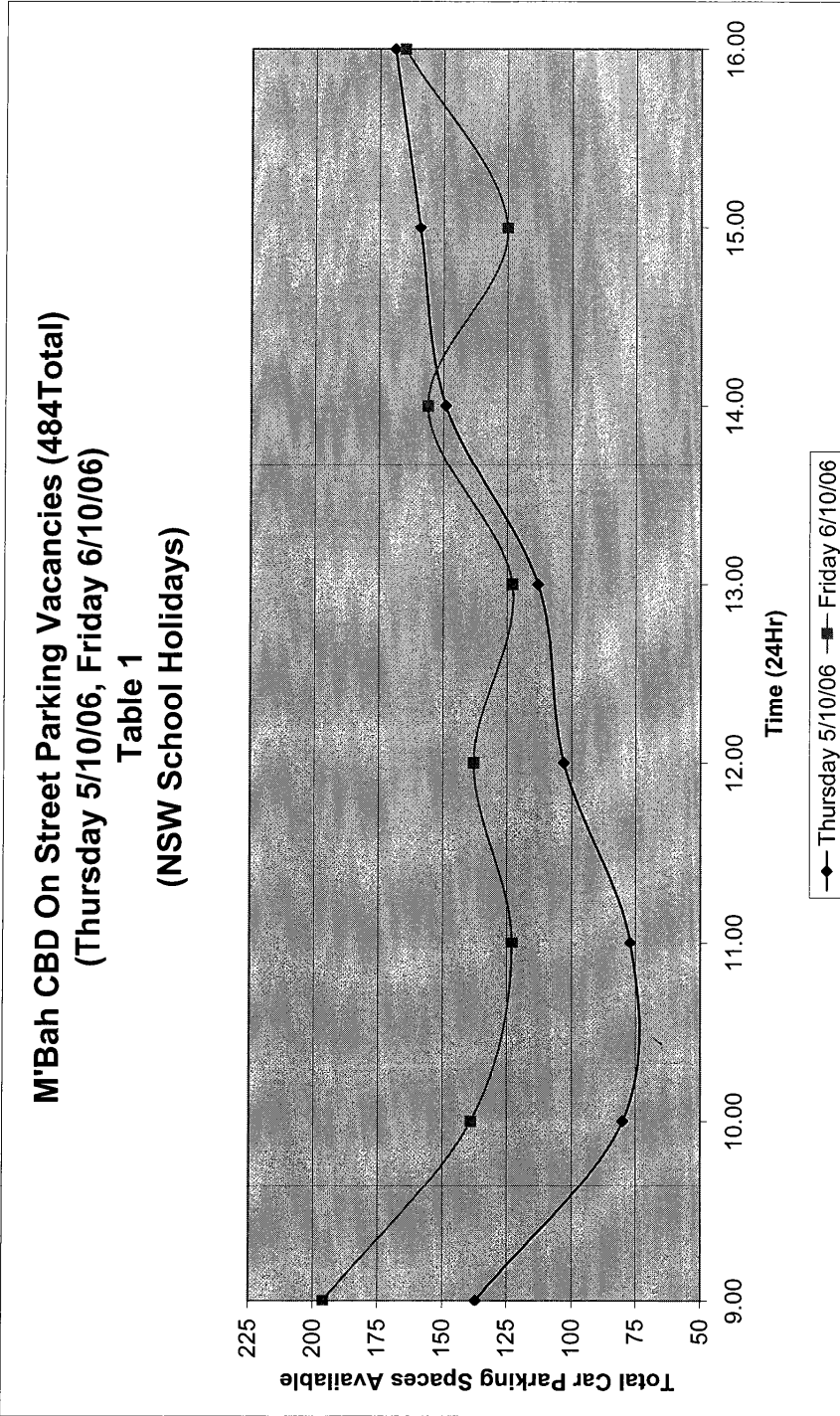
- A. Currently Council's Development Control Plan for Car Parking in New Developments allows a reduction in the supply of parking by 30%. This was based on the assumption that adequate public car parking was available to offset this concession. This report demonstrates that this is no longer the situation. It is therefore proposed to remove the local area customer car parking concession of 30% as detailed in Section 4.8 of DCP2 Site Access and Parking Code, V1.1. The removal of this concession will reduce overall pressure on public parking by new development.
- B. Currently new developments are permitted to pay cash contributions to cover shortfalls in the provision of on-site customer car parking. As there is a shortage of land for Council to provide new public car parks it is proposed to restrict Section 94 Plan 23 Offsite Parking contributions such that all new developments must provide parking as required by DCP2 Site Access and Parking Code. In exceptional circumstances based on merit considerations such as undesirable impacts on street frontages caused by driveway penetrations Council may still consider accepting cash contributions in lieu of on-site provision of parking. This will ensure most developments comply with DCP2 Site Access and Parking Code and reduce the need for Council to provide parking in the future.
- C. Council has been approving outdoor dining applications that consume on-street parking provided a cash contribution is paid in accordance with Section 94 Plan 23. This has been based on the assumption that adequate public car parks existed to cover the lost car parking spaces. As discussed in the above report, this is no longer the case. It is proposed to restrict applications for outdoor dining that consume on street parking to those that can provide alternative customer car parking on the adjoining property. This restriction would prohibit applications that could not provide alternate public parking and reduce the requirement of Council to provide parking in the future.
- D. Where businesses have been required by development consent conditions to provide customer car parking owners should be requested to clearly signpost such spaces as customer car parking and such spaces should not be reserved for staff. In addition the Murwillumbah District Business Chamber should be requested to negotiate with owners of other private car parks with a view to removing the substantial quantity of "reserved for staff car parks". This would free up private car parking for public use and require staff to park in public unregulated areas located on the fringe of the CBD area. This action will make available many centrally located car parking spaces for customers, for example in Proudfoots Lane about 70 spaces could be reallocated for customer car parking, greatly improving the supply of centrally located parking.
- E. Review of Murwillumbah public car parking to optimise time restricted and unrestricted parking zones within the CBD.

- F. Consideration to installing parking meters within the CBD on and off-street car parks. The benefits offered by parking meters would be a funding source for provision of additional public car parking and to generate better turnover of car spaces. Adverse impacts could be the loss of customers choosing to shop in localities where free parking is available. This option is considered to be one for the longer term.

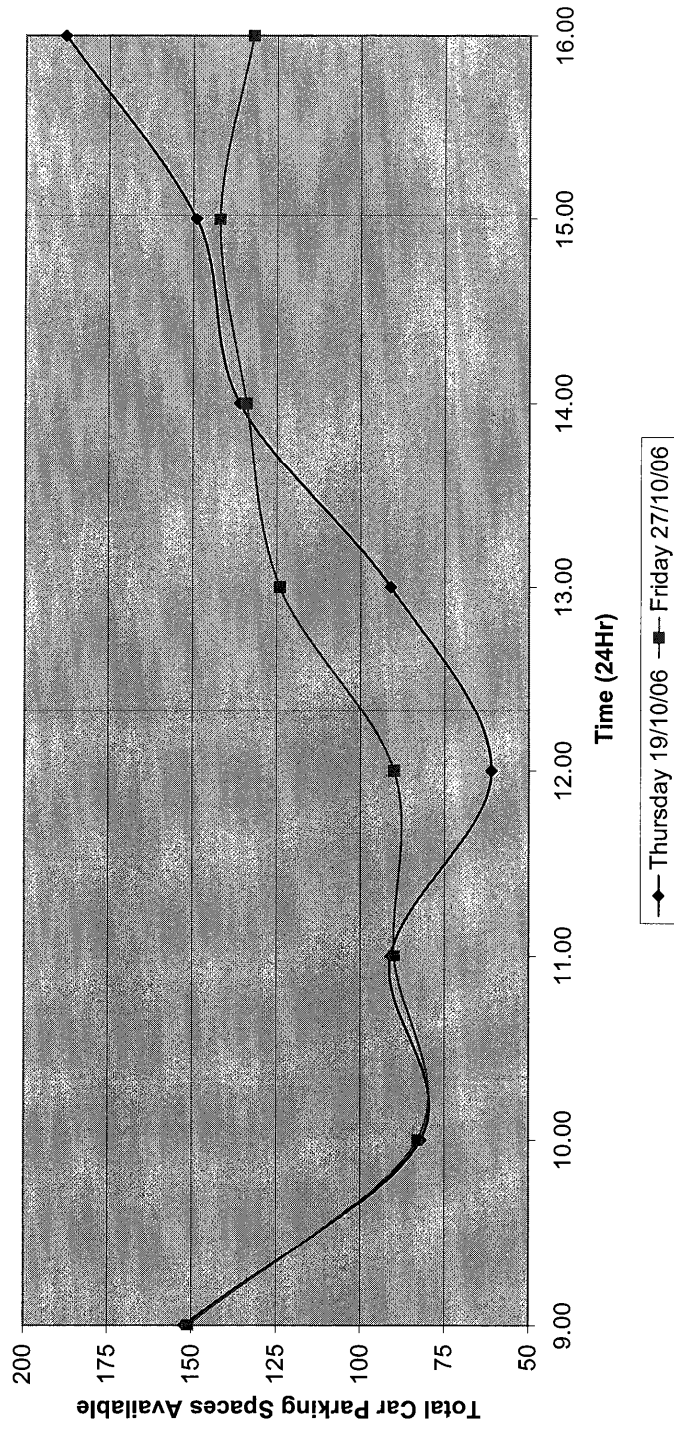
Physical Options

- A. The purchase of more land for public car parking. This could be partially funded through a "special rate for car parking" which could be justified due to the car parking shortfall but would need the support of the Murwillumbah District Business Chamber. It is proposed Council approaches the Murwillumbah District Business Chamber to advise that should businesses wish to pursue a physical solution to provide additional car parking (such as a new car park), Council would consider an application for a "special rate for car parking" to be applied to all Murwillumbah businesses. The benefit of a special rate would enable the provision of the theoretical shortfall of car parking spaces to be provided in an earlier time frame.
- B. Provide covered walkway from South Murwillumbah to encourage public parking in unregulated fringe areas, for example:-
- i) Railway Station – unrestricted parking at railway station would provide 47 spaces
 - ii) River St – Seal area behind Phil Taylor's garage
 - iii) Levee Bank Under bridge – Provide fill pad under northern bridge abutment. Construct entry and exit. This would provide an extra 40 spaces. This option is considered to be a medium to long term project given the results of the report but should be considered in future Council works programs.
- C. Provide shuttle bus services to unregulated fringe parking areas funded by the business community. Again this is considered to be a medium to long term solution due to funding issues regarding the provision of the service.
- D. Consideration be given to the conversion of the Council owned property at 113 Wollumbin Street adjacent to the existing car park which would provide about 30 new spaces. As this option requires funding it is considered to be a medium range project, given the imminent construction of the multi-level car park at the Swimming Pool Complex.
- E. Amalgamate private car parks in Proudfoots lane in conjunction with Proudfoots Lane upgrade to maximise parking opportunities. This option would need to be negotiated with the owners of the subject properties and the Murwillumbah District Business Chamber.
- F. Potential exists to reconfigure on-street parking to generate additional spaces. After investigation the only street wide enough to accommodate angle parking within the CBD (other than current parking) is Wollumbin Street. To achieve this traffic flow would need to be converted to one way flow, west to east. This would create significant traffic congestion in King Street, Brisbane Street and Main Street as westbound traffic across the Alma Street bridge would need to be redirected via these streets. Whilst the conversion to one way flow would allow an extra 19 on-street car parking spaces is not considered justified given the adverse consequences of redirecting traffic.

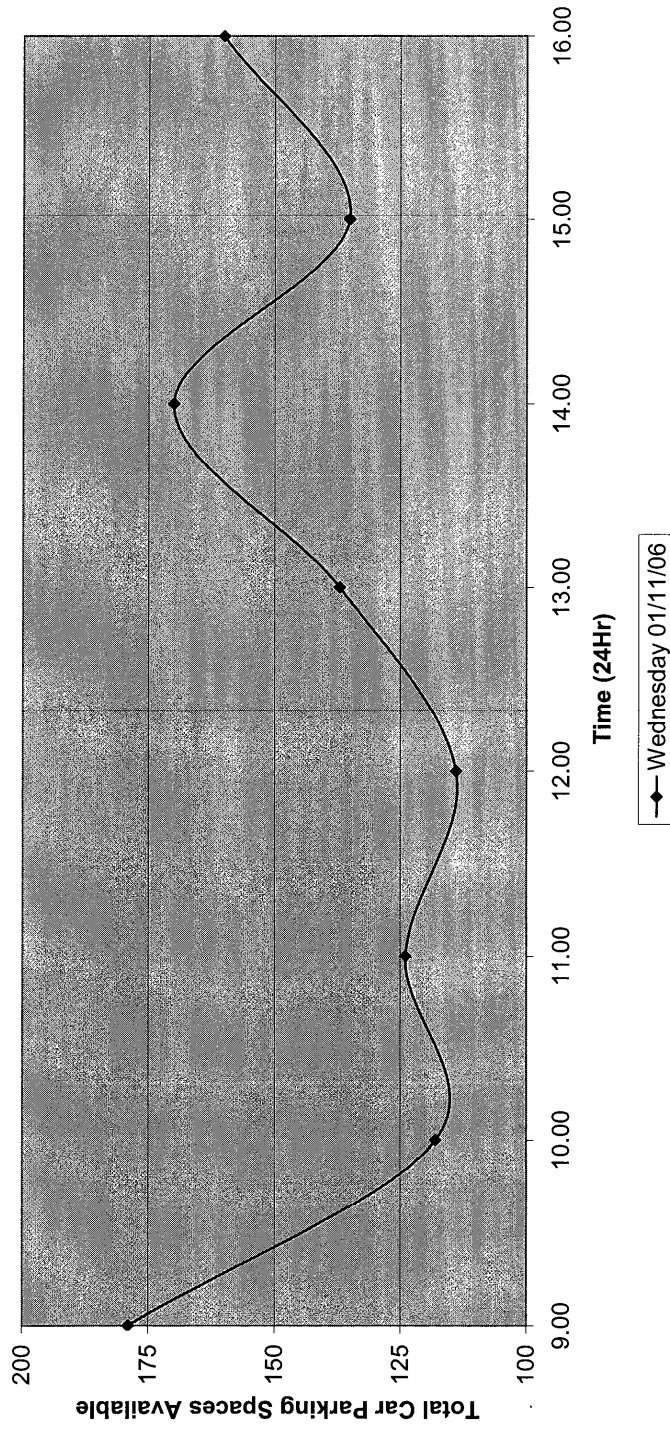
Addendum A - On-street & Off-street Car Parking Charts



**M'Bah CBD On Street Parking Vacancies (484Total)
 (Thursday 19/10/06, Friday 27/10/06)
 Table 2**

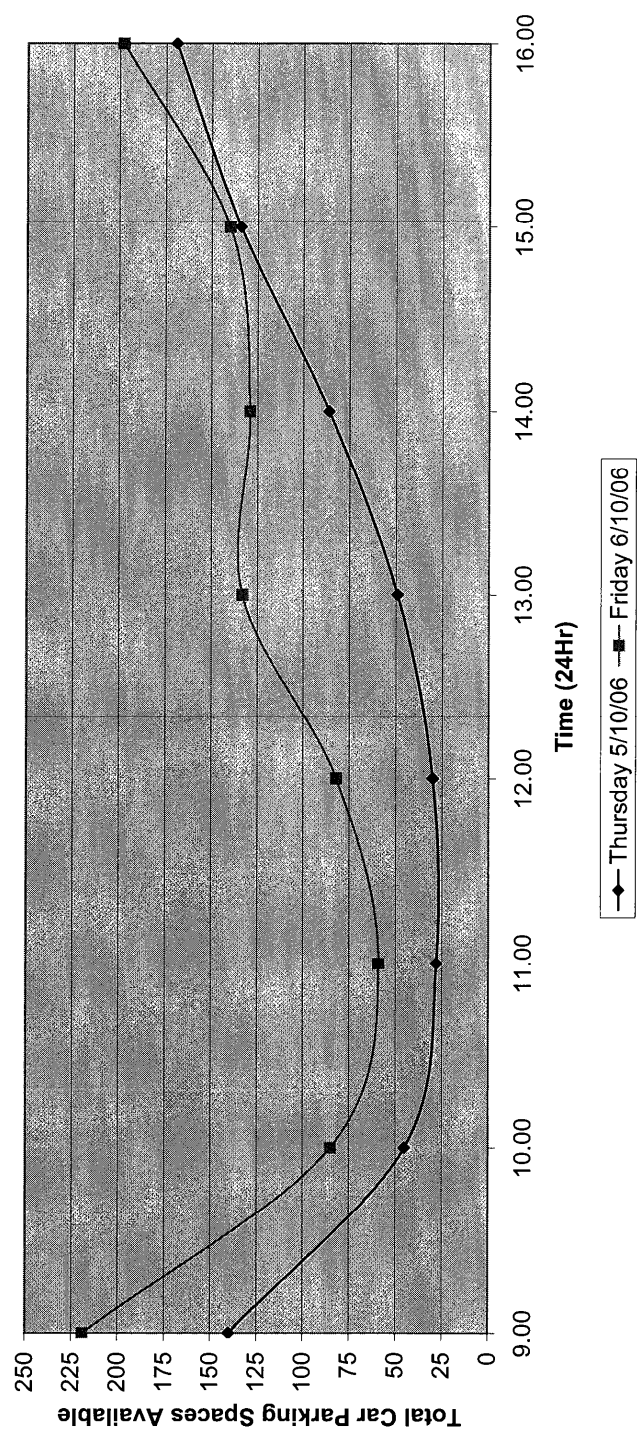


**M'Bah CBD On Street Parking Vacancies (484Total)
(Wednesday 1/11/06)
Table 3**

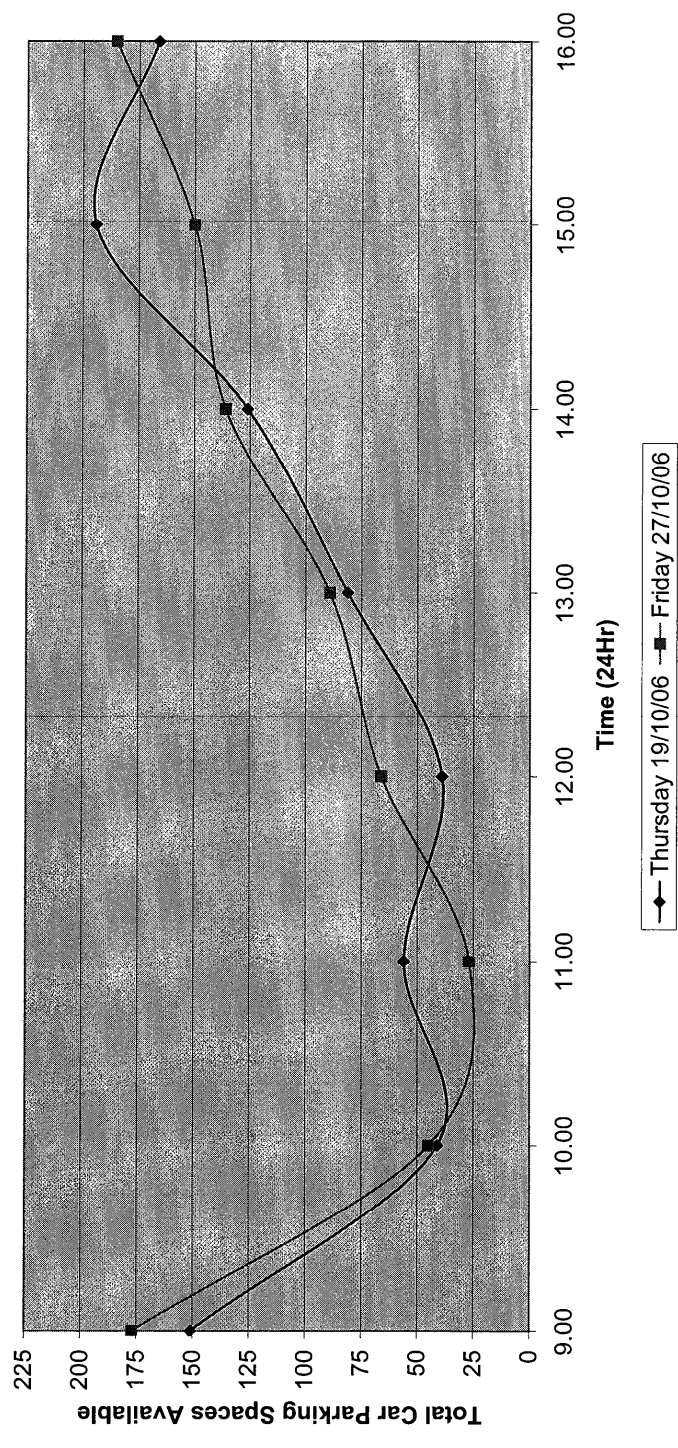


**M'Bah CBD Off Street Parking Vacancies (464 Total)
 (Thursday 5/10/06, Friday 6/10/06)**

**Table 4
 (NSW School Holidays)**



M'Bah CBD Off Street Parking Vacancies (464 Total)
(Thursday 19/10/06, Friday 27/10/06)
Table 5



**M'Bah CBD Off Street Parking Vacancies (464Total)
(Wednesday 1/11/06)
Table 6**

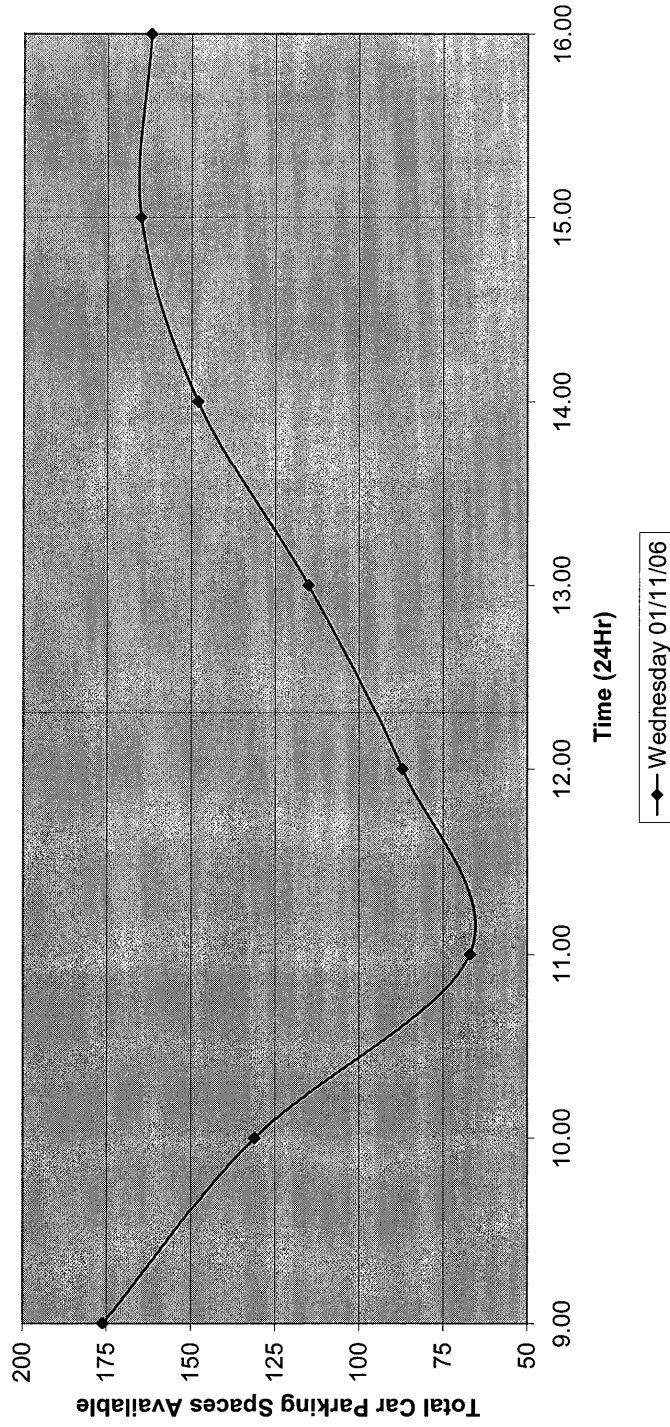
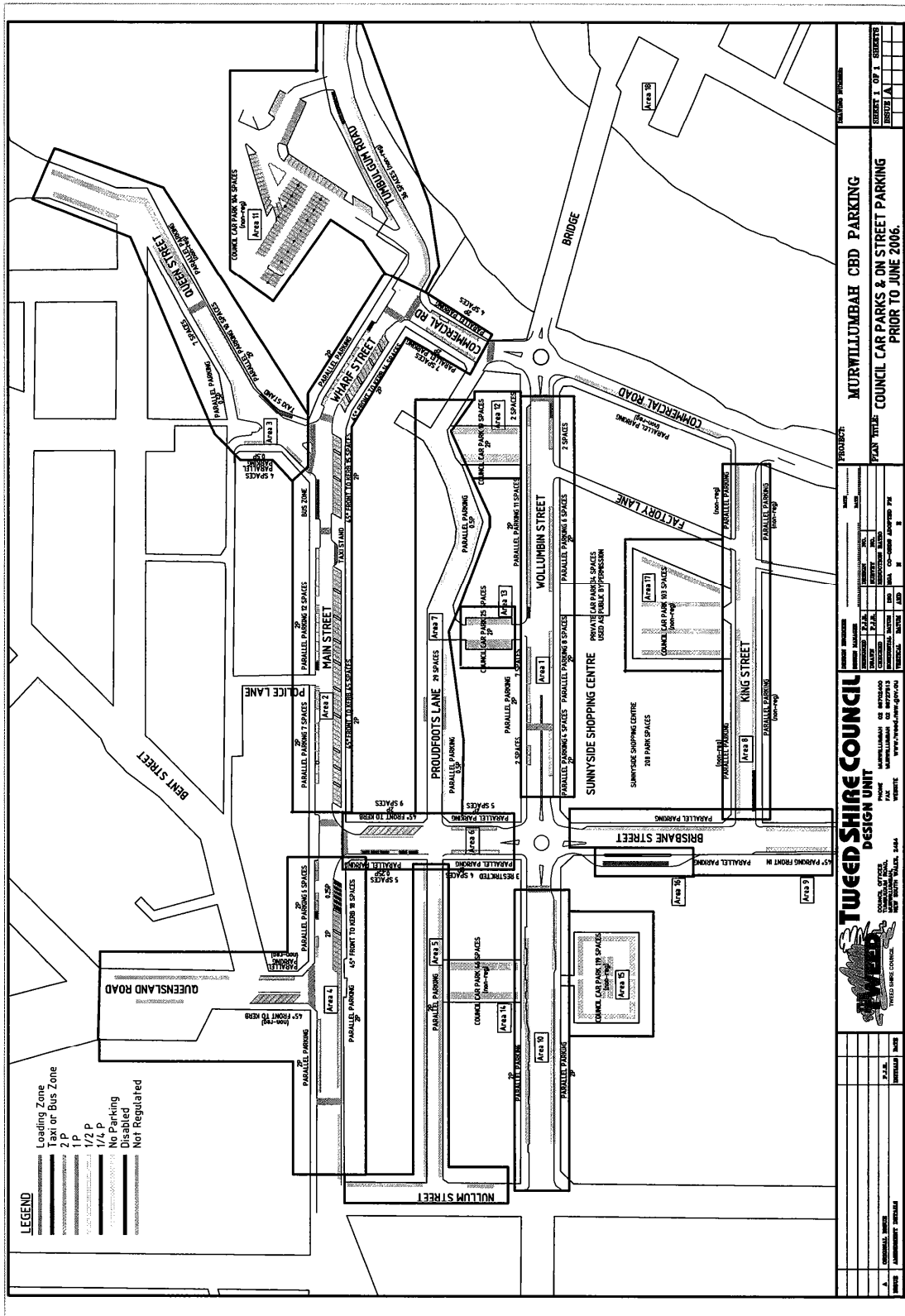


Figure 1 - Murwillumbah CBD Map



LEGAL/RESOURCE/FINANCIAL IMPLICATIONS:

Nil.

POLICY IMPLICATIONS:

Implementation of the recommendations will involve the amendment of Council Policy in the form of DCP2 being revised.

UNDER SEPARATE COVER/FURTHER INFORMATION:

*To view any "**non confidential**" attachments listed below, access the meetings link on Council's website www.tweed.nsw.gov.au or visit Council's offices at Tweed Heads or Murwillumbah (from Friday the week before the meeting) or Council's libraries (from Monday the week of the meeting).*

1. Attachment A - Off-Street and On-Street Parking Analysis Tables (DW 1523038).
2. Attachment B - Murwillumbah Parking Study 20/10/2006 (DW 1523005).
3. Figure 1 - Murwillumbah CBD Map (DW 1523746).

O22 [EO-OC] Murwillumbah CBD Parking Study

O 1 COMMITTEE DECISION:

Administrator Boyd
Administrator Turnbull

RECOMMENDED that Council:-

1. In accordance with the Environmental Planning & Assessment Regulation amend Development Control Plan No. 2 (DCP2) Site Access and Parking Code, V1.1, to remove the Local Area Customer car parking concession of 30% provided in Section 4.8, from Murwillumbah.
2. Ensure all new developments in Murwillumbah provide on-site car parking in compliance with Development Control Plan No. 2 Site Access and Parking Code, rather than making monetary contributions, unless exceptional circumstances (such as adverse impacts on street frontages) can be demonstrated.
3. Ensure that applications for outdoor dining in Murwillumbah that consume on street parking are refused unless the business can physically provide the lost on-street car parking spaces with equivalent on-site car parking spaces.
4. Request the Murwillumbah District Business Chamber to advise business operators that have development consent conditions requiring customer car parking to clearly signpost their private car parks for customers and remove "reserved for staff" car parking spaces.
5. Review Murwillumbah parking regulation to optimise time restricted and unrestricted parking zones within the CBD in consultation with the Murwillumbah District Business Chamber.
6. Defer any consideration of the introduction of parking meters into the CBD.
7. Advises the Murwillumbah District Business Chamber that should businesses wish to pursue a physical solution to provide additional car parking (such as a new car park), Council would be prepared to enter into negotiations with the Chamber to consider the introduction of a "special rate for car parking" to be applied to all Murwillumbah businesses.
8. Considers the conversion of the council owned property at 113 Wollumbin Street adjacent to the existing car park to provide about 30 new car parking spaces as a medium to long term project.
9. Request the Murwillumbah District Business Chamber to facilitate the amalgamation of private car parks in Proudfoots Lane in conjunction with Proudfoots Lane upgrade to maximise parking opportunities.

10. Defers consideration of a covered walkway from the South Murwillumbah public car parks to the Murwillumbah CBD.
11. Council invites the Murwillumbah Chamber of Commerce to provide a written response to the issues raised in this report.

FOR VOTE - Unanimous