



Bathurst CBD Car Parking Strategy 2013

Adopted: 15 May 2013 (see disclaimer below)
Effective Date: 15 May 2015

Disclaimer: Council, at its Ordinary Meeting held 15 May 2013, resolved to adopt this Strategy, subject to an amendment to the Strategy to remove all recommendations relating to changes to on-street parking time restrictions in William, Howick, George and Russell Streets.

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1. EXECUTIVE SUMMARY

INTRODUCTION

This strategy document has been prepared to examine the current supply of, and future demand for, car parking in the Bathurst Central Business District (CBD).

The Strategy has been prepared using the following data sources;

- A survey of the nine primary off-street public car parks approximately once a month over a twelve month period (2009/2010);
- A survey of on-street car parks approximately once a month over a twelve month period (2009/2010);
- Council's Engineering Services Department register of on-street car park configuration and time restriction designation;
- The *Bathurst CBD & Bulky Goods Business Development Strategy 2011*;
- The findings and recommendations of the *Bathurst CBD Car Parking Strategy 2001*.

The car park surveys for this Strategy were undertaken in 2009 and throughout 2010. Preparation of the Strategy was delayed until 2011/2012 pending the completion of the Bathurst CBD & Bulky Goods Business Development Strategy.

Additional surveys were undertaken in 2012 to ensure earlier recorded data remained valid. Updated data has been included in the Strategy for Rankin Street (between Durham and Howick Streets), in Russell Street (between George and Rankin Streets) and the Rankin Street/IGA car park where land use change had occurred since 2009/2010 and where the earlier results were no longer valid.

1.1. OFF-STREET CAR PARKS

1.1.1. Key Findings

- The level of usage in the Stockland and Bathurst Chase car parks has not significantly changed since the 2000/2001 survey. Whilst demand has obviously increased, this has been met by the car parking provided in the newer Bathurst City Centre car park.
- The Bathurst City Centre car park, with 620 car parking spaces, has average spare capacity of 236 spaces.
- Since the 2000/2001 survey there has generally been a small to medium increase in the average level of usage across all car parks.
- The Elizabeth Street car park (all day parking) has an average spare capacity of 80 spaces. This site offers the best location to:
 - Provide additional spaces into the future;
 - Provide additional all day parking;
 - Relocate the existing all day parking spaces from the George Street car park upon its redevelopment if required.

1.1.2. Key Recommendations

- Provide a "P" sign at the entry (BINC, Elizabeth Street).
- Provide a sign to indicate all day parking (Library, BINC, Elizabeth Street).

- Promote use as an all day car park (Library, Elizabeth Street).
- Seal, line mark and light the remaining 1400m² of the BINC car park as soon as funding is available.
- Provide lighting in Elizabeth Street car park as a high priority as funding becomes available.
- Encourage the management of the Stockland and Bathurst Chase Shopping Centres to include bicycle parking facilities and amenities for cyclists.
- Encourage the owners of the Scotts Centre car park and the IGA car park to provide bicycle parking.
- Provide bicycle parking facilities in George Street, Rankin Street and BINC car parks when funding becomes available.
- Encourage the provision of better lighting in the Scotts Centre car park.
- Maintain the existing unrestricted car parking resource at the Library car park if it is redeveloped.
- Encourage the shopping centre management to continue to enforce the time restrictions in the Stockland, Bathurst City Centre, Bathurst Chase and IGA car parks.
- Maintain Elizabeth Street car park in public ownership.
- Install directional “P” signs at the intersections of Durham and William Streets and Durham and George Streets to encourage all day use of the Elizabeth Street car park.

1.2. ON-STREET CAR PARKS

1.2.1. Key Findings

- The core blocks at the intersection of William and Howick Streets are operating at capacity.
- Blocks adjacent to the retail core in George and William Streets (between Russell and Keppel Streets) are not operating to capacity.
- Since the 2000/2001 survey there has generally been a small to medium increase in the average level of usage across all street blocks.
- Russell Street (between George and Rankin Streets) has seen a large increase in the average level of usage since the relocation of Centrelink in early 2012.
- Rankin Street (between Durham and Howick Streets) has also seen a change in the average level of usage since the reconfiguration of on-street parking and the opening of the IGA Supermarket.

1.2.2. Key Recommendations

- In George Street between Russell and Keppel Streets, convert the 2 hour parking to 3 hour and extend the area to the end of the Webb Building. **(Recommendation not adopted by Council at its Ordinary Meeting held 15 May 2013)**
- In William Street between Russell and Keppel Streets, convert the 1 hour parking to 2 or 3 hours and convert the existing 2 hour parking to 3 hours. **(Recommendation not adopted by Council at its Ordinary Meeting held 15 May 2013)**
- Reduce the time limit from 1 hour to ½ an hour in the retail core street blocks of:
 - Howick Street (between William and Bentinck Streets)

- William Street (between Durham and Russell Streets)
(Recommendation not adopted by Council at its Ordinary Meeting held 15 May 2013)
- Council to continue to patrol on-street parking to ensure turnover of timed spaces and ensure its Parking Officers maintain a high presence in:
 - William Street between Durham and Russell Streets (retail core)
 - Howick Street between George and Bentinck Streets (retail core)
 - George Street between Durham and Keppel Streets (particularly when the George Street car park is redeveloped)
- Council may need to consider a 1 hour time limit in Russell Street in the block between Rankin and George Streets in light of the relocation of the Centrelink and Medicare services. **(Recommendation not adopted by Council at its Ordinary Meeting held 15 May 2013)**
- Monitor the need to increase the presence of Parking Officers in Rankin Street between Durham and Howick Streets.

1.3. FUTURE PROVISION

1.3.1. Key Findings

Existing level of Service

- On average 35% (654 spaces) of the off-street car parking spaces are vacant.
- On average 49% (1099 spaces) of the on-street car parking spaces are vacant.
- On average the 2628 spaces are being utilised to service the existing retail and office floorspace of 119,030m². That is, there is approximately 1 full space per 45m² of floor space.
- The current DCP requirements for the provision of car parking spaces by new developments are:
 - 1 space per 35m² of retail floorspace (1 space per 20m² for supermarkets); and
 - 1 space per 50m² of office floorspace.
- The DCP rate of provision for supermarkets and retail floor space exceeds the current demand level.
- The DCP rate of provision for office floor space

Restricted Spaces

- There are currently 2766 restricted car parking spaces in the CBD servicing the existing 75,550m² GLA (retail). Thus the current rate of provision is approximately 1 space per 27m².
- The Bathurst CBD and Bulky Goods Business Development Strategy 2011 estimates that there will be an additional 11,000m² retail GLA (retail) in the CBD to the year 2025. Using the current rate of provision an additional 407 restricted car parking spaces will be required to service the additional floor space at the current level of service.

Unrestricted Spaces

- There are currently 1618 unrestricted car parking spaces in the CBD servicing 75,550m² GLA (retail) and 43,480m² (office), giving a total of 119,030m². Thus the current rate of provision is 1 space per 73m².
- The Bathurst CBD and Bulky Goods Business Development Strategy 2011 estimates that there will be an additional 11,000m² GLA (retail) and 6,140m² GLA (office) to the year 2025. Using the current rate of provision an additional 234 unrestricted spaces may be required to maintain the current level of service.

Total Provision

- A total of 641 additional car parking spaces are estimated to be required in the CBD to the year 2025 to service increased floorspace at the same level of service as currently provided in the CBD. 437 of those will be met by new development assuming development provides car parking at the existing relevant DCP rate.
- Approximately 190 car parking spaces (92 restricted and 98 unrestricted) will be required to be provided by Council to maintain the current level of service (i.e. to maintain the current vacancy level).

1.3.2. Key Recommendations

- Maintain the current DCP car parking provisions in relation to retail and supermarket development to provide the bulk of car parking spaces required by new additional floorspace.
- Increase the current DCP car parking provision for offices in the CBD area only to 1 space per 45m².
- In order to maintain the current level of service Council needs to identify opportunities in future Management Plans to:
 - Fund an additional 92 restricted spaces in the George Street car park upon its redevelopment;
 - Fund an additional 98 unrestricted spaces in the CBD (the Elizabeth Street car park and/or Carrington Park on the corner of Bentinck and Howick Streets are suggested locations);
 - Maintain the existing 255 unrestricted spaces in the George Street car park upon its redevelopment or seek their relocation (to the Elizabeth Street car park or the corner of Bentinck and Howick Streets for example).
- Maintain the existing unrestricted car parking resource in the Library car park if it is redeveloped.
- Review this Strategy within 10 years.

2. INTRODUCTION

This strategy document has been prepared to examine the current supply of, and future demand for, car parking in the Bathurst Central Business District (CBD). Bathurst's current population is 40,187 (30 June 2011, Australian Bureau of Statistics). Bathurst remains one of the fastest growing inland regional centres in New South Wales.

Bathurst Regional Council recently adopted the Bathurst CBD and Bulky Goods Business Development Strategy 2011. This Strategy recommends that Council maintains the retail primacy of the Bathurst CBD.

Strategies for the provision and improvement of car parking within the CBD are essential for its continued growth and to maintain its regional level retail core.

Whilst this strategy deals with car parking only, it is important for Council to also consider the role of public transport, cycling and pedestrian access within the CBD as part of the wider transport network required to service the CBD.

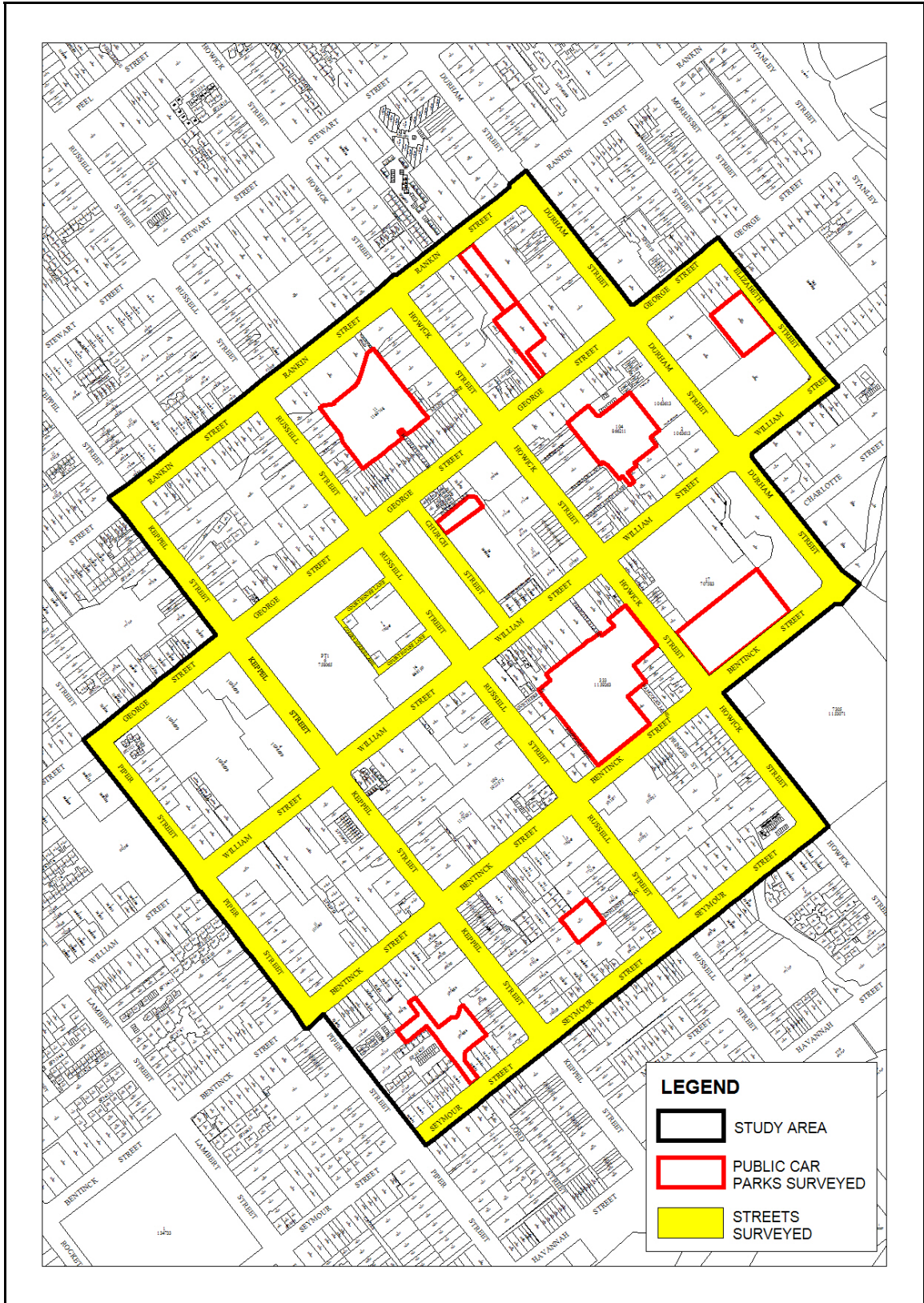
2.1. STRATEGY OBJECTIVES

The specific objectives of the Strategy are to:

- Examine the current supply of on-street and off-street public car parking in the CBD including determining current levels of usage and identifying the current distribution and designation of restricted and unrestricted public parking spaces;
- Identify areas where additional public car parking, additional restrictions or increased car park turnover are currently required;
- Identify where additional public car parking may be required into the future using the key recommendations of the Bathurst CBD & Bulky Goods Business Development Strategy; and
- Identify where existing public car parks can be physically enhanced or their use promoted if they are currently under-utilised.

2.2. STUDY AREA

The study area incorporates the Bathurst Central Business District as shown on the map below.



(Source: Bathurst Regional Council 2012)

2.3. METHODOLOGY

The Strategy has been prepared using the following data sources;

- A survey of the nine primary off-street public car parks approximately once a month over a twelve month period (2009/2010);
- A survey of on-street car parks approximately once a month over a twelve month period (2009/2010);
- Council's Engineering Services Department register of on-street car park configuration and time restriction designation;
- The Bathurst CBD & Bulky Goods Business Development Strategy 2011;
- The findings and recommendations of the Bathurst CBD Car Parking Strategy 2001.

The car park surveys for this Strategy were undertaken in 2009 and throughout 2010. Preparation of the Strategy was delayed until 2011/2012 pending the completion of the Bathurst CBD & Bulky Goods Business Development Strategy.

Notwithstanding the above, additional surveys were undertaken in late 2011 and 2012 to validate the original survey results. These surveys indicate that in general the usage figures identified in the 2009/2010 surveys have not changed, nor have there been any major landuse changes in the CBD since the 2009/2010 surveys other than:

1. the recent relocation of Centrelink to Russell Street; and
2. the construction and opening of the new IGA Supermarket in Rankin Street.

Car park usages in Russell Street (between George and Rankin Streets), in the Rankin Street car park and in Rankin Street (between Durham and Howick Streets) are quite different now than in the 2009/2010 surveys undertaken for this Strategy. The additional survey data collected for these locations since these landuse changes has been included in this document.

2.4. CONSULTATION

Consultation was not undertaken with the general public or key stakeholders specifically for the preparation of the strategy. It was determined that an examination of the current supply of, and future demand for, public car parking in the CBD was necessary before comment was sought from the general public and key stakeholders. It is therefore recommended that Council seek comment on the draft strategy prior to adoption of the final document.

In November 2012 Council undertook consultation in relation to the review of the Bathurst 2036 Community Strategic Plan. This consultation included Community Workshop Forums and the 2012 Community Survey.

At the Community Workshop Forums the issue of car parking in the CBD was raised. Competing views were offered by different members of the community. In summary these views were:

"We need more car parking in the CBD"

“If we provide more car parking in the CBD we will only encourage greater car usage in the City. More emphasis needs to be placed on improving cycling and public transport”.

The results of the 2012 Community Survey indicate that the provision of additional CBD car parking spaces remained one of the top priority new infrastructure projects by survey respondents.

It appears unlikely that consensus will be reached in the community on the need for additional car parking.

On this basis the Strategy’s findings on future car parking requirements are based on maintaining the current level of service. That is, providing sufficient car parking spaces to maintain approximately the same level of vacant spaces.

It is very important, however, for Council to continue to plan for other transport options and to monitor the effectiveness of those options with the need for additional spaces.

Interestingly, the Community Workshop Forums also brought forward the suggestion that Council should consider metered car parking in the CBD. This issue has not been specifically addressed in this Strategy. Metered car parking may play a role in achieving a higher turnover of spaces, a change in parking behavior and/or lead to a switch to alternative transport modes. This may therefore be an important strategy if the additional spaces identified by this Strategy cannot be provided in the future.

Future consultation with the community would be required on the issue of introducing metered car parking if it was to be considered in the future.

2.5. FINDINGS AND RECOMMENDATIONS OF THE BATHURST CBD CAR PARKING STRATEGY 2001

Key findings of the 2001 Strategy in relation to public car parking spaces included:

- Total public car parking spaces provided in the CBD in 2001 were: 1564 (41%) in the off-street car parks and 2271 (59%) on-street.
- Usage surveys of public car parking spaces revealed:
 - Overall average rate of use of the public car parks was 58% full.
 - Overall average rate of use of the on-street spaces was 49% full.
- The public car parks and the on-street blocks with the highest level of use were:
 - Bathurst City Centre Car Park (now known as Stockland)
 - Bathurst Central Car Park (now known as Bathurst Chase)
 - William Street Car Park (now known as the Bathurst City Centre)
 - Howick Street (from George through to Seymour)
 - Keppel Street (between William and George)
 - Keppel Street (between Bentinck and Seymour)
 - Rankin Street (between Russell and Howick)
 - William Street (from Russell through to Durham)

These spaces are generally located at either the retail core or the secondary retail core at Keppel Street.

- The car parks that provide all day parking received either medium levels of use (George and Rankin Street car parks) or low levels of use (Library, BINC and McDonalds car parks).

2.6. KEY CHANGES TO THE CBD SINCE THE BATHURST CBD CAR PARKING STRATEGY 2001

2.6.1. William Street Car Park

Significant change has occurred on this site since the 2000/2001 survey was undertaken. Council sold the William Street Car Park to a private developer who had also acquired the Carrington Square shopping centre, the former Mitre 10 site and the former Landmark site. The consolidated site now forms a regional level shopping centre with two undercover parking levels with a total of 620 car parking spaces. Prior to redevelopment the William Street Car Park had 169 outdoor ground level parking spaces.

2.6.2. Stockland Shopping Centre

Significant change has occurred to the retail floor space within the centre since the 2000/2001 survey was undertaken. The closure of the Myer (Grace Bros) Department Store sparked a major reconfiguration of the internal retail floor space on both the upper and lower levels and included the introduction of a Kmart Discount Department Store which later became a Target Discount Department Store. Between 2000/2001 and 2009/2010 surveys a number of changes were made to the configuration of the car park which have resulted in an increase in the number of available spaces. The construction of the Bathurst City Centre on the other side of Howick Street introduced an alternate undercover car park in close proximity to the Stockland centre. The Bathurst CBD and Bulky Goods Business Development Strategy 2011 indicates that the Stockland Centre and the Bathurst City Centre now operate as a “super centre” given the pedestrian flow between the two centres.

2.6.3. Bathurst CBD Beautification Scheme

Beautification works have been undertaken in the following streets:

- William Street (between Durham and Howick Streets)
- William Street (between Howick and Russell Streets)
- Howick Street (between Bentinck and George Streets)
- George Street (between Durham and Howick Streets)

In streets where beautification works have been undertaken on-street car parking spaces have been reconfigured and every attempt has been made not to significantly reduce the number of available spaces.

2.7. BATHURST CBD & BULKY GOODS BUSINESS DEVELOPMENT STRATEGY 2011

The aim of the Bathurst CBD & Bulky Goods Business Development Strategy 2011 was to examine the existing retail hierarchy in Bathurst (including business location and activity) and make recommendations as to the most appropriate hierarchy (including business location and activity) for the City to meet the anticipated demands of the Bathurst trade area population for at least the next 20 years (i.e. to the year

2030 and to a population of 40,000-50,000). The aim of the strategy was also to provide specific guidance in the timing and location of the next major development within the CBD.

The recommendations of the Bathurst CBD & Bulky Goods Business Development Strategy 2011 will be considered in relation to future car park provision.

3. BATHURST CBD & BULKY GOODS BUSINESS DEVELOPMENT STRATEGY

This Chapter provides a brief discussion on the recommendations of the Bathurst CBD & Bulky Goods Business Development Strategy 2011 and the impact they may have on the future supply of, and demand for, car parking in the Bathurst CBD.

The Bathurst CBD and Bulky Goods Business Development Strategy 2011 is a comprehensive and detailed review of retailing and bulky goods development in Bathurst.

It has examined the role, structure and function of the existing system and assessed future floor space requirements to meet the needs of the city and its regional catchment area (RCA) over the period 2010 – 2036.

3.1. RETAIL AND OFFICE LAND USE

A floor space inventory undertaken by Renaissance Planning Pty Ltd during the preparation of the Bathurst CBD and Bulky Goods Business Development Strategy 2011 found that there was 75,550m² of core retail gross leasable floor area (GLA) in the Bathurst CBD in June 2010. The table below outlines the breakdown of retail GLA in the Bathurst CBD as at June 2010.

Land Use	Gross Leasable Floor Area (GLA) (m ²)
Supermarkets	12,280
Cafes and Restaurants	8,100
Other Food Stores	8,460
Department and Discount Department Stores	12,930
Clothing, Footwear and Fabrics	8,050
Smaller Format Household Goods Stores	12,660
Retail Services	13,070
TOTAL	75,550

(Source: Table 4.1, page 66, Bathurst CBD & Bulky Goods Business Development Strategy 2011)

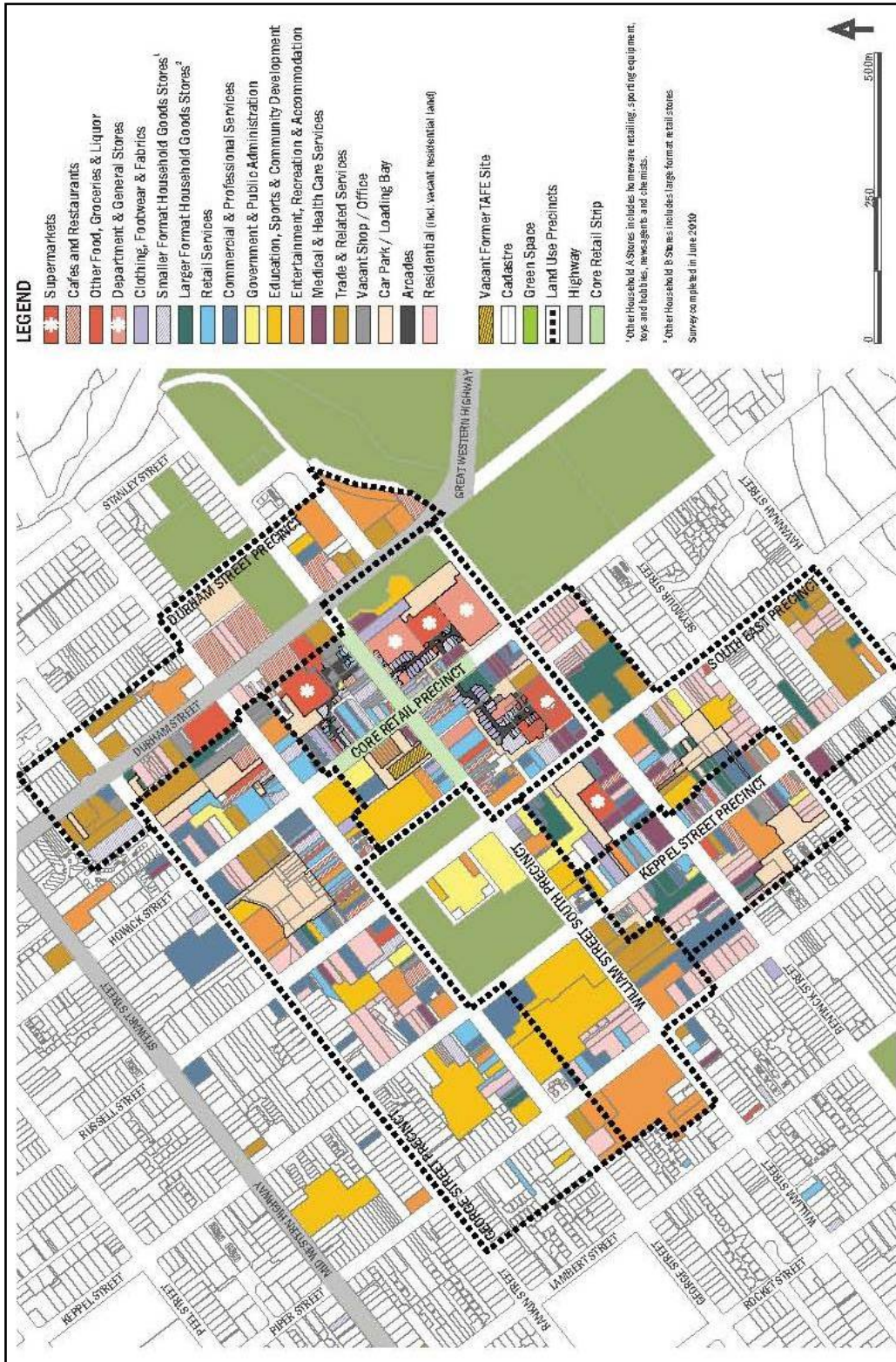
The floor space inventory undertaken by Renaissance Planning Pty Ltd also found that there was 43,480m² of office GLA in the Bathurst CBD in June 2010. The table below outlines the breakdown of office GLA in the Bathurst CBD as at June 2010.

Land Use	Gross Leasable Floor Area (GLA) (m ²)
Professional and Commercial Services	37,150
Medical and Healthcare Services	6,330
TOTAL	43,480

(Source: Table 4.1, page 66, Bathurst CBD & Bulky Goods Business Development Strategy 2011)

3.2. CURRENT FLOOR SPACE LOCATION

The figure below outlines the spatial distribution of all land uses in the Bathurst CBD.



(Source: Figure 4.2, page 84, Bathurst CBD & Bulky Goods Business Development Strategy 2011)

The analysis found in excess of 91 per cent of core retail goods and services (that is, retailing floor space excluding bulky goods) was located in the Bathurst CBD. A similar pattern of high concentration was observed for office floor space. By contrast bulky goods floor space is significantly decentralised with less than 40 per cent occupied floor space located in the CBD.

The study identified a number of important functionally based precincts in the Bathurst CBD. These were:

- The Core precinct focused on four city blocks within 200 metres of the intersection of Howick and William Streets. This precinct is Bathurst's pre-eminent shopping district. It contains the city's two discount department stores and three full line supermarkets which anchor three inter-related shopping centres. It also contains the highest concentrations of national retail chain stores.
- The other CBD precincts provide a critical complementary supporting role to the Core precinct. Approximately half of Bathurst's non-bulky goods retail stores are located in the Core precinct (57 per cent of floor space and 46 per cent of tenancies). However, 34 – 40 per cent of these stores are located in the adjoining CBD precincts outside the Core.

The analysis indicates that the Core precinct plays a regional retail role and is Bathurst's premium retail district. However this is extensively supported by a broad diversity of retail stores and services in the wider CBD outside the Core. These precincts play a dominant role in relation to office and community services and continue to play a highly significant role in relation to bulky goods and services.

3.3. FUTURE FLOORSFACE PROJECTION IN THE CBD

The Strategy identifies the need for an additional 11,000m² GLA in the CBD to satisfy core retail floor space requirements in the CBD to 2025 (refer Section 7.4, page 233, Bathurst CBD & Bulky Goods Business Development Strategy 2011). This will provide for:

- the new IGA Supermarket in Rankin Street;
- the proposed redevelopment of the ANZ Bank site along Pedrottas Lane;
- a new regional level shopping centre on the George Street car park incorporating a medium sized discount department store and specialty stores; and
- a small supermarket in Keppel Street.

The Strategy estimates the requirement for additional office floor space for the City by 2036 to be between 6140m² and 10,510m² GLA (Table 5.13, page 179, Bathurst CBD & Bulky Goods Business Development Strategy 2011). It should be noted that the Strategy does not identify whether all of this floor space will locate in the CBD. It is likely that some floor space will locate outside the CBD therefore a figure of 6,140m² GLA will be used for the purpose of this document.

3.4. KEY RECOMMENDATIONS OF THE BATHURST CBD & BULKY GOODS BUSINESS DEVELOPMENT STRATEGY

The key recommendation of the Strategy is the retention of the retail primacy of the Bathurst CBD through:

1. The maintenance of a floor space restriction for individual stores in excess of 2,500 square metres GLA at the Westpoint and Trinity Heights neighbourhood activity centres and in excess of 1,200 square metres GLA at other designated neighbourhood activity centres.
2. Restrictions on the permissibility of retail premises (other than bulky goods) in other out of CBD locations.

These recommendations aim to ensure that discount department and department stores and large supermarkets can only be located in the Bathurst CBD for the foreseeable future.

The Strategy recommends support for the following projects to consolidate the Core precinct:

- proposed revitalisation program for Bathurst Chase (lower ground level entry area at William Street) and Centrepoin Arcade;
- proposed office and retail redevelopment of the ANZ property at Pedrottas Lane;
- the recommended City Heart project to provide a town square and opportunities for unique attractions for Bathurst that could include a farmers' market, University of the Third Age and community/arts precinct in the south west quadrant (area including the former TAFE building and adjacent sites fronting Howick Street).

The Strategy recommends support for the following projects to optimize the long term regional retail potential of the Bathurst CBD:

- visioning and master planning project for Council to co-ordinate and facilitate a new major retail/mixed use development of the George Street car park. The potential development area could also include the current Ford site at Howick Street. The project could potentially accommodate a new discount department store and/or new major homewares stores and other stores and services that will complement the strengths and attractions of George Street.

The Strategy recommends support for the following projects to strengthen the retail offering in precincts adjacent to the Core:

- proposed supermarket development at Rankin Street (the now completed IGA);
- potential redevelopment project that could include joint use of part of the library car park with opportunities to link to Keppel Street. The project could provide a small supermarket/convenience store to complement the existing retail offering at Keppel Street.

The Strategy recommends the following project to improve pedestrian safety and connectivity in the CBD:

- facilitation of a slow speed street network encompassing the principal shopping and commercial streets (refer Section 7.5 and Figure 7.3, Bathurst CBD & Bulky Goods Business Development Strategy 2011).

The Strategy recommends the following project to improve the amenity and diversity of activities in the Durham Street precinct:

- planning and facilitation of a boulevard and gateways project for Durham Street;
- consultation, visioning and feasibility opportunities project for a significant interface area at Durham Street (refer Section 7.5, Bathurst CBD & Bulky Goods Business Development Strategy 2011).

4. OFF-STREET CAR PARKS

This Chapter provides a discussion on each of the existing primary CBD off-street public car parks and includes an overview of each car park, a comparison with data from the 2000/2001 survey and comments on recent changes on or in the vicinity of each respective site. Recommendations for future improvements are included where opportunities are identified.

A total of nine off-street public car parks are provided in the CBD. These are not all necessarily Council owned but are nonetheless available for the use of the general public. A total of 2197 car parking spaces are provided across these nine public car parks.

The following table outlines the designation of car parking spaces in the off-street public car parks.

	Time Limited/Restricted	Unrestricted	Accessible (Disabled)	Total
Library	0	101	4	105
BINC	0	46	2	48
Stockland	515	0	6	521
Bathurst City Centre	606	0	14	620
Bathurst Chase	244	0	7	251
Elizabeth Street	0	115	2	117
Rankin Street	26	42	2	70
IGA/Discount Dave's	96	0	2	98
George Street	66	255	6	327
Scotts Centre	39	0	1	40
Total	1592	559	46	2197

(Source: Bathurst Regional Council 2012)

NOTE: The figures provided in the table above for the Rankin Street car park are those post the construction of the IGA Supermarket. Prior to construction of the Supermarket the car park provided 26 time limited spaces, 78 unrestricted and 2 accessible spaces, to a total of 106 spaces.

The Library, BINC, Elizabeth Street, Rankin Street and George Street car parks provide the key locations for unrestricted all day parking. The remaining car parks are time limited to generally 3 hours. The times limits are policed either by Council or privately as the table below indicates.

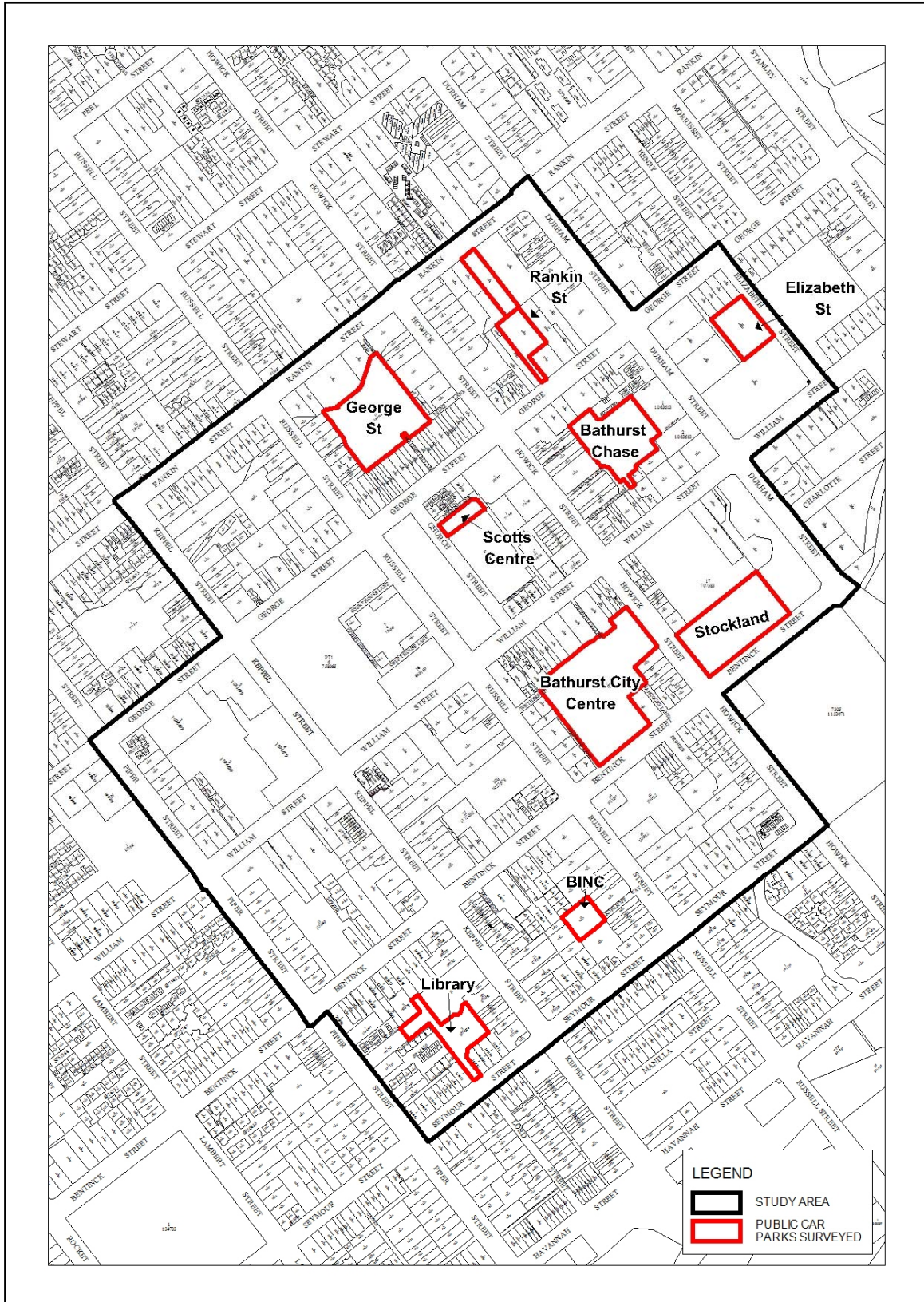
The Aldi car park has not been included in the surveys as it is not a publicly available car park for general use (i.e. it is exclusively for the use of Aldi customers).

	Time Limit	Policed by
Stockland	3 hour	Council
Bathurst City Centre	3 hour	Council
Bathurst Chase	3 hour	Private
Rankin Street	3 hour	Council
IGA/Discount Dave's	2 hour	Not policed*
George Street	2 hour	Council
Scotts Centre	Permit	Council

(Source: Bathurst Regional Council 2012)

*As at the date of completion of this report no private or Council policing arrangement was in place for the IGA car park.

Appendix 1 contains tables of the detailed survey results completed for these car parks in 2009/2010. It should be noted that in relation to the results for the Rankin Street car park, these results relate to the site prior to the construction of the IGA Supermarket. Updated survey results for this location are provided in the body of this report.



(Source: Bathurst Regional Council 2012)

4.1. LIBRARY

This car park is accessed via Seymour Street and provides parking for the Library and Regional Art Gallery and for the Keppel Street commercial precinct. Pedestrian access is available to both Keppel and Seymour Streets. This car park is owned by Council.

4.1.1. Notable changes since 2000/2001 survey

The building at 91 Seymour Street has been redeveloped into commercial premises after previous uses as a gallery and as a light industrial workshop.

4.1.2. Notes from 2009/2010 survey

During the 2009/2010 survey period between 12 and 15 car parking spaces were closed off for a construction zone during the redevelopment of the adjoining St Vincent de Paul site.

4.1.3. Car Park Condition

Paved	Yes
Line marked	Yes
Accessible spaces provided and clearly designated	Yes, line marked and sign posted
Lighting	Yes
Vehicular access	Good
Signage	"P" sign provided at Seymour Street entrance and at Keppel Street/Seymour Street intersection. No sign at entry to indicate all day parking.
Bicycle parking	Bicycle racks provided.

(Source: Bathurst Regional Council 2012)

4.1.4. Level of usage

The following table provides a comparison of the number of spaces and the level of usage of the Library car park in surveys conducted in 2000/2001 and 2009/2010.

Survey year	2000/2001	2009/2010
Number of spaces	125	105
Average level of usage	25%	32%

(Source: Bathurst Regional Council 2012)

It is likely that the increase in the usage of the Library car park is because of an increase in the popularity of the Library, the Art Gallery and the Keppel Street precinct in general. The Library car park is still however significantly under utilised with an average spare capacity of 72 spaces.

4.1.5. Recommendations

The key recommendations for the Library car park are to:

- Provide a new sign to indicate all day parking;
- Promote the use of the car park as an all day car park.

The Bathurst CBD & Bulky Goods Business Development Strategy 2011 identifies the opportunity for this car park to be developed to provide additional supermarket retailing in the Keppel Street precinct. If such development proceeds the existing unrestricted car parking resource should be retained and additional car parking obtained relative to the additional floor space.

4.2. BATHURST INFORMATION & NEIGHBOURHOOD CENTRE (BINC)

This car park is accessed via Russell Street and provides parking for the BINC, the Seymour Centre and commercial premises in lower Keppel and Russell Streets. Pedestrian access is available to both Keppel and Russell Streets. This car park is owned by Council.

4.2.1. Notable changes since 2000/2001 survey

No significant changes were recorded.

4.2.2. Notes from 2009/2010 survey

No unusual observations were recorded.

4.2.3. Car Park Condition

Paved	Yes, however a 1400m ² section at the rear is currently unsealed.
Line marked	Yes, however a 1400m ² section at the rear is currently not line marked.
Accessible spaces provided and clearly designated	Space provided and line marked however not clearly sign posted.
Lighting	Yes
Vehicular access	Good
Signage	No sign at entry to Kohlhoff Way and no sign at entry to indicate all day parking.
Bicycle parking	No.

(Source: Bathurst Regional Council 2012)

4.2.4. Level of usage

The following table provides a comparison of the number of spaces and the level of usage of the BINC car park in surveys conducted in 2000/2001 and 2009/2010.

Survey year	2000/2001	2009/2010
Number of spaces	39	48
Average level of usage	29%	68%

(Source: Bathurst Regional Council 2012)

The increase in the number of spaces occurred because the car park was reconfigured resulting in a more economical use of space. The BINC car park has an average spare capacity of 15 spaces.

Usage of the BINC car park has more than doubled in the period between the 2000/2001 and 2009/2010 surveys.

4.2.5. Recommendations

The key recommendations for the BINC car park are:

- Provide a “P” sign at the entry;
- Provide a sign to indicate all day parking;
- Install bicycle parking when funding is available;
- Seal, line mark and light the remaining 1400m² as soon as funding is available.

4.3. STOCKLAND

This car park is accessed via Bentinck and Howick Streets and provides parking for the Stockland shopping centre (anchored by Big W, Woolworths and Target) and the surrounding commercial precinct. Pedestrian access is available internally to the shopping centre and directly to Bentinck and Howick Streets. This car park is privately owned. Parking restrictions are policed by agreement through Council. This car park is located at the retail core of the CBD.

4.3.1. Notable changes since 2000/2001 survey

Significant change has occurred to the retail floor space within the centre since the 2000/2001 survey was undertaken. The closure of the Myer (Grace Bros) Department Store sparked a major reconfiguration of the internal retail floor space on both the upper and lower levels and included the introduction of a Kmart Discount Department Store which later became a Target Discount Department Store. Between 2000/2001 and 2009/2010 surveys a number of changes were made to the configuration of the car park which have resulted in an increase in the number of available spaces. The construction of the Bathurst City Centre on the other side of Howick Street introduced an alternate undercover car park in close proximity to the Stockland centre.

4.3.2. Notes from 2009/2010 survey

No unusual observations were recorded.

4.3.3. Car Park Condition

Paved	Yes
Line marked	Yes
Accessible spaces provided and clearly designated	Yes, line marked and sign posted.
Lighting	Yes
Vehicular access	Excellent
Signage	While there are no large “P” signs on the Bentinck Street or Howick Street entrances, those entrances are clearly designated
Bicycle parking	No.

(Source: Bathurst Regional Council 2012)

4.3.4. Level of usage

The following table provides a comparison of the number of spaces and the level of usage of the Stockland car park in surveys conducted in 2000/2001 and 2009/2010.

Survey year	2000/2001	2009/2010
Number of spaces	486	521
Average level of usage	85%	84%

(Source: Bathurst Regional Council 2012)

The number of available spaces increased between the 2000/2001 and 2009/2010 surveys relative to an increase in internal floor space.

As noted in the table above, the level of usage is essentially the same in the 2000/2001 and 2009/2010 surveys. The Stockland car park has an average spare capacity of 84 spaces. Whilst demand for parking in the retail core of the CBD has undoubtedly increased between the two survey periods, the construction of the Bathurst City Centre car park on the other side of Howick Street has accommodated the increased demand at the retail core.

Notwithstanding the provision of additional car parking at the Bathurst City Centre, the average level of usage in the Stockland car park remains high. This is a direct result of its location at the retail core of the CBD and the regional level retail attractors located within the centre.

Policing of the 3 hour time limit remains the best mechanism to continue to maximise the existing car parking resource. Additional car parking provision at this location is unlikely to occur without a major redevelopment of the site.

4.3.5. Recommendations

The key recommendations for the Stockland car park are:

- To encourage the Management of the Stockland Centre to include bicycle parking facilities and amenities for cyclists;
- To encourage the Management of the Stockland Centre to continue to police time restrictions within the car park.

4.4. BATHURST CITY CENTRE

This car park is accessed via Bentinck Street and provides parking for the Bathurst City Centre shopping centre (anchored by Woolworths) and the surrounding commercial precinct. Pedestrian access is available internally to the shopping centre and direct to Bentinck, Howick, Russell and William Streets. This car park is privately owned. Parking restrictions are policed by agreement through Council. This car park is located at the retail core of the CBD.

4.4.1. Notable changes since 2000/2001 survey

Significant change has occurred on this site since the 2000/2001 survey was undertaken. Council sold the William Street Car Park to a private developer who had also acquired the Carrington Square shopping centre, the former Mitre 10 site and the former Landmark site. The consolidated site now forms a regional level shopping centre with two undercover parking levels with a total of 620 car parking spaces. Prior to redevelopment the William Street Car Park had 169 outdoor parking spaces.

It should be noted that Council contributed funds to this development to provide additional spaces at this location principally to service the Bathurst Memorial Entertainment Centre (BMEC). Those funds were collected through Council's Section 94 Contributions Plan upon the redevelopment of BMEC.

4.4.2. Notes from 2009/2010 survey

No unusual observations were recorded.

4.4.3. Car Park Condition

Paved	Yes
Line marked	Yes
Accessible spaces provided and clearly designated	Yes, line marked and sign posted
Lighting	Yes
Vehicular access	Excellent
Signage	Yes, large "P" sign on Bentinck Street. No large "P" sign on entrance to Hancocks Lane (being the external access to the lower level car park).
Bicycle parking	Bicycle rack and cyclist change room provided.

(Source: Bathurst Regional Council 2012)

4.4.4. Level of usage

The following table provides a comparison of the number of spaces and the level of usage of the Bathurst City Centre car park in surveys conducted in 2000/2001 and 2009/2010.

Survey year	2000/2001	2009/2010
Number of spaces	169	620
Average level of usage	70%	62%

(Source: Bathurst Regional Council 2012)

The number of available spaces at this location is significantly greater than in 2000/2001 (i.e. an additional 451 spaces).

The Bathurst City Centre car park has an average spare capacity of 236 spaces. Given the spare capacity and the quality of the car park no specific recommendations are made for this car park at this time other than to continue to encourage the policing of time limits to maximise the existing car parking resource.

4.4.5. Recommendations

The key recommendations for the Bathurst City Centre car park are:

- To encourage the Management of the Bathurst City Centre to continue to police time restrictions within the car park.

4.5. BATHURST CHASE

This car park is accessed via Durham and Howick Streets and provides parking for the Bathurst Chase shopping centre and the surrounding commercial precinct. Pedestrian access is available to the shopping centre from Durham, George, Howick and William Streets. This car park is privately owned and policed. This car park is located at the retail core of the CBD.

4.5.1. Notable changes since 2000/2001 survey

During the survey period (April/May 2010) this car park was reconfigured to accommodate additional car parks as a result of a reconfiguration of retail floor space in the shopping centre (increase in floor space for Coles Supermarket and subsequent reduction in floor space for specialty shops). The car park now has a total of 251 spaces.

4.5.2. Notes from 2009/2010 survey

The vacancy rate for retail space inside the centre remained very high throughout the survey period. This remains the case.

4.5.3. Car Park Condition

Paved	Yes
Line marked	Yes
Accessible spaces provided and clearly designated	Yes, line marked and sign posted.
Lighting	Yes, both undercover and outdoor parking areas are lit.
Vehicular access	Good
Signage	Yes, large "P" sign provided on both Durham Street entrances and the Howick Street entrance.
Bicycle parking	No.

(Source: Bathurst Regional Council 2012)

4.5.4. Level of usage

The following table provides a comparison of the number of spaces and the level of usage of the Bathurst Chase car park in surveys conducted in 2000/2001 and 2009/2010.

Survey year	2000/2001	2009/2010
Number of spaces	249	251
Average level of usage	85%	81%

(Source: Bathurst Regional Council 2012)

As noted in the table above, the level of usage is essentially the same in the 2000/2001 and 2009/2010 surveys. The Bathurst Chase car park has an average spare capacity of 48 spaces.

Whilst demand for parking in the retail core of the CBD has undoubtedly increased between the two survey periods, the construction of the Bathurst City Centre car park on the other diagonally opposite block has accommodated the increased demand at the retail core.

4.5.5. Recommendations

The key recommendations for the Bathurst Chase car park are:

- To encourage the Management of the Bathurst Chase to include bicycle parking facilities and amenities for cyclists;

- To encourage the Management of the Bathurst Chase to continue to police time restrictions within the car park.

4.6. ELIZABETH STREET

This car park is accessed via Durham, Elizabeth and George Streets and provides all day parking and parking for the McDonalds Family Restaurant and the Bathurst Aquatic Centre. Pedestrian access is available to both Elizabeth and Durham Streets. This car park is owned by Council.

4.6.1. Notable changes since 2000/2001 survey

Significant change has occurred in the vicinity of this car park since the 2001 survey with the redevelopment of the Bathurst Memorial Swimming Pool site resulting in the construction of the Bathurst Aquatic Centre. Prior to the construction of the Bathurst Aquatic Centre the Bathurst Memorial Swimming Pool was only open for the summer months and it did not have its own car park. The Bathurst Aquatic Centre is open all year round and it has a dedicated car park with 52 spaces (including two accessible car parking spaces).

4.6.2. Notes from 2009/2010 survey

This car park is often used as a base for the Red Cross Blood Bus and the Breast Cancer Screening Bus which generally occupy 7 to 10 car parking spaces. During the month of February the level of usage is considerably higher as many local schools hold their annual swimming carnivals at the Bathurst Aquatic Centre.

4.6.3. Car Park Condition

Paved	Yes
Line marked	Yes
Accessible spaces provided and clearly designated	Yes, line marked and sign posted
Lighting	No lighting.
Vehicular access	Good
Signage	No large "P" sign on Elizabeth Street and George Street entrances and no signs to indicate all day parking.
Bicycle parking	No.

(Source: Bathurst Regional Council 2012)

4.6.4. Level of usage

The following table provides a comparison of the number of spaces and the level of usage of the Elizabeth Street car park in surveys conducted in 2000/2001 and 2009/2010.

Survey year	2000/2001	2009/2010
Number of spaces	105	117
Average level of usage	42%	37%

(Source: Bathurst Regional Council 2012)

Additional surveys of the Elizabeth Street car park were undertaken in November 2012. As the table below indicates, these surveys indicate a higher level of usage than those undertaken in 2009/2010.

Survey	No. 1	No. 2	No. 3	No. 4	No. 5	No. 6	Average
Number of spaces	117	117	117	117	117	117	117
Level of usage	63%	56%	49%	69%	54%	49%	56%

(Source: Bathurst Regional Council 2012)

The level of usage has increased slightly but significant spare capacity remains. The Elizabeth Street car park has an average spare capacity of 52 spaces. The car park is located in close proximity to the retail core of the CBD. As such it could be better utilised as an all day car park for those employed in the nearby retail core. The physical barrier that Durham Street presents, poor signage and poor lighting are possibly deterrents to a higher level of usage.

The Elizabeth Street car park offers the greatest potential to provide additional all day car parking resources for the CBD. Council should therefore seek to retain ownership of the land, rather than seek its possible redevelopment. Multi-storey parking could be considered at this site in the longer term when demand increases.

4.6.5. Recommendations

The key recommendations for the Elizabeth Street car park are to:

- Provide lighting as a high priority as funding becomes available;
- Provide large "P" signs at the Elizabeth Street and George Street entrances and directional "P" signs at the intersections of Durham and William Street and Durham and George Streets;
- Provide a sign to promote all day parking;
- Promote use as an all day car park;
- Provide bicycle parking;
- Maintain the car park in public ownership.

4.7. RANKIN STREET

This car park is accessed via George and Rankin Streets and provides parking for the surrounding commercial precinct. Pedestrian access is available to both George and Rankin Streets. The upper section (George Street end) of this car park is Council owned. The remainder is now part of the new IGA supermarket development. The time limited spaces in the Council owned area are policed by Council. The number of unrestricted spaces in this locality has been reduced as a result of the IGA Supermarket development, while the overall number of parking spaces has increased.

4.7.1. Notable changes since 2000/2001 survey

Significant change has occurred in the vicinity of this car park since the 2001 survey with the redevelopment of 225-229 Howick Street which has seen the creation of new commercial premises and new premises for Verto (formerly Central West Community College).

The lower section of the car park off Rankin Street was sold to a private developer in 2010/2011 and has been incorporated into the new IGA Supermarket on the adjoining site. Prior to being sold, the lower section of the car park accommodated 40 unrestricted, and largely undesignated, parking spaces. The supermarket development provides restricted 98 parking spaces. The public car park and the IGA

car park now provide a total of 168 spaces at this location. This represents a net increase of 62 spaces in this locality. The 98 spaces associated with the supermarket are 2 hour time limited however as at the date of completion of this report no private or Council policing arrangement was in place for the IGA car park. Those in the upper section remain unchanged (i.e. 26 time restricted, 42 unrestricted and 2 designated accessible car parking spaces).

4.7.2. Notes from 2009/2010 survey

No unusual observations were recorded.

4.7.3. Car Park Condition

Paved	Yes
Line marked	Yes
Accessible spaces provided and clearly designated	Yes, line marked and sign posted
Lighting	Yes
Vehicular access	Good
Signage	Yes, large "P" sign at George Street and Rankin Street entrances
Bicycle parking	No.

(Source: Bathurst Regional Council 2012)

4.7.4. Level of usage

The following table provides a comparison of the number of spaces and the level of usage of the Rankin Street car park (prior to the construction of the IGA Supermarket) in surveys conducted in 2000/2001 and 2009/2010.

Survey year	2000/2001	2009/2010
Number of spaces	70	106
Average level of usage	68%	65%

(Source: Bathurst Regional Council 2012)

The number of spaces in the Rankin Street car park increased between the 2000/2001 and 2009/2010 surveys because a building between the upper and lower sections was demolished and additional spaces were created on an ad hoc basis on an unsealed part of the lower section.

The level of usage of the Rankin Street car park remained generally the same between the 2000/2001 and 2009/2010 survey periods. The Rankin Street car park had an average spare capacity of 37 spaces.

Upon completion of the IGA Supermarket there are now a total of 168 car parking spaces in this locality. Of the 168 spaces, 122 are timed, 42 are unrestricted and 4 are designated accessible.

Additional surveys of the upper section of the Rankin Street car park were undertaken in November 2012 (post construction of the IGA supermarket). As the table below indicates, these surveys indicate a much higher level of usage and that the remaining Rankin Street car park (upper section) is operating at or near to capacity.

Survey – Upper Section Rankin Street Car Park	No. 1	No. 2	No. 3	No. 4	No. 5	No. 6	No. 7	No. 8	No. 9	Average
Number of spaces	70	70	70	70	70	70	70	70	70	70
Level of usage	86%	50%	81%	87%	74%	64%	81%	91%	71%	76%

(Source: Bathurst Regional Council 2012)

The number of unrestricted (all day) parking spaces at this location have been affected by the IGA Supermarket development (reduced from 78 to 42). The recommendations outlined in section 3.6 for the Elizabeth Street car park are therefore important to encourage greater use of this car park for those seeking all day parking.

Surveys of the 98 spaces provided for the IGA Supermarket undertaken in November 2012 indicate that its average level of usage is 25%.

Survey – Lower Section Rankin Street Car Park – IGA Car Park	No. 1	No. 2	No. 3	No. 4	No. 5	No. 6	No. 7	No. 8	No. 9	Average
Number of spaces	98	98	98	98	98	98	98	98	98	98
Level of usage	33%	47%	15%	19%	10%	24%	28%	19%	27%	25%

(Source: Bathurst Regional Council 2012)

Therefore the supermarket development has provided significant spare capacity of restricted parking in this locality.

4.7.5. Recommendations

The key recommendations for the Rankin Street and IGA car parks are to:

- Provide bicycle parking facilities in the Rankin Street car park when funding becomes available;
- Encourage the Management of the IGA Supermarket to police time restriction in the newly configured car park and to provide bicycle parking facilities.

4.8. GEORGE STREET

This car park is accessed via George, Howick, Rankin and Russell Streets and provides parking for the Bathurst RSL, CityFit Gym and the surrounding commercial precinct. This car park is owned by Council and time restricted spaces are policed by Council. The Bathurst CBD & Bulky Goods Business Development Strategy 2011 identifies this car park as the optimum location for the next major regional level retail development as the City grows.

4.8.1. Notable changes since 2000/2001 survey

No significant changes were recorded.

4.8.2. Notes from 2009/2010 survey

No unusual observations were recorded.

4.8.3. Car Park Condition

Paved	Yes
Line marked	Yes
Accessible spaces provided and clearly designated	Yes, line marked and sign posted
Lighting	Yes
Vehicular access	Good
Signage	Yes, large "P" sign at George Street, Howick Street, Rankin Street and Russell Street entrances.
Bicycle parking	Toilet block within car park. No bicycle racks.

(Source: Bathurst Regional Council 2012)

NOTE: A public toilet block is provided in the centre of the car park.

4.8.4. Level of usage

The following table provides a comparison of the number of spaces and the level of usage of the George Street car park in surveys conducted in 2000/2001 and 2009/2010.

Survey year	2000/2001	2009/2010
Number of spaces	321	327
Average level of usage	64%	73%

(Source: Bathurst Regional Council 2012)

Of the 327 spaces in this car park 66 spaces are timed and 6 spaces are designated accessible car parking spaces.

The level of usage of this car park has increased between the two survey periods. The George Street car park has an average spare capacity of 89 spaces. This car park provides a significant number of all day parking spaces close to the CBD.

The Bathurst CBD & Bulky Goods Business Development Strategy 2011 recommends that this car park be the next location for retail/commercial redevelopment. This location will therefore see the greatest level of retail floor space increase in the CBD over the next 10 years. It is at this location therefore that Council needs to maximise future restricted car parking availability (see Chapter 6 of this document).

4.8.5. Recommendations

The key recommendation for the George Street car park in the short term is to:

- Provide bicycle parking.

See Chapter 6 of this document for further recommendations.

4.9. SCOTTS CENTRE

This car park is accessed via Church Street (Parrish Lane) and provides parking for the Scotts Centre, the Anglican Cathedral and the surrounding commercial precinct. This car park is privately owned. Time restrictions are enforced by agreement through Council.

4.9.1. Notable changes since 2000/2001 survey

The Scotts Centre car park was not surveyed for the 2001 Car Parking Strategy.

4.9.2. Notes from 2009/2010 survey

No unusual observations were recorded.

4.9.3. Car Park Condition

Paved	Yes
Line marked	Yes
Accessible spaces provided and clearly designated	Yes, line marked and sign posted
Lighting	Minimal
Vehicular access	Good
Signage	Yes, large "P" sign at Church Street entrance.
Bicycle parking	No.

(Source: Bathurst Regional Council 2012)

4.9.4. Level of usage

The following table provides the number of spaces and the level of usage of the Scotts Centre car park in the survey conducted in 2009/2010. This car park was not included in the 2000/2001 survey.

Survey year	2000/2001	2009/2010
Number of spaces	N/R	40
Average level of usage	N/R	53%

(Source: Bathurst Regional Council 2012)

Of the 40 spaces in this car park 26 are permit holder spaces, 13 are time limited spaces and 1 is a designated accessible car parking space.

Only 14 spaces in this car park are available to the general public. Therefore this car park does not really contribute to the CBD public car park resource.

This car park is under utilized and may receive a higher level of usage if it were a public car park.

The Bathurst CBD & Bulky Goods Business Development Strategy 2011 recommends future planning of this City block as a "City Heart/Town Square" project.

4.9.5. Recommendations

The key recommendations for the Scotts Centre car park are:

- Encourage the provision of better lighting;
- Encourage the provision of bicycle parking.

5. ON-STREET PARKING

This Chapter provides a discussion on each of the streets in the CBD where on-street car parking is available and includes a comparison with data from the 2000/2001 survey and comments on recent changes on or in the vicinity of each street.

A total of 2260 on-street car parking spaces are provided in the CBD.

The following table outlines the designation of on-street car parking spaces.

		Time Limited/Restricted	Unrestricted	Accessible (Disabled)	Total
Elizabeth Street	Between George & William	0	38	0	38
Durham Street	Between Rankin & George	8	22	0	30
	Between George & William	0	20	0	20
Howick Street	Between William & Bentinck	0	25	0	25
	Between Rankin & George	61	0	1	62
	Between George & William	76	0	3	79
	Between William & Bentinck	45	0	1	46
Church Street	Between Bentinck & Seymour	0	53	0	53
	Between George & William	54	0	1	55
Russell Street	Between Rankin & George	61	15	1	77
	Between George & William	40	0	1	41
	Between William & Bentinck	57	0	1	58
	Between Bentinck & Seymour	35	25	0	60
Courthouse Lane	Courthouse Lane	48	0	1	49
Keppel Street	Between Rankin & George	0	51	0	51
	Between George & William	0	88	0	88
	Between William & Bentinck	68	0	3	71
	Between Bentinck & Seymour	74	0	1	75
	Between Seymour & Havannah	0	56	0	56
Piper Street	Between George & William	7	65	0	72

		Time Limited/Restricted	Unrestricted	Accessible (Disabled)	Total
Rankin Street	Between William & Bentinck	0	49	0	49
	Between Howick & Durham	23	20	0	43
	Between Russell & Howick	9	52	2	63
	Between Russell & Keppel	0	42	0	42
George Street	Between Piper & Keppel	6	76	0	82
	Between Keppel & Russell	64	32	0	96
	Between Russell & Howick	85	0	1	86
	Between Howick & Durham	50	0	1	51
	Between Durham & Elizabeth	0	28	0	28
William Street	Between Piper & Keppel	0	59	1	60
	Between Keppel & Russell	51	0	1	52
	Between Russell & Howick	59	0	0	59
	Between Howick & Durham	62	0	2	64
	Between Durham & Elizabeth	19	38	2	59
Bentinck Street	Between Piper & Keppel	49	38	1	88
	Between Keppel & Russell	50	13	2	65
	Between Russell & Howick	13	0	0	13
Seymour Street	Between Piper & Keppel	0	50	0	50
	Between Keppel & Russell	0	51	0	51
	Between Russell & Howick	0	53	0	53
TOTAL		1174	1059	27	2260

(Source: Bathurst Regional Council 2012)

It should be noted that the figures provided in this table for Rankin Street (between Howick and Durham Streets) are post construction of the IGA Supermarket. Prior to construction of the IGA Supermarket this block provided 67 spaces (17 time restricted and 50 unrestricted).

Howick Street (between George and Bentinck Streets) and William Street (between Durham and Russell Streets) are located at the retail core.

The key blocks which provide for all day parking close to the retail core are:

- Keppel Street (between George and William Streets);
- George Street (between Keppel and Russell Street);
- Howick Street (between Bentinck and Seymour Street).

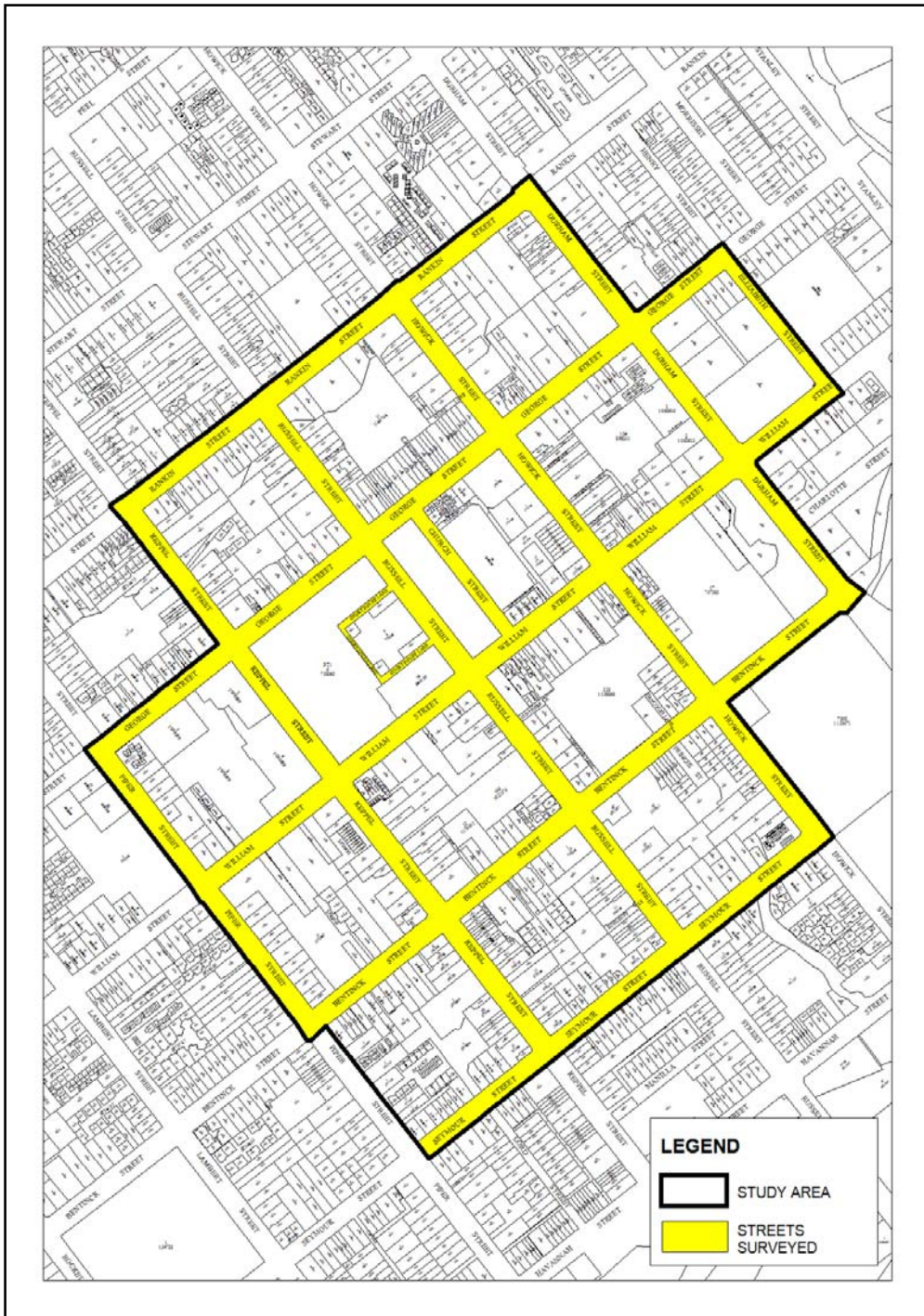
The table below outlines the existing time restrictions for on-street spaces.

Between		5 min	15 min	30 min	1 hr	2 hr	3 hr	Authorised only	Accessible (Disabled)	Unrestricted	Total
Elizabeth Street	George & William	0	0	0	0	0	0	0	0	38	38
Durham Street	Rankin & George	0	0	0	5	3	0	0	0	22	30
	George & William	0	0	0	0	0	0	0	0	20	20
	William & Bentinck	0	0	0	0	0	0	0	0	25	25
Howick Street	Rankin & George	0	0	0	26	35	0	0	1	0	62
	George & William	0	4	72	0	0	0	0	3	0	79
	William & Bentinck	0	0	5	40	0	0	0	1	0	46
	Bentinck & Seymour	0	0	0	0	0	0	0	0	53	53
Church Street	George & William	0	0	0	54	0	0	0	1	0	55
Russell Street	Rankin & George	0	0	0	0	61	0	0	1	15	77
	George & William	0	0	5	13	22	0	0	1	0	41
	William & Bentinck	0	0	0	2	55	0	0	1	0	58
	Bentinck & Seymour	0	0	0	0	35	0	0	0	25	60
Courthouse Lane	Courthouse Lane	0	0	0	0	18	0	30	1	0	49
Keppel Street	Rankin & George	0	0	0	0	0	0	0	0	51	51
	George & William	0	0	0	0	0	0	0	0	88	88
	William & Bentinck	0	0	0	31	37	0	0	3	0	71
	Bentinck & Seymour	0	0	7	18	49	0	0	1	0	75
	Seymour & Havannah	0	0	0	0	0	0	0	0	56	56
Piper Street	George & William	0	7	0	0	0	0	0	0	65	72

Between		5 min	15 min	30 min	1 hr	2 hr	3 hr	Authorised only	Accessible (Disabled)	Unrestricted	Total
Rankin Street	William & Bentinck	0	0	0	0	0	0	0	0	49	49
	Howick & Durham	0	0	0	0	23	0	0	0	20	43
	Russell & Howick	5	0	4	0	0	0	0	2	52	63
	Russell & Keppel	0	0	0	0	0	0	0	0	42	42
George Street	Piper & Keppel	0	0	6	0	0	0	0	0	76	82
	Keppel & Russell	0	0	5	41	18	0	0	0	32	96
	Russell & Howick	0	0	0	85	0	0	0	1	0	86
	Howick & Durham	0	0	0	50	0	0	0	1	0	51
	Durham & Elizabeth	0	0	0	0	0	0	0	0	28	28
William Street	Piper & Keppel	0	0	0	0	0	0	0	1	59	60
	Keppel & Russell	0	0	8	25	18	0	0	1	0	52
	Russell & Howick	0	0	0	59	0	0	0	0	0	59
	Howick & Durham	0	0	0	62	0	0	0	2	0	64
	Durham & Elizabeth	0	0	6	0	0	13	0	2	38	59
Bentinck Street	Piper & Keppel	0	0	14	35	0	0	0	1	38	88
	Keppel & Russell	0	0	10	20	20	0	0	2	13	65
	Russell & Howick	0	0	0	0	13	0	0	0	0	13
Seymour Street	Piper & Keppel	0	0	0	0	0	0	0	0	50	50
	Keppel & Russell	0	0	0	0	0	0	0	0	51	51
	Russell & Howick	0	0	0	0	0	0	0	0	53	53
TOTAL		5	11	142	566	407	13	30	27	1059	2260

(Source: Bathurst Regional Council 2012)

Appendix 2 contains tables of the detailed survey results completed for these street blocks in 2009/2010. It should be noted that for Rankin Street (between Howick and Durham Streets) the survey results related to the configuration and number of spaces prior to the construction of the IGA Supermarket.



(Source: Bathurst Regional Council 2012)

5.1. ELIZABETH STREET

5.1.1. Notable changes since 2000/2001 survey

Significant change has occurred in the vicinity of Elizabeth Street since the 2000/2001 survey with the redevelopment of the Bathurst Memorial Swimming Pool site resulting in the construction of the Bathurst Aquatic Centre. Prior to the construction of the Bathurst Aquatic Centre, the Bathurst Memorial Swimming Pool was only open for the summer months and it did not have its own car park. The Bathurst Aquatic Centre is open all year round and it has a dedicated car park with 52 spaces (including two accessible car parking spaces).

5.1.2. Notes from 2009/2010 survey

During the month of February the level of usage is considerably higher as many local schools hold their annual swimming carnivals.

5.1.3. Configuration

A total of 38 car parking spaces are available in Elizabeth Street from George Street to William Street. On-street parking in Elizabeth Street is entirely parallel.

5.1.4. Level of usage

The following table provides a comparison of the number of spaces and the average level of usage of Elizabeth Street in surveys conducted in 2000/2001 and 2009/2010.

Survey year	2000/2001	2009/2010
Between George & William		
Number of spaces	34	38
Average level of usage	28%	8%

(Source: Bathurst Regional Council 2012)

As the table above indicates, the level of usage in Elizabeth Street remained low between the 2000/2001 and 2009/2010 surveys, excluding the month of February.

5.1.5. Recommendations

As parking spaces in Elizabeth Street are currently unrestricted and usage is low, no specific recommendations are made at this time.

5.2. DURHAM STREET

5.2.1. Notable changes since 2000/2001 survey

Significant change has occurred in the vicinity of Durham Street since the 2000/2001 survey including:

- The redevelopment of the service station site on the corner of Durham and William Streets resulting in the creation of a new service station and non-associated retail space;
- The redevelopment of the former Bathurst Holden New Car and Used Car sites resulting in the creation of an eat-in fast food outlet, liquor outlet, video store and takeaway only fast food outlet;
- The redevelopment of the Tindalls Corner site on the corner Durham and George Streets resulting in the creation of a tyre sales/workshop premises.
- The creation of two new car washes;
- The redevelopment of the service station site on the corner of Durham and George Streets resulting in the creation of a large chain liquor outlet.

5.2.2. Notes from 2009/2010 survey

No unusual observations were recorded.

5.2.3. Configuration

A total of 75 car parking spaces are available in Durham Street from Rankin Street to Bentinck Street. On-street parking in Durham Street is entirely parallel.

5.2.4. Level of usage

The following table provides a comparison of the number of spaces and the average level of usage of Durham Street in surveys conducted in 2000/2001 and 2009/2010.

Survey year	2000/2001	2009/2010
Between Rankin & George		
Number of spaces	24	30
Average level of usage	31%	14%
Between George & William		
Number of spaces	17	20
Average level of usage	19%	8%
Between William & Bentinck		
Number of spaces	33	25
Average level of usage	37%	44%

(Source: Bathurst Regional Council 2012)

As the table above indicates, the level of usage in Durham Street remained low between the 2000/2001 and 2009/2010 surveys.

5.2.5. Recommendations

As parking spaces in Durham Street are currently unrestricted and the level of usage is low, no specific recommendations are made at this time.

5.3. HOWICK STREET

5.3.1. Notable changes since 2000/2001 survey

Significant change has occurred in the vicinity of Howick Street since the 2000/2001 survey including:

- The redevelopment of the Carrington Square shopping centre, the former Mitre 10 site and the former Landmark site, resulting in the creation of regional level shopping centre (the Bathurst City Centre);
- The creation of the Australian Fossil and Mineral Museum;
- The redevelopment of 227-229 Howick Street resulting in the creation of a new commercial space and an adult education centre (Verto, formerly the Central West Community College);

5.3.2. Notes from 2009/2010 survey

No unusual observations were recorded.

5.3.3. Configuration

A total of 240 car parking spaces are available in Howick Street from Rankin Street to Seymour Street. On-street parking in Howick Street is configured as follows:

- Between Rankin & George – a combination of parallel and 45° angle parking
- Between George & William – 45° angle parking
- Between William & Bentinck – 45° angle parking
- Between Bentinck & Seymour – parallel parking (unrestricted).

5.3.4. Level of usage

The following table provides a comparison of the number of spaces and the average level of usage of Howick Street in surveys conducted in 2000/2001 and 2009/2010.

Survey year	2000/2001	2009/2010
Between Rankin & George		
Number of spaces	73	62
Average level of usage	58%	50%
Between George & William		
Number of spaces	74	79
Average level of usage	88%	71%
Between William & Bentinck		
Number of spaces	50	46
Average level of usage	86%	100%
Between Bentinck & Seymour		
Number of spaces	63	53
Average level of usage	69%	80%

(Source: Bathurst Regional Council 2012)

Howick Street between George and William Street and between William and Bentinck Street is part of the retail core of the CBD. In both of these blocks, car park usage is high. Interestingly, car park usage is higher in the block between William and Bentinck Street (100% full), with a 1 hour time limit, than in the block between William and George Streets with a ½ hour or ¼ hour time limit (71% full).

The on-street car parking resource at the retail core cannot be increased. Therefore it is important that the existing resource is maximized. Based on the results above it is recommended that the time limit at the retail core be reduced from 1 hour to ½ an hour. This will effectively secure these spaces as quick turnaround (“one shop stop”) spaces. It remains important also that the time limits be enforced. These very short term spaces will be well supported by the 3 hour public car parks located behind these blocks.

The high level of usage in Howick Street between Bentinck and Seymour Streets is because it is unrestricted and therefore attractive to workers in the CBD core for all day parking. It suggests that an increase in the provision of all day parking adjacent to Carrington Park (corner of Howick and Bentinck Streets) might be an attractive location for all day workers.

5.3.5. Recommendations

The key recommendations for Howick Street are to:

- Reduce the time limit in Howick Street (between William and Bentinck Streets) from 1 hour to ½ an hour. **(Recommendation not adopted by Council at its Ordinary Meeting held 15 May 2013)**
- Continue to patrol on-street parking and ensure Council’s Parking Officers maintain a high presence in Howick Street between George and William Streets and between William and Bentinck Streets to ensure turnover of timed spaces.

5.4. CHURCH STREET

5.4.1. Notable changes since 2000/2001 survey

Some change has occurred in the vicinity of Church Street since the 2000/2001 survey including the creation of the All Saints Cathedral Bell Tower which resulted in a slight reconfiguration of the footpath and kerb in front of the Cathedral.

5.4.2. Notes from 2009/2010 survey

No observations were recorded.

5.4.3. Configuration

A total of 55 car parking spaces are available in Church Street from George Street to William Street. On-street parking in Church Street is entirely parallel.

5.4.4. Level of usage

The following table provides a comparison of the number of spaces and the average level of usage of Church Street in surveys conducted in 2000/2001 and 2009/2010.

Survey year	2000/2001	2009/2010
Between George & William		
Number of spaces	55	55
Average level of usage	53%	55%

(Source: Bathurst Regional Council 2012)

As the table above indicates the level of usage in Church Street remained steady between the 2000/2001 and 2009 /2010 surveys.

Church Street is also very close to the retail core. Whilst usage remains at the current rate no specific recommendation is made to reduce the time limit. This should however be monitored into the future.

5.4.5. Recommendations

As the level of usage has remained steady no specific recommendations are made at this time. Patrol of on-street parking will ensure turnover of timed spaces.

5.5. RUSSELL STREET

5.5.1. Notable changes since 2000/2001 survey

Significant change has occurred in the vicinity of Russell Street since the 2000/2001 survey including:

- The redevelopment of the Fish & Sons site on the corner of Russell and Bentinck Streets resulting in the creation of a hardware store;
- The redevelopment of 128 Russell Street resulting in the creation of a discount supermarket (Aldi);
- In 2012 Centrelink and Medicare services relocated to 168 Russell Street.

5.5.2. Notes from 2009/2010 survey

No unusual observations were recorded.

5.5.3. Configuration

A total of 236 car parking spaces are available in Russell Street from Rankin Street to Seymour Street. On-street parking in Russell Street is configured as follows:

- Between Rankin & George – 45° angle parking.
- Between George & William – a combination of parallel and 45° angle parking
- Between William & Bentinck – predominantly 45° angle parking (but with two additional parallel spaces)
- Between Bentinck & Seymour – a combination of parallel and 45° angle parking

5.5.4. Level of usage

The following table provides a comparison of the number of spaces and the average level of usage of Russell Street in surveys conducted in 2000/2001 and 2009/2010.

Survey year	2000/2001	2009/2010
Between Rankin & George		
Number of spaces	84	77
Average level of usage	43%	46%
Between George & William		
Number of spaces	45	41
Average level of usage	52%	51%
Between William & Bentinck		
Number of spaces	66	58
Average level of usage	49%	69%
Between Bentinck & Seymour		
Number of spaces	65	60
Average level of usage	31%	40%

(Source: Bathurst Regional Council 2012)

As the table above indicates the level of usage in Russell Street between William and Bentinck Streets increased markedly between the 2000/2001 and 2009 /2010 surveys. This increase is likely to be because of increased retail activity in this block with the creation of the Aldi supermarket.

Additional surveys of the block between Rankin and George Streets were undertaken in November 2012 following the relocation of the Centrelink and Medicare Services to this block. These surveys indicated a higher level of usage outlined in the table below.

Survey	No. 1	No. 2	No. 3	No. 4	No. 5	No. 6	No. 7	No. 8	No. 9	Average
Number of spaces	77	77	77	77	77	77	77	77	77	77
Level of usage	64%	48%	53%	62%	31%	47%	68%	81%	45%	55%

(Source: Bathurst Regional Council 2012)

Russell Street between Rankin and George Streets currently has a 2 hour time limit. It is suggested that Council consider a 1 hour time limit, particularly on the Centrelink side of the block into the future should usage levels in the block continue to increase.

5.5.5. Recommendations

The key recommendations for Russell Street are:

- Council to consider a 1 hour time limit in the block between Rankin and George Streets in light of the relocation of the Centrelink and Medicare services. **(Recommendation not adopted by Council at its Ordinary Meeting held 15 May 2013)**
- If time limits are changed in this block, increase the presence of Council's Parking Officers.

5.6. COURTHOUSE LANE

5.6.1. Notable changes since 2000/2001 survey

Courthouse Lane was not included in the 2000/2001 survey. No significant land use change has occurred in the vicinity of Courthouse Lane since the 2000/2001 survey.

5.6.2. Notes from 2009/2010 survey

No unusual observations were recorded.

5.6.3. Configuration

A total of 49 car parking spaces are available in Courthouse Lane. On-street parking in Courthouse Lane is entirely parallel. Of the 49 spaces in Courthouse Lane only 19 spaces are available for the use of the general public (including one accessible parking space). All other spaces are authorized spaces exclusively for the use of Council or Police vehicles.

5.6.4. Level of usage

The following table provides the number of spaces and the average level of usage of Courthouse Lane the survey in 2009/2010.

Survey year	2000/2001	2009/2010
Off Russell		
Number of spaces	N/R	49
Average level of usage	N/R	51%

(Source: Bathurst Regional Council 2012)

5.6.5. Recommendations

No specific recommendations are made at this time given the limited public use available in the lane.

5.7. KEPPEL STREET

5.7.1. Notable changes since 2000/2001 survey

No significant change has occurred in the vicinity of Keppel Street since the 2000/2001 survey.

5.7.2. Notes from 2009/2010 survey

No unusual observations were recorded.

5.7.3. Configuration

A total of 341 car parking spaces are available in Keppel Street from Rankin Street to Havannah Street. On-street parking in Keppel Street is configured as follows:

- Between Rankin & George – a combination of parallel and 45° angle parking
- Between George & William – 45° angle parking (all day parking)
- Between William & Bentinck – 45° angle parking
- Between Bentinck & Seymour – 45° angle parking
- Between Seymour & Havannah – parallel parking

5.7.4. Level of usage

The following table provides a comparison of the number of spaces and the average level of usage of Keppel Street in surveys conducted in 2000/2001 and 2009/2010.

Survey year	2000/2001	2009/2010
Between Rankin & George		
Number of spaces	N/R	51
Average level of usage	N/R	39%
Between George & William		
Number of spaces	109	88
Average level of usage	74%	79%
Between William & Bentinck		
Number of spaces	85	71
Average level of usage	42%	57%
Between Bentinck & Seymour		
Number of spaces	88	75
Average level of usage	75%	75%
Between Seymour & Havannah		
Number of spaces	61	56
Average level of usage	32%	40%

(Source: Bathurst Regional Council 2012)

As the table above indicates, Keppel Street between George and William Streets is being used to capacity most of the time. The high level of usage in Keppel Street between George and William Streets is because it is untimed and is therefore attractive to CBD workers requiring all day parking.

The level of usage in the core retail block of Keppel Street (between Bentinck and Seymour Streets) has remained steady between the 2000/2001 and 2009/2010 surveys. No change in the time limit is therefore recommended at this time. The adjacent Library Car Park has shown a minor increase in this time.

5.7.5. Recommendations

As significant spare capacity exists in the adjacent Library Car Park no specific recommendations are made at this time other than to continue to enforce time limits in the block between Bentinck and Seymour Streets.

5.8. PIPER STREET

5.8.1. Notable changes since 2000/2001 survey

Significant change has occurred in the vicinity of Piper Street since the 2000/2001 survey including:

- The redevelopment of the Oxford Hotel on the corner of Piper and William Streets;
- The creation of a retail premises (Auto One) on the corner of Piper and George Streets;

5.8.2. Notes from 2009/2010 survey

No unusual observations were recorded.

5.8.3. Configuration

A total of 121 car parking spaces are available in Piper Street from George Street to Bentinck Street. On-street parking in Piper Street is configured as follows:

- Between George & William – 45° angle parking
- Between William & Bentinck – parallel parking

5.8.4. Level of usage

The following table provides a comparison of the number of spaces and the average level of usage of Piper Street in surveys conducted in 2000/2001 and 2009/2010.

Survey year	2000/2001	2009/2010
Between George & William		
Number of spaces	81	72
Average level of usage	38%	44%
Between William & Bentinck		
Number of spaces	N/R	49
Average level of usage	N/R	32%

(Source: Bathurst Regional Council 2012)

As the table above indicates, the level of usage in Piper Street remained low between the 2000/2001 and 2009/2010 surveys. This may be attributed to the fact that good off-street parking is provided next to the Metro 5 Cinema and the Leagues Club.

5.8.5. Recommendations

No specific recommendations are made at this time.

5.9. RANKIN STREET

5.9.1. Notable changes since 2000/2001 survey

Some change has occurred in the vicinity of Rankin Street since the 2000/2001 survey including:

- The creation of a professional rooms on the corner of Rankin and Howick Streets;
- More recently, the construction of a new IGA Supermarket in the block between Durham and Howick Streets.

5.9.2. Notes from 2009/2010 survey

No unusual observations were recorded.

5.9.3. Configuration

A total of 145 car parking spaces are available in Rankin Street from Durham Street to Keppel Street. On-street parking in Rankin Street is configured as follows:

- Between Durham & Howick – combination of 45° angle parking and parallel parking
- Between Howick & Russell – 45° angle parking
- Between Russell & Keppel – parallel parking

5.9.4. Level of usage

The following table provides a comparison of the number of spaces and the average level of usage of Rankin Street (prior to construction of the IGA Supermarket) in surveys conducted in 2000/2001 and 2009/2010.

Survey year	2000/2001	2009/2010
Between Durham & Howick		
Number of spaces	85	67
Average level of usage	26%	42%
Between Howick & Russell		
Number of spaces	74	63
Average level of usage	63%	63%
Between Russell & Keppel		
Number of spaces	N/R	42
Average level of usage	N/R	23%

(Source: Bathurst Regional Council 2012)

As the table above indicates, the level of usage in Rankin Street has increased only in the block between Durham and Howick Streets.

Additional surveys of the block between Durham and Howick Streets were undertaken in 2012 following the reconfiguration in this block as part of the new IGA Supermarket development. These surveys are outlined in the table below.

Survey	No. 1	No. 2	No. 3	No. 4	No. 5	No. 6	No. 7	No. 8	No. 9	Average
Number of spaces	43	43	43	43	43	43	43	43	43	43
Level of usage	65%	47%	56%	47%	56%	58%	44%	53%	42%	52%

(Source: Bathurst Regional Council 2012)

There has been a general increase in the use whilst the available number of spaces has decreased. The overall supply of spaces in this locality has however increased significantly in the new IGA car park.

5.9.5. Recommendations

The key recommendations for Rankin Street are:

- Continue to monitor the block between Durham and Howick Streets and continue to patrol on-street parking and ensure its Parking Officers maintain a high presence if required to ensure turnover of timed spaces.

5.10. GEORGE STREET

5.10.1. Notable changes since 2000/2001 survey

Significant change has occurred in the vicinity of George Street since the 2000/2001 survey including:

- The redevelopment of the Tindalls Corner site (corner George and Durham Streets) resulting in the creation of a tyre sales/fitting premises;
- The redevelopment of the service station on the corner of George and Durham Streets resulting in the creation of a large chain liquor outlet (Dan Murphys); and
- Refurbishment of a number of older existing retail premises.

5.10.2. Notes from 2009/2010 survey

No unusual observations were recorded.

5.10.3. Configuration

A total of 343 car parking spaces are available in George Street from Elizabeth Street to Piper Street. On-street parking in George Street is configured as follows:

- Between Elizabeth & Durham – parallel parking
- Between Durham & Howick – 45° angle parking
- Between Howick & Russell – 45° angle parking
- Between Russell & Keppel – 45° angle parking
- Between Keppel & Piper – 45° angle parking

5.10.4. Level of usage

The following table provides a comparison of the number of spaces and the average level of usage of George Street in surveys conducted in 2000/2001 and 2009/2010.

Survey year	2000/2001	2009/2010
Between Elizabeth & Durham		
Number of spaces	25	28
Average level of usage	9%	10%
Between Durham & Howick		
Number of spaces	86	51
Average level of usage	51%	65%
Between Howick & Russell		
Number of spaces	100	86
Average level of usage	59%	67%
Between Russell & Keppel		
Number of spaces	115	96
Average level of usage	43%	55%
Between Keppel & Piper		
Number of spaces	89	82
Average level of usage	23%	33%

(Source: Bathurst Regional Council 2012)

The level of usage in George Street has remained generally the same with some moderate increase in the key blocks between Durham and Keppel Streets. The level of usage is likely to change between Howick and Russell Streets when the redevelopment of the George Street Car Park occurs (as recommended by the Bathurst CBD and Bulky Goods Business Development Strategy 2011).

In relation to the block between Russell and Keppel Streets, the level of usage remains relatively low. It is considered that with a decrease in the time limits at the retail core of the CBD, blocks such as this one on the fringe of the core could be better utilized through an increase in time limits. Currently George Street between Russell and Keppel Streets is limited as follows:

- 5 spaces – ½ an hour – front of Western Advocate/country Fruit
- 41 spaces – 1 hour – Webb Building to Country Fruit/frontage to Machattie Park (1/3 of Russell Street end of block)
- 18 spaces – 2 hour – Park Hotel to Waratah
- 32 spaces – unrestricted – Machattie Park frontage (2/3 of Keppel Street end of block)

In order to achieve a higher level of usage it is suggested that the 2 hour parking be converted to 3 hour and extended to the end of the Webb Building.

5.10.5. Recommendations

The key recommendations for George Street are:

- In George Street between Russell and Keppel Streets convert the 2 hour parking limit to 3 hour and extend to the end of the Webb Building.

(Recommendation not adopted by Council at its Ordinary Meeting held 15 May 2013)

- Council continues to patrol on-street parking and ensure its Parking Officers maintain a high presence in the key blocks between Durham and Keppel Streets.

5.11. WILLIAM STREET

5.11.1. Notable changes since 2000/2001 survey

Some change has occurred in the vicinity of William Street since the 2000/2001 survey including:

- The redevelopment of the Oxford Hotel on the corner of William and Piper Street; and
- The relocation of the Bathurst Visitor Information Centre from lower William Street to Kendall Avenue.
- The redevelopment of the service station site on the corner of Durham and William Streets resulting in the creation of a new service station and non-associated retail space.

5.11.2. Notes from 2009/2010 survey

No unusual observations were recorded.

5.11.3. Configuration

A total of 294 car parking spaces are available in William Street from Elizabeth Street to Piper Street. On-street parking in William Street is configured as follows:

- Between Elizabeth & Durham – 45° angle parking
- Between Durham & Howick – 45° angle parking (retail core)
- Between Howick & Russell – 45° angle parking (retail core)
- Between Russell & Keppel – 45° angle parking
- Between Keppel & Piper – 45° angle parking

5.11.4. Level of usage

The following table provides a comparison of the number of spaces and the average level of usage of William Street in surveys conducted in 2000/2001 and 2009/2010.

Survey year	2000/2001	2009/2010
Between Elizabeth & Durham		
Number of spaces	55	59
Average level of usage	56%	43%
Between Durham & Howick		
Number of spaces	76	64
Average level of usage	87%	95%
Between Howick & Russell		
Number of spaces	77	59

Survey year	2000/2001	2009/2010
Average level of usage	72%	94%
Between Russell & Keppel		
Number of spaces	70	52
Average level of usage	54%	59%
Between Keppel & Piper		
Number of spaces	71	60
Average level of usage	43%	45%

(Source: Bathurst Regional Council 2012)

The two blocks at the retail core, between Durham and Russell Streets, are being used at capacity. On-street car parking cannot be increased, therefore these blocks, in conjunction with Howick Street between George and Bentinck Streets, must be given highest priority in terms of Parking Officer patrols to ensure appropriate turnover of spaces to maximise the existing parking resource.

As outlined in Section 5.3.4 for Howick Street, it is recommended that Council also decrease the time limit in William Street between Durham and Russell Streets from 1 hour to ½ an hour. This will maximize the use of these spaces effectively securing them as a quick turnaround (“one shop stop”) spaces. Longer stay spaces, up to 3 hours, are adequately provided in the public car parks behind these blocks.

The level of usage in the remaining blocks has remained steady since the 2000/2001 surveys. Similar to George Street, the block between Russell and Keppel Street remains somewhat underutilized. Again it is considered that with a decrease in time limits at the retail core of the CBD, blocks such as this one on the fringe of the core could be better utilized through an increase in time limits.

Currently William Street between Russell and Keppel Streets is limited as follows:

- 8 spaces – 30 mins – outside State Government Office building
- 25 space – 1 hour – all other locations
- 18 spaces – 2 hours – along Machattie Park frontage

In order to achieve a higher level of usage it is suggested that the 1 hour parking be converted to 2 or 3 hour parking and the existing 2 hour parking converted to 3 hour parking. Monitoring of the block should then continue.

5.11.5. Recommendations

The key recommendations for William Street are:

- Reduce the time limit in William Street between Durham and Russell Streets from 1 hour to ½ an hour. **(Recommendation not adopted by Council at its Ordinary Meeting held 15 May 2013)**
- In William street between Russell and Keppel Streets convert the 1 hour parking to 2 or 3 hour and the existing 2 hour parking to 3 hours. **(Recommendation not adopted by Council at its Ordinary Meeting held 15 May 2013)**

- Council continues to patrol on-street parking and ensure its Parking Officers maintain a high presence in the key blocks between Durham and Russell Streets.

5.12. BENTINCK STREET

5.12.1. Notable changes since 2000/2001 survey

Some change has occurred in the vicinity of Bentinck since the 2000/2001 survey including:

- The redevelopment of the Carrington Square shopping centre, the former Mitre 10 site and the former Landmark site, resulting in the creation of regional level shopping centre;
- The redevelopment of 161 Bentinck Street resulting in the creation of a call centre;
- The redevelopment of the Fish & Sons site on the corner of Bentinck and Russell Streets resulting in the creation of a hardware store.

5.12.2. Notes from 2009/2010 survey

No unusual observations were recorded.

5.12.3. Configuration

A total of 166 car parking spaces are available in Bentinck Street from Howick Street to Piper Street. On-street parking in Bentinck Street is configured as follows:

- Between Howick & Russell – parallel parking
- Between Russell & Keppel – 45° angle parking
- Between Keppel & Piper – 45° angle parking

It should be noted that there is no on-street parking in Bentinck Street between Durham and Howick Streets.

5.12.4. Level of usage

The following table provides a comparison of the number of spaces and the average level of usage of Bentinck Street in surveys conducted in 2000/2001 and 2009/2010.

Survey year	2000/2001	2009/2010
Between Howick & Russell		
Number of spaces	60	13
Average level of usage	37%	31%
Between Russell & Keppel		
Number of spaces	84	65
Average level of usage	43%	49%
Between Keppel & Piper		
Number of spaces	97	88
Average level of usage	43%	46%

(Source: Bathurst Regional Council 2012)

The level of usage in Bentinck Street has remained steady since 2000/2001 and therefore no recommendations are made for Bentinck Street at this time.

5.12.5. Recommendations

No specific recommendations are made for Bentinck Street at this time.

5.13. SEYMOUR STREET

5.13.1. Notable changes since 2000/2001 survey

No significant change has occurred in the vicinity of Seymour Street since the 2000/2001 survey.

5.13.2. Notes from 2009/2010 survey

No unusual observations were recorded.

5.13.3. Configuration

A total of 154 car parking spaces are available in Seymour Street from Howick Street to Piper Street. On-street parking in Seymour Street is configured as follows:

- Between Howick & Russell – parallel parking
- Between Russell & Keppel – parallel parking (some 45° angle parking near Keppel Street Corner)
- Between Keppel & Piper – combination of parallel parking and indented 45° angle parking

5.13.4. Level of usage

The following table provides a comparison of the number of spaces and the average level of usage of Seymour Street in surveys conducted in 2000/2001 and 2009/2010.

Survey year	2000/2001	2009/2010
Between Howick & Russell		
Number of spaces	N/R	53
Average level of usage	N/R	23%
Between Russell & Keppel		
Number of spaces	N/R	51
Average level of usage	N/R	30%
Between Keppel & Piper		
Number of spaces	N/R	50
Average level of usage	N/R	36%

(Source: Bathurst Regional Council 2012)

The level of usage in Seymour Street remains low therefore no specific recommendations are made at this time.

5.13.5. Recommendations

No specific recommendations are made for Seymour Street at this time.

5.14. ONGOING MONITORING

Significant land use change will impact upon car parking demand (for example the recent relocation of the Centrelink office). Existing and proposed time limits therefore need to be monitored and adjusted with land use change.

5.15. LINE MARKING

The proposal to line mark on-street car parking spaces has been considered in the preparation of this Strategy. As with the 2001 Strategy, this Strategy continues to recommend that Council maintain the status quo and not introduce line marking. This is largely because most vehicles are parked at 60° or greater and therefore line marking would see a significant reduction in the number of available spaces should lines be marked at 45°.

6. FUTURE NEED FOR RESTRICTED AND UNRESTRICTED PARKING SPACES

This Chapter provides discussion on the future need for additional restricted and unrestricted car parking spaces within the CBD given the outcomes of the Bathurst CBD & Bulky Goods Business Development Strategy 2011.

It should be noted that future needs are examined and estimated on the basis of future retail and office space requirements outlined in the Bathurst CBD & Bulky Goods Business Development Strategy 2011. In this regard the additional retail floor space estimate for the CBD is considered reasonably accurate in terms of its location within the CBD, largely as part of the future redevelopment of the George Street car park. Office floor space is potentially overestimated and may not all be located within the CBD.

Further, estimates of car parking needs have not considered improvements in public transport provision and cycle/pedestrian access. Improvements in these will impact on future car parking demand.

It should be noted that the figures used for existing car parking spaces in the sections below exclude the existing accessible off-street car parking spaces (46 spaces).

6.1. EXISTING LEVEL OF SERVICE

The following tables show overall the existing level of service being provided by both the on-street and off-street car parking spaces in the CBD.

Off-Street Car Parks					
	Total	Average Number Full	% Full	Average Number Vacant	% Vacant
Library	105	33	31.4%	72	68.6%
BINC	48	32	66.7%	16	33.3%
Stockland	521	437	83.9%	84	16.1%
Bathurst City Centre	620	384	61.9%	236	38.1%
Bathurst Chase	251	203	80.9%	48	19.1%
Elizabeth Street	117	43	36.8%	74	63.2%
Rankin Street	70	53	75.7%	17	24.3%
IGA/Discount Dave's	98	23	23.5%	75	76.5%
George Street	327	238	72.8%	89	27.2%
Scotts Centre	40	21	52.5%	19	47.5%
Total	2197	1467		730	
Percentage		66.8%		33.2%	

(Source: Bathurst Regional Council 2012)

On-Street Parking					
	Total	Average Number Full	% Full	Average Number Vacant	% Vacant
Elizabeth Street	38	3	7.9%	35	92.1%
Durham Street	75	17	22.7%	58	77.3%
Howick Street	240	180	75.0%	60	25.0%
Church Street	55	30	54.5%	25	45.5%
Russell Street	236	123	52.1%	113	47.9%
Courthouse Lane	49	25	51.0%	24	49.0%
Keppel Street	341	198	58.1%	143	41.9%
Piper Street	121	46	38.0%	75	62.0%
Rankin Street	148	68	45.9%	80	54.1%
Geroge Street	343	158	46.1%	185	53.9%
William Street	294	197	67.0%	97	33.0%
Bentinck Street	166	70	42.2%	96	57.8%
Seymour Street	154	46	29.9%	108	70.1%
Total	2260	1161		1099	
Percentage		51.4%		48.6%	

(Source: Bathurst Regional Council 2012)

In summary, on average 66.8% of off-street car parking spaces are full compared to 58% in 2000/2001. 51.4% of on-street spaces are full compared to 49% in 2000/2001. Thus overall usage in the last decade has increased.

There are however, on average:

- 33.2% of the off-street car parking spaces (729 spaces) vacant; and
- 48.6% of the on-street car parking spaces (1099 spaces) vacant.

The current total retail and office floor space is estimated by the Bathurst CBD and Bulky Goods Business Development Strategy 2011 to be 119,030m². This floor space is utilizing 2628 of the 4457 parking spaces available or approximately 1 space per 45m² on average.

This figure provides a broad overall rate of provision necessary to meet current floor space demand with no vacancy. It should be noted that some caution is needed in using this figure at it does not account for locational variations in car parking demand.

It does however provide a guide in relation to the rates of car parking provision provided by new developments under Council's DCP for key CBD uses being:

- 1 space per 35m² - retail uses
- 1 space per 20m² - supermarkets
- 1 space per 50m² - offices

The rates of provision for supermarkets and retail floor space exceed the current demand level and therefore remain appropriate.

The rate of provision for offices does not meet the average demand level. It is therefore recommended that the DCP rate for car parking spaces be increased to 1 space per 45m² (in the CBD area only).

Notwithstanding the above, these DCP rate will not achieve and maintain the existing level of service and vacancy rates which will be discussed in sections below.

6.2. FUTURE SUPPLY OF RESTRICTED SPACES

Currently there are 2793 restricted car parking spaces in the CBD (including accessible spaces, 1592 in off-street car parks and 1201 on-street). These spaces are servicing 75,550m² GLA of existing retail floor space (Table 4.1, page 66 of the Bathurst CBD & Bulky Goods Business Development Strategy 2011). Thus there is effectively 1 restricted car parking space per 27m² of GLA retail floor space in the Bathurst CBD.

The need for additional restricted spaces will generally relate to the additional retail floor space proposed in the CBD. The Bathurst CBD & Bulky Goods Business Development Strategy 2011 (Section 7.4, page 233) estimates that there will be an additional 11,000m² GLA in the CBD to the year 2025. The majority of this floor space will be part of the new regional level shopping centre recommended to be located on the George Street car park site.

Using the current level of car parking provision in the CBD, i.e. 1 space per 27m² GLA, an additional 407 spaces would be required. This would provide for the same level of service (that is, maintain the existing parking space vacancy rate) as currently exists.

6.3. FUTURE SUPPLY OF UNRESTRICTED SPACES

Currently there are 1618 unrestricted car parking spaces in the CBD (559 in off-street car parks and 1059 on-street). These spaces are servicing 75,550m² GLA of existing retail floor space (Table 4.1, page 66 of the Bathurst CBD & Bulky Goods Business Development Strategy 2011) and 43,480m² of office floor space (Table 4.1, page 66 of the Bathurst CBD & Bulky Goods Business Development Strategy 2011). That is a total of 119,030m² GLA of retail and office floor space. Thus there is effectively 1 unrestricted car parking space per 73m² of GLA retail and office floor space.

The need for additional unrestricted spaces will generally relate to both additional retail floor space and additional office floor space. The Bathurst CBD & Bulky Goods Business Development Strategy 2011 estimates that there will be an additional 11,000m² GLA retail floor space in the CBD and 6,140m² GLA office floor space to 2036, i.e. a total of 17,140m² GLA.

Using the current level of car parking provision, i.e. is 1 unrestricted space per 73m² GLA, up to an additional 234 spaces may be required.

6.4. PROVISION OF FUTURE CAR PARKING SPACES

Based on the assumptions outlined above it is estimated that to maintain the existing level of service (i.e. maintain the existing vacancy rate) the following additional car parking spaces will be required in the CBD to service future retail and office floor space requirements.

Type of parking space	Estimated number of additional spaces required to meet additional floor space requirements
Restricted Spaces	407
Unrestricted	234
TOTAL	641

(Source: Bathurst Regional Council 2012)

Assuming new development provides car parking spaces at the proposed new DCP rates (i.e. 1 space per 35m² for retail floor space and 1 space per 45m² for office floor space) it is estimated that new development will generate the following additional number of spaces.

	Additional floor space	Number of spaces provided by new development
Retail	11,000m ²	315
Office	6,140m ²	136
TOTAL	17,140m²	451

(Source: Bathurst Regional Council 2012)

This will leave a shortfall of approximately 190 spaces (92 spaces restricted and 98 spaces unrestricted), if the current level of service is to be maintained.

As indicated above, the DCP rate of provision will therefore not provide for the current vacancy level. Council can either:

1. Alter its DCP rate to provide for vacant supply; or
2. Contribute to the shortfall as development occurs.

In reality all new developments are not always capable of providing car parking spaces on-site. Council's DCP rates, with some minor amendment, reflect actual demand. Therefore it seems reasonable to alter the DCP rate to provide vacant supply.

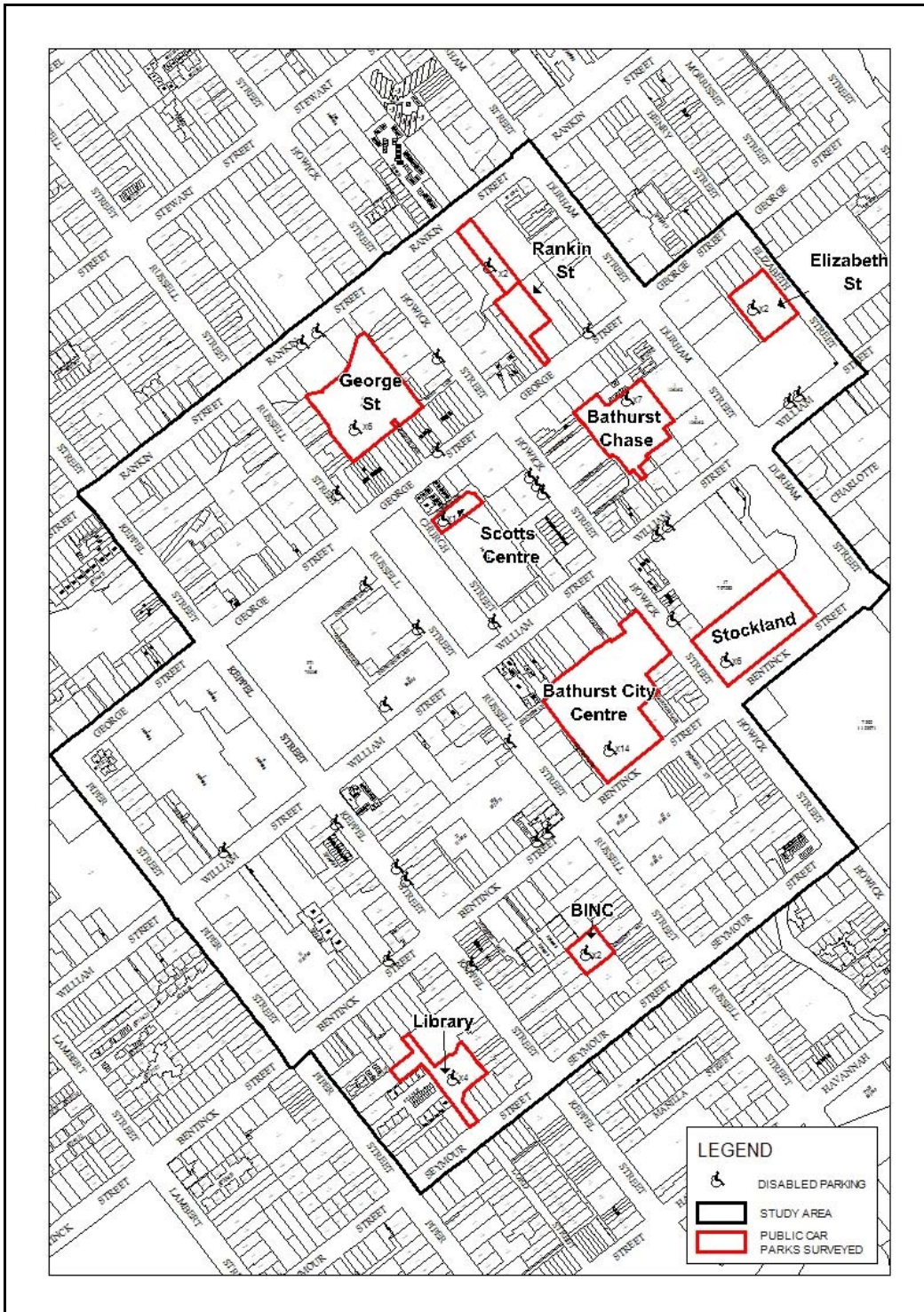
If Council wishes to maintain the current level of service (i.e. the current vacancy level) it is recommended that Council:

- Make provision in future Management Plans to fund an additional 92 unrestricted spaces in the George Street car park upon its redevelopment;
- Make provision in future Management Plans to fund an additional 98 unrestricted spaces in the CBD (the Elizabeth Street car park or the corner of Bentinck and Howick Streets is recommended). Further investigations should be undertaken to determine the optimum location.

Council might investigate the preparation of a new Section 94 Contributions Plan to source funds for the additional 190 spaces estimated to be required. It should be noted that when the proposed regional level shopping centre on the George Street car park is undertaken, the existing 255 unrestricted spaces will need to be maintained or relocated.

7. ACCESSIBLE CAR PARKING

This Chapter provides a discussion on the current number of accessible (disabled) car parking spaces and a comparison with the number of spaces at the time of the 2000/2001 surveys.



(Source: Bathurst Regional Council 2012)

7.1. OFF-STREET ACCESSIBLE CAR PARKING SPACES

7.1.1. Current provision

The following table provides a comparison between the number of off-street accessible car parking spaces at the time of the 2000/2001 surveys and the 2009/2010 surveys.

	2000/2001	2009/2010
Library	3	4
BINC	2	2
Stockland	6	6
Bathurst City Centre	2	14
Bathurst Chase	4	7
Elizabeth Street	2	2
Rankin Street	2	2
George Street	4	6
Scotts Centre	N/R	1
TOTAL	25	44

(Source: Bathurst Regional Council 2012)

As the table above shows, there has been a significant increase in the number of accessible car parking spaces on the site now known at the Bathurst City Centre. Significant change has occurred on this site since the 2000/2001 survey period. Council sold the William Street Car Park to a private developer who had also acquired the Carrington Square shopping centre, the former Mitre 10 site and the former Landmark site. The consolidated site now forms a regional level shopping centre with two undercover parking levels with a total of 620 car parking spaces. Prior to redevelopment the William Street Car Park had 169 outdoor parking spaces, only two of which were designated accessible.

7.1.2. Requirement for accessible car parking spaces

Where new development requires off-street car parking, accessible car parks have to be provided in accordance with the table below as prescribed by AS/NZS 2890.6:2009 *Parking facilities: Off-street parking for people with disabilities*:

Total number of car spaces	Number of accessible car spaces
1-20	Not less than 1
21-50	Not less than 2
For every additional 50 car spaces or part thereof	Not less than 1

(Source: AS/NZS 2890.6:2009 Parking facilities: Off-street parking for people with disabilities)

7.2. ON-STREET ACCESSIBLE CAR PARKING SPACES

7.2.1. Current provision

The following table provides a comparison between the number of on-street accessible car parking spaces at the time of the 2000/2001 surveys and the 2009/2010 surveys.

Bathurst Regional Council
CBD Car Parking Strategy 2013

		2000/2001	2009/2010
Elizabeth Street	Between George & William	0	0
Durham Street	Between Rankin & George	0	0
	Between George & William	0	0
	Between William & Bentinck	0	0
Howick Street	Between Rankin & George	0	1
	Between George & William	2	3
	Between William & Bentinck	2	1
	Between Bentinck & Seymour	0	0
Church Street	Between George & William	0	1
Russell Street	Between Rankin & George	1	1
	Between George & William	1	1
	Between William & Bentinck	1	1
	Between Bentinck & Seymour	0	0
Courthouse Lane	Courthouse Lane	N/R	1
Keppel Street	Between Rankin & George	0	0
	Between George & William	0	0
	Between William & Bentinck	5	3
	Between Bentinck & Seymour	1	1
	Between Seymour & Havannah	0	0
Piper Street	Between George & William	0	0
	Between William & Bentinck	N/R	0
Rankin Street	Between Howick & Durham	0	0
	Between Russell & Howick	3	2
	Between Russell & Keppel	N/R	0
George Street	Between Piper & Keppel	0	0
	Between Keppel & Russell	0	0
	Between Russell & Howick	0	1
	Between Howick & Durham	1	1
	Between Durham & Elizabeth	0	0
William Street	Between Piper & Keppel	2	1
	Between Keppel & Russell	1	1
	Between Russell & Howick	0	0
	Between Howick & Durham	1	2
	Between Durham & Elizabeth	3	2
Bentinck Street	Between Piper & Keppel	1	1
	Between Keppel & Russell	2	2
	Between Russell & Howick	0	0
Seymour Street	Between Piper & Keppel	N/R	0
	Between Keppel & Russell	N/R	0
	Between Russell & Howick	N/R	0
TOTAL		27	27

(Source: Bathurst Regional Council 2012)

The total number of spaces has not changed between the two survey periods; however there has been some change in their locations.

7.2.2. Requirement for accessible car parking spaces

There is no prescribed method for the calculation of the required number of on-street accessible car parks. On-street accessible car parking spaces are generally provided upon request through the Access Committee. Such spaces are generally provided in the vicinity of a major attractor such as the post office, a medical centre, shopping centre or an assembly building.

7.3. RECOMMENDATIONS

No specific recommendations are made as the Australian Standard mandates the level of provision for accessible spaces in public car parks. The Access Committee process appears to remain the best mechanism for Council to monitor the number and location of on-street accessible spaces to ensure that they remain adequate in light of future population increases and landuse changes.

8. LOADING ZONES

Surveys have not been conducted in relation to the level of usage of loading zones in the CBD and therefore this Strategy does not contain any discussion in relation to the adequacy and functionality of existing loading zones.

At the time of writing this Strategy no significant issues with loading zones were being considered by Council.

Issues with loading zones generally only arise when a landuse intensifies; when a landuse change occurs or when parking/traffic conditions are altered. These are best dealt with on a case by case basis through Council's Traffic Committee.

Current planning controls require separate and distinct off-street loading facilities for all new commercial and retail premises.

9. KEY RECOMMENDATIONS

The following recommendations are worthy of consideration by Council.

9.1. EXISTING CAR PARKING RESOURCE

- Provide a “P” sign at the entry (BINC, Elizabeth Street).
- Provide a sign to indicate all day parking (Library, BINC Elizabeth Street).
- Promote use as an all day car park (Library, Elizabeth Street).
- Seal, line mark and light the remaining 1400m² of the BINC car park as soon as funding is available.
- Provide lighting in Elizabeth Street car park as a high priority as funding becomes available.
- Encourage the Management of the Stockland and Bathurst Chase Shopping Centres to include bicycle parking facilities and amenities for cyclists.
- Encourage the owners of the Scotts Centre and IGA car parks to provide bicycle parking.
- Provide bicycle parking facilities in George Street, Rankin Street and BINC car parks when funding becomes available.
- Encourage the provision of better lighting in the Scotts Centre car park.
- Maintain the existing unrestricted car parking resource at the Library car park if it is redeveloped.
- Encourage the shopping centre management to continue to police the time restrictions in the Stockland, Bathurst City Centre, Bathurst Chase and IGA car parks.
- Maintain Elizabeth Street car park in public ownership.
- Install directional “P” signs at the intersections of Durham and William Streets and Durham and George Streets to encourage all day use of the Elizabeth Street car park.

9.2. OFF-STREET CAR PARK RECOMMENDATIONS

- Promote the use of Elizabeth Street for all day parking in conjunction with the adjoining car park.
- Council continue to patrol on-street parking to ensure turnover of timed spaces and ensure its Parking Officers maintain a high presence in:
 - William Street between Durham and Russell Streets (retail core)
 - Howick Street between George and Bentinck Streets (retail core)
 - George Street between Durham and Keppel Streets (particularly when the George Street car park is redeveloped)
- Council may need to consider a shorter time limit in Russell Street in the block between Rankin and George Streets in light of the relocation of the Centrelink and Medicare services.
- Monitor the need to increase the presence of Parking Officers in Rankin Street between Durham and Howick Streets.

9.3. ON-STREET CAR PARKING RECOMMENDATIONS

- In George Street between Russell and Keppel Streets, convert the 2 hour parking to 3 hour and extend the area to the end of the Webb Building. **(Recommendation not adopted by Council at its Ordinary Meeting held 15 May 2013)**
- In William Street between Russell and Keppel Streets, convert the 1 hour parking to 2 or 3 hours and convert the existing 2 hour parking to 3 hours. **(Recommendation not adopted by Council at its Ordinary Meeting held 15 May 2013)**
- Reduce the time limit from 1 hour to ½ an hour in the retail core street blocks of:
 - Howick Street (between William and Bentinck Streets)
 - William Street (between Durham and Russell Streets)**(Recommendation not adopted by Council at its Ordinary Meeting held 15 May 2013)**
- Council to continue to patrol on-street parking to ensure turnover of timed spaces and ensure its Parking Officers maintain a high presence in:
 - William Street between Durham and Russell Streets (retail core)
 - Howick Street between George and Bentinck Streets (retail core)
- George Street between Durham and Keppel Streets (particularly when the George Street car park is redeveloped)
- Council may need to consider a 1 hour time limit in Russell Street in the block between Rankin and George Streets in light of the relocation of the Centrelink and Medicare services. **(Recommendation not adopted by Council at its Ordinary Meeting held 15 May 2013)**
- Monitor the need to increase the presence of Parking Officers in Rankin Street between Durham and Howick Streets.

9.4. FUTURE PROVISION OF CAR PARKING

- Maintain the current DCP car parking provision of 1 space per 35m² for retail development.
- Increase the DCP car parking provision to 1 space per 45m² for office development (in the CBD area only).
- If Council wishes to maintain the current level of service (i.e. the current vacancy level) it is recommended that Council:
 - Make provision in future Management Plans to fund an additional 92 unrestricted spaces in the George Street car park upon its redevelopment;
 - Make provision in future Management Plans to fund an additional 98 unrestricted spaces in the CBD (the Elizabeth Street car park is recommended);
 - Maintain the existing 255 unrestricted spaces in the George Street car park upon its redevelopment or seek their relocation (the Elizabeth Street car park or the corner of Bentinck and Howick Streets are recommended, subject to more detailed investigations); and
 - Investigate the ability to use Section 94 Contributions to fund new/relocated car parks and develop plans as appropriate.

- Maintain the existing unrestricted car parking resource in the Library car park if it is redeveloped.
- Review this Strategy within 10 years.

10. REFERENCES

Bathurst CBD Car Parking Strategy 2001

Bathurst CBD & Bulky Goods Business Development Strategy 2011

AS/NZS 2890.6:2009 *Parking facilities: Off-street parking for people with disabilities*

APPENDIX 1 – OFF STREET PARKING SURVEY RESULTS

GEORGE STREET CARPARK (BEHIND RSL) 2009/2010

<i>Spaces available</i>	321	321	321	321	321	321	321	321	321	321	321	321	321
Date of survey	1/12/2009	9/12/2009	12/12/2009	17/12/2009	23/12/2009	21/01/2010	1/04/2010	21/05/2010	11/06/2010	16/07/2010	13/08/2010	7/10/2010	4/12/2010
Time of survey	2.40-4.20pm	10.15am-12noon	10.00-12noon	5.00-6.00pm	2.00-3.30pm	2.00-3.30pm	10:30am-12noon	11:00pm-12:30pm	10:30am-12noon	10:30am-12noon	11:00am-12:30am	10:30am-12noon	10.00am-11.30am
Spaces full	225	303	87	177	221	246	282	310	296	306	315	300	61
Spaces empty	96	18	234	144	100	75	39	11	25	15	6	21	260
% of spaces full	70.09%	94.39%	27.10%	55.14%	68.85%	76.64%	87.85%	96.57%	92.21%	95.33%	98.13%	93.46%	19.00%

RANKIN STREET CARPARK (BEHIND BERNARDS) 2009/2010

<i>Spaces available</i>	104	104	104	104	104	104	104	104	104	104	104	104	104
Date of survey	1/12/2009	9/12/2009	12/12/2009	17/12/2009	23/12/2009	21/01/2010	1/04/2010	21/05/2010	11/06/2010	16/07/2010	13/08/2010	7/10/2010	4/12/2010
Time of survey	2.40-4.20pm	10.15am-12noon	10.00-12noon	5.00-6.00pm	2.00-3.30pm	2.00-3.30pm	10:30am-12noon	11:00pm-12:30pm	10:30am-12noon	10:30am-12noon	11:00am-12:30am	10:30am-12noon	10.00am-11.30am
Spaces full	83	80	15	32	65	79	97	87	72	68	99	93	15
Spaces empty	20	24	89	72	39	25	7	16	22	35	4	10	88
% of Spaces full	79.81%	76.92%	14.42%	30.77%	62.50%	75.96%	93.27%	83.65%	69.23%	65.38%	95.19%	89.42%	14.42%

SCOTTS CENTRE CARPARK 2009/2010

<i>Time limited spaces available</i>	26	26	26	26	26	26	26	26	26	26	26	26	26
Permit holder spaces available	13	13	13	13	13	13	13	13	13	13	13	13	13
Date of survey	1/12/2009	9/12/2009	12/12/2009	17/12/2009	23/12/2009	21/01/2010	1/04/2010	21/05/2010	11/06/2010	16/07/2010	13/08/2010	7/10/2010	4/12/2010
Time of survey	2.40-4.20pm	10.15am-12noon	10.00-12noon	5.00-6.00pm	2.00-3.30pm	2.00-3.30pm	10:30am-12noon	11:00pm-12:30pm	10:30am-12noon	10:30am-12noon	11:00am-12:30am	10:30am-12noon	10.00am-11.30am
Time Limited Spaces full	9	12	10		12	9	11	13	12	12	13	9	2
Time limited Spaces empty	4	1	16		1	4	2	0	1	1	0	4	11
Permit holder spaces full	8	17	4		7	7	13	11	15	11	9	16	4
Permit holder spaces empty	18	9	22		19	19	13	15	11	15	17	10	22
Total spaces full	17	29	14	0	19	16	24	24	27	23	22	25	6
Total Spaces empty	22	10	38	0	20	23	15	15	12	16	17	14	33
% of total spaces full	43.59%	74.36%	35.90%	0.00%	48.72%	41.03%	61.54%	61.54%	69.23%	58.97%	56.41%	64.10%	15.38%

COLES CARPARK 2009/2010

<i>Spaces available</i>	244	244	244	244	244	244	244	244	244	244	244	244	244
Date of survey	1/12/2009	9/12/2009	12/12/2009	17/12/2009	23/12/2009	21/01/2010	1/04/2010	21/05/2010	11/06/2010	16/07/2010	13/08/2010	7/10/2010	4/12/2010
Time of survey	2.40-4.20pm	10.15am-12noon	10.00-12noon	5.00-6.00pm	2.00-3.30pm	2.00-3.30pm	10:30am-12noon	11:00pm-12:30pm	10:30am-12noon	10:30am-12noon	11:00am-12:30am	10:30am-12noon	10.00am-11.30am
Spaces full	156	212	218	183	205	207	235	205	202	187	191	196	157
Spaces empty	88	32	26	61	39	37	9	39	42	57	53	48	87
% of spaces full	63.93%	86.89%	89.34%	75.00%	84.02%	84.84%	96.31%	84.02%	82.79%	76.64%	78.28%	80.33%	64.34%

ELIZABETH STREET CARPARK (BEHIND MACDONALDS) 2009/2010

<i>Spaces available</i>	115	115	115	115	115	115	115	115	115	115	115	115	115
Date of survey	1/12/2009	9/12/2009	12/12/2009	17/12/2009	23/12/2009	21/01/2010	1/04/2010	21/05/2010	11/06/2010	19/07/2010	13/08/2010	7/10/2010	4/12/2010
Time of survey	2.40-4.20pm	10.15am-12noon	10.00-12noon	5.00-6.00pm	2.00-3.30pm	2.00-3.30pm	10:30am-12noon	11:00pm-12:30pm	10:30am-12noon	10:30am-12noon	11:00am-12:30am	10:30am-12noon	10.00am-11.30am
Spaces full	27	35	22		81	51	35	35	26	36	33	102	22
Spaces empty	88	80	93		34	64	80	80	89	79	82	13	93
% of spaces full	23.48%	30.43%	19.13%	0.00%	70.43%	44.35%	30.43%	30.43%	22.61%	31.30%	28.70%	88.70%	19.13%

BATHURST CITY CENTRE (NEW) 2009/2010

(298 level 1 and 308 level 2)

<i>Spaces available</i>	606	606	606	606	606	606	606	606	606	606	606	606	606
Date of survey	1/12/2009	9/12/2009	12/12/2009	17/12/2009	23/12/2009	21/01/2010	1/04/2010	21/05/2010	11/06/2010	16/07/2010	13/08/2010	7/10/2010	4/12/2010
Time of survey	2.40-4.20pm	10.15am-12noon	10.00-12noon	5.00-6.00pm	2.00-3.30pm	2.00-3.30pm	10:30am-12noon	11:00pm-12:30pm	10:30am-12noon	10:30am-12noon	11:00am-12:30am	10:30am-12noon	10.00am-11.30am
Level 1 Spaces full	142	230	289	254	270	224	282	246	248	223	239	253	277
Level 1 Spaces empty	156	68	9	44	28	74	16	52	50	75	59	45	21
Level 2 Spaces full	67	82	193	118	251	89	166	100	95	115	96	85	212
Level 2 Spaces empty	241	226	115	190	57	219	142	208	213	193	212	223	96
Total spaces full	209	312	482	372	521	313	448	346	343	338	335	338	489
Total Spaces empty	397	294	124	234	85	293	158	260	263	268	271	268	117
% of total spaces full	34.49%	51.49%	79.54%	61.39%	85.97%	51.65%	73.93%	57.10%	56.60%	55.78%	55.28%	55.78%	80.69%

STOCKLANDS CARPARK 2009/2010

(473 undercover, 42 outside)

<i>Spaces available</i>	515	515	515	515	515	515	515	515	515	515	515	515	515
Date of survey	1/12/2009	9/12/2009	12/12/2009	17/12/2009	23/12/2009	21/01/2010	1/04/2010	21/05/2010	11/06/2010	16/07/2010	13/08/2010	7/10/2010	4/12/2010
Time of survey	2.40-4.20pm	10.15am-12noon	10.00-12noon	5.00-6.00pm	2.00-3.30pm	2.00-3.30pm	10:30am-12noon	11:00pm-12:30pm	10:30am-12noon	10:30am-12noon	11:00am-12:30am	10:30am-12noon	10.00am-11.30am
Undercover Spaces full	289	433	471	405	433	326	455	303	402	377	356	393	472
Undercover Spaces empty	184	40	2	68	40	147	18	170	71	96	117	80	1
Outside spaces full	37	37	40	39	26	28	42	38	38	42	36	40	41
Outside Spaces empty	5	5	2	3	16	14	0	4	4	0	6	2	1
Total spaces full	326	470	511	444	459	354	497	341	440	419	392	433	513
Total Spaces empty	189	45	4	71	56	161	18	174	75	96	123	82	2
% of total spaces full	63.30%	91.26%	99.22%	86.21%	89.13%	68.74%	96.50%	66.21%	85.44%	81.36%	76.12%	84.08%	99.61%

LIBRARY/ART GALLERY CARPARK 2009/2010

Spaces available	125	125	125	125	125	125	125	125	125	125	125	125	125
Date of survey	1/12/2009	9/12/2009	12/12/2009	17/12/2009	23/12/2009	21/01/2010	1/04/2010	21/05/2010	11/06/2010	16/07/2010	13/08/2010	7/10/2010	4/12/2010
Time of survey	2.40-4.20pm	10.15am-12noon	10.00-12noon	5.00-6.00pm	2.00-3.30pm	2.00-3.30pm	10:30am-12noon	11:00pm-12:30pm	10:30am-12noon	10:30am-12noon	11:00am-12:30am	10:30am-12noon	10.00am-11.30am
Spaces full	33	42			35	35	46	41	34	40	48	58	26
Spaces empty	68	59			66	66	55	60	67	61	53	43	75
% of spaces full	26.40%	33.60%	0.00%	0.00%	28.00%	28.00%	36.80%	32.80%	27.20%	32.00%	38.40%	46.40%	20.80%

BINC CARPARK 2009/2010

Spaces available	46	46	46	46	46	46	46	46	46	46	46	46	46
Date of survey	1/12/2009	9/12/2009	12/12/2009	17/12/2009	23/12/2009	21/01/2010	1/04/2010	21/05/2010	11/06/2010	16/07/2010	13/08/2010	7/10/2010	4/12/2010
Time of survey	2.40-4.20pm	10.15am-12noon	10.00-12noon	5.00-6.00pm	2.00-3.30pm	2.00-3.30pm	10:30am-12noon	11:00pm-12:30pm	10:30am-12noon	10:30am-12noon	11:00am-12:30am	10:30am-12noon	10.00am-11.30am
Spaces full	28	45			15	14	34	42	40	40	41	40	3
Spaces empty	18	1			31	32	12	4	6	6	5	6	43
% of spaces full	60.87%	97.83%	0.00%	0.00%	32.61%	30.43%	73.91%	91.30%	86.96%	86.96%	89.13%	86.96%	6.52%

APPENDIX 2 – ON STREET PARKING SURVEY RESULTS

ELIZABETH STREET 2009/2010

Date of survey	1/12/2009	9/12/2009	12/12/2009	17/12/2009	23/12/2009	21/01/2010	1/04/2010	21/05/2010	11/06/2010	16/07/2010	13/08/2010	7/10/2010	4/12/2010
Time of survey	2.40-4.20pm	10.15-12noon	10.00-12noon	5.00-6.00pm	2.00-3.30pm	2.00-3.30pm	10:30am-12noon	11:00am-12:30pm	10.30-12noon	10.30-12noon	11.00-12.30pm	10.30-12noon	10.00am-11.30am

b/t George & William

Total spaces available	38	38	38	38	38	38	38	38	38	38	38	38	38
Spaces full	1	1	3		6	7	2	1	3	1	0	7	9
Spaces vacant	37	37	35	38	32	31	36	37	35	37	38	31	29
% of spaces full	2.63%	2.63%	7.89%	0.00%	15.79%	18.42%	5.26%	2.63%	7.89%	2.63%	0.00%	18.42%	23.68%

DURHAM STREET 2009/2010

Date of survey	1/12/2009	9/12/2009	12/12/2009	17/12/2009	23/12/2009	21/01/2010	1/04/2010	21/05/2010	11/06/2010	16/07/2010	13/08/2010	7/10/2010	4/12/2010
Time of survey	2.40-4.20pm	10.15-12noon	10.00-12noon	5.00-6.00pm	2.00-3.30pm	2.00-3.30pm	10:30am-12noon	11:00am-12:30pm	10.30-12noon	10.30-12noon	11.00-12.30pm	10.30-12noon	10.00am-11.30am

b/t Rankin & George

Total spaces available	30	30	30	30	30	30	30	30	30	30	30	30	30
Spaces full	2	3		8	4	7	4	7	7	7	3	8	3
Spaces vacant	28	27	30	30	22	26	23	26	23	23	27	22	27
% of spaces full	6.67%	10.00%	0.00%	0.00%	26.67%	13.33%	23.33%	13.33%	23.33%	23.33%	10.00%	26.67%	10.00%

b/t George & William

Total spaces available	20	20	20	20	20	20	20	20	20	20	20	20	20
Spaces full	2	2		3	2	1	3	1	1	1	2	5	0
Spaces vacant	18	18	20	20	17	18	19	17	19	19	18	15	20
% of spaces full	10.00%	10.00%	0.00%	0.00%	15.00%	10.00%	5.00%	15.00%	5.00%	5.00%	10.00%	25.00%	0.00%

b/t William & Bentinck

Total spaces available	25	25	25	25	25	25	25	25	25	25	25	25	25
Spaces full	15	18		17	13	18	6	15	12	12	12	13	4
Spaces vacant	10	7	25	25	8	12	7	19	10	13	13	12	21
% of spaces full	60.00%	72.00%	0.00%	0.00%	68.00%	52.00%	72.00%	24.00%	60.00%	48.00%	48.00%	52.00%	16.00%

HOWICK STREET 2009/2010

Date of survey	1/12/2009	9/12/2009	12/12/2009	17/12/2009	23/12/2009	21/01/2010	1/04/2010	21/05/2010	11/06/2010	16/07/2010	13/08/2010	7/10/2010	4/12/2010
Time of survey	2.40-4.20pm	10.15-12noon	10.00-12noon	5.00-6.00pm	2.00-3.30pm	2.00-3.30pm	10:30am-12noon	11:00am-12:30pm	10.30-12noon	10.30-12noon	11.00-12.30pm	10.30-12noon	10.00am-11.30am

b/t Rankin & George

Total spaces available	62	62	62	62	62	62	62	62	62	62	62	62	62
Spaces full	34	43			36	40	40	34	35	36	48	33	23
Spaces vacant	28	19	62	62	26	22	22	28	27	26	14	29	39
% of spaces full	54.84%	69.35%	0.00%	0.00%	58.06%	64.52%	64.52%	54.84%	56.45%	58.06%	77.42%	53.23%	37.10%

b/t George & William

Total spaces available	79	79	79	79	79	79	79	79	79	79	79	79	79
Spaces full	51	57	59	54	60	58	62	64	55	49	54	50	52
Spaces vacant	28	22	20	25	19	21	17	15	24	30	25	29	27
% of spaces full	64.56%	72.15%	74.68%	68.35%	75.95%	73.42%	78.48%	81.01%	69.62%	62.03%	68.35%	63.29%	65.82%

b/t William & Bentinck

Total spaces available	46	46	46	46	46	46	46	46	46	46	46	46	46
Spaces full	31	41	58	47	49	33	43	45	55	48	48	47	51
Spaces vacant	15	5	-12	-1	-3	13	3	1	-9	-2	-2	-1	-5
% of spaces full	67.39%	89.13%	126.09%	102.17%	106.52%	71.74%	93.48%	97.83%	119.57%	104.35%	104.35%	102.17%	110.87%

b/t Bentinck & Seymour

Total spaces available	53	53	53	53	53	53	53	53	53	53	53	53	53
Spaces full	42	51	44	24	43	42	52	49	52	48	45	51	10
Spaces vacant	11	2	9	29	10	11	1	4	1	5	8	2	43
% of spaces full	79.25%	96.23%	83.02%	45.28%	81.13%	79.25%	98.11%	92.45%	98.11%	90.57%	84.91%	96.23%	18.87%

CHURCH STREET 2009/2010

Date of survey	1/12/2009	9/12/2009	12/12/2009	17/12/2009	23/12/2009	21/01/2010	1/04/2010	21/05/2010	11/06/2010	16/07/2010	13/08/2010	7/10/2010	4/12/2010
Time of survey	2.40-4.20pm	10.15-12noon	10.00-12noon	5.00-6.00pm	2.00-3.30pm	2.00-3.30pm	10:30am-12noon	11:00am-12:30pm	10.30-12noon	10.30-12noon	11.00-12.30pm	10.30-12noon	10.00am-11.30am

b/t George & William

Total spaces available	55	55	55	55	55	55	55	55	55	55	55	55	55
Spaces full	14	45	43	55	28	24	40	39	32	33	39	30	29
Spaces vacant	41	10	12	55	27	31	15	16	23	22	16	25	26
% of spaces full	25.45%	81.82%	78.18%	0.00%	50.91%	43.64%	72.73%	70.91%	58.18%	60.00%	70.91%	54.55%	52.73%

RUSSELL STREET 2009/2010

Date of survey	1/12/2009	9/12/2009	12/12/2009	17/12/2009	23/12/2009	21/01/2010	1/04/2010	21/05/2010	11/06/2010	16/07/2010	13/08/2010	7/10/2010	4/12/2010
Time of survey	2.40-4.20pm	10.15-12noon	10.00-12noon	5.00-6.00pm	2.00-3.30pm	2.00-3.30pm	10:30am-12noon	11:00am-12:30pm	10.30-12noon	10.30-12noon	11.00-12.30pm	10.30-12noon	10.00am-11.30am

b/t Rankin & George

Total spaces available	77	77	77	77	77	77	77	77	77	77	77	77	77
Spaces full	35	40	77	77	38	23	46	52	49	48	50	36	42
Spaces vacant	42	37	77	77	39	54	31	25	28	29	27	41	35
% of spaces full	45.45%	51.95%	0.00%	0.00%	49.35%	29.87%	59.74%	67.53%	63.64%	62.34%	64.94%	46.75%	54.55%

b/t George & William

Total spaces available	41	41	41	41	41	41	41	41	41	41	41	41	41
Spaces full	24	34	41	41	24	15	26	30	32	22	28	22	16
Spaces vacant	17	7	41	41	17	26	15	11	9	19	13	19	25
% of spaces full	58.54%	82.93%	0.00%	0.00%	58.54%	36.59%	63.41%	73.17%	78.05%	53.66%	68.29%	53.66%	39.02%

b/t William & Bentinck

Total spaces available	58	58	58	58	58	58	58	58	58	58	58	58	58
Spaces full	43	51	58	58	47	33	60	51	40	56	48	59	32
Spaces vacant	15	7	58	58	11	25	-2	7	18	2	10	-1	26
% of spaces full	74.14%	87.93%	0.00%	0.00%	81.03%	56.90%	103.45%	87.93%	68.97%	96.55%	82.76%	101.72%	55.17%

b/t Bentinck & Seymour

Total spaces available	60	60	60	60	60	60	60	60	60	60	60	60	60
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Spaces full	31	30			24	25	31	30	26	29	40	29	16
Spaces vacant	29	30	60	60	36	35	29	30	34	31	20	31	44
% of spaces full	51.67%	50.00%	0.00%	0.00%	40.00%	41.67%	51.67%	50.00%	43.33%	48.33%	66.67%	48.33%	26.67%

Courthouse Lane

Total spaces available	49	49	49	49	49	49	49	49	49	49	49	49	49
Spaces full	23	36			28	37	38	27	34	29	42	26	4
Spaces vacant	26	13	49	49	21	12	11	22	15	20	7	23	45
% of spaces full	46.94%	73.47%	0.00%	0.00%	57.14%	75.51%	77.55%	55.10%	69.39%	59.18%	85.71%	53.06%	8.16%

KEPPEL STREET 2009/2010

Date of survey	1/12/2009	9/12/2009	12/12/2009	17/12/2009	23/12/2009	21/01/2010	1/04/2010	21/05/2010	11/06/2010	16/07/2010	13/08/2010	7/10/2010	4/12/2010
Time of survey	2.40-4.20pm	10.15-12noon	10.00-12noon	5.00-6.00pm	2.00-3.30pm	2.00-3.30pm	10:30am-12noon	11:00am-12:30pm	10.30-12noon	10.30-12noon	11.00-12.30pm	10.30-12noon	10.00am-11.30am

b/t Rankin & George

Total spaces available	51	51	51	51	51	51	51	51	51	51	51	51	51
Spaces full	20	23			28	23	22	21	29	24	23	29	14
Spaces vacant	31	28	51	51	23	28	29	30	22	27	28	22	37
% of spaces full	39.22%	45.10%	0.00%	0.00%	54.90%	45.10%	43.14%	41.18%	56.86%	47.06%	45.10%	56.86%	27.45%

b/t George & William

Total spaces available	88	88	88	88	88	88	88	88	88	88	88	88	88
Spaces full	91	91			88	77	92	90	88	92	94	92	10
Spaces vacant	-3	-3	88	88	0	11	-4	-2	0	-4	-6	-4	78
% of spaces full	103.41%	103.41%	0.00%	0.00%	100.00%	87.50%	104.55%	102.27%	100.00%	104.55%	106.82%	104.55%	11.36%

b/t William & Bentinck

Total spaces available	71	71	71	71	71	71	71	71	71	71	71	71	71
Spaces full	51	42			49	35	46	51	49	57	56	44	44
Spaces vacant	20	29	71	71	22	36	25	20	22	14	15	27	27
% of spaces full	71.83%	59.15%	0.00%	0.00%	69.01%	49.30%	64.79%	71.83%	69.01%	80.28%	78.87%	61.97%	61.97%

b/t Bentinck & Seymour

Total spaces available	75	75	75	75	75	75	75	75	75	75	75	75	75
Spaces full	59	61			60	53	57	64	93	83	79	34	85
Spaces vacant	16	14	75	75	15	22	18	11	-18	-8	-4	41	-10
% of spaces full	78.67%	81.33%	0.00%	0.00%	80.00%	70.67%	76.00%	85.33%	124.00%	110.67%	105.33%	45.33%	113.33%

b/t Seymour & Havannah

Total spaces available	56	56	56	56	56	56	56	56	56	56	56	56	56
Spaces full	23	31			26	28	28	19	33	22	27	34	19
Spaces vacant	33	25	56	56	30	28	28	37	23	34	29	22	37
% of spaces full	41.07%	55.36%	0.00%	0.00%	46.43%	50.00%	50.00%	33.93%	58.93%	39.29%	48.21%	60.71%	33.93%

PIPER STREET 2009/2010

Date of survey	1/12/2009	9/12/2009	12/12/2009	17/12/2009	23/12/2009	21/01/2010	1/04/2010	21/05/2010	11/06/2010	16/07/2010	13/08/2010	7/10/2010	4/12/2010
Time of survey	2.40-4.20pm	10.15-12noon	10.00-12noon	5.00-6.00pm	2.00-3.30pm	2.00-3.30pm	10:30am-12noon	11:00am-12:30pm	10.30-12noon	10.30-12noon	11.00-12.30pm	10.30-12noon	10.00am-11.30am

b/t George & William

Total spaces available	72	72	72	72	72	72	72	72	72	72	72	72	72
Spaces full	31	29			36	53	33	31	40	49	28	56	23
Spaces vacant	41	43	72	72	36	19	39	41	32	23	44	16	49

% of spaces full	43.06%	40.28%	0.00%	0.00%	50.00%	73.61%	45.83%	43.06%	55.56%	68.06%	38.89%	77.78%	31.94%
b/t William & Bentinck													
Total spaces available	49	49	49	49	49	49	49	49	49	49	49	49	49
Spaces full	22	19			15	21	21	17	18	22	19	21	12
Spaces vacant	27	30	49	49	34	28	28	32	31	27	30	28	37
% of spaces full	44.90%	38.78%	0.00%	0.00%	30.61%	42.86%	42.86%	34.69%	36.73%	44.90%	38.78%	42.86%	24.49%

RANKIN STREET

Date of survey	1/12/2009	9/12/2009	12/12/2009	17/12/2009	23/12/2009	21/01/2010	1/04/2010	21/05/2010	11/06/2010	16/07/2010	13/08/2010	7/10/2010	4/12/2010
Time of survey	2.40-4.20pm	10.15-12noon	10.00-12noon	5.00-6.00pm	2.00-3.30pm	2.00-3.30pm	10:30am-12noon	11:00am-12:30pm	10.30-12noon	10.30-12noon	11.00-12.30pm	10.30-12noon	10.00am-11.30am

b/t Russell & Keppel

Total spaces available	42	42	42	42	42	42	42	42	42	42	42	42	42
Spaces full	14	16			10	13	8	17	12	10	10	8	5
Spaces vacant	28	26	42	42	32	29	34	25	30	32	32	34	37
% of spaces full	33.33%	38.10%	0.00%	0.00%	23.81%	30.95%	19.05%	40.48%	28.57%	23.81%	23.81%	19.05%	11.90%

b/t Howick & Russell

Total spaces available	63	63	63	63	63	63	63	63	63	63	63	63	63
Spaces full	32	64			41	45	44	66	42	42	59	47	32
Spaces vacant	31	-1	63	63	22	18	19	-3	21	21	4	16	31
% of spaces full	50.79%	101.59%	0.00%	0.00%	65.08%	71.43%	69.84%	104.76%	66.67%	66.67%	93.65%	74.60%	50.79%

b/t Durham & Howick

Total spaces available	67	67	67	67	67	67	67	67	67	67	67	67	67
Spaces full	34	37			28	25	38	39	34	32	41	42	19
Spaces vacant	33	30	67	67	39	42	29	28	33	35	26	25	48
% of spaces full	50.75%	55.22%	0.00%	0.00%	41.79%	37.31%	56.72%	58.21%	50.75%	47.76%	61.19%	62.69%	28.36%

GEORGE STREET 2009/2010

Date of survey	1/12/2009	9/12/2009	12/12/2009	17/12/2009	23/12/2009	21/01/2010	1/04/2010	21/05/2010	11/06/2010	16/07/2010	13/08/2010	7/10/2010	4/12/2010
Time of survey	2.40-4.20pm	10.15-12noon	10.00-12noon	5.00-6.00pm	2.00-3.30pm	2.00-3.30pm	10:30am-12noon	11:00am-12:30pm	10.30-12noon	10.30-12noon	11.00-12.30pm	10.30-12noon	10.00am-11.30am

b/t Piper & Keppel

Total spaces available	82	82	82	82	82	82	82	82	82	82	82	82	82
Spaces full	42	33			35	32	32	25	35	32	33	31	22
Spaces vacant	40	49	82	82	47	50	50	57	47	50	49	51	60
% of spaces full	51.22%	40.24%	0.00%	0.00%	42.68%	39.02%	39.02%	30.49%	42.68%	39.02%	40.24%	37.80%	26.83%

b/t Russell & Keppel

Total spaces available	96	96	96	96	96	96	96	96	96	96	96	96	96
Spaces full	58	71			68	57	70	70	63	71	68	62	26
Spaces vacant	38	25	96	96	28	39	26	26	33	25	28	34	70
% of spaces full	60.42%	73.96%	0.00%	0.00%	70.83%	59.38%	72.92%	72.92%	65.63%	73.96%	70.83%	64.58%	27.08%

b/t Howick & Russell

Total spaces available	86	86	86	86	86	86	86	86	86	86	86	86	86
Spaces full	55	82	64	60	60	45	61	46	49	58	56	49	61
Spaces vacant	31	4	22	26	26	41	25	40	37	28	30	37	25
% of spaces full	63.95%	95.35%	74.42%	69.77%	69.77%	52.33%	70.93%	53.49%	56.98%	67.44%	65.12%	56.98%	70.93%

b/t Durham & Howick

Total spaces available	51	51	51	51	51	51	51	51	51	51	51	51	51
Spaces full	16	29	41	31	18	38	40	24	30	39	45	35	42
Spaces vacant	35	22	10	20	33	13	11	27	21	12	6	16	9
% of spaces full	31.37%	56.86%	80.39%	60.78%	35.29%	74.51%	78.43%	47.06%	58.82%	76.47%	88.24%	68.63%	82.35%
b/t Durham & Elizabeth													
Total spaces available	28	28	28	28	28	28	28	28	28	28	28	28	28
Spaces full	5	4			4	3	5	5	2	1	3	4	2
Spaces vacant	23	24	28	28	24	25	23	23	26	27	25	24	26
% of spaces full	17.86%	14.29%	0.00%	0.00%	14.29%	10.71%	17.86%	17.86%	7.14%	3.57%	10.71%	14.29%	7.14%

WILLIAM STREET 2009/2010

Date of survey	1/12/2009	9/12/2009	12/12/2009	17/12/2009	23/12/2009	21/01/2010	1/04/2010	21/05/2010	11/06/2010	16/07/2010	13/08/2010	7/10/2010	4/12/2010
Time of survey	2.40-4.20pm	10.15-12noon	10.00-12noon	5.00-6.00pm	2.00-3.30pm	2.00-3.30pm	10:30am-12noon	11:00am-12:30pm	10.30-12noon	10.30-12noon	11.00-12.30pm	10.30-12noon	10.00am-11.30am

b/t Piper & Keppel

Total spaces available	60	60	60	60	60	60	60	60	60	60	60	60	60
Spaces full	36	37			26	18	29	35	47	44	37	35	9
Spaces vacant	24	23	60	60	34	42	31	25	13	16	23	25	51
% of spaces full	60.00%	61.67%	0.00%	0.00%	43.33%	30.00%	48.33%	58.33%	78.33%	73.33%	61.67%	58.33%	15.00%

b/t Russell & Keppel

Total spaces available	52	52	52	52	52	52	52	52	52	52	52	52	52
Spaces full	42	30			25	22	44	45	33	43	51	42	24
Spaces vacant	10	22	52	52	27	30	8	7	19	9	1	10	28
% of spaces full	80.77%	57.69%	0.00%	0.00%	48.08%	42.31%	84.62%	86.54%	63.46%	82.69%	98.08%	80.77%	46.15%

b/t Howick & Russell

Total spaces available	59	59	59	59	59	59	59	59	59	59	59	59	59
Spaces full	47	56	65	53	58	43	63	55	53	55	56	51	67
Spaces vacant	12	3	-6	6	1	16	-4	4	6	4	3	8	-8
% of spaces full	79.66%	94.92%	110.17%	89.83%	98.31%	72.88%	106.78%	93.22%	89.83%	93.22%	94.92%	86.44%	113.56%

b/t Durham & Howick

Total spaces available	64	64	64	64	64	64	64	64	64	64	64	64	64
Spaces full	47	62	67	55	60	62	69	54	69	59	53	66	66
Spaces vacant	17	2	-3	9	4	2	-5	10	-5	5	11	-2	-2
% of spaces full	73.44%	96.88%	104.69%	85.94%	93.75%	96.88%	107.81%	84.38%	107.81%	92.19%	82.81%	103.13%	103.13%

b/t Durham & Elizabeth

Total spaces available	59	59	59	59	59	59	59	59	59	59	59	59	59
Spaces full	31	31			38	27	30	32	26	25	24	28	38
Spaces vacant	28	28	59	59	21	32	29	27	33	34	35	31	21
% of spaces full	52.54%	52.54%	0.00%	0.00%	64.41%	45.76%	50.85%	54.24%	44.07%	42.37%	40.68%	47.46%	64.41%

BENTINCK STREET 2009/2010

Date of survey	1/12/2009	9/12/2009	12/12/2009	17/12/2009	23/12/2009	21/01/2010	1/04/2010	21/05/2010	11/06/2010	16/07/2010	13/08/2010	7/10/2010	4/12/2010
Time of survey	2.40-4.20pm	10.15-12noon	10.00-12noon	5.00-6.00pm	2.00-3.30pm	2.00-3.30pm	10:30am-12noon	11:00am-12:30pm	10.30-12noon	10.30-12noon	11.00-12.30pm	10.30-12noon	10.00am-11.30am

b/t Piper & Keppel

Total spaces available	88	88	88	88	88	88	88	88	88	88	88	88	88
Spaces full	52	52			38	41	50	49	56	55	57	40	32

Spaces vacant	36	36	88	88	50	47	38	39	32	33	31	48	56
% of spaces full	59.09%	59.09%	0.00%	0.00%	43.18%	46.59%	56.82%	55.68%	63.64%	62.50%	64.77%	45.45%	36.36%
b/t Russell & Keppel													
Total spaces available	65	65	65	65	65	65	65	65	65	65	65	65	65
Spaces full	37	42			38	35	47	35	43	40	43	36	16
Spaces vacant	28	23	65	65	27	30	18	30	22	25	22	29	49
% of spaces full	56.92%	64.62%	0.00%	0.00%	58.46%	53.85%	72.31%	53.85%	66.15%	61.54%	66.15%	55.38%	24.62%
b/t Howick & Russell													
Total spaces available	13	13	13	13	13	13	13	13	13	13	13	13	13
Spaces full	3	5			6	5	8	6	4	4	3	4	5
Spaces vacant	10	8	13	13	7	8	5	7	9	9	10	9	8
% of spaces full	23.08%	38.46%	0.00%	0.00%	46.15%	38.46%	61.54%	46.15%	30.77%	30.77%	23.08%	30.77%	38.46%