



**Goulburn Central Business District
Parking Survey- Interim Update
June 2022**



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Appendix 1: Full Site Visit Capacity and Occupancy Record Sheet

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Appendix 3: Goulburn Central Business District Parking Survey- December 2020

1. Executive Summary

- 1.1 The June 2022 Interim CBD Parking survey serves as an addendum to the previous produced Goulburn Central Business District Parking Survey- December 2020.
- 1.2 The Interim Survey has taken a snap of parking occupancy and availability for on-street parking on Auburn Street and Council Car Parks within Goulburn CBD.
- 1.3 The Interim Survey is a response to some significant developments and change of uses in the CBD alongside some amendments to parking layout.
- 1.4 The Interim Survey has sought to ascertain the current level of parking occupancy and provide a comparative analysis of parking between the June 2022 and December 2020 survey periods.
- 1.5 The Interim Survey has a reduced area for assessment compared to the December 2020 survey. The December 2020 survey reviewed parking capacity, occupancy and accessibility for all streets and council car parks within Goulburn CBD. The June 2022 Interim survey assessed parking capacity and occupancy for only Auburn Street and Council Car Parks.
- 1.6 The Interim Survey identified **a total of 313 on-street parking spaces on Auburn Street** which included 14 disabled spaces and 3 motorcycle parking spaces. This figure is reduced from the 2020 survey by 17 spaces due to refined counting of disabled spaces, discounting taxi ranks and a re-arrangement and reduction of parking spaces.
- 1.7 The Interim Survey found that on-street parking on Auburn Street was the busiest with the greatest occupancy rate and lowest available spaces during weekday mornings and afternoons. Average occupancy during these times was recorded in the 70th percentile with an average of 87-88 spaces available.
- 1.8 The Clifford to Goldsmith Street section of Auburn Street which spans along the Goulburn Square shopping centre entrance was the busiest of all sections of Auburn Street with a 'one in/one out' parking situation during weekday mornings and afternoons. The Montague to Clifford Street and Market to Clifford Street sections of Auburn Street were the busiest areas for on-street parking during weekday evenings with parking occupancy in the 80th percentile with an average 2-4 on-street parking spaces available.
- 1.9 The comparative analysis of on-street parking between the 2020 and 2022 survey periods identified that on average December 2020 was a busier period with a greater occupancy rate and lower available spaces than that recorded through the June 2022 survey. However this identified differential was marginal for most sections of Auburn Street. The exception to this finding was the weekday evening survey period which recorded higher occupancy levels for most sections of Auburn Street in the June 2022 survey compared to the December 2020 survey. This differential was particularly pronounced for Montague to Clifford Street and Market to Clifford Street section of Auburn Street which recorded a near doubling of the weekday evening on-street parking occupancy rate.
- 1.10 The Interim Survey identified **a total of 581 Council Car Park spaces through six council car parks** in the CBD which included 4 disabled spaces, 4 long vehicle parking spaces and 8 Tesla electric vehicle charging spaces. This figure has increased from the 2020 survey by 5 spaces due to refined counting.

- 1.11 The Interim Survey found that on average parking occupancy was at its highest for Council car parks during weekday mornings with an occupancy rate of 66% with an average of 197 available parking spaces.
- 1.12 Cartwright Place was the busiest Council car park with the highest occupancy levels and lowest parking availability, particularly on weekday mornings where an occupancy rate of over 88% was recorded with an average of 16 available parking spaces during this time. The Ellesmere Street Car Park has the greatest capacity of the six council car parks at 251 spaces and is most conveniently located to access the Goulburn Square Shopping Centre. During the busiest weekday morning period there are an average of 88 available spaces.
- 1.13 The comparative analysis of parking occupancy in Council Car Parks between the 2020 and 2022 survey periods identified that on average Council car parks were busier with higher occupancy rates and lower available spaces during the December 2020 survey than the June 2022 interim survey. However, this identified differential was marginal for most Council car parks with only a 2% differential during weekday mornings and afternoons. The exception to this finding was the weekday evening survey period which highlighted the June 2022 survey period was busier with higher occupancy rates and lower available spaces than the December 2020 survey for 4 of the six council car parks. The greatest differential between the data for the two parking surveys for weekend evenings is identified for Ellesmere Car Park which had a 12.5% uplift in occupancy in June 2022 compared to December 2020.
- 1.14 **Overall the on-street and council car park parking data for the June 2022 Interim Parking Survey demonstrates comparable occupancy rates to that recorded during the December 2020 survey. Weekday evenings are the exception to this pattern with occupancy rates for both Auburn On-street parking and parking in council car parks generally higher in June 2022 than in December 2020.**
- 1.15 **Parking availability during most times of the day, evening and weekend stands between between 30% to 70% of all available Auburn Street and Council Car Park spaces vacant.**

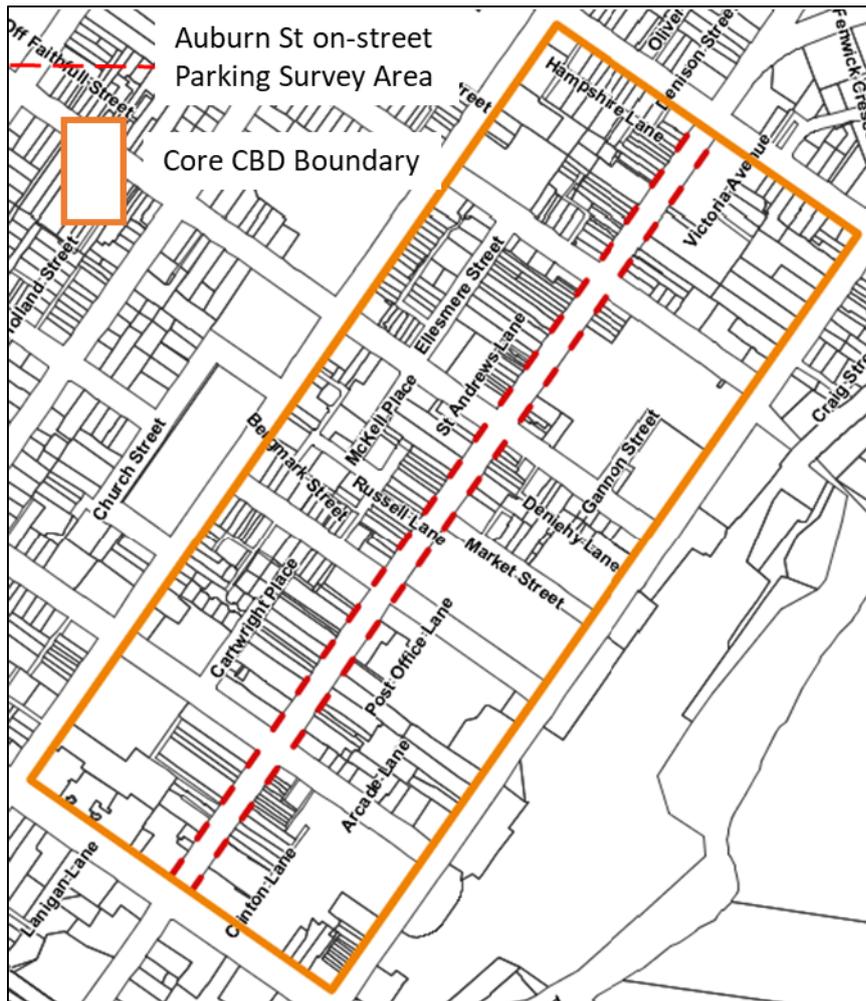
2. Why undertake the Interim Parking Update?

- 2.1 This interim parking update serves as an addendum to the Goulburn Central Business District Parking Survey December 2020 in Appendix 2.
- 2.2 Goulburn is a growing city and this growth has introduced additional developments and pressures on parking, these developments are summarised below:
 - The renovation and re-use of an old school hall for a Café and events space
 - Astor motel increased its useable floor area and increased its patron capacity
 - The Goulburn Performing Arts Centre has opened to the public
 - Marima Medical Clinic relocated from Montague street to a converted unit on Auburn Street
- 2.3 In addition to a change and relocation of uses within the CBD there have been some changes to parking provision outside the Post Office on Auburn Street with reconfigured parking spaces. This amendment increased the number of disabled parking spaces which reduced the overall number of standard parking spaces on the Verner to Montague Street section of Auburn Street by 4 spaces.
- 2.4 This interim parking survey seeks to take a snap shot of current parking occupancy levels and available spaces on Auburn Street and adjacent council car parks to assess the impact of the above mentioned developments and changes on Auburn Street parking provision.
- 2.5 The December 2020 parking survey was undertaken at a time during the Covid-19 pandemic and whilst during the survey times Goulburn was not subject to mandatory lockdowns, there was general caution from many regarding public interactions which led many to limit their movements, particularly in public spaces.

3. What and where has the interim parking survey update looked at?

3.1 The interim survey area has been confined to the review of on-street parking availability on Auburn Street only as illustrated in **Figure 1**. Auburn Street is the central retail and service area within the CBD and the location which provides the most ready access to shop fronts. Auburn Street is also the focus of two of the most significant new developments which have the potential to impact parking availability, namely the Goulburn Performing Arts Centre and Marima Medical Clinic.

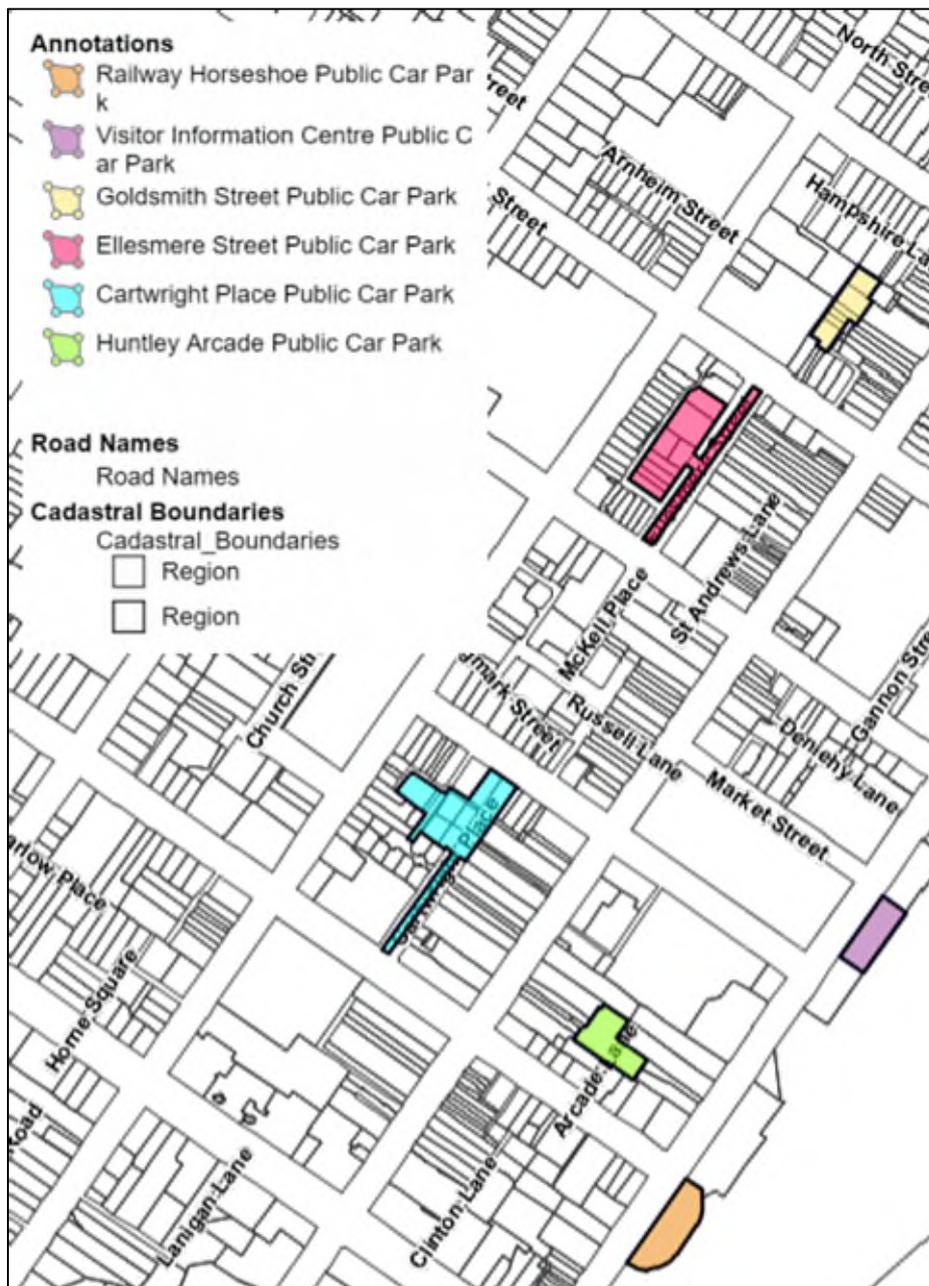
Figure 1: On-street Parking Survey Area



3.2 Unlike the full December 2020 parking survey the interim 2022 survey has not reviewed the other 13 streets which provide access and parking in the CBD. The interim survey is therefore more limited in its scope and its findings.

3.3 The interim survey also examined parking availability in council car parks, including the railway horseshoe car park operated by Transport for NSW as illustrated in **Figure 2**.

Figure 2: Council Car Park Survey Locations



4. Survey Findings- On-Street Parking- Auburn Street

4.1 On-Street Parking occupancy- Auburn Street

- 4.1.1 The assessment of on-street parking capacity of Auburn Street within this survey has established the baseline of the total available on-street parking spaces in the central commercial street of the CBD.
- 4.1.2 To understand the level of occupancy of these spaces the officer site visits identified the number of vehicles parking in the spaces throughout the morning (9.10am - 11.30am), afternoon (2.30pm-3.45pm) and evening (6.10pm-7.15pm) during weekdays. In addition to visits during the day (10.05am- 10.40am) and evening (4.25pm-5.50pm) on Saturday and Sunday. This was undertaken daily for a seven day period between 30 May 2022 and 5 June 2022.
- 4.1.3 Auburn Street is the central commercial street within the CBD and spans its length at approximately 1.1km in length and creating over 2km of retail frontage when accounting for both sides of Auburn Street.
- 4.1.4 Due to the length of Auburn Street and to understand occupancy levels for different parts of Auburn Street, the street has been broken down in to 7 sections. These sections are illustrated in **Figure 3** below.

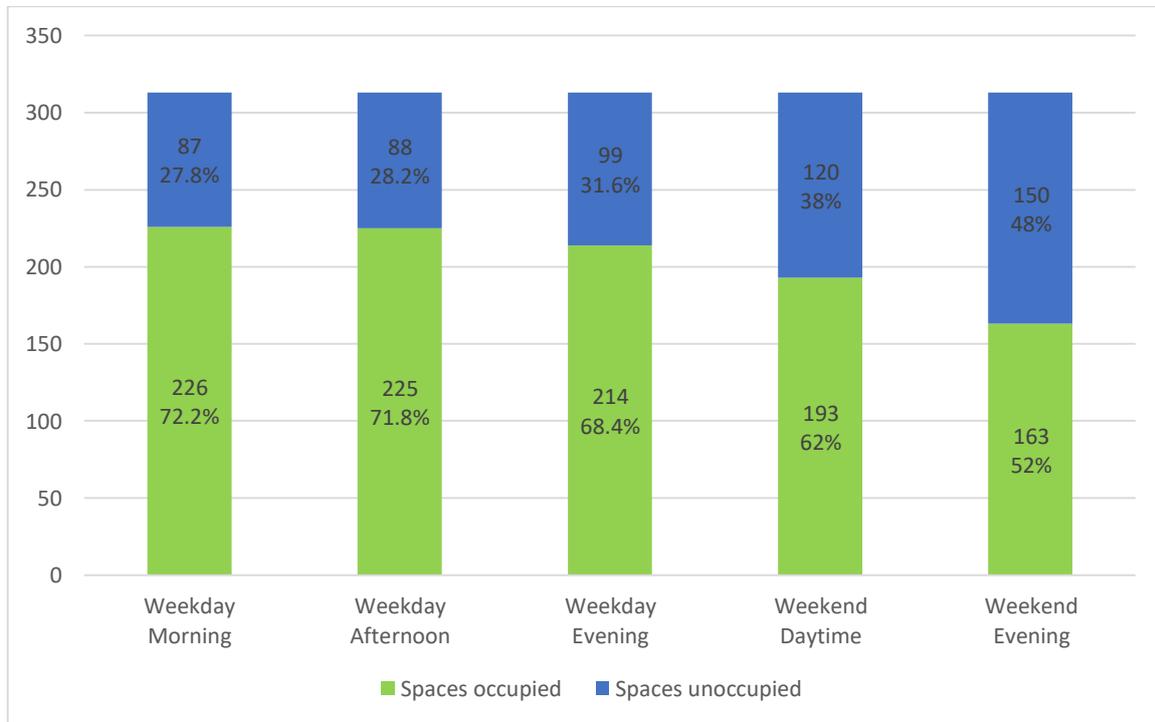
Figure 3: Sections of Auburn Street surveyed for On-street Parking



- 4.1.5 A total of 313 parking spaces were identified along the span of Auburn Street which includes 14 disabled parking spaces and 3 motorcycle parking spaces.
- 4.1.6 **Graph 1** illustrates that Auburn Street as a whole, both weekday mornings and weekday afternoons, are the busiest periods for parked vehicles with an average occupancy rate of 72.2% for weekday mornings and 71.8% for weekday afternoons. This occupancy rate leaves approximately 87 unoccupied parking spaces in the morning and 88 unoccupied parking spaces in the afternoon along the whole stretch of Auburn Street.
- 4.1.7 The findings for the weekday evenings were slightly lower with an average occupancy rate of 68.4% with an average of 99 unoccupied spaces available. The period with the

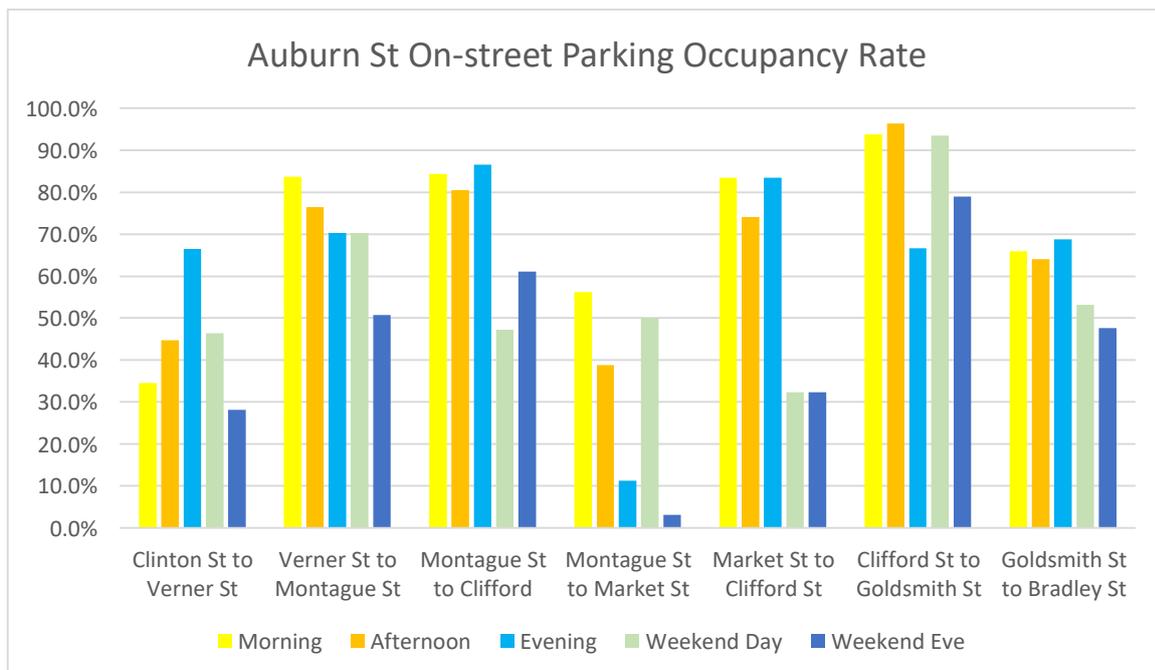
lowest occupancy parking rate and the highest number of unoccupied and available parking spaces is weekend evenings where 52% of spaces were occupied leaving an average of 150 spaces vacant.

Graph 1: Occupied & Available On-street Parking Spaces- Auburn Street



4.1.8 Further detail is provided when examining parking occupancy rates for sections of Auburn Street as presented in **Graph 2**.

Graph 2: Auburn Street On-street Parking Occupancy Rate by Section



4.1.9 The Clifford Street to Goldsmith Street section of Auburn Street is the busiest section of the main street during all survey times with the exception of weekday evenings. This

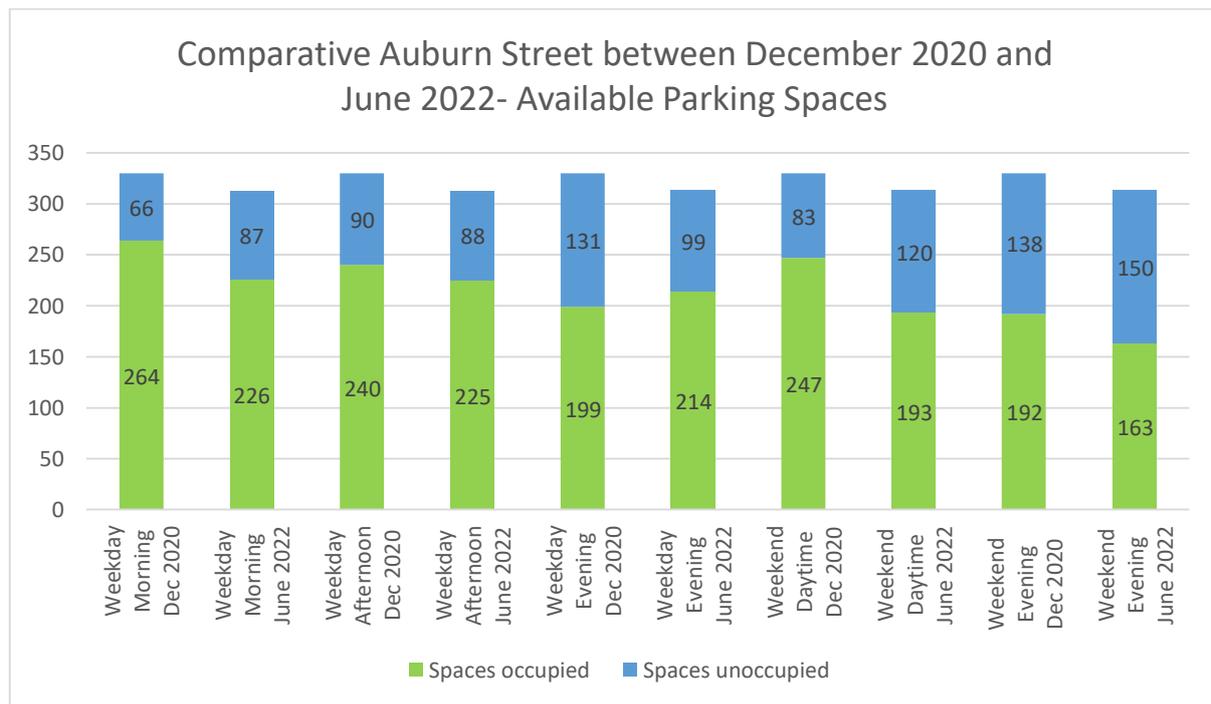
section of the street spans the front entrance of the CBD's primary shopping centre, Goulburn Square. This part of Auburn Street has capacity for a total of 62 parking spaces (inclusive of 2 disabled spaces and 1 motorcycle space). Parking occupancy rates for weekday mornings, afternoons and weekend daytime all had occupancy rates in the 90th percentile with between 2 to 4 spaces available on average. It should be highlighted that these available spaces were most often those dedicated to motorcycle parking or disabled parking with very few general spaces being vacant on this section of Auburn Street. This largely results in a 'one in, one out' parking situation on this part of Auburn Street. Parking during weekend evenings provided more available spaces with an average of 14 unoccupied spaces with the greatest number of unoccupied parking spaces available on weekday evenings with 20 unoccupied spaces.

- 4.1.10 The Montague to Clifford Street and Market to Clifford Street sections of Auburn Street were the busiest areas for parking during weekday evenings with parking occupancy rates in the 80th percentile. Montague to Clifford Street had an occupancy rate of 86% with an average of 4 unoccupied parking spaces. Market to Clifford Street had an occupancy rate of 83.5% with an average of 2 unoccupied parking spaces. These sections span the frontage occupied by the Goulburn Workers Club, Red Rooster and an Indian Restaurant which are uses active during the evening. This area also provides relatively easy access to adjacent Market Street which includes additional evening uses such as the Goulburn Soldiers Club, The Goulburn Club and Chinese restaurant. Occupancy levels on Market Street were not recorded as part of this interim parking survey update. It should be highlighted that the Goulburn Workers Club and the Goulburn Soldiers club both have extensive patron only parking to their rears. The Montague Street to Market Street section of Auburn Street is a relatively small parking area fronting Belmore Park which stands adjacent the identified busiest weekday evening street sections but has the lowest recorded occupancy levels during this survey period.
- 4.1.11 The Goldsmith to Bradley Street section of Auburn Street was also busier with more parked cars and fewer available spaces during weekday evening survey times than all other survey periods. This section of Auburn Street had an average weekday evening occupancy rate of over 68% compared to the second busiest period during weekday mornings with an occupancy rate of 66%. The popularity of this section of Auburn Street during early weekday evenings is likely due to the relatively high concentration of take-away premises that front this part of Auburn Street.
- 4.1.12 All other sections of Auburn Street had occupancy rates above the 60th percentile which in the case of some sections resulted in higher occupancy rates than were recorded during weekday mornings and afternoons. The Clinton to Verner Street section of Auburn Street for example had an average occupancy rate of 34.5% on weekday mornings with 36 unoccupied parking spaces compared to an average weekday evening occupancy rate of 65.5% with 18 unoccupied spaces. This variability maybe due to the concentration of popular and active evening uses, namely, the Astor, Tattersall's Hotel, Indian restaurant and Thai restaurant which span along the frontage of this part of Auburn Street.

4.2 Comparative Analysis- On-street Parking Auburn Street

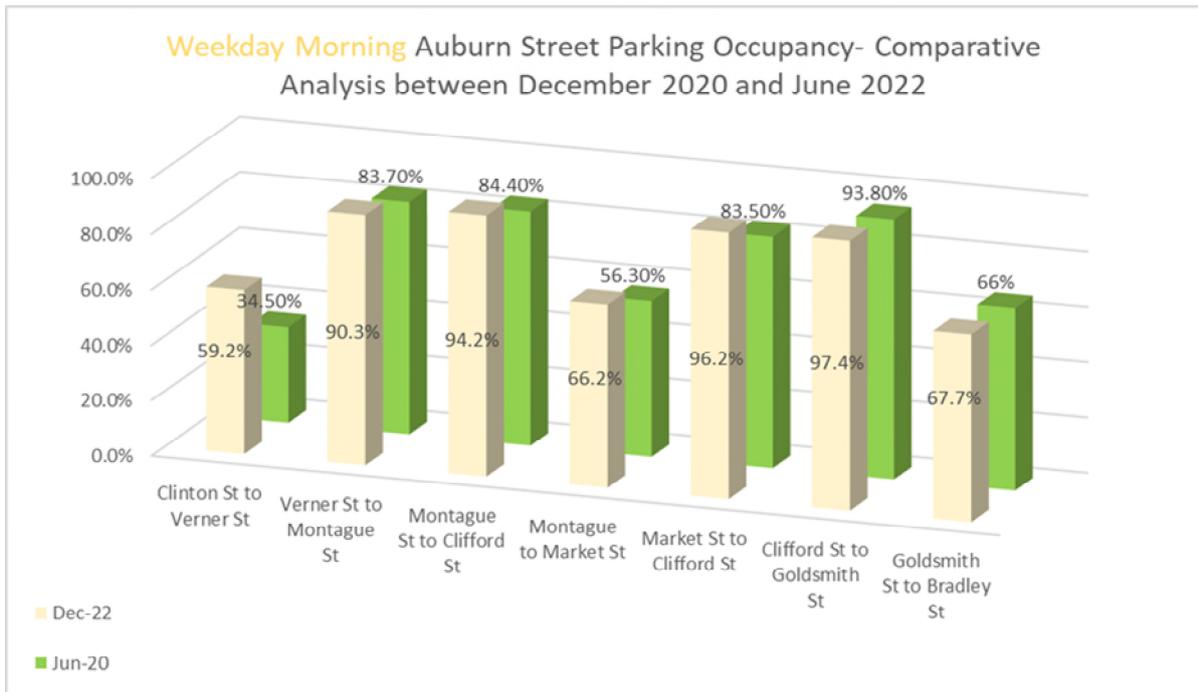
4.2.1 There is a slight difference in the baseline data than the previous survey with 17 less spaces identified in June 2022 than in December 2020. This is in part due to the reduction of 4 parking spaces through a parking readjustment outside the Goulburn Performing Arts Centre and partly due to refined counting of disabled parking spaces and discounting taxi ranks. The overall number of Auburn Street on-street parking spaces in December 2020 were identified as 330 but this has been refined to 313 spaces through the June 2022 survey and this interim update.

Graph 3: Occupied & Available On-street Parking Spaces- Auburn Street- December 2020 and June 2022 Comparison



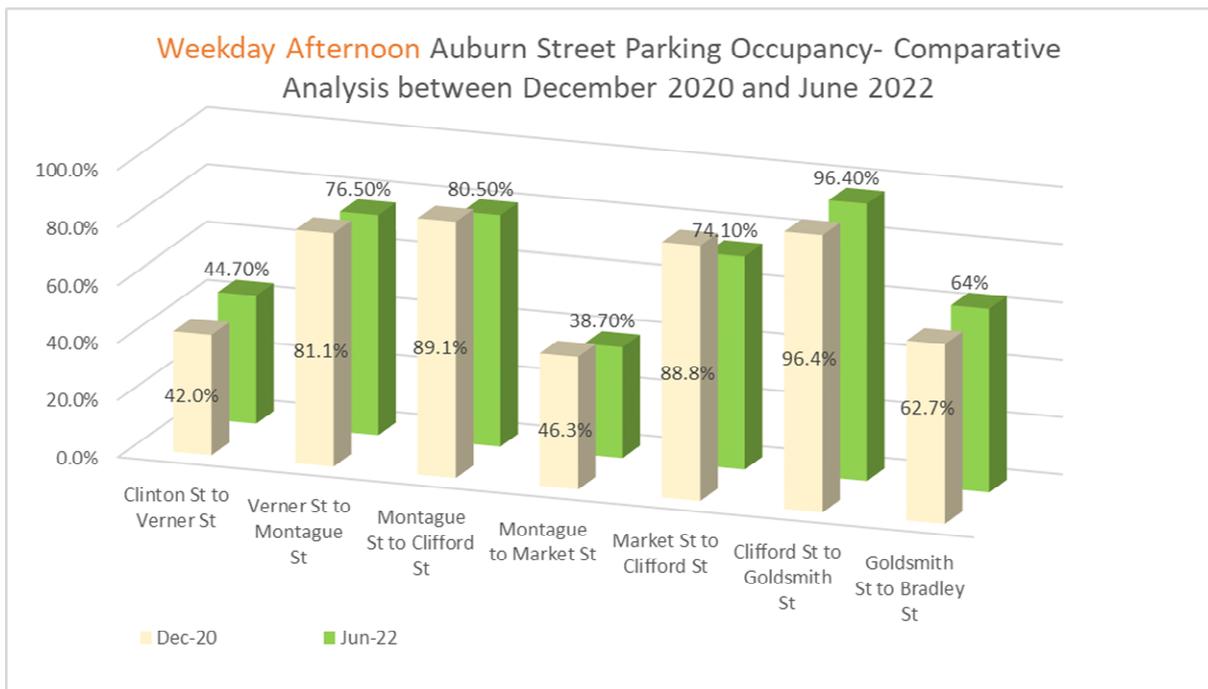
4.2.2 **Graph 3** illustrates that weekday mornings in June 2022 were quieter than in December 2020 with less parked cars and more available spaces. **Graph 4** highlights that this pattern is reflected along all sections of Auburn Street with occupancy rates being higher in December 2020 than in June 2022.

Graph 4: Weekday Morning Auburn Street On-street Parking Occupancy Rate by Section- December 2020 and June 2022 Comparison



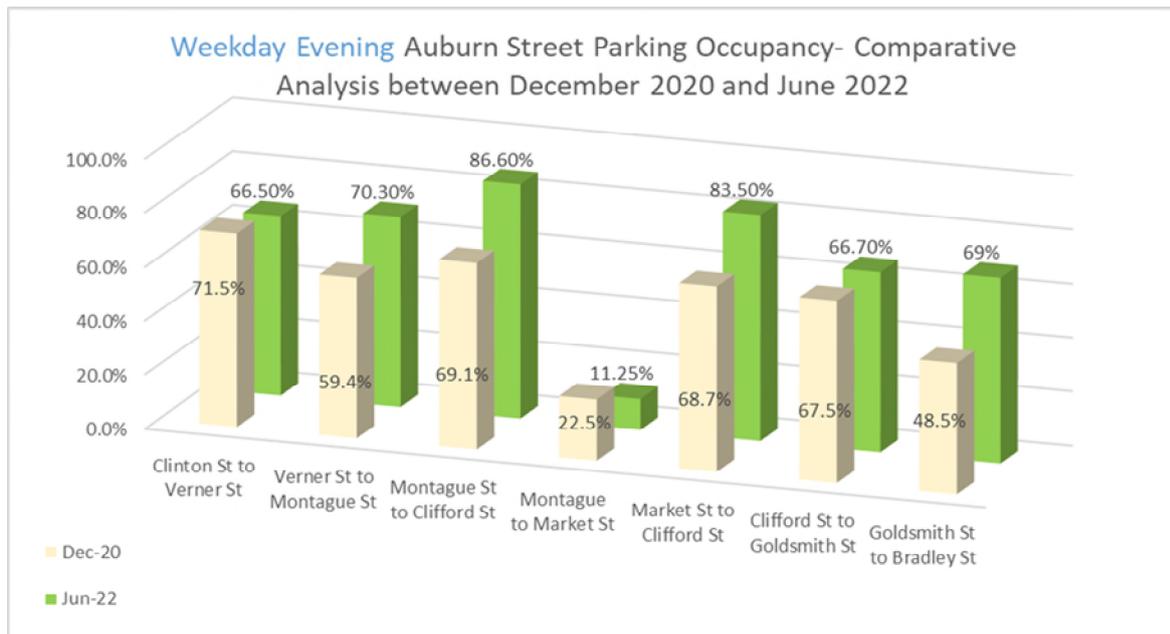
4.2.3 **Graph 3** illustrates that weekday afternoons were also quieter in June 2022 than in December 2020 with less parked cars and more available spaces but the margin of difference is relatively small with only an additional 2 unoccupied spaces between the two survey periods. This is reflected in **Graph 5** which illustrates the comparative difference between the survey periods for weekday afternoons. This highlights very minor differences in occupancy levels for each section of Auburn Street between December 2020 and June 2022.

Graph 5: Weekday Afternoon Auburn Street On-street Parking Occupancy Rate by Section- December 2020 and June 2022 Comparison



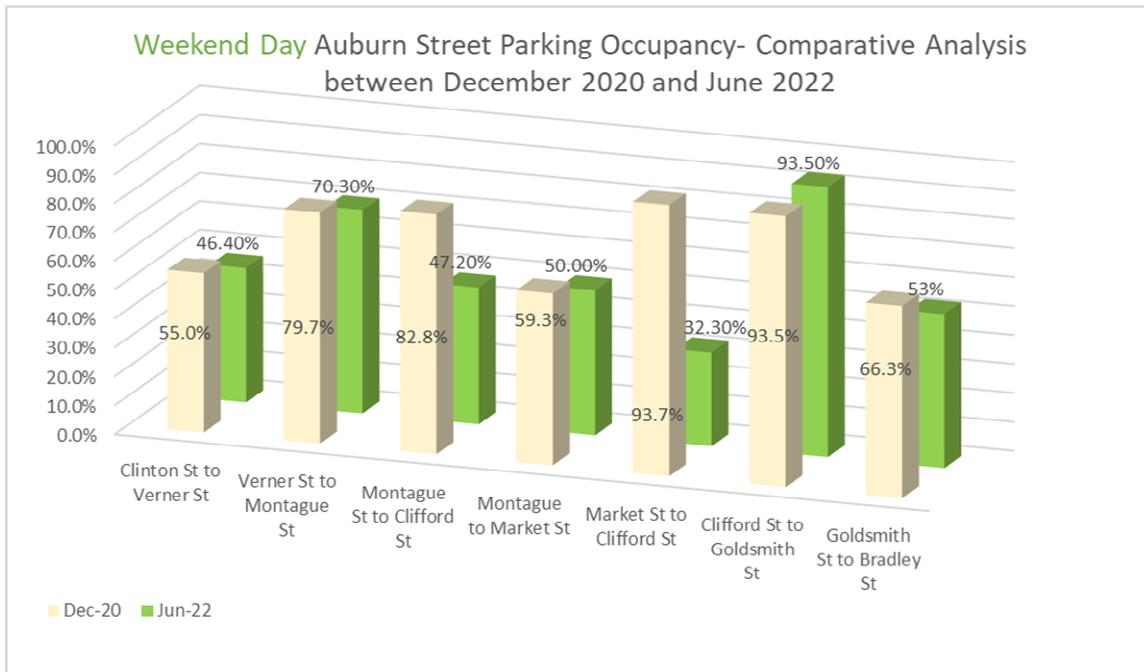
4.2.4 **Graph 3** illustrates that weekday evenings in June 2022 were busier than in December 2020 with more parked cars and less available spaces on average. This is reflected in **Graph 6** which illustrates the comparative difference between the survey periods for weekday evenings. This demonstrates that most sections of Auburn Street had higher occupancy rates in June 2022 than in December 2020 and in circumstances where the December 2020 occupancy rates is higher, this is only marginal.

Graph 6: Weekday Evening Auburn Street On-street Parking Occupancy Rate by Section- December 2020 and June 2022 Comparison



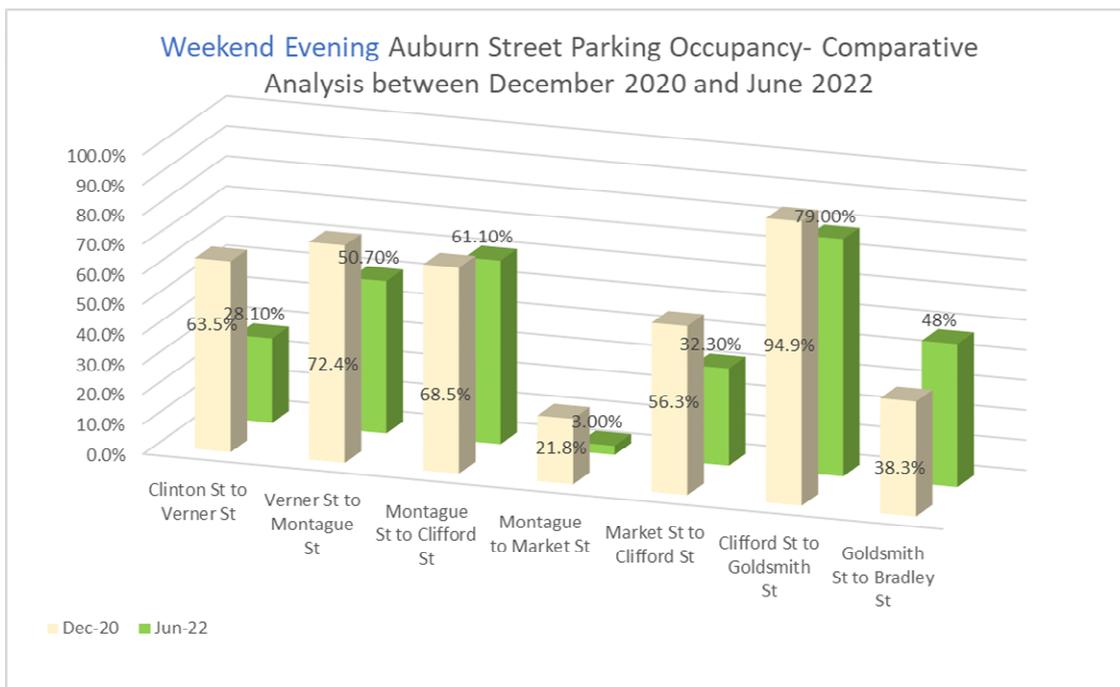
4.2.5 **Graph 3** illustrates that weekend daytimes were quieter in June 2022 than in December 2020 with less parked cars and more available spaces. This is reflected in **Graph 7** which illustrates the comparative difference between survey periods for the weekend daytime. This demonstrates that most sections of Auburn Street had higher occupancy rates in December 2020 than in June 2022. This difference is particularly pronounced in the Montague to Clifford Street and Market to Clifford Street sections of Auburn Street which in December 2020 had a 35% and 61% additional parking occupancy respectively than in June 2022. It should be noted that **Appendix 2** highlights that Sunday daytimes are significantly quieter than Saturday daytimes which does reduce the average occupancy rates.

Graph 7: Weekend Day Auburn Street On-street Parking Occupancy Rate by Section- December 2020 and June 2022 Comparison



4.2.6 **Graph 3** illustrates that weekend evenings were quieter in June 2022 than in December 2020 with less parked cars and more available spaces. This is reflected in **Graph 8** which illustrates the comparative difference between survey periods for the weekend evenings. This demonstrates that all but one section of Auburn Street had higher occupancy rates in December 2020 than in June 2022. The anomaly to this pattern is the Goldsmith to Bradley Street section of Auburn Street which demonstrated a 10% difference in occupancy rates.

Graph 8: Weekend Evening Auburn Street On-street Parking Occupancy Rate by Section- December 2020 and June 2022 Comparison



4.3 Summary of Comparative Analysis- Auburn Street- On-Street Parking

4.3.1 Overall the comparative analysis has identified that the December 2020 survey demonstrated higher levels of parking occupancy and less available spaces for all but one survey period than the June 2022 survey. Notwithstanding, the actual difference in on-street parking occupancy rates between the two surveys in relation to weekday mornings and afternoons were very similar for the majority of sections of Auburn Street.

Table 1: Comparative On-street Parking Summary Table

	Weekday Morn	Weekday Aft	Weekday Eve	Weekend Day	Weekend Eve
December 2020	Busier	Busier	Quieter	Busier	Busier
June 2022	Quieter	Quieter	Busier	Quieter	Quieter

4.3.2 **Table 1** records the difference in parking occupancy rates between the 2020 and 2022 survey for the five survey periods. The exception to the pattern is weekday evenings where parking occupancy rates were higher and available spaces lower in the June 2022 survey than the December 2020 survey. This was particularly pronounced for the Montague to Clifford Street, Market to Clifford Street and Goldsmith to Bradley Street sections of Auburn Street. Despite occupancy rates being higher, the average number of available spaces on Auburn Street during weekday evenings stands at 99 unoccupied spaces or 31% of the total available on-street parking spaces.

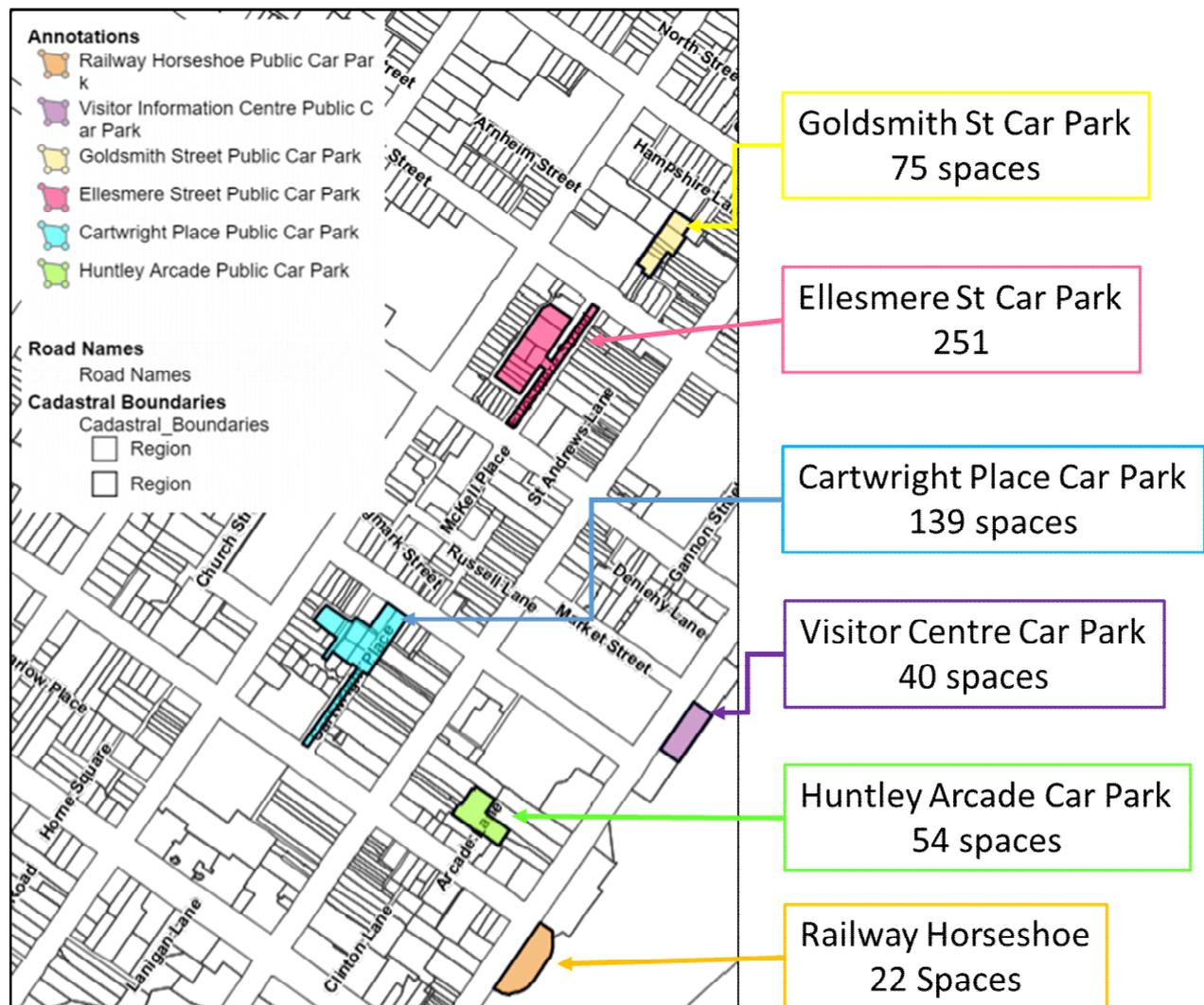
5. Survey Findings- Council Car Parks

5.1 Parking Occupancy- Council Car Parks

5.1.1 To understand the level of occupancy of these car parks the officer site visits identified the number of vehicles parking in the spaces throughout the morning (9.45am-11.35am), afternoon (3pm- 3.45pm) and evening (6pm- 7.15pm) during weekdays. In addition to visits during the day (9.55am- 10.15am) and evening (5.20pm-5.50pm) on Saturday and Sunday. This was undertaken daily for a seven day period between 30 May 2022 and 5 June 2022.

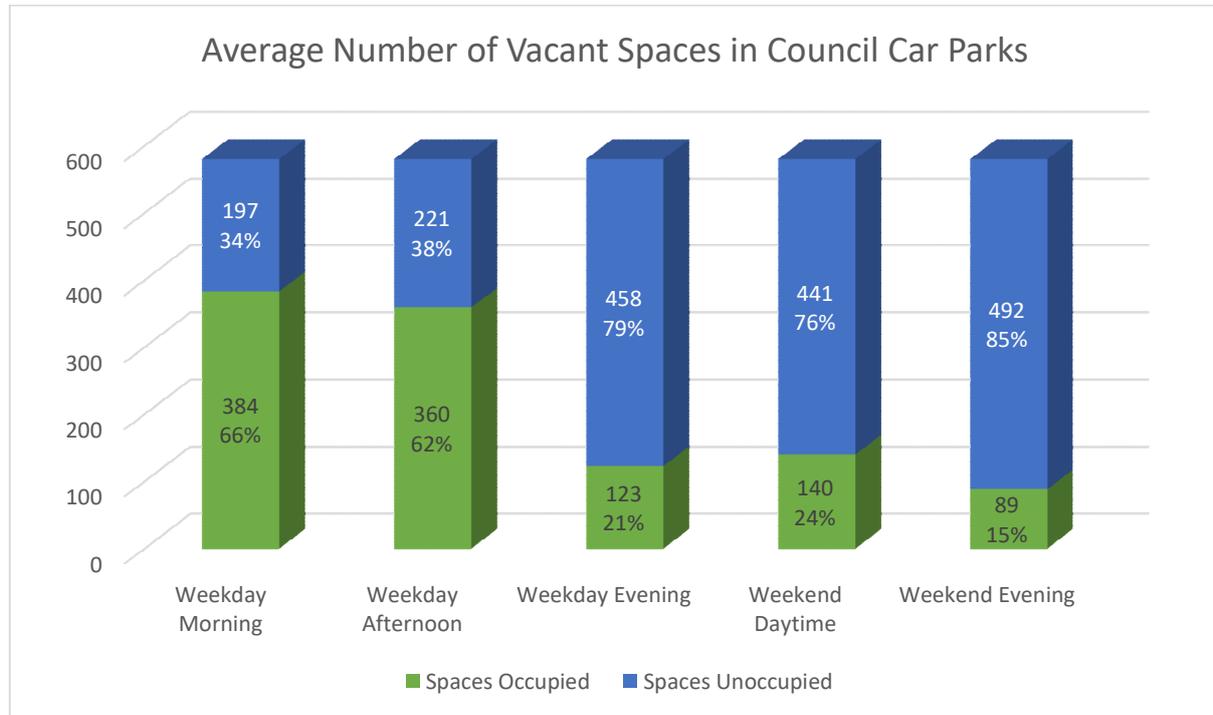
5.1.2 The survey of the CBD council car parks includes the same six public car parks reviewed through the 2020 parking survey. The interim parking survey has re-examined the overall capacity of these public car parks with a total of **581 spaces** inclusive of 4 disabled spaces, 4 long vehicle parking spaces and 8 tesla vehicle electric charging spaces identified. The parking capacity of these identified public car parks is illustrated in **Figure 4**.

Figure 4: Council Car Park Capacity



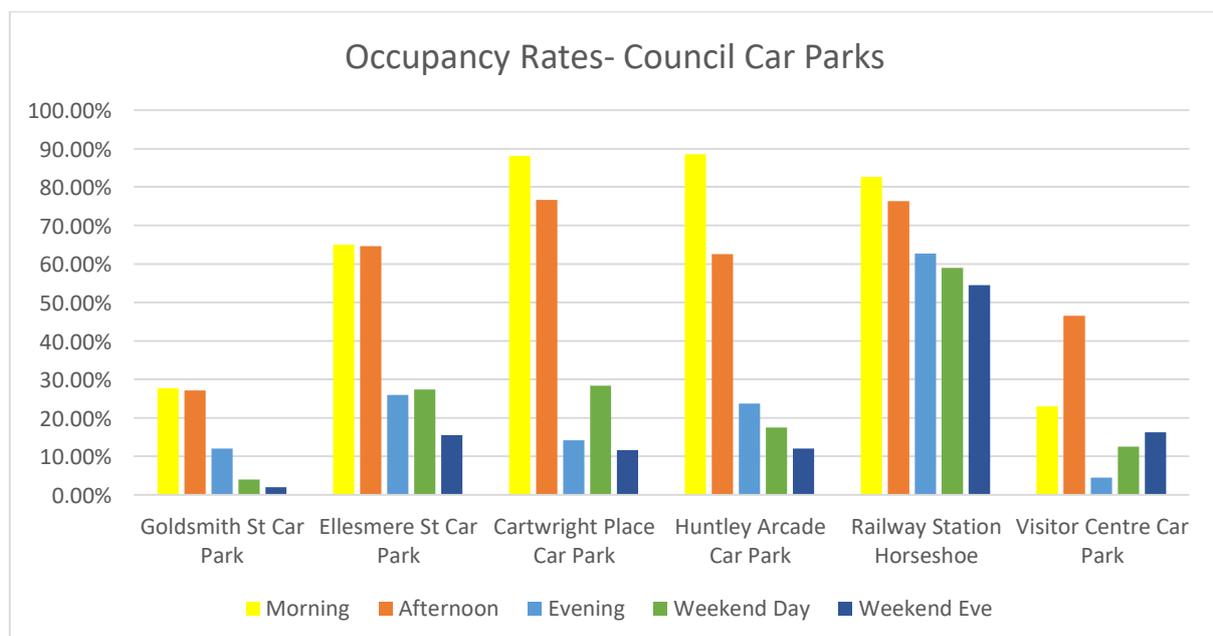
5.1.3 **Graph 9** illustrates that when Council car park availability is aggregated that weekday mornings are the busiest with an occupancy rate of 66% with 197 spaces available on average. This is closely followed by weekday afternoons which have an occupancy rate of 62% with 221 spaces available on average. Evenings and weekends were clearly the quietest times for council car parks with an availability of between 76% and 85% with more than 400 spaces available during these times.

Graph 9: Occupied & Available Council Car Park Spaces



5.1.4 Further detail is provided when examining parking occupancy rates for individual council car parks as presented in **Graph 10**.

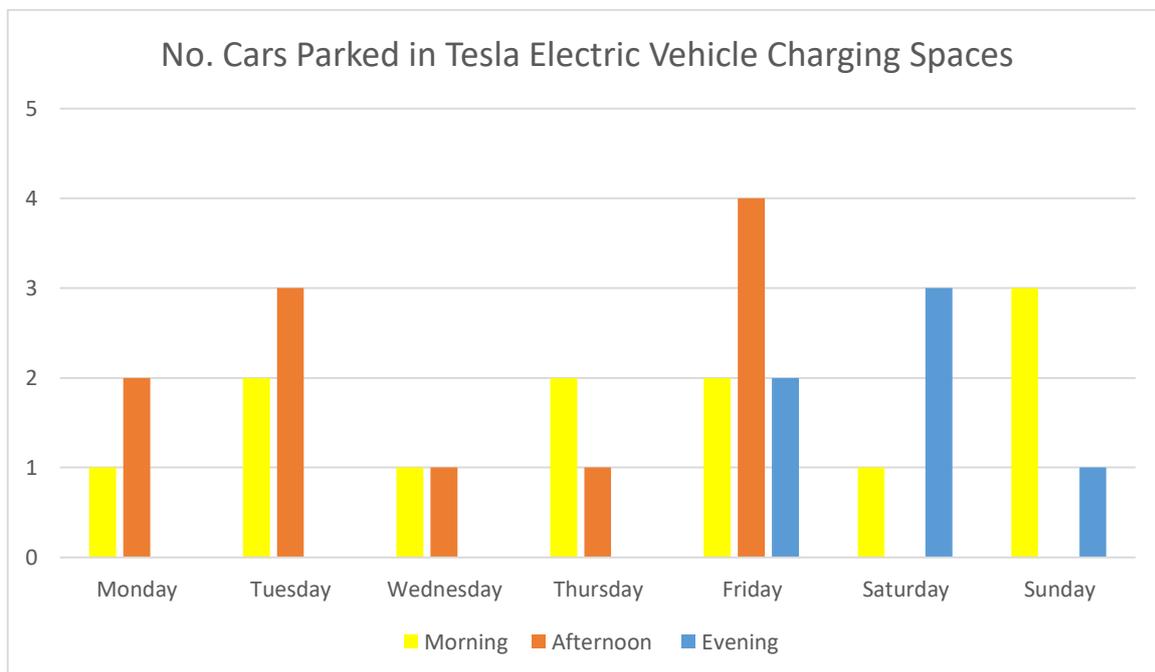
Graph 10: Council Car Park Parking Occupancy Rate by Individual Car Park



- 5.1.5 **Graph 10** illustrates that overall Cartwright place is the busiest Council car park with the highest occupancy levels and lowest parking availability when the survey periods are averaged. Weekday mornings (like most car parks) were the busiest times with a parking occupancy rate of 88.2% with an average of 16 parking spaces available. This closely compares with the weekday occupancy rate of the Huntley Arcade and Railway Station horseshoe car parks which had occupancy rates of 88.6% and 82.7% respectively. However due to the smaller size of these car parks, compared to Cartwright Place, the residual parking availability is lower at 5 and 4 spaces available on weekday mornings respectively.
- 5.1.6 Cartwright Place has the highest occupancy rate and lowest parking availability during weekday mornings but due to the larger capacity of the Ellesmere Street Car Park the actual number of cars parked during this time is higher at 170 parked cars opposed to 123 parked cars for Cartwright Place.
- 5.1.7 The Ellesmere Street Car Park has the greatest parking capacity of all the CBD car parks at 251 spaces. It is also the council car park most conveniently located in proximity to the most popular and frequented part of Auburn Street, namely Clifford to Goldsmith Street. This car park is equally as busy during weekday mornings as weekday afternoons with occupancy levels of 65% and 64.6%, equating to 88 and 89 available spaces respectively. Parking occupancy is lower and availability higher during weekday evenings and weekend daytime with both these survey times demonstrating comparable results. Occupancy levels during weekend evenings were recorded at 26% with 186 available spaces during weekday evenings compared to an occupancy level of 27.4% with 182 available spaces during the weekend day survey times.
- 5.1.8 The Goldsmith Street Car Park is identified as the most under utilised council car park of the six surveyed with the car park's highest occupancy rate standing at 27% with 54 parking spaces available on weekday mornings on average. The lowest occupancy rate at 2% with 73 available parking spaces on average were identified during the weekend evening survey. The Goldsmith Street Car Park is located on the northern periphery of the CBD and lacks a more central location enjoyed by other council car parks which may account for the significant availability of parking spaces during all survey periods.
- 5.1.9 The Railway Station Horseshoe car park is operated by Transport for NSW and provides 22 spaces fronting the railway station. The car park stands on the south eastern periphery of the CBD and parking here is generally related to the operation and patronage of the station. Whilst the car parks capacity is relatively low it is generally occupied through all survey times with weekday mornings being the busiest with an occupancy of 82.7% with 4 available spaces on average during this survey time. The occupancy of this car park decreases and availability of spaces increases as the survey times progress with 5 spaces available on average on weekday afternoons, 8 available spaces on weekday evenings, 9 available spaces on weekday daytimes and 10 available spaces on weekend evenings.
- 5.1.10 The Visitor Centre Car Park is the only car park in which parking occupancy rates were higher during the weekday afternoon survey period compared to other survey times. Parking occupancy was at its highest during weekday afternoons at 46.5% with an average of 21 spaces available. This compares to the second busiest survey period during weekday mornings with an occupancy rate of 23% with 30 available spaces. The Visitor Centre car park is dissimilar to other council car parks in the CBD in that it

also provides 4 long vehicle parking spaces and 8 parking spaces dedicated to Tesla electric vehicle charging. Parking within these specialised spaces was also observed during the survey periods. **Graph 11** illustrates the number of vehicles observed parking in the Tesla charging spaces during the survey. During the weekday morning and afternoon survey times at least one Tesla was parked and charging with the busiest recorded time identified as Friday afternoon with a total of 4 Tesla's occupying the car park. The occupancy of the Tesla charging spaces were not recorded above a 50% occupancy level. It is worth noting that during evenings Tesla's were only recorded in the car park during early evenings on Friday, Saturday and Sunday. This could be reflective of weekends being the more popular days for long distance travelling and Goulburn's strategic location between Canberra and Sydney and adjacent the Hume Highway.

Graph 11: Number of Cars Parked in Tesla Vehicle Charging Spaces

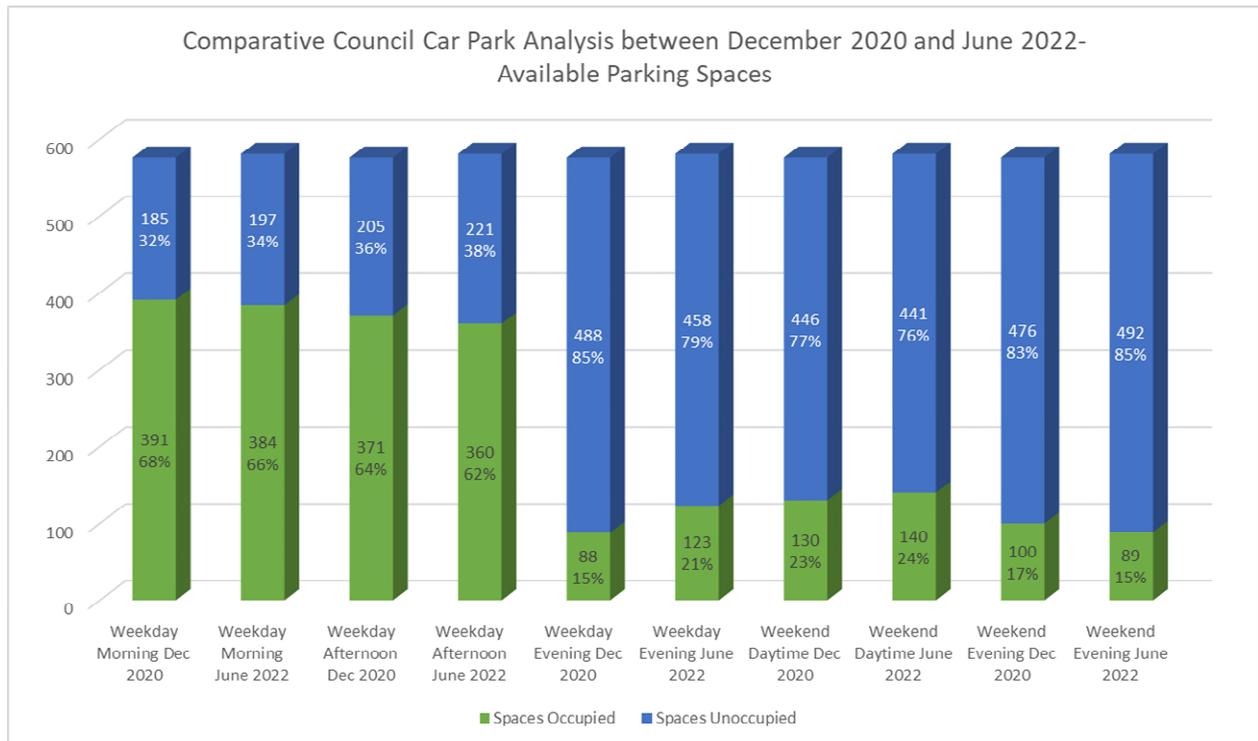


5.1.11 Overall, of the 581 spaces provided through council car parks the lowest available number of spaces were recorded as 197 during the busiest weekday morning survey period and the highest number of available spaces were recorded as 492 spaces during the quietest weekend evening survey period.

5.2 Comparative Analysis- Council Car Parks

5.2.1 There is a slight difference in the baseline data than in the Interim survey with 5 additional spaces identified in June 2022 than in December 2020. This is due to refined counting of parking spaces, particularly in relation to the railway station horseshoe which includes some unmarked spaces. The December 2020 survey identified the overall number of council car park spaces as 576 but this has been refined to 581 spaces through the June 2022 interim survey.

Graph 12: Occupied & Available Council Car Park Spaces- December 2020 and June 2022 Comparison

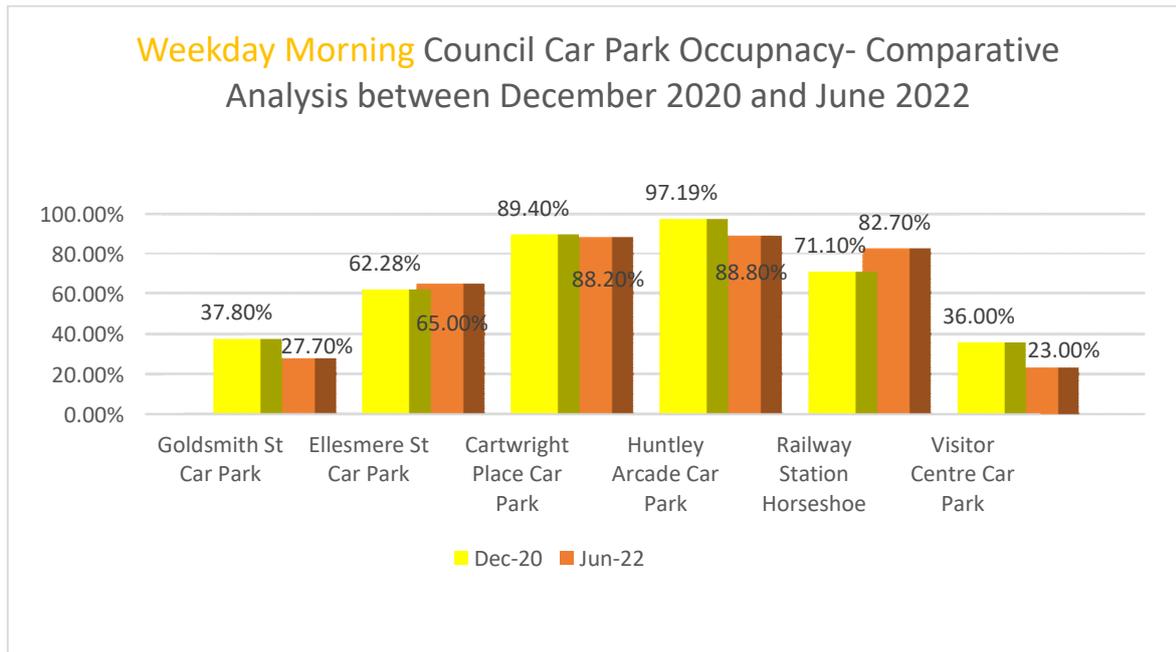


5.2.2 **Graph 12** illustrates that the variance in available council car park spaces between the December 2020 survey and June 2022 survey is relatively small, particularly during the weekday morning and afternoon survey periods. The weekday morning and weekday afternoon survey periods for both the 2020 and 2022 surveys demonstrated only a marginal difference of 2% in available spaces with December 2020 being the slightly busier period.

5.2.3 The most pronounced difference between the 2020 and 2022 surveys is demonstrated to be during weekday evenings. The June 2022 survey identified a 6% increase in parking occupancy over the December 2020 survey. Largely council car parks were busier with more parked cars and less available spaces in December 2020 than in June 2022. This is a pattern reflected in the comparative findings for Auburn Street on-street parking.

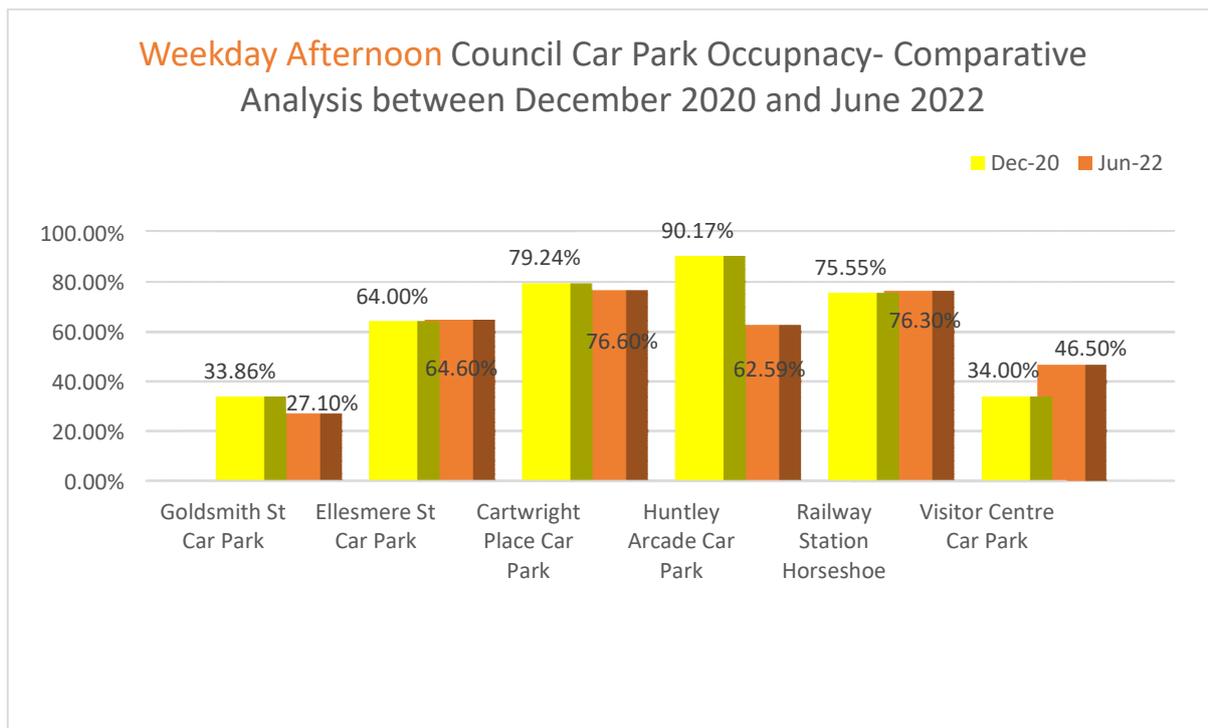
5.2.4 **Graph 13** illustrates that weekday mornings were quieter in June 2022 than in December 2020 for 4 of the 6 council car parks. The Railway Station Horseshoe is one of the exceptions where occupancy was approximately 10% higher in 2022 than in 2020. Ellesmere Street car park is the other exception where occupancy was only marginally higher in 2022 than in 2020 with a 3% increase.

Graph 13: Weekday Morning Council Car Park Occupancy Rate by Section- December 2020 and June 2022 Comparison



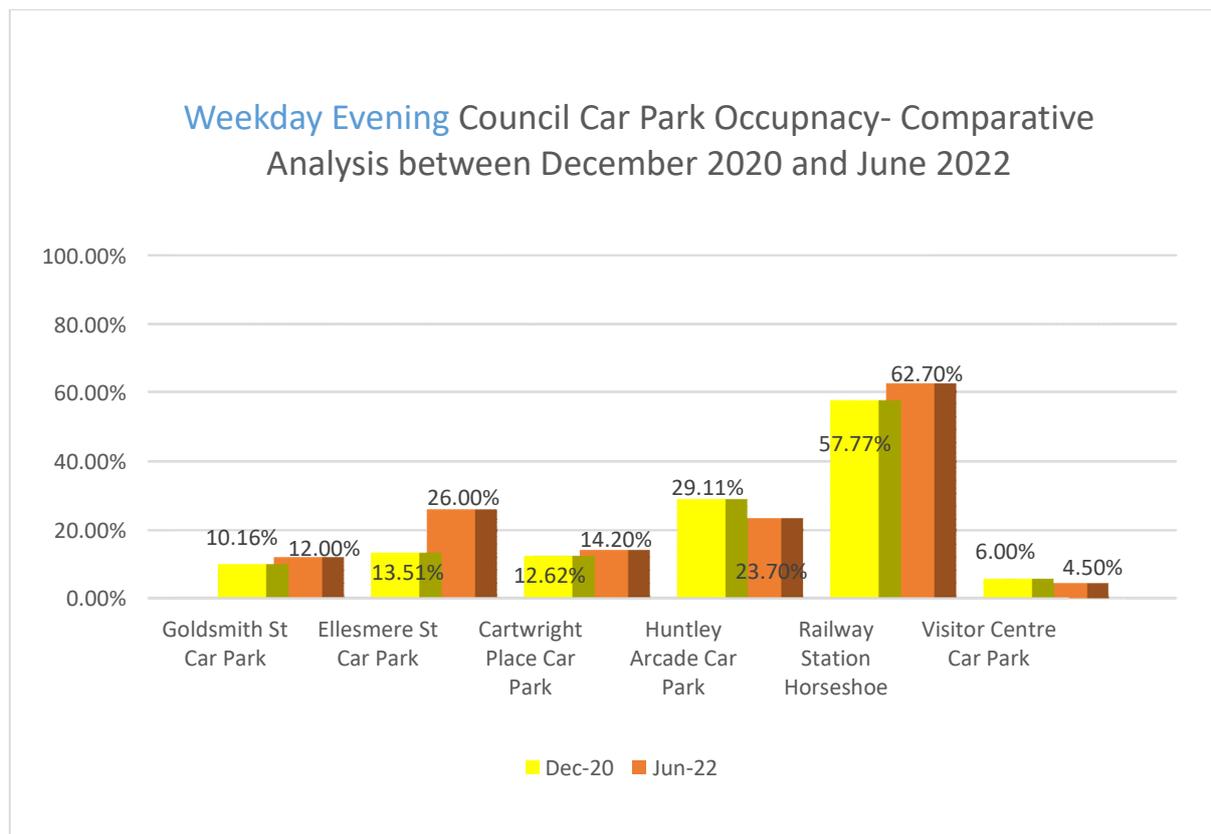
5.2.5 **Graph 14** illustrates that weekday afternoons were quieter in June 2022 than in December 2020 with the exception of the Visitor Centre car park and Railway Station Horseshoe. The Railway Station parking demonstrated only a marginal occupancy difference of less than 1%. The occupancy level for the Visitor Centre car park however was 12.5% higher in June 2022 than in December 2020. The Huntley Arcade car park demonstrates the most significant difference between 2020 and 2022 occupancy levels with the December 2020 survey demonstrating an occupancy level 28% higher than recorded in June 2022.

Graph 14: Weekday Afternoon Council Car Park Occupancy Rate by Section- December 2020 and June 2022 Comparison



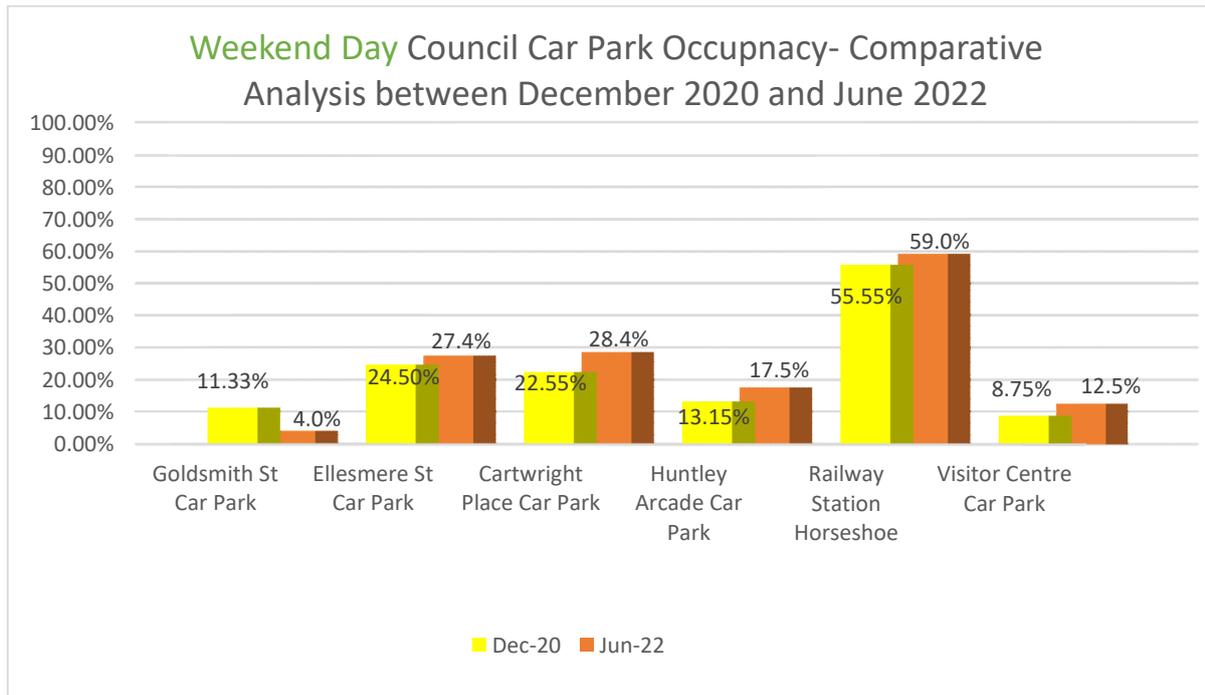
5.2.6 **Graph 15** illustrates that most of the Council car parks are busier in June 2022 than in December 2020 with the exception of the Huntley Arcade Car Park and Visitor Centre Car Park. This pattern diverges from the other survey periods where December 2020 was generally busier in Council car parks than recorded in June 2022. It should be noted however that the divergence of weekend evening occupancy rates between December 2020 and June 2022 for Huntley Arcade car park and the Visitor Centre car park was marginal with a 7% and 1.5% difference respectively. The greatest differential between the data for the two parking surveys for weekend evenings is identified for Ellesmere Car Park which had a 12.5% uplift in occupancy in June 2022 compared to December 2020.

Graph 15: Weekday Evenings Council Car Park Occupancy Rate by Section- December 2020 and June 2022 Comparison



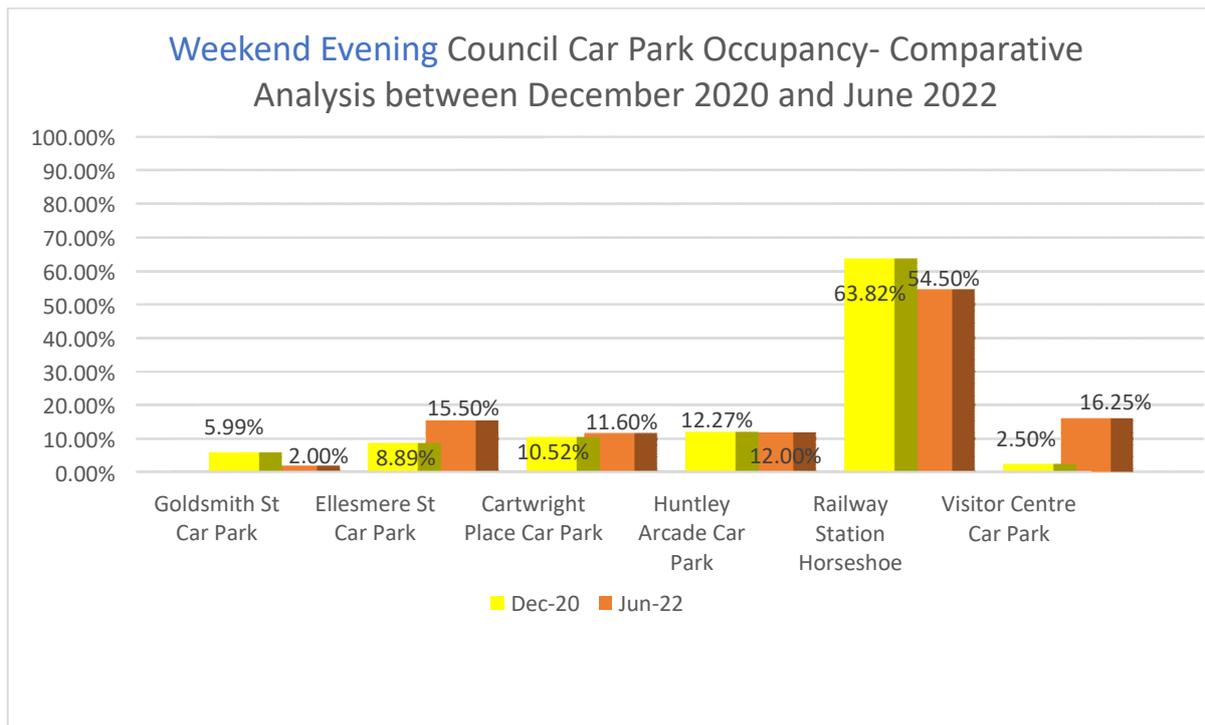
5.2.7 **Graph 16** illustrates that the weekend daytime survey period comparison reflects the recurring pattern of parking occupancy generally being higher through the December 2020 survey than in the interim June 2022 survey. Whilst this difference is identified, the variance is minimal, with the greatest difference observed for Cartwright Place with a 6% variance.

Graph 16: Weekend Day Council Car Park Occupancy Rate by Section- December 2020 and June 2022 Comparison



5.2.8 Graph 17 illustrates that the comparison between December 2020 and June 2022 surveys for weekend evenings includes some degree of variability, particularly for Ellesmere Street Car Park, the Railway Station Horseshoe and Visitor Centre Car Park. Ellesmere Street Car Park had approximately a 6% increase and the Visitor Centre Car Park had a 14% occupancy increase in June 2022 than December 2020. This contrasts to the railway horseshoe car park which recorded an occupancy rate 9% higher in December 2020 than in June 2022.

Graph 17: Weekend Evening Council Car Park Occupancy Rate by Section- December 2020 and June 2022 Comparison



5.3 Summary of Comparative Analysis- Auburn Street- On-Street Parking

5.3.1 Overall the comparative analysis, as summarised in **Table 2**, has identified that the December 2020 survey demonstrated higher levels of parking occupancy and less available spaces for three of the five survey periods. Weekday mornings, weekday afternoons and weekend evenings were all busier during the December 2020 survey than recorded in the interim June 2022 survey. Notwithstanding the actual difference in council car park occupancy rate between the two surveys in relation to weekday mornings and afternoons and weekend evenings were very similar with only a 2% variance.

5.3.2 **Table 2** summarises that weekday evenings and weekend daytimes were busier in June 2022 than previously recorded in the December 2020 survey. The June 2022 weekday evening survey time recorded a 6% increase in occupancy rates which equates to an additional 45 additional spaces occupied than recorded in December 2020. This was particularly pronounced for Ellesmere Street Car Park and the Railway Station Horseshoe Car Park. The variance between the two surveys during weekend daytime was marginal at only 1%.

Table 2: Comparative Council Car Park Summary Table

Council Car Park comparative assessment between December 2020 and June 2022					
	Weekday Morning	Weekday Afternoon	Weekday Evening	Weekend Day	Weekend Eve
December 2020	Busier	Busier	Quieter	Quieter	Busier
June 2022	Quieter	Quieter	Busier	Busier	Quieter

6. Total Parking Capacities & Occupancy Levels

6.1 Chapter 3 and 4 of this interim parking survey has identified the occupancy rates for both on-street parking provision along Auburn Street and Council Car Parks.

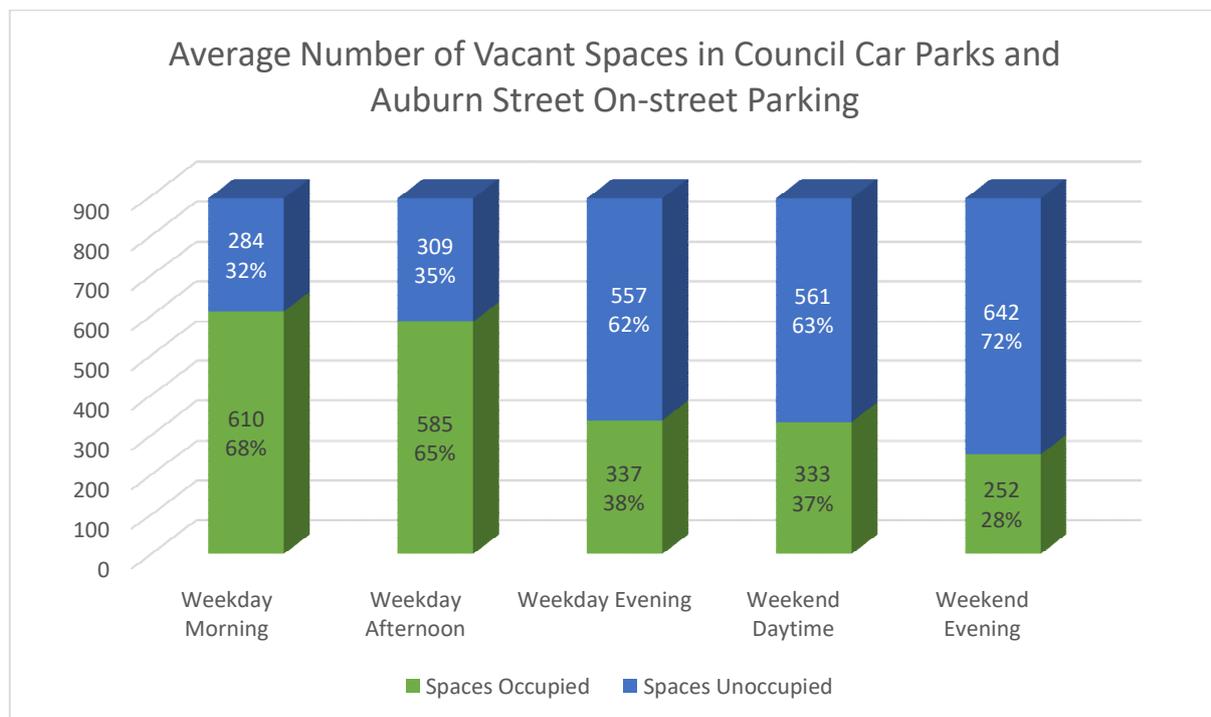
6.2 The total number and capacity of On-street parking and Council car park provision is presented in Table 3.

Table 3: Total Combined Parking Capacity- Auburn St On-street Parking & Council Car Parks

Type of Parking Provision	Capacity
Auburn Street- On-street Parking	313 spaces
Council Car Parks	581 spaces
Total Parking Capacity Surveyed	894 spaces

6.3 **Graph 18** illustrates the combined averages of Auburn Street on-street parking and Council Car Park provision in the survey area.

Graph 18: Average number of Vacant Parking Spaces in Council Car Parks and Auburn Street on-street Parking



6.4 **Graph 18** illustrates that there is an average of 284 parking spaces available during weekday mornings which are the busiest periods during the survey which accounts for approximately 32% spaces. This compares to 72% of spaces being vacant during weekend evenings with a total of 642 spaces.

6.5 **It can be concluded that at most times of the day, evening and weekend there is between 30% to 70% of all available Auburn Street and Council Car Park spaces vacant.**

Full Site Visit Capacity and Occupancy Record Sheet- Auburn Street On-Street Site Visit Parking Data

On Street	Spaces	Monday			Tuesday			Wednesday			Thursday			Friday			Saturday		Sunday	
		Morning	Afternoon	Eve	Morning	Afternoon	Eve	Morning	Afternoon	Eve	Morning	Afternoon	Eve	Morning	Afternoon	Eve	Day	Eve	Day	Eve
Auburn Street																				
Clinton-Verner E	29	7	9	10	12	14	22	13	14	16	12	10	27	9	12	19	17	17	8	8
		24.1%	31.0%	34.4%	41.3%	48.2%	75.8%	44.8%	48.2%	55.1%	41.3%	34.4%	93.1%	31.0%	41.3%	65.5%	58.6%	58.6%	27.5%	27.5%
Clinton-Verner W	26	6	11	15	9	12	16	12	11	15	7	18	25	8	12	18	19	13	7	8
		23.0%	42.3%	57.6%	34.6%	46.1%	61.5%	46.1%	42.3%	57.6%	26.9%	69.2%	96.1%	30.7%	46.1%	69.2%	73.0%	50.0%	26.9%	30.7%
Verner-Montague E	36	28	31	15	29	24	30	34	28	33	36	32	35	36	30	26	36	25	22	19
		77.7%	86.1%	41.6%	80.0%	66.6%	83.3%	94.4%	77.7%	91.6%	100.0%	88.8%	97.2%	100.0%	83.3%	72.2%	100.0%	69.4%	61.1%	52.7%
Verner-Montague W	28	24	19	11	18	18	14	23	22	20	18	18	20	22	23	21	18	12	14	9
		85.7%	67.8%	39.2%	64.2%	64.2%	50.0%	82.1%	78.5%	71.4%	64.2%	64.2%	71.4%	78.5%	82.1%	75.0%	64.2%	42.8%	50.0%	32.1%
Montague-Clifford E	36	26	36	31	32	24	28	30	30	25	33	25	36	31	30	36	25	20	9	24
		72.2%	100.0%	86.1%	88.8%	66.6%	77.7%	83.3%	83.3%	69.4%	91.6%	69.4%	100.0%	86.1%	83.3%	100.0%	69.4%	55.5%	25.0%	66.6%
Montague-Market W	16	16	6	0	6	1	2	9	9	1	3	5	5	11	10	1	14	1	2	0
		100.0%	37.5%	0.0%	37.5%	6.5%	12.50%	56.25%	56.25%	6.25%	18.75%	31.25%	31.25%	68.75%	62.5%	6.3%	87.5%	6.3%	12.5%	0.0%
Market-Clifford W	17	16	10	15	12	9	13	15	12	13	13	16	16	15	16	14	11	5	0	6
		94.1%	58.8%	88.2%	70.5%	52.9%	76.4%	88.2%	70.6%	76.4%	76.4%	94.1%	94.1%	88.2%	94.1%	82.3%	17.0%	29.4%	0.0%	35.2%
Clifford-Goldsmith E	31	29	31	20	31	31	19	30	30	15	23	28	26	31	30	15	31	21	27	18
		93.5%	100.0%	64.5%	100.0%	100.0%	61.2%	96.7%	96.7%	48.3%	74.1%	90.3%	83.8%	100.0%	96.7%	48.3%	100.0%	67.7%	87.0%	58.0%
Clifford-Goldsmith W	31	30	30	23	29	29	22	29	29	28	30	31	25	29	30	14	30	29	28	30
		96.7%	96.7%	74.1%	93.5%	93.5%	70.9%	93.5%	93.5%	90.3%	96.7%	100.0%	80.6%	93.5%	96.7%	45.1%	96.7%	93.5%	90.3%	96.7%
Goldsmith-Bradley E	41	31	23	25	22	23	37	31	23	29	20	20	33	25	32	34	32	34	10	14
		75.6%	56.0%	60.9%	53.6%	56.0%	90.2%	75.6%	56.0%	70.7%	48.7%	48.7%	80.4%	60.9%	78.0%	82.9%	78.0%	82.9%	24.3%	34.1%
Goldsmith-Bradley W	22	16	17	10	16	14	11	20	17	10	16	15	11	11	18	16	19	8	6	4
		72.7%	77.2%	45.4%	72.7%	63.6%	50.0%	90.9%	77.2%	45.4%	72.7%	68.1%	50.0%	50.0%	81.8%	72.7%	86.3%	36.3%	27.2%	18.1%
Total Spaces Occupied on Auburn Street																				
Total Auburn Spaces	313 spaces	229	223	175	216	199	214	246	225	205	211	218	259	228	243	214	252	185	133	140
	Overall Occupancy Rate	73.0%	71.0%	55.9%	69.0%	63.5%	68.3%	78.5%	71.8%	65.4%	67.4%	69.6%	82.7%	72.8%	77.6%	68.3%	80.5%	59.1%	42.4%	44.7%

Full Site Visit Capacity and Occupancy Record Sheet- Average On-street Occupancy Tables

	Average Auburn Street Occupancy Rates	Average Remaining spaces
Weekday Morning	72.2%	87
Weekday Afternoon	71.8%	88
Weekday Evening	68.1%	99
Weekend Day	61.5%	120
Weekend Eve	51.9%	150

	Average Auburn Street Occupancy Rates- Goldsmith to Bradley	Average Remaining spaces
Weekday Morning	66.0%	21
Weekday Afternoon	64.1%	22
Weekday Evening	68.8%	19
Weekend Day	53.1%	29
Weekend Eve	47.6%	33

	Average Auburn Street Occupancy Rates- Clifford to Goldsmith	Average Remaining spaces
Weekday Morning	93.8%	3
Weekday Afternoon	96.4%	2
Weekday Evening	66.7%	20
Weekend Day	93.5%	4
Weekend Eve	79.0%	14

	Average Auburn Street Occupancy Rates- Market to Clifford	Average Remaining spaces
Weekday Morning	83.5%	2
Weekday Afternoon	74.1%	4
Weekday Evening	83.5%	2
Weekend Day	32.3%	11
Weekend Eve	32.3%	11

	Average Auburn Street Occupancy Rates- Montague to Market	Average Remaining spaces
Weekday Morning	56.25%	7
Weekday Afternoon	38.75%	9
Weekday Evening	11.25%	14
Weekend Day	50.00%	8
Weekend Eve	3.12%	15

	Average Auburn Street Occupancy Rates- Montague to Clifford	Average Remaining spaces
Weekday Morning	84.40%	5
Weekday Afternoon	80.50%	7
Weekday Evening	86.60%	4
Weekend Day	47.20%	19
Weekend Eve	61.10%	14

	Average Auburn Street Occupancy Rates- Verner To Montague	Average Remaining spaces
Weekday Morning	83.70%	10
Weekday Afternoon	76.50%	15
Weekday Evening	70.30%	19
Weekend Day	70.3%	19
Weekend Eve	50.7%	31

	Average Auburn Street Occupancy Rates- Clinton to Verner	Average Remaining spaces
Weekday Morning	34.50%	36
Weekday Afternoon	44.70%	30
Weekday Evening	66.50%	18
Weekend Day	46.4%	29
Weekend Eve	28.1%	39

Full Site Visit Capacity and Occupancy Record Sheet- Council Car Park Site Visit Data

Council Car Park	Spaces	Monday			Tuesday			Wednesday			Thursday			Friday			Saturday		Sunday	
		Morning	Afternoon	Eve	Morning	Afternoon	Eve	Morning	Afternoon	Eve	Morning	Afternoon	Eve	Morning	Afternoon	Eve	Day	Eve	Day	Eve
		Cartwright Place	139	119	107	20	116	99	16	127	108	20	129	111	25	122	108	18	52	16
		85.6%	76.9%	14.3%	83.4%	71.2%	11.5%	91.3%	77.6%	14.3%	92.8%	79.8%	17.9%	87.7%	77.6%	12.9%	37.4%	11.5%	19.4%	9.3%
Ellesmere Street	251	149	159	58	145	158	57	160	156	54	208	173	79	145	165	79	92	31	46	47
		59.3%	63.3%	23.1%	57.7%	62.9%	22.7%	63.7%	62.1%	21.5%	82.8%	68.9%	31.4%	57.7%	65.7%	31.4%	36.6%	12.3%	18.3%	18.7%
Goldsmith St Carpark	75	21	16	10	15	16	9	22	26	3	25	23	9	21	21	14	4	2	2	1
		28.0%	21.3%	13.3%	20.0%	21.3%	12.0%	29.3%	34.6%	4.0%	33.3%	30.6%	12.0%	28.0%	28.0%	18.6%	5.3%	2.6%	2.6%	1.3%
Huntley Arcade/Arcade Ln	54	47	34	9	48	29	7	52	38	19	49	30	18	48	38	11	10	10	9	3
		87.0%	62.9%	16.6%	88.8%	53.7%	12.9%	96.2%	70.3%	35.1%	90.7%	55.5%	33.3%	88.8%	70.3%	20.3%	18.5%	18.5%	16.6%	5.5%
Railway Horseshoe	22	18	15	13	21	17	16	19	20	14	18	15	12	15	17	14	14	14	12	10
		81.8%	68.1%	59.0%	95.4%	77.2%	72.7%	86.3%	90.9%	63.6%	81.8%	68.1%	54.5%	68.1%	77.2%	63.6%	63.6%	63.6%	54.5%	45.4%
Visitors Centre	40	9	11	0	7	9	2	9	10	2	11	10	2	10	13	3	4	4	6	4
		22.5%	27.5%	0.0%	17.5%	22.5%	5.0%	22.5%	25.0%	5.0%	27.5%	25.0%	5.0%	25.0%	32.5%	7.5%	10.0%	10.0%	15.0%	10.0%
Total Spaces Occupied on Public (Council owned) Car Parks																				
Total Public (Council owned) Car Parks Spaces	581 spaces	363	342	110	352	328	107	389	358	112	440	362	145	361	362	139	176	77	102	78
	Overall Occupancy Rate	62.4%	58.8%	18.9%	60.5%	56.4%	18.4%	66.9%	61.6%	19.2%	75.7%	62.3%	24.9%	62.1%	62.3%	23.9%	30.2%	13.2%	17.5%	13.4%

Full Site Visit Capacity and Occupancy Record Sheet- Average Council Car Park Occupancy Tables

	Average Cartwright Place Occupancy	Average Remaining spaces
Weekday Morning	88.20%	16
Weekday Afternoon	76.60%	32
Weekday Evening	14.20%	119
Weekend Day	28.40%	99
Weekend Eve	11.60%	117

	Average Ellesmere Street Occupancy Rates	Average Remaining spaces
Weekday Morning	65.00%	88
Weekday Afternoon	64.60%	89
Weekday Evening	26.00%	186
Weekend Day	27.40%	182
Weekend Eve	15.50%	212

	Average Goldsmiths Street Occupancy Rates	Average Remaining spaces
Weekday Morning	27.70%	54
Weekday Afternoon	27.10%	54
Weekday Evening	12.00%	66
Weekend Day	4.00%	72
Weekend Eve	2.00%	73

	Average Huntley Arcade	Average Remaining spaces
Weekday Morning	88.80%	5
Weekday Afternoon	62.59%	20
Weekday Evening	23.70%	41
Weekend Day	17.50%	44
Weekend Eve	12.00%	47

	Average Railway Horseshoe Occupancy Rates	Average Remaining spaces
Weekday Morning	82.70%	4
Weekday Afternoon	76.30%	5
Weekday Evening	62.70%	8
Weekend Day	59.00%	9
Weekend Eve	54.50%	10

	Average Visitor Centre Occupancy Rates	Average Remaining spaces
Weekday Morning	23.00%	30
Weekday Afternoon	46.50%	21
Weekday Evening	4.50%	38
Weekend Day	12.50%	35
Weekend Eve	16.25%	33

	Average Total Car Park Occupancy Rates	Average Remaining spaces
Weekday Morning	65.50%	197
Weekday Afternoon	60.20%	221
Weekday Evening	21.00%	458
Weekend Day	23.80%	441
Weekend Eve	13.30%	492

Full Site Visit Capacity & Occupancy Record Sheet- Occupancy rates of Telsa Charging Spaces

Spaces	Monday			Tuesday			Wednesday			Thursday			Friday			Saturday		Sunday	
	Morning	Afternoon	Eve	Morning	Afternoon	Eve	Morning	Afternoon	Eve	Morning	Afternoon	Eve	Morning	Afternoon	Eve	Day	Eve	Day	Eve
8	1	2	0	2	3	0	1	2	0	2	1	0	2	4	2	1	3	3	1
	12.50%	25%	0%	25%	37.50%	0%	12.50%	25%	0%	25%	12.50%	0%	25%	50%	25%	12.50%	37.50%	37.50%	12.50%

Officer Site Visit Interim Parking Survey Record- June 2022

Date	Day	Survey Area	Start Time	Finish Time	Distance	Weather
30.5	Mon Am	Auburn St	9.10am	9.45am	4.8km	Overcast 7 degrees
		Car Parks	9.45am	10.10am		
30.5	Mon- afternoon	Auburn St	2.50pm	3.15pm	4.7km	Heavy Rain- 8 degrees
		Car Parks	3.15pm	3.45pm		
30.5	Mon- Eve	Car Parks	6.05pm	6.20pm	In car for car parks	Light rain 6 degrees
		Auburn St	6.25pm	6.40pm		
31.5	Tues- AM	Auburn St	9.10am	9.47am	4.79km	Strong winds and rain 5 degrees
		Car Parks	9.47am	10.10am		
31.5	Tues- afternoon	Auburn St	2.45pm	3.18pm	4.54km	Strong winds and rain 6 degrees
		Car Parks	3.18pm	3.45pm		
31.5	Tues- Eve	Car Parks	6pm	6.10pm	In car for car parks	Very strong winds and light rain 4 degrees
		Auburn St	6.10pm	6.30pm		
1.6	Weds- AM	Auburn St	9.50am	10.15am	4.75km	Very strong winds and light rain 3 degrees
		Car Parks	10.15am	10.55am		
1.6	Weds- Afternoon	Auburn St	2.30pm	3pm	4.47km	Strong winds 4 degrees
		Car parks	3pm	3.25pm		
1.6	Weds- Eve	Auburn St	6.25pm	6.55pm	4.02km	Windy 4 degrees
		Car Parks	6.55pm	7.15pm		
2.6	Thurs- am	Auburn St	9.10am	9.35am	1.82km	Overcast 4 degrees
		Car Parks	11am	11.35am	2.69km	Sunny 7 degrees
2.6	Thurs- Afternoon	Auburn St	2.40pm	3.10pm	4.43km	Sunny 9 degrees
		Car Parks	3.10pm	3.40pm		
2.6	Thurs- Eve	Car Parks	6pm	6.15pm	In car for car parks	Cloudy 5 degrees
		Auburn St	6.20pm	6.35pm		
3.6	Fri- AM	Auburn St	9.15	9.50am	4.67km	Cloudy 4 degrees
		Car Parks	9.50am	10.15am		
3.6	Fri- afternoon	Auburn St	2.45pm	3.15pm	4.4km	Cloudy- light wind 9 degrees
		Car Parks	3.15pm	3.45pm		
3.6	Fri- Eve	Car parks	6pm	6.10pm	In car for car parks	Rain 6 degrees
		Auburn St	6.25pm	6.50pm		
4.6	Sat-am	Car Parks	10.05am	10.15am	In car for car parks	Overcast Light wind 6 degrees
		Auburn St	10.25am	10.40am		
4.6	Sat- Eve	Car Parks	5.20pm	5.25pm		Rainy

		Auburn St	5.25pm	5.50pm	In car for car parks	7 degrees
5.6	Sun-am	Car Parks	9.55am	10.05am	In car for car parks	Strong Winds 8 degrees
		Auburn St	10.05am	10.20am		
5.6	Sun- Eve	Car Parks	4.25pm	4.35pm	In car for car parks	Clear Windy 9 degrees
		Auburn St	4.40pm	4.55pm		



Goulburn Central Business District Parking Survey

December 2020



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1. Executive Summary

- 1.1 This parking survey has been developed to address the vision and actions of both the *Urban and Fringe Housing Strategy* and the *Local Strategic Planning Statement*. These documents identify Goulburn CBD as an opportunity area for higher density residential development to facilitate a greater diversity and choice in housing types whilst also enlivening the CBD.
- 1.2 Both documents present actions to facilitate these aims which include a review of CBD parking controls within the Goulburn Mulwaree Development Control Plan.
- 1.3 This parking survey has been undertaken to provide an evidence base on parking capacity, occupancy and accessibility upon which to base changes in CBD parking controls. The survey presents the data gathered during site visits through graphs and key findings but does not provide recommendations in relation to how the data should be interpreted into updated planning controls.
- 1.4 The survey has been tailored to understand and record the following:
 - The baseline capacity of:
 - Existing on-street parking provision
 - Council car parks (Inc. Railway Station Horseshoe)
 - The largest staff/patron car parks
 - Occupancy levels of:
 - Existing on-street parking provision
 - Council car parks
 - The accessibility of parking provision to Auburn Street and the wider CBD
- 1.5 The parking survey establishes the area to be assessed as the B3 Commercial Core of the CBD which is bounded by Clinton Street, Bradley Street, Bourke Street and Sloane Street. The survey area includes both sides of all roads which stand within the B3 zone.
- 1.6 The findings of survey reveal that public parking provision is subject to time-limiting restrictions 31% of the time and identifies that there is capacity for a total of 2920 vehicles broken down as follows:
 - A total of 1486 on-street parking spaces within the survey area
 - A total of 576 parking spaces within Council car parks
 - A total of 915 parking spaces in the three largest staff/patron car parks
 - Preliminary indication that 6.8 hectares of the CBD is dedicated to smaller staff/patron parking.
- 1.7 In terms of occupancy levels for parking in the survey area the parking survey found the following:
 - Auburn Street provides the greatest number of on-street parking spaces at 330 and was the busiest street for on-street parking
 - Weekday mornings were the busiest periods for both parking on-street and through Council car parks with a 69% average occupancy rate
 - Weekday mornings had an average total of 645 spaces available
 - Weekend evenings were the quietest periods for both parking on-street and through Council car parks with a 28% average occupancy rate
 - Weekend evenings had an average total of 1488 spaces available

- There is a 30% to 70% availability of vacant parking spaces at most times of the day, evening and weekend.

1.8 In terms of accessibility of parking provision to Auburn Street and the CBD generally, the parking survey found that all Council car parks and on-street parking stood within a 400m walking distance of Auburn Street and its concentration of shops and services.

2. Why undertake a Parking Survey

2.1 The need and justification for a parking survey of Goulburn CBD has been established primarily by two main strategic documents, namely the *Local Strategic Planning Statement* and the *Urban and Fringe Housing Strategy*.

2.2 The Urban and Fringe Housing Strategy

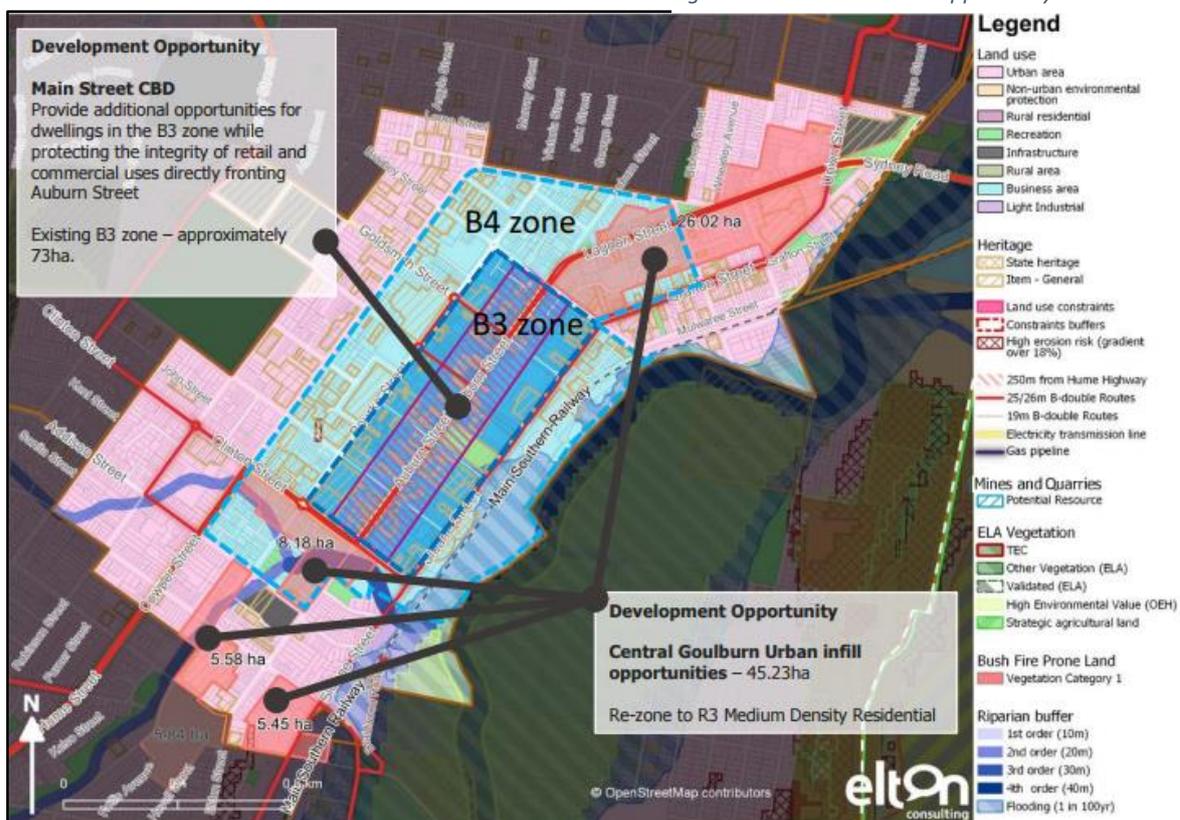
2.2.1 The Urban and Fringe Housing Strategy (UFHS) is a strategic document which identifies suitable areas to meet the housing needs of the expected population growth of the LGA to provide for approximately 3500 additional dwellings up to 2036.

2.2.2 The Strategy presents a vision which includes:

- Encouragement for higher density residential development closer to Goulburn CBD;
- Utilise already zoned land to continue to deliver infill and medium density housing in suitable locations;
- Maximise the use of existing infrastructure and minimise the cost of development to Council and the community, and
- Encourage and meet the demand for a range of lot sizes and dwelling types.

2.2.3 The strategy identifies Goulburn CBD (Precinct 18: Central Goulburn) as an opportunity area for medium density residential development due the CBD's access to retail areas, facilities and services together with the CBD's formal grid pattern contributing to the desirability for increased densities.

Figure 1: Central Goulburn Opportunity Area- UFHS



- 2.2.4 The broad areas identified for medium density residential development by the strategy are illustrated in Figure 1.
- 2.2.5 This parking survey relates to the parking capacity, occupancy and accessibility of the B3 zone only.
- 2.2.6 The Strategy seeks medium density residential infill development to realise a number of benefits including:
- Increase footfall in the CBD whilst making businesses more viable without increasing road traffic;
 - Better cater to the ageing population and increasing single person households;
 - Increase housing choice and diversity, and
 - Improve housing affordability.
- 2.2.7 In addition to identifying broad areas for medium density residential development the Strategy also highlights that “*incentives such as relaxing car parking standards maybe required to encourage and facilitate greater development of higher density housing*”. The Strategy also includes **Action B5-3: Review Controls in the DCP to provide incentives for certain residential uses, for example reduction in car parking in certain circumstances or locations.**

[2.3 The Local Strategic Planning Statement](#)

- 2.3.1 The Local Strategic Planning Statement (LSPS) is an overarching 20 year strategy which provides a framework for how Goulburn Mulwaree will grow and change. It establishes 10 planning priorities which direct how future growth and change will be managed, these priorities include:

Planning Priority 2: City, Town and Village Centres

- Ensure an appropriate mix of development within the CBD whilst maintaining its character and sense of place
- Increase residential occupancy in Goulburn CBD
- Encourage a vital night time economy

And

Planning Priority 4: Housing

- Identify fully serviced precincts within or in proximity to the CBD where medium to higher density residential development is suitable.
- Facilitate a broader range of housing types to meet the needs of a changing population- ageing, smaller households etc.

And

Planning Priority 6: Industry and Economy

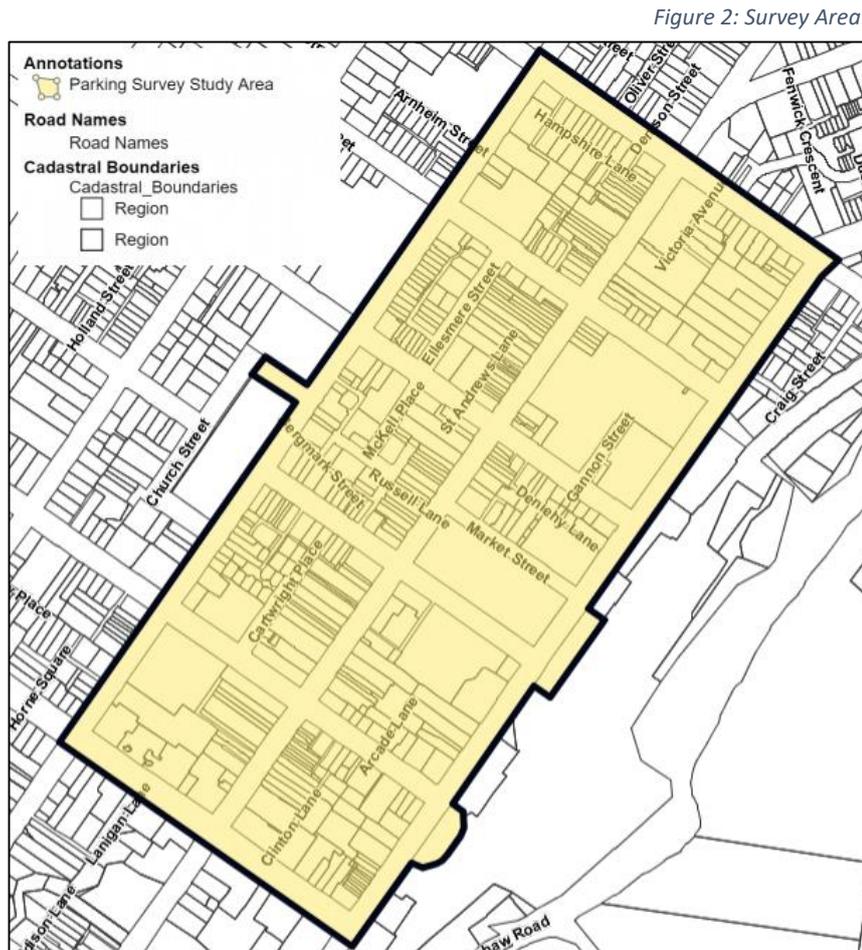
- Support the night time economy and develop strategies to make Goulburn CBD more active at night.

- 2.3.2 One of the primary actions of the LSPS is to ‘*review LEP and DCP provisions including height, FSR and car parking controls to facilitate urban renewal of the Goulburn CBD*’.

2.3.3 Both the UFHS and the LSPS are seeking to increase residential occupancy of Goulburn CBD through higher density residential development, facilitate a greater diversity and choice in housing types and enliven activity in the CBD, particularly during the evening. In addition they both present actions to assist in the delivery of these aims which seek a review of CBD parking controls within the Goulburn Development Control Plan. This parking survey has been undertaken to address the actions of the UFHS and the LSPS by providing an up-to-date evidence base on current parking capacity and parking occupancy in the Central B3 zone of the CBD, where the greatest concentration of activity is present. This evidence is designed to help inform potential changes to parking controls within the Goulburn Development Control Plan as they relate to CBD activity and residential development.

3. What and Where has the Parking Survey looked at?

3.1 The survey area to which this parking survey relates is illustrated in Figure 2 below and largely mirrors the CBD's B3 Commercial Core zone. The Survey area extends slightly wider than the B3 zone to incorporate some peripheral areas such as Church Street, the Railway Station and the Visitor Centre car park in recognition of their contribution to the function and parking capacity of the CBD. As illustrated in Figure 2 both sides of Bourke, Sloane, Clinton and Bradley Streets, which bound the survey area have been included.



3.2 The parking survey has been tailored to understand and record the following:

- The baseline capacity of of:
 - Existing on-street parking provision
 - Council car parks (inc. Railway Station horseshoe)
 - The largest staff/patron car parks
- Occupancy levels of:
 - Existing on-street parking provision
 - Council car parks
- The accessibility of parking provision to Auburn Street and the wider CBD

3.3 Definitions of Parking Type

3.3.1 **On-street Parking provision** references parking spaces which are specifically delineated on the road with white lines or identified by parking signage in close proximity. These are either oriented at an angle to the side of the road to provide for 45 degree angled parking which provide for separate parking bays or by a long white line parallel to the kerbside to provide for parallel parking.

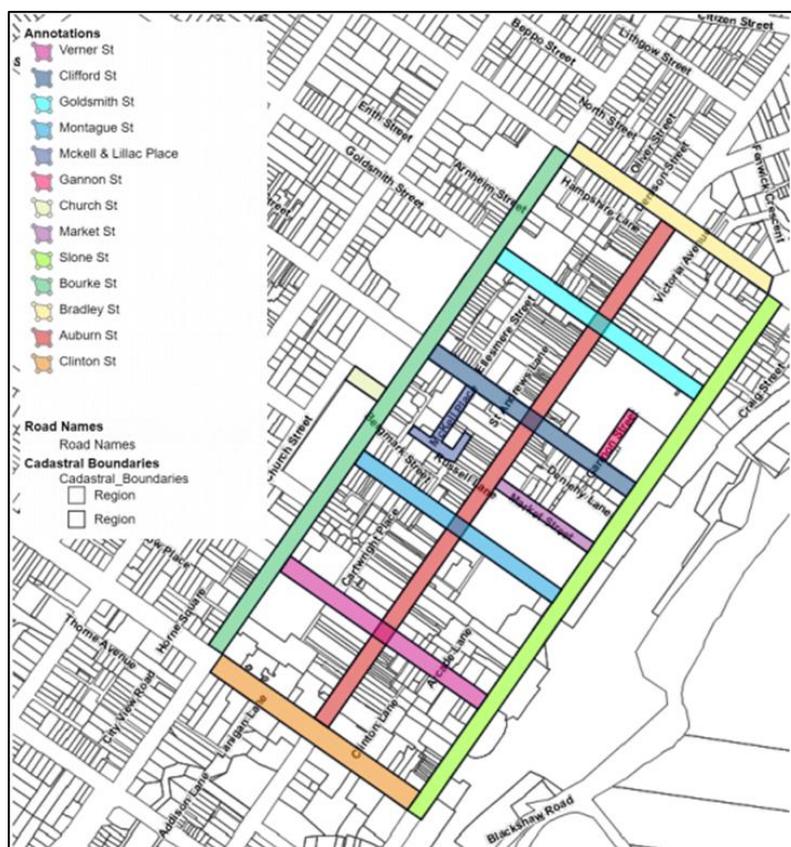
3.3.2 **Council Car Parks** are areas of hardstanding which are owned and operated by Goulburn Mulwaree Council. These car parks have delineated car parking spaces, they are free to use and have limited time restrictions, and are open for general public use. The Railway Station horseshoe car park is one exception to this definition as this car park is operated by Transport for NSW. This car park has been included due to its limited restriction on its use.

3.3.3 **Patron and/or Staff parking provision** refers to areas of hardstanding specifically dedicated to facilitate parking for either members of staff or the patrons of a business. These are usually situated in close proximity to the business the car park serves and more often than not located to the rear of premises within the CBD. These areas may or may not include delineated parking spaces. These car parks are generally unrestricted but are owned and operated by private businesses which have the authority to place restrictions on their use.

3.4 Areas surveyed

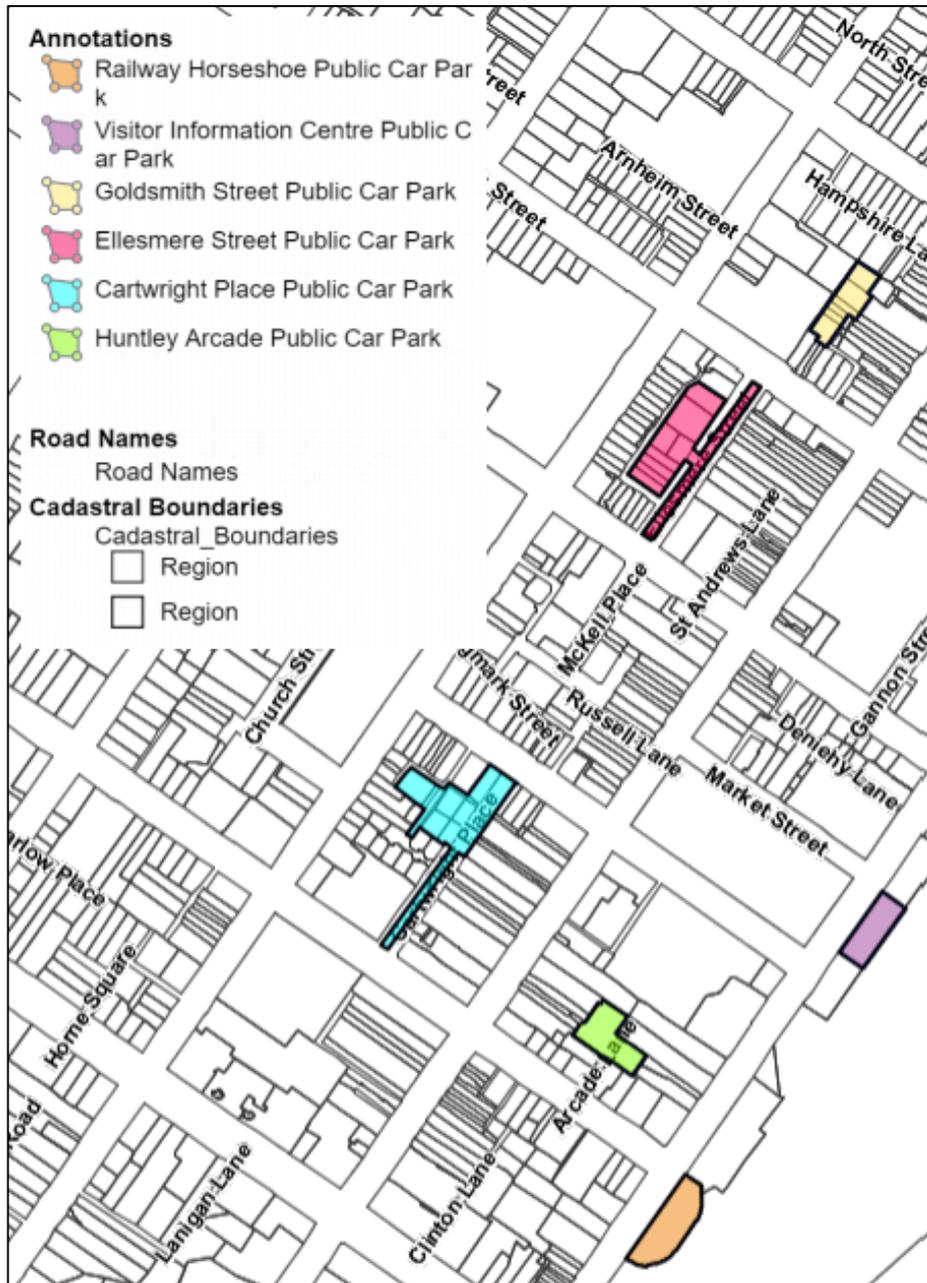
3.4.1 The survey area includes a total of 14 streets which provide on-street parking to the public as illustrated in Figure 3.

Figure 3: Surveyed Streets



3.4.2 This survey area also includes six publicly accessible and council owned car parks which have been included as part of this parking survey as illustrated in Figure 4.

Figure 4: Surveyed Car Parks



3.4.3 The parking survey has examined the overall capacity of these public car parks and on-street parking provision and identified levels of occupancy on a total of 19 occasions.

3.4.4 The parking survey also provided a preliminary record of patron/staff parking within the survey area to gain an understanding of the surface area of the CBD which serves individual businesses patron and/or staff parking needs.

4. When and How has the Parking Survey been undertaken?

4.1 Establishing Parking Capacity

4.1.1 The establishment of a baseline of the current capacity of both council owned car parks and on-street parking provision is an essential first step to understanding current occupancy rates and general availability of car parking within the CBD.

4.1.2 This baseline has been established through a previous parking survey for the development application for the Performing Arts Centre in 2017. This previous survey included a Parking Layout Plan (appendix 1) which illustrates individual parking spaces for the majority of on-street and Council car parks within the CBD survey area. The areas not illustrated on this layout plan include:

- Gannon Street
- Part of Church Street
- The Railway Station Horseshoe
- Lilac and Mckell Place, and
- Goldsmith Street Car Park

4.1.3 The parking capacity of these areas omitted from the layout plan were identified through an officer site visit and added to the overall parking capacities. In addition, due to the slightly dated nature of the layout plan, the figures presented were confirmed on site during a baseline review officer site visit on 16th November 2020.

4.2 Site Visits

4.2.1 To record and identify current levels of occupancy for Council car parks and on-street parking within the survey area, officer site visits were undertaken between 21st November 2020 and 13th December 2020 during the following survey periods:

- Monday to Friday
 - Morning surveys between 9.15am and 11.20am
 - Afternoon surveys between 2.10pm and 4.30pm
 - Evening surveys between 6.30pm and 8.15pm
- Saturday and Sunday
 - Daytime surveys between 9.55am and 12.25pm
 - Evening surveys between 6.05pm and 8.15pm

4.2.2 Survey times were established to ensure that parking was observed both within daytime parking restricted hours (8.30am to 6pm Mon to Friday and 8.30am to 12.30pm Saturday) and during unrestricted hours.

4.2.3 The officer site visits were conducted by a single officer of the Council on foot, walking up each side of each street recording the number of vehicles parked for each section of the street. The count included cars, trucks, vehicles in disabled spaces and motorcycles.

4.2.4 A full record of site visit times is presented in appendix 2 which records the date, time and day of the surveys, the time taken, area covered, distance travelled and weather conditions. The full record of parking capacity and occupancy by street is presented in appendix 4.

5. Survey Findings

5.1 Parking Capacity- On-street Parking Provision

5.1.1 The survey area is well served by on-street parking provision which lines most streets within the CBD. The number of spaces, the type of parking and the length of stay all vary between the streets of the CBD. Appendix 3 illustrates on-street parking within the survey area and their respective time restrictions. As the map illustrates, time restrictions for on-street parking vary between:

- 15 minutes
- 1 hour
- 2 hours
- 4 hours, and
- Unrestricted

5.1.2 A significant proportion of the on-street parking spaces have a two hour timed parking limit including the majority of Clinton, Verner, Montague, Market and Clifford Streets. Auburn Street is the centre of commercial activity in the CBD and the 1 hour parking limit restriction reflects the close proximity to the concentration of retail services and the high turn-over and demand for these spaces. Unrestricted on-street parking provision is primarily focused on the CBD's peripheral streets including Bourke Street, Bradley Street and Sloane Street.

5.1.3 The above timed parking restrictions are applicable between 8.30am to 6pm Monday to Friday and between 8.30am to 12.30pm Saturday, after which parking becomes unrestricted.

5.1.4 In total on-street parking within the CBD is unrestricted for 14.5 hours per day during the week, 20 hours on Saturdays and 24 hours on a Sunday. This creates a total of 116.5 hours out of a potential 168 hours within a week where on-street parking is unrestricted, or 69% of the time, as presented in Figure 5.

5.1.5 As identified through the layout plan in appendix 1 and confirmed through officer site visits, the overall parking capacity of the identified streets in the survey area by street is presented in Table 1.

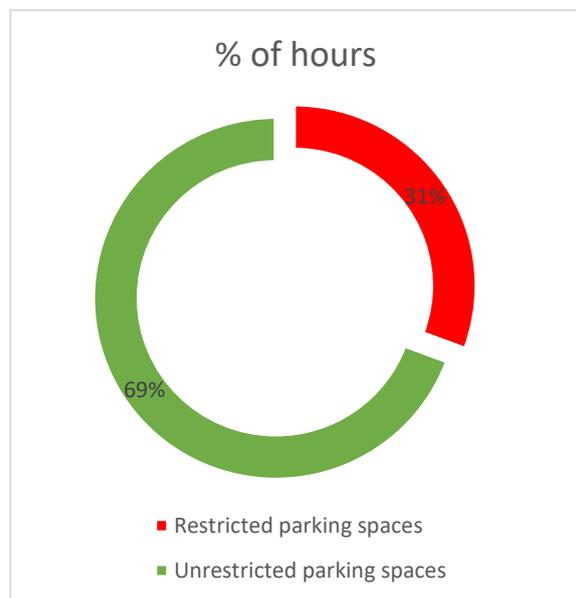


Figure 5: Timed Parking Pie Chart

Total number of on-street parking spaces within the Survey Area	
Street	Number of on-street Spaces
Clinton Street	90 spaces
Verner Street	89 spaces
Montague Street	107 spaces
Market Street	78 spaces
Clifford Street	116 spaces
Goldsmith Street	85 spaces
Bradley Street	92 spaces
Bourke Street	235 spaces
Church Street (part of)	23 spaces
Auburn Street	330 spaces
Sloane Street	199 spaces
Mckell Place	22 spaces
Lillac Place (inc Ross Place)	20 spaces
Total number of on-street parking spaces	1486 spaces

Table 1: Total No. of On-street Parking Spaces

5.1.6 As highlighted by Table 1 and Figure 6 Auburn Street has the highest overall capacity for on-street parking with a total of 330 spaces or 22% of the total on-street parking capacity. This is followed secondly by Bourke Street with 235 spaces or 16% of the total and thirdly by Sloane Street with 199 spaces or 13% of the total.

5.1.7 These three streets span the length of the survey area and are the longest streets spanning the CBD at a total of 1100 metres.

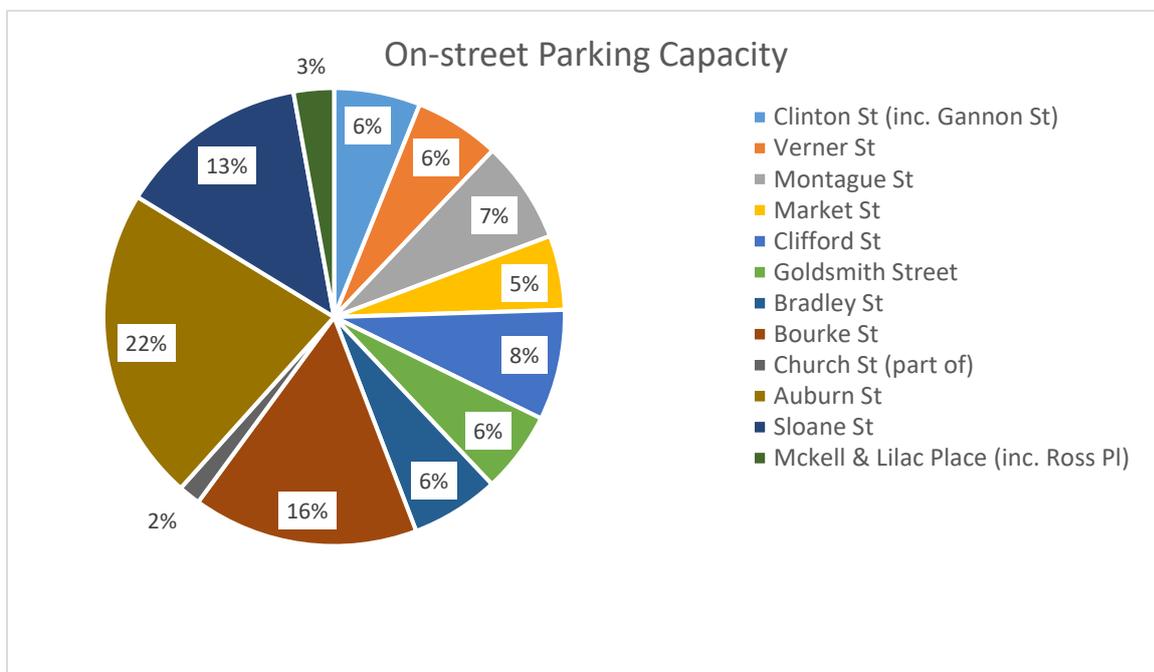


Figure 6: On-street Parking Capacity Percentage Graph

5.1.8 The overall capacity for on-street parking within the survey area is 1486 spaces.

5.2 Parking Capacity- Council Car Park's Parking Provision

5.2.1 The survey area includes a total of six Council car parks with the majority of parking capacity situated in the three car parks of Goldsmith Street, Ellesmere Street and Cartwright Place which stand north of Auburn Street. A large proportion of the parking capacity of these car parks is unrestricted with all of Goldsmith Street car park and the majority of Cartwright Place being unrestricted.

5.2.2 Table 2 illustrates the overall parking capacity of the six council car parks and applicable timed parking restrictions which are also illustrated in appendix 3.

Capacity and Restrictions on Free public car parks within the Core CBD		
Public Car Park	Capacity	Restrictions (8.30am to 6pm)
Cartwright Place Car Park	133 vehicles	Part- 2 hour parking limit Part- unrestricted
Ellesmere Street Car Park	253 vehicles	Part- 4 hour parking limit Part- unrestricted Part- 2 hour parking limit
Goldsmith Street Car Park	75 vehicles	Unrestricted
Huntley Arcade Car Park	57 vehicles	4 hour parking limit
Railway Station Horseshoe Car Park	18 vehicles	Unrestricted
Visitor Information Centre Car Park	40 vehicles	2 hour parking limit
Total Number of public car parks	576 spaces	<i>Table 2: Parking Capacity & Restriction</i>

5.2.3 As highlighted by Table 2 and Figure 7 Ellesmere Street car park has the highest overall capacity for vehicle parking at 253 spaces or 44% of the total council car park capacity. This is followed by Cartwright Place with capacity for 133 vehicles or 23% and thirdly by Goldsmith Street Car park with capacity for 75 vehicles or 13%.

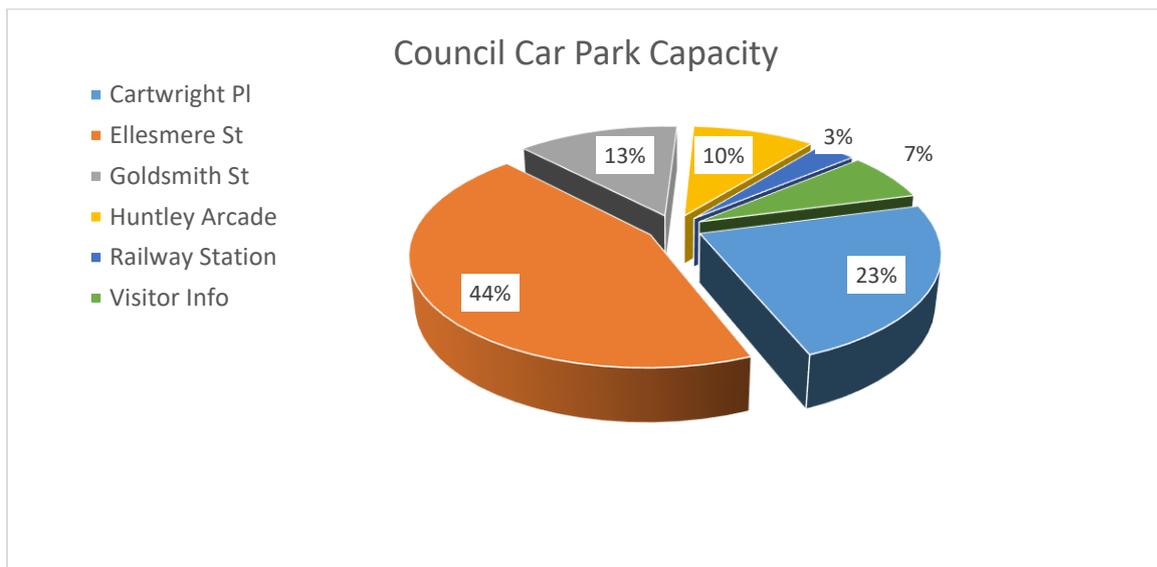


Figure 7: Council Car Park Capacity Pie Chart

5.2.4 The overall capacity of Council Car Parks within the survey area is 576 spaces.

5.3 Parking Capacity- Off-street Patron and/or Staff Parking Provision

5.3.1 The survey area has multiple areas of off-street parking dedicated to patrons and or staff with the largest of these represented by car parks for Goulburn Market Place serving Woolworths, Goulburn Square serving Coles and the shopping centre generally and Target. These three car parks represent the largest staff/patron car parks in the survey area and all stand to the south of Auburn Street.

5.3.2 The total number of off-street parking spaces provided by these three large car parks is presented in Table 3.

5.3.3 As highlighted in Table 3 Goulburn Square is the largest of the three car parks with 422 spaces arranged over a lower and upper parking deck. This higher capacity largely reflects the wide range of shops it serves within the shopping centre and its relative central location within the CBD.

Total number of staff/ patron parking spaces- large only	
Car park	Number of Patron parking spaces
Goulburn Market Place	358
Goulburn Square	442
Target	115
Total number of Patron parking spaces	915 spaces

Table 3: Total No. of staff/patron parking spaces- large

5.3.4 In addition to the three largest staff/patron car parks identified above there are numerous smaller car parks serving this purpose across the survey area. These parking facilities are predominantly situated to the rear of properties fronting Auburn Street. A desktop investigation, coupled with the officer site visits identified a total of 6.8 hectares of patron and/or staff parking within the survey area. This is however considered a gross underestimate as some ancillary parking areas are obscured from view by gates and fencing or were too small to identify on aerial mapping.



Figure 8: Indicative location of staff/patron parking- smaller

5.3.5 Figure 8 illustrates the approximate location and distribution of the patron/staff parking provision which is evenly distributed around the CBD.

5.4 Parking Occupancy- On-street Parking Provision

5.4.1 The assessment of on-street parking capacities through this parking survey has established the baseline of the total available on-street parking spaces within the survey area.

5.4.2 To understand the level of occupancy of these spaces the officer site visits identified the number of vehicles parked in the spaces within these six car parks throughout the morning (9.15-11.20am), afternoon (2.10-4.30pm) and evening (6.30-8.15pm) during weekdays and through the day (9.55am-12.25pm) and evening (6.05-8.15pm) on Saturday and Sundays.

5.4.3 The survey area is served by a total of 10 primary streets which provide on-street parking and span the length or breath of the CBD. There are an additional 4 smaller streets which also provide lower levels of on-street parking provision. As highlighted previously in this survey, collectively these streets provide a total of 1486 on-street parking spaces.

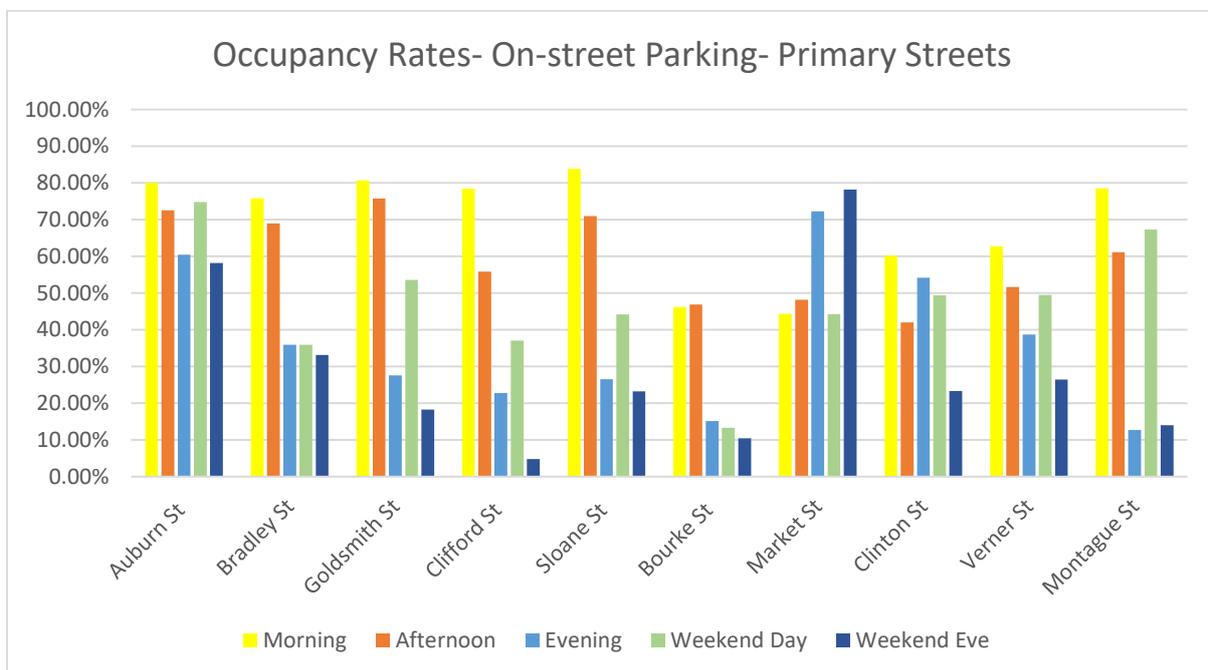


Figure 9: On-street Occupancy Rates Bar Chart

5.4.4 Figure 9 illustrates that the majority of streets have the highest occupancy rates during the weekday morning survey period with Sloane Street having the highest average occupancy rate during this time of 83.82%. High morning average occupancy rates are mirrored in other streets including Auburn Street, Bradley Street, Goldsmith Street, Clifford Street and Montague Street which all have occupancy rates in the 70 and 80 percentiles. Auburn Street has the largest number of on-street parking spaces at 330, which combined with high occupancy rates makes this street the one with the greatest number of parked vehicles. Market Street presents as an anomaly to this pattern with its highest average occupancy rates recorded during weekday and weekend evenings at 72.29% and 78.20% occupancy respectively.

5.4.5 Figure 9 illustrates that on average evening (weekday & weekend) on-street parking occupancy is the lowest of all other survey periods with Goldsmith, Clifford, Sloane, Bourke, Clinton, Verner and Montague Streets all recording occupancy rates below 30%. Market Street was the busiest for on-street parking during weekday and weekend evenings and this is likely reflective of its proximity to a number of pubs/clubs, including the Goulburn

Soldiers Club and the Goulburn Club. Auburn Street also had relatively high occupancy rates during this time of 60.42% during weekday evenings and 58.71% during weekend evenings.

5.4.6 Figure 10 converts this occupancy data into the average number of on-street parking spaces which are available during the weekday morning, afternoon and evening survey times, alongside those during the daytime and evening weekend period. As previously illustrated, weekday mornings are the busiest periods for on-street parking but even during this busy period there are on average 460 on-street parking spaces available within the survey area or 30%. The greatest availability of on-street parking is during the weekend, particularly weekend evenings with a total average of 1012 spaces or 68% of spaces vacant.

5.4.7 The survey has demonstrated that during evenings and weekends less than half of available on-street parking spaces are occupied.

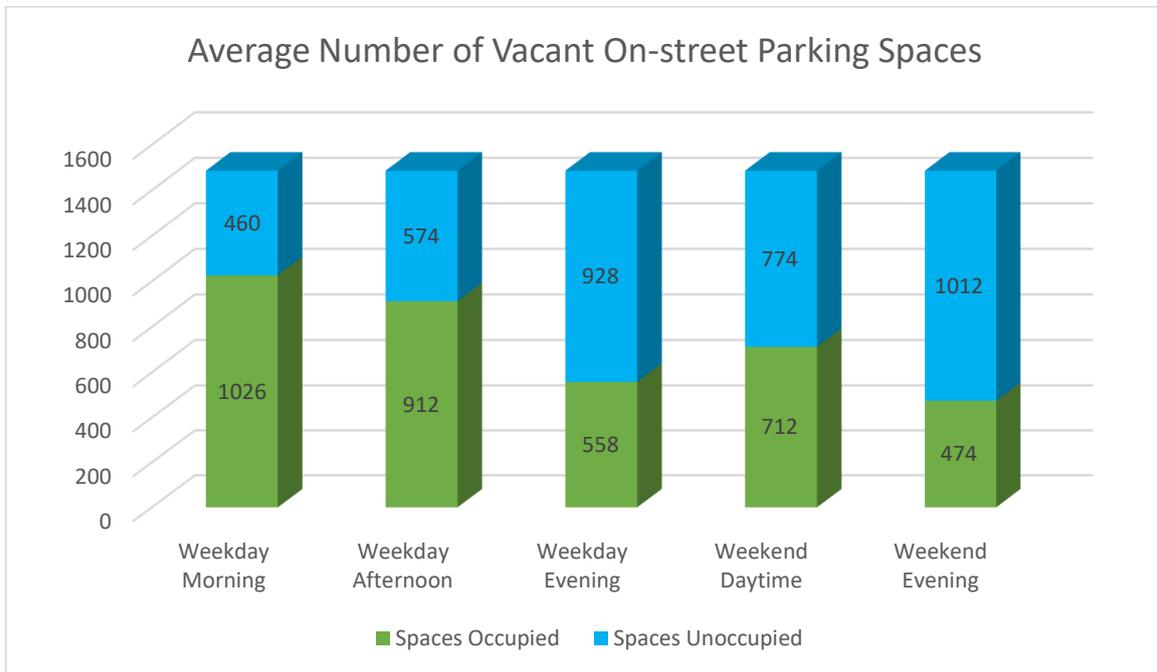


Figure 10: Average No. of Vacant on-street parking spaces

5.5 Parking Occupancy- Council Car Park Parking Provision

5.5.1 The assessment of Council car park capacities through this parking survey has established the baseline of the total available parking spaces for Council car parks within the survey area.

5.5.2 To understand the level of occupancy of these spaces the officer site visits identified the number of vehicles parked in the spaces within these six car parks throughout the morning (9.15-11.20am), afternoon (2.10-4.30pm) and evening (6.30-8.15pm) during weekdays and through the day (9.55am-12.25pm) and evening (6.05-8.15pm) on Saturday and Sundays.

5.5.3 Figure 11 illustrates the average occupancy rates of Council car parks within the survey area.

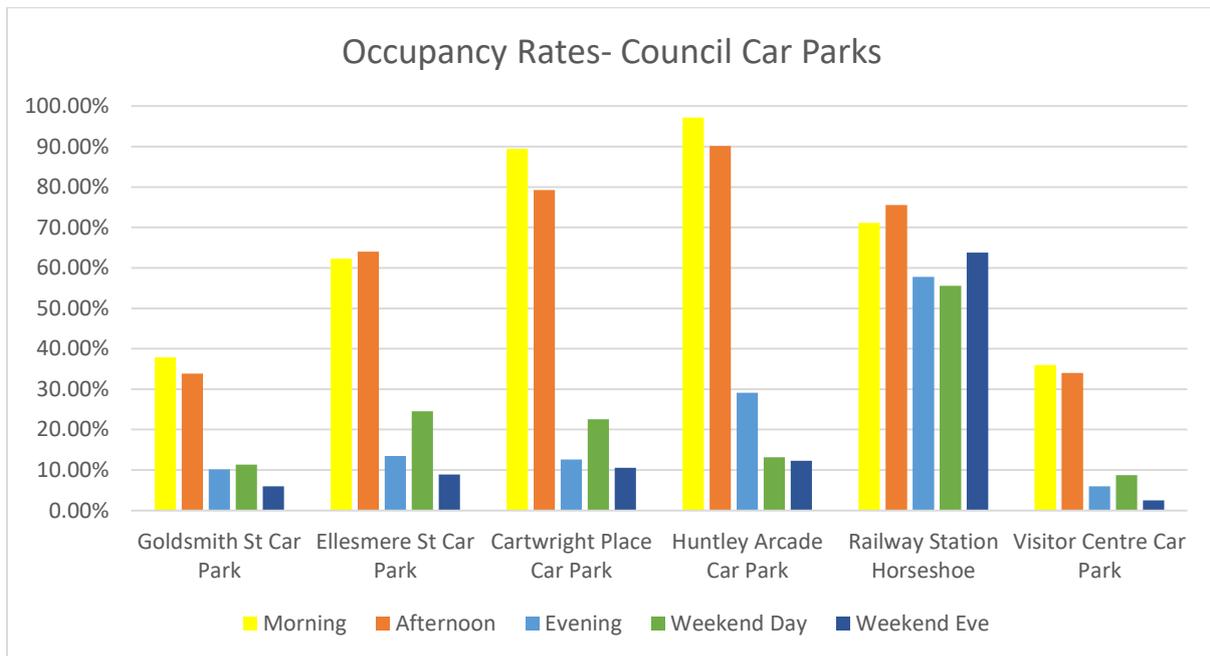


Figure 11: Council Car Park Occupancy Rates Bar Chart

5.5.4 Figure 11 highlights a significant variability in occupancy rates between the different car parks but also highlights a number of patterns. The busiest periods for the majority of the car parks is weekday mornings, with the exception of Ellesmere Street car park and the Railway Station which have slightly higher occupancy rates during the weekday afternoon period. The Railway Station was recorded as the busiest car park during evenings, both weekday and weekend.

5.5.5 All public car parks with the exception of the Railway Station have low rates of occupancy during weekday evenings and through the daytime and evening periods of the weekend. Occupancy rates during the quieter periods (evenings and weekends) did not rise above 30% for all public car parks with the exception of the Railway Station.

5.5.6 Whilst most car parks were busier during weekday mornings the rates of occupancy vary considerably between them. Cartwright Place and Huntley Arcade were identified as the busiest with weekday morning occupancy rates of 89.46% and 97.19% respectively and Goldsmith Street and the Visitor Centre car parks ranking the least busy during this period with 37.86% and 36% occupancy respectively.

5.5.7 Figure 12 converts the above occupancy rates for Council car parks into the overall average number of available spaces during each survey period. This graph reflects the pattern of higher occupancy rates during weekday (morning & afternoon) and lower occupancy rates during weekday evenings and on weekends.

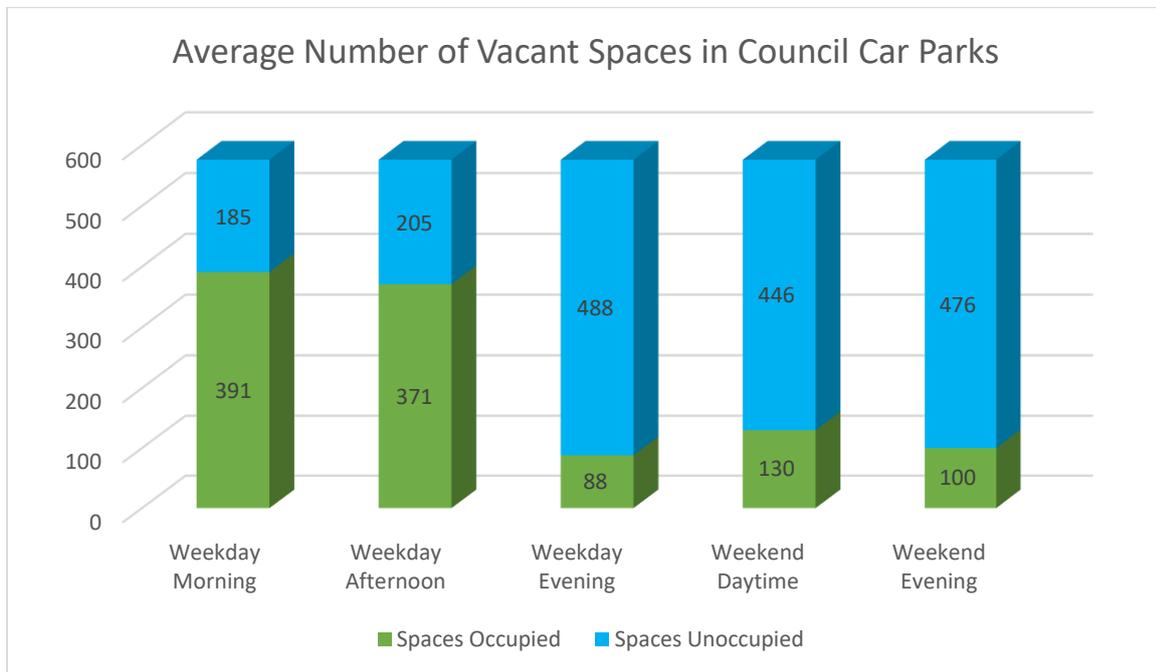


Figure 12: Average No. of Vacant Council Car Park Spaces

5.5.8 Evening and weekend survey periods were the quietest with between 446 and 488 spaces available in the car parks with weekday evenings having the highest number of unoccupied and available spaces. However, even during the busiest periods for parking there were an average minimum of 185 parking spaces within public car parks within the CBD unoccupied and available.

5.6 Total Parking Capacities & Occupancy Levels

5.6.1 The above has identified the occupancy rates for on-street parking provision and Council car parks within the survey area.

5.6.2 The total number and capacity of on-street parking, Council car park provision and parking provision of the three main staff/patron car parks is presented in Table 4.

Type of Parking provision	Capacity
On-street Parking	1486
Council Car Parks	576
Large Staff/Patron Car Parks	915
Total Parking Capacity in survey area	2977

Table 4: Total Parking Capacities & Occupancy Levels

5.6.3 Parking occupancy data was not gathered for staff/patron parking but Figure 13 illustrates the combined averages of available on-street and Council car park provision in the survey area.

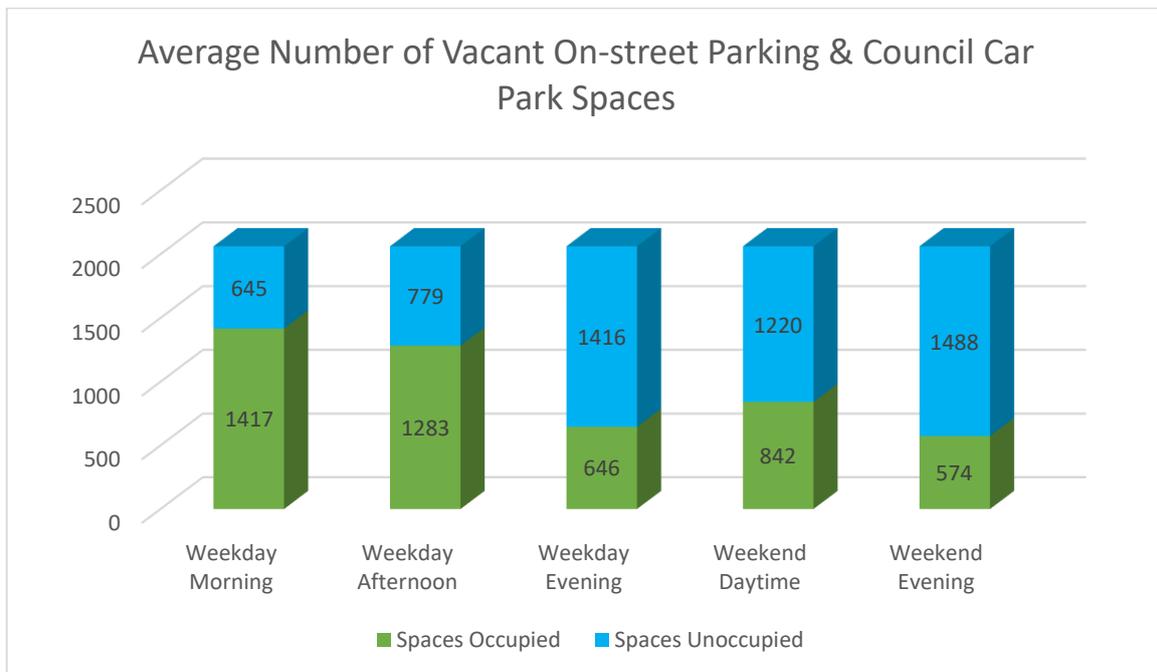


Figure 13: Average No. of On-street & Council Car Park Spaces Bar Chart

5.6.4 Figure 13 illustrates that there is an average of 645 available public parking spaces during the weekday mornings which are busiest period during the surveys which accounts for approximately 31% of all spaces. This compares to 72% of spaces being vacant during weekend evenings with a total of 1488 spaces.

5.6.5 **It can be concluded that at most times of the day, evening and weekend there is between 30% to 70% of all available (non staff/patron) spaces vacant.**

6. Parking Accessibility

- 6.1 The overall capacity and occupancy levels have been addressed through this survey but the accessibility or walkability from this parking provision to the concentration of services along Auburn Street and their accessibility to the wider area is also addressed below.
- 6.2 Auburn Street serves as the retail core of the CBD and the proximity and accessibility of parking provision to this street is an important consideration.
- 6.3 Figure 14 illustrates a 400m walking radii spanning out from Auburn Street. This 400m zone includes all six Council car parks and all of the on-street parking provision presented through this survey. This highlights that all surveyed parking provision stands within a short and reasonable walking distance to the retail core and heart of the CBD.

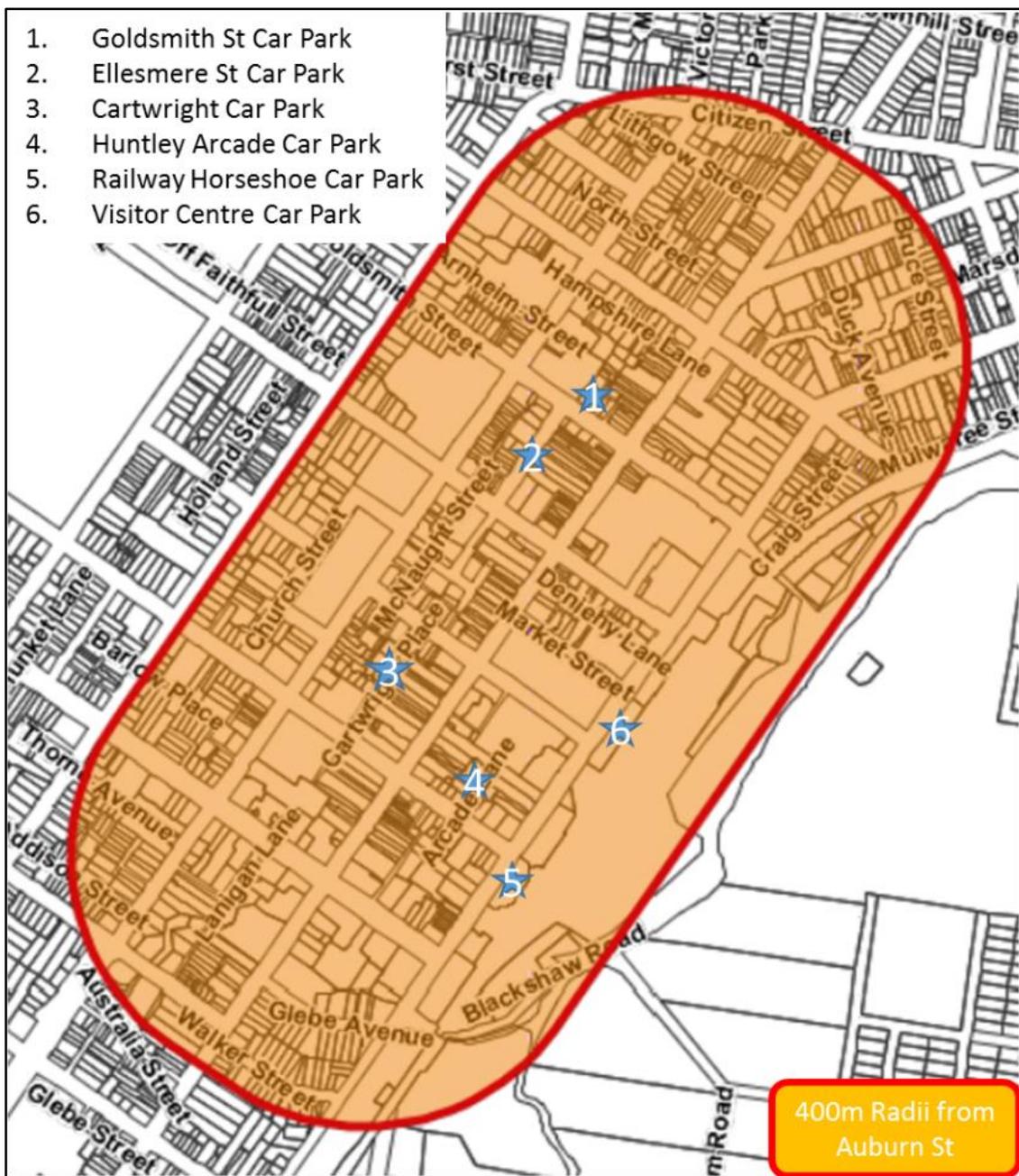


Figure 14: 400m Walking Radii Map from Auburn Street

6.4 Figure 15 illustrates the walking radii of Huntley Arcade car park situated toward the south eastern section of the CBD. The walking radii for this car park encompasses approx. 650 metres of the southern section of Auburn Street and includes the Courthouse and Goulburn Market Place within the 200m walking range. The 400m walking range encompasses Market Street, Montague Street, Verner Street and Clinton Street, alongside Lilac Place which is home to the cinema.

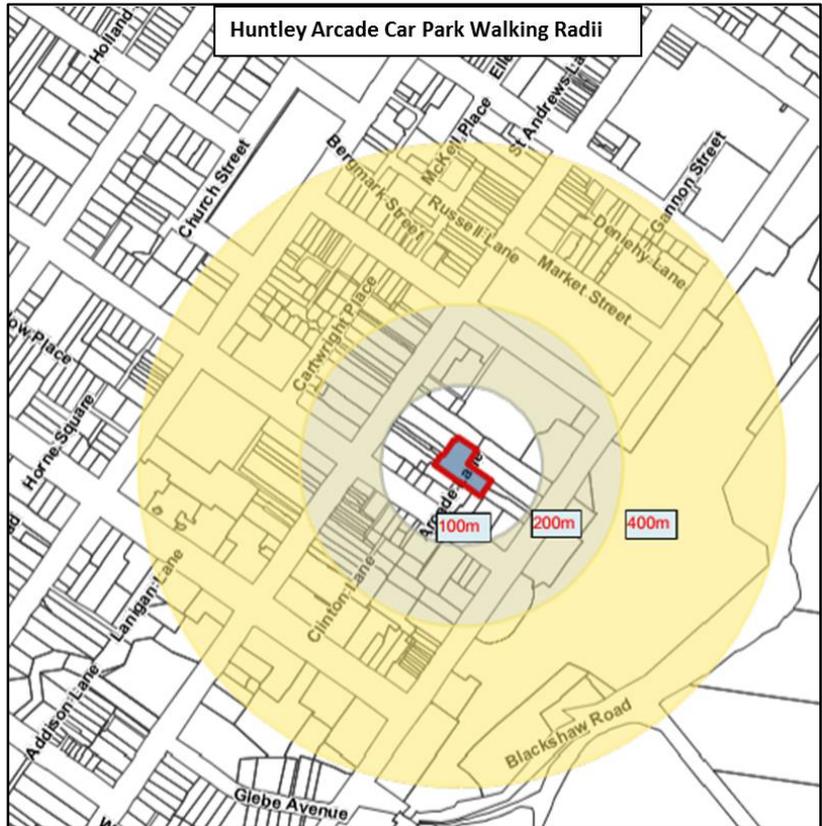


Figure 15: Huntley Arcade Car Parking Walking Radii Map

6.5 Figure 16 illustrates the walking radii of Cartwright Place car park situated toward the south western section of the CBD. The walking radii for this car park encompasses approx. 725 metres of the southern section of Auburn Street and includes the Post Office and the Performing Arts Centre within the 200m walking range.

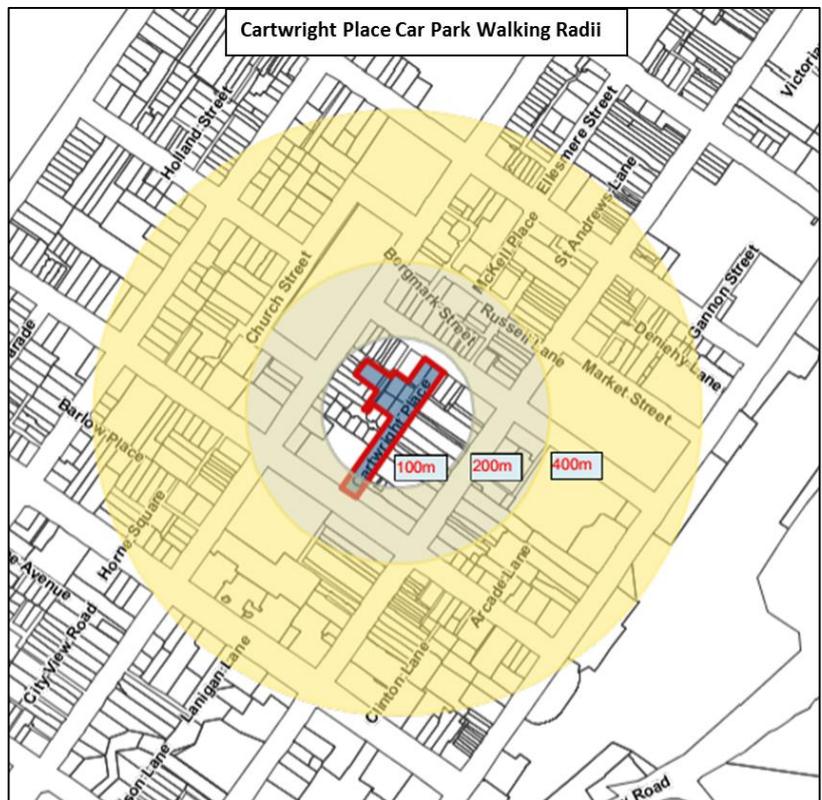


Figure 16: Cartwright Place Car Park Walking Radii Map

6.6 The 400m walking range encompasses part of Clinton Street, Verner Street, Montague Street, Market Street, part of Clifford Street, Bourke Street and Sloane Street. The 400m walking range also includes Belmore Park.

6.7 Figure 17 illustrates the walking radii of Ellesmere Street car park situated toward the north western section of the CBD. The walking radii for this car park encompasses approx. 650 metres of the northern section of Auburn Street and includes Goulburn Square shopping centre, with its variety of shops within the 200m walking range.

6.8 The 400m walking range encompasses Clifford Street, Goldsmith Street and part of Market Street, Montague Street, Bradley Street, Sloane Street and Bourke Street. The 400m walking range also includes Target and a cluster of restaurants and takeaways at the top of Auburn Street.

6.9 Figure 18 illustrates the walking radii of Goldsmith Street car park situated toward the north western section of the CBD. The walking radii for this car park encompasses approx. 510 metres of the northern section of Auburn Street and includes Target and a cluster of restaurants and takeaways within the 200m walking range.

6.10 The 400m walking range encompasses Goldsmith Street, Bradley Street, part of Clifford Street, Sloane Street, and Bourke Street. The 400m walking range also includes Goulburn Square shopping centre, with its variety of shops and three gyms.

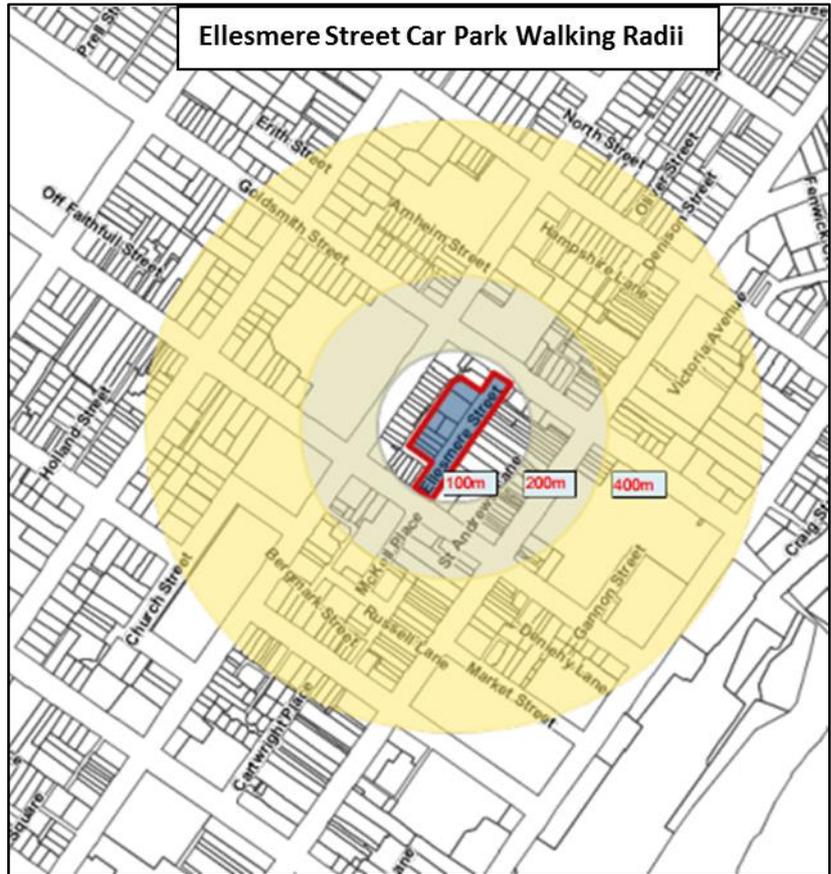


Figure 17: Ellesmere St Car Park Walking Radii Map

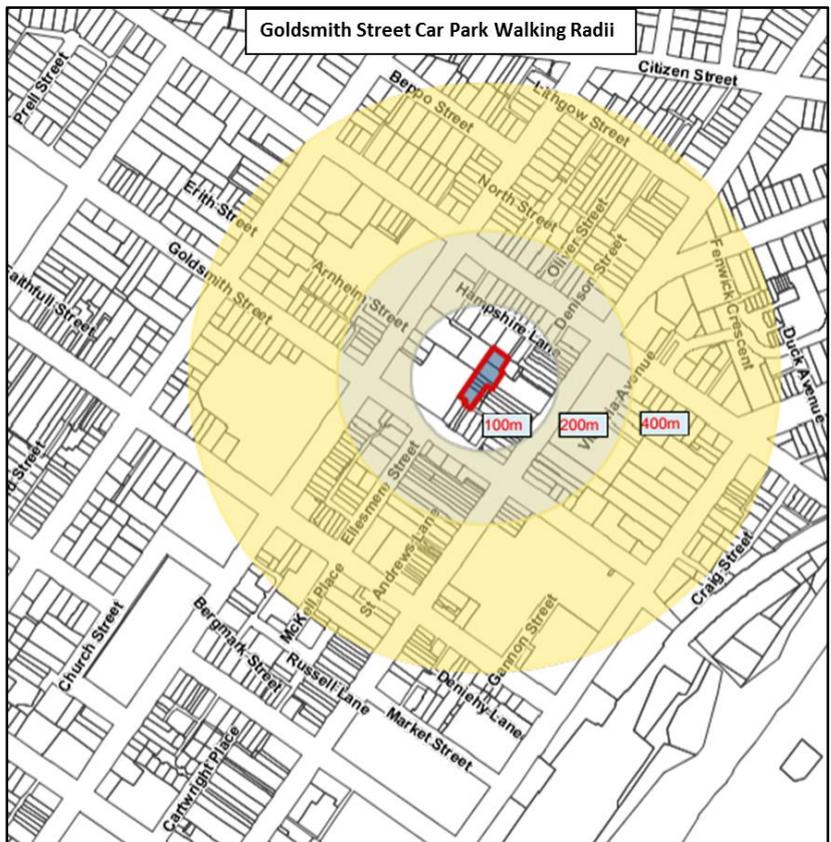


Figure 18: Goldsmith St Car Park Walking Radii Map

6.11 Figure 19 illustrates the walking radii of the Railway Station Horseshoe car park situated on the south eastern periphery of the CBD. The primary purpose of this car park is to serve patrons of the railway station but parking is not restricted to patrons only. The walking radii for this car park encompasses a large area outside of the CBD but also encompasses approx. 415 metres of the southernmost section of Auburn Street. Goulburn Market Place which includes Woolworths, alongside three hotels or motels stand within the car parks 200m walking range.

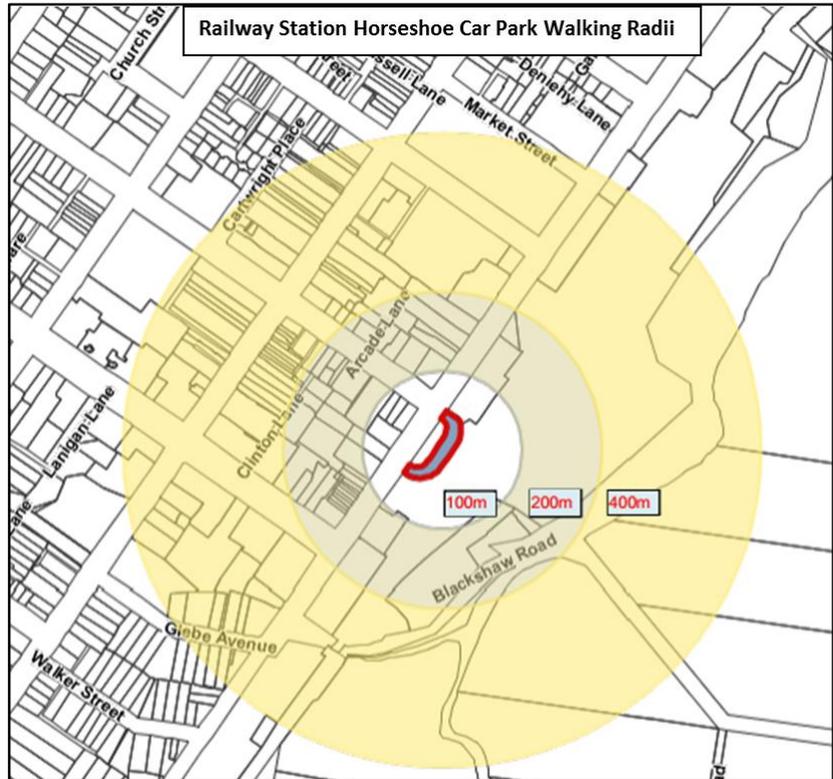


Figure 19: Railway Station Car Park Walking Radii Map

6.12 The 400m walking range includes part of Clinton Street, Verner Street, Montague Street and Sloane Street and also includes the Performing Arts Centre, the Courthouse and Belmore Park.

6.13 Figure 20 illustrates the walking radii of the Visitor Centre car park situated on the south eastern periphery of the CBD. The primary purpose of this car park is to serve patrons to the Visitor Centre but parking is not restricted to patrons only. In addition this car park provides electric vehicle charging points. This car park also encompasses a large area outside of the CBD but includes approximately 630 metres of the central section of Auburn Street. The 200 metre walking radii for this car park encompasses part of Verner Street, Montague Street, Market Street, Clifford Street and Sloane Street. Belmore Park, the Courthouse, Goulburn Soldiers Club and the Goulburn Club can all be accessed within the 400m walking radii of this car park.

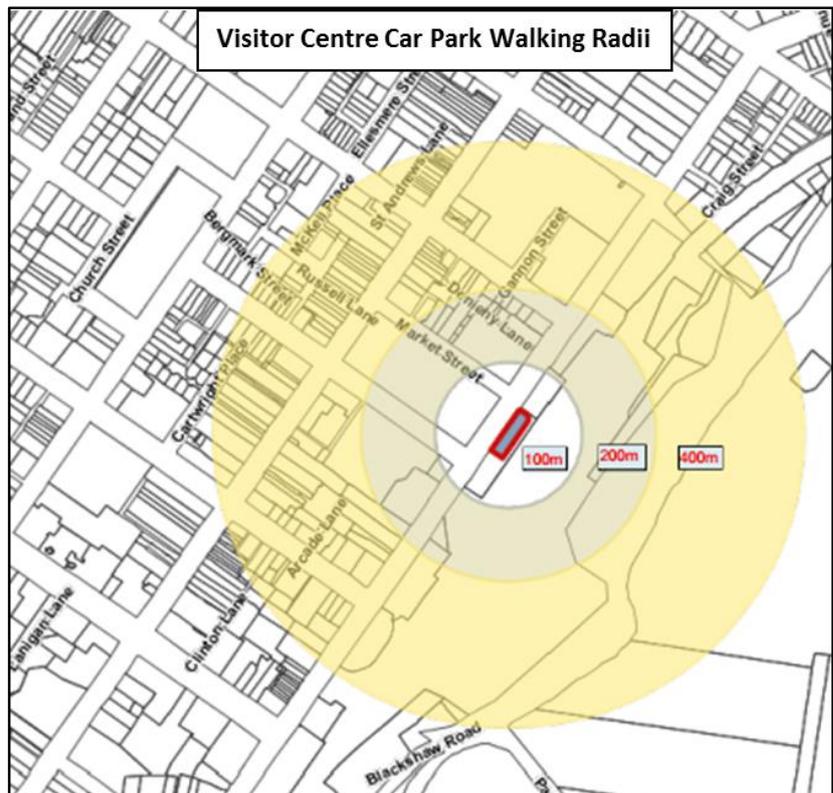


Figure 20: Visitor Centre Car Park Walking Radii

6.14 Figure 21 illustrates the combined walking radii for all six Council car parks within the survey area. The entire survey area is encompassed by the walking radii of these car parks creating a CBD, and Auburn Street in particular, which has access to free public car parks within a short 400m walking distance.

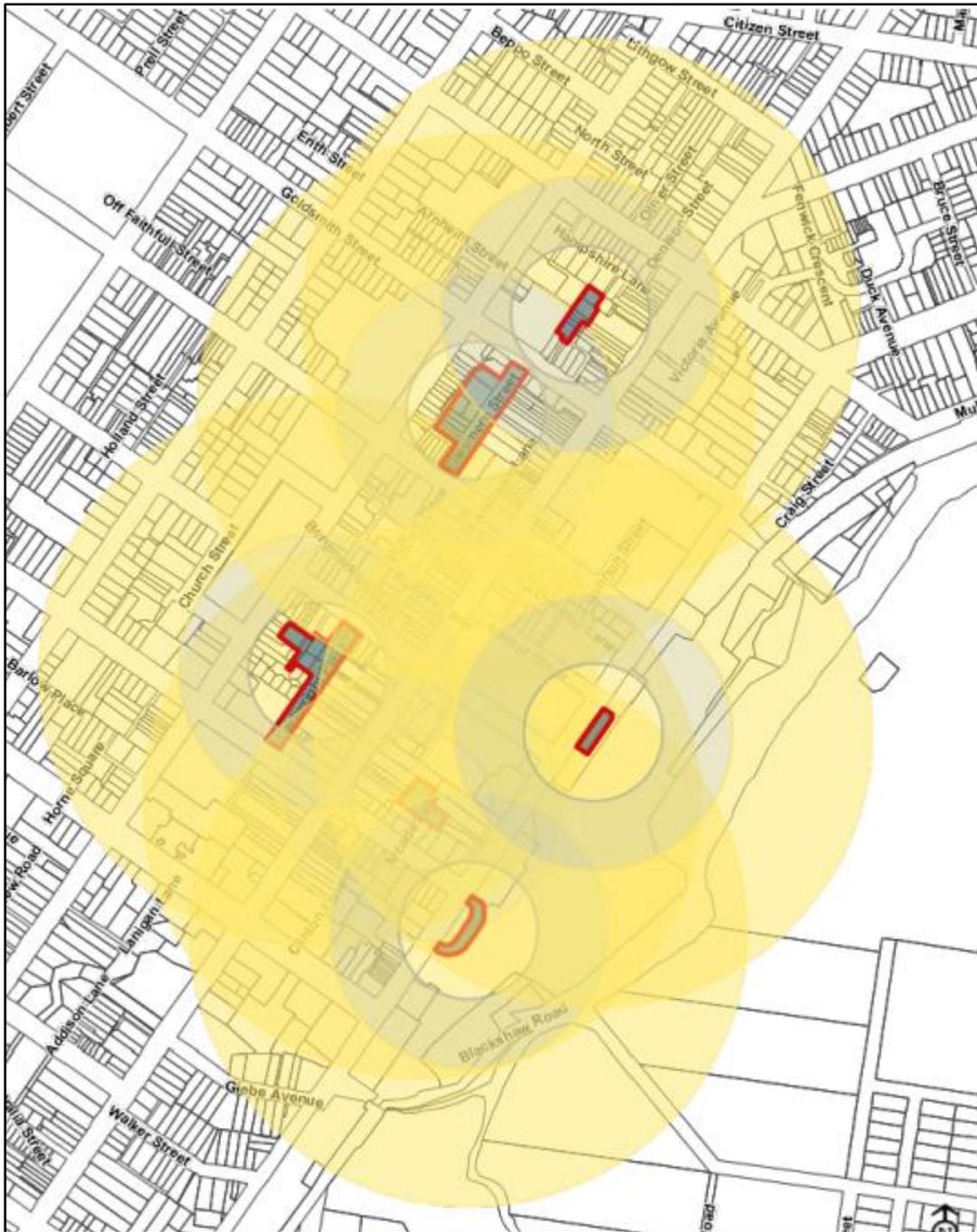


Figure 21: Combined Council Car Park Walking Radii Map

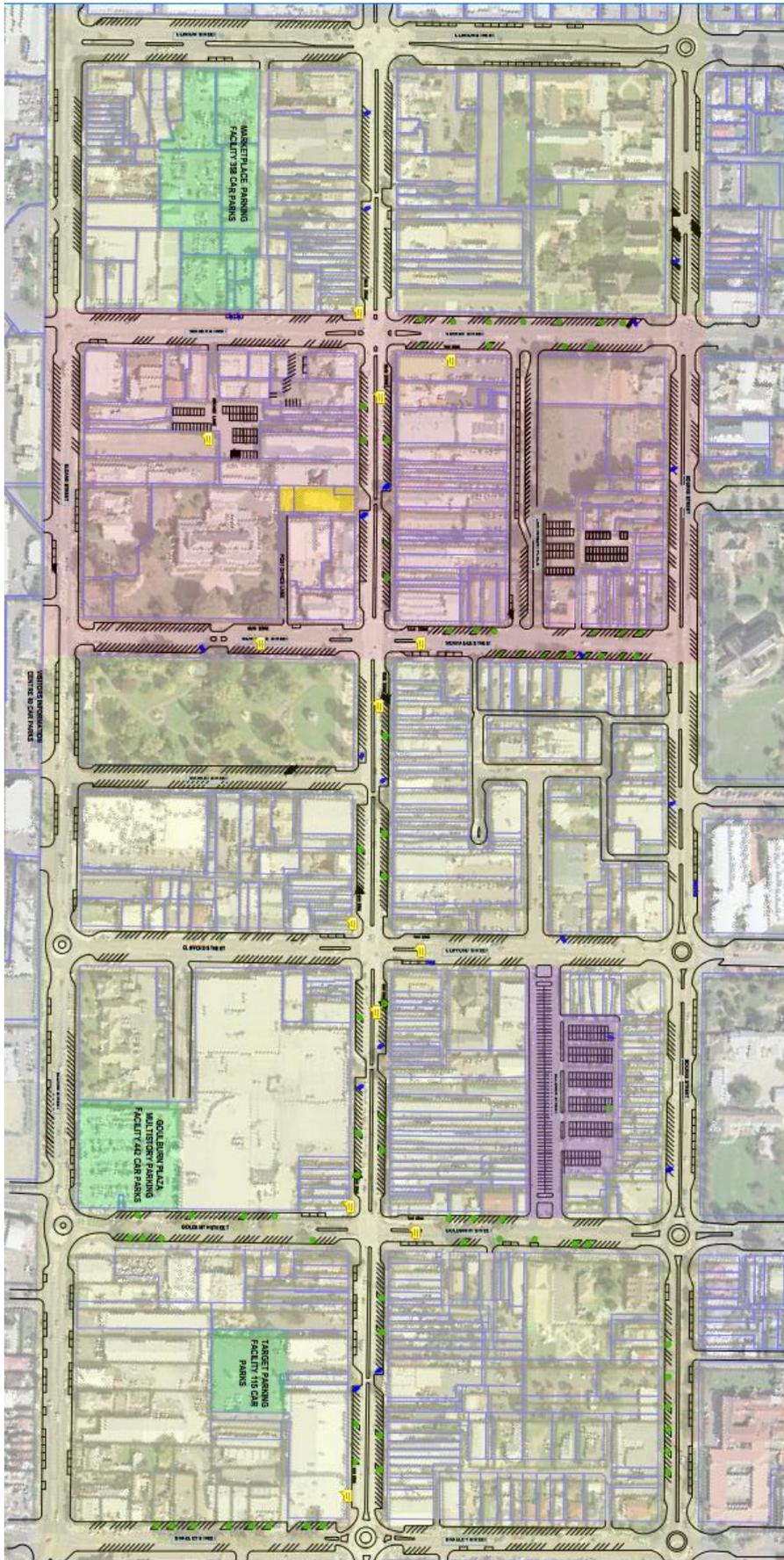
7. Key Findings

7.1 This parking survey has established parking capacity in the CBD for the different types of parking provision, assessed occupancy levels and illustrated walking distances to the main services of the CBD. The survey has revealed the following key findings:

- On-street parking is only subject to parking restrictions for 31% of the time.
- Overall parking capacity in the survey area is 2920 spaces but this is broken down as follows:
 - On-street parking capacity- 1486 spaces
 - Large patron/staff car parks – 915 spaces
 - Smaller staff/patron parking- 6.8 hectares
 - Public Car Parks- 576 spaces
- All parking provision within the CBD is accessible within a 400m walking distance of Auburn Street.
- Weekday mornings are usually the busiest periods with the highest occupancy rates, particularly in relation to on-street parking.
- Evenings and weekends are the least busy periods with a maximum of occupancy rate of 30% for all public car parks and most on-street parking.
- Public car parks had an average minimum spaces available of 185 up to a maximum of 488 spaces.
- Auburn Street is the busiest street for on-street parking with the lowest recorded occupancy rates in the evenings at around 60%.
- There are an average of 460 on-street parking spaces available within 400m of Auburn Street during the busiest morning period.
- There are an average of 1012 on-street parking spaces during the quietest weekend evening survey period.
- There are on average between 460 and 1012 on-street parking spaces available at any one time.
- Overall there are on average between 645 and 1488 on-street and public car park spaces available at any one time.

7.2 Overall the parking survey has highlighted that there are is currently adequate levels of free public parking provision within the CBD, as revealed by the number of available spaces which are also accessible within walking distance of the shops and services of the CBD.

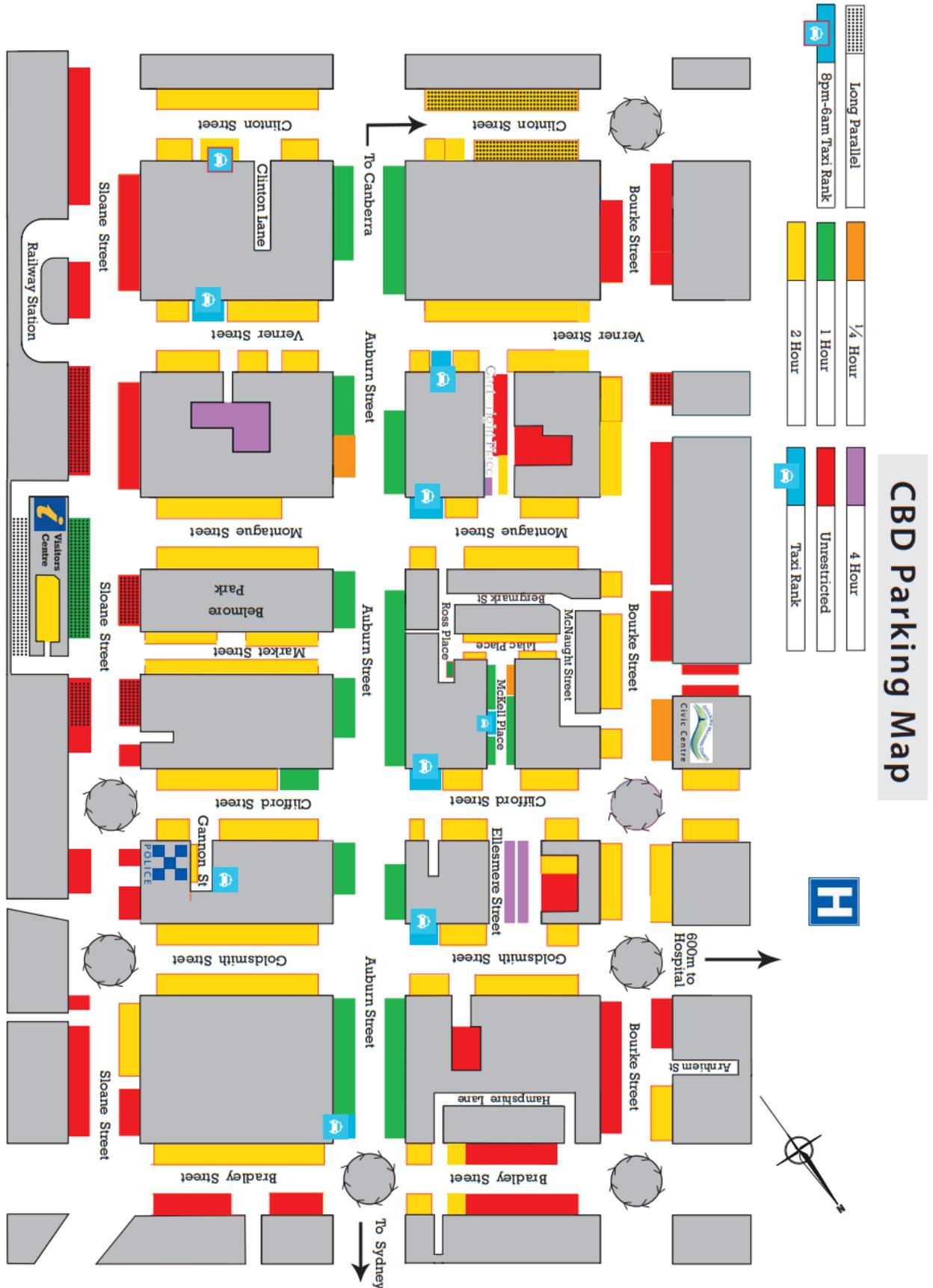
Appendix 1: Baseline Layout Plan



Appendix 2: Site Visit Survey Record Sheet

Date	Day	Time Start	Time Complete	Total Survey Time	Area Surveyed	Distance	Notes
21.11	Sat	10.20am	12 noon	1hr 40min	Whole CBD	10.2km	30 degrees & hot
21.11	Sat	7pm	8.15pm	1hr 15min	Whole CBD	6.5km	Warm
22.11	Sun	9.55am	12.25am	2hrs 30 mins	Whole CBD	11.7km	Warm, Overcast, spots of rain Conducted alone
23.11	Mon	9.25am	10.55am	1hr 30mins	CBD South	7km	Humid, moderate rain
23.11	Mon	2.10pm	3.40pm	1hr 30mins	CBD South	6.6km	Torrential rain
24.11	Tues	9.50am	11.10am	1hr 20mins	CBD South	6.5km	Overcast & Humid
24.11	Tues	2.45pm	4pm	1hr 15mins	CBD South	6km	Cloudy, sunny and hot
24.11	Tues	6.40pm	8pm	1hr 20mins	Whole CBD	6.5km	Cool breezes, overcast
25.11	Weds	9.35am	11am	1hr 25mins	CBD South	6.5km	Humid
25.11	Weds	3.10pm	4.30pm	1hr 20mins	CBD South	6.3km	Humid, sunny
26.11	Thurs	9.35am	11.05am	1hr 30mins	CBD South	6.4km	Hot, clear skies
26.11	Thurs	2.10pm	3.40pm	1hr 30mins	CBD South	6.2km	Hot, clear skies
26.11	Thurs	6.40pm	8.10pm	1hr 30mins	Whole CBD	6.7km	Warm, overcast
27.11	Fri	9.15am	10.40am	1hr 25mins	CBD South	6.3km	Hot, clear skies
27.11	Fri	2.15pm	3.40pm	1hr 25mins	CBD South	6.3km	Very hot!
27.11	Fri	6.40pm	8.10pm	1hr 30mins	Whole CBD	6.5km	Warm, overcast
2.12	Wed	9.15am	10.10am	55mins	North CBD	4.15km	Warm & sunny
2.12	Wed	2.45pm	3.45pm	1hr	North CBD	3.85km	Warm & sunny
2.12	Wed	6.30pm	7.50pm	1hr 20mins	Whole CBD	5.85km	Cool, Breezy, overcast
3.12	Thurs	9.35am	10.25am	50mins	North CBD	4km	Warm, overcast with spits of rain
3.12	Thurs	2.15pm	3.05pm	50mins	North CBD	3.75km	Hot, sunny
4.12	Fri	9.25am	10.20am	55mins	North CBD	3.85km	Hot, Sunny, clear skies
4.12	Fri	2.15pm	3pm	45mins	North CBD	3.75km	Very hot!

7.12	Mon	10.25am	11.20am	55mins	North CBD	4.1km	Sunny, cool breeze
7.12	Mon	3pm	3.50pm	50mins	North CBD	3.75km	Sunny, cool breeze
7.12	Mon	6.30pm	7.40pm	1hr 10 mins	Whole CBD	6km	Sunny, cool breeze
8.12	Tues	10.10am	11am	50mins	North CBD	4km	Sunny, cool breeze
8.12	Tues	2.45pm	3.35pm	50mins	North CBD	3.85km	Sunny, cool breeze, warm
13.12	Sun	6.05pm	7.20pm	1hr 15mins	Whole CBD	6km	Cool, overcast
Total Distance Travelled						163km	



Appendix 4: Full Site Visit Capacity & Occupancy Record Sheet

On Street	Spaces	Monday			Tuesday			Wednesday			Thursday			Friday			Saturday		Sunday	
		Morning	Afternoon	Eve	Morning	Afternoon	Eve	Morning	Afternoon	Eve	Morning	Afternoon	Eve	Morning	Afternoon	Eve	Day	Eve	Day	Eve
Clinton Street																				
Sloane-Auburn S	21	14	7	10	12	11	12	13	10	10	14	8	13	13	7	18	22	8	13	
Sloane-Auburn N	37	30	9	14	28	16	25	13	23	21	17	22	20	23	18	21	21	13	13	
Auburn-Bourke S	17	11	5	8	11	4	1	5	10	3	8	15	6	4	14	10	11	8	9	
Auburn-Bourke N	15	11	5	1	11	8	2	9	11	12	10	5	10	8	5	4	5	7	2	
Verner Street																				
Sloane-Auburn S	26	21	17	13	28	18	12	23	17	18	21	18	15	24	19	14	15	11	7	
Sloane-Auburn N	16	16	14	13	17	16	9	17	14	12	17	13	11	11	11	17	7	14	7	
Auburn-Bourke S	21	7	1	1	14	5	0	7	5	1	5	7	1	9	8	4	3	14	2	
Auburn-Bourke N	26	10	5	5	10	8	8	5	9	4	12	6	10	15	9	3	6	7	0	
Montague Street																				
Sloane-Auburn S	43	27	14	2	30	17	9	29	16	3	36	26	7	34	29	12	28	11	36	
Sloane-Auburn N	22	17	12	0	22	16	2	16	13	2	21	13	1	16	15	4	14	3	20	
Auburn-Bourke S	23	18	20	8	22	20	0	14	18	1	23	23	2	26	27	0	14	1	13	
Auburn-Bourke N	19	16	12	3	11	9	0	14	6	4	12	9	6	16	12	2	10	2	9	
Market Street																				
South Side	36	11	7	29	18	14	19	15	15	28	14	17	26	17	13	28	12	36	13	
North Side	42	14	20	32	27	17	28	24	22	25	13	31	32	20	32	41	24	42	20	
Clifford Street																				
Sloane-Auburn S	23	21	15	15	21	16	5	21	20	16	19	11	7	21	16	6	17	1	15	
Sloane-Auburn N	23	21	16	10	18	11	8	22	17	4	17	12	7	20	13	3	13	2	3	
Auburn-Bourke S	23	14	16	6	16	13	0	12	18	7	19	18	6	16	10	9	12	3	6	
Auburn-Bourke N	19	16	8	2	15	9	3	15	18	2	15	6	5	11	14	3	7	2	2	
Civic Centre N	9	10	6	1	11	6	2	9	4	0	9	5	0	7	1	2	2	0	0	
Civic Centre S	11	11	2	0	10	2	1	5	1	0	3	2	0	3	1	0	1	0	0	
Gannon St	8	5	4	1	4	4	0	6	4	0	5	2	1	7	3	0	3	1	5	

On Street	Space #	Monday			Tuesday			Wednesday			Thursday			Friday			Saturday		Sunday	
		Morning	Afternoon	Eve	Morning	Afternoon	Eve	Morning	Afternoon	Eve	Morning	Afternoon	Eve	Morning	Afternoon	Eve	Day	Eve	Day	Eve
Goldsmith Street																				
Sloane-Auburn S	26	27	25	4	27	30	5	28	23	5	25	25	6	29	26	2	20	4	8	4
Sloane-Auburn N	27	29	25	11	26	23	13	24	23	11	29	21	13	25	23	10	27	4	18	7
Auburn-Bourke S	18	5	7	3	7	7	3	5	3	2	6	7	2	7	5	4	6	1	0	3
Auburn-Bourke N	14	10	7	2	8	13	3	7	13	8	12	10	4	2	6	6	7	4	5	4
Bradley Street																				
Sloane-Auburn S	19	15	15	12	15	15	10	16	22	10	15	14	7	17	14	8	10	9	8	10
Sloane-Auburn N	24	14	13	2	12	10	0	15	10	2	16	15	1	17	15	1	17	3	2	1
Auburn-Bourke S	22	17	13	5	20	17	11	14	12	10	14	12	11	14	10	5	5	11	6	6
Auburn-Bourke N	27	17	18	10	29	26	12	25	24	17	23	22	17	24	20	14	8	12	10	9
Bourke Street																				
Clinton-Verner E	29	5	6	9	19	7	9	4	5	11	3	6	8	5	10	7	6	8	8	7
Clinton-Verner W	16	0	0	0	7	0	0	0	1	0	0	0	0	0	0	1	2	1	3	0
Verner-Clifford E	52	34	38	4	34	37	11	28	23	1	41	31	4	36	24	8	3	2	3	4
Verner-Montague W	40	10	12	0	25	18	10	16	14	1	9	10	1	17	12	1	3	0	1	0
Montague-Clifford W	24	12	12	4	14	13	1	14	12	1	9	15	1	16	11	2	6	0	1	0
Clifford-Goldsmith E	15	0	3	1	1	5	2	2	6	4	0	5	0	1	4	4	0	2	0	0
Clifford-Goldsmith W	21	8	13	13	7	11	5	9	18	19	6	10	3	2	12	3	0	7	1	7
Goldsmith-Bradley E	18	14	17	2	17	15	1	13	10	9	14	13	4	12	16	3	12	4	11	5
Goldsmith-Bradley W	20	12	12	6	19	19	0	17	17	4	17	15	0	13	13	0	2	1	0	1
Church Street																				
Auburn Street	23	21	20	0	22	22	0	22	20	0	22	22	1	23	21	9	4	1	0	0
Auburn Street																				
Clinton-Verner E	31	16	8	19	17	9	16	20	21	26	20	10	20	13	16	26	27	29	14	19
Clinton-Verner W	28	15	11	18	19	13	24	24	14	19	14	8	21	18	14	22	21	20	3	7
Verner-Montague E	36	34	32	26	33	34	7	33	32	30	34	30	15	35	32	28	35	22	26	32
Verner-Montague W	33	30	16	16	26	27	17	28	30	29	30	24	21	30	23	16	25	21	24	25
Montague-Clifford E	35	35	30	27	25	31	27	36	31	23	34	30	23	35	34	21	27	25	31	23
Montague-Market W	16	13	4	3	15	5	4	1	9	6	10	7	3	14	12	2	14	5	5	2
Market-Clifford W	16	16	14	10	13	13	14	17	14	12	15	14	13	16	16	6	16	9	14	9
Clifford-Goldsmith E	31	30	30	15	31	31	20	31	31	25	31	28	15	31	29	17	30	16	28	17
Clifford-Goldsmith W	31	28	30	25	29	30	16	30	30	29	30	31	26	31	29	22	29	30	29	30
Goldsmith-Bradley E	43	35	32	26	29	27	16	25	30	27	28	21	33	20	36	33	35	10	23	24
Goldsmith-Bradley W	30	21	15	10	16	20	7	21	15	8	21	15	9	18	18	8	20	4	19	5

On Street	Space	Monday		Tuesday		Wednesday		Thursday		Friday		Saturday		Sunday						
		Morning	Afternoon	Eve	Morning	Afternoon	Eve	Morning	Afternoon	Eve	Morning	Afternoon	Eve	Day	Eve	Day	Eve			
Sloane Street																				
Clinton-Verner E	24	16	18	12	20	19	17	14	19	11	12	17	16	15	19	11	16	13	7	11
Clinton-Railway W	18	14	10	0	16	11	1	15	17	0	16	11	3	12	10	1	7	2	0	2
Verner-Montague E	22	11	14	2	18	11	1	10	11	1	14	13	2	13	11	1	4	5	0	1
Railway-Visitor W	28	14	12	2	23	19	6	18	17	3	19	14	6	17	15	3	10	1	10	3
Montague-Market E	12	2	1	0	2	0	0	3	0	2	1	2	1	2	0	4	2	6	4	2
Market-Clifford E	6	6	5	2	6	5	1	6	3	2	6	4	0	6	4	4	5	4	6	2
Clifford-Goldsrnth E	26	21	15	7	28	21	5	29	21	4	30	23	5	28	22	11	15	4	14	6
Visitor Cen.-Blacksh	35	20	23	3	25	25	12	18	20	7	21	17	8	18	22	17	9	8	7	12
Goldsrnth-Bradley E	12	10	6	0	13	7	1	10	9	2	12	8	3	12	10	3	9	1	4	2
Blackshaw -Bradley W	16	13	11	6	14	14	4	13	13	7	14	11	7	19	18	5	9	4	6	1
McKell Place	22	14	10	13	10	10	8	14	9	17	16	8	19	15	12	6	6	10	7	3
Lillac Place	20	9	8	5	13	13	6	11	11	5	12	12	11	14	17	6	14	8	5	6
McNaught Street	5	3	2	0	5	4	0	4	4	0	5	4	0	5	4	1	1	0	0	0
Cartwright Place	133	115	93	19	122	107	10	119	110	15	123	115	22	116	102	18	40	8	20	6
Elesmere Street	253	202	149	30	206	172	20	162	165	35	161	174	53	57	150	33	95	25	29	20
Goldsrnth St Carpark	75	29	21	8	31	25	7	28	26	8	28	29	8	26	26	7	11	5	6	4
Visitors Centre	40	10	8	1	19	13	2	13	15	3	16	21	2	14	11	4	3	1	4	1
Huntley Arcade/Arcade Ln	57	56	53	11	54	53	12	57	50	25	55	58	16	55	43	19	10	10	5	4
Railway Horseshoe	18	15	15	11	12	10	11	16	15	9	12	12	11	9	16	10	11	10	9	13

