
From: Mary-Ann Edwards <Mary-Ann.Edwards@centralcoast.tas.gov.au>

Sent: 13 November 2019 14:29

To: Edwards, Johanna <Johanna.Edwards@planning.tas.gov.au>

Subject: Central Coast Parking Plan 2014

Hi Jo

Please find Central Coast Parking Plan attached.

Mary-Ann Edwards

Land Use Planning Group Leader

CENTRAL COAST COUNCIL

PO Box 220 | 19 King Edward Street, Ulverstone TAS 7315

03 6429 8951

www.centralcoast.tas.gov.au |  [Find us on Facebook](#)

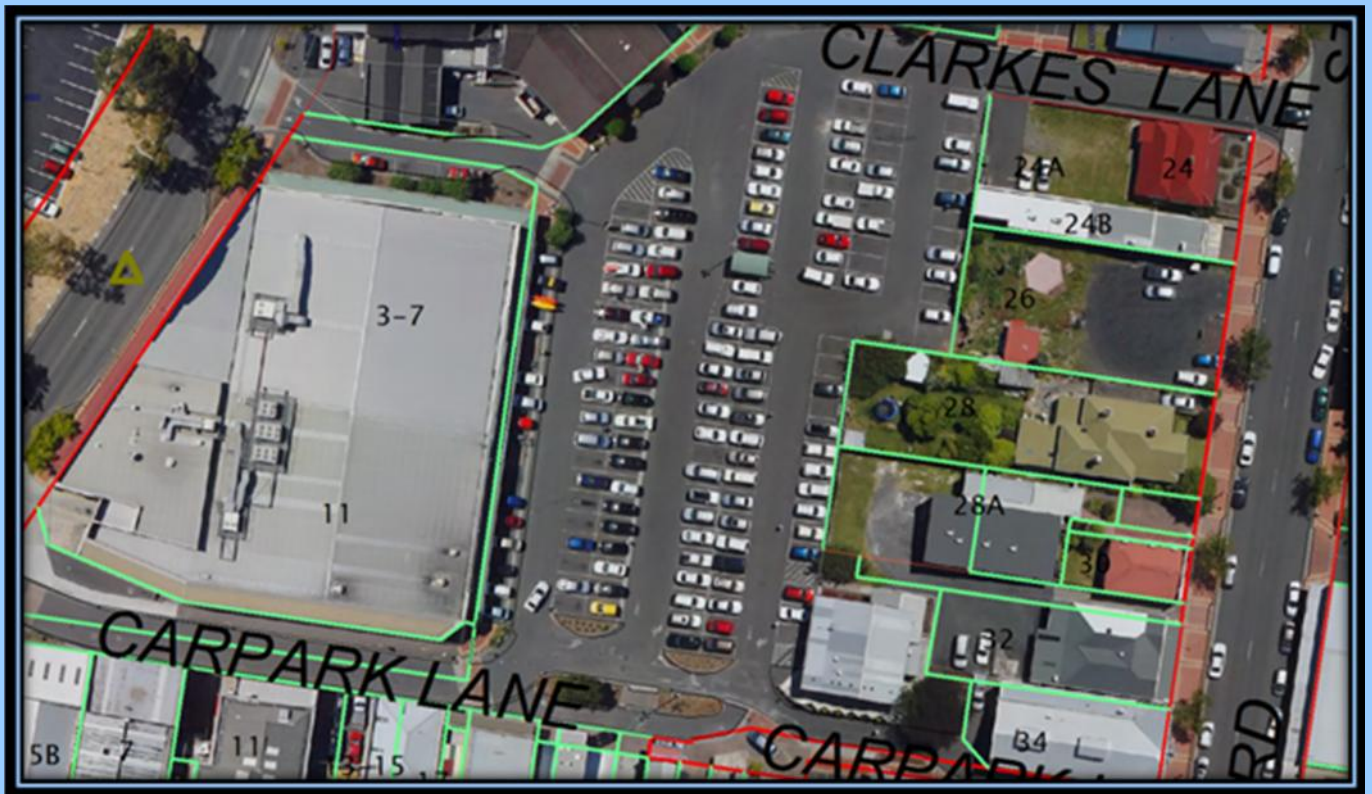


[Subscribe to the Central Coast Council eNewsletter](#)



Disclaimer This email and any files transmitted with it are confidential and intended solely for the use of the individual or entity to which it is addressed and contains information that is privileged and confidential. If you are not the named addressee you should not disseminate, distribute, copy or alter this email. Any views or opinions presented in this email are solely those of the author and might not represent those of Central Coast Council. Warning: Although Central Coast Council has taken reasonable precautions to ensure no viruses are present in this email, the Council cannot accept responsibility for any loss or damage arising from the use of this email or attachments.

Please consider the environment before printing this email.



CENTRAL COAST PARKING PLAN 2014

Contents

1. Introduction	4
2. Project Background	4
3. Objective(s)	5
4. Related Reports	6
4.1 Ulverstone	6
4.1.1 <i>Ulverstone Community Plan May 2007</i>	6
4.1.2 <i>Urban Design Guidelines for Ulverstone CBD (UUDG)</i>	6
4.1.3 <i>Ulverstone Traffic and Parking Study January 2009</i>	7
4.2 Penguin	7
4.2.1 <i>Penguin Urban Design Guidelines (PUDG)</i>	7
4.2.2 <i>Penguin Urban Design Guidelines, Traffic and Transport Study May 2008</i>	8
4.2.3 <i>Penguin Community Plan December 2006</i>	9
4.3 Central Coast Strategic Plan 2009–2014 and Central Coast Strategic Plan 2014–2024	9
4.4 Central Coast Interim Planning Scheme 2013 (as amended)	9
5. Study Area.....	10
6. Ulverstone – Parking supply and utilisation.....	12
6.1 <i>Off-street parking</i>	12
6.2 <i>On-street parking</i>	21
6.3 <i>Summary</i>	22
7. Penguin – Parking supply and utilisation	23
7.1 <i>Off-street parking</i>	24
7.2 <i>On-street parking</i>	24
7.3 <i>Summary</i>	27
8. Sustainability	28
9. Private and Shared Parking Arrangements.....	30
9.1 <i>Ulverstone</i>	30
9.2 <i>Penguin</i>	31
10. Multi-storey car park	32
11. Public Transport	33
11.1 <i>Bus Interchange</i>	33
11.2 <i>Taxi Ranks</i>	33
12. Car Park Safety and Connections.....	34
13. Free/Pay Parking.....	35

14. Parking Enforcement	37
15. Permit and Disability Parking	38
16. Planning Scheme	39
16.1 Central Coast Interim Planning Scheme 2013 (Regional Planning Initiative)	39
16.2 Cash-in-lieu	39
17. Recommendations	40
17.1 Improve utilisation of existing parking supply	40
17.2 Shared parking arrangements	40
17.3 Quadrant	40
17.4 Safety	40
17.5 Signage	41
17.6 Line marking	41
17.7 Pedestrian/cycling	41
17.8 Public and alternative transport options	41
17.9 Transport network	42
17.10 Permit parking	42
17.11 Improve large vehicle parking provision	42
17.12 Fringe overspill	42
17.13 Sustainability	42
17.14 Planning Scheme	43
17.15 Enforcement	43
17.16 Future directions	43
18. Implementation Plan	44
Appendices	50
Appendix 1 – Ulverstone car parking areas	51
Appendix 2 – Ulverstone, On-street parking occupancy	52
Appendix 3 – Ulverstone, Off-street parking occupancy	56
Appendix 4 – Ulverstone, parking duration and compliance	58
Appendix 5 – Ulverstone, Time zones	60
Appendix 6 – Penguin car parking areas	61
Appendix 7 – Penguin, On-street parking occupancy	62
Appendix 8 – Penguin, Off-street parking occupancy	63
Appendix 9 – Penguin, parking duration and compliance	64
References	65

1. Introduction

The Central Coast Council's decisions on parking related matters requires a long-term strategic plan to support the decision making process.

Long-term sustainability and planning of parking within Central Coast also requires that there is a clear future direction and this is supported in all traffic and parking related decisions made.

Many reports and studies have been undertaken over several years in relation to parking within the Central Coast area. Whilst many key directions and ideas have flowed from these, neither a Strategy, nor a Plan has been developed. Through our strategic planning processes it was identified that a Parking Plan should be developed.

This Central Coast Parking Plan (the Plan) concentrates on the central business districts of Ulverstone and Penguin.

It should be noted that effective and cost efficient parking provision does not provide for large numbers of empty spaces at all times of the year. It must be accepted that at peak times (e.g. the week before Christmas or pay day grocery shopping days) the car parking areas will be close to, if not fully utilised. The purpose of this Plan is to consider parking for Central Coast in a staged approach. It will firstly identify improving utilisation and turnover of current parking spaces near the central and most sought after areas and monitor any changes to determine the impacts. Secondly, it will determine future requirements and plan to meet these in a timely and cost effective manner.

2. Project Background

The Penguin Community Plan – December 2006 identified in its Future Directions to develop a parking plan for the town.

The Ulverstone Community Plan – May 2007 identified in its Future Directions to review the car parking strategy for the CBD. While there have been several studies involving parking in Central Coast a parking plan does not currently exist that can be reviewed.

The Central Coast Strategic Plan 2004–2009 identified the need for development of Ulverstone and Penguin parking strategies in accordance with the Ulverstone Urban Design Guidelines and the Penguin Urban Design Guidelines. These guidelines are contained in a Traffic and Parking Study which has been used as the basis for creation of this Plan.

Community consultation occurred with the development of the Urban Design Guidelines and has not been repeated for this Plan.

Detailed parking surveys of the Penguin and Ulverstone areas were completed in 2012–2013 to provide updated and more detailed information.

3. Objective(s)

To provide the Central Coast Council with a long-term Parking Plan to be used as a reference document for both Councillors and Council staff to assist in making informed decisions in regard to car parking and related transport issues.

It also serves as a review on existing practices and will identify current parking issues and develop recommendations to resolve these.

Key areas included in the Plan are:

- Adequacy and efficiency of existing central business district (CBD) parking supply, on and off-street.
- Considerations and options for supply of CBD parking.
- Private car parking areas.
- Multi-storey or “deck” parking.
- Signage and direction system using loop roads and Reibey Street in Ulverstone.
- Disability parking improvements.
- Safety improvements.
- Sustainability of current and future parking arrangements.
- To review the provisions of the Planning Scheme, in particular to create a guideline on consistent treatment for parking provision, primarily in the CBD where compliance with Planning Scheme requirements is not always possible.
- Review “free parking” versus “pay parking”.
- Enforcement.
- Provision for alternative transport options including cycling/pedestrians and public transport.

4. Related Reports

4.1 Ulverstone

4.1.1 *Ulverstone Community Plan May 2007*

Seven future directions were determined when the Ulverstone Community Plan was developed in 2007. The directions associated with parking were:

- Grow a vibrant commercial retail area

Ulverstone is the retail centre to many communities on the coast. It needs to be vibrant and responsive to community needs. It should also be a showcase for Ulverstone's identity. Quality, creative urban design is essential to achieving these outcomes. Facilities like toilets and car parks need to be safe and clean. Signage, outdoor dining, paving, revamped shop fronts and good coffee will enhance the experience of making Ulverstone's CBD not just a shopping space but a place the community wants to be in, uses and recommends.

- Improve traffic and transport

Moving into, out of, and around Ulverstone needs to be easy and safe. Improved traffic management, making the many rail crossings smoother and increasing the availability of public transport will ensure Ulverstone is an accessible and safe place for pedestrians, cyclists and motorists.

4.1.2 *Urban Design Guidelines for Ulverstone CBD (UUDG)*

In June 2009 GHD completed the UUDG. The brief included community consultation, traffic and parking study, review of relevant documents, site visits and site analysis, development of the UUDG and preparation of development guidelines for incorporation into the Central Coast Planning Scheme.

The UUDG in its section on movement and parking suggests parking is sufficient for some future growth and to cater for seasonal fluctuations. Challenges include lack of signage on the ring road to promote car park and large areas of car parking not pedestrian friendly, particularly for parents/carers with young children. It also mentions that the Ulverstone CBD is well provided with car parks. Their location in the centre of blocks reduces their visual impact and retains activity at the street edge.

Other suggestions include:

- Reduce through traffic in CBD.
- Promote sustainable transport.
- Maximise usage of car parks.
- Provide parking for large vehicles such as campervans.
- Promote the use of the ring road through the use of signage and street tree planting to reinforce its significance.

- Promote the ring road as the primary access point to the car parks.
- Install signage on the ring road indicating the location of car parks and number of spaces available.
- Locate proposed bus interchange to maximise convenience for visitors, cyclists and pedestrians, e.g. near the Visitor Information Centre, Wongi Lane.
- Review layout of car parks (particularly behind buildings fronting southern edge of Reibey Street) and rationalise to make access, movement and provision of spaces more efficient. Improve amenity and safety in car parks, particularly for those with children.
- Improve amenity of through block connections (lanes and arcades) particularly from supermarket car parks to Reibey Street and side streets to attract supermarket shoppers to CBD streets.
- Consider cash-in-lieu from parking in new development and use funds for cyclist and pedestrian infrastructure.
- Rationalise on-street parking spaces on Reibey Street to improve efficiency and safety.

4.1.3 Ulverstone Traffic and Parking Study January 2009

In January 2009 GHD completed the Traffic and Parking Study in the context of developing the Urban Design Guidelines for Ulverstone CBD area. In relation to parking the objective was to examine the existing traffic and car parking situation and the implications of future development, including options for adequate and appropriate supply as development occurs.

Parking usage surveys were conducted on 3 December and 4 December 2008. (More detailed surveys have since been conducted.)

4.2 Penguin

4.2.1 Penguin Urban Design Guidelines (PUDG)

In June 2008 Parsons Brinckerhoff completed the PUDG. They were developed to ensure the future form and functionality of the town maintains and enhances the existing coastal village character. Car parking was raised as a concern at the public consultation meetings. An extract of the objectives outlined in the guidelines are as follows:

Precinct 1 – The Foreshore

- To improve the recreational and social experience along the foreshore. Associated action to improve/replace parking area at rear of buildings to the east of the library.

Precinct 2 – Seaview Retail

- Provide for a range of car parking provisions along Main Road. Associated action to provide for increased long stay parking on Main Road between the Crescent street junctions.

Precinct 3 – Civic and Cultural Activities

- To encourage a mix of civic and cultural uses.
- Associated action integration of longer term and higher capacity car parking on Main Road adjacent the precinct should be investigated. This study should also review the prioritisation of Crescent Street for primary vehicle access.

Precinct 4 – Village Retail

- To encourage activity and business through activation of street frontages along Main Road.
- Associated action car parking for commercial activities along Main Road should be either located at the rear of the property or where possible offset, or positioned in a shared car parking area to ensure strong streetscape.

Precinct 4b – Interior

- The impact of off-street parking areas is to be minimised by locating these areas to the rear of buildings and effective landscape treatment of the perimeter of the sites.
- Transport network and car parking – development of future car parking should include site layout landscaping treatments that contribute positively to the streetscape and provide high amenity outcomes.

4.2.2 Penguin Urban Design Guidelines, Traffic and Transport Study May 2008

In May 2008 Parsons Brinckerhoff completed a study of the traffic and transport situation in Penguin to provide background information for the PUDG.

The study considered the road network, parking, pedestrian access, cycling, public transport, and safety and amenity issues.

Key issues identified for improvement and consideration were:

- The road network, mainly the Main Road and railway crossing intersections.
- Pedestrian facilities, primarily to improve railway crossing points.
- Cycling facilities, including cycle lanes and shared cycling route.
- Parking in the town centre, including Main Road layouts, length of stay areas.
- Provision of a car park in Arnold Street, subject to demand.

4.2.3 Penguin Community Plan December 2006

Four future directions were determined when the Penguin Community Plan was developed in 2006. The direction associated with parking was:

- Transport, traffic and parking – assess and respond to future parking needs through development of a parking plan.

4.3 Central Coast Strategic Plan 2009–2014 and Central Coast Strategic Plan 2014–2024

The Strategic Plans were/are based on four platforms – liveability, sustainability, innovative and creative energy, and distinctiveness. These platforms led/lead to five strategic directions for the Central Coast Council:

- The Shape of the Place
- A Connected Central Coast
- Community Capacity and Creativity
- The Environment and Sustainable Infrastructure
- Council Sustainability and Governance.

All five strategic directions rely heavily on transport and parking. For example, parking is an essential feature of a retail plan and in reviewing asset investment and performance.

4.4 Central Coast Interim Planning Scheme 2013 (as amended)

The most relevant section in the Central Coast Interim Planning Scheme 2013 (the Scheme) to parking is E9 Traffic Generating Use and Parking Code. The purpose of the Scheme is to ensure that use or development has adequate and suitably designed and constructed car parking.

5. Study Area

The main areas for the investigation and this Parking Plan to be applied are in the CBD areas of Ulverstone and Penguin as defined in the Urban Design Guidelines and shown in Figure 1 and Figure 2.

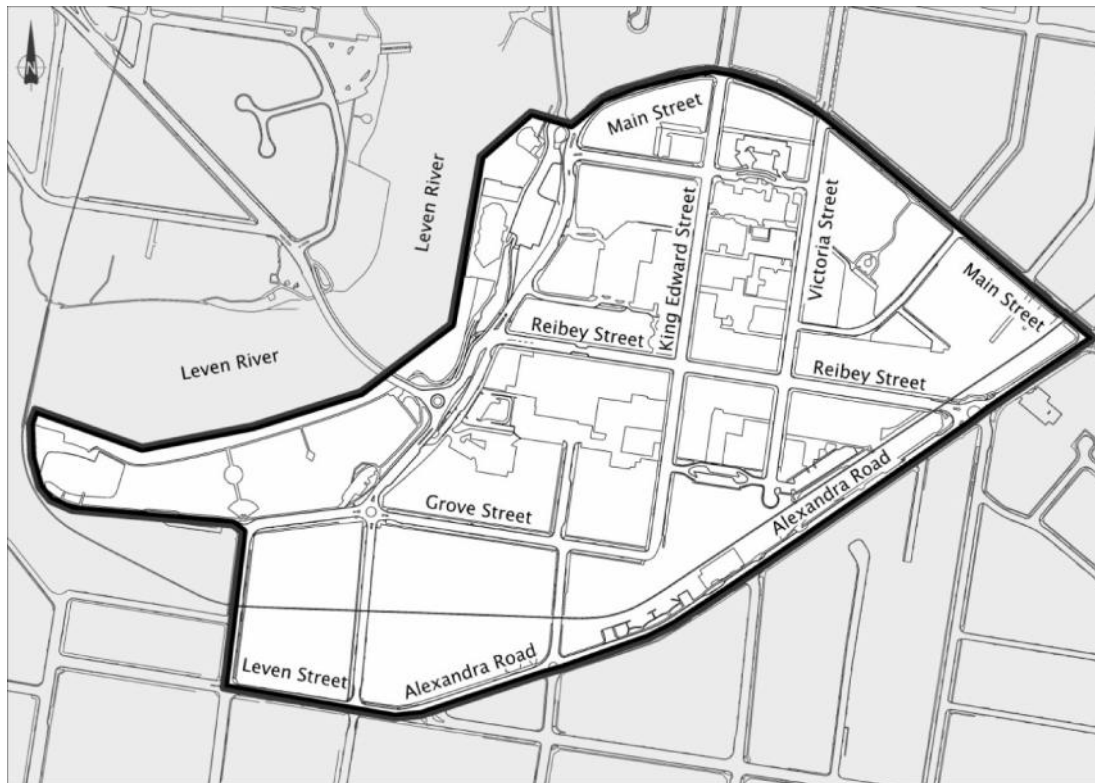


Figure 1

ULVERSTONE

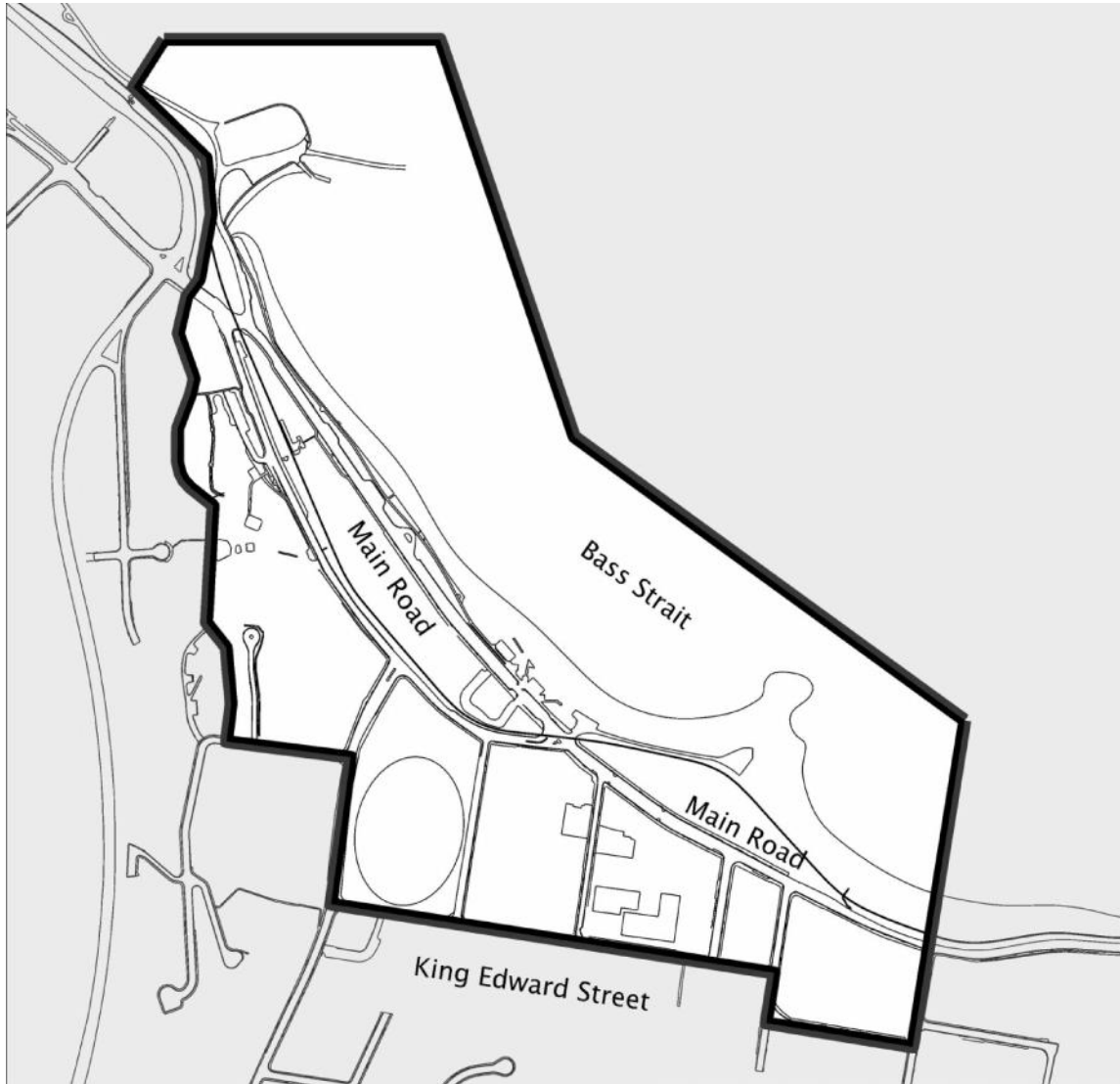


Figure 2

PENGUIN

6. Ulverstone – Parking supply and utilisation

Parking areas in the Ulverstone CBD are spread over several fragmented areas. Several provide all day parking even though they are close to CBD. Many of these parking areas are not well known and often underutilised.

Two larger car parking areas adjacent to the major supermarkets are well utilised most of the time, with many parkers staying for long periods of time, often over the time limits. Very little of the parking areas south of Reibey Street are owned by the Council and this could have a major effect on parking within the CBD if they were to either be lost to public parking or able to have their time limits enforced.

There is a general perception that parking is inadequate in the Ulverstone CBD area. The following information is provided to assist in addressing these concerns and to provide direction for improvement of the current parking situation in Ulverstone.

6.1 Off-street parking

Parking types in Ulverstone CBD

Table 1

On/Off	Restriction	Spaces
On-street	½P	167
On-street	1P	90
On-street	All day	121
Off-street car park	½P	4
Off-street car park	2P	285
Off-street car park	All day	605
	Total	1,272

A plan of CBD parking areas is provided at Appendix 1.

An inventory of existing parking facilities and their usage was prepared by GHD in the Traffic and Parking Study 2009.

The study was carried out on 3 December and 4 December 2008, morning usage between 8.00am and 1.00pm and afternoon usage between 1.00pm and 5.00pm.

The figures indicate that while the two car parks adjacent to the major supermarkets are often over 80% full, there are other less utilised parking areas.

The surveys have shown that on-street parking is adequately provided for.

Updated and more detailed parking occupancy surveys were conducted on 29 November and 30 November 2012 and 6 December and 7 December 2012. The results provided similar figures to those in 2008, summarised below and provided at Appendix 2 and Appendix 3.

- Off-street average occupancy 67 %
- Off-street average maximum occupancy 94 %
- On-street average occupancy 63 %
- On-street average maximum occupancy 85 %.

6.1.1 Wharf Road Car Park

Daily average occupancy 36%

Daily maximum occupancy 76%

26.1% of cars parked for more than two hours, (24 cars)

10.8% of cars parked for more than four hours, (10 cars).

At the time of the surveys the Wharf Precinct redevelopment had just been completed and car parking in this area had not been available to the public for approximately a year. During this time those that used the area may have found alternative parking. The occupancy rates suggest that most vehicles are parking for less than two hours indicating there is capacity for more all-day parkers in the main car park. The area for parking on the Wharf apron near the restaurant is recommended for a two hour limit to ensure availability of parking for the types of uses in this area in line with the time limited parking adjacent Pedro's Restaurant.

The longer term parking is suitable for other events at the venue and for other long-term parkers.

Two spaces are allocated for buses and coaches on the southern access.

	½ Hour Limit	2 Hour Limit	All Day	Disability
Current parking	4	Nil	86	2
Proposed parking	No change	25	61	No change

6.1.2 North Reibey Street Car Park (Woolworths)

Daily average occupancy 87%

Daily maximum occupancy 97%

8.2% of cars parked for more than two hours, (39 cars)

1.8% of cars parked for more than four hours, (9 cars).

This car park is one of the most highly utilised within the town because of its central location to shops and services. On average 500 vehicles per day use this car park. Given its current utilisation no suggested changes to time limits is recommended. The disability permit spaces are no longer compliant with current Standards. It is recommended that the parking arrangements for the front of the supermarket are altered to comply with current Standards and that the positions of trolley return structures are reconsidered with these changes.

It is further recommended that consideration for pedestrian safety in accordance with current Austroads Guides is considered and if feasible, added to the Long-term Financial Plan Capital Works Program. Bicycle racks near the Montgomery Room were not utilised during the survey. It was more common to see shopping trolleys between the racks. It is recommended a replacement rack type is used. Additional bicycle parking near the supermarket entrance is also recommended.

	2 Hour Limit	All Day	Disability
Current parking	150	Nil	3
Proposed parking	No change	No change	No change

6.1.3 Station Car Park

Daily average occupancy 73%

Daily maximum occupancy 96%

43.8% of cars parked for more than two hours, (33 cars)

32.4% of cars parked for more than four hours, (25 cars).

This car park is utilised for a combination of short and long-term parking. The occupancy surveys suggest it is appropriate for the area. Given this current utilisation no suggested changes to time limit is recommended. The disability permit space is no longer compliant with current Standards. It is recommended that the parking and access arrangements adjacent to this space are altered to comply with current Standards.

	2 Hour Limit	All Day	Disability
Current parking	Nil	50	1
Proposed parking	No change	No change	No change

6.1.4 Victoria Street Car Park

Daily average occupancy 86%

Daily maximum occupancy 106%

74.3% of cars parked for more than two hours, (50 cars)

61.9% of cars parked for more than four hours, (42 cars).

This car park is utilised for a combination of short and long-term parking. The main users are Council staff with both private and Council vehicles. Private vehicles effectively remain parked all day. There are currently 20 Council vehicles utilising this area, many of which are mobile and move in and out throughout the day for work purposes. If a shorter time limit is imposed this may have an effect on Council operations, however, this is expected to be minimal due to the location of other nearby long-term parking areas. Alternatively, a permit system could be introduced for Council vehicles or an area designated for their use.

The occupancy surveys suggest the current time limit is not suitable for the area and that parking outside of marked bays is occurring. The location of this car park is within easy walking distance to many shops and services and could be better utilised for shorter term

parking. Given this current over-utilisation change to a time limit of two hours is should be considered. This will depend on other changes to time limits and the effect on other long-term parking areas and would only be changed if current utilisation becomes more problematic.

The disability permit space is no longer compliant with current Standards. It is recommended that the parking and access arrangements adjacent to this space are altered to comply with current Standards or an alternative complying location is considered.

	2 Hour Limit	All Day	Disability
Current parking	Nil	53	1
Proposed parking	33	20	No change

6.1.5 Bannons Car Park

Daily average occupancy 78%

Daily maximum occupancy 106%

22.3% of cars parked for more than two hours, (25 cars)

10.9% of cars parked for more than four hours, (12 cars).

This car park is utilised for a combination of short and long-term parking, even though the time limit is two hours. The sealed area also contains sections which are privately owned. Owners have historically been reluctant to engage with the Council on managing these areas as they wished to retain their use for their own customers or leases.

The car park is in a poor state of repair and in need of drainage improvements and new seal. This project has been listed in the Council's Forward Works Program for many years but has been continually deferred.

Prior to proceeding with the works it is recommended that a rearrangement of parking spaces is considered and those adjacent landowners are approached in regard to the Council leasing the parking areas and taking responsibility for the management of the entire area. Some private parking may still need to be negotiated as part of these discussions.

The occupancy surveys suggest the current time limit is suitable for the area and that parking outside of marked bays is occurring. The surveys may also have included cars on private property. Under the Council's management parking restrictions could be enforced for the entire area resulting in better utilisation.

A disabled compliant space was installed within this car park in June 2014 to comply with current Standards.

	2 Hour Limit	Permit (Services)	Disability
Current parking	44	5	1
Proposed parking	No change	No change	No change

6.1.6 Civic Centre Car Park

Daily average occupancy 60%

Daily maximum occupancy 88%

52.3% of cars parked for more than two hours, (40 cars)

29.4% of cars parked for more than four hours, (22 cars).

This car park is utilised for a combination of short and long-term parking. On days where popular events occur at the Civic Centre the car park can be fully utilised although this was not the case on the days of the surveys. The occupancy surveys suggest it is appropriate for the area. Given this current utilisation and the vicinity of this area no change to time limit is recommended. A revised layout could make better usage of the area and add a significant number of spaces. This should be considered for inclusion in Council's Long-term Financial Plan.

This car park area does not have any specific spaces for people with disabilities. Under the Building Code of Australia a "meeting place" requires one disability space for every 50 spaces or part thereof. In accordance with this two spaces are required. The space in King Edward Street adjacent to the library could be counted as one of these; hence provision of one more space is required.

It is recommended that an additional disabled compliant space is located within this car park to comply with current Standards.

	2 Hour Limit	All Day	Disability
Current parking	Nil	64	Nil
Proposed parking	No change	63	1

6.1.7 Quadrant Car Park

Daily average occupancy 83%

Daily maximum occupancy 101%

61.0% of cars parked for more than two hours, (62 cars)

46.2% of cars parked for more than four hours, (47 cars).

This car park is not time restricted and currently utilised for a combination of short and long-term parking. The occupancy surveys suggest it is appropriate for the area and given the current utilisation and the vicinity of this area no change to time limit is recommended. If other long-term parking areas are time limited this may impact long-term use of this car park. Formalising and construction of the eastern side of the Quadrant would be required if this occurs to balance parking requirements for the area.

It was noted during surveys that operators of the businesses use the aisle adjacent to the building for parking, loading and unloading which can block flow around this car park. Changing the layout to accommodate this use is preferred as aisles against buildings are not desirable, however, the land adjacent to the building is designated road on titles and some properties use this as access.

Disability parking is compliant with current Standards but delineation and signage could be improved. Their location could also be reconsidered.

	2 Hour Limit	All Day	Disability
Current parking	Nil	70	2
Proposed parking	No change	No change	No change

6.1.8 Quadrant East Car Park (currently not delineated as car park)

Daily average occupancy 12 vehicles (24%)

Daily maximum occupancy 23 vehicles (46%)

(% based on 50 spaces).

This car park is a vacant sealed area that is used in an ad-hoc manner.

Its location is suitable to service the CBD area as long-term parking and is also in close proximity to the eastern end of the CBD, including the Ulverstone History Museum complex.

As time limits alter to assist demand in the central CBD parking areas this land is ideal for the creation of a long-term parking area and to cater for increased capacity when required. A car park of approximately 50 spaces could be constructed in this area.

It is recommended this area is line marked to regulate parking in the area and listed for consideration for construction in the Council's Long-term Financial Plan.

	2 Hour Limit	All Day	Disability
Current parking	Nil	Assume 25	Nil
Proposed parking	No change	50	No change

6.1.9 Visitor Information Centre Car Park

Daily average occupancy 48%

Daily maximum occupancy 92%

37.4% of cars parked for more than two hours, (10 cars)

25.2% of cars parked for more than four hours, (7 cars).

This car park is not time restricted and is currently utilised for a combination of short and long-term parking. The occupancy surveys suggest it is appropriate for the area and current utilisation. The Council has been advised that on occasion the car park is utilised by users of other adjacent businesses, however, the car park was constructed to be available to the whole area. Four bays have been signed for Visitor Information Centre patrons only, and this appears to be sufficient. It is therefore not proposed to change the parking limit for this area. It is recommended that the area is monitored as changes to parking limits of other parking areas are made to assess if there is any impact on this area. If impacted, some of this car park could be time limited to ensure availability and turnover of spaces yet provide for those requiring longer term parking at this location, for example, passengers on

the cancer treatment transport. The area recommended for shorter term parking is the section of bays closest to Alexandra Road.

The disability parking space is compliant with current Standards.

	2 Hour Limit	All Day	Disability
Current parking	Nil	19	1
Proposed parking	7	12	No change

6.1.10 Railway Car Park

Daily average occupancy 52%

Daily maximum occupancy 90%

7.1% of cars parked for more than two hours, (1 car)

5.7% of cars parked for more than four hours, (1 car).

This car park is not time restricted and is currently utilised for a combination of short and long-term parking. The occupancy surveys suggest that at least one additional vehicle is utilising the pedestrian clear zone and supermarket access for long-term parking. Long-term parking near these businesses is not preferred. To reinforce this it is recommended a two hour limit is placed on this car park encouraging the long-term parkers to find suitable alternatives.

	2 Hour Limit	All Day	Disability
Current parking	Nil	10	Nil
Proposed parking	10	Nil	No change

6.1.11 Baptist Church Car Park

Daily average occupancy 56%

Daily maximum occupancy 78%

57.9% of cars parked for more than two hours, (23cars)

28.9% of cars parked for more than four hours, (12 cars).

This car park is owned by the Baptist Church, leased and constructed by the Council, with parking restrictions for church patrons at certain times on Sundays. It is not time restricted and currently utilised for a combination of short and long-term parking, mainly short-term. The occupancy surveys suggest it is appropriate for the area. Given this current utilisation and the vicinity of this area no change to time limit is recommended.

	2 Hour Limit	All Day	Disability
Current parking	Nil	36	Nil
Proposed parking	No change	No change	No change

6.1.12 Wongi Lane Car Park

Daily average occupancy 61%

Daily maximum occupancy 93%

5.6% of cars parked for more than two hours, (4 cars)

0.4% of cars parked for more than four hours, (1 car).

This car park is two hour time restricted and is currently utilised for short-term parking. The occupancy surveys suggest it is appropriate for the area and given this current utilisation no change to time limit is recommended.

The proposed bus interchange is designed to have no effect on parking numbers; however, during the implementation phase of the interchange consideration will be given to park and ride facilities, disability access and parking, and bicycle parking.

	2 Hour Limit	All Day	Disability
Current parking	29	Nil	Nil
Proposed parking	No change	No change	No change

6.1.13 Church of England Car Park

Daily average occupancy 71%

Daily maximum occupancy 97%

43.5% of cars parked for more than two hours, (49 cars)

30.2% of cars parked for more than four hours, (34 cars).

This car park is situated on land owned by the Church of England. The land is leased by Coles, and then sub-leased to the Council who constructed, maintains and operates the car park. It is currently utilised for a combination of short and long-term parking. This car park needs to be considered with the car parks behind Coles and Furner's Hotel. At present there are many long-term parkers in the Coles and Furner's car parks that would be better parking at this location to free up turnover of shorter term parking in those locations. (Refer notes on Furner's and Coles car parks).

The occupancy surveys suggest it is appropriate for the area and given this current utilisation, expected future utilisation and the vicinity of this area no change to time limit is recommended.

Disability parking is preferred closer to the location required by the permit holder. For this reason no disabled spaces are intended for this car park, but four places are recommended nearer to the "Coles Laneway" and Furner's entrances.

	2 Hour Limit	All Day	Disability
Current parking	Nil	76	Nil
Proposed parking	No change	No change	No change

6.1.14 Coles Car Park

Daily average occupancy 83%

Daily maximum occupancy 102%

13.5% of cars parked for more than two hours, (22 cars)

6.9% of cars parked for more than four hours, (11 cars).

This car park is privately owned and not managed, maintained or enforced by the Council. It is currently signed as two hour parking but the limits are not enforced, therefore it is utilised for a combination of short and long-term parking. This car park needs to be considered with the adjacent car parks at Church of England and Furner's Hotel. At present there are many long-term parkers in this car park that would be better parking in the Church of England car park to free up turnover of shorter term parking. (Refer notes on Furner's and Church of England car parks).

The occupancy surveys suggest the two hour limit is appropriate for the area and given this current utilisation, expected future utilisation and the vicinity of this area no change to time limit is recommended.

Disability parking is currently provided at the eastern end of this area; however, with a full re-arrangement of all of these car parks the location may be better suited nearer to the "Coles Laneway" and Furner's entrances.

As this area is in one of the most utilised areas of the CBD the retention of this area for parking for both Coles patrons and the general public is essential. Any major change to parking at this location would have significant impact to parking elsewhere in the CBD. Discussion with Coles and Vantage Group (the owners of Furner's Hotel) to formalise an arrangement to redevelop the area and impose and enforce time restrictions has progressed. The Council would assume maintenance and enforcement responsibility under this arrangement. Construction works are expected to commence in early 2016.

	2 Hour Limit	All Day	Disability
Current parking	58	Nil	2
Proposed parking	No change	No change	No change

6.1.15 Furner's Car Park

Daily average occupancy 87%

Daily maximum occupancy 95%

28.6% of cars parked for more than two hours, (63 cars)

19.8% of cars parked for more than four hours, (44 cars).

This car park is privately owned and not managed, maintained or time limits enforced by the Council. For the purpose of the survey the ten spaces in the Council owned portion near the public toilets was included in this area. It is currently utilised for a combination of short and long-term parking and is not time limited. This car park needs to be considered with the adjacent car parks at Church of England and Coles. The occupancy surveys show there are many long-term parkers in this car park that would be better parking in other perimeter

long-term car parks to improve turnover of shorter term parking for the local businesses. (Refer notes on Furner's and Coles car parks).

Two spaces for disability parking are currently provided near the laneway through to Reibey Street. This is an appropriate location and the spaces have recently been upgraded to current standards through a cost sharing arrangement between the Council and Vantage.

As this area is in one of the most utilised areas of the CBD the retention of this area for parking for Furner's patrons, Coles patrons and other businesses is essential. Any major change to parking at this location would have significant impact to parking elsewhere in the CBD. Discussion with Coles and Vantage Group (the owners of Furner's Hotel) to formalise an arrangement to redevelop the area and impose and enforce time restrictions has progressed. The Council would assume maintenance and enforcement responsibility under this arrangement. Construction works are expected to commence in early 2016.

Any additional opportunities that could arise from time to time to increase car parking in this area by negotiating leases need to be dealt with judiciously.

It is recommended this area is limited to two hour parking and this is agreed to by both Coles and Vantage.

	2 Hour Limit	All Day	Disability
Current parking	Nil	100	2
Proposed parking	100	Nil	No change

6.2 On-street parking

On-street parking throughout the CBD is generally only time limited in the vicinity of businesses. For consistency in zones and to reflect use the following changes are proposed:

- In Patrick Street between Crescent Street and King Edward Street it is recommended that between 9.00am and 4.00pm parking may require restriction to two hours, as the area is currently over utilised by all day parkers. This will depend on other changes to time limits and will only be changed if current utilisation becomes more problematic.
- On Crescent Street adjacent to the River Arms Hotel four all day spaces and two one hour spaces are recommended to change to two hours.
- On Kings Parade, adjacent to McDonalds the eight 30 minute spaces are recommended to change to one hour in line with current usage.
- An area of 15 minute parking is proposed for King Edward Street south of Car Park Lane. (A short-term space in this area was requested during the consultation and deemed to have merit)

One of the concerns with on-street parking has been the lack of line marking to designate parking spaces. In order to regulate the provision of spaces it is recommended to line mark or delineate spaces in Reibey Street, Victoria Street, King Edward Street, Kings Parade and

Alexandra Road. Patrick Street west of King Edward Street, Victoria Street north of Patrick Street and King Edward Street north of Patrick Street are not considered to require line marking of spaces at this time.

6.3 Summary

Off-street car parks

Type	Current	Proposed
Disabled	15	16
All day	594	452
2 hour	281	447
½ hour	4	4

On-street car parks

Type	Current	Proposed
Disabled	2	3
All day	121	58
2 hour	0	39
1 hour	90	148
½ hour	165	136

The surveys show a total of over 2,600 vehicles per day park in the Ulverstone business area with:

- An average of 282 parking longer than four hours in off-street car parks.
- An average of 62 parking longer than four hours in on-street parking spaces.

The total requirement for long-term parking is 344.

The proposed reduced total of all day parking spaces from 676 to 502 adequately caters for this while freeing up and creating additional short-term parking through redistribution of parking closer to the main business area.

With proposed time limit changes and more strict enforcement of time limits it is expected that approximately 20 spaces in the car parking area at the rear of Coles and Furner's, and over 35 spaces in the north Reibey Street car park would be freed up for turnover of shorter stay vehicles. In total, if replacement vehicles parked for two hours each, this would provide parking for an additional 165 vehicles per day and would lessen the perception that these car parks are "always full".

Appendix 5 shows a plan of existing and suggested time limits.

7. Penguin – Parking supply and utilisation

Main Road in Penguin is the main source of parking for the business area. A leased car park behind the Visitor Information Centre is also under the Council's control.

The parking surveys do not indicate there is an issue with parking in the main business area and that daily average occupancy is less than 50%.

The Penguin Urban Design Guidelines suggest the use of on-street car parking in Main Road could be improved if primary traffic was diverted to Crescent Street. Traffic management changes in Main Road could result in lower vehicle speeds, and create an environment more suitable to use for parking and pedestrians. Options would be available for design of parking arrangements which could facilitate more vehicles.

Consideration could also be given to making the section of Main Road between the two Crescent Street intersections a "Shared Zone".

There are some private car parking areas in Arnold Street to service local businesses including the Neptune Hotel and the Penguin Market. For limited times on market days parking is at a premium and on-street parking is utilised with some having to walk up to 200m. In peak times this is not an unreasonable distance to walk to a popular attraction, particularly where it does not provide adequate on-site parking.

Parking types in Penguin CBD

On/Off	Restriction	Spaces
On-street	½P	72
On-street	2P	74
On-street	All day	173
Off-street car park	All day	90
	<i>Total</i>	<i>409</i>

A plan of Penguin parking areas is provided at Appendix 6.

Most of the parking available to the public is in the form of on-street parking bays, both parallel and perpendicular. A leased area adjacent to the Visitor Information Centre and another area on Surf Club Road provide public off-street parking. Other off-street car parks are privately owned by the local hotels.

Detailed parking occupancy surveys were conducted on 16, 17 and 19 May 2013. The results are summarised below and provided at Appendix 7 and Appendix 8.

- Off-street average occupancy 47%
- Off-street average maximum occupancy 83%
- On-street average occupancy 32%
- On-street average maximum occupancy 60%

The surveys indicate that parking is generally adequately provided for.

7.1 Off-street parking

(Visitor Information Centre, Hotels, Surf Club Road)

Daily average occupancy 47%

Daily maximum occupancy 83%

11.9% of cars parked for more than two hours, (36 cars)

7.0% of cars parked for more than four hours, (21 cars).

The occupancy rates suggest that most vehicles are parking for less than two hours. Longer term parking is preferred in off-street car parks freeing up valuable space adjacent businesses.

	2 Hour Limit	All Day	Disability
Current parking	Nil	89	1
Proposed parking	No change	No change	No change

7.2 On-street parking

7.2.1 Main Road – ½ hour limit

Daily average occupancy 38%

Daily maximum occupancy 53%

1.3% of cars parked for more than two hours, (4 cars)

0.1% of cars parked for more than four hours, (1 car).

Main Road is one of the most highly utilised areas within the town because of its central location to shops and services. On average over 106 vehicles per day use these spaces. In consideration of requests to change some ½ hour spaces to longer periods for tourist and café markets, the northern side of Main Road is proposed to change to one hour parking. This will involve 18 of the spaces in this section changing from ½ hour to one hour. The occupancy surveys do not indicate high overstay volumes. It is not expected this change will affect parking patterns and it should be more appropriate for the area. Due to the central location of this area it is proposed two additional disability on-street parking spaces are provided.

	½ Hour Limit	1 Hour Limit	Disability
Current parking	72	Nil	Nil
Proposed parking	54	16	2

7.2.2 Main Road – 2 hour limit

Daily average occupancy 49%

Daily maximum occupancy 83%

2.5% of cars parked for more than two hours, (2 cars)

1.1% of cars parked for more than four hours, (1 car).

Main Road is one of the most highly utilised within the town because of its central location to shops and services. On average 32 vehicles per day use these spaces. Given the current utilisation no suggested changes to time limits is recommended.

	2 Hour Limit	All Day	Disability
Current parking	18	Nil	Nil
Proposed parking	No change	No change	No change

7.2.3 Arnold Street, King Edward Street, Dooley Street – 2 hour limit

Daily average occupancy 38%

Daily maximum occupancy 89%

15.9% of cars parked for more than two hours, (21 cars)

9.6% of cars parked for more than four hours, (13 cars).

These roads are situated near a combination of businesses and residential areas. On average 44 vehicles per day use these spaces, generally for less than two hours. The occupancy surveys suggest it is appropriate for the area. Given the current utilisation no suggested changes to time limits is recommended.

	2 Hour Limit	All Day	Disability
Current parking	56	Nil	Nil
Proposed parking	No change	No change	No change

7.2.4 Main Road, Crescent Street – All day

Daily average occupancy 26%

Daily maximum occupancy 41%

4.0% of cars parked for more than two hours, (4 cars)

1.1% of cars parked for more than four hours, (1 car).

These roads are situated near a combination of businesses and residential areas. On average 30 vehicles per day use these spaces, generally for less than two hours. In consideration of requests to change some ½ hour spaces to longer periods for tourists, cafés and markets, the northern side of Main Road is proposed to change to one hour parking. This will involve 20 of the spaces in this section changing from all day to one hour. The occupancy surveys suggest that the all day limit is not required and that this change will be more appropriate for the area.

	1 Hour Limit	All Day	Disability
Current parking	Nil	34	Nil
Proposed parking	20	14	No change

7.2.5 Ironcliffe Road, Braddon Street, King Edward Street – All day

Daily average occupancy 9%

Daily maximum occupancy 35%

5.5% of cars parked for more than two hours, (6 cars)

3.4% of cars parked for more than four hours, (4 cars).

These roads are situated near a combination of businesses and residential areas. On average 39 vehicles per day use these spaces, generally for less than two hours. The maximum occupancy is observed on Sunday, with the Penguin Market affecting the parking in this mainly residential area. The occupancy surveys do not suggest a shortfall in parking if a 300m walking distance is deemed acceptable. Given the current utilisation no suggested change to time limits is recommended.

	2 Hour Limit	All Day	Disability
Current parking	Nil	139	Nil
Proposed parking	No change	No change	No change

7.3 Summary

Off-street car parks

Type	Current	Proposed
Disabled	1	1
All Day	89	89

On-street parking

Type	Current	Proposed
Disabled	0	2
All Day	173	173
2 Hour	74	74
1 Hour	0	16
½ Hour	72	54

The surveys show a total of over 483 vehicles per day park in the Penguin business area and adjacent streets.

- An average of 21 parking longer than four hours in off-street car parks.
- An average of 19 parking longer than four hours in on-street parking spaces.

The total requirement for long-term parking is 40.

The total of 319 all day spaces more than adequately caters for this and indicates ample all day parking. The low number of vehicles parked long-term suggest additional long-term parking is not required as recommended by the Parsons Brinckerhoff report of 2008.

The Council purchased the property at 4 Arnold Street some years ago for potential use as a car park in the future. This property on its own is not large enough to remedy the shortfall of parking close to the market area and neither is it close enough to the Main Road shopping strip for its customers. In view of this, it is recommended that the property be sold.

In order to provide additional car parking in Penguin, the option of using some of the Recreation Ground when it is decommissioned as a sporting ground needs to be investigated prior to plans for the sale or development of the site being considered.

Future development in the vicinity of the Penguin Market should also ensure adequate provision for parking is provided in accordance with the Scheme to avoid the neighbouring overflow.

8. Sustainability

The Central Coast has a total of 53 car parks which service the commercial, active and passive recreation areas with a total estimated replacement cost of \$2.87m.

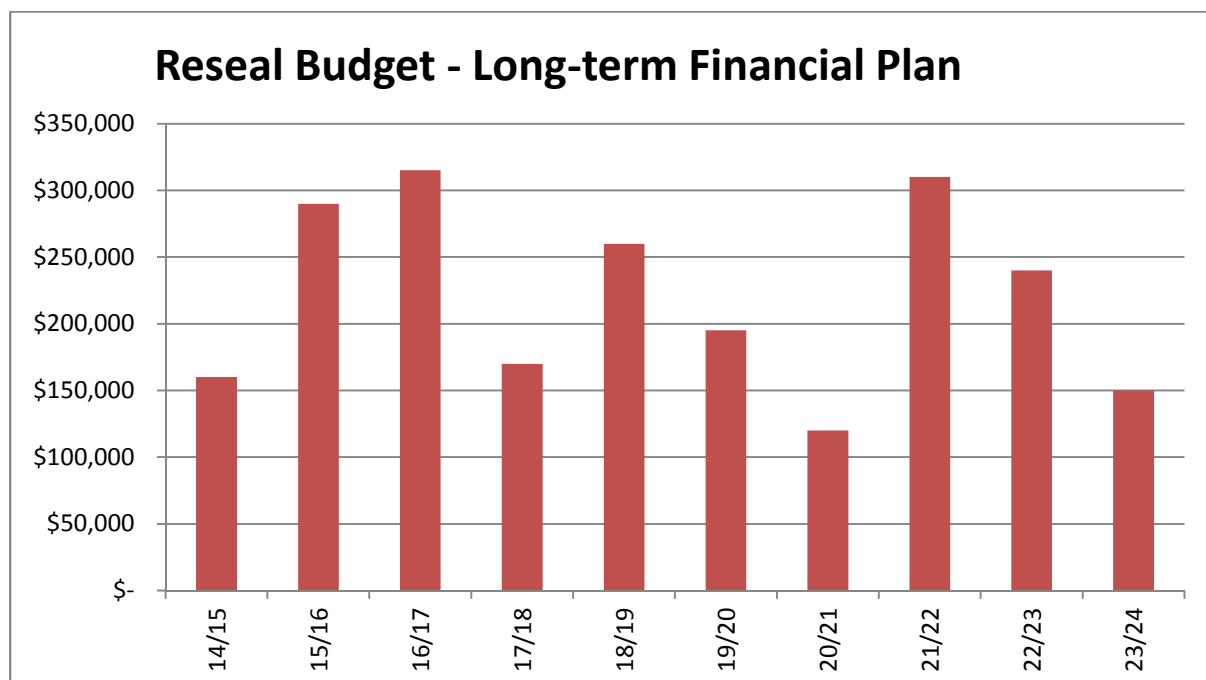
The maintenance budget for the last five years for commercial car parks has ranged between \$20,000 and \$25,000. This budget has provided for minor general maintenance including small seal repairs, minor line marking and other incidental repairs.

A recent inspection of the car parks suggests that this may have been insufficient as major patching and some pavement repairs are now required. Many of the car parks in Ulverstone are showing signs of seal stress indicating that their surface life has been exceeded and resealing is now an urgent priority.

There is a mixture of seals and asphalt surfaces within the car park asset stock. Total current valuation of the sealed surfaces of car parks is \$1.46m.

Many of the current car parks in Ulverstone are not sealed with hotmix asphalt. It is considered prudent when a car park is due for resealing that it should be surfaced in asphalt due to the turning movement within a car park that can put stress onto a normal chip seal. This gives the car park a longer life hence a better lifecycle cost due to less maintenance being required and the current maintenance levels should be able to be maintained in real terms.

The reseal program for car parks, as listed in the current Long-term Financial Plan (LTFP), is shown in the graph below. The current backlog of reseals was reprioritised to balance costs across the next 10 years and provides for an asphalt reseal.



This current program allows for an average expenditure of \$220,000 per annum over the next 10 years including commercial, active and passive recreation areas.

This should be the absolute minimum funding level provided for car park assets in addition to the current maintenance budgets. Upgrade works would then be in addition to this. The current list of upgrades in the LTFP for 2014–2024 is \$1,100,000 with strategic and future projects in excess of \$5,000,000 needing to be added should a multi-storey car park be included.

Other renewals are listed in the LTFP. Kerb renewals are not listed until 2054 and pavement renewals in 2124 and generally this will be possible.

Unfortunately, the recent inspection of the seals suggests that some reseals will need to be brought forward to avoid water ingress and pavement damage which will affect the LTFP.

The current review of Asset Management Plans will provide updated financial information for when the LTFP is reviewed prior to next year's budget preparation. This could also have the effect of causing a reprioritisation of capital projects over the duration of the LTFP.

Funding for capital works for commercial public car parks has been allocated on an as needs basis such as the recent Ulverstone Wharf Precinct redevelopment. Funding for active and passive recreation areas including the Turners Beach Hall and Ulverstone Sports and Leisure Centre redevelopment have also been on an as needs basis.

Other forms of revenue for sustainability of the parking assets may also need to be investigated if the potential impact of any increase in the level of funding for car parks does dramatically affect funding for other asset classes.

9. Private and Shared Parking Arrangements

9.1 Ulverstone

There is currently a total of 894 off-street car parking spaces in the Ulverstone CBD. Of these 620 are situated on land owned, operated and/or controlled by the Council.

One hundred and twelve spaces are on land owned by churches, but with agreements in place for the Council to maintain and control these parking areas. This accounts for over 12% of off-street parking in the Ulverstone CBD. This includes the Church of England Car Park and the Baptist Church Car Park. These agreements have generally provided for Council construction, maintenance and control in lieu of ongoing lease payments and these arrangements have worked successfully for many years. Should there come a time when land owners seek further compensation this may force the Council to reconsider options for provision of alternative parking.

One hundred and sixty-two spaces are on private land which is not owned, maintained or controlled by the Council, but is utilised by the public for general use. This accounts for over 18% of off-street parking in the Ulverstone CBD. It includes the area behind Furner's Hotel and Coles Supermarket.

Effectively this means that over 30% of off-street parking in the Ulverstone CBD is not currently owned by the Council. This places the Council in a position where there is a risk of loss of public use of these spaces should the owners decide to use the land for private purposes only and/or to end lease arrangements with the Council. The impact of this could be ruinous for the parking provision for a prosperous CBD.

There are several options in regard to ensuring public parking provision is able to be provided for future generations.

Option 1 – Ensure lease arrangements are in place, cost effective and provide the Council with long-term surety of private land for public parking spaces. Regardless of the arrangement this cannot absolutely guarantee future public use.

Option 2 – Increase leased amounts with other private car parking areas to limit the impact of losing existing spaces. This option also does not fully guarantee future arrangements.

Option 3 – Increase the number of Council owned spaces. This may be via purchase of existing parking areas, new properties in strategic locations or by providing additional levels on existing car parks. Focussing this development around the main North Reibey Street Car Park would provide the most central location.

As there is potential risk for the loss of 274 spaces in prime areas, the Council needs to consider adoption of a policy for a percentage of off-street parking to be on land owned by the Council and then stage progression of purchase and/or construction of these spaces to that end. As some of the existing spaces on private property will still be required to comply with planning and development guidelines, only a portion of the total number would need to be supplied by the Council.

Accordingly, it is recommended that the Council consider options for the supply of an additional 100 spaces with the option of extending this to 200 spaces in the long-term

future. This may be via the purchase of land in existing leases, purchase of other properties or consideration of additional levels on existing car park(s).

Adoption of a policy for Council ownership of parking areas as outlined above may provide some justification for the consideration of a multi-storey car park in lieu of acquiring more land and constructing further ground level parking areas. (Refer separate section on multi-storey car park)

9.2 Penguin

There is currently a total of 90 off-street car parking spaces in the Penguin CBD. Of these nine are situated on land owned, operated and controlled by the Council in Surf Club Road and three adjacent to the Visitor Information Centre.

Twenty-four spaces are on privately owned land, but with agreements in place for the Council to maintain and control this parking area. This accounts for over 26% of off-street parking in the Penguin CBD and includes the “Kerger’s” car park behind the Visitor Information Centre and local shops. This agreement has an ongoing lease component, maintenance and operational responsibilities and options for extensions. The current lease commenced on 1 January 2012 and ends 30 December 2016

Fifty-four spaces are on private land which is not owned, maintained nor controlled by the Council. They are owned by local hotels situated at the corner of Main Road and Arnold Street but are also utilised by the public when visiting other businesses in the area. This accounts for 60% of off-street parking in the Penguin CBD.

Effectively this means that over 86% of off-street parking in the Penguin CBD is not currently owned by the Council. It does not appear that the loss of these parking areas would have a significant impact on publicly provided spaces should the owners decide to use the land for private purposes only and/or to end lease arrangements with the Council.

Should future surveys show that parking provision in Penguin is problematic, it is recommended that the Council initially consider options for additional spaces through rearrangement of the Main Road on-street area. The use of the Penguin Recreation Ground could also be considered when arrangements to move these sporting facilities to the Dial Sports Complex are finalised.

10. Multi-storey car park

There has been discussion in recent times about whether a multi-storey or “deck” car park would assist the parking situation in Ulverstone.

Additional spaces will always be welcomed by users. However, the construction, maintenance and ongoing operational costs of this type of car park need to be fully considered.

Luxmoore Parking Consulting were commissioned to investigate the feasibility of a multi-storey car park in the Ulverstone CBD. They considered construction costs, land value, and the expected fee revenue for a 200 bay structure. In summary the feasibility report determined that, “the implementation of a pay parking multi-storey car park in isolation within the Ulverstone CBD is not a sustainable option. The cost of a multi-storey car park is not feasible without the implementation of pay parking.”

The other factor when considering multi-storey parking is the availability of existing ground level land. If land is not available this adds weight to the use of a multi-storey parking area. As one-third of Council managed parking is on land leased from private owners and there is the risk of loss of spaces, this must also be factored into future parking provision.

The costs for a multi-storey car park are estimated as follows if paid parking were to be introduced to the main areas of Ulverstone.

Multi-storey structure	\$3,000,000
(Two level, assume 100 spaces per floor, land already owned)	
Operating expenses	\$120,000/year
Borrow costs (7%)	\$210,000/year
Revenue	\$200,000 – \$300,000/year

(Note – Revenue from other on and off-street parking facilities would be needed to cover the shortfall if the multi-storey structure were to be constructed.)

If a multi-storey car park is considered without paid parking the operating expenses may be as low as \$30,000 for cleaning and enforcement, but revenue is zero. Annual costs are estimated to be \$390,000 per annum (i.e. approximately \$30,000 for operational costs, \$210,000 for interest and \$150,000 for principal payments). This figure equates to an approximate increase in rates of 4% for ratepayers if this option were to proceed. Other alternative rating or levy options could also be considered.

Whilst construction of a multi-storey car park is not currently feasible without the introduction of paid parking or other income levies, it must still be considered in future car park sustainability discussions. If future parking surveys show a need for additional parking this option should not be excluded from considerations.

11. Public Transport

11.1 *Bus Interchange*

During 2009, the public bus service between Burnie and Devonport linking with Ulverstone began operation. Ulverstone acts as the interchange between the two operators, Metro Tasmania and Phoenix Coaches. Prior to this arrangement, bus stops were located on both sides of King Edward Street between Reibey Street and Wongi Lane. For improved safety it is preferable to have the stops on one side of the road. In order to address this both stops were positioned on the eastern side of the road directly north of Wongi Lane.

The operators and owners of the Harris Scarfe outlet have expressed concerns about the lack of parking adjacent to the front of their store as a result of the change. The Council undertook to review the location of a bus interchange prior to making any decision on altering the current arrangement. Suggested interchange locations have included Patrick Street adjacent to the Civic Centre, Crescent Street near Woolworths, the Wharf Precinct and Wongi Lane. The Wongi Lane area has been agreed to have more merit than other suggestions, as it is central to both the business areas and the Visitor Information Centre.

Plans have been progressed and construction of the interchange layout has been included in the Council's 2014–2015 Capital Works Program, as a Strategic Project. Opportunities for additional funding from State and/or Federal grant opportunities for this project will continue to be pursued.

11.2 *Taxi Ranks*

There were two taxi ranks in Ulverstone, both with provision for two taxis. One rank was situated in Reibey Street, adjacent to Apex Park and the other was on the eastern side of King Edward Street, to the north of Reibey Street.

The taxi owner/operators approached the Council in regard to the siting of these ranks. The Reibey Street location due to its east–west alignment is subject to westerly winds and the slope of the ground is not conducive to use for the elderly or disabled. The location was also close to the intersection, and there have been issues with near misses when vehicles are turning north from Reibey Street into King Edward Street. There was also insufficient room for a taxi to manoeuvre out of the rank and into the right turn lane into King Edward Street.

It was considered that two separate ranks were not an effective way to operate the business as taxis work on a first car, first customer rule and they cannot see between ranks to determine who has priority for a fare.

Council officers discussed this with the taxi operators and considered several alternatives. The agreed outcome was for the rank in King Edward Street to be extended by two spaces. This location is level, has protection from the weather with nearby shop awnings and allows all vehicles to be in one area, making it more obvious for users where taxis are located. This arrangement has now been implemented.

There is currently one taxi rank/space in Penguin and anecdotal evidence suggests that this is sufficient for the needs of the town.

12. Car Park Safety and Connections

Major users of car parks are actually pedestrians as they travel to and from their vehicles.

It is recommended that as car parks are due for upgrade, reseal or major alterations, consideration is given to improvement for pedestrian safety. The Austroads guides have several examples of how to improve safety in car parking areas. The layout of car parks can be reviewed, particularly behind the buildings fronting the southern edge of Reibey Street on Carpark Lane. Layouts and traffic patterns can be rationalised to make access, movement and provision of spaces more efficient. This will improve amenity and safety in the car parks, particularly for vulnerable users such as disabled, elderly and children.

The amenity of through block connections (laneways and arcades) can also be improved, particularly from supermarket car parks to Reibey Street and side streets to also attract supermarket shoppers to CBD streets.

Many of the connection arcades are privately owned. It is recommended that where the laneways are of strategic significance for car parking and linkages with businesses, the Council liaise and negotiate with owners about improvements to enhance both the connection and the businesses.

13. Free/Pay Parking

The term free parking is a misnomer. Ratepayers, including businesses, fund parking facilities that are used by both ratepayers and non-ratepayers.

The principle of paid parking pushes cost for parking toward drivers who are using the facilities. In this way they pay for the cost of providing, operating, and maintaining the facilities they use. Those who do not drive or use the facility do not pay. It also provides a mechanism through scale of fees to ensure effective usage of parking areas, e.g. short-term and on-street higher than off-street.

From an environmental perspective free on-street parking encourages drivers to continue to circulate until a free space is found avoiding less convenient spaces. This in turn generates traffic movement, pollution, noise, congestion and wastes fuel. While free parking is available the take up and acceptance of public transport and use of other forms of transport such as walking and cycling, is less likely.

Additional revenue raised can be allocated back into parking facilities or related sustainable transport options as outlined in the UUDG.

Austrorads Guide to Traffic Management Part 11: Parking includes information on whether pay parking should be considered.

It suggests that parking studies are carried out to establish the justification of the pay parking proposal so that it is not seen as solely for the purpose of revenue raising.

Their criteria include:

- Where an insufficient turnover of parking spaces is identified resulting in illegal parking.
- Where a high demand is indicated by continuous usage of at least 70% of available parking spaces during business hours.
- Where studies reveal insufficient off-street parking facilities within reasonable walking distance from developments generating high short-term parking demand.

The surveys conducted for the creation of this Plan show parking within Central Coast meets these criteria.

Luxmoore Parking Consulting was engaged to investigate the feasibility of on-street and off-street pay parking for Ulverstone. Four decisions would need to be made by the Council to be able to fully determine the revenue estimate; being availability of nearby alternative free parking, fee structure, operating hours and level of enforcement. Preliminary figures based on no alternative free parking areas, and the level of fees and enforcement being similar to neighbouring councils suggest that revenue could potentially be as high as \$500,000 per annum. However, the cost of the provision of payment systems, their maintenance and increase in parking enforcement costs may well be in a similar order of magnitude.

A well-planned pay parking scheme should be attractively designed to enhance the streetscape and eliminate visual pollution, easy for the motorist to understand, simple to use, easy to enforce, cost-effective and adaptable to either small isolated areas or to larger areas involving more than one parking authority.

Properly planned implementation and usage of pay parking:

- Helps discourage long-term users from parking in areas restricted for short-term use and increased turnover in parking spaces.
- Ensures an accurate check on parking duration.
- Increases enforcement efficiency often resulting in a reduction in the number of officers required or greater monitoring coverage.
- Enables the opportunity to impose price controls based on the demand for kerb space.

Inadequate planning of pay parking schemes and inappropriate parking fee structures may result in strong public resentment, fee evasion, and meter feeding (exceeding the posted time limit by paying the fee again).

Payment systems for on-street parking include pay-and-display, meter/multi-bay parking and coupon parking.

Should a pay parking system ever be implemented it would need to be a phased in introduction. The recommendation would be street meters first to get better utilisation of the on-street areas. As vehicles would be requiring more off-street parking as a result it would also need to coincide with the creation and better utilisation of off-street parking areas.

In the present business climate there is little support for implementation of paid parking in Central Coast. Other funding options for parking sustainability and improvement must therefore be considered. Income stream options may include cash-in-lieu for development shortfall, a CBD parking rate for CBD business, a general rate increase, or reallocation of existing revenue sources into parking activities.

14. Parking Enforcement

The Council currently allocates \$40,000 per year to provide parking inspections and issue of infringement notices. This equates to approximately half of a full-time equivalent employee. The number of infringements issued per month averages 40 with a total annual “revenue” from these fines of approximately \$20,000.

Human nature is such that users avoid complying with parking regulations if they believe they have a reasonable chance of “getting away with it”. There is anecdotal evidence to suggest when parking in Ulverstone you may not be “caught” as there is generally only one enforcement officer.

Tyre marking systems are inefficient, particularly where several parking limits are within an area. Parking occupancy detection systems now exist and these are more efficient but costly to install. They can detect when a vehicle occupies a space and transmit the overstays to a nominated centre. Benefits of these systems are less exposure of officers to traffic, no marking tyres or bending, provide engineers with data about occupancy, and allow for monitoring of enforcement effectiveness.

The more effective a system is, the more turnover is improved, demand is managed better and selection of the number of staff required to regulate is easy to determine.

Efficient enforcement practices affect the parking demand. In order to achieve best utilisation of current parking spaces it is crucial that enforcement is efficiently carried out as this is the only means, without paid parking systems, to encourage users to park in accordance with the parking limits. This will be particularly important to ensure that the proposed changes to time limits to improve utilisation are obeyed.

Occupancy detection systems suited to Central Coast parking arrangements will be investigated.

15. Permit and Disability Parking

In December 2013 there were 1,282 disability permit holders within the Central Coast area. The Tasmanian average is 5.8% percent of the population are permit holders; Central Coast has 6.0 % indicating we are on average for our State.

Australian Disability Parking Permits are issued and regulated by the Department of Social Services.

There are national eligibility criteria and national minimum standards for disability parking concessions.

In the Australian Standards for Parking Facilities there are two distinct parts which apply:

- AS/NZS 2890.5–1993 Parking Facilities Part 5: On–street parking.
- AS/NZS 2890.6–1993 Parking Facilities Part 6: Off–street parking for people with disabilities.

These Standards generally include provisions for the technical specifications of space dimension and construction, not the number of spaces required. Whilst the number of required accessible car spaces is provided for New Zealand, the Standards do not include a provision for Australia, nor do they refer to on–street parking. The corresponding provision for Australia is given in the Building Code of Australia, which determines the required number of disability spaces for a development depending on the type of development, generally between one space for every 100 spaces for most businesses, one space for every 50 spaces for shops.

For a council its car parks service many types of business and development. An acceptable average figure of around one disability space for every 75 spaces would be a reasonable expectation for multiple user car parking of a public nature.

In the detailed off–street car park sections of this Plan the number of spaces has been considered in line with these Standards and proposed additional spaces recommended to meet or exceed these Standards.

For the Ulverstone CBD the current number of off–street parking disability spaces is 15, with an increase to 16 proposed as part of this Plan. This equates to an average of one space for every 61 spaces.

In addition to this, the Council also provides three on–street disability car parking spaces. If we add these spaces the provision of disability spaces will equate to one in 50 spaces.

For the Penguin CBD the current number of off–street parking disability spaces is one. This equates to an average of one space for every 90 spaces.

In addition to this it is proposed to provide an additional two on–street disability car parking spaces. This will increase the provision of disability spaces and will equate to one in 45 spaces.

16. Planning Scheme

16.1 Central Coast Interim Planning Scheme 2013 (Regional Planning Initiative)

Interim Planning Schemes came into effect across the Cradle Coast region on 19 October 2013.

The most relevant schedule to parking is Code E9 – Traffic Generating Use and Parking Code. The purpose of the Code is to ensure that use or development has adequate and suitably designed and constructed car parking.

Supply of parking is regulated by provisions in the Scheme for the particular development. The current Scheme does not differentiate between developments in the CBD where the land and transport issues are quite different, but does have provision to provide for Local Area Parking Schemes where developers may be exempt from the Code. Many existing buildings in the CBD have limited or no provision for on-street parking. Where this is the case it is difficult to apply the provisions of the Scheme and requirements are reduced or waived, or potentially the application could be refused. The Scheme does not currently make provision for shared parking arrangements. If parking is provided strictly in accordance with the Scheme there may be an oversupply of parking and development opportunities could be limited.

While each application needs to be assessed on merit, there should be a clear and consistent framework for applying the Scheme provisions and determining parking requirements, particularly in the CBD area.

A new Planning scheme is set to replace the 2013 Interim Scheme in 2016. It is recommended that this new scheme is considered prior to creation of Local Area Parking Schemes which can consider CBD parking requirements for developers.

16.2 Cash-in-lieu

The Central Coast Interim Planning Scheme 2013 does not make provision for cash-in-lieu of parking. To do this a Local Area Parking Scheme would need to be created and include provisions for guidance of planning decisions in relation to cash-in-lieu.

Cash-in-lieu schemes can be seen to be inequitable where one developer is charged for parking which cannot be provided on-site when many existing uses in the same locality do not provide any on-site parking. Generally the payment is expected prior to the development proceeding which may affect the viability of the development.

While the cash-in-lieu provision has been included in past Planning Schemes it has rarely been applied to any development.

As a new Planning scheme is set to replace the 2013 Interim Scheme in 2016, it is recommended that provisions of this new scheme are considered prior to further consideration of cash-in-lieu provisions.

17. Recommendations

Recommendations and proposed actions contained in this report include:

17.1 Improve utilisation of existing parking supply

Action:

- Reassess time zones to improve turnover of central parking areas and on-street parking and encourage all day parking to off-street car parks.
- Enforce restrictions.
- Education (publications, website, signage, tourist information, coaches/buses etc.).

17.2 Shared parking arrangements

(To provide long-term security of use by the public and control by the Council of privately owned car parks)

Action:

- Negotiate long-term lease of Coles/Furner's car park areas to ensure the existing 160 spaces are maintained and parking restrictions can be enforced.
- Investigate long-term shared arrangement with other private car park owners or land owners in strategic locations near the CBD.

17.3 Quadrant

Action:

- Rehabilitate the currently unmarked section of car park (i.e. East Quadrant).
- Allocate this to all day parking.

17.4 Safety

Action:

- Upgrade signage to car parks to current Australian Standards.
- Upgrade car park directional signage throughout the CBD.
- Upgrade car park lighting to current Australian Standards.
- Improve "openness".
- Off-street car parks be designated "Shared Zones".

17.5 Signage

Action:

- Create a visual signage theme.
- Upgrade signage to car parks.
- Upgrade directional signage.
- Upgrade internal car park signage.

17.6 Line marking

Action:

- Rationalise on-street parking bays by line marking existing bays in main areas.
- Introduce re-marking schedule for both on-street and off-street parking bays.

17.7 Pedestrian/cycling

Action:

- Pedestrian movements and safety should be the main priority with design/redesign.
- Ensure good and safe access to public transport.
- Consider improvements for cycling/walking by including facilities such as bicycle racks and priority for pedestrians by introducing “Shared Zones”.

17.8 Public and alternative transport options

Action:

- Construct a bus interchange at Wongi Lane to maximise convenience for visitors, cyclists and pedestrians. (subject to public transport improvement outcomes)
- Provide amenities to improve uptake of public transport, cycling, walking etc. to lessen burden on parking.
- Extend the existing two bay taxi rank in King Edward Street to four bays and remove taxi rank from Reibey Street. (Completed 2015.)
- Cycling facilities e.g. racks, covered storage and seating.
- Pathway improvements.
- Implement the actions from the Central Coast Cycling Strategy 2014–2019 to increase cycling usage.

17.9 Transport network

Action:

- Consider re-design of Reibey Street/Crescent Street intersection to clearly designate Crescent Street as the main arterial route and Reibey Street as a shopping zone.
- Increase use of public transport.
- Increase use of cycling/walking.

17.10 Permit parking

Action:

- Consider current and future locations for disability permit areas, both on-street and off-street.
- Upgrade existing disability spaces to current Standards.
- Consider other permit types, e.g. resident, business.

17.11 Improve large vehicle parking provision

(Buses, coaches, caravans, motorhomes)

Action:

- Consider current and future locations, both on-street and off-street.
- Implement Wongi Lane bus interchange arrangement. (Subject to public transport improvement outcomes.)
- Consider parking for Visitor Information Centre in Alexandra Road, Wharf Precinct and Museum area.

17.12 Fringe overspill

(e.g. Patrick Street, Hope Street)

Action:

- Continued monitoring of parking issues in these areas.
- Consider time limited on-street parking for affected areas.

17.13 Sustainability

Action:

- Consider possible alternative income/revenue sources.
 - Cash-in-lieu option (depending on Planning Scheme provisions).

- Viability of rates increase.
 - Reprioritisation of operational costs.
 - CBD Special Rate.
 - Pay parking options.
- Ensure Long-term Financial Plans continue to account for the provision of parking assets.
 - Create policy for Council provision of public parking spaces taking into account the risk of loss of existing private spaces.
 - Sell property at 4 Arnold Street, Penguin and invest proceeds into alternative area(s).

17.14 Planning Scheme

Action:

- Investigate provisions of the revised Planning Scheme 2016 in regard to cash-in-lieu for undersupply of parking.
- Investigate provisions of the revised Planning Scheme 2016 in regard to creation of Local Area Parking Plans.

17.15 Enforcement

Action:

- Reassess parking inspection levels/regime.
- Investigate more efficient overstay detection systems.

17.16 Future directions

In addition to the recommendations and proposed actions, the following actions are also proposed.

Action:

- Conduct occupancy surveys after the Furner's Carpark redevelopment is completed and users habits change to compensate. Reassess against initial surveys. At two year intervals update survey information and compare with initial findings to determine if utilisation improvement methods have been successful. Consider changes as appropriate. These surveys will also advise future direction and trends.
- Consider purchase of properties for increase in Council owned parking facilities when opportunity arises.
- Reconsider Main Road, Penguin on-street parking arrangement and include in LTFP.
- Reconsider provision of a multi-storey car park within three years or sooner as required.

18. Implementation Plan

Abbreviations:

Corporate & Community Services	CCS
Department of State Growth	DSG
Development & Regulatory Services	DRS
Engineering Services	ES

Plan section	Action	Timeframe	Project partners	Responsibility	KPIs	Financial implications
Improve utilisation of existing parking supply	▪ Implement time zone changes (staged)	2015–2017	DSG	ES		\$10,000
	▪ Education	2015–2017		CCS		\$2,000
	▪ Investigate occupancy detection systems	Ongoing		CCS		Nil
	▪ Enforce restrictions	Ongoing		CCS		\$40,000/yr
Shared parking arrangements	▪ Negotiate long-term lease of Coles/Furner's car park areas	2014–2016	Coles, Vantage Group	ES, CCS		\$TBD
	▪ Investigate shared arrangement with other private car park and land owners	2014–2016		ES, CCS		\$TBD

Plan section	Action	Timeframe	Project partners	Responsibility	KPIs	Financial implications
Quadrant	▪ Line mark unmade section (east)	2015–2016		ES		\$180,000
	▪ Construct currently unmade section of car park	2018–2019 (LTFP)				
Safety	▪ Upgrade lighting	2017–2018		ES		\$TBD
	▪ Improve “openness”	2017–2018		ES		\$TBD
	▪ Off-street car parks designated “Shared Zones”	2015–2016		ES		\$20,000
Signage	▪ Create a visual signage theme and develop parking master plans	2015–2016		ES		\$10,000
	▪ Upgrade signage to car parks	2015–2016		ES		\$50,000
	▪ Upgrade internal car park signage	2015–2016		ES		\$50,000
	▪ Upgrade way-finding signage	2016–2017		ES		\$50,000
Line marking	▪ Line mark existing on-street parking bays in main areas	2015–2016		ES		\$30,000
	▪ Introduce re-marking schedule for both on-street and off-street lines	2016–2017		ES		\$5,000/yr

Plan section	Action	Timeframe	Project partners	Responsibility	KPIs	Financial implications
Pedestrian/Cycling	▪ Pedestrian movements and safety should be the main priority with design/redesign	Ongoing		ES		Included in project costs
	▪ Ensure good and safe access to public transport	Ongoing		ES		Included in project costs
	▪ Consider improvements for cycling/walking	Ongoing		ES		Included in project costs
Public and alternative transport options	▪ Construct the Wongi Lane bus interchange (subject to coastal public transport improvement outcomes)	TBD	Bus operators/DSG	ES		\$320,000
	▪ Extend the taxi rank in King Edward Street to four bays and remove the taxi rank from Reibey Street	2014–2015 Completed	Taxi Operator	ES		\$2,000
	▪ Provide cycling and pedestrian facilities including bicycle racks, covered bicycle storage and seating	2015–2016 2017–2018		ES		\$10,000/yr

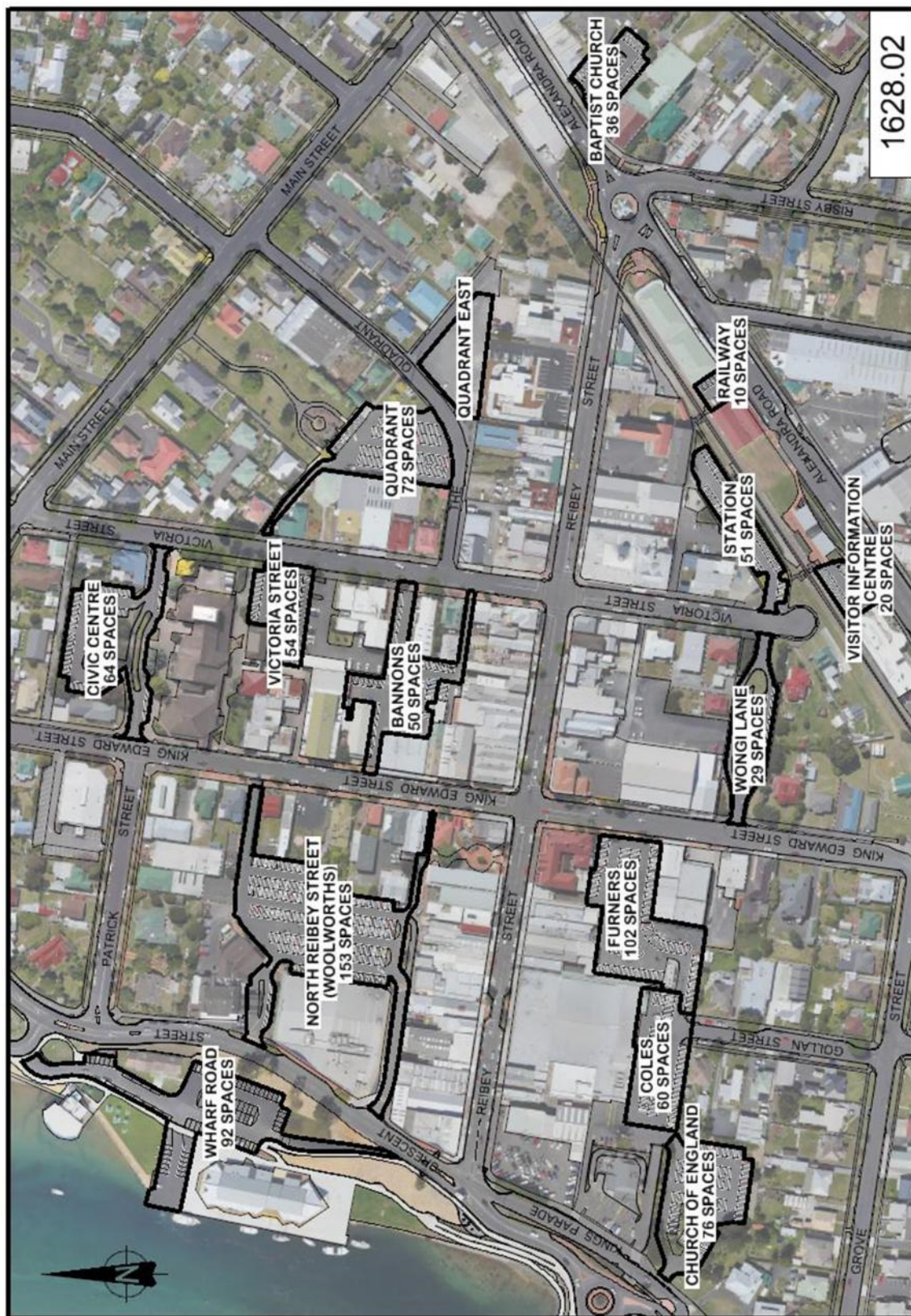
Plan section	Action	Timeframe	Project partners	Responsibility	KPIs	Financial implications
Transport network	<ul style="list-style-type: none"> Re-design Reibey Street and Crescent Street intersection 	2015–2016		ES		\$20,000
	<ul style="list-style-type: none"> Construct Reibey Street/Crescent Street Intersection 	2015–2017		ES		\$100,000
Permit parking	<ul style="list-style-type: none"> Consider current and future locations of disability permit areas 	2015–2016		ES		\$3,000
	<ul style="list-style-type: none"> Provide additional disability permit spaces 	2016–2017		ES		\$30,000
	<ul style="list-style-type: none"> Upgrade existing spaces to meet current Standards 	2015–2016 2017–2018		ES		\$50,000
	<ul style="list-style-type: none"> Consider other permit systems, e.g., business, residential near fringes 	2016–2017		ES/CCS		\$2,000
Improve large vehicle parking provision (Buses, coaches, caravans, motorhomes)	<ul style="list-style-type: none"> Consider current and future locations of areas for larger vehicles, particularly for Visitor Information Centres (Ulverstone and Penguin), Museum and Wharf Precincts 	2015–2016		ES/CCS		\$2,000

Plan section	Action	Timeframe	Project partners	Responsibility	KPIs	Financial implications
<i>...continued</i>	<ul style="list-style-type: none"> Implement provisions for larger vehicles (if recommended) 	2016–2017		ES		\$5,000
Fringe overspill	<ul style="list-style-type: none"> Monitor effect of utilisation changes 	2015–2017		CCS/ES		Nil
	<ul style="list-style-type: none"> Consider time limited on–street parking and permit systems 	If required		CCS/ES		\$5000
Sustainability	<ul style="list-style-type: none"> Ensure Long–term Financial Plans account for the provision of parking assets and outcomes of this Parking Plan 	Ongoing		ES/CCS		Nil
	<ul style="list-style-type: none"> Sell property at 4 Arnold Street 	2015–2016		ES		\$TBD
Planning Scheme	<ul style="list-style-type: none"> Create Local Area Parking Schemes 	2016–2017		DRS		\$TBD
Future directions	<ul style="list-style-type: none"> Conduct occupancy surveys 	2015–2016, biannual		ES		\$5,000
	<ul style="list-style-type: none"> Reconsider Main Road, Penguin parking arrangement and include in LTFP 			ES		

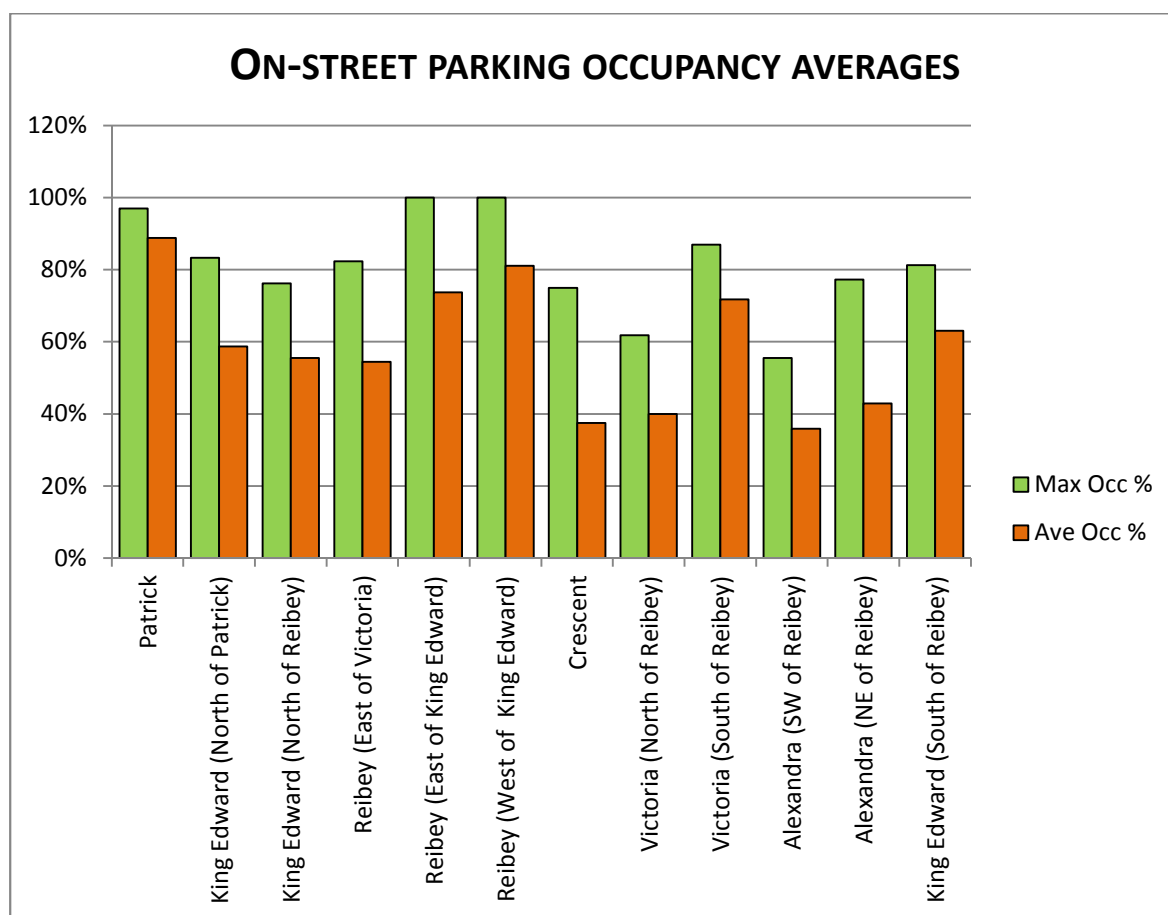
Plan section	Action	Timeframe	Project partners	Responsibility	KPIs	Financial implications
<i>...continued</i>	<ul style="list-style-type: none"> Purchase properties for increase in Council owned parking facilities as required 			ES/CCS		\$TBD
	<ul style="list-style-type: none"> Reconsider multi-storey car park as required 			ES/CCS		
	<ul style="list-style-type: none"> Plan review 	October 2018		ES		Nil

Appendices

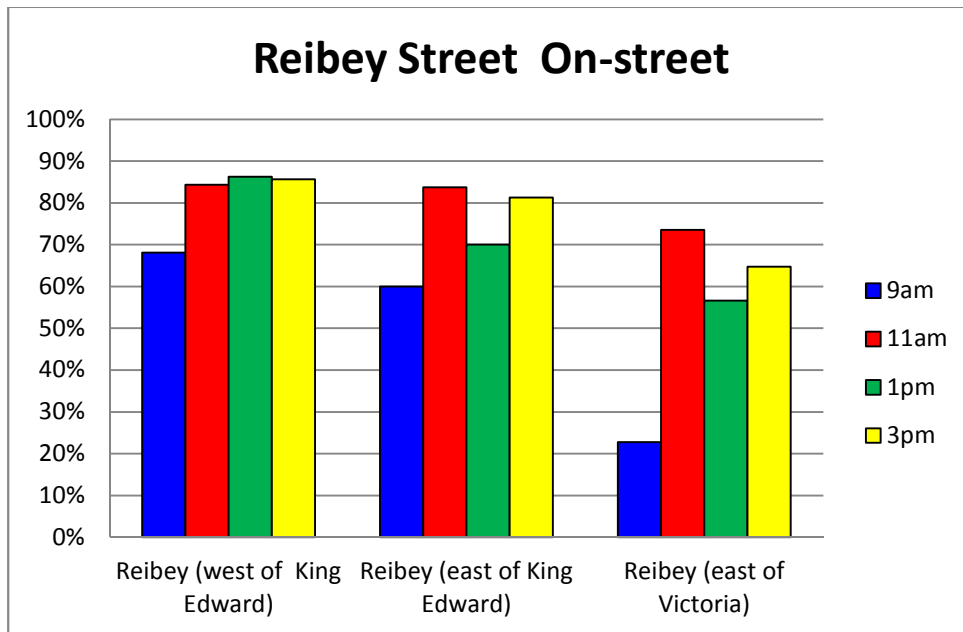
Appendix 1 – Ulverstone car parking areas



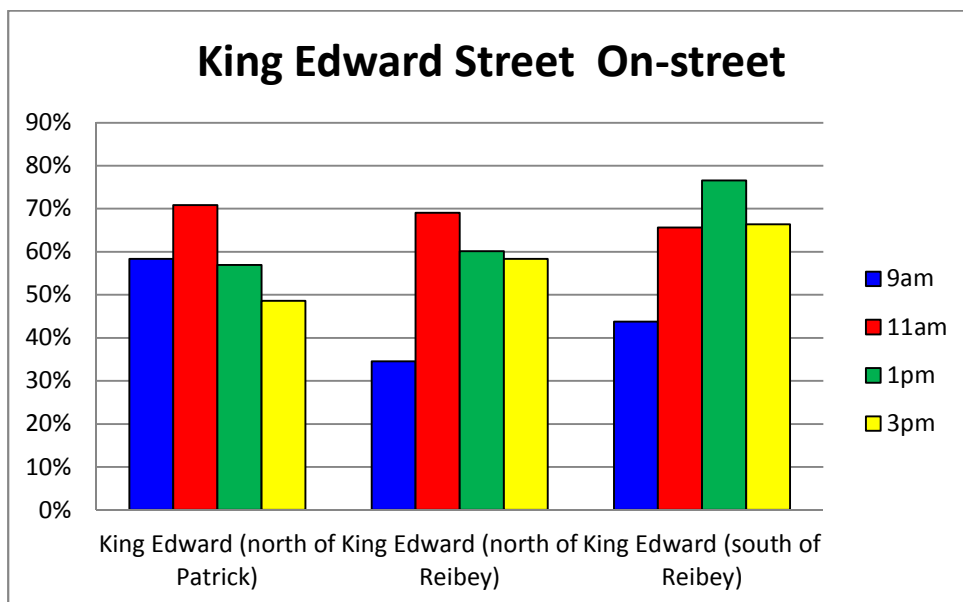
Appendix 2 – Ulverstone, On-street parking occupancy



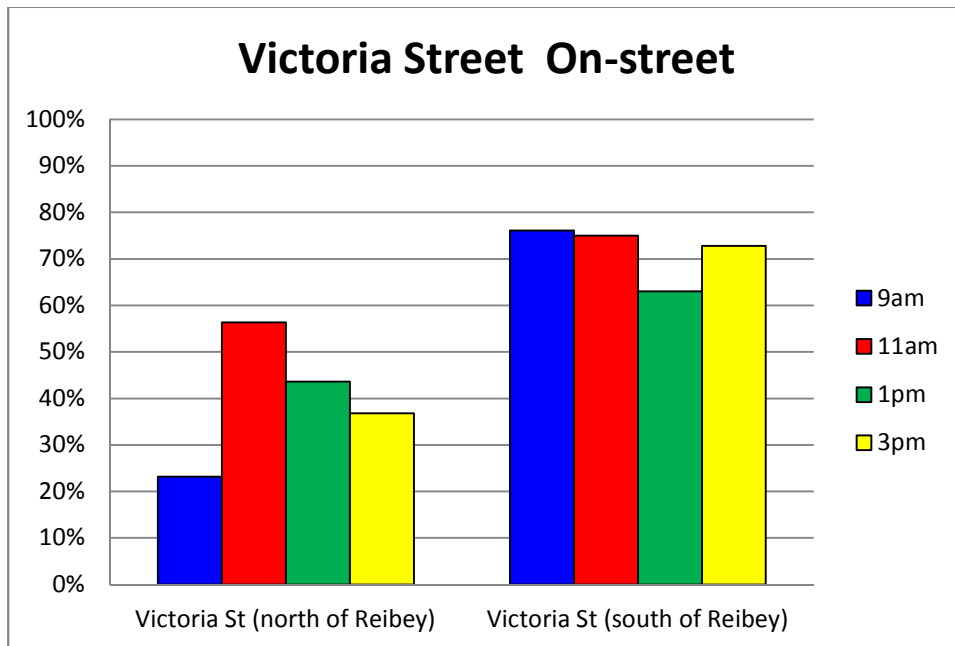
Reibey Street – 94 spaces



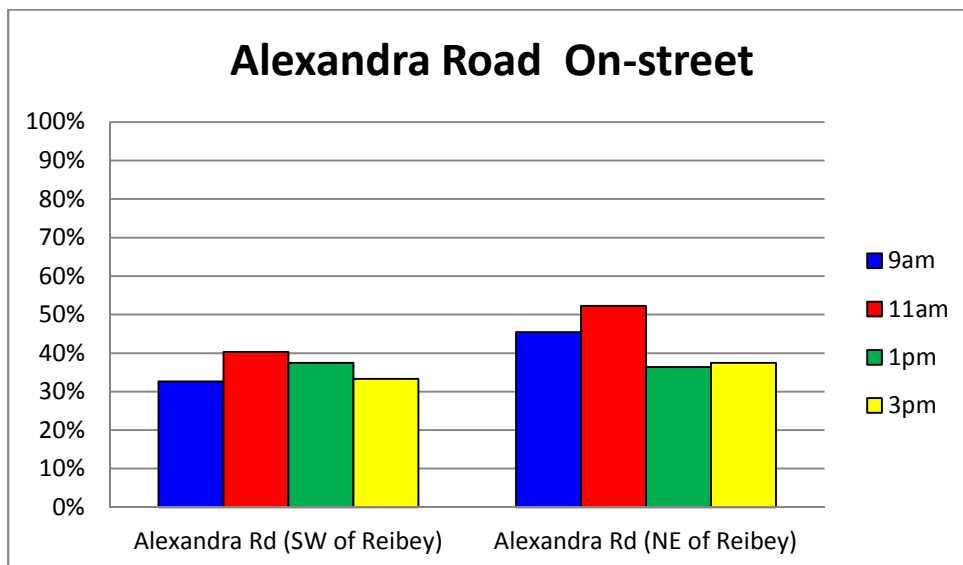
King Edward Street – 60 Spaces



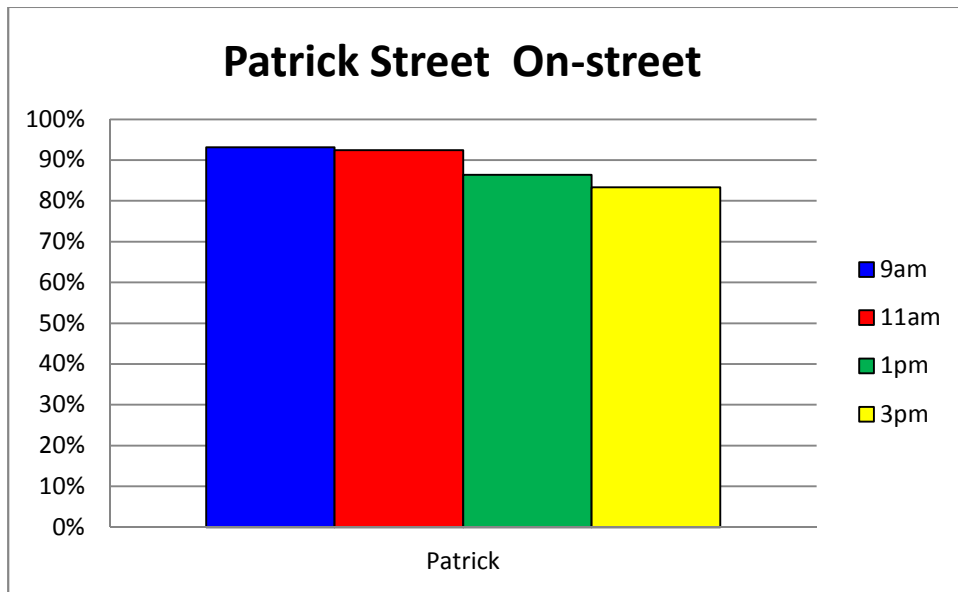
Victoria Street – 78 Spaces



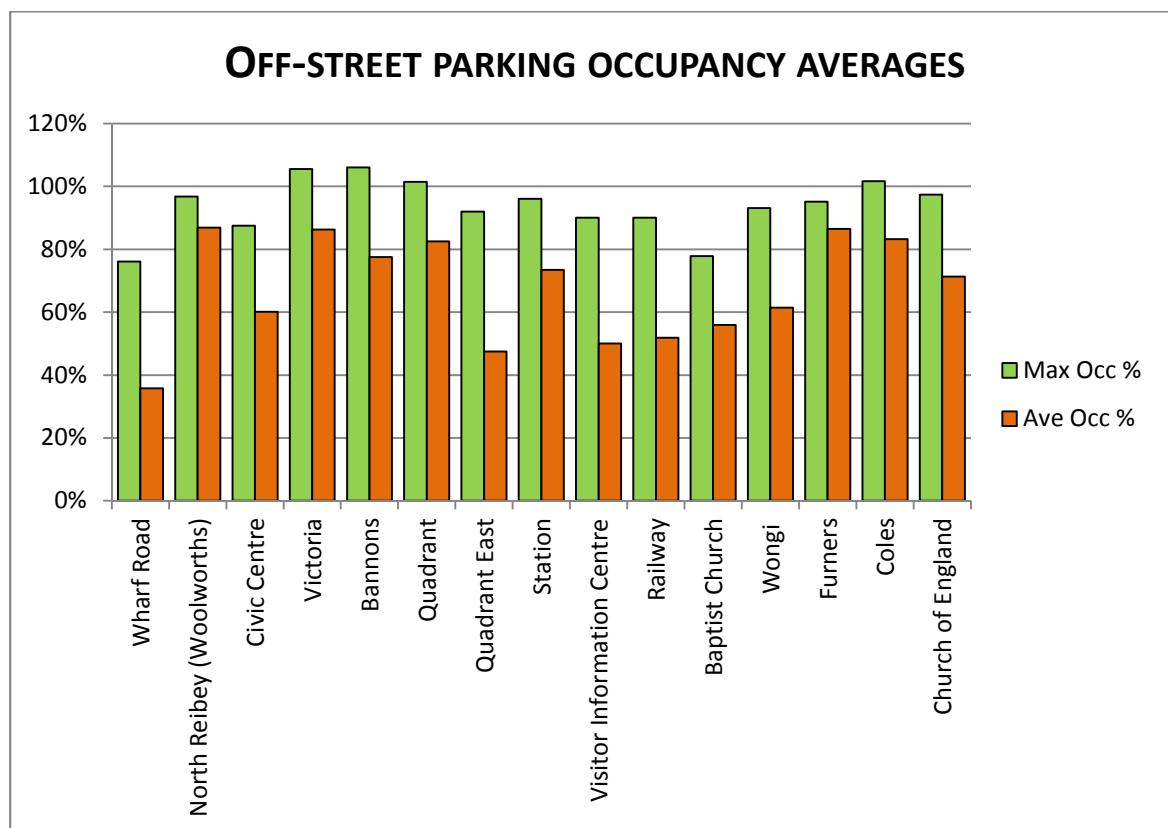
Alexandra Road – 58 Spaces



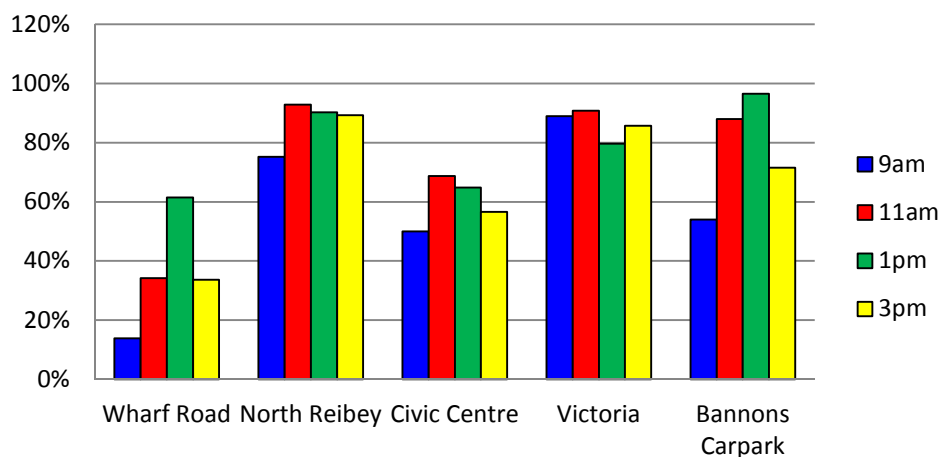
Patrick Street – 33 Spaces



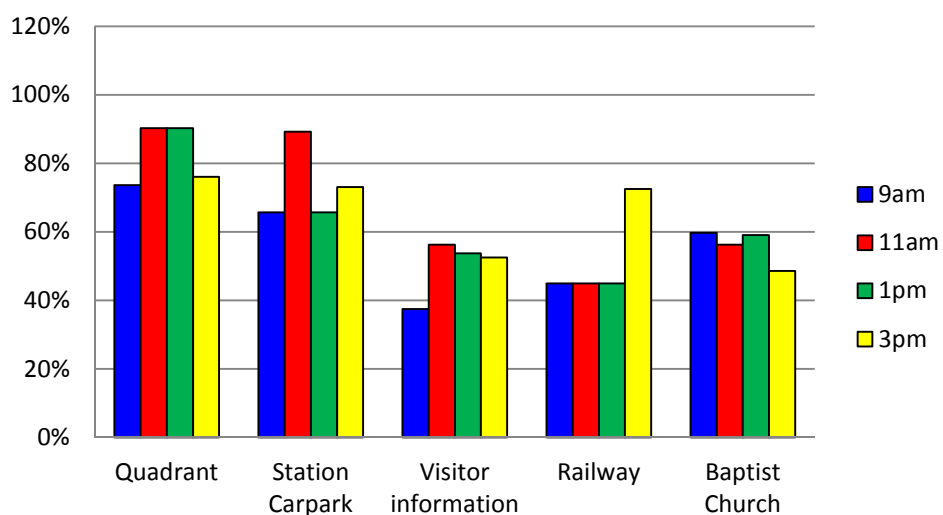
Appendix 3 – Ulverstone, Off-street parking occupancy



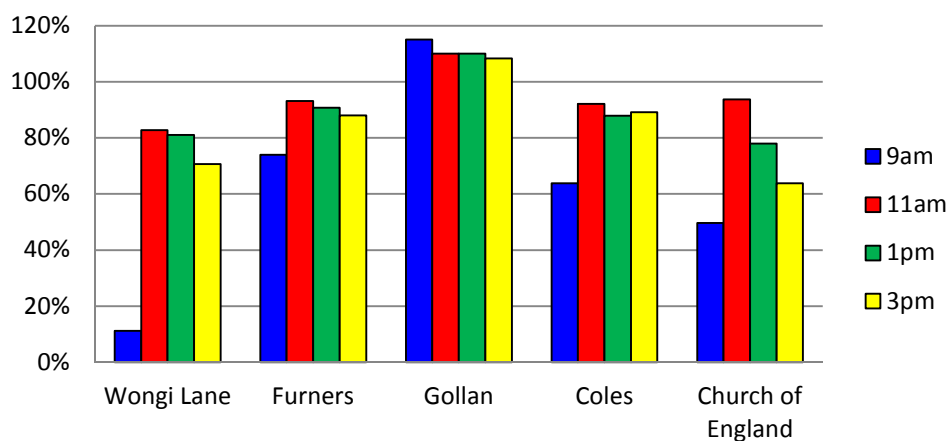
Off-street occupancy - Chart 1



Off-street occupancy - Chart 2



Off-street occupancy - Chart 3



Appendix 4 – Ulverstone, parking duration and compliance

Summary - Length of stay (duration)

On-street parking

	Description	Owner	Restriction	Spaces	Daily 0-2 hrs	Daily 2-4 hrs	Daily 4-6 hrs	Daily >6 hrs	Total	Overstay >2 hr
1-2	Patrick Street	St	All day	33	11	6	7	19	42	0.0
1-4	King Edward Street (North of Patrick)	St	All day	18	6	2	3	6	16	0.0
2-1	King Edward Street (north of Reibey)	St	1/2P	42	141	3	1	0	145	4.0
2-2	Reibey Street (east of Victoria)	St	1/2P	34	99	5	1	0	105	6.3
2-3	Reibey Street (east of King Edward)	St	1/2P	20	91	2	0	0	93	2.0
2-4	Reibey Street (west of King Edward)	St	1/2P	40	207	3	0	0	210	3.5
2-5	Crescent Street	St	1/2P	8	20	0	0	0	20	0.0
3-2	Victoria Street (north of Reibey St)	St	All day	55	65	3	2	3	73	0.0
3-5	Victoria Street (south of Reibey St)	St	1/2P	23	61	2	1	0	63	2.3
3-8	Alexandra Road (south-west of Reibey)	St	1P	36	42	3	1	0	46	4.0
3-10	Alexandra Road (north-east of Reibey)	St	1P	22	31	2	1	0	34	2.8
4-2	King Edward Street (south of Reibey)	St	1P	32	62	2	3	2	68	6.3
4-4	Gollan Street	St	All day	15	14	4	5	8	30	0.0
					849	35	25	38	946	31.0

Summary - Length of stay (duration)

Off-street parking

	Description	Owner	Restriction	Spaces	Daily 0-2 hrs	Daily 2-4 hrs	Daily 4-6 hrs	Daily >6 hrs	Total	Overstay >2 hr
1-3	North Reibey Car Park (Woolworths)	Council	2P	153	441.5	30.75	5.75	2.75	481	39.25
3-1	Bannons Car Park	Council	2P	50	87.25	12.75	6.75	5.5	112	25
4-1	Wongi Lane Car Park	Council	2P	29	63.5	3.5	0.25	0	67	3.75
				232	592.25	47	12.75	8.25	660.25	68
1-1	Wharf Road Car Park	Council	All day	92	68.75	14.25	5.5	4.5	93	
1-5	Civic Centre Car Park	Council	All day	64	36.5	17.5	7.75	14.75	77	
1-6	Victoria Street Car Park	Council	All day	54	17.25	8.25	13.5	28	67	
3-3	Quadrant Car Park	Council	All day	72	39.5	15	19	27.75	101	
3-4	Quadrant East Car Park	Council	All day	25	16.75	3.25	2.75	4	27	
3-6	Station Car Park	Council	All day	51	43	8.75	9.75	15	77	
3-7	Visitor information Car Park	Council	All day	20	9.5	2.25	2	5	19	
3-9	Railway Car Park	Council	All day	10	16.25	0.25	0	1	18	
3-11	Baptist Church Car Park	Lease	All day	36	16.75	11.5	5.25	6.25	40	
4-6	Church of England Car Park	Lease	All day	76	63.75	15	13	21	113	
				500	328	96	78.5	127.25	629.75	
4-5	Coles Car Park	Private	2P	60	138	10.5	5.75	5.25	160	21.5
4-3	Furners Car Park	Private	All day	102	156.75	19.25	16.75	26.75	220	

Non-Compliance Summary

On Street Parking

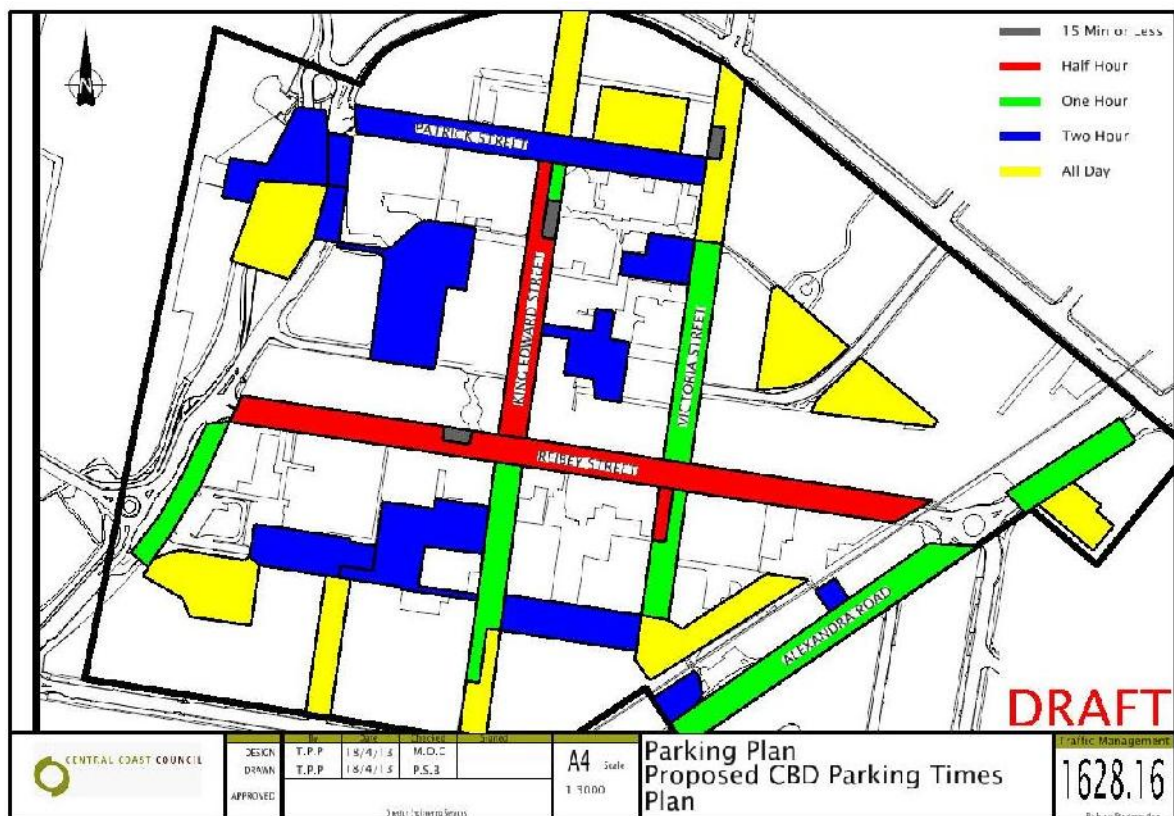
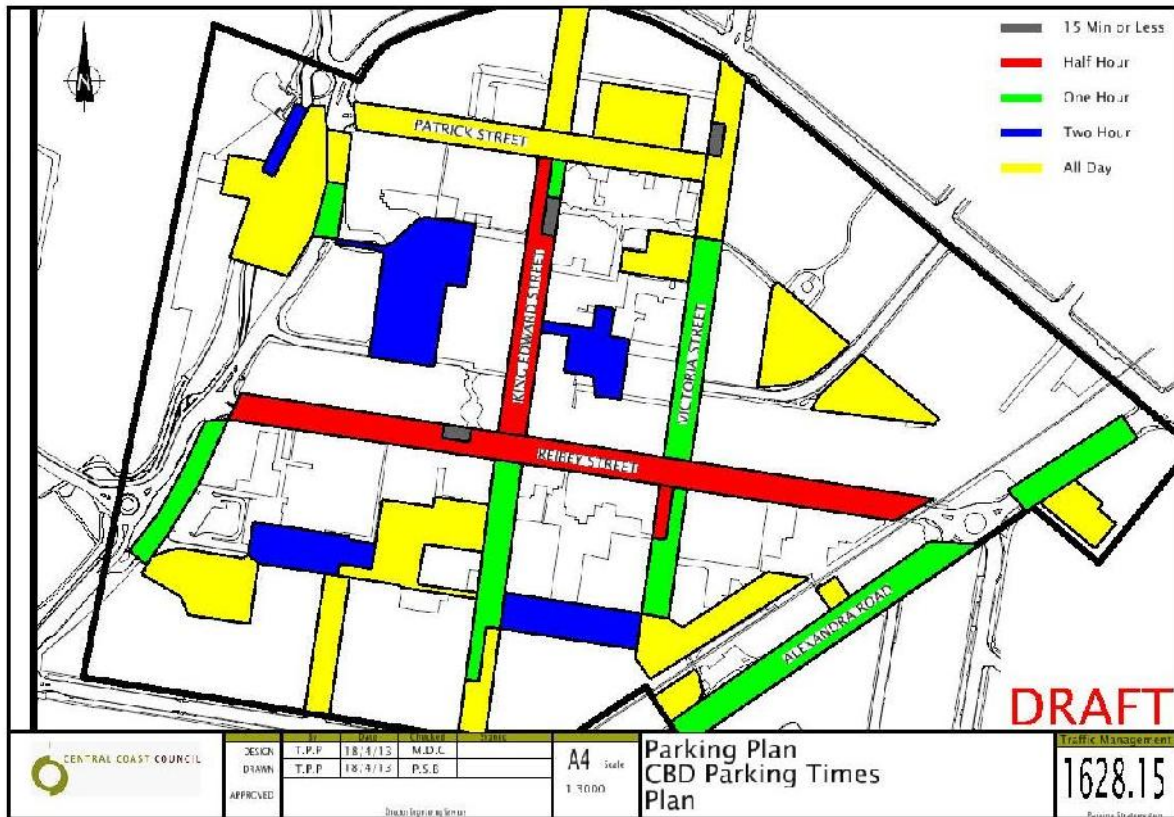
Restriction		Spaces	Total	> 1hr	% Over
1/2 P		144	574	65	11.4%
1P		90	148	13	8.8%
		234	722	78	10.8%

Non-Compliance Summary

Off Street Car Parks

Restriction		Spaces	Total	> 2hr	% Over
2P	Council, enforced	232	592	68	11.5%
2P	Private, not enforced (Coles area)	60	138	22	15.6%
		292	730.25	90	12.3%

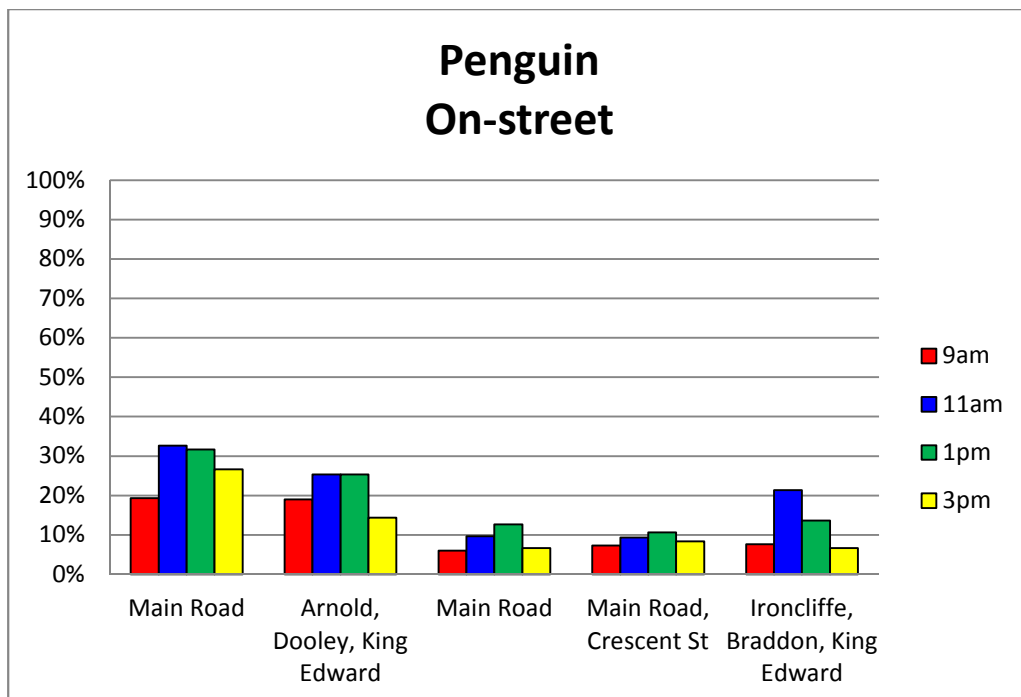
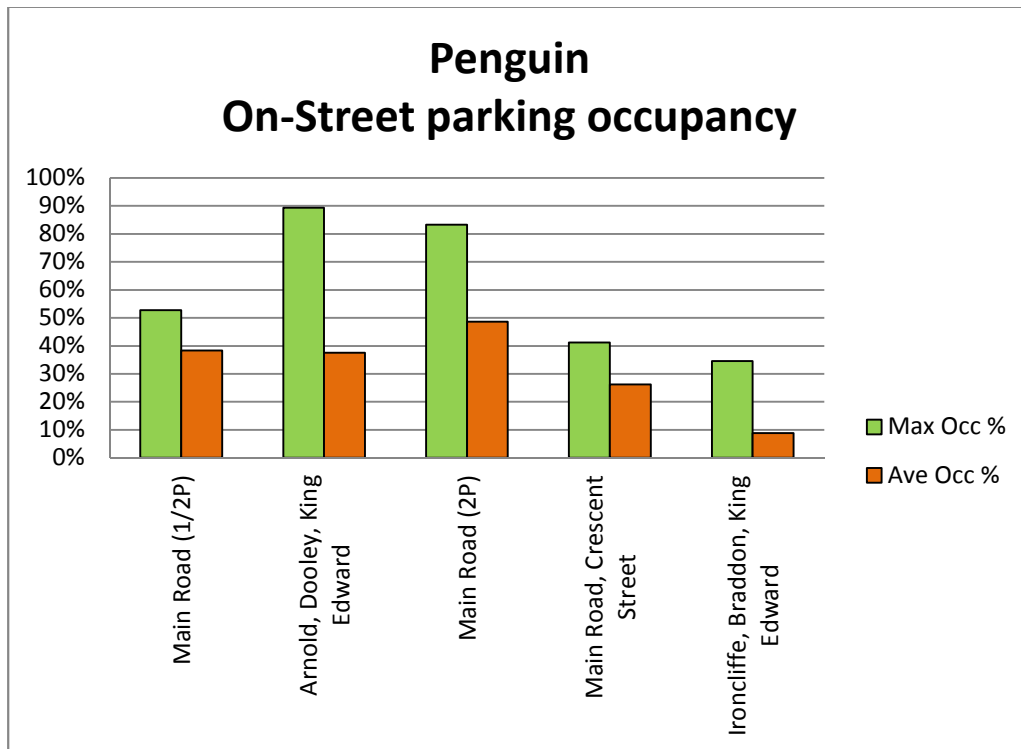
Appendix 5 – Ulverstone, Time zones



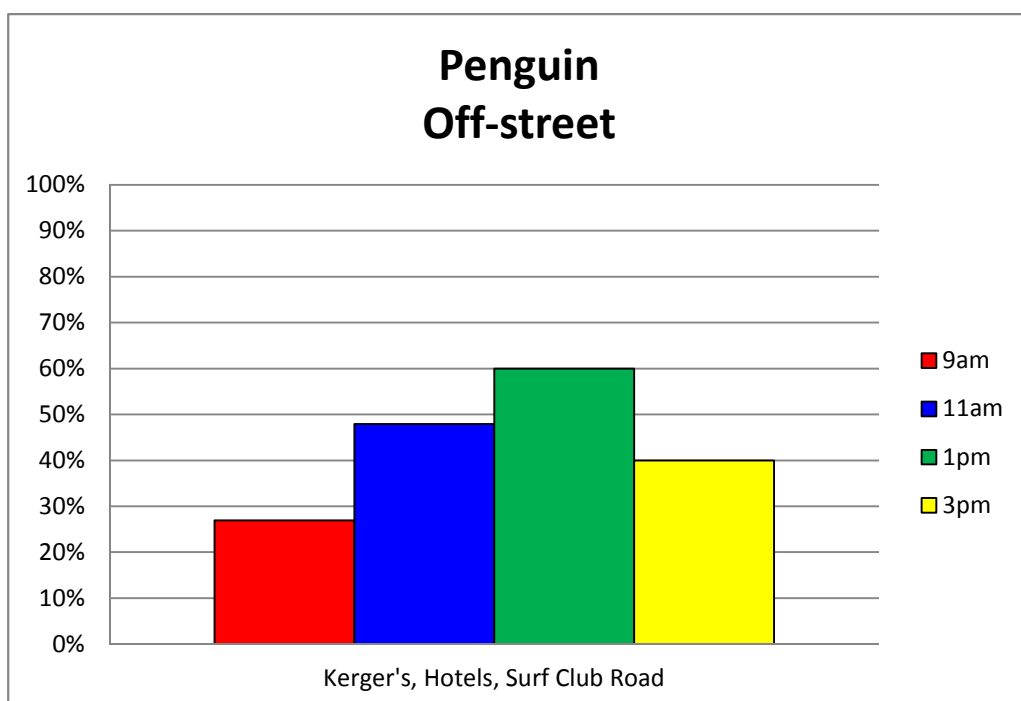
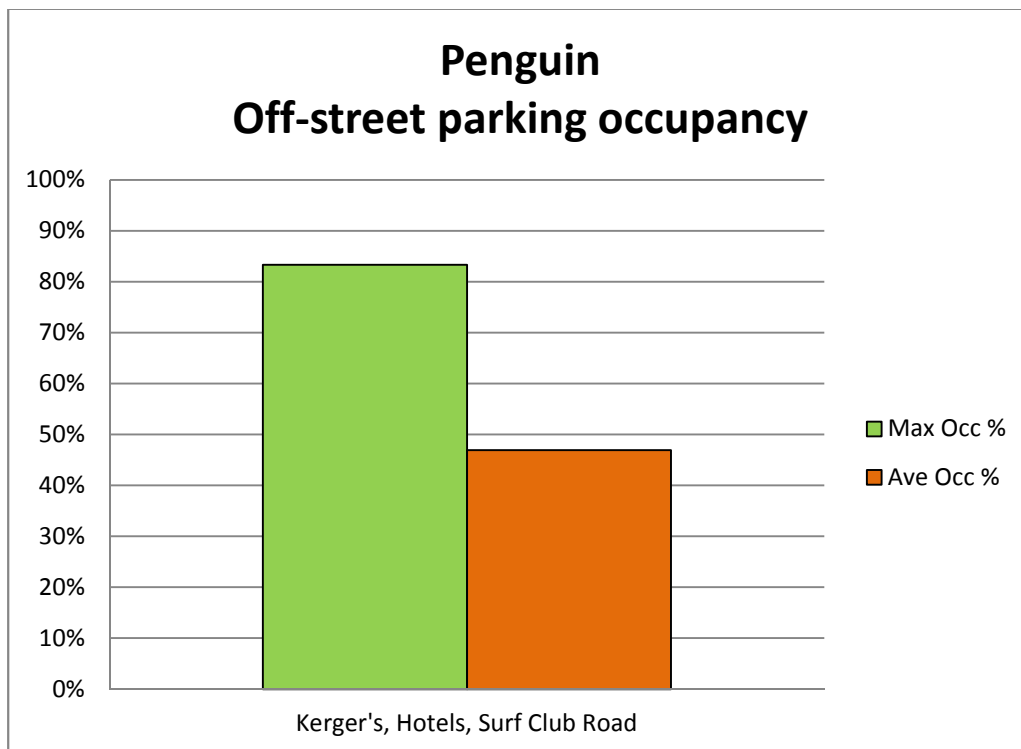
Appendix 6 – Penguin car parking areas



Appendix 7 – Penguin, On-street parking occupancy



Appendix 8 – Penguin, Off-street parking occupancy



Appendix 9 – Penguin, parking duration and compliance

On Street Parking

	Description	Owner	Restriction	Spaces	Daily 0-2 hrs	Daily 2-4 hrs	Daily 4-6 hrs	Daily >6 hrs	Total	Overstay > 2 hr
1	Main Road	St	1/2 P	72	102	4	0	0	106	4.0
2	Arnold, Dooley, King Edward	St	2P	56	23	8	6	6	44	21.0
3	Main Road	St	2P	18	29	1	1	0	32	2.3
5	Main Road, Crescent St	St	All Day	34	27	3	0	1	30	
6	Ironcliffe, Braddon, King Edward	St	All Day	139	32	2	4	0	39	
					213	18	11	8	250	27.3

Off Street Parking

	Description	Owner	Restriction	Spaces	Daily 0-2 hrs	Daily 2-4 hrs	Daily 4-6 hrs	Daily >6 hrs	Total	Overstay > 2 hr
4	Kerger's, Hotels, Surf Club Road	Council, Private	All Day	90	65	15	12	10	102	36.3
					65	15	12	10	102	36.3

References

Central Coast Council Parking Strategy Feasibility Studies – December 2011
Luxmoore Parking Consulting

Central Coast Council Parking Strategy Feasibility Studies Addendum – March 2012
Luxmoore Parking Consulting

Ulverstone Central Business District Car Parking Study Survey Report – March 2013
Luxmoore Parking and Safety

Austroads

Penguin Community Plan – December 2006

Ulverstone Community Plan – May 2007

Central Coast Strategic Plan – 2004–2009

Central Coast Strategic Plan – 2014–2024

Urban Design Guidelines for Ulverstone CBD (UUDG) – June 2009 GHD

Ulverstone Traffic and Parking Study – January 2009 GHD

Penguin Urban Design Guidelines (PUDG) – June 2008 Parsons Brinckerhoff

Penguin Urban Design Guidelines, Traffic and Transport Study – May 2008
Parsons Brinckerhoff

Central Coast Interim Planning Scheme 2013 (as amended)

Guide to Traffic Management Part 11: Parking – Austroads 2008

AS/NZS 2890 Parking Facilities

Building Code of Australia