QPRC

QUEANBEYAN
Car Parking Strategy
2018–2028


KiTuP!
Creamy Candles

Contents

Car parking in Queanbeyan's Morisset St.

Foreword

Council considered a draft Queanbeyan Car Parking Strategy at its meeting on 22 November 2017, resolving to defer its exhibition for community comment until it could be viewed in the context of the revision of the Queanbeyan CBD Masterplan. Retitled the 'Queanbeyan CBD Spatial Business Plan', the revised plan draws on the 2009 Masterplan, the 2017 CBD Transformation Strategy and Digital Economy and Smart Communities Strategy. Council has considered reports in the past year on the CBD transformation, most recently on the six stages of works proposed over the next decade. Those works comprise car parking, laneway connectors, public domain, cycle and pedestrian links and installation of smart city infrastructure such as CBD wifi, cctv, lighting, and parking, and electric vehicle charging.

Council resolved in part at that November 2017 meeting to:

- include 'smart parking' principles and infrastructure in the design of redeveloped car parks.
- include the smart parking and construction estimates of those car parks in revised development contribution plans and voluntary planning agreements, and car space leasing agreements.
- consider in the revision of the Car Parking DCP, options to share car spaces for different uses outside core hours, mechanisms to free up high turnover public car spaces, and reduction of car space requirements for expansion of current developed uses or residential apartments close to public transport nodes
- consider commissioning reports on the:
  - feasibility of aggregating car spaces into Morisset and Crawford car parks and subsequent offsets on demand for new commercial space/year
  - impact of higher or lower s94 contributions in different development types
  - impact of more timed parking on patronage and business
  - likelihood of employees utilising untimed car parks on CBD perimeter

Since then, Council has also decided in March 2018 to commence a smart parking trial in the Morisset car park, installing smart parking and electroboards to guide the public to available car spaces in the Queanbeyan CBD, and to improve turnover of car spaces by increasing the surveillance of CBD car parks to ensure timed car spaces are not over-stayed.

Then, in considering the staging of the CBD transformation, Council also resolved at its May 2018 meeting to retain more at-grade car spaces at the Lowe car park and to seek expressions of interest, at the appropriate time, to construct and operate a multistorey parking facility in Morisset car park.

Executive Summary

Queanbeyan has a mix of on-street and off-street parking to support business, community and recreational purposes. A single car space may be used several times – either as a timed high-turnover space in premium locations; or as a retail/commercial use during business hours, then a recreational or entertainment use out of hours. Off-street car parks are provided by Council and the private sector – the larger examples surround supermarkets and malls. A survey has indicated though, the total off-street car spaces provided by the private sector are less than would be assessed under modern car parking codes. Yet the 2009 CBD Masterplan found the demand did not exceed supply. That's not unusual, as the city has been shaped over many years when car parking was not required, or concessions on parking may have been granted over other years to incentivise development and investment in the city.

The advent of Smart Cities, the ambitions of the CBD Transformation Strategy and the expectations of the Integrated Transport Strategy may change the traditional approach to provision and management of car parking. Much traffic congestion is subject to motorists circling the CBD seeking a car space for work or patronage in the lifestyle or retail precinct for example. With the introduction of wayfinding and parking apps and smart parking infrastructure, finding (by the motorist) and managing (by the Council) car spaces will become more efficient. Park and ride facilities, public transport to the CBD and untimed parking at car parks on the perimeter of the CBD, should give certainty to access of car spaces for employees and commuters, and improves the movement through the CBD.

That, in turn, relieves pressure on timed car parks, so they may be utilised by shoppers and patrons – who tend to use those spaces by no more than 3 hours, and wish to access and walk to retail shops and cafes.

And then, if some car parks were recycled into public domain such as green corridors and civic plazas; and those spaces were connected to other green spaces such as parks and the river by laneways to and through those car parks – the movement of people past business in different hours during the day and night, may activate different trading hours and patronage levels. Slowing down the signposted speeds in the CBD to 40kph encourages high pedestrian activity areas (HPAA) improving safe pedestrian percolation between car parks, across streets and into business or place of employment. Preliminary findings from the 2018 Business and Retail Needs Survey has supported that notion.

The Queanbeyan Car Parking Strategy draws on recent plans to activate the CBD, and take advantage of the current economic climate by accessing grants and low interest loans to recycle and aggregate parking infrastructure. The key principles of the Plan (p21) are:

- Be a point of difference – country living/city benefits
- People access, not parking supply, drives business activity
- Prioritise short stay, high turnover parking over long stay, low turnover parking
- Parking must be smart and support overarching transport objectives

The key proposals (p23) are:

- Multistorey timed car parks in the Morisset and Crawford car parks
- Private basement timed parking associated with site redevelopments at Lowe and Rutledge car parks
- Utilising existing reserves car parking or new release areas as sites for park and ride untimed car park facilities
- Progressively extending smart parking infrastructure and wayfinding apps into the timed CBD car parks

The NSW Government recognises Queanbeyan as a regional city under the 'hub and spoke' approach to its Regional Transport Strategy. Integration of public domain and connecting to alternate and public transport links is supported. The opportunity to borrow in a low-interest fixed term environment with a government appetite to support transformation and infrastructure initiatives by grant, should not be overlooked.

The Queanbeyan CBD Transformation Strategy promoted the attraction of new residents and workers into the CBD as a key driver of economic activity. To assist that ambition, amendments may be needed to planning policies to incentivise those private investments. In addition, the rethinking and resurfacing of Monaro Street and reduction of speed limits to improve pedestrian movements in the CBD following construction of the Ellerton Drive Extension, is expected to increase the amenity of the CBD to workers and residents, and in turn patronage to CBD retail and service providers. The permeability of pedestrians between blocks and through corridors connecting green spaces and car parks, should also improve and subsequently increase the economic and recreational activation of the CBD.

Converting car parks into public domain, provides the opportunity for Monaro Street properties to open up a second frontage, potentially convert one building into two tenancies, and assist activating the CBD with a fresh mix of business.

To get those residents, workers and patrons into the CBD requires well-considered road and other (eg cycle, public transport) links into the centre being explored in the Integrated Transport Strategy, supported by an ease in identifying vehicle and bicycle parking and storage with smart parking technology. It also requires new residential and commercial developments providing appropriate car spaces on site, or aggregating by their development contributions into the decked or basement car parks proposed in the Car Parking Strategy.

The Strategy proposes to utilise a mix of debt, grants, development contributions and agreements, and property leasing (p26) to fund the redevelopment of some CBD car parks into secure, smart undercover parking and in other cases, convert part of the car parks into public domain or corridors connecting the CBD green spaces. The estimates of those works will be published in the Financial Plan and Development Contributions Plan.

Free timed and untimed public car parking continues to be supported in this Strategy.

The increased remote surveillance of timed car parks should be preceded by an education program, as the visual presence of parking rangers will reduce, and monitoring (and infringements) of overstay in timed car spaces will occur remotely using smart parking technology.

When the Ellerton Drive Extension is constructed, and motorist behaviours and counts entering the CBD are established, a review of car parking turnover of timed and untimed spaces should be undertaken.

The Queanbeyan River is the focal point of the CBD.

Introduction

The Queanbeyan Car Parking Strategy 2018–2028 sets out a series of principles and opportunities for parking in the city and CBD. These findings broadly align with previous studies, including the 2009 CBD Masterplan, 2015 Cinema and Car Parking Strategy and 2017 QCBD Transformation Strategy. The draft Integrated Transport Strategy will also influence the final thinking on the Car Parking Strategy. The emphasis for the future of parking in QCBD should be to better utilise existing supply through applying a demand management approach while increasing public transport patronage; and repurpose car parking assets for public domain and commercial purposes, in line with the principles of the 2016 Property Strategy and the 2017 QCBD Transformation Strategy.

Figure 1 illustrates the CBD Council and private off-street Parking Areas.

Figure 1

Goals

The Queanbeyan Car Parking Strategy draws on and synthesises the ambitions of several previous strategies and plans:

> 2009 CBD Masterplan

> 2015 Cinema and Car Parking Strategy

> 2017 QCBD Transformation Strategy

Their common goals form the basis of this updated Car Parking Strategy:

1. Provide an appropriate level of supply for both short and long stay parking; ideally within 400 metres of the CBD centre
2. Ensure off-street parking is concealed via active frontages, sub-grade, roof or higher level parking, in new or site redevelopments
3. Improve legibility for road users and pedestrians, weather protection, direct and convenient pedestrian linkages and overall appearance
4. Rationalise major entry and exit points to car parks.
5. Utilise public off-street car parking for park and ride and complementary retail or community uses
6. Utilise a single car space twice through business and out of hours uses

Background

A number of off-street car spaces are provided by Council and private interests to support business and community activity. The 2012 Queanbeyan DCP outlines the rates of car spaces required per m² of CBD development, and the contribution rates for spaces unable to be provided on site for developments (Extract: Attachment 1).

The table to the right calculates the theoretical total car parking required for each floor type based on Table 1 of clause 2.2.6 of Queanbeyan Development Control Plan 2012.

The Tables below summarise current supply and demand. Attachment 2 tabulates the public and private car spaces by Areas 1–9.

Public Administration Building	1 car park space per 100 m² Office Space
Commercial premises	within the CBD – 1 car park space per 60 m² of GFA
Retail (Shop)	within the CBD – 1 car park space per 60 m² of GFA
Retail (other)	within the CBD – 1 car park space per 20 m² of GFA (if total area>1,000m²)

Table 1: Current car spaces current – off-street

	Council	Timed	Untimed	Disabled	Turnover %	Overstay %	PIN pa
Grade	1,084	384	700	35	NA	NA	320
Basement/undercroft	0						
Deck/Multistorey	0						

Table 2: Retail and commercial floor plate – supply (actual) v demand (car parking code)

	Public			Council spaces	Private				Cont'n
	Floorplate m²	Code	Actual:	Actual: Grade	Floorplate m²	Code	Actual: Grade	Actual: Basement	s94 $/space
Public	39,569	416	160	1,183					
Commercial					57,820	964	360		$10,490
Retail					85,510	3256	975	120	
TOTAL	**39,569**	**416**	**160**	**1,183**	**143,330**	**4220**	**1,335**	**120**	
Difference				**+927**				**-2,765**	

Table 3: Modelled CBD Vehicle Movements – pre and post EDE (*2018 estimate*)

	Monaro	Crawford	Lowe	Rutledge	Morisset
Pre-EDE	23,000	11,735	7,760	9,435	8,445
Post-EDE	19,600	8,925	7,590	6,855	8,915

Figure 2 illustrates the location of council and private car parks in QCBD and the number of spaces available. The table below summarises the council off-street car spaces.

Table 4

Area		TOTAL	Untimed	Timed					Designated parking		
				15m	1hr	2hr	3hr	Disabled	Motor bikes	Long Veh. >6m	Other users
1	Erin Street	**85**	65		20						
11	Aquatic Centre	**77**	53			21		3			5
4	Collett Street	**260**	246					14	12		
2	Crawford Street	**149**	149								
5	Morisset Street	**212**	22	5	38	98	40	10	4	3	4
8	Lowe Street	**172**	52	5			108	7			5
9	Rutledge Street	**185**	184					1			14
7	Farrer Place	**21**			19			2		2	5
10	Show ground	**22**	22								
	TOTAL	**1183**									

Figure 2

Council rangers regularly patrol public off-street car parks in Council and private ownership under public parking agreements, two-three times a week. A small number of infringements are issued (eg 160 notices in six months), as the patrols focus on the following offences:

- Stand vehicle in area when area closed to the public
- Stop in disabled parking area without current permit displayed
- No stopping and no parking
- Stop in loading zone
- Stop on path/strip in built up area

As a consequence, the timed car parks are not adequately demand managed and may give the perception to patrons/customers there are insufficient public off-street car spaces as they may be occupied for longer periods by staff or other users. Table 2 suggests there is adequate public car parking provided by Council.

The 2017 QCBD Transformation Strategy reinforced the CBD precincts proposed in the 2009 Masterplan – Civic, Lifestyle, and Retail.

PRECINCT IDENTITY: RETAIL PRECINCT (SEE FIGURE 3, PAGE 11)

The Retail Precinct will be the compact business and commercial core of the CBD:

OUTCOME:

- A commercial retail area that is thriving with increased retail spend
- A strong retail identity
- A retail experience and mix that provides for the needs and tastes of people attracted to the CBD
- A commercial retail area that is accessible

PRECINCT IDENTITY: LIFESTYLE PRECINCT

The Lifestyle Precinct will attract and support new residents to the CBD with residential, dining and entertainment amenity and provide opportunity for a night time economy to develop.

OUTCOME:

- A medium density precinct attractive to inner-city residential living
- Supporting retail, food and beverage industry, reflecting the lifestyle character to the precinct
- A range of experiences and mixed-use activities fostering resident engagement in the CBD

PRECINCT IDENTITY: CULTURAL/CIVIC PRECINCT

The Cultural/Civic Precinct includes the anchor buildings of The Q, Bicentennial Hall, Library and a number of heritage cottages.

Successful revitalisation requires attraction magnets for people to gather and activities to occur — all providing a point of difference and high value amenity

OUTCOME:

- An active entertainment and cultural activity destination
- Stimulating public spaces attracting pedestrians to gather
- Supporting gallery, performance and conference activity

Figure 3


CAMPBELL ST
ANTILL ST
CARINYA ST
Riverside Oval
Moore Park
COLLETT ST
CRAWFORD ST
Queen Elizabeth 2 Park
WANIASSA ST
BUNGENDORE RD
MORISSET ST
Retail
MACQUOID ST
Lifestyle
Queanbeyan Park
LOWE ST
MONARO ST
Lifestyle
Cultural
FARRER PL
RUTLEDGE ST
CHURCH LANE
TRINCULO PL

Figure 4

Parking Distribution

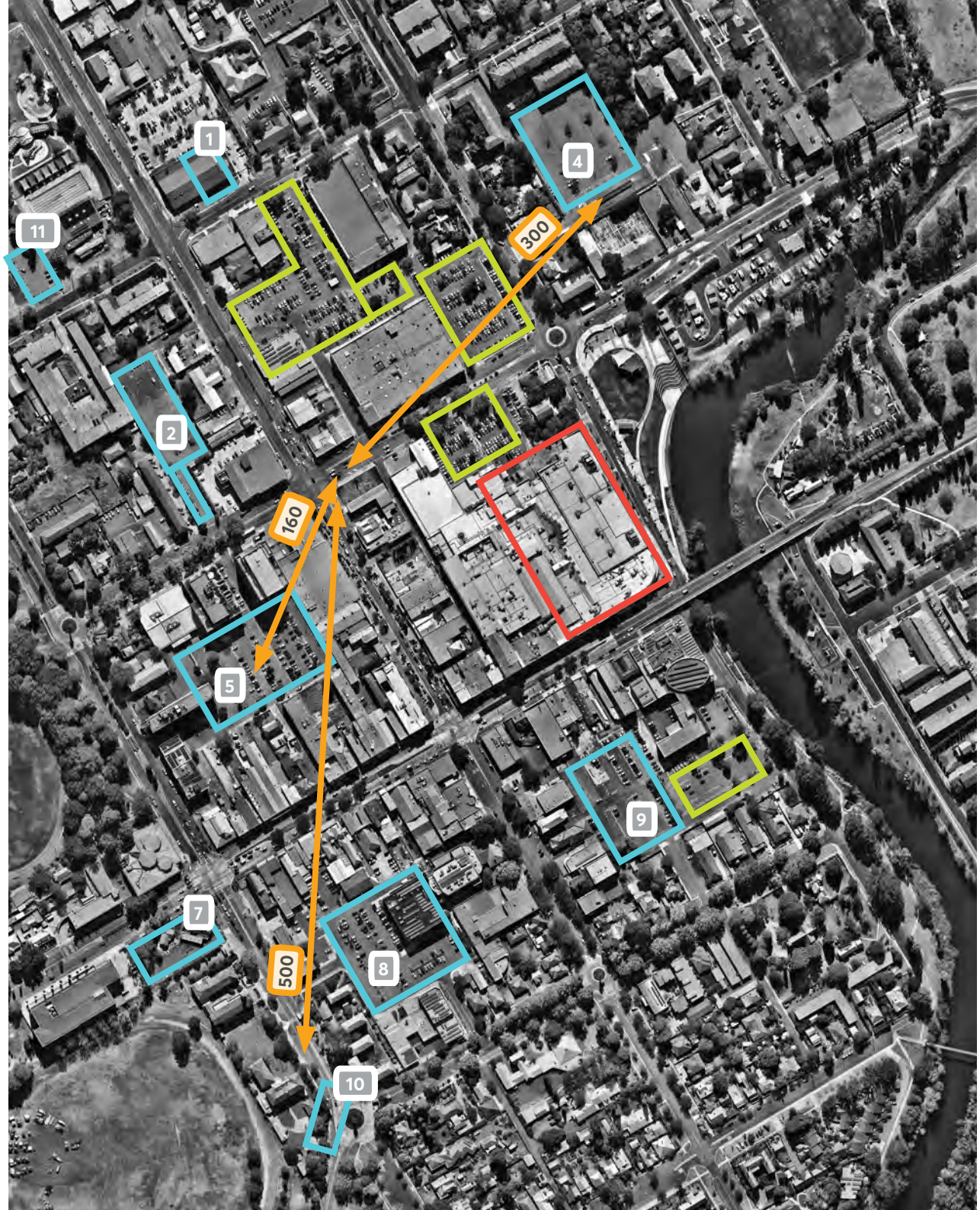
The off-street car parks are distributed around the CBD, with an average walking distance to the retail core of 350m. The QCBD 'perimeter' car parks are untimed and placed to accommodate employee parking:

- 1 – Erin Street
- 11 – Aquatic Centre
- 7 – Farrer Place
- 10 – Showground

The Collett Street car park (4) is the bus interchange site, placed to provide commuter parking.

Timed parking to improve carspace turnover and access to parking by patrons may be continued or expanded into:

- 2 – Crawford Street
- 5 – Morisset Street
- 8 – Lowe Street
- 9 – Rutledge Street



Council Car park – Grade

Private Car park – Grade

Private Car park – Undercroft

Walking Distance (m)

Parking demand is created by popular events at Queen Elizabeth II Park.

Strategic Context

Surface (grade) level car parking breaks up the urban environment, increases distances between shops and services, prevents integrated development and generally presents an unattractive landscape. It is not economically or practically feasible to continue to provide surface level car parks in the CBD.

Clearly, an alternative approach is required that meets the reasonable needs for additional car parking to service new development. A strategic multistorey or basement car park network combined with better management of all on and off-street parking should be considered to enhance the city's urban form and improve its viability.

The primary aim is to convert or recycle car park assets into public domain or augment other uses ancillary to the car park (eg park and ride, child care, mini-market). The following section summarises key findings, objectives and actions from adopted strategies, relating to parking and pedestrian movement.

2009 CBD MASTERPLAN

(From CBD masterplan Vol 2 p33)

Car parks currently take up a large area of prime land within the CBD rendering such land as unfriendly, harsh environments. It appears that the current supply of parking exceeds the demand for parking, with ample spare spaces generally available at any one time at certain locations within the CBD. This is demonstrated by the Collett Street car park on the eastern fringe of the CBD which has low utilisation rates.

This represents an opportunity to rationalise the supply of parking, although there appears to be a prevailing view that unlimited short and long term parking is vital to a successful, vibrant local economy. Inadequacies of the public car parks often include a lack of legibility for road users and pedestrians, weather protection, direct and convenient pedestrian linkages and overall appearance.

Long term parking areas (for commuters or long stay parking) should be clearly identified and located within less active areas of the CBD.

- In any redevelopment of key CBD public car parks, public parking provision should generally be retained with convenient, active and direct pedestrian connections to the surrounding primary street network.
- Wherever possible, major entry and exit points to car parks should be rationalised and occur on the periphery of the centre to discourage through vehicle movements.
- Protect short-stay parking opportunities along Monaro Street, Crawford Street and other on-street locations

(From CBD masterplan Vol 2 p46)

KEY DESIGN OBJECTIVES

Permeability:

- Improve access within the CBD by the provision of strategically placed mid-block site links.
- Ensure any through site linkages have active frontages wherever possible.
- Rationalise vehicular entries along primary street frontages. Where existing ensure minimise conflict through civic design.

Pedestrian:

- Encourage the activation of streets and public spaces through pedestrian circulation at street level.
- Maintain important views and vistas throughout the CBD.
- Way finding signage at key points in the city to encourage pedestrian activity.
- Improve access through the creation of sight lines between activity nodes within the CBD.

Parking:

- Plan for an appropriate level of supply for both short and long stay parking within the CBD through a detailed investigation.
- Ensure a component of short stay parking is retained along key main street locations and the primary street network.
- Enhance the function, appearance and usability of the existing public car parks.
- Ensure on-site parking does not dominate or present to the streetscape, rather it should be located below the development, or concealed via active frontages, sub-grade, roof or higher level parking.

2015 QUEANBEYAN CINEMA AND CAR PARKING STRATEGY

The car parking within the Morisset Precinct should be managed with preferential treatment to meet the needs of short stay visitors and customers to the precinct through provision of a balanced combination of two hour and one hour time restricted parking controls during commercial trading hours. It is noted that the effectiveness of these time restrictions will be enhanced by effective enforcement.

An important component of this strategic package of works is the provision of parking areas which are suitable to meet the all-day parking needs of businesses within the Monaro Street precinct and the Morisset Street car park area. They would strongly serve to promote and activate retail sites along Monaro Street and to further activate retail frontages addressing the car park itself.

A range of suitable long stay parking options are to be explored to allow the entire Morisset Street car park to be devoted entirely to the short stay retail/ customer parking needs. Ideally, these long stay car parking areas should be within 400 metres of the location of employment and allow a safe path of travel at all times.

One location that has been identified for further investigation is at the rear of the showground along the Cooma Street frontage where there may be an opportunity to provide a more efficient formal layout of parking. This parking area is inefficient and is under 5 minutes walk from the proposed cinema site. Other opportunities for offsite all day parking to service the Morisset Street Precinct include the provision of additional parking in a parking structure located on the Morisset Street North parking area owned by council.

The Strategy also included the following principles:

- Activation of the rear of Monaro Street properties by improved design of the car parks and adopting Council's "active" frontage development guidelines to these new frontages facing these new car parks
- Relocating all long stay (all day) parking away from these core shopper parking areas to open up parking for visitors and the community wishing to enjoy the life, shopping, entertainment, culture, community and business life in the city centre. Parallel with this relocation of all day parking out of the core area is the need to ensure approximately 200 short stay parking spaces are available in each of the core
- Undertake the preparation of separate masterplans for the other two superblocks (car parks) ie the Q Car park + the Rutledge Street Car park

2017 QCBD TRANSFORMATION STRATEGY

Much of the CBD congestion emanates from drivers circulating in the CBD looking for parking spaces. Installation of 'smart parking' technology into car parks, vehicle count sensors into street lighting poles and use of parking apps could be explored to ease the congestion.

Many of Council's public car parks are fully occupied during business hours by employees and owners, limiting access by shoppers and visitors, then are left mostly vacant out of hours. Options to share car spaces for different uses outside core hours should be explored and mechanisms to free up high turnover public car spaces.

Parking must support the precincts and encourage more people to spend more time in the CBD.

Connections between precincts should be easy to encourage pedestrian and vehicle mobility. Parking provision should be considered in terms of the whole CBD requirements and its place in precinct planning and identity

The following actions were recommended:

- Implement options to utilise a single car space twice through business and out of hours uses
- Explore options to utilise public off-street car parking for park and ride and complimentary retail or community uses
- Revise parking requirements for expansion of existing buildings and uses
- Consolidate public off-street parking into decks near retail core
- Connect the car parks through pedestrian laneways
- Timed parking in high demand areas to increase turnover
- Explore employer lease parking options
- Utilise traffic modelling post Ellerton Drive Extension construction to assess traffic volume and car parking demand

The relationship of the QCBD Transformation Strategy with the Car Parking Strategy is illustrated below:

2017 DIGITAL ECONOMY AND SMART COMMUNITY STRATEGY

Strengthening the economy and capitalising on new opportunities is a strong motivator. Key digital economy objectives included leveraging digital/remote/flexible working to reduce commuting, and catalyse city/town transformation; and using technology to streamline business with Council, including applications and regulatory requirements.

The actions to pursue include Smart Parking:

- Examine smart parking solutions to make it easier to find a space, promote commercial turnover, and encourage activation

2018 INTEGRATED TRANSPORT STRATEGY

The renewal of the the CBD is fundamentally dependent upon the creation of a vibrant, attractive and safe public realm where walking and cycling are the preferred mdoes of transport. This requires the following key interventions

- Pedestrian-based environment. Within the CBD, pedestrians should have absolute priority for movement along and across streets
- Links between CBD attractors. All major land uses within the CBD should be effectively linked by high amenity, high priority pedestrian links. The quality and safety of these links is crticial to supporting high levels of pedestrian activity in the centre, as many people will still choose to drive to the centre and should not be discouraged from doing so.
- Improvements to the bus network so that it provides a higher frequency, legible service for residents to access the CBD throughout the day, evenings and weekends, including the aspects of accessibility and effective integration with land-use attractors in the CBD.
- High standard of vehicle access to consolidated car parks, which service the central business area, noting that in most cases cars will have less priority than other modes of transport, but should still be afforded access.
- End of trip facilities for bicycles (both recreational and commuter) will provide the right conditions to promote cycling as an attractive form of transport.
- Ensure that existing and future ring roads operate to minimise through traffic in the CBD (maximise 'place' function of CBD transport networks).

Attachment 3 illustrates the proposed green corridors converted from off-street car parks, with proposed pedestrian linkages, and smart city initiatives.

SOUTH EAST AND TABLELANDS REGIONAL STRATEGY

The NSW Government released its Regional Strategy in mid-2017. It will guide the NSW Government's land-use planning priorities and decisions over the next 10 years but has applications beyond land-use planning matters. It is described as being "an overarching framework to guide more detailed land use plans, development proposals and infrastructure funding decisions". Its key directions include:

- Leverage access to the global gateway of Canberra Airport
- Enhance strategic transport links to support economic growth
- Promote business activities in urban centres
- Strengthen cross-border connectivity

NSW FUTURE TRANSPORT STRATEGY 2056

The Strategy proposes that the most effective way of providing better transport to more potential customers in regional NSW is through the development of a 'hub and spoke' network model radiating out from regional cities rather than a network just focused on Sydney. This will capitalise on the role that regional cities and centres play as hubs for employment and services such as retail, health, education and cultural activities. Initiatives for investigation include:

- Creating places for people – support principles of centre development, amenity enhancements, transport network connectivity, time of day management, walking and opportunities to dwell in city centres to support local identity and placemaking
- Local connectivity – improving local public transport, walking and cycling connectivity between railway station, airport, key land uses (heath, education, retail, employment) and town centres
- Movement corridors – planning, design and management of major roads to be sensitive to centres and surrounding land use and planning for future bypasses using the movement and place principles, with whole-of-government multi-modal road and corridor planning, including 'last mile' connectivity and freight access for industry

The Strategy also provides for initiatives that may reduce demand for car parking in regional cities such as Queanbeyan:

- Alignment of fares in Regional NSW with those in metropolitan Sydney. This will increase equity between regions, improve social inclusion, and affordability which will encourage greater patronage of services
- Integrate cycling and walking programs for regional cities and centres to complete missing links, create integrated transport networks and encourage sustainable travel
- Introduce a service provider-neutral Transport Taxi Subsidy Scheme for people with disabilities across regional NSW
- Establish public transport pricing and regulatory cross-border MoUs between State governments
- Extension of interstate light rail systems to support population growth from Canberra to Queanbeyan

Influencers

Influencers on Queanbeyan's parking supply currently include:

- Private vehicle is the preferred mode for transport. Average vehicle movements for households is 10 per day, including two movements for travel to work, of which 23,000 vehicles travel to or through the CBD for retail, work, education, recreation or professional services
- Minimal CBD development necessitating new or upgraded car parking
- Queanbeyan focused on provision of free parking as a point of difference to ACT, with some timed parking (on and off-street)
- Parking policies being applied to the city have generally remained unchanged for many years and have focused on providing parking supply to meet unrestricted growth in demand
- Differences in rear or front to kerb on-street parking between precincts
- Proposals to establish a ring of 'park and ride' sites in Queanbeyan urban area
- Prospect of a City Deal with ACT Government to integrate bus networks and ticketing across the border, including commuter routes
- Discussions with government to trial a commuter rail service between Bungendore, HQJOQ, Queanbeyan and Kingston stations
- Council's Property Strategy and Policy, promoting the recycling of assets (such as car parks) for commercial or community return such as public domain works.

The QCBD Transformation Strategy proposed a Parking Strategy will review the current parking regime, and local concerns that parking restriction and parking patrol times are affecting business opportunities and economic activity. The Strategy will explore options for employee and patron parking, free timed parking and dual use parking to support economic activity and the needs of visitors and shoppers. The Parking Strategy will work in unison with the objectives of the Property Strategy and Integrated Transport Strategy to deliver a holistic approach to people and traffic movements in the CBD transformation.

The 2012 QDCP and Contributions Plan understates and under-recovers the real costs of car parking spaces, with the level currently set at $10.49k per space compared to a cost of $25k for an at-grade car space. On this basis, it is less expensive for developers to contribute rather than provide their own commercial parking on site.

Residential redevelopments on CBD sites must provide car parking on site in accord with the car parking code, however it is proposed some smaller commercial car parking demand may be aggregated into a central car park such as Morisset Street, by acquisition of car spaces or contribution to that car park.

Behaviours

Queanbeyan has a mix of on-street and off-street parking to support business, community and recreational purposes. A single car space may be used several times – either as a timed high-turnover space in premium locations; or as a retail/commercial use during business hours, then a recreational or entertainment use out of hours. Perceptions of lack of availability of car spaces is often tempered by the 'same' or 'preferred' spot (ie in front of shop or place of employment) being available when required by an individual. Car park surveys indicate many vacant spaces are available for use in car parks during each business hour of the working week, and there is not an undersupply of spaces. That view was reinforced by the APP report and CBD Masterplan assessment.

The advent of Smart Cities, the ambitions of the CBD Transformation Strategy and the expectations of the Transport Strategy may change the traditional approach to provision and management of car parking. Much traffic congestion is subject to motorists circling the CBD seeking a car space for work or patronage in the lifestyle or retail precinct for example. With the introduction of wayfinding signage and parking apps, and smart parking infrastructure, finding (by the motorist) and managing (by the Council) sites will become more efficient, as the timed car spaces can be monitored remotely. Park and ride facilities, public transport to the CBD and untimed parking at car parks on the perimeter of the CBD, should give certainty to access of car spaces for employees and commuters, and improves their movement through the CBD. Attachment 3 illustrates examples of potential smart infrastructure.

That, in turn, relieves pressure on timed car parks, so they may be utilised by shoppers and patrons – who tend to use those spaces by no more than three hours, and wish to access and walk to retail shops and cafes. On-street parking will continue to be one hour or less, and physically patrolled.

To change perceptions and behaviours to park at CBD perimeter untimed car parks (for employees) and walk to place of employment; or park in a timed (and regulated) car park (for patrons) near the retail core; may be challenging and require the support of business – for example, CBD employees (including Council staff) should be encouraged to park at the perimeter car parks. Encouraging employees then to walk the 300–500m (refer Figure 4) to the retail core may also be a challenge.

The increased remote surveillance of timed car parks should be preceded by an education program, as the visual presence of parking rangers will reduce, and monitoring (and infringements) of overstay in timed car spaces will occur remotely using smart parking technology.

The proposed assignment of the Morisset, Crawford, Rutledge and Lowe sites as timed off-street car parks with smart parking facilities near the CBD retail and lifestyle precincts, supported by interactive street signboards advising the number of free spaces, together with the improvement to CBD amenity and slowing of CBD traffic speeds to 40kph, should improve safety and confidence for pedestrians to walks between the CBD blocks, car parks and businesses. Parking apps may also be acquired to enable motorists and visitors to identify parking sites preparing for their journey into the CBD.

As more residential accommodation is anticipated in the CBD, those patrons are more likely to use their own car spaces and walk to the main street and lifestyle precinct for example, minimising pressure on CBD off-street car parks. Aggregating off-street parking into the decked car parks in Morisset and Crawford Streets, relieves in part the assessed under-provision of car spaces (Table 2) in the retail and lifestyle precincts (refer Figure 2).

The security of undercover car parks and public domain should be considered to deter their use as 'overnight garages' or sleeping places.

Principles

The principles proposed to improve parking in Queanbeyan are:

1. Be a point of difference – country living/city benefits
    a. Large car parks should be undercover, secure, smart spaces; enabling pedestrian connections and public domain
    b. Use car spaces twice to benefit business and patrons (in and outside business hours)
    c. Revise parking requirements for expansion of existing buildings and uses
    d. Easy access to long vehicle parking and increased level of disabled parking
    e. Consistency with rear or front to kerb on-street parking
2. People access, not parking supply, drives business activity
    a. Good parking policy is about managing demand including untimed for employees, and timed spaces for patron turnover
    b. Future increases in supply should be moderate and focused on customer and business needs
    c. Turnover should be improved through progressive relocation of all day parking outwards from the centre
    d. It is important to better utilise current supply
3. Prioritise short stay, high turnover parking over long stay, low turnover parking
    a. Consolidate public off-street parking into decks near retail core
    b. Utilise on-street parking for short stay use only
    c. Explore options to utilise public off street car parking for park and ride, and complementary retail or community uses
    d. Explore options to self-regulate via free period, then pay parking
    e. Explore employer lease parking options
    f. Introduce parking smarts
4. Parking must be smart and support overarching transport objectives
    a. Promote use of public transport, or point-to-point services such as taxi/Uber, to CBD to reduce parking demand
    b. Incentivise increased provision of parking by private sector operators
    c. Intercept cars before entering city centre for parking
    d. Introduce smart parking and apps
    e. Consider in the revision of the Car parking DCP, options to share car spaces for different uses outside core hours, mechanisms to free up high turnover public car spaces, and reduction of car space requirements for expansion of current developed uses or residential apartments close to public transport nodes
    f. Development contribution rates should reflect the real cost of providing car spaces, to discourage undersupply by private development

The Queanbeyan Showground.

Options

In broad terms, the Strategy proposes basement car parking in Lowe St (subject to private developments proceeding), and multistorey (decked) parking in Morisset and Crawford Streets. This causes aggregation of commercial parking at Morisset for nett spaces potentially lost from Rutledge/Lowe car park, to activate patronage/retail into the Monaro and Crawford Street precinct.

In line with the CBD Masterplan and Transformation Strategy, it is proposed the Queanbeyan Car Parking Strategy incorporate the following actions and upgrades for consideration in the Financial Plan:

1. Morisset Street car park – Area 5 (map 1): *Current 212; Potential ~500*
   - redevelopment into mixed use commercial development. This may include weekend markets and potential relocation of library to the commercial ground floor in longer term
   - 4–5 decks of car parking including provision for leased/purchased parking from other CBD sites; with wider spaces at grade
   - retain vehicular movement for loading and access to private car parking, with appropriate Level 1 height to enable movement of loading vehicles
   - shared public domain including piazza
   - vehicular access from Morisset Street; loading access onto Crawford Street (in longer term)
   - pedestrian connections from car park to Monaro, Crawford, Lowe and Morisset Streets
   - untimed car spaces on top deck
   - two hour timed parking for unleased spaces (business hours: 0830–1730).
2. Crawford Street car park – Area 2 (map 2): *Current 149; Potential ~220*
   - expansion to 2–3 decks, including provision for leased/purchased parking from adjacent redeveloped Crawford/Morisset Street sites
   - vehicular access from Morisset Street
   - untimed car spaces on top deck
   - three hour timed parking for unleased spaces (business hours: 0830–1730).
3. Lowe Street car park – Area 8 (map 3): *Current 172; Potential ~120*
   - vehicular access from Lowe Street for Monaro Street frontage properties
   - retention of some at grade car spaces behind The Q and along proposed service lanes exiting onto Lowe Street and Crawford Street
   - potential decked car park, and construction of basement car parking (subject to private developments proceeding on Rutledge Street frontage)
   - vehicular access from Rutledge Street
   - two hour timed parking (business hours: 0830–1730).
4. Rutledge Street car park – Area 9 (map 4): *Current 185; Potential ~100*
   - decked or basement car parking designed to enable shared space and continuation of a public domain 'civic square' from Lowe car park to River
   - service lane access from Crawford Street for Monaro Street frontage properties
   - vehicular access from Rutledge Street
   - three hour timed parking (business hours: 0830–1730).

5. Collett Street car park– Area 4 (map 5): *Current 260; Potential ~310*

- > at grade car park, bus interchange and park'n'ride site
- > long vehicle parking
- > untimed employee, commuter and recreation parking.

6. Queanbeyan Showground (map 6): *Current 22; Potential ~30*

- > overflow at-grade parking at eastern perimeter
- > long vehicle and RV parking.

7. Park and Ride car parks (map 7):

- > utilise existing or proposed public reserve car parks; negotiate car parks in new release areas; incentivise adjacent business shared space
- > facilitate expanding and formalise car park near Queanbeyan rail station, should the commuter rail pilot progress to implementation
- > untimed commuter and recreation parking.

8. Smart City (map 8):

- > include 'smart parking' principles, apps and infrastructure in the design of redeveloped car parks, public domain and DCP.

9. VIC car park: *Current 21; Potential ~21*: 2 hour timed and long vehicle/RV parking.

10. Pedestrian connections:

- > Acquire mid-block easements or corridors as pedestrian laneways connecting
  - – Lowe and Morisset car parks;
  - – Showground to Lowe and Rutledge car parks
  - – Queanbeyan Town Park to Morisset and Riverside car parks
  - – Rutledge and Riverside car parks.

11. Establish program to encourage employees (via Queanbeyan Business Chamber and QPRC staff) to park at CBD perimeter (eg bus interchange or Showground).

The Q is located in the Lowe car park area.

OPTIONS SUMMARY

Table 5

Area	Council Public Car parks	Current		Potential		Estimate#
		Timed	Untimed	Timed	Untimed	CSP*Unit rate
1	Erin Street	20	65		85	
11	Aquatic Centre	24	53	15	62	
4	Collett Street	14	246		310	50*25: $0.125m
2	Crawford Street		149	100	120	100*35: $3.5m
5	Morisset Street	190	22	400	100	400*35: $14m
8	Lowe Street	118	54	60	60	120*40: $4.8m
9	Rutledge Street	15	170	100		50*40: $2m
7	Farrer Place	21		21		
10	Showground		22		30	
	TOTALS	**402**	**781**	**705**	**768**	

based on ACT Cost of Building Work Determination 2015: BCA Class 7 rates of construction (excluding land) for new car spaces:

- Basement car park: $1350/m^2 (at 30m^2/space), equates to $40k/car space
- Decked/Multistorey car park: $1210/m^2 (at 30m^2/space), equates to $35k/car space
- Ground car park: $850/m^2 (at 30m^2/space), equates to $25k/car space

PARKING MANAGEMENT

Council employs four rangers whose responsibility (in part) includes managing the free Council car parks and private car parks under Local Parking Agreements. The patrols are undertaken on a frequency of 2–3 times per week, based on the level of service described in the adopted Service and Programs Framework.

Changes to frequency of patrols or extension to and policing of timed car parking, would be prefaced by a visible education/warning parking program.

Smart parking (sensor controlled parking and wayfinding) has been explored in conjunction with the 2017 Digital Economy and Smart Community Strategy and the lodgement for grants with the Federal Government. Smart parking enables better traffic flow, less congestion and maximum use of parking spaces.

Features may include:

- Overhead guidance indicators for off-street parking that works with vehicle detection sensors to identify available spaces and then guides customers to them with large, clear, digital signage and LED lighting
- In-ground vehicle detection sensor technology guides drivers to available spaces, improving traffic flow; facilitates simple, ticketless, barrier free payment systems; and provides information on overstays for infringement enforcement
- SmartApps reduces driving around, looking for a space by finding the best available space for each driver and directing them to it, and identifies disabled, parent & child and other special spaces
- Flexible Internet of Things building block that allows operators to deploy smart parking sensing, and a single 'street furniture' device installed throughout the city that can accommodate a wide range of additional services such as public broadband, safety video surveillance, air quality, lighting control, and more.

Many parks and recreational spaces are within close proximity of the Queanbeyan CBD.

Financial

Redeveloping existing at-grade car parks into decked or basement versions comes at a cost. The ACT Cost of Building Work Determination 2015: BCA Class 7 indicates the following rates of construction (excluding land):

> **Basement car park:** $1350/m² (at 30m²/space), equates to $40k/car space

> **Decked car park:** $1210/m² (at 30m²/space), equates to $35k/car space

> **Ground car park:** $850/m² (at 30m²/space), equates to $25k/car space

In contrast, the former QCC s94 Contributions Plan levies a contribution of $10,490/car space. An option is proposed to disclose the cost of construction benchmarked against the ACT Determination each year, and establish a policy position to discount the rate per car space to incentivise investment.

A basement car park can be constructed at a 60% premium to an at-grade car park (40% for multi-level), but opens the opportunity to repurpose the car spaces for other (commercial or public domain) uses.

A number of commercial operators offer financial models to introduce smarts into CBD infrastructure, based around a smart lightpole, with modest capital outlay from councils. The smarts include lighting, parking, CCTV, Wi-Fi and other sensors.

Some regional centres have introduced paid parking schemes in an endeavour to optimise the availability and turnover of car parking, both on and off-street, particularly for short stay users. It is also a positive mechanism for optimising efficiency and effectiveness of parking restrictions, and can provide a catalyst for a shift toward greater public transport use. Ideally therefore, should it be contemplated in the future, the introduction of paid parking would be in combination with public transport improvements, which assists in moving people from peripheral car park locations to destinations within the CBD.

Should it be contemplated, it is recommended parking in timed car parks be free for the first period (ie 2 or 3 hours), then pay thereafter. This would discourage all-day and overnight parkers.

Proceeds from paid parking schemes are ring-fenced and used by some councils for maintenance and renewal of car parking, debt servicing for new or upgraded car parks, or as contributions to CBD beautification and recycling of car park assets into public domain.

Similarly, other councils have moved all-day parking to more remote car parks at the edge of the city centre and introduced a shuttle bus. Accumulated funds are placed in a parking improvement fund and used to improve pedestrian, cyclist and parking facilities within the City Centre.

Improving access to and turnover of car spaces, together with shared or dual use car spaces, is expected to minimise demand for new spaces in the financial plan.

It is proposed to fund the redevelopment of the car parks outlined in **Options** above:

1. Revise car parking DCP to
    a. Accommodate additional uses (eg administrative, public, recreation)
    b. Recognise ACT benchmark cost of at-grade, deck and basement car spaces; and adjust s94 contributions by phasing to ~$30k
    c. Establish a policy position to discount the rate per car space to incentivise investment
2. Borrow for the design and construction of multistorey or basement car park at Lowe and Rutledge (*estimate $7m*)
3. Borrow for the design and construction of multistorey car park at Morisset (*estimate $14m*)
    a. Offset debt servicing costs with lease of cold shell commercial plate at ground floor (*estimate $60k*)
    b. Lease some undercover car spaces (eg employers) (*estimate $2k pa/csp*)
    c. Collect and assign s94 development contributions for shortfall in private CBD commercial developments
    d. Negotiate planning agreement (capital or recurrent contributions) with adjacent Monaro property owners for shared zone (public plaza, weekend/event parking), noting loading-only access to be retained

4. Borrow for the design and construction of multistorey car park at Crawford (*estimate $4m*)
    a. Negotiate planning agreement (capital or recurrent contributions) or joint venture with adjacent Crawford property owners to develop the car park or occupy spaces for their commercial redevelopments
    b. Lease some undercover car spaces (eg employers) (*estimate $2k pa/csp*)
5. Alternatively, seek EOI to construct and operate multistorey car park at Morisset and Crawford to commercial car park operators
6. Consider option for general rate special rate variation applied to Queanbeyan business category to offset car park debt servicing, and shortage of private car parking
7. Seek grants and joint procurement deals to offset cost of introduction of smart parking infrastructure and apps
8. Utilise smart parking apps to assist targeted patrols and reduce man-hour patrols
9. Borrow for the design and construction of park and ride car parks (*estimate $1.5m*)
    a. Supported by government grants
    b. Supported by adjacent business sharing car spaces
    c. Negotiate provision of park and ride car parks in new release areas in planning agreements
10. Accommodate surfacing/resurfacing at-grade car parks in asset works schedules
11. Recognise higher costs of car parks maintenance in asset management plans; and continue to use classifiers to monitor car park utilisation and turnover

FINANCIAL SUMMARY

Table 6

Council Public Car parks	Funding		Servicing pa*	Financing pa	
(~$2017)	Debt ($m)	Grant ($m)	Debt ($,000)	S94 ($,000)	Lease ($,000)
Collett Street/PnR – Area 4	2.5	1.5	183		
Crawford Street – Area 2	4.0		294	90	10
Morisset Street – Area 5	14.0		1,030	150	90
Lowe Street – Area 8	0		0		
Rutledge Street – Area 9	2.0		147		
Showgroundv					
TOTALS	**27.75**	**1.5**	**~1,665**	**240**	**100**
Increase csp	290				

*loan@4% fixed/20 yrs

Staging

The recycling of car spaces into public domain and corridors, and the construction of upgraded and additional undercover, secure and smart car parks should be staged over 10 years. Indicative periods for design, approvals and construction of car parks (as outlined in the QCBD Transformation stages) for inclusion in the financial plan are outlined below:

Stage 2 (2018–20) – Lowe car park (in conjunction with Council head office and smart hub, and adjacent redevelopment of cottages on Rutledge Street)

Stage 3 (2019–21) – Morisset car park

Stage 4 (2021–22) – Rutledge car park

Stage 5 (2020–23) – Monaro Street

Stage 6 (2023–25) – Crawford car park

Stage 7 (2020–28) – park and ride facilities

The sequencing of Stages may adjust pending grant or redevelopment opportunities on those sites.

Social and Economic Impact

While the Plan proposes creation of additional (25%) timed and untimed car spaces near the retail and lifestyle core and CBD perimeter respectively, and the conversion of some of the existing car spaces into new public domain to connect green spaces and create places for people to congregate and interact, the increase of car spaces will not fully offset the current (Code-based) shortfall. Parking surveys suggest the actual v perceived shortfall is different.

The Strategy is aimed at recycling assets into public domain, turning over high-demand spaces for patron use, connecting car parks by pedestrian corridors, and aggregating car spaces into more efficient, safe and smart facilities as decked or basement car parks. That aggregation into Morisset and Crawford car parks for example, places patrons at the centre of the retail and lifestyle core identified in the CBD Masterplan.

However, the feasibility of aggregating car spaces at a relatively high cost (ie as some car spaces are lost to public domain and replaced as decked or basement car spaces at $35k and $40k respectively), should be assessed against the likely annual demand for new commercial space generated by new or redevelopments in the CBD.

Then, should the s94 contributions increase progressively from $10k to $30k for example, will that incentivise developers to provide commercial-based car spaces on their own sites rather than pay a contribution to a central CBD facility such as the Morisset or Crawford car parks, or dampen new investment interest? Council may choose to phase the increase or discount those contributions in certain development scenarios.

And finally, will the availability of additional (and more frequently turned over) car spaces in timed car parks increase patronage and business as expected. In part, business may need to modify business hours and their offer to accommodate returning commuters, shoppers or visitors to the CBD (Refer 2018 Business and Retail Needs Survey). Typically, the potential social and economic impact may be assessed during the construction and operational phases applying an assessment rating tool such as below:

Figure 5

Rating Level	Description
Significant Negative	Impacts with serious, long term and possibly irreversible effects leading to serious damage, degradation or deterioration of the environment. Requires a major re-scope of concept. design, location, justification, or requires major commitment to extensive management of strategies to mitigate the effect.
Moderate Negative	Impacts may be short, medium or long term in duration and most likely to respond to management actions.
Slight Negative	Impacts have minimal effect, could be short term, can be mitigated and would not cause substantial detrimental effects. May be confined to a small area.
Neutral	No discernible or predictable positive or negative impact.
Slight Positive	Impacts have minimal effect, could be short term. May be confined to a small area.
Moderate Positive	Impacts may be short, medium or long term in duration. Positive outcome may be in terms of new opportunities and outcomes of enhancement or improvement.
Significant Positive	Impacts resulting in substantial and long term improvements or enhancements to the existing environment.

Source: Adapted from the Strategic Merit Test, National Guidance for Transport System Management in Australia (2nd Edition)

From similar car parking and public domain works in large centres, the impacts (positive and negative) are typically:

- The level of amenity in the CBD will be significantly enhanced through the proposed redevelopment
- More people will be attracted to the CBD from within the local community and from further afield. By attracting more people, businesses located in the area around the developed public domain and secure car parking will benefit through increased trade
- Additional visitation resulting from increased car parking provision, attendance at events held in the CBD, and visitors to the city for recreational (non-event) purposes will have significant benefits for local retailers
- The key impacts on property owners are expected to be increases in the value of property
- Increased pedestrian activity in the area in period of expected peak usage will lead to higher levels of passive surveillance, improving safety and security
- The improved permeability through the CBD between car parks and green spaces will encourage passive transport
- The proposed changes will allow a mix of uses and community space and would facilitate a higher level of social cohesion, community engagement and activity
- During the construction phase of the proposed redevelopment, access to car parking will be restricted. This will have negative impact on businesses in the immediate area, including retailers adjoining the site, during this period
- However, alternative car parking provision in the area is reported to be underutilised, and with the addition of temporary park on the site of the former administration building and with appropriate signage, the temporary impacts on local businesses can be mitigated to some extent;
- The increased parking provision and increased vehicle traffic associated with the redevelopment is not expected to adversely affect surrounding intersections within the vicinity of the site
- During the delivery stage, there may be potential for adverse impacts on amenity by way of noise, dust and construction related traffic. A detailed Construction Management Plan should be prepared to minimise and manage impacts
- In order to avoid the public domain and timed car parks becoming a venue for anti-social activity, the design will need to provide measures to ensure the park environment is safe at all hours and for all users. These impacts can be managed by providing adequate lighting and implementing recommendations identified in the Safer by Design Report. The proposed smart infrastructure (lighting, CCTV) will assist.

Where the impacts are negative, they are generally constrained to the construction and implementation phase, or can be sufficiently mitigated through appropriate design and management measures.

Attachments

ATTACHMENT 1 – 2012 QUEANBEYAN DCP EXTRACT

Extract from amended Queanbeyan Development Control Plan 2012 2.2.6 Controls for Car Parking

Objectives

1) To ensure the appropriate number of car spaces is provided for the development types.

2) To ensure the appropriate design of car parking spaces and areas.

Controls

a) Car parking is to be provided for all development in accordance with Table 1. An assessment will be undertaken of development types that are not explicitly listed.

b) In finalising the parking numbers required the total number is to be rounded up to the next whole number.

c) In addition to providing the number of required car parking spaces as detailed in Table 1, all car parking shall be designed in accordance with the Australian Standard AS 2890 Parking Facilities.

d) All car parking shall include the provision of car parking for delivery and service vehicles in accordance with Australian Standard AS 2890.2 -2002 and car parking for persons with disabilities in accordance with the Australian Standard AS 2890.

Monaro St, Queanbeyan

Table 7: Required Car Parking

Land use	Parking Requirement
Shops and commercial uses	
Bulky goods premises	3 car parks per 100 m^2 of GFA.
Commercial premises	Within in the CBD – 1 space per 60m^2 of GFA. Outside of the CBD – 1 space per 60m^2 of GFA.
Food and drink premises (not including takeaway Food and drink premises)	Whichever is the greater of: 15 spaces per 100m^2 GFA of restaurant, or 1 space per 3 seats.
Funeral Home	4 spaces per 100m^2 of GFA plus 1 per 4 seats (chapel).
Office premises	1 space per 60m^2 < 120m^2 1 space per 40m^2 (120m^2 to 1000m^2) 1 space per 20m^2 >1000m^2
Public Administration Building	1 per 100m^2 Office Area
Retail premises	1 space per 60m^2 < 120m^2 1 space per 40m^2 (120m^2 to 1000m^2) 1 space per 20m^2 >1000m^2
Shop	Within in the CBD – 1 space per 60m^2 of GFA. Outside of the CBD – 1 space per 60m^2 of GFA.
Service stations	Requirements are additive: 6 spaces per work bay 5 spaces per 100m^2 of GFA (if restaurant is present, then greater of: 15 spaces per 100m^2 of GFA, or 1 space per 3 seats.
Take-away food and drink premises	Within in the CBD – 1 space per 60m^2 of GFA. Outside of the CBD – Developments with on-site seating: 12 spaces per 100m^2 of GFA. Developments with on-site seating: 12 spaces per 100m^2 of GFA plus greater of – 1 space per 5 seats (internal and external), or 1 space per 2 seats (internal). Developments with on-site seating and drive through facilities: 1 space per 2 seats (internal), or 1 space per 3 seats (internal and external) plus queuing area for 5 to 12 cars.

ATTACHMENT 2 – CAR SPACES BY AREA – QCBD

Theoretical Car Parking Requirements in Queanbeyan B3 Commercial Zone – September 2017 (based on the amendments to Table 1 Clause 2.2.6 currently being exhibited)

Public Administration Building	1 car park space per 100 m^2 Office Space
Commercial premises	within the CBD – 1 car park space per 60 m^2 of GFA
Retail (Shop)	within the CBD – 1 car park space per 60 m^2 of GFA
Retail (Shop)	within the CBD – 1 car park space per 20 m^2 of GFA (if total area>1,000m^2)

Figure 6

Area 1 – Erin Street (north), Collett Street (east), Antill Street (south) and Crawford Street (west)

Total Floor Area m²	Land Use	Total Floor Area m²	Theoretical Car Parking Required 1.	Actual Car Parking 3.				
				Off-Street Parking (Council and Hospital) at Grade 2.	Off-Street Parking (Council) Disabled	Off-Street Parking (Private) at Grade	Off-Street Parking (Private) Basement	Off-Street Parking (Private) Disabled
	Public	13,622.00	136.22	248				
	Retail	710.00	11.83					
	Retail (>1000 m²)	1,770.00	88.50			145		4
	Commercial	2,750.00	45.83			37		
TOTAL		**18,852.00**	**282.39**	**248**		**182**		**4**

1. Other land uses such as motels etc have been assessed as commercial.
2. Includes the Hospital and Ambulance car parks.
3. Actual car parking at grade doesn't include Council car parks at Q1 Aquatic (77 including 4 disabled).

Area 2 – Antill Street (north), Crawford Street (east), Morriset Street (south) and Lowe Street (west)

Total Floor Area m²	Land Use	Total Floor Area m²	Theoretical Car Parking Required	Actual Car Parking				
				Off-Street Parking (Council) at Grade	Off-Street Parking (Council) Disabled	Off-Street Parking (Private) at Grade	Off-Street Parking (Private) Basement	Off-Street Parking (Private) Disabled
	Public			149				
	Retail	1,495.00	24.92			12		
	Retail (>1000 m²)	1,531.00	76.55			41		
	Commercial	8,448.00	140.80			162		
TOTAL		**11,474.00**	**242.27**	**149**		**215**		

Area 3 – Antill Street (north), Collett Street (east), Morriset Street (south) and Crawford Street (west)

Total Floor Area m²	Land Use	Total Floor Area m²	Theoretical Car Parking Required	Actual Car Parking				
				Off-Street Parking (Council) at Grade	Off-Street Parking (Council) Disabled	Off-Street Parking (Private)at Grade 4	Off-Street Parking (Private) Basement	Off-Street Parking (Private) Disabled
	Public							
	Retail	2,030.00	33.83					
	Retail (>1000 m²)	21,420.00	1,071.00			459		9
	Commercial	11,300.00	188.33			83		
TOTAL		**34,750.00**	**1293.17**			**542**		**9**

4. The medical centre has been assessed as Retail >1000m².

Area 4 – Antill Street (north), Carinya Street (west), Morriset Street (south) and Collett Street (west)

Total Floor Area m²	Land Use	Total Floor Area m²	Theoretical Car Parking Required	Actual Car Parking				
				Off-Street Parking (Council) at Grade 5.	Off-Street Parking (Council) Disabled	Off-Street Parking (Private) at Grade 6.	Off-Street Parking (Private) Basement	Off-Street Parking (Private) Disabled
	Public			246	14			
	Retail							
	Commercial							
TOTAL				**246**	**14**			

5. Doesn't include the Riverside Car Park (7 at grade, 1 disabled.
6. Doesn't include the adjoining private car park (84 at grade, 4 disabled).

Area 5 – Morisset Street (north), Crawford Street (east), Monaro Street (south) and Lowe Street (west)

Total Floor Area m²	Land Use	Total Floor Area m²	Theoretical Car Parking Required 7.8.9.	Actual Car Parking				
				Off-Street Parking (Council) at Grade	Off-Street Parking (Council) Disabled	Off-Street Parking (Private) at Grade	Off-Street Parking (Private) Basement	Off-Street Parking (Private) Disabled
	Public	5,580.00	55.80	202	10			
	Retail	4,144.00	69.07			61		1
	Retail (>1000 m²)	9,308.00	465.40			106		
	Commercial	14,899.00	248.32					
TOTAL		**33,931.00**	**838.58**	**202**	**10**	**167**		**1**

7. Hotels assessed as Retail >1000 m².
8. Motel assessed as Commercial.
9. Restaurant assessed as Retail.

Area 6 – Morisset Street (north), Collett Street (east), Monaro Street (south) and Crawford Street (west)

Total Floor Area m²	Land Use	Total Floor Area m²	Theoretical Car Parking Required 10.	Actual Car Parking				
				Off-Street Parking (Council) at Grade	Off-Street Parking (Council) Disabled	Off-Street Parking (Private) at Grade	Off-Street Parking (Private) Basement	Off-Street Parking (Private) Disabled
	Public							
	Retail	4,292.00	71.53					
	Retail (>1000 m²)	19,883.00	994.15				120	
	Commercial	4,252.00	70.87					
TOTAL		**28,427.00**	**1136.55**				**120**	

10. Restaurants/Cafes assessed as Retail.

Area 7 –Farrer Place (north), Farrer Place (south)

Total Floor Area m²	Land Use	Total Floor Area m²	Theoretical Car Parking Required	Actual Car Parking				
				Off-Street Parking (Council) at Grade	Off-Street Parking (Council) Disabled	Off-Street Parking (Private) at Grade	Off-Street Parking (Public) Basement 11.	Off-Street Parking (Private) Disabled
	Public	10,960.00	109.60	23	2		160	
TOTAL		**10,960.00**	**109.60**	**23**	**2**		**160**	

11. This is car parking for the Government Service Centre and the Police Station and Courthouse.

Area 8 – Monaro Street (north), Crawford Street (east), Rutledge Street (south) and Lowe Street (west)

Total Floor Area m²	Land Use	Total Floor Area m²	Theoretical Car Parking Required 12.	Actual Car Parking				
				Off-Street Parking (Council) at Grade	Off-Street Parking (Council) Disabled	Off-Street Parking (Private) at Grade	Off-Street Parking (Private) Basement	Off-Street Parking (Private) Disabled
	Public	9,407.00	94.07	153	8			
	Retail	2,671.00	44.52					
	Retail (>1000 m²)	1,950.00	97.50					
	Commercial	9,446.00	157.43			55		
TOTAL		**23,474.00**	**393.52**	**153**	**8**	**55**		

12. Restaurants/Cafes assessed as Retail.

Area 9 – Monaro Street (north), Collett Street (east), Rutledge Street (south) and Crawford Street (west)

Total Floor Area m²	Land Use	Total Floor Area m²	Theoretical Car Parking Required 13.	Actual Car Parking				
				Off-Street Parking (Council) at Grade	Off-Street Parking (Council) Disabled	Off-Street Parking (Private) at Grade	Off-Street Parking (Public and Private) Basement	Off-Street Parking (Private) Disabled
	Public	2,005.00	20.05	184	1			
	Retail	1,336.00	22.27					
	Retail (>1000 m²)	3,700.00	185.00			128		9
	Commercial	6,725.00	112.08			22		1
TOTAL		**13,766.00**	**339.40**	**184**	**1**	**150**		**10**

13. Leagues Club assessed as Retail (>1000m²).

Total Overall Car Parking

Land Use	Total Floor Area m²	Theoretical Car Parking Required	Actual Car Parking				
			Off-Street Parking (Council) at Grade	Off-Street Parking (Council) Disabled	Off-Street Parking (Private) at Grade	Off-Street Parking (Public/Private) Basement	Off-Street Parking (Private) Disabled
Public	39,569	415.74	1,148	35	0	160	0
Retail	85,510	3,256.07	0	0	952	120	23
Commercial	57,820	963.67	0	0	359	0	1
TOTAL	**182,899**	**4,635**	**1,148**	**35**	**1,311**	**280**	**24**

Total Theoretical Car Parking required 4635
Totals for Retails combined.

ATTACHMENT 3 – PROPOSED CBD SMART INFRASTRUCTURE, GREEN CORRIDORS AND PEDESTRIAN LINKAGES

Summary of Master Plan Initiatives

This diagram summarises the suggested improvements to the public domain, open space and movement network that have evolved throughout the master planning process.

1. Strategic development sites (priority investigation areas for possible commericial or residential areas)
2. Town square opportunity
3. Increased pedestrian priority
4. New and improved parklands / edges
5. Gateway treatments
   - Primary
   - Secondary
6. Consolidate and strengthen civic precinct
7. Enhance north- south pedestrian connections
8. Enhance east - west pedestrian connections
9. Enhanced bus terminus
10. Traffic calming, activation, and streetscape enhancement – Crawford Street
11. Promotion of alternative route to Morisset and Crawford Street
12. Streetscape enhancement and activation – Monaro Street
13. Future development to address river setting
14. Potential locations for landmark buildings
15. Character Buildings / Sites (as identified via master plan process)
16. Maintain low-key scale, uses and character
17. Consolidate hotel/motel precinct uses
18. Retain residential uses, character and prevailing density

CBD study boundary

QCBD

Smart City – Car parks Public Domain and connections

Existing Car parks

Smart, Timed, Decked Car park

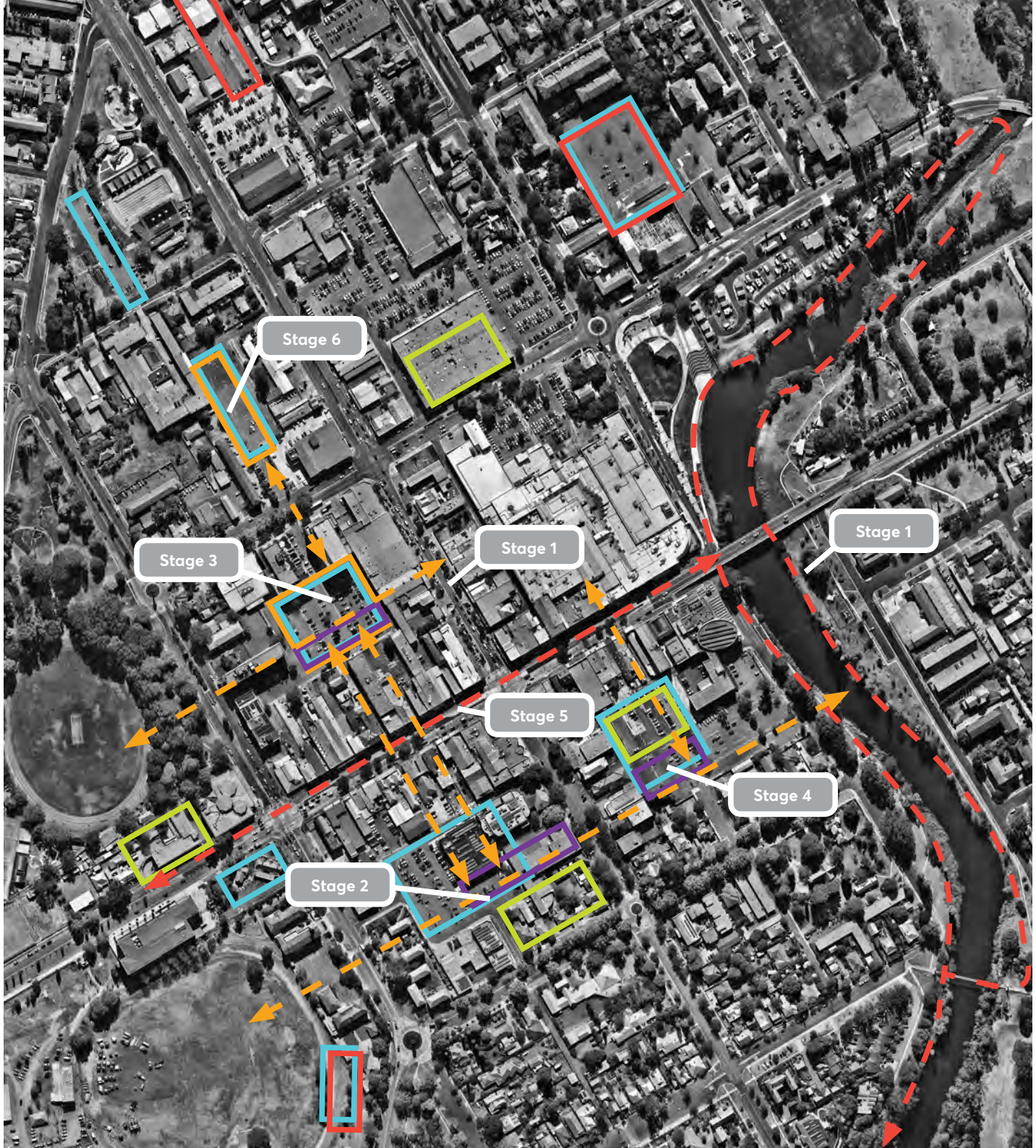
Untimed Grade Car park

Developments

Smart Domain

Pedestrian

Cycle/Path



SAMPLE SMART CBD INFRASTRUCTURE

1. IMPROVE LIVEABILITY

a. **SMART BUILDINGS:** Buildings that adopt new technologies which allow them to be safer, more comfortable and productive for occupants and more operationally efficient for owners.

b. **SMART PRECINCTS:** Data at your fingertips': precinct systems operate based on sensors and available data. Systems are interconnected and are data-driven to optimise experiences and enhance liveability.

2. SUPPORT LOCAL ECONOMIC GROWTH

a. **FIBRE OPTIC INTERNET:** High speed internet connection enable businesses to better embrace e-commerce, and attract new digital-based businesses

b. **BUSINESS OPTIMISATION:** Local restaurants and cafés can provide live information on seating capacity and optimise queues during peak periods, optimise queues during peak periods.

3. ENHANCE THE ENVIRONMENT

a. **ELECTRIC VEHICLE CHARGING:** Reducing carbon emissions and expenditure on fossil fuels.

b. **ENVIRONMENTAL MANAGEMENT:** Network of sensors to notify areas within precinct requiring attention. For example, soil moisture levels to trigger automated irrigation, noise level monitoring, etc.

c. **ENERGY MANAGEMENT:** Live generation data to manage precinct energy demands. Energy storage systems activated during peak demand and low generation periods.

4. ENHANCE SAFETY AND SECURITY

a. **SMART LIGHTING:** Autonomous, centralised, sensor-operated lighting that responds to changing lighting and environmental conditions

b. **CRIME PREVENTION:** High definition CCTV recordings in private businesses can be transmitted to police in emergency events to enable faster response times. Safety and security features such as remote-activated bollards to prevent vehicle-related terrorism incidents.

5. IMPROVE CONNECTIVITY

a. **PUBLIC WI-FI:** Enable high speed internet connection for the community

b. **ON-DEMAND TRANSPORT:** Infrastructure to support digital interfaces for car/ ride sharing and other on-demand transportation

c. **TRAFFIC OPTIMISATION:** Smart traffic signals that respond to instantaneous traffic volumes.

d. **DIGITAL WAYFINDING:** Wayfinding using a more effective way of locating and communicating information about Googong using digital technologies.

6. ENCOURAGE LEARNING

a. **DATA DASHBOARDS:** Live feed exhibiting data to the public. Examples include live renewable energy generation, weather data, total energy consumption, etc.

b. **COMMUNITY LEARNING CENTRE:** Encouragement of community spaces to facilitate education, community engagement and the exchange of ideas.

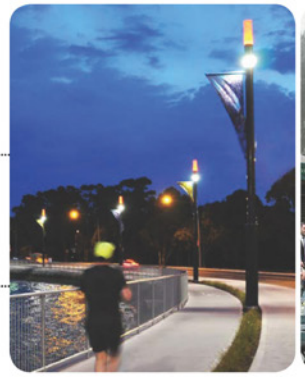
7. EMBRACE OUR CULTURE, HERITAGE AND SPORT

a. **DIGITAL ART:** Interpretive art to make use of data to express, communicate and engage people's attention.

b. **AUGMENTED REALITY:** Augmented reality (AR) enabled areas identifying points of cultural, creative or heritage significance that users can interface with on their smart phones

SMART PATHWAY LIGHTING
- Sensors to activate lights to change from lower light levels to normal levels only when needed.

DIGITAL WAYFINDING
- Interactive maps



FLOODLIGHT CONTROL
- Rather than just having a simple on/off switch that turns on all the lights, a Smart Floodlight Controller gives full control to each user of the park of each light pole as well as a live indication of the cost associated with the use the lights.

DIGITAL WEATHER STATION
- To provide information for efficient irrigation but also predict and warn residents of severe weather warnings specific to Googong.

SMART TOILET POD
- Motion detector taps and soap dispensers, automatic sliding doors, programmable operational window.

SMART BBQS
- Vandal proof switching off, Programmable operational window of the BBQs, detecting when a BBQ uses less power than normal indicating that one of the elements is faulty, detecting the usage pattern of a BBQ so that decisions can be made to potentially relocate the BBQ to a higher use area. Automatic sliding doors, programmable operational window.

ELECTRIC VEHICLE CHARGING POINTS
- Could be completely installed or the infrastructure only ready for future installation by QPRC

SMART IRRIGATION CONTROL
- To allow more efficient irrigation control

SMART BINS
- Sensor bins to allow QPRC to remotely track when bins need emptying. Bigbelly Solar bins automatically compress litter to reduce frequency of emptying and could relay live information to QPRC.

Maps

(Illustrative only – Not to scale)

MAP 1

Morisset Street

Deck

Public domain/shared

Vehicular

Loading

Pedestrian

MAP 2

Crawford Street

Deck

Grade

Vehicular

Loading

Pedestrian

MAP 3

Lowe Street

Basement

Grade

Public domain/shared

Vehicular

Loading

Pedestrian

MAP 4

Rutledge Street

Basement

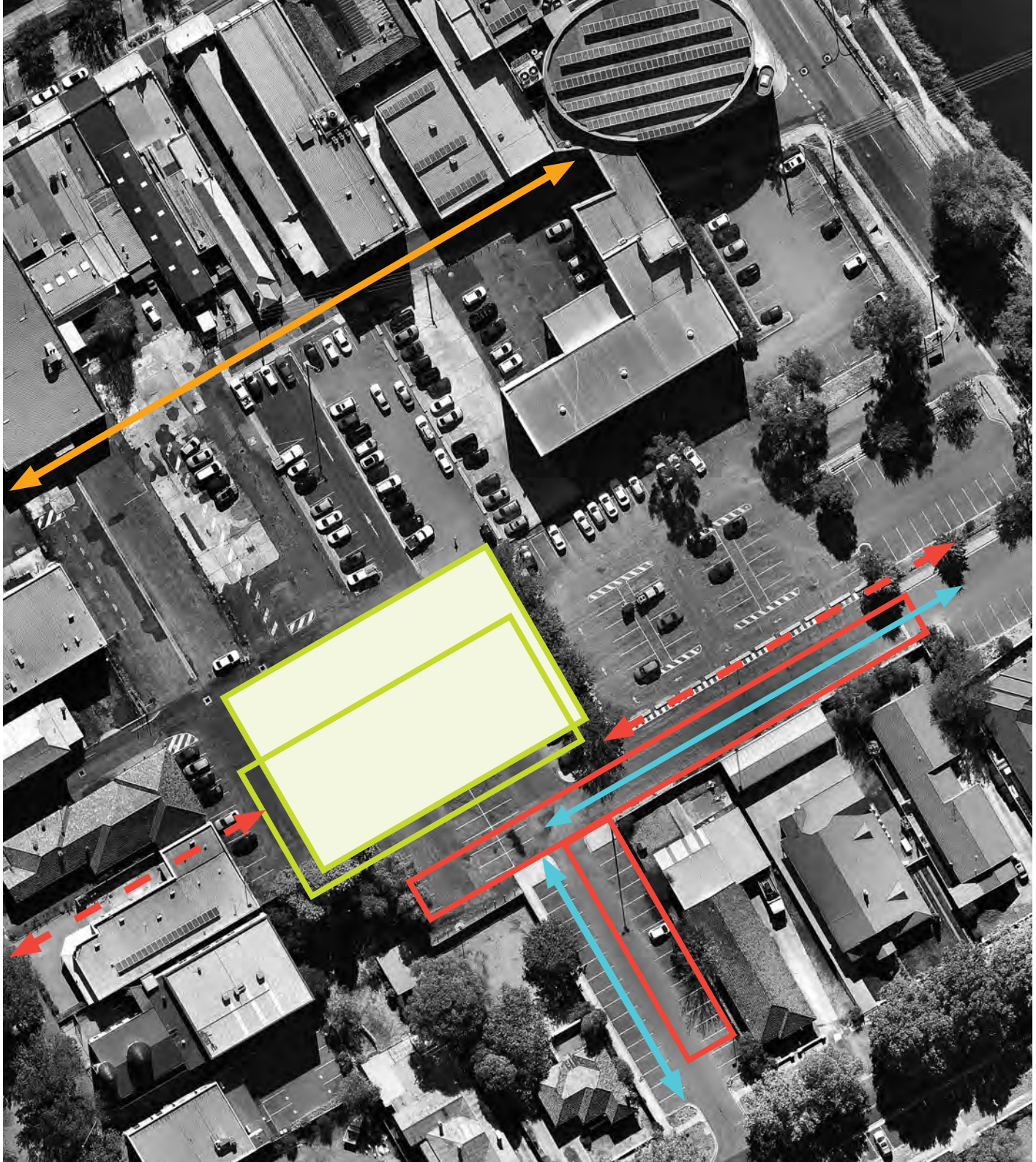
Grade

Public domain/shared

Vehicular

Loading

Pedestrian



MAP 5

Collett Street

Grade

Vehicular

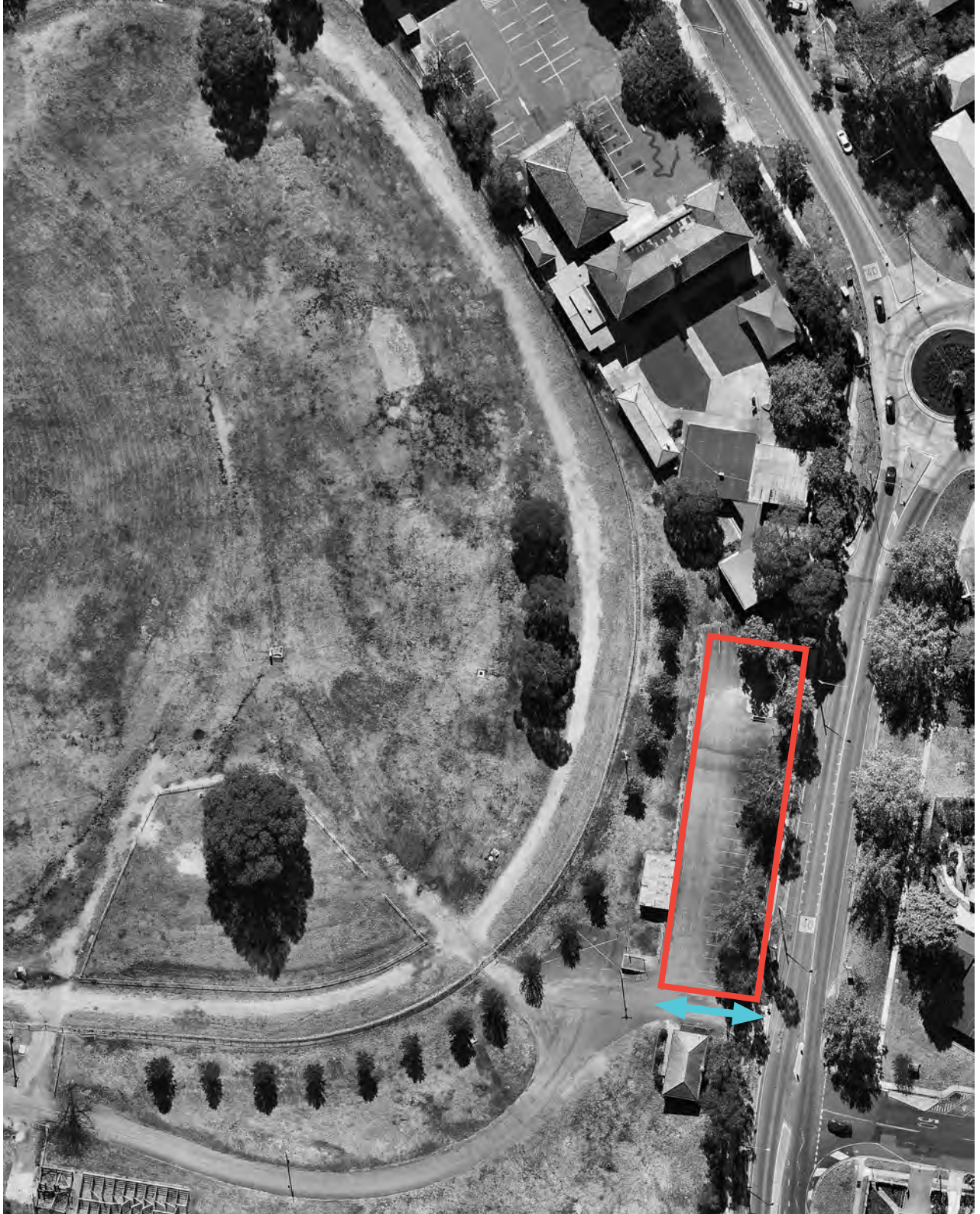
Pedestrian

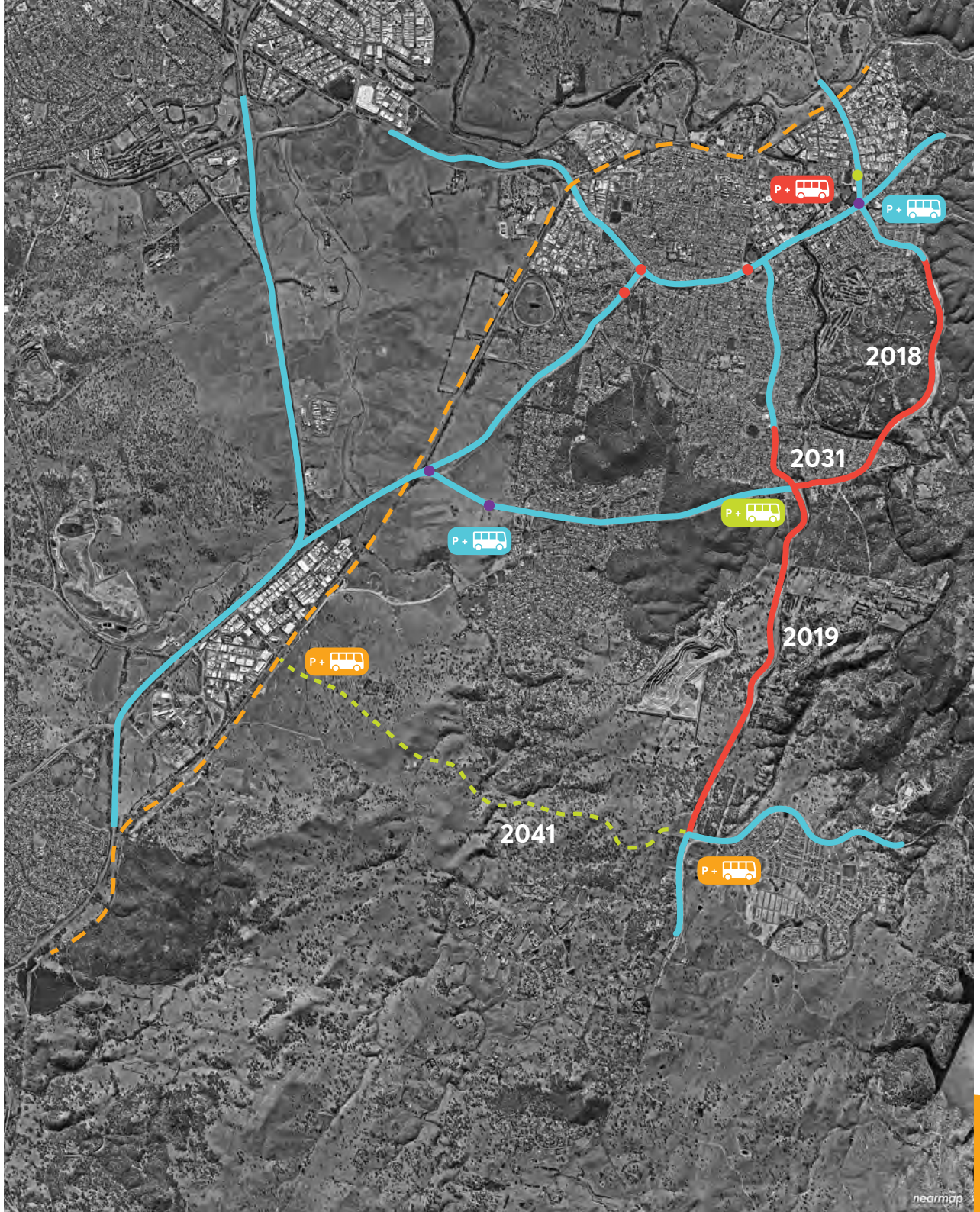
MAP 6

Showground

Grade

Vehicular





MAP 7

Park and Ride

Council

Joint

Private

Existing

Intersection Improvements by 2019

Intersection Improvement by 2021

Intersection Improvements by 2026

2018 Ellerton Drive Extension

2031 Old Cooma Rd Stage 3

2019 Old Cooma Rd Stage 2

Arterial Roads

New/Upgraded Roads

Railway Line

Potential Dunns Creek Rd

MAP 8

Smart City – timed car parks

Smart Parking

Lighting

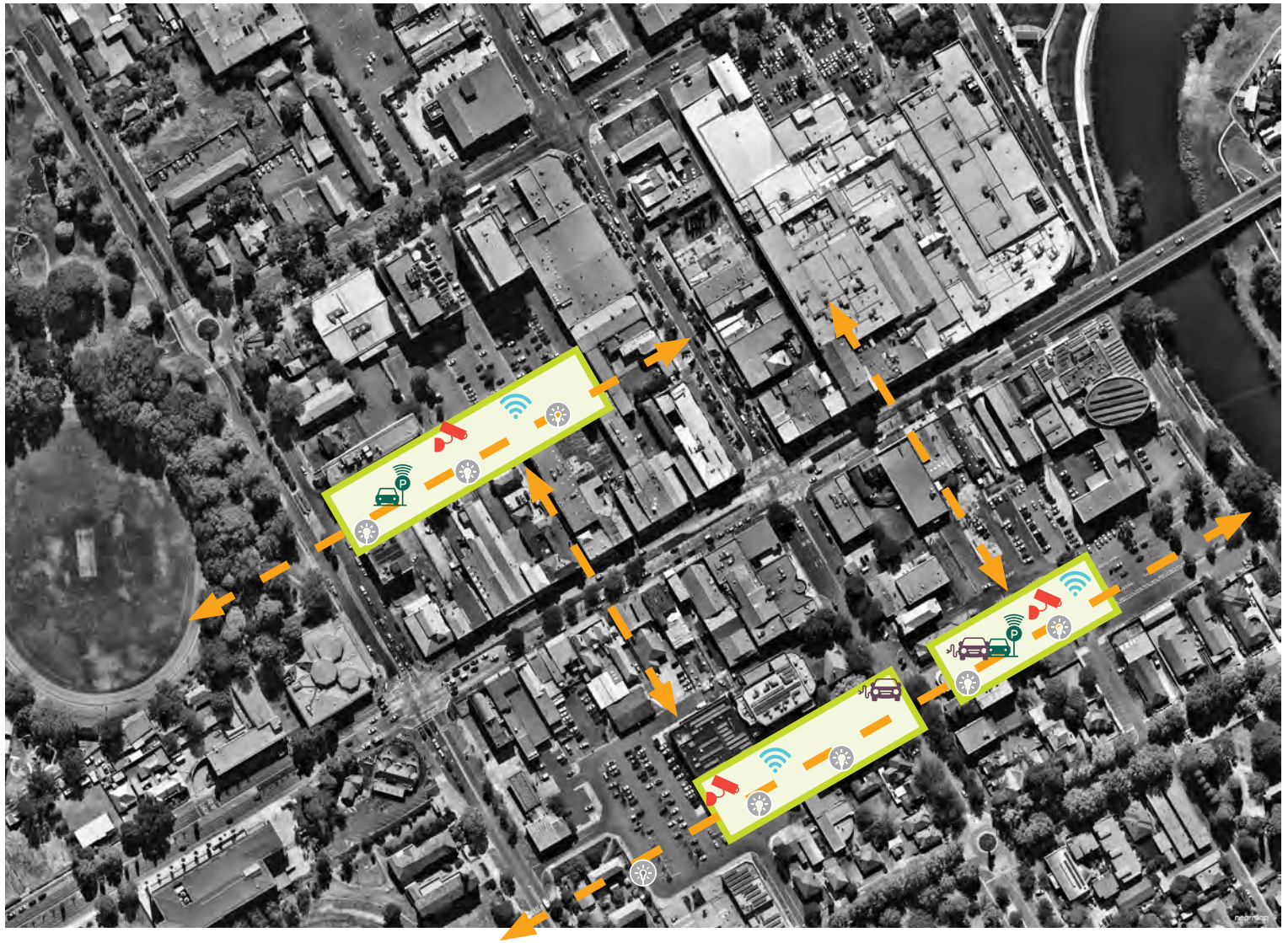
Wifi

CCTV

Electric Vehicle Charger (EVC)

Smart Technology

Pedestrian Linkages



Queen Elizabeth II Park.

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