

BROKEN HILL

PARKING STRATEGY

BROKENHILL.NSW.GOV.AU

1. Introduction/Overview

This Strategy includes Broken Hill's CBD, bounded by Kaolin to Iodide Streets and Crystal to Beryl Streets, as well as Patton Street from Comstock to South Streets. Other key high patronised areas of Broken Hill may be included as required.

A Community Consultation Plan was adopted with the aim to include all stakeholders in the process. Motorists, businesses and Council were included in this process. Please see Appendix A for the Community Engagement process.

This Strategy reviews the current parking arrangements, taking into consideration the changes in businesses since the times when parking arrangements were implemented. It strives to balance the needs of all stakeholders and to balance between functionality and the amenity of Broken Hill. The primary focus is to create a net gain of parking availability whilst improving the traffic flow through these car parks without adversely affecting safety or amenity.

In altering existing carpark arrangements (be it change of times, length of stay, or increase/decrease in disabled, taxi ranks etc), will all have an impact on the serviceability to local businesses.

Recommendations are presented to address stakeholder issues, the following issues being the major considerations:

- Current parking supply/demand
- Future expectations
- Community needs
- Public transport requirements
- Amenity
- Permit parking availability and expectations
- Disabled parking
- Turnover of availability of car parks

2. Background

2.1 Urban Design

Council recently adopted the "Broken Hill Living Museum + Perfect Light Project" that incorporated a parking strategy. This process followed significant community engagement that concluded the following:

"The parking strategy is designed to maximize the availability of carparking spaces along Argent Street for customers and to provide longer term shaded parking in the side and back streets. Part of this strategy is to also create well shaded pedestrian paths connecting the long term parking to Argent Street".

- Free up Argent Street for short term parking for shop patrons
- Provide long term shaded parking along Blende Street, Oxide, Chloride, Sulphide and Bromide Streets
- Plant trees in verges to provide shade to the proposed 45 degree carparking in Crystal Street
- Shaded parking on Blende, Chloride and Beryl Streets to support the Civic Centre
- Clad structure in solar panels as an alternative to trees. This harnesses energy and provides shade
- Relocate cycleway from Crystal Street to Beryl Street and cross streets
- Bike racks near the intersections of Argent Street and the cross streets may encourage cycle use and free up parking spaces

- Remove central parking from Chloride Street to accommodate the Welcome Walk Women's Memorial and Commemoration of Community Heroes
- Investigate opportunities for additional parking along the railway side of Crystal Street
- Plant street trees to shade pedestrian paths from long term parking to Argent Street
- Investigate mid-block connections from Crystal and Blende Streets, through existing shops and arcades to provide shaded connections to Argent Street.

Whilst the Urban Design addressed carparking, it does not specifically address the timing, location or overall strategy for Broken Hill. This Strategy will incorporate more than the amenity and aesthetics than that of the Urban Design Plan. The Urban Design does however provide the communities expectations with respect to quality of and connectivity for carparking.

2.2 Permit Parking

The community engagement process highlighted that approximately 51% supported permit parking at the Art Gallery, and 55% supported it at the Town Hall façade. The qualitative support for having all day parking at both was very strong. Those that supported permit parking gave little reasoning or documented support, whereas those in favour of all day parking, at both locations showed they do not want any permit parking.

3. Existing Conditions (Maps and Parking Supply)

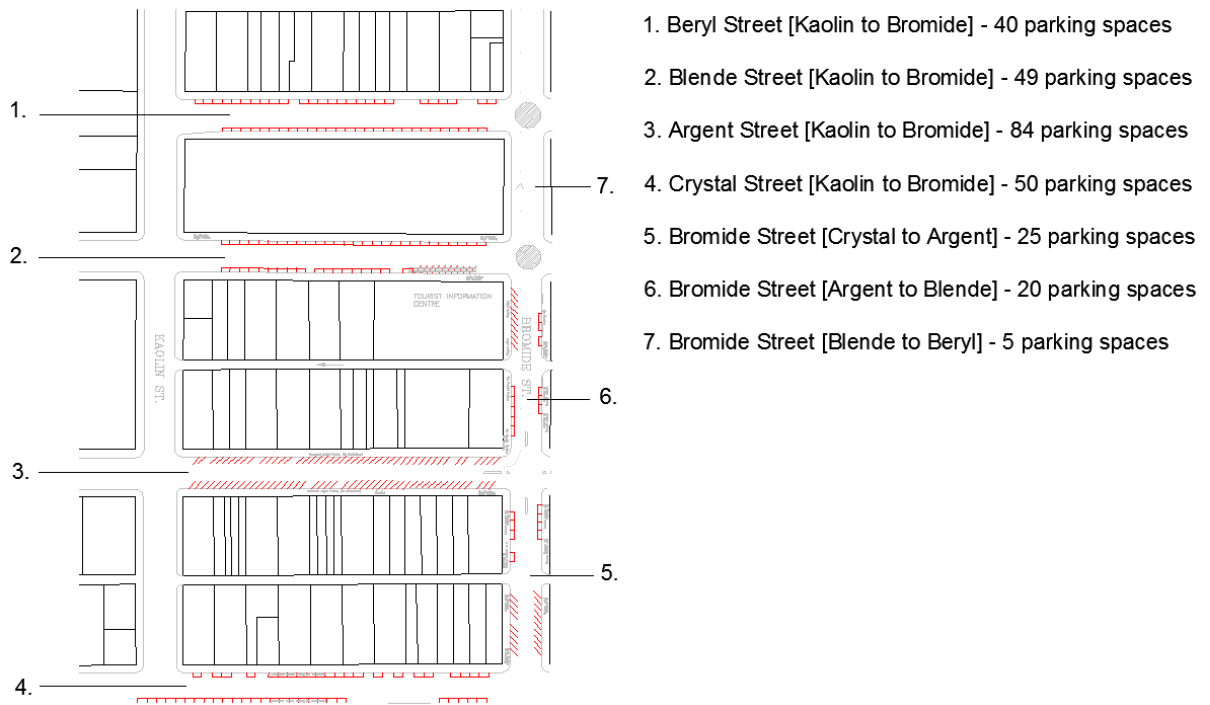
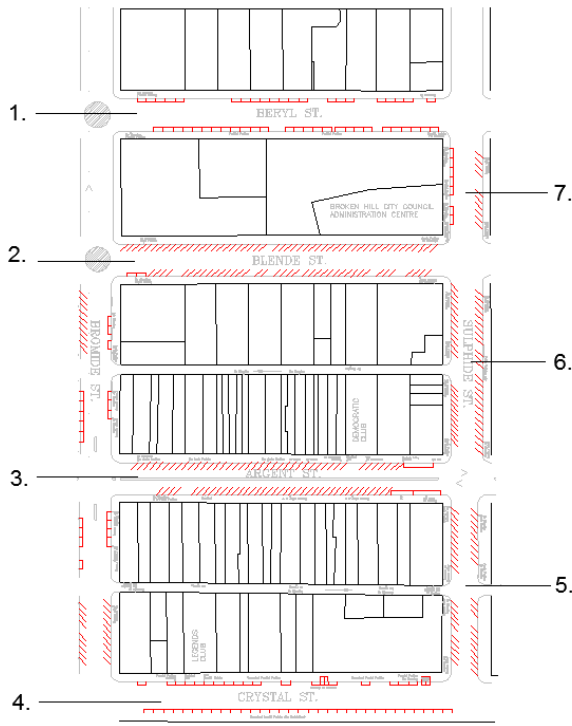
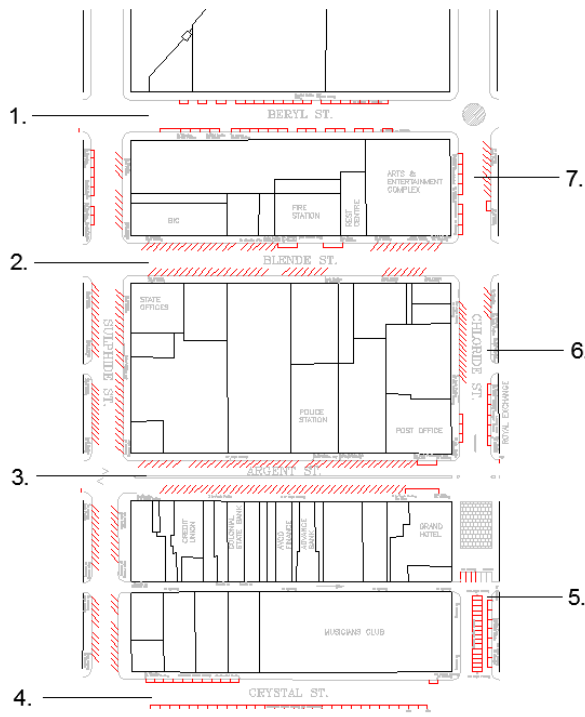


Figure 1. Zone 1 – Kaolin to Bromide Street



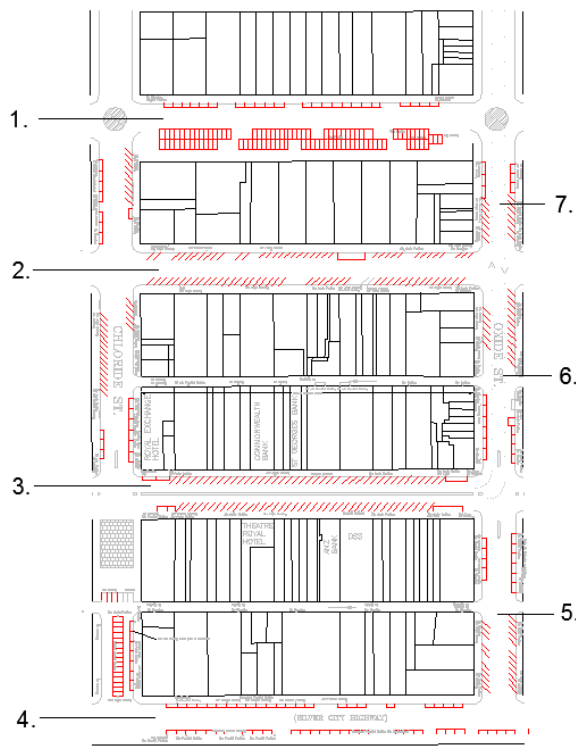
1. Beryl Street [Bromide to Sulphide] - 40 parking spaces
2. Blende Street [Bromide to Sulphide] - 75 parking spaces
3. Argent Street [Bromide to Sulphide] - 78 parking spaces
4. Crystal Street [Bromide to Sulphide] - 70 parking spaces
5. Sulphide Street [Crystal to Argent] - 34 parking spaces
6. Sulphide Street [Argent to Blende] - 44 parking spaces
7. Sulphide Street [Blende to Beryl] - 15 parking spaces

Figure 2. Zone 2 – Bromide to Sulphide Street



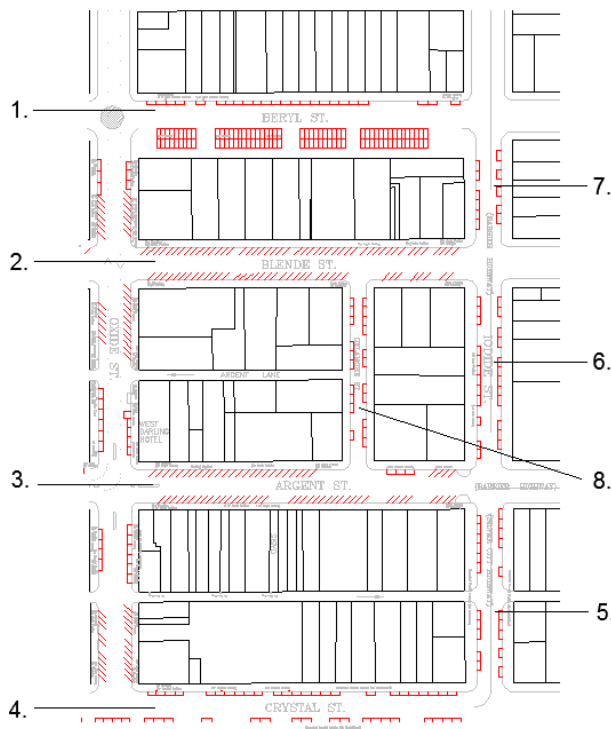
1. Beryl Street [Sulphide to Chloride] - 40 parking spaces
2. Blende Street [Sulphide to Chloride] - 55 parking spaces
3. Argent Street [Sulphide to Chloride] - 81 parking spaces
4. Crystal Street [Sulphide to Chloride] - 52 parking spaces
5. Chloride Street [Crystal to Argent] - 28 parking spaces
6. Chloride Street [Argent to Blende] - 29 parking spaces
7. Chloride Street [Blende to Beryl] - 13 parking spaces

Figure 3. Zone 3 – Sulphide to Chloride Street



1. Beryl Street [Chloride to oxide] - 116 parking spaces
2. Blende Street [Chloride to Oxide] - 76 parking spaces
3. Argent Street [Chloride to Oxide] - 84 parking spaces
4. Crystal Street [Chloride to Oxide] - 49 parking spaces
5. Oxide Street [Crystal to Argent] - 29 parking spaces
6. Oxide Street [Argent to Blende] - 27 parking spaces
7. Oxide Street [Blende to Beryl] - 19 parking spaces

Figure 4. Zone 4 – Chloride to Oxide Street



1. Beryl Street [Oxide to Iodide] - 117 parking spaces
2. Blende Street [Oxide to Iodide] - 69 parking spaces
3. Argent Street [Oxide to Iodide] - 61 parking spaces
4. Crystal Street [Oxide to Iodide] - 46 parking spaces
5. Iodide Street [Crystal to Argent] - 17 parking spaces
6. Iodide Street [Argent to Blende] - 23 parking spaces
7. Iodide Street [Blende to Beryl] - 27 parking spaces
8. Delamore Street - 20 parking spaces

Figure 5. Zone 5 – Oxide to Iodide Street

4. Relationship between Business and Carparking

The majority of residents in Broken Hill have to drive from their homes or take public transport to the shopping precincts and the CBD to conduct their business, and require adequate parking facilities. Similarly, business owners who drive to work require parking facilities for the day to store their vehicles. This parking strategy will examine the existing and required parking facilities in a manner to ensure the needs of business owners and customers are met, as derived from the survey results.

5. Compliance

Council recently purchased new hand held devices for parking patrols. The devices were introduced on 15 June 2015. From 15 June – 26 June, 76 fines were issued. 3 fines were cancelled; hence the gross total income being \$11,908 for this period.

Council has also engaged the State Debt Recovery Office (SDRO) so as to minimise operational time associated with outstanding fines recovery.

It is thought that ongoing enforcement will net a greater number of fines, with an increase in staff resources being allocated for this role. With ongoing policing of parking controls, it is envisaged that compliance will increase, meaning a greater turnover of traffic parking, and a greater number of parks being made available as a result. Council's objective is to ensure compliance, for this result.

6. Disabled Parking Requirements

AS 2890.5

1993 Parking Facilities – On Street Parking: This standard specifies the requirements for the location, arrangement, and dimensions of on street parking facilities. It includes provisions for special classes of vehicles and for people with disabilities, together with guidelines for the control of parking.

Disability Discrimination Act 1992

The Federal Disability Discrimination Act 1992 (D.D.A.) provides protection for everyone in Australia against discrimination based on disability.

- a) The Act aims to eliminate, as far as possible, discrimination against persons on the ground of disability in the areas of:
 - i. work, accommodation, education, access to premises, clubs and sport; and
 - ii. the provision of goods, facilities, services and land; and
 - iii. existing laws; and
 - iv. the administration of Commonwealth laws and programs; and
- b) To ensure, as far as practicable, that persons with disabilities have the same rights to equality before the law as the rest of the community; and
- c) Promote recognition and acceptance within the community of the principle that persons with disabilities have the same fundamental rights as the rest of the community.

The Parking Strategy will investigate the provision of facilities and access for persons with disabilities to ensure equality for all residents of Broken Hill in parking accessibility.

Austrroads, Guide to Traffic Engineering Practice, Part 11

Defines the parking management process. It provides guidance to ensure parking is provided in a safe and efficient manner, and with due regard to considerations of access to, and the impact on, the wider road and transport system. Presents guidelines for determining the demand for, and supply of, parking and it provides a parking policy framework – how the demand should be addressed. The implementation of on-street and

off-street parking for all road users including parking controls in urban centres is addressed, as is parking on rural roads and at park-and-ride facilities.

7. Ticket Parking

Whilst there was not a direct question relating to ticket parking, a number of survey respondents did mention it. One advantage of ticket parking is the ease of compliance checking. Ticket parking could be utilised in such an approach to not focus on the cost of parking (e.g. 20¢/two hours), meaning drivers will have to display that ticket for that period of time. From a parking patrol officer's role, there is no tyre marking, having to return in two hours or needing to leave the precinct. Tyre marking is an old school method of parking patrol.

The ultimate goal is to encourage the regular turnover of parking bays, giving residents, workers, shop owners and visitors a chance of finding parking. With ticket parking, law enforcement is done on-the-spot without the need for a second parking patrol, hence each officer can cover twice as much as in the case of tyre marking. Ticket parking also provides that surprise element to law enforcement. Most cities have done away with tyre marking as it is too labour intensive and not efficient.

With ticket parking the officer merely checks all windows once and that is complete, no photos before and after each parking run, disputes about leaving the section of road to name a few.

8. Outcomes/Summary of Community Engagement

Council undertook an extensive Community Consultation Engagement program. The survey was conducted both on Council's website as well as staff and councilors engaging direct with the community. A copy of the Community Engagement Plan is attached in Appendix A.

Senior staff attended the Chamber of Commerce as well as other groups such as traders within Argent Street meetings. Media calls were conducted whereby senior management and business leaders spoke on the need for the community to get behind the survey so as to ensure the broader communities thoughts were taken on board.

A total of 139 surveys were conducted with a summary of findings in Appendix D.

Under the requirements of the local Government Act 1993, the Draft Parking Strategy after the community consultation was on display for community review and comment. Council received six responses which were considered and addressed included in Appendix F.

9. Recommendations

- Recommendations refer to the CBD area bounded by Bromide to Iodide Streets and Crystal to Beryl Streets, as well as Patton Street from Comstock to South Streets.
- Parking in Argent Street to be all two hour limit. Regulatory signage and designated zones including disabled spaces, no standing zones, no parking zones, taxi zones, bus zones, loading zones, and no stopping zones to remain unchanged.
- Parking in all cross streets, including Oxide, Chloride, Sulphide, Bromide, and Kaolin Streets to be four hour limit. Regulatory signage zones including disabled spaces, no standing zones, no parking zones, taxi zones, bus zones, loading zones, and no stopping zones to remain unchanged.
- That owners, employers and employees of businesses in the Argent Street precinct be encouraged to utilise the carpark in Beryl Street between Chloride and Oxide Streets, through the Chamber of Commerce.
- To provide all day parking at the Town Hall Facade and Art Gallery carparks.
- Provide one "Loading Zone" car space at the rear of Town Hall Façade.

- To convert Patton Street 2 hour parking to all day parking.
- To retain the 15 minute parking in Chloride Street adjacent to Post Office.
- Total financial impact – Less than \$16,000

10. Appendices

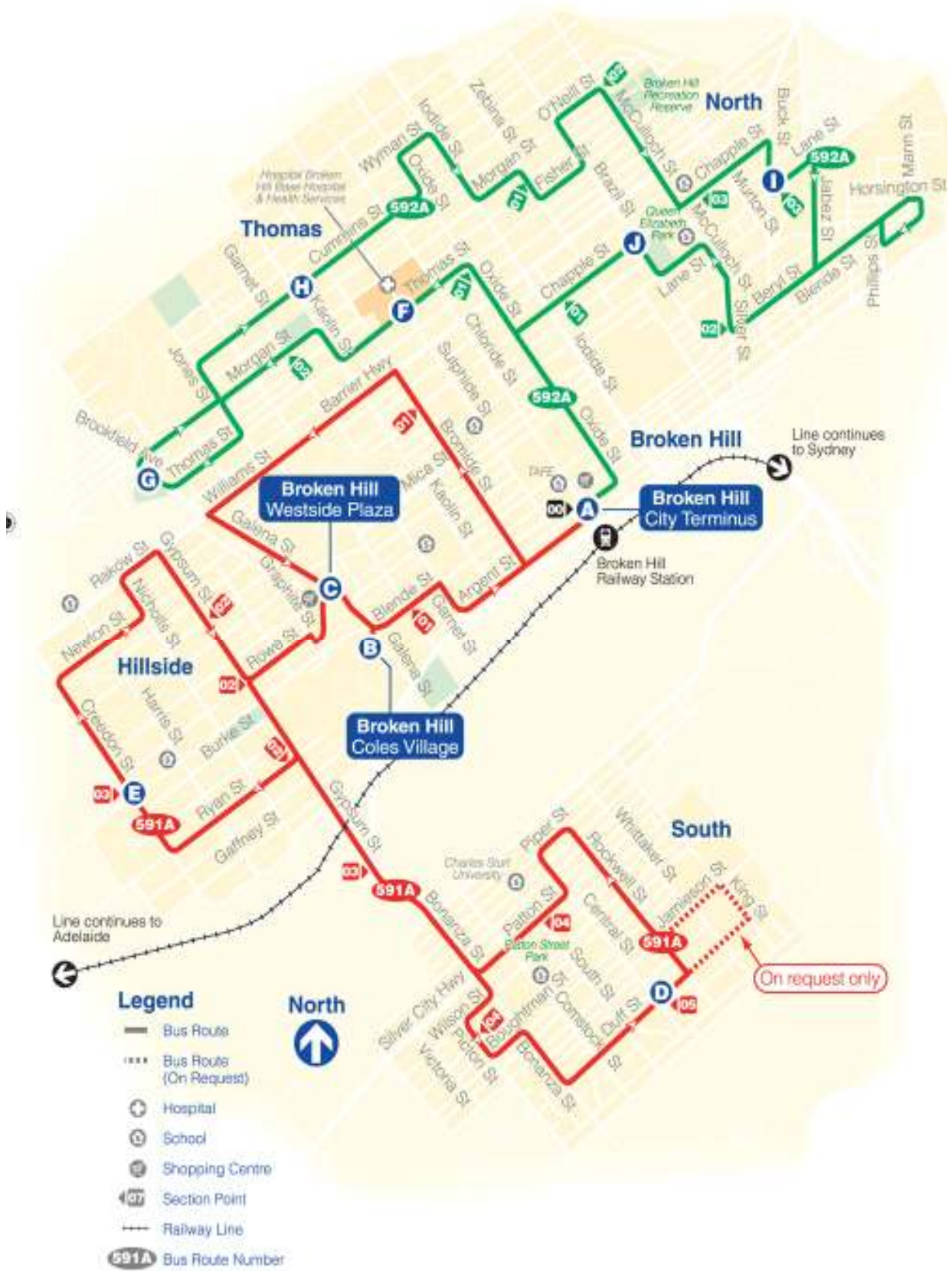
- APPENDIX A – Community Engagement Plan
- APPENDIX B - Murton's Bus Routes
- APPENDIX C – Current Parking Conditions
- APPENDIX D – Survey Questions
- APPENDIX E – Survey Results
- APPENDIX F – Community Review of Draft Parking Strategy

11. Quality Control

COUNCIL STRATEGY			
TRIM REFERENCES	11/392 D15/33487		
RESPONSIBLE POSITION	Manager Infrastructure Strategy		
APPROVED BY	Council		
REVIEW DATE	March 2018	REVISION NO.	1
EFFECTIVE DATE	ACTION	MINUTE NO.	
February 24, 2016	Adopted	45177	

Communication/Engagement Plan – Parking

1. October 1 - Argent Street pop-up
2. October 9 - Patton Street pop-up
3. October 10 - Community markets pop-up
4. October 10 - Oxide Street pop-up



CENTRAL BUSINESS DISTRICT PARKING SUPPLY

TYPE OF PARKING SIGN		TOTAL NUMBER OF SIGNS IN THE CBD AREA	
FOUR HOUR LIMIT		4	
TWO HOUR LIMIT		103	
ONE HOUR LIMIT		18	
½ HOUR LIMIT		5	
¼ HOUR LIMIT		18	
NO STOPPING		180	
NO PARKING		37	
DISABLED		30	
BUS ZONE		16	
TAXI ZONE		17	
LOADING ZONE		13	
TOTAL NUMBER OF SIGNS		441	
STREET	SECTION	TYPE OF PARKING	TOTAL NUMBER OF PARKING SPACES
CRYSTAL ST	KAOLIN – IODIDE	PARALLEL	267
ARGENT ST	KAOLIN – IODIDE	ANGLE/PARALLEL	388
BLENDE ST	KAOLIN – IODIDE	ANGLE/PARALLEL	324
BERYL ST	KAOLIN – IODIDE	PARALLEL	353
STREET	SECTION	TYPE OF PARKING	TOTAL NUMBER OF PARKING SPACES
BROMIDE ST	CRYSTAL – BERYL	ANGLE/PARALLEL	50
SULPHIDE ST	CRYSTAL – BERYL	ANGLE/PARALLEL	93
CHLORIDE ST	CRYSTAL – BERYL	ANGLE/PARALLEL	70
OXIDE ST	CRYSTAL – BERYL	ANGLE/PARALLEL	75
DELAMORE ST	ARGENT - BLENDE	PARALLEL	20
IODIDE ST	CRYSTAL – BERYL	PARALLEL	67
LANEWAY	SECTION	TYPE OF PARKING	TOTAL NUMBER OF PARKING SPACES
CRYSTAL LN	KAOLIN – IODIDE	PARALLEL	50
ARGENT LN	KAOLIN – SULPHIDE	PARALLEL	20
ARGENT LN	OXIDE – DELAMORE	PARALLEL	6
GAWLER PL	CHLORIDE – OXIDE	PARALLEL	10
TOTAL NUMBER OF PARKING SPACES IN THE CBD AREA:			1,793

The estimated number of on-street parking spaces currently available during business hours for the various types of users in the CBD of Broken Hill

SOUTH PRECINCT PARKING SUPPLY

TYPE OF PARKING SIGN		TOTAL NUMBER OF SIGNS IN THE SOUTH PRECINCT AREA	
TWO HOUR LIMIT		4	
¼ HOUR LIMIT		2	
NO STOPPING		12	
NO PARKING		2	
DISABLED		1	
BUS ZONE		4	
MAIL ZONE		1	
TOTAL NUMBER OF SIGNS		26	
STREET	SECTION	TYPE OF PARKING	TOTAL NUMBER OF PARKING SPACES
PATTON ST	COMSTOCK - CENTRAL	ANGLE/PARALLEL	155
TOTAL NUMBER OF PARKING SPACES IN THE SOUTH PRECINCT AREA:			155

The estimated number of on-street parking spaces currently available during business hours for the various types of users in the South Precinct area of Broken Hill.

BROKEN HILL CITY COUNCIL CBD PARKING STRATEGY

STREET NAME	SEGMENT	TYPE OF PARKING	TOTAL PER SEGMENT
CRYSTAL STREET	KAOLIN STREET - BROMIDE STREET	PARALLEL	50
	BROMIDE STREET - SULPHIDE STREET	PARALLEL	70
	SULPHIDE STREET - CHLORIDE STREET	PARALLEL	52
	CHLORIDE STREET - OXIDE STREET	PARALLEL	49
	OXIDE STREET - IODIDE STREET	PARALLEL	46
ARGENT STREET	KAOLIN STREET - BROMIDE STREET	ANGLE	84
	BROMIDE STREET - SULPHIDE STREET	ANGLE	78
	SULPHIDE STREET - CHLORIDE STREET	ANGLE	81
	CHLORIDE STREET - OXIDE STREET	ANGLE/PARALLEL	84
	OXIDE STREET - IODIDE STREET	ANGLE/PARALLEL	61
BLENDE STREET	KAOLIN STREET - BROMIDE STREET	ANGLE/PARALLEL	49
	BROMIDE STREET - SULPHIDE STREET	ANGLE	75
	SULPHIDE STREET - CHLORIDE STREET	ANGLE/PARALLEL	55
	CHLORIDE STREET - OXIDE STREET	ANGLE	76
	OXIDE STREET - IODIDE STREET	ANGLE	69
BERYL STREET	KAOLIN STREET - BROMIDE STREET	PARALLEL	40
	BROMIDE STREET - SULPHIDE STREET	PARALLEL	40
	SULPHIDE STREET - CHLORIDE STREET	PARALLEL	40
	CHLORIDE STREET - OXIDE STREET	PARALLEL	116
	OXIDE STREET - IODIDE STREET	PARALLEL	117
BROMIDE STREET	CRYSTAL STREET - ARGENT STREET	ANGLE/PARALLEL	25
	ARGENT STREET - BLENDE STREET	ANGLE/PARALLEL	20
	BLENDE STREET - BERYL STREET	PARALLEL	5
SULPHIDE STREET	CRYSTAL STREET - ARGENT STREET	ANGLE	34
	ARGENT STREET - BLENDE STREET	ANGLE	44
	BLENDE STREET - BERYL STREET	ANGLE/PARALLEL	15
CHLORIDE STREET	CRYSTAL STREET - CRYSTAL LANE	PARALLEL/CENTRE	28
	ARGENT STREET - BLENDE STREET	ANGLE/PARALLEL	29
	BLENDE STREET - BERYL STREET	ANGLE/PARALLEL	13
OXIDE STREET	CRYSTAL STREET - ARGENT STREET	ANGLE/PARALLEL	29

ARGENT STREET - BLENDE STREET	ANGLE/PARALLEL	27
BLENDE STREET - BERYL STREET	ANGLE/PARALLEL	19

DELAMORE STREET	ARGENT STREET - BLENDE STREET	PARALLEL	20
IODIDE STREET	CRYSTAL STREET - ARGENT STREET	PARALLEL	17
	ARGENT STREET - BLENDE STREET	PARALLEL	23
	BLENDE STREET – BERYL STREET	PARALLEL	27

TYPE OF PARKING SIGN AND NUMBER OF SIGNS PER SEGMENT

TIMED PARKING	DISABLED	NO STOPPING	NO PARKING	BUS ZONE	TAXI ZONE	LOADING ZONE	CLEARWAY
NIL	NIL	1	NIL	NIL	NIL	NIL	NIL
NIL	2	1	NIL	NIL	2	NIL	NIL
4x4HR LIMIT	NIL	5	5	NIL	2	NIL	NIL
3x1HR/4x2HR	NIL	2	NIL	NIL	NIL	NIL	NIL
3x2HR LIMIT	NIL	1	NIL	NIL	NIL	NIL	NIL

TIMED PARKING	DISABLED	NO STOPPING	NO PARKING	BUS ZONE	TAXI ZONE	LOADING ZONE	CLEARWAY
NIL	2	1	NIL	NIL	NIL	NIL	NIL
14x2HR/3x1/2HR	2	3	NIL	5	2	2	NIL
12x2HR LIMIT	2	6	3	4	NIL	NIL	NIL
11x2HR LIMIT	4	4	NIL	4	4	NIL	NIL
7x2HR/2x1/4HR	2	4	NIL	NIL	NIL	NIL	NIL

TIMED PARKING	DISABLED	NO STOPPING	NO PARKING	BUS ZONE	TAXI ZONE	LOADING ZONE	CLEARWAY
NIL	NIL	4	NIL	NIL	NIL	NIL	NIL
NIL	NIL	4	NIL	NIL	3	NIL	NIL
2x2HR LIMIT	6	7	2	1	NIL	NIL	NIL
8x2HR LIMIT	2	3	NIL	NIL	2	2	NIL
3x2HR LIMIT	NIL	4	NIL	NIL	NIL	NIL	NIL

TIMED PARKING	DISABLED	NO STOPPING	NO PARKING	BUS ZONE	TAXI ZONE	LOADING ZONE	CLEARWAY
NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL
2x1/4HR LIMIT	2	4	NIL	NIL	NIL	NIL	NIL
2x1/4HR LIMIT	NIL	1	2	NIL	NIL	NIL	NIL
1x2HR LIMIT	NIL	3	NIL	NIL	NIL	NIL	NIL
2x1/2HR LIMIT	NIL	2	NIL	NIL	NIL	NIL	NIL

TIMED PARKING	DISABLED	NO STOPPING	NO PARKING	BUS ZONE	TAXI ZONE	LOADING ZONE	CLEARWAY
4x2HR LIMIT	NIL	7	NIL	NIL	NIL	NIL	NIL
2x1HR LIMIT	NIL	7	NIL	NIL	NIL	NIL	NIL
NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL

TIMED PARKING	DISABLED	NO STOPPING	NO PARKING	BUS ZONE	TAXI ZONE	LOADING ZONE	CLEARWAY
NIL	NIL	6	NIL	NIL	NIL	NIL	NIL
1x2HR LIMIT	NIL	6	2	NIL	NIL	NIL	NIL
NIL	NIL	6	NIL	NIL	NIL	NIL	NIL

TIMED PARKING	DISABLED	NO STOPPING	NO PARKING	BUS ZONE	TAXI ZONE	LOADING ZONE	CLEARWAY
6x2HR LIMIT	2	5	NIL	NIL	NIL	NIL	NIL
5x2HR & 5x1/4HR	2	8	NIL	NIL	NIL	2	NIL
4x2HR & 2x1/4HR	NIL	6	NIL	2	NIL	NIL	NIL

TIMED PARKING	DISABLED	NO STOPPING	NO PARKING	BUS ZONE	TAXI ZONE	LOADING ZONE	CLEARWAY
7x2HR LIMIT	NIL	7	NIL	NIL	NIL	NIL	NIL
6x2HR & 2x1/4HR	2	9	3	NIL	2	NIL	NIL
5x2HR LIMIT	NIL	3	NIL	NIL	NIL	NIL	NIL

TIMED PARKING	DISABLED	NO STOPPING	NO PARKING	BUS ZONE	TAXI ZONE	LOADING ZONE	CLEARWAY
NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL

TIMED PARKING	DISABLED	NO STOPPING	NO PARKING	BUS ZONE	TAXI ZONE	LOADING ZONE	CLEARWAY
NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL
NIL	NIL	3	NIL	NIL	NIL	NIL	NIL
NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL

BROKEN HILL CITY COUNCIL CBD PARKING STRATEGY FOR LANEWAYS

LANE NAME	SEGMENT	TYPE OF PARKING	TOTAL PER SEGMENT
CRYSTAL LANE	KAOLIN ST & BROMIDE ST	PARALLEL	10
	BROMIDE ST & SULPHIDE ST	PARALLEL	10
	SULPHIDE ST & CHLORIDE ST	PARALLEL	10
	CHLORIDE ST & OXIDE ST	PARALLEL	10
	OXIDE ST & IODIDE ST	PARALLEL	10
ARGENT LANE	KAOLIN ST & BROMIDE ST	PARALLEL	10
	BROMIDE ST & SULPHIDE ST	PARALLEL	10
	OXIDE ST & DELAMORE ST	PARALLEL	6
GAWLER PLACE	CHLORIDE ST & OXIDE ST	PARALLEL	10

BROKEN HILL CITY COUNCIL SOUTH PRECINCT PARKING STRATEGY

STREET NAME	SEGMENT	TYPE OF PARKING	TOTAL PER SEGMENT
PATTON STREET	COMSTOCK ST & SOUTH ST	PARALLEL	90
	SOUTH ST & CENTRAL ST	PARALLEL	65

TYPE OF PARKING SIGN AND NUMBER OF SIGNS PER SEGMENT – LANEWAYS AND GAWLER PLACE

TIMED PARKING	DISABLED	NO STOPPING	NO PARKING	BUS ZONE	TAXI ZONE	LOADING ZONE	CLEARWAY
NIL	NIL	3	1	NIL	NIL	NIL	NIL
NIL	NIL	1	5	NIL	NIL	NIL	NIL
2x1HR LIMIT	NIL	4	1	NIL	NIL	NIL	NIL
6x1HR LIMIT	NIL	14	NIL	NIL	NIL	2	NIL
NIL	NIL	4	NIL	NIL	NIL	NIL	NIL

TIMED PARKING	DISABLED	NO STOPPING	NO PARKING	BUS ZONE	TAXI ZONE	LOADING ZONE	CLEARWAY
NIL	NIL	6	3	NIL	NIL	2	NIL
NIL	NIL	6	9	NIL	NIL	1	NIL
NIL	NIL	1	NIL	NIL	NIL	NIL	NIL

TIMED PARKING	DISABLED	NO STOPPING	NO PARKING	BUS ZONE	TAXI ZONE	LOADING ZONE	CLEARWAY
5x1HR & 3x1/4HR	NIL	8	1	NIL	NIL	2	NIL

TYPE OF PARKING SIGN AND NUMBER OF SIGNS PER SEGMENT – SOUTH PRECINCT

TIMED PARKING	DISABLED	NO STOPPING	NO PARKING	BUS ZONE	TAXI ZONE	LOADING ZONE	CLEARWAY
4x2HR & 2x1/4HR	1	6	2	2	1	NIL	NIL
NIL	NIL	6	NIL	2	NIL	NIL	NIL



BROKEN HILL PARKING STRATEGY SURVEY

Broken Hill City Council is seeking community views on the City's parking options. Your comments will assist Council in developing a draft Parking Strategy for the City. Reviewing current parking practices will identify parking areas, parking time limits, restrictions and where alterations may be made to increase the efficiency and turnover of parking throughout all high use areas of Broken Hill including the Central Business District.

Question 1:

Do you see current parking arrangements across Broken Hill as adequate?

Yes No

If NO, what changes would you like made?

Question 2:

Would you support permit parking in the following locations (Broken Hill Regional Art Gallery and Town Hall Facade)?

Yes No

Question 3:

Would you like to see permit parking in other areas within the City?

Yes No

If Yes, where?

Question 4:

If you support permit parking what should be the cost?

\$10 per week \$15 per week \$20 per week Other

Question 5:

Where within the City would you use all day parking?

Question 6:

What would encourage you to park and walk?

Question 7:

Do you want to see changes to current parking arrangements i.e. timed zones, disabled access, loading zones.

Yes No

If **YES**, what changes do you propose?

If **NO**, why?

Thank you for your comments. Your personal information is not for public use. By providing an email address we can continue to keep you informed of the project.

Name: _____

Address: _____

Email: _____

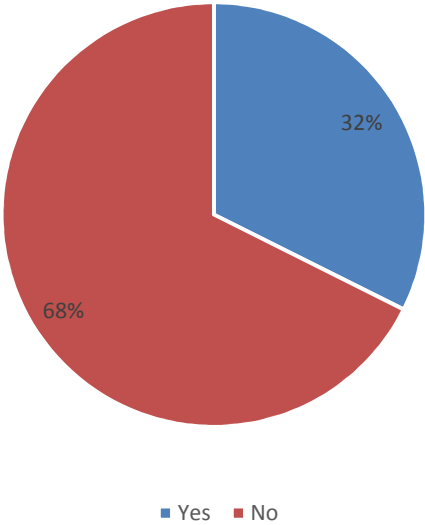
Telephone: _____

Completed forms can be hand delivered to Council's Administration Building, located at 240 Blende Street or by post, addressed to:

Mr Andrew Bruggy,
Manager Infrastructure Strategy
Broken Hill City Council
PO Box 448
BROKEN HILL NSW 2880

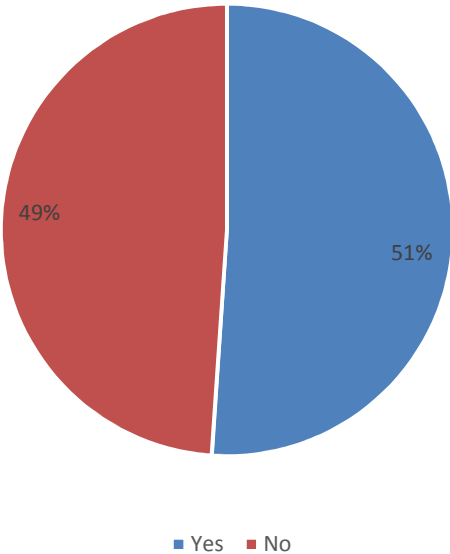
Or alternatively this survey can be completed on-line at www.brokenhill.gov.au. All surveys must be received by Council no later than Friday October 23, 2015.

1. Do you see current parking arrangements across Broken Hill as adequate?

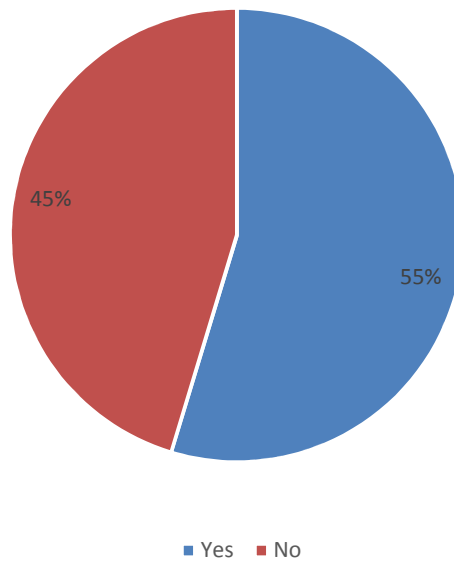


The suggested changes people would like to see included the decrease of parking time in Argent Street to one hour instead of two hours or increasing to three hours, the installation of loading zones in Argent Street, long term secure carparking facilities with shade in locations such as in Beryl Street and the carpark behind the Town Square, regular parking inspector, improvement of pedestrian access to promote walking and motorbike parking spaces.

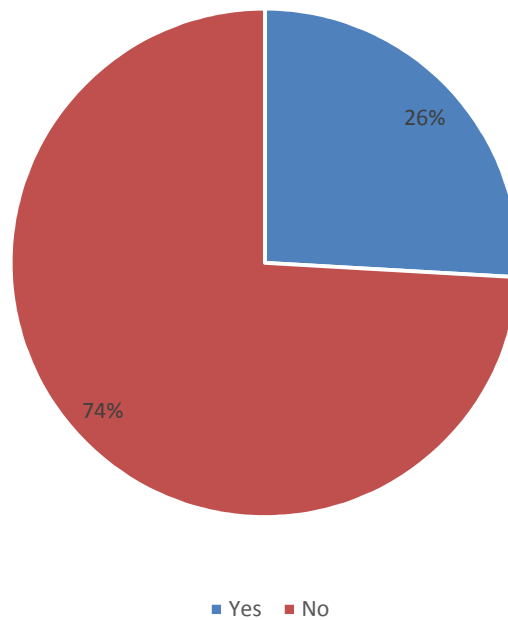
2a. Would you support permit parking at the Broken Hill Regional Art Gallery?



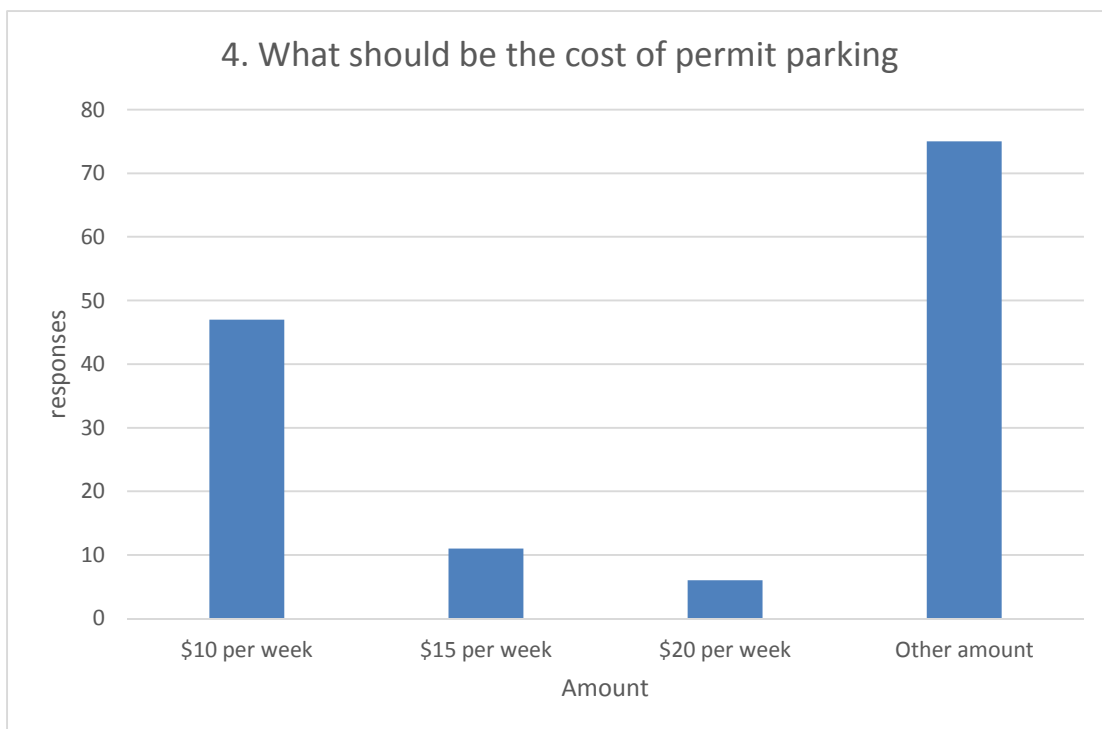
2b. Would you support permit parking at the Town Hall Facade?



3. Would you like to see permit parking in other areas?



Other areas suggested for permit parking included outside the Barrier Social Democratic and Musicians Clubs; Blende Street outside the Trades Hall, away from the main streets such as Crystal and Beryl Streets and outside the Railway Station.



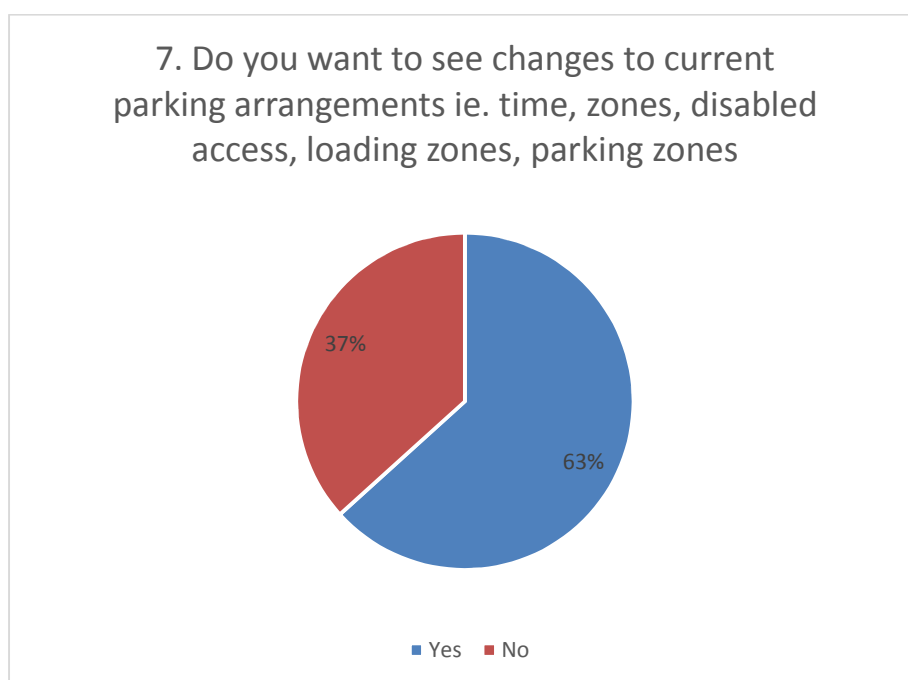
Other amounts ranged from \$0 to \$400 per year.

5. Where would you use all day parking?

Responses included the Art Gallery carpark, Crystal Street, Blende Street, Oxide Street, Chloride Street, Sulphide Street, around Sturt Park, near the Barrier Social Democratic Club and the Musicians Club, behind the Library, outside the IGA, and in Argent Street.

6. What would encourage you to park and walk?

The majority of responses indicated that residents are willing to park and walk. Practical suggestions gathered as part of the survey included the provision of clear directional signage and pathways for pedestrian access, secure and covered parking facilities away from the CBD, shaded walkways and points of interest along the way to the CBD such as street art, safe footpaths and good accessibility for wheelchairs and walking frames, the installation of parking meters and regular monitoring of timed parking.



APPENDIX F – COMMUNITY REVIEW OF DRAFT PARKING STRATEGY

Submission	Recommendation
<p>I propose as an alternative 2 hr limit on Vinnies shop side of the road, 4hr limit on western side between Bromide and Kaolin Streets and no restrictions on Kaolin Street.</p> <p>My proposal would leave room for parking in front of all the shops in the block Bromide to Kaolin. Volunteers could park across the road (up to 4 hrs) and long term (all day) could park in Kaolin Street. At the moment Kaolin Street is rarely used by anyone other than TAFE.</p>	<p>Alter the 2hr limit in Argent Street Between Bromide and Kaolin Streets to 4hr parking time limit.</p> <p>Kaolin Street to remain 4hr parking time limit as specified in the parking strategy</p>
<p>I refer to the parking in the top end of Argent St, specifically between Kaolin and Bromide Streets. Volunteers at the St Vincent De Paul Society have regularly parked in this area and have never had a problem finding close parking on either side of the road. There is parking readily available in Argent St, close to Vinnies store, on all different weekdays, morning and afternoon. Since parking is readily available in this part of Argent Street, it seems unnecessary to impose any limits, as there appears to be no problem at present.</p> <p>If restrictions were put in place, people would find difficulty getting close parking to the Vinnies for most of the day. Many volunteers work for 4 hours and then stay to have lunch with their colleagues. Very many volunteers are at the Vinnies for more than 4 hours at a time. Almost all volunteers are elderly and many would find difficulty walking any extended distance, especially in our hot summer weather. Many would not be comfortable protesting or complaining about the proposed changes.</p> <p>It is often necessary to carry heavy loads to the Vinnies Store. Restricted parking would mean that it would be necessary to park some way away from the Centre and then struggle with several loads, if working more than 4 hours.</p> <p>My understanding is that time restrictions on parking are to allow more parking spots to open up more regularly in busy traffic areas. This is not the case in this section of Argent St, and so why impose unnecessary parking restrictions which would make life difficult for many older Broken Hill citizens who give their time to do volunteer work. Surely council is not seeking to raise revenue from these measures. Hopefully the proposed strategy does not include this part of town, just because other parts of town are already included.</p>	<p>Alter the 2hr limit in Argent Street Between Bromide and Kaolin Streets to 4hr parking time limit.</p>
<p>I will like to make comment about the 15 minute parking at the Post Office</p> <p>Has anyone ever stopped to consider those who have to pick up heavy items from the Post Office. Do you expect residents to double park and be booked</p>	<p>Retain current 15 minute parking time limit outside the Post Office in Chloride Street</p>
<p>Gawler Place - Because of the battle my landlord has to deal with, in respect to his tenants parking spaces, I resolved to park behind my business. This space is totally necessary. Daily I am in and out buying supplies and with limited time close access is crucial.</p> <p>Consider a designated park space for The Silly Goat.</p>	<p>As part of the Gawler Place redesign, four unlimited parking spaces have been established at the rear entrance of Sureway and the Arcade. It is of note that Gawler Place is a loading area for the businesses in Argent Street and Blende Street, not a parking area. Some businesses have designated parking spaces and some businesses do not.</p>
<p>We would like to take this opportunity to put forward a submission with regard to the parking in Beryl Street outside the Broken Hill Foodland.</p>	<p>It is not feasible to erect and maintain a number of signs for limited spaces. Practically, the public would not use the area for all day parking.</p>

Submission	Recommendation
<p>Our suggestion is that the 20 parking spaces directly out the front of the store (between the 2 planter boxes) be designated 1 hour car parks. This would enable customers to continue to shop in comfort without the concern of having to walk distances to their vehicles, should those parks be taken up by other businesses and their staff.</p> <p>We would also like you to consider the feasibility of some form of road line marking, directly in front of the entrance/exit of our store, as a warning to drivers that pedestrians are in the area.</p>	
<ol style="list-style-type: none"> 1. Move the taxi rank in oxide street to the other side of the street, next to the former west darling hotel, this way taxis are closer to the workingmen's club and also the new pub when it opens, saves people needing to walk across the road to catch a taxi. This will also free up space for customers to park close to main street shops. 2. Change parking in oxide street between argent and beryl to 45 degree parking, to create more spaces for parking in front of oxide street shops that currently are unoccupied. More foot traffic from people walking to and from cars will improve opportunity for shoppers. 3. Why is there so much unused space in front of the movie theater? This could also be 45 degree parking, or another potential place for the taxi rank. 4. Please consider some low cost shading for the all day parking zones in Beryl street to make it a more attractive place to park. 5. Whilst only 19% of respondents indicated their willingness to pay for increased parking enforcement, I do wonder if council could consider doing some cross training of its outdoor staff, who could function as defacto rangers when they are out and about? Another alternative is to find a way to outsource this function to the chamber of commerce through partnership etc. 	<p>Taxi rank to remain where it is</p> <p>Parking spaces will remain the same</p> <p>This area is a drop off and pick up area for the Theatre</p> <p>The shade structures have been proposed in the Urban Design Plan</p> <p>To be further investigated outside of parking strategy</p>