

# **Nimbin**

## **Car Parking Strategy 2018**

**Supply and demand, utilisation  
and future growth strategy**



# 1 INTRODUCTION

## 1.1 BACKGROUND

Lismore Council has received, or is expecting to receive, several development applications for the Nimbin area that represent significant commercial and residential development when compared to development activity over the past 10-20 years. The main business precinct in Cullen Street relies heavily on the Council-owned Western carpark (see Figure 2) and on-street parking to accommodate parking requirements. In the past Council has allocated spaces within the Western carpark to businesses for appropriate onsite parking. The redevelopment of the Rainbow Café and the former Museum site which both burnt down in 2014, are likely to generate significant increases in demand for parking.

Taking into account the demand generated by the proposed redevelopment of these sites, concerns have been raised about the long-term viability of developing sites within Nimbin's business precinct without also increasing the available supply of car parking spaces.

Council has therefore undertaken an audit of car parking within the main business precinct, considered existing supply and demand, utilisation and future growth pressures to develop this Strategy. Council has also based the Strategy on submissions from the community and feedback from the Nimbin Advisory Group and Chamber of Commerce to develop this Strategy.

## 1.2 STUDY AREA

The Study area comprises the main business strip of Cullen and Sibley Streets, from Cecil Street in the south to Thorburn Street in the north. It also takes in the Council-owned Western car park and Council owned land including the Bowling Club, Swimming Pool and Caravan Park. The extent of the study area can be viewed below at **Figure 1**.

## 1.3 COMMUNITY CONSULTATION

Community consultation about parking needs in Nimbin was initially conducted via face-to-face interviews with key stakeholders at the time the supply and demand audit was undertaken in March 2016. A draft Strategy was then placed on public exhibition from early August to October 2017. Eight (8) written submissions were received and two information / feedback sessions were organised by the Nimbin Advisory Group (NAG) in response to the initial draft strategy. These were held on September 12, 2017 and attended by Council representatives. Comments were also sought via Facebook. A summary of this consultation is included at **Appendix A**.

The Nimbin Advisory Group has also provided advice throughout the preparation and public exhibition of the Strategy and assisted Council with community consultation.

## 1.4 TRAFFIC ADVISORY COMMITTEE

Lismore City Council's Traffic Advisory Committee has considered the short term recommendations in this Strategy that are relevant to its role.

Figure 1: Nimbin Car Parking Study Area



## 2 CAR PARKING SUPPLY AND UTILISATION

### 2.1 PARKING SUPPLY

To estimate the total number of existing car parking spaces available within the Study Area, all land currently available for car parking including on-street, off-street and Council-owned public car parking space was measured. Formulas based upon the relevant Australian standards were then applied to measure the total number of spaces available.

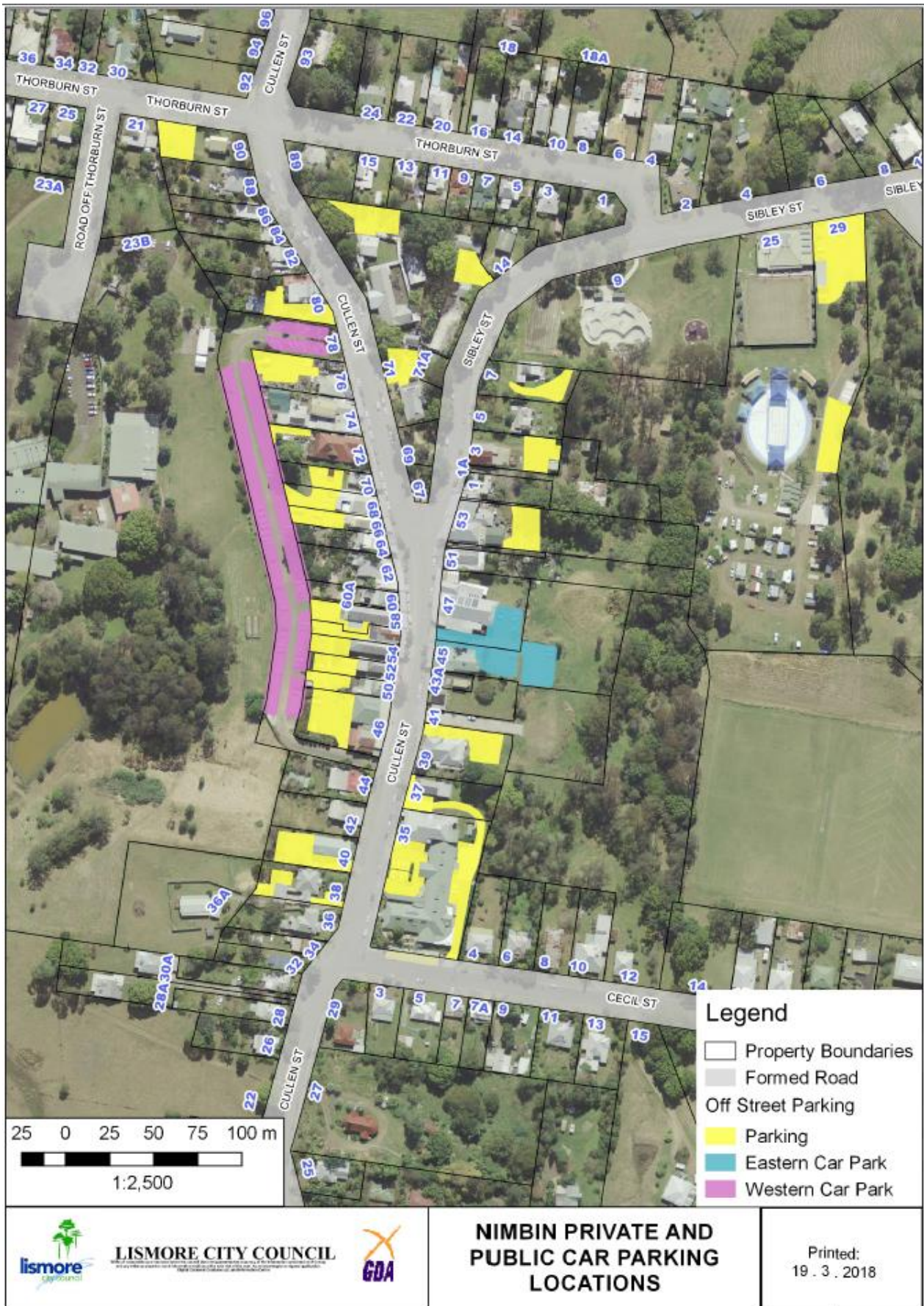
From this it was assessed that approximately 823 car parking spaces are available within the precinct. This is comprised of 549 off-street spaces on private land (including the Eastern Carpark), 164 in the Western Car Park and 123 on-street spaces. Table 1 provides the estimated capacity of the primary car parking sites in Nimbin.

The majority of off street car parking within the Nimbin Business Precinct is allocated for use by employees of businesses along Cullen and Sibley Street. Whilst some of this off-street parking is allocated for public use, it is not well known to motorists. The formula of one car per 20 square metres that was applied to parking on private land is by necessity simplistic, and slightly higher or lower yields may be possible on a site-by site basis. The private and public areas currently available and utilised for parking within the audit area can be viewed in **Figure 2**.

**Table 1: Primary parking locations and capacities**

Parking Area	Estimated Capacity
Western Carpark	164
Eastern Carpark	29
Cullen Street	58
Sibley Street	65

Figure 2: Nimbin private and public off-street car parking locations



## 2.2 PARKING UTILISATION

### 2.2.1 SURVEY DATA

The survey on which the assessment of car parking utilisation and availability is based was conducted on Friday 4<sup>th</sup> March, Saturday 5<sup>th</sup> March, and Wednesday 9<sup>th</sup> March 2016. The survey focussed on the off-street car parking at the Council owned Western Carpark and privately owned Eastern Carpark, along with the on-street parking along Cullen and Sibley Streets. These sites were selected as they are the primary parking spots for users accessing the Nimbin business precinct. Whilst the Eastern Carpark is privately owned, during the parking survey it was observed that this parking space was utilised by motorists as a public car parking space. Table 1 in the previous section of the Strategy outlines the capacity for the four primary parking areas.

### 2.2.2 PEAK AND AVERAGE UTILISATION

The survey data revealed that the peak utilisation times for car parking in Nimbin occur on a Wednesday from 3pm onwards and on Friday between 1 and 3pm. The complete survey data can be viewed in Appendix C and has been summarised in Table 2.

**Table 2: Key Nimbin car parking utilisation times**

Time Period	Overall Utilisation Rate	Car Parking Spaces Remaining
Wednesday 3:00pm	90%	32
Friday 2:00pm	96%	14
Saturday 10:00am	45%	173
Daily Average	73%	84

**Note:** At the time of the survey the 'fire sites' at 62 and 64 Cullen Streets had not yet been redeveloped and were just an empty site generating no traffic demand.

The Friday afternoon peak (1 to 3pm) is assumed to be related to residents gathering supplies for the weekend and the Wednesday afternoon (3pm onwards) peak appears to correlate to the farmers markets. During the Friday afternoon period Nimbin car parking is at 96% capacity with only 14 spaces available throughout the car parking audit area. It was also revealed that apart from the 2 peak times, the average car parking utilisation rate for Nimbin is 73%, which provides for approximately 84 car parking spaces to be available at any time.

The car parking utilisation calculations used in this section examined the Nimbin business precinct parking as a whole and indicate that there still is capacity remaining. However further investigation reveals that the on-street car parking is being significantly over utilised by users parking in loading bays, bus zones and even double parking. Table 3 shows that at any time the on street parking is over utilised by approximately 12 spaces, whilst there are 96 free spaces available in the off street carparks.

As two years had passed between the original survey and the adoption of this Strategy by Council, a further survey was conducted on Friday 6<sup>th</sup> April, 2018 and Wednesday 11 April, 2018. This data is included in Appendix 2 and confirms that the peak periods are similar to 2016 with on-street parking being over utilised apart from Sibley Street, where the usage has dropped significantly. The reasons for this are not clear. For the purposes of this Strategy the 2016 data is regarded as more indicative of typical use.

**Table 3: On and Off street parking comparison**

Parking Type	Average Utilisation Rate	Spaces Remaining
On Street (Cullen and Sibley Streets)	109%	-12
Off Street (Western and Eastern Carparks)	50%	96

The survey data further revealed that during the peak times the Western carpark is under capacity whilst the on-street parking along Cullen and Sibley streets was over capacity by approximately 22% and 17% respectively. These results highlight the fact that users of the Nimbin business precinct are unwilling to park in the Western Carpark and walk to the main streets. Users of the Nimbin business precinct have developed a habit of parking along Cullen and Sibley streets, regardless of signage and safety. It is apparent that further measures need to be undertaken to encourage better use of the Western carpark.

## **3 CAR PARKING DEMAND**

### **3.1 CURRENT PARKING DEMAND**

To estimate the total demand required for car parking spaces the Gross Floor Area (GFA) of existing buildings including the 'fire sites' (estimated using former Museum and Rainbow Café) within the precinct was calculated and the car parking requirements relating to the relevant land use category from Chapter 7 – *Off Street Carparking* - in the Lismore Development Control Plan (DCP) 2012, was applied. From this a figure of 703 parking spaces for the precinct was assessed as being the number of spaces required to meet current estimated demand.

### **3.2 FUTURE ESTIMATED PARKING DEMAND**

#### **3.2.1 SITE SPECIFIC DEVELOPMENTS**

##### **THE CUBES**

The Cubes development consent required the provision of 16 on-site car spaces, construction of six (6) new spaces in the Western Carpark and the line marking of 76 spaces (to achieve an improvement in car parking efficiency to 12 car spaces) to meet the identified parking needs for the development. It is currently unknown if this development will proceed as planned.

##### **RAINBOW CAFÉ**

The Rainbow Café development consent does not require the provision of on-site car parking due to the availability of parking credits. It is acknowledged that demand for parking will be generated when the café re-opens. This is not reflected in the utilisation figures presented here.

##### **MIXED USE DEVELOPMENT (60, 62 AND 62A CULLEN STREET)**

There has been a design charrette and pre-lodgement meeting between the applicant and Council regarding the future development of the old Museum site. Different development options have been discussed including car parking needs and how these might be addressed. A development application has not yet been lodged so it is not possible to provide any details about potential impacts on car parking at this time.

However, it should be noted that Council made a commitment during the charrette that a reasonable number of on-site car parking spaces would be waived, if public open space was incorporated into any development on the site in the interests of good design and amenity outcomes and due to an apparent availability of spaces in the western carpark.

##### **47 SIBLEY STREET SHOPPING CENTRE/SUPERMARKET**

The proposed shopping complex, if developed, will comprise a 2400m<sup>2</sup> commercial building and on-site car park with capacity of 169 spaces. Whilst this development will not directly contribute to increasing parking demand within the Nimbin business precinct, it can be expected that due to the size of the development extra pressure may be placed on car parking in the Nimbin business precinct.

##### **7 SIBLEY STREET SUSTAINABILITY HOUSE**

The Nimbin Neighbourhood centre has produced a master plan for the site which includes plans to use the converted house as a venue for future workshops. Some on-site parking has been allocated, but in the longer term this staged development is likely to attract visitors beyond its on-site parking capacity.

#### **3.2.2 SUMMARY OF ESTIMATED FUTURE DEMAND**

Considering all of the above proposals, a conservative estimate of an additional demand of 68 car parking spaces has been made for the purposes of analysing the impact on existing car parking availability to meet current and future needs.

### **3.3 TOURISM**

It is estimated that Nimbin has approximately 200,000 visitors per annum which represents a high visitation rate for a town of its size. The parking demand rates that have been applied to the demand assessment for this study are based upon land use formulas from the Lismore DCP,



Chapter 7 – *Off Street Carparking*. However, the tourism driver in Nimbin is likely to generate a greater demand for parking than is experienced by other areas within the Lismore LGA.

There is no way to accurately quantify this additional demand other than to recognise visitor parking is likely to be for longer periods than resident parking, and at peak holiday times, demand is significantly higher than other times of the year. This should be taken into consideration when planning for future parking requirements.

### 3.4 VILLAGE AND RURAL RESIDENTIAL EXPANSION

In recent years Nimbin has experienced a significant increase in the supply of new residential lots when compared to the previous decade, particularly along Alternative Way. There is still a considerable amount of land zoned for residential purposes in this area that is likely to be realised in the coming years.

Council’s Lismore Growth Management Strategy 2015-2035 sets out the potential future village and rural residential areas for the 20 years to 2035. The Strategy will be reviewed on a five yearly basis. In accordance with this strategy, on 5 February 2018 at an extraordinary meeting, Council approved a proposal to rezone land at 4 Blue Knob Road, Nimbin adjacent to the village for large lot residential housing. This proposal could yield around 15 lots. Land in Gungas Road has also been nominated in the Strategy for potential future large lot residential development. Additionally, the Local Environmental Plan maps areas close to Nimbin that have potential for rural landsharing community development.

The resulting increase in housing numbers will inevitably lead to more vehicle traffic and car parking demands in Nimbin. It is difficult to determine the exact impact in terms of numbers of vehicles that may utilise parking. However, it does need to be considered in proposing future responses to car parking.

### 3.5 UTILISATION WITH ESTIMATED FUTURE GROWTH

Table 4 shows the data from Table 2 with an additional estimated demand of 68 car parking spaces generated by The Cubes, Rainbow Café, and Mixed Use Development (using a conservative estimate based on the pre-lodgement meeting). If the impact is realised the table below indicates that during peak times the existing car parking within Nimbin will become unsustainable and even during the average utilisation times there is limited capacity for growth within Nimbin.

**Table 4: Key Nimbin car parking utilisation times with additional future growth**

Time Period	Overall Utilisation Rate	Car Parking Spaces Remaining
Wednesday 3:00pm	112%	-36
Friday 2:00pm	118%	-55
Saturday 10:00am	67%	106
Daily Average	95%	17

**Note: the above figures could change when the development of the old Museum site is clarified.**

It is also acknowledged that the times of the year when car parking demands are at their highest are during Easter, Christmas, and school holidays. From community consultation it was established that during these periods the car parking within the Nimbin business precinct becomes highly unsustainable. These time periods may become even more strained for car parking if the above site specific developments proceed as proposed to date.

## 4 COMMUNITY CONSULTATION

The input of the Nimbin community is critical to the acceptance and success of the Parking Strategy. Community input has been achieved through:

- Face to face conversations at the time of the parking survey in March 2016;
- Written submissions in response to the public exhibition of the Draft Strategy;
- Community meetings / sessions about the Draft Strategy facilitated by the Nimbin Advisory Group and attended by Council staff;
- Facebook comments made in response to Nimbin Hook-Ups posting a series of questions;
- Attendance of staff at Nimbin Advisory Group meetings;
- Discussions with representatives of the Nimbin Chamber of Commerce;
- Correspondence with the Nimbin School and Department of Education.

Appendix A provides a summary of the first four above. Where practicable and relevant to car parking, issues raised through these consultations have been addressed in the proposals contained in the next section of the Strategy.

## 5 THE STRATEGY

After considering the existing supply and demand, the expected future growth, and community consultation the following strategies have been identified to address parking and related issues in Nimbin. It should also be noted that any proposal will need to be accompanied by some form of education process and some level of enforcement to change existing community attitudes towards the widely-accepted practice of parking all day in timed parking zones.

### 5.1 SHORT TERM STRATEGY (WITHIN 2 YEARS)

The short-term car parking strategy focusses on addressing issues relating to the current on and off-street parking throughout the Nimbin business precinct. This strategy further aims to address matters that were raised during the community consultation process. The focus areas for the short-term strategy will be loading, bus and disabled parking zones, better utilisation of the Western carpark, on street signage and line marking of parking spaces, provision for bike riding facilities, and enforcement of timed parking zones.

#### 5.1.1 BUS, LOADING, AND ACCESSIBLE ZONES

##### Issues

The current parking layout along Cullen and Sibley Street has provision for three loading zones, four bus zones and three accessible zones which can be seen in **Figure 3**.

Tourist busses on day trips often park in the Western carpark taking up spaces for private vehicles. There was support for the idea of having a dedicated bus and caravan parking area in Sibley Street opposite the bowling club. There was also significant community support for the removal of the bus zone outside the Oasis café at the north end of Cullen Street as it was considered to interfere with sight lines for vehicles exiting the Western carpark. Generally, the other bus zones are supported to remain with further investigation to see if 15 minute parking is possible outside the times when the school bus and the Waller's service need access. New signage for the times required by the mobile book bus is also recommended.

Of the three (3) existing loading zones on Cullen Street there was no clear benefit identified in moving them. Informal arrangements such as the use of witch's hats to extend a loading area outside the pub appear to be an acceptable solution.

The existing wheelchair accessible zones are generally supported. A proposal to extend the one outside the bakery to two spaces was not supported by staff as there was insufficient space available.

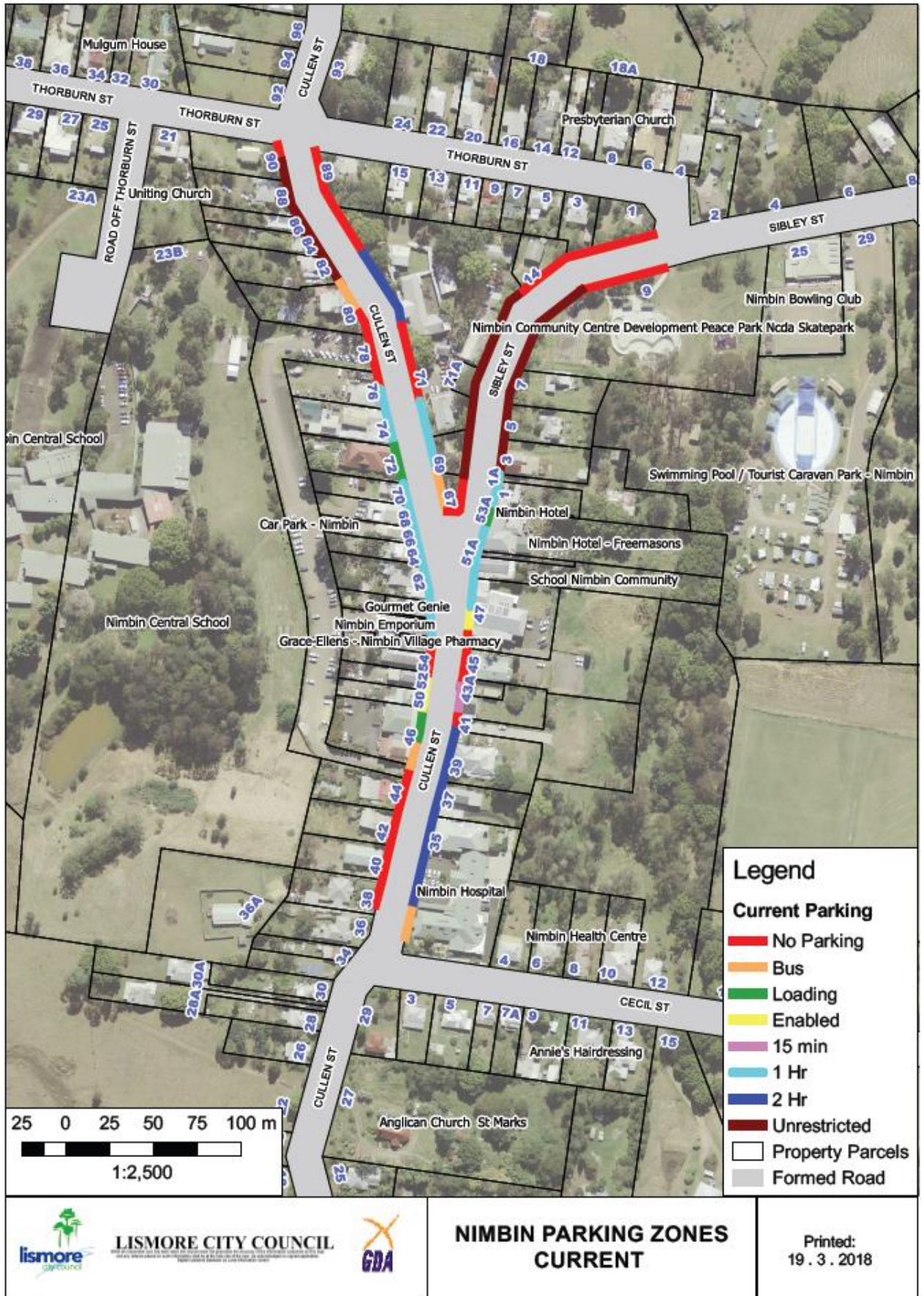
##### Actions – Bus, Loading and Accessible Zones

1. **Removal of the bus zone at the north end of Cullen Street, to be replaced with timed (2 hour) general parking.**
2. **A bus and caravan parking area be created in Sibley Street, opposite the bowling club. Additional signage will be required at the location and also in the village to direct people to it. *Note: This action will not be implemented in the immediate term as there is no allocation in Council's 2018/19 budget.***

It was also proposed to investigate whether bus parking outside the Visitor Centre and south of the Community Centre could be used for 15 min parking outside designated bus times. This action was considered by Council's Traffic Advisory Committee but was not supported as the Committee felt it is unnecessary as the parking was being managed well. This proposal will therefore not proceed at this time.

Proposed changes to zones and timed parking areas can be seen in **Figure 4**.

Figure 3: Nimbin business precinct parking zones



## 5.1.2 WESTERN CARPARK

### Issues

The 2016 survey data revealed that even during periods when Cullen and Sibley streets were over capacity, the Western carpark was underutilised. The community consultation along with observations revealed that the laneways, entry and exits points, line marking and carpark signage were the main deterrents to using the Western carpark.

The primary laneways that need to be addressed in this strategy are at 54 and 68 Cullen Street. This will require negotiation with landowners to improve pedestrian accessibility and seek provision of legal 'right of footways' over land to enable pedestrian walkways as per the DCP. The laneway on 62 Cullen Street is intended to be re-established as part of the redevelopment of the old museum site, which will be conditioned to Crime Prevention Through Environmental Design (CPTED) standards and provide a direct link between Cullen Street and the Western Car Park.

The entry and exit points to the Western car park will need to have directional arrows painted to highlight to motorists that the carpark is one way only. Line marking is also needed within the Western carpark to increase efficiency and capacity of car parking spaces. It is estimated an increase of 15-20% of the current capacity can be achieved through line marking. Formalising these car parking spaces will assist Council with future surveys and utilisation rates of the Western carpark.

Signage of entry and exit point locations, along with directions to Western carpark needs to be installed along Cullen Street to the north and south, and Sibley Street to the north. The signage should be located approximately 40 to 50m from the turn into the car park to allow adequate sight distance for vehicles (50km/h street). It is also recommended that signage be located 500m to the south on the arrival to Nimbin to give motorists an awareness of upcoming parking facilities (same as current tourist information signage).

Community consultation further revealed that shade, lighting and further beautification of the Western carpark may increase the public's perception of the space and increase its usage. Tree planting within the Western car park aligns with Council's DCP for the Nimbin area. Therefore, subject to funding availability, it is recommended to carry out general landscaping and construction works to retain the eastern edge of the carpark to improve shade and overall aesthetics, paying close attentions to the points where the laneways connect to the car park. This beautification needs to be completed in such a way as to follow Council's CPTED and Water Sensitive Urban Design standards. Trees could be planted on the school-side of the concrete bollards so that no parking spaces are lost. A community partnership may be required to ensure ongoing watering and maintenance of trees in the early stages.

### Actions – Western Carpark

3. **Add directional arrows on the ground to indicate one-way traffic flow.**
4. **Undertake line marking for parking spaces to increase efficiency of use of existing spaces.**
5. **Provide new signage with the wording 'All Day Parking' and an arrow indicating the Western Carpark at the southern entrance to Nimbin village and at the carpark entrance.**
6. **Investigate the creation of a legal 'right of footways' for pedestrian access over laneways at 54 and 68 Cullen Street, as per Nimbin DCP.**
7. **Beautification and tree planting for shade be considered generally in accordance with the plan in the DCP – (See Appendix C)**
8. **Undertake further investigation of retaining work of the eastern batter and stormwater drainage, as per Nimbin DCP.**
9. **Investigate additional lighting within the carpark and along proposed pedestrian walkways for inclusion in future works**
10. **Provide handrails along steep sections of pedestrian walkways, once implemented.**

**Note: Actions 3-5 are able to be completed within Council's current 2017-18 budget.**

### 5.1.3 TIMED PARKING & SIGNAGE

#### Issues

Community consultation strongly supported the creation of additional 15 minute parking areas and a consistent 2 hour limit for all other general parking within the survey area. Proposed changes to existing conditions are illustrated in **Figure 4**.

To facilitate these changes, new signage will need to be installed throughout the Nimbin business precinct and a period of education and enforcement be carried out to encourage adherence to the designated times.

#### Actions – Time Parking and Signage

11. **The area between the blisters (58 Cullen – 62 Cullen St) be converted from 1 hour parking to 15 minute parking. (Approximately 5 spaces). Other changes to timed parking areas be generally in accordance with Figure 4.**
12. **All changes to be widely advertised to educate residents, followed by an enforcement period.**

### 5.1.4 BICYCLE RIDING FACILITIES

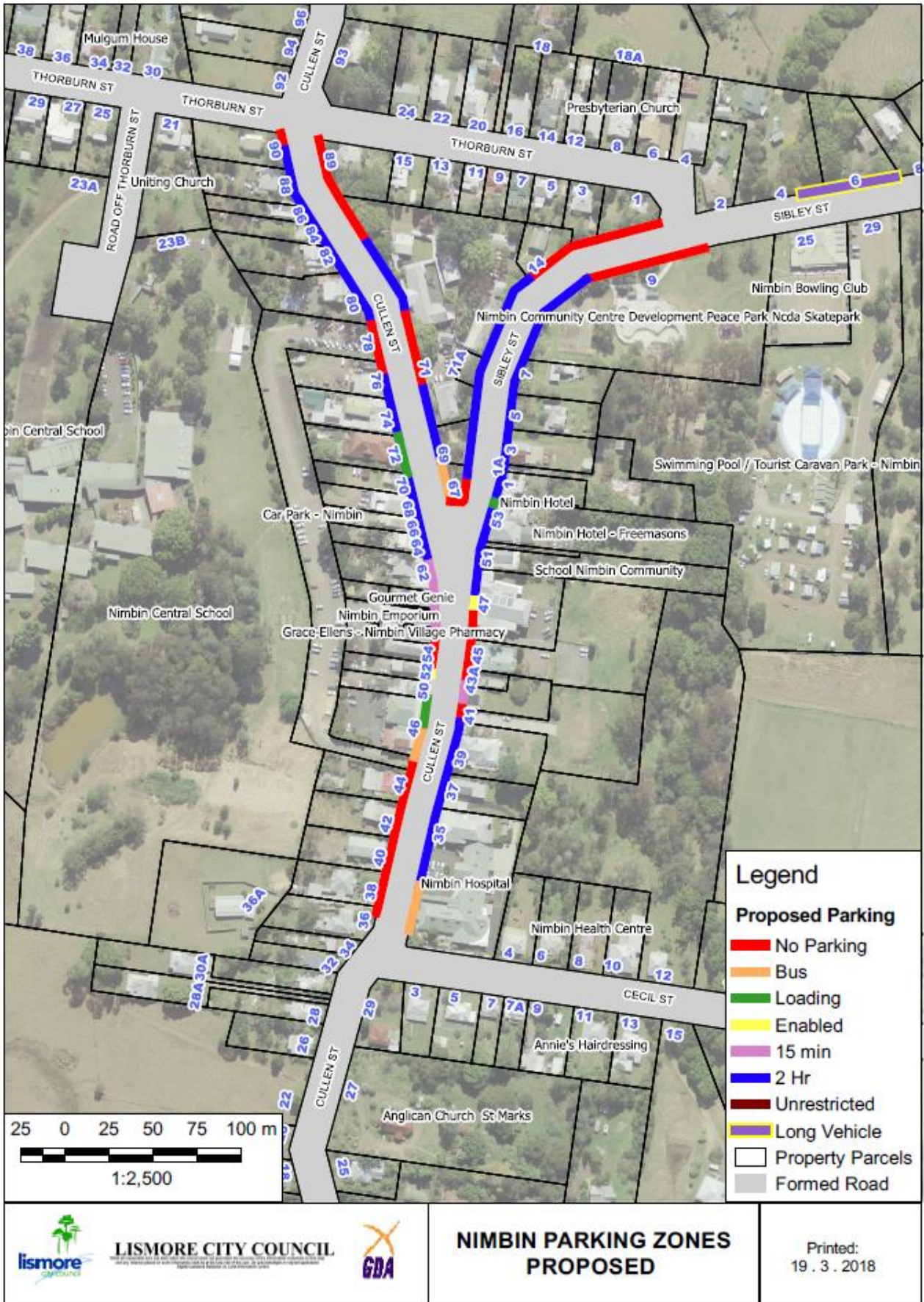
#### Issues

During the audit it was noted that the Nimbin business precinct did not have any provision for dedicated bicycle parking. Encouraging bike riding throughout the business precinct could help reduce the demand for vehicle parking. The bicycle parking needs to be centralised within the business precinct to ensure riders would utilise the facility. Two locations were identified in the community consultation.

#### Action – Bicycle Riding Facilities

13. **Bike locking facilities be located outside the Visitor Information Centre and on the grassed area at the exit to the Western Carpark.**

Figure 4: Proposed Nimbin business precinct parking zones



## **5.2 LONG TERM STRATEGY (10 YEARS)**

The survey data along with estimates about future planned developments for Nimbin, show that even with the efficiencies proposed in the short term, the overall demand for parking is likely to outstrip supply within the next 10 years. Therefore, to increase the parking capacity for the long term, other areas that may be privately owned will need to be explored for off street parking. Four areas have been considered as potential sites for future off-street parking.

### **5.2.1 EXPAND WESTERN CARPARK - NIMBIN CENTRAL SCHOOL SITE**

Preliminary discussions have been held with representatives from the Department of Education and the principal at Nimbin Central School about the possibility of purchasing an area of land that would allow for an expansion of the Western carpark. These conversations centred on an area adjacent to the carpark. The school community and Education Department have indicated they would not be interested in selling this land in the foreseeable future.

An alternative area of less useable lands (ie with steeper grades and depressions) further to the south (approximately 0.7 Ha) could yield approximately 65 spaces and is suggested as a possible area to re-enter discussions with Nimbin Central School. These discussions are yet to occur. Preliminary costings on constructing addition car parking on this land indicate it could cost in the order of \$500,000-\$700,000.

### **5.2.2 EASTERN CARPARK EXPANSION**

The privately-owned eastern carpark currently has a capacity of 29 spaces across three areas. It is widely used by the general public and the entry / exit driveway located between the hall and shops at 45 Cullen Street is too narrow to safely accommodate two vehicles (ie one entering and one exiting).

A potential site for the expansion of this area was investigated but this land is not suitable for expanded car parking due to steep slopes and constraints on access and egress (noted in the previous paragraph).

### **5.2.3 NIMBIN HEADERS GROUND**

A preliminary conversation has been held with a representative of the Nimbin Headers to see if there is any possibility of creating a public car parking area on the land owned by the Headers and creating a walking track into town that also links with another proposed walking trail. The club's representative has advised there would be considerable concern about the potential for damage or vandalism to the Headers clubhouse and grounds. In addition, Council staff consider that the location of this site is quite distant from the main commercial precinct and access would require users to travel away from the CBD, which is contrary to normal visitor driver behaviour.

### **5.2.4 NORTHERN PARKING AREA CONSIDERATIONS**

Further investigation into land that could assist in providing parking spaces to the northern end of the village centre needs to be considered. Given the small size of landholdings, these options would not provide any more than 30 to 40 spaces (in the Thorburn Street precinct). With such northern parking areas being subject to acquisition costs and relatively small parking yield, implementation costs would be high. Accordingly, any further investigation has not been undertaken and any parking considerations in this locality are of a very long-term view.

## **5.3 FUNDING FUTURE EXPANSION**

Along with the identification of future possible off-street parking locations, a funding source will need to be established to cover the construction costs and land purchase (if required). Therefore, as part of the Nimbin car parking strategy it is recommended that an integrated car parking section 94 contributions plan be prepared for the village. To help advance implementation of any long term parking expansion, it would be considered that all future developments could be asked to make a part contribution of 10-20% of their parking demand. Further, the plan should allow for making additional payments should the development not be able to construct the remaining 80-90% of spaces required on the development site.

Until a Section 94 contribution plan is further advanced and the likelihood of land acquisition is able to be demonstrated as possible, costs for such contributions are not able to be provided at



this point in time. The contributions collected from this plan could also be used to achieve the beautification of Cullen Street and the Western car park.

#### 5.4 IMPLEMENTATION PLAN

Table 5 below lists the Short Term Actions in this Strategy along with the section of Council responsible for implementation, the timeframe for completion and resource implications.

**Table 5: Implementation of Short Term Actions**

Short Term Actions	Responsibility	Timeframe	Resources
Actions 1, 5 and 11: Changes & additions to signage	Infrastructure Services	2018	From existing 2017/18 budget. Estimated cost \$2350
Investigate creation of 'right of footways' (recommendation 4)	Property Section / Strategic Engineer	May 2020	Within existing staff resources
Actions 3 and 4: Western Car Park arrows and line marking	Assets	2018	From existing 2017/18 budget. Estimated cost \$1800
Actions 7-10: Ascertain scope for shade trees, lighting, handrails, retaining and drainage work	Assets / Parks	May 2020	TBA
Action 11: Community education about changes	Compliance / Strategic Planning	June 2018	Within existing budget and staff resources
Action 12: Enforcement of timed parking	Compliance	Ongoing	Within existing budget and staff resources
Action 13: Locked bicycle parking	Assets	2018	Within existing 2017/18 budget.
Meet with Nimbin Central School Principal and P&C to discuss western carpark expansion	Strategic Planning	June 2018	Within existing staff resources

## 6 OTHER ISSUES IDENTIFIED

Although outside of the scope of this Strategy (which specifically deals with parking requirements driven by land use in Nimbin), a number of traffic related issues were raised through the community consultation process. These have been included here for future consideration:

- A suggestion to slow traffic in Cullen Street between the two pedestrian crossings was put to a poll via Facebook. Of the 135 responses, 91.9% supported the proposal. The poll nominated speeds of 10km/h, 20km/h, 40km/h or remaining at 50km/h. The preferred response (58.5%) was for 40km/h.
- Traffic calming at the north end of the village and a pedestrian crossing near the Bush Theatre was requested.
- A footpath on Cecil Street from the Showgrounds to town was suggested. It is noted that an approved pedestrian easement exists from the back of Nimbin Hall to Alternative Way. This includes an area at the northern end of the Headers ground and it is hoped that this Nimbin walking trail will be formalised at some stage in the future. Further conversation with the Nimbin Headers could explore the idea of creating an additional right of carriageway that deviates along the boundary of the Headers' site that would facilitate a walking path to Cecil Street, opposite the showgrounds.
- A roundabout or traffic calming at Cecil / Cullen St intersection. (It is currently used as a turning point by vehicles heading south and wanting to head back into town). Note Strategic Engineering staff have investigated this proposal and concluded it is not feasible or practical.

## 7 REVIEW OF STRATEGY

To monitor the medium to long term sustainability of the Nimbin car parking, it is recommended that 12 months after The Cubes, Rainbow Café and Mixed Use Developments are completed a revised car parking audit be conducted on the Nimbin business precinct. This audit will confirm the actual demand generated from these developments and will provide the basis of determining the correct path for the long-term Nimbin car parking strategy

## 8 CONCLUSION

The survey data and supply and demand analysis has revealed that the addition of The Cubes, Rainbow Café and Mixed Use Developments will place pressure on available car parking within Cullen and Sibley Street. It can be concluded that without implementing strategies to increase the utilisation of the current off street car parking and expanding off street car parking facilities in the future, Nimbin will not have the parking capacity to accommodate future developments.

In conjunction with providing off street parking facilities it will also be necessary to modify the habits of the Nimbin community so these facilities are better utilised and reduce the number of motorists parking illegally within Cullen and Sibley Streets. A period of enforcement will be required to modify the parking habits of the Nimbin community and tourists. Future developments within the Nimbin business precinct will need to recognise that on-site parking will need to be provided on site or contributions made for the provision of additional off street parking.

Both the short and long term strategies presented in this report will assist the sustainability of the car parking situation in Nimbin; however due to the popularity and growing nature of the village, limited car parking may continue to be an issue.

## APPENDIX A: COMMUNITY CONSULTATION

### A1: Face to Face

Input was sought from a range of community representatives and business people from around Nimbin at the time that parking utilisation data was being collected. The comments are summarised as follows:

Nimbin Community Members	
1.	<p>The main parking issues for Nimbin is congestion on Cullen Street. Illegal parking and double parking are resulting in safety concerns due to a lack of available spaces on Cullen St. Education and more policing of timed-zones would help, as it appears people are parking all day in Cullen Street's timed spaces. It is suggested better signage directing people to the Western Car Park, as many visitors are unaware it is there when they come into town. Said the drive to Nimbin is marketed as part of the "experience" and therefore there is a high reliance on self-drive visitors.</p> <p>Bus tours from Byron Bay account for around 21,000 visitors per year from a total of around 156,000 people per annum. On average, two or three 45 seater busses would visit Nimbin on a daily basis, increasing to six busses in peak periods. The busses arrive from around 12 pm and stay for a few hours. The busses often parallel park in the Western Carpark, taking up considerable space. The peak periods for Nimbin are school holidays, particularly the 2-3 weeks around Christmas / New Year. Other peaks are around MardiGrass festivities, Easter, markets and other events. During these peak times, finding a parking space within the Nimbin precinct area is sometimes impossible.</p>
2.	<p>Conveyed that many cars are parking illegally along Cullen St, particularly around 12-1pm when on-street spaces are 100% full. She said the Western car park is often not full at these times and suggested it is because it is too hot and sunny and that there is a lack of walkways to the main street. Some business owners have identified that public parking is occurring in private spaces behind shops which is causing some issues, particularly when they need to get vehicles in for loading. A suggestion for a shared loading area behind shops was suggested. She also said the proposed Sustainability House Hub at 7 Sibley Street was likely to attract significant interest to Nimbin, with on-site workshops and general visitors increasing demand for car parking. However, as the site is relatively small, the community is hoping that on-site car parking requirements can be waived or reduced.</p>
3.	<p>The general public are parking within the Community Centre grounds, which is often problematic for their Aged Care Centre which runs activities for the aged and disabled. Participants are often not able to get a park close to the centre, which is located at the northern end of the Community Centre site, facing on to Cullen St. Two dedicated disabled parking places from 9am-4pm on Cullen St adjacent to the building were requested. She also raised the issue of van-backers camping in the Western Car Park, which has been brought to the attention of Council's Traffic Committee, because of defection and rubbish etc. in the car park. Vans often stay all day, contributing to the overall decline of available parking spaces.</p>
4.	<p>The existing Nimbin DCP identifies many of the issues for parking in Nimbin and makes some useful recommendations that should be carried out. Main issue was the formalisation of walkways to encourage foot traffic from the Western car Park to Cullen St. Gary Murphy (Infrastructure) and others met with the Chamber of Commerce to discuss this proposal whilst this survey and consultation was being carried out.</p> <p>Loading zones on Cullen St are not always available (because of illegal parking) or not suitable for some deliveries, therefore delivery drivers sometimes double park, causing traffic hazards. Suggestion to create some sort of shared loading zone behind the shops on the western side of Cullen St, OR relocate the current loading area to where the disabled spot is in front of 50 Cullen. She said the disabled spot is not particularly suitable as it is not flat. The Wednesday afternoon farmers market at The Green Bank (39 Cullen St) also creates parking issues in Cullen St, even though the market is located within vacant lot driveway at 41 Cullen. Loading begins from as early as 1pm, with the market starting at 3pm. Parking for the market was identified in the DA as being in the public car parking area at 45 Cullen and the overflow parking area at 41 Cullen (vacant lot). However the increased traffic is impacted parking generally in Cullen Street on Wednesday afternoons.</p> <p>Conveyed that the Western Car Park is at full capacity at peak times (primarily Christmas and Easter) and that tourist busses from Byron Bay can take up considerable space. Brought to the attention that there have been ongoing complaints about van packers</p>

	camping in the Western Car Park, resulting in rubbish and defecation in the area. A recommendation has been made to the Traffic Committee to install 'No Parking' signs from 1am – 6am. This would allow them to move on or fine any campers. This may cause some complications with any permits granted to guests at The Cubes.
5.	Expressed that the Christmas / New Year period was particularly chaotic this year, impacting on the local's ability to get into town. Main concern was that Council was giving away parking spaces for private developments now and when the DA comes up for the 7 Sibley St development, there would be no capacity to give similar treatment to a community facility. The Neighbourhood Centre has had a pre-DA meeting with Council to discuss the Master Plan for the 7 Sibley St site, which includes a boundary adjustment with adjoining Council land (the old skate park site). That would allow for some on-site parking and a loading area, but they are hoping to get further concessions from the current on-site parking requirements. The development will be staged, due to ongoing fundraising occurring in the community.
6.	Asked why the 15 minute zone that was recently installed, presumably for the Post Office to facilitate high turnover, includes the area in front of her business. Also commented that the farmers' market did put some extra pressure on that part of Cullen St on market day (Wednesday afternoon). Has an expectation that Nimbin will grow significantly in the next 10 years and thinks extra car parking spaces are a necessity.
7.	Was pleased council was conducting a parking survey / strategy. Said apart from Cullen St, the biggest congestion point was the Eastern car park, which cannot facilitate two-way traffic. He agreed that the utilisation of the vacant lot at 41 Cullen for parking and creating a one-way traffic flow was the best option.
8.	Would like to see a bigger loading area outside the pub and possibly longer time periods for general parking. When asked about parking behind the pub, conveyed it was rarely used, even by staff.
9.	Expressed that a loading area is needed for the four shops in the building at 45 Cullen. Currently vans park across the entry to the Eastern car park (located between the hall and his café). Agreed that the current disabled site across the road (50 Cullen) would work better as a loading zone for businesses on both sides of the street. Also said the laundry underneath the building was particularly busy and there was not enough parking for it. Agreed that the lane to access the eastern car park areas was inadequate and causing traffic hazards, and creating a one-way traffic flow through 41 Cullen with extra parking would solve many congestion / safety issues.
10.	Would like rubbish bins collected from the western carpark rather than on Cullen St. He said drainage is a serious issue in Western car park, as water pools and is causing erosion whenever it rains. Expressed the Western car park needs more tree planting for shade and general beautification, which has already been started by a guerrilla gardener, but needs further work and maintenance to make it more attractive for people to park in.
11.	Has an issue with space for trucks entering loading area from Western car park. Asked if the three spaces opposite the driveway entrance could be moved closer to the fence to create a greater turning area. Also said during the Christmas / New Year period, people were parking in the private parking spaces behind the shops and staff were being parked in, and that trucks were unable to enter. Parking around the skate park is particularly busy and chaotic on weekends and that additional spaces should be made available in that area. Further suggested arrows be painted on the road at the entry and exit to Western Car Park as people often try to exit the wrong way, which is dangerous, and that the overall capacity of the Western car park needs to be increased.
12.	Has become the de facto enforcer of the bus zone and loading zone areas outside 46 Cullen St by positioning witches hats to keep out cars when busses and loading vans are expected. Agreed limiting the bus zones to designated times for school pick-ups and drop-offs could work and then allow short term (15 minute) parking there, but it would need to be enforced, otherwise some people will continue to park there all day. Also said the existing loading area should remain where it is because the footpath is wider than the spot outside 50-54 Cullen St, and delivery vans often need space to unload large items. Advised that tourists entering the Western car park often don't know where to go and end up in the private parking area. Therefore more signage and arrows are required, and that there is currently nowhere for people with caravans to park.

## A2: Written submissions

Eight written submissions were received after the initial draft strategy was put on public exhibition. Comments have been summarised as follows.

1.	<ul style="list-style-type: none"><li>• Western carpark feels unsafe, is poorly lit and the uneven surface makes it difficult for disabled access and the elderly.</li><li>• An example was provide of a surface created from plastic waste (Replas Enduroplank) and suggested something similar for Nimbin, perhaps calling it “Sustainability Lane”.</li></ul>
2.	<ul style="list-style-type: none"><li>• Western carpark is unsuitable for caravans and should have allocated space.</li></ul>
3.	<ul style="list-style-type: none"><li>• Trees needed in Western carpark</li><li>• Signage with times for loading zones is required</li><li>• Would like parking to be available in Sibley St adjacent to skate park</li><li>• Not supportive of bus area opposite bowling club</li></ul>
4.	<ul style="list-style-type: none"><li>• Nimbin has a busy tourism/cannabis economy which is expected to grow</li></ul>
5.	<ul style="list-style-type: none"><li>• School bus zones should allow parking on weekends and when not being used</li><li>• The \$20,000 fee suggested for new development not providing off-street carparking will discourage new development, including change of use</li><li>• Truck loading zone located outside Charters should be moved</li><li>• No existing carparking spots should be removed without further community consultation.</li></ul>
6.	<ul style="list-style-type: none"><li>• Consider marked angle parking outside 58-62 and 47-51 Cullen St.</li><li>• Are there alternatives for Mobile Library and Hotel deliveries using witches hats to ‘hold the space’?</li><li>• Possibility of a multi-storey carpark for eastern carpark expansion with greenspace maintained for Mardi Grass</li><li>• New lighting should be solar powered.</li><li>• Could initial enforcement period be issued as cautions, or money collected returned to Nimbin community projects such as mural restoration or 7 Sibley St?</li></ul>
7.	<ul style="list-style-type: none"><li>• Well known that people do not respect timed zones in Cullen St</li><li>• Infringement ‘blitz’ suggested to change this attitude.</li></ul>
8.	<ul style="list-style-type: none"><li>• Water Sensitive Urban Design principles should be applied to any new carparking areas</li><li>• Impacts of stormwater on local environment have not been adequately considered.</li><li>• Stormwater run-off in western carpark is poor and any expansion needs to consider WSUD (eg. grass swales, specific plant types and energy dissipaters at run-off points)</li><li>• Any expansion of eastern carpark also needs to consider WSUD principles.</li><li>• More cars and concrete will increase heat areas</li><li>• Western carpark areas with views of Nimbin Rocks should be used for seating with shade.</li></ul>

## A3: Community feedback sessions

Two information / feedback sessions were organised by the Nimbin Advisory Group (NAG) in response to the initial strategy and held on September 12, 2017. The following is a summary of the comments made at those meetings:

### **1. Proposed Roundabout:** (mixed response)

- It’s painted on the road anyway. Formalising it “would not be a bad thing”, although this could also be just as a permanent art piece (or labyrinth) painted on the road
- Is it really necessary, will it create more congestion, or will it instead assist RH turn into Sibley & U turn & traffic congestion at peak times?
- Anticipated traffic growth may not occur
- \$300,000 cost questioned in terms of ‘value for money’, particularly if it limits money available for other parking infrastructure.
- Loss of 6 parking places
- Design would need to be such that vehicles could drive over the edges when truck was unloading at pub, & so large vehicles could turn right into Sibley St.

### **2. Line Marking:** (well received)

- Definitely supported in the Western carpark
- Possible angle parking in Western carpark
- Nose-in parking (as opposed to current parallel parking) between the two blisters on Cullen St could increase number of spaces.
- An area for campervans & longer vehicles should be considered in Western carpark
- Designated motorbike parking at edges of blister

### **3. Bus Zones:** (some changes needed)

- Tourist buses to Sibley St
- Strong support for the idea of getting rid of the bus zone outside Oasis café at north end of Cullen St. (Not appropriate as visitor centre has not been there for many years & it interferes with line of sight for vehicles exiting from Western carpark).
- Keep bus zones outside Allsopp Park and/or hospital as well as school

### **4. Loading zones:** (uncertainty over whether current locations need changing)

- A dedicated shared bus & loading zone could be considered outside the visitor info centre.
- Suggest mixed use/loading zones – LZs use up many parking spaces for relatively short time

### **5. Disabled Access:** (keep and improve existing spaces)

- NO support for removing existing spaces from near Western carpark exit. Feedback received that these spots are preferred by wheelchair users as they can exit their cars away from oncoming traffic.
- Existing spot outside the bakery could possibly be extended to two disabled access spots, as currently 'weird 1.5' spaces.
- Space outside bakery needs camber fixed for disabled access safety.
- Move bins from space outside bakery (and tables)
- The spot identified & previously requested by Nimbin Aged Care is no longer needed, as the Community Centre has created additional on-site parking specifically for this purpose.
- Map needs to be altered to show actual location of disabled space outside Town Hall (not the pub). This space should be retained for disability access.

### **6. Timed Parking:** (changes needed)

- Need several (<4) more 15 min parking spots: suggest north of bus/loading area in front of Visitor Info Centre; near the emporium/chemist; near newsagents; and/or between the blisters
- Boundary of timed parking between entry & exit of western carpark
- Timed parking of 2 hours, consistently throughout the rest of Cullen St is preferred.
- All day parking in western car park
- Education and cooperation favoured over enforcement

### **7. Signage:** (review/update all)

- Clear signage 'All Day Parking in Western Car Park' required at the southern entrance to Nimbin and also at carpark entrance
- Other signage at same point should indicate on-street parking is 2 hours (or 1 hour, which it currently is, but refer above!)
- More signage generally for time restricted areas to encourage adherence to those times.

### **8. Bicycle Parking:** (changes needed)

- Using the blister area not supported as it is used for many other activities and prone to petty theft of bike accessories

- Preferred bike parking outside the visitor info centre (wide footpath) & at the exit to the Western Carpark
- Current bike parking outside Apothecary needs review as the area is congested since footpath dining installed
- Style of bike racks/bollards for locking bikes to be researched (Dave Fawkner, a bike rider, provided an example he considered excellent)



### **9. Western Carpark:** (needs improvements)

- Shade trees needed (golden pendas?)
- Any plantings raise establishment and maintenance issues
- Need verge side plantings that improve stormwater management and water runoff
- Safe pedestrian access major issue: entry to carpark not safe, but exit ok
- Legal right of way for proposed walkways on private land needs to be negotiated. (NB: Conversations with Gary Murphy (x2) have been had, but no response to letter regarding creating a legal right of way on walkway between the bakery & Apothecary).
- Museum redevelopment needs to include good pedestrian access
- Access to Cullen St – make laneways safer, less steep, resurface with bitumen. Possibly install handrails on steep sections
- Lighting required for proposed pedestrian laneways
- Better lighting required in Western carpark
- Delivery truck access vs pedestrian access behind Bakery and Emporium needs sorting out
- Directional arrows should be painted to indicate one-way traffic in car park.
- Support improvement of eastern batter with consideration given to significantly improving stormwater management

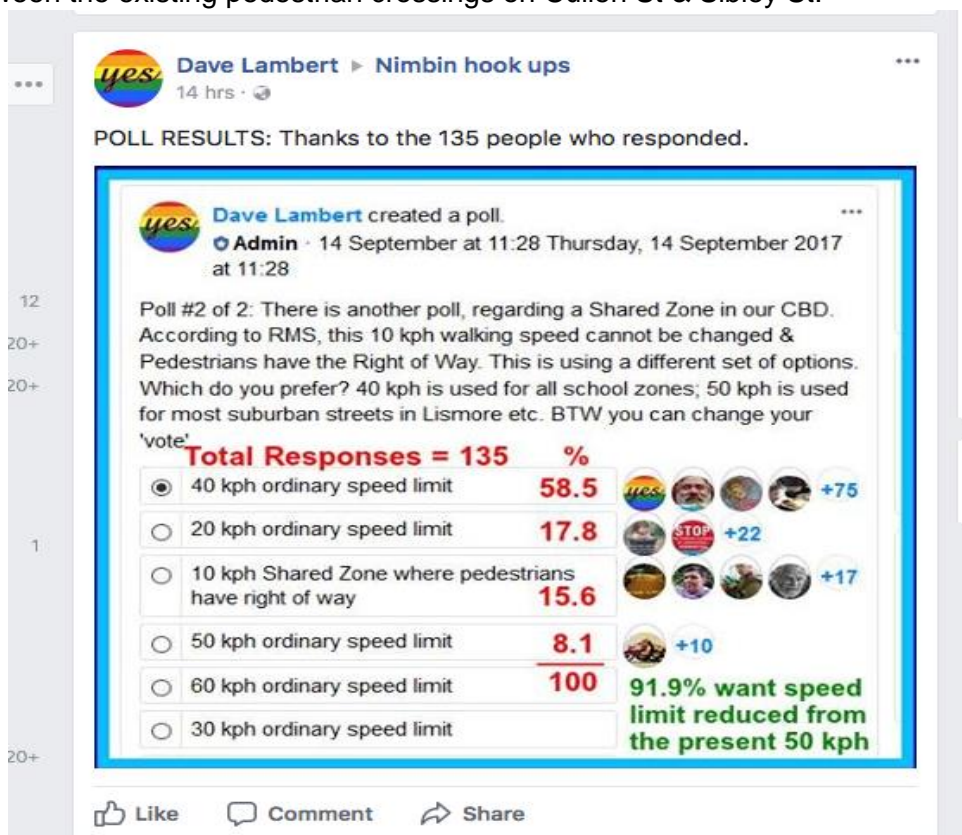
### **10. Possible Future Options:** (all require negotiations with landholders & community groups)

- Recognise & strategise two very different types of parking burden & needs – tourists & locals

- Expand Western Carpark 10m into School grounds
- Use existing Green Bank parking & create entry beside hall & exit beside Green Bank as in current draft strategy
- Green space below Hall & Green Bank better for community use (too steep for parking). If used would need to be terraced to facilitate best practise in stormwater management.
- Develop Headers Sportsfield carpark, connecting with proposed walking trail to town.
- Funds from new developments that don't provide parking to be directly allocated for general parking strategy
- Any new car parks must give adequate consideration to management of stormwater. Use verge side plantings to assist

**Other Suggestions – not all directly parking related:**

- Traffic calming north of village needed
- Pedestrian crossing near Bush Theatre
- Footpath needed on Cecil St from Showgrounds to town
- Possibility of a roundabout/traffic calming at Cecil / Cullen St intersection. (Currently used as a turning point). Could incorporate signage re parking
- Not much use is made of the small parking zone on the fringe of town coming in from Lismore, before Grey Gum Lodge on right. The view of Nimbin Valley to Blue Knob then the Pinnacle is astounding but there is no designated 'look out'. People could be encouraged to park there and walk in, 'Look Out car park' or 'Hitchers Point'. It doesn't have to be bigger than what it is only more defined. Put a bike rack there too?
- Multi-level car park if space is an issue
- Following a lengthy Nimbin Hook Ups discussion a poll was organised and results showed strong support for the idea of creating a 40km/h shared pedestrian / traffic zone between the existing pedestrian crossings on Cullen St & Sibley St.



Additional comments regarding main street traffic calming:



- Consider an experiment conducted, as I recall, in a Dutch village. The main drag was declared regulation free and all signage was removed. What happened was that eye contact replaced looking at signage as the principal means of navigation and travelling was transformed into a social encounter. Drivers slowed and pedestrians were more relaxed, a bonus for both. Bold, but apparently it worked brilliantly. It also provides a precedent if an approach to regulatory authorities is needed.
- Much concern expressed about the design and safety of the main street pedestrian crossing opposite the Apothecary
- Main street bypass needed

#### **A4: Facebook comments**

A series of questions and comments were presented on Nimbin Hook-Ups on September 13, 2017 and summarised as follows:

- Proposal / poll for a shared pedestrian traffic zone between the two existing crossings; (12 comments were supportive, one not supportive. However, the results of the poll seen above show a preference for a 40km/h zone rather than the 10km/h shared zone.)

- Comment on proposed roundabout at Cullen / Sibley St

1 response – not supportive because of concerns about loss of parking spaces.

- Some extensive comments on proposed upgrades to the Community Centre that were well beyond the scope of this parking strategy.
- One comment on the need for more bike racks to encourage bike use
- One comment on the need for raised crossings to be made in such a way as to ensure cars slow down
- One comment on the need for a bypass on the Eastern side of town.

## APPENDIX B: SURVEY DATA RESULTS 2016 AND 2018

Western Carpark (Capacity = 164) March 2016				
	Survey Time	Spaces Occupied	Utilisation	Spaces Remaining
<b>Friday</b> 4/03/2016	10am	56	34%	108
	11am	75	46%	89
	12pm	76	46%	88
	12.45pm	79	48%	85
	1.15pm	82	50%	82
	1.45pm	100	61%	64
	2.15pm	88	54%	76
	2.45pm	69	42%	95
	3.15pm	72	44%	92
<b>Saturday</b> 5/03/2016	10am	36	22%	128
	11am	53	32%	111
	12pm	58	35%	106
	12.45pm	59	36%	105
	1.30pm	72	44%	92
	2.15pm	65	40%	99
<b>Wednesday</b> 9/03/2016	10am	42	26%	122
	11am	73	45%	91
	12pm	79	48%	85
	1pm	86	52%	78
	1.45pm	73	45%	91
	2.30pm	74	45%	90
	3.15pm	92	56%	72
	<b>Average</b>		71	43%

Western Carpark (Capacity = 164) April 2018				
	Survey Time	Spaces Occupied	Utilisation	Spaces Remaining
<b>Friday</b> 6/04/2018	10am	43	26%	121
	11am	76	46%	88
	12pm	88	54%	76
	12.45pm	87	53%	77
	1.15pm	80	49%	84
	1.45pm	80	49%	84
	2.15pm	73	44%	91
	2.45pm	75	46%	89
	3.15pm	77	47%	87
<b>Wednesday</b> 11/04/2018	10am	51	31%	113
	11am	70	43%	94
	12pm	85	52%	79
	1pm	77	47%	87
	1.45pm	80	49%	84
	2.30pm	96	58%	68
	3.15pm	87	53%	77
<b>Average</b>		77	47%	83

Eastern Carpark (Capacity = 29) March 2016				
	Survey Time	Spaces Occupied	Utilisation	Spaces Remaining
<b>Friday</b> 4/03/2016	10am	19	66%	10
	11am	27	93	2
	12pm	27	93%	2
	12.45pm	31	107%	-2
	1.15pm	27	93%	2
	1.45pm	31	107%	-2
	2.15pm	31	107%	-2
	2.45pm	34	117%	-5
	3.15pm	30	103%	-1
<b>Saturday</b> 5/03/2016	10am	14	48%	15
	11am	23	79%	6
	12pm	30	103%	-1
	12.45pm	30	103%	-1
	1.30pm	28	97%	1
	2.15pm	27	93%	2
<b>Wednesday</b> 9/03/2016	10am	17	59%	12
	11am	20	69%	9
	12pm	24	83%	5
	1pm	25	86%	4
	1.45pm	25	86%	4
	2.30pm	28	97%	1
	3.15pm	33	114%	-4
	<b>Average</b>		26	91%

Eastern Carpark (Capacity = 29) April 2018				
	Survey Time	Spaces Occupied	Utilisation	Spaces Remaining
<b>Friday</b> 6/04/2018	10am	33	114%	-4
	11am	35	120%	-6
	12pm	35	120%	-6
	12.45pm	31	107%	-2
	1.15pm	33	114%	-4
	1.45pm	31	107%	-2
	2.15pm	24	83%	5
	2.45pm	30	103%	-1
	3.15pm	26	90%	3
<b>Wednesday</b> 11/04/2018	10am	25	86%	4
	11am	33	114%	-4
	12pm	30	103%	-1
	1pm	30	103%	-1
	1.45pm	33	114%	-4
	2.30pm	33	114%	-4
	3.15pm	28	97%	1
	<b>Average</b>		30	105%

<b>Cullen Street (Capacity = 58) March 2016</b>				
	<b>Survey Time</b>	<b>Spaces Occupied</b>	<b>Utilisation</b>	<b>Spaces Remaining</b>
<b>Friday</b> 4/03/2016	10am	58	100%	0
	11am	55	95%	3
	12pm	61	105%	-3
	12.45pm	56	97%	2
	1.15pm	57	98%	1
	1.45pm	71	122%	-13
	2.15pm	68	117%	-10
	2.45pm	61	105%	-3
	3.15pm	67	116%	-9
<b>Saturday</b> 5/03/2016	10am	57	98%	1
	11am	55	95%	3
	12pm	73	126%	-15
	12.45pm	69	119%	-11
	1.30pm	74	128%	-16
	2.15pm	70	121%	-12
<b>Wednesday</b> 9/03/2016	10am	60	103%	-2
	11am	63	109%	5
	12pm	67	116%	9
	1pm	64	110%	-6
	1.45pm	65	112%	-7
	2.30pm	63	109%	-5
	3.15pm	67	116%	-9
	<b>Average</b>		64	110%

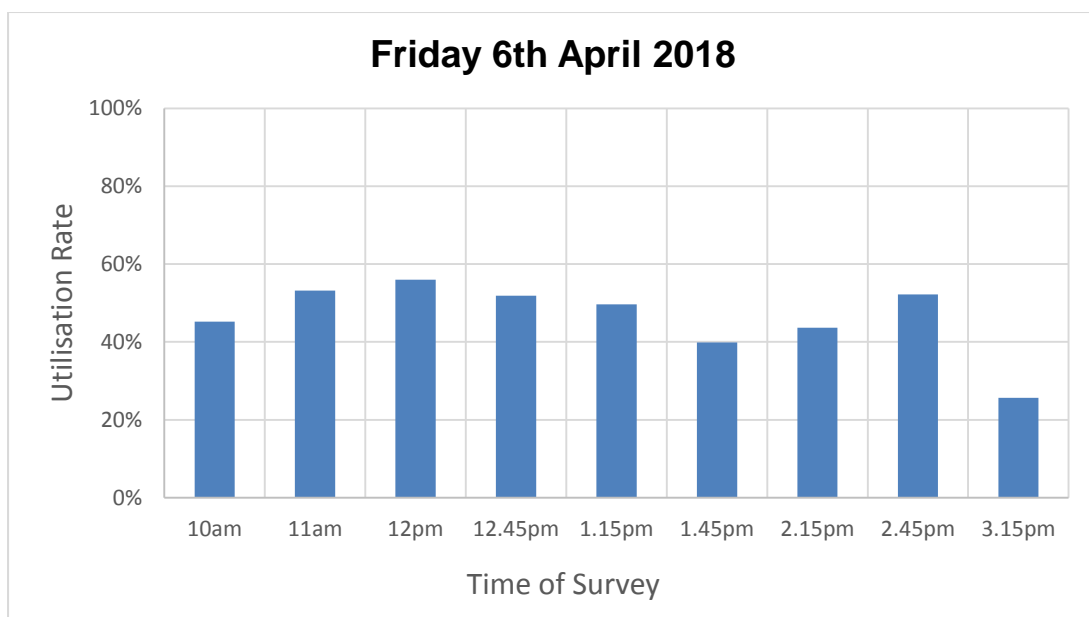
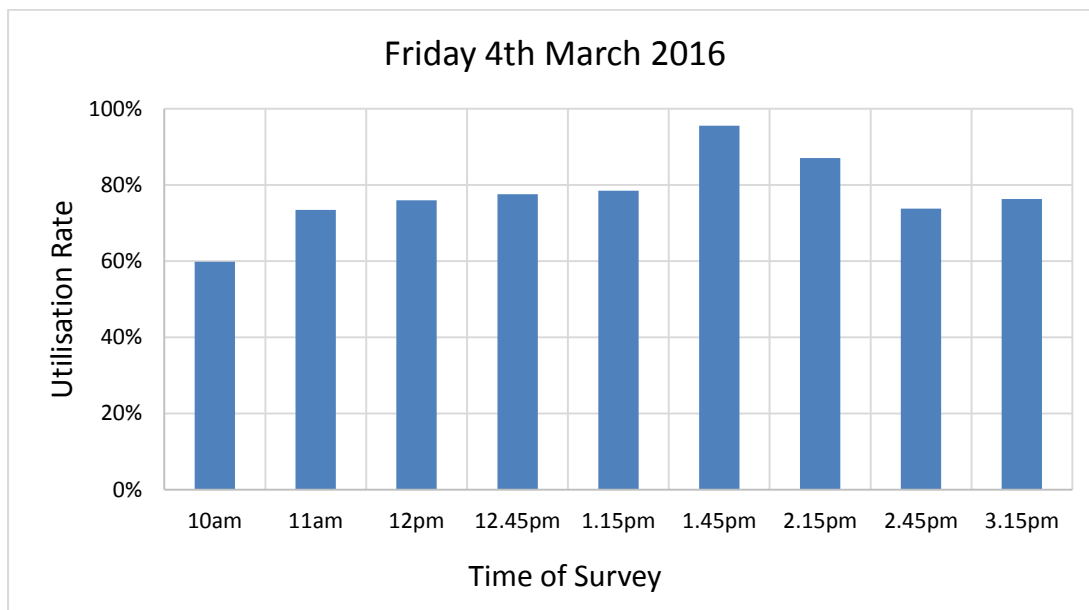
<b>Cullen Street (Capacity = 58) April 2018</b>				
	<b>Survey Time</b>	<b>Spaces Occupied</b>	<b>Utilisation</b>	<b>Spaces Remaining</b>
<b>Friday</b> 6/04/2018	10am	58	100%	0
	11am	65	112%	-7
	12pm	65	112%	-7
	12.45pm	60	103%	-2
	1.15pm	61	105%	-3
	1.45pm	57	98%	1
	2.15pm	62	107%	-4
	2.45pm	62	107%	-4
	3.15pm	62	107%	-4
<b>Wednesday</b> 11/04/2018	10am	59	101%	-1
	11am	63	109%	-5
	12pm	57	98%	1
	1pm	56	97%	2
	1.45pm	64	110%	-6
	2.30pm	56	97%	2
	3.15pm	59	101%	-1
<b>Average</b>		60	103%	-2

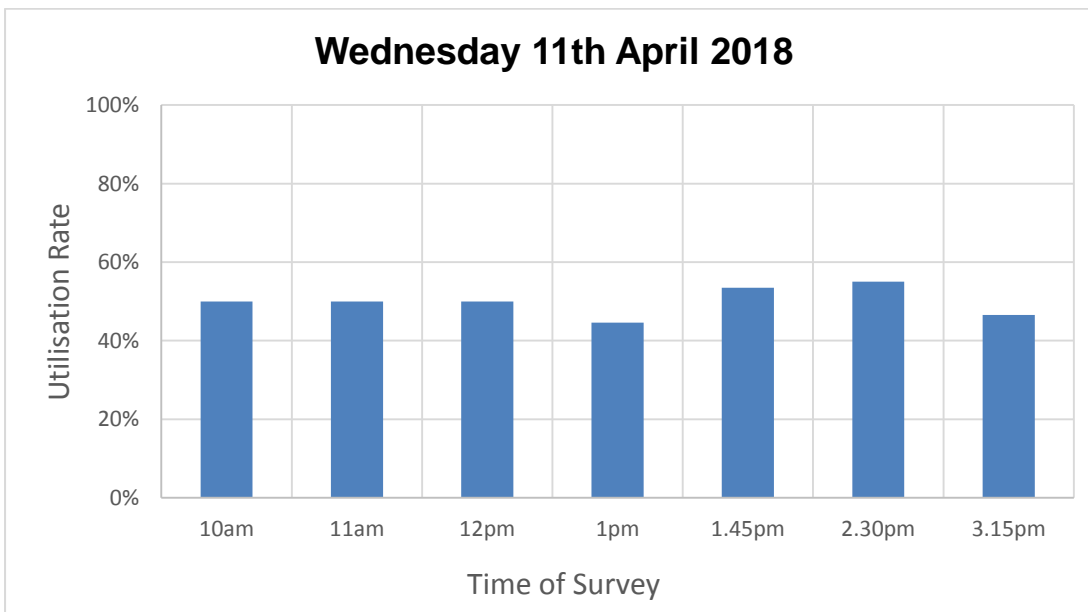
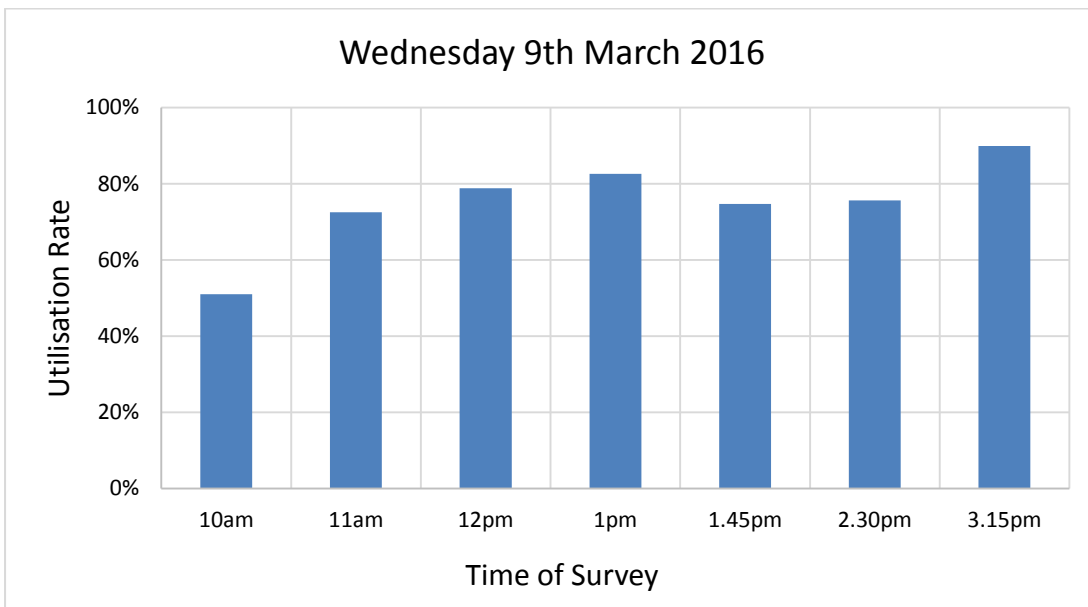
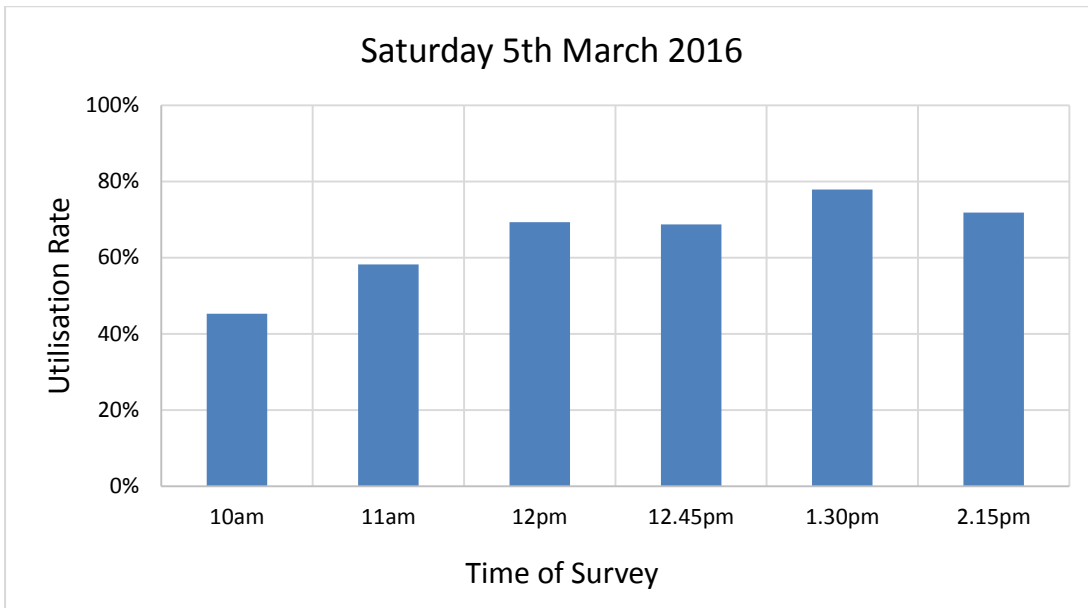
<b>Sibley Street (Capacity = 65) March 2016</b>				
	<b>Survey Time</b>	<b>Spaces Occupied</b>	<b>Utilisation</b>	<b>Spaces Remaining</b>
<b>Friday</b> 4/03/2016	10am	56	86%	9
	11am	75	115%	-10
	12pm	76	117%	-11
	12.45pm	79	122%	-14
	1.15pm	82	126%	-17
	1.45pm	100	154%	-35
	2.15pm	88	135%	-23
	2.45pm	69	106%	-4
	3.15pm	72	111%	-7
<b>Saturday</b> 5/03/2016	10am	36	55%	29
	11am	53	82%	12
	12pm	58	89%	7
	12.45pm	59	91%	6
	1.30pm	72	111%	-7
	2.15pm	65	100%	0
<b>Wednesday</b> 9/03/2016	10am	42	65%	23
	11am	73	112%	-8
	12pm	79	122%	-14
	1pm	86	132%	-21
	1.45pm	73	112%	-8
	2.30pm	74	114%	-9
	3.15pm	92	142%	-27
<b>Average</b>		71	109%	-6

<b>Sibley Street (Capacity = 65) April 2018</b>				
	<b>Survey Time</b>	<b>Spaces Occupied</b>	<b>Utilisation</b>	<b>Spaces Remaining</b>
<b>Friday</b> 6/04/2018	10am	28	43%	37
	11am	37	57%	28
	12pm	38	58%	27
	12.45pm	36	55%	29
	1.15pm	43	66%	22
	1.45pm	33	51%	32
	2.15pm	39	60%	26
	2.45pm	38	58%	27
	3.15pm	36	55%	29
<b>Wednesday</b> 11/04/2018	10am	21	32%	44
	11am	32	49%	33
	12pm	31	48%	34
	1pm	41	63%	24
	1.45pm	40	61%	25
	2.30pm	43	66%	22
	3.15pm	41	63%	24
<b>Average</b>		36	55%	29

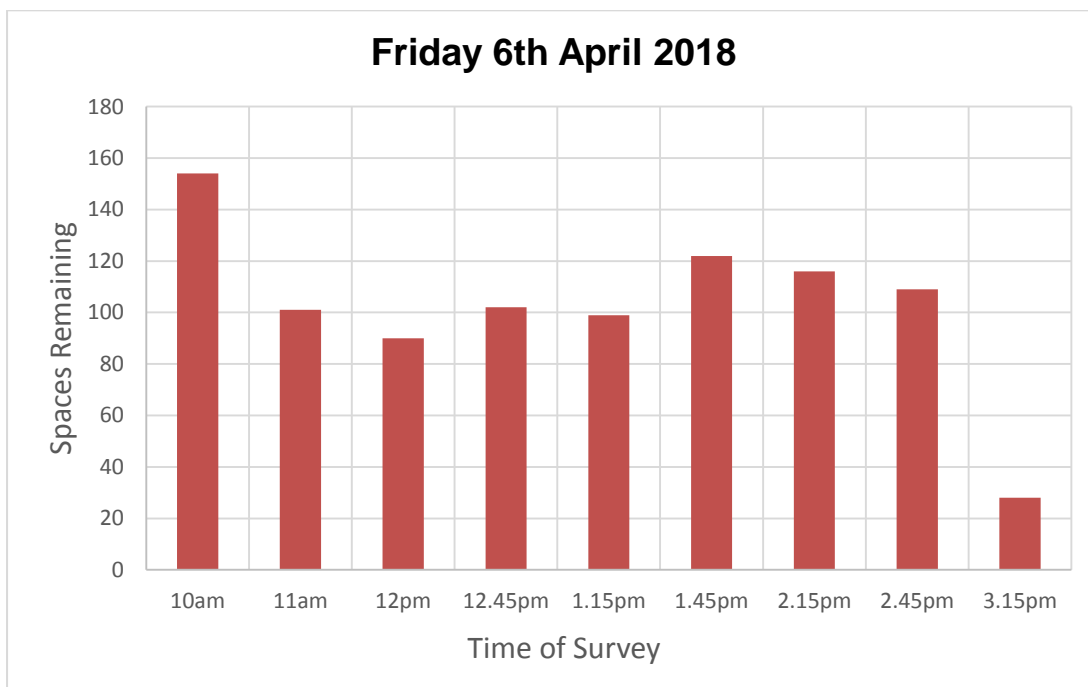
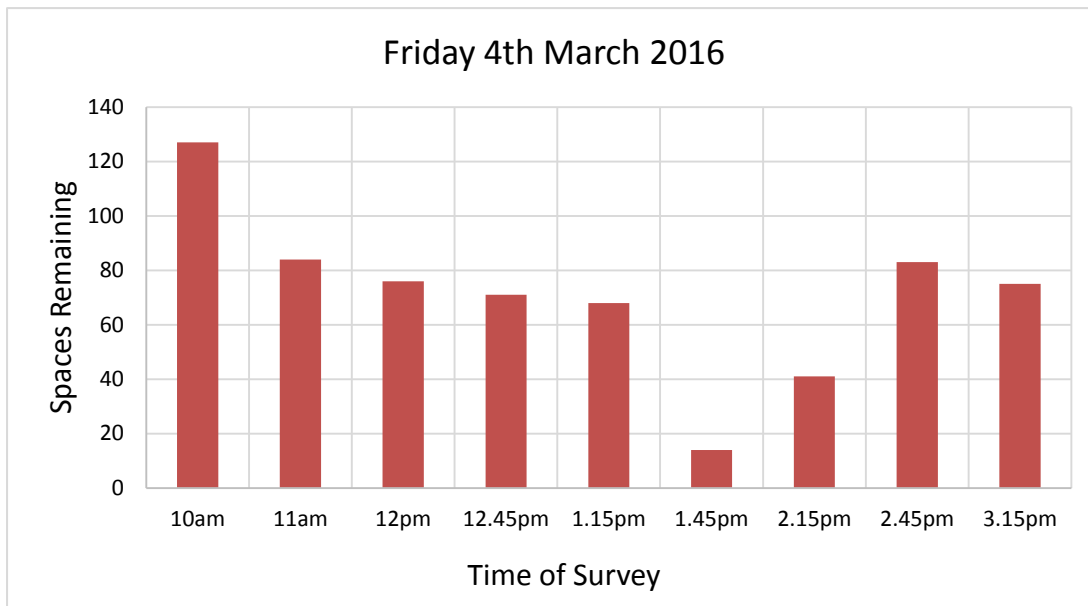
## OVERALL UTILISATION RATES – 2016 AND 2018

Note that the overall utilisation rate is skewed by the Sibley Street survey results which are significantly lower but considered to relate to an increase in No Standing signs

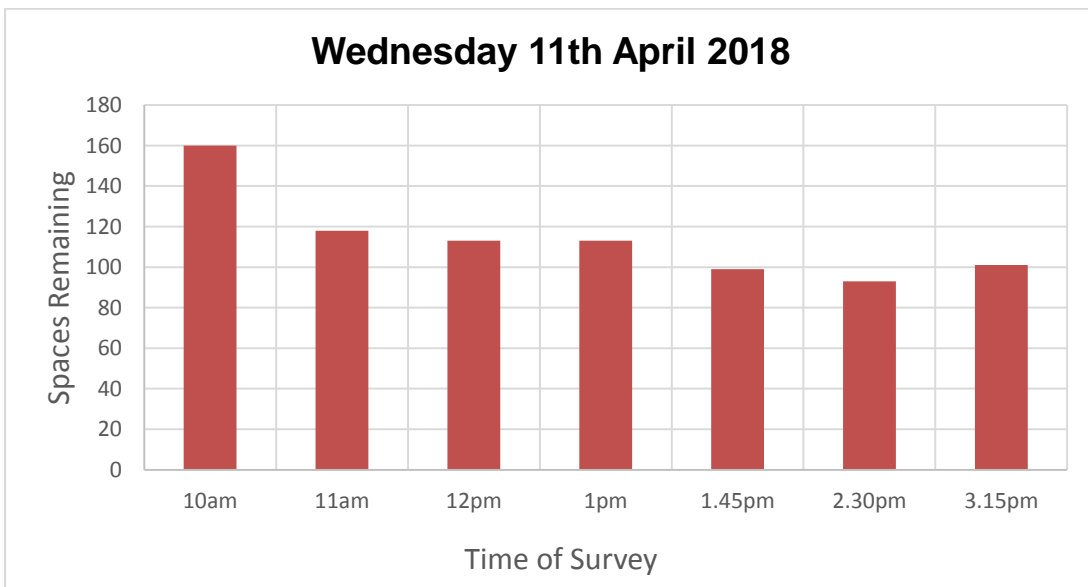
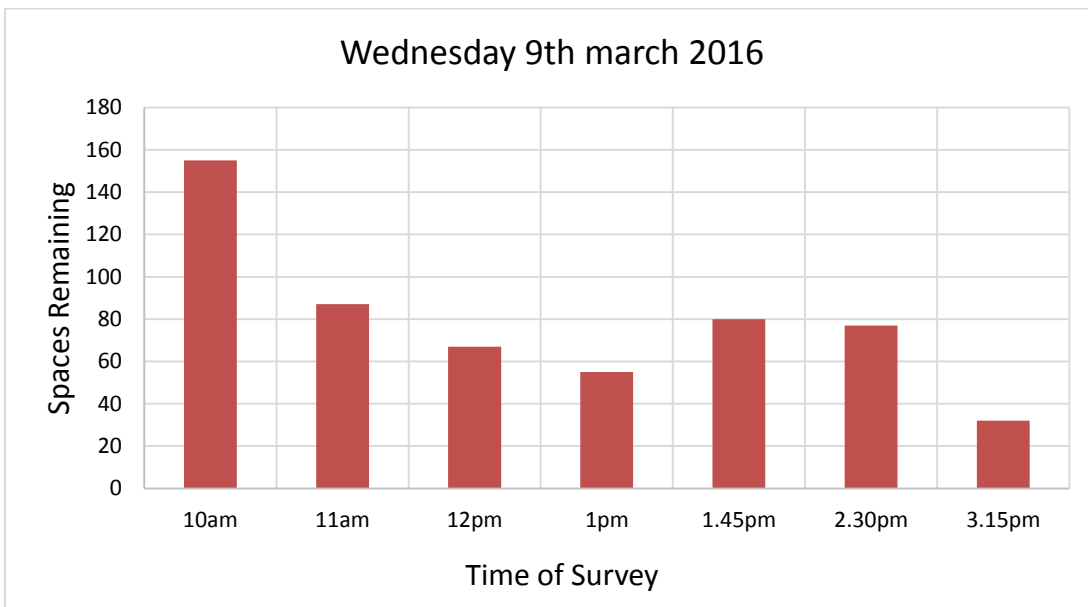
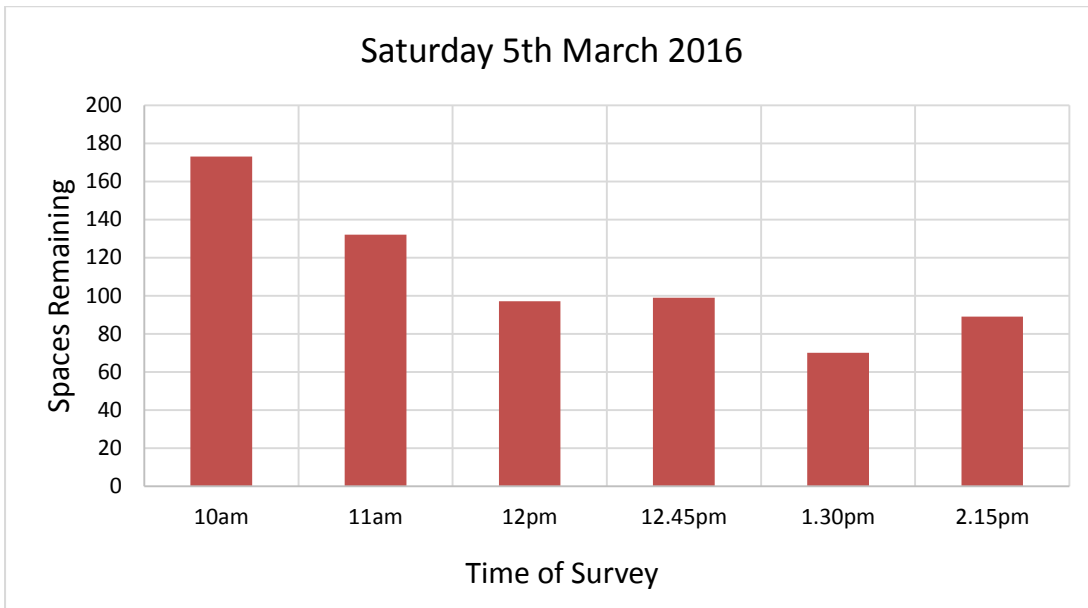




## CAR PARKING SPACES REMAINING







APPENDIX C: MAP 7 NIMBIN DCP BEAUTIFICATION PLAN

