



ORDINARY COUNCIL MEETING

LATE ITEMS

6 SEPTEMBER 2022

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5 GENERAL REPORTS

5.2 LORDS PLACE SOUTH DRAFT CONCEPT DESIGN

RECORD NUMBER: 2022/1700

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EXECUTIVE SUMMARY

At the Council Meeting of 16 August 2022 the following was resolved:

RESOLVED - 22/311**Cr D Mallard/Cr J Evans**

- 1 That the Lords Place South concept design project exhibition be deferred until such time as a specialist consultant be engaged to provide options to manage parking changes in the precinct including:
 - Possible changes to time limits in the Ophir Car Park.
 - Possible changes to time limits in the nearby streets.
 - Options for short stay parking of 5, 10 or 15 minutes.
 - Improved connections to existing car parks.
- 2 Council be provided with a report on future traffic flow in the CBD as part of the Lords Place design concept.

This report provides a background to the Future City program and principles and responds to the above resolution on what implications the proposed concept plan will have and what mitigation is available.

The last significant upgrade of the Orange CBD was undertaken in the 1990s. Since then, there has been significant changes in the city and in the retail sector.

In late 2018 Orange City Council engaged urban designers and architects to develop a plan for upgrading the CBD. The development of the plan involved widespread community consultation, including the formation of a Community Reference Group with 30 members from a wide cross section of Orange.

In 2020 the draft Future City plan was released, exhibited for public comment, and adopted by Council as the way forward.

There were three strong themes:

1. Attract more people to the CBD
2. Increase the number of people living and working in the City Centre
3. Make the City Centre more walkable addressing the dominance of private vehicles in the City Centre, reducing reliance on the use of private vehicles as the primary mode of transport and making the City Centre more attractive, comfortable and safe to walk around.

When on exhibition there was overwhelming support (94%) for the Future City idea of attracting people to spend more time in the CBD. That support declined but was still solid (70%) when asked if respondents supported strategies to increase the number of people

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living in the CBD. There was strong support (84%) for the Future City idea of making the CBD more 'walkable'.

Given the scale of the project the program was split into three tranches.

Tranche 1 included McNamara Lane between Summer and Kite streets, Lords Place between Summer and Byng streets and Byng Street between Lords Place and McNamara Street. This Tranche has been completed.

Included in Tranche 2 was an upgrade of Lords Place between Summer and Kite streets (Lords Place south).

The draft Lords Place south concept plan responds to the aspirations of the community that have emerged during consultation across various elements of the Future City project. It mirrors the goals of attracting more people to the CBD and making the streets safer and more appealing for pedestrians. It shifts the focus from vehicles to people.

It has been designed as a temporary project but can also transition to permanent or be amended to meet changing needs.

LINK TO DELIVERY/OPERATIONAL PLAN

The recommendation in this report relates to the Delivery/Operational Plan strategy "9.4. Develop a vibrant civic and commercial precinct as a centre for the community".

FINANCIAL IMPLICATIONS

The upgrade to Lords Place between Summer and Kite Streets successfully received an NSW Government grant of \$500,000. Council has also committed funding of \$900,000 in its budget this year to the project.

POLICY AND GOVERNANCE IMPLICATIONS

Nil

RECOMMENDATION

That the Lords Place South concept design be exhibited for 14 days.

FURTHER CONSIDERATIONS

The recommendation of this report has been assessed against Council's other key risk categories and the following comments are provided:

Service/Project Delivery	The current difficulty around sourcing contractors and delivering value for money projects is a risk factor in the project.	
Reputation	As can be seen from the engagement to date there are varying views on how this project should proceed. Some of the feedback Council received was polar opposites. For example, there were some views that no car parking spaces should be lost and others supported an expansion of footpaths zones and outdoor eating areas. While the stakeholders in the precinct have been given an	

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	opportunity to share their views, the exhibition period will be an opportunity for the wider community.	
Climate Change	Additional trees will provide shade and reduce heat impacts.	

SUPPORTING INFORMATION

The 2020 plan for Lords Place south included the following ideas:

- New street trees and shade
- Outdoor dining area
- Innovative planting design
- Additional street furniture and lighting
- Innovative materials selection
- Rationalised car parking

In 2021 Council sought more community feedback and started work to refine the design. The engagement included community forums and one-on-one consultation. It is noted that this consultation was limited by COVID-19.

The feedback included:

- Wider footpaths
- Revitalised street trees
- Improved lighting
- Accessible parking nearby
- Celebrating the street differently during the day versus the night
- Greenery
- Willingness to explore less on-street parking if a multi-level car park is nearby
- Safer pedestrian spaces “slow the street down” which would mean loss of parking in places
- More street furniture
- Outdoor dining

Since then, Council has been successful in securing a \$500,000 grant from the NSW Government’s Streets as Shared Spaces Program. The program is for trial projects that test permanent changes that strengthen the amenity, accessibility and economic vitality of a high street and surrounding area.

Following the success of the grant application, Council has developed a concept design to meet the original themes adopted in 2020, to respond to the feedback received to date and to align with the grant.

The concept plan includes:

- New street trees
- Footpath widening to create outdoor spaces
- A narrowing of the available drive lanes to improve pedestrian safety and to slow vehicle speeds
- Shade structures
- Seating.
- Lighting

- Parklets

The concept plan responds to the above in the following:

New street trees

There are currently 16 trees in Lords Place south. The concept plan includes removal of 10 of these. Three trident maples near the Commonwealth Bank and three ornamental pears near Crema, The Canobolas Hotel and StarChem will be retained.

When the tree planting part of the project is completed there will 28 trees in Lords Place south. The new trees are advanced specimens of red ash and field maple and are approximately four-metres tall.

The new trees will be planted on an alignment similar to angled parking. This limits the loss of parking spaces and extends the tree line closer to the travel lanes. The trees will provide additional shade and reduce heat impacts. The trees to be removed are either in poor health, poorly positioned or were planted in such a way as to limit future growth or tree health.

Since the Future City program began, new trees have been planted in self-contained underground structures or cells, which are designed to stop the trees' roots spreading out to damage nearby roads and footpaths.

Footpath widening to create outdoor spaces

Streetscape improvement projects offer the opportunity to consider other types of car parking and to allocate more space to other transport modes through widened footpaths.

Different mixes of footpaths and car parking can be used to:

- Slow traffic speeds
- Improve safety and sight distances
- Reduce the visual impact of cars in the street
- Decrease the number of cars in the street

The new spaces created in the street will be defined in a number of different ways including the placement of furniture planting and shade structures and pavement treatments such as painting.

A narrowing of the available drive lanes to improve pedestrian safety and to slow vehicle speeds

Lords Place south is currently one lane in each direction. However, due to the width of the street it can in practice be used beyond the two available travel lanes, which encourages speeds at the limit and makes crossing the street more difficult. In the concept design the interaction between vehicles and pedestrian changes.

By narrowing the vehicles travel paths through tree alignment, the addition of some parallel parking, wider footpaths and parklets it shifts the focus from vehicles to pedestrians. The narrowing of the travel lanes will slow vehicles speeds and a 40km speed limit will also be introduced.

Shade structures

Aside from awnings there are currently no permanent shade structures in Lord Place south. In the concept design six have been included. This will encourage visitors to the street to spend more time in the precinct in varying weather conditions.

Seating and dining

Aside from the temporary eating area outside Crema there is currently no permanent street seating in Lord Place south. Included in the concept design are eight seating/dining areas and some incidental seating. In all approximately 120 seats have been added to the street. This will encourage visitors to the street to spend more time in the precinct to dine or take a break.

Lighting

Lighting upgrades in Lords Place south will include pedestrian lighting, outdoor dining lighting and festoon lighting in Post Office Lane.

Parklets

The parklets play an important role in greening the street, improving the amenity of the precinct and creating new public open space. They are also part of the traffic calming solution.

In response to the resolution of Council on 16 August 2022 the following on traffic and parking is provided:**Parking**

GHD were engaged to assess parking options in the precinct.

The study, which is attached, provides several recommendations to offset parking changes.

The CBD currently supports approximately 600 unlimited carparking spaces within a five-minute walk within the CBD. Encouraging walkability within the CBD area is a key focus of the Lords Place South Upgrade concept and Council's commitment to community health and wellbeing.

It is considered the short-term impact of the suspension of the 23 car parks can be mitigated by modifying the parking regimes in Lords Place and nearby streets. The recommended changes are designed to establish a parking regime based on zones that complement the usage patterns of residents and visitors of Lords Place.

Supporting the reduction of parking limits in Lords Place South and formalising carparking within line marking to create efficiencies will create the additional carparking spaces and meet the shortfall of the trial loss of 23 parking spaces based on the Lords Place South Upgrade concept.

The recommended regime has been determined as follows:

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- Short parking stay: introduce ¼ and ½ parking zone within Lords Place South (Summer and Kite Street).
- Medium parking stay: increase efficiencies within the 1-to-2-hour parking zones with line marking and upgrading pedestrian crossings to increase safety. Reintroduce paid parking to Ophir Carpark.
- Long parking stay: promote unlimited all-day carparking within a 10-minute walk to CBD in streets surrounding the CBD and within the report study area.
- Future option centre median parking: retain 2-hour parking limit and investigate the potential of a centre median in Lords Place South (between Kite and Moulder Street) to accommodate additional parking spaces. This parking arrangement requires further survey, investigation and compliance with relevant traffic and Australian Standards.

Traffic flows

The proposals effect on traffic distribution and on speed has been assessed using Austroad Guide to Traffic Management. The proposals geometry (turning circles) has been assessed using Austroads Guide to Road design.

The Orange Strategic Traffic Model shows a slight increase of northbound traffic from 2018 to 2028 with minimal speed decrease.

The modelled southbound traffic increases by 710 vehicles per day from 2018 to 2028 possibly because of the inclusion of a roundabout at the intersection of Moulder Street and Peisley Street within the model.

The 85th percentile of vehicle speeds traveling in August 2022 was 43.6 Km/h. The narrowing will reduce average speeds slightly (approximately 1km/h). The narrowing will significantly reduce the number of vehicles exceeding the speed limit. The defined lanes and slower vehicles will make the road environment safer for pedestrians.

Pre and post construction traffic classifier data at various sites throughout the city show narrowing is effective in reducing the number of vehicles exceeding the speed limit.

For example, Lords Place north shows that changes can reduce the number of speeding drivers. The average speed of 85 per cent of drivers prior to the changes was 46.4 kilometres per hour. Post changes it is 42.5km. The key difference is that the number of drives exceeding the limit across a 3-week data collection period has fallen from 352 to 79.

Community Engagement to date

There are more than 50 business in Lords Place south between Kite and Summer streets. They include property owners and business owners. In some cases, the property owner also runs a business from the premises and there are those that are property owners only. There is a mix of hospitality (cafes etc.), services businesses (real estate agents etc.) and retailers (chemist etc.).

Commencing on Wednesday 3 August Council staff engaged with the above businesses to gauge first impressions of the draft concept plan. Council engaged with 40 stakeholders in Lords Place south through a mix of face to face, by phone and email.

Overall, there is good support to upgrade the street. Amongst the engagement results to date there are approximately 8 stakeholders who do not support the draft concept in any way. There are approximately 30 businesses that generally support the principals of the concept but include caveats mostly around ways the parking losses can be managed.

The feedback to date is attached. It is qualitative in nature and does not represent a poll on the proposal.

The following provides a response to issues raised.

Community Engagement Responses

During the engagement process with stakeholders in the precinct the following themes and issues were raised:

- Parking
- Footpaths
- Safety
- Multi-deck parking
- Construction phase
- Traffic/transport
- Economic benefits/impacts
- Amenity/Design
- Climate
- Housing

Parking

Issue

Concerns around the loss of 23 spaces.

Response

Parking was the most common theme during the engagement process with stakeholders in the precinct.

A number of those opposing the concept argued that the loss of the 23 spaces would equate to the “potential loss of 230 customers per day to businesses” across a 10-hour day. Part of the way of managing this change is the proposed introduction of short stay spaces, which was supported by several businesses in the street.

Using the same reasoning as above, under the current parking arrangements there are currently 670 parking opportunities across 10-hour day in Lords Place between Kite and Summer Street. Under the proposed changes to introduce short stay parking of half an hour for angle parking and 15 minutes for parallel parking there will be 880 parking opportunities across a 10-hour day in the Lords Place between Summer and Kite.

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Issue

Parking enforcement of short stays spaces after hours.

Response

Council will monitor the situation and has the ability to deploy Council staff outside business hours to ensure compliance.

Issues

Capacity already reached at nearby car parks. Ophir car park should stay free. If paid parking returns, can we investigate "season tickets."

Response

The Ophir Car Park currently has 210 spaces all day spaces.

The GHD report recommends returning the site to paid parking.

Unlimited parking doesn't provide alternatives to source parking outside of CBD area and within a walkable distance. Reintroduction of paid carparking will provide people with choice of parking limits- short and long term.

The Ophir Car Park is currently free as a response to COVID 19. However, it is priced in the fees and charges for 2022/23 at \$3 a day. Monthly and three-monthly vouchers are available at \$44.50 and \$133.50 respectively, which are discounted rates to encourage usage

Issue

More all day or longer stay parks are required.

Response

There are no plans to increase the number of all-day parks.

Issue

Council should not redistribute CBD parking to residential areas.

Response

CBD fringe residential areas already play a role in providing parking for CBD activities, particularly for staff. This will continue.

Issue

Business owners and staff should not park in Lords Place.

Response

Council has had feedback on this issue for several years. While council is aware it does happen there is no way of enforcing a change if the time restrictions are complied with. Given the concerns raised by businesses around parking it would be preferable that businesses chose to park elsewhere to support their neighbours and clientele. Lords Place will continue to be part of routine patrols for parking rangers.

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Issue

The local parking culture/expectation needs to change more toward a Sydney expectation. The days of parking out the front of your destination point is gone and conversely people in Orange want to drive and need to park close to destination business due to weather.

Response

While the need to park out the front of your destination is seen as a common trait of Orange residents it has not been readily possible for some time in a growing regional city like Orange.

In the Lords Place context, for example, a hospitality venue that seats 40 people could generate the need for 20 car spaces. In a street that currently has 67 spaces catering for approximately 50 businesses it is highly unlikely that those 20 car spaces are delivered within the Lords Place south frontage.

Issue

How can Council justify the Car Parking Development Contributions Plan 2015 which requires payment \$13,718 per deficient parking space for all developments that involve the creation of net additional gross floor area on the development site and \$6859 per deficient car parking space for all developments that involve a change of use.

Response

The parking contributions plan does not relate to on-street parking. The funds collected through the plan are set aside to create new off-street parking. An example of this was the purchase of a car parking area in Endsleigh Avenue and the Ophir Car Park.

Issue

Concerned about disabled access to Lords Place. Should review disabled parking - number and sites (one near old cinema is nearly always empty).

Response

The concept design has a strong focus on improving walkability for pedestrians. This includes improvements to support people with a disability or with mobility issues. There are currently 3 disabled places in Lords Place south. There are no plans to reduce that number of disabled spaces.

Issue

Can we look at using existing lanes to connect pedestrians to car parks under Big W and McNamara Street.

Response

There are connections to the car parks at the northern end of the street. The lane at the rear of the Canobolas Hotel is hotel owned but does provide a connection to the McNamara Lane carpark. Colvin Lane opposite is under Council control and provides access to the Orange City Centre car park. There are other options to connect these car parks through driveways further south along the street. Part of the investigation of these options would be around pedestrian safety and landholder agreements.

Safety**Issue**

Law, order & safety is an issue for everyone, especially the Police.

Response

Lighting improvements are part of the concept plan. Activating the zone will increase the amount of people spending time in the street which will also have a positive impact deterring antisocial behaviour.

Issue

Need improved lighting to remote parking for security. Should consider CCTV as well.

Response

Lighting improvement are part of proposal. Lighting upgrades in Lords Place south will include pedestrian lighting, outdoor dining lighting and festoon lighting in Post Office Lane. An earlier tranche included lighting through Matthews Park which improves safety when people from Lords Place south are walking too all-day parking sites in Moulder Street. CCTV is not part of the project scope currently.

Issue

Street not safe. It's like playing frogger trying to get across the street. Consider a mid-block pedestrian crossing, not a zebra but maybe a raised shared space platform.

Response

Pedestrian safety was a concern for most of the stakeholders engaged to date irrespective of whether they supported the upgrade or not.

By better defining the travel lanes and narrowing the street through the additions of outdoor areas extending beyond the current kerb and gutter it will create multiple safer crossing areas for pedestrians.

A mid-block crossing may involve the loss of parking.

The street will be reduced to a 40km limit.

Streetscape improvement projects offer the opportunity to consider other types of car parking and to allocate more space to other transport modes through widened footpaths.

Different mixes of footpaths and car parking can be used to:

- *Slow traffic speeds*
- *Improve safety and sight distances*
- *Reduce the visual impact of cars in the street*
- *Decrease the number of cars in the street*

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The new spaces created in the street will be defined in several different ways including the placement of furniture planting and shade structures and pavement treatments such as painting.

Issue

Like the proposed tree alignment but we need to make sure it does not impede vision for motorist leaving car spaces.

Response

The way the street has been designed is that in the areas where angle parking is located space has been included allowing vehicles to nose out of the park for approximately 3-metres before the travel lane is reached. This space also supports safe reverse angle parking.

Issue

At the intersection with Kite Street, we would like to see a pedestrian crossing at the entry point to Lords Place with a raised traffic calming device.

Response

The GHD report recommends the following:

Upgrade roundabout pedestrian refuges in the following locations:

- *Lords Place South (between Kite and Moulder Street).*
- *Lords Place South (between Summer and Kites Street).*

Upgrade pedestrian crossings from Ophir carpark across to Kite Street to improve safety and support paid parking options.

Reduce speed limits from 50km/hr in streets surrounding CBD to manage pedestrian safety.

Issue

The decked parking at Ophir should be delivered ahead of any change to Lords Place south.

Response

The decked parking option is beyond the scope of this project.

While it remains a longer-term priority the GHD analysis demonstrates that the proposed concept can be managed through changes to existing parking arrangements.

Issue

Does (the parking loss) include the proposed car spaces to be lost, with the proposed former Australia Cinema Redevelopment & Valet Parking, to be provided in Lords Place.

Response

On street valet parking is not part of the approval for the redevelopment.

Construction phase**Issue**

How do we do it and not impact businesses during construction?

Response

Council will seek to minimise impacts and where possible undertake works outside busy times. Council will involve stakeholders in identifying their needs and how to work with them to ensure disruptions are managed appropriately

It will be undertaken in two stages.

Stage one will focus on the trees and tree pits across October and November.

Stage 2, which is the balance of the concept plan, will commence in the new year.

At no time will a business be required to close during construction and Council will work with business to ensure impacts to access are minimised.

Traffic/transport/footpaths**Issue**

The current footpaths & walking tracks do create great walking spaces around the city. However, unlike the Capital Cities & Sydney Metropolitan area, Orange does not have a vast Public Transport network, which operates 24 hours a day, 7 days a week, therefore people have no choice, if they want to work in the CBD, or visit the City Centre, they have to provide their own private mode of transport & in providing their own private mode of transport, car parking spaces are & will be required. Wanting more walkable areas and less cars - Orange is a rural city and has a large outlying population and vehicles are our main mode of transport. Orange has not yet embraced public transport maybe in many years to come this may happen.

Response

The popularity of new and improved footpaths and walking tracks around the city supporting walking and that is the case with the Lords Place south proposal.

As shown from the expanded footpath program, when Council delivers infrastructure improvements it receives widespread community support.

While Orange does not have a public transport system to rival metropolitan areas Council is working with Transport for NSW to improve bus services, including frequency and routes.

Issue

Lords Place traffic flow is already restricted and congested and narrowing it will compound this problem. Most cars would already travel about 40km/h due to the congestion. You will stuff the "through Traffic" if you reduce the lane widths and Lords Place between Summer Street & Byng Street is a prime example.

Response

Lords Place south is currently one lane in each direction. However due to the width of the street it can, in practice, be used beyond the two available travel lanes, which encourages speeds at the limit and makes crossing the street more difficult.

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In the concept design the interaction between vehicles and pedestrian changes. By narrowing the vehicles travel paths through tree alignment, the addition of some parallel parking, wider footpaths and parklets it shifts the focus from vehicles to pedestrians. The narrowing of the travel lanes will slow vehicles speeds.

Some of the respondents cited works in Lords Place north and the roundabout near the Civic Centre as reasons why the south project should not proceed. However, it should be noted that the aim of the northern works was to slow traffic and improve pedestrian safety and it has been successful.

Lords Place north shows that changes can reduce the number of speeding drivers. The average speed of 85 per cent of drivers prior to the changes was 46.4 kilometres per hour. Post changes it is 42.5km. The key difference is that the number of drives exceeding the limit across a 3-week data collection period has fallen from 352 to 79.

Issue

Both loading bays in Post Office Lane & that behind the Hotel Canobolas are congested, have Council allowed for the large trucks to access these areas, as a narrowing of the street, will create issues.

Response

The concept plan has been tested to allow for heavy vehicle deliveries.

Economic benefits/impacts**Issue**

We don't want people in Dubbo and Bathurst saying they won't come to Orange because you can't get a park.

Response

Part of the attraction for people travelling to Orange from other areas is the variety of retail and service options here. The proposed concept plan will improve the shopping "experience" and encourage visitation.

Issue

Yes, wider footpaths may be good for some businesses that operate a food outlet but not good for a retailer.

Response

There is a need to get the balance right between beautification and commercial needs. There is also a need to get the balance right between vehicles and pedestrians and currently that favours vehicles.

Several studies around the world have found that making a city more pedestrian friendly can increase retail spend.

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Issue

The charges for outdoor café space do not reflect a commercial rate (\$300-500/sqm pa) with nominal annual charges being applied.

Response

The motivation for this proposal is to attract more people to the CBD and for those patrons to spend more time in the precinct. As it is a trial the current fee for outdoor dining is appropriate as businesses find new ways to benefit from the extra pedestrians.

Amenity/Design**Issue**

The community (plus visitors) will probably support the changes but concerns/views of business owners and building owners should take precedence.

Response

The views of property and businesses owners in the street are very important and that is why Council discussed the proposal with those stakeholders first. However, the views of the broader community are equally important in how Council manages open space in the city and how Council spends community funds.

Issue

The proposal involves the removal of 4 carparking spaces in front of our building and substituting this area with an open outdoor seating area. These tenants have been at this location for a significant period and are on long term lease arrangements. Both businesses benefit from carparking spaces directly in front of the building.

Response

The Lords Place south concept is designed and will be constructed as a trial. This means that after a test period changes can be made when usage patterns are established. Council did receive feedback during the business engagement stage that non-hospitality felt they would benefit.

Issue

We feel that Anson Street should be looked at first as it is mainly a retail shopping area. Whereas Lords place is predominantly commercial businesses area.

Response

Anson Street is proposed for a later stage.

Issue

Who will be responsible to clean these areas, will Council engage cleaning contractors on an ongoing basis, especially after the weekends.

Response

It will be a shared responsibility. If a business secures an outdoor space through a licence, then keeping that area clean and tidy will be part of the arrangements. There will be a crossover of roles between the business and Council. Areas not covered by a licence will be the responsibility of Council as is the case in other parts of the CBD.

Climate**Issue**

As we are all aware, Orange's Climatic Conditions does not allow, or favour, alfresco & outdoor style dining, all year round, day & night.

Response

There are times when the weather makes outdoor dining unsuitable. The project is designed in such a way that it can respond to seasonal changes if necessary.

Housing**Issue**

(More people living in the CBD) can only occur, if Employment opportunities in the CBD are available & there is suitable Residential Accommodation available. Support the idea of more people living in the CBD (on first floors) but where will they park.

Response

Increasing residential use in the CBD is part of the overall Future City strategy for the entire CBD.

It is noted that some of the first-floor opportunities in Lords Place south are already occupied by commercial. An increase in residential use remains a goal for the broader project.

Future community engagement

The concept plan will be exhibited for community feedback from 7 September to 21 September. The Orange YourSay site will also be open for online engagement for this period.

A community forum will be held on Wednesday 14 September 6.00pm in the Civic Centre. Council is also investigating a shop space in the street to host face to face engagement from passing pedestrians and with any businesses that want to add their feedback.

ATTACHMENTS

- 1 Lords Place South - Community Engagement Report, D22/48525 [↓](#)
- 2 Lords Place South - Draft Concept Plan, D22/47466 [↓](#)
- 3 Car Park Study Report - Lords Place South, D22/54400 [↓](#)



Community Engagement Report

As mentioned in the covering report there has been community engagement on the broader Future City project and on some of the finer detail in Lords Place south. In early August Council was engaging with business owners and property owners in Lords Place south.

There are more than 50 business in Lords Place south. They include property owners and business owners. In some cases, the property owner also runs a business from the premises and there are those that are property owners only. There is a mix of hospitality (cafes etc.), services businesses (real estate agents etc.) and retailers (chemist etc.).

Commencing on Wednesday, 3 August Council staff engaged with the above businesses to gauge first impressions of the draft concept plan. Council engaged with 40 stakeholders in Lords Place south through a mix of face to face, by phone and email. The feedback to date and contained in this report is qualitative in nature and does not represent a poll on the proposal.

Overall, there is good support to upgrade the street. Amongst the engagement results to date there are approximately eight stakeholders who do not support the draft concept in any way. There are a similar number that strongly support the concept plan. There are approximately 30 businesses that generally support the principals of the concept but include caveats mostly around ways the parking losses can be managed.

Feedback from those opposing the proposal includes:

- Changes to car parking will have negative impact for businesses.
- Businesses will lose customers if there is no car parking available.
- Nice to have but where are those 20 cars going.
- Council is strict on parking contributions but can just take away 20 odd spaces.
- Need to get the balance right between beautification and commercial needs.
- How do we do it and not impact businesses during construction?
- We don't want people in Dubbo and Bathurst saying they won't come to Orange because you can't get a park.
- How do you enforce short-term parking at 7 o'clock on a Friday night?
- Yes, wider footpaths may be good for some businesses that operate a food outlet but not good for a retailer.
- If you Change the "Parking Times "where are the workers going to park all day, multi-story car park.
- For the owners of ALL the premises in the area the business must generate profits so that they are able to pay rent/loans so that council is being paid RATES.
- The community (plus visitors) will probably support the changes but concerns/views of business owners and building owners should take precedence.



- Council needs to have more consultation with the owners / tenants in the effective area I believe before it goes on public display.
- Parking is a premium no matter where you go.
- You will stuff the “through Traffic “if you reduce the lane widths.
- The biggest issue that I have is that Council has already taken car parking spaces out of the area when they planted trees on both sides of the street between Summer and Kite.
- Lords Place north changes to roundabout are a “disaster” and more of the same here.
- People in Orange want to drive and need to park close to destination business due to weather.
- The decked parking at Ophir should be delivered ahead of any change to Lords Place south.
- Support the idea of more people living in the CBD (on first floors) but where will they park.
- People in Orange want to drive and need to park close to destination business due to weather.
- Current 1 hour limit not enough already for service type business in the street such as physio or gym.
- Big W and Ophir car parks are often at capacity.
- There are a lot of businesses in the street that are not food related.
- If people can’t find a spot, they keep driving.
- Need decked parking at Ophir before more places lost in Lords Place.
- There are a lot of businesses in the street that are not food related
- This is a reduction of approximately 30% of the parking on Lords Place during a time when there has been a migration of businesses to this area that have clients and customers who look to utilise the street parking.
- The proposal involves the removal of 4 carparking spaces in front of our building and substituting this area with an open outdoor seating area. These tenants have been at this location for a significant period of time and are on long term lease arrangements. Both businesses benefit from carparking spaces directly in front of the building.
- Given the long-term nature of the tenancies, there is no prospect in the medium to long term for a business to be located in our building that will have any interest in utilising the proposed outdoor area.
- We object to this proposal on the strongest possible terms.
- Increasing the number of people living in the City Centre – where do you propose they will live when there is virtually no residential accommodation in the CBD and also where will they be parking. Will this parking impact Lords Place?
- Wanting more walkable areas and less cars - Orange is a rural city and has a large outlying population and vehicles are our main mode of transport. Orange has not yet embraced public transport maybe in many years to come this may happen.



- Our climate particularly from April to September is very unpredictable and not always suitable for outdoor dining and walking. Driving will be the transport mode used.
- Rationalizing car parking- Loosing 23 car parks along Lords place is not acceptable as this is 23 park every hour. As an everyday person using this block for business and dining, we already struggle to get a park in this area.
- As an owner of a commercial property, we have the interest of our tenants and their clients. Our tenant needs close-by parking, their clients have injuries or require rehab, they also have Mums and Bubs classes, and close access is important.
- Shortening of parking times will disadvantage most of the business along this street. Personally, for our property, most of their appointments are from 1/2hr to 1 hour. Solicitors, Hair salons, Cafes, restaurants, Gym, Physiotherapy most of the time need over half hour with most requiring the hour.
- Removing car parks will lessen access to customers and this may have a long-term effect with businesses continuing their lease or leasing of properties in the future due to lack of parking.
- Will this force certain business to relocate to other areas where there is easy parking? This can then have on a flow-on effect to that area and cause parking problems there.
- If council was to proceed with the Lords Place Concept design a multi-level Car park must be in place before any work was to commence on the removal of car parks in Lord Place.
- Lords Place traffic flow is already restricted and congested and narrowing it will compound this problem. Most cars would already travel about 40km/h due to the congestion.
- We feel that Anson Street should be looked at first as it is mainly a retail shopping area. Whereas Lords place is predominantly commercial businesses area.
- At present, parking is at times hard to get, and we rely on people's ease of access, especially elderly people who may have to walk some distance if this goes ahead.
- I would have thought Council would prioritise business prosperity and therefore I am not sure what is trying to be achieved.
- There seems to be an assumption that all or most of the businesses located in Lords Place South are retail or hospitality. This is clearly not the case, with many businesses being professional services offices, whose clients and staff require accessible and longer duration parking. Indeed, many of the hospitality venues on ground floor in the precinct also support office space above.



- A large factor in our business moving to the Lords Place South precinct from our previous location in Sale Street was accessibility for our clients. Our previous premises were difficult for elderly or injured clients to navigate. Our current premises were designed specifically with our concerns regarding client accessibility in mind, including an elevator and wheelchair accessibility.
- Many of our employees, and other workers in the area, require all day parking. Currently, the closest all-day parking for staff is the Ophir carpark. The proposal to limit the duration of parking in the Ophir car park will have a significant flow on effect for the numerous workers in the area.
- Currently, the Ophir car park is full by early in the day (usually by 9:00am) and is not accessible to our clients. While there may be some change in this if the Ophir car park was time limited, it is likely it would still be utilised by local workers and therefore not available to our clients and other visitors to the precinct. Already when that carpark is full, the closest all-day parking is in nearby residential areas, impacting on residents. It is not satisfactory for Council to redistribute flow-off CBD parking into residential areas.
- The Ophir car park has been identified as a possible site; however, Council has no specific plans in that regard. We note this issue has been discussed by Council for many years with no proposal or implementation ever being developed.
- Largely rely on parking and feel that the reduction in parking would negatively impact the business.
- Clientele only relies on parking.
- Would like to see paid parking reintroduced to allow somewhere for works to park.
- Would like to see business owners who park in Lords Place to park in another location to allow clientele to park in Lords Place.
- By nature of the CBD & all the retail, services & infrastructure on offer, people will always be attracted to the Orange CBD. by attracting more people to the CBD, more infrastructure to cater for the increased number of people will be required, including car parking.
- (More people living in the CBD) can only occur, if Employment opportunities in the CBD are available & there is suitable Residential Accommodation available.
- Employment opportunities are available if Businesses continue to operate in the area & those Businesses have access to paying customers & those paying customers have easy access to the Businesses, including access to car parking.
- There are only a very limited number of Shop Top Housing style Residential Dwellings available for occupation in that part of Lords Place, as the majority of Buildings are Commercial single level, or Commercial ground floor & first floor & most of those buildings do not offer, off street on site car parking, again an emphasis will be placed on the availability of car parking in the street.
- The current footpaths & walking tracks do create great walking spaces around the city. However, unlike the Capital Cities & Sydney Metropolitan area, Orange does not have a vast Public Transport network, which operates 24 hours a day, 7 days a week, therefore people have no choice, if they want to work in the CBD, or visit the City Centre, they have to provide their own private mode of transport & in providing their own private mode of transport, car parking spaces are & will be required.



- Council can beautify the streetscape. Law, order & safety is an issue for everyone, especially the Police.
- The section of Lords Place under review, is a busy business street, in this section of the street, apart from the Ophir Carpark, there is no direct access from that section of Lords Place, from the street, to an Orange City Council owned carpark.
- We have a mixture of businesses located within the street, which occupy buildings & these buildings directly face the street, with the only direct access into the Building, from Lords Place.
- All these Businesses are totally reliant on paying customers.
- Customers will come to a street when they can access Business premises & parking is available.
- Parking in all Cities & Towns, will always be a premium & sought after, for all, including Customers, Tourists & Businesses.
- For your records, I favour a beautification of the streetscape, the CBD & its streets, this is great to see, to make the environment more inviting for all, however, not at the expense of the loss of on street carparking, which will be detrimental to all businesses located in that block of Lords Place, but also those businesses in the vicinity of Lords Place, including Summer Street.
- Whilst originally Lords Place, up until the late 1980's was the street for Finance, Insurance, Real Estate Agents & Restaurants, the Streetscape has certainly changed.
- The Lords Place South Draft Concept Plan would imply that the predominant Businesses in that part of the street, is food orientated & the Draft Plan appears to cater for this, when in-fact it is not all food.
- The proposed Concept Plan appears to give those food orientated businesses a benefit, being additional outdoor dining & eating areas at a minimal cost, to the detriment of other Businesses, located in the street.
- In the street, bound by Summer Street & Kite Street, Food covers 9 Businesses approximately, the remainder of the Lords Place Businesses being approximately 30, is made up of Office Accommodation, Retail Accommodation, Medical & Beauty.
- According to the Concept Plan, 23 car spaces will be lost. Does this include the proposed car spaces to be lost, with the proposed former Australia Cinema Redevelopment & Valet Parking, to be provided in Lords Place.
- Based on the hourly car parking time limits, if Lords Place operates from 8.30am to 6.30pm, based on this time frame, the loss of hourly cars spaces over a 10 hour day is 230 hours, that could be a potential loss of 230 customers per day to businesses, due to customers or potential customers not being able to access those business in the street, or 1,150 customers, on a 5 day a week basis.
- Where do these customers park to access Businesses in that part of the street once the parking spaces are lost.
- The Lords Place South Draft Concept Plan, indicates that the Ophir Carpark could become a multi storey carpark, I have not seen any Orange City Council proposal or commentary, that Council intends to definitely, or commit to building a multi storey carpark on that site. If there is commentary, a proposal, a draft Plan, or a commitment from Council, then this multi-level carpark should be built, prior to the loss of the car spaces in Lords Place.



- I believe that the cost of such a development, will outweigh Council committing to this development.
- Previous, Council Administrations have advised that the current Ophir Carpark Site, could possibly be for sale, for the right price. I am sure that if a Developer contacted Council with an open cheque book, that this Prime Development Site, would be sold.
- Under the Orange City Council- Orange Car Parking Development Contributions Plan 2015 – 1.2 Contribution Rates – the Rates are as follows - \$ 13,718-00 per deficient parking space for all developments that involve the creation of net additional gross floor area on the development site and \$ 6,859-00 per deficient car parking space for all developments that involve a change of use of the existing building and will not result in the creation of net additional gross floor area on the development site.
- How can Council justify charging a Developer the above amounts & then remove on street car spaces & then, in the draft Concept Plan - it is proposed that Council will charge a local food business an outdoor eating area licence at \$ 45.95 per year, for exclusive use during its opening hours, these figures do not add up. Local Developers could use this, to set a precedent, that Council believe that a car space is worth only \$ 45.95 per annum.
- As a local business owner, I would be prepared to pay Orange City Council \$ 49.95 per year & maintain a car space, for exclusive use, during opening hours.
- As a Real Estate Business, we do have several customers & tradespeople, who are required to attend our office, on an ongoing basis. We also have a policy that our staff are not to park their cars, in the street during business hours & take potential customers parking spaces.
- Has Orange City Council undertaken a traffic study, including statistics showing supply & demand for parking requirements, both during the day & of an evening.
- A number of the food outlets in-fact offer takeaway services & they require parking for customers to collect their food. That section of Lords Place is particularly busy of an afternoon & evening, when customers are collecting their takeaway food
- As we are all aware, Orange's Climatic Conditions does not allow, or favour, alfresco & outdoor style dining, all year round, day & night.
- The current outdoor seating arrangement at Crema is not used of an afternoon or an evening, when Crema is closed, apart from when the vandals removed & smashed the pot plants that were originally installed in those seating cubicles.
- The current outdoor seating areas located in McNamara Street, which were put in place, at a time when Guy Hampton who operated The Wholefood Eatery & Coffee Shop lobbied Council for alfresco seating. These seating areas are seldom used & in fact, that business operated by Guy Hampton no longer operates.
- Are Council going to remove car spaces on Lords Place, to create seating that is not fully utilised all year round & day & night, when in fact car spaces are utilised all the time.
- Who will be responsible to clean these areas, will Council engage cleaning contractors on an ongoing basis, especially after the weekends.
- Council did install push bike parking bays in both Lords Place & McNamara Street, these are also rarely utilised.
- With respect to trying to reduce traffic in the street, this will never happen, whilst ever people drive motor cars.



- Lords Place between Summer Street & Byng Street is a prime example. During extremely busy times, traffic heading north has been banked up from the Byng Street roundabout & over Summer Street. That roundabout should have two lanes on entering & exiting, one lane to turn left, the second lane to turn right, or proceed straight ahead, it is my opinion that the number of lanes in that roundabout, should have remained 2, not reduced to 1.
- The volume of cars parking & exiting the section of Lords Place south, is greater than those in Lords Place bound by Summer Street & Byng Street, Lords Place north. This larger volume of cars will potentially create greater traffic issues & congestion, than what we have seen in Lords Place north.
- Hopefully Council will retain the dual lanes in the Lords Place, Kite Street roundabout.
- Both loading bays in Post Office Lane & that behind the Hotel Canobolas are congested, have Council allowed for the large trucks to access these areas, as a narrowing of the street, will create issues.
- I feel that the Lords Place South Draft Concept Plan, may have originally been a wish list & the number of parties who commented & the widespread community consultation who provided information have not taken into consideration the impact that the changes to the street, could have on Landowners & Ratepayers, Businesses, Customers & the general public, who do utilise the street.
- Our main concerns are around parking. Parking spots will reduce from 67 to 44. We have already had increasing concerns for some time about the lack of parking in Lords Place and surrounding area. Since 2015 when The Pinnacle Physiotherapy Clinic first opened, parking has gradually but consistently declined in availability. It is now the case that there is no parking available even in the Ophir Carpark from 9am. The McNamara Lane carpark at the rear of our building has no all-day parking available from about 8.15am most mornings.
- Often from 9am there aren't even any 2-hour parking spots available.
- We are concerned that there may be a reduction in the timed allowances for parking in those 44 spots that do remain. Anything under a one-hour parking restriction would be disastrous for us, as it will effectively mean no parking at all on Lords Place for our clients (our minimum consult length is 30 minutes, so a client needs to allow 40 minutes to arrive, park, check in, await their appointment, have their consult, re-book, pay and return to their car). Many of our consults actually take 60-90 minutes, so even a one-hour restriction is not sufficient for these clients.
- As per the communication we received from our landlords, published by Orange City Council, there is no plan at present to expand current parking elsewhere (e.g., the Ophir carpark on the corner of Kite St and Lords Place) to accommodate the reduction in parking on Lords Place. This is concerning, as parking is grossly inadequate for the needs of the current businesses in operation in Lords Place. The Ophir carpark is currently full from 9am also.
- We are concerned about disabled access to Lords Place. We have a significant number of clients with mobility issues, as well as a fairly large caseload of NDIS clients, as well as mums with babies in prams. Further reducing the parking in Lords Place unfairly disadvantages these vulnerable people.



- After meeting with representatives from council this morning, we feel that our concerns re: parking were met with an attitude that Orange will just have to move with the times and become more 'Europe-like', meaning less reliance on cars in the CBD and a move to more pedestrian activity generally. To this we would comment that Orange is a regional Australian town, and not a metropolitan city with the appropriate infrastructure to support this. Many of our clients come to us from not only 'out of town' of Orange itself, but also from other towns including Cowra, Blayney, Millthorpe and as far as Mudgee, Narromine, Forbes, Parkes and Condobolin. We provide a specialised physiotherapy service and therefore attract clients from out of area as our services are not available in these towns. The infrastructure simply does not exist in NSW for these people to 'leave their cars at home'.
- While we do support the upgrade of the Orange CBD and the Future City concept, we do not feel that the current proposal for Lords Place South is appropriate and may be more suitable to another area of the CBD. It seems that the intention to encourage people to spend time in the area is in direct contradiction to the plan to decrease parking availability. Unless significant effort can be made to increase parking access, the significantly detrimental effect the proposed upgrade will have on the current professional businesses within Lords Place would be unacceptable.

Support for the proposal included the following:

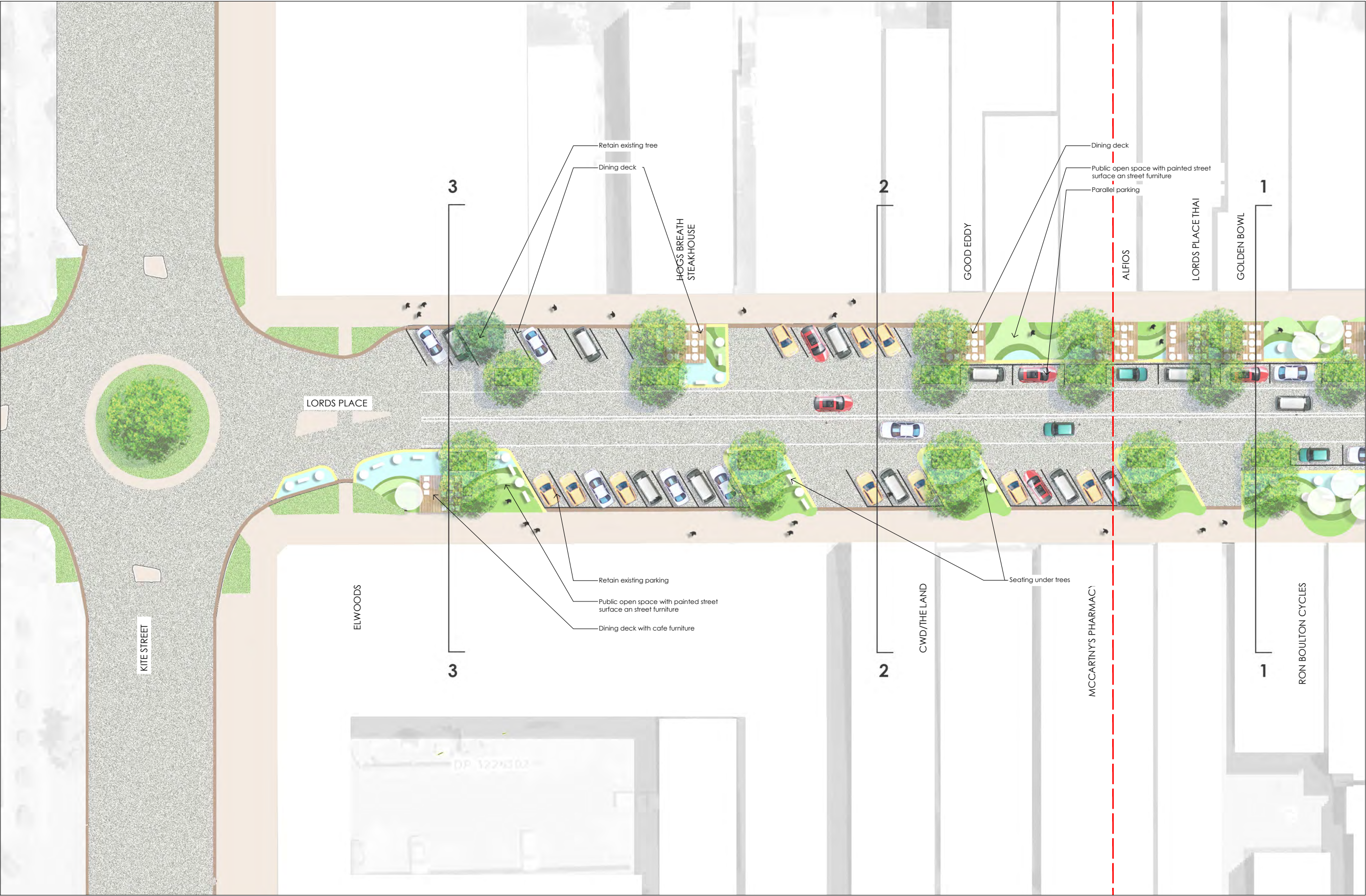
- The local parking culture/expectation needs to change more toward a Sydney expectation. The days of parking out the front of your destination point is gone.
- Can some spaces become a waiting zone say 10 minutes near Orange Thai/Alfios/Golden Bowl after 5pm?
- In favour but have concerns regarding their business turnover and parking accessibility both during construction and long term.
- The charges for outdoor café space do not reflect a commercial rate (\$300-500/sqm pa) with nominal annual charges being applied.
- Like the idea but parking tight.
- Can we look at using existing lanes to connect pedestrians to carparks under Big W and McNamara Street.
- Outdoor dining and seating will attract people to the area that will help my business.
- Very supportive of the development however we note that we strongly believe that the expansion of the Ophir car park should also be planned and expediated asap.
- Very much in support of the project and the concept design.
- Creates a nice space.
- Timed parking would be beneficial.
- On street dining near Blowes could be too busy and noisy.
- Great assets for businesses in the area.
- Would like to see another access point from City Centre Carpark to Lords Place to assist with parking however does not believe reduced parking is a great issue. Just need to park around the corner or in Ophir Car Park.

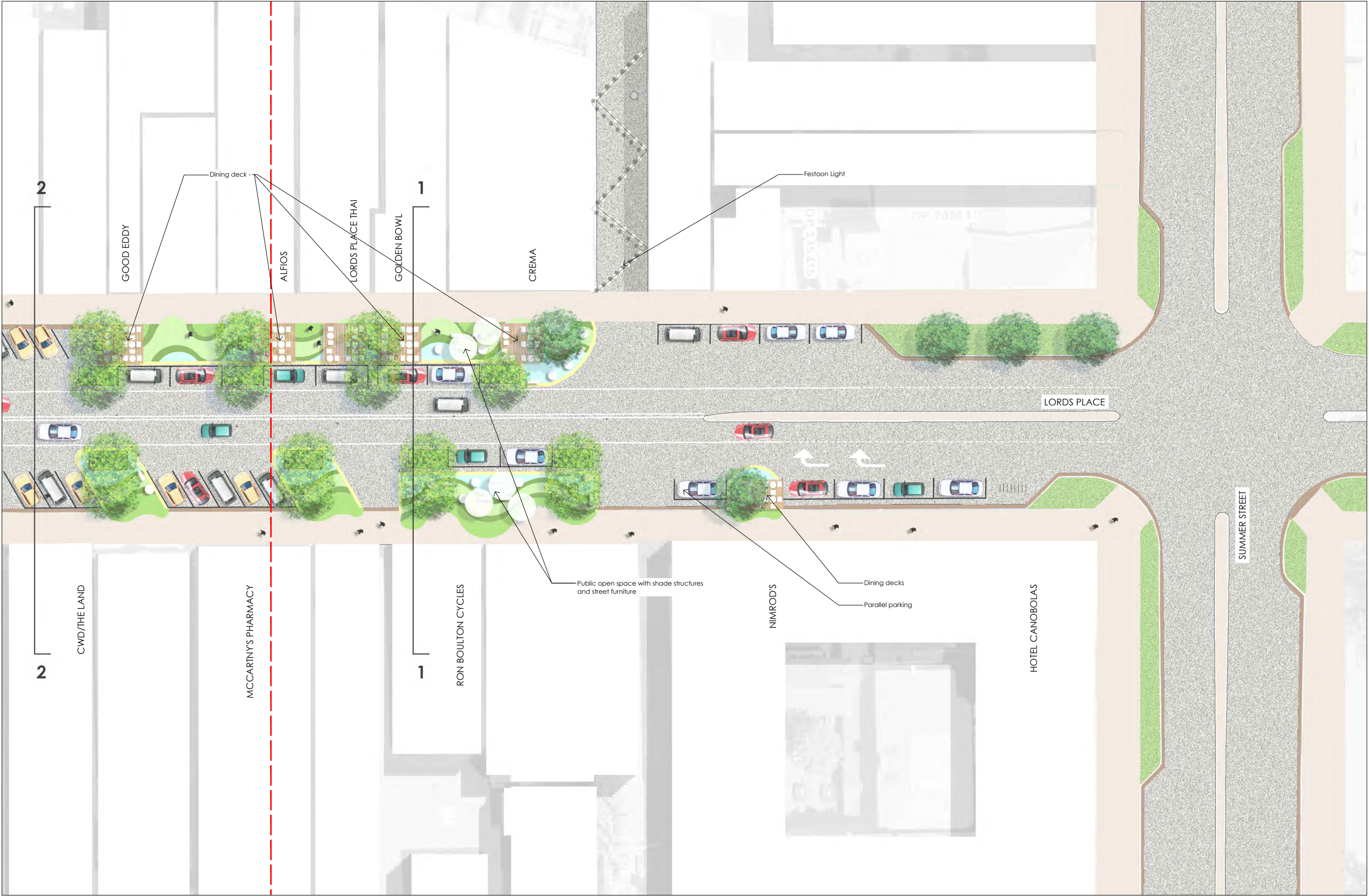


- Likes the plan but needs parking loss offsets.
- Support changes/options to Ophir Car Park.
- Need improved lighting to remote parking for security.
- If paid parking returns, can we investigate "season tickets."
- Parking is busy in the morning but frees up in the afternoons
- Love it; the people need it.
- Street not safe. It's like playing frogger trying to get across the street. Consider a mid-block pedestrian crossing, not a zebra but maybe a raised shared space platform.
- Should review disabled parking - number and sites (one near old cinema is nearly always empty).
- Worried about how long the works will take and impacts on businesses.
- Like the overall look of the plan but loss of parking concern.
- Would like to see short term parking 10/15min to allow pickups and also allow courier to stop.
- Likes the idea of additional dining.
- Would like a trial of the outdoor dining area.
- Support the plan – "It's a great idea".
- Like the lighting plan for Colvin Lane to improve safer link to parking and should consider CCTV as well.
- Ophir car park should stay free.
- Consider mid-block pedestrian crossing.
- Plan is absolutely spectacular; would like it done ASAP.
- Likes slowing of the traffic and making the whole block more pedestrian friendly.
- No major issues: like where we are going.
- Decked parking first would have been better.
- Support for concept particularly if it can be finetuned after it is trialled.
- Orange is a growing city and change is expected.
- Short-term parking such as 5-, 10- or 15-minute spots for pickups would be great in light of parking losses which will be an issue.
- Improvements to pedestrian safety is a "great idea" especially for people trying to access the mobility buses across the road.
- Like the proposed tree alignment but we need to make sure it does not impede vision for motorist leaving car spaces.
- Supported the use of lighting in Colvin Lane to make a better and safer connection between Lords Place and the car park.
- Important access through Colvin Lane for delivery vehicles is maintained to the rear of shops on the Western side of Lords Place.
- Would like to see short term parking 10/15min to allow pickups and also allow courier to stop.



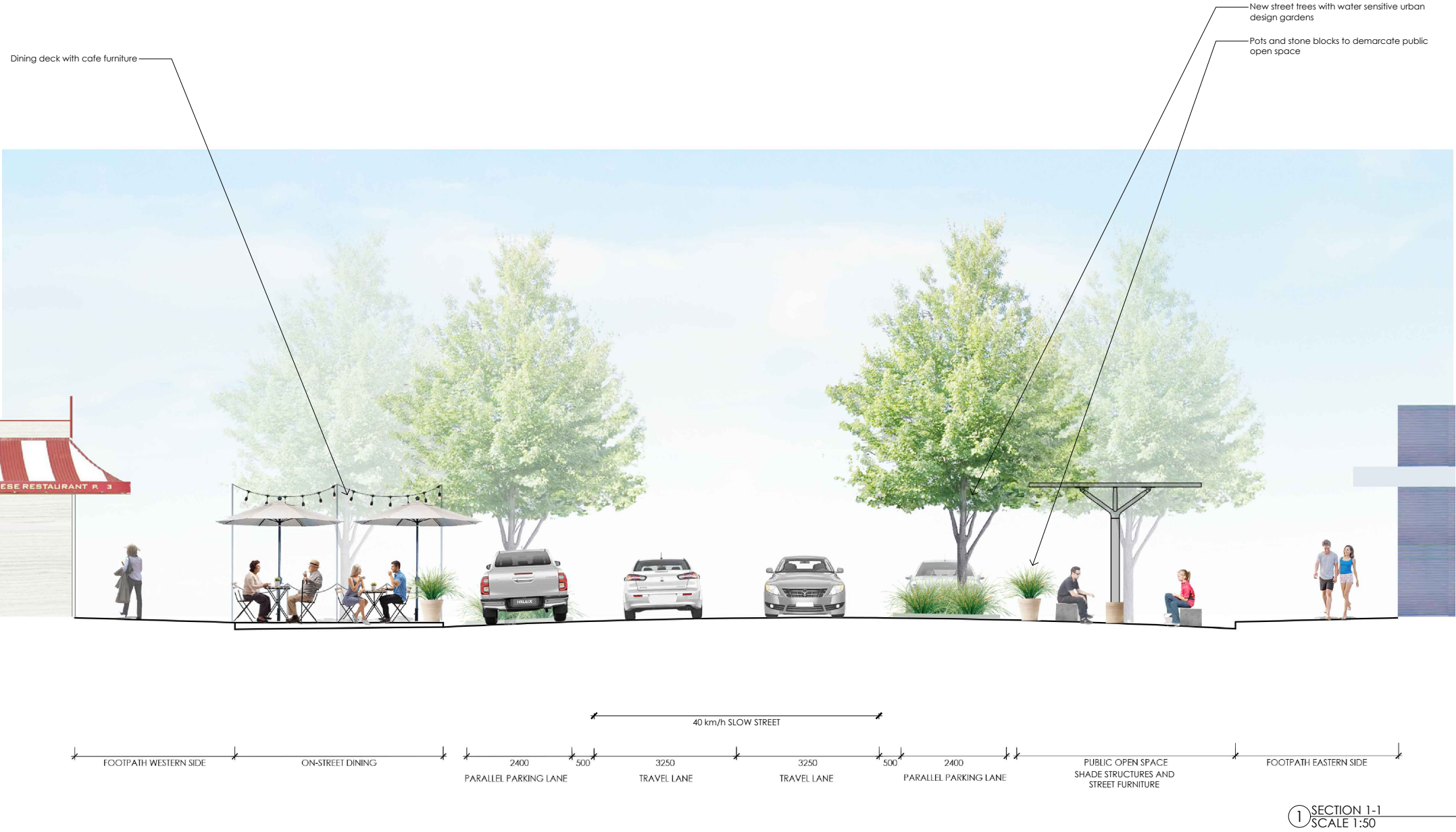
- Generally, we think they are excellent. There are a couple of points we would like to make.
- At the intersection with Kite Street, we would like to see a pedestrian crossing at the entry point to Lords Place with a raised traffic calming device. We have experience of these in the North Sydney LGA at roundabouts where the speed limit has been reduced. The issue with this intersection is that traffic enters it too quickly and it is a real issue for pedestrians. I have an image of one installed at a high-volume roundabout at Kirribilli if you are interested.
- Ideally, the same suggestion applies to Kite Street on the western side of the intersection to provide safe pedestrian access to the Council carpark. Currently, pedestrians have to negotiate two lanes of traffic in each direction.
- A pedestrian crossing at a mid-point of the block would also be desirable.
- There will be a net loss of street parking. We would like to see a proposal for the redevelopment of the Kite Street carpark to provide multi-level parking. This issue will become more acute particularly with the proposed redevelopment of the Australia Cinema site.
- The timeline for the construction works associated with the upgrade will be an issue for business which will require careful management to ensure that works which cause disruption are undertaken in the minimum timeframe and that good notice of commencement dates and the project timeline is provided to businesses. There are more affected businesses in this block than in the Summer/Byng Street stage.
- Like the plan but parking an issue. A lot of elderly like to park close to our business. Would like a disabled spot included out the front.
- Mostly in support but outdoor dining will not be utilised in front of his area – should be moved across the road where more restaurants are
- Concerned about vandalism
- Dining pods will not be utilised enough in the winter or for 9 months of the year
- Likes that traffic will be slowed down.
- Would like to see a pedestrian crossing or island – dangerous crossing
- Would like to see business owners park in another location than Lords Place. Are taking up what could be clients parking spaces.
- Very much in support
- Beneficial for businesses Like the depth and variety and brings life to the area
- Believes the traffic needs to be slowed and this will assist
- In support
- Likes that the concept slows the traffic as it is needed.
- Would like to see additional pedestrian crossing to provide more parking opportunities for clients. Presently unsafe to cross.
- Location for disabled parking does not currently work.
- We are supportive of the development however we note that we strongly believe that the expansion of the Ophir car park should also be planned and expediated.

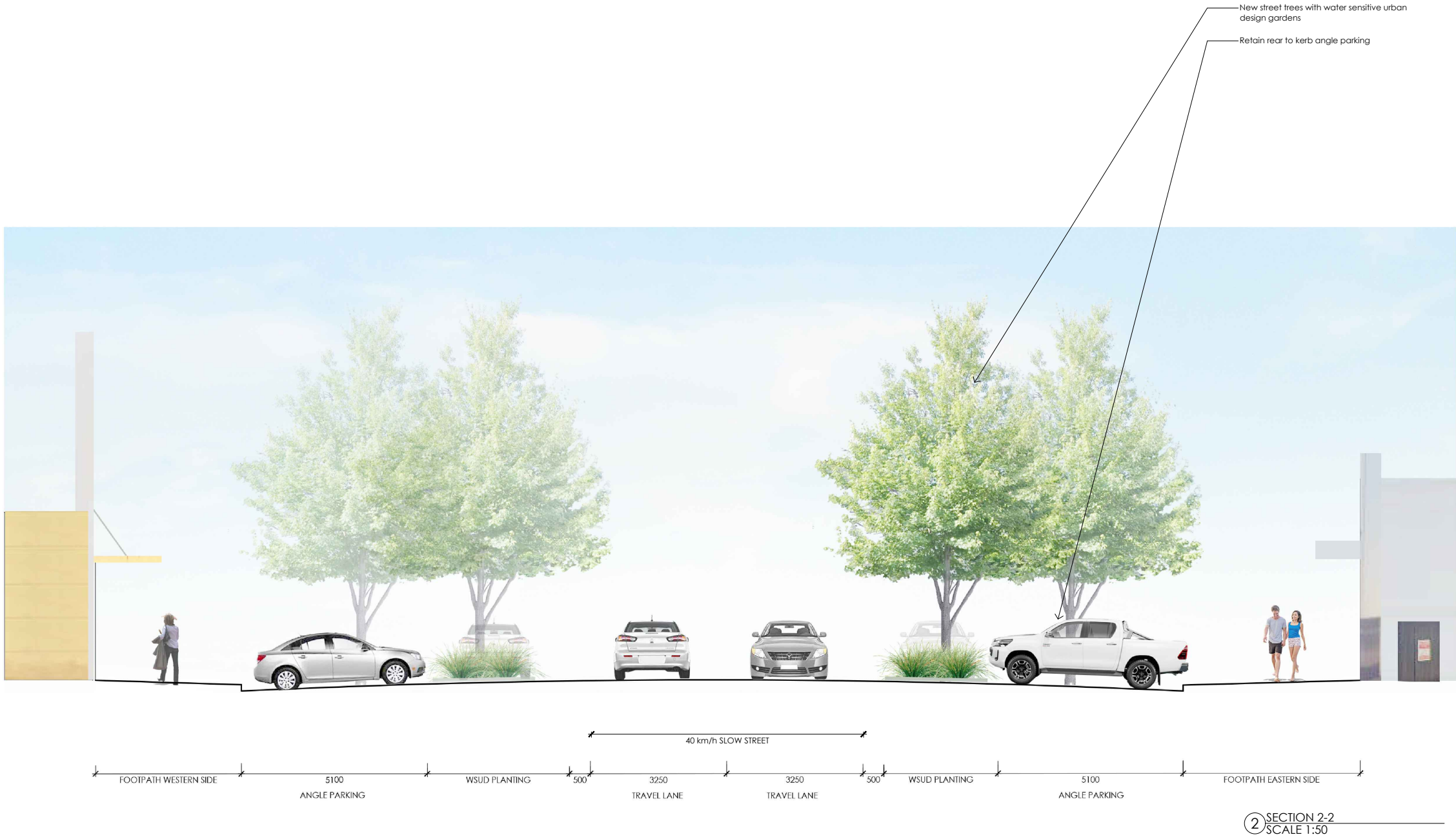


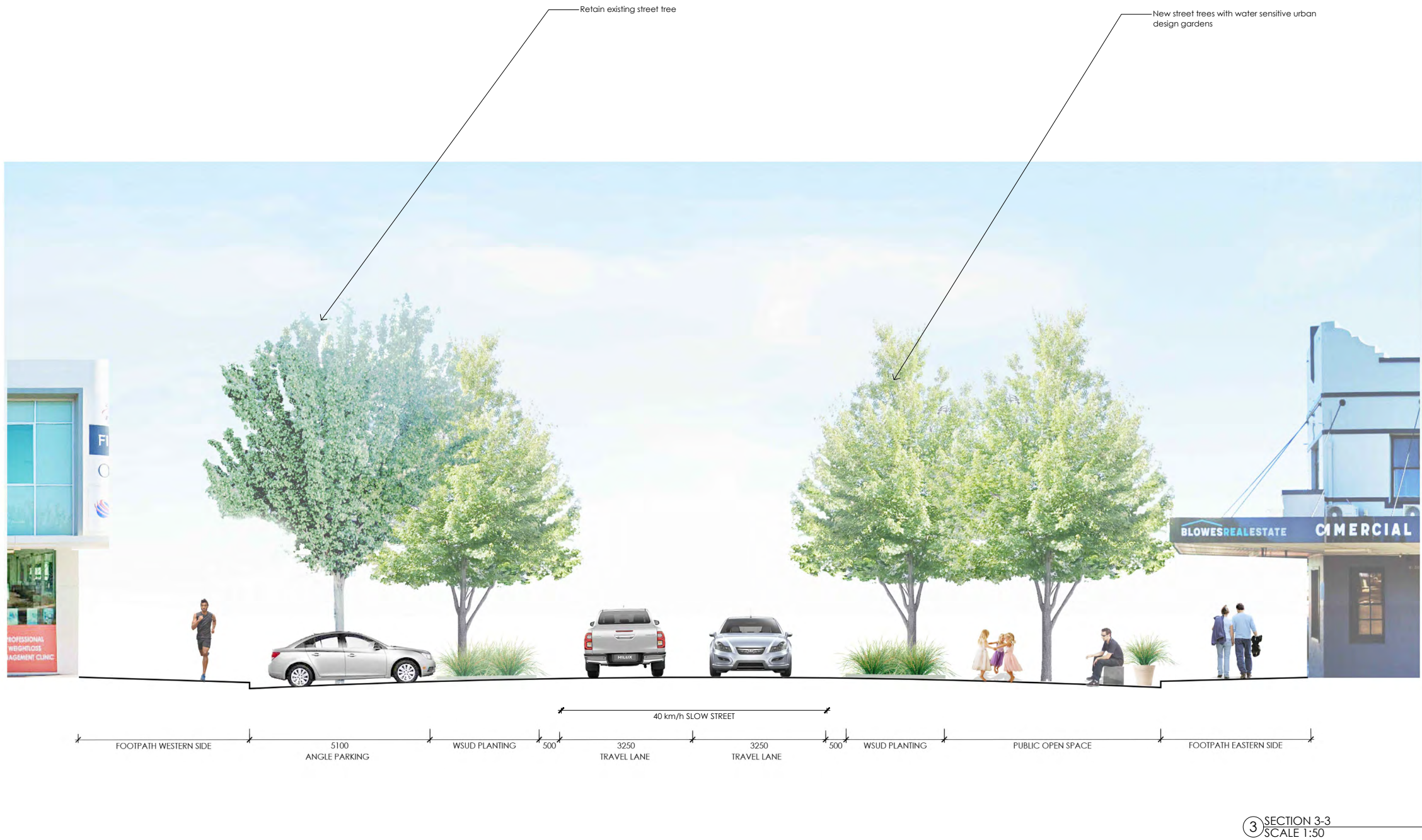














QUADRUPLE BENCH SEAT
120 DEGREE CORNER
8002.0.045.200.050
2000 L X 500 W X 450 H



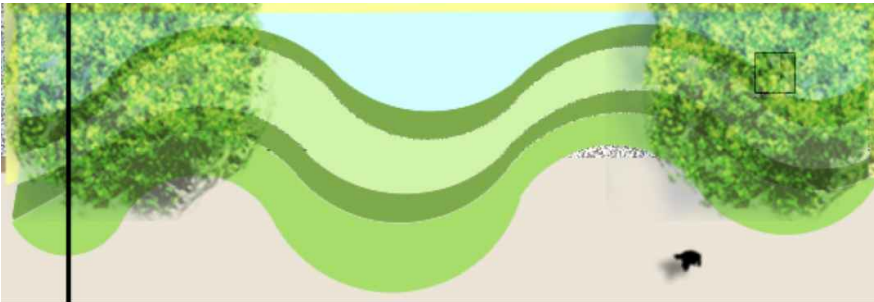
QUADRUPLE BENCH SEAT
120 DEGREE CORNER - TIMBER TOP
8002.1.003.200.050
2000 L X 500 W X 30 H



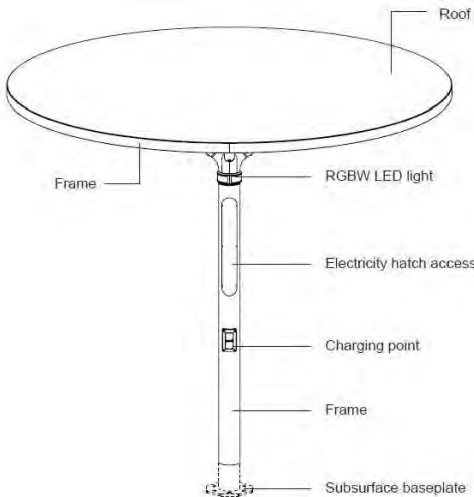
QUADRUPLE BENCH SEAT
120 DEGREE CORNER
- TIMBER TOP WITH BACK AND ARM
8002.3.003.200.050
2000 L X 500 W X 30 H



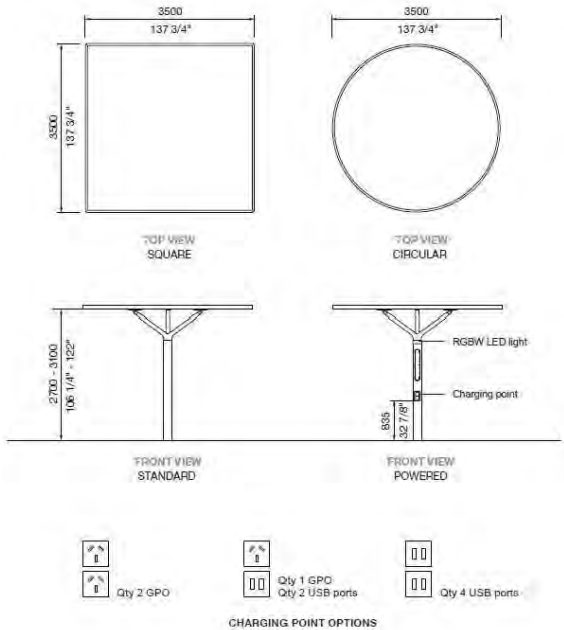
Feston Lights on dining platform



Painted Street Pavement with Astroturf Edge



ISOMETRIC VIEW
POWERED OPTION



FLOWER POT PLANTER
7065.0.105.125.125
1250 D X 1050 H
241 KG



Car Parking Report

Orange City Council Lords Place South Upgrade

Orange City Council

6 September 2022

➔ The Power of Commitment



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Lords Place Parking Snapshot

Carparking Spaces in Orange
CBD
5,189

* 2015 Figures



Peak Period for Parking is
Friday 12-1PM
Saturday 11AM - 12PM

* 2015 Figures



20% - 40% Parking Vacancy
Within 400M of Lords Place



+20 Bicycle Parks



+3 Parklets



+8 Outdoor Dining Areas



Safer Street for
Pedestrian Movement



Street **Revitalization**
and **Beautification**



More People **Lingering** Longer
= More Business



Provide Simpler
Parking Zones and **Mapping**



Improved **Health**
&
Wellbeing

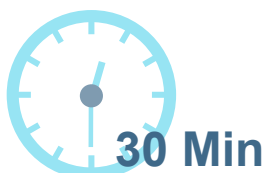


5 Minutes (400M) Time Walking to
Lords Place from Long Stay Parking



Options

Trial 1/4 hr & 1/2 hr Short Stays



Options

+25 Car Spaces in Lords Place



* To be Confirmed

Options

Ophir Carpark 2 hr stays facing Kite
Street and Lords Place - remainder
Paid Parking



Executive summary

Orange City Council has been a leader in Regional NSW in promoting pedestrian friendly shopping environments, with its main street redevelopment occurring thirty years ago. The Summer Street redevelopment reduced parking to allow for wider footpaths, street trees, and garden beds. The city streets have become a place where outdoor dining is a pleasure and many businesses have thrived.

The Lords Place 'Streets as Shared Spaces' project aims to trial the benefits of the Summer Street upgrades around the corner in Lords Place, to support great outcomes for residents and visitors to Orange. As Lords Place is not a major road, the opportunities for creating a truly pedestrian friendly environment are even greater.

This Car Parking Report was prepared as a response to the proposed suspension of 23 parking spaces from Lords Place between Summer and Kite Street to allow for a NSW Government funded 'Streets As Shared Spaces' temporary street activation project in Lords Place South. The purpose of the report is to demonstrate how the suspension of the carparks can be mitigated by changes to the existing parking arrangements in nearby car parks and on-street parking.

The temporary street activation project includes the installation of eight dining decks, planting more trees and increasing public open space by utilising the existing street pavement. These outcomes will be achieved by narrowing travel lanes to a standard width and replacing some parking with parallel spaces.

It is anticipated that the narrower crossing distance and provision of public street furniture for pedestrians will encourage greater use of the space, encouraging people to "Linger Longer". The temporary street activation will encourage improved economic outcomes for Orange. Increased activity will also have a moderating effect on traffic, achieving a safer environment.

The case study of Peel and Fitzroy Streets in Tamworth is an example of the benefits of pedestrian improvements and walkability, activation, and beautification in promoting healthy, sustainable businesses within the CBD. Parking losses were managed through a strategic approach focussing on behavioural change and managed expectations regarding short stay and longer stay parking. As a result, the CBD is more dynamic and vibrant, with economic stimulation for surrounding businesses.

The Orange CBD currently supports approximately 600 unlimited carparking spaces within a five minute walk of the CBD. Encouraging walkability within the CBD area is a key focus of the Lords Place South Upgrade concept and Council's commitment to community health and wellbeing.

It is considered the short-term impact of the suspension of the 23 car parks can be mitigated by modifying the parking regimes in Lords Place and nearby streets. The recommended changes are designed to establish a parking regime based on zones that complement the usage patterns of both residents and visitors of Lords Place.

The recommended parking regimes have been defined as follows:

- **Short parking stay:** introduce ¼ and ½ parking zone within Lords Place South (Summer and Kite Street).
- **Medium parking stay:** increase efficiencies within the 1-2 hour parking zones with line marking and upgrading pedestrian crossings increase safety. Introduce 2 hour parking in the bays within the Ophir Car Park with direct frontage to Kite Street and Lords Place (38 spaces including two spaces for the mobility impaired).
- **Long parking stay:** promote unlimited all-day carparking within a 10 minute walk to CBD in streets surrounding the CBD and within the report study area. Reintroduce paid all day parking to the remaining spaces in the Ophir Car Park (179 spaces).
- **Future option centre median parking:** retain 2 hour parking limit and investigate the potential of a centre median in Lords Place South (between Kite and Moulder Street) to accommodate additional parking spaces. This parking arrangement requires further survey, investigation and compliance with relevant traffic and Australian Standards.

It is considered there is sufficient capacity to accommodate the suspension of 23 parking spaces, based on current patterns of utilisation and parking supply. An additional 43 parking spaces could be accommodated in the study area by introducing line marking. There are approximately 600 parking spaces located within 5 minutes walking distance of the CBD. They include a range of limited and unlimited parking and will contribute toward the trial suspension of 23 parking spaces. Mitigating the impact of the temporary suspension of 23 parking spaces on Lords Place can be achieved based on the finding in this report.

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1. Introduction

GHD has been engaged by Orange City Council (Council) to undertake a Car Park Study Report to assess the proposed Orange City Council Lords Place South Upgrade.

The report will provide additional information to the Orange Councillors, prior to placing the Lords Place South Upgrade concept on public exhibition.

1.1 Background

A concept design has been prepared by Sala4D Urban Designers, Orange, in collaboration with Council for the trial street activation of Lords Place South between Summer Street and Kite Street to revitalise the street and create a shared pedestrian and vehicle environment.

The project will create a vibrant cultural environment incorporating new dining areas to support local hospitality and the installation of new lighting as well as festoon lights to add an element of celebration to the street. The design of Lords Place South is based on the Future City framework adopted by Council and the NSW Government's 'Streets as Shared Spaces' program.

Walkability, making the CBD more attractive so more people spend more time there, and exploring ways to increase the number of people living and working in the CBD are key Future City themes.

The concept plan includes:

- New plantings of advanced trees which will almost double the number of trees in the block.
- New traffic arrangements designed to transform the area into a pedestrian-friendly precinct.
- Outdoor-dining zones in selected areas along the block.
- Improved pedestrian lighting.
- Expanded gardens with street furniture.

As a result of the new street design, there will be a suspension of 23 on-street parking spaces along Lords Place between Summer Street and Kite Street.

1.2 Purpose

The purpose of the report is to:

- Demonstrate how the potential impact of the suspension of 23 parking spaces in Lords Place South can be mitigated by changes to the existing parking arrangements in nearby car parks and on-street parking.
- Review the capacity of nearby streets to accommodate the proposed suspension of parking spaces.
- Consider the suspension of car parks within the broader context of the Future City program and demonstrate the broader potential benefits of the proposed changes.
- Provide best practice NSW regional examples.
- Provide a series of recommendations to support changes to parking within the CBD.

1.3 Scope and limitations

This report: has been prepared by GHD for Orange City Council and may only be used and relied on by Orange City Council for the purpose agreed between GHD and Orange City Council as set out in this report.

GHD otherwise disclaims responsibility to any person other than Orange City Council arising in connection with this report. GHD also excludes implied warranties and conditions, to the extent legally permissible.

The services undertaken by GHD in connection with preparing this report were limited to those specifically detailed in the report and are subject to the scope limitations set out in the report.

The opinions, conclusions and any recommendations in this report are based on conditions encountered and information reviewed at the date of preparation of the report. GHD has no responsibility or obligation to update this report to account for events or changes occurring subsequent to the date that the report was prepared.

The opinions, conclusions and any recommendations in this report are based on assumptions made by GHD described in this report. GHD disclaims liability arising from any of the assumptions being incorrect.

1.4 Assumptions

This report was prepared with several limitations and assumptions that included:

- GHD considered the results of the Orange CBD Car Parking Study prepared in 2015 which are still relevant to the current parking regimes.
- The inventory of the on-street carparking undertaken by GHD in April 2015 was applied, and determined the number of car spaces for the angle parking without the guidance of line markings.

Carparking assumptions have been based on the following references:

- Orange CBD Car Parking Study prepared by GHD, 10 April 2015
- Tamworth CBD Parking Strategy 2020-2030

2. Study area

The study area is located within the Orange City Council Local Government Area (LGA) and includes:

- Lords Place
- Kite Street
- Summer Street
- Anson Street
- Moulder Street

The study area contains mixed land uses including hotels, offices, gyms, restaurants, commercial premises and cafes. The study area location and surrounding environs are shown in Figure 2.1.



Figure 2.1 Subject study area
(Source: MetroMap modified by GHD)

3. Discussion

3.1 Current parking conditions

Car parking within the vicinity of Lords Place South offers a range of free, paid and time restricted parking. Council has indicated there is 5,189 public car parking spaces within the Orange CBD consisting of:

- Off-street Council-owned car parking spaces
- Off-street privately-owned car parking spaces in undercover shopping centres
- On-street parking spaces comprised of parallel and angle parking

Car parking surveys were conducted during the preparation of the 2015 car parking report to determine car parking demand within Orange CBD. The surveys covered occupancy and duration of utilisation of car parking spaces. Surveys were undertaken on a weekend and weekday on Friday 31 May 2013, and Saturday 1 June 2013.

Parking areas and time-limited parking zones are provided by the Council to ensure Orange's retail and business areas are accessible and available to everyone in the community.

Figure 3.1 shows the location of timed parking zones in the Orange CBD, and parking spaces for drivers with a disability.



Figure 3.1 Timed parking zones within the Orange CBD

(Source: Orange City Council)

3.1.1 Off-street parking

There are three Council owned off-street car parks within the study area offering a range of limits as listed in Table 3.1.

Table 3.1 Off-street car parking matrix

Car park	Access	Parking limitation/hr	Spaces	Utilisation
Ophir Car Park	Kite Street	Unlimited	217	High
Kite Street	McNamara and Kite Street	1P + 2P + unlimited	66 spaces (no limit) 27 spaces (2 hours)	High
Peisley/Byng Street	Peisley and Byng Street	Unlimited	106	High

(Source: GHD Orange CBD Carparking Study 2015)

Ophir Car Park formerly provided paid parking, however it is now currently free with unlimited parking. This change was a response to the COVID 19 crisis to reduce health risks and operation of the parking ticket machines. Ophir Car Park is easily located for users in the Orange City Centre shopping centre and offices within walking distance to Lords Place.

Council has also identified the Ophir Car Park as a possible site for a multi-storey car park. Council will continue to evaluate the potential of this proposal, but it is not within the scope of this project.

3.1.2 On-street parking

Streets within the study area offer a range of parallel and angle parking with a range of time restrictions.

Table 3.2 provides an overview of the parking controls within the study area, including an indication of usage and capacity.

The data in Table 3.2 indicates that:

- The streets within the study area provide 452 on street parking spaces.
- There is a total of 324 occupied on-street spaces and 128 available on-street parking spaces.
- Utilisation ranges from 63 percent to 84 percent.
- On average there is an overall utilisation rate of 72 percent.

Table 3.2 On street parking matrix

Section	Streets	Street side	Configuration	Parking limit / hr	Existing parking spaces	Utilisation Percentage	No. of spaces utilised	No. of spaces available
1	Summer Street (Lords Place to McNamara)	South	Parallel parking	½ P	3	84%	3	0
2	Lords Place South (Summer Street to Kite Street)	East	Angle parking	1P	37	81%	30	7
		West	Angle parking	1P	32	84%	27	5
3	Lords Place South (Kite Street to Moulder Street)	East	Angle parking	1P	36	63%	23	13
		West	Angle parking	1P	28	65%	19	9
4	Kite Street (Anson Street to Lords Place)	North	Angle parking	2P	14	81%	12	2
		South	Angle parking	2P	25	65%	17	8
5	Kite Street (Lords Place to McNamara Street)	North	Angle parking	2P	10	84%	9	1
		South	Angle parking	2P	12	63%	8	4
6	Anson Street (Kite Street to Moulder Street)	East	Angle parking	No limit	38	65%	25	13
		West	Angle parking	2P	38	65%	25	13
7	Moulder Street (Anson Street to Lords Place)	North	Angle parking	No limit	32	65%	21	11
		South	Angle parking	No limit	32	65%	21	11
8	Moulder Street (Lords Place to McNamara Street)	North	Angle parking	2P	11	63%	7	4
		South	Angle parking	No limit	11	63%	7	4
9	McNamara Street (Summer to Kite Street)	East	Parallel parking	1P	23	84%	20	3
		West	Parallel parking	1P	26	81%	21	5
9	McNamara Street (Kite Street to Moulder Street)	East	Parallel parking	2P	23	63%	15	8
		West	Parallel parking	2P	21	65%	14	7

(Source: Orange CBD Carparking Study 2015)

It should be noted the data in Table 3.2 is based on the Orange CBD Carparking Study 2015 and Friday Peak car parking occupancy rates. GHD recognise parking conditions may have changed to the current date. The data in Table 3.2 provides a guide to identify potential parking opportunities. Further analysis based on current (2022) survey data may be required at a later time.

The matrix indicates there are parking opportunities in the following streets in close proximity to the CBD.

- Lords Place (Kite Street to Moulder Street).
- McNamara Street (Kite Street to Moulder Street).
- Anson Street (Kite Street to Moulder Street).
- Moulder Street (Lords Place to McNamara Street).
- Kite Street (Anson Street to McNamara Street).

Figure 3.2 provides an aerial overview of Lords Place South (Kite and Moulder Street), indicating the angled parking usage in both April and July of 2022.

The images indicate the street provides an opportunity to potentially accommodate additional vehicle demand to mitigate the trial suspension of the 23 parking spaces associated with the Lords Place South Upgrade Design.

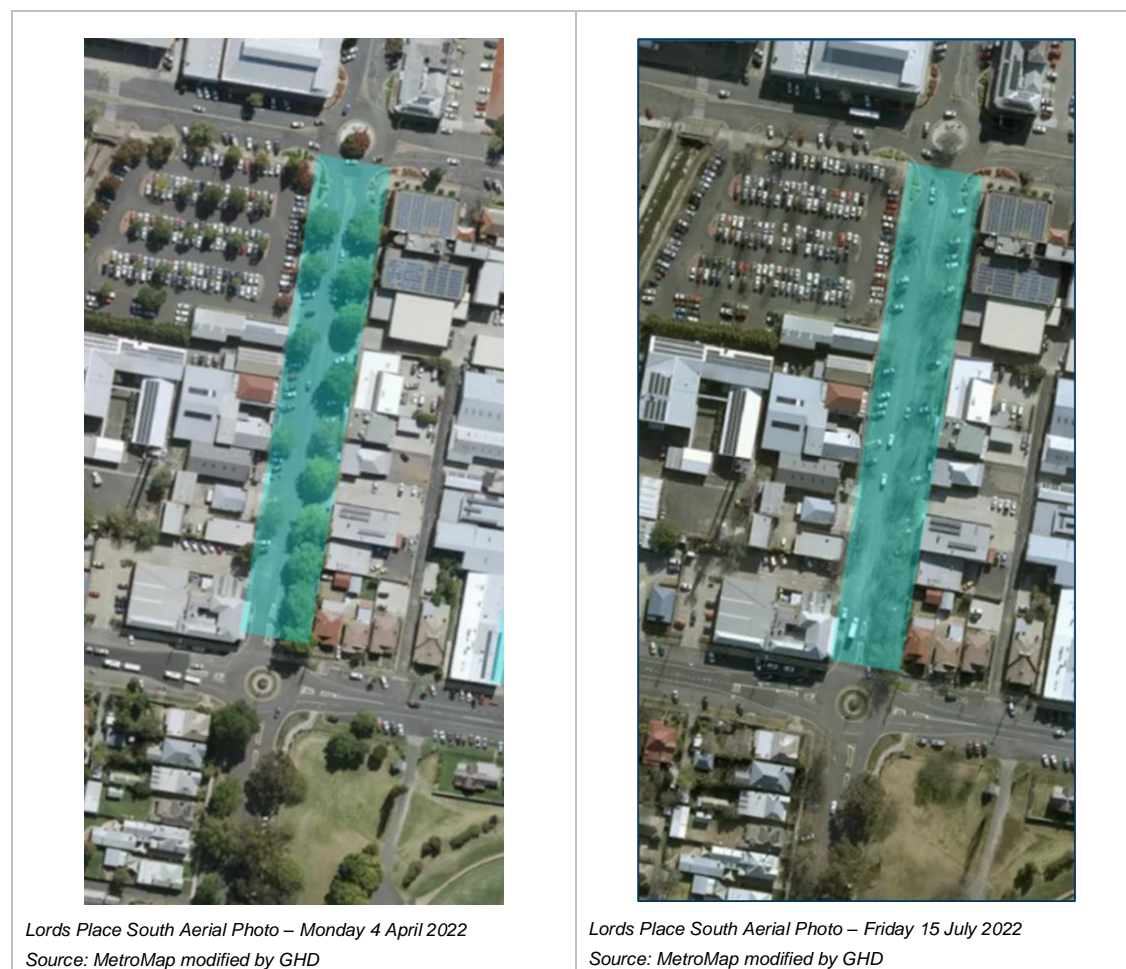


Figure 3.2 Lords Place South Street – Aerial photo comparisons of parking opportunities

3.2 Current pedestrian movement

3.2.1 Walkability

A number of pedestrian footpaths and crossings are located throughout the study area. There are currently connectivity gaps that require addressing for safety purposes within the 400 m radius walkable distance.

The 400 m radius “walkable distance” equates a 5-minute walk from Lords Place, as shown in Figure 3.3.



Figure 3.3 400 m Radius - Walkable Distance from Lords Place South (between Summer and Kite Street)

Source: MetroMap modified by GHD

The indicative walking distance comparative to time is as follows:

- 100 m (1-minute walk)
- 200 m (3-minute walk)
- 300 m (4-minute walk)
- 400 m (5-minute walk)

3.2.2 Pedestrian links

Gaps in connectivity and pedestrian links within the study area include:

- The roundabout refuge at the intersection of Kite Street and Lords Place (refer to Figure 3.4) is not consistent with Austroads Design Guidelines and provides inadequate pedestrian infrastructure.
- The roundabout refuge at the intersection of Lord Street South and Moulder Street also presents a safety risk due to the current design and requires upgrading.
- Pedestrian crossings on street corners require definition and direction to ensure alignment with pedestrian refuges at roundabouts.



Figure 3.4 Pedestrian refuge at the intersection of Lords Place and Kite Street

3.3 Proposed street upgrade

The design to upgrade Lords Place South has been funded by the Department of Planning 'Streets as Shared Spaces Program' and prepared by Sala4D Urban Designers.

Changes that will result from the Lords Place South Upgrade will impact the current street configuration and parking arrangements between Summer and Kite Street, as indicated in the concept designs shown in Figure 3.5 and Figure 3.6. The concept design proposes the following:

- Combination of both parallel and angle parking spaces (45 spaces)
- 3 parklets with established trees
- 8 outdoor dining spaces
- 20 bicycle parking bays

The inclusion of the above street elements will result in the suspension of 23 parking spaces. There are several measures that can be implemented to support this reduction and parking availability. They include:

- Lengthening or shortening of permissible parking times.
- Changes from all day to limited parking in the Ophir Car Park and/or nearby streets.
- Shorter timeframes to support drop off/pick up zones for relevant businesses.
- Identification of alternative short and long-term parking alternatives and options.
- Create safer streets and intersections to encourage changed parking behaviour and walkability to the CBD.
- Community education and information to encourage behaviour and routine change.



Figure 3.5 Lords Place South Upgrade Design Concept – Kite Street section
(Source sala4D Urban Designers)

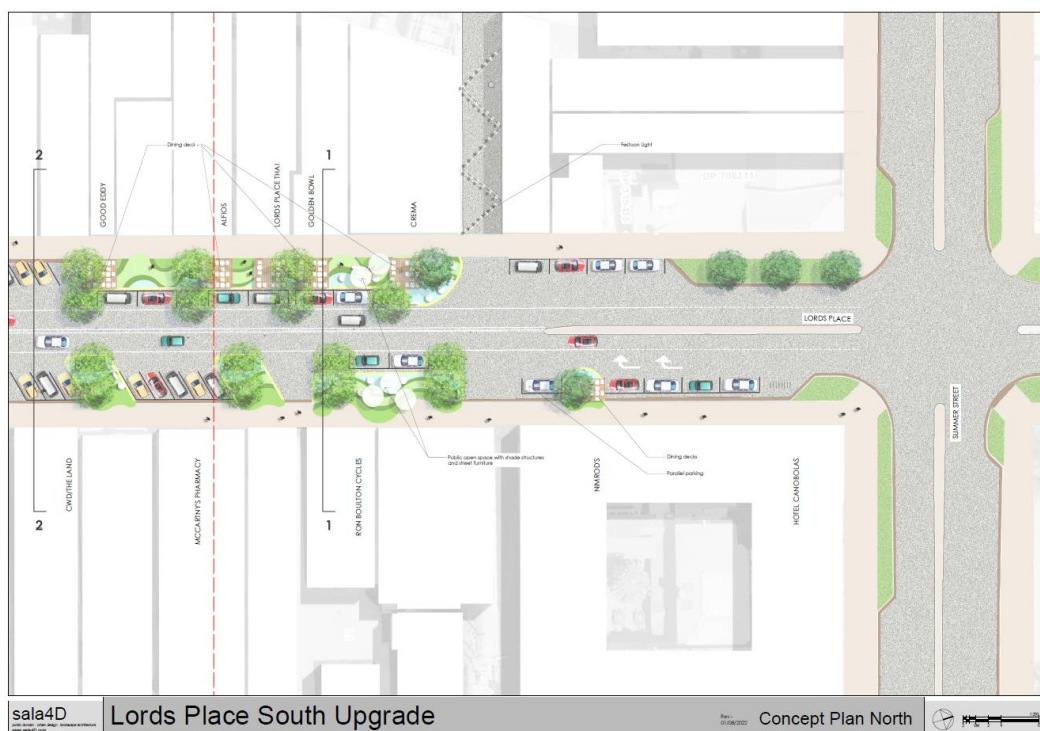


Figure 3.6 Lords Place South Upgrade Design Concept – Summer Street section
(Source sala4D Urban Designers)

3.4 Street upgrade impacts

The upgrade of Lords Place South will result in the following changes:

- Trial suspension 23 parking spaces.
- Change in hourly parking limit.
- Longer walking distance for short and long-term parking.
- Increased activity with Lords Place South, including pedestrians, bicycles and commercial activation.
- Community behaviour and routine will need to occur to adapt to the new parking regime.
- Alternative parking options will need to be communicated to the community.

Pedestrian safety within the study area when accessing parking is currently compromised by the following:

- Pedestrian refuge located on the roundabout at the intersection of Lords Place and Kite Street provides an insufficient area for pedestrians to stop and cross.
- Streets with the Orange CBD support a 50/hr speed limit.
- Pedestrian street lighting is insufficient in certain streets surrounding the CBD.

3.5 Parking alternatives

A number of options have been recommended to complement the community and visitor shopping trends and offer a temporary parking regime. They include:

- **Short parking stay:** parking to cater for food and drink takeaway, client business premises visits, pharmacy deliveries and pickups.
- **Medium parking stay:** 1 hour stays for longer retail experiences such as multi retail stops or business appointments, 2 hour longer stays appointments such as medical or multi retail experiences.
- **Long parking stay:** all day parking for employees working within the CBD. There are currently 5,189 parking spaces with the Orange CBD. The 2015 carparking study identified approximately 600 unlimited carparking spaces outside of the study area within 5 minute walking distance of the CBD.
- **Future parking option:** centre median in Lords Place South (Kite and Moulder Street).

The details of these options are listed in Table 3.3 and have been based on the Orange CBD Carparking Report 2015 (carparking report). GHD consider the information contained within the 2015 carparking report is relevant to this analysis and calculations in Table 3.3.

Table 3.3 Parking alternative offset details

Parking alternative	Justification	No. of parks
Short parking stay: ¼ and ½ parking zone (3 minute / 200 metre walk to CBD)		
Lords Place South (Summer and Kite Streets)	<p>Cater for short term, high turnover parking based on Lords Place South Upgrade concept design.</p> <p><u>Current parking arrangement</u></p> <ul style="list-style-type: none"> – Currently 1 hour limit <p><u>Proposed parking arrangement</u></p> <ul style="list-style-type: none"> – ¼ for parallel parking – ½ for angle parking – Weekly parking hours 8:00 am – 5:00 pm (9 hours) <p><u>Potential turnover</u></p> <ul style="list-style-type: none"> – Upgrade concept suggests 44 parking spaces (accounting for the suspension of 23 parking spaces) – 44 spaces x 9 hours/0.30 minute parking = maximum 792 vehicles per 9 hours 	Maximum 792 vehicles per 9 hours (based on 30 minute parking)

Parking alternative	Justification	No. of parks
Medium parking stay: 1-2 hour parking (5 minute /400 metre walk to CBD)		
Lords Place South (Kite and Moulder Streets east and west)	<p><u>Current parking arrangement</u></p> <ul style="list-style-type: none"> Currently 1 hour parking limit 2015 carparking report suggested 64 existing parking spaces Weekly parking hours 8:00 am – 5:00 pm (9 hours) <p><u>Current turnover</u></p> <ul style="list-style-type: none"> 64 spaces x 9 hours/1 hour = maximum 576 vehicles per 9 hours <p><u>Potential yield</u></p> <ul style="list-style-type: none"> Increase yield by 20% with line marking on both sides of Lord Street = 13 additional spaces Total 64 + 13 = 77 spaces 77 spaces x 9 hours/1 hour = maximum 693 vehicles per 9 hours 	<p>Maximum 576 vehicles per 9 hours (current layout).</p> <p>Potential for 13 additional spaces associated with line marking</p> <p>Total 77 spaces</p> <p>Maximum 693 vehicles per 9 hours</p>
Ophir Car Park	<ul style="list-style-type: none"> Ophir Car Park is currently an unlimited car park with 217 spaces. Car parking is fully utilised. Unlimited parking doesn't provide alternatives to source parking outside of CBD area and within a walkable distance. Introduce two hour time restricted parking in the bays with direct frontage to Kite Street and Lords Place (38 spaces including two spaces for the mobility impaired). Reintroduce paid parking to the remaining spaces in the car park (179 spaces). Reintroduction of paid car parking will provide people with choice of parking limits- short and long term. 	Reintroduce time restricted paid parking to offer choice and options
Surrounding streets within study area	<p><u>Current parking arrangement</u></p> <p>The GHD 2015 report suggest the following availability.</p> <p>1 hour limit</p> <p>Weekly parking hours 8:00 am – 5:00 pm (9 hours)</p> <ul style="list-style-type: none"> McNamara Street (Summer Street to Kite Street on both sides) – 49 spaces total and 8 available parking spaces. 	441 vehicles per 9 hours.
	<p><u>Current parking arrangement</u></p> <p>2 hour limit.</p> <p>Weekly parking hours 8:00 am – 5:00 pm (9 hours)</p> <ul style="list-style-type: none"> McNamara Street (Kite Street and Moulder Street on both sides) – 44 spaces total and 15 available parking spaces. Kite Street (Anson Street and Lords Place north and south) – 39 spaces total and 10 available parking spaces. Kite Street (Anson Street and McNamara Street north and south) – 22 spaces total and 5 available parking spaces. Anson Street (Kite Street and Moulder Street west) – 38 spaces total and 13 available parking spaces. Moulder Street (Lords Place and McNamara Street north) – 11 spaces total 4 available parking spaces. Total = 154 spaces total and 47 available parking spaces. <p><u>Potential yield</u></p> <ul style="list-style-type: none"> Existing parking spaces based on 2015 Carparking report = 154 spaces. Increase yield by (approximately) 20% with line marking on streets with 2 hour parking identified above, results in 30 additional parking spaces. 	<p>616 vehicles per 9 hours.</p> <p>47 available parking spaces sufficient to accommodate proposed suspension of 23 parking spaces</p> <p>Potential for an additional 30 parking spaces with introduction of line marking</p>

Parking alternative	Justification	No. of parks
Long parking Stay: Unlimited all-day parking (within 10 minute walk of CBD)		
Existing unlimited zones	<p>The following streets have unlimited parking within 10 minutes of the CBD:</p> <ul style="list-style-type: none"> – Moulder Street (between Anson and Lord Street) – Anson Street (Kite and Moulder Street west side) – Available spaces outside of study area 	Approximately 600 unlimited parking spaces outside of report study area
Future parking option: Centre median Lords Place South		
Lords Place South (Kite and Moulder Street)	<ul style="list-style-type: none"> – Centre median of Lords Place South (between Kite and Moulder Street) has potential to accommodate additional parking spaces. – This parking arrangement requires further survey, investigation and compliance with relevant traffic and Australian Standards. – The provision of ninety degree angle parking in the middle of a wide street is relatively common in small towns and could provide long term parking opportunity. 	Based on Figure 3.7 approximately 40 spaces

The information presented in Table 3.3 indicates:

- Sufficient capacity to accommodate the suspension of 23 parking spaces, based on current patterns of utilization and parking supply.
- An additional 43 parking spaces could be accommodated in the study area by introducing line marking.

There are approximately 600 parking spaces located within 5 minutes walking distance of the CBD. They include a range of limited and unlimited parking and will contribute toward the trail suspension of 23 parking spaces.



Figure 3.7 Proposed Lords Place South parking arrangement between Kite and Moulder Street
(Source: sala4D Urban Designers)

3.6 Street upgrade benefits

3.6.1 Improved user safety

Improving safety when pedestrians are transitioning from parking locations to the CBD will encourage an increase in walkability and parking choice. The following actions will improve user safety:

- Upgrade pedestrian refuge at the intersection of Lords Place (south) and Kite Street.
- Reducing speed limits in streets surrounding the CBD will provide a safer environment for pedestrians and bicycle riders.
- Improvement to pedestrian links will encourage active movement into the CBD.

3.6.2 Improved health and wellbeing

People make choices about parking for convenience, time pressure, habit, behaviour and routine. Understanding alternatives and options for parking is key to changing routine while improving health and wellbeing. Parking in the following streets will provide health and wellbeing benefits:

- Parking in Moulder Street offers shade during summer months and an opportunity to walk through Mathews Park.
- Lords Place (between Kite and Moulder Street) offers shade on the eastern footpath to enhance walkability.
- Established trees offer shade for vehicles when parking in Moulder Street and Lord Street (between Kite Street and Moulder Street).
- Wade Park adjacent to Moulder Street provides natural amenity and recreational opportunities.

3.6.3 Economic vibrancy

Providing alternatives to parking in streets surrounding the CBD will encourage people to 'Linger Longer' in the CBD. Parking alternatives will potentially:

- Encourage commercial activity along Lords Street South (between Kite and Moulder Street) and Summer Street.
- Revitalise the CBD and increase economic stimulation and spending.
- Re-engage the community with local place and space.
- Re-activate the CBD through community engagement.

4. Recommendations

It has been established there is sufficient capacity to accommodate the suspension of 23 parking spaces, based on current patterns of utilisation and parking supply. An additional 43 parking spaces could be accommodated in the study area by introducing line marking and promoting the 600 parking spaces located within 5 minutes walking distance of the CBD.

Based on the report analysis, the following changes are recommended to mitigate the trail suspension of carparking in the Lords Place South Upgrade.

Theme	Recommendations
Lords Place South concept design	<ul style="list-style-type: none"> Implement changes to the parking regime based on the 'Streets as Shared Spaces' concept design.
Changes to existing parking regimes	<p><i>Implement short-term parking zone:</i></p> <ul style="list-style-type: none"> Introduce ¼ limit for parallel parking and ½ limit for angle parking based on Lords Place South Upgrade concept plan to manage short stay movements within the CBD. <p><i>Lords Place South (Kite Street and Moulder Street):</i></p> <ul style="list-style-type: none"> Introduce line marking to increase efficiencies by 20% and retain 2 hour parking limit. <p><i>Other streets</i></p> <ul style="list-style-type: none"> Introduce line marking to increase efficiencies by 20% and retain 2 hour parking limit on Kite Street, Anson Street and Moulder Street. <p><i>Parking arrangement for Ophir Car Park:</i></p> <ul style="list-style-type: none"> Introduce two hour time restricted parking in the bays with direct frontage to Kite Street and Lords Place (38 spaces including two spaces for the mobility impaired). Reintroduce paid parking to the remaining spaces in the car park (179 spaces) to cater to community activities, needs and encourage walkability to unlimited parking within streets surrounding the CBD. <p><i>Unlimited parking in surrounding streets:</i></p> <ul style="list-style-type: none"> Promote use of unlimited parking in streets surrounding the CBD to encourage walkability. <p><i>Centre Median parking:</i></p> <ul style="list-style-type: none"> Investigate parking potential in the centre median of Lords Place (Kite and Moulder Street). This arrangement is a common arrangement in regional towns. The layout shown in Figure 3.7 requires further assessment and review in accordance with road requirements, Australian Standards AS2890 and other relevant standards.
Pedestrian connectivity improvement, safety	<ul style="list-style-type: none"> Upgrade roundabout pedestrian refuges in the following locations: <ul style="list-style-type: none"> Lords Place South (Kite and Moulder Street). Lords Place South (Summer and Kite Street). Upgrade pedestrian crossings from Ophir Car Park across to Kite Street to improve safety and support paid parking options. Reduce speed limits from 50 km/hr in streets surrounding CBD to manage pedestrian safety.
Street treatments	<ul style="list-style-type: none"> Install bollards around trees for on-street parking to assist motorists to reverse park more safely and efficient, while reducing the risk of property damage to vehicles and trees. Repair and maintain footpaths along Lords Place South to improve pedestrian safety.
Information and education	<ul style="list-style-type: none"> Develop a parking information and collateral including brochures, website or information hub that provides location and availability of public car parking spaces in Orange CBD. This will assist in finding car parking zones and reduce traffic circulation when looking parking.

5. Case Study – Tamworth NSW

Tamworth Regional Council has prepared a Tamworth CBD Parking Strategy 2020-2030 which relates to other Council policy and was triggered by a number of events and changes within the strategic planning for parking in the Tamworth CBD.

The beautification and revitalisation of both Peel Street and Fitzroy Street (south) in Tamworth were stages of the CBD beautification program to enhance the commercial core and create a sustainable city.

This case study aims to demonstrate the approach taken to provide alternative parking options to meet community needs. Changes included the following:

- Reduction of parking spaces in both Peel and Fitzroy Street (south).
- Introduces 1 hour limit for both parallel and angled parking within Peel Street as indicated in Figure 5.1.
- Reduced speed limit to 40 km/hr throughout CBD area.
- Pedestrian safety treatments to encourage walkability.
- Shared zone for pedestrians and cars, with one-way traffic movement and space for some angled on-street parking in Fitzroy Street.

Tamworth Regional Council (Council) has been proactive in their approach to integrating 'movement and place' and revitalising the CBD. This approach aligns with the Tamworth Blueprint 100 Strategy:

- To cater for the suspension of parking spaces in Peel Street and Fitzroy Street (south), a strategic approach was taken, aligning with the CBD upgrades to address parking options. This approach aimed to encourage behavioural change and manage the communities' expectations in relation to parking.
- It was recognised premium parking offered within the commercial core should be high turnover parking, offset along with longer stay parking located within a short walking distance to the city centre.

5.1 Project opportunities and challenges

Prior to the commencing upgrade works of both Peel Street and Fitzroy Street (south), Council:

- Conducted extensive community and stakeholder consultation to outline disruption during construction including permanent traffic and parking changes.
- Identified and upgraded alternative parking areas that offered parking in locations within walkable distance of the CBD.



Figure 5.1 1 hour parking arrangement in Peel Street
(Source: GHD Image Library)

- Introduction of a range of paid parking alternatives in locations within proximity to the CBD.
- Unlimited all-day parking within a 10 minute walk of the CBD.
- Applied the NSW 'Movement and Place' framework and principles to promote a walkable city.

Post construction, Council was proactive and implemented the following:

- 1 hour limited parking within Peel Street.
- Managed planning provisions to encourage on-street dining to revitalise and activate the street.
- Implemented a street activation strategy to attract events and promote use of the place and space during day and night-time economy.
- Promotion of 'Linger Longer' concept within the cities CBD to stimulate the local spending.
- Promoted and supported local events held with the street (i.e. Country Music Festival, Fiesta La Peel - Multicultural Food Street Festival).
- Provision of parking options to support commercial investment within the CBD.
- Managed pedestrian and vehicle integration into Fitzroy Street from both Peel Street and Kable Avenue.



Figure 5.2 Aerial imagery of Fitzroy Street pre and post construction and displacement of parking spaces

5.2 Value and benefits

Tamworth's CBD now has almost 4000 car parking spaces, 2,315 on-street spaces and 1,429 off-street (car park) spaces along with 53 disabled car parking spaces.

There is a mixture of free and paid parking spaces available, with spaces signposted to indicate if payment is required. In the CBD, time restrictions on free parking spaces range from ¼ hour, ½ hour, 1 hour, 2-hour, 4 hour and all day.

The changes to Peel Street and Fitzroy Street (south) have revitalised the CBD and:

- Improved public realm
- Increased promotion of movement and place
- Integration of trees into the street design
- Activation of place and space
- Engaging community with the public realm
- Improved connectivity and pedestrian walkability
- Management of communities parking expectations
- Economic stimulation of local business
- Street dynamic and vibrancy



Figure 5.3 Seating and living umbrellas in Fitzroy Street South
(Source: GHD Image Library)

5.3 Supporting evidence

The beautification and conversion of car-dominated CBD streets to shared spaces is a worldwide trend. The following evidence articulates the economic and social benefits that can accrue as a result of projects similar to the proposed Lords Place South Upgrade project.

5.3.1 Pedestrian walkability – Australian Heart Foundation

The Heart Foundation (SA) commissioned a discussion paper by Dr Rodney Tolley in 2011 to bring together the evidence around the financial benefits to retailers and residents in making commercial streets more walking and cycling friendly.

The Heart Foundation (SA) commissioned this discussion paper to bring together the evidence around the financial benefits to retailers and residents in making commercial streets more walking and cycling friendly.

Walking and cycling to local shops are good for business and good for the local economy and are essential to the success of revitalisation strategies.

Streetscape enhancements add value to an area and are associated with higher rents and the attraction of new business. In addition, there is good evidence to show that improving walking and cycling environments raises private property values by significant amounts.

The report has shown that:

- Space allocated to bicycle parking can produce much higher levels of retail spend than the same space devoted to car parking.
- Many car-borne shoppers are “drive-through” shoppers, stopping to pick up one item on the way to their eventual destination, rather than people for whom shopping is their main purpose for visiting the area.
- It is difficult to estimate the value of non-drive-in spending on main streets. However, it is always bigger than we think.
- Retail vitality would be best served by traffic restraint, public transport improvements, and a range of measures to improve the walking and cycling environment.



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