

Car Parking Study 2016

Results on a page – Murwillumbah

Breakdown of parking restrictions

Average weekday demand %

0-60 60-85 85-100



Car park supply

703 (48%)
2 hours

471 (32%)
Unrestricted

268 (18%)
Other

24 designated accessible parking bays (2%)

Total 1466 spaces on street and off-street in the multi-level car park, Knox Park, Sunnyside Mall, the Presbyterian Church, KFC and next to Bowerbird.

Off-street parking at individual commercial sites not included.

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What was learnt

The study highlighted that:

- while it can be hard to find an empty car space in Main Street and Sunnyside Mall, it is relatively easy to find one within 150 metres, a reasonable walking distance
- the demand for parking in Main Street and Sunnyside Mall does not vary significantly across the day
- Levels 1 (2P/4P time limited) and 3 (unlimited) of the multi-level car park are well used (80–85% respectively) but the paid parking on Level 2 tends to be half full (50% occupancy)
- people say they don't park at the multi-level car park because it's:
 - too far to walk
 - too hot on Level 3
 - paid coupon system is too complicated
 - they don't know about it
 - the roof is too low for car clearance
- while Proudfoots Lane is central to the CBD it is under-utilised, with short time restrictions in place
- taxi and bus spaces are located in or adjacent to high demand areas, but were found to be under-utilised most of the time.

Next steps

Council will:

- review the paid parking system for Level 2 of the multi-level car park
- investigate options to shade Level 3 of the multi-level parking
- investigate the feasibility of reinstating the elevator servicing the multi-level car park
- review and rationalise parking restrictions in Proudfoots Lane
- consult with adjoining landholders and retailers on Proudfoots Lane to improve back-of-house access and parking for customers
- review and rationalise bus stops and taxi ranks in Main, Queen and Wollumbin streets in consultation with service providers
- educate the public on commercial car parks they can use and the location of designated accessible parking bays (DAPBs)
- audit DAPBs to see if they comply to the Australian Standards and draft a program of works to bring up to standard, leveraging grant opportunities when available
- develop a business case and policy position to increase Council's parking enforcement resources
- review potential future demands for car parking in CBD areas, including developer contributions and parking requirements for small businesses.