

Timed Free Parking – Blackbutt Village
Orchardtown Road, New Lambton



City of Newcastle (CN) is working to improve the safety and look and feel of Blackbutt Village, Orchardtown Road, New Lambton as part of the Local Centres Program.

In July 2022, CN conducted an online survey to inform the community about potential changes, and seek feedback about free, timed parking in the Blackbutt Village area.

The survey asked a series of questions about:

- visitation to Blackbutt Village
- current parking behaviours
- preferred mix of time limits
- location of restricted zones

The majority of the 232 respondents who completed the survey lived within the Newcastle local government area.

53% resided near Blackbutt Village (New Lambton)

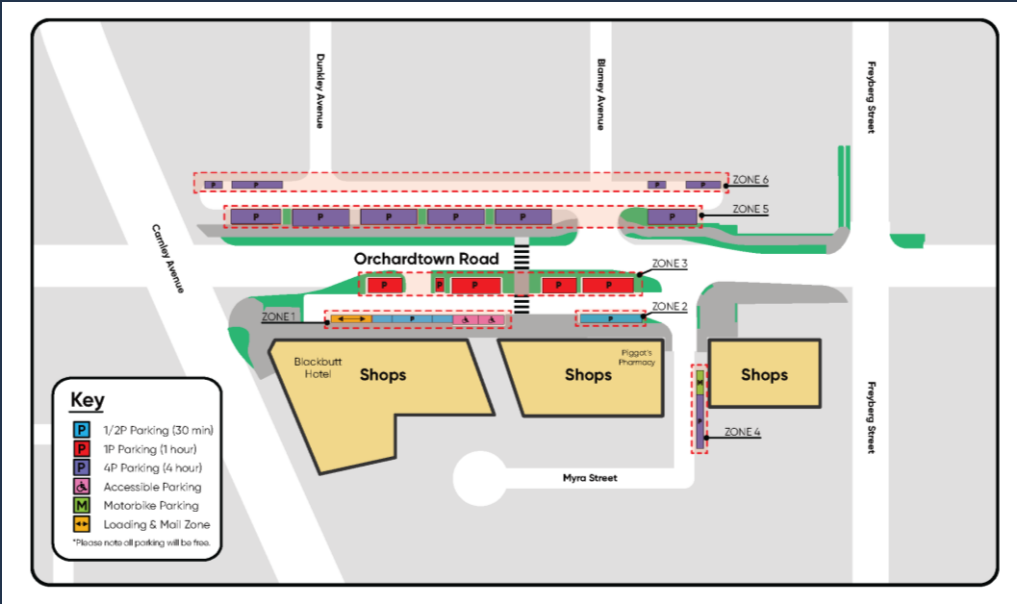


New parking plan

Based on community feedback, the following changes have been made to the parking plan:

- Zone 1: proposed 30min parking remains unchanged (shown in blue on map below)
- Zone 2: proposed 15 min parking has increased to 30 min (shown in blue on map below)
- Zone 3: proposed 30 min parking has increased to 1 hour (shown in red on map below)
- Zones 4 & 6: proposed 4 hour parking remains unchanged (shown in purple on map below)
- Zone 5: proposed 2 hour parking has increased to 4 hours (shown in purple on map below)

Following community feedback, the below parking plan has been approved by the Traffic Committee:



Note: Local businesses requested the implementation of temporary 2hr timed parking in the western car park for the duration of construction to help maintain car space turnover. This will convert to 4hr timed parking at the completion of work on the Local Centre upgrade.



Proudly funded by the NSW Government in association with City of Newcastle



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Visitation behaviours

40% parked a vehicle in the precinct **a few times a week**
92% predominately visit the precinct on **weekdays**
75% parked a vehicle for **2 hours or less** on **weekdays**

Visitation and parking behaviours were found to be similar on weekdays and weekends

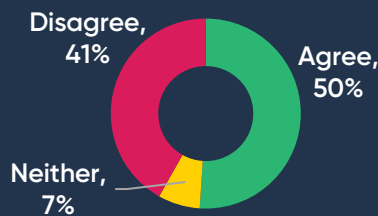
Top reasons for visiting the precinct:

- Shopping 65%
- Drinking and/or dining in a pub or cafe 55%
- Attending an appointment or service 45%

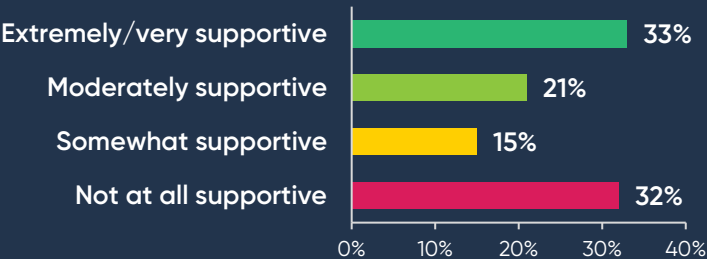
Mix & location of timed parking spaces

Respondents were divided in their support of the proposed mix of timed parking spaces. 50% agreed or strongly agreed with the proposed mix of timed parking spaces vs 41% who disagreed or strongly disagreed. Of those who disagreed with the overall mix presented, most did agree with timed parking in certain areas.

Level of support for the proposed mix of timed parking options



Level of support for the proposed locations of timed parking options



Those who were *moderately, somewhat or not at all supportive of the proposed locations* of timed parking spaces (68% of respondents) indicated a strong preference for **4 hour** parking instead of the proposed **2 hour** time limit for **Zone 5**. This group of respondents were *highly supportive* of the proposed **4 hour** time limits for **Zones 4 & 6**. As a result of community feedback, we increased the time limits for **Zones 2,3 and 5** in the final parking plan.

Side street parking

11% of survey respondents (24 people) were residents of the four side streets adjacent to Blackbutt Village (Freyburg Street, Blamey Avenue, Orchardtown Road or Dunkley Avenue).

58% of these residents did not support timed parking in their street. The potential impact of timed parking on residents and adjacent side streets was also highlighted in the open comments (23%). This included concerns that those currently parking for extended times in the precinct would instead park in nearby streets.

Outcomes and recommendations

- Timed parking (not paid) restrictions would support current visiting and parking behaviours by **formalising the turnover of parking and assist to minimise all-day commuter parking**.
- Despite current visitation and parking behaviours aligning with the proposal to introduce timed parking (not paid), there were still concerns about potential impacts on residents, businesses (customers, clients and staff) and traffic safety. **Respondents wanted to see more 4 hour and unrestricted parking**.
- Due to low survey participation from residents in the adjacent side streets where timed parking is proposed (only 24 survey respondents or approx. 18%* of all properties), it is **recommended that additional consultation be carried out with local residents**.

*24 respondents out of approximately 130 properties on these streets = 18%.

