



# **Timed Free Parking Blackbutt Village Orchardtown Road, New Lambton Consultation Report November 2022**

**November 2022**

**Prepared by:** Media Engagement Economy and Corporate Affairs, City of Newcastle

**Enquiries:** [engage@ncc.nsw.gov.au](mailto:engage@ncc.nsw.gov.au) or (02) 4974 2000

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## 1. Key findings and recommendations

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

In July 2022, CN sought feedback from local businesses which informed a potential parking plan (see figure 1). To inform the community about the potential changes and seek the community's views on free, timed parking in the Blackbutt Village area, an online survey was conducted with 232 self-selecting respondents.

The survey asked a series of questions about visitation to Blackbutt Village, current parking behaviours, preferred mix of time limit, and location of restricted zones. Most participants lived within the Newcastle local government area (LGA), including 53% of respondents who resided near the Blackbutt Village precinct (New Lambton).

### Potential parking plan

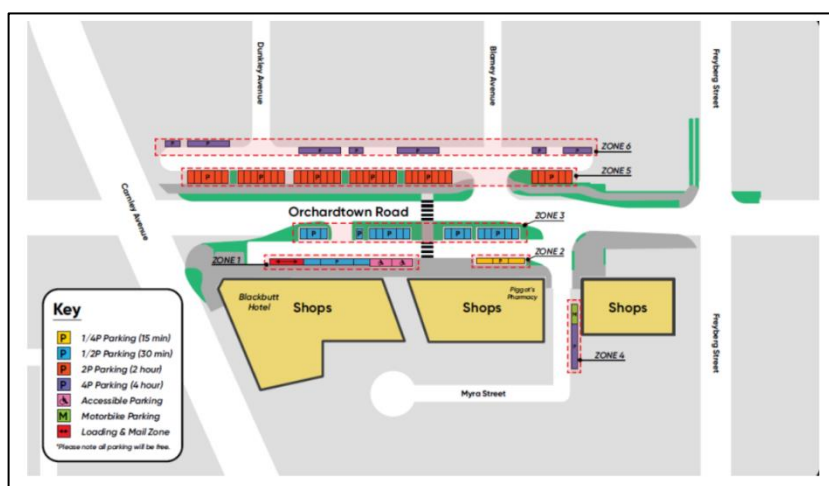
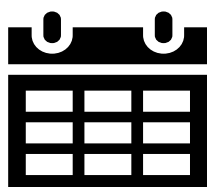


Figure 1: Potential parking plan

### Visitation behaviours

When asked about their current visitation and parking behaviour and Blackbutt Village Precinct, respondents told us that they:



Parked a vehicle in the precinct **a few times a week (40%** of respondents)

Predominately visit the precinct on **weekdays (92%** of respondents)

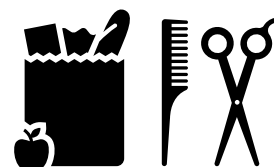
Parked a vehicle for **two hours or less on weekdays (75%** of respondents)

**Visit and park** in the precinct **similarly on weekdays and weekends**

Visit the precinct to go **shopping** (65% of respondents)

Visit the precinct to go **drinking and/or dining in a pub or café** (55% of respondents)

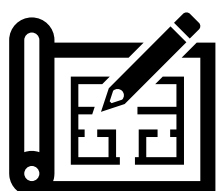
Visit the precinct to **attend an appointment or service** (46% of respondents)



*\*Note respondents were able to select all options that applied to them*

## Mix and location of timed parking spaces

When asked a series of questions about the **mix** and **location** of timed free parking spaces in the proposed parking plan (figure 1), respondents told us:



That they are **divided in their support** of the proposed **mix** of timed parking spaces:

- **50%** of respondents **agreed** or **strongly agreed** with the proposal
- **41%** of respondents either **disagreed** or **strongly disagreed** with the proposal
- **7%** of respondents neither **agreed** nor **disagreed** with the proposal

Of those who did not support (either disagreed or strongly disagreed) the overall mix of timed parking options presented; most did agree with timed parking in certain areas. This is explored more in the report.

Respondents also told us that they are **divided in their support** of the proposed **locations** of timed parking spaces:

- **33%** of respondents selected **Very** or **Extremely supportive**
- **21%** of respondents selected **Moderately supportive**
- **15%** of respondents selected **Somewhat supportive**
- **32%** of respondents selected **Not at all supportive**



Those who are answered somewhat, moderately, or not at all (68% of respondents) would prefer **four-hour parking** for **Zone 5**.

They are **highly supportive** of the proposed time limits for **Zone 4** and **6** (see figure 1).

## Side street parking

The survey also sought the views of residents in the four side streets adjacent to the Blackbutt Village precinct about potential introduction of timed parking in their street. This included 11% of survey respondents (24 participants) who were residents of either Freyberg Street, Blamey Avenue, Orchardtown Road or Dunkley Avenue.



**More than half of the residents who completed the survey did not support timed parking restrictions in their street (58%)**

The potential impact of timed parking on residents and adjacent side streets was also highlighted when all survey respondents were asked to provide any additional comments **(23%)**. This included concern that those currently parking for extended times in the precinct would instead park in nearby streets.

## Outcomes and recommendations

In summary, the results of the survey suggest that:

1. Timed parking (not paid) restrictions would support current visitation and parking behaviours (majority of people who responded to the survey park for two hours or less on weekdays) by formalising the turnover of parking and assist to minimise all-day commuter parking.
2. Despite the current visitation and parking behaviours aligning with the proposal to introduce timed parking (not paid), respondents are still concerned about the impacts of the potential parking plan on residents, businesses (customers, clients, and staff) and traffic safety, and would like to see more four hour and unrestricted parking.
3. Due to the low participation of respondents who reside in the identified side streets where timed parking is proposed (approximately 18%\* of all properties), it is recommended that additional consultation be carried out with these residents (*\*24 respondents out of approximately 130 properties*).

*Please note: Following community consultation with residents and visitors to Blackbutt Village which provided the information contained in this report, the local businesses requested the implementation of timed parking as soon as possible to maintain car space turnover during construction works. As a result, temporary 2hr timed parking has been introduced in the western car park during the construction period.*

## 2. Background

City of Newcastle (CN) is working to improve the safety and the look and feel of Blackbutt Village, Orchardtown Road, New Lambton as part of the Local Centres program. In February and March 2020, a draft Public Domain and Traffic Plan went on public exhibition which included introduction of timed parking on the Western Side to discourage commuter parking and allow easier parking for customers due to more frequent turnover. The Public Domain and Traffic Plan was endorsed by the elected Council on 22 September 2020. A detailed design was then completed, and construction commenced in April 2022. During the early 2020 engagement most respondents were in support of the proposed greening and improvements to the public space, however, there was some concern about the reduction in parking space. We are investigating options for increasing parking turnover through the introduction of timed parking.

In July 2022, CN sought feedback from local businesses which informed a parking plan that was developed as shown in Figure 1. The objectives of the parking plan are to:

- improve access to the precinct
- increase the turnover of parking spaces closest to the shops
- make it easier to find a parking space when shopping or dining
- promote active turn-over of spaces
- reduce all day parking in the area

CN sought community feedback on the structure of timed free parking in the area. Please note: Following community consultation with residents and visitors to Blackbutt Village which provided the information contained in this report, the local businesses requested the implementation of timed parking as soon as possible to maintain car space turnover during construction works. As a result, temporary 2hr timed parking has been introduced in the western car park during the construction period.



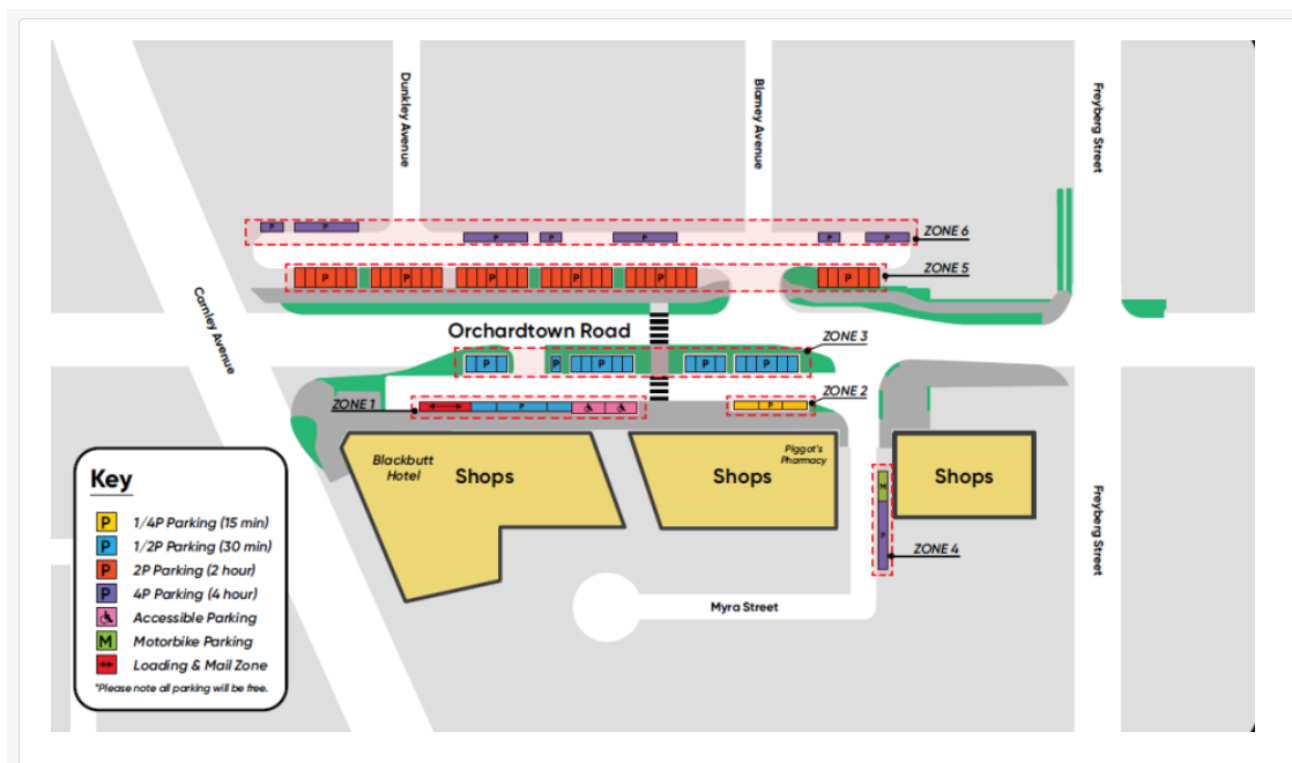


Figure 2. Potential parking plan for Blackbutt Village

### 3. Engagement objectives

A community engagement project was undertaken to inform the community about the potential changes and seek the community's views on free, timed parking in the Blackbutt Village area.

The engagement project sought to:

- present to the community the potential mix and locations of timed parking
- provide the community with the opportunity to express their views about the locations and timing of potential parking zones
- gather information to inform the final parking plan.

### 4. Engagement activities

To better understand community views on the potential free timed parking restrictions the engagement program included an online survey.

The survey opened on 5 July 2022 and closed on 1 August 2022.

The community were invited to provide feedback on the potential parking restrictions via the online survey. The survey asked a series of questions about:






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

A copy of the survey questions can be found in **Appendix 2: Online survey questionnaire**.

## 5. Communication and promotion

During the engagement period, a communications campaign was implemented to raise awareness about the proposed parking plan and promote the opportunity for community members to provide input.

Key communications activities are summarised below, and key pieces of communications collateral are available in Appendix I.

Channel	Description	Reach
 <b>Have Your Say webpage</b>	A dedicated project webpage was created on CN's Have Your Say landing page. The page aimed to provide information and raise awareness.	2,402 page views
 <b>Flyers and onsite signage</b>	Flyers were distributed to businesses within the Blackbutt precinct to promote the engagement and proposed timed parking changes. The flyer drop was also supported by corflutes with information about the timed parking and a QR code to the dedicated HYS page and survey.	N/A
 <b>Social media</b>	The trial was promoted via social post between 16 July and 1 August 2022.	Impressions: 120,454 People reached: 28,983 Clicks: 3,085 Post engagement: 766
 <b>Media Outreach</b>	A media release promoting the online survey was distributed on 5 July 2022 and subsequently reported in Newcastle Live!.	N/A
 <b>Newsletters</b>	Information about the Timed Parking survey was promoted in the July Have Your Say e-newsletter distributed on 29 July 2022.	Shared with 2,442 subscribers



## 6. Results

During the community consultation period CN received:

- 232 completed online surveys

The survey respondents were a self-selecting sample, and results are therefore not necessarily representative of all relevant stakeholders. The survey results are outlined in this section.

### Respondent profile

As shown in Figure 3, a majority (86%) of survey respondents live within the Newcastle LGA. Only 1% lived outside the LGA, however 13% did not know if they were residents of Newcastle LGA. The 194 residents of Newcastle LGA were asked which suburb they lived in. As shown in Table 1, the majority of respondents live in the suburbs of New Lambton (53%) or Kotara (14%), with the remaining living in a diverse range of suburbs across the LGA.

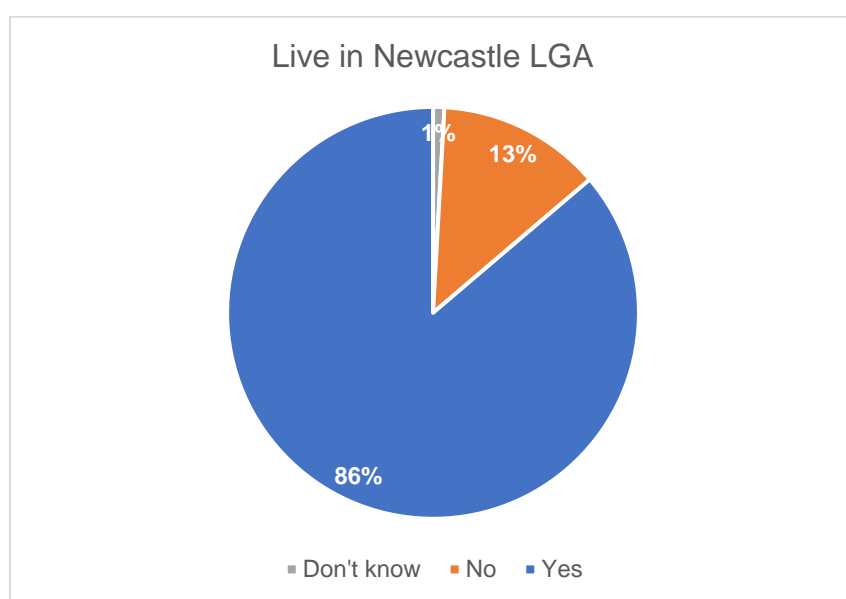


Figure 3. Do you live in Newcastle local government area? n=225

Table 1. (If within the Newcastle LGA) What is your suburb? n= 194

Newcastle LGA suburb	
New Lambton	53%
Kotara	14%
Adamstown	4%
Merewether	3%
Waratah	3%
Elmore Vale	2%
Lambton	2%
Rankin Park	2%
Adamstown Heights	2%

Mayfield	2%
Wallsend	2%
New Lambton Heights	2%
Hamilton	2%
Shortland	1%
Newcastle (CBD)	1%
North Lambton	1%
Mayfield East	1%
Broadmeadow	1%
Hamilton South	1%
Georgetown	1%
Tighes Hill	1%
Jesmond	1%
Maryland	1%
Maryville	1%

No data was collected on the age or gender of respondents.

## Survey responses

### Visitation behaviours

The first series of questions in the survey ask respondents about their current visitation and parking behaviour at Blackbutt Village precinct.

#### ***How often do you park a vehicle in the Blackbutt Village precinct?***

As shown in Figure 4, 40% of respondents selected that they parked a vehicle '*a few times a week*'. The next most frequently selected options were '*a few times a month*' and '*less than monthly*', which were both selected by 15% of respondents. Only 9% of respondents said they parked a vehicle in the Village precinct daily.

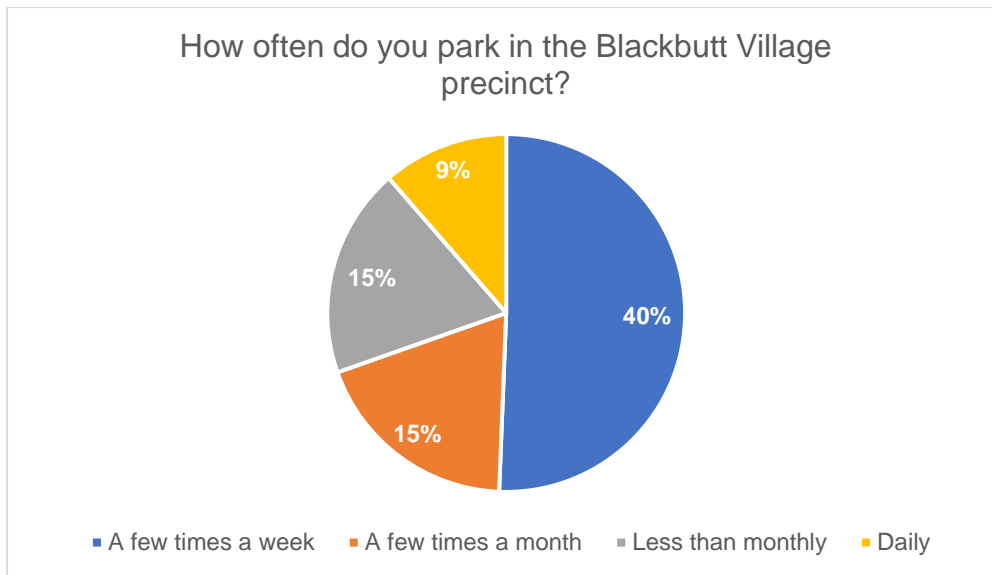


Figure 4. How often do you park in the Blackbutt Village precinct? n=230

**When you park your vehicle in the Blackbutt Village precinct what are your main reasons for visiting the area?**

As shown in Figure 5, the most common reason for parking in the Blackbutt Village precinct was to go 'shopping' (65%), followed by *drinking and /or dining in pub or café* (55%) and *attend an appointment or service* (46%). Note: respondents were able to select all options that applied to them, which is why the numbers total more than 100%.

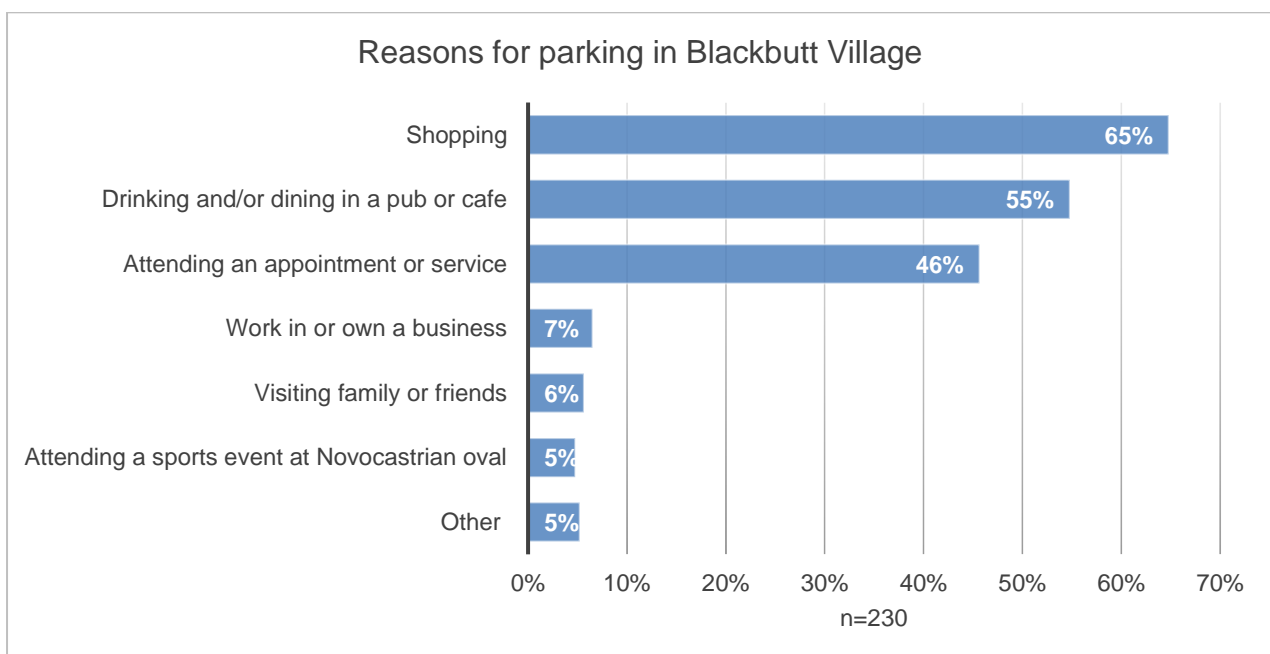


Figure 5. Reasons for parking in Blackbutt Village

The 5% of respondents that selected *Other* were asked what their other reasons for parking was. These responses included:

- living in the precinct
- picking up mail from the post boxes
- pick up item from pharmacy or cake shop
- making a delivery
- pay bills
- avoiding paid parking at Blackbutt Reserve.

### On weekdays (Monday to Friday) how long do you generally park for when you visit Blackbutt Village precinct?

As shown in Figure 6, the majority (57%) of respondent's park for one hour or less when they visit the precinct, with 19% parking for 15 minutes or less, 20% parking for 15 - 30 minutes and 18% parking for 30 minutes - one hour. Of those that stay longer than one hour, 18% park between one and two hours, only 4% park between two and four hours, and 5% of respondents generally parked for more than four hours. *My trips are varied* was selected by 16% of respondents.

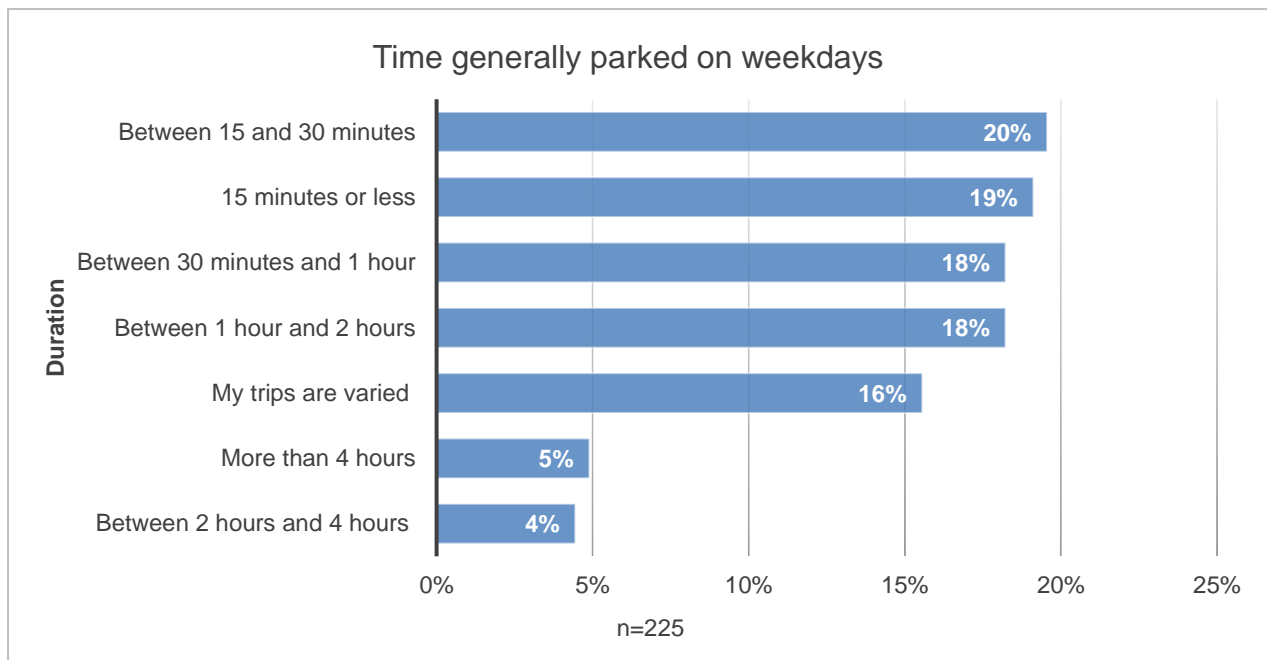


Figure 6. Time spent parked on weekdays

### On weekends (Saturday and Sunday) how long do you generally park for when you visit Blackbutt Village precinct?

As shown in Figure 7, weekend parking behaviour was similar to weekday parking behaviour, with 59% of respondents generally parking for one hour or less. On the weekend slightly more people (22%) park for 15 minutes or less, and slightly less people parked between one and two hours (14%). Slightly more people parked more than four hours on the weekend (7%) compared to the weekdays (5%). A similar number (17%) of respondents selected *My trips are varied*.

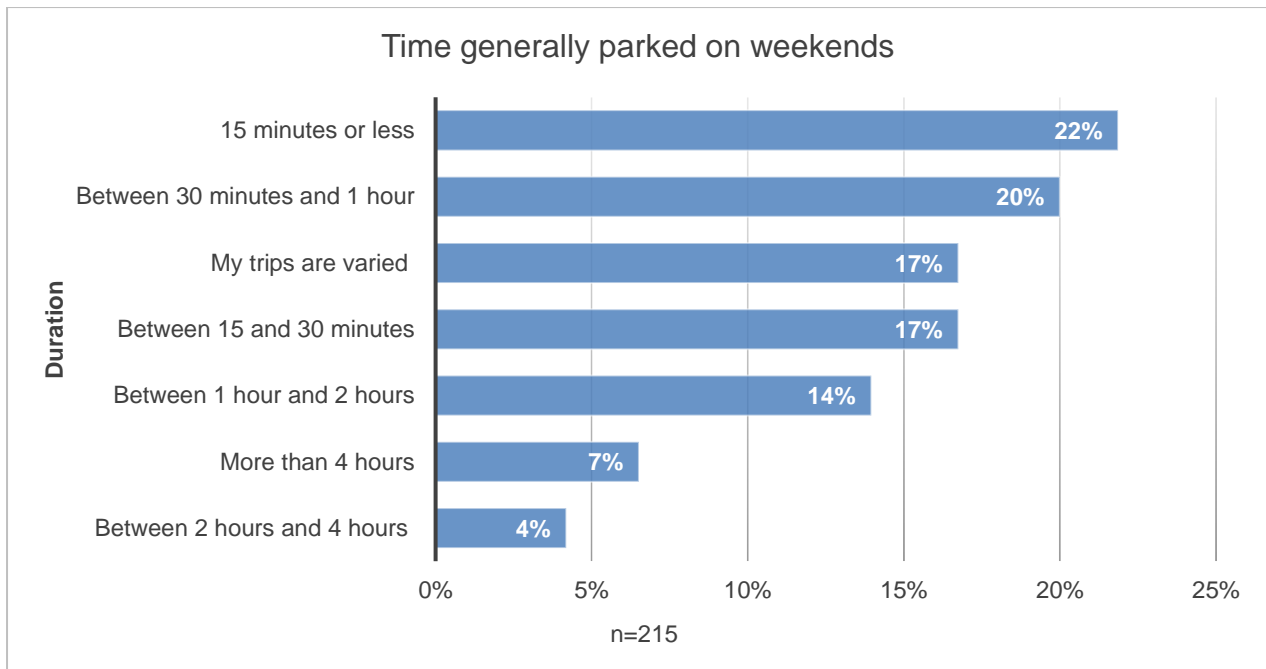


Figure 7. Time spent parked on weekends

### **Which days of the week do you generally visit the Blackbutt Village precinct?**

As shown in Figure 8, the majority (92%) of respondents visit the Blackbutt Village precinct on weekdays. Saturday visits were more common (59%) than Sundays (22%). Only 8% of respondents only visit the precinct on the weekend.

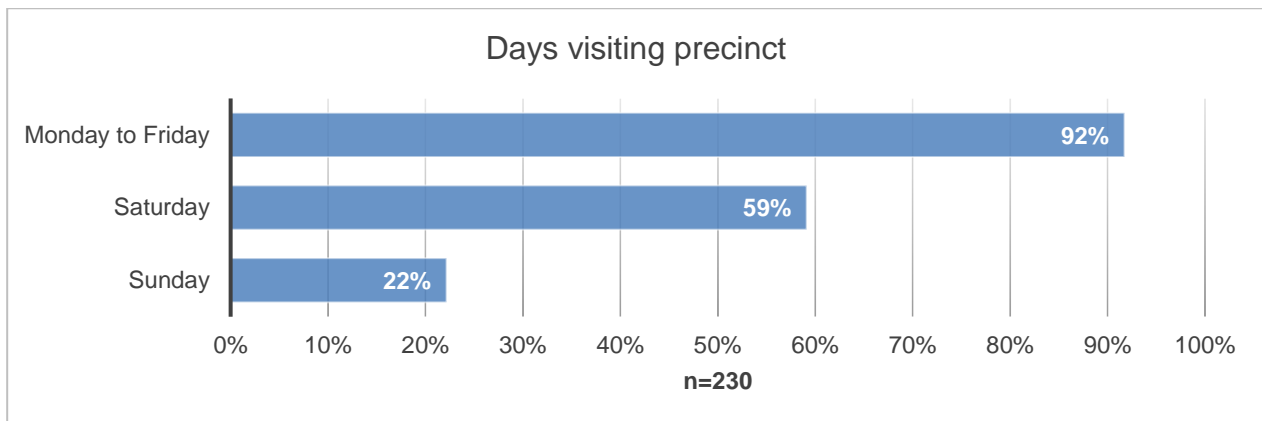


Figure 8. Days visiting precinct

### **Mix of time zones**

The next set of questions relate to the mix of times applied to the parking spaces. The potential parking plan included a mix of timed free parking spaces to enable a range of people to visit and support local businesses in the Blackbutt Village. The following mix of time restricted free parking spaces were presented to respondents and the following questions relate to this mix of time zones.

- 15 minute
- 30 minute

- 2 hour (2P)
- 4 hour (4P)

All timed parking would operate from: 9am to 5pm on Monday to Friday, and 9am to 1pm on Saturday.

***Do you agree or disagree that this is about the right mix of different types of parking times for the Blackbutt Village precinct?***

As shown in Figure 9 and Table 2, 50% of respondents agreed or strongly agreed with the mix of timed parking in the potential parking plan. 41% of respondents either disagreed or strongly disagreed and 7% neither agree nor disagree with the potential mix in the parking plan.

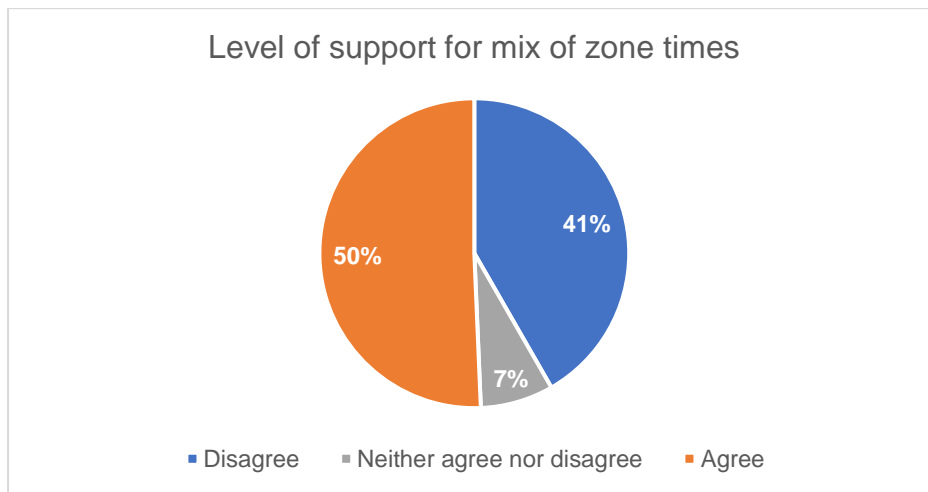


Figure 9. Level of support for mix of zone times (n=227)

Level of support	
Strongly disagree	21%
Disagree	20%
Neither agree nor disagree	7%
Agree	35%
Strongly agree	15%

Table 2. Level of support for parking zone time mix

**Respondents that did not agree or strongly agree with the proposed mix of parking were asked two follow up questions to identify their preference for either more or less of the different types of timed parking spaces. Please note that this equates to 48% of all respondents.**

***Which of the following possible changes to the proposed mix of timed free parking spaces would you support?***



This question was asked in two different ways. One provided the opportunity to select *more* or *less* of each time option while the other provided a list of options that respondents could choose from.

As shown in Figure 10 and Figure 11, while the responses to the two question options showed some differences, there is a consistent picture of respondents' preferences.

As shown in Figure 10 and Figure 11, of the respondents who did not agree or strongly agree with the proposed mix of parking, 69% would like more unrestricted parking in the Blackbutt Village precinct (please note this equates to **34% of all respondents when including those who previously stated they agreed/strongly agreed with the proposed mix of timed parking**). The most popular time selected in both of the questions options was to have more two hour parking, with 56% and 33% of respondents selecting this option (**27% and 16% of all respondents**). As shown in the following two graphs the options with the least support were more four-hour parking (30% and 16% [**15% and 8% of all respondents**]) and fifteen minute parking **spaces** (35% and 15% [**17% and 7% of all respondents**]).

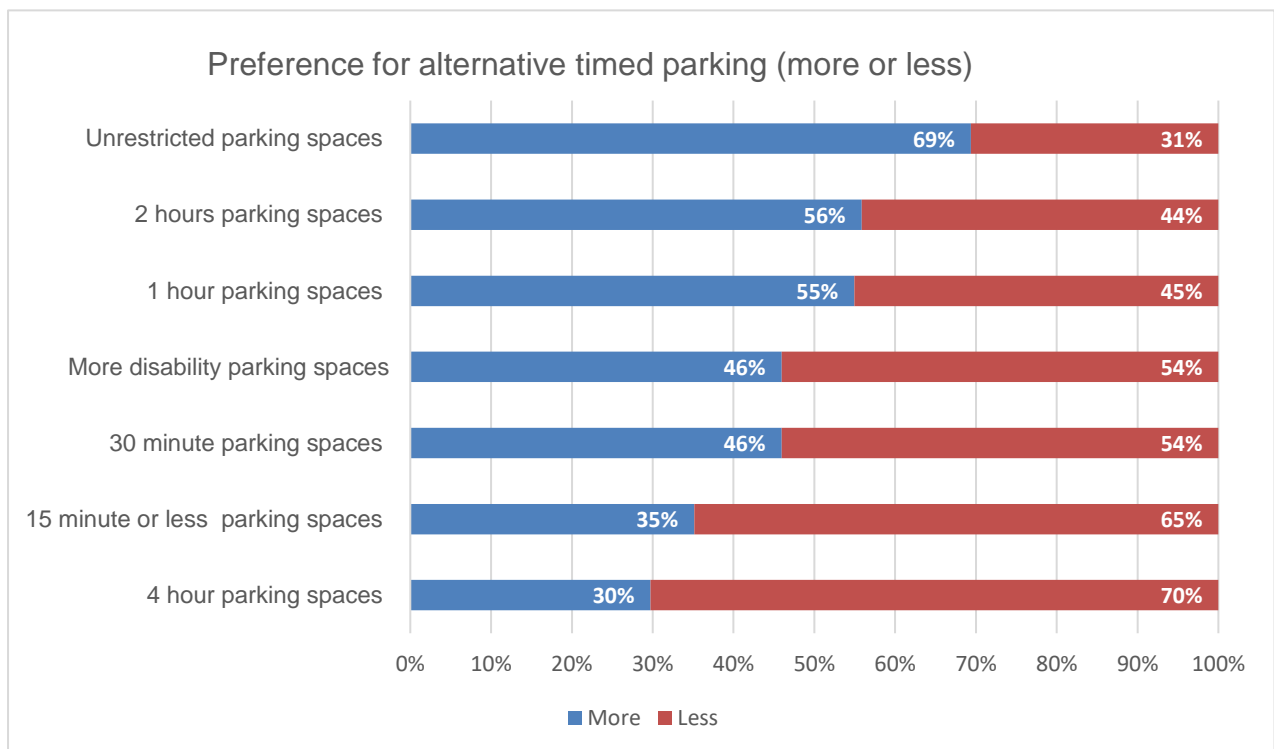


Figure 10. (Respondents that stated strongly disagree/disagreed or neither agreed nor disagree only) Preference for more or less of different times (n=111)

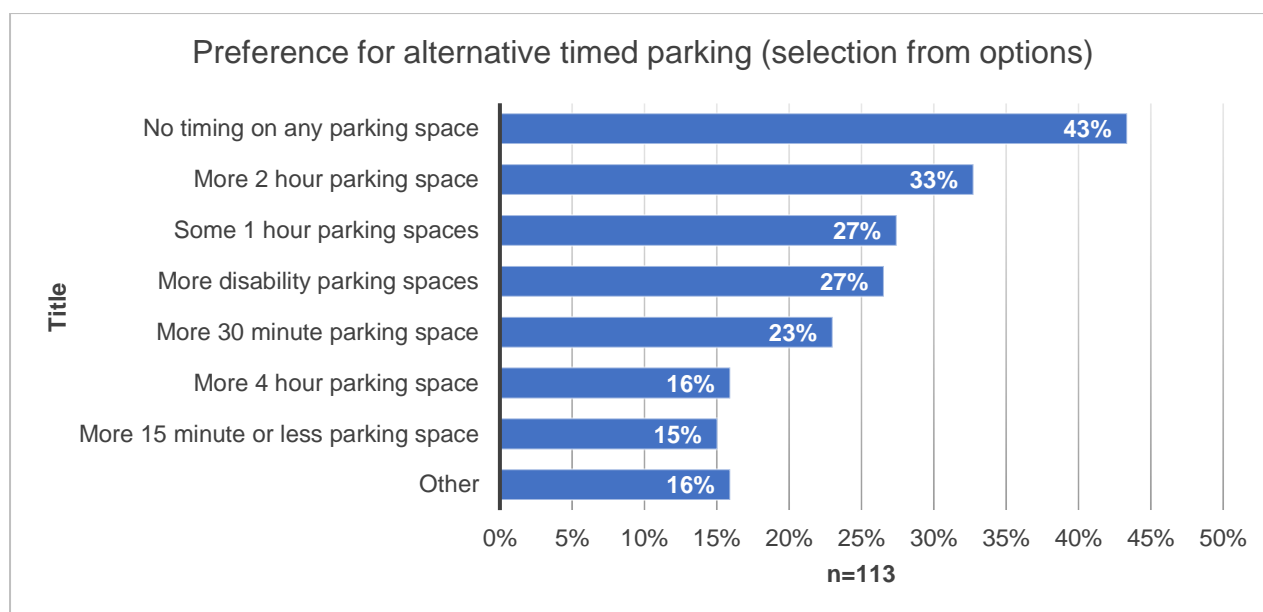


Figure 11. (Respondents that stated strongly disagree/disagreed or neither agreed nor disagree only) Support for different times (n=111)

The following alternative options were provided in the 18 comments provided by people that selected *Other* from the list of options.

- all day parking
- more parking spaces
- keep 5 min parking
- add 3 hour parking
- more disability parking spots
- 1hr parking on Myra Street

### Location of timed parking spaces

All respondents were asked a series of questions relating to the location of different timed zones within the proposed Blackbutt Village precinct parking plan, as shown below in Figure 12. The figure shows the different potential timed free parking spaces in six zones. The time suggested for each zone is shown by different colours. These are:

- Yellow areas = 15 min parking
- Blue areas = 30 min parking
- Orange = 2 hour parking
- Purple = 4 hour parking
- Pink = disability parking spaces (unrestricted timed parking with a permit)
- Red = loading and mail zone



Figure 12. Potential location of timed spaces by zones

**Looking at the plan above, how supportive are you of the potential locations of the various timed parking spaces?**

Respondents were asked to indicate their level of support by making a selection from a five-option scale. As shown in Figure 13, 32% of respondents said they did *Not at all* support the potential locations of timed parking spaces, and additional 15% of respondents selected *Somewhat*, the second lowest option on the scale. Only 10% selected that they were *Extremely* supportive while 23% selected *Very* supportive.

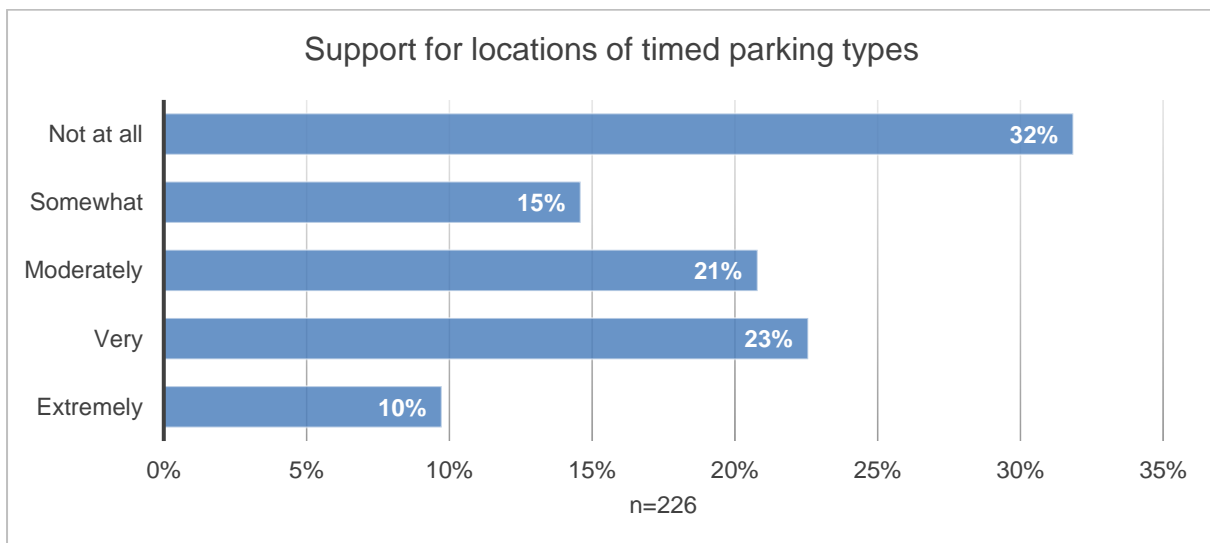


Figure 13. Level of support for locations of time parking

Respondents that selected *Moderately, Somewhat, or Not at all*, were then asked a follow up question to ascertain their preference for possible changes to the parking zones. Please note that this equates to 68% of all respondents.

***Please indicate which of the possible changes to the potential timed free parking you would like to see in the zones***

Respondents to this question were asked to select a different time limit for each of the six zones. The alternative time options were:

- 15 minutes
- 30 minutes
- 1P
- 2P
- 4P

Participants were required to select one of the five options for each of the six zone. Note this will have required respondents to select an option for every zone, even if they were satisfied with the timing proposed for some zones. It can be assumed that respondents did in fact agree with the proposed timing of a specific zone if they selected the same time as the time the zone was proposed to be. As shown in Figure 14, all six zones had some respondents select the time which was proposed for that zone. The list below shows the percent of respondents that selected the same time as the proposed time for each of the six zones.

Zone 1:	37% <b>(25% of all respondents)</b> selected 30-minute parking
Zone 2:	35% <b>(24% of all respondents)</b> selected 15 minutes
Zone 3:	30% <b>(20% of all respondents)</b> selected 30 minutes
Zone 4:	51% <b>(35% of all respondents)</b> selected four hour parking
Zone 5:	9% <b>(6% of all respondents)</b> selected two hour parking
Zone 6:	65% <b>(44% of all respondents)</b> selected four hour parking

As shown in Figure 14, the majority of respondents selected the same time that the zone was being proposed to be for Zone 4 (51%) and Zone 6 (65%), suggesting that these two zones have a high level of support, and that the majority of people want the time to be the proposed time (please note this equates to **Zone 4 [35%] and Zone 6 [44%] of all respondents including those who answered very and extremely supportive of the potential locations of the various timed parking spaces**).

Zone 5 has the lowest level of support for the proposed zone, with only 9% of people selecting the proposed time of two hours **(6% of all respondents)**. The majority (51%) of respondents selected four hour parking as their preference for Zone 5, followed by 30 minute parking which was selected by 36% of respondents **(35% and 25% of all respondents)**.

In Zones 1, 2 and 3 there was no clear preference, with respondents selecting a range of different potential times for each of these zones. As shown in Figure 14 the time selected most often for these three zones was 30 minutes, however this was not selected by a majority of respondents.

In Zone 2 both 15 minute and 30 minute parking were both selected by 35% of respondent **(24% of all respondents)**.

In Zone 3 both 30 minutes and 1 hour parking were both selected by 30% of respondents **(20% of all respondents)**.

As shown in Figure 14, four hour parking was selected by the majority of respondents in zones 4 (51%), 5 (51%) and 6 (65%) **(35%, 35% and 44% of all respondents)**. This is in contrast to the zones 1, 2 and 3, where it was only selected by a small number of respondents. This suggests that people prefer to have short stay parking close to the shops and longer stay parking in the zones further from the shops.

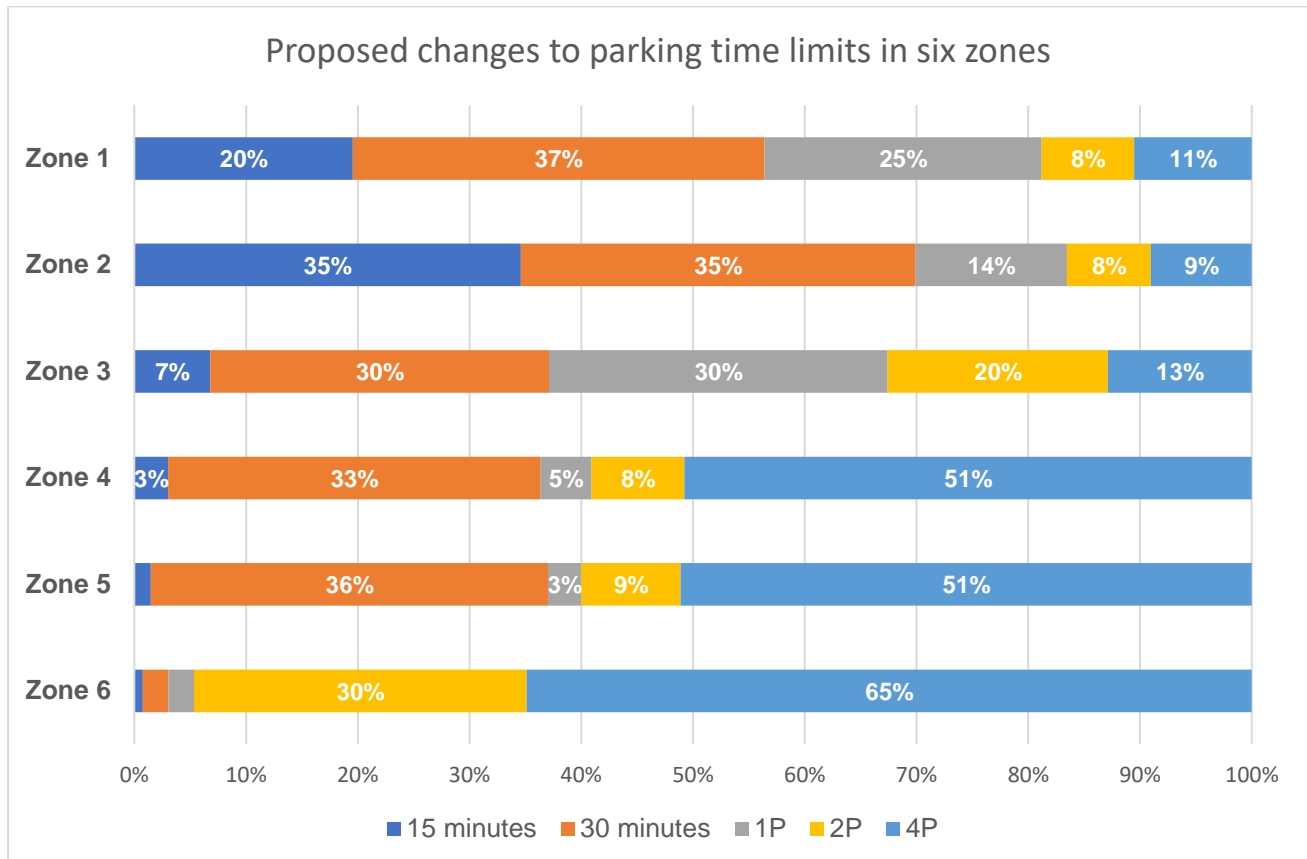


Figure 14. Proposed changes to parking times by zone (n= 133)

### Side street parking

The survey sought the views of residents in the four side streets adjacent to the Blackbutt Village precinct about potential introduction of timed parking in their street.

***Do you live in any of the following streets? If so, please select what street you live on.***

As shown in Table 3, only 24 (11%) of respondents live in the nominated streets near the Blackbutt Village precinct. 10 people live in Fryberg Street, five in Blamey Avenue and Orchardtown Road and four in Dunkley Avenue.

Table 3. Number of residents in nominated side streets (n=226)

<b>Nominated side street</b>	<b>No. respondents</b>
Freyberg Street (East, closer to Novocastrian park)	6
Blamey Avenue	5
Orchardtown Road (North of shops)	5
Dunkley Avenue	4
Freyberg Street (West)	4
No I don't live in these streets	202

Only the 24 (approximately 18%\* of all properties), respondents that stated that they were residents in the nominated streets were asked the follow up question regarding support for potential introduction of time restricted parking in these streets (\*24 respondents out of approximately 130 properties).

Respondents were informed that any restrictions that are installed will apply to any vehicle parked on the street, including residents, visitors, workers, or trailers/caravans. Resident parking permits will also not be issued in conjunction with any timed parking implemented. Potential timed parking in the residential streets would operate from:

- 9am to 5pm on Monday to Friday
- 9am to 1pm on Saturday

#### ***Would you support parking restrictions in your street?***

As shown in Figure 15, a majority (58%) of resident respondents did not support restricted parking in their street. Note: The number of residents of the nominated streets was low. This may be because residents in the adjoining streets tend to walk to the Blackbutt Village precinct rather than drive, therefore they may not have felt changes to parking in the Village would impact them, and therefore did not do the survey.

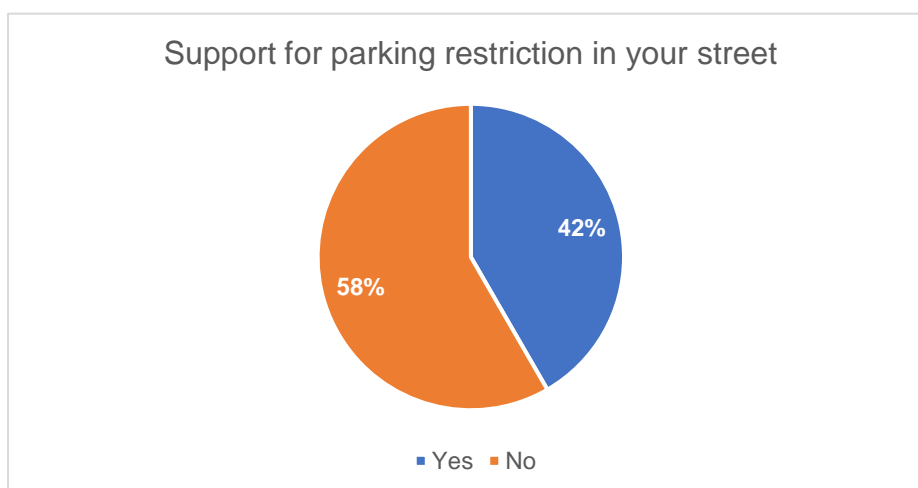


Figure 15. Residents support for restrictions in their street (n=24)



### Additional comments

All respondents were asked if they had any additional comments they would like to add regarding the potential introduction of timed free parking.

***Please add any additional comments about the proposal to introduce timed free parking to support local business in the Blackbutt Village Orchardtown areas.***

The 140 open text responses were coded to identify reoccurring themes. A wide range of additional comments were received. Figure 16 shows the themes identified in 10 or more responses.

As shown in Figure 16, 19% of comments received stated that they were supportive of the introduction of timed parking in the Village.

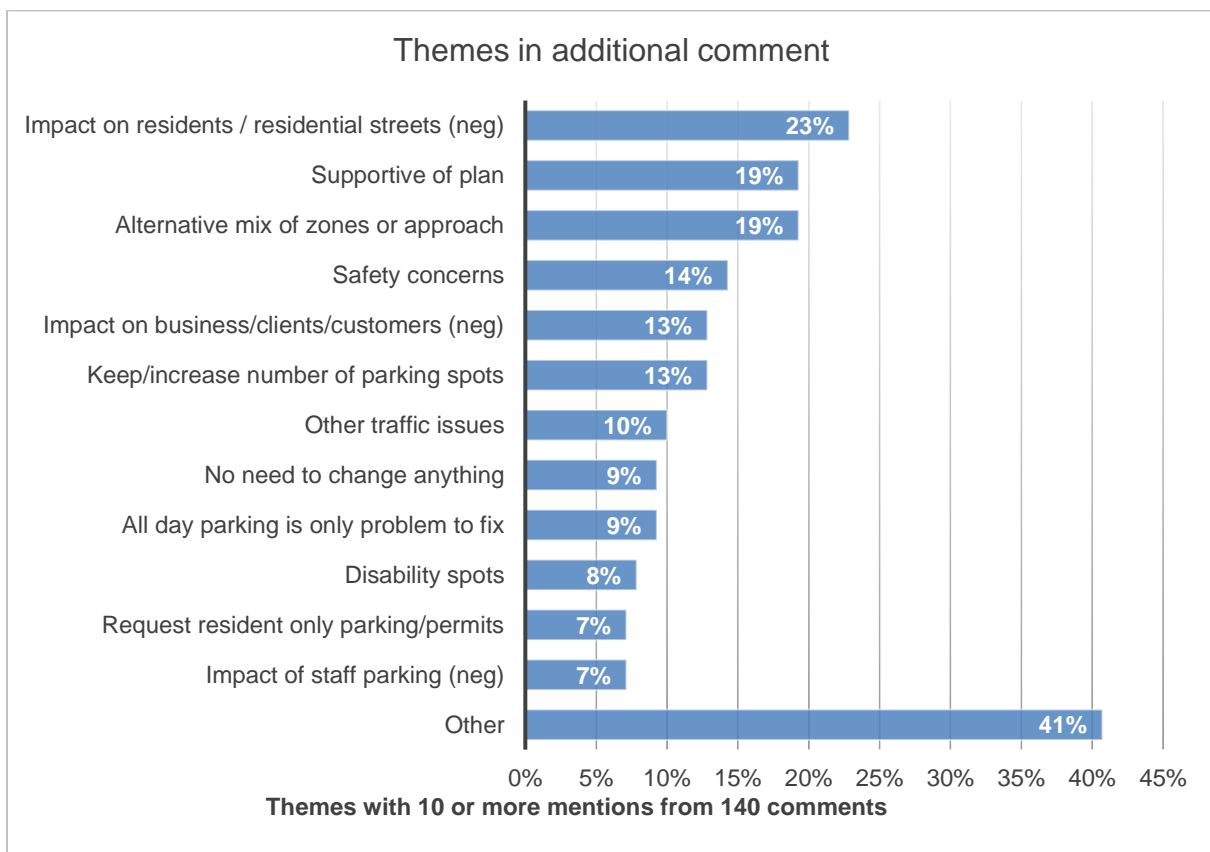


Figure 16. Themes in additional comments (n=140)

As shown in Figure 16, the theme most frequently identified in additional comments was the potential negative impact that the introduction of timed parking in the Blackbutt Village could have on the residents and in residential streets adjacent to the Village. This theme was mentioned in 23% of comments. Within this theme there was a concern that people currently parking for extended times in the Village would change to parking in the adjoining streets. It should be noted that most respondents would not have been aware that there was a proposal to introduce timed parking in a number of adjacent residential streets as well as in the Village precinct, as only those respondents that stated they lived in those streets were provided with this information.

Alternative mixes of times and locations for parking were provided by 27% of responses. This included 19% that made general comments about the complexity and mix of parking spaces and an

additional 8% who specifically mentioned the need for additional disability/accessibility parking spaces or suggested moving the disability/accessibility spaces.

Other themes mentioned in 10 or more responses shown in Figure 16 include:

- Safety concerns
- Negative impact on business/clients /customers
- Keep/increase number of parking spaces
- Other traffic issues
- No need to change anything
- All day parking is only problem to fix
- Disability spots (move/more)
- Impact of staff parking (neg)

Table 4 provides examples of the range of verbatim comments left by respondents

Table 4. Example verbatim additional responses

Example verbatims additional comments
<i>Surrounding streets will become very congested with those looking for longer parking or unable to find any parking near the village.</i>
<i>I hate right angle parking, 45deg park is easier &amp; safer less collisions. The plan is good except for this. You loose a few parks but practicality is 100 times better.</i>
<i>Disability parking: there should be some in zone 4, in the street at the entrance to the doctors surgery.</i>
<i>I think council has come up with a good mix of times, and in the right places. There should be allocated spaces for quick pickup of pharmacy, bakery or postal items. Great idea to make the longer visitors park across the road, in proper marked bays especially, not just anywhere. Sometimes cars take too much width</i>
<i>It seems too confusing to me. Why not have a standard timing for parks with the exception of accessible parking spaces? Having said this, I do think that some spaces out the front of the pharmacy with a shorter limit would be helpful. I feel like there will be too many signs and rules here. Overly complicated - too many chances for people who are trying to do the right thing to get it wrong, and people who don't care will just do what they want anyway.</i>
<i>From what I've seen there is a good natural turnover of cars here and I see no reason why anyone would need 4 hours there at all.</i>
<i>When you miss a park you are forced to turn right into dangerous traffic speeding down the hill and merging at the same time. Turning out of the shops I've nearly been collected by speeding cars many times</i>
<i>Takes longer than 15 minutes to fill a script, go to the Dr or order a takeaway coffee. There would be no point having 15 min car parks because none of the businesses can provide a service in under 15 minutes.</i>
<i>The proposal is perfect. How quick can you bring it in.</i>
<i>It be is difficult to find parking. I normally attend the doctors and park where the proposed 2h timed parking would be. I often wait long periods of time for my appointments with my doctor and My appointments regularly run for an hour- it would be really anxiety provoking if my doctor runs late (which is most days) and the whole waiting period and appointment exceeds the 2h limit.</i>
<i>All that is needed is to stop people parking all day</i>

*Parents with pram spots please!*

All verbatims can be found in **Appendix 3**.

## Protecting your privacy

The City of Newcastle is committed to protecting your privacy. We take reasonable steps to comply with relevant legislation and Council policy.

**Purpose of collecting personal details:** Council is collecting this information to determine the local community's views and opinions on the proposal outlined.

**Intended recipients:** Information provided as part of the consultation will be used as part of the investigation into the proposal, and may be included in future reports on the issue.

**Storage and security:** Information provided will be stored on Council's database and will be subject to Council's information and privacy policies.

**Access:** Individuals can access data to check accuracy by contacting Council.

## Media release and coverage

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### Community feedback sought on parking at Blackbutt Village

05 Jul 2022

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A survey seeking community feedback on proposed changes to timed parking at New Lambton's Blackbutt Village launched today as part of a \$3.7 million upgrade of the popular local centre.

Traffic and Transport Manager Ryan Tranter said that improving the management of parking has been a focal point of discussions with businesses and residents.

"When we spoke to the community during the development of this upgrade we heard concerns about pedestrian safety and connectivity, and also the importance of available of short-term parking for people visiting the shops and local services," Mr Tranter said.

"We understand that it is important for the New Lambton community to be able to support small local businesses, and that parking is a key consideration when choosing where to shop."

The online survey is seeking community views on a range of free, timed parking options encouraged to boost the availability of spaces close to the shops. Proposed restrictions will reduce all day parking in the area and promote active turn-over of spaces to improve access to the precinct.

The options were developed in consultation with local businesses at a workshop held earlier this year.

The Local Centre upgrade commenced in March, beginning with construction of a new footpath along Freyberg Street connecting Orchardtown Road and Richley Reserve, and the planting of over 30 street trees. Similar improvements are currently being delivered in Dunkley Avenue, and construction of upgrades to stormwater infrastructure and road surfaces in the western car park will also commence soon.

Construction is scheduled for overall completion in early 2024. The upgrade has been supported with a \$591,677 grant from the NSW Government under Round Seven of the Resources for Regions program.

Deputy Premier and Minister for Regional NSW Paul Toole said Resources for Regions has delivered 242 projects worth \$420 million for mining communities in the last 10 years.

"The NSW Government is committed to supporting regional mining towns that supply our state with those precious resources, that's why we're topping up the Resources for Regions fund in the 2022-23 Budget," Mr Toole said.

The project is being delivered as part of City of Newcastle's Local Centres program and follows similar upgrades at Carrington, Beresfield, Joslin Street in Kotara, Llewellyn Street in Merewether, James Street Plaza in Hamilton, and upgrades currently under construction in Stockton and Shortland.

Visit our [Have Your Say page](#) to complete the survey.



MUSIC ▾ ENTERTAINMENT ▾ LIFESTYLE ▾ RADIO ▾ GIG & E



COMMUNITY

## Have your say on proposed changes to timed parking at Blackbutt Village

by **NEWCASTLE LIVE**  
3 months ago



Proposed changes to timed parking at New Lambton's **Blackbutt Village** have been a cause for concern to local residents who will now get the chance to have their say on the issue.

The changes to parking are part of a \$3.7 million upgrade of the popular local centre which is scheduled for overall completion in early 2024.

"When we spoke to the community during the development of this upgrade we heard concerns about pedestrian safety and connectivity, and also the importance of available short-term parking for people visiting the shops and local services," City of Newcastle Traffic and Transport Manager, Ryan Tranter said.



"We understand that it is important for the New Lambton community to be able to support small local businesses, and that parking is a key consideration when choosing where to shop."

The online survey is seeking community views on a range of free, timed parking options encouraged to boost the availability of spaces close to the shops. Proposed restrictions will reduce all-day parking in the area and promote active turn-over of spaces to improve access to the precinct.

The project at Blackbutt Village is being delivered as part of City of Newcastle's Local Centres program and follows similar upgrades at Carrington, Beresfield, Joslin Street in Kotara, Llewellyn Street in Merewether, James Street Plaza in Hamilton, and upgrades currently under construction in Stockton and Shortland.

You can have your say on the proposed changes by visiting  
[newcastle.nsw.gov.au/have-your-say](https://newcastle.nsw.gov.au/have-your-say).



## Social media

**City of Newcastle**  
Sponsored · 🌐

Do you shop at Blackbutt Village? We want to hear from you! As part of our Local Centre's Program, we are seeking feedback from the community on a range of timed (not paid) parking options available at Blackbutt Village, Orchardtown Road, New Lambton. These options are intended to increase a turnover of parking spaces closer to the shops.



**Shopping made easier with new parking options at Blackbutt Village**

newcastle.nsw.gov.au  
Have your say before 5pm  
Monday 1 August 2022.

[Learn more](#)

**City of Newcastle**  
Sponsored · 🌐

Making shopping easier at Blackbutt Village. Have your say on timed (not paid) parking options available at Blackbutt Village, Orchardtown Road, New Lambton. These options are intended to increase a turnover of parking spaces closer to the shops.



**Do you shop at Blackbutt Village?**

newcastle.nsw.gov.au  
Feedback closes 5pm  
Monday 1 August 2022.

[Learn more](#)

## Newsletter



**Final days to have your say - Orchardtown Road**

To have your say on timed parking in the area, complete the survey before 1 August 2022.

[HAVE YOUR SAY](#)

Blackbutt Village is currently undergoing an upgrade!

During earlier community engagement activities we heard the availability of safe parking options is important.

We recently sought feedback from local businesses, and we are now seeking broader community feedback on a range of options for the structure of timed (not paid) parking in the area.

## Appendix II – Online survey questionnaire

### [Page 1]

#### Blackbutt Village timed free parking options

##### Introduction

We are improving safety and making Blackbutt Village a nicer place to visit and shop with our Local Centre upgrade.

We are investigating increasing parking turnover through the introduction of timed parking. We have listened to the needs of local businesses and the next step toward implementing timed parking is to undertake broader community engagement.

This survey will let us know your timed free parking preferences and take approximately 10 minutes.

### [Page 2]

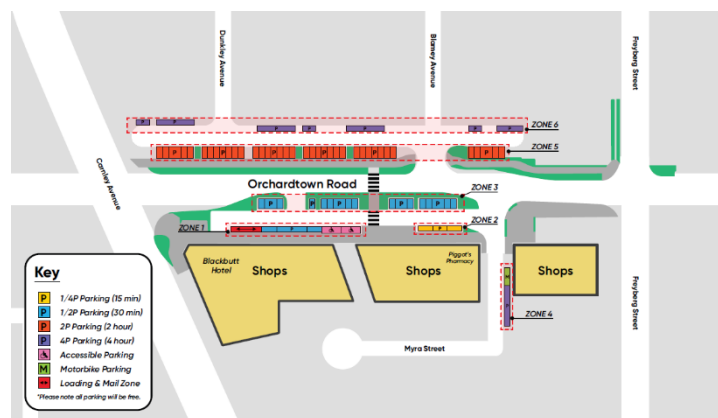
#### Blackbutt Village Orchardtown Road Public Domain Plan and Traffic Plan

Please view the plan below to make yourself familiar with the future Blackbutt Village parking layout and potential timed parking zones.

All timed parking would operate:

- 9am to 5pm on Monday to Friday
- 9am to 1pm on Saturday

**Parking will remain free of charge.**



### [Page 3]

#### Current Parking behaviour

##### How often do you park a vehicle in the Blackbutt Village precinct?

Daily

A few times a week

A few times a month

Less than monthly

**When you park your vehicle in the Blackbutt Village precinct what are your main reasons for visiting the area? (select all that apply)**

Shopping

Attending an appointment or service

Drinking and/or dining in a pub or cafe

Visiting family or friends

Attending a sports event at Novocastrian oval

Other (please specify)

**On weekdays (Monday to Friday) how long do you generally park for when you visit Blackbutt Village precinct?**

5 minutes or less

Between 15 and 30 minutes

Between 30 minutes and 1 hour

Between 1 hour and 2 hours

Between 2 hours and 4 hours

More than 4 hours

My trips are varied

**On weekends (Saturday and Sunday) how long do you generally park for when you visit Blackbutt Village precinct?**

15 minutes or less

Between 15 and 30 minutes

Between 30 minutes and 1 hour

Between 1 hour and 2 hours

Between 2 hours and 4 hours

More than 4 hours

My trips are varied

**Which days of the week do you generally visit the Blackbutt Village precinct? Select all that apply.**

Monday to Friday

Saturday

Sunday

**[Page 4]**

**Potential mix of timed free parking spaces**

To enable a range of people to visit and support local businesses in the Blackbutt Village, City of Newcastle is proposing the following mix of time restricted free parking spaces.

- 15 minute
- 30 minute

- 2 hour
- 4 hour

All timed parking would operate from:

- **9am to 5pm on Monday to Friday**
- **9am to 1pm on Saturday**

**Do you agree or disagree that this is about the right mix of different types of parking times for the Blackbutt Village precinct?**

Strongly agree

Agree

Neither agree nor disagree

Disagree

Strongly disagree

Don't know

**[Only visible to those who answered neither agree nor disagree, disagree, strongly disagree to the mix of parking times] Which of the following possible changes to the proposed mix of timed free parking spaces would support?**

**(Grid layout, columns)**

More

Less

**(Rows)**

15 minute or less parking spaces

30 minute parking spaces

1 hour parking spaces

2 hours parking spaces

4 hour parking spaces

More disability parking spaces (unrestricted timed parking with a permit)

Unrestricted parking spaces

**[Only visible to those who answered neither agree nor disagree, disagree, strongly disagree to the mix of parking times] Which of the following possible changes to the proposed mix of timed free parking spaces would support? (select all that apply)**

More 15 minute or less parking space

More 30 minute parking space

More 2 hour parking space

More 4 hour parking space

More disability parking spaces (unrestricted timed parking with a permit)

Some 1 hour parking spaces

No timing on any parking space

Other (please specify)

**[Page 5]**

### Location of timed parking in the Blackbutt Village precinct

The image below shows the six zones where different potential timed free parking spaces could be located in the Blackbutt Village precinct.

Yellow areas = 15 min parking

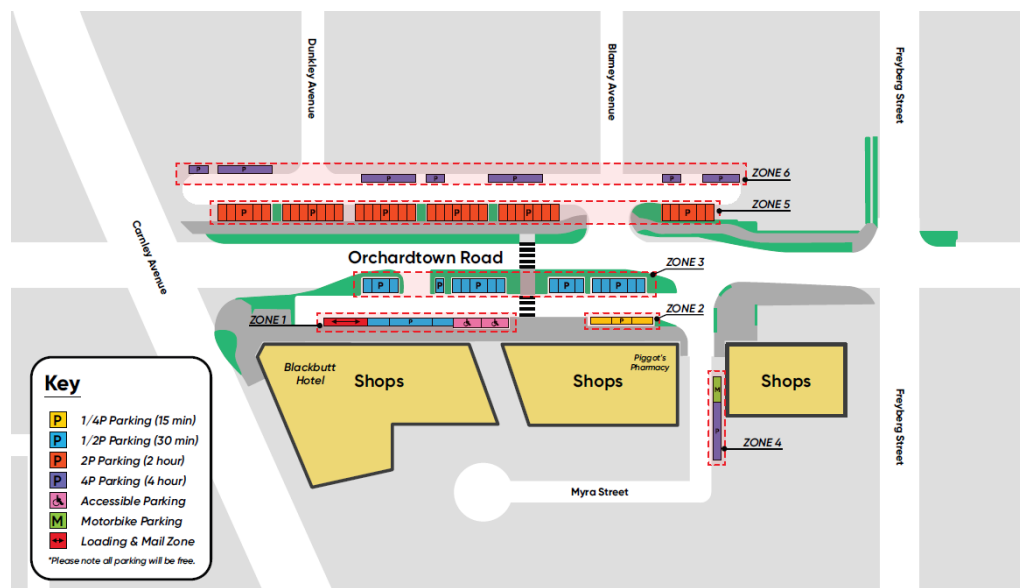
Blue areas = 30 min parking

Orange = 2 hour parking

Purple = 4 hour parking

Pink = disability parking spaces (unrestricted timed parking with a permit)

Red = loading and mail zone



**Looking at the plan above, how supportive are you of the potential locations of the various timed parking spaces?**

Extremely

Very

Moderately

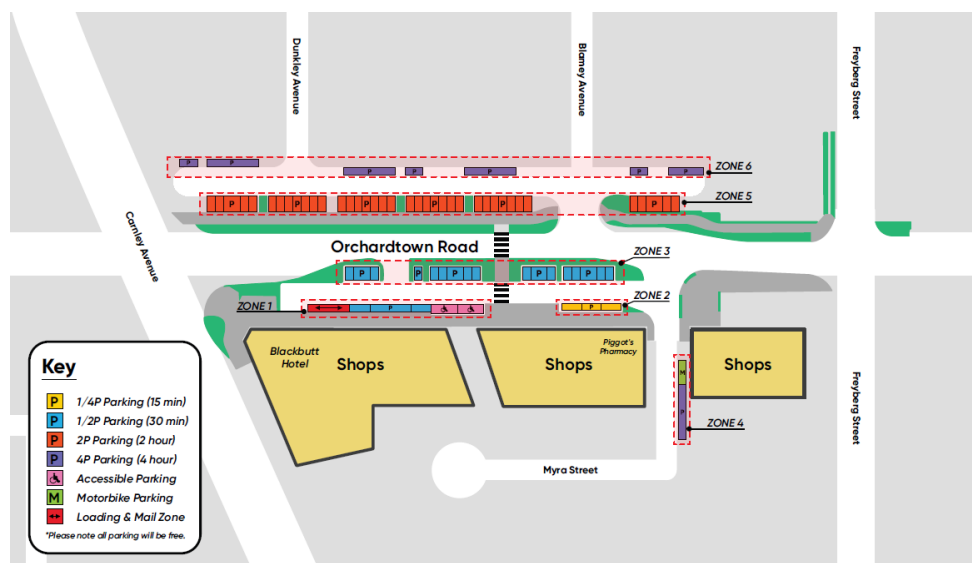
Somewhat

Not at all

Don't know

**[Page 6]**

[Only visible to those who answered moderately, somewhat or not at all to the question how supportive you of the potential locations of the various timed parking spaces are]



Refer to the above image for zone locations for the next question.

Please indicate which of the possible changes to the potential timed free parking you would like to see in the zones (refer to image for zone locations).

**Zone 1** (proposed to be 30 minutes free parking)

15 minutes

30 minutes

1P

2P

4P

**Zone 2** (proposed to be 15 minutes free parking)

15 minutes

30 minutes

1P

2P

4P

**Zone 3** (proposed to be 30 minutes free parking)

15 minutes

30 minutes

1P

2P

4P

**Zone 4** (proposed to be 4 hour free parking)



15 minutes

30 minutes

1P

2P

4P

**Zone 5** (proposed to be 2 hour free parking)

15 minutes

30 minutes

1P

2P

4P

**Zone 6** (proposed to be 4 hour parking)

15 minutes

30 minutes

1P

2P

4P

**[Page 7]**

**Do you live in any of the following streets? If so, please select what street you live on.**

Dunkley Avenue

Blamey Avenue

Freyberg Street (West)

Freyberg Street (East, closer to Novocastrian park)

Orchardtown Road (North of shops)

No I don't live in these streets

**[Page 8]**

**[Only visible to those live in adjacent streets]**

**Adjacent streets timed parking**

**We are investigating resident support for the introduction of timed parking on adjacent side streets.**

Potential timed parking would operate from:

- **9am to 5pm on Monday to Friday**
- **9am to 1pm on Saturday**

**Please note that any restrictions that are installed will apply to any vehicle parked on the street, including residents, visitors, workers, or trailers/caravans. Resident parking permits will also not be issued in conjunction with any timed parking implemented.**

**Would you support parking restrictions in your street?**

Yes

No

**[Page 9]**

**Please add any additional comments about the proposal to introduce timed free parking to support local business in the Blackbutt Village Orchardtown areas.**

[Open response]

**[Page 10]**

**Finally, a bit about you...**

**Do you own or work in a business in the Blackbutt Village?**

Yes

No

**Do you live in Newcastle local government area?**

Yes

No

Don't know

**What is your suburb?**

Adamstown

Adamstown Heights

Bar Beach

Beresfield

Birmingham Gardens

Blackhill/ Lenaghan

Broadmeadow

Callaghan

Carrington

Cooks Hill

Elmore Vale

Fletcher

Georgetown

Hamilton

Hamilton East  
Hamilton North  
Hamilton South  
Hexham  
Islington  
Jesmond  
Kooragang  
Kotara  
Lambton  
Maryland  
Maryville  
Mayfield  
Mayfield East  
Mayfield West  
Merewether  
Merewether Heights  
Minmi  
New Lambton  
New Lambton Heights  
Newcastle (CBD)  
Newcastle East  
Newcastle West  
North Lambton  
Rankin Park  
Sandgate  
Shortland  
Stockton  
Tarro  
The Hill  
The Junction  
Tighes Hill  
Wallsend  
Warabrook

Waratah

Waratah West

Wickham

**If you would like to stay up to date on this project, please type your email below.**

[Open response]

## Appendix III – Verbatim responses

### **Verbatim Responses to Please add any additional comments about the proposal to introduce timed free parking to support**

- \* Put the accessible parking down near the chemist.
- \* Retain the 5minute parking near the bottle shop and newsagent - these work well, don't change them.
- \* Do 3P rather than 4P to discourage parking by workers.
- \* Make some of the 2P in zone 5 3P, down the Blamey/Freyburg end of the strip
- \* will there be pedestrian crossings on the shared path across Blamey, and at Myra Street?
- \* will these timed zones be regularly policed? If not, whats the point

My main concern is that my clients are in my salon for up to 4hrs at a time potentially longer for a big service. My staff and myself also are in salon for a minimum of 8hrs to a maximum of 12hrs per day, this means we will have no where to park, or will have to constantly be going out to move our cars. I have been fined once before, as it has been impossible at times to find a park at times. How are we going to avoid receiving fines moving from one spot to another? We feel unsafe parking our cars streets away and having to walk late at night, let alone the potential damage being done to our cars if we can't see them. Residents would get extremely annoyed with staff parking in front of their houses for 8-12hrs a day. Perhaps a staffing sticker would be something that you can take into consideration, as I know alot of other businesses would feel the same as I.

I do not agree with timed parking on side streets as this restricts residents and residential visitors to the area.

Times parking is a great idea. Just don't want to loose too many spots

Keep all parking free

It stinks that you propose 4 hour parking outside residential homes on Orchardtown Road. Did I miss the bit where residents park as long as they want to?  
I propose City of Newcastle ban smoking and vaping in public areas, nothing worse than trying to get fresh air and then you get someone alerts choice to smoke forced into your lungs. Get some balls on banning smoking

Due to severe reduction of approx 33 car spaces in the main area, the remaining spots should start with short timing (30mins or less) . After observations if too many spots are available then some timing can be relaxed. People who wish to stay longer than 30mins can walk that bit further to use the facilities. Some spots near the reserve and on the East side of Novocastrian park are too far away to justify them being realistic options for car parks.  
Due to some 1900 strong, petition by locals to oppose the loss of 33 car spaces, I believe council should ear-mark some local properties to purchase for turning back into car parks (realistic and genuinely helpful car parks.)

<i>Design wise, could the whole Orchardtown road strip be moved west against the housing.. leaving a bigger and safer car park that includes all zones 1-6?</i>
<i>Very supportive. So many spots have been taken up by park and ride commuters it is ridiculous</i>
<i>Very supportive of the times parking however would be extremely disappointed if it turns into paid parking, considering it's our local village shops.</i>
<i>These changes are essential to provide quick turnover of spaces for every business. I don't think it's fair that people are parking there all day when they work at John Hunter Hospital or other spots. I support this proposal for paid parking 100% and congratulate Newcastle on this initiative.</i>
<i>I think a proposal to introduce timed parking is warranted but am concerned about the availability of parking spaces as the car parks and surrounding area (down at Novocastrian Park on both sides of Orchardtown Road and Birdwood Street) are often busy on Saturday in particular.</i>
<i>By making timed parking it will then make restrictions on the street, where will my family/ friends park when they come to visit in school holidays. They wouldn't be able to get a residence pass so where do they park???</i>
<i>Most people that visit this area either work, eat, shop or have an appointment &amp; I don't think the current parking conditions need to be amended. I regularly visit this area and never have any trouble finding a car parking space even parking across the road or down the road a little I always find a park even if the area is a little busier then usual. Our family don't find it inconvenient if we have to walk a little even if it's busy but generally I get a park close to where I need to go.</i>
<i>Ideally the parking should be free all day every day. The council is just being money hungry. It's been working fine with free parking for 40 years, now the council are getting greedy. If you actually listened to the public all parking would remain free but the council is not interested in listening to our preferences, they are only interested in there one sided ideas.</i>
<i>This is not supporting the business at all. If you want to shop and have lunch you are too restricted especially removing car spaces that won't be there after this ridiculous proposal</i>
<i>As a local, I do not see the need for THIS MANY timed spaces. 2p near the shops, maybe, but restricting the closest parking spaces to under 1 Hour for an area which is frequented for Drs appointments (Blackbutt are renowned for wait times), Pathology, Chemist, Hair Salons, and Cafe, is unnecessary and will discourage people from using these businesses. The EXACT opposite to what you want to achieve. Id also suggest moving the accessible spaces closer to the Chemist and Dr surgery. Id like to be able to visit the Drs, get my coffee, take my daughter to the park, without the pressure for timed parking. Not to mention you are now creating an overflow onto neighbouring streets.</i>
<i>There are not enough car parks available in this plan</i>
<i>Council is encouraging parking in mahogany drive. I live in mahogany and the problem with Parking in that street is the bottom corner is not wide enough to cater for parked cars. When it's busy there now there are often times cars pull Out of a park in a blind corner, or come down the hill speeding into a blind corner making it difficult to navigate. Please restrict how many spots are able to be parked in mahogany at the bottom part of the street as it is already a hazard, and now with extra traffic being encouraged to park there for all day it will get worse</i>
<i>There are never any issues with parking at the Blackbutt shops, yet again stop trying to raise your revenue your land rates are already doing that job!!!</i>
<i>Making timed parking will only force workers and people spending more than 4 hours (which there are a few of) to park on the nearby streets. This will reduce the availability of parking to nearby residents and create resentment about the shopping centre. It is also not feasible to park along novocastrian park as this parking is usually over filled on days when there are soccer games. If there is a soccer game, parking for the whole area will be an absolute</i>

*nightmare. The amount of cars looking for parks, plus pedestrians having to walk further to their destinations could create a horrific accident*

*This proposal does not support the businesses at all. On top of a loss of car parking spaces compared to how many there are now there are too many short stay options. The doctors frequently run overtime, the pharmacy and Lavery pathology services almost always take longer than 15 minutes and dining at euro or the pub needs at least an hour. If people are worried about getting fined for overstaying they will go elsewhere for these services such as New Lambton or Kotara where there are many more free parks for longer periods of time*

*I'm all for making the area safer for pedestrians but think of the workers at the shops who park across the street and the car park the pub owns will be full of people using other stores taking it away from the patrons*

*The shopping centre works perfectly well the way it is. I live on the southern side of Orchardtown Road and I am concerned about the parking in the suburban streets.  
The Carnley Ave, Orchardtown Rd lights are totally inadequate for the amount of traffic that goes up Carnley Ave on a daily basis and reducing the speed to 40k of cars merging from Orchardtown Road at peak times into Carnley is going to cause major congestion in the shopping centre and surrounding areas. The Carnley Ave traffic lights need a complete overhaul and have been completely useless for years, in particular the turning arrows need to direct the traffic not just pedestrians.  
If parking is being allocated along Coronation Park the Ann Parade side I suggest that a complete reconstruction of the road and Curb and guttering installed, for the safety of patrons that utilise the park. Also people do not park alongside the park. They park in the park which hampers vision when turning from Fay Ave into Ann Parade.  
30 years ago these were not issues, but in recent years they have become extremely dangerous.*

*If you're going to put timed restrictions in surrounding streets you need to allow residents to have exemption passes.*

*I'm hoping there's not been a reduction in available parking. With two busy general practices, it's important that there's plenty of parking available. It's also an area with eateries and therefore longer parking (2 hours) is important. Are there enough access parking spaces to cater for an ageing population and those attending dr appointments?  
Many people who live locally have congested parking in their streets, so I hope for their sakes parking in the main area isn't reduced.  
Is a pedestrian crossing proposed?  
I haven't completed the parking times area in the survey as I had these concerns.*

*Make as many parks as possible, free no meters and encourage business to exist and profit Customers come from everywhere patients from everywhere not within walking distance always. If meters are installed people will go to free parking at shopping centres*

*Don't change it, it is better as it is now,  
Make Orchardtown rd. and both the service rd 20km/h zones between the mechanic and traffic lights.  
Add a zebra crossing somewhere near the middle.  
Parking is not lost and the area will be more pedestrian friendly.*

*The beauty of the place. No paid parking. It's not Hamilton. It's not Newcastle City. It's not a drive in shopping place like Kotara homemaker or Westfield or Charlestown. Square. Ppl pay to park at Blackbutt down the road. Parking isn't a big issue I don't feel for someone who has working and shopped and been to the area of New Lambton for nearly 2 decades. Well maybe but charging us to park is just going to really piss ppl off and old ppl especially.*

*I am sure those living adjacent to the Blackbutt Village will be pleased at the prospect of more cars being parked in their narrow streets!  
Why change existing arrangements? How soon will the 'Brown Bombers' be storking the precinct to raise revenue?*

The key issue is to stop people parking there all day and getting the bus elsewhere.  
 People who work at local businesses still need somewhere to park  
 Wardens needed to patrol local streets where people already park opposite double white lines, close to junctions and on corners etc which is a safety issue.  
 We have many people with mobility issues who need to access the local services particularly the pharmacy and doctors, more mobility spaces needed

Businesses can't run if their employees can't get to work  
 Safety is a concern for businesses that close after dark

There are many staff who work in the precinct. Please think of them. A 10 minute walk in the dark, cold and rain each day just for parking is not acceptable. Many of these staff have children that they have to pick up so delays will put further strain. The amount of untimed parks are insufficient in the current plan. You will make people park on the side streets so residents won't get parks. These streets are already narrow  
 Parking is already easy enough. Please don't complicate things.

The multiple timed parking periods across different parking areas will be confusing and messy. If council is determined to proceed with timed parking, then there need to be a greater number of 2 and 4 hour options, for people visiting cafes and the Blackbutt Hotel for lunch, or for patients waiting at the doctors surgery.

The reduction in the number of available spaces, and untimed parking will also see an increased burden on residents of the surrounding streets, especially when the soccer club is playing on Novocastrian Park. Parking during soccer training and games in surrounding streets is already difficult enough due to the high volume of club member's oversized SUV cars and poor sight lines from them parking too close to intersections. By removing car parks from around the Blackbutt shops as part of this upgrade, it will only make the congestion and risk of blind corner accidents caused by the soccer club worse for nearby residents.

Why is the total number of available car parking spaces being significantly reduced? At present, you can fit at least 25-30 cars on either side of the roadway adjacent to the shops as well as another 10-15 on either side of Orchardtown Rd. This is not including the many car parking spaces available off Dunkley Ave and Blamey Ave (at least 35-40). Currently it is very easy to duck in for the paper or a coffee and find a spot to park. This reduction in numbers of spaces as well as time restrictions will lead to more crowding in the surrounding residential streets, or it will put people off from going there leading to less trade for the local businesses.

It looks like some parking spaces will be lost - especially out the front of the Blackbutt Hotel and parallel along Orchardtown Road - this shopping precinct can't really afford to lose parking spaces, but I agree with the timed concept.

Doesn't make sense to me. We don't need timed parking! It looks like these "improvements" will actually DECREASE the number of parks. And make people park further away! No one wants a parking fine for going to their local corner shop. This is so rude and inconsiderate. Money grabbing exercise that benefits the council. I expect this will make my local businesses LOSE MONEY. I will probably stop off somewhere else closer to work just to avoid these parks. Just awful.

Need 30 min parking outside chemist as will take more than 15 min for a script.  
 My elderly patients that don't qualify for accessible parking permits need close 2 hour parking.  
 Current zone 5 outside Doctors surgery in side street should be 2 hour parking rather than 4/unrestricted as will have higher turnover for patients.  
 Altogether the parking for patients will be inadequate.

Our street has houses with little or no off street parking or narrow driveways. These houses need to park cars, caravans and trailers in the street daily. Reduction of parking spaces in the village area should not be to the detriment of local residents. Many people use the car park to ride share on public transport or park and ride. Alternative options should be made available for these people such as reintroduction of Park and Ride, and hospital shuttle from the stadium. Local residents should not be punished for removal of transport options.



<i>People in our street need to use street parking as many houses have no driveways or narrow driveways. Local residents should not suffer as a result of Blackbutt upgrade. You have specified untimed parking areas, make the area local residents only.</i>
<i>From what I've seen there is a good natural turnover of cars here and i see no reason why anyone would need 4 hours there at all.</i>
<i>By introducing timed parking , all that will happen is the local streets around the shopping centre will become clogged with cars. These are narrow streets and residents should not suffer because of timed parking. People park to shop. We dont spend any more time than necessary at the shops.</i>
<i>zone4 near doctors surgery to 1 hour to allow elderly more chance to find a park</i>
<i>Whilst I have supported timed parking in dunkley avenue, it must be on the condition that resident passes be issued to residents. You mention that won't be the case but I don't see why this would be the case. Dunkley avenue and surrounding streets would be filled every day for most of the day by park and ride people. I will do everything in my power to be allowed to park outside my property without having to pay or pay a parking fine. Having people park there all day every day creates safety risks for residents entering and exiting driveways. The street is not wide enough for permanent parking. Additional cars parking in this area will also create congestion, anger and safety concerns whilst everyone tries to enter and exit though one intersection at the orchardtown end of Blakey. This is why I also protest the closure of dunkley only orchardtown</i>
<i>The introduction of timed parking will just push long term parkers (such as those that work in the village) into those surrounding streets that do not have timed parking. A lot of people also park their cars nearby and leave them overnight after having a few beers at the pub, picking them up again the following day. It is preferable that these cars are parked in Zones 5 and 6, rather than in surrounding neighbourhood streets. I welcome the introduction of the pedestrian crossing on Orchardtown Road, however Zone 3 seems to be extending the curb infrastructure out into the existing road. There is an existing taxi rank on Orchardtown Road. Where will that be located under this new design?</i>
<i>Not another way to book people. Leave us free to park.</i>
<i>Only 2 disabled spots is a concern</i>
<i>A good option to allow more people to utilise the area</i>
<i>I support getting some turnover of parking so I can get a space when I need it in a hurry. I'm happy to walk from further away if I'm intending to go for lunch or have an appointment, I expect to take a while. Also thanks for putting in footpaths to make the walk from surrounding streets safer and more comfortable.</i>
<i>I think that overall this is a good idea. I think there should be at least one more 15 minute parking spaces.</i>
<i>Good mix of timed parking options.</i>
<i>Attention must be given to the intersection of Carnley Ave and Birdwood Street. While this intersection is not within the development area, it will be impacted. The intersection is already heavily used by both through and turning traffic, and by pedestrians, many of whom are children of school age. It is a confusing intersection for drivers and is dangerous for pedestrians. The new development will increase the use of roads outside the development area. Consideration must be given to the following options ...</i> <ol style="list-style-type: none"><li><i>1. extending the 40 km/h zone to include this area</i></li><li><i>3. installing traffic lights</i></li><li><i>4. installing a pedestrian crossing</i></li><li><i>5. installing a pedestrian refuge island</i></li><li><i>6. restricting the ability to turn right from Birdwood into Carnley and/or right from Carnley into Birdwood.</i></li></ol>
<i>I am really concerned about overflow all day parking in Blamey Avenue. The street is extremely narrow and on busy days when there are cars parked on both sides of the street, we cannot drive out of our driveway. We already get workers from the doctor's surgery, euro and the pharmacy parking all day, the timed parking would increase this substantially.</i>

Also, the map doesn't indicate if there is parking on the northern side of the bus stop on Orchardtown Road. The section of Orchardtown Road between Blamey Avenue and Freyberg Street currently has parking - this completely obstructs the view corridor when you are turning out of Blamey and Freyberg on the western side of the road. I have lived in the area for almost 20 years and I have seen multiple accidents in the Freyberg/Orchardtown Road intersection - two of these accidents end up with vehicles on their roofs in the front face of the property on the northern side of Freyberg. It's super dangerous, all the on street parking should be removed from this section.

A Council truck working in the area has taken to parking in the no stopping area at the entrance to Blamey Ave. This has got to stop, it makes it impossible to see traffic coming along the southern side of Orchardtown Road. If the truck is parked there again, I'll be calling the police as well as taking photos and sending them to my ward councillors.

I would like to add that I would see 2 additional pedestrian crossings added. 1. From Piggott's corner to the secondary shopping block. 2. From the secondary shopping block across Orchardtown Rd. This is a family area at peak times, and this additional facility for pedestrians will be a safety improvement. An additional comment is to reduce the speed limit on Orchardtown Rd between Freyberg and Carnley to 40kms during parking restriction periods or generally (24hrs).

There is too little parking for those who have a disability, the ease of access is limited especially for those who have limited capacity for walking, and require the doctors surgery. there should be more appropriate parking for legilative ease of access to facilities for those with a disability. Please take that into consideration as those who are able bodied never consider those who have a disability and those who support them

I think TFP is a good idea, but I do question how well it will work in light of the number of people who access Euro to sit and drink coffee or a meal. Hopefully, they don't use the 15-30 min parking spaces but access Dunkley, Blakey or Freyburg St if the 2-4hr parking spaces are taken. With a crossing available across Orchardtown Rd, though, hopefully that will assure those parked further away, easier access to shops. A sign might be needed before the traffic lights and coming down from Carnley Ave to advise drivers to take it carefully if turning left as there could be temporary traffic build up from the crossing.

It should be noted that quite a large number of houses in the area around Blackbutt village have no facility for OS's Street parking so timed parking would be unsatisfactory. The other problem with pushing all day parking to surrounding streets is that they are very narrow and become impassable with cars parked on both sides. The other problem with parking on the Eside of Novocastrian Park is that there is no footpath to the shopping area

If Council intends to have all day parking on the eastern side of Novocastrian Park a paved pedestrian pathway would be necessary along Freyberg Street to safely allow people to walk to the Blackbutt shopping area. The eastern corners of Freyberg & Birdwood Sts are very dangerous for the elderly & parents with prams who at present, walk on the road. There are also no crossings for children anywhere in the surrounding area.

I think discouraging all day parking will be good for accessing the shops. People who park there all day make it harder for people going to the shops so if I can't get a spot I'll just go to Westfield. Staff and commuters should park somewhere else.

All that is needed is to stop people parking all day

I see no need for 4hour parking in the precinct

The proposal is perfect. How quick can you bring it in.

How will these areas be monitored that ppl are doing the right thing.  
I really feel for the residents near the car parking area.

Great idea. On several occasions I have not been able to find a parking spot in any of the areas close to the shops, and have gone to Garden City instead. I know that a lot of workers from JHH park there to

<i>either car pool, or catch a bus. New parking regulations will certainly free up those spots, and will revitalise the shopping strip.</i>
<i>Parents with pram spots please!</i>
<i>Leave it as it is. The reasons people come here is because there is plenty of parking. Take away the parks and no one will go there</i>
<i>Timed parking needs to be introduced in the side streets (Dunkley, Blamey &amp; part of Freyberg otherwise employees, business owners &amp; commuters who use the area as day-parking will park there most of each day. This will clog up the narrow streets and impede parking for home-owner's visitors.</i>
<i>There are two gp surgeries in this area.</i>
<i>3 hours should be maximum parking limit. All Myra Street must have timed parking. Parking on angle in Zone 3 might be preferential to 90 degrees. Council must buy some adjacent land to augment loss of parking.</i>
<i>All day parking appears to be happening in Freyburg St and Blamey Ave. I hope that can be addressed for the residents. There is a doctors surgery behind the Chemist I think some disabled parking in Myra St may be of benefit. Are you going to employ an additional parking officer to manage all the different times zones?</i>
<i>4 hour parking unnecessary for a potential visit for shopping or dining/drinking at Blackbutt Village</i>
<i>Why have timed parking when it won't be monitored!</i>
<i>It be is difficult to find parking. I normally attend the doctors and park where the proposed 2h timed parking would be. I often wait long periods of time for my appointments with my doctor and My appointments regularly run for an hour- it would be really anxiety provoking if my doctor runs late (which is most days) and the whole waiting period and appointment exceeds the 2h limit.</i>
<i>This is ridiculous. Stop micromanaging things that are fine the way they are, and concentrate on issues that need addressing. Just more potential money grabbing tactics by council if you go overtime; like the parking behind Adamstown shops. But council oked a business development on the corner of Date and Victoria streets, with no concern for parking, or the blackspot of an intersection it is being built on. More council money grabbing tactics, inefficiencies and delusions.</i>
<i>I reside close to the village and use all the shops there. We need short time parking. It would seem cars are parked for excessive periods. Reduce parking spaces will affect all the small businesses. Turnover of parking spaces is a necessity for the viability of our local shops.</i>
<i>We'll done. Too many park and ride in the area, taking parking away from businesses. I need access to the doctors surgery and chemist without having to walk a mile.</i>
<i>I work for a specialist and most of our patients have tests done prior to seeing the doctor. These tests can take 1-2 hours or longer and then the patient has to wait to see the doctor. They often go and have lunch at Euro or the Blackbutt Hotel while they are waiting. I think locals will use the 4 hour parking spaces and there won't be any left for the patients, often who travel several hours to come to our rooms.</i>
<i>Looks great</i>
<i>Improving public transport to the area, viability of walking via better footpaths and introduction of cycleways would ease parking congestion in this area and should also be considered.</i>
<i>We need more parking spaces</i>

<i>Takes longer than 15 minutes to fill a script, go to the dr or order a takeaway coffee. There would be no point having 15 min car parks because none of the businesses can provide a service in under 15 minutes.</i>
<i>What about people who work there they need. Free parking</i>
<i>Just leave it alone! Many parking spaces will be taken away by these supposed improvements. Not good for anyone stopping for a quick newspaper or coffee. The businesses will suffer, particularly during the construction phase. There is nothing wrong with the way it is now! I repeat, leave it alone!!'</i>
<i>How will this be policed? Will this be regularly enforced by council rangers? Will there be some sort of ticket "purchase" to show how arrival time etc?</i>
<i>When you miss a park you are forced to turn right into dangerous traffic speeding down the hill and merging at the same time. Turning out of the shops I've nearly been collected by speeding cars many times</i>
<i>Concerned workers will park their vehicles further up Orchardtown road, thus hindering the parking of residents. Timed parking for residents should NOT happen. Resident permits should be allocated.</i>
<i>My elderly frail aunt has a disability parking pass and can never get a park to visit the pharmacy to collect scripts on a weekly basis</i>
<i>This seems like a good strategy. The only concern is for locals who need to have unlimited parking. Would they get a car pass to park in front of their houses?</i>
<i>This is really needed!</i>
<i>Timed zones will only be the beginning! Like most other public parking places we will end up with a charge for parking!</i>
<i>It is totally ridiculous to remove so many parking spaces from Blackbutt Village, timed parking will not solve the problem ,it will only move cars to suburban streets or encourage customers to go to nearby Westfield for shopping and will impact adversely on shops in this precinct. Council should be making it easier for people to access the small shopping villages.</i>
<i>I like the proposal a lot! However as stated, I think 30 minute parking by the post office will be a bit harsh however. A short 5 minute parking spot there will be a huge addition to allow for mail collection especially during the day when it's busy and I think would be important.</i>
<i>I am not sure where the cars come from at moment- parking and catching bus? Always full but I thought there was already timed parking right next to the shops.</i>
<i>There are too many times listed, which will result in non compliance by drivers. There is no need for 4 hour parking. All that will do is chew up parking for the chiro.</i>
<i>I am a regular patient to the Orchardtown Road Family Practice. I'm sure many patients here are regularly turning up for follow ups. A consultation and follow up normally takes 1-2 hours. A 30mins timed parking at Zone 3 ( in front of the clinic) would not work.</i>
<i>The selections were a little confusing on the page referring to zones. I believe more 1 &amp; 2 hour car spaces should be made available for those heading for coffee or lunch. You could do away with less 4 hour parks because people would be going to dinner outside of the parking restriction times. You probably wouldn't stay at lunch for more than two hours! It is a pity that so many car spaces are now gone from the area. It gets pretty crowded there on weekends (when people are not parking there to catch buses and ride shares to work)!</i>

Can you make the zebra crossing a raised crossing to slow traffic and improve footpath opposite shops. Maybe put in a 40 zone?
<i>I think council has come up with a good mix of times, and in the right places. There should be allocated spaces for quick pickup of pharmacy, bakery or postal items. Great idea to make the longer visitors park across the road, in proper marked bays especially, not just anywhere. Sometimes cars take too much width</i>
<i>There is never enough disabled parking all over Newcastle.</i>
<i>I feel for the residents that live in the streets you have suggested for all day parking. Where are they or their visitors expected to park? These residents would have bought their homes not expecting their streets to be made long term parking areas due to Council decisions.</i>
<i>"I appreciate that staff can park else where so shoppers can shop. I think 4 hour parking should be 2-3"</i>
<i>I believe the proposed 4 hour zones should be a maximum of 3 hours. That is plenty of time for lunch, Doctor appointment or hair treatment.</i>
<i>Myra Street only mentions one section of parking... what about around the corner? 1 hours parking in all of Myra would be helpful.</i>
<i>I respect that residents would get frustrated with local workers parking in front of their houses so would encourage oval-side parking for workers</i>
<i>Please fix the traffic lights on Carnley Ave so that it is safer to get in and out of Orchardtown Rod (both directions). It is really dangerous to have cars turning right from Orchardtown Rd onto Carnley Ave when there are cars going straight ahead on Orchardtown Rd. It would be safer if the lights had one side of Orchardtown Rd go at a time. The parking looks great.</i>
<i>The best way to support local businesses is not to restrict customers parking ! This will keep them away</i>
<i>No 4 hour parking limits. Maximum time limit should be 2 hours. Patients in the pharmacy often complaining that they have had to circle around for a long time to find a parking spot.</i>
<i>Will deter workers from taking up parking space. Better parking turn around.</i>
<i>-Less 4 hour parking as staff in the area will park and then move their cars at lunchtime. 3 hours is preferable -more 30min and 1 hour spaces -times parking on Myra st (1 hour) -suggestion for council to purchase some land nearby to gain more parking as they have removed over 30 spaces in this development</i>
<i>We need money to be spent on improving safety for pedestrians including pathways and pedestrian crossings. Our community is crying out for our elderly and parents with prams to be able to walk safely to the shopping area on paved paths. This proposal isn't to benefit the Blackbutt community but looks like it is more to make Council look good and to revenue raise. Spend our rates money on benefiting our local community.</i>
<i>Less 4 hour parks . These will be filled with staff . Change 3 hour to give long enough to eat or go to hairdresser . Over 30 car parks have disappeared in this proposal . Council needs to address this problem. Maybe council could purchases nearby land for car parking similar to park8ng area at Lambton</i>
<i>Marked parking bays. So many people parking across the road from the shopping take 1.5 car spaces between cars. I was there last Wednesday and there were at least 12 cars taking 1.5-1.75 car spaces between cars.</i>



<p><i>It seems too confusing to me. Why not have a standard timing for parks with the exception of accessible parking spaces?</i></p> <p><i>Having said this, I do think that some spaces out the front of the pharmacy with a shorter limit would be helpful.</i></p> <p><i>I feel like there will be too many signs and rules here. Overly complicated - too many chances for people who are trying to do the right thing to get it wrong, and people who don't care will just do what they want anyway.</i></p>
<p><i>A safe spot to cross from zone 3 car parks to the footpath would be ideal. extremely dangerous getting kids out (3 under 5) when cars are literally driving in between two rows of cars with minimal gap to find a park (ie not looking out for Children</i></p>
<p><i>4hours probably too long. But must have 3 hour for restaurants and hairdresser and lunch at pub. Losing up to 30 parking spaces is ridiculous. As it is now, most staff are parking up to a kilometre away. Neighbours are not happy with no parking for their visitors as some people park in streets all day and catch the bus into the city as no parking in town. Disgusting Ncle council</i></p>
<p><i>I have family that live in this area. I think limiting the parking near the shops will have an overflow into side streets. I think it will impact being able to visit family and be able to park near their house. I have elderly parents that will be impacted if they can't park near my sisters house. There are young kids that play in these side streets and I think it will increase cars driving up these streets looking for free/unlimited parking and therefore increase chances of kids being unsafe on the streets.</i></p>
<p><i>Great idea! People can then duck in and duck out allowing to pick up supplies or a quick meal. Great precinct but I tend to not go there as parking is a lottery.</i></p> <p><i>Off topic but please pass my feedback to the planning team... You need to revisit Llewellyn St Merewether there is a severe shortage of parking and the area is growing and developing. Merewether Street north bound needs groups of nose in parks spaced with garden areas and Merewether south bound needs parallel parking to support Lingard Hospital, Townsend Oval and the shopping precinct.</i></p>
<p><i>No visitors to the area want to be dictated by timed parking. Grrrrr</i></p>
<p><i>Leave it alone - where do the poor workers park - 6 min in the cold and rain and dark not on</i></p>
<p><i>don't change the parking here - it's OK as it is - ncc please don't bugger up this area like you do with almost every other area you mess with</i></p>
<p><i>I understand this parking change is will result in the reduction of approximately 27 spaces in the road in front of the shops. I also understand that there is a proposal to change the parallel parking in front of the shops to 90 degree parking. If true, this is a poor idea given that the majority of slow speed car accidents happen when people are reversing. The to lose approx 30 parking spaces and create more technical risk by creating 90 degree parking, just to make the area look better with trees / shrubs (that will require ongoing maintenance) is a misguided idea. Put timed parking in, if you must, but do not reduce the utility of a busy suburban shopping area by spending rate payers money on a 'beautification' project that is unnecessary. By reducing the total number of parking spaces in the existing shopping precinct will only drive visitors to the Euro Patisserie (the business that creates the most parking demand) to park in the local streets, Dunkley, Blamey, Freyberg Streets.</i></p>
<p><i>There is limited parking for people with disabilities and the locals can be really rude about the parking</i></p> <p><i>There is a lot of privilege at this location which is a pity as the services and shops are brilliant</i></p>
<p><i>Looks fine to me.</i></p>
<p><i>As long as the parking zones don't force people to park in Dunkley and Freyburg and the other local streets because they take the residents visitors parking away.</i></p>
<p><i>As long as it is easy to get back onto orchardtown rd</i></p>

<p><i>Just need to stop long day parking, a lot of people like myself have Doctor and Chemist to visit, it is already hard enough getting a park, but if we had less long stay parking would be easier</i></p>
<p><i>Too many different timed parking arrangements will confuse people. People are either ducking in to the butcher or chemist or take away coffee (&lt;15mins), or they are dining at euro or getting their hair done etc (&lt;4hrs). I don't think we need 30min, 1hr &amp; 2hr zones as well. There needs to be all day parking available in the immediate vicinity (zones) for employees. I do not support timed parking in surrounding streets. This would be very unpopular among residents as the majority of properties do not have garages that are accessible to modern vehicles due to narrow driveways.</i></p>
<p><i>There needs to be timed parking in surrounding streets (except for residents) because so many parking spaces are going to be removed the congestion will only move down side streets.</i></p>
<p><i>Looks like car parking has been reduced putting more strain on surrounding streets and how long until you start to charge for parking once you put the infrastructure in? Be honest</i></p>
<p><i>Disability parking : there should be some in zone 4, in the street at the entrance to the drs surgery.</i></p>
<p><i>Timed free parking seems to be a misnomer. What's to stop an individual from parking 4hrs or more in any other timed spot or is it meant to be "Personal Responsibility". I see how well that is working with regard to covid and the wearing of masks on public transport.</i></p>
<p><i>The last question did not include an option for no timed parking, so I left it blank. I play cricket on Saturdays at Novocastrian Park. My son plays in the mornings. When home games coincide we usually make a day of it, parking around Blackbutt Village, going to junior cricket in the morning (from 8-ish to 12-ish). We'll have some lunch at the Blackbutt or from one of the shops, then head to Novocastrian Park again. Later we'll either get takeaway or have some dinner at the Blackbutt. If timed parking were to come in for the morning, I would not be able to park at the village and would likely park closer to New Lambton. If this happened, I would be more likely then to take my business to New Lambton than to Blackbutt Village. I know I am just one customer, but I can't think that I would be the only one who would no longer shop at Blackbutt. Please remove the timed parking.</i></p>
<p><i>I understand this is a parking survey, but the greatest concern I have is with the removal of the left-hand turning lane from Orchardtown rd into Carnley Avenue. It is a notoriously dangerous intersection and the removal of that lane will cause more havoc.</i></p>
<p><i>I hate right angle parking, 45deg park is easier &amp; safer less collisions. The plan is good except for this. You lose a few parks but practicality is 100 times better.</i></p>
<p><i>There was not a major problem in area until the doctors' surgeries opened.</i></p>
<p><i>I feel for people who live in the streets around here. Especially Blamey Avenue it's always full of cars. My concern is this plan will push more parking down these streets. Can the streets be timed zones with residents exempt? Can there be a car park built in Novocastrian park or in Coronation Park? More parking is needed not timed zones. When I visit I park near Novocastrian Park, so older people have more chance of parking near by.</i></p>
<p><i>Surrounding streets will become very congested with those looking for longer parking or unable to find any parking near the village.</i></p>
<p><i>Whilst I am overall supportive of the proposed changes I am very disappointed that the impact on local residents seems to be being ignored. Commuters/workers who currently park in the western carpark will now be pushed into the adjacent streets. NCC has published the map that shows all day parking options within 6 minutes walk of the precinct (which is great) but does the NCC honestly think that all-day parkers will not park at the bottom of Dunkley Avenue and instead drive up the hill to the four spaces identified???? NCC has surveyed the parking and found that a large number of cars stay all day. Where does the NCC honestly think these cars will end up? It is disappointing that NCC is not considering timed parking and residents permits as I can't see any other way to avoid the surrounding streets becoming clogged with all-day parkers. Remember the Seinfeld episode where George decided to not move his car because he had a great park?</i></p>

*That's what it will end up like for residents. We'll have to stop and think about whether it is actually worth getting in the car to drive my kids to school when it's raining - because I know that when I come back I'll be forced to park 'an easy six minute walk'.... from my own house! Great for local businesses, not so great for me.*

*My GP is at Blackbutt Doctors Surgery, visit less than once per month from Rathmines, appreciate free parking for the duration of my appointment.*

*Need more 15 minute parking for high parking space availability. And more long time, none timed parking is essential*

*No close free parking for those who stay at the accommodation at the blackbutt hotel.  
I'd ask yellow painted lines be put close to corners and driveways where not allowed to park in streets around, near all business's. Even near Faye Avenue business's.  
Parking designation needs fixing around blackbutt mechanics and little lane coffee shop.*

*I currently come to Blackbutt Village to doctor's appointments and then pick up prescriptions from the chemist and have any tests done at the pathology lab. If I have time I like to have a coffee or lunch; either before or after the appointment. It is not uncommon for appointments to run overtime if it is busy at the doctors. If the restrictions to parking are too difficult to manage I will not bother to visit the cafe in the Village.*

*My comments pertain particularly to access to the doctors' surgery and the pharmacy because these are essential services.*

#### **CONGESTION**

*The area immediately in front of the shops gets often get extremely congested at busy times. The proposed plan appears to increase the number of parking spaces immediately in front of the shops. While this may be attractive to the shop owners, it will cause more frustration than at present to users of these facilities. Shop owners should understand that if access is made more difficult, people will simply go elsewhere.*

*As regards timed parking, there is already timed parking available in front of the shops (mostly one hour spaces). The replacement these with 15 minute and 30 minute spaces is apparently aimed at increasing the turnover of parking. If it works, this will only increase traffic movement in Zone 2 and Zone 3, and this will in turn lead to even more chaos than at present.*

*The 15 and 30 minute spaces will not be any use to patients going to the doctor. Wait times are much longer than this – e.g., my last visit to this surgery lasted over an hour, and this is quite typical of this practice. Patients are apparently required to cross over Orchardtown Road to Zone 5.*

*However, I do not believe that this will happen very much. My sense is that people often do not observe the current time limits, and never once, in all the years I have been going to this shopping area, have I ever seen a parking officer checking compliance. Parking offences of various types are rife in this area. Unless the area is regularly patrolled, there does not seem to be much point in having timed spaces of any duration, since many people will not comply.*

#### **DISABLED PARKING**

*Please do not locate disabled parking spaces in Zone 2, as is currently shown on the diagram. I can assure you that getting in and out of cars is not necessarily a simple matter for disabled people – it requires care, concentration and more time than an able-body person needs. Also, sometimes it is necessary to get mobility equipment out of the car. This is a high traffic area which presents risks to disabled users and their carers. Safety of human beings should be prioritised over convenience for drivers.*

*There is room for 3 good size disabled parking spots in front of Ruby Skies and the Little Lane coffee shop. This could be used for this purpose. This location would enable the disabled to transfer in and out of their cars without risk of being hit by a car*