

FRASER COAST REGIONAL COUNCIL

MARYBOROUGH & HERVEY BAY PARKING STRATEGY 2019-2038

STAGE 3: PARKING STRATEGY REPORT



FOR

FRASER COAST REGIONAL COUNCIL

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Project No: P3860

Version No: 001

Issue date: 30th August 2019

DOCUMENT CONTROL SHEET

Issue History

Report File Name	Prepared by	Reviewed by	Issued by	Date	Issued to
P3860.001R FCRC Parking Strategy Stage 3 Report	D. Scutt & M. Davidson	D. Scutt	D. Scutt	30/08/2019	Damion Beety via email at damion.beety@frasercoast.qld.gov.au

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1. INTRODUCTION

1.1 CONTEXT

Bitzios Consulting (Bitzios) has been commissioned by Fraser Coast Regional Council (Council) to prepare the “Maryborough and Hervey Bay Parking Strategy 2019-2038” (MHBPS).

The MHBPS has been prepared in three (3) stages, including:

- **Stage 1:** Existing Situation, Site Analysis and Review of Existing Demand;
- **Stage 2:** Assessment of Future Demand and Identification of Potential Sites; and
- **Stage 3:** Parking Strategy Report.

This is the **Stage 3** report.

1.2 FOCUS AREAS

Fraser Coast Regional Council was formed in 2008 by the amalgamation of Hervey Bay City, Maryborough City, Woocoo Shire, and the northern part of Tiaro Shire. The local government area (LGA) includes two (2) major built up areas of Hervey Bay and Maryborough, as illustrated on Figure 1.1 below.

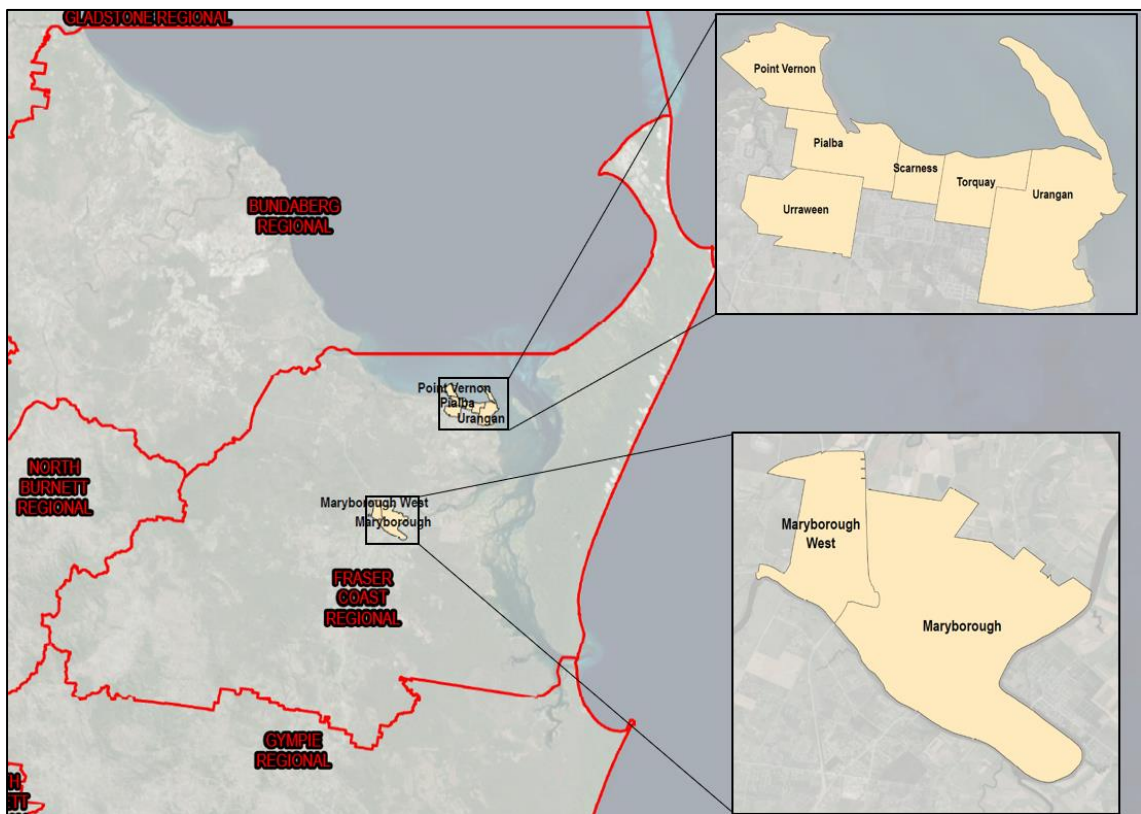


Figure 1.1: Fraser Coast Regional Council LGA Boundary and Key Cities

Council identified a total of eight (8) “focus areas” within the two (2) built up areas, including:

- **Focus Area #1:** Maryborough Commercial Core;
- **Focus Area #2:** Maryborough Hospital Precinct;
- **Focus Area #3:** Point Vernon;
- **Focus Area #4:** Pialba;
- **Focus Area #5:** Scarness;
- **Focus Area #6:** Torquay;
- **Focus Area #7:** Urangan; and
- **Focus Area #8:** Hervey Bay Hospital Precinct.

The location of each focus area is illustrated on Figure 1.2.



Figure 1.2: Focus Area Overview Map

1.3 KEY OBJECTIVES

The key objectives of the Stage 3 report are listed below:

- review the feasibility of each previously identified potential future parking site;
- finalise concept plans and cost estimates for each potential future parking site;
- document broad LGA wide strategies to guide Council’s decision making in the future;
- document short, medium, and long-term strategies for each focus area; and
- present an action plan for the delivery of the focus area strategies in the short, medium, and long term.

1.4 SCOPE OF WORKS

Table 1.1 provides a summary of the scope of works for Stage 2.

Table 1.1: Scope of Works

ID	Task	Scope of Works
Task 3.01	Opportunities and Constraints	<ul style="list-style-type: none"> ▪ undertake a desktop assessment of potential opportunities and constraints at each candidate site, to confirm feasibility
Task 3.02	Concept Plans and Cost Estimates	<ul style="list-style-type: none"> ▪ create AutoCAD concept plans for each candidate site; and ▪ prepare a high-level cost estimate for each site.
Task 3.03	Short, Medium, and Long-Term Schedule of Sites	<ul style="list-style-type: none"> ▪ prepare an action plan for the delivery in the short, medium, and long-term strategies for each focus area.
Task 3.04	Review and Rank Future Parking Sites	<ul style="list-style-type: none"> ▪ facilitate Workshop #3 with PCG to present the concept plans and estimates; and ▪ discuss and agree on priority sites and potential action plan.
Task 3.05	Draft Final Parking Strategy Report	<ul style="list-style-type: none"> ▪ prepare Draft Stage 3 Report to summarise key findings / recommendations.
Task 3.06	Final Parking Strategy Report	<ul style="list-style-type: none"> ▪ update Draft Stage 3 Report incorporating feedback from Council; and ▪ issue Final Stage 3 Report.

1.5 REFERENCES

The following material has been referenced in preparing the MHBPS:

- Fraser Coast Parking Strategy 2031;
- Maryborough CBD Revitalisation;
- Hervey Bay CBD Urban Renewal Master Plan 2015;
- Hervey Bay Car Parking Study 2008; and
- Hervey Bay Esplanade Tourist Precinct Master Plan 2015.

2. OVERVIEW OF PARKING DEMAND ASSESSMENT

2.1 EXISTING PARKING DEMANDS

Table 2.1 provides an overview of the parking occupancy results from the 'spot surveys' undertaken within the nominated focus areas. Spot surveys were undertaken on a typical Thursday between 8:30AM and 4:00PM and a typical Saturday between 9:00AM and 1:00PM. Survey dates were as follows:

- Survey Round 1: Thursday the 14th February 2019 and Saturday the 16th February 2019; and
- Survey Round 2: Thursday the 28th March 2019 and Saturday the 30th March 2019.

A copy of the raw parking survey data is included in the Stage 2 report.

Thematic maps for each focus area are also included in the Stage 2 report.

Table 2.1: Parking Survey Results

ID	Focus Area	Supply (spaces)	Demand (vehicles)	Occupancy	Rank (Demand)	Rank (Occupancy)
1	Maryborough Commercial Core	2,033	1,354	67%	1	3
2	Maryborough Hospital Precinct	404	311	77%	5	2
3	Point Vernon	No Data Recorded (due to very low parking demands)				
4	Pialba	1,238	532	43%	3	6
5	Scarness	660	351	53%	4	4
6	Torquay	637	286	45%	6	5
7	<u>Urangan</u>	375	153	41%	7	7
8	Hervey Bay Hospital Precinct	1,258	1,020	81%	2	1
-	TOTAL	6,605	4,009	61%	-	-

Key points to note:

- no parking surveys or further investigations were undertaken for Focus Area #3, as per Stage 1;
- two (2) focus areas recorded a parking occupancy greater than 75%, including:
 - Focus Area #2: Maryborough Hospital Precinct; and
 - Focus Area #8: Hervey Bay Hospital Precinct.
- two (2) focus areas recorded a parking occupancy between 50% and 75%, including:
 - Focus Area #1: Maryborough Commercial Core; and
 - Focus Area #5: Scarness.
- the remaining three (3) focus areas recorded a parking occupancy less than 50%; and
- both hospital precincts recorded high parking occupancy, with the Maryborough Hospital Precinct recording an occupancy of 77% and the Hervey Bay Hospital Precinct recording an occupancy of 81%.

2.2 ADOPTED GROWTH FACTORS

Table 2.2 provides a summary of the adopted 'growth factors' for each focus area in the short (2023), medium (2028) and long term (2038), based on a combination of forecast population growth and visitor growth.

Note: residential growth rate of 3% p.a. has been adopted for each focus area, based on advice from Council.

Table 2.2: Parking Growth Factors

ID	Focus Area	Residents		Visitor		Linear Growth Rate (p.a.)	Linear Growth Factors		
		Rate	Proportion	Rate	Proportion		2023	2028	2038
1	Maryborough CBD	3.00%	89.36	2.15%	10.64	2.91%	112%	126%	155%
2	Maryborough Hospital	3.00%	89.36	2.15%	10.64	2.91%	112%	126%	155%
3	Point Vernon	3.00%	89.36	2.15%	10.64	2.91%	112%	126%	155%
4	Pialba	3.00%	89.36	2.15%	10.64	2.91%	112%	126%	155%
5	Scarness	3.00%	89.36	2.15%	10.64	2.91%	112%	126%	155%
6	Torquay	3.00%	89.36	2.15%	10.64	2.91%	112%	126%	155%
7	Urangan	3.00%	89.36	2.15%	10.64	2.91%	112%	126%	155%
8	Hervey Bay Hospital	3.00%	100.00	2.15%	0.00	3.00%	112%	127%	157%

2.3 POTENTIAL FUTURE PARKING DEMANDS

A review of the existing and forecast future parking demands in key focus areas within Maryborough and Hervey Bay indicates that parking demands across the region are moderate. Typically, high parking demands are localised to key 'hotspots' within the region, near key trip attractors and / or destinations.

Table 2.3 provides a summary of the key findings from this study.

Table 2.3: Potential Future Parking Occupancy by Focus Area

ID	Focus Area	Surveyed Occupancy	Forecast Occupancy			Key Findings
		2019	2023	2028	2038	
1	Maryborough Commercial Core	67%	74%	84%	103%	Focus Area #1 will likely start exceeding demands in the short term near key attractor locations. These issues are predicted to become more widespread in the medium and long term.
2	Maryborough Hospital Precinct	77%	86%	98%	120%	Focus Area #2 will exceed off-street capacity in the medium term. Both on-street and off-street will exceed capacity in the long term.
3	Point Vernon	No Investigations Conducted (due to low parking demands)				
4	Pialba	43%	48%	54%	67%	On-street parking near the industrial precinct will exceed capacity in the short term. Parking demands at the Hervey Bay Library will exceed capacity in the medium term.
5	Scarness	53%	59%	67%	83%	On and off-street demands near Charlton Esplanade / Queens Road will exceed capacity in the medium term. Roads further from the shorefront will maintain capacity in the long term.
6	Torquay	45%	50%	57%	70%	Off-street parking at Bill Fraser Car park is at capacity now, and in the long term on-street capacity may be exceeded near the foreshore. Roads further from the foreshore maintain spare capacity in the long term.
7	Urangan	41%	46%	51%	63%	Minor sections of on-street parking may exceed capacity, however, roads further from the foreshore maintain spare capacity in the long term.
8	Hervey Bay Hospital Precinct	81%	91%	103%	125%	Off-street capacity will exceed capacity in the short term with parking undersupply both on and off-street in the long term.

Based on the above, a range of short, medium, and long-term options were identified to increase or improve parking supply in each focus area. These options were identified in consultation with Council.

3. PARKING STRATEGIES

3.1 OVERARCHING PRINCIPLES

The recommended parking strategies have been developed based on the following overarching principles:

- 1) optimise the use of existing parking supply;
- 2) implement a parking access and location hierarchy based on the shortest stay demands being in the most accessible locations and longest stay demands being off-street or further away locations;
- 3) manage demand through encouraging alternative transport modes or alternative parking locations;
- 4) work in partnership with the major parking generators to plan for future parking requirements; and
- 5) build more parking supply where there are major shortfalls, utilising Council owned land.

3.2 BROAD LGA-WIDE STRATEGIES

3.2.1 Overview

Broad LGA wide strategies have been identified to guide Council's decision making in the future, including:

- technology investment;
- demand management policies; and
- supply management policies.

3.2.2 Technology Investment

It is recommended that Council investigate opportunities to utilise technology to help optimise the use of the existing parking supply. 'Smart parking initiatives' utilise technology (e.g. GPS technology, smart phones, Bluetooth equipped devices, parking sensors equipment, and way finding signage) to notify users of available parking in order to reduce vehicular circulation and searching for parking spaces, and also maximise use of existing infrastructure. This technology can also assist with targeted enforcement (and therefore reduced enforcement costs) and also provide additional information to the public via apps and websites.

3.2.3 Demand Management Policies

Potential parking demand management policies are noted below for Council's consideration:

- encourage the use of alternative transport modes to single occupant private vehicles;
- investigate potential metered parking opportunities in the future to help regulate turnover of short-stay spaces for bona-fide customers / visitors, generate a revenue stream to fund other initiatives, and help 'push' all-day parking off-street or further away locations; and
- provide bonuses (plot ratio or parking credits) for innovative development design that encourages public transport and active transport modes.

3.2.4 Supply Management Policies

Potential parking supply management policies are noted below for Council's consideration:

- limit future supply of parking within centres that have high public transport accessibility;
- progressively convert long-stay parking to short-stay. Areas closest to high-demand activities, public transport hubs and essential services should be the priority for conversion to short-stay parking, with remaining long-stay parking progressively moved towards the outer-boundary of the activity centres; and
- apply maximum (not minimum) parking rates to encourage public transport usage, in locations where the adequate public transport services are provided.

It is acknowledged that the above strategies are long-term, and more applicable to metropolitan regions.

3.3 FOCUS AREA #1: MARYBOROUGH COMMERCIAL CORE

3.3.1 Future Challenges

Key findings from the Stage 2 report are summarised below:

- Peak Parking Period = Thursday 10:00am;
- **Short Term:** parking demands are likely to reach / exceed capacity at:
 - On Street: Bazaar Street and Ellena Street (near Bazaar Street); and
 - Off Street: C6 (Alan & June Brown Car Park), C7 (McDowell Car Park) and C14 (Retail Parking).
- **Medium Term:** parking demands are likely to reach / exceed capacity at:
 - On Street: Bazaar Street, Ellena Street (near Bazaar) and Kent Street; and
 - Off Street: C6, C7, C8 (Woolworths), C13 (Neighbourhood Centre), C14 and C17 (City Hall).
- **Long Term:** parking demands are likely to reach / exceed capacity at:
 - On Street: Bazaar Street, Richmond Street, Ellena Street, Sussex Street, Adelaide Street, Kent Street and Lennox Street; and
 - Off Street: C6, C7, C8, C10 (Paid Parking), C13, C14, C16 (TAFE) and C17.

In summary, Focus Area #1 will likely start to exceed capacity in the short term at specific locations (i.e. near key attractors), with the shortfalls becoming more widespread in the medium and long-term.

3.3.2 Strategy Overview

The recommended strategies to address the potential future parking issues are outlined below:

- construction of additional at-grade parking near C6 (Alan & June Brown Car Park);
- construction of additional at-grade parking on the fringe of the commercial core; and
- construction of one (1) new multi-storey car park on the fringe of the commercial core.

3.3.3 Review of Potential Sites

Figure 3.1 illustrates the potential locations identified for additional car parking within Focus Area #1.



Figure 3.1: Focus Area #1: Potential Parking Locations

Relevant details for each site are summarised below:

- **Location 1.1:** Alan & June Brown Car Park | At grade parking | Council owned;
- **Location 1.2:** Lot 2 and 3 on SP239114 Richmond Street | multi-storey parking | Council owned;
- **Location 1.3:** Lot 2 and 3 on RP91956 Ellena Street | multi-storey parking | Council owned;
- **Location 1.4:** Lot 1 / RP73682 & Lot 11 / M2056 Lennox Street | multi-storey parking | Council owned;
- **Location 1.5:** Lot 7 on M140914 Kent Street | multi-storey parking | Council owned.

A copy of the high-level concept plans prepared for each potential is included at **Appendix A**.

Table 3.1 summarises our review of each potential site, including identification of key constraints.

Table 3.1: Review of Potential Sites: Focus Area #1

ID	Ownership	Parking Type	Constraints	Additional Supply	Viable?
1.1	Council	At-grade	▪ Station Square Development Application	100	Yes
1.2	Council	Multi-Storey	▪ Nil	240	Yes
1.3	Council	Multi-Storey	▪ Inefficient layout due to adjacent buildings	150	Yes
1.4	Council	Multi-Storey	▪ Site is a detention basin that is utilised to reduce flooding risks at Station Square	300	No
1.5	Council	Multi-Storey	▪ No pedestrian link to the wharf precinct	240	Yes

In summary:

- there is potential for Council to expand the existing Alan & June Brown Car Park to provide short-term relief within Maryborough. Whilst the Station Square development approval includes an easement over part of the existing car park, it has limited impact on potential options to expand the car park;
- expansion of the Council owned car park adjacent to Woolworths is not viable due to flooding impacts; and
- there are three (3) Council owned sites on the southern side of the CBD which could be utilised for a potential future parking station. However, further investigations are required to identify a preferred site.

In addition to the above, it is understood that the Council administration building on Kent Street will be redeveloped at some stage in the future. Given the location of the building, it is recommended that Council investigates opportunities to incorporate additional public parking into the design.

3.3.4 Recommended Strategies

Short Term Strategies

- **Strategy Item #S.1.1:** expand the existing Alan & June Brown Car Park; and
- **Strategy Item #S.1.2:** commence planning for a new multi-storey car park within Maryborough. This should include identifying a preferred site.

Medium Term Strategies

- **Strategy Item #M.1.1:** look for opportunities to provide additional at-grade car parking on the preferred multi-storey car park site in the interim, until the multi-storey car park is required / constructed; and
- **Strategy Item #M.1.2:** look for opportunities to provide additional public parking on-site as part of the future redevelopment of the Council administration building on Kent Street.

Long Term Strategies

- **Strategy Item #L.1.1:** construct one (1) multi-storey car park within Maryborough; and
- **Strategy Item #L.1.2:** provide additional public parking on-site as part of the redevelopment of the Council administration building in Maryborough.

3.4 FOCUS AREA #2: MARYBOROUGH HOSPITAL

3.4.1 Future Challenges

Key findings from the Stage 2 report are summarised below:

- Peak Parking period = Thursday 11:30am;
- **Short Term:** parking demands are likely to reach / exceed capacity at:
 - On Street: Walker Street and Neptune Street; and
 - Off Street: C19 and C26 (i.e. public parking at the hospital) and some areas of staff parking (C18).
- **Medium Term:** parking demands are likely to reach / exceed capacity at:
 - On Street: Walker Street and Neptune Street; and
 - Off Street: C19 and C26 (i.e. public parking at the hospital) and some areas of staff parking (C11, C12, C18) – Off-street parking exceeds capacity (104%).
- **Long Term:** parking demands are likely to reach / exceed capacity at:
 - On Street: Walker Street and Neptune Street; and
 - Off Street: C19 and C26 (i.e. public parking at the hospital) and some areas of staff parking (C11, C12, C18) – Off-street parking exceeds capacity (128%).

In summary, Focus Area #2 will likely start to exceed parking capacity in the medium term with an increasing parking undersupply both off-street and on-street in the long-term.

3.4.2 Strategy Overview

The recommended strategies to address the potential future parking issues are outlined below:

- formalise on-street parking along Yaralla Street and Walker Street, and provide additional short-stay on-street parking along the Walker Street frontage of the hospital;
- construct additional on-street parking along Aberdeen Street; and
- construct additional parking within the Maryborough Hospital site (to be provided by the hospital).

3.4.3 Review of Potential Sites

Figure 3.2 illustrates the potential locations identified for additional parking or formalised on-street parking.



Figure 3.2: Focus Area #2: Potential Parking Locations

Relevant details for each site are summarised below:

- **Location 2.1:** Yaralla, Neptune and Walker Street | formalised on-street parking | Council owned land
- **Location 2.2:** Aberdeen Street | construct indented parking | Council owned land
- **Location 2.3:** Maryborough Hospital | construct additional parking | Privately owned land.

High level concept plans for each potential site is included at **Appendix B**.

Table 3.2 summarises our review of each potential site, including identification of key constraints.

Table 3.2: Review of Potential Sites: Focus Area #2

ID	Ownership	Parking Type	Constraints	Additional Supply	Viable?
2.1	Council	On-street	<ul style="list-style-type: none"> ▪ Additional footpaths are required on Yaralla Street and Neptune Street 	230*	Yes
2.2	Council	On-street	<ul style="list-style-type: none"> ▪ Pedestrian connectivity ▪ Potential infrastructure within the verge 	25	Yes
2.3	Private	N/A	<ul style="list-style-type: none"> ▪ Private property 	N/A	N/A

**Parking spaces are provided by formalising on street parking, therefore, there is no net increase in parking.*

In summary:

- there are limited opportunities for Council to provide additional parking in proximity to the hospital. Nevertheless, on-street parking around the hospital could be formalised to maximise the supply; and
- the hospital will need to provide additional on-site parking to cater for future demands and as such, it is recommended that Council commence discussions with the hospital to confirm their plans.

3.4.4 Recommended Strategies

Short Term Strategies

- **Strategy Item #S.2.1:** formalise on-street parking on Yaralla Street, Neptune Street and Walker Street;
- **Strategy Item #S.2.2:** extend the short-stay parking along the Walker Street frontage of the hospital;
- **Strategy Item #S.2.3:** commence planning for additional indented parking along Aberdeen Street;
- **Strategy Item #S.2.4:** liaise with the hospital regarding the provision for additional disabled parking spaces on-site, in proximity to Walker Street; and
- **Strategy Item #S.2.5:** liaise with the hospital regarding their plans to manage parking into the future.

Medium Term Strategies

- **Strategy Item #M.2.1:** construct indented parking along Aberdeen Street.

Long Term Strategies

- **Strategy Item #L.2.1:** construct additional parking within hospital site (to be provided by the hospital).

3.5 FOCUS AREA #4: PIALBA

3.5.1 Future Challenges

Key findings from the Stage 2 report are summarised below:

- Peak Parking period = Thursday 11:30am;
- The industrial precinct will record a total parking shortfall of 13 on-street car parking spaces in 2038. Note: This does not consider potential overflow from surrounding over capacity off-street parking areas
- **Short Term:** parking demands are likely to reach / exceed capacity at:
 - On Street: Old Maryborough Road, Liuzzi Street and Carlo Street; and
 - Off Street: nil.
- **Medium Term:** parking demands are likely to reach / exceed capacity at:
 - On Street: Old Maryborough Road, Liuzzi Street and Carlo Street; and
 - Off Street: C2 (Hervey Bay Library).
- **Long Term:** parking demands are likely to reach / exceed capacity at:
 - On Street: Old Maryborough Road, Liuzzi Street, Carlo Street, Islander Road and Beach Road; and
 - Off Street: C2 (Hervey Bay Library).

In summary, Focus Area #4 near the industrial precinct will exceed capacity in the short term whilst parking demands at the Hervey Bay Library will exceed capacity in the medium term.

3.5.2 Strategy Overview

The recommended strategies to address the potential future parking issues are outlined below:

- construct additional car parking near the industrial precinct; and
- construct additional parking near the Hervey Bay Library.

3.5.3 Review of Potential Sites

Figure 3.3 illustrates the potential locations identified for additional parking or formalised on-street parking.



Figure 3.3: Focus Area #4: Potential Parking Locations

Relevant details for each site are summarised below:

- **Location 4.1:** Lot 501 on RP894298 | at-grade car parking | Council owned land
- **Location 4.2:** 20-24 Liuzzi Street | at-grade car parking | Privately owned land
- **Location 4.3:** 129-141 Old Maryborough Road | at-grade car parking | Privately owned land
- **Location 4.4:** Carlo Street | at-grade car parking | Council owned land
- **Location 4.5:** Lot 1 on RP906436 near the Hervey Bay Library | at-grade parking | Council owned land.

High level concept plans for each potential site is included at **Appendix C**.

Table 3.3 summarises our review of each potential site, including identification of key constraints.

Table 3.3: Review of Potential Sites: Focus Area #4

ID	Ownership	Parking Type	Constraints	Additional Supply	Viable?
4.1	Council	At-grade	<ul style="list-style-type: none"> ▪ The site is an existing stormwater drain ▪ Significant construction costs 	100	No
4.2	Private	Private	<ul style="list-style-type: none"> ▪ The site is made up of four (4) privately owned parcels 	200	No
4.3	Private	Private	<ul style="list-style-type: none"> ▪ The site is made up of four (4) privately owned parcels 	200	No
4.4	Council	On-street	<ul style="list-style-type: none"> ▪ Proximity to water ▪ Additional footpaths required 	49	Yes
4.5	Council	At-grade	<ul style="list-style-type: none"> ▪ Nil 	250	Yes

In summary:

- there are limited opportunities for Council to provide additional parking near the industrial precinct; and
- there is an opportunity for Council to provide additional parking in proximity to the Hervey Bay Library, by formalising the existing overflow parking area. However, this is subject to the “Hervey Bay CBD Urban Renewal Master Plan” which nominates the existing at-grade car park at the Hervey Bay Library as a potential site for a future multi-level parking structure.

3.5.4 Recommended Strategies

Short Term Strategies

- **Strategy Item #S.4.1:** construct kerbside parking along Carlo Street; and
- **Strategy Item #S.4.2:** confirm status of the parking recommendations outlined in the Hervey Bay CBD Urban Renewal Master Plan.

Medium Term Strategies

- **Strategy Item #M.4.1:** Construct additional at-grade parking near the library if required, and subject to the outcomes of the Hervey Bay CBD Urban Renewal Master Plan.

3.6 FOCUS AREA #5: SCARNESS

3.6.1 Future Challenges

Key findings from the Stage 2 report are summarised below:

- Peak Parking period = Thursday 8:30am;
- **Short Term:** parking demands are likely to reach / exceed capacity at:
 - On Street: sections of Charlton Esplanade; and
 - Off Street: C9 (Beach House Hotel) and C10 (Enzo's).
- **Medium Term:** parking demands are likely to reach / exceed capacity at:
 - On Street: sections of Charlton Esplanade and Queens Road; and
 - Off Street: C3 (Seafront), C9 and C10.
- **Long Term:** parking demands are likely to reach / exceed capacity at:
 - On Street: Charlton Esplanade, Queens Road, McKean Street; and
 - Off Street: C3, C9 and C10.

In summary, on-street and off-street demands near Charlton Esplanade / Queens Road will exceed capacity in the medium term. Roads further from the shorefront maintain spare capacity in the long term.

3.6.2 Strategy Overview

The recommended strategies to address the potential future parking issues are outlined below:

- line marking additional on-street parking back from the foreshore and install wayfinding signage along the foreshore to direct visitors to parking opportunities; and
- provide improved pedestrian links between on-street parking and foreshore.

3.6.3 Review of Potential Sites

Figure 3.4 illustrates the potential locations identified for additional parking or formalised on-street parking.



Figure 3.4: Focus Area #5: Potential Parking Locations

Relevant details for each site are summarised below:

- **Location 5.1:** Freshwater Street , Frank Street, Queen Street, and McKean Road | on-street parking | Council owned;
- **Location 5.2:** McKean Road | at-grade car parking | Council owned; and
- **Location 5.3:** Charlton Esplanade | at-grade parking | Private owned.

High level concept plans for each potential site is included at **Appendix D**.

Table 3.4 summarises our review of each potential site, including identification of key constraints.

Table 3.4: Review of Potential Sites: Focus Area #5

ID	Ownership	Parking Type	Constraints	Additional Supply	Viable?
5.1	Council	On-street	<ul style="list-style-type: none"> ▪ Additional footpaths required on McKean Road and Freshwater Street ▪ Lack of direct pedestrian connections 	130*	Yes
5.2	Council	At-grade	<ul style="list-style-type: none"> ▪ The site is an existing stormwater drain 	40	No
5.3	Private	At-grade	<ul style="list-style-type: none"> ▪ Privately owned land ▪ Mature trees 	15	Yes

*Parking spaces are provided by formalising on street parking, therefore, there is no net increase in parking.

In summary:

- there are limited opportunities for Council to provide additional parking in proximity to the foreshore. Nevertheless, on-street parking one (1) street back could be formalised to maximise supply;
- to maximise the utilising of on-street parking one (1) street back from the foreshore area, Council will need to provide additional pedestrian infrastructure and look for opportunities to provide direct pedestrian linkages to the foreshore as sites redevelop over time; and
- there is an opportunity for Council to work with the Fraser Coast Beachfront Tourist Parks (caravan park) to provide additional public parking at the entrance, adjacent to Charlton Esplanade.

3.6.4 Recommended Strategies

Short Term Strategies

- **Strategy Item #S.5.1:** line mark on-street parking along McKean Road, Queens Road, Freshwater Street and Frank Street, and provide additional footpaths and wayfinding signage as required;
- **Strategy Item #S.5.2:** liaise with the caravan park regarding the provision of additional public parking in proximity at the entrance, adjacent to at Charlton Esplanade'; and
- **Strategy Item #S.5.3:** identify potential sites that could provide direct pedestrian linkages to the foreshore area as redevelopment occurs over time.

Medium Term Strategies

- **Strategy Item #M.5.1:** construct a new public at-grade car park at the caravan park, adjacent to Charlton Esplanade; and
- **Strategy Item #M.5.2:** provide direct pedestrian linkages to the foreshore area.

3.7 FOCUS AREA #6: TORQUAY

3.7.1 Existing Parking Allocation

Key findings from the Stage 2 report are summarised below:

- Peak Parking period = Thursday 2:30pm;
- **Short Term:** parking demands are likely to reach / exceed capacity at:
 - On Street: minimal; and
 - Off Street: C1 (Bill Fraser Car Park).
- **Medium Term:** parking demands are likely to reach / exceed capacity at:
 - On Street: minimal; and
 - Off Street: C1 (Bill Fraser Car Park).
- **Long Term:** parking demands are likely to reach / exceed capacity at:
 - On Street: sections of Charlton Esplanade and Freshwater Street; and
 - Off Street: C1 (Bill Fraser Car Park).

In summary, the Bill Fraser Car Park is at capacity now and in the long term, on-street capacity may be exceeded near the foreshore. Roads further from the foreshore maintain spare capacity in the long term.

3.7.2 Strategy Overview

The recommended strategies to address the potential future parking issues are outlined below:

- line marking additional on-street parking back from the foreshore and install wayfinding signage along the foreshore to direct visitors to parking opportunities; and
- provide additional on-street car parking on Freshwater Street.

3.7.3 Review of Potential Sites

Figure 3.5 illustrates the potential locations identified for additional parking or formalised on-street parking.



Figure 3.5: Focus Area #6: Potential Parking Locations

Relevant details for each site are summarised below:

- **Location 6.1:** Campbell Street and Truro Street | On-street parking | Council owned; and
- **Location 6.2:** Freshwater Street | At-grade parking | Council owned

High level concept plans for each potential site is included at **Appendix E**.

Table 3.5 summarises our review of each potential site, including identification of key constraints.

Table 3.5: Review of Potential Sites: Focus Area #6

ID	Ownership	Parking Type	Constraints	Additional Supply	Viable?
6.1	Council	On-street	<ul style="list-style-type: none"> ▪ Campbell Street = nil ▪ Truro Street = nil. Although works are required within the verge ▪ Freshwater Street = nil. Although a new footpath would be required 	140*	Yes
6.2	Council	At-grade	<ul style="list-style-type: none"> ▪ Trees ▪ Access to private properties 	80	Yes

**Majority of parking spaces are provided by formalising on street parking, therefore, there is no net increase in parking.*

In summary:

- there are limited opportunities for Council to provide additional parking in proximity to the foreshore. Nevertheless, on-street parking one (1) street back could be formalised to maximise supply;
- to maximise the utilising of on-street parking one (1) street back from the foreshore area, Council will need to provide additional pedestrian infrastructure and look for opportunities to provide direct pedestrian linkages to the foreshore as sites redevelop over time; and
- there is an opportunity for Council to extend the existing central car parking area on Freshwater Street.

3.7.4 Recommended Strategies

Short Term Strategies

- **Strategy Item #S.6.1:** formalise on-street parking spaces along Campbell Street, Truro Street, and Freshwater Street, and provide additional footpaths and wayfinding signage as required;
- **Strategy Item #S.6.2:** identify potential sites that could provide additional direct pedestrian linkages to the foreshore area as redevelopment occurs over time; and
- **Strategy Item #S.6.3:** investigate opportunities to extend the at-grade car park on Freshwater Street

Medium Term Strategies

- **Strategy Item #M.6.1:** if feasible, extend the at-grade car park on Freshwater Street; and
- **Strategy Item #M.6.2:** provide additional direct pedestrian linkages to the foreshore area.

3.8 FOCUS AREA #7: URANGAN

3.8.1 Summary of Results

Key findings from the Stage 2 report are summarised below:

- Peak Parking period = Saturday 10:30am;
- **Short Term:** parking demands are likely to reach / exceed capacity at:
 - On Street: sections of Charlton Esplanade near Urangan Pier; and
 - Off Street: nil.
- **Medium Term:** parking demands are likely to reach / exceed capacity at:
 - On Street: sections of Charlton Esplanade near pier; and
 - Off Street: nil.
- **Long Term:** parking demands are likely to reach / exceed capacity at:
 - On Street: sections of Charlton Esplanade and Pier Street near Urangan Pier; and
 - Off Street: C6 (Sporties Club).

In summary, minor sections of on-street parking may exceed capacity, however, roads further from the foreshore maintain spare capacity in the long term.

3.8.2 Strategy Overview

The recommended strategies to address the potential future parking issues are outlined below:

- line marking additional on-street parking back from the foreshore and install wayfinding signage along the foreshore to direct visitors to parking opportunities;
- provide additional formalised on-street parking back from the foreshore.

3.8.3 Review of Potential Sites

Figure 3.6 illustrates the potential locations identified for formalised on-street parking.



Figure 3.6: Focus Area #7: Potential Parking Locations

Relevant details for each site are summarised below:

- **Location 7.1:** Hibiscus Street, Beulah Street, Charlton Street and Johnson Street | On-street parking | Council owned land.

High level concept plans for each potential site is included at **Appendix F**.

Table 3.6 summarises our review of each potential site, including identification of key constraints.

Table 3.6: Review of Potential Sites: Focus Area #7

ID	Ownership	Parking Type	Constraints	Additional Supply	Viable?
7.1	Council	On-street	<ul style="list-style-type: none"> ▪ Hibiscus Street = nil ▪ Johnson Street = insufficient road width ▪ Beulah Street = insufficient road width ▪ Charlton Street = impact on verge / path 	150*	<ul style="list-style-type: none"> ▪ Yes ▪ Yes ▪ Yes ▪ No

**Majority of parking spaces are provided by formalising on street parking, therefore, there is no net increase in parking.*

In summary:

- there are limited opportunities for Council to provide additional parking in proximity to the foreshore. Nevertheless, on-street parking one (1) street back could be formalised to maximise supply;
- to maximise the utilising of on-street parking one (1) street back from the foreshore area, Council will need to provide additional pedestrian infrastructure and look for opportunities to provide direct pedestrian linkages to the foreshore as sites redevelop over time; and
- there appears to be limited benefit for providing on-street parking along Beulah or Johnson Street when considering the potential cost versus the limited additional parking that would be provided.

3.8.4 Recommended Strategies

Short Term Strategies

- **Strategy Item #S.7.1:** line mark on-street parking spaces along Hibiscus Street and provide wayfinding signage as required
- **Strategy Item #S.7.2:** investigate opportunities to widen Johnson Street and Beulah Street
- **Strategy Item #S.7.3:** identify potential sites that could provide additional direct pedestrian linkages to the foreshore area as redevelopment occurs over time.

Medium Term Strategies

- **Strategy Item #M.7.1:** if feasible and warranted, widen Johnson Street and Beulah Street and provide additional on-street parking spaces
- **Strategy Item #M.7.2:** provide additional direct pedestrian linkages to the foreshore area.

3.9 FOCUS AREA #8: HERVEY BAY HOSPITAL PRECINCT

3.9.1 Future Challenges

Key findings from the Stage 2 report are summarised below:

- Peak Parking period = Thursday 11:30am;
- **Short Term:** parking demands are likely to reach / exceed capacity at:
 - On Street: Hershel Court; and
 - Off Street: C1, C3, C4, C7 and C9
- **Medium Term:** parking demands are likely to reach / exceed capacity at:
 - On Street: Hershel Court; and
 - Off Street: C1, C2, C3, C4, C7 and C9
- **Long Term:** parking demands are likely to reach / exceed capacity at:
 - On Street: Hershel Court, Medical Place and Village Court; and
 - Off Street: C1, C2, C3, C4, C7 and C9, C11.

In summary, off-street parking within Focus Area #8 will exceed capacity in the short term with an overall parking undersupply focus area wide in the medium term.

3.9.2 Strategy Overview

The recommended strategies to address the potential future parking issues are outlined below:

- formalise on-street parking along Bayswater Drive;
- provide additional at-grade parking within walking distance to the hospitals; and
- construct a multi-storey car park.

3.9.3 Review of Potential Sites

Figure 3.7 illustrates the potential locations identified for additional parking or formalised on-street parking.

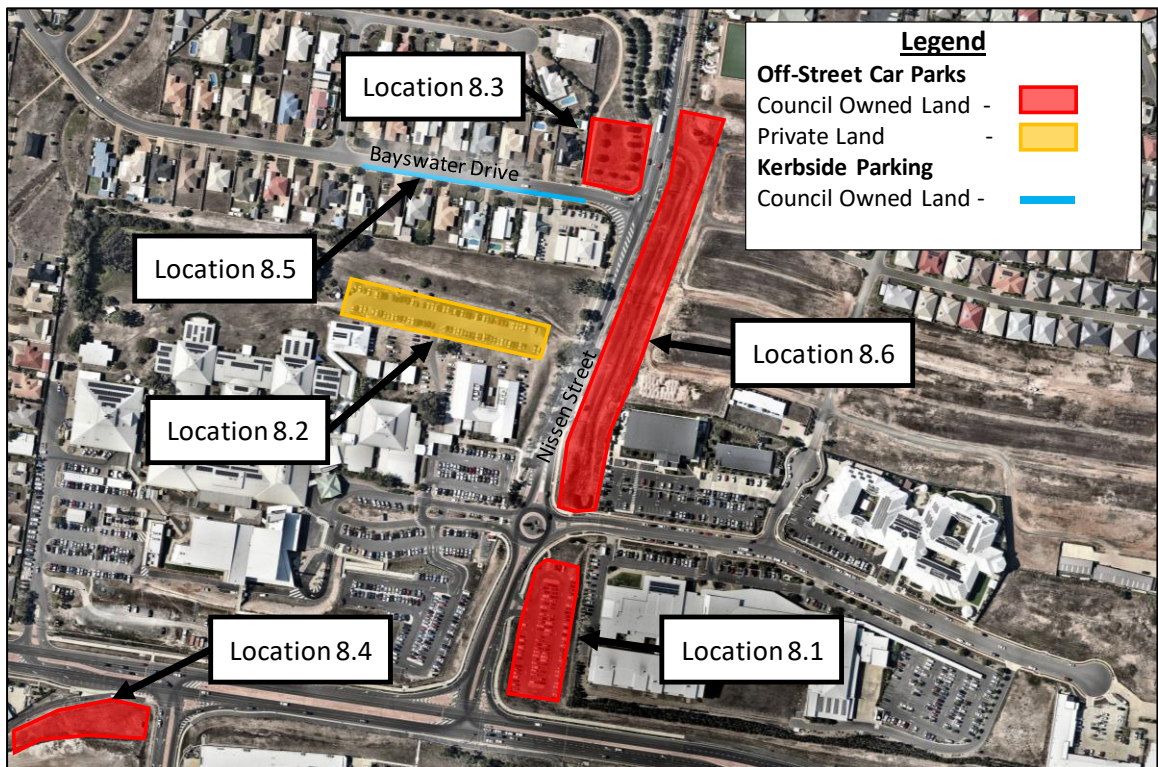


Figure 3.7: Focus Area #8: Potential Parking Locations

Relevant details for each site are summarised below:

- **Location 8.1:** C2 carpark | multi-storey | Council owned;
- **Location 8.2:** Hervey Bay Hospital | multi-storey | Privately owned;
- **Location 8.3:** Lot 300 on SP177741 | at-grade parking | Council Owned;
- **Location 8.4:** Lot 53 on SP259680 | at-grade parking | Council owned;
- **Location 8.5:** Bayswater Drive | on-street parking | Council owned; and
- **Location 8.6:** Nissen Street road reserve | at-grade parking | Council owned.

High level concept plans for each potential site is included at **Appendix G**.

Table 3.7 summarises our review of each potential site, including identification of key constraints.

Table 3.7: Review of Potential Sites: Focus Area #8

ID	Ownership	Parking Type	Constraints	Additional Supply	Viable?
8.1	Council	Multi-Storey	<ul style="list-style-type: none"> ▪ pedestrian access between hospitals ▪ left-in / left-out access arrangement 	500	Yes
8.2	Private	Multi-Storey	<ul style="list-style-type: none"> ▪ pedestrian access between hospitals ▪ private property 	N/A	N/A
8.3	Council	At-grade	<ul style="list-style-type: none"> ▪ proximity to intersection ▪ pedestrian safety crossing the road 	15	No
8.4	Council	At-grade	<ul style="list-style-type: none"> ▪ subject to a development application ▪ access arrangement ▪ proximity to intersection 	40	Yes
8.5	Council	At-grade	<ul style="list-style-type: none"> ▪ location of driveways ▪ residential opposition to catering for medical centre parking on-street 	15*	Yes
8.6	Council	At-grade	<ul style="list-style-type: none"> ▪ the site is an existing stormwater drain ▪ limited access options 	200	Yes

**Majority of parking spaces are provided by formalising on street parking, therefore, there is no net increase.*

In summary:

- there are limited low cost opportunities for Council to provide additional parking in this precinct; and
- a multi-storey car park will ultimately be required, and this should be delivered by the hospital.

3.9.4 Recommended Strategies

Short Term Strategies

- **Strategy Item #S.8.1:** formalise on-street parking spaces on the southern side of Bayswater Drive;
- **Strategy Item #S.8.2:** liaise with the Hervey Bay Hospital regarding their plans to manage parking;
- **Strategy Item #S.8.3:** investigate opportunities to convert Council's car park into a multi-storey;
- **Strategy Item #S.8.4:** investigate opportunities to incorporate at-grade parking within the mobility corridor adjacent to Madsen Road, as part of the subject development application; and
- **Strategy Item #S.8.5:** investigate opportunities to provide at-grade parking within the drainage corridor.

Medium Term Strategies

- **Strategy Item #M.8.1:** if required, construct at-grade car park over the existing drain within the Nissen Street road reserve. This could be staged, with the southern section delivered first; and
- **Strategy Item #M.8.2:** if required, construct at-grade car park within the mobility corridor.

Long Term Strategies

- **Strategy Item #L.8.1:** Hervey Bay Hospital to construct a multi-storey carpark; and
- **Strategy Item #L.8.2:** if required, convert Council's car park to a multi-storey car park.

4. ACTION PLAN & COST ESTIMATES

The recommended next steps to implement the Fraser Coast Parking Strategy are:

- adopt the recommended parking strategies;
- initiate discussions with the Maryborough and Hervey Bay Hospitals regarding their plans to manage parking in and around the hospitals into the future, including provision or additional parking;
- undertake detailed evaluation and business case studies for candidate sites for parking stations;
- progressively implement the strategies and actions in Table 4.1.

Table 4.1 provides a summary of the recommended action plan. The action plan lists all recommended strategies including recommended trigger / timing, responsibility, and indicative costs.

The type of action has been categorised as one (1) of the following:

- Infrastructure Action; and
- Planning Action.

Cost estimates are based on the following rates:

- planning: \$10,000;
- signs: \$150 per sign;
- line markings: \$5 per linear metre;
- pathways: \$500 per linear metre;
- at-grade parking spaces: \$7,000 per space; and
- parking structure: \$20,000 per space.

It is important to note that the costs estimates are **high level** ball park estimates to assist Council with decision marking, prioritisation, and future planning.

The actions have been prioritised based on the following:

- low / no cost actions to occur in the short term;
- planning / feasibility investigations for major infrastructure items to occur in the short term;
- delivery of 'low cost' infrastructure items to occur in the medium term; and
- delivery of 'high cost' infrastructure items to occur in the long term.

Table 4.1: Recommended Action Plan

Timing / Trigger	ID	Focus Area	Description	Type of Action	Responsibility	Indicative Cost
Short Term (2019 to 2023)						
2019	S.2.4	2	Liaise with the Maryborough Hospital regarding the provision of additional disabled parking	Planning Action	FCRC / Hospital	\$0
	S.2.5	2	Liaise with the Maryborough Hospital regarding their future plans to manage parking	Planning Action	FCRC / Hospital	\$0
	S.4.2	4	Confirm status of parking recommendations from Hervey Bay CBD Urban Renewal Master Plan	Planning Action	FCRC	\$0
	M.8.2	8	Liaise with Hervey Bay Hospital regarding their plans to manage parking	Planning Action	FCRC / Hospital	\$0
2020	S.5.2	5	Liaise with the Scarness Tourist Park regarding opportunities to provide additional parking	Planning Action	FCRC / Caravan Park	\$0
	S.5.3	5	Identify sites that could provide direct pedestrian linkages to the Scarness foreshore area as redevelopment occurs	Planning Action	FCRC	\$0
	S.6.2	6	Identify sites that could provide direct pedestrian linkages to the Torquay foreshore area as redevelopment occurs	Planning Action	FCRC	\$0
	S.7.4	7	Identify sites that could provide direct pedestrian linkages to the Urangan foreshore area as redevelopment occurs	Planning Action	FCRC	\$0
	S.2.2	2	Extend the short-stay parking along the Walker Street frontage of the hospital	Infrastructure Action	FCRC	\$1,000
	M.8.1	8	Formalise on-street parking on the southern side of Bayswater Drive	Infrastructure Action	FCRC	\$1,000
	M.8.5	8	Investigate opportunities to provide at-grade parking within the drainage corridor on Nissen Street	Planning Action	FCRC	\$10,000
2021	S.1.2	1	Commence planning for new multi-storey car park within Maryborough	Planning Action	FCRC	\$10,000
	S.2.3	2	Commence planning for additional indented parking along Aberdeen Street	Planning Action	FCRC	\$10,000
	S.6.3	6	Commence planning to extend the existing at-grade car park on Freshwater Street	Planning Action	FCRC	\$10,000
	S.7.2	7	Investigate opportunities to widen the pavement on Johnson Street and Beulah Street	Planning Action	FCRC	\$10,000
	M.8.3	8	Investigate opportunities to convert Council's car park into a multi-storey car park	Planning Action	FCRC	\$10,000
	M.8.4	8	Investigate opportunities to incorporate at-grade parking within the mobility corridor adjacent to Madsen Road	Planning Action	FCRC / Developer	\$10,000
	S.1.1	1	Expand the existing Alan & June Brown Car Park	Infrastructure Action	FCRC	\$595,000
2022	S.2.1	2	Formalise on-street parking on Yaralla Street, Neptune Street, and Walker Street, and provide additional footpaths	Infrastructure Action	FCRC	\$297,000
	S.4.1	4	Construct kerbside parking along Carlo Street	Infrastructure Action	FCRC	\$306,000
2023	S.5.1	5	Formalise on-street parking on McKean Road, Queens Road, Freshwater Street, and Frank Street, plus footpaths and signage	Infrastructure Action	FCRC	\$266,000
	S.6.1	6	Formalise on-street parking on Campbell Street, Truro Street, and Freshwater Street, plus footpaths and signage	Infrastructure Action	FCRC	\$286,000
	S.7.1	7	Formalise on-street parking on Hibiscus Street, plus footpaths and signage	Infrastructure Action	FCRC	\$175,000
Total	Total					\$2M

ID		Focus Area	Description	Type of Action	Responsibility	Indicative Cost
Medium Term (2024 to 2028)						
2024	M.8.1	8	Construct at-grade car park over existing drain within the Nissen Street road reserve	Infrastructure Action	FCRC	\$4,020,000
2025	M.8.2	8	Construct at-grade car park within the mobility corridor adjacent to Madsen Road	Infrastructure Action	FCRC / Developer	\$259,000
	M.1.2	1	Investigate opportunities to incorporate additional parking into the redevelopment of Council's admin building in Maryborough	Planning Action	FCRC	\$0
	M.1.1	1	Construct at-grade car park at preferred multi-storey car park site within Maryborough	Infrastructure Action	FCRC	\$595,000
2026	M.2.1	2	Construct indented parking along Aberdeen Street	Infrastructure Action	FCRC	\$210,000
	M.6.1	6	Extend at-grade car park on Freshwater Street	Infrastructure Action	FCRC	\$595,000
2027	M.4.1	4	Formalise the existing overflow parking area at the Hervey Bay Library	Infrastructure Action	FCRC	\$1,701,000
2028	M.5.1	5	Construct a new public at-grade car park at the entrance to the Scarness Tourist Park	Infrastructure Action	FCRC	\$119,000
	M.7.1	7	If feasible and warranted, widen Johnson Street and Beulah Street to provide additional on-street parking	Infrastructure Action	FCRC	\$325,000
n/a	M.5.2	5	Provide direct pedestrian linkages to the foreshore area as redevelopment occurs in Scarness	Infrastructure Action	FCRC / Developer	\$0
n/a	M.6.2	6	Provide direct pedestrian linkages to the foreshore area as redevelopment occurs in Torquay	Infrastructure Action	FCRC / Developer	\$0
n/a	M.7.3	7	Provide direct pedestrian linkages to the foreshore area as redevelopment occurs in Urangan	Infrastructure Action	FCRC / Developer	\$0
Total	Total					\$8M
Long Term (2029 to 2038)						
2030	L.8.2	8	Construct one (1) multi-storey car park adjacent to the Hervey Bay Hospital	Infrastructure Action	FCRC	\$10,360,000
2032	L.1.1	1	Construct one (1) multi-storey car park within Maryborough	Infrastructure Action	FCRS	\$6,240,000
n/a	L.1.2	1	Construct additional public parking as part of the redevelopment of the Council Administration Building in Maryborough	Infrastructure Action	FCRS	n/a
n/a	L.2.1	2	Construct one (1) multi-storey car park at the Maryborough Hospital	Infrastructure Action	Maryborough Hospital	n/a
n/a	L.8.1	8	Construct one (1) multi-storey car park at the Hervey Bay Hospital	Infrastructure Action	Hervey Bay Hospital	n/a
Total	Total					\$16.5M
						\$26.5M

5. CONCLUSION

A review of the existing and forecast future parking demands in key focus areas within Maryborough and Hervey Bay indicates that parking demands across the region are moderate. Typically, high parking demands are localised to key 'hotspots' within the region, near key trip attractors and / or destinations.

Based on the above, Council should focus its parking investment in the Maryborough CBD, and around the Maryborough and Hervey Bay Hospitals where parking data has confirmed parking capacity issues.

In the **Maryborough CBD**, there is a need for additional at-grade parking in the short term. This could be facilitated through an expansion of the existing Council-owned Alan & June Brown Car Park. In the long term, it appears that Council will need to invest in a multi-storey parking structure on the fringe of the commercial core to accommodate increased parking demands. There are three (3) Council-owned sites that could potentially be utilised for a parking station, including on Richmond Street, Ellena Street, and Kent Street. However, further investigations are required to confirm feasibility and identify a preferred site. Importantly, the preferred site could be utilised for at-grade parking in the interim until the parking station is delivered.

At the **Maryborough Hospital**, the off-street parking supply is at practical capacity now with overflow parking demands occurring on Walker Street, Neptune Street, and Yaralla Street. Whilst this typically occurs at hospitals, it is recommended that the on-street parking around the hospital is formalised to maximise the supply. Furthermore, long-stay on-street parking along the Walker Street frontage of the hospital should be converted to short-stay parking for bona-fide visitors. In the long term, the hospital will need to provide additional off-street parking to accommodate increasing demands and as such, it is recommended that Council commence discussions with the hospital to confirm their plans to manage parking into the future.

At the **Hervey Bay Hospital**, there are significant parking demands and a need for additional parking now. Unfortunately, there are limited low cost opportunities for Council to provide additional parking in this precinct. Further investigations are required to confirm the feasibility of constructing at-grade parking within the mobility corridor adjacent to Madsen Road and / or within the drainage corridor on Nissen Street, with potential delivery in the medium term. In the long term, the hospital will need to provide additional off-street parking to accommodate increasing demands and as such, it is recommended that Council commence discussions with the hospital to confirm their plans to manage parking into the future.






In **Pialba**, there are parking 'hot spots' around the industrial area with overflow parking currently occurring on vacant private property. Unfortunately, there are limited low cost opportunities for Council to provide additional parking in this precinct. Whilst there is an opportunity for Council to provide additional parking in proximity to the Hervey Bay Library, by formalising the existing overflow parking area, this area is subject to the "Hervey Bay CBD Urban Renewal Master Plan" which nominates the existing at-grade car park at the Hervey Bay Library as a potential site for a future multi-level parking structure.

Around the foreshore areas of **Scarness, Torquay, and Urangan**, it is recommended that Council formalises and encourages parking one (1) street back from Charlton Esplanade (i.e. McKean Road / Freshwater Street in Scarness, Freshwater Street / Campbell Street and Truro Street in Torquay, and Hibiscus Street in Urangan). To maximise the utilisation in these areas, Council will need to provide additional pedestrian infrastructure, potentially install wayfinding signage, and look for opportunities to provide direct pedestrian linkages to the foreshore as sites along Charlton Esplanade redevelop over time.

APPENDIX A

***FOCUS AREA #1 CONCEPT PLANS:
MARYBOROUGH COMMERCIAL CORE***



LEGEND:
 PROPERTY BOUNDARY: 
 PROPOSED INDICATIVE FOOTPATH: 
 PROPOSED CARPARK CONVERSION: 
 EXISTING FOOTPATH: 
 PARKING DIMENSIONS: 

Parking Concept Locations:
 1.1) 496 Kent Street Off-Street Concept (A & B)
 1.2) 105 Bazaar Street Multi-Storey Concept
 1.3) 28 Ellena St Concept (A, B & C)
 1.4) Lennox Street Multi-Storey Concept
 1.5) 295 Kent Street Multi-Storey Concept



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REVISIONS			
Issue	Revisions/Descriptions	Drawn	Date
001	Parking Concept for Client Advice	R.B	19.08.2019






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ENGINEERING CERTIFICATION (RPEQ)			
Name	Signature	No.	Date

Project
 Maryborough and Hervey Bay
 Parking Strategy

Title
 Focus Area #1: Maryborough
 Location 1.1 Parking Concept

Design	Drawn	Checked
R.B	R.B	M.D
CONCEPT ONLY		
Project Number	Sheet Number	Issue
P3860	1	001
Date		
19.08.2019		

LEGEND:
 PROPERTY BOUNDARY: 
 PROPOSED INDICATIVE FOOTPATH: 
 PROPOSED CARPARK CONVERSION: 
 EXISTING FOOTPATH: 
 PARKING DIMENSIONS: 

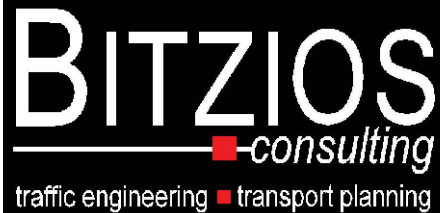
TOTAL BAYS ADDED:
 133x Car Spaces

Street Address: Kent St, Maryborough
 Lot No.: 2 on M20285



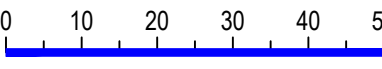
Relocate 5x RCV Parking Bays

1m Separation from Property Boundary



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 E: admin@bitziosconsulting.com.au
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REVISIONS		Drawn	Date
Issue	Revisions/Descriptions		
001	Parking Concept for Client Advice	R.B	19.08.2019






Scale @ A3  1:1000

ENGINEERING CERTIFICATION (RPEQ)

Name	Signature	No.	Date

Project	Maryborough and Hervey Bay Parking Strategy
Title	Focus Area #1: Maryborough Location 1.1A Parking Concept

Design	R.B	Drawn	R.B	Checked	M.D
CONCEPT ONLY					Date
					19.08.2019
Project Number	P3860	Sheet Number	2	Issue	001

LEGEND:
 PROPERTY BOUNDARY: 
 PROPOSED INDICATIVE FOOTPATH: 
 PROPOSED CARPARK CONVERSION: 
 EXISTING FOOTPATH: 
 PARKING DIMENSIONS: 

TOTAL BAYS ADDED:
 85x Car Spaces

Street Address: Kent St, Maryborough
 Lot No.: 2 on M20285

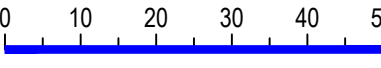
Relocate 5x RCV Parking Bays

Proposed Easement for Station Square Shopping
 Centre Northern Expansion (513/3-091397)

1m Separation from Property Boundary



REVISIONS		Drawn	Date
Issue	Revisions/Descriptions		
001	Parking Concept for Client Advice	R.B	19.08.2019






Scale @ A3  1:1000

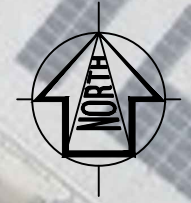
ENGINEERING CERTIFICATION (RPEQ)

Name	Signature	No.	Date

Project	Maryborough and Hervey Bay Parking Strategy
Title	Focus Area #1: Maryborough Location 1.1BA Parking Concept

Design	R.B	Drawn	R.B	Checked	M.D
CONCEPT ONLY					Date
					19.08.2019
Project Number	P3860	Sheet Number	3	Issue	001

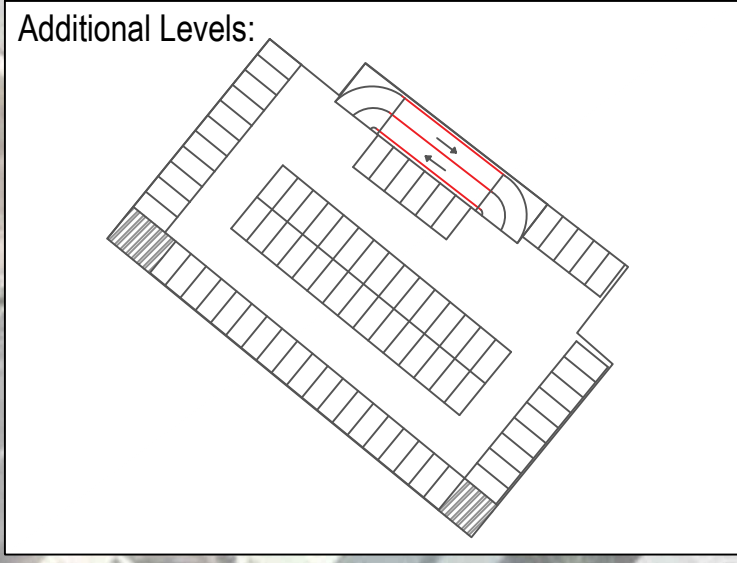
LEGEND:
 PROPERTY BOUNDARY: 
 PROPOSED INDICATIVE FOOTPATH: 
 PROPOSED CARPARK CONVERSION: 
 EXISTING FOOTPATH: 
 PARKING DIMENSIONS: 



Type A 6m Vehicle Cross-Overs
as per IPWEA

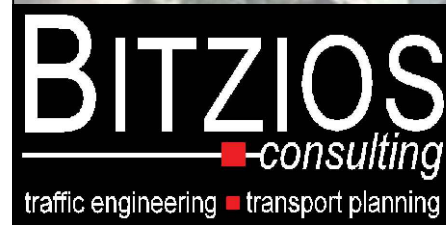
Street Address: 105 Bazaar Street
Lot No.: 2 on SP239114

BAYS ADDED:
 EXISTING: 79
 PROPOSED: 75 GROUND,
 78 per ADDITIONAL LVL
NET GAIN:
 -4 GROUND,
 78 per ADDITIONAL LVL



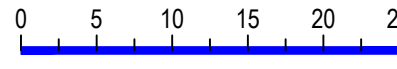
32m Two-Way Straight Ramp with flat turning bays
(ramp barriers and center line in red)

Potential area for multi storey
parking station conversion



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REVISIONS			
Issue	Revisions/Descriptions	Drawn	Date
001	Parking Concept for Client Advice	R.B	19.08.2019

Scale @ A3  1:500






ENGINEERING CERTIFICATION (RPEQ)

Name	Signature	No.	Date

Project
Maryborough and Hervey Bay
Parking Strategy

Title
Focus Area #1: Maryborough
Location 1.2 Parking Concept

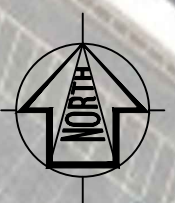
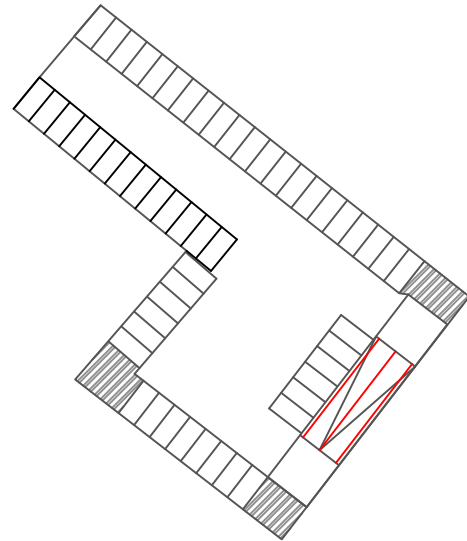
Design	Drawn	Checked
R.B	R.B	M.D
CONCEPT ONLY		Date 19.08.2019
Project Number P3860	Sheet Number 4	Issue 001

LEGEND:
 PROPERTY BOUNDARY: 
 PROPOSED INDICATIVE FOOTPATH: 
 PROPOSED CARPARK CONVERSION: 
 EXISTING FOOTPATH: 
 PARKING DIMENSIONS: 

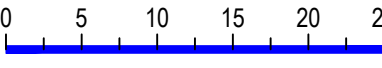
BAYS ADDED:
 EXISTING: 65
 PROPOSED: 54 GROUND,
 54 per ADDITIONAL LVL
NET GAIN:
 -11 GROUND,
 54 per ADDITIONAL LVL

Street Address: 25 Ellena Street
 Lot No.: 2&3 on RP91956

Additional Levels:



REVISIONS		Drawn	Date
Issue	Revisions/Descriptions		
001	Parking Concept for Client Advice	R.B	19.08.2019

Scale @ A3  1:500

ENGINEERING CERTIFICATION (RPEQ)






Name	Signature	No.	Date

Project
 Maryborough and Hervey Bay
 Parking Strategy

Title
 Focus Area #1: Maryborough
 Location 1.3 Parking Concept

Design	Drawn	Checked
R.B	R.B	M.D
CONCEPT ONLY		Date
Project Number	Sheet Number	Issue
P3860	5	001



LEGEND:
 PROPERTY BOUNDARY: 
 PROPOSED INDICATIVE FOOTPATH: 
 PROPOSED CARPARK CONVERSION: 
 EXISTING FOOTPATH: 
 PARKING DIMENSIONS: 

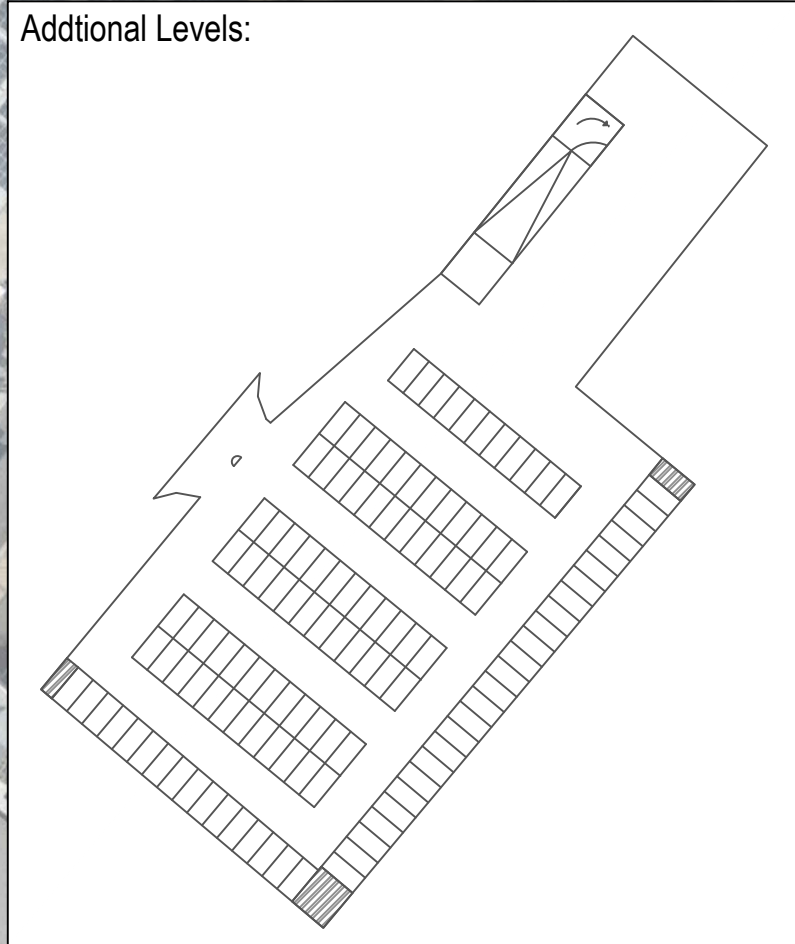
32m Two-Way Straight Ramp
with flat turning bays

Type C 13.5m Vehicle Cross-Over
as per IPWEA

Potential area for multi storey
parking station conversion

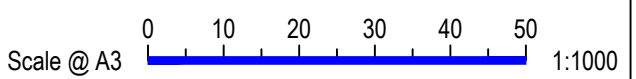
BAYS ADDED:
 EXISTING: 130
 PROPOSED: 127 GROUND,
127 per ADDITIONAL LVL
NET GAIN: -3 GROUND,
127 per ADDITIONAL LVL

Street Address: Lennox Street
 Lot No.: 2 on RP99382, 1 on RP136543, 1 on
 RP73682, 11 on M2056 & 1 on RP155681



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REVISIONS			
Issue	Revisions/Descriptions	Drawn	Date
001	Parking Concept for Client Advice	R.B	19.08.2019








ENGINEERING CERTIFICATION (RPEQ)

Name	Signature	No.	Date

Project
Maryborough and Hervey Bay
Parking Strategy

Title
Focus Area #1: Maryborough
Location 1.4 Parking Concept

Design	Drawn	Checked
R.B	R.B	M.D
CONCEPT ONLY		Date 19.08.2019
Project Number P3860	Sheet Number 6	Issue 001

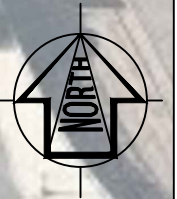
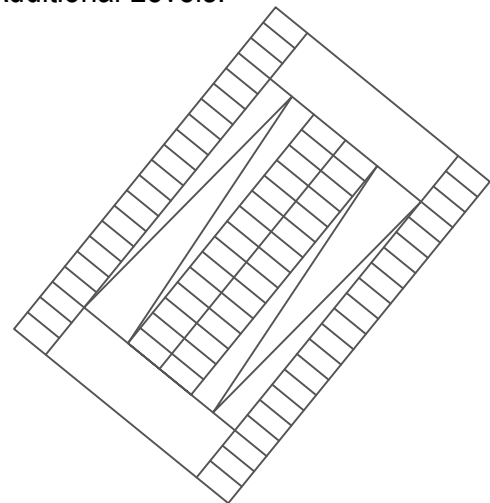
LEGEND:
 PROPERTY BOUNDARY: 
 PROPOSED INDICATIVE FOOTPATH: 
 PROPOSED CARPARK CONVERSION: 
 EXISTING FOOTPATH: 
 PARKING DIMENSIONS: 

BAYS ADDED:
 EXISTING: 64
 PROPOSED: 75 GROUND,
 72 per ADDITIONAL LVL
NET GAIN: 11 GROUND,
72 per ADDITIONAL LVL

Street Address: 295 Kent Street
 Lot No.: 7 on M140914

Type A 6m Vehicle Cross-Over
 as per IPWEA

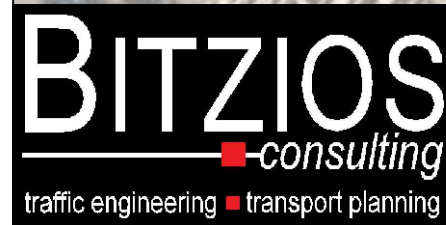
Additional Levels:



39m Two-Way Straight Ramp
 with flat turning bays

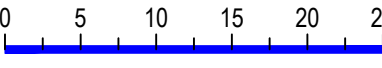
Potential area for multi storey
 parking station conversion

Upper Level



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REVISIONS			
Issue	Revisions/Descriptions	Drawn	Date
001	Parking Concept for Client Advice	R.B	19.08.2019

Scale @ A3  1:500

ENGINEERING CERTIFICATION (RPEQ)

Name	Signature	No.	Date

Project
 Maryborough and Hervey Bay
 Parking Strategy

Title
 Focus Area #1: Maryborough
 Location 1.5 Parking Concept

Design	Drawn	Checked
R.B	R.B	M.D
CONCEPT ONLY		Date 19.08.2019
Project Number P3860	Sheet Number 7	Issue 001


APPENDIX B

***FOCUS AREA #2 CONCEPT PLANS:
MARYBOROUGH HOSPITAL PRECINCT***





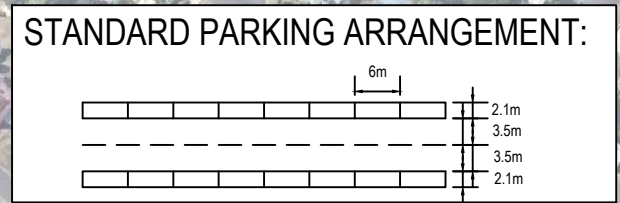
LEGEND:

- PROPERTY BOUNDARY:
- PROPOSED INDICATIVE FOOTPATH:
- PROPOSED CARPARK CONVERSION:
- EXISTING FOOTPATH:
- PARKING DIMENSIONS: 

Location 2.2:
Aberdeen Ave
Parking Concept

Location 2.3: Maryborough Hospital
Parking Concept

Location 2.1: Overall Parking Concept



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REVISIONS		Drawn	Date
Issue	Revisions/Descriptions		
001	Parking Concept for Client Advice	R.B	19.08.2019

Scale at A3 1:3000

ENGINEERING CERTIFICATION (RPEQ)			
Name	Signature	No.	Date

Project
Maryborough and Hervey Bay
Parking Strategy

Title
Focus Area #2: Maryborough Hospital
Location 2.0 Overview

Design	Drawn	Checked
R.B	R.B	M.D
CONCEPT ONLY		
Project Number	Sheet Number	Issue
P3860	1	001
Date		19.08.2019

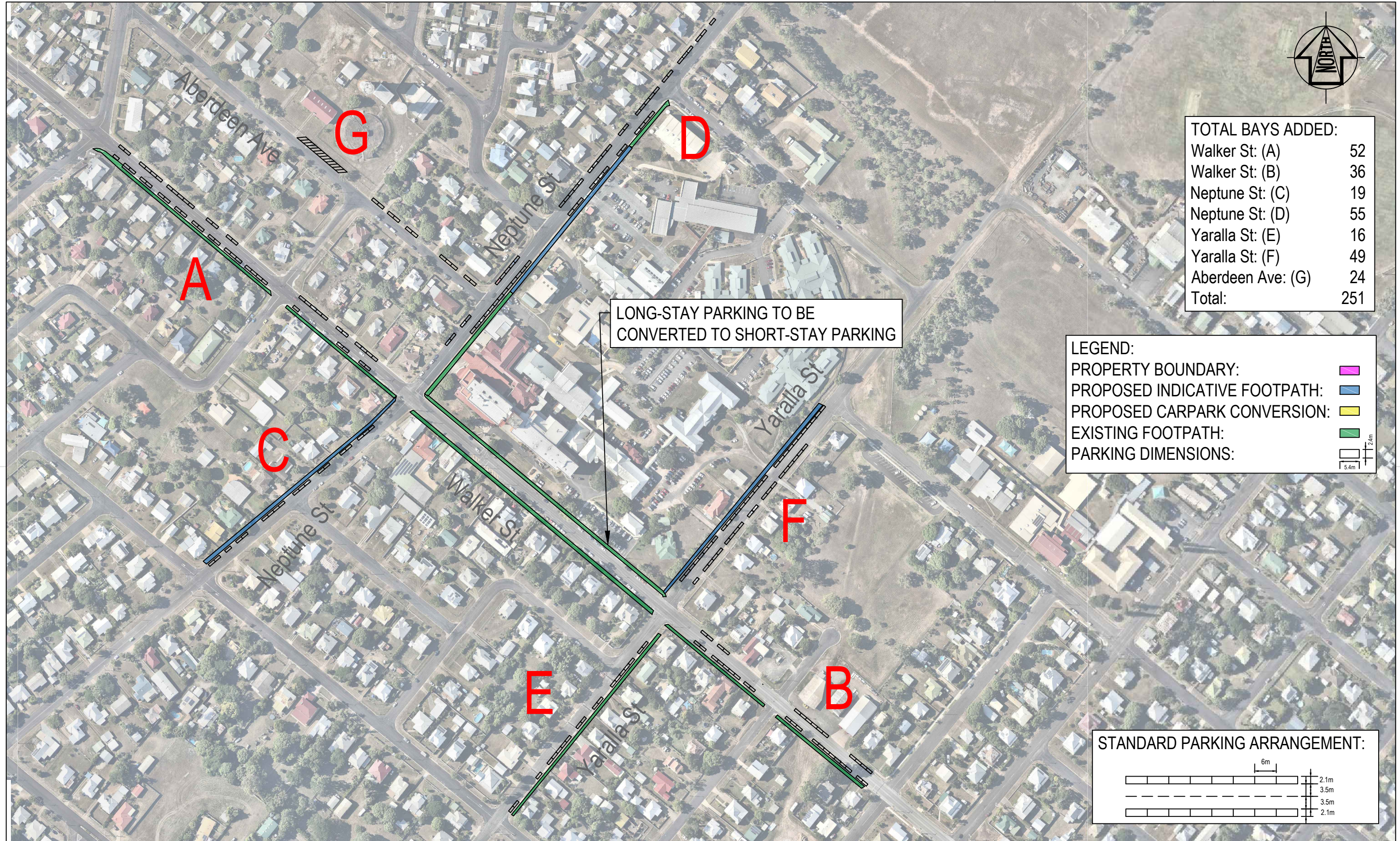
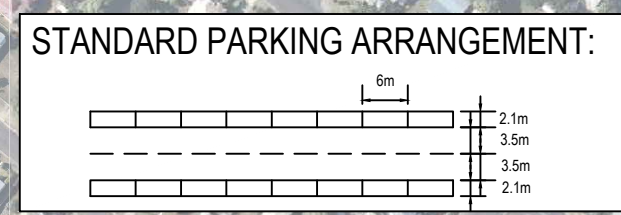


TOTAL BAYS ADDED:	
Walker St: (A)	52
Walker St: (B)	36
Neptune St: (C)	19
Neptune St: (D)	55
Yaralla St: (E)	16
Yaralla St: (F)	49
Aberdeen Ave: (G)	24
Total:	251

LEGEND:

- PROPERTY BOUNDARY:
- PROPOSED INDICATIVE FOOTPATH:
- PROPOSED CARPARK CONVERSION:
- EXISTING FOOTPATH:
- PARKING DIMENSIONS:

LONG-STAY PARKING TO BE CONVERTED TO SHORT-STAY PARKING



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REVISIONS		Drawn	Date
Issue	Revisions/Descriptions		
001	Parking Concept for Client Advice	R.B	19.08.2019

Scale at A3 1:3000

ENGINEERING CERTIFICATION (RPEQ)			
Name	Signature	No.	Date

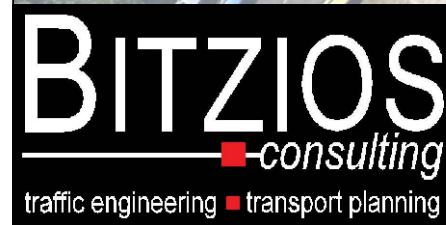
Project
Maryborough and Hervey Bay
Parking Strategy

Title
Focus Area #2: Maryborough Hospital
Location 2.1 Parking Concept

Design	Drawn	Checked
R.B	R.B	M.D
CONCEPT ONLY		Date
Project Number		Issue
P3860		19.08.2019
Sheet Number		
2		001



TOTAL BAYS ADDED:
 45-degree Parking Bays: 13
 Parallel Indented Parking Bays: 11



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REVISIONS		Drawn	Date
Issue	Revisions/Descriptions		
001	Parking Concept for Client Advice	R.B	19.08.2019

Scale @ A3 1:750

ENGINEERING CERTIFICATION (RPEQ)

Name	Signature	No.	Date


Project
 Maryborough and Hervey Bay
 Parking Strategy

Title
 Focus Area #2: Maryborough Hospital
 Location 2.2 Parking Concept

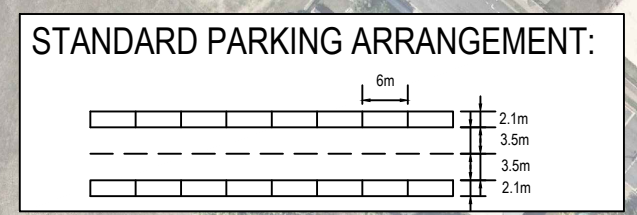
Design	Drawn	Checked
R.B	R.B	M.D
CONCEPT ONLY		
Project Number	Sheet Number	Issue
P3860	3	001
Date		
19.08.2019		



LEGEND:

- PROPERTY BOUNDARY:
- PROPOSED INDICATIVE FOOTPATH:
- PROPOSED CARPARK CONVERSION:
- EXISTING FOOTPATH:
- PARKING DIMENSIONS: 

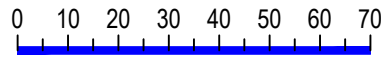
NOTE: No parking concepts inside the hospital grounds due to private property. Parking Concepts outside the hospital only.



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REVISIONS		Drawn	Date
Issue	Revisions/Descriptions		
001	Parking Concept for Client Advice	R.B	19.08.2019

Scale @ A3  1:1500

ENGINEERING CERTIFICATION (RPEQ)

Name	Signature	No.	Date

Project
Maryborough and Hervey Bay
Parking Strategy

Title
Focus Area #2: Maryborough Hospital
Location 2.3 Parking Concept






Design	Drawn	Checked
R.B	R.B	M.D
CONCEPT ONLY		
Project Number	Sheet Number	Issue
P3860	4	001
Date 19.08.2019		

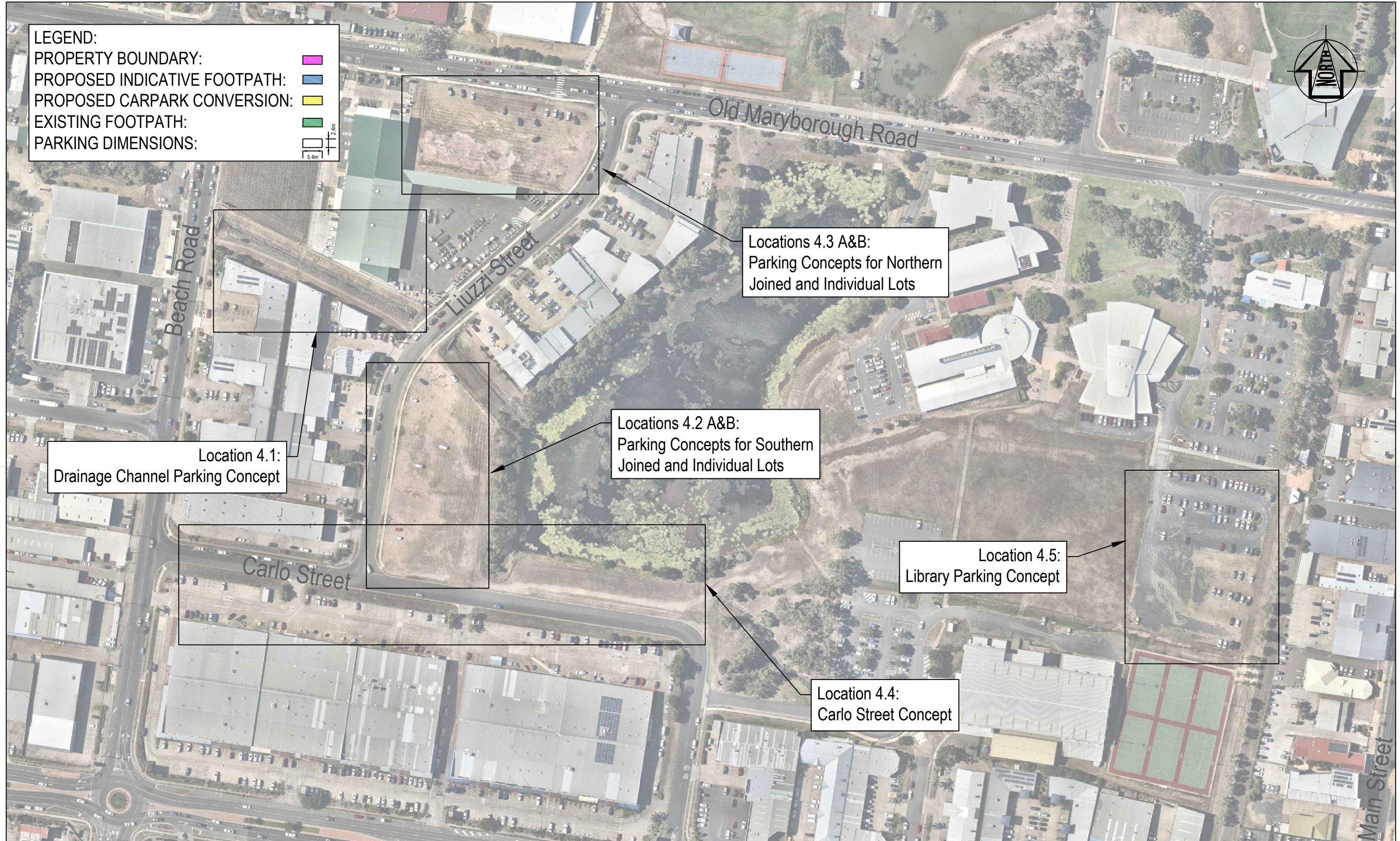
APPENDIX C

FOCUS AREA #4 CONCEPT PLANS:

PIALBA

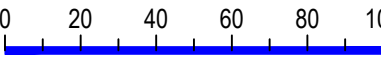


LEGEND:
 PROPERTY BOUNDARY: 
 PROPOSED INDICATIVE FOOTPATH: 
 PROPOSED CARPARK CONVERSION: 
 EXISTING FOOTPATH: 
 PARKING DIMENSIONS: 



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REVISIONS			
Issue	Revisions/Descriptions	Drawn	Date
001	Parking Concept for Client Advise	R.B	19.08.2019

Scale @ A3  1:2000

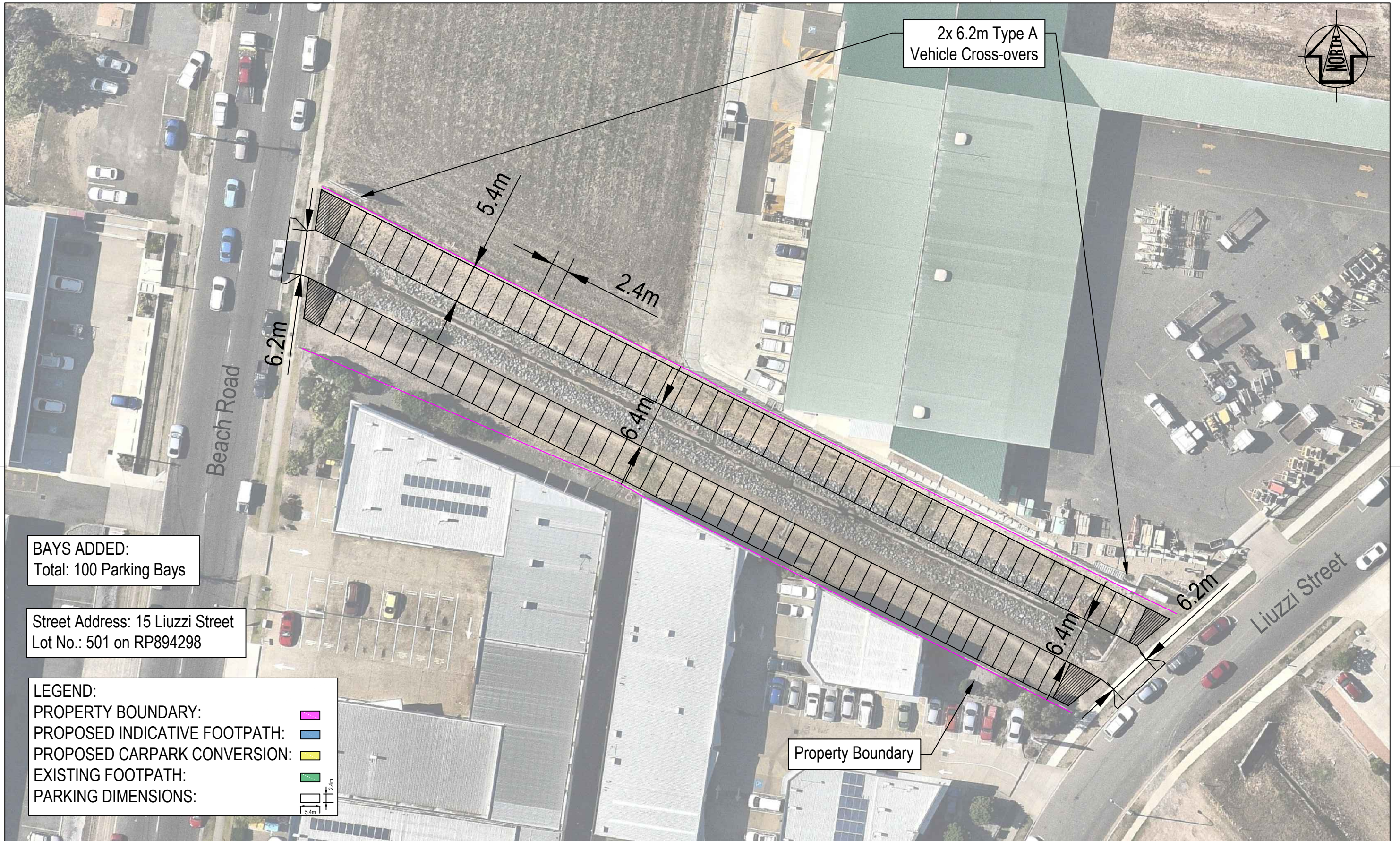
ENGINEERING CERTIFICATION (RPEQ)

Name	Signature	No.	Date

Project: Maryborough and Hervey Bay Parking Strategy

Title: Focus Area 4: Pialba Location 4.0 Overview

Design	Drawn	Checked
R.B	R.B	M.D
DRAFT ISSUE		Date
Project Number		Issue
P3860		001
Sheet Number		Date
1		19.08.2019



BAYS ADDED:
Total: 100 Parking Bays

Street Address: 15 Liuzzi Street
Lot No.: 501 on RP894298

LEGEND:

- PROPERTY BOUNDARY:
- PROPOSED INDICATIVE FOOTPATH:
- PROPOSED CARPARK CONVERSION:
- EXISTING FOOTPATH:
- PARKING DIMENSIONS: 2.4m
 5.4m

Issue	Revisions/Descriptions	Drawn	Date
001	Parking Concept for Client Advise	R.B	19.08.2019






Scale @ A3 1:500

ENGINEERING CERTIFICATION (RPEQ)

Name	Signature	No.	Date

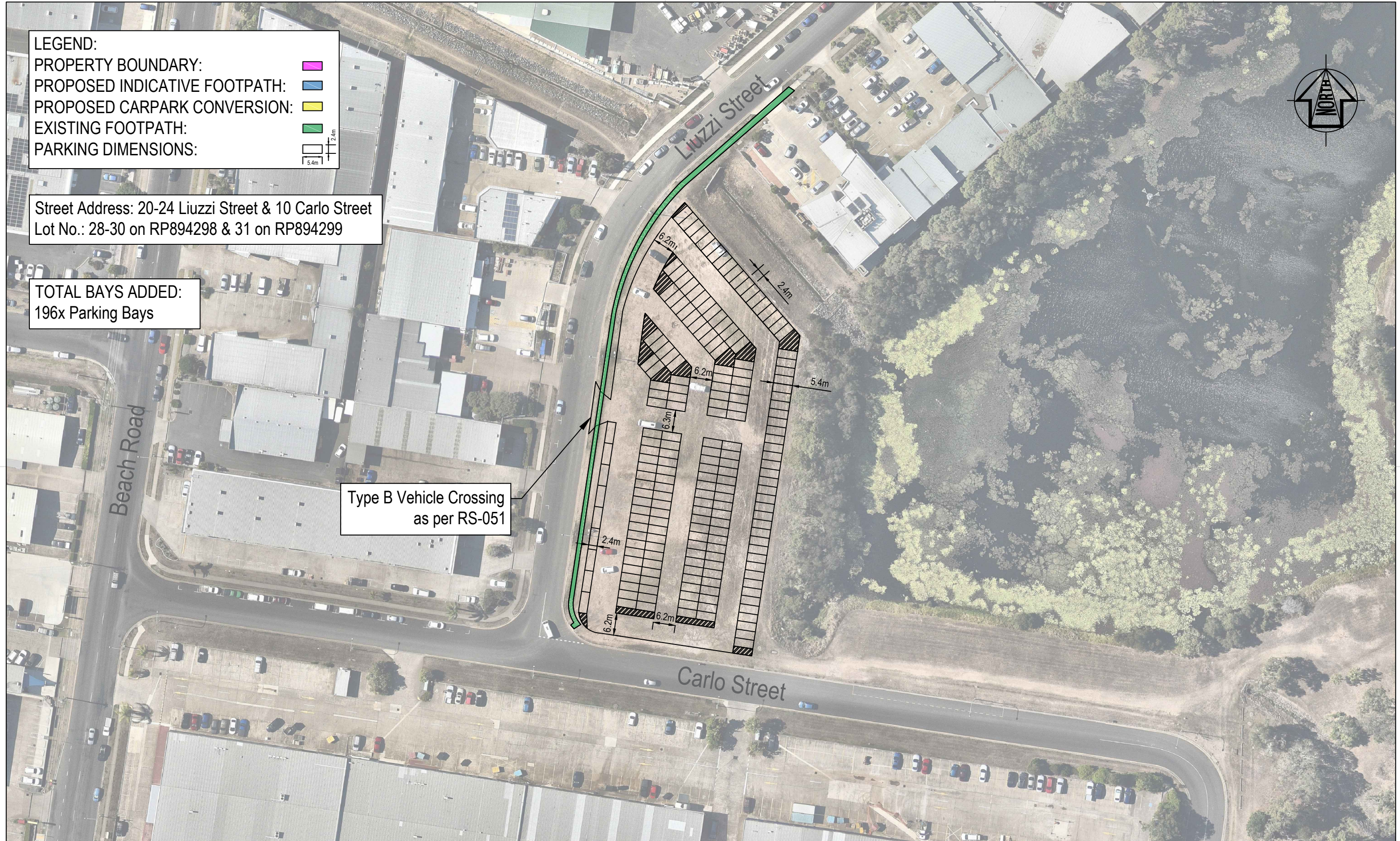
Project	Maryborough and Hervey Bay Parking Strategy
Title	Focus Area #4: Pialba Location 4.1 Parking Concept

Design	R.B	Drawn	R.B	Checked	M.D	
DRAFT ISSUE					Date	19.08.2019
Project Number	P3860	Sheet Number	2	Issue	001	

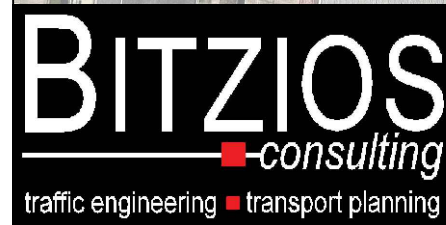
LEGEND:
 PROPERTY BOUNDARY: 
 PROPOSED INDICATIVE FOOTPATH: 
 PROPOSED CARPARK CONVERSION: 
 EXISTING FOOTPATH: 
 PARKING DIMENSIONS: 

Street Address: 20-24 Liuzzi Street & 10 Carlo Street
 Lot No.: 28-30 on RP894298 & 31 on RP894299

TOTAL BAYS ADDED:
 196x Parking Bays

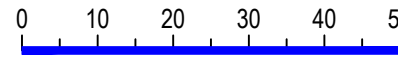


Type B Vehicle Crossing
 as per RS-051



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Issue	REVISIONS Revisions/Descriptions	Drawn	Date
001	Parking Concept for Client Advise	R.B	19.08.2019

Scale @ A3  1:1000






ENGINEERING CERTIFICATION (RPEQ)

Name	Signature	No.	Date

Project
 Maryborough and Hervey Bay
 Parking Strategy

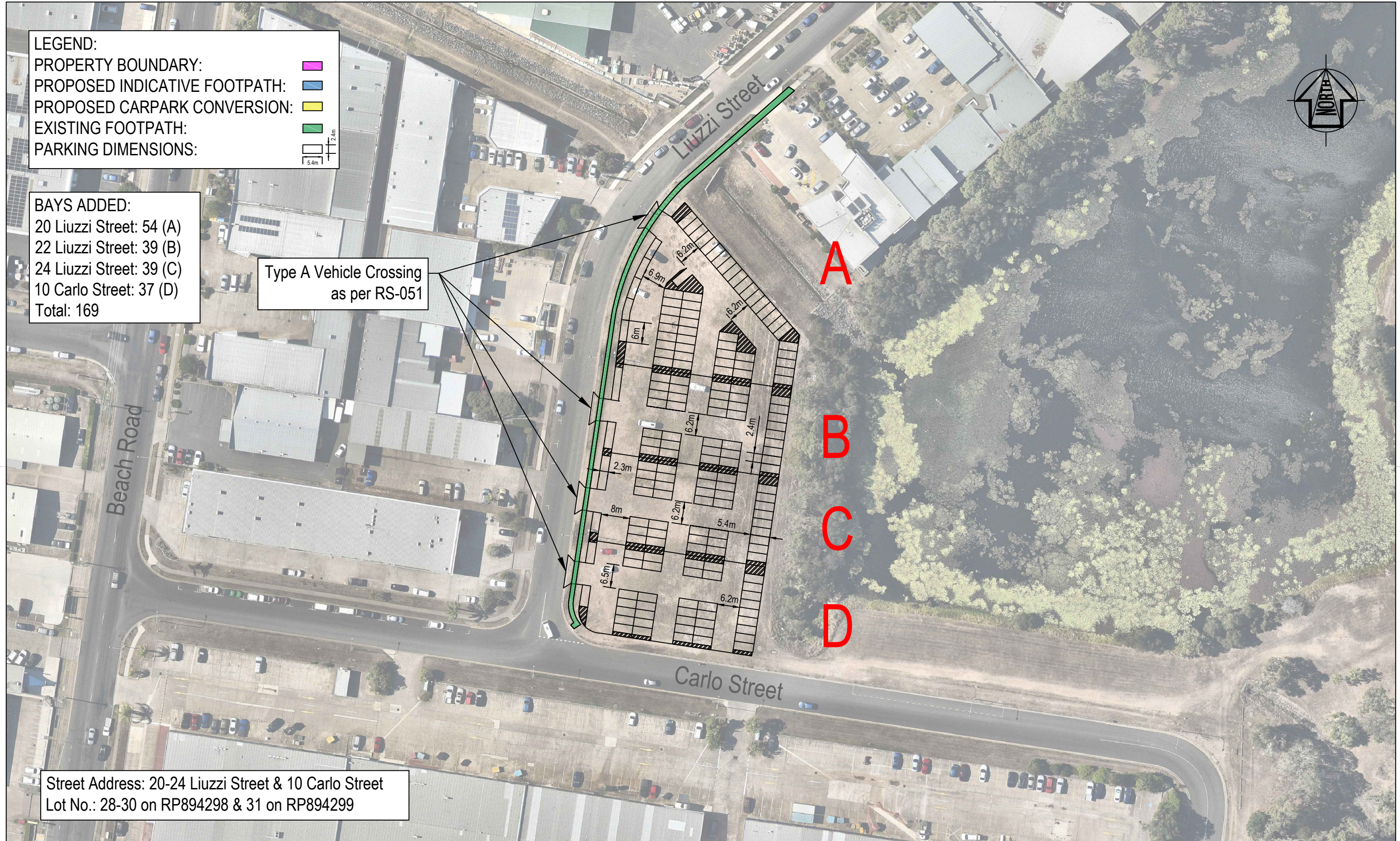
Title
 Focus Area 4: Pialba
 Location 4.2 (A)
 Parking Concept

Design	Drawn	Checked
R.B	R.B	M.D
DRAFT ISSUE		Date 19.08.2019
Project Number P3860	Sheet Number 3	Issue 001

LEGEND:
 PROPERTY BOUNDARY: 
 PROPOSED INDICATIVE FOOTPATH: 
 PROPOSED CARPARK CONVERSION: 
 EXISTING FOOTPATH: 
 PARKING DIMENSIONS: 

BAYS ADDED:
 20 Liuzzi Street: 54 (A)
 22 Liuzzi Street: 39 (B)
 24 Liuzzi Street: 39 (C)
 10 Carlo Street: 37 (D)
 Total: 169

Type A Vehicle Crossing
 as per RS-051

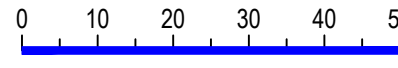


Street Address: 20-24 Liuzzi Street & 10 Carlo Street
 Lot No.: 28-30 on RP894298 & 31 on RP894299



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REVISIONS		Drawn	Date
Issue	Revisions/Descriptions		
001	Parking Concept for Client Advise	R.B	19.08.2019

Scale @ A3  1:1000






ENGINEERING CERTIFICATION (RPEQ)

Name	Signature	No.	Date

Project
 Maryborough and Hervey Bay
 Parking Strategy

Title
 Focus Area 4: Pialba
 Location 4.2 (B)
 Parking Concept

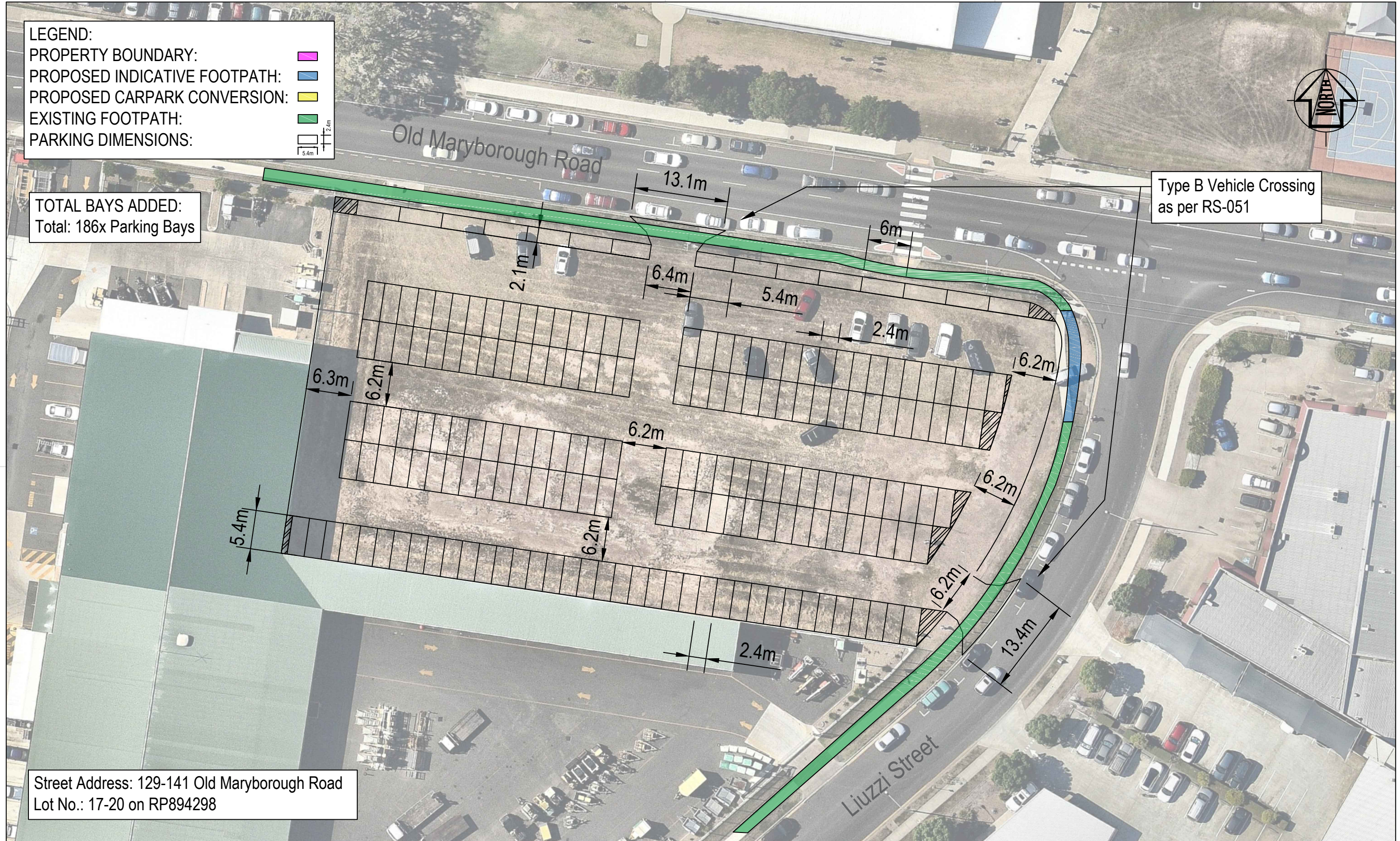
Design	Drawn	Checked
R.B	R.B	M.D
DRAFT ISSUE		Date 19.08.2019
Project Number P3860	Sheet Number 4	Issue 001

LEGEND:
 PROPERTY BOUNDARY: 
 PROPOSED INDICATIVE FOOTPATH: 
 PROPOSED CARPARK CONVERSION: 
 EXISTING FOOTPATH: 
 PARKING DIMENSIONS: 

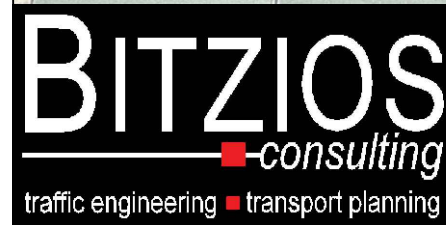
TOTAL BAYS ADDED:
 Total: 186x Parking Bays



Type B Vehicle Crossing
 as per RS-051

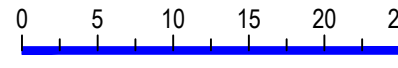


Street Address: 129-141 Old Maryborough Road
 Lot No.: 17-20 on RP894298



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REVISIONS		Drawn	Date
Issue	Revisions/Descriptions		
001	Parking Concept for Client Advise	R.B	19.08.2019

Scale @ A3  1:500

ENGINEERING CERTIFICATION (RPEQ)

Name	Signature	No.	Date

Project
 Maryborough and Hervey Bay
 Parking Strategy

Title
 Focus Area #4: Pialba
 Location 4.3 (A)
 Parking Concept

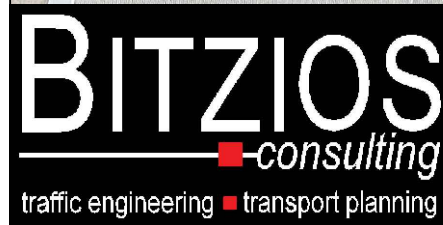
Design	Drawn	Checked
R.B	R.B	M.D
DRAFT ISSUE		Date 19.08.2019
Project Number P3860	Sheet Number 5	Issue 001



- LEGEND:**
- PROPERTY BOUNDARY:
 - PROPOSED INDICATIVE FOOTPATH:
 - PROPOSED CARPARK CONVERSION:
 - EXISTING FOOTPATH:
 - PARKING DIMENSIONS:



BAYS ADDED:
Total: 49 Parking Bays



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REVISIONS			
Issue	Revisions/Descriptions	Drawn	Date
001	Parking Concept for Client Advise	R.B	19.08.2019

Scale @ A3 1:750

ENGINEERING CERTIFICATION (RPEQ)

Name	Signature	No.	Date

Project
Maryborough and Hervey Bay
Parking Strategy

Title
Focus Area #4: Pialba
Location 4.4 Parking Concept

Design	Drawn	Checked
R.B	R.B	M.D
DRAFT ISSUE		Date 19.08.2019
Project Number P3860	Sheet Number 7	Issue 001



No change to Vehicle Cross-over

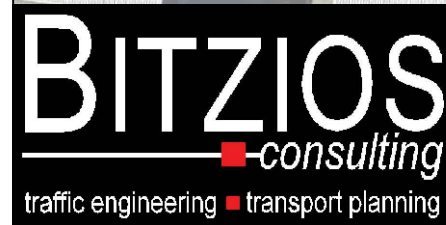


BAYS ADDED:
Total: 243 Parking Bays

Street Address: 161-179 Old Maryborough Road
Lot No.: 1 on RP906436

LEGEND:

- PROPERTY BOUNDARY:
- PROPOSED INDICATIVE FOOTPATH:
- PROPOSED CARPARK CONVERSION:
- EXISTING FOOTPATH:
- PARKING DIMENSIONS: 2.4m
 5.4m



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Issue	REVISIONS Revisions/Descriptions	Drawn	Date
001	Parking Concept for Client Advise	R.B	19.08.2019

Scale @ A3 1:500

ENGINEERING CERTIFICATION (RPEQ)

Name	Signature	No.	Date

Project: Maryborough and Hervey Bay Parking Strategy

Title: Focus Area #4: Pialba Location 4.5 Parking Concept






Design	Drawn	Checked
R.B	R.B	M.D
DRAFT ISSUE		Date: 19.08.2019
Project Number: P3860	Sheet Number: 8	Issue: 001

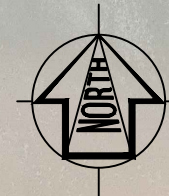
APPENDIX D

FOCUS AREA #5 CONCEPT PLANS:

SCARNESS



LEGEND:
 PROPERTY BOUNDARY: 
 PROPOSED INDICATIVE FOOTPATH: 
 PROPOSED CARPARK CONVERSION: 
 EXISTING FOOTPATH: 
 PARKING DIMENSIONS: 



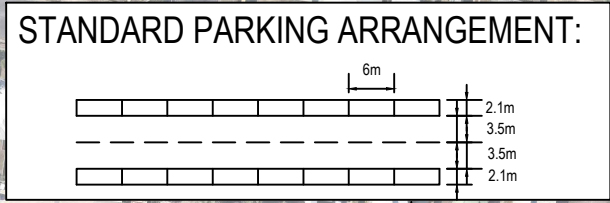
Location 5.3 Parking Concept

Location 5.2 (A & B) Parking Concepts

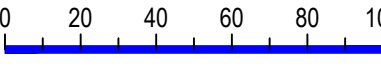
Lane width too narrow for parking on both sides

BAYS ADDED:

A) Mckean Rd:	44
B) Queens Rd:	9
C) Freshwater St:	66
D) Frank St:	13
Total:	132



Issue	Revisions/Descriptions	Drawn	Date
001	Parking Concept for Client Advice	R.B	19.08.2019






Scale @ A3  1:2000

ENGINEERING CERTIFICATION (RPEQ)

Name	Signature	No.	Date

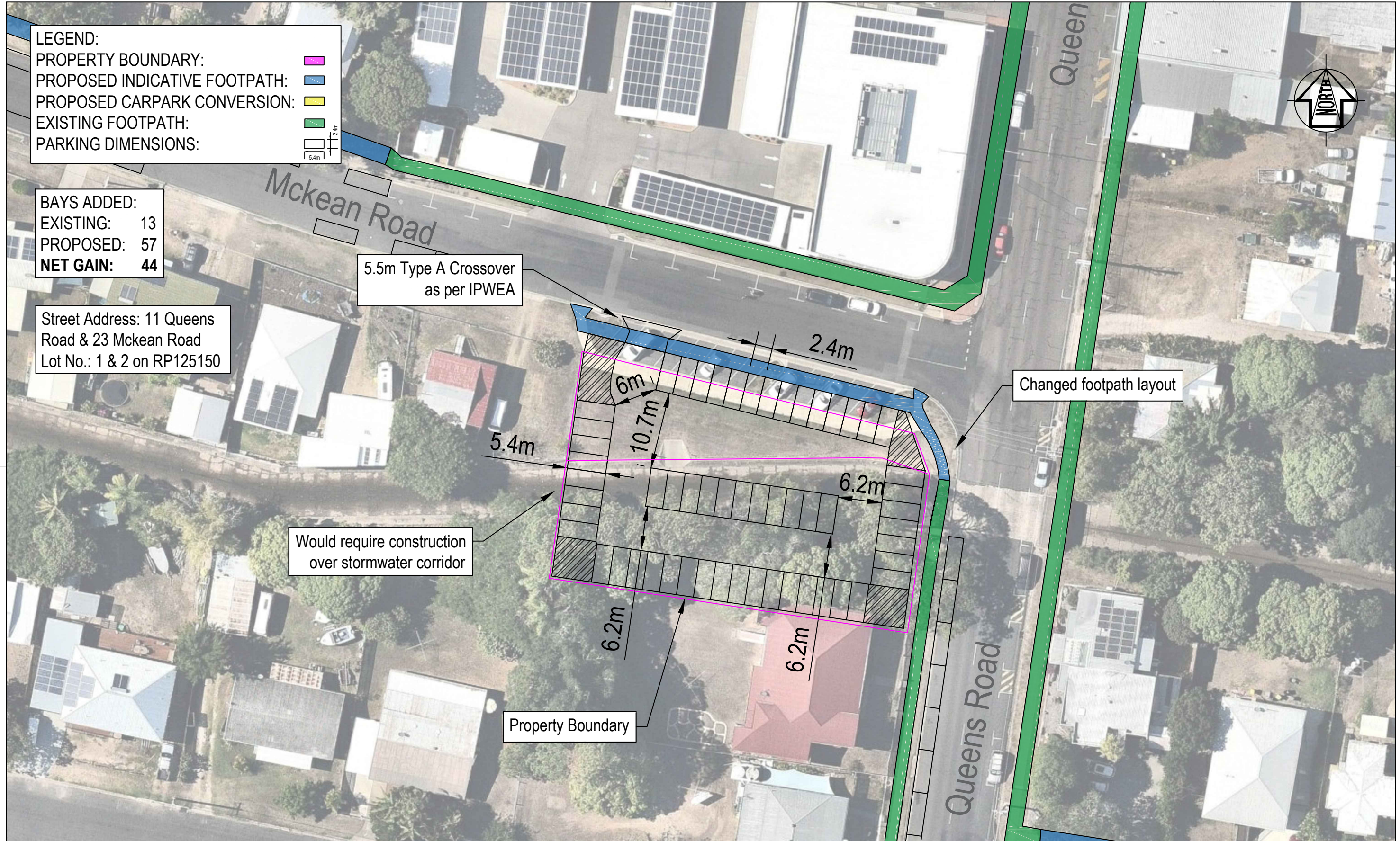
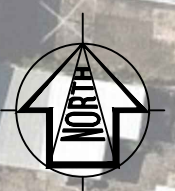
Project	Maryborough and Hervey Bay Parking Strategy
Title	Focus Area #5: Scarness Location 5.1 Parking Concept

Design	R.B	Drawn	R.B	Checked	M.D	
CONCEPT ONLY					Date	19.08.2019
Project Number	P3860	Sheet Number	1	Issue	001	

LEGEND:
 PROPERTY BOUNDARY: 
 PROPOSED INDICATIVE FOOTPATH: 
 PROPOSED CARPARK CONVERSION: 
 EXISTING FOOTPATH: 
 PARKING DIMENSIONS: 

BAYS ADDED:
 EXISTING: 13
 PROPOSED: 57
NET GAIN: 44

Street Address: 11 Queens Road & 23 Mckean Road
 Lot No.: 1 & 2 on RP125150



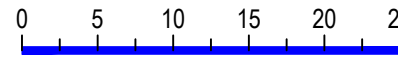
Would require construction over stormwater corridor

Property Boundary

Changed footpath layout

5.5m Type A Crossover as per IPWEA

Issue	Revisions/Descriptions	Drawn	Date
001	Parking Concept for Client Advice	R.B	19.08.2019

Scale @ A3  1:500






ENGINEERING CERTIFICATION (RPEQ)

Name	Signature	No.	Date

Project
 Maryborough and Hervey Bay
 Parking Strategy

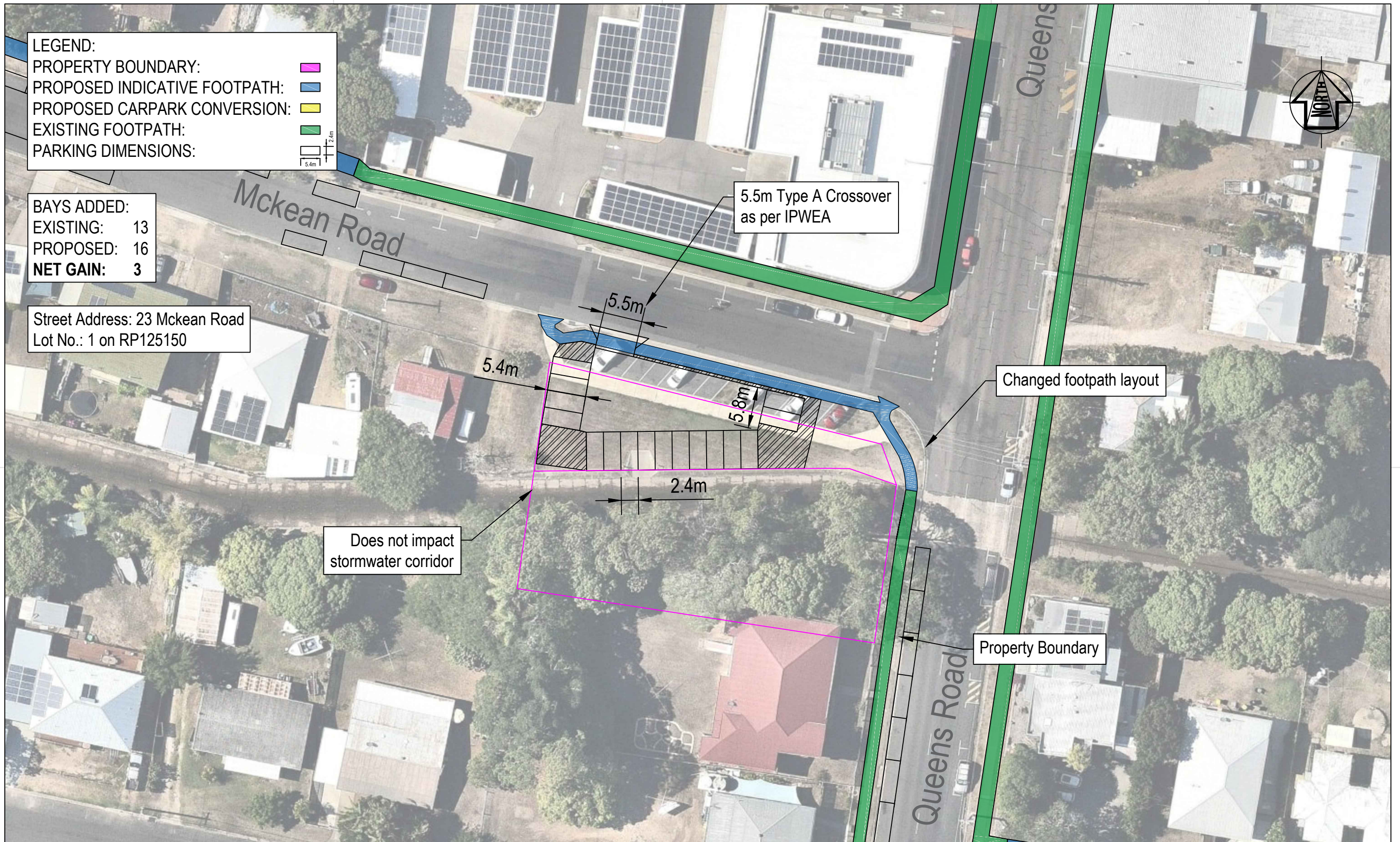
Title
 Focus Area #5: Scarness
 Location 5.2(A) Parking Concept

Design	Drawn	Checked
R.B	R.B	M.D
CONCEPT ONLY		Date 19.08.2019
Project Number P3860	Sheet Number 2	Issue 001

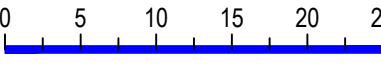
LEGEND:
 PROPERTY BOUNDARY: 
 PROPOSED INDICATIVE FOOTPATH: 
 PROPOSED CARPARK CONVERSION: 
 EXISTING FOOTPATH: 
 PARKING DIMENSIONS: 

BAYS ADDED:
 EXISTING: 13
 PROPOSED: 16
NET GAIN: 3

Street Address: 23 Mckean Road
 Lot No.: 1 on RP125150



REVISIONS		Drawn	Date
Issue	Revisions/Descriptions		
001	Parking Concept for Client Advice	R.B	19.08.2019

Scale @ A3  1:500






ENGINEERING CERTIFICATION (RPEQ)

Name	Signature	No.	Date

Project
 Maryborough and Hervey Bay
 Parking Strategy

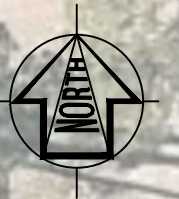
Title
 Focus Area #5: Scarness
 Location 5.2(B) Parking Concept

Design	Drawn	Checked
R.B	R.B	M.D
CONCEPT ONLY		Date 19.08.2019
Project Number P3860	Sheet Number 3	Issue 001

LEGEND:
 PROPERTY BOUNDARY: 
 PROPOSED INDICATIVE FOOTPATH: 
 PROPOSED CARPARK CONVERSION: 
 EXISTING FOOTPATH: 
 PARKING DIMENSIONS: 

5.8m Type A Crossover
 as per IPWEA

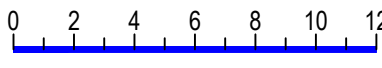
BAYS ADDED: 17



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REVISIONS			
Issue	Revisions/Descriptions	Drawn	Date
001	Parking Concept for Client Advice	R.B	19.08.2019

Scale @ A3  1:250

ENGINEERING CERTIFICATION (RPEQ)

Name	Signature	No.	Date

Project
 Maryborough and Hervey Bay
 Parking Strategy

Title
 Focus Area #5: Scarness
 Location 5.3 Parking Concept






Design	Drawn	Checked
R.B	R.B	M.D
CONCEPT ONLY		Date 19.08.2019
Project Number P3860	Sheet Number 4	Issue 001

APPENDIX E

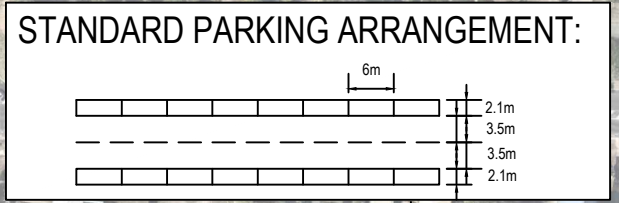
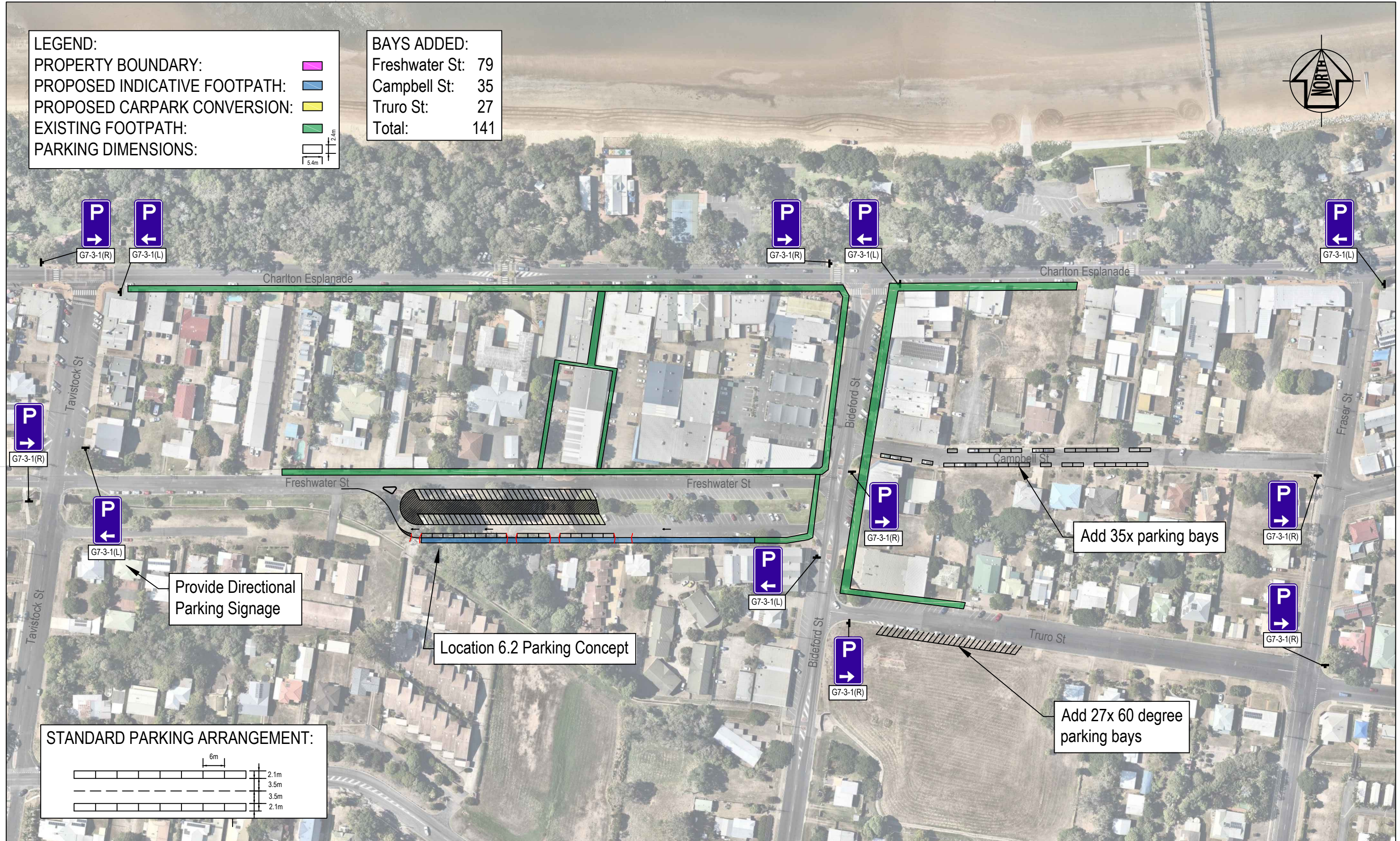
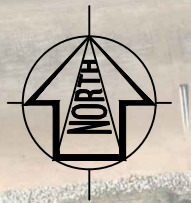
FOCUS AREA #6 CONCEPT PLANS:

TORQUAY



LEGEND:
 PROPERTY BOUNDARY: 
 PROPOSED INDICATIVE FOOTPATH: 
 PROPOSED CARPARK CONVERSION: 
 EXISTING FOOTPATH: 
 PARKING DIMENSIONS: 

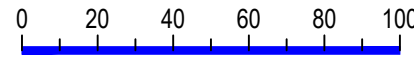
BAYS ADDED:
 Freshwater St: 79
 Campbell St: 35
 Truro St: 27
 Total: 141



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Issue	Revisions/Descriptions	Drawn	Date
001	Parking Concept for Client Advice	R.B	19.08.2019






Scale @ A3  1:2000

ENGINEERING CERTIFICATION (RPEQ)

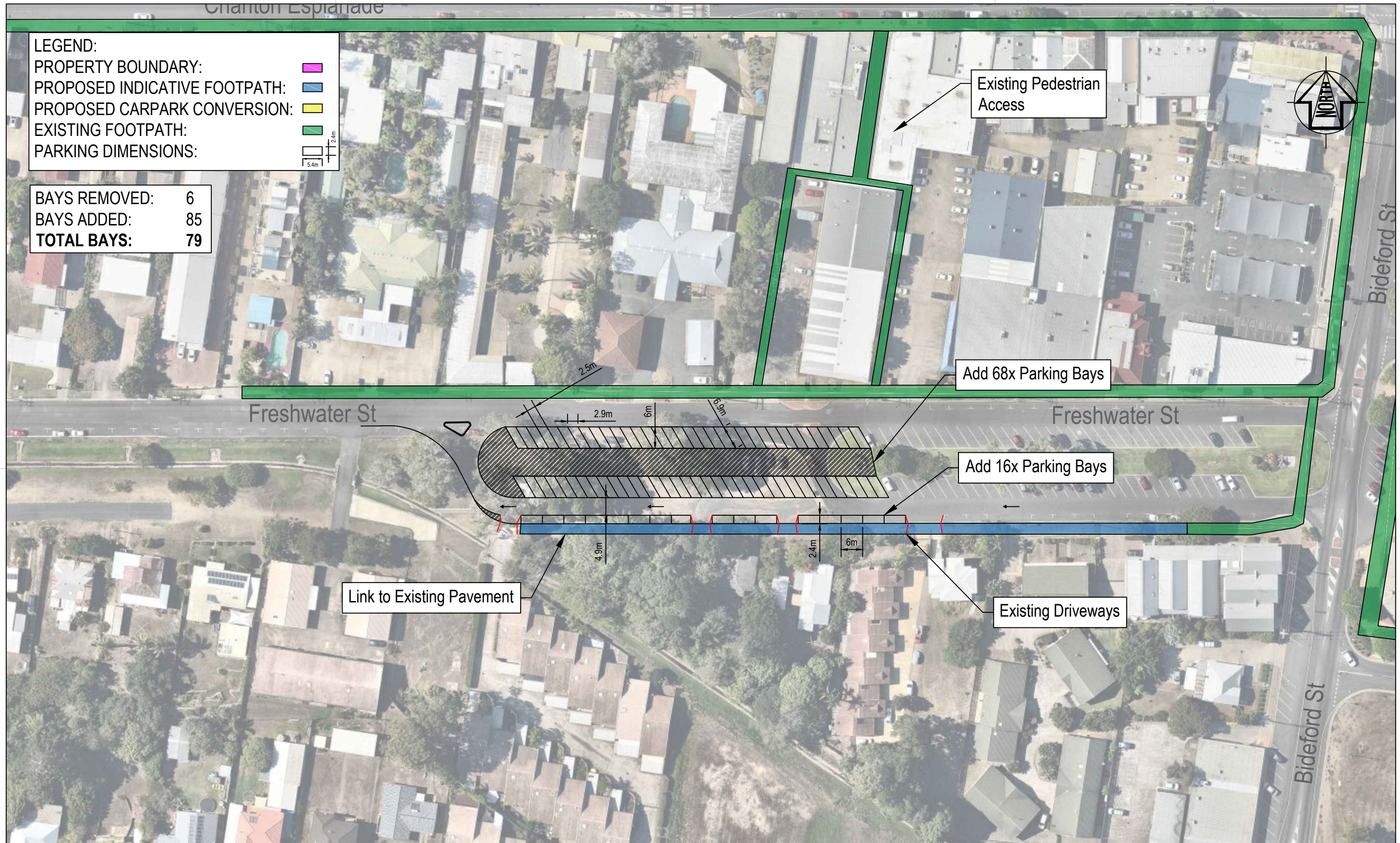
Name	Signature	No.	Date

Project: Maryborough and Hervey Bay Parking Strategy
 Title: Focus Area #6: Torquay Location 6.1 Parking Concept

Design	Drawn	Checked
R.B	R.B	M.D
CONCEPT ONLY		Date: 19.08.2019
Project Number: P3860	Sheet Number: 1	Issue: 001

LEGEND:
 PROPERTY BOUNDARY: 
 PROPOSED INDICATIVE FOOTPATH: 
 PROPOSED CARPARK CONVERSION: 
 EXISTING FOOTPATH: 
 PARKING DIMENSIONS: 

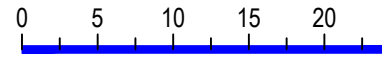
BAYS REMOVED: 6
BAYS ADDED: 85
TOTAL BAYS: 79



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REVISIONS		Drawn	Date
Issue	Revisions/Descriptions		
001	Parking Concept for Client Advice	R.B	19.08.2019

Scale @ A3  1:500

ENGINEERING CERTIFICATION (RPEQ)

Name	Signature	No.	Date

Project
 Maryborough and Hervey Bay
 Parking Strategy

Title
 Focus Area #6: Torquay
 Location 6.2 Parking Concept

Design	Drawn	Checked
R.B	R.B	M.D
CONCEPT ONLY		Date 19.08.2019
Project Number P3860	Sheet Number 2	Issue 001

APPENDIX F

FOCUS AREA #7 CONCEPT PLANS:

URANGAN





LEGEND:

- PROPERTY BOUNDARY: █
- PROPOSED INDICATIVE FOOTPATH: █
- PROPOSED CARPARK CONVERSION: █
- EXISTING FOOTPATH: █
- PARKING DIMENSIONS:

Provide Directional Parking Signage

19x On-street Parking Bays. Only viable with new connection to King Street.

Add 20x Parking bays
Will require pavement width 11.6m wide (total)

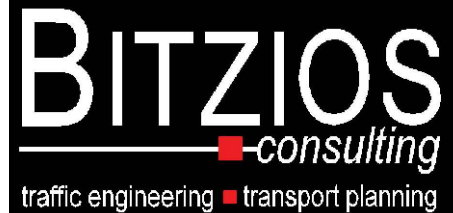
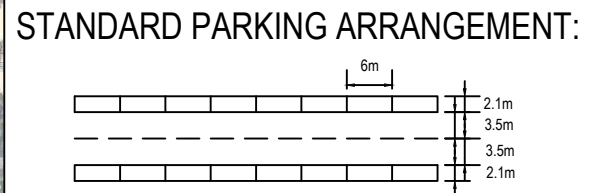
Define 87x Parking Bays

Add 29x Parking Bays

TOTAL BAYS ADDED:
68x On-Street
87x On-Street (Defined)

Current Adjacent Property Boundary

Under Utilized Council Carpark



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Issue	Revisions/Descriptions	Drawn	Date
001	Parking Concept for Client Advice	R.B	19.08.2019

Scale @ A3 1:2000

ENGINEERING CERTIFICATION (RPEQ)

Name	Signature	No.	Date

Project: Maryborough and Hervey Bay Parking Strategy

Title: Focus Area #7: Urangan Location 7.1 Parking Concept

Design	Drawn	Checked
R.B	R.B	M.D
CONCEPT ONLY		Date
Project Number	Sheet Number	Issue
P3860	1	001

APPENDIX G

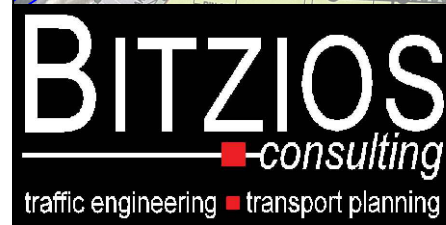
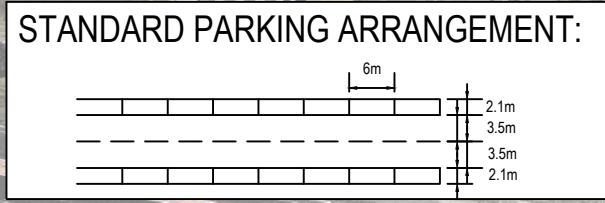
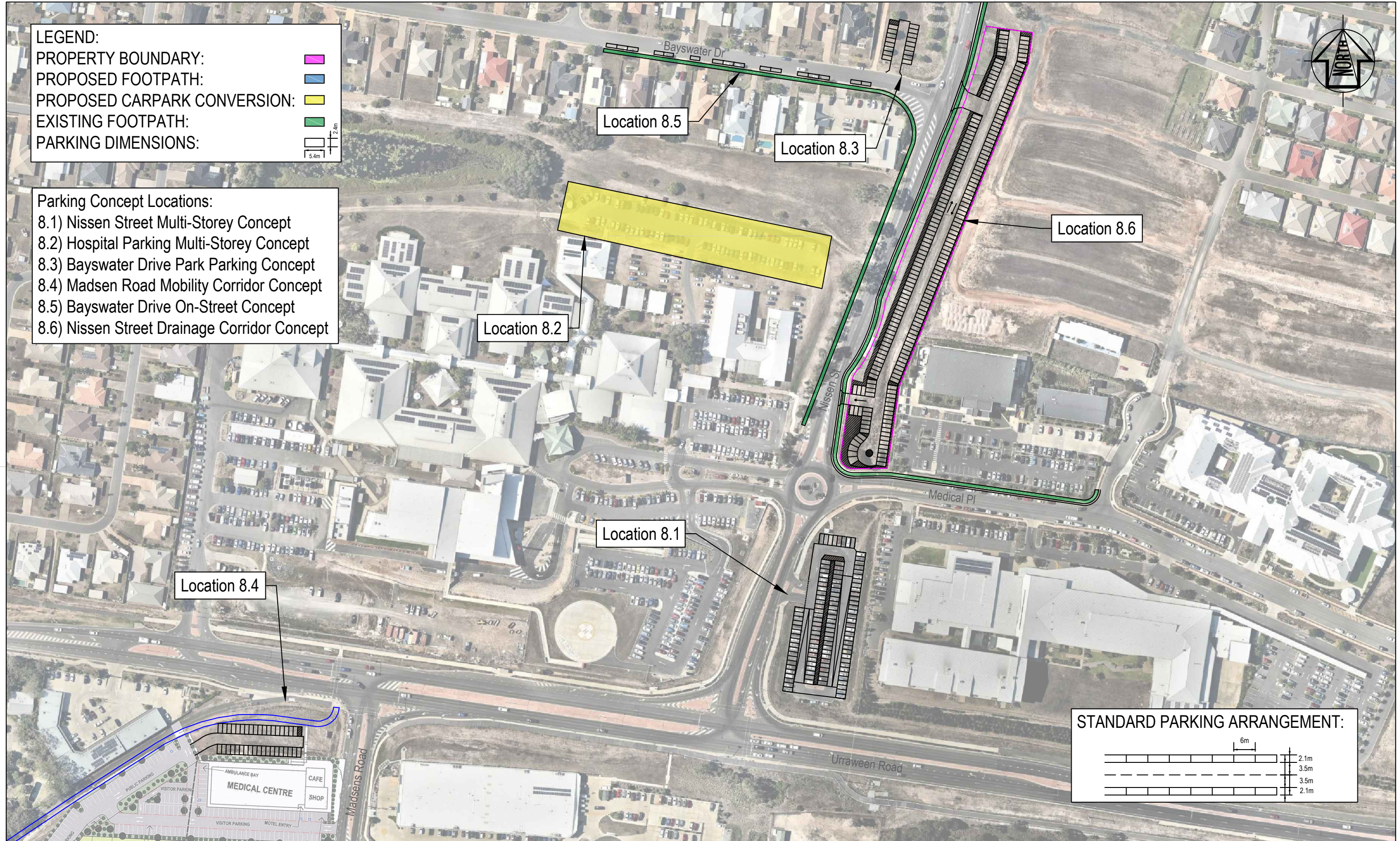
***FOCUS AREA #8 CONCEPT PLANS:
HERVEY BAY HOSPITAL PRECINCT***



LEGEND:

- PROPERTY BOUNDARY:
- PROPOSED FOOTPATH:
- PROPOSED CARPARK CONVERSION:
- EXISTING FOOTPATH:
- PARKING DIMENSIONS:

- Parking Concept Locations:**
- 8.1) Nissen Street Multi-Storey Concept
 - 8.2) Hospital Parking Multi-Storey Concept
 - 8.3) Bayswater Drive Park Parking Concept
 - 8.4) Madsen Road Mobility Corridor Concept
 - 8.5) Bayswater Drive On-Street Concept
 - 8.6) Nissen Street Drainage Corridor Concept



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REVISIONS		Drawn	Date
Issue	Revisions/Descriptions		
001	Parking Concept for Client Advise	R.B	19.08.2019

Scale @ A3 1:2000

ENGINEERING CERTIFICATION (RPEQ)

Name	Signature	No.	Date


Project: Maryborough and Hervey Bay Parking Strategy

Title: Focus Area #8: Hervey Bay Hospital Parking Concept

Design	Drawn	Checked
R.B	R.B	M.D
CONCEPT ONLY		Date
Project Number		Issue
P3860	1	001



LEGEND:

- PROPERTY BOUNDARY:
- PROPOSED INDICATIVE FOOTPATH:
- PROPOSED CARPARK CONVERSION:
- EXISTING FOOTPATH:
- PARKING DIMENSIONS: 

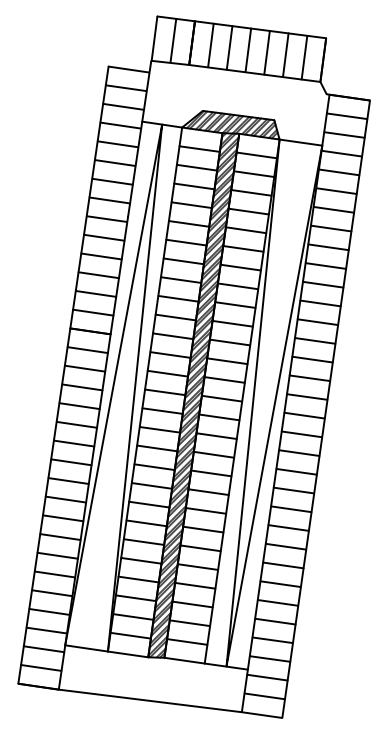
BAYS ADDED:

EXISTING: 112

PROPOSED: 119 GROUND,
133 per ADDITIONAL LVL

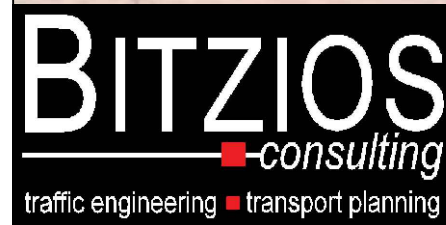
**NET GAIN: 7 GROUND,
133 per ADDITIONAL LVL**

Additional Levels:



Keep Existing Cross-Over

Ramps at Max 1:14 Grade (<8%)

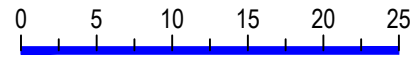


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REVISIONS			
Issue	Revisions/Descriptions	Drawn	Date
003	Parking Concept for Client Advice	R.B	19.08.2019

Scale @ A3  1:500

ENGINEERING CERTIFICATION (RPEQ)

Name	Signature	No.	Date

Project
Maryborough and Hervey Bay
Parking Strategy

Title
Focus Area #8: Hervey Bay
Location 8.1 Parking Concept

Design	Drawn	Checked
R.B	R.B	M.D
CONCEPT ONLY		Date 19.08.2019
Project Number P3860	Sheet Number 2	Issue 001



LEGEND:

- PROPERTY BOUNDARY:
- PROPOSED INDICATIVE FOOTPATH:
- PROPOSED CARPARK CONVERSION:
- EXISTING FOOTPATH:
- PARKING DIMENSIONS:

5.4m
 2.4m

Potentially 80 Bays/Level

Potential Area for Parking Station
(Land owned by hospital)

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REVISIONS		Drawn	Date
Issue	Revisions/Descriptions		
003	Parking Concept for Client Advice	R.B	19.08.2019

Scale @ A3
0
5
10
15
20
25
 1:500

ENGINEERING CERTIFICATION (RPEQ)

Name	Signature	No.	Date

Project
Maryborough and Hervey Bay
Parking Strategy

Title
Focus Area #8: Hervey Bay
Location 8.2 Parking Concept

Design R.B	Drawn R.B	Checked M.D
CONCEPT ONLY		Date 19.08.2019
Project Number P3860	Sheet Number 3	Issue 001



6m Vehicle Crossover Type A
as per drawing RS-051

TOTAL BAYS ADDED:
17x Off-Street

Street Address: Bayswater Drive
Lot No.: 300 on SP177741

LEGEND:

- PROPERTY BOUNDARY:
- PROPOSED INDICATIVE FOOTPATH:
- PROPOSED CARPARK CONVERSION:
- EXISTING FOOTPATH:
- PARKING DIMENSIONS:

REVISIONS			
Issue	Revisions/Descriptions	Drawn	Date
003	Parking Concept for Client Advice	R.B	19.08.2019

Scale @ A3 1:500






ENGINEERING CERTIFICATION (RPEQ)

Name	Signature	No.	Date

Project	Maryborough and Hervey Bay Parking Strategy
Title	Focus Area #8: Hervey Bay Location 8.3 Parking Concept

Design	R.B	Drawn	R.B	Checked	M.D	
CONCEPT ONLY					Date	19.08.2019
Project Number	P3860	Sheet Number	4	Issue	001	



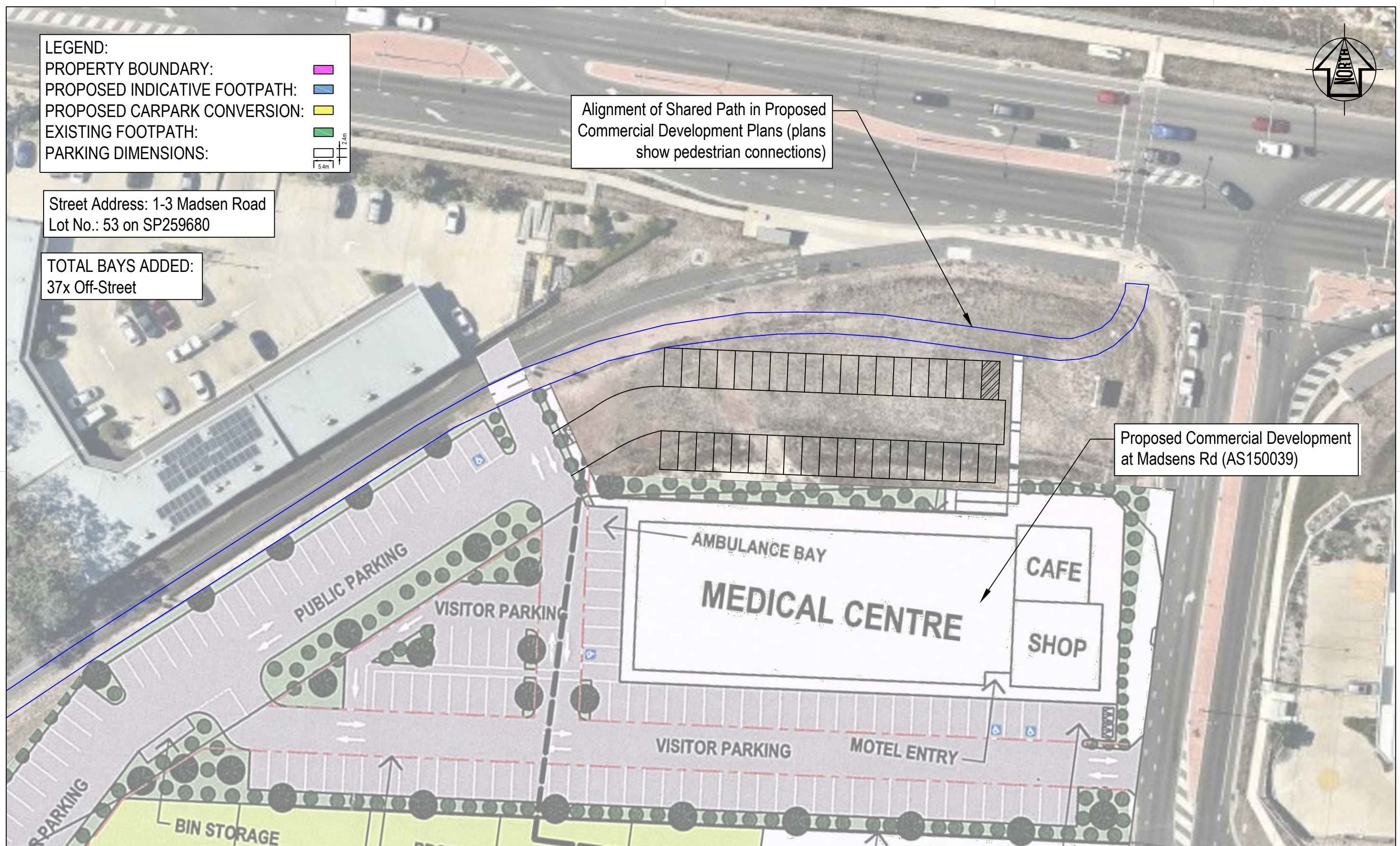
LEGEND:
 PROPERTY BOUNDARY: 
 PROPOSED INDICATIVE FOOTPATH: 
 PROPOSED CARPARK CONVERSION: 
 EXISTING FOOTPATH: 
 PARKING DIMENSIONS: 

Street Address: 1-3 Madsen Road
 Lot No.: 53 on SP259680

TOTAL BAYS ADDED:
 37x Off-Street

Alignment of Shared Path in Proposed Commercial Development Plans (plans show pedestrian connections)

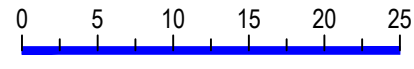
Proposed Commercial Development at Madsens Rd (AS150039)



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REVISIONS		Drawn	Date
Issue	Revisions/Descriptions		
003	Parking Concept for Client Advice	R.B	19.08.2019

Scale @ A3  1:500

ENGINEERING CERTIFICATION (RPEQ)






Name	Signature	No.	Date

Project
 Maryborough and Hervey Bay
 Parking Strategy

Title
 Focus Area #8: Hervey Bay
 Location 8.4 Parking Concept

Design	Drawn	Checked
R.B	R.B	M.D
CONCEPT ONLY		Date
		19.08.2019
Project Number	Sheet Number	Issue
P3860	5	001



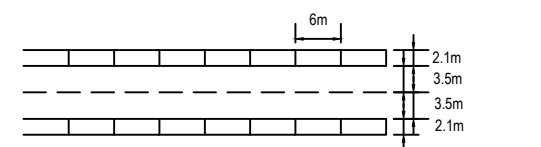
LEGEND:
 PROPERTY BOUNDARY: 
 PROPOSED INDICATIVE FOOTPATH: 
 PROPOSED CARPARK CONVERSION: 
 EXISTING FOOTPATH: 
 PARKING DIMENSIONS: 

Street Address: Bayswater Drive

TOTAL BAYS ADDED:
16x On-Street



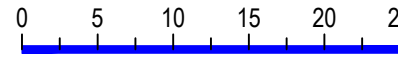
STANDARD PARKING ARRANGEMENT:



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REVISIONS		Drawn	Date
Issue	Revisions/Descriptions		
003	Parking Concept for Client Advice	R.B	19.08.2019

Scale @ A3  1:500






ENGINEERING CERTIFICATION (RPEQ)

Name	Signature	No.	Date

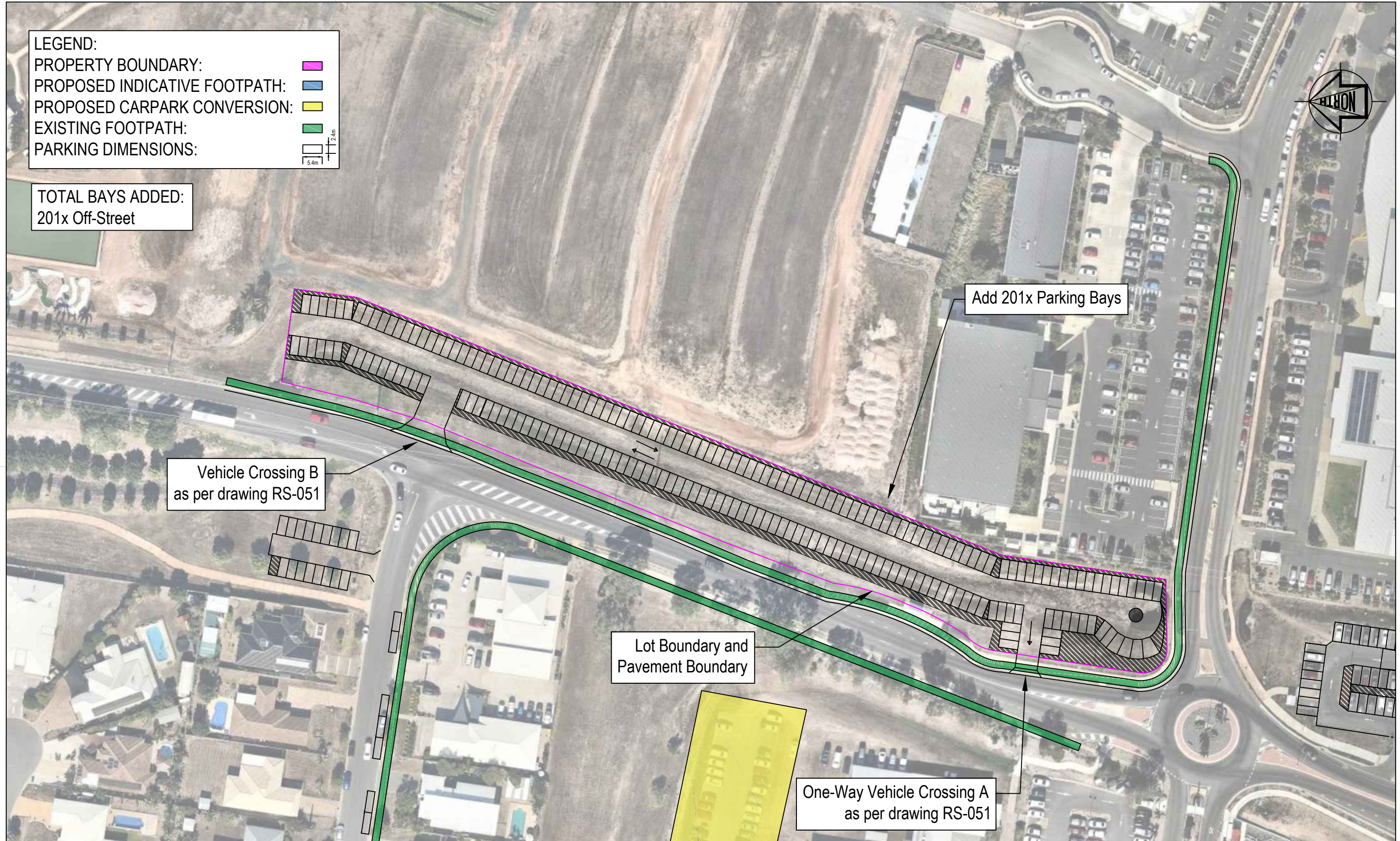
Project
Maryborough and Hervey Bay
Parking Strategy

Title
Focus Area #8: Hervey Bay
Location 8.5 Parking Concept

Design	Drawn	Checked
R.B	R.B	M.D
CONCEPT ONLY		
Date	19.08.2019	
Project Number	Sheet Number	Issue
P3860	6	001

LEGEND:
 PROPERTY BOUNDARY: 
 PROPOSED INDICATIVE FOOTPATH: 
 PROPOSED CARPARK CONVERSION: 
 EXISTING FOOTPATH: 
 PARKING DIMENSIONS: 

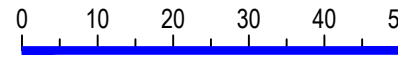
TOTAL BAYS ADDED:
 201x Off-Street



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Issue	REVISIONS Revisions/Descriptions	Drawn	Date
001	Parking Concept for Client Advice	R.B	19.08.2019

Scale @ A3  1:1000

ENGINEERING CERTIFICATION (RPEQ)

Name	Signature	No.	Date

Project
 Maryborough and Hervey Bay
 Parking Strategy

Title
 Focus Area #8: Hervey Bay
 Location 8.6 Parking Concept

Design	Drawn	Checked
R.B	R.B	M.D
CONCEPT ONLY		
Project Number	Sheet Number	Issue
P3860	7	001
Date	19.08.2019	