
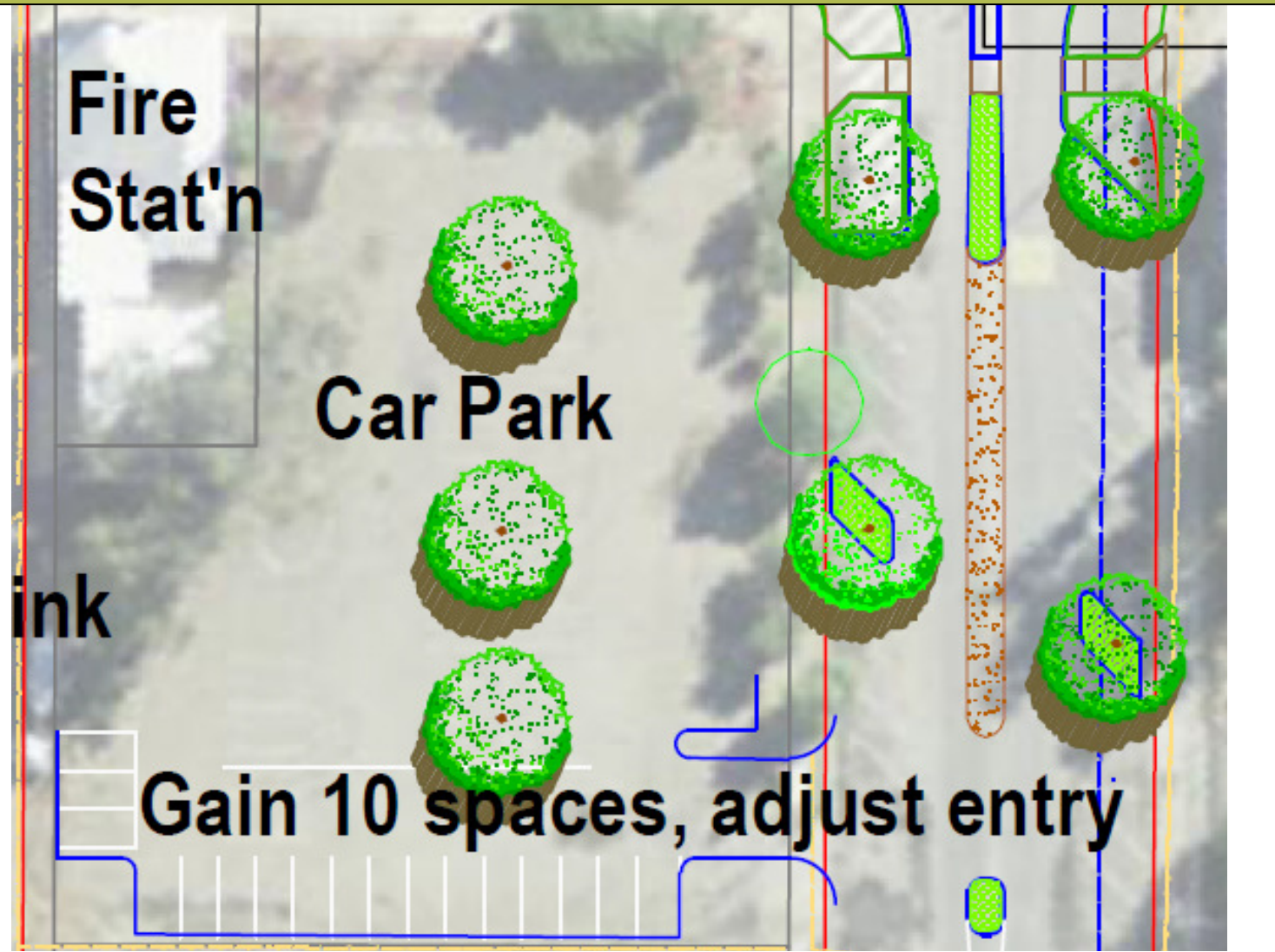




Traffic and Parking Masterplan Proposals for Action	Primary Responsibility	Timeframe & Priority
<p>Aerial view of a street intersection with overlaid planning proposals. Labels include: Old Town Hall Garage, Ambulance Stn, Garden Centre, Doyle St, New Roundabout, Neighb Ctr Library, Fire Stat'n, Car Park, Link, School, and Gain 10 spaces, adjust entry. A north arrow is also present.</p>		

Above: Image of proposed road works at Cnr Barwan and Doyle St

Traffic and Parking Masterplan Proposals for Action	Primary Responsibility	Timeframe & Priority
 <p data-bbox="197 1062 1182 1090">Above: Proposed new roundabout location at existing intersection Cnr of Barwan and Doyle Streets</p>		
B. Off-street Parking Proposals		
<p data-bbox="197 1174 1104 1201">9. Permit two way entry/exit to tourist information and crossing theatre car park</p> <p data-bbox="197 1217 909 1244">- There is currently a separate single way in and out arrangement</p>	NSC	HP
<p data-bbox="197 1270 1615 1345">10. Remark existing Public Carpark (Cnr Doyle and Barwan) and relocate kerb crossing (entry/exit point) to achieve 10 additional parking spaces- refer new layout below.</p>	NSC	IP

Traffic and Parking Masterplan Proposals for Action	Primary Responsibility	Timeframe & Priority
 <p>Fire Stat'n</p> <p>Car Park</p> <p>ink</p> <p>Gain 10 spaces, adjust entry</p>		
<p>Above: New layout and entry/exit point to achieve 10 additional parking spaces</p>		

Traffic and Parking Masterplan Proposals for Action	Primary Responsibility	Timeframe & Priority
<p>11. Rear Lane Shared Parking</p> <p>A number of submissions made during the Masterplan project concerned a lack of available staff parking in proximity of the Core CBD. To assist in addressing this issue the Narrabri Chamber of Commerce, with assistance as required from Council, could consider initiating a rear lane shared parking scheme. This scheme could manage and promote the sharing of rear lane parking by Maitland Street shop owners and staff. It is considered that this initiative would be especially valuable in the Core CBD and Commercial Precincts. Some shops located within the CBD do not currently require all of their existing rear staff parking spaces, whilst other shops require additional staff parking spaces to that currently provided. Shop owners with spare parking could either be formally approached to gauge their interest in sharing their surplus parking spaces with other nearby CBD shop owners, or informally approached. Of course, there would be no obligation to participate or to maintain any agreed shared spaces if a shop owner's on-site parking needs change.</p> <p>Chamber of Commerce could develop a shared parking space register to administer the scheme and participants will need to agree to conditions of use by way of letter and which can also cover a process for termination of the agreement by the parking space owner on giving reasonable notice. Registering a space could also possibly involve a financial incentive for participating shop owners.</p>	CoC	LP
C. Pedestrian Connectivity Proposals		
<p>12. Retain existing through block connections/pedestrian walkways between Tibbereena Street/ Newell Highway and Maitland St.</p>	Assessing Town Planner	HP
<p>13. Pursue opportunities to create an additional through block pedestrian connection between the CBD core block and the public car park and Education Precinct on the Corner of Doyle and Barwan Streets. A good number of through block pedestrian connections between Tibbereena Street/the Newell Highway and Maitland Street exist, but there are currently no open connections between the rear lane east of Maitland St and the Core CBD Maitland Street block. There are opportunities to increase the walkability of the CBD precinct by creating one or more new pedestrian connections as a component of a new building design or alternatively by direct negotiation with land owners.</p>	Assessing Town Planner/ Strategic Planner	HP