

# Dalby Cultural Centre | Dalby

Preliminary Traffic and Parking Report

**Project Number** 24E-0126

**Client** Western Downs Regional Council

## REPORT CONTROL SHEET

Report Details	
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Project No.:	24E-0126
Site:	Thomas Jack Park, Dalby
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# 1. Introduction

RMA Engineers has been engaged by Western Downs Regional Council (the Client) to undertake a review of the parking provisions for a proposed cultural centre (the subject site).

The proposed cultural centre is located at Thomas Jack Park, Dalby. It is noted that the development seeks to retain the existing function of Thomas Jack Park in addition to the construction of a cultural centre.

This report has been undertaken generally in accordance with the road transport related requirements identified in the Western Downs Regional Council (WDRC) Planning Scheme (2017).

## 1.1 Report objectives and scope

Thomas Jack Park is bordered by Condamine Street, Bunya Street, and Pratten Street; all of which currently feature on-street parking provisions. Because of this, an investigation into the suitability of utilising the on-street parking supply was considered, and an assessment of the on-street parking demands of Condamine Street, Bunya Street, and Pratten Street was undertaken to determine if there is sufficient on-street parking capacity to accommodate the proposed development.

This report considers the following:

- Context of the development site
- Parking requirements for the proposed development
- Review and analysis of the existing parking demands within the vicinity of the site
- Compare the proposed parking provisions with the existing parking demands within the vicinity of the site
- Determine the adequacy of the proposed parking provisions for the proposed development

Where required, this report make recommendations for the mitigation of development impacts.

## 1.2 Reference material

In preparing this report, reference has been made to the following:

- AS2890.1 *Off-street car parking*
- AS2890.5 *On-street car parking*
- AS2890.6 *Off-street car parking for people with disabilities*
- DTMR *Guide to Traffic Impact Assessment (GTIA)* – 2018
- WDRC Planning Scheme (2017)

## 2. Proposed development

### 2.1 History of the cultural centre

It is understood that the previous cultural centre (referred to as Myall 107) was demolished in 2022 after structural defects were identified during a refurbishment of the facility. Myall 107 was located on the corner of Drayton Street and Orpen Street, and comprised a library, art gallery, community radio, and cinema. It was identified as the cultural and creative hub of Dalby.

The library has since been relocated to an interim premise (69 Drayton Street) on the corner of Drayton Street and Marble Street within the old RSL building.

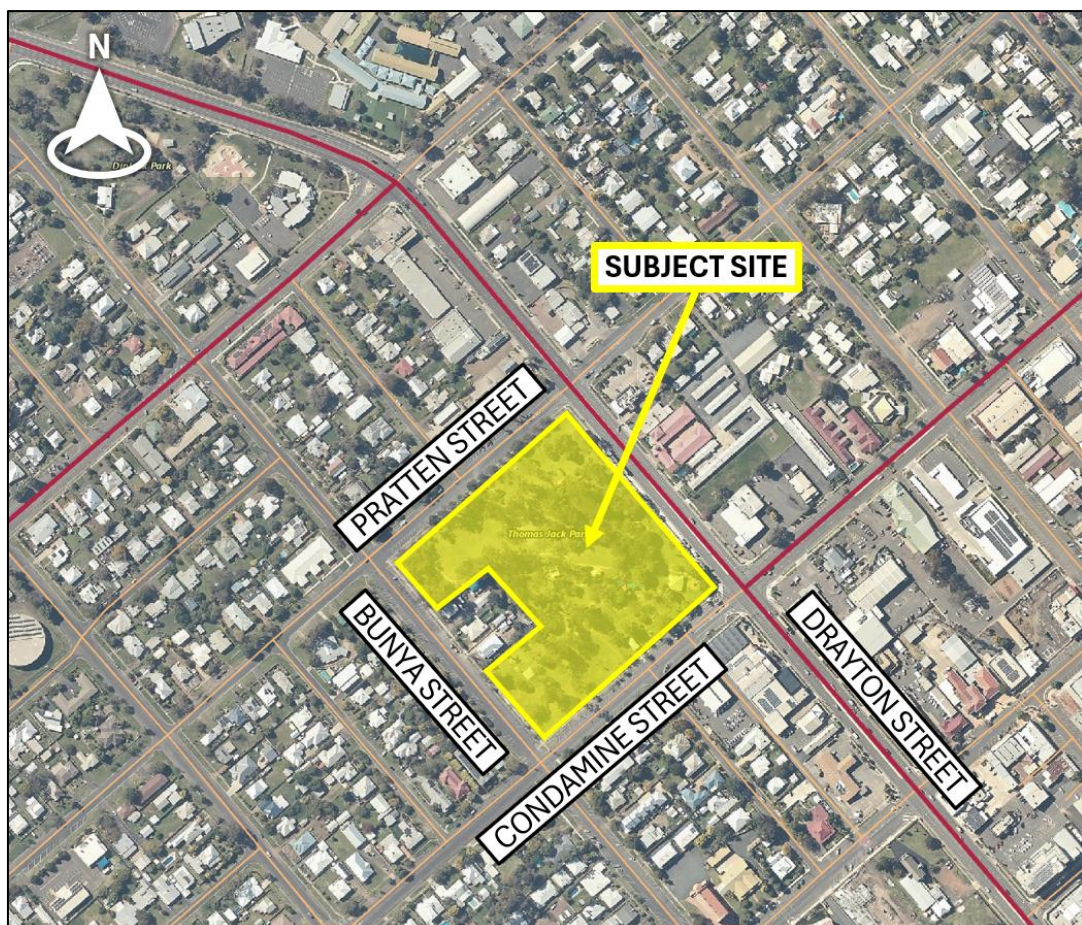
The proposed development of a new cultural centre within Thomas Jack Park aims to reconnect these community facilities into a singular cultural hub within close proximity to the Dalby CBD. It aims to integrate with the parklands and recreational activities of Thomas Jack Park.

### 2.2 Location and descriptions

The subject site is located within Thomas Jack Park, Dalby, which is bordered by Condamine Street, Bunya Street, Pratten Street, and Drayton Street (Warrego Highway), within the WDRC local government area.

Condamine Street, Bunya Street, and Pratten Street provide existing on-street parking provisions for Thomas Jack Park and surrounding businesses.

The subject site and its environs are illustrated in the locality plan in **Figure 2-1** below.



**Figure 2-1: Locality plan**



## 2.3 Development detail

The proposed development comprises a cultural centre. The proposed development seeks to retain the existing green space that Thomas Jack Park provides.

The cultural centre comprises of community facilities and incorporates a library, art gallery, function areas, workshop areas, visitor information centre, a cinema and café. The cultural centre is located towards the south-eastern section of the park.

It is also proposed that as part of the cultural centre development, the existing playground within the park will be removed and replaced with a larger, upgraded facility located in the north-western end of the park.

The proposed site plan is shown below in **Figure 2-2** and included in **Appendix A**. The associated Gross Floor Area (GFA) of each area along with the car parking requirement is summarised in **Appendix B**.



**Figure 2-2: Concept Plan of proposed cultural centre development**

## 2.4 Car parking requirements

It should be noted that the WDRC Planning Scheme does not specifically define the car parking requirements for a cultural centre.

Due to the mixed nature of the development, and the lack of definition for car parking rates of a cultural centre, the car parking requirements have been estimated based on the following three methods:

1. WDRC Planning Scheme (Transport, Access and Parking Code – Table 9.4.5.2) of individual uses
2. Historic Dalby Cultural Centre – *MyALL 107* car parking provision
3. Patronage data (existing library and visitor information centre, and previous Myall 107 precinct)

The following sections detail the parking requirements/provisions based on the above.

### 2.4.1 WDRC Planning Scheme (Transport, Access and Parking Code – Table 9.4.5.2)

Based on the WDRC Planning Scheme (Transport, Access and Parking Code – Table 9.4.5.2), it is estimated that a total of 108 car parking spaces are required for the proposed cultural centre.

The calculation of car parking spaces required, based on the WDRC Planning Scheme (Transport, Access and Parking Code – Table 9.4.5.2), is included in **Appendix B**.

It is noted that the total number of parking spaces required considers a conservative cross-utilisation rate of 20 percent (%) as it is expected that some patrons will visit more than one use within the cultural centre, and that all the uses will not be operating (or experiencing peak utilisation) at the same time.

### 2.4.2 Historic Dalby Cultural Centre parking provisions - *MyALL 107*

The previous Dalby Cultural Centre precinct, referred to as *MyALL 107*, comprised a library, art gallery, community radio, and a cinema. The proposed cultural centre features similar uses and therefore previous car parking provisions from *MyALL 107* have been used to inform requirements for the proposed cultural centre.

The *MyALL 107* precinct provided 85 formal car parking spaces. The precinct also had provision for an approximate 50 informal overflow parking spaces which is understood to be seldom utilised.

### 2.4.3 Patronage data

Patronage data was also gathered from the library and visitor information centre (VIC) over the last 12 months, as well as the historic Myall 107 precinct patronage when it was peak operational (pre-Covid 2019).

This information is included in **Appendix B** and indicates that an estimated peak number of patrons for the proposed development is approximately 90. Therefore, it is anticipated that the development would require 90 car parking spaces to accommodate the expected patronage.

Note that the above is considered conservative as it uses the maximum patronage data and does not include vehicle occupancy reductions (i.e. the number of patrons per vehicle), or alternative travel modes.

#### **2.4.4 Summary of parking provisions**

From the above, the following parking provisions are deemed required based on each method:

1. WDRC Planning Scheme = 108 parking spaces
2. Historic Dalby Cultural Centre – *MyALL* 107 car parking provision = 85 car parking spaces
3. Patronage data = 90 car parking spaces

Therefore, the average of the above methods results in 95 car parking spaces, with the highest provision being 108 spaces as per the Planning Scheme requirements.

The highest provision of 108 spaces has been adopted for this parking assessment as it provides the most conservative outcome for the assessment.

#### **2.5 Parking constraints**

Through Council and community consultation, it is understood that a key outcome of the proposed development is to retain the green space area and playground elements that Thomas Jack Park currently provides. As such, parking provisions for the subject site are proposed via on-street parking.

On-street parking helps activate the sites frontages, streetscapes, and adds community value. It will also assist with passive surveillance with regards to Crime Prevention Through Environmental Design (CPTED) principles.



### 3. Existing transport environment

#### 3.1 Existing parking supply

Aerial imagery and an on-site survey was undertaken to determine the existing parking supply for Condamine Street, Bunya Street, Pratten Street, and the internal (informal) car park, as illustrated in **Figure 3-1**.

Warrego Highway parking has not been included in the supply calculations as it is assumed that these spaces are more attributed to motorists travelling through Dalby and using the park as a rest stop to break their journey. Further to this, motorists using on-street parking along this busy road is not encouraged for the proposed cultural centre development.



**Figure 3-1: Existing parking supply survey areas**

The existing parking supply is summarised in **Table 3-1**, and equates to 208 car parking spaces. The internal car park comprises an unsealed area that has capacity for approximately 15 vehicles.

It is noted that caravan and bus parking currently exist on Pratten Street, these facilities are expected to be retained and are not included in the analysis, as such these areas have been excluded from the survey.

**Table 3-1: Existing parking supply**

Street/area	Existing parking supply <sup>1</sup>
Condamine Street	79
Bunya Street	45
Pratten Street	69
Internal car park	15
<b>Total</b>	<b>208</b>

<sup>1</sup>Based on aerial imagery (Queensland Globe) and on-site survey counts

## 3.2 Existing parking demand

A site inspection was undertaken to understand the existing car parking demand of Thomas Jack Park. The inspection occurred during the highest peak demand times as follows:

- Friday 30<sup>th</sup> August 2024 at 12:00pm
- Saturday 31<sup>st</sup> August 2024 at 11:30am and 12:30pm

Parking demands along Condamine Street, Bunya Street, Pratten Street, and the internal (informal) car park were surveyed as part of the inspection.

It is noted that other surrounding streets could be utilised by recreational users of Thomas Jack Park however these have been excluded as no changes are proposed for these other surrounding streets.

The existing parking demands for each area is summarised in **Table 3-2**.

**Table 3-2: Existing parking demand**

Street/area	Existing parking supply <sup>1</sup>	Existing parking demand (vehicles)		
		Friday	Saturday (11:30am)	Saturday (12:30pm)
Condamine Street	79	25	20	14
Bunya Street	45	8	6	4
Pratten Street	69	3	13	11
Internal car park	15	7	8	4
<b>Total</b>	<b>208</b>	<b>43</b>	<b>47</b>	<b>33</b>

<sup>1</sup>Based on aerial imagery (Queensland Globe)

From the above, peak demand of Thomas Jack Park occurred on Saturday at 11:30am, where 47 vehicles occupied parking spaces surrounding the park.

## 4. Proposed parking provisions

### 4.1 Proposed parking arrangements

As part of the proposed development, several on-street parking alterations are proposed.

To improve pedestrian safety, wombat crossings are proposed at midblock locations on Condamine Street and Pratten Street and subsequently, existing on-street parking must be removed to cater for the crossing and associated sight distance provisions. The wombat crossings are similar to existing facilities within the Dalby CBD area and therefore will provide consistent driving expectations for motorists.

**Note:** the wombat crossings provide a safer crossing location for pedestrians and cyclists for the following reasons:

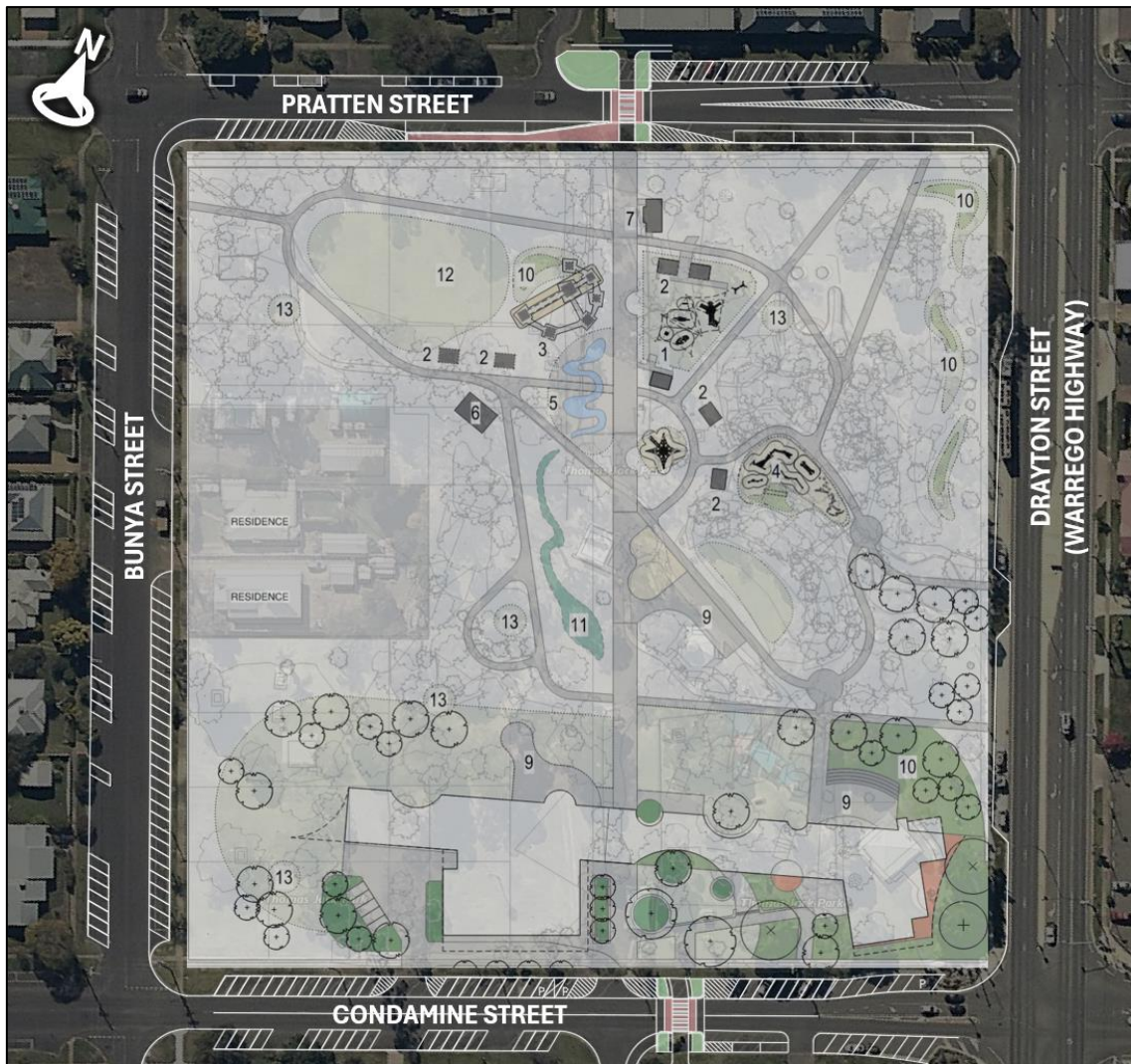
- The crossings are proposed on Condamine Street and Pratten Street which are both suited to such a facility given the low speeds (50km/h) and relatively low traffic volumes of these streets (daily traffic volumes are less than 3,500vpd).
- The wombat crossing provides pedestrians and cyclists with right of way and the raised platforms reduce traffic speeds to 20km/h at the crossing point, minimising the severity of conflict.
- The crossings align with the side streets of Nolan Street and Connelly Street which are in line with pedestrian desire lines through the park.
- The wombat crossings provide a central point for pedestrians to cross when parking on the opposite side of the road.
- The crossings provide an alternative location for pedestrians to cross further away from the Warrego Highway intersections.

Furthermore, a pick-up/drop-off area and also a servicing area for the development is required, which also removes existing on-street parking spaces (for access driveway provisions). Additional car parking is suggested along Bunya Street in the form of 60-degree angled parking, which is consistent with existing angle parking around the park and throughout the Dalby CBD area.

The proposed on-street parking arrangements are shown in **Figure 4-1**.

It is noted that this project is currently in the concept design phase and that the proposed arrangements shown in **Figure 4-1** should also be considered as part of the final design. The proposed car parking arrangement has been designed in accordance with the Australian Standards - AS2890 – *Parking Facilities*.





**Figure 4-1: Proposed on-street parking arrangements**

The parking layout shown above in **Figure 4-1** comprises 177 car parking spaces (including 3 PWD spaces).

Caravan and bus parking on Pratten Street has been retained however it is recommended that the bus bay features a built-out kerb platform to allow for easier boarding/disembarking.

As stated in **Section 3.1**, the existing peak demands of Thomas Jack Park equates to 47 car parking spaces. Based on the WDRC Planning Scheme, it is estimated that a total of 108 car parking spaces are required for the proposed cultural centre. Combining the existing demands of Thomas Jack Park and the required car parking spaces for the cultural centre results in 155 car parking spaces.

Therefore, the proposed on-street car parking layout comprising 177 car parking spaces (including 3 PWD spaces) is anticipated to be able to accommodate the users of the proposed cultural centre and Thomas Jack Park.

## 4.2 Future considerations

### 4.2.1 Internal car parking provisions

Given the nature of the development, it is expected that if additional future parking demands are required post completion of the cultural centre development, then this could be accommodated

through either one of two possible internal car parking options.

These are depicted in **Figure 4-2** and **Figure 4-3** and are a high level illustration only of how additional car parking spaces could be provided if required.



**Figure 4-2: Repurpose of the existing Bunya Street Council Depot – 42 parking spaces**



**Figure 4-3: Pratten Street one-way service lane arrangement – 28 parking spaces**

#### **4.2.2 Consideration of larger events**

It is understood that larger events may take place at the cultural centre (outside peak demand periods). These larger events are expected to be an occasional occurrence and given the size, it is anticipated that parking demands will be higher. It is also expected that people attending these events will walk further to take part.

A 400m walking radius was investigated around Thomas Jack Park to determine the on-street



parking supply that could be used during special events. This radius equates to a 5 to 10 minute walk for patrons. The amount of parking spaces within 400m radius of the park is illustrated in **Figure 4-4** and equates to approximately 800 (including the proposed parking arrangement shown in **Figure 4-1**).

The expected demands for these large events is about 2,000 patrons, which would equate to approximately 670 to 800 parked vehicles (accounting for car occupancy of 2.5 to 3 persons per vehicle respectively).

Therefore, it is expected that there should be sufficient parking supply to cater for larger special events within the surrounding on-street supply.



**Figure 4-4: 400m walking radius of Thomas Jack Park**

Additional considerations for larger events can also include the use of the showgrounds and Myall Creek (Jimbour Street) parking facilities which are also within reasonable distance to the site.

Given that the parking demands for events are unique and vary depending on the type, size, and target audience, it is recommended that parking considerations be included within the event management plans of the associated event.

#### **4.2.3 Consideration of surrounding parking demands**

It is understood that the parking around Thomas Jack Park is utilised by surrounding businesses and churches, especially during Sunday religious services and mass.

Given the conservativeness of the parking assessment (i.e. aligning the existing peak parking demands of the park coupled with the anticipated maximum peak demands of the proposed cultural Centre development), it is expected that there will be sufficient capacity of on-street supply to cater for the surrounding uses.

Further to this, the parking demands for the proposed cultural centre on Sundays will be low (as the library is closed on Sundays), and the additional parking supply on Bunya Street provides additional parking capacity. This will also help to cater for the surrounding church parking demands.

## 5. Conclusion

RMA Engineers has been engaged by Western Downs Regional Council (the Client) to undertake a review of the parking provisions for a proposed cultural centre (the subject site).

The proposed cultural centre is located at Thomas Jack Park, Dalby. It is noted that the development seeks to retain the existing function of Thomas Jack Park in addition to the construction of a cultural centre.

The proposed development of a new cultural centre within Thomas Jack Park aims to reconnect these community facilities of the former Myall 107 precinct into a singular cultural hub within close proximity to the Dalby CBD. It aims to integrate with the parklands and recreational activities of Thomas Jack Park.

The cultural centre comprises of community facilities and incorporates a library, art gallery, function areas, workshop areas, visitor information centre, a cinema and café. The cultural centre is located towards the south-eastern section of the park.

It is also proposed that as part of the cultural centre development, the existing playground within the park will be removed and replaced with a larger, upgraded facility located in the north-western end of the park.

A parking assessment was undertaken to determine if the surrounding streets have sufficient parking capacity to accommodate the proposed development. Utilising on-street parking provision will help to maximise the green space of Thomas Jack Park.

The benefits of on-street parking include:

- Minimise the impact to Thomas Jack Park
- Helps activate the sites frontages, streetscapes, and adds community value
- Assists with passive surveillance with regards to CPTED principles.

The parking assessment for the proposed cultural centre development was undertaken by considering the following:

- Parking demands of the proposed development and existing recreational usage of Thomas Jack Park.
- Proposed on-street parking supply adjacent the site (Thomas Jack Park).
- Further considerations for parking

The outcomes of the assessment are summarised below.

### ***Parking demands***

#### **Proposed cultural centre development parking demand**

The expected car parking demands for the proposed cultural centre was estimated by using three different methods (i.e. Planning Scheme rates, historical Myall 107 provisions, and patronage data).

The average of the three methods results in 95 car parking spaces, with the highest provision being 108 spaces as per the Planning Scheme requirements.

The highest provision of 108 spaces has been adopted for the parking assessment as it provides the most conservative outcome.

#### Existing recreational use parking demand of Thomas Jack Park

The peak parking demand of Thomas Jack Park occurred on Saturday at 11:30am, where 47 vehicles occupied parking spaces surrounding the park.

#### Total parking demand

Combining the existing demands of Thomas Jack Park and the required car parking spaces for the cultural centre results in **155 car parking spaces**.

#### ***Parking supply***

The proposed on-street parking arrangements are shown in **Figure 4-1** and consist of a total **177 car parking spaces** (including 3 PWD spaces).

Therefore, the proposed on-street car parking layout comprising 177 car parking spaces is anticipated to be able to accommodate the users of the proposed cultural centre and Thomas Jack Park.

#### ***Further considerations for parking***

##### Additional future provisions

Given the nature of the development, it is expected that if additional future parking demands are required post completion of the cultural centre development, then this could be accommodated through internal car parking options.

##### Larger events

It is understood that larger events may take place at the cultural centre (outside peak demand periods). These larger events are expected to be an occasional occurrence and given the size, it is anticipated that parking demands will be higher. It is also expected that people attending these events will walk further to take part.

It is expected that there should be sufficient parking supply to cater for larger special events within the surrounding on-street supply (400m radius).

Additional considerations for larger events can also include the use of the showgrounds and Myall Creek (Jimbour Street) parking facilities which are also within reasonable distance to the site.

Given that the parking demands for events are unique and vary depending on the type, size, and target audience, it is recommended that parking considerations be included within the event management plans of the associated event.

##### Surrounding parking demands

It is understood that the parking around Thomas Jack Park is utilised by surrounding businesses and churches, especially during Sunday religious services and mass.

It is expected that there will be sufficient capacity of on-street supply to cater for the surrounding uses given the conservativeness of the parking assessment.

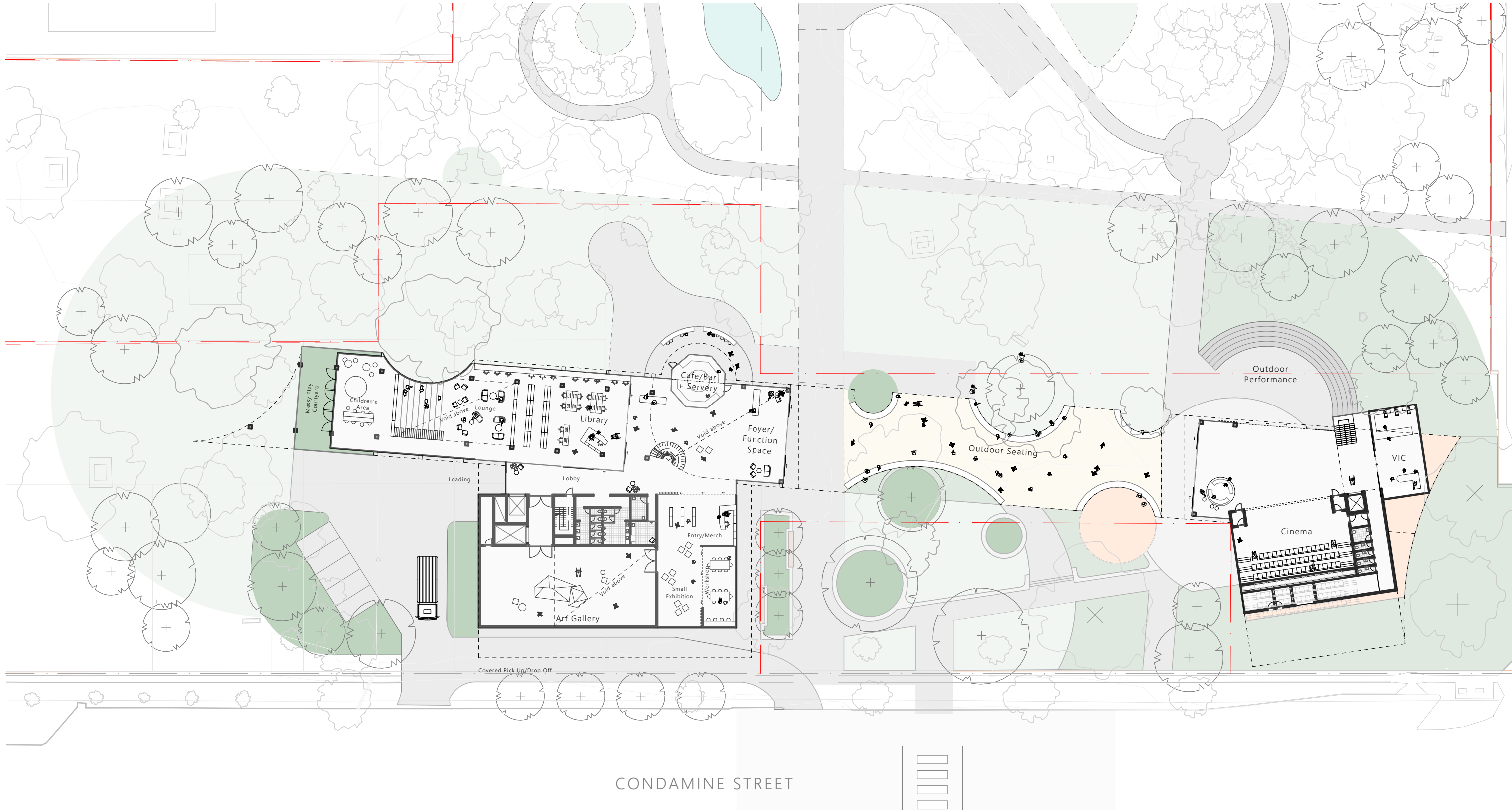
Further to this, the parking demands for the proposed cultural centre on Sundays will be low (as the library is closed on Sundays), and the additional parking supply on Bunya Street provides additional parking capacity. This will also help to cater for the surrounding church parking demands.

Therefore, from this assessment, it is concluded that the suitability of utilising on-street parking is deemed appropriate for the development, and that there is adequate parking capacity to cater for the expected parking demands of the proposed cultural centre and recreational use of Thomas Jack Park.

With respect to the above findings of this report, the proposed development can proceed without any unacceptable or adverse parking impacts.



## Appendix A Site layout



**NOTE**  
The Builder shall check all dimensions and levels on site prior to construction. Notify any errors, discrepancies or omissions to the architect. Refer to written dimensions only. Do not scale drawings. Drawings shall not be used for construction purposes until issued for construction. This drawing reflects a design by ANNA O'GORMAN ARCHITECTS and is to be used only for work when authorised in writing by ANNA O'GORMAN ARCHITECTS.  
All boundaries and contours are subject to the survey drawing. All levels to Australian Height Data. It is the contractors responsibility to confirm all measurements on site and locations of any services prior to work on site.  
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**AMENDMENTS**

Rev.	Description	By	Date
I	CONSULTANT COORDINATION	AOG	18/02/2019

Rev.	Description	By	Date

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DRAWING NAME:  
**SITE 2 GROUND 1:500**  
PROJECT:  
**Dalby Cultural Centre**

PROJECT DETAILS :  
**Drayton Street, Dalby  
QLD, 4405, #Site Country**

DRAWING NO.  
**SD15**  
REVISION NO.  
SCALE:  
AT A1 1:250  
AT A3 1:500  
NORTH:  
PLOT DATE: 2/10/2024

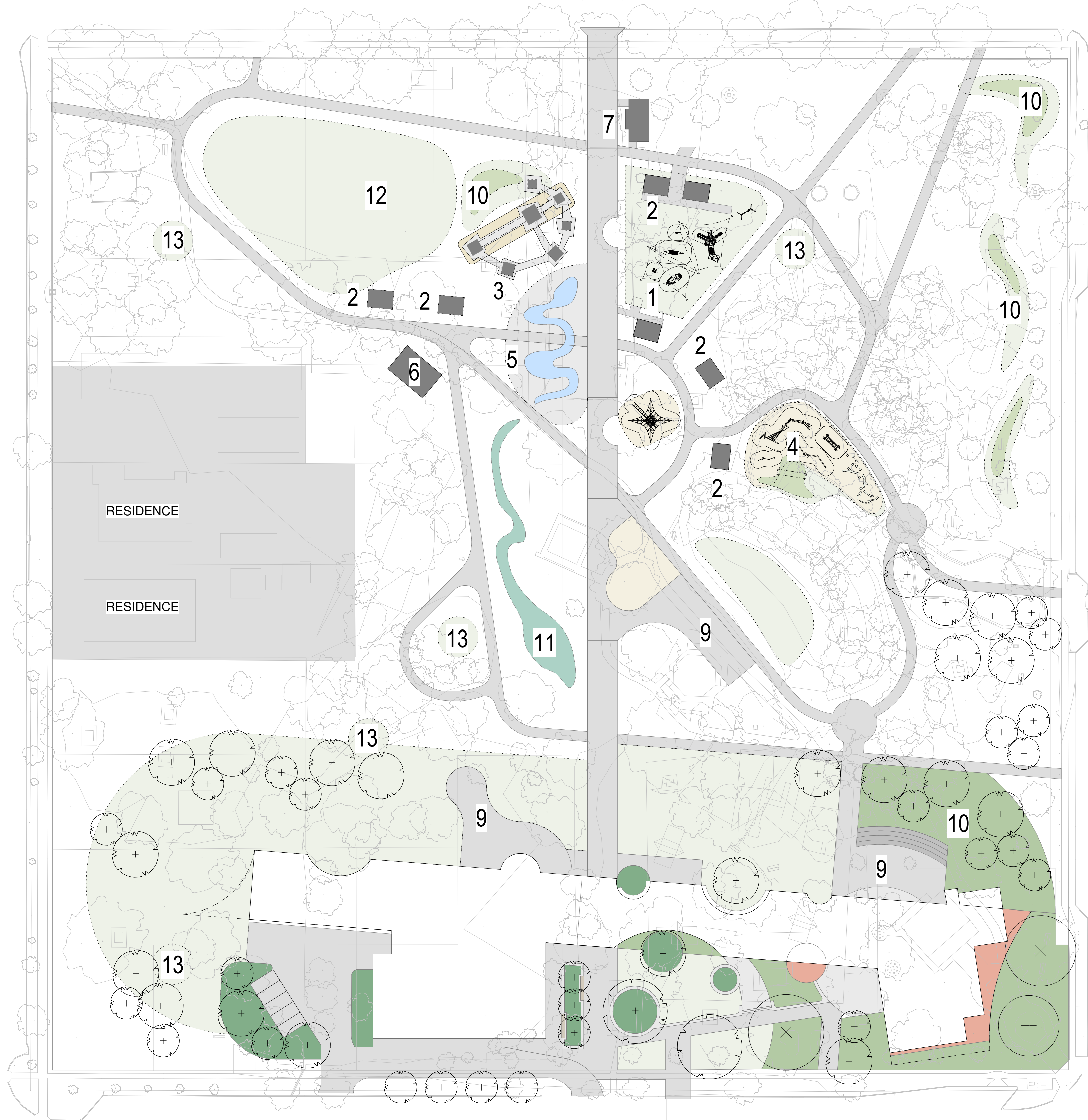


BUNYA ST

PRATTEN ST

WARREGO HWY

CONDAMINE ST



**KEY**

- 1. CHILD PLAY (1-5) 550m2
- 2. BBQ SHELTER
- 3. ADVENTURE PLAY STRUCTURE AND ZIPLINE 600m2
- 4. NATURE PLAY IN THE JUNGLE 400m2
- 5. WATER PLAY 400m2 (POOL 105m5)
- 6. LARGE BBQ SHELTER
- 7. AMENITIES
- 8. HALF BASKETBALL COURT
- 9. GATHERING OR EVENT SPACE
- 10. LANDSCAPE MOUND
- 11. BIO DETENTION 200m2
- 12. OPEN PLAY AREA
- 13. QUIET NODE
- 14. NEW CARPARK

## Appendix B Car parking requirements

**Table 5-1: Parking rates and requirements based on WDRC Planning Scheme Table 9.4.5.2**

Use	Yield	Unit	Considered Use	Rate		Source	Required car parking spaces
LIBRARY							
LIBRARY	1,215	m² GFA	Showroom	1 space per 40m² of GFA	40	WDRC TAPS Table 9.4.5.2	31
Total							31
GALLERY							
GALLERY	445	m² GFA	Showroom	1 space per 40m² of GFA	40	WDRC TAPS Table 9.4.5.2	12
Total							12
FOYER							
FOYER	547	m² GFA	Showroom	1 space per 40m² of GFA	40	WDRC TAPS Table 9.4.5.2	14
Total							14
VISITOR INFORMATION CENTRE							
VISITOR INFORMATION CENTRE	76	m² GFA	Showroom	1 space per 40m² of GFA	40	WDRC TAPS Table 9.4.5.2	2
Total							2
CINEMA							
CINEMA	150	seats	Theatre	1 space per 5 seats	5	WDRC TAPS Table 9.4.5.2	30
Total							30
GATEWAY PAVILION							
GATEWAY PAVILION	430	m² GFA	Showroom	1 space per 40m² of GFA	40	WDRC TAPS Table 9.4.5.2	11
Total							11



ADMIN							
ADMIN	148	m <sup>2</sup> GFA	Office	1 space per 60m <sup>2</sup> of GFA	60	WDRC TAPS Table 9.4.5.2	3
Total							3
BASEMENT STORAGE							
BASEMENT STORAGE	396	m <sup>2</sup> GFA	Office	1 space per 60m <sup>2</sup> of GFA	60	WDRC TAPS Table 9.4.5.2	7
Total							7
AMENITIES AND OTHER AREAS							
AMENITIES AND OTHER AREAS	978	m <sup>2</sup> GFA	Showroom	1 space per 40m <sup>2</sup> of GFA	40	WDRC TAPS Table 9.4.5.2	25
Total							25
TOTAL NUMBER OF PARKING SPACES REQUIRED							108

## Patronage Data:

Sensor0 (Counter A) ▼			Select month: August ▼			Select year: 2024 ▼									
May 2023	June 2023	July 2023	August 2023	September 2023	October 2023	November 2023	December 2023	January 2024	February 2024	March 2024	April 2024	May 2024	June 2024	July 2024	August 2024
-	-	-	67	148	0	166	85	0	84	68	0	120	67	169	122
-	-	-	93	27	0	156	42	148	103	45	149	106	0	111	90
-	-	-	102	0	128	128	0	96	41	0	123	96	125	134	40
-	-	-	101	78	87	72	126	148	0	108	124	60	111	118	0
-	-	-	35	83	120	0	151	117	143	110	111	0	97	139	131
-	-	0	0	106	109	142	113	36	163	126	65	0	91	41	130
-	-	97	5	124	34	90	118	0	144	138	0	136	92	0	118
-	-	35	125	109	0	143	83	138	130	100	127	100	44	121	107
-	-	0	122	42	150	62	25	139	93	56	185	123	0	164	142
-	-	101	99	0	100	31	0	161	85	0	130	82	142	90	49
-	-	95	115	60	118	0	120	158	0	121	108	59	130	113	0
-	-	97	41	78	136	0	192	113	108	118	0	0	119	110	129
-	-	54	0	97	115	87	176	31	129	140	39	104	130	46	118
-	-	95	114	120	50	107	211	0	104	133	0	102	96	0	118
-	-	46	92	85	0	111	57	148	108	91	137	117	42	120	120
-	-	0	132	58	107	97	37	138	108	49	129	96	0	95	108
-	-	89	156	0	142	78	0	154	76	0	130	93	100	87	40
-	-	98	94	158	83	37	110	149	41	125	110	45	91	99	0
-	-	87	29	148	135	0	156	59	133	136	131	0	96	120	108
-	-	92	0	116	52	103	118	39	113	138	54	115	159	42	121
-	-	89	103	152	19	99	99	0	147	0	0	127	92	0	109
-	-	27	99	125	0	137	85	144	73	40	126	96	51	77	97
-	-	0	118	38	93	107	0	136	82	47	88	97	0	133	107
-	-	5	108	0	141	145	0	104	68	0	102	65	158	128	56
-	-	97	88	29	142	78	0	132	0	121	2	40	121	128	0
-	-	166	33	114	148	0	0	0	151	115	133	0	140	112	100
-	-	99	0	132	13	123	0	107	117	113	25	111	134	43	105
-	-	118	136	87	0	112	40	0	22	113	0	147	114	0	99
-	-	9	84	104	0	132	0	134	112	0	123	120	45	117	68
-	-	0	98	40	133	84	0	82	-	0	118	115	0	113	-
-	-	90	133	-	94	-	0	130	-	0	-	98	-	100	-
0	0	1686	2522	2458	2449	2627	2144	2941	2678	2351	2569	2570	2587	2870	2532

<b>2024 Patronage</b>				
<b>Library</b>		<b>Daily patrons (max day)</b>		
2023 Sep		158		
2023 Oct		150		
2023 Nov		166		
2023 Dec		211		
2024 Jan		161		
2024 Feb		163		
2024 Mar		140		
2024 Apr		185		
2024 May		147		
2024 Jun		159		
2024 Jul		164		
2024 Aug		142		
<b>Average of max day</b>		<b>162.1667</b>		
<b>Daily patronage</b>				
		<b>Library</b>	<b>Myall 107</b>	<b>Estimate of new facility (without VIC)</b>
				<b>VIC</b>
Average daily patronage		120	150	170
Max day patronage per month		160	200	230
Average hourly of max day		20	25	29
Peak hourly of max day		55	70	80
<i>patrons - doesn't include persons per vehicle</i>				

<b>Dalby Visitor Information Centre</b>				
		<b>Hours</b>		
Monday	9 am–4:30 pm	7.5	avg	20 per day
Tuesday	9 am–4:30 pm	7.5	max	60 per day
Wednesday	9 am–4:30 pm	7.5	max avg	8 per hour
Thursday	9 am–4:30 pm	7.5		
Friday	9 am–4:30 pm	7.5		
Saturday	10 am–2 pm	4		
Sunday	10 am–12 pm	2		
Hours per week		43.5		
Hours per year		2262		
Visitors per month		550		
Visitors per year		6600		
Visitors per hour (avg)		2.917772	3 visitors per hour	

Hi Grant,

The figures below are estimated averages based on our electronic people counter data. I've provided our current numbers along with our 2019 figures from when we were in our bigger space co-located with the gallery and cinema which should give a bit of an indication. Our numbers fluctuate depending on library programming, generally Tuesdays & Thursdays when we have Storytimes we are particularly busy. Hopefully with the centrality of the new library location, being adjacent to the park/gallery/cinema for families and having a large space to deliver library programming we should see numbers return to 2019 numbers.

	Daily Patronage	Conditions
Current	120	Temporary 69 Drayton st location
2019	150	Myall 107 location & pre-COVID
Anticipated	150-170	

Regards

**Sheridan Edgar**

Acting Library Services Coordinator