Footscray Central Activities Area
Car Parking Study

transportation planning, design and delivery

HM17472 09/05/13

GTAconsultants

Footscray Central Activities Area

Car Parking Study

Issue: C 09/05/13

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C	9/05/13	Final	Fabian Guadagnuolo	Chris Coath	

GTAconsultants
MELBOURNE • SYDNEY • BRISBANE • CANBERRA
ADELAIDE • GOLD COAST • TOWNSVILLE
www.gta.com.au

Executive Summary

In order to facilitate development in the broader Footscray CAA, Council is seeking a review be undertaken of the car parking implications of potential future development within the Footscray CAA. To this end, GTA Consultants was commissioned in May 2012 to undertake this review.

The objective of this Car Parking Study is to provide recommendations on appropriate levels of car parking to be provided for new developments / uses in Footscray CAA and establish the appropriate mechanisms by which to supply the required car parking spaces.

The recommendations must be appropriate for the area's designation as a CAA, involving a shift towards sustainable travel behaviour such as the promotion of public transport and non-motorised travel reflective of the Melbourne@5 Million and Victorian Transport Plan objectives (i.e. reducing car dependency, increasing public transport usage and creating highly pedestrianised activity centres). The policy will also offer a level of certainty around car parking rates for Footscray CAA to the private sector.

Specifically this study will:

- Review existing car parking demands within the Footscray CAA as a means to establishing existing car parking generation rates for the centre.
- Review the established existing parking generation rates against the parking rates established in earlier studies to develop appropriate future car parking generation rates which acknowledge the existing demand characteristics and future aspirations of the centre.
- Establish future car parking demands which could be expected to be generated by the centre to enable a balanced approached to be developed as to how to provide for such demands.

This report does not propose to reproduce the previous reports into a single report as part of this study, rather draw on key findings from these previous reports. These reports and other relevant documents which have been referenced throughout this study are listed below:

- Melbourne@5Million (December 2008)
- Victorian Transport Plan (December 2008)
- VPP Revised Clause 52.06 (Implemented June 2012)
- Relevant Local Strategic Documents
- City Edge Masterplan 2012
- Public Submissions received as part of Amendment C90
- Footscray Access and Mobility Strategy Update 2011
- Footscray Skyline Study (Draft 2012)
- Footscray Central Activities Area Car parking Study, prepared by GTA Consultants (2009)
- Footscray Central Activities Area Car Parking Review, prepared by GTA Consultants (2011)

The Study Area is generally defined as the area bound by the Maribyrnong River to the north and east, Buckley Street to the south and the Geelong Road and Droop Street to the west. To enable more detailed investigations of the study area, the study area has also been broken into a number of smaller precincts.

Car parking demand surveys of the study area were undertaken on a typical Thursday and Saturday in July 2012. The car parking inventory identified the supply and restriction type of all publicly available spaces within the study area. The survey results indicate that there is a total supply of some 8300 spaces within the study area at the peak parking time.

A review of the overall car parking demands for the study area indicates that car parking demands peak within the study area on a Thursday at 1:00pm with a car parking demand for some 5,841 spaces which represents an occupancy level of 69%. This figure includes all car parking types and restrictions. Given the above, for analysis purposes, Thursday data was utilised for the assessment.

Following on from the collection of the existing parking data, a car parking model was prepared to estimate the car parking generating characteristics for the Footscray Central Activity Area.

The car parking model was prepared and calibrated to reflect existing operating conditions of the study area. From the car parking rates determined through the preparation of a model, car parking demands could be estimated for new developments or predicted growth within the study area. The future model provided a "Business As Usual" scenario reflective of car parking growth occurring at rates consistent with that currently being generated within the study area.

The business as usual car parking model indicated the following:

- Based on car parking demand being generated at 'current rates', the Footscray CAA could accommodate all future parking demands without the need to construct any additional car parking facilities. This would result in an occupancy level of 93%. Should no additional parking supplies be constructed within the Footscray CAA, an 85% occupancy level would however be exceeded (85% considered to represent theoretical capacity). This would equate to a demand of some 714 spaces in excess of the 85% parking supply level. In order to achieve 85% occupancy, the car parking model indicates that the Footscray CAA would require approximately 35% of the future car parking demand (if continued to be generated at current rates) to be provided on-site by developers at the peak time. At all other non-peak times, the future demand required to be provided on-site reduces to 25% or less.
- Comparing the overall parking demand levels which exceed the 85% supply (714 spaces) to the overall car parking demand of 7,718 spaces, a shift of approximately 9% in travel mode would be required in order for parking demands to not exceed a total 85% occupancy.

From an understanding of the existing conditions and the future car parking growth, car parking strategies were able to be developed.

Further guiding the development of these strategies was a number of parking objectives for the Footscray CAA which are summarised as follows:

- Manage parking demand and supply to satisfy user needs.
- Recognise the role that the provision of car parking has in generating vehicle trips:
    - reduce vehicle trips, minimise parking provision where appropriate
    - locate and manage parking so as to minimise traffic generated by the search for a parking space.
- In line with the Maribyrnong Integrated Transport Strategy, encourage increased use of active and sustainable travel modes rather than increased private vehicle travel, to reduce traffic congestion and associated noise and air pollution and to increase road safety.
- Improve general amenity for pedestrians within the CAA to increase the willingness for visitors to walk to and within the CAA to their destination.

On this basis a number of recommendations have been made as set out in the following:

Recommendation 1:

A car parking rate range be applied to future commercial development in the Inner Core as follows with appropriate decision guidelines developed and adopted which allow the consideration of reducing car parking requirements below the lower end of the range:

- Office: 1.5 – 2.0 spaces per 100 sqm
- Restaurant: 0.05 – 0.1 spaces per patron
- Restricted Retail: 0.5 – 1.0 spaces per 100 sqm
- Retail (Shop): 0.5 – 1.5 spaces per 100 sqm
- Supermarket: 2.0 – 2.5 spaces per 100 sqm
- Medical Centre: 1.0 – 2.3 spaces per practitioner

Recommendation 2:

Minimum car parking rates to be applied to future commercial development outside the Inner Core as follows:

- Office 2.0 spaces per 100sqm
- Restaurant 0.1 spaces per patron
- Restricted Retail: 1.0 spaces per 100sqm
- Retail (Shop) 1.5 spaces per 100sqm
- Supermarket 2.5 spaces per 100sqm
- Medical Centre 2.3 spaces per practitioner

Recommendation 3:

Car parking rate ranges for residential developments be adopted as follows:

- Residential Dwelling
  - 1 Bedroom Dwelling: 0.5 – 1.0 space per dwelling
  - 2 Bedroom Dwelling: 0.8 – 1.0 space per dwelling
  - 3+ Bedroom Dwelling: 1.0 – 1.5 spaces per dwelling
- Residential Hotel
  - 0.1 – 0.3 spaces to each lodging room
- Residential College (student accommodation)
  - 0.05 – 0.25 spaces to each bed

Recommendation 4:

A reduction or waiver of residential parking requirements may be allowed for dwellings at the discretion of Council.

Recommendation 5:

A residential dwelling visitor car parking rate of 0.1 spaces per dwelling should be adopted and accompanied by appropriate decision guidelines to allow the use of existing car parking vacancies within the surrounding area where appropriate.

Recommendation 6:

Allow parking generated by future commercial development to be accommodated in the following way:

- provide car parking in individual development sites
- utilise existing car parking vacancies available within the study area
- a combination of the above options.

Recommendation 7:

In considering the provision of car parking, consideration must also be given to:

- efficiencies gained from the consolidation of shared car parking spaces
- any empirical car parking deficiency associated with the existing use of the land, but only where existing buildings are being reused
- the equity of waiving the car parking requirement having regard to any historic contributions by existing businesses.

Recommendation 8:

Parking restrictions should be reviewed to ensure that future developers who choose not to provide parking on-site (particularly long term parking) cannot simply rely upon on-street parking. Parking restrictions should allow a sharing of parking within residential streets.

Recommendation 9:

It is recommended that the following items be reviewed and incorporated into any existing parking permit scheme for the Footscray CAA area:

- new residential unit/apartment developments should not be eligible for new on-street car parking permits
- the renewal/number of existing residential car parking permits should be progressively reduced to reflect the existing level of available on-street permit signed car parking within the study area
- the existing annual fee for resident parking permits should be increased to assist in discouraging resident car ownership.

Recommendation 10:

Continue and improve where possible parking enforcement services within the Footscray CAA area.

Recommendation 11:

Review existing static wayfinding signage and explore the introduction of dynamic car parking signage which can improve the utilisation of car parking areas.

Recommendation 12:

Council should continually work with private car parking owners to ensure that car parking facilities meet with current design standards, and are maintained at an appropriate level.

Recommendation 13:

It is recommended that fee parking be considered to be expanded to reduce the reliance on car travel to/from the study area. This management tool should be implemented for the areas of the Footscray CAA which experience high parking occupancy levels (i.e. the inner core) and carefully monitored to establish the proper balance of parking turnover/reduction in car parking demand and economic viability of the area.

Recommendation 14:

Infrastructure works to improve or create sustainable transport links and reduce traffic congestion and over reliance on car travel should have priority over the retention of existing on-street parking.

Recommendation 15:

It is recommended that the requirement of the Maribyrnong MSS to prepare a Green Travel Plan (GTP) for all new "major" developments be maintained and be prepared prior to construction and post occupation of the use (enforced as a condition of any Planning Permit).

Recommendation 16:

It is recommended that at a minimum the provision of bicycle parking be provided in accordance with the rates set out within Clause 52.34. Alternatively the empirical bicycle parking rates set out within the Australian Bicycle Council's handbook developer fact sheet (which typically recommends a greater level of bicycle parking be provided) should be considered to determine an appropriate bicycle parking provision dependant on land use type.

Recommendation 17:

It is recommended that a minimum of 1 motorcycle/scooter parking space be provided for every 25 car parking spaces constructed within any car park within the study area. These spaces should be designed in accordance with the requirements of the relevant Australian Standard for Off-street Parking Facilities (i.e. 2.5m length by 1.2m width).

Recommendation 18:

It is recommended that an appropriate number of car sharing spaces be provided within the study area, potentially in a mix of on-street and off-street locations. The rate of this provision should be monitored regularly and increased where appropriate at the expense of non-shared spaces.

Recommendation 19:

It is recommended that active and public transport improvement projects be completed to support the lower car parking rates identified within this report.

Recommendation 20:

Council is to undertake surveys of the Footscray CAA area every five years to ensure that the approximate level of existing car parking demand is being maintained.

Recommendation 21:

That the strategy to manage the provision of future car parking demands be maintained and reviewed in approximately 5 years' time.

Recommendation 22:

Implement the recommended commercial and residential car parking rates within a Parking Overlay.

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1. Introduction

1.1 Background

1.1.1 General

Victoria in Future 2012 (released by the current government) forecasts significant growth in Melbourne to 2031, especially in the west, with the 6 nominated CAAs likely to take significant employment and residential growth, a role that is likely to be confirmed in the forthcoming new metropolitan strategy.

To assist in catering for the anticipated growth, the creation of a multi-centre city is considered appropriate through the development of six Central Activities Areas (CAAs) in Box Hill, Broadmeadows, Dandenong, **Footscray**, Frankston and Ringwood. The six CAAs will be the focus of Government planning to help cater for and sustainably manage the anticipated scale of growth and change. The CAA initiatives aim to minimise outward expansion of Metropolitan Melbourne and facilitate more sustainable travel by Melburnians.

Footscray is one of the six CAAs that have been earmarked for significant development. Located less than 5km from the Melbourne CBD, Footscray is a strategically important inner city centre in Melbourne's west. Footscray is well serviced by an established retail and commercial centre, government services, tertiary institutions (Victoria University) and excellent public transport.

In order to facilitate development in the broader Footscray CAA, Council is seeking a review be undertaken of the car parking and associated traffic implications of potential future development within the Footscray CAA.

As such, GTA Consultants was commissioned in May 2012 to undertake this review.

1.1.2 This Study

The objective of this Car Parking Study is to provide recommendations on appropriate levels of car parking to be provided for new developments / uses in Footscray CAA and establish the appropriate mechanisms by which to supply the required car parking spaces.

The recommendations must be appropriate for the area's designation as a CAA, involving a shift towards sustainable travel behaviour such as the promotion of public transport and non-motorised travel reflective of the Melbourne@5 Million and Victorian Transport Plan objectives (i.e. reducing car dependency, increasing public transport usage and creating highly pedestrianised activity centres). The policy will also offer a level of certainty around car parking rates for Footscray CAA to the private sector.

This report recognises the need to carefully assess the impact that car parking will have on the future development of Footscray CAA and will draw on recently prepared studies prepared by GTA Consultants in order to guide any recommendations being made.

Specifically this study will:

- Review existing car parking demands within the Footscray CAA as a means to establishing existing car parking generation rates for the centre.

- Review the established existing parking generation rates against the parking rates established in earlier studies to develop appropriate future car parking generation rates which acknowledge the existing demand characteristics and future aspirations of the centre.
- Establish future car parking demands which could be expected to be generated by the centre to enable a balanced approached to be developed as to how to provide for such demands.

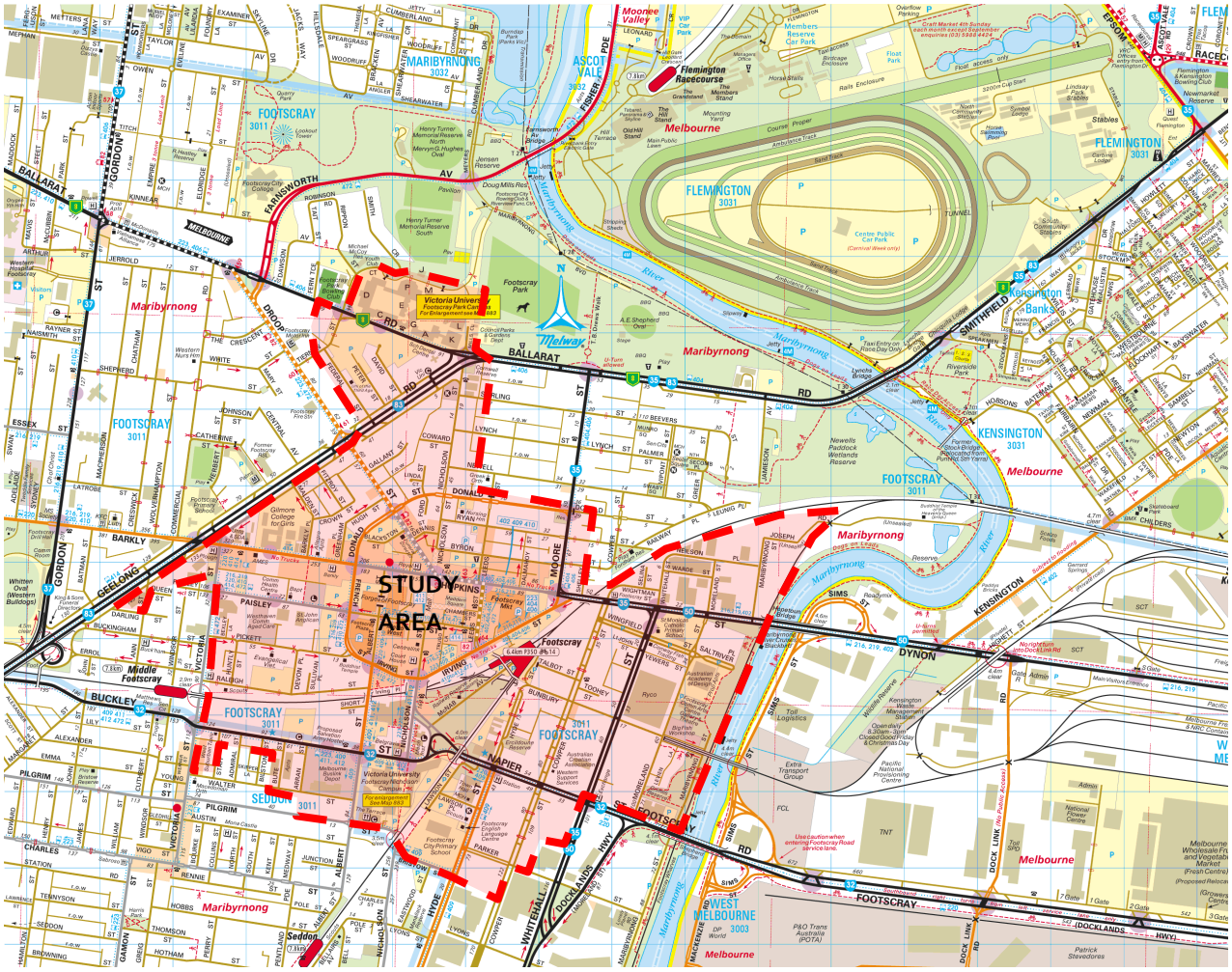
It is relevant to note that this report does not propose to reproduce the previous reports into a single report as part of this study, rather draw on key findings from these previous reports and reproduce these findings as necessary.

1.2 Study Area

The Study Area is generally defined as the area bound by the Maribyrnong River to the north and east, Buckley Street to the south and the Geelong Road and Droop Street to the west.

The Study Area is illustrated in Figure 1.1.

Figure 1.1: Subject Site and Its Environs



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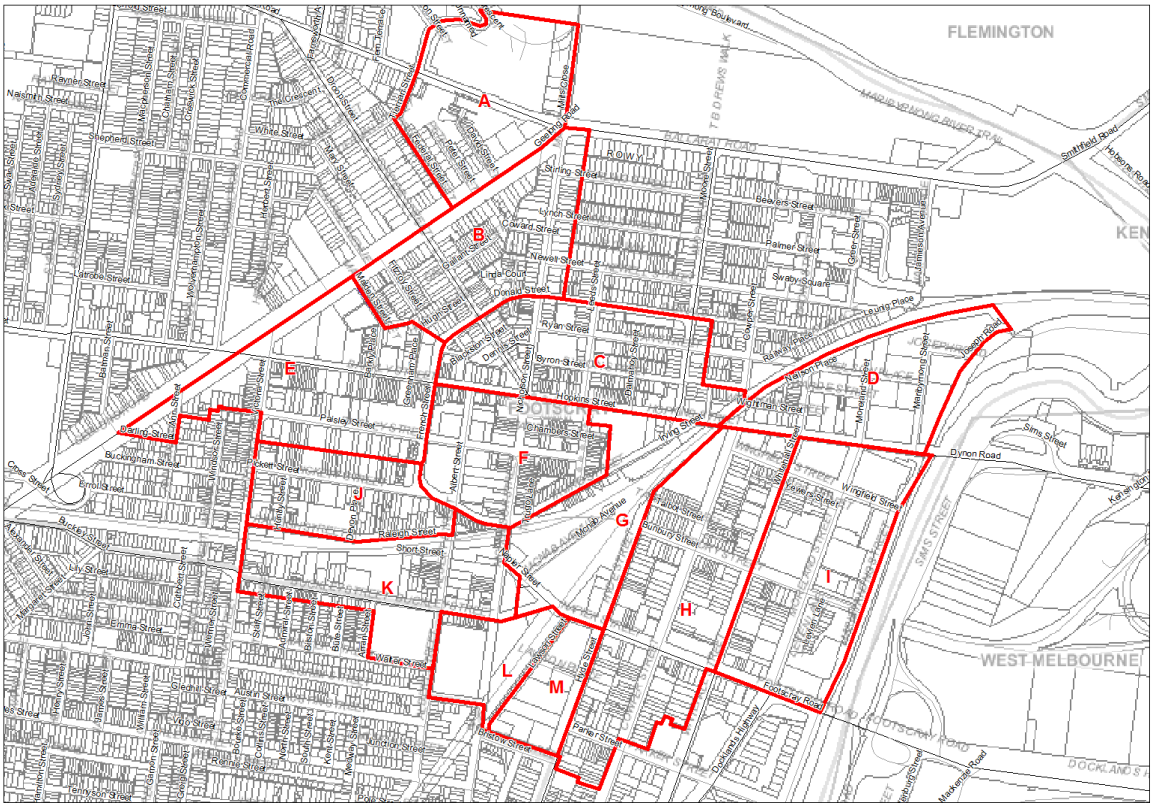
To enable more detailed investigations of the study area, the study area has also been broken into a number of smaller precincts. These precincts are shown in Figure 1.2.

Figure 1.2: Study Area Precincts



1.3 Referenced Documents

In preparing this report, reference has been made to a number of background documents, including:

- Maribyrnong Planning Scheme
- Footscray Skyline Study Updated Report 2012
- Footscray Central Activities Area Car parking Study, prepared by GTA Consultants (2009)
- Footscray Central Activities Area Car Parking Review, prepared by GTA Consultants (2011)
- traffic and car parking surveys undertaken by GTA Consultants as referenced in the context of this report
- various technical data as referenced in this report
- an inspection of the site and its surrounds
- other documents as nominated.

2. Strategic Context

2.1 State Planning Policies

2.1.1 Preamble

It is acknowledged that although many of the following documents were introduced and empowered by the former Government, the nominated documents are nevertheless considered to represent those most applicable to the study area and its surrounds having regard to the unknown status of equivalent policy documents by the current Government.

2.1.2 Melbourne@5Million (December 2008)

Melbourne@5Million is a planning update of Melbourne 2030. It is a plan for the growth and development of the metropolitan area developed by the Victorian State Government. The *Melbourne@5Million* strategy recognises that significant growth is expected throughout Melbourne and sets out a strategy to best accommodate this growth.

To assist in catering for the anticipated growth, the creation of a multi-centre city is considered appropriate through the development of seven (7) Central Activities Districts (namely Central Melbourne, Box Hill, Broadmeadows, Dandenong, Footscray, Frankston and Ringwood) which are supported by 20 Principal and 93 Major Activity Centres. By moving from one centre (the Central Business District) to a number of centres, it is expected that traffic congestion will be reduced and people will be able to spend less time commuting to and from work and more time with their family.

This document also outlines a focus on development at activity centres that have good access to the Principal Public Transport Network that will in turn help to increase public transport trips and decrease the proportion of trips that need to be made by car.

2.1.3 Victorian Transport Plan (December 2008)

The Victorian Transport Plan (VTP) sets out a strategic direction for transport in Victoria to 2020 and beyond. The plan outlines a number of major projects, as well as many smaller projects which complement the initiatives already undertaken as part of the *Melbourne@5Million* strategy. The VTP contains the following:

- more than $38 billion in projects and initiatives
- a framework for future land development to bring the workplace closer to residents
- a pipeline for major transport projects over the short, medium and long term.

2.1.4 VPP Revised Clause 52.06 (Implemented June 2012)

The revised Clause 52.06 and a new Parking Overlay (with accompanying schedule) were introduced into the VPP and planning schemes in June 2012 by Amendment VC90.

The new Clause 52.06 provides car parking requirements for a use listed as a product of the standard rates in Column A, or the lower rates in Column B in Table 1. In this regard, it is understood that the Department of Planning and Community Development (DPCD) will work with councils to identify areas where it is appropriate to apply the lower 'Column B' rates. Until this process is complete, the standard 'Column A' rates will apply.

The new car parking provisions have been provided to help streamline the planning system by removing onerous requirements, providing wider flexibility in decision making and promoting sustainable transport options as follows:

- *removing the requirement for a planning permit in a number of situations, including where a new use has an equivalent or lesser car parking rate to an existing use*
- *updating car parking rates to better reflect car parking demand for different land uses, including reduced rates for uses such as a Shop and Restaurant*
- *providing more opportunities to vary the standard car parking requirements to reflect local conditions and achieve local car parking objectives, through the schedule to the Parking Overlay*
- *providing clearer decision guidelines and requirements to assist decision making*
- *aligning the land use terms in the car parking table with the standard VPP definitions in Clause 74*
- *strengthening the consideration of urban design, neighbourhood character and safety*
- *addressing specific design and management issues for car parking*
- *making a clear distinction between the decision guidelines for determining the car parking space demand generated by a land use, and the decision guidelines for deciding whether or not those spaces should be provided*
- *promoting sustainable transport modes, such as walking, cycling and public transport.*

Further the new Clause 52.06:

- *includes an expanded purpose with measures to encourage reduction in parking demand*
- *no longer requires a permit to reduce car parking for a change of use if the parking requirement for the new use is equal to or lower than that for the existing use*
- *includes new decision guidelines for reducing a car parking requirement*
- *includes new design requirements for car parking*
- *includes new, updated car parking rates and measures for a range of land uses. For some land uses, different rates and measures may apply depending on whether a council applies the standard 'Column A' rates, lower standard 'Column B' rates or another rate through the application of a Parking Overlay.*
- *provides the land use terms in Table 1 in Clause 52.06 in alphabetical order for easy reference.*
- *The new Parking Overlay:*
    - *provides a clearer mechanism to vary requirements relating to the number of parking spaces, financial contributions, design requirements and decision guidelines within local parking precincts*
    - *requires areas subject to special controls to be mapped on planning scheme maps*
    - *provides a mechanism to require a permit to exceed a specified parking provision.*

Importantly, in addition to the above, planning schemes which set out local car parking requirements in the Schedule to Clause 52.06 or a parking precinct plan will have those requirements translated into the new Parking Overlay schedule. Indeed, the Schedule to the previous Clause 52.06 is to be phased out and any existing parking precinct plan will be translated into the new Parking Overlay and associated schedule. Once this process is complete the Schedule to Clause 52.06 will be removed from the VPP and planning schemes.

Notwithstanding, similar to the previous Clause 52.06, decision guidelines still exists to further waive or reduce the car parking requirements in either Column A or Column B and car parking design advice to the satisfaction of the responsible authority.

A detailed explanation of the operation of the new Clause 52.06 and the Parking Overlay can be found in Practice note 56: *Using the Car Parking Provisions*, June 2012.

The rates of this clause are examined later in this report.

2.2 Relevant Local Strategic Documents

2.2.1 City Edge Masterplan 2012

The Footscray City Edge Masterplan is a document that seeks to establish a vision for Footscray with integrated open space, greening, access, parking and high quality urban design.

The main traffic and transport objectives of the Masterplan are noted below:

- Create better streets and public spaces.
- Create safe and dedicated routes for pedestrians and cyclists.
- Improve and encourage public transport use and accessibility.

The Masterplan was adopted by Council on 27 March 2012 following consultation with residents, traders, visitors, government agencies and education representatives.

2.2.2 Public Submissions received as part of Amendment C90

Planning Scheme Amendment C90 (2010) was a planning process to incorporate a Structure Plan for the Footscray Central Activities Area (CAA) into the Maribyrnong Planning Scheme.

The following provides a summary of the submissions received in response to Amendment C90. In total, 96 submissions were received with the responses to these issues summarised below.

Leading Issues (approximately 40-60 mentions):

- concerned about increased building heights/ high rise development, etc
- Community Consultation was misleading/ inadequate/ not democratic
- objects to the removal of notification and appeal rights
- objects to removal of heritage objectives/ general loss of heritage concerns.

Issues (approximately 20-40 mentions):

- objects to lack of environmental audit (EAO) requirements
- objects to lack of environmentally sustainable design (ESD) requirements/ sustainability objectives
- concerned about the social impacts – including a range of issues, such as…housing affordability, social diversity, loss of culture, general amenity, noise and crime
- designation of limited change areas/ protection of residential areas.

Further Issues:

- CAD Boundary concerns
- Car-Parking
- Pressure on Infrastructure

- Land Use Controls/ planning Controls
- Open Space Requirements lacking
- Traffic
- Specifically neighbourhood character/ appropriate design
- Density
- Public Transport
- General Environmental Impacts.

It is noted that Amendment C90 was abandoned and subsequently not approved.

2.2.3 Footscray Access and Mobility Strategy Update 2011

In 2008, AECOM produced the Footscray Transit City Access and Mobility Strategy (FAMS) which outlined more than 30 transport projects to progress towards a more sustainable and effective transport system in central Footscray.

Since FAMS was prepared, many of its recommendations and actions have been or are planned to be implemented. There have also been significant changes in transport infrastructure and policy, land use, and development in Footscray. As such, the Department of Transport (now Public Transport Victoria) decided that FAMS required updating in order to capture some of the latest changes whilst also outlining projects to address existing and future issues.

The principal changes include:

- designation of Footscray as a Central Activities Area or CAA
- preparation of the Draft Strategic Framework Report, Footscray at Night Strategy, Footscray Retail Study, and Draft Car Parking Study
- preparation of new Council wide strategies on peak oil, walking and integrated transport
- introduction of a Network Operating Plan for the VicRoads managed road system
- commitment to redevelopment of landmark sites
- planning for major additional transport infrastructure, including Regional Rail Link, a possible Metro rail line, and the WestLink road tunnel.

The above changes have generally reinforced the directions of the 2008 document however have addressed some priority strategic directions including the following:

- Further prioritise pedestrian access and mobility in the CAA to better address the strategic context.
- Support the strategic priority routes through traffic calming initiatives and signal timing adjustments.
- Complete missing links to and through the CAA on regionally significant cycle corridors.
- Provide improved priority along key routes and intersections approaching Footscray CAA.
- Support increased use of the Footscray inner ring road as a short to medium term traffic management initiative to discourage excessive use of Droop Street, Barkly Street and Hopkins Street.

3. Existing Car Parking Conditions

3.1 Details of Data Collection

Car parking demand surveys of the study area were undertaken by BVY Traffic Surveys on behalf of GTA Consultants during the following periods:

- Thursday (26July2012): 9:00am to 9:00pm
- Saturday (28July2012: 10:00am to 5:00pm.

All days are considered 'typical' survey days and did not include days during school holiday periods or during the Christmas shopping period (December and January).

Car parking demand surveys of all publicly accessible on and off street parking areas within the study area were undertaken in hourly intervals.

3.2 Existing Car Parking Supply

The car parking inventory compiled for Maribyrnong City Council identified the supply and restriction type of all publicly available spaces within the study area including:

- publicly available off-street car parking spaces[1]
- on-street car parking spaces.

For the purposes of analysis, the car parking data was categorised as follows:

- Very Short Term (less than or equal to 15 min parking zones)
- Short Term (greater than 15 min parking and up to or equal to 2 hour parking zones)
- Medium Term (equal to 3 hour parking and up to but not equal to 4 hour parking zones)
- Long Term (equal to or greater than 4 hour parking including unrestricted parking zones).
- Disabled
- No Standing and Other (including Permit, Taxi, Loading and Bus Zones etc.).

It is noted that car parking classified under the "No-Standing and Other" category was excluded from the general supply as these spaces are typically not available for use by the general public.

A summary of the supply within the study area is set out in Table 3.1 and Table 3.2.

[1] It is noted that off-street car parking on private property, such as office basements (not publicly accessible car parking areas), were not included as part of the inventory provided by BVY Traffic Surveys. Accordingly, the supply of these areas is not taken into account as part of this analysis.

Table 3.1: Study Area Parking Supply (On-Street and Off-Street)

Precinct	Supply [1]		
	Off-Street	On-Street	Total
A (VU North)	450	177	627
B (Neighbourhood North)	26	298	324
C (Core North)	356	322	678
D (Joseph Road)	0	261	261
E (Periphery West)	173	346	519
F (Core South)	1,342	86	1,428
G (Station)	305	71	376
H (Neighbourhood West)	30	390	420
I (Riverside)	28	408	436
J (Neighbourhood West)	320	251	571
K (Periphery South)	111	106	217
L (VU South)	14	28	42
M (Civic)	43	83	126
Total	**3,198**	**2,827**	**6,025**

[1] Supply recorded at the peak parking time of 1:00pm on Thursday

Table 3.2: Study Area Parking Supply (Short Term and Long Term)

Precinct	Supply [1]					
	Very Short-Term	Short-Term	Medium-Term	Long-Term	Disabled	Total
A (VU North)	7	38	0	570	12	627
B (Neighbourhood North)	0	226	0	96	2	324
C (Core North)	26	435	0	207	10	678
D (Joseph Road)	0	0	0	261	0	261
E (Periphery West)	15	354	0	141	9	519
F (Core South)	10	134	0	1,252	32	1,428
G (Station)	0	25	0	342	9	376
H (Neighbourhood West)	6	146	0	263	5	420
I (Riverside)	0	134	0	291	11	436
J (Neighbourhood West)	0	171	96	302	2	571
K (Periphery South)	19	166	0	30	2	217
L (VU South)	6	8	0	16	12	42
M (Civic)	27	64	0	31	4	126
Total Study Area	**116 (2%)**	**1,901 (32%)**	**96 (2%)**	**3,802 (63%)**	**110 (2%)**	**6,025 (100%)**

[1] Supply recorded at the peak parking time of 1:00pm on Thursday

Table 3.1 and Table 3.2 indicate that there is a total supply of 6,025 spaces within the study area at the peak parking time. This supply figure relates to car parking that is publicly accessible. It is noted that car parking classified under the "No-Standing and Other" category was excluded from the general supply as these spaces are typically not available for use by the general public. If these spaces were included, the overall supply of parking within the study area would total 8300 spaces at peak times.

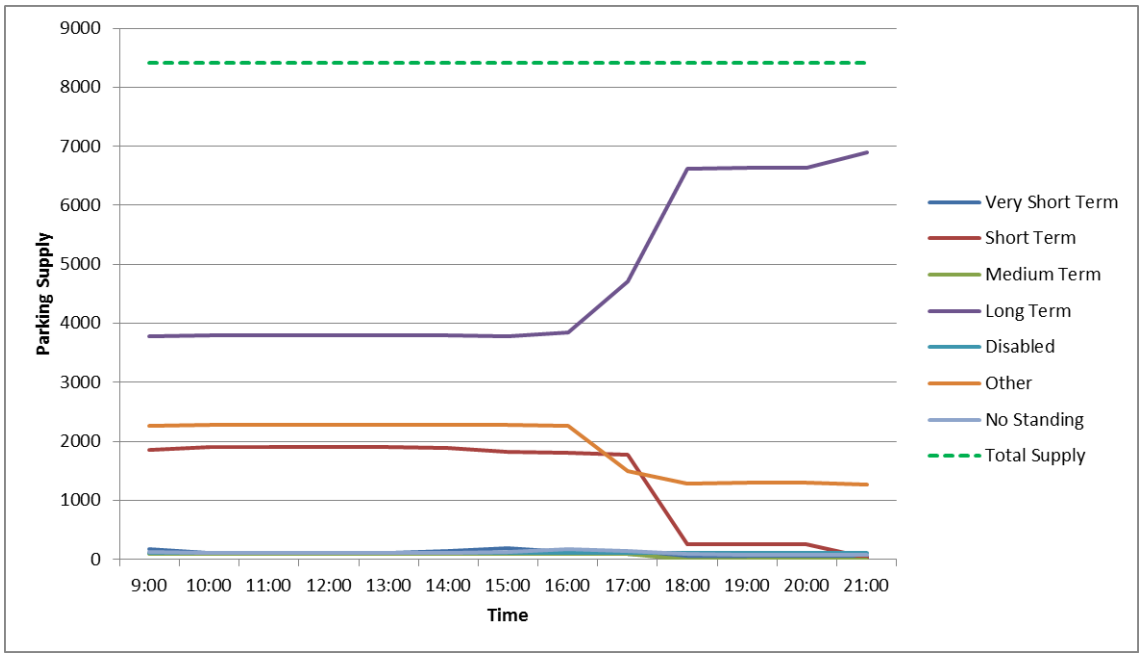
The inventory identifies a total of 2,827 on-street spaces and 3,198 off-street car parking spaces during the peak time. Importantly, it is noted that the off-street car parking supply only includes those

available to the general public (including disabled parking) and do not include private off-street spaces such as those in office or apartment basements. Notwithstanding the inclusion of these areas into the car parking model for the study area is discussed further in following sections of this report.

It is recognised that the supply of car parking varies over the course of a typical weekday and weekend with clearways and no stopping restrictions reducing the availability of spaces throughout the day. The supply of parking identified above reflects the available supply of car parking at the time of peak car parking demands (1:00pm on Thursday). The way in which car parking demands vary over the course of a day is discussed in the following sections.

Figure 3.1 illustrates how current parking restrictions alter the available supply throughout the day.

Figure 3.1: Total Supply over the Surveyed Days



3.3 Car Parking Demand

3.3.1 Overall Study Area

A summary of overall car parking demands for the study area is presented in Figure 3.2 with full details included in Appendix A. This figure identifies the car parking demands on each day surveyed and the way in which car parking demands varied across the day.

Figure 3.2: Study Area Car Parking Demands

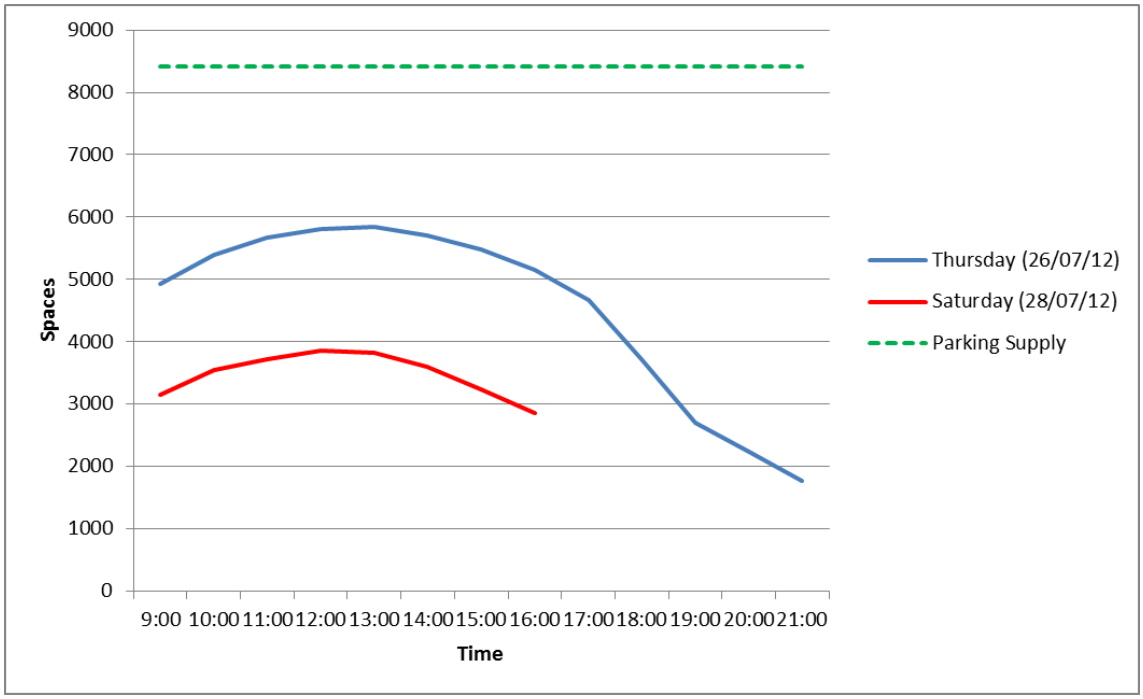


Figure 3.2 indicates that car parking demands peak within the study area on a Thursday at 1:00pm with a car parking demand for some 5,841[2] spaces which represents an occupancy level of 69%. This figure includes all car parking types and restrictions.

From the above it is clear that Thursday represents the peak parking period and as such is considered to be the "critical" design day for the area. Accordingly, for analysis purposes, Thursday data will be henceforth utilised for this assessment.

In addition to the above Table 3.3 identifies the peak period (1:00pm Thursday) overall study area car parking demands split by each of the precincts within the study area. It is noted that Table 2.3 does not include parking classified as 'No Standing' and 'Other' (including Permit, Taxi, Loading and Bus Zones etc.).

[2] Parking demand includes vehicles parked in all spaces over the precinct.

Table 3.3: Study Area Total Parking Demands

Precinct	Total [1]		
	Supply	Demand	Demand (Occupancy%)
A (VU North)	627	507	81%
B (Neighbourhood North)	324	228	70%
C (Core North)	678	573	85%
D (Joseph Road)	261	80	31%
E (Periphery West)	519	394	76%
F (Core South)	1428	723	51%
G (Station)	376	374	99%
H (Neighbourhood West)	420	279	66%
I (Riverside)	436	275	63%
J (Neighbourhood West)	571	506	89%
K (Periphery South)	217	171	79%
L (VU South)	42	30	71%
M (Civic)	126	70	56%
Total Study Area	**6025**	**4210**	**70%**

[1] Table does not include car parking classified as 'No Standing' and 'Other' (including Permit, Taxi, Loading and Bus Zones etc.)

While it is clear that the most significant car parking demands occur within the Precinct F although parking occupancy within this precinct is only just above 50%. The highest car parking occupancy is observed within Precinct G which is mainly made up of car parking associated with Footscray Station. Car parking occupancies within the remaining precincts are noted to be between 60% and 80%. Notable exceptions are Precinct D which has an occupancy of just above 30%, while Precincts J and Precinct L are approaching the 90% occupancy mark.

To put these occupancy levels in context, a car parking occupancy of around 85% is typically considered to represent theoretical capacity (particularly for on-street parking). This occupancy level represents the equilibrium and a good utilisation of car parking and, given the dynamic nature of parking, provides the ability for drivers arriving to an area to find a car parking space without excessive circulation.

As such most precincts presented in Table 3.3 are not currently at this theoretical capacity apart from Precincts C, G, J and L. That does not mean that localised areas or pockets within each of the remaining precincts do not have some car parking issues, however when assessed as a whole, appropriate car parking capacity can be said to exist.

3.3.2 Short Term and Long Term Car Parking

To further understand the parking characteristics of the study area a summary of parking occupancy based on restriction type, at the peak time (of 1.00pm), is shown in Table 3.4.

Table 3.4: Study Area Parking Demands - Based on Restriction Type (Thursday 1.00pm)

Restriction Type	Total Study Area [1]		
	Supply	Demand	Occupancy %
Very Short-Term	116	81	70%
Short-Term	1901	1494	79%
Medium-Term	96	74	77%
Long-Term	3802	2492	66%
Disabled	110	69	63%
Other	2275	1546	68%
Total Study Area	**8300**	**5756**	

[1] All parking including that classified as 'Other' (including Permit, Taxi, Loading and Bus Zones etc.)

From Table 3.4 the following observations are made:

- Long term parking makes up some 63% of all car parking supply, with 36% of spaces being short term (very short, short and medium term spaces).[3]
- The mix of long term and short term parking differs during typical business hours.
- Short term parking spaces reach an occupancy level of 78%, while long term spaces reach an occupancy of 66%.

3.3.3 On-Street and Off-Street Car Parking

The mix between on-street and public off-street parking is also relevant to be examined to understand if particular trends in the usage of each parking exists which could be relevant to consider when preparing car parking strategies. Accordingly, a summary of the on and off-street parking occupancy on Thursday (at the peak time, 1:00pm) is shown in Table 3.5.

Table 3.5: Study Area Peak On-Street & Off-Street Car Parking Demands

Precinct	Off-Street[1]		On-Street		Total	
	Supply	Demand (Occupancy)	Supply	Demand (Occupancy)	Supply	Demand (Occupancy)
A	450	425	177	82	627	507
B	26	24	298	204	324	228
C	356	266	322	307	678	573
D	0	0	261	80	261	80
E	173	157	346	237	519	394
F	1342	643	86	80	1428	723
G	305	304	71	70	376	374
H	30	29	390	250	420	279
I	28	17	408	258	436	275
J	320	298	251	208	571	506
K	111	105	106	66	217	171
L	14	7	28	23	42	30
M	43	35	83	35	126	70
Total Study Area	**3198**	**2310 (72%)**	**2827**	**1900 (67%)**	**6025**	**4210 (70%)**

[1] Does not include 'Other' Parking

[3] Excludes parking classified as 'Other' and 'No Standing'

From Table 3.5 the following observations are made:

- Off-street parking represents a majority of parking within the study area making up some 53% of all car parking supply.
- At the peak study area time of 1.00pm, on-street parking peaks at 67% with off-street parking peaks 72%.
- Precincts C, F, G and L experience particularly high on-street parking demands. This is however of no surprise as these areas represent some of the core activity areas of the CAA.

4. Car Parking Model

4.1 Background

A car parking model has been prepared to estimate the car parking generating characteristics for the Footscray Central Activity Area.

The car parking model is prepared and calibrated to reflect existing operating conditions of the study area. From car parking rates determined through the preparation of a model, car parking demands can be estimated for new developments or predicted growth within the study area.

The preparation of a car parking model is part of the first stage of preparing a set of car parking rates which can be used to guide new development within the area, reflecting its uniqueness and the rates at which car parking is currently generated.

The following inputs are needed to generate a Car Parking Model:

- land use data
- typical car parking rates for uses contained within the applicable study precinct
- temporal distributions
- existing study area car parking demands .

These inputs are discussed further within the following sections.

4.2 Model Inputs

4.2.1 Land Use Data

Existing land use data provided by the Maribyrnong City Council indicate that the study area caters for in excess of 500,000sqm of a land use floor space.

The land use data comprises many categories with the key land use types including, but not limited to, factory, parking facilities, office, retail shop and university.

The land use building areas (and other nominated measures) have been grouped by the precincts of the study area with a summary of land uses and their associated building areas on an overall basis provided in Table 4.1 with full details provided within Appendix B of this report.

Table 4.1: Existing Footscray CAD Land Use Data

Use	Unit [1]	Total
Aged Care Facility	Sqm	2,505
Accommodation	Sqm	13,695
Bank	Sqm	3,196
Department Store	Sqm	7,561
Car Sales	Sqm	4,456
Child Care	Sqm	1,072
Education	Sqm	3,696
Convenience Restaurant	Sqm	1,418
Residential	Dwelling	1,782
Factory	Sqm	28,100
Parking Facilities	Sqm	86,712
Health Clinic	Sqm	12,617
Trade Supplies	Sqm	2,890
Minor Sports and Rec	Sqm	1,738
Office	Sqm	55,251
Other	Sqm	20,101
Restaurant	Sqm	15,195
Restricted Retail	Sqm	11,546
Retail	Sqm	47,410
School	Sqm	14,537
Service Station	Sqm	825
Supermarket	Sqm	9,545
University	Sqm	116,466
Place of Assembly	Sqm	8,818
Warehouse	Sqm	6,589
Gambling	Sqm	662
Pub/Hotel/Tavern	Sqm	4,788
Commuter	Sqm	21,300
Vacant	Sqm	723,043

[1] All areas expressed as Gross Floor Area unless otherwise specified.

4.2.2 Car Parking Rate by Land Use

Table 4.1summarises the size of the existing land uses within the study area and groups them into similar land use categories. As can be seen from Table 4.1, a majority of the floor space can be accounted for by five **key** land use category types (factory, parking facilities, office, retail shop and University). As a consequence, the modelling of the car parking characteristics is relatively sensitive to the car parking rates adopted for these uses and less sensitive to the car parking rates adopted for the balance of the uses.

Typical land use car parking rates have been adopted as the starting point rates for the car parking model and are shown in Table 4.2. These rates have been largely referenced from the GTA Consultants database.

Table 4.2: Typical Car Parking Rates for Land Uses

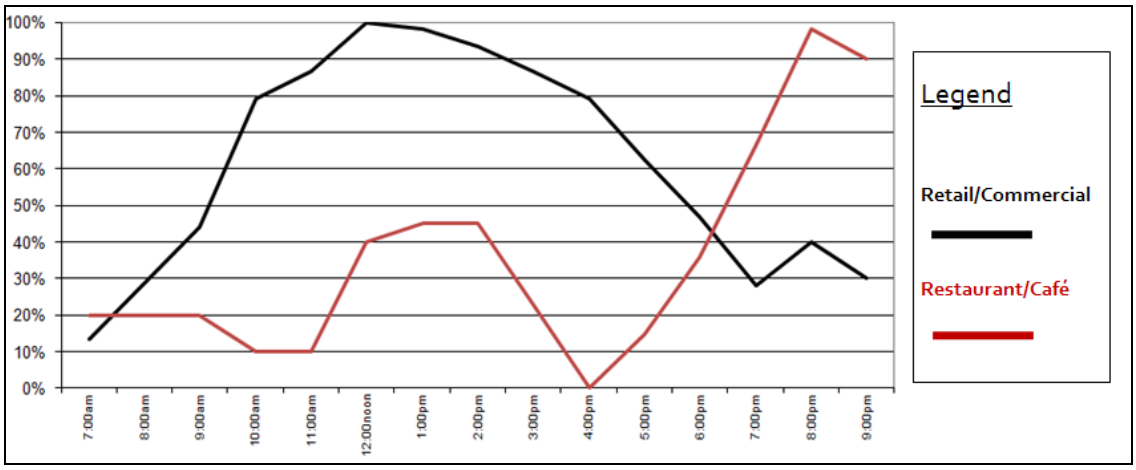
Land Use	Measure Unit	Car Parking Rate per Measure Unit
Aged Care Facility	Sqm	0.0031
Accommodation	Sqm	0.04
Bank	Sqm	0.020
Department Store	Sqm	0.028
Car Sales	Sqm	0.03
Child Care	Sqm	0.01
Education	Sqm	0.02
Convenience Restaurant	Sqm	0.054
Dwelling (Visitor)	Dwelling	0.12
Factory	Sqm	0.01
Parking Facilities	Sqm	0
Health Clinic	Sqm	0.04
Trade Supplies	Sqm	0.015
Minor Sports and Rec	Sqm	0.005
Office	Sqm	0.02
Other	Sqm	0.029
Restaurant	Sqm	0.074
Restricted Retail	Sqm	0.015
Retail	Sqm	0.028
School	Sqm	0.0625
Service Station	Sqm	0
Supermarket	Sqm	0.04
University	Sqm	0.035
Place of Assembly	Sqm	0.1
Warehouse	Sqm	0.003
Dwelling (Resident)	Dwelling	0.15
Gambling	Sqm	0.03
Pub/Hotel/Tavern	Sqm	0.1
Commuter	Sqm	0.017
Vacant	Sqm	0

4.2.3 Temporal Distributions

Each different land use also has as a characteristic profile of parking accumulation throughout the day which is often referred to as the temporal profile. The temporal profile for each land use corresponds to the way in which the demand for car parking peaks at different times throughout the day, and these differ for each land use.

Figure 4.1represents graphically the temporal profile of parking accumulation over a weekday for retail/commercial land uses shown in black (including shop, supermarket, office etc.) and restaurant/café land uses shown in red to demonstrate (at a very simplistic level) the way in which peak parking demands occur at different times.

Figure 4.1: Temporal Parking Profiles of Major Uses



4.2.4 Existing Car Parking Demands

Existing car parking demands recorded for the study area have been utilised for the building of the car parking model. As Thursday was determined to represent the peak parking day, data from this day has been subsequently used to produce the car parking model.

It should be noted that the abovementioned model does not include off-site private car parking areas not publicly accessible and only depicts the car parking data recorded for public on-street and off-street car parking areas and publicly accessibly private car parking areas. Discussions with Maribyrnong City Council in conjunction with on-site inspections undertaken by GTA Consultants, suggest that the quantum of non-accessible private off-site car parking is considered to be minor in nature. As such, the scale of such parking is not expected to comprise the determination of appropriate car parking generation rates and management strategies; however it should be acknowledged that any generation rates would be likely to be on the low side.

Further, on-site residential car parking spaces located within garages, carports, driveways etc., have not been recorded nor included in the existing car parking model.

4.3 Base Model

4.3.1 Modelling Car Parking Supply and Demand

The combination of car parking rates, temporal profiles and land use data allows for the prediction of car parking demands for the study area. These predicted demands ideally will match the recorded car parking demands during surveys. The predicted demand represents the theoretical calculated car parking demand using typical car parking rates, existing land use data and the temporal distributions. However, in most instances, the predicted and actual demands will not match and calibration will allow for the determination of car parking rates which represent the specific operational characteristics of the study area.

The base parking model for the overall study area is presented in Figure 4.2and in more detail in Appendix C. This model indicates the following information:

- the supply of parking within the study area (dashed green line)
- the observed parking demand recorded during parking surveys (solid black)

- the modelled parking demand using the existing land use data, typical parking rates and temporal profiles (dashed red line).

Figure 4.2: Base Car Parking Model – Total Area

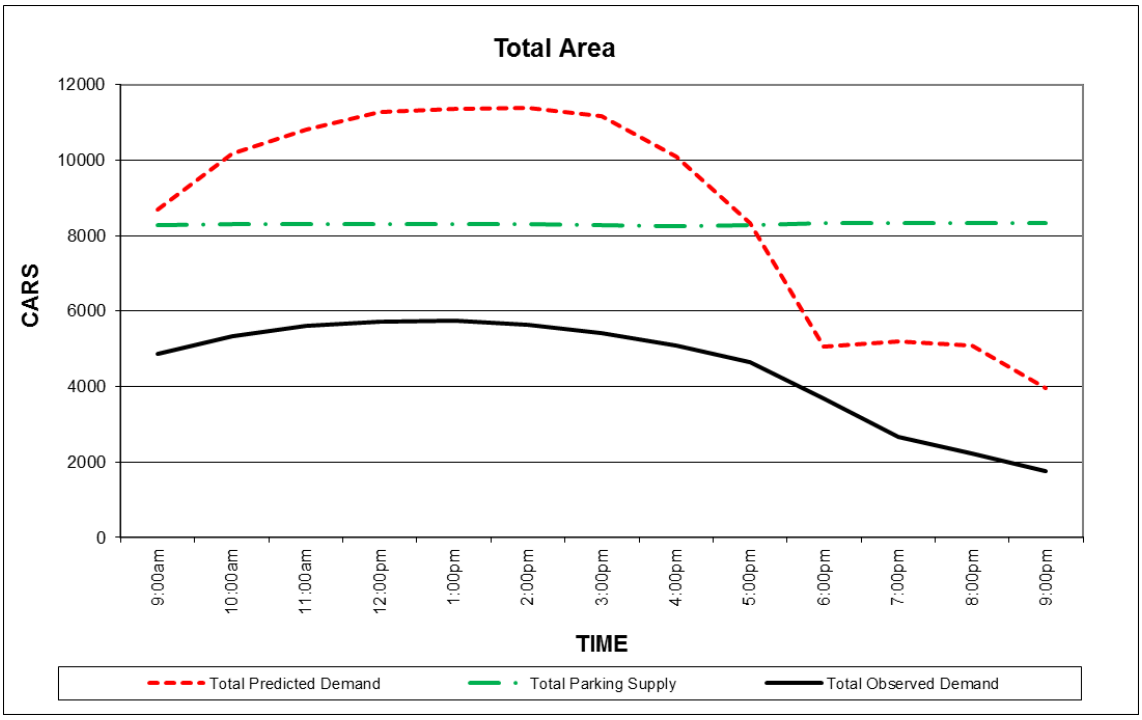


Figure 4.2 indicates that the predicted model requires calibration to match with existing conditions. This is evident as the predicted model exceeds even the supply of parking provided within the study area. It is however noted that the temporal nature of which car parking varies across the day is similar between actual and predicted demands during the daytime period (9am – 6pm)

The need to calibrate the model is however not abnormal as the base model utilises 'typical' information and once calibrated represents the unique characteristics of the study area.

4.4 Calibration of the Model

4.4.1 Calibration Technique

The parking model has been calibrated to obtain a good fit of the modelled parking demands against the observed parking demands, particularly at the peak times. The calibration of the car parking model is undertaken by adjusting two elements:

- Primary – The car parking rates for the key land use groups within the study area. Adjustments are typically only made to the key land use groups within the study area. Minor land use groups have only a minor impact of the car parking model and as such large changes to car parking rates for these land uses reflect minor changes to the car parking model. On the contrary, minor changes to the major land uses groups can have a large impact to the model and as such these rates can be more accurately determined.
- Secondary – The land use temporal profiles. Adjustments to temporal profiles are however generally only made where it is evident that trading hours and activity patterns of an area are not exactly representative of the adopted profile.

Each land use has a characteristic temporal profile and as such it is typically evident which of the major land use parking rates are required to be adjusted to achieve an appropriate representation of the actual surveyed car parking demands.

Specifically the following notes are provided in respect of the calibration of the Footscray car parking model:

- Key land use groups which will have a primary impact on the model calibration, based on land use size and initial parking generation include; office, restaurant, retail and university.
- It is noted that the calibration of individual precincts is difficult given the interaction which often occurs between precincts. Notwithstanding Precinct A could be assumed to be largely attributed to the University land use. In addition observations of aerial photographs at times when the university is and is not operating indicates similar on-street parking demands in surrounding precincts indicating minimal overspill of university parking outside of Precinct A. As such the university car parking rate and profile has been calibrated based on car parking demands recorded within Precinct A.
- The Place of Assembly land use is largely made up of church uses with some minor uses such as Library. As a result the Place of Assembly rate within the model has been significantly reduced to reflect the limited weekday use of church land uses. An allowance has however remained within the model for demands generated by the minor 'Place of Assembly' land uses.
- Commuter demands have been calibrated based on the demands recorded within commuter car parking areas around the Footscray railway station.
- Evening retail profiles were modified to reflect a lower level of weeknight (Thursday) activity in Footscray when compared to other typical retail based centres.
- The 'school' car parking rate was modified having specific regard for the demands of Precinct M in which school is a dominant land use category.

4.4.2 Model Fit

GTA has utilised the GEH statistic (Geoffrey E. Havers) as a measure of the car parking model calibration. The GEH statistic is a measure used to compare survey and traffic simulation models. It is a widely used statistic used in Australia and overseas. The GEH statistic is defined in the VicRoads Transport Modelling guideline as:

$$GEH_a = \sqrt{\frac{(M_a - C_a)^2}{\frac{1}{2}(M_a + C_a)}}$$

where M_a = modelled 1-way volume on link a
C_a = surveyed 1-way volume on link a

VicRoads (2008) targets for applying the GEH statistic are:

- 50% of cases have a GEH < 5
- 80% of cases have a GEH < 10

The GEH statistic for each time period is shown in Table 4.3.

Table 4.3: GEH Calibration Statistic

Time	9am	10am	11am	12pm	1pm	2pm	3pm
GEH	5.33	0.50	1.42	0.67	2.27	0.03	1.90
Time	4pm	5pm	6pm	7pm	8pm	9pm	
GEH	1.25	2.51	5.11	4.07	6.33	6.22	

The calibrated car parking model for the study area exceeds the targets with a GEH < 5 for 69% of the time periods and a GEH < 10 for 100% of the time periods. Accordingly the model could be considered to be calibrated and fit for purpose. The calibrated car parking model is illustrated in Figure 4.3 with further detail provided in Appendix D.

Figure 4.3: Calibrated Car Parking Model

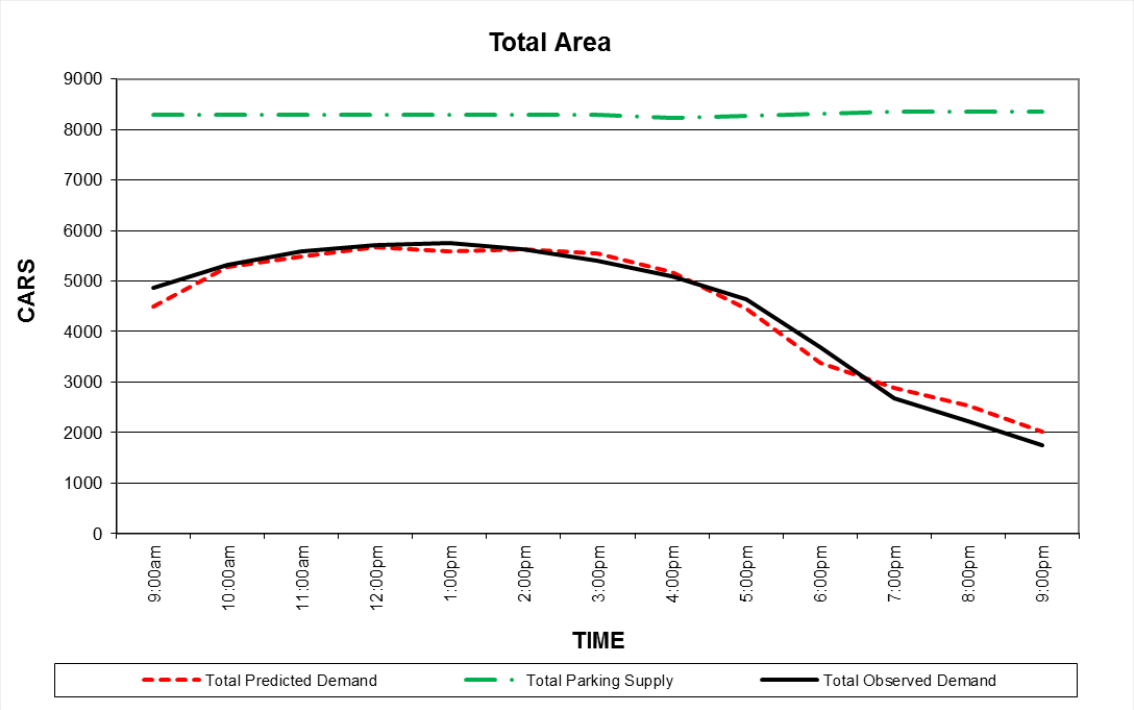


Figure 4.3indicates that the total predicted parking demand (based on land use car parking rates) has been calibrated to the total observed demand (car parking surveys data) for the study area and presents an average "fit" across the day. The model has been also generally calibrated for the peak and "tail" ends (i.e. beginning and end) of the day.

4.5 Calibrated Car Parking Rates

From the calibration of the car parking model, Table 4.4defines the key calibrated car parking rates for the study area[4]. These land uses are defined as the key contributors to car parking in the study area. It is noted that University is a key contributor to car parking but has not been included in the list below. Whilst it is important in calibrating the model, its analysis is not warranted given that an additional University is not likely in the area, and the fact that this land use is governed under different planning controls.

[4] A complete list of uses and calibrated car parking rates are provided in Appendix F.

Table 4.4: Calibrated Car Parking Rates

Land Use	Car Parking Rate [1]
Supermarket	2.5 spaces per 100sqm
Restricted Retail	1 space per 100sqm
Retail	1.5 space per 100sqm
Restaurant [2]	3.5 spaces per 100sqm (0.1 spaces per seat)
Office	2 spaces per 100sqm
Warehouse	0.3 spaces per 100sqm

[1] NFA – Net Floor Area
[2] Based on a floor density of 33sqm per seat

In addition to the establishment of car parking rates, a comparison has also been provided within Table 4.5of the key land use rates presented in Table 4.4 against the relevant statutory standard in Clause 52.06 of the Maribyrnong Planning Scheme.

Table 4.5: Comparison of Calibrated Car Parking Rates

Land Use	Calibrated Model Rate		Clause 52.06 Car Parking Rates	
			Column A	Column B
Medical Centre [1]	3 spaces	per 100sqm	3 spaces per practitioner	3.5 spaces per 100sqm
Office	2 space	per 100sqm	3.5 spaces per 100sqm	3.0 spaces per 100sqm
Restaurant [2]	3.5 spaces 0.1 spaces	per 100sqm per seat	0.4 spaces per patron	3.5 spaces per 100sqm
Restricted Retail	1 space	per 100sqm	3 spaces per 100sqm	2.5 spaces per 100sqm
Retail (Shop)	1.5 space	per 100sqm	4 spaces per 100sqm	3.5 spaces per 100sqm
Supermarket	2.5 spaces	per 100sqm	5 spaces per 100sqm	5 spaces per 100sqm
Warehouse [3]	0.3 spaces	per 100sqm	1.5 spaces per 100sqm	1 space per 100sqm

[1] Rates in Clause 52.06 require 5 spaces or the first practitioner
[2] Based on a floor density of 33sqm per seat
[3] Rates in Clause 52.06 include 2 additional spaces per premises

Table 4.5 shows that for the key land uses nominated above, the car parking rates for the study area are lower than those within Column B of Clause 52.06.

4.6 Interpretation of the Model

From a review of the calibrated car parking model for individual precincts the following further commentary has been provided:

- Precincts A, G, K and M appear to be generally self-sufficient with no significant overspill parking occurring outside of the precinct or reliance by other precincts on its parking.
- Precincts D, F, I and L generate car parking demands which exceed that currently occurring within the precinct indicating an overspill of car parking occurs from the uses within the precincts into surrounding areas. Interestingly only Precinct L has generated car parking demands which exceed the supply of parking within the precinct.
- It is evident that car parking demands from surrounding precincts rely on car parking supplies within Precincts B, C, E, H and J to accommodate their car parking demands. Such reliance by other precincts is generally more evident during day time business hours with less parking overspill occurring during evening periods.

- Such interaction between precincts is not uncommon in activity centre settings. This is also caused by the size of the precincts used in the analysis covering a relatively small area.
- While interaction between precincts are occurring, it is also evident that the combined precincts to the east of the rail line (D, H, I and M) tend, during business hours, to operate in a self- sufficient manner with limited interaction across the rail line.

5. Future Parking Demands

In order to forecast an estimate of future car parking demands, future floor space growth has been combined with the calibrated car parking model. The future model provides a "Business As Usual" scenario reflective of car parking growth occurring at rates consistent with that currently being generated within the study area. The future car parking model is described in the following sections.

5.1 Future Floor Space

The Maribyrnong City Council has provided floor space growth estimates within the study area. These estimates provide details of floor space growth for different land use categories and identify the precincts in which the growth is expected to occur.

A summary of these growth estimates is provided in Table 5.1.

Table 5.1: Future Change in Land Use Data (MCC Categories)

MCC Land Use Definition	Future Floor Area Projections (sqm)
Manufacturing	-8,040
Construction	340
Wholesale Trade	2,500
Retail Trade	6,000
Accommodation and Food Services	6,000
Transport, Postal and Warehousing	800
Information Media and Telecommunications	1,900
Financial and Insurance Services	1,900
Rental, Hiring and Real Estate Services	950
Professional, Scientific and Technical Services	7,600
Administrative and Support Services	1,330
Public Administration and Safety	11,400
Education and Training	32,000
Health Care and Social Assistance	32,000
Arts and Recreation Services	2,000
Other Services	3,000
Residential	7,805 dwellings

The above categories are based on ANZSIC land uses, for which sub-categories are available. These sub-categories formed the basis of the base modelling and the GTA specific land use terms and associated car parking rates. Given the above, Table 5.2 represents the future floor area projections adopted in the GTA future case modelling.

Table 5.2: Future Land Use Data (GTA Categories)

Use	Unit	Total
Accommodation	Sqm	3,133
Aged Care Facility	Sqm	24,114
Bank	Sqm	4,458
Car Sales	Sqm	4,864
Child Care	Sqm	1,887
Commuter	Sqm	21,792
Convenience Restaurant	Sqm	1,775
Department Store	Sqm	8,227
Education	Sqm	4,573
Factory	Sqm	21,343
Gambling	Sqm	913
Health Clinic	Sqm	24,887
Minor Sports and Rec	Sqm	2,345
Office	Sqm	87,706
Other	Sqm	20,625
Parking Facilities	Sqm	89,133
Place of Assembly	Sqm	11,022
Pub/Hotel/Tavern	Sqm	5,990
Restaurant	Sqm	19,008
Restricted Retail	Sqm	13,632
Retail	Sqm	52,458
School	Sqm	17,981
Service Station	Sqm	898
Supermarket	Sqm	10,385
Trade Supplies	Sqm	3,144
University / Tafe	Sqm	144,060
Warehouse	Sqm	6,795
Residential	Dwellings	9,587

It is noted that residential growth (resident) within the study area has not been included as part of the future car parking model for the following reasons:

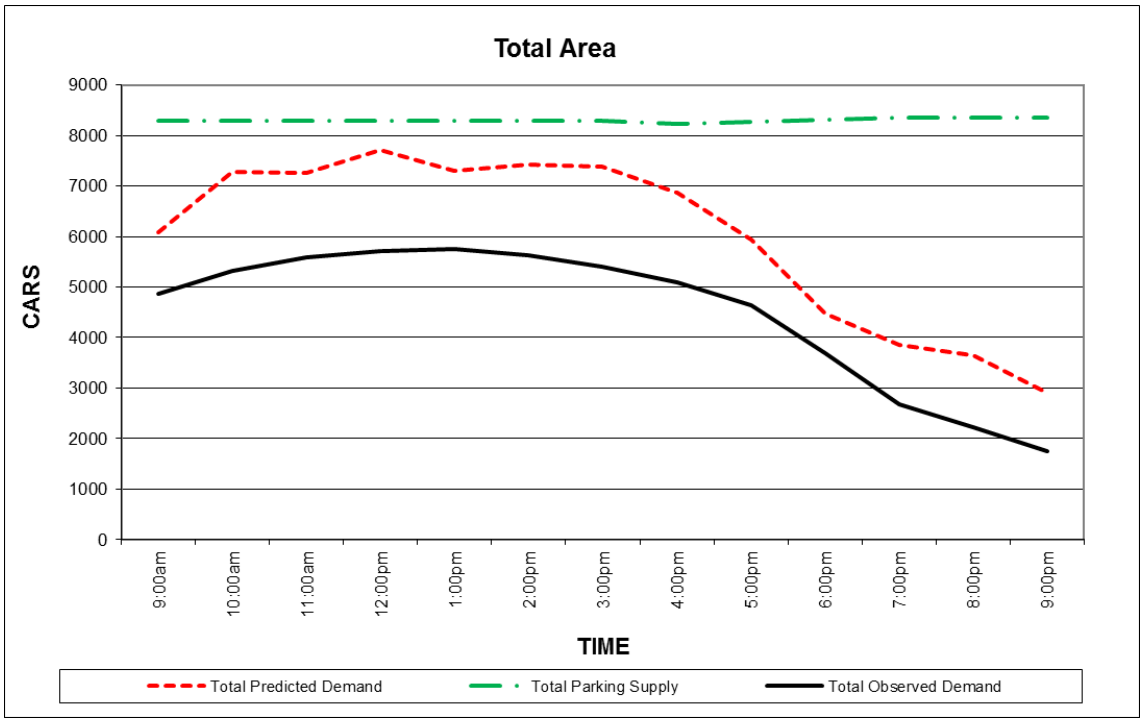
- Growth in residential dwellings has not been included within the model as it has been assumed that resident parking demands would, if provided, be provided on individual development sites (as compared to being accommodated within public parking stations).
- While it may be appropriate to approve developments which do not provide one car parking space per dwelling, such approvals should be coupled with appropriate on-street parking restrictions to ensure new residents cannot park (for long periods) on-street, and therefore such that the aims of providing lesser parking is achieved i.e. a reduced car ownership.
- As such resident parking is not expected to contribute to the surrounding demands.
- Residential growth has however been included to calculate residential visitor parking demands.

5.2 Future Car Parking Model "Business As Usual"

The future land use change has been combined into the parking model to provide an estimate of future car parking demands.

The future car parking model is shown in Figure 5.1. Full details of the car parking model are shown in Appendix E.

Figure 5.1: Future Car Parking Model (Total Area)



The future model indicates:

- Car parking demands could be expected to grow by in the order of 1500 – 2000 car spaces at any one time throughout the day (excluding resident growth).
- While such growth is expected, this remains below the overall car parking supply of the study area.
- Car parking demands will however exceed the 85% occupancy level, which represents the theoretical capacity of car parking.
- At a precinct level, a majority of precincts experience growth in car parking demands based on the future land use growth including:
    - Precinct B experiences minimal growth in car parking demand, in the order of only 20 spaces
    - Precincts G, H, I, J, K, L and M experience growth in car parking demand, in the order of 100 spaces
    - Precincts A, C, D and E experience car parking growth in the order of 200 spaces
    - Precincts F experiences car parking growth in the order of 300 spaces.
- As a result of growth in Precincts A, D, F, G, I, K, L and M the predicted car parking demands will reach or exceed the existing car parking supplies of the precinct. This however assumes

that no additional car parking is provided as part of new developments within the precinct and that there is no interaction with other precincts with more capacity.

The deficiency within individual precincts provides a guide as to where additional parking facilities could be focussed in the future to most appropriately accommodate generated parking demands.

It is recognised that this car parking model represents a "Business As Usual" scenario with car parking demands growing at a rate consistent with existing use generation. It is however likely that as the Footscray CAA grows and develops and sustainable transport aims are realised that car use and resultantly car parking is likely to decrease. As such parking demands in the centre may decrease into the future.

Further considerations of future car parking rates are made during the preparation of the car parking strategy during the following sections of this report.

6. Previous Footscray CAA Studies

6.1 Overview

GTA has previously conducted two major studies into parking and traffic within the Footscray Central Activities Area (CAA). The draft car parking study conducted in 2009 focused upon identifying potential car parking rates for use within the CAA as well as strategies to increase the use of sustainable transport modes within the area. GTA's parking review conducted in 2011 built upon the recommended rates outlined within the 2009 report and analysed the ability for the surrounding road network, from a traffic capacity perspective, to accommodate parking within the Footscray CAA based on estimated development yields within the area.

These studies are discussed in further detail below.

6.2 Draft Car Parking Study (2009)

GTA Consultants were engaged by the Department of Planning and Community Development (DPCD) and Maribyrnong City Council to undertake a study on appropriate car parking rates within the Footscray Central Activities District (CAD). The objective this car parking rates study was to recognise the particular parking requirements of the Footscray CAD, ensuring that each change of use or new development provides sufficient car parking to meet its own demands in appropriate locations.

In preparing this study it was recognised that the development of the Footscray CAD area and its attractiveness to developers will be dependent on many factors, one of which is car parking and the rate at which it is to be provided in support of each new development application. This responds to the marginal nature of some development feasibility assessments (irrespective of use) in areas such as Footscray when forced to provide high levels of car parking, particularly when they are configured in a structure or basement form.

Whilst there is a relationship between centre attractiveness versus car parking rate, conversely, the risk of protecting against an undersupply in both the short, medium and long terms is a key requirement of this study.

For the purposes of this discussion it was assumed that Footscray currently has a relatively low level of attractiveness for investors and an oversupply of car parking. Maintaining existing parking rates for future development will not assist in making the Centre more attractive to investors, while reducing rates in a manner that doesn't encourage investment would be counterproductive. As such, for the investor attractiveness to improve within Footscray a move toward a balanced approach (i.e. a controlled reduction in car parking rates) is essential.

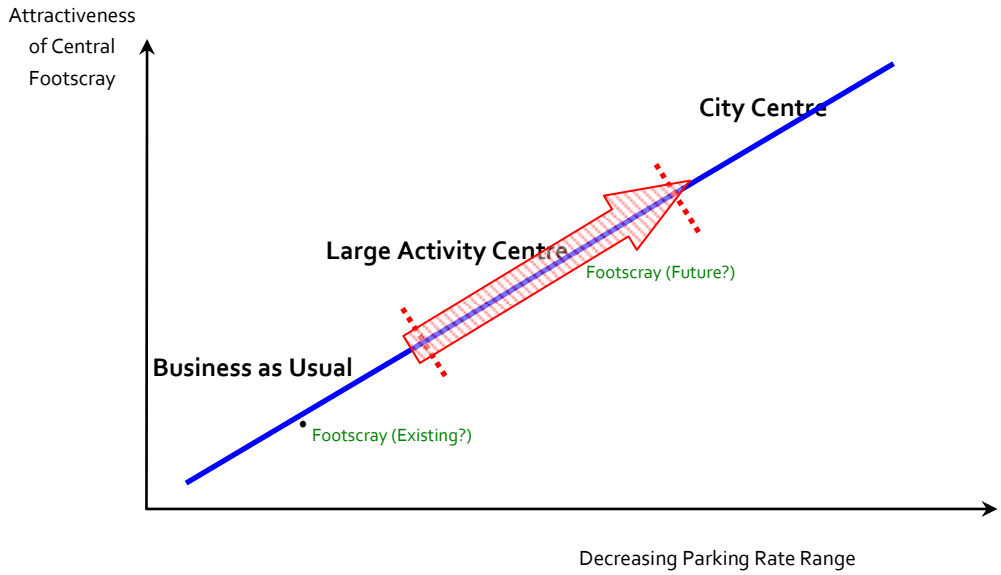
This discussion is not to be interpreted as implying that car parking is the sole or most important determinant of attractiveness for investment. Rather it makes the point that parking is one factor in the locational decision, and that in Footscray it has the potential to be of significance.

To this end, the development of any potential future car parking rate would need to consider a number of parking rate ranges to assist in developing an appropriate parking policy. These parking rate ranges are described further below:

- **Business as Usual**
  Generally adopts proven empirical car parking rates for individual developments to satisfy all car parking demands of the users with some reliance of on-street supply for visitor demands (empirical rates accepted by VCAT and similar to those in the recent Review of Planning Provisions in the VPP)
- **Large Activity Centre**
  Generally adopts lower parking rates empirically applied in selected inner areas where there is a larger public parking supply and more sharing of use due to the quantum and mixed nature of the floor-space, coupled with the quality of public transport provision, and
- **City Centre**
  Uses maximum car parking rates rather than minimum rates and relies on public transport services to provide suitable access to users of the city, supported by pricing constraints. Examples include Melbourne and Sydney CBD areas.

The two car parking extremes may be reasonable to adopt in some circumstances, however in most major activity centres and town centres a balanced approach is adopted. This involves provision of some on-site parking plus some reliance on on-street spaces as well as separate commercial off-street stations in addition to the use of public transport, walking and cycling trips. This balanced approach ensures that issues which exist at the extremes are moderated and managed to provide a functional parking system and successful level of development and building occupation. This approach is shown graphically in Figure 4.1.

Figure 6.1: Parking Approach: The Rate Extremes



It should be recognised that if car parking rates continue to decrease without the necessary support of adequate public transport services and other measures, then investor attractiveness may begin to decrease.

As a result the key issue with respect to car parking rates is the extent to which a balance is to be struck between the following:

- requiring too much on-site parking driving up the cost of development and therefore decreasing attractiveness of the Centre, *as opposed to*
- limiting the amount of parking to be provided on-site to the point where the offering is not attractive to the market[5] and/or it results in a short, medium or long term undersupply in the Centre.

The different approaches to car parking were investigated in these previous studies along with the possible impacts of adopting the different car parking approach to establish which parking rate range is appropriate.

The identified parking rates were to provide greater certainty to land owners and users whilst reducing non-essential use of private vehicles in favour of more sustainable modes of transport such as public transport, walking and cycling. The study identified car parking rates for the significant CAD land uses being, residential, retail / shop, restaurant and office / commercial.

As part of the study a thorough review was undertaken to gain an understanding of existing state and local government car parking policies and lessons that should be applied to Footscray.

How Footscray compared to other CADs and Activity Centres was assessed which indicated it is well served by Public Transport, is close to the Melbourne CBD, has a mixture of land uses and has an existing low level of car ownership.

In order to identify what car parking rates may be applicable to Footscray, existing car parking rates and empirical data were benchmarked. In addition, the world's best practise for achieving increased levels of sustainable transport / reduced private vehicle reliance was identified.

The results of this research were that a range of options to increase sustainable transport were available. However in order to be successful, mechanisms to support an increase in sustainable transport had to be simple, easy to understand and lack ambiguity. Furthermore, reduced car parking rates were most applicable to locations in close proximity to public transport and high density mixed use areas.

In applying the research findings to the study area, it was identified that given the large study area, a range of car parking rates would be appropriate. The mechanism used to identify which parking rates were applicable was the location of the site. This mechanism was used because it is easy for all parties to identify and allowed for more specific rates to be adopted.

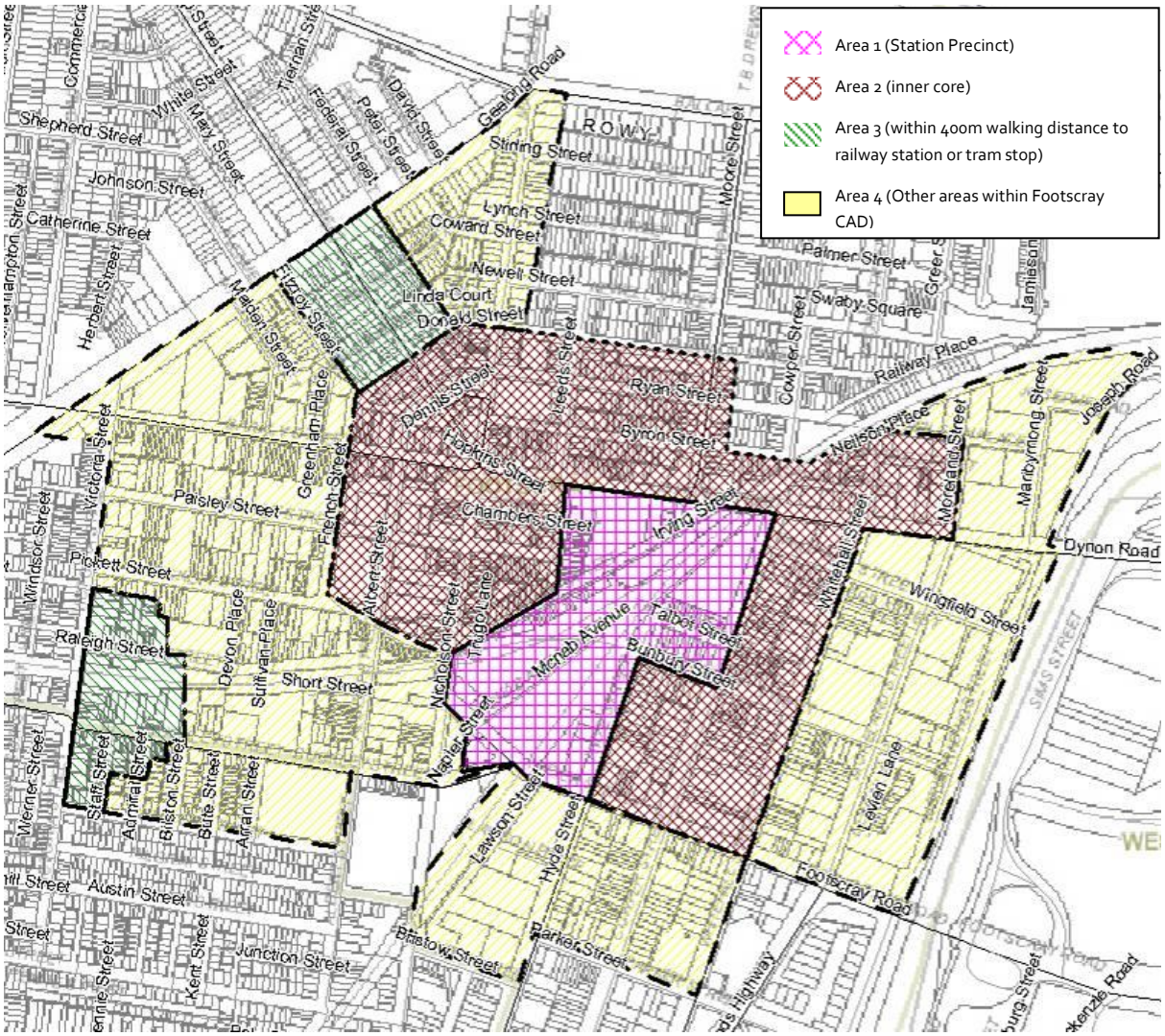
The recommended car parking rates are set out in Table 6.1 for areas shown in Figure 6.2.

[5] It is assumed that the market will not develop a product it cannot sell.

Table 6.1: Recommended Car Parking Rates by Area

Land Use	Unit (car spaces per)	Recommended Car Parking Rate (Min – Max)			
		Area 1	Area 2	Area 3	Area 4
Residential Land Uses					
Studio, 1 or 2 bedroom Dwelling Resident	Dwelling	0.0 – 1.0	0.3 – 1.0	0.5 – 1.0	0.7 – 1.0
3+ bedroom Dwelling Resident	Dwelling	0.5 – 1.5	0.8 – 1.5	0.8 – 1.5	1.0 – 1.5
Dwelling Visitor	Dwelling	0.0 – 0.15	0.0 – 0.1	0.0 – 0.15	0.1 – 0.15
Residential Hotel	Lodging Room	0.0 – 0.3	0.1 – 0.3	0.2 – 0.3	0.3 – 0.3
Residential College (Student Accommodation)	Bed	0.0 – 0.25	0.05 – 0.15	0.05 – 0.25	0.2 – 0.25
Retail / Shop Land Uses					
Supermarket	100 sq m Leasable Floor Area	0.0 – 4.0	1.5 – 2.5	2.0 – 3.5	3.0 – 4.0
Restricted Retail	100 sq m Leasable Floor Area	0.0 – 1.5	0.5 – 1.0	0.75 – 1.5	1.0 – 1.5
Shop (other than specified in this table)	100 sq m Leasable Floor Area	0.0 – 3.5	1.0 – 2.0	1.5 – 3.0	2.0 – 3.5
Restaurant	Seat	0.0 – 0.3	0.15 – 2.0	0.15 – 0.25	0.2 – 0.3
Office / Commercial Land Uses					
Office (other than specified in this table)	100 sq m Net Floor Area	1.0 – 3.0	1.5 – 2.5	2.0 – 3.0	2.5 – 3.0
Medical Centre	Practitioner	0.0 – 4.0	2.0 – 3.0	2.5 – 4.0	3.0 – 4.0

Figure 6.2: Car Parking Rates Areas



6.3 Footscray CAA Parking Review (2011)

GTA Consultants was again engaged by the Maribyrnong City Council to undertake a study on appropriate levels of car parking associated with new developments in the Footscray CAA and assess the subsequent traffic impacts of the car parking provisions. This study builds on the Footscray CAA draft Car Parking study completed by GTA in 2009 and utilised the parking generation rate ranges identified in the 2009 study which are presented in Section 6.2 of this report.

Most specifically, this study looked to establish the extent to which the traffic network could cope with the car parking increases within the study area.

In this regard GTA liaised with the City of Maribyrnong to determine the anticipated development types and yields that would occur within the CAA over the next 20 years. The anticipated development yields were assessed for seven precincts within the CAA, with the total yield comprising of 11,000 residential dwellings, 50,200sqm of retail floor area and 168,000 sqm of office/commercial floor space.

For the purposes of the study, GTA assumed the following:

- Each developable site will be developed to 50% of its overall site area.
- Each individual car parking space requires 30 sqm of floor area.
- Each site is anticipated to contain two levels of car parking (i.e. one level of basement car parking and one level of car parking to be contained on the ground floor).

On the basis of the above assumptions, private development sites within the CAA could accommodate some 12,000 on-site car parking spaces, resulting in a shortfall of between negative 4,000 (surplus) to 7,000 spaces that needed to be catered for in publicly available on and off-street parking supply within the CAA. The anticipated average shortfall of 1,600 spaces could be catered for fully by the existing publicly available supply of some 1,900 spaces.

While the study identified an increase in traffic movements could be anticipated as a result of future development, it acknowledged that significant levels of traffic within the Footscray CAA road network did not have an origin or destination within the study area. As such, as local traffic and congestion increases it is likely that through traffic trips would redistribute away from the CAA which could assist to reduce the impact on local intersections with any impacts balanced across the broader road network.

On this basis the following recommendations were made:

i Consider the most suitable mechanisms to implement the following objectives:

- Manage parking demand and supply to ensure the ongoing viability of the CAA.
- Encourage the increased use of sustainable transport options, including active and public transport modes, to reduce vehicle congestion and associated air pollution.
- Maximise the efficiency of car parking within the Footscray CAA by seeking to share car parking as far as practicable, and installation of "real time" advice to motorists which can identify car parking vacancies available and as such reduce the number of vehicles circulating through the CAA searching for free car parking spaces..
- Improve the operation, appearance and safety of car parking areas.
- Improve general amenity for pedestrians within the CAA to increase the willingness for visitors to walk through the CAA to their destination.

ii Investigate the current and future operation of congested roads and intersections on the periphery of the CAA, this could include the following:

- assessing the viability of encouraging the use of alternate routes rather than the currently congested routes on the periphery of the Footscray CAA
- optimising traffic signal operations along the arterial corridors, with priority for tram/bus movements where possible
- restricting right turns at unsignalised intersections during peak hours
- optimising tram/bus stop locations along arterial roads, so that stops are located on the far side of major intersections rather than the near side to minimise lane changing
- installation of "real time" travel time advice on key links within and on the periphery of the CAA to redirect motorists onto designated traffic routes in an attempt to reduce congestions within the CAA.

7. Development of Parking Objectives

The development of a clear vision and set of measurable objectives is important to enable a set of actions to be developed to better manage the car parking supply and demands within the study area. These actions / strategies are able to be assessed against the objectives to determine their appropriateness. These objectives will be developed having regard for:

- Council's vision for the Footscray Activity Centre
- relevant State and Municipal policy documents
- limitations on the existing road network to support additional car parking.

Parking objectives for the Footscray CAA are summarised as follows:

- Manage parking demand and supply to satisfy user needs.
- Recognise the role that the provision of car parking has in generating vehicle trips:
    - reduce vehicle trips, minimise parking provision where appropriate
    - locate and manage parking so as to minimise traffic generated by the search for a parking space.
- In line with the Maribyrnong Integrated Transport Strategy, encourage increased use of active and sustainable travel modes rather than increased private vehicle travel, to reduce traffic congestion and associated noise and air pollution and to increase road safety.
- Improve general amenity for pedestrians within the CAA to increase the willingness for visitors to walk to and within the CAA to their destination.

8. Car Parking Rates

The outcomes of the previously undertaken parking studies along with the existing car parking generation statistics gathered, in part, from the car parking model presented in earlier sections of this report are collated in the following Sections in order to assess and determine appropriate car parking rates which should be applied to the Footscray CAA.

8.1 Existing Parking Generation

8.1.1 Parking for Commercial Uses

The calibration of the car parking model (discussed in Section 4.5) enables the definition of key car parking generation rates for the study area. These key calibrated rates are defined in Table 8.1. These land uses are defined as the key contributors to car parking in the study area. It is noted that while the University is a key contributor to car parking it has not been included in the list below. Whilst it is important in calibrating the model, its further analysis is not warranted given that the development of an additional University within Footscray is unlikely, and in any event the development of a new University or expansion of the existing would be governed by different planning controls.

Table 8.1: Calibrated Car Parking Rates

Land Use	Car Parking Rate
Supermarket	2.5 spaces per 100sqm
Restricted Retail	1 space per 100sqm
Retail	1.5 space per 100sqm
Restaurant	3.5 spaces per 100sqm (0.1 spaces per seat)
Office	2 spaces per 100sqm
Warehouse	0.3 spaces per 100sqm
Medical Centre	2.3 spaces per practitioner

8.1.2 Resident Parking

It is noted that the parking model does not account for off-street resident car parking demand. As such, guidance on existing residential car parking rates within the study area is sought from the Australian Bureau of Statistics Car Ownership data. In this regard car ownership data for all dwelling types within Footscray is reproduced within Table 8.2.

Table 8.2: Car Ownership Data (All Dwelling Types)

Dwelling Type	Average Car Ownership 2011[1] (Vehicles per Dwelling)
Bedsitter Dwellings	0.26
1 Bedroom Dwellings	0.67
2 Bedroom Dwellings	0.98
3 Bedroom Dwelling	1.30
Average	1.06

[1] 2011 ABS Census data for Footscray

8.2 Draft Car Parking Study (2009)

A summary of the car parking rates suggested in the GTA Draft Car Parking Study (2009) are provided in Table 8.3. Figure 6.2 shown earlier in this report indicates the various regions within the study area to which these rates would apply.

Table 8.3: Area Based Car Parking Rates, 2009 Draft Car Parking Study

Land Use	Unit (car spaces per)	Recommended Car Parking Rate Range(Min – Max)			
		Area 1- Station	Area 2- Inner Core	Area 3- Other Main Transit Stop	Area 4- Neighbour hoods
Retail / Shop Land Uses					
Supermarket	100 sq m Leasable Floor Area	0.0 – 4.0	1.5 – 2.5	2.0 – 3.5	3.0 – 4.0
Restricted Retail	100 sq m Leasable Floor Area	0.0 – 1.5	0.5 – 1.0	0.75 – 1.5	1.0 – 1.5
Shop (other than specified in this table)	100 sq m Leasable Floor Area	0.0 – 3.5	1.0 – 2.0	1.5 – 3.0	2.0 – 3.5
Restaurant	Seat	0.0 – 0.3	0.15 – 2.0	0.15 – 0.25	0.2 – 0.3
Office / Commercial Land Uses					
Office (other than specified in this table)	100 sq m Net Floor Area	1.0 – 3.0	1.5 – 2.5	2.0 – 3.0	2.5 – 3.0
Medical Centre	Practitioner	0.0 – 4.0	2.0 – 3.0	2.5 – 4.0	3.0 – 4.0
Residential Land Uses					
Studio, 1 or 2 bedroom Dwelling Resident	Dwelling	0.0 – 1.0	0.3 – 1.0	0.5 – 1.0	0.7 – 1.0
3+ bedroom Dwelling Resident	Dwelling	0.5 – 1.5	0.8 – 1.5	0.8 – 1.5	1.0 – 1.5
Dwelling Visitor	Dwelling	0.0 – 0.15	0.0 – 0.1	0.0 – 0.15	0.1 – 0.15
Residential Hotel	Lodging Room	0.0 – 0.3	0.1 – 0.3	0.2 – 0.3	0.3 – 0.3
Residential College (Student Accommodation)	Bed	0.0 – 0.25	0.05 – 0.15	0.05 – 0.25	0.2 – 0.25

8.3 Footscray CAA Parking Review (2011)

As previously noted, the Footscray CAA Parking Review (2011) adopted the car parking rates specified in the Draft Car Parking Study (2009) which are reproduced above.

While this report acknowledged that the existing road network has a number of capacity constraints, it determined that the identified traffic generations (resulting from the adopted car parking rates) could be accommodated within the surrounding road network.

8.4 Comparison of Car Parking Rate Data

A comparison is provided in Table 8.4 of the key commercial land use rates from the above sources. In addition the standard statutory car parking requirements of the Maribyrnong Planning Scheme, Clause 52.06 is also provided for comparative purposes.

Table 8.4: Comparison of Car Parking Rates

Land Use	Unit (car spaces per)	Existing Car Parking Model	Maribyrnong Planning Scheme (Clause 52.06) [1]	Previously Recommended Car Parking Rate (Max – Min)			
				Area 1	Area 2	Area 3	Area 4
Retail / Shop Land Uses							
Supermarket	100 sq m Leasable Floor Area	2.5	5	0.0 – 4.0	1.5 – 2.5	2.0 – 3.5	3.0 – 4.0
Restricted Retail	100 sq m Leasable Floor Area	1.0	2.5	0.0 – 1.5	0.5 – 1.0	0.75 – 1.5	1.0 – 1.5
Shop (other than specified in this table)	100 sq m Leasable Floor Area	1.5	3.5	0.0 – 3.5	1.0 – 2.0	1.5 – 3.0	2.0 – 3.5
Restaurant [2]	Seat	0.1	0.1	0.0 – 0.3	0.15 – 0.20	0.15 – 0.25	0.2 – 0.3
Office / Commercial Land Uses							
Office (other than specified in this table)	100 sq m Net Floor Area	2.0	3.0	1.0 – 3.0	1.5 – 2.5	2.0 – 3.0	2.5 – 3.0
Medical Centre [3]	Practitioner	2.3	2.6	0.0 – 4.0	2.0 – 3.0	2.5 – 4.0	3.0 – 4.0

[1] Column B Rates have been adopted
[2] Based on a floor density of 33 seats per 100sqm
[3] Based on a floor area of 75sqm per practitioner

It is noted that residential (dwelling, hotel or student accommodation) car parking rates have not been determined from the car parking model and as such have not been reported within this table. These rates are discussed further later within this report.

The comparison of car parking rates indicates:

- Existing car parking generation rates are well below the current existing Maribyrnong Planning Scheme requirements (Column A or B). This is not unexpected for the Footscray CAA where excellent public transport facilities are available and the mixed use nature of the centre allows for significant sharing of trips and efficiencies to be gained.
- The established existing car parking rates are generally consistent with those recommended car parking rates determined within the previous studies.

While this data is important in the setting of future development car parking requirements, further consideration needs to be given to a number of matters which will impact how the car parking rates should be applied. These include:

- Whether the parking rate should be a single rate or a rate range?
- Whether set parking rates should represent a maximum or minimum requirement?
- Whether a single set of rates should be set for the overall study area or whether there is merit in setting different rates for different precincts?
- Whether decision guidelines should provide for reductions in parking outside a specified rate?

These are further explored in the following sections.

8.5 Car Parking Rate Range versus Single Rate

The Draft Car Parking Study (2009) reviewed a number of alternative approaches in terms of the provision of parking rates, such as:

- Adoption of specific rates for each use (no ranges)
- Adoption of a narrow rate range from those specified, or
- Provision of a very broad parking range spanning one or more of the three categories.

The aforementioned study sought to adopt an approach of recommending rate ranges given the varying mixed use development intensity and public transport services characteristics of individual sites within the Footscray CAD, as well as to provide the necessary flexibility for future planning.

A rate range allows the market to guide the car parking provision. The upper limit will be guided by the various parking objectives and parameters such as containing traffic congestion and managing car parking demand, the lower limit (which can be zero) will set a range for which developers can provide car parking to protect against gross under provision (which may impact commercial viability).

A rate change may also be preferred to cater for a site's specific location within the study area. This allows sites which do not have access to public transport and/or other alternative transport infrastructure to provide car parking, while other sites with excellent accessibility to these facilities will be able to provide parking at a lower rate. Again, car parking provision will in part be driven by developers in order to provide an adequate level of car parking to ensure a development's commercial viability

The application of a rate range however can leave itself open to varied interpretation by Council officers (which varies for each project and overtime as staff change) and Councillors (which vary over time) as to where a development should sit within a rate range. Therefore to avoid inconsistent application of parking requirements and certainty to developers, in allowing a rate range discretion as to where a development will sit within that range should lie with the developer. To provide greater certainty to all (developers, Council Officers, Councillors and the general public) it may be more appropriate to set a single rate.

Further, the adoption of a single rate makes the application of a cash in lieu system (in lieu of the provision of parking) far easier to contemplate. In the case of a rate range, any cash in lieu collection could only be made against parking not provided below the minimum requirement set within the range.

Alternative ways to achieve the principles of a rate range may be to provide zones or precincts which may carry separate single parking rates but vary depending on their location.

8.6 Maximum versus Minimum Car Parking Rates

If a single car parking rates is to be used, then consideration needs to be given as to whether the rate is a maximum or minimum.

The adoption of minimum rates can be expected to guard against an under provision of car parking within the study area, however they would not, on their own, guard against the overprovision of car parking; that is, developers would retain the right to provide car parking at rates greater than those nominated.

However, overprovision of parking would be detrimental to the area in that it could further exacerbate traffic congestion, even with the completion of proposed road works in the precinct.

In this regard, it is considered that a mechanism is required to guard against the overprovision of car parking within the study area.

This could be achieved by specifying maximum car parking rates for each use, with this option providing the benefit of clearly identifying the rates above which Council would not support a particular parking provision.

Alternatively, an overprovision of parking (beyond a set minimum rate) could be minimised by any related parking overlay outlining that the provision of car parking above the specified rates will be strongly discouraged by Council and that the following decision guidelines will be considered before deciding on such an application:

- Whether the provision of car parking above the recommended rates is contrary to the objectives specified in this strategy/parking precinct plan?
- Whether the provision of car parking above the recommended rates is warranted having regard to empirical evidence?
- Whether the provision of car parking above the recommended rates is to be provided for public use and a demand for such parking exists?
- Whether the provision of car parking above the recommend rates is to be provided for a use which does not generate traffic activity levels during the morning or afternoon weekday peak hour periods?

In addition to the above, a maximum car parking rate makes it difficult to manage any potential developer contribution schemes that may wish to be adopted, preferring to limit the amount of parking being provided (and encouraging shifts in travel mode) rather than funding its provision elsewhere.

8.7 Overall CAA versus Individual Precinct Car Parking Rates

Consideration must also be given to the whether any car parking rate (maximum, minimum, single or range) should be adopted for the entire study area, or, whether rates vary in different locations within the overall study area.

Varying rates between areas enables specific rates to be allocated to an area depending on their geographical location, providing scope for lower or higher parking rates to be provided dependent on the availability of a number of factors such as public transport, proximity to key amenities, sustainable transport infrastructure etc.

This principle was adopted in the Draft Car Parking Study (2009), in order to provide car parking rates appropriate to a site's location. This approach mainly involved assessing a site's proximity to key public transport facilities such as the Footscray Railway Station.

In this regard reference is made to the appropriate walking distances between car parking locations and a user's intended destination to provide a guide as to the distance at which point the use of public transport may become less attractive and the desire to drive becomes more attractive.

Generally, the time and distance which drivers are prepared to walk increases as the time which will be spent at their destination increases. The acceptable walking distance can also be impacted by the quality of the pedestrian environment, climate, line of sight (can the destination be seen), and friction (barriers such as crossing busy roads).

The Victorian Transport Policy Institute paper on Shared Parking dated 4 September 2007 indicates the following walking distances as a guide for various activities as set out in Table 8.5.

Table 8.5: Acceptable Walking Distances (Adapted from the Victorian Transport Policy Institute, Canada)

Adjacent (Less than ~50m)	Short (Less than ~250m)	Medium (Less than ~400m)	Long (Less than ~500m)
People with disabilities Deliveries and loading Emergency services Convenience store	Grocery store Professional services Medical clinic Residents	General retail Restaurant Employees Entertainment centre Religious institution	Airport parking Major sport or cultural event Overflow parking

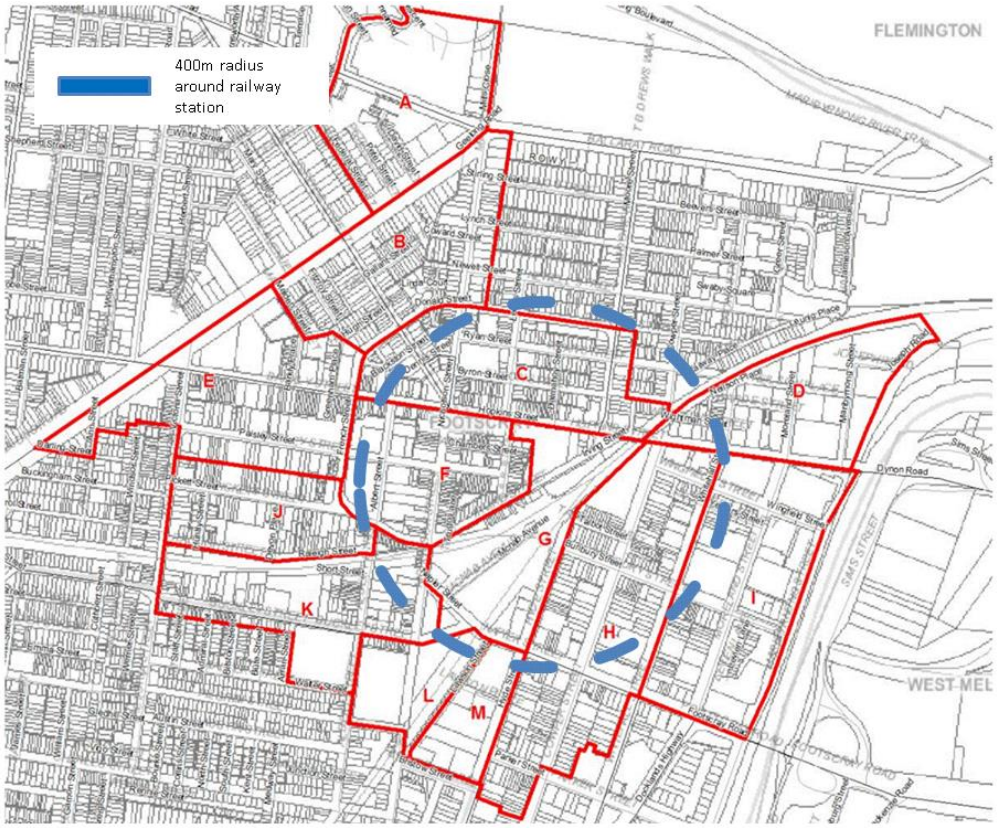
Note: This table assumes good pedestrian conditions.

In general Table 8.5 indicates a 400m walking distance could be considered to be appropriate to a majority of users within the Footscray CAA.

As such the application of a 400m radius around the Footscray railway station may at least in the first instance provide a guide as to an area which is more conducive to accepting lower car parking rates, and encouraging the use of sustainable public transport modes.

An approximate 400m radius around the Footscray Railway Station is shown in Figure 8.1

Figure 8.1: 400m Radius around Footscray Railway Station



The approach of providing different car parking rates dependent on a site's location or precinct can also provide the ability to better provide a range of car parking rates. This mechanism can enable single rates to be adopted in a particular area, making it easier to adopt processes such as potential developer contribution schemes, but still allow the overall precinct to function with a virtual parking range.

8.8 Use of Decision Guidelines

The use of decision guidelines to allow for variations to prescribed car parking requirements is an important element of any parking specification. Such decision guidelines recognise that a single parking strategy is often insufficient to cover all eventualities and ultimately some flexibility is required to be included to cater for circumstances such as unique developments and changes over time (such as travel modes splits).

8.9 Setting of Parking Rates

8.9.1 Key Contextual Information

On the basis of the above data and discussions a number of key determinative statements can be made which will influence how we should set car parking rates for the Footscray CAA.

- Traffic congestion is unlikely to restrict the level of development which can occur within the Footscray CAA. In this respect the previous studies indicated that while an increase in traffic movements could be anticipated as a result of future development, significant levels of traffic within the Footscray CAA road network do not have an origin or destination within the study area. As local congestion increases, it is likely that through traffic will redistribute away from the CAA, if facilitated to do so.
- Based on car parking demand being generated at 'current rates', the Footscray CAA could accommodate all future parking demands without the need to construct any additional car parking facilities. This would result in an occupancy level of 93%. Should no additional parking supplies be constructed within the Footscray CAA, an 85% occupancy level would however be exceeded (85% considered to represent theoretical capacity). This would equate to a demand of some 714 spaces in excess of the 85% parking supply level. In order to achieve 85% occupancy, the car parking model indicates that the Footscray CAA would require approximately 35% of the future car parking demand (if continued to be generated at current rates) to be provided on-site by developers at the peak time. At all other non-peak times, the future demand required to be provided on-site reduces to 25% or less.
- Comparing the overall parking demand levels which exceed the 85% supply (714 spaces) to the overall car parking demand of 7,718 spaces, a shift of approximately 9% in travel mode would be required in order for parking demands to not exceed a total 85% occupancy. In isolation, the central precincts within the study area (Precincts C, F, J and H), would require a 2.4% shift in travel mode in order for parking demands to not exceed an 85% occupancy.
- Similar to the overall study area, the central precincts parking demands within the study area (Precincts C, F, J and H) could exceed an 85% occupancy level (by some 71 parking spaces), however the overall supply maintains parking within the overall capacity. It is however noted that isolated areas within Precinct C do currently experience parking which exceeds the 85% theoretical capacity threshold with the main car park, Byron Street, at 100% capacity. To ensure car parking needs are met in this precinct additional parking could be required.
- Key Policy reports such as Maribyrnong Integrated Transport Strategy (MITS) seek to prioritise walking, cycling and public transport trips ahead of the use of the private motor car.
- Precincts C, F, G and H (northern half) could generally be considered in a different light to the remaining CAA precincts for a number of reasons:

- These precincts have a greater level of access to public transport facilities, being located within excellent proximity to the Footscray Railway Station, bus terminals and tram facilities.
- These precincts have better access to essential services, thus allowing more convenience trips to be made on foot or by bike rather than by car trips, which generate parking demand.
- These precincts are expected to be governed by a greater level of urban design constraints through the desire to enhance and promote walking, cycling and public transport thus minimising parking (at least minor facilities) on individual development sites within this area.

- The existing conditions (calibrated) car parking rates are generally consistent with the upper end of the rate ranges previously recommended for Areas 1 and 2, and consistent with the lower end of the rate ranges previously recommended for Areas 3 and 4.

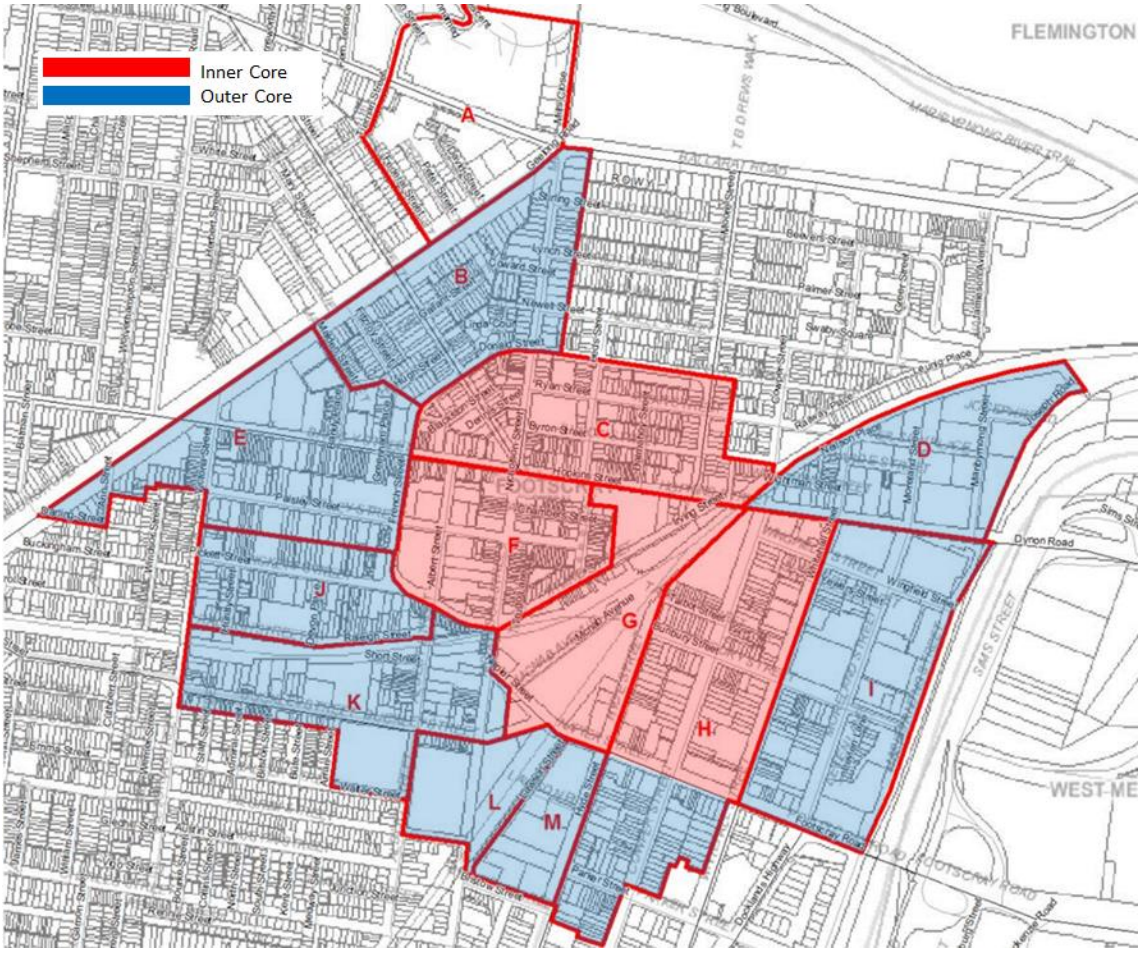
8.9.2 Parking Requirements for Commercial Uses

The following commercial car parking requirements would therefore best respond and address the key contextual information and objectives set out within earlier sections of this report:

- The calibrated car parking rates (from the parking model) form the basis of car parking requirements to be applied to new developments
  - Office 2.0 spaces per 100sqm
  - Restaurant 0.1 spaces per patron
  - Restricted Retail: 1.0 spaces per 100sqm
  - Retail (Shop) 1.5 spaces per 100sqm
  - Supermarket 2.5 spaces per 100sqm
  - Medical Centre 2.3 spaces per practitioner
- The above car parking rates be applied as maximum rates within Precincts C, F, G and H (northern half).
- The above car parking rates be applied as minimum rates within Precincts the remaining study area precincts.
- Reliance upon existing car parking vacancies be allowed within outer precincts as a means of satisfying a developments parking requirement.

The area to which the car parking rates will apply is shown in Figure 8.2.

Figure 8.2: Car Parking Rate Areas



The adoption of the maximum and minimum car parking rates is justified for a number of reasons discussed below.

Inner Core Area (Maximum Car Parking Rates)

The adoption of maximum car parking rates within the inner core areas reflects the desire to promote public transport, walking and cycling use within this area and the greater ability for this area to accommodate such travel modes, now and in the future.

Maximum rates also seek to minimise the impacts of increased traffic congestion within inner areas of Footscray. While previous reports indicated that the road network could accommodate future traffic generations through the shifting of through traffic trips, the minimisation of the creation of new trips allows for remaining road network capacity to be prioritised toward sustainable travel such as:

- Increase tram and bus priority measures
- Improve on and off road cycling facilities
- Increase provision of pedestrian facilities

The setting of the maximum car parking rate at the levels consistent with existing car parking generation allows development to provide sufficient car parking to accommodate its demands, if it is crucial to commercial viability. The maximisation however also allows developments the commercial flexibility to provide a lesser provision (down to zero) if considered appropriate.

It is recognised that the adoption of the maximisation policy could allow all future commercial development to opt to provide no additional car parking. In such an instance car parking demands within the central area would exceed the 85% occupancy, however would not reach absolute capacity (100%). In order to achieve an 85% occupancy level the following would need to occur:

- Approximately 35% of development parking would be required to be provided on-site at the peak time, and lesser demands (25% or less) at all other times, or
- Achieve a 9% shift in the overall travel characteristics away from the private car.

In reality both of these could be reasonably expected to occur. Naturally developers will seek to provide a level of parking on-site to provide a level of amenity for their staff and customers. Similarly, as development and road network congestion continues to increase and public transport, walking and cycling facilities are improved and encouraged a shift in travel mode to the extent of 9% could be reasonably anticipated and targeted.

Notwithstanding the above, should no additional parking be provided by new commercial development it is unlikely to cause a system failure. While car parking demands would exceed the ideal 85% occupancy, demands do not reach absolute capacity, meaning that enough car parking would exist, albeit additional circulation trying to find a car parking space may occur. This could be overcome to some extent with the introduction of a variable parking signage system to advise drivers where available parking exists.

A perception of parking approaching capacity may also encourage a shift in the way people travel to the area to more sustainable and active travel modes.

Outer Core Area (Minimum Car Parking Rates)

The adoption of minimum car parking rates within the outer core areas reflects the lesser proximity to public transport and other sustainable uses when compared to the central precincts. This should not be interpreted as these precincts not having good sustainable transport options, but in comparison to the central precincts, the peripheral precincts do not have the same level of accessibility.

It is also likely that there will be fewer urban design issues (e.g. larger sites can more easily accommodate site access points without them dominating a site's frontage) within the outer core area which will make it more acceptable to provide parking on individual sites.

While strict minimum rates may not allow lesser rates to be adopted decision guidelines should be included with the adoption of these rates which allow:

- The rates to be reduced subject to sufficient empirical justification that a development will not generate the level of parking required.
- The use of existing car parking vacancies within the nearby area to support the development and efficiently use existing parking resources.

These decision guidelines seek to avoid an over provision of car parking as this continues to encourage car travel.

The setting of minimum car parking rates at the levels consistent with existing car parking generations allows development to provide car parking at rates greater than the minimum, if considered to be critical to ensure commercial viability. The decision guidelines also provide flexibility where necessary to consider lesser rates.

While minimum rates could result in greater traffic volumes being generated, the previous reports indicate that such traffic could be accommodated within the surrounding broader road network.

8.9.3 Parking Requirements for Residential Uses

It is noted that unlike commercial land uses, the desire to own a car does not necessarily equate to the need to use the vehicle during peak traffic periods. As such it could be considered to be appropriate to allow the market to determine the appropriate level of car parking which should be provided for private residential dwellings rather than defining strict limits on the level of car parking which can be provided.

It is however recognised that with greater provision of car parking, there is a greater likelihood of vehicle trips being generated by the dwelling.

It could be recommended that while the provision of residential car parking should be capped, such a cap should allow car ownership to generally occur where desired to ensure the cap does not constrain the economic viability of development.

As such the following **maximum** car parking rate for dwellings could be set as follows:

- 1 space to each 1 and 2 bedroom dwelling
- 1.5 spaces to each 3 or more bedroom dwelling.

It is however noted that these rates are set as maximums on the basis that car parking restrictions are such that on-street parking is either restricted to a short-term duration or permit restricted (which new developments would not be eligible for).

As such developers not providing on-site resident parking would be doing so with a knowledge that those dwellings would not be able to park on-street and subsequently would be targeted at residents and buyers who do not own a car.

These rates would be applicable across both the inner and outer core precincts.

In respect of other minor residential land uses (residential hotel and student housing), guidance is best sought from the previous 2009 parking study report which collated various empirical data sources for these land use categories.

In this regard the upper limit of the prescribed car parking rate ranges could be adopted as maximum car parking rates for the study area.

- Residential Hotel – 0.3 spaces to each lodging room
- Residential College (student accommodation) – 0.25 spaces to each bed.

8.9.4 Residential Visitor Parking

Guidance on residential dwelling visitor car parking demands has been taken from the calibrated car parking model. This indicates a car parking rate of 0.12 spaces per dwelling during the peak evening period.

It could be considered appropriate that residential dwelling visitor parking be required to be provided as part of each residential development. Having consideration for potential changes in travel mode it could be reasonable to adopt a rate of 0.1 spaces per dwelling.

It is acknowledged however that residential dwelling visitor parking is generally short term in nature and appropriate to be accommodated within residential streets. As such, whether the provision of residential visitor parking is required to be provided within individual development sites or can be supported within existing car parking vacancies should be assessed on a site by site basis depending on the activity occurring within the surrounding area.

8.10 Implementation of Car Parking Rates

8.10.1 Commercial Land Uses

The above discussions regarding the setting of car parking rates identifies the use of a maximum rate within the inner core precincts and a minimum rate within outer precincts.

The use of a maximum rate allows an adoption of a zero rate by developers, if desired, without triggering the need for a planning permit.

While the discussions within previous sections of this report have indicated that the parking system is unlikely to fail if all developments provide zero parking, such a scenario would result in parking occupancies exceeding the theoretical capacity causing additional vehicle circulation to find a car parking space and increased pressure on parking within the centre. Furthermore it is understood that Council is concerned that too many developers may automatically adopt a zero parking rate (without needing to apply for a planning permit), subsequently causing increased car parking congestion and then placing pressure on Council in future years to rectify future car parking problems.

While the approach described in earlier sections, should be ultimately aimed for within the inner core area (adopting maximum rates), it may be more appropriate to adopt a staged approach which in the first instance adopts a car parking rate range rather than simply adopting a maximum rate (which has an automatic ability to adopt a zero rate). A staged approach would provide some protection to Council that at least some level of car parking will be provided. At a minimum such an approach would provide Council the opportunity to consider the appropriateness of reducing a sites parking requirement to zero rather than it being an automatic as of right.

Taking the above into account it is recommended that a parking rate range be adopted for the inner core precincts (C, F, J and northern half of H) with a minimum rate still adopted for the outer precincts as discussed earlier.

A staged approach should be reviewed after a 5 year period to reassess the rate of land use growth, the manner in which travel modes have changed and the impact of this on the defined development car parking requirements.

The upper rate in the rate range would be recommended to be set as a maximum rate based on the calibrated car parking rates (from the parking model) as previously discussed in Section 8.9.2.

The lower rate in the range could be set having regard to a number of factors:

i Specify rates at a level that should all developers provide at the lowest rate, sufficient parking will be provided by developments so that parking occupancies within the surrounding precinct (within the inner core precincts) do not exceed 85% of the available supply.

As discussed in Section 8.9.1 of this report this would require 9% of all development parking to be provided on-site to ensure that the 85% occupancy is not exceeded. This would therefore equate to the lower rate being set at 9% of the upper limit.

ii Require the long term parking components (staff) of a developments parking demands to be provided on-site rather than relying on vacancies within the surrounding areas.
This recognises that over time parking restrictions within the centre will continue to evolve and the current level of long term parking cannot be guaranteed in the future and may possibly be converted to additional short term parking. The portion of long term parking for each of the uses could typically be estimated as follows:

- Retail type uses – 20% (restaurant, shop, restricted retail, supermarket)
- Office – > 80%
- Medical Centre – 50%

In order to provide a conservative range at this time, the option which will relate to the higher provision of car parking is recommended to be adopted. The subsequent car parking rate ranges are summarised in the following:

- Office: 1.5 – 2.0 spaces per 100 sqm
- Restaurant: 0.05 – 0.1 spaces per patron
- Restricted Retail: 0.5 – 1.0 spaces per 100 sqm
- Retail (Shop): 0.5 – 1.5 spaces per 100 sqm
- Supermarket: 2.0 – 2.5 spaces per 100 sqm
- Medical Centre: 1.0 – 2.3 spaces per practitioner

Note: Some rounding of lower rates has been undertaken to reflect whole numbers

It must be noted that an exception to the logic of setting of the lower car parking rate has been made for the supermarket land use. This exception has been made on the basis that supermarket type developments will typically want to provide an appropriate number of parking spaces on their own site to provide a level of amenity to their customers and that it is often not convenient (particularly with the use of shopping trolleys) for off-site parking to be primarily relied upon. As such it is likely that any new supermarket development would be likely to provide a majority of its parking on-site and therefore the rate range has been set to reflect this.

While a rate range has been determined allowing developers the ability to select any point within the range, appropriate decision guidelines should be developed and adopted which allow the consideration of reducing car parking requirements below the lower end of the range. Instances where consideration could be given to reducing a parking requirement below the lower rate in the range includes:

- Where parking cannot physically be provided on the site due to a constrained site size.
- Where parking on a site is not desirable due to access or urban design constraints.
- Where appropriate provision is made for sustainable transport infrastructure which will assist to encourage mode change away from the private motor car.
- Where is can be demonstrated that suitable car parking vacancies exist within the surrounding area to accommodate the development demands.

Such decision guidelines should be further developed at the time of preparing a Parking Overlay.

The setting of minimum rates within the outer core areas would continue to be recommended as discussed earlier within Section 8.9.2.

Recommendation 1:

A car parking rate range be applied to future commercial development in the Inner Core as follows with appropriate decision guidelines developed and adopted which allow the consideration of reducing car parking requirements below the lower end of the range:

- Office: 1.5 – 2.0 spaces per 100 sqm
- Restaurant: 0.05 – 0.1 spaces per patron
- Restricted Retail: 0.5 – 1.0 spaces per 100 sqm
- Retail (Shop): 0.5 – 1.5 spaces per 100 sqm
- Supermarket: 2.0 – 2.5 spaces per 100 sqm
- Medical Centre: 1.0 – 2.3 spaces per practitioner

Recommendation 2:

Minimum car parking rates to be applied to future commercial development outside the Inner Core as follows:

- Office 2.0 spaces per 100sqm
- Restaurant 0.1 spaces per patron
- Restricted Retail: 1.0 spaces per 100sqm
- Retail (Shop) 1.5 spaces per 100sqm
- Supermarket 2.5 spaces per 100sqm
- Medical Centre 2.3 spaces per practitioner

8.10.2 Residential Land Uses

In a similar manner to commercial car parking provisions, the introduction of maximum rate, and therefore an ability to adopt a zero parking rate without the need to apply for a planning permit may be seen as too aggressive by Council in the immediate term.

While the approach described in earlier sections, should be ultimately aimed for, it may be more appropriate to adopt a staged approach and in the first instance (for say the next 5 years), rather than simply adopting a maximum rate with an automatic ability to adopt a zero rate, to adopt a car parking rate range which provides some protection to Council that at least some level of car parking will be provided.

The upper rate in the rate range would be recommended to be set at the rates previously discussed within Section 8.9.2 which allows car parking to be provided for development where desired to ensure the commercial viability is not constrained by car parking.

In setting the lower rate, guidance has been sought from ABS car ownership data. It is recommended that a rate slightly lower than the average car ownership be adopted to allow for continuing trends of reduced car ownership to be pursued, particularly within this Activity Centre context.

The recommended resident car parking rate range is as follows:

- 1 Bedroom Dwelling: 0.5 – 1.0 space per dwelling
- 2 Bedroom Dwelling: 0.8 – 1.0 space per dwelling
- 3+ Bedroom Dwelling: 1.0 – 1.5 spaces per dwelling

While a rate range has been set, it is clear from the car ownership data that a demand does exist for dwellings without car parking. As such reductions of parking below the rate range should be allowed at the discretion of Council.

Such an allowance for dwellings to not have to provide car parking is however fundamentally underpinned by the following principles:

- that the residents occupying the dwellings will not own a car, or
- the dwellings are aimed at encouraging active and public transport travel and for that reason do not provide car parking provision of future occupants.

As such consideration by Council should only be given to a reduction of car parking if the area surrounding the site is restricted in such a way that dwelling residents cannot feasibly own and store a car if choosing to live at this location or the dwelling type is targeted specifically to a buying market of residents who will not own a car.

Ultimately if on-street restrictions are not restrictive it is likely that residents will purchase a dwelling and simply rely upon the surrounding existing long-term parking provisions, and thus the fundamental principles which underpin the reason for allowing a reduction are not achieved.

As such the approval of car parking reductions below the prescribed rate range should be provided on the following basis:

- Car parking within the surrounding area is protected by suitable restrictions (short term or permit zone restrictions) that will not allow residents to park on-street.
- New residents are not afforded access to on-street parking permit scheme's operated by Council.

As discussed in earlier sections other minor residential land uses (residential hotel and student housing), guidance is best sought from the previous 2009 parking study report which collated various empirical data sources for these land use categories.

In this regard the car parking rate ranges could be adopted as follows:

- Residential Hotel: 0.1 – 0.3 spaces to each lodging room
- Residential College (student accommodation): 0.05 – 0.25 spaces to each bed.

Recommendation 3:

Car parking rate ranges for residential developments be adopted as follows:

- Residential Dwelling
  - 1 Bedroom Dwelling: 0.5 – 1.0 space per dwelling
  - 2 Bedroom Dwelling: 0.8 – 1.0 space per dwelling
  - 3+ Bedroom Dwelling: 1.0 – 1.5 spaces per dwelling
- Residential Hotel
  - 0.1 – 0.3 spaces to each lodging room
- Residential College (student accommodation)
  - 0.05 – 0.25 spaces to each bed

Recommendation 4:

A reduction or waiver of residential parking requirements may be allowed for dwellings at the discretion of Council.

8.10.3 Residential Visitor

As per discussions within Section 8.9.4 it is recommended that residential dwelling visitor car parking be provided at a minimum rate of 0.1 spaces per dwelling.

Appropriate decision guidelines should be developed and adopted which allow the consideration, on a site by site basis, of satisfying this car parking requirement within existing car parking vacancies within the surrounding area.

Recommendation 5:

A residential dwelling visitor car parking rate of 0.1 spaces per dwelling should be adopted and accompanied by appropriate decision guidelines to allow the use of existing car parking vacancies within the surrounding area where appropriate.

9. Strategy to Accommodate Future Parking

Development generated car parking demands can be accommodated primarily in three ways:

- on individual development sites
- within existing car parking vacancies within the surrounding area, or
- within new purpose built parking stations (funded by Council or Council initiated cash in lieu schemes).

These options are further explored in the following sections.

9.1 Commercial Uses

9.1.1 Provide Car Parking On-Site

Some development land uses will naturally require the provision of on-site parking supply. This supply may be used to cater for staff demands or, more importantly, may be required to provide a level of amenity to customers who usually expect parking with that use (e.g. supermarket customers may at times be required to wheel a trolley to their vehicle to unload shopping). In other instances (small shops, restaurants) it may not be viable to be able to accommodate parking on-site.

While an estimation of the amount of parking which would be sought to be accommodated on individual development sites is not being made at this time, any such on-site parking would reduce the demand for on-street and surrounding parking areas.

9.1.2 Utilise Existing Car Parking Vacancies

Existing vacant car parking represents a parking resource which should not be ignored when designing a car parking system. This parking often represents the most proximate and attractive parking for visitors to developments and can effectively and efficiently be shared between multiple land uses, particularly if land uses have peak parking requirements occurring at different times of the day.

As this often represents the most proximate and attractive parking, to not allow the use of this car parking in satisfying a development's car parking generation calculation, will often result in an underutilisation of the car parking provision which is provided on-site. As such, in establishing the most appropriate way in which to cater for the future car parking demands, some reliance on existing vacant parking should be considered.

As a result, it would be recommended that existing vacant car parking be used to satisfy future development car parking demands, however the quantum of car parking spaces which could be relied upon and the availability of these spaces would need to be determined by an individual applicant at the time of lodging a development application (i.e. peak hour car parking demand surveys).

As presented in earlier sections of this report, the peak demand from future car parking model indicates that the study area would generate an overall parking demand within the study area in the order of 7,718 car parking spaces. Comparing this to the overall parking supply of 8,300 spaces (approx.), these demands remain well below the overall capacity of the study area.

It is again noted that these comparisons between demand and supply are on the basis that no additional on-site car parking is provided as part of new developments and that car parking demands are being generated at the calibrated model rates.

As such, it is likely that future parking demands may not reach this level estimated.

9.1.3 Provide New Public Car Parking Facilities

Based on projected future car parking demands on individual development sites and, the available parking vacancies within the study area, it would not appear at this time that justification exists to create new developer funded car parking facilities to service the Footscray CAA.

It is however recommended that Council continue to monitor the demands for car parking as greater certainty becomes apparent around land use growth and the success of shifting travel modes away from the private vehicle.

Should opportunities be available for Council to enter into some form of Public Private Partnership which would achieve a more efficient provision of parking, rather than providing it on individual developer sites, and allow for a lesser overall level of parking to be provided (given the sharing ability of different users) such opportunities should be considered.

Should opportunities arise to address particular areas where capacity exceeds the threshold through the provision of additional and / or relocated car parking these could be explored.

In making the above comments, it must be acknowledged that consideration has not been given to site size and urban design constraints. In this regard should it be determined from an urban design perspective that on-site parking on individual development sites is not desired or restrictive to effective site development, it may be relevant that Council develop a parking project to which developers can provide cash contributions toward its construction in lieu of providing their desired parking quantum on site.

9.1.4 Summary

On the basis of the above discussions the following approach to the provision of parking is summarised:

- Future car parking demands are not significant enough to warrant the construction of a developer funded car parking station or seek payment (via a cash-in-lieu arrangement) for car parking dispensations or waivers sought for new developments.
- Given that a portion of future parking will naturally be located on certain development sites, it is anticipated that future car parking demands could be accommodated on-site or within existing public on-street and off-street vacancies.
- While it is acknowledged that in some isolated areas car parking may reach capacity, parking supplies within peripheral areas can support the generated demands. However consideration could be given to opportunities to relocate existing underutilised spaces to areas of higher demand.
- Should parking demands reach capacity, particularly within the inner core, this would be expected to encourage a shift in travel mode away from the private car supporting the key objectives of encouraging a shift toward more environmentally sustainable modes of travel what are healthier and safer.

- If Council were to create new car parking facilities this could be in areas where existing capacity exceeds the 85% threshold. The locating of any facilities would however be subject to assessing the traffic impacts of providing parking in such a location.

In order to manage the future car parking demands in the study area, car parking requirements for new development in the area should be accommodated as follows:

i Provide car parking on individual development sites.
i Utilise existing car parking vacancies available within the study area.
ii A combination of the above options.

Recommendation 6:

Allow future commercial development generated car parking to be accommodated in the following manner:

- provide car parking in individual development sites
- utilise existing car parking vacancies available within the study area
- a combination of the above options.

Recommendation 7:

In considering the provision of car parking, consideration must also be given to:

- efficiencies gained from the consolidation of shared car parking spaces
- any empirical car parking deficiency associated with the existing use of the land, but only where existing buildings are being reused
- any historic contributions made in relation to the site by existing businesses.

9.2 Residential Uses

Residential growth has not been included as part of the future car parking model for the study area based on reasons outlined below:

- It has been assumed that resident parking demands would be provided on individual development sites rather than as part of shared public parking facilities.
- While it may be appropriate to approve developments which do not provide one car parking space per dwelling, such approvals should be coupled with appropriate on-street parking restrictions to ensure new residents cannot park (for long periods) on-street, and therefore such that the aims of providing lesser parking is achieved i.e. a reduced car ownership.
- Future residents would not be afforded the ability to obtain a Resident Parking Permit.

As such future resident parking is not expected to contribute to the surrounding car parking demands and would be accommodated on individual development sites.

10. Supplementary Parking Management Mechanisms

10.1 Overview

As discussed previously, the provision of reduced car parking rates is required to assist in a shift toward sustainable travel usage and uptake within the Footscray CAA area. Notwithstanding, reduced car parking provisions in isolation will not be sufficient to manage the existing and future car parking system for a number of reasons. In particular, future car parking rates can only be applied to reduce the amount of parking that is provided as part of new development in the area. Additional mechanisms (or demand management tools) are required to complement the intent of providing reduced future car parking rates for the study area.

The demand management tools which could be considered to support the objectives of the study are outlined below:

- Management of Existing Car Parking
  - Parking Restrictions
  - Parking Permit Schemes
  - Parking Enforcement
  - Parking Guidance Signage
  - Parking Improvement
  - Parking Pricing
- Reduction of Existing Car Parking Supply
- Behaviour Change Programs
- Incentives for Sustainable Transport Modes.

The above management tools are further explored in the following sub-sections.

10.2 Parking Restrictions

At the most basic level, car parking space restrictions are fundamental to the appropriate management of a car parking systems. Car parking restrictions have the ability to locate where certain user groups park, often providing priority for certain user types. Their use is important in creating a turnover of parking within spaces to allow for a greater number of motorists to use the same space.

Parking restrictions can also play a role in protecting (where appropriate) parking overspill from adjacent land uses which may result in a loss of amenity of surrounding land owners or residents. A balance however needs to be carefully met when introducing parking to 'protect' particular users, given that car parking is a shared public resource and it is often inefficient to dedicate parking to a single user type.

Having regard for the role that parking restrictions play in the overall management of the parking system the following elements need to be considered to adequately support any reduced car parking rates:

- Parking restrictions are required to be implemented to ensure that future developers who choose not to provide parking on-site (particularly long term parking) cannot simply rely upon on-street parking. This will allow the intent of the reduced provision to be better realised and assist in achieving the aims of reduced car usage.

- Parking restrictions should encourage short term parking and discourage long term parking. Such an emphasis is important as short term parking (compared with long term parking) typically generates a lesser peak hour traffic generation (particularly during the AM peak).
- Parking restrictions should allow a sharing of parking within residential streets.
- Parking restrictions should prioritise the adoption of 'car share' parking spaces.

Recommendation 8:

Parking restrictions should be reviewed to ensure that future developers who choose not to provide parking on-site (particularly long term parking) cannot simply rely upon on-street parking. Parking restrictions should allow a sharing of parking within residential streets.

10.3 Parking Permit Schemes

The purpose of a parking permit scheme is to provide a management mechanism for rationing/sharing the benefits of the public parking resource to residents or businesses in the area during times of peak parking demand whilst minimising adverse impacts on commercial activities, particularly during peak business hours.

A reduction in the required on-site car parking provision for new development should be supplemented with tightly controlled car parking restrictions within the immediate surrounds, as discussed above, and/or the introduction of a paid parking permit scheme.

In order to realise the objectives of providing reduced car parking rates, a number of items are recommended to be reviewed and incorporated to supplement any existing parking permit scheme for the Footscray CAA area. These items include:

- new residential unit/apartment developments should not be eligible for new on-street car parking permits
- the renewal/number of existing residential car parking permits should be progressively reduced to reflect the existing level of available on-street permit signed car parking within the study area
- the existing annual fee for resident parking permits should be increased to assist in discouraging resident car ownership.

Recommendation 9:

It is recommended that the following items be reviewed and incorporated into any existing parking permit scheme for the Footscray CAA area:

- new residential unit/apartment developments should not be eligible for new on-street car parking permits
- the renewal/number of existing residential car parking permits should be progressively reduced to reflect the existing level of available on-street permit signed car parking within the study area
- the existing annual fee for resident parking permits should be increased to assist in discouraging resident car ownership.

10.4 Parking Enforcement

Enforcement of car parking restrictions is paramount in the adoption and maintenance of a given car parking system / strategy. Without suitable enforcement, especially when demands are significant, car parking restrictions and strategies risk not being adhered to, which can result in the loss of any efficiencies and amenity that might be gained.

The enforcement of parking is critical to ensure that:

- Parking is occurring in line with the intended allocation of parking.
- Parking activities are occurring in a safe manner.
- Illegal parking activities do not interfere with the flow and circulation of traffic.

In order to provide a suitable level of enforcement to maintain compliance with given parking restrictions, there needs to be an appropriate level of surveillance and penalty.

In respect of Footscray it is recognised that significant levels of technology are currently used in the enforcement task (or have been used in the past). Enforcement activities should therefore continue in their current manner, and be improved where possible to further increase the adherence of drivers to signed parking restrictions.

> Recommendation 10:
>
> Continue and improve where possible parking enforcement services within the Footscray CAA area.

10.5 Parking Guidance Signage

Wayfinding guidance signage, specifically related to areas of car parking is important in:

- Highlighting parking areas to ensure the most effective use of all available spaces, particularly areas which may not be initially visible or known to drivers and thus, reducing road network congestion caused by vehicles circulating to find a car space.
- Assisting drivers to get to their parking location as quickly as possible. Every car journey consists of a number of key components, however most important to car parking is the end of the journey once a driver has reached their general destination and circulates to find a car parking space and then travels (walks) from their car parking location to their intended destination. If the time circulating to find a car parking space can be minimised it is likely that a driver will accept a greater walking distance to their final destination. On the contrary, if a driver circulates trying to find the closest possible parking space, and, due to high parking demands still ends up having to park on the periphery of the area, it is less likely that they will accept a greater walking distance as being appropriate.

In addition, and further to the standard static wayfinding signage, dynamic car parking signage allows the number of vacant car parking spaces in a given area to be continuously displayed and updated on electronic signs located at key driver decision points. Typically dynamic parking signage is implemented within large off-street car parking facilities.

Such technology can improve the utilisation of car parking areas, particularly as they reach capacity and it becomes more difficult to identify where vacant spaces exist (given the dynamic nature of parking

and drivers not necessarily knowing where vacant parking exists). They can also assist in reducing road network congestion as vehicle circulation and time spent in search of a vacant space is reduced.

The system operates through the detection of a vehicle parked in a space or entering and exiting a car parking area. This information is fed to a controlling computer system and then relayed to the associated electronic signage. Signs are located at a location that gives users sufficient time to decide whether they enter the associated car parking area or not.

The introduction of greater or improved signage to direct motorists to off-street car parking stations could be expected to increase off-street car parking utilisation, better match demand and supply and decrease unnecessary vehicle circulation which contributes to road network congestion.

Dynamic car parking signage will also allow the theoretical capacity of the parking within these areas to be more efficient and increase from the discussed 85% mark.

Recommendation 11:

Review existing static wayfinding signage and explore the introduction of dynamic car parking signage which can improve the utilisation of car parking areas.

10.6 Parking Improvement

Maintenance of car parking areas is important to ensure that parking is safe, attractive to users and efficiently used.

While a review of parking areas to this level of detail is typically beyond the scope of a car parking strategy, it is recommended that Council continually work with any private car parking owners to ensure that car parking facilities meet with current design standards, and are maintained at an appropriate level. Where car parking is controlled by Council this parking should be monitored by Council and maintained as appropriate.

In addition, any unsealed areas of parking should be monitored, as they are most susceptible to adverse weather conditions like heavy rains, which may result in a muddy, uneven and slippery surface. It should be ensured that these areas do not cause pedestrian and vehicle safety issues. In some cases it may be appropriate to provide some form of sealing, shading, drainage or fresh gravel surface.

Recommendation 12:

Council should continually work with private car parking owners to ensure that car parking facilities meet with current design standards, and are maintained at an appropriate level.

10.7 Parking Pricing

Given a choice, motorists prefer unpriced parking. While the cost of car parking can reduce car parking demands, the pricing of parking can also assist in providing a level of natural enforcement of restrictions (i.e. drivers are less willing to risk overstaying in a paid parking area as it is easier for enforcement officers to detect these vehicles). It also allows greater time efficiency in the enforcement task for officers monitoring parking spaces, allowing a greater catchment of spaces to be captured.

In respect of paid parking, there is a body of research, however limited, into the elasticity (willingness to pay) associated with the introduction and changing of paid parking rates. The ability to establish this exact elasticity is limited in that different areas are afforded different levels of access to transport and parking alternatives meaning that any established elasticities may not be transferable between areas.

Notwithstanding, the research has indicated an elasticity range of between -10% to -60% with an average of -30% for the doubling of current car parking charges (i.e. if the current paid parking rate is $1/hr and it is increased to $2/hr, it is likely that there will be a reduction in the use of the affected car parking spaces by approximately 30%). Moreover, for Australia an elasticity range of -20% to -40% has been commonly found.

It has also been found that commuter and shopper elasticities vary, with one study[6] having an average overall elasticity of -30% for the affected car parking spaces and recorded commuter and shopper elasticities of -48% and -19% respectively.

Given the above, increasing the cost of car parking should see a reduction in car parking demands. However, it is generally found that the reduction in car parking demands does not directly correlate with a reduction in the number of people accessing the associated area. Rather, a proportion of those that are associated with the reduction in car parking demands utilise alternative modes of transport.

As such, the level of reduction in car parking demands is also a function of the ability to access the associated area through alternative modes of transport, especially commuters, who seem to be more responsive to increases in car parking costs, noting that they tend to travel when alternate facilities, such as mass public transport services, experience their peak usage.

As such the introduction of additional paid parking or changes to current prices provides a car parking management tool that encourages those currently parking to use alternative transport modes, and therefore creates greater parking vacancies for those who must use a private car as a mode of transport to access the area.

In addition paid parking can act as a demand management tool, which reflects the priority order of spaces and emphasises the convenience of most important parking areas. As a result a paid parking system assists to increase turnover of parking spaces. This assists, while not physically increasing the supply of parking, to increase the opportunity for more drivers to use the same parking space.

Supplementary on-street parking restrictions must also be put in place (within adjacent unpaid areas) to ensure that drivers do not simply move their parking habits to avoid paying for parking.

Recommendation 13:

It is recommended that fee parking be considered to be expanded to reduce the reliance on car travel to/from the study area and increase the availability of spaces. This management tool should be implemented for the areas of the Footscray CAA which experience high parking occupancy levels (i.e. the inner core) and carefully monitored to establish the proper balance of parking turnover/reduction in car parking demand and economic viability of the area.

[6] Parking Pricing and Fee – Traveller Response to Transportation System Changes, Chapter 13, Report 95, Transit Cooperative Research Program (2005).

10.8 Reduction of Existing Car Parking Supply

While it is not being recommended to simply remove car parking as a pure demand management measure, the improvement of transport links to facilitate public transport, walking and cycling should be given priority over the provision / retention of on-street parking.

Where infrastructure works are recommended which seek to improve existing sustainable transport links within the study area, these should be supported in favour of retaining available on-street car parking spaces. In particular it is noted that the introduction of clearways, tram fairways and tram super stops are examples of where car parking removal should be encouraged to support a change in travel mode.

> Recommendation 14:
>
> Infrastructure works to improve or create sustainable transport links and reduce traffic congestion and over reliance on car travel should have priority over the retention of existing on-street parking.

10.9 Behaviour Change Programs (Green Travel Initiatives)

10.9.1 Green Travel Plans

In order to reduce private vehicle dependency within a study area and to encourage the use of public and active modes of travel, is recommended that the requirement of the Maribyrnong MSS to prepare a Green Travel Plan (GTP) for all new "major" developments be maintained. To guide the determination of what constitutes a "major development, reference can be made to Clause 52.36 of the Planning Scheme. The types and sizes of developments within this Clause are considered appropriate "triggers" for the preparation of a Green Travel Plan, noting that the provision of this documentation is typically sought by Public Transport Victoria (PTV) following referral of the application.

In contrast to the PTV common approach however, it is considered appropriate that any GTP not only be prepared and submitted as part of the planning application but that a condition also be specified within any permit which requires that this plan be reviewed, amended if required and resubmitted to Council following occupation of the use. This can be expected to ensure that the GTP maintains its relevance for the actual tenants/residents of the use, rather than the tenants/residents expected at the planning permit stage, and thus allow the GTP to be specifically tailored to best address their requirements.

It is expected that each GTP would examine the accessibility of the site to surrounding active and public transport services and how the proposal will seek to maximise/encourage the use of these services by its tenants/residents. Moreover, the GTP should also consider means by which car sharing and/or car pooling can be provided on the site, and any other relevant matters. For additional reference, a GTP may include, but not be limited to the following action items:

- The production of maps outlining safe walking, public transport and cycling routes to and from the site.
- The provision of lockers, showers and change rooms for employees.
- The provision of sustainable transport information provided on a work intranet with links to appropriate websites.

- The provision of public transport tickets at the workplace for work travel during the day (i.e. meetings, site visits, excursions etc.).
- The supply of a workplace bicycle toolkit and other frequently required spare equipment.
- The participation in annual sustainable transport events i.e. Ride to work day.
- The use of an on-site car sharing system (either utilising a nearby car share service i.e. Flexi car or Go-Get or through the use of a company vehicle).

Recommendation 15:

It is recommended that the requirement of the Maribyrnong MSS to prepare a Green Travel Plan (GTP) for all new "major" developments be maintained and be prepared prior to construction and post occupation of the use (enforced as a condition of any Planning Permit).

10.9.2 Bicycle Parking

Clause 52.34 of the Planning Scheme (Bicycle Facilities) seeks to encourage cycling as a mode of transport with the provision of secure, accessible and convenient bicycle parking spaces and associated shower and change facilities.

The standard requirement for the provision of bicycle facilities for a range of uses is set out in Clause 52.34.

More recently, the Australia Bicycle Council has produced a developer fact sheet that outlines typical bicycle parking space requirements and subsequent end-of-trip facilities for a range of uses.

Given the above it could be expected that as new development occurs that end-of-trip facilities will be provided. It is recommended that these facilities be enforced by Council except where there is clearly no ability to access the site by bicycle, or for some retail uses, such as bulky goods retailers, where customers are not likely to be able to cycle with the goods they have purchased.

Additionally, higher bicycle parking requirements should be enforced on new developments that have excellent access to cycling facilities. This is especially the case for developments that are the source of trips (i.e. residential), as approximately 60% of all Australians own or have access to a bike. Ensuring bike parking at home is convenient and easy to access will help reduce barriers to cycling. Furthermore, should additional end-of-trip facilities be provided, along with any other initiatives that are likely to result in the increased use of alternate modes of transport, then reductions in the minimum number of car parking spaces required to be provided should be offered.

Recommendation 16:

It is recommended that at a minimum the provision of bicycle parking be provided in accordance with the rates set out within Clause 52.34. Alternatively the empirical bicycle parking rates set out within the Australian Bicycle Council's handbook developer fact sheet (which typically recommends a greater level of bicycle parking be provided) should be considered to determine an appropriate bicycle parking provision dependant on land use type.

10.9.3 Motorcycle/Scooter Parking

It is noted that while Clauses 52.06 and 52.34 outline the statutory car and bicycle parking requirements of development proposals, no consideration is given within the Planning Scheme the provision of motorcycle/scooter parking within developments.

This is a shortcoming of the Scheme and it is recommended that motorcycle/scooter parking be provided within all car parks constructed in the study area (irrespective of whether they are private or public car parks).

Reference to the Australian Bureau of Statistics' *'Motor Vehicle Census, Australia'* (March 2010) indicates that motorcycles and scooters accounted for approximately 1 in every 24 vehicles registered in Australia as of March 2010; up from 1 in every 33 vehicles in 2005. This represented the largest increase in any vehicle type and this trend accordingly highlights the importance of providing greater parking for motorcycles and scooters.

Recommendation 17:

It is recommended that a minimum of 1 motorcycle/scooter parking space be provided for every 25 car parking spaces constructed within any car park within the study area. These spaces should be designed in accordance with the requirements of the relevant Australian Standard for Off-street Parking Facilities (i.e. 2.5m length by 1.2m width).

10.9.4 Car Sharing Schemes

Public car sharing facilities, such as those provided by FlexiCar and Go Get should be encouraged within the study area, particularly within mixed-use developments including residential apartments, as a means to further reduce the car dependency of the study area.

Recommendation 18:

It is recommended that an appropriate number of car sharing spaces be provided within the study area, potentially in a mix of on-street and off-street locations. The rate of this provision should be monitored regularly and increased where appropriate at the expense of non-shared spaces.

10.10 Incentives for Sustainable Transport Modes

Incentives for sustainable transport modes provide the "carrot" to encourage the use of sustainable modes of transport and assist in removing the perceived barriers to travelling by bus, tram, train, bicycle, walking, carpooling, etc while making it more difficult (less attractive) to drive.

A number of these initiatives are listed as follows:

- car clubs and car share schemes
- bike share schemes (i.e. at the train station and the University)
- lower provision of car parking in new developments
- end of trip facilities for cyclist, runners and walkers
- priority access and movement over cars

- infrastructure that supports each alternate mode and their connection between them (multi-modal trips)
- personalised travel planning, travel awareness campaigns and public transport information and marketing
- Green Travel and Integrated Transport Plans.

Again the encouragement of the use of alternative transport modes would provide a tool to reduce existing and future parking demands. These facilities are considered to be particularly important to encourage short trips, such as those from apartments to shops, to be completed by modes other than car.

As noted earlier in this report, the study area is well serviced by public transport services, especially the inner core precincts, with train, tram and bus services operating throughout the area. The public transport services connect the study area with key origins and destinations.

The provision of these services and the continued investment in them provides a great opportunity to further reduce car parking dependency of the study area, particularly in the inner core.

Recommendation 19:

It is recommended that active and public transport improvement projects be completed to support the lower car parking rates identified within this report.

10.11 Co-dependency of Parking Strategies

To assess the effectiveness of the proposed parking strategies, the following inter-dependant measures are proposed:

- Reduced Car Parking Rates
- Increased Parking Restrictions
- Parking Permit Scheme
- Parking Enforcement
- Parking Guidance Signage
- Parking Improvements
- Parking Pricing
- Reduction in Existing Parking Supply
- Behaviour Change Programs
- Incentives for Sustainable Transport Modes.

These measures have been considered individually each as 'primary' measures and which of the remaining measures are required to support their successful implementation. Through this assessment it has become apparent that a number of measures do not play a primary role in managing parking and simply act as supporting measures to other primary parking management mechanisms. As such these have been removed as primary measures from the assessment table (these measures are marked with an asterisk in the above list). The assessment of co-dependency is set out within Table 10.1.

Table 10.1: Co-Dependency of Parking Mechanisms

		Supporting Mechanism									
		Reduced Car Parking Rates	Increased Parking Restrictions	Parking Permit Scheme	Parking Enforcement	Parking Guidance Signage	Parking Improvements	Parking Pricing	Reduction in Existing Parking Supply	Behaviour Change Programs	Incentives for Sustainable transport Modes
Primary Parking Management Mechanism	Reduced Car Parking Rates		✓		✓					✓	✓
	Increased Parking Restrictions			✓	✓					✓	✓
	Parking Permit Scheme				✓					✓	✓
	Parking Pricing		✓	✓	✓					✓	✓
	Reduction in Existing Parking Supply		✓		✓						

From Table 10.1 the following key elements can be noted:

- The supporting mechanisms could be generally separated into two distinct categories
  - Mechanisms which force change and can often be construed in a negative light (changing of parking restrictions, parking enforcement); and
  - Mechanisms which encourage change (behaviour change programs and incentives for sustainable transport modes).
- Of potentially greatest importance is the continued refinement of on-street parking restrictions. These are critical to ensure that mechanisms to reduce car dependence (reduced parking rates, reduction in parking supply and parking pricing) do not simply result in the relocation of existing parking and as such not achieve the vision to reduce car dependency.
- Further, appropriate restrictions and parking permit scheme ensure that an appropriate level of amenity is able to be maintained for residents of the area.
- Continued parking enforcement is important to each of the primary mechanisms to ensure that compliance with the system design is achieved. However, as drivers will, to some level, naturally comply with posted parking restrictions (although some will flaunt), parking enforcement would be considered to be of lesser importance than the basic design of the parking system (i.e. setting of restrictions).
- While behaviour change programs and incentives for sustainable transport modes could be considered to not be absolutely fundamental in supporting the primary parking management mechanisms they are vitally important to assist in creating travel alternatives and obtaining community acceptance of the overall primary parking management mechanisms and vision.

10.12 Monitoring

As developments are approved and constructed, it is likely that the on-street vacancies that exist today will slowly disappear throughout the study area. It is therefore recommended that the study area is surveyed every three to five years at the same time of year to ensure that, the approximate level of existing car parking demand is being maintained. This will allow the policies and guidelines to be regularly updated as required. It is also recommended that this strategy be reviewed in approximately five years to ensure that based on additional surveys, that the strategy prepared is still current and appropriate.

In addition, the importance of monitoring growth and impacts to the area is critical given that the future growth explored in this study is based around development projections.

Given the potential for changes in travel patterns after parking fees are raised and parking becomes more restricted, it is recommended that car parking demand and changes in travel and parking behaviours be investigated 12 months after the changes are made.

Recommendation 20:

Council undertake surveys of the Footscray CAA area every five years to ensure that the approximate level of existing car parking demand is being maintained.

Recommendation 21:

That the strategy to manage the provision of future car parking demands be maintained and reviewed in approximately 5 years' time.

11. Statutory Implementation

From the above strategy outcomes it is evident that at least one recommendation would benefit from inclusion within the Planning Scheme to provide specific statutory guidance to new developers of the way in which car parking should be provided.

The current Planning Scheme provides a specific mechanism to deal with the parking issues arising in a precinct and the strategies to be implemented to address them. This mechanism is a Parking Overlay.

In this respect reference is made to the VPP Practice Note for a Parking Overlay and the following is reproduced to describe what a Parking Overlay does:

"Once prepared, a car parking plan can provide the basis for, and be implemented by, a Parking Overlay or other appropriate implementation mechanism, such as:

- *parking permits for residents, workers and visitors*
- *management of public and private parking (for example, through time restrictions or fines)*
- *special rate charges – a requirement for land owners to pay towards the related provision of new spaces*
- *shared car parking requirements."*

Such a plan may arise from a number of issues.

A number of physical, social and economic indicators may suggest the need to address car parking issues in a precinct, such as a precinct that:

- *is undergoing a rapid rate of development or land use change*
- *attracts significant numbers of trips from elsewhere*
- *experiences high levels of traffic congestion*
- *has an established parking provision deficit and experiences physical or market conditions that affect the future provision of car parking*
- *experiences consistently lower or higher than average car parking demand.*

A Parking Overlay implements a car parking plan in a statutory form."

On this basis a Parking Overlay would be the most appropriate tool under the current Planning Scheme to incorporate specific guidance to developers of appropriate car parking rates and the manner in which future car parking requirements should be supplied.

Specifically, key car parking rates which are recommended for the Footscray CAA in earlier sections of this report would require incorporation into a Parking Overlay.

Other recommendations from the car parking management strategy would not require a statutory form in order to implement them.

Recommendation 22:

Implement the recommended commercial and residential car parking rates within a Parking Overlay.

12. Key Recommendations

From the discussions and analysis within this report the following recommendations have been made:

Recommendation 1:

A car parking rate range be applied to future commercial development in the Inner Core as follows with appropriate decision guidelines developed and adopted which allow the consideration of reducing car parking requirements below the lower end of the range:

- Office: 1.5 – 2.0 spaces per 100 sqm
- Restaurant: 0.05 – 0.1 spaces per patron
- Restricted Retail: 0.5 – 1.0 spaces per 100 sqm
- Retail (Shop): 0.5 – 1.5 spaces per 100 sqm
- Supermarket: 2.0 – 2.5 spaces per 100 sqm
- Medical Centre: 1.0 – 2.3 spaces per practitioner

Recommendation 2:

Minimum car parking rates to be applied to future commercial development outside the Inner Core as follows:

- Office 2.0 spaces per 100sqm
- Restaurant 0.1 spaces per patron
- Restricted Retail: 1.0 spaces per 100sqm
- Retail (Shop) 1.5 spaces per 100sqm
- Supermarket 2.5 spaces per 100sqm
- Medical Centre 2.3 spaces per practitioner

Recommendation 3:

Car parking rate ranges for residential developments be adopted as follows:

- Residential Dwelling
  - 1 Bedroom Dwelling: 0.5 – 1.0 space per dwelling
  - 2 Bedroom Dwelling: 0.8 – 1.0 space per dwelling
  - 3+ Bedroom Dwelling: 1.0 – 1.5 spaces per dwelling
- Residential Hotel
  - 0.1 – 0.3 spaces to each lodging room
- Residential College (student accommodation)
  - 0.05 – 0.25 spaces to each bed

Recommendation 4:

A reduction or waiver of residential parking requirements may be allowed for dwellings at the discretion of Council.

Recommendation 5:

A residential dwelling visitor car parking rate of 0.1 spaces per dwelling should be adopted and accompanied by appropriate decision guidelines to allow the use of existing car parking vacancies within the surrounding area where appropriate.

Recommendation 6:

Allow parking generated by future commercial development to be accommodated in the following way:

- Provide car parking in individual development sites.
- Utilise existing car parking vacancies available within the study area.
- A combination of the above options.

Recommendation 7:

In considering the provision of car parking, consideration must also be given to:

- efficiencies gained from the consolidation of shared car parking spaces
- any empirical car parking deficiency associated with the existing use of the land, but only where existing buildings are being reused
- the equity of waiving the car parking requirement having regard to any historic contributions by existing businesses.

Recommendation 8:

Parking restrictions should be reviewed to ensure that future developers who choose not to provide parking on-site (particularly long term parking) cannot simply rely upon on-street parking. Parking restrictions should allow a sharing of parking within residential streets.

Recommendation 9:

It is recommended that the following items be reviewed and incorporated into any existing parking permit scheme for the Footscray CAA area:

- new residential unit/apartment developments should not be eligible for new on-street car parking permits
- the renewal/number of existing residential car parking permits should be progressively reduced to reflect the existing level of available on-street permit signed car parking within the study area
- the existing annual fee for resident parking permits should be increased to assist in discouraging resident car ownership.

Recommendation 10:

Continue and improve where possible parking enforcement services within the Footscray CAA area.

Recommendation 11:

Review existing static wayfinding signage and explore the introduction of dynamic car parking signage which can improve the utilisation of car parking areas.

Recommendation 12:

Council should continually work with private car parking owners to ensure that car parking facilities meet with current design standards, and are maintained at an appropriate level.

Recommendation 13:

It is recommended that fee parking be considered to be expanded to reduce the reliance on car travel to/from the study area. This management tool should be implemented for the areas of the Footscray CAA which experience high parking occupancy levels (i.e. the inner core) and carefully monitored to establish the proper balance of parking turnover/reduction in car parking demand and economic viability of the area.

Recommendation 14:

Infrastructure works to improve or create sustainable transport links and reduce traffic congestion and over reliance on car travel should have priority over the retention of existing on-street parking.

Recommendation 15:

It is recommended that the requirement of the Maribyrnong MSS to prepare a Green Travel Plan (GTP) for all new "major" developments be maintained and be prepared prior to construction and post occupation of the use (enforced as a condition of any Planning Permit).

Recommendation 16:

It is recommended that at a minimum the provision of bicycle parking be provided in accordance with the rates set out within Clause 52.34. Alternatively the empirical bicycle parking rates set out within the Australian Bicycle Council's handbook developer fact sheet (which typically recommends a greater level of bicycle parking be provided) should be considered to determine an appropriate bicycle parking provision dependant on land use type.

Recommendation 17:

It is recommended that a minimum of 1 motorcycle/scooter parking space be provided for every 25 car parking spaces constructed within any car park within the study area. These spaces should be designed in accordance with the requirements of the relevant Australian Standard for Off-street Parking Facilities (i.e. 2.5m length by 1.2m width).

Recommendation 18:

It is recommended that an appropriate number of car sharing spaces be provided within the study area, potentially in a mix of on-street and off-street locations. The rate of this provision should be monitored regularly and increased where appropriate at the expense of non-shared spaces.

Recommendation 19:

It is recommended that active and public transport improvement projects be completed to support the lower car parking rates identified within this report.

Recommendation 20:

Council is to undertake surveys of the Footscray CAA area every five years to ensure that the approximate level of existing car parking demand is being maintained.

Recommendation 21:

That the strategy to manage the provision of future car parking demands be maintained and reviewed in approximately 5 years' time.

Recommendation 22:

Implement the recommended commercial and residential car parking rates within a Parking Overlay.

Appendix A

Existing Car Parking Survey Results

BVY TRAFFIC SURVEY
Quality data services proven since 2000
ABN 18 434 565 435
3 Hepburn Way * Caroline Springs * Victoria * 3023 * Australia
Phone: 1300 883 936 * Fax: 1300 882 932

Client: **GTA Consultants**
Client Engineer: **Goran Mihic**
BVY Engineer: **Binh S Vo**

Parking Occupancy Survey

Area **A**
Location **Footscray Central Activity District**
Weather **Overcast**

						Thursday, 26 July 2012													Saturday, 28 July 2012							
Street	From	To	Side	Restriction	Supply	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00
Ballarat Rd	Geelong Rd	Tiernan St	N	Clearway 6:30a-9:30a; 3:30p-6:30p Mon-Fri; Bus zone	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
			S	Clearway 6:30a-9:30a; 3:30p-6:30p Mon-Fri; Bus zone	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
David St	Geelong Rd	Carpark	E	PZ 9a-9p Mon-Fri	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				4P ticket 9a-9p Mon-Fri	16	1	1	1	2	2	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
			W	No Standing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Federal St	Geelong Rd	Tiernan St	E	4P ticket 9a-9p Mon-Fri	21	5	5	5	4	4	3	2	2	2	1	1	1	1	2	2	2	2	2	1	1	1	1
			W	1P ticket 9a-9p Mon-Fri	24	4	6	7	8	8	9	9	9	8	8	7	5	4	4	4	3	3	3	4	4	4	4
Geelong Rd (N)	Federal St	Peter St	S	Ticket 9a-9p Mon-Fri	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
			N	Ticket 9a-9p Mon-Fri	4	2	2	2	2	2	2	2	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1
	Peter St	David St	S	Ticket 9a-9p Mon-Fri	5	0	0	0	0	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
			N	Ticket 9a-9p Mon-Fri	4	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	David St	Ballarat Rd	S	Ticket 9a-9p Mon-Fri	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				No Standing; Emerrgency vehicles excepted	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				Ticket 9a-9p Mon-Fri	6	1	1	1	1	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
			N	Ticket 9a-9p Mon-Fri	1	0	0	0	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				No Standing; Emerrgency vehicles excepted	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				Ticket 9a-9p Mon-Fri	9	2	4	5	6	6	6	6	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0
				1P ticket 9a-9p Mon-Fri	2	0	0	1	1	2	2	2	2	1	1	1	1	0	0	0	0	0	0	0	0	0	0
				P disabled	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hoadley Ct	Ballarat Rd	Rippon St	E	P ticket 9a-9p Mon-Fri	2	1	1	2	2	1	0	0	0	0	1	1	1	0	0	1	1	1	1	2	2	1	1
			W	P ticket 9a-9p Mon-Fri	6	1	3	4	3	2	1	0	0	1	1	1	2	0	1	2	2	2	2	2	2	2	2
	Rippon St	Smith Cre	S	P ticket 9a-9p Mon-Fri	12	10	10	11	11	11	10	10	9	7	5	4	3	2	4	4	5	5	5	5	5	5	5
			N	P ticket 9a-9p Mon-Fri	13	11	12	13	12	12	11	10	9	9	8	7	4	3	1	1	2	4	6	7	8	6	6
Mills Ct	Ballarat Rd	End	E	2P ticket 9a-9p Mon-Fri	3	2	2	3	3	3	2	2	2	2	3	3	3	3	2	2	2	2	3	3	3	2	2
			W	LZ 8a-6p M-Sat	2	0	0	1	1	0	0	0	0	0	1	2	2	1	0	0	0	0	0	0	0	0	0	0
				P disabled	1	1	1	1	1	1	1	1	1	1	1	1	1	1	0	0	0	0	0	0	0	0	0
				2P ticket 9a-9p Mon-Fri	9	8	9	9	8	8	8	6	7	7	8	9	9	7	5	5	5	5	5	5	5	5	5
Peter St	Geelong Rd	Carpark	E	4P ticket 9a-9p Mon-Fri	10	5	5	6	6	6	5	4	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0
			W	4P ticket 9a-9p Mon-Fri	14	2	3	3	3	3	3	3	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0
Tiernan St	Federal St	Ballarat Rd	S	P ticket 9a-9p Mon-Fri	7	1	2	4	5	5	5	5	4	4	3	2	2	0	0	0	0	0	0	0	0	0	0
			N	P ticket 9a-9p Mon-Fri	3	3	3	3	2	2	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Geelong Rd (N)	Carpark At Rear Of No. 14		N	PZ E permit 8:30a-5p Mon-Fri	18	8	10	12	12	11	10	10	7	4	2	1	0	0	0	0	0	0	0	0	0	0	0
Geelong Rd (N)	Carpark At No. 8-10			PZ permit 8:30a-5p Mon-Fri	10	5	5	6	6	6	5	5	4	3	2	1	1	0	0	0	0	0	0	0	0	0	0
Geelong Rd (N)	Carpark At No.2			staff parking only	12	1	4	5	6	6	6	6	5	4	1	0	0	0	0	0	0	0	0	0	0	0	0
Hoadley Ct	Carpark - Rear Of Buliding D		E	PZ E permit 8:30a-5p Mon-Fri	10	10	10	10	10	10	9	8	7	6	5	4	4	2	6	7	8	8	7	5	3	2	2
				PZ RES permit 8:30a-5p Mon-Fri	6	2	2	3	3	3	2	2	2	2	3	3	3	2	3	3	2	2	3	4	4	3	3
Victoria University	Area B/W Federal St And Peter St			P ticket 8:30a-5p Mon-Fri	211	200	210	210	210	205	200	180	165	130	80	41	18	6	0	0	0	0	0	1	1	1	1
				PZ E permit 8:30a-5p Mon-Fri	4	2	2	2	3	3	3	3	2	1	0	0	0	0	1	1	1	1	0	0	0	0	0
	Area B/W Peter St And David St			P ticket 8:30a-5p Mon-Fri	120	111	116	118	118	119	118	115	100	80	50	34	15	5	0	0	0	0	0	0	0	0	0
				PZ E permit 8:30a-5p Mon-Fri	7	1	1	2	2	3	3	3	2	2	1	1	0	0	0	0	0	0	0	0	0	0	0
	Area B/W David St And Ballarat Rd			P ticket 8:30a-5p Mon-Fri	85	74	75	75	75	75	75	75	72	67	60	56	42	20	1	1	1	1	2	2	2	2	2
				P ticket 8:30a-5p Mon-Fri; P disabled	10	5	6	7	7	7	6	6	6	5	5	4	3	1	0	0	0	0	0	0	0	0	0
				PZ E permit 8:30a-5p Mon-Fri	431	330	360	386	400	409	402	380	355	325	275	220	180	90	21	21	22	23	25	25	26	26	26
				PZ C permit 8:30a-5p Mon-Fri	5	3	3	4	4	4	4	4	3	3	3	3	2	1	4	4	4	4	4	3	3	3	3
				1/2P 8:30a-5p Mon-Fri	7	2	3	2	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Rear Of Bulding E			LZ	3	2	2	2	2	2	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
				PZ RES permit 8:30a-5p Mon-Fri	1	0	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				PZ E permit 8:30a-5p Mon-Fri; P disabled	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				LZ	2	1	1	2	2	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				Truck zone	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Rear Of Bulding D			Reserved	2	2	2	2	2	2	2	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
	Rear Of Bulding A			LZ	1	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Rear Of Bulding G			No Standing; University vehicles excepted	5	2	2	3	2	2	1	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0

BVY TRAFFIC SURVEY
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ABN 18 434 565 435
3 Hepburn Way * Caroline Springs * Victoria * 3023 * Australia
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Client: GTA Consultants
Client Engineer: Goran Mihic
BVY Engineer: Binh S Vo

Parking Occupancy Survey

Area **A**
Location **Footscray Central Activity District**
Weather **Overcast**

						Thursday, 26 July 2012													Saturday, 28 July 2012							
Street	From	To	Side	Restriction	Supply	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00
				LZ	1	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Rear Of Bulding K			Reserved	14	5	5	6	6	7	7	7	5	4	1	0	0	0	0	0	0	0	0	0	0	0
				PZ R permit 8:30a-5p Mon-Fri	1	1	1	1	1	1	1	1	1	1	0	0	0	0	1	1	1	1	1	1	1	1
				PZ (underground)	12	5	6	6	7	7	7	7	5	4	2	0	0	0	1	2	2	2	1	0	0	0
	Rear Of Bulding L			PZ RES permit 8:30a-5p Mon-Fri	35	14	16	18	20	21	20	19	23	25	28	33	30	20	15	18	21	20	17	15	13	12
				LZ	2	1	0	1	1	0	0	1	1	0	0	1	1	0	0	0	0	0	0	0	0	0
				PZ C permit 8:30a-5p Mon-Fri	2	0	0	0	1	1	1	1	1	2	2	2	1	0	0	0	0	0	0	0	0	0	0
				PZ V permit 8:30a-5p Mon-Fri	2	0	0	1	1	1	1	1	1	2	2	2	1	1	1	1	1	1	0	0	0	0	0
				PZ E permit 8:30a-5p Mon-Fri	2	2	2	2	2	2	2	2	2	2	2	2	2	1	1	2	2	2	1	0	0	0	0
				P ticket 8:30a-5p Mon-Fri	17	16	17	17	17	17	17	17	17	17	16	16	14	10	1	2	3	3	2	2	1	1

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Client Engineer: Goran Mihic
BVY Engineer: Binh S Vo

Parking Occupancy Survey

Area **B**
Location **Footscray Central Activity District**
Weather **Overcast**

						Thursday, 26 July 2012													Saturday, 28 July 2012							
Street	**From**	**To**	**Side**	**Restriction**	**Supply**	**9:00**	**10:00**	**11:00**	**12:00**	**13:00**	**14:00**	**15:00**	**16:00**	**17:00**	**18:00**	**19:00**	**20:00**	**21:00**	**10:00**	**11:00**	**12:00**	**13:00**	**14:00**	**15:00**	**16:00**	**17:00**
Coward St	Nicholson St	End	N	2P 8a-6p	8	4	2	3	3	4	4	4	5	5	4	4	5	5	5	4	4	4	5	5	5	5
			S	2P 8a-6p	8	4	2	3	4	5	5	4	4	4	5	5	5	5	5	5	6	6	6	6	6	6
Crown St	Malden St	Fitzroy St	S	No Standing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
			N	Unrestricted	10	10	10	10	10	10	10	9	10	10	10	10	10	10	10	10	10	10	10	10	9	9
Droop St	Donald St	Gallant St	E	2P 8a-6p	7	6	7	7	7	6	6	6	7	6	6	7	7	6	6	7	7	7	7	6	6	6
			W	2P 8a-6p	8	7	8	8	8	8	7	8	8	7	7	6	6	5	7	8	8	8	8	6	4	5
	Gallant St	Geelong Rd	E	2P 8a-6p	7	2	2	3	3	4	4	4	3	3	2	2	2	1	4	5	6	6	6	5	5	4
			W	2P 8a-6p	5	3	3	3	4	4	4	4	4	4	3	3	3	2	3	4	4	5	4	4	2	2
				Bus zone	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fitzroy St	Crown St	Geelong Rd	E	2P 8a-6p	14	9	8	8	9	9	9	9	10	10	11	11	12	12	10	10	8	8	8	7	7	8
			W	2P 8a-6p	11	10	10	10	10	10	9	9	8	8	7	6	8	9	9	9	8	8	10	10	10	10
Gallant St	Droop St	End	S	2P 8a-6p	13	8	10	10	11	11	10	9	9	8	8	8	9	9	8	9	10	10	9	8	6	7
			N	2P 8a-6p	16	11	12	13	13	12	11	12	13	12	13	14	13	12	10	11	12	12	10	9	8	10
Geelong Rd (N)	Droop St	Federal St	S	No Standing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
			N	Ticket 9a-9p Mon-Fri	5	2	2	2	2	2	2	2	2	2	2	2	2	2	3	3	3	3	3	3	3	3
	Central Av	Droop St	S	Unrestricted	9	4	4	5	5	6	6	6	4	3	2	1	1	0	0	0	0	0	0	0	0	0
			N	Unrestricted	8	4	4	4	5	5	5	5	5	4	4	4	3	3	3	3	3	3	3	2	2	2
Geelong Rd (S)	Nicholson St	Droop St	N	P ticket 9a-9p Mon-Fri	21	1	1	1	1	1	1	1	1	1	2	2	2	2	2	2	2	2	1	1	0	0
			S	P ticket 9a-9p Mon-Fri	25	4	4	4	4	5	5	5	5	4	4	3	3	3	6	6	7	7	6	5	4	4
				1P 7a-6p M-Thu; 7a-9p Fr; 7a-1p Sat	2	0	0	0	1	1	0	0	0	0	0	1	1	1	1	1	1	1	0	0	0	0
	Droop St	Fitzroy St	N	P	8	8	8	8	8	8	8	7	7	5	3	2	1	0	6	6	6	6	6	6	6	6
			S	2P 9a-6p Mon-Fri; 9a-1p Sat	8	4	5	5	6	6	5	5	6	7	7	8	6	5	3	3	3	3	4	4	4	4
	Fitzroy St	Malden St	N	P	10	10	10	10	10	10	9	7	7	6	5	4	2	1	10	10	10	10	10	9	7	6
			S	2P 9a-6p Mon-Fri; 9a-1p Sat	7	4	5	5	6	5	5	4	4	4	3	3	3	2	5	6	6	6	3	2	1	1
Hugh St	Droop St	Carpark	W	2P 8a-6p	12	7	9	11	12	12	11	11	10	9	7	4	6	6	10	12	11	12	10	8	3	4
			E	2P 8a-6p	8	7	8	8	8	7	7	6	7	6	7	8	7	7	7	8	7	8	7	8	8	8
Malden St	Geelong Rd	Crown St	W	No Standing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
			E	2P 8a-6p	13	8	9	10	10	10	10	9	9	10	10	11	10	9	12	13	13	13	13	12	11	10
Nicholson St	Donald St	Newell St	E	1P 8a-6p	6	4	5	6	5	5	6	6	5	5	4	3	4	4	5	6	6	6	6	6	6	5
			W	1P 8a-6p	7	5	7	7	6	6	5	7	6	6	5	3	4	5	7	7	7	7	7	7	7	7
	Newell St	Coward St	E	1P 8a-6p	5	3	1	4	4	4	3	3	4	4	3	3	3	3	4	5	5	5	5	5	4	4
			W	1P 8a-6p	7	4	4	5	6	7	6	7	6	5	5	6	5	5	6	7	7	7	7	7	7	7
	Coward St	Lynch St	E	1P 8a-6p	2	0	0	1	1	0	0	0	1	2	2	2	1	1	1	2	2	2	2	2	2	2
			W	1P 8a-6p	2	1	0	0	1	1	1	1	1	1	1	1	1	1	2	2	1	1	2	2	2	1
	Lynch St	Stirling St	E	1P 8a-6p	9	5	3	5	7	7	6	5	6	7	7	8	7	6	6	6	6	6	6	5	5	5
			W	1P 8a-6p	10	5	7	8	8	9	9	10	8	8	9	9	8	7	9	9	8	8	9	9	9	8
	Stirling St	Geelong Rd	E	No Standing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
			W	1/4P 7a-10; 3p-6p Mon-Fri; 1P 10a-3p Mon-Fri	7	5	6	5	5	4	5	4	5	4	4	5	4	3	3	3	2	2	2	1	1	1
Malden St	Carpark - School		W	Private parking	10	5	6	6	5	5	4	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0
Hugh St	Carpark - End Of	Hugh St		P disabled	2	0	1	1	1	1	1	1	1	1	1	1	0	0	0	0	0	1	0	0	0	0
				2P 8a-6p	24	20	24	24	23	23	20	16	14	11	9	4	3	2	20	24	24	23	22	19	7	6
Nicholson St	Carpark At No 14		W	Staff only	9	9	9	9	9	9	9	7	7	5	4	3	0	0	0	0	0	0	0	0	0	0

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Client Engineer: **Goran Mihic**
BVY Engineer: **Binh S Vo**

Parking Occupancy Survey

Area **C**
Location **Footscray Central Activity District**
Weather **Overcast**

						Thursday, 26 July 2012													Saturday, 28 July 2012							
Street	**From**	**To**	**Side**	**Restriction**	**Supply**	**9:00**	**10:00**	**11:00**	**12:00**	**13:00**	**14:00**	**15:00**	**16:00**	**17:00**	**18:00**	**19:00**	**20:00**	**21:00**	**10:00**	**11:00**	**12:00**	**13:00**	**14:00**	**15:00**	**16:00**	**17:00**
Barkly St	Nicholson St	Albert St	N	1P meter 8a-6p	8	8	7	8	8	8	7	6	6	5	5	5	5	4	7	8	8	8	8	8	8	7
				1/4P	1	1	1	1	0	1	1	1	0	1	1	0	0	0	1	1	1	0	1	1	0	1
			S	LZ 8a-6p	1	1	0	1	0	1	1	0	0	0	1	0	0	0	1	1	1	1	0	1	0	0
				1P meter 8a-6p	7	7	6	7	7	7	6	3	4	5	5	4	3	2	7	7	7	7	7	7	7	6
				1/4P	1	1	1	1	1	1	1	0	1	1	1	0	0	0	1	1	1	0	1	1	1	1
	Albert St	Donald St	N	Mail zone	1	1	0	1	1	0	0	1	1	0	0	0	0	0	0	1	1	0	0	1	0	0
				1/4P	1	1	1	1	0	1	1	1	0	1	1	1	0	0	1	1	1	1	0	1	1	1
				1P meter 8a-6p	4	4	4	4	3	4	4	4	4	4	3	3	3	3	4	4	4	4	3	4	4	3
				LZ 8a-6p	2	2	1	2	2	1	1	0	2	1	1	0	0	0	0	1	2	1	0	1	2	1
				1/4P	1	1	1	1	1	1	0	1	1	1	1	0	0	1	1	1	1	1	1	1	1	1
			S	1P meter 8a-6p	5	5	4	5	5	5	4	4	3	2	3	3	3	2	5	4	5	4	5	4	3	3
Blackston St	Droop St	End	W	No Standing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
			E	LZ	4	3	2	3	2	3	2	2	2	0	0	0	0	0	2	2	3	2	2	2	2	2
Byron St	Moore St	Shelley St	S	Unrestricted	5	5	5	5	5	5	5	5	5	4	2	0	0	0	5	5	5	5	5	5	5	5
			N	2P 7a-6p M-Thu; 7a-9p Fri; 7a-1p Sat	6	6	6	6	6	6	5	3	4	4	3	2	2	2	6	6	6	5	4	5	5	4
	Shelley St	Corner	S	2P 7a-6p M-Thu; 7a-9p Fri; 7a-1p Sat	7	7	6	7	7	7	6	5	5	4	3	1	1	1	7	7	7	7	7	7	6	6
			N	2P 7a-6p M-Thu; 7a-9p Fri; 7a-1p Sat	7	7	7	7	6	7	6	6	5	5	4	2	1	0	7	7	7	7	6	6	7	7
Byron St	Leed St	Dalmahoy St	S	2P 8a-6p	10	10	10	10	10	10	10	10	10	10	9	6	5	3	10	10	10	10	10	10	9	8
			N	2P 8a-6p	11	11	11	11	11	11	10	11	11	11	9	5	4	2	11	11	11	11	11	11	11	11
	Dalmahoy St	Moore St	S	2P 8a-6p	9	9	9	9	8	9	9	9	9	9	8	7	5	2	9	9	9	9	9	9	8	8
			N	2P 9a-3:30p M-Sat; PZ all other times	11	11	11	11	11	11	10	9	6	4	6	7	5	4	11	10	11	11	10	10	9	9
	Nicholson St	Leed St	S	1/4P	2	2	2	2	2	2	2	1	2	2	1	0	0	0	2	2	2	2	2	2	2	2
				No parking; pick up or drop off only	2	0	2	1	1	2	2	2	1	2	2	0	1	0	2	2	2	2	1	2	1	1
			N	LZ 8a-6p	2	2	2	2	1	2	2	2	1	2	1	0	0	0	2	2	2	2	2	1	2	2
				2P meter 8a-6p	8	8	8	8	7	8	8	8	8	8	5	1	2	3	8	8	8	8	8	8	8	8
				LZ 8a-6p	1	1	1	1	1	1	0	1	1	1	0	0	0	0	1	1	1	1	1	1	1	1
				1/4P	1	1	1	1	1	1	1	1	1	1	1	0	0	0	1	1	1	1	1	1	1	1
Dalmahoy St	Hopkins St	Byron St	E	No Standing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
			W	No Standing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Byron St	Ryan St	E	No Standing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
			W	No Standing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dennis St	Droop St	Nicholson St	S	No Standing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
			N	2P 8a-6p	5	5	5	5	5	5	5	5	5	5	5	3	2	1	5	5	5	5	5	5	5	5
Donald St	Barkly St	Droop St	E	No Standing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
			W	No Standing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Droop St	Ford St	S	No Standing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
			N	No Standing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Ford St	Nicholson St	S	No Standing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
			N	No Standing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Nicholson St	Leed St	S	2P 8a-6p	6	5	6	6	6	5	5	5	5	4	4	4	1	0	6	6	6	6	6	5	3	4
			N	2P 8a-6p	11	11	11	11	11	11	11	11	11	11	6	2	1	0	11	11	11	11	11	11	11	10
	Leed St	Moore St	S	2P 8a-6p	43	40	42	42	43	43	40	37	35	33	25	12	10	7	43	43	43	43	43	40	31	20
			N	2P 8a-6p	22	21	21	21	21	21	21	20	19	16	12	6	7	8	22	22	22	21	22	22	21	17
Droop St	Donald St	Blackston St	S	2P 8a-6p	2	2	2	2	2	2	2	2	2	2	1	0	1	1	2	2	2	2	2	2	2	2
			N	2P 8a-6p	7	5	6	7	6	7	7	6	6	5	4	2	2	2	7	7	6	7	7	7	6	6
	Blackston St	Dennis St	S	No Standing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
			N	LZ 8a-6p	1	0	0	0	0	1	0	1	0	0	1	0	0	0	1	1	1	1	1	1	0	0
	Dennis St	Barkly St	S	2P 8a-6p	5	5	4	5	5	5	5	5	4	3	2	1	2	2	5	5	5	5	5	4	3	3
				Bus zone	2	2	0	2	1	2	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
				LZ 8a-6p	1	1	1	0	0	0	1	0	0	0	1	0	0	0	1	1	1	0	1	1	1	0
			N	Bus zone	2	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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Client Engineer: **Goran Mihic**
BVY Engineer: **Binh S Vo**

Parking Occupancy Survey

Area **C**
Location **Footscray Central Activity District**
Weather **Overcast**

						Thursday, 26 July 2012													Saturday, 28 July 2012							
Street	**From**	**To**	**Side**	**Restriction**	**Supply**	**9:00**	**10:00**	**11:00**	**12:00**	**13:00**	**14:00**	**15:00**	**16:00**	**17:00**	**18:00**	**19:00**	**20:00**	**21:00**	**10:00**	**11:00**	**12:00**	**13:00**	**14:00**	**15:00**	**16:00**	**17:00**
Ford St	Donald St	End	E	2P 8a-6p	7	4	6	5	6	5	4	3	4	4	2	0	0	0	7	7	7	6	6	5	3	4
			W	Unrestricted	5	3	4	4	5	5	4	4	4	3	4	5	5	5	5	5	5	5	5	5	5	4
Hopkins St	Shelley St	Moore St	N	Bus zone	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
			S	No Standing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Moore St	Dalmahoy St	N	1P 8a-6p	4	3	4	3	4	4	3	4	4	4	3	2	2	2	4	4	4	4	4	4	4	4
				1/4P	2	2	2	2	2	1	2	2	2	2	1	0	0	0	2	2	2	2	2	2	2	2
			S	Clearway 4p-6p Mon-Fri; 2P disable other times	1	1	1	0	1	1	0	0	0	0	0	0	0	0	1	1	1	1	1	1	1	1
				Clearway 4p-6p Mon-Fri; LZ 1hour 7a-4p Mon-Fri; 1P 6p-9p Mon-Fri; 9a-3p Sat	6	6	5	4	5	6	5	0	0	0	0	0	0	0	6	5	4	6	6	6	5	5
	Dalmahoy St	Leed St	N	Bus zone	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				LZ 8a-6p	2	2	2	1	2	2	2	1	2	1	1	0	0	0	2	2	2	2	1	1	0	1
				1/4P	2	2	2	2	2	2	1	1	2	1	2	0	1	0	2	2	2	2	1	2	2	2
			S	Clearway 4p-6p Mon-Fri; LZ 7a-4p Mon-Fri; 1P 6p-9p Mon-Fri; 9a-3p Sat	6	6	5	6	6	6	5	2	0	0	0	0	1	0	6	6	6	6	6	6	6	6
				Bus zone	2	0	0	0	0	0	0	1	0	1	0	0	0	0	1	0	0	0	1	0	0	0
	Leed St	Nicholson St	N	Clearway 7a-9a; 4p-6p Mon-Fri; 1/4P all other times	1	1	1	1	1	1	1	0	0	0	0	0	1	0	1	1	1	1	1	1	0	0
				Clearway 7a-9a; 4p-6p Mon-Fri; 1P meter 9a-4p Mon-Fri; 8a-6p Sat-Sun	8	8	7	6	7	8	7	5	0	0	0	1	2	3	8	8	8	8	8	8	8	8
				Clearway 7a-9a; 4p-6p Mon-Fri; Pick up or drop off only	1	1	1	1	1	0	1	0	0	0	0	0	1	0	1	1	1	1	1	1	1	1
				Clearway 7a-9a; 4p-6p Mon-Fri; LZ 9a-4p Mon-Fri; 8a-6p Sat-Sun	2	2	2	2	2	1	1	0	0	0	0	0	0	0	2	2	2	2	2	2	2	2
			S	Clearway 7a-9a; 4p-6p Mon-Fri; LZ 9a-4p Mon-Fri; 8a-6p Sat-Sun	2	1	2	2	1	2	2	0	0	0	0	0	0	0	2	2	2	2	2	2	2	2
				Clearway 7a-9a; 4p-6p Mon-Fri; 1/4P all other times	1	1	1	1	1	1	1	0	0	0	0	0	0	0	1	1	1	1	1	1	1	1
				Clearway 7a-9a; 4p-6p Mon-Fri; 1P meter 9a-4p Mon-Fri; 8a-6p Sat-Sun	10	10	9	8	9	10	9	1	0	0	0	0	2	3	10	10	10	9	8	10	9	9
				Clearway 7a-9a; 4p-6p Mon-Fri; 1/4P all other times	1	1	1	1	0	1	1	0	0	0	0	1	0	0	1	1	1	1	0	1	1	1
Leed St	Hopkins St	Byron St	E	2P meter 8a-6p	7	7	7	7	7	7	7	7	7	7	6	2	3	3	7	7	7	7	7	7	7	7
			W	1/2P 8a-6p	3	3	3	3	3	2	3	3	3	3	2	1	1	0	3	3	3	3	3	3	3	3
				2P disabled	1	1	1	1	1	1	1	1	1	1	0	0	0	0	1	1	1	1	1	1	1	0
	Byron St	Ryan St	E	2P meter 8a-6p	7	6	5	4	5	4	6	7	6	7	4	2	1	0	7	7	7	7	7	7	7	7
			W	2P meter 8a-6p	6	6	6	5	6	6	5	4	3	1	1	0	0	0	6	6	6	6	6	6	6	6
	Ryan St	Donald St	E	2P 8a-6p	4	3	4	4	4	4	4	4	4	4	3	1	1	0	4	4	4	4	4	4	4	4
			W	2P 8a-6p	4	4	4	4	3	4	4	4	3	3	2	0	0	0	4	4	3	4	4	4	2	2
Linda Ct	Ford St	End	N	2P 8a-6p	4	4	4	4	4	4	4	3	3	4	3	1	1	0	4	4	3	4	4	3	4	3
			S	2P 8a-6p	2	2	2	2	2	2	2	2	2	2	1	1	1	1	1	2	2	2	2	2	2	1
Moore St	Hopkins St	Byron St	E	No Standing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
			W	No Standing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Byron St	Ryan St	E	2P 8a-6p	4	4	4	4	4	4	4	3	3	3	3	2	1	0	3	4	4	4	4	3	1	1
			W	2P 8a-6p	4	2	3	3	4	3	3	4	4	4	2	1	0	0	4	4	4	4	3	3	3	2
	Ryan St	Donald St	E	Bus zone	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
			W	No Standing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Nicholson St	Hopkins St	Byron St	E	1P ticket 8a-6p	3	3	3	3	3	3	3	3	3	3	3	2	2	2	3	3	3	3	3	3	3	3
				2P disabled	1	1	1	1	1	1	1	1	1	1	0	0	0	0	1	1	1	1	1	1	1	1
			W	1P ticket 8a-6p	3	2	3	3	3	3	3	3	3	3	2	2	3	3	3	3	3	3	3	3	3	3
				2P disabled	1	1	1	1	1	1	1	1	1	1	0	0	0	0	1	1	1	1	1	1	1	1
	Byron St	Dennis St	E	LZ 8a-6p	4	4	4	4	3	4	4	4	4	4	3	1	1	0	4	4	4	3	2	3	1	1
			W	2P meter 8a-6p	8	8	8	8	8	8	8	7	8	8	6	2	2	0	8	8	8	8	8	8	8	8
				2P 8a-6p	2	2	2	2	2	2	2	2	2	2	2	0	1	0	2	2	2	2	2	2	2	2
	Dennis St	Ryan St	E	2P 8a-6p	3	3	3	3	3	3	3	3	3	3	3	1	1	0	3	3	3	3	3	3	3	3
				1/4P	1	1	1	1	1	1	1	1	1	1	1	0	0	0	1	1	1	1	1	1	1	1
			W	P disabled	1	1	1	1	1	1	1	1	1	0	0	0	0	0	1	1	1	1	1	1	1	1
				2P ticket 8a-6p	9	9	8	9	9	8	8	7	7	7	7	6	4	3	9	9	9	9	9	9	9	9
	Ryan St	Donald St	E	2P 8a-6p	5	5	5	5	4	5	5	5	5	5	4	2	2	2	5	5	5	5	5	5	4	4
			W	2P 8a-6p	4	4	4	4	4	4	3	4	4	3	2	1	1	1	4	4	4	4	4	4	4	4
Ryan St	Nicholson St	Leed St	S	2P ticket 8a-6p	25	25	25	24	25	25	24	25	25	25	19	6	5	3	25	24	23	24	25	24	25	21
				LZ	1	1	1	1	0	1	1	1	1	1	1	0	0	0	1	1	1	1	1	1	1	0

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			N	2P 8a-6p	13	13	13	13	13	13	13	13	13	13	11	4	2	1	13	13	13	13	13	13	13	12
	Leed St	Dalmahoy St	S	2P 8a-6p	12	12	12	12	12	12	12	12	12	12	10	5	4	3	12	12	12	12	12	12	12	12
			N	2P 8a-6p	12	12	12	12	12	11	12	12	12	12	10	4	3	2	12	12	12	12	12	12	12	12
	Dalmahoy St	Moore St	S	P disabled	1	1	1	1	1	1	1	1	1	1	0	0	0	0	1	1	1	1	1	1	1	0
				Work zone	2	2	2	2	2	2	2	2	2	2	1	0	0	0	2	2	2	2	2	2	2	2
				2P 8a-6p	7	7	6	7	7	7	7	7	6	7	5	2	1	0	7	7	7	7	7	7	7	7
			N	2P 8a-6p	8	8	8	8	8	7	7	8	8	8	5	1	0	0	8	8	8	8	8	8	8	8
Shelley St	Byron St	Hopkins St	W	Unrestricted	6	6	6	6	6	6	5	2	3	4	3	2	1	0	2	2	2	3	4	3	2	2
			E	Unrestricted	8	4	4	4	4	4	4	4	5	6	3	1	0	0	6	5	6	5	5	4	3	3
Blackston St	Carpark - Nelson Funeral Service		Front	Private parking	7	6	6	6	5	5	6	6	5	3	2	0	0	0	3	4	3	3	2	2	1	1
			Rear	Private parking	13	7	9	10	11	10	10	10	9	7	5	3	2	1	5	5	5	5	5	5	4	4
Byron St	Carpark At No. 31		S	Private parking	10	4	5	5	4	5	7	8	8	9	5	1	1	0	8	9	10	10	9	9	7	7
Byron St	Carpark - Corner With Moore St		S	Ticket	52	41	45	47	50	49	44	33	30	23	29	32	28	21	52	51	52	50	52	48	23	18
				Reserved	8	6	7	8	8	8	7	6	6	6	4	2	0	0	3	6	7	6	7	5	2	3
Byron St	Carpark		S	2P ticket 8a-6p	89	88	89	88	88	86	88	89	88	89	80	66	50	37	89	89	89	89	89	88	88	84
				LZ	1	1	1	1	0	1	1	1	0	1	1	1	0	1	0	0	0	1	0	0	0	0
				Private parking	15	11	14	15	15	14	14	13	12	10	8	5	5	4	8	9	9	10	8	8	8	7
Donald St	Carpark At Corner With Droop St		E	2P ticket 8a-6p	71	12	38	43	16	47	42	30	35	33	25	10	8	7	71	71	71	71	71	69	61	52
				1/2P 8a-6p	9	6	8	9	8	9	6	2	2	0	1	2	3	4	9	9	9	9	9	9	9	8
				P disabled	3	3	2	3	2	3	3	2	2	3	2	0	0	0	2	3	3	3	3	3	3	2
Donald St	Carpark At No. 13		S	Private parking	15	10	10	10	9	8	8	8	6	0	0	0	0	0	0	0	0	0	0	0	0	0
Donald St	Carpark At No. 59		S	Private parking	20	18	18	17	17	17	16	15	15	15	10	5	5	4	15	16	16	16	15	14	12	10
Droop St	Carpark - Next Tab		S	Private parking	4	4	4	4	4	4	3	2	2	2	1	0	0	0	4	4	4	4	3	3	2	2
Nicholson St	Carpark At No. 62	Level 1	W	Ticket	48	14	17	19	21	22	21	20	18	15	12	6	7	6	46	47	48	47	48	41	23	14
		Level 2		Private parking	51	12	10	8	7	6	8	10	11	12	13	15	15	16	11	12	13	14	14	12	10	9
Ryan St	Carpark	Ground Area		LZ	1	1	1	1	0	1	1	1	1	1	1	0	0	0	1	1	1	0	1	1	0	0
				Disabled (ticket)	1	1	1	1	1	1	1	1	1	1	0	0	0	0	1	1	1	1	1	1	1	0
				Ticket	27	12	12	12	12	12	12	11	10	8	6	2	0	0	10	11	12	12	13	13	14	12
		Roof Top		Ticket	56	33	37	39	42	37	37	35	28	15	10	4	0	0	56	56	56	56	56	49	37	29
Ryan St	Carpark At No. 41		S	Private parking	20	7	10	11	11	11	10	10	8	5	4	2	0	2	12	13	15	16	16	15	13	11

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Area **D**
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Hopkins St	Shelley St	Cowper St	S	No Standing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
			N	No Standing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Cowper St	Whitehall St	S	Bus zone	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
			N	No Standing 7a-9a M-Sat; 4p-6p Mon-Fri	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				No Standing 7a-9a M-Sat; 4p-6p Mon-Fri; LZ 9a-4p Mon-Fri; 9a-6p Sat	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				Bus zone	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				No Standing 7a-9a M-Sat; 4p-6p Mon-Fri	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Whitehall St	Moreland St	S	Bus zone	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
			N	Bus zone	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Moreland St	Maribynong St	S	No Standing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
			N	No Standing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Joshep Rd	Maribynong St	1St Corner	S	Unrestricted	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
			N	Unrestricted	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1St Corner	2Nd Corner	E	Unrestricted	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
			W	Unrestricted	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Maribynong St	Hopkins St	Neilson Pl	E	Unrestricted	15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
			W	Unrestricted	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Neilson Pl	Joshep Rd	E	Unrestricted	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
			W	Unrestricted	9	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Moreland St	Neilson Pl	Warde St	W	Unrestricted	2	2	2	2	2	2	2	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0
			E	Unrestricted	5	3	4	4	4	4	4	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0
	Warde St	Hopkins St	W	Unrestricted	14	10	13	14	14	14	14	12	10	8	5	3	0	0	6	7	8	9	8	7	5	4
			E	Unrestricted	12	10	12	12	12	12	12	12	10	5	2	1	0	0	7	9	10	10	8	7	5	5
Neilson Pl	Maribynong St	Moreland St	N	Unrestricted	12	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2	2	2	0	0	0
			S	Unrestricted	16	0	0	0	1	1	0	0	0	0	0	0	0	0	2	2	2	2	1	0	0	0
	Moreland St	End	N	Unrestricted	7	2	3	3	3	3	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
			S	Unrestricted	9	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Warde St	Whitehall St	Moreland St	S	Unrestricted	15	1	1	1	2	2	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
			N	Unrestricted	15	2	3	3	4	5	5	4	3	2	1	0	0	0	2	2	2	2	1	1	1	1
Whitehall St	Hopkins St	Wrightman St	E	Unrestricted	12	4	4	4	4	4	4	4	3	2	1	1	0	0	0	0	0	0	0	0	0	0
			W	No Standing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Wrightman St	Warde St	E	Unrestricted	17	12	14	14	14	13	13	13	12	11	10	8	7	5	4	5	5	6	6	5	5	5
			W	Unrestricted	6	5	6	6	6	6	6	5	5	4	3	3	3	2	1	1	1	2	2	2	2	2
Wrightman St	Whitehall St	End	N	Unrestricted	10	6	8	8	7	7	7	6	5	3	1	1	2	2	3	3	3	4	4	3	3	3
			S	Unrestricted	7	3	4	5	6	6	5	5	4	2	0	0	0	0	2	2	2	2	1	1	1	1
Hopkins St	Carpark At No 46		N	Private parking	6	2	2	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	2	2	2
Hopkins St	Carpark- Ultratune Auto Care		S	Private parking	10	4	6	8	8	7	7	5	3	2	0	0	0	0	1	1	3	2	1	0	0	0

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Client : **GTA Consultants**
Client Engineer: **Goran Mihic**
BVY Engineer: **Binh S Vo**

Parking Occupancy Survey

Area **E**
Location **Footscray Central Activity District**
Weather **Overcast**

						Thursday, 26 July 2012												Saturday, 28 July 2012							
Street	**From**	**To**	**Side**	**Restriction**	**Supply**	**9:00**	**10:00**	**11:00**	**12:00**	**13:00**	**14:00**	**15:00**	**16:00**	**17:00**	**18:00**	**19:00**	**20:00**	**21:00**	**10:00**	**11:00**	**12:00**	**13:00**	**14:00**	**15:00**	**16:00**	**17:00**
Ann St	Darling St	Geelong Rd	E	Unrestricted	7	3	3	3	3	3	3	3	3	3	4	4	4	4	3	3	3	3	4	4	4	4
			W	Unrestricted	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Barkly Pl	Barkly St	Crown St	S	1/4P	1	0	1	1	1	1	0	1	1	0	0	0	0	0	0	1	1	1	1	0	0	0
				2P 8a-6p	2	1	2	2	2	2	1	1	2	1	2	2	1	1	1	2	2	2	2	1	0	0
			N	2P 8a-6p	10	7	9	10	10	10	9	9	9	10	10	10	9	8	8	10	10	9	10	9	7	6
	Geelong Rd	Barkly Pl	S	Mail zone	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				No Standing 7a-9:30a; 3:30p-6p Mon-Fri; LZ 9:30a-3:30p M-Thu; 6a-9p Fr; 9a-12noon Sa	2	0	0	1	1	0	0	1	1	0	1	1	1	0	0	0	0	1	1	0	0	0
				1P 8a-6p	11	0	3	7	9	10	9	7	0	0	0	11	10	8	8	9	10	9	8	6	3	4
				1/4P 8a-6p	1	1	0	1	0	1	1	1	0	1	1	1	1	0	0	1	0	1	1	0	0	0
				1P 8a-6p	12	7	4	7	10	9	9	8	7	9	10	11	11	9	7	10	9	11	11	10	9	8
			N	1P 8a-6p M-Sat; 12noon-6p Sun	6	3	2	5	5	4	5	3	5	5	4	6	6	5	3	5	3	4	4	3	1	2
				P 10mins 8a-9a; 3p-4p Mon-Fri; 1P 9a-3p; 4p-6p Mon-Fri; 8a-6p Sat; 12noon-6p Sun	3	2	0	1	2	2	1	1	2	1	2	3	3	2	2	3	3	3	2	3	2	2
				1P 8a-6p M-Sat; 12noon-6p Sun	7	4	5	6	7	7	6	7	7	6	5	7	7	6	5	6	7	7	6	6	4	4
				1P 8a-6p	2	1	2	2	2	1	2	1	2	1	2	1	2	1	1	2	2	2	1	2	2	2
				1/4P	1	0	0	1	1	0	1	0	0	1	1	0	1	0	0	1	1	1	1	1	1	0
	Barkly Pl	French St	S	1P 8a-6p	9	4	3	8	7	6	8	9	7	7	6	9	9	8	6	8	8	9	9	8	8	6
				LZ 8a-6p	2	0	1	2	1	0	1	1	1	0	1	1	1	1	0	1	1	2	1	1	0	0
				1P 8a-6p	2	1	1	2	2	1	2	0	2	1	1	2	2	1	1	1	2	2	1	1	1	1
				1/4P 8a-6p	1	0	0	1	1	0	1	0	1	1	0	1	1	1	0	1	1	1	0	1	0	0
			N	1P 8a-6p	10	7	9	10	9	8	7	8	8	9	8	10	10	8	7	10	9	10	9	9	8	7
				LZ 8a-6p	1	0	1	1	0	1	1	0	0	1	0	1	1	0	0	1	1	0	1	1	1	0
				1P 8a-6p	1	0	1	1	0	1	1	1	0	1	1	0	1	1	0	1	0	1	1	0	1	1
Darling St	Geelong Rd	Ann St	S	Unrestricted	6	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	2	2
			N	Unrestricted	7	3	4	4	3	3	2	2	2	2	1	1	1	1	2	2	2	2	3	3	3	3
French St	Paisley St	Barkly St	E	No Standing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
			W	No Standing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Geelong Rd (N)	Central Av	Barkly St	S	Unrestricted	13	13	13	13	13	13	13	13	10	6	4	2	2	1	3	3	3	3	3	3	3	3
			N	Unrestricted	5	5	5	5	5	5	5	5	5	4	3	2	2	1	3	3	3	3	3	3	3	3
				1/4P 8a-9:30a; 2:30-4p Mon-Fri	12	5	6	4	5	6	7	12	7	5	2	1	1	1	0	0	0	0	0	0	0	0
				2P 8a-6p Mon-Fri	9	6	7	8	8	9	9	9	8	6	4	2	3	3	4	4	4	3	3	3	2	2
				Unrestricted	11	10	10	10	10	10	9	7	5	4	3	1	2	3	3	3	3	3	3	3	3	3
	Barkly St	Batman St	S	Unrestricted	16	5	3	3	4	4	4	4	5	6	7	8	8	7	7	7	7	7	6	6	5	5
			N	2P 9a-9p M-Sun	22	6	7	8	9	10	10	10	12	12	12	13	15	15	9	10	10	10	9	8	7	8
				1P 9a-9p M-Sun	6	0	0	0	1	1	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0
Geelong Rd (S)	Malden St	Barkly St	N	P	9	9	9	9	9	9	9	8	5	4	3	2	2	1	9	9	9	9	8	8	7	7
			S	Unrestricted	10	10	10	10	10	10	10	10	9	6	5	3	3	2	10	10	10	10	8	5	2	2
				P 10mins 8a-9a; 3p-4p Mon-Fri	3	3	3	3	3	3	2	1	1	1	0	0	0	0	3	3	3	3	2	0	0	0
				Unrestricted	13	13	13	13	13	13	13	13	13	11	9	7	5	4	13	13	13	13	12	11	10	9
	Barkly St	Ann St	N	2P 9a-9p M-Sun	11	1	1	3	4	5	4	5	4	4	3	2	2	1	3	3	3	3	3	2	2	2
			S	2P 9a-9p Mon-Fri; 9a-3p Sat	2	1	2	2	1	2	2	2	1	1	2	2	2	1	0	0	0	0	1	1	1	0
				2P 9a-9p M-Sun	11	4	5	5	6	6	5	5	5	4	4	3	3	2	3	3	3	3	4	4	4	4
	Ann St	Darling St	N	Unrestricted	12	6	7	7	7	7	6	6	5	4	3	1	1	0	2	2	2	2	2	2	2	2
			S	1P 9a-9p M-Sun	7	0	0	0	0	0	1	1	1	1	1	1	0	0	2	2	2	2	2	1	1	1
				Unrestricted	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Paisley St	Victoria St	End	N	No Standing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
			S	2P 9a-9p; PZ all other times	7	4	4	4	4	3	3	2	3	3	4	4	5	5	4	4	4	4	4	5	5	5
	French St	Victoria St	N	1P 8a-6p	9	7	9	9	8	9	9	8	8	7	7	6	5	4	8	9	9	8	9	9	9	8
				No Standing 8a-6p Mon-Fri; community bus excepted; 1P 8a-6p Sat-Sun	2	0	0	0	0	1	0	0	0	0	1	2	2	1	1	2	2	2	1	2	2	1
				1/4P 8a-6p	6	3	5	5	6	5	4	4	4	3	5	6	5	2	3	5	3	6	6	5	6	5
				P disabled	2	1	2	2	2	1	2	2	2	1	1	2	2	1	0	1	0	1	0	0	0	0
				Bus zone	2	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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Parking Occupancy Survey

Area **E**
Location **Footscray Central Activity District**
Weather **Overcast**

						Thursday, 26 July 2012													Saturday, 28 July 2012							
Street	**From**	**To**	**Side**	**Restriction**	**Supply**	**9:00**	**10:00**	**11:00**	**12:00**	**13:00**	**14:00**	**15:00**	**16:00**	**17:00**	**18:00**	**19:00**	**20:00**	**21:00**	**10:00**	**11:00**	**12:00**	**13:00**	**14:00**	**15:00**	**16:00**	**17:00**
				2P 8a-6p	9	7	9	8	9	9	8	9	8	7	6	4	5	3	7	9	8	9	9	8	9	7
			S	LZ 8a-6p	1	0	0	1	1	0	1	0	1	1	0	0	0	0	0	1	1	1	1	0	1	1
				1P 8a-6p	3	2	3	3	3	2	3	3	3	2	3	2	2	1	3	3	3	3	3	3	3	3
				Bus zone	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				Lz	2	0	1	1	0	1	1	1	0	1	0	1	1	0	0	1	0	1	1	0	1	0
				1/4P 8a-6p	3	2	3	3	2	3	3	3	2	2	2	3	2	1	2	3	2	3	3	2	3	2
				taxi zone	2	0	1	1	0	1	0	1	1	0	0	0	1	0	0	1	0	1	0	1	0	0
				2P 8a-6p	6	5	6	6	5	6	6	5	5	4	3	2	2	2	4	6	5	6	6	5	4	4
				Mail zone	1	0	0	0	1	0	0	0	0	1	0	0	0	0	0	1	0	0	1	0	1	0
				2P 8a-6p	5	4	5	5	4	5	5	5	4	4	4	3	3	2	4	5	5	5	4	5	5	4
				1/4P 8a-6p	1	0	1	1	1	0	1	1	1	0	1	1	0	0	1	1	1	1	1	1	1	1
				P disabled	2	0	1	1	2	2	1	2	2	1	1	0	0	0	1	2	1	2	1	1	2	0
				Bus zone	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Queen St	Ann St	End	S	Unrestricted	4	2	2	2	2	2	2	2	2	2	1	1	1	1	2	1	1	2	3	3	4	4
			N	Unrestricted	5	3	4	4	4	4	4	4	3	3	3	2	2	3	3	3	3	3	4	4	4	4
Victoria St	Paisley St	Barkly St	E	2P 8a-6p	6	3	4	5	5	4	4	4	3	3	2	1	2	1	5	6	6	5	6	4	1	1
				LZ 8a-6p	2	0	1	1	2	1	1	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0
			W	Bus zone	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Barkly Pl	Carpark - School		N	Private parking	10	5	5	5	5	5	5	5	4	1	0	0	0	0	0	0	0	0	0	0	0	0
Geelong Rd (S)	Carpark At No 95		S	Church parking only	30	10	12	12	13	13	12	11	11	10	8	6	5	4	7	8	9	10	9	7	5	4
Geelong Rd (S)	Carpark At No. 133		S	Private parking	20	4	5	5	6	6	6	6	5	4	2	1	0	0	0	0	0	0	0	0	0	0
Paisley St	Carpark At No. 60		N	Church parking only	10	5	5	5	5	5	5	5	7	8	9	10	7	6	3	3	3	3	3	3	3	3
Paisley St	Carpark At No. 96		N	2P 8a-6p	34	25	34	34	33	32	32	30	28	20	12	3	2	2	20	32	29	25	32	30	32	25
				P disabled	1	0	1	1	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
Paisley St	Carpark - Corner With French St		N	2P ticket 8a-6pM-Sat	132	30	50	85	106	118	113	110	99	83	68	47	40	32	75	100	111	122	115	100	77	56
				P disabled	4	1	3	3	4	4	3	2	2	1	0	0	0	0	1	2	3	4	4	3	3	2
				1/2P 8a-6p M-Sat	2	2	2	2	2	2	2	2	2	1	1	0	0	0	2	2	1	2	2	2	2	2
Paisley St	Rear Of Library			PZ 8:30a-9p Mon-Fri; 8:30a-5p Sat; 1:30p-5p Sun	9	6	6	6	6	7	7	7	6	5	4	3	3	3	2	2	2	2	3	3	3	3
				Private parking	25	7	9	12	14	14	15	15	13	12	12	10	8	10	10	13	12	12	11	11	9	10
Paisley St	Rear Of No. 72-78			Private parking	40	20	28	30	31	29	27	26	24	25	25	24	20	15	17	17	17	17	17	18	18	18
Victoria St	Carpark At No 5-7		E	Private parking	18	12	14	15	16	16	15	15	13	10	8	5	4	3	5	5	5	6	6	7	7	7
Victoria St	Carpark At Plough Hotel		W	Private parking	30	7	9	10	12	13	12	12	10	9	7	4	8	11	3	3	2	2	2	2	2	2

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Parking Occupancy Survey

Area F
Location **Footscray Central Activity District**
Weather **Overcast**

						Thursday, 26 July 2012												Saturday, 28 July 2012							
Street	From	To	Side	Restriction	Supply	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00
Albert St	Paisley St	Rd Closed (E)	W	No Standing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
			E	P disabled	7	7	7	7	7	7	7	7	7	7	5	4	4	3	5	6	7	7	7	6	6	5
				LZ	1	0	1	0	0	1	1	1	0	1	1	0	1	0	0	1	0	0	0	1	0	0
	Rd Closed (E)	Barkly St	W	No Standing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
			E	P disabled	1	0	1	1	1	1	0	1	1	1	1	0	0	0	1	1	1	1	1	1	1	1
				1P meter 8a-6p	8	8	7	4	7	6	7	5	7	5	7	6	6	5	8	7	8	8	8	8	8	7
				P disabled	1	1	1	1	1	1	1	1	1	1	1	1	1	0	1	1	1	1	1	1	1	1
				1P meter 8a-6p	5	3	4	5	5	5	4	3	5	5	4	3	3	2	5	5	5	5	5	5	5	4
	Paisley St	French St	W	LZ 8a-6p	2	0	2	2	1	2	2	2	1	2	2	0	1	0	1	2	2	1	2	2	2	1
				No parking; pick up or Drop off only	1	0	1	1	1	1	1	0	1	0	1	0	0	0	1	1	1	1	0	1	1	0
				1P meter 8a-6p	5	5	5	5	4	5	5	5	4	5	4	3	3	2	3	5	5	5	5	5	5	4
			E	1P meter 8a-6p	5	5	5	5	5	4	5	5	5	5	4	2	2	2	4	5	5	4	5	5	5	4
				Metro west loading zone	4	0	2	3	3	4	4	4	4	4	4	4	3	3	2	2	2	2	2	2	2	2
				LZ 8a-6p	2	0	1	2	2	1	1	2	1	2	2	1	1	2	1	2	1	2	1	1	2	1
				1/4P	3	3	3	3	3	3	2	3	3	3	3	2	2	3	2	3	3	3	3	2	3	3
Chambers St	Leed St	End	N	2P disabled	1	1	1	1	1	1	1	1	1	1	1	1	1	1	0	1	1	1	1	0	0	0
				2P 8a-6p	4	3	4	4	4	4	4	4	4	4	4	4	4	4	3	4	4	4	4	4	4	4
				LZ	4	2	3	4	3	2	2	2	3	2	2	2	2	2	0	2	1	1	1	2	1	1
			S	Private parking	4	4	4	4	4	4	4	4	4	4	3	0	0	0	4	4	4	4	4	3	2	2
French St	Albert St	Pickett St	E	No Standing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
			W	Bus zone	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Pickett St	Paisley St	E	Bus zone	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
			W	No Standing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Irving St	Albert St	Nicholson St	S	Road work; No Standing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
			N	Bus zone	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Leed St	Nicholson St	N	Bus zone	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				1P 8a-6p	4	3	3	2	3	3	4	3	3	2	3	4	3	3	2	3	3	3	4	4	4	4
			S	No Standing; contruction vehicles excepted	8	1	1	1	2	1	2	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0
Leed St	Irving St	Chambers St	E	No Standing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
			W	No Standing 6a-11p; LZ 11p-6a	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	1	0
				LZ	1	1	0	1	1	1	0	0	1	0	1	0	0	0	0	1	1	1	0	1	1	0
				1/4P	2	1	2	2	2	2	1	2	2	2	2	1	1	0	2	2	2	2	1	2	2	2
				No Standing 7p-midnight Sun; midnight-7a Mon; 1/2P	1	1	1	1	1	1	1	1	1	1	1	0	1	0	1	1	1	1	1	1	0	1
	Chambers St	Hopkins St	E	No Standing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
			W	Bus zone	2	0	0	2	0	1	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0
Nicholson St	Irving St	Paisley St	E	No Standing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
			W	1P ticket 8a-6p	12	12	12	12	12	12	12	12	11	10	9	8	8	7	5	10	11	12	11	11	12	10
				P disabled	1	1	1	1	1	1	1	1	1	1	1	1	0	0	0	1	1	1	1	1	1	0
				1P ticket 8a-6p	11	11	11	11	11	11	11	11	11	11	10	7	8	7	10	11	11	11	11	10	11	10
				No Standing; police vehicles excepted	1	0	0	1	1	1	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0
				2P disabled	1	1	1	1	1	1	1	1	1	0	0	0	1	1	1	1	1	1	1	1	1	0
	Paisley St	Barkly St	E	No Standing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
			W	No Standing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Paisley St	Nicholson St	Leed St	N	LZ 8a-6p	4	4	4	4	4	4	4	4	4	4	3	1	0	0	1	2	1	2	0	2	3	2
				1/4P	1	1	1	1	1	0	1	0	1	0	1	1	0	0	1	1	1	1	1	1	0	1
				1P meter 8a-6p	5	4	5	5	4	5	5	5	4	4	5	5	4	3	4	5	5	5	5	5	5	4

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Client Engineer: Goran Mihic
BVY Engineer: Binh S Vo

Parking Occupancy Survey

Area **F**
Location **Footscray Central Activity District**
Weather **Overcast**

						Thursday, 26 July 2012													Saturday, 28 July 2012							
Street	**From**	**To**	**Side**	**Restriction**	**Supply**	**9:00**	**10:00**	**11:00**	**12:00**	**13:00**	**14:00**	**15:00**	**16:00**	**17:00**	**18:00**	**19:00**	**20:00**	**21:00**	**10:00**	**11:00**	**12:00**	**13:00**	**14:00**	**15:00**	**16:00**	**17:00**
				No parking; pick up or Drop off only	1	1	1	1	0	1	1	0	1	0	1	0	0	0	0	1	1	1	1	0	1	0	0
				Taxi zone	2	0	1	2	1	0	2	1	1	0	2	0	1	0	2	2	0	2	1	1	2	1
				LZ	1	1	1	1	0	1	1	1	0	0	1	0	0	0	1	1	1	0	1	1	1	0
			S	Bus zone	4	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
	Nicholson St	Albert St	N	1P meter 8a-6p	5	4	5	5	5	4	5	4	5	5	4	3	4	4	4	5	5	5	5	5	5	4
				LZ 8a-6p	4	1	3	2	3	2	2	1	2	1	2	0	0	0	2	3	2	3	2	2	1	2
			S	Bus zone	4	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0
	Albert St	French St	N	1/4P	3	3	3	3	3	3	2	3	3	3	2	2	3	2	2	3	3	2	3	3	3	2
				LZ 8a-6p	2	0	2	1	2	1	2	1	1	0	1	0	0	0	1	2	1	2	1	1	1	1
			S	Taxi zone	5	0	2	0	3	0	2	3	3	4	2	1	2	3	5	3	1	3	0	3	4	2
Albert St	Plaza Carpark	Level 1		Ticket	164	160	161	162	158	150	156	155	150	142	90	30	25	17	123	150	160	162	156	150	140	109
				Disabled	9	4	6	7	7	6	7	8	7	5	5	4	3	1	6	7	7	8	9	8	8	6
		Level 2		Ticket	177	130	125	118	138	142	152	147	155	154	100	27	15	6	23	50	66	76	80	86	72	56
				Disabled	9	1	2	3	4	5	4	5	5	6	6	7	2	0	3	3	4	6	7	5	4	3
				Enclosed area	9	4	4	4	4	4	5	5	5	5	6	7	7	7	5	5	5	5	5	5	5	5
		Roof		Ticket	226	15	15	16	17	18	25	29	32	33	25	18	12	7	16	16	16	16	16	17	18	17
Footscray Market Carpark		Level 1		Reserved	12	5	8	9	10	10	8	6	6	6	2	0	0	0	7	7	7	7	6	6	4	4
				Ticket	165	104	120	123	129	132	130	120	110	95	45	0	0	0	91	105	113	120	107	90	75	56
				Private parking	10	7	7	6	6	5	6	6	5	5	2	0	0	0	0	0	0	0	0	0	0	0
				Disabled	2	2	2	1	1	1	2	1	1	0	0	0	0	0	0	1	1	1	0	1	2	0
		Level 2		Ticket	239	87	115	129	125	122	115	103	95	85	39	0	0	0	139	190	215	229	239	185	115	90
		Roof		Ticket	281	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	8	15	32	11	2	0
Irving St	Tab Carpark		N	Private parking	14	10	10	9	9	9	8	8	7	5	6	7	7	8	4	8	9	10	11	11	10	10
Irving St	Carpark At No. 48		N	2P ticket 8a-6p	70	58	63	61	65	67	69	70	68	70	60	37	30	18	49	66	70	69	70	68	70	65
				LZ	11	9	7	8	7	8	8	7	6	7	5	2	3	2	3	5	6	5	7	5	4	4

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Parking Occupancy Survey

Area **G**
Location **Footscray Central Activity District**
Weather **Overcast**

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Street	**From**	**To**	**Side**	**Restriction**	**Supply**	**9:00**	**10:00**	**11:00**	**12:00**	**13:00**	**14:00**	**15:00**	**16:00**	**17:00**	**18:00**	**19:00**	**20:00**	**21:00**	**10:00**	**11:00**	**12:00**	**13:00**	**14:00**	**15:00**	**16:00**	**17:00**
Hyde St	Bunbury St	Napier St	W	Ticket 8a-6p M-Sat	45	43	44	45	45	45	45	45	43	40	35	25	16	10	4	5	8	12	12	13	13	10
				No parking; authoried vehicles excepted	16	10	11	13	15	15	16	15	14	14	13	12	11	10	7	7	7	6	6	5	4	4
				No Standing; police vehicles excepted	6	5	6	6	5	4	3	4	4	3	3	2	2	3	4	4	4	4	3	3	3	3
				P disabled	1	0	1	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
			E	2P 8:30a-5:30p M-Thu; 8:30a-9p Fr	19	15	17	18	19	19	19	19	18	18	19	18	17	16	10	11	12	12	12	13	13	12
Irving St	Leed St	Hopkins St	S	Bus zone	5	1	0	0	0	3	0	1	0	0	0	0	0	0	0	0	1	0	0	0	1	0
				2P 8a-6p	6	4	6	5	6	6	6	5	6	6	4	0	0	0	6	6	6	6	6	6	6	6
			N	Bus zone	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				LZ 8a-6p	10	5	8	9	8	10	8	9	8	7	6	0	0	0	5	8	7	8	7	8	9	8
Mcnab Ave	Napier St	Carpark	E	No Standing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
			W	No Standing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Napier St	Nicholson St	Hyde St	S	No Standing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
			N	No Standing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hyde St	Carpark At No. 31		E	Private parking	20	2	2	2	2	3	3	3	3	2	2	0	0	0	0	0	0	0	0	0	0	0
Hyde St	Carparks		W	P	138	138	138	138	138	138	138	138	138	129	95	65	30	20	40	46	60	68	73	73	75	70
				Private parking - Police station caraprk	26	14	16	18	19	20	20	18	17	17	15	13	10	12	12	10	10	11	11	12	12	12
Irving St	Train Station Carpark	Western Carpark		P disabled	2	1	1	1	1	2	2	2	2	2	1	0	0	0	1	1	2	2	1	1	2	2
				P	33	33	33	33	33	33	33	33	33	33	20	2	3	4	33	33	33	33	33	33	28	22
				Private Parking	14	14	14	14	14	14	14	14	14	14	9	2	3	3	13	13	12	12	10	8	6	5
		Eastern Carpark		PZ rail staff	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				Station staff only	2	0	1	2	2	2	1	1	1	1	0	0	0	0	0	0	0	0	0	1	1	1
				P disabled	4	0	2	4	4	3	3	3	2	2	2	1	1	1	3	3	4	4	4	4	4	3
				P	126	126	126	126	126	126	126	126	126	126	100	72	65	58	126	126	126	126	126	126	126	121
Irving St	Rear Of Market		N	Private Parking (outside the gate)	6	4	5	6	5	5	5	4	3	2	0	0	0	0	3	3	3	4	5	5	4	4
				Private Parking (inside the gate)	40	2	2	2	2	2	2	3	3	2	2	0	0	0	4	4	4	4	4	3	3	3
Mcnab Ave	Train Station Carpark			P disabled	2	1	1	2	2	2	2	2	2	1	1	0	0	0	0	0	1	1	0	0	0	0
				PZ police	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				PZ rail staff	8	2	2	2	3	3	2	2	2	2	2	2	2	2	2	2	2	3	3	3	2	2

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Area **H**
Location **Footscray Central Activity District**
Weather **Overcast**

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Bunbury St	Cowper St	Hyde St	N	2P 8a-10p Mon-Fri; 8a-6p Sat	14	10	12	11	12	12	13	13	12	12	11	11	10	11	10	10	10	11	11	11	10	10
			S	2P 8a-10p Mon-Fri; 8a-6p Sat	14	9	11	10	10	10	9	9	8	8	7	6	5	8	9	9	10	11	11	11	10	10
	Cowper St	Whitehall St	S	1/2P 8a-6p Mon-Fri; 8a-1p Sat	2	0	1	0	2	1	0	0	0	1	0	1	2	0	1	2	1	1	0	0	0	0
				4P 8a-6p Mon-Fri; 8a-1p Sat	11	8	7	9	10	10	8	10	9	8	8	7	6	6	8	7	7	8	8	7	6	6
			N	4P 8a-6p Mon-Fri; 8a-1p Sat	14	7	9	11	10	12	11	12	10	9	8	6	4	7	9	9	9	8	8	8	7	7
Cowper St	Parker St	No. 136-138	E	LZ	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				2P 9a-9p Mon-Fri	2	1	2	2	2	1	2	1	2	1	0	0	0	0	0	0	0	0	0	1	1	1	1
			W	PZ	12	6	5	4	5	6	7	8	8	8	7	7	7	7	8	8	8	8	8	8	8	8
	Parker St	Napier St	E	4P 8a-6p Mon-Fri	18	16	17	18	18	17	17	16	18	18	17	17	17	16	14	14	15	15	14	14	13	13
			W	4P 8a-6p Mon-Fri	20	12	12	13	13	12	12	11	12	13	14	14	15	13	11	11	11	12	12	12	11	11
	Napier St	Bunbury St	E	2P 8a-6p Mon-Fri; 8a-1p Sat	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2	2	2	2
				P disabled	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				2P 8a-6p Mon-Fri; 8a-1p Sat	7	5	5	6	6	6	5	5	5	4	5	5	4	4	5	5	5	6	6	7	7	7
				P disabled	2	0	1	0	0	1	0	1	1	0	1	0	2	0	2	2	2	2	2	2	2	2
				2P 8a-6p Mon-Fri; 8a-1p Sat	8	5	6	6	7	7	6	6	5	5	6	5	4	5	6	7	7	7	7	6	6	6
				1/2P 8a-6p Mon-Fri; 8a-1p Sat	2	0	1	0	0	2	1	0	0	1	1	0	0	0	1	1	2	2	1	1	1	1
			W	2P 8a-6p Mon-Fri; 8a-1p Sat	24	10	11	12	14	15	16	16	14	13	12	10	9	10	10	11	15	18	20	24	24	21
	Bunbury St	Talbot St	E	2P 9a-9p Mon-Fri; 9a-3p Sat	5	2	3	3	3	2	2	1	1	1	2	2	1	1	3	3	3	3	3	2	2	2
			W	2P 9a-9p Mon-Fri; 9a-3p Sat	4	1	1	1	2	2	2	1	1	1	1	0	0	0	3	3	3	2	2	1	1	1
	Talbot St	Hopkins St	E	2P 9a-9p Mon-Fri; 9a-3p Sat	16	7	8	8	7	6	6	5	6	7	8	8	9	8	12	12	12	10	10	10	9	9
			W	2P 9a-9p Mon-Fri; 9a-3p Sat	24	10	12	10	10	9	8	7	7	6	6	5	4	6	10	10	10	11	11	10	9	9
Napier St	Hyde St	Cowper St	S	Bus zone	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				No Standing 7a-9a; 4-6:30p Mon-Fri; 7a-9a Sat	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
			N	No Standing 7a-9a; 4-6:30p Mon-Fri; 7a-9a Sat	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
				Bus zone	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Cowper St	Whitehall St	S	P paralell	7	6	6	6	7	7	7	7	6	6	5	4	3	4	5	5	5	5	5	5	5	5
			N	No Standing 7a-9a; 4-6:30p Mon-Fri; 7a-9a Sat	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Parker St	Hyde St	Cowper St	S	4P 8a-6p Mon-Fri	14	8	9	10	12	12	13	13	12	11	10	10	9	8	6	6	6	6	6	5	5	5
			N	4P 8a-6p Mon-Fri	16	12	13	15	15	14	13	11	10	12	13	13	12	12	6	6	6	5	5	5	4	4
	Cowper St	Lane Way	S	4P 8a-6p Mon-Fri	6	4	5	5	5	5	4	4	4	3	3	2	1	1	0	0	0	0	0	0	0	0
			N	4P 8a-6p Mon-Fri	7	3	4	4	5	5	5	5	4	3	2	1	0	0	0	0	0	0	0	0	0	0
Talbot St	Cowper St	End	N	2P 9a-9p Mon-Fri; 9a-3p Sat	13	6	7	7	7	8	8	8	7	7	6	6	5	5	6	6	8	9	10	10	10	9
			S	2P 9a-9p Mon-Fri; 9a-3p Sat	8	4	4	5	5	6	6	6	5	5	4	4	3	3	6	6	7	7	8	8	8	7
Whitehall St	Napier St	No. 89-99	E	4P 8a-6p Mon-Fri	4	4	4	4	4	4	4	4	4	3	2	1	1	1	4	4	4	4	4	3	3	3
			W	4P 8a-6p Mon-Fri	5	2	3	3	3	4	4	4	3	3	2	2	1	1	0	0	0	0	0	0	0	0
				No Standing 7a-9a; 4-6p Mon-Fri; PZ all other times	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Bunbury St	Napier St	E	4P 8a-6p Mon-Fri; 8a-1p Sat	17	12	14	15	15	15	15	15	15	14	14	13	12	11	13	13	14	14	14	15	15	15
			W	4P 8a-6p Mon-Fri; 8a-1p Sat	17	10	12	12	12	11	11	11	10	8	5	4	3	5	2	2	3	3	4	4	4	4
	Bunbury St	Wingfield St	E	4P 9a-6p Mon-Fri; 8a-1p Sat	11	9	11	11	11	11	11	11	10	8	6	4	2	1	0	0	0	0	0	0	0	0
			W	4P 9a-6p Mon-Fri; 8a-1p Sat	9	7	8	8	8	8	8	8	8	7	6	5	3	4	5	5	5	6	6	6	7	7
				1/2P 6a-6p Mon-Fri; 8a-1p Sat	2	0	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
				No Standing 6:30a-10a; 3p-7p; 2P 10a-3p Mon-Fri; 8a-1p Sat	5	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2	2	2	2	2	2
Wingfild St	Cowper St	Whitehall St	M	P ticket 8a-6p Mon-Fri; 8a-1p Sat	30	4	5	6	6	6	5	5	6	7	8	9	11	8	4	5	7	8	8	9	9	8
			N	Unrestricted	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	4	4	4

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Area **H**
Location **Footscray Central Activity District**
Weather **Overcast**

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				LZ	1	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
				Unrestricted	3	2	2	2	3	3	3	3	3	3	2	2	2	2	3	3	3	2	2	2	1	1
			S	P ticket 8a-6p Mon-Fri; 8a-1p Sat	7	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
				PZ	5	2	2	2	2	2	1	1	1	1	1	1	1	1	3	3	3	2	2	1	1	1
Napier St	Carpark At No. 57		S	Staff parking only	3	2	2	2	2	2	3	3	3	3	3	3	3	3	0	0	1	1	1	2	2	2
				Private parking	13	5	5	6	6	7	8	9	9	10	11	12	12	12	5	5	5	5	6	6	6	7
Talbot St	Train Staion Carpark			P	28	28	28	28	28	28	28	28	28	27	23	17	11	8	21	24	26	27	27	27	26	24
				P disabled	2	0	1	1	1	1	2	2	1	1	0	0	0	0	0	1	1	1	0	0	0	0
Whitehall St	Carpark At No.89		W	Private parking	90	35	40	42	46	48	49	50	45	42	39	35	29	20	4	5	8	12	13	13	14	12
Whitehall St	Carpark At No 19		E	Reserved	9	3	5	5	5	4	4	4	3	4	5	6	7	7	0	0	0	0	0	0	0	0
Whitehall St	Carpark At No 15		E	Reserved	30	30	30	30	30	30	29	28	25	22	19	15	13	10	2	2	2	2	2	2	2	2

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Client Engineer: Goran Mihic
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Parking Occupancy Survey

Area I
Location **Footscray Central Activity District**
Weather **Overcast**

						Thursday, 26 July 2012													Saturday, 28 July 2012							
Street	**From**	**To**	**Side**	**Restriction**	**Supply**	**9:00**	**10:00**	**11:00**	**12:00**	**13:00**	**14:00**	**15:00**	**16:00**	**17:00**	**18:00**	**19:00**	**20:00**	**21:00**	**10:00**	**11:00**	**12:00**	**13:00**	**14:00**	**15:00**	**16:00**	**17:00**
Bunbury St	Whitehall St	Moreland St	S	4P ticket 8a-6p Mon-Fri; 8a-1p Sat	7	3	4	4	4	5	5	4	4	4	4	4	3	3	3	2	2	2	3	3	3	3
			N	P ticket 8a-6p Mon-Fri; 8a-1p Sat	18	14	16	16	16	15	14	12	10	8	6	3	2	0	0	1	1	0	0	0	0	0
	Moreland St	Maribynong St	S	No Standing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
			N	2P 8a-6p Mon-Fri; 8a-1p Sat	12	2	2	2	3	3	3	4	4	3	2	1	1	1	0	0	0	0	0	0	0	0
Maribynong St	Bunbury St	Rd Closed (N)	W	4P 8a-6p Mon-Fri	3	3	3	3	3	3	3	2	2	2	1	0	0	0	2	2	2	3	3	3	3	3
			E	4P 8a-6p Mon-Fri	2	2	2	2	2	2	2	1	1	1	0	0	0	0	2	2	2	2	2	1	1	1
				Unrestricted	7	7	7	7	7	7	7	6	4	3	2	1	1	1	2	2	2	2	2	2	2	2
	Bunbury St	Napier St	W	P ticket 8a-9p Mon-Fri; 8a-1p Sat	56	45	49	51	53	52	50	49	45	35	20	11	7	4	0	0	0	0	0	1	1	1
				P disabled	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
			E	P ticket 8a-9p Mon-Fri; 8a-1p Sat	36	18	22	27	29	30	29	28	25	20	12	7	3	2	2	2	2	2	1	1	1	1
	Saltriver Pl	End (N)	E	4P 8a-6p Mon-Fri; 8a-1p Sat	20	9	11	10	11	12	13	13	12	11	10	8	10	10	11	12	12	13	13	14	14	13
			W	Unrestricted	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Moreland St	Bunbury St	Napier St	W	2P ticket 8a-6p Mon-Fri	35	12	13	15	18	18	17	16	15	16	15	14	12	12	10	10	11	11	12	12	12	11
				Unrestricted	4	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
			E	4P ticket 8a-6p Mon-Fri	10	0	1	1	1	2	2	2	2	2	1	1	0	0	3	3	4	5	6	6	7	4
				P ticket 8a-6p Mon-Fri	8	8	8	8	8	8	8	8	7	6	5	4	5	5	7	7	7	7	7	6	6	6
				2P ticket 8a-6p Mon-Fri	11	8	8	9	9	9	9	9	9	7	6	5	6	7	2	2	2	2	3	3	3	3
				2P disabled 8a-9p Mon-Fri	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				LZ	2	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
				1P ticket 8a-9p Mon-Fri	4	2	2	2	2	2	1	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0
				2P disabled 8a-9p Mon-Fri	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Bunbury St	Wingfield St	E	2P ticket 8a-6p Mon-Fri; 8a-1p Sat	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				LZ	2	1	1	2	2	1	1	1	1	1	1	1	1	0	1	1	1	1	1	1	1	1
				2P 8a-6p Mon-Fri; 8a-1p Sat	5	2	3	4	4	3	4	4	3	3	2	1	1	0	1	1	1	2	2	2	2	1
				Unrestricted	20	16	18	18	18	17	17	16	10	12	13	11	12	12	9	10	12	14	14	15	15	14
			W	P ticket 8a-6p Mon-Fri; 8a-1p Sat	24	14	15	17	17	16	15	13	7	5	3	2	2	1	6	6	6	5	5	5	4	4
				2P ticket 8a-6p Mon-Fri; 8a-1p Sat	4	1	1	1	1	1	2	2	2	2	3	3	3	3	0	0	0	0	0	0	0	0
				P ticket 8a-6p Mon-Fri; 8a-1p Sat	3	1	1	1	1	1	1	1	0	0	0	0	0	0	2	2	2	2	2	1	1	1
	Wingfield St	Hopkins St	E	P ticket 8a-6p Mon-Fri; 8a-1p Sat	16	0	1	1	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
			W	No Standing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Napier St	Whitehall St	Moreland St	S	Bus zone	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
			N	Bus zone	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Moreland St	River	S	No Standing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
			N	No Standing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Saltriver Pl	Moreland St	Maribynong St	S	Unrestricted	11	8	9	9	10	10	9	9	8	8	9	8	8	8	5	5	6	6	6	5	5	5
			M	P ticket 8a-6p Mon-Fri; 8a-1p Sat	24	10	10	11	13	13	12	12	11	12	12	13	15	15	8	9	10	13	15	16	17	15
			N	Unrestricted	8	7	6	7	7	6	6	5	4	6	8	7	6	7	7	7	7	7	6	6	6	6
Wingfield St	Moreland St	Whitehall St	M	No parking; authorized vehicles excepted	20	16	19	20	20	20	18	17	12	10	8	7	5	3	2	3	3	2	2	1	1	1
				2P 9a-6p Mon-Fri	12	5	6	4	5	6	6	10	7	5	2	0	0	0	7	10	10	8	7	5	4	2
			S	2P 9a-6p Mon-Fri	8	5	7	6	6	7	6	8	6	6	6	5	5	4	3	3	4	3	3	3	2	2
				LZ 9a-5p Mon-Fri	2	0	1	0	1	0	0	1	0	0	0	0	0	0	1	2	2	1	0	0	0	0
			N	No parking 8a-9:30a; 2p-4p Mon-Fri; 2P 9:30a-2p; 4p-6p MF	3	0	2	1	1	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
				P 5mins 8a-9a; 2p-4p Mon-Fri; 2P 9a-2p; 4p-6p Mon-Fri	7	2	4	0	2	3	3	5	0	1	2	2	1	0	1	2	2	1	0	0	0	0
Yewers St	Moreland St	Whitehall St	N	Unrestricted	10	5	6	6	5	5	4	3	1	1	0	0	0	0	2	2	2	2	2	3	3	3
			S	2P ticket 8a-6p Mon-Fri; 8a-1p Sat	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Moreland St	Carpark At No. 43-45		E	2P 8a-4p Mon-Fri	24	8	10	12	15	16	15	14	13	11	10	7	6	5	11	12	12	13	13	12	11	11
				2P disabled 8a-9p Mon-Fri	4	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Saltriver Pl	Carpark		N	Private parking	26	6	7	6	7	8	7	8	9	8	8	7	7	6	7	7	7	6	6	6	5	5

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Area **J**
Location **Footscray Central Activity District**
Weather **Overcast**

						Thursday, 26 July 2012													Saturday, 28 July 2012							
Street	**From**	**To**	**Side**	**Restriction**	**Supply**	**9:00**	**10:00**	**11:00**	**12:00**	**13:00**	**14:00**	**15:00**	**16:00**	**17:00**	**18:00**	**19:00**	**20:00**	**21:00**	**10:00**	**11:00**	**12:00**	**13:00**	**14:00**	**15:00**	**16:00**	**17:00**
Devon Pl	Raleigh St	Pickett St	E	No Standing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
			W	No Standing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Huntly St	Pickett St	Raleigh St	W	2P 8a-6p	8	3	2	2	3	3	4	4	4	3	3	3	2	2	1	1	1	1	1	1	1	1
			E	2P 8a-6p	9	2	2	2	3	3	2	2	2	3	3	3	2	2	4	4	4	4	4	3	3	3
Pickett St	Victoria St	Huntly St	S	2P 8a-6p	13	7	9	11	11	12	12	11	10	9	7	7	5	4	3	3	2	3	5	7	8	6
			N	2P 8a-6p	5	3	4	5	5	4	4	4	4	3	3	3	3	3	3	2	2	3	4	4	4	3
	Huntly St	Devon Pl	S	2P 8a-6p	16	9	12	14	13	12	11	11	10	9	8	8	7	7	7	9	10	12	14	12	10	9
				1P 8a-6p	17	7	8	12	15	13	14	13	12	10	9	8	6	7	12	15	17	17	16	16	17	14
			N	2P 8a-6p	12	9	10	12	11	11	9	9	9	8	6	5	2	3	10	12	11	12	12	11	12	10
	Devon Pl	French St	S	1P 8a-6p	14	7	8	11	13	12	13	13	11	10	8	6	3	4	11	13	14	13	13	12	12	10
				P disabled	2	1	2	2	2	2	2	2	2	1	1	1	1	1	1	1	1	1	1	0	0	0
				1P 8a-6p	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	0	0
				2P 8a-6p	6	5	6	6	6	6	6	6	6	6	5	5	4	4	6	6	6	6	6	6	6	6
			N	2P 8a-6p	6	5	6	6	6	6	5	6	6	5	5	4	3	3	5	6	6	6	6	5	6	6
Raleigh St	Victoria St	Huntly St	S	2P 8a-6p	4	1	1	2	1	1	0	0	1	2	2	1	1	1	2	3	3	3	3	4	4	4
				Unrestricted	12	4	7	10	11	11	11	11	9	9	7	7	6	4	1	1	1	1	0	0	0	0
			N	2P 8a-6p	7	2	2	4	5	5	4	3	4	5	4	5	6	4	3	4	3	4	5	5	5	4
	Huntly St	Devon Pl	S	Unrestricted	44	44	44	44	44	44	42	41	39	32	19	10	2	1	7	7	7	7	6	6	6	6
				P all days	8	8	8	8	8	8	8	8	7	5	4	2	1	1	8	8	8	7	7	7	6	6
			N	2P 8a-6p	5	4	5	5	4	5	5	4	4	3	4	4	3	3	5	5	5	5	5	4	4	4
				P all days	7	7	7	7	7	7	7	7	7	6	5	3	2	1	7	7	7	7	7	6	6	6
				Bus zone	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Devon Pl	Albert St	S	P all days	7	7	7	7	7	7	7	7	7	6	4	2	0	0	0	0	0	0	0	0	0	0
			N	2P 8a-6p	20	12	10	11	9	11	8	12	10	11	10	10	12	13	12	11	10	10	9	10	11	12
Victoria St	Raleigh St	Pickett St	E	2P 8a-6p	7	3	2	6	5	6	6	7	5	6	5	6	6	4	5	7	6	6	7	6	5	4
			W	2P 8a-6p	6	3	2	5	6	4	2	4	5	3	5	5	4	3	4	5	5	4	5	5	6	4
	Pickett St	Paisley St	E	2P 8a-6p	8	6	8	8	7	8	8	7	7	5	6	5	4	4	5	7	6	8	6	7	8	6
			W	2P 8a-6p	7	5	6	7	7	6	7	7	6	5	6	6	7	5	5	6	6	7	7	6	6	5
Pickket St	Carpark Corner Paisley St			3P ticket 8a-6p	96	26	47	58	68	74	70	68	52	45	35	25	8	4	55	69	75	80	76	68	56	49
Pickett St	Carpark At No.45		S	Church parking	26	4	4	5	5	5	5	7	8	8	8	9	9	7	19	24	26	22	14	8	2	2
Pickett St	Carpark At No 36		N	Private parking	26	14	16	20	21	21	22	20	20	17	16	10	8	5	10	12	12	12	10	10	8	8
Pickett St	Carpark At No 32-34		N	Church parking	10	8	10	10	10	10	10	10	8	6	5	4	3	3	6	6	7	7	6	6	4	4
Raleigh St	Carpark At No. 36		N	Unrestricted	224	224	224	224	224	224	224	224	222	190	125	50	15	8	62	80	87	91	85	80	75	60
Victoria St	Carpark At No. 41		E	Private parking	25	6	7	9	10	11	11	12	13	12	11	10	9	12	7	9	8	10	12	12	10	10
Victoria St	Carpark At No. 17-19		E	Private parking	14	2	2	2	3	3	2	2	3	4	5	6	7	6	3	3	3	5	10	12	13	10
Victoria St	Carpark At No. 25		E	Private parking	8	1	1	1	2	2	2	2	2	2	1	1	1	1	0	0	0	0	0	0	0	0

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Area **K**
Location **Footscray Central Activity District**
Weather **Overcast**

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Albert St	Buckley St	Short St	E	2P 8a-6p	4	4	4	4	3	4	3	4	4	3	2	1	0	0	3	4	4	4	4	3	3	2
				P disabled	1	1	1	1	1	1	1	1	1	0	0	0	0	0	1	1	1	1	0	0	0	0
			W	2P 8a-6p	9	8	8	9	9	8	9	9	8	8	7	7	6	6	7	8	8	7	8	8	7	7
	Short St	Irving St	E	LZ 8a-6p	2	0	0	0	0	1	1	0	1	0	1	0	1	0	1	1	1	0	0	0	1	1
				Unrestricted	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
			W	Unrestricted	2	0	0	0	0	0	0	0	0	1	1	2	2	2	1	1	1	1	2	2	2	2
Arran St	Buckley St	Wlter St	W	2P 9a-9p Mon-Fri	1	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				PZ 9a-9p Mon-Fri	10	6	6	6	5	5	5	6	6	7	7	8	8	8	4	4	3	3	2	2	1	1
			E	2P 8a-9p Mon-Fri	10	5	5	5	4	4	3	3	2	2	1	1	0	1	2	2	2	2	2	2	2	2
Buckley St	Victoria St	Staff St	S	Bus zone	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
			N	No Standing 7a-9a M-Sat; LZ 1/2P 9a-5p M-Sat	2	1	1	1	1	1	1	1	1	1	1	1	1	1	0	0	0	0	0	0	0	0
				1/2P 9a-9p Mon-Fri; 9a-3p Sat	3	2	2	2	2	2	2	2	2	1	1	0	0	0	1	2	2	1	1	1	0	0
	Staff St	Admiral St	S	1/2P 9a-9p Mon-Fri; 9a-3p Sat	4	3	3	3	3	3	3	3	3	2	2	2	2	2	1	1	1	1	2	2	2	2
			N	1/2P 9a-9p Mon-Fri; 9a-3p Sat	4	3	3	3	3	3	3	3	2	1	1	0	0	0	1	1	1	0	0	0	0	0
	Admiral St	Bilston St	S	1/2P 9a-9p Mon-Fri; 9a-3p Sat	5	2	2	2	2	1	1	1	1	1	0	0	0	0	0	0	0	0	1	1	1	1
			N	1/2P 9a-9p Mon-Fri; 9a-3p Sat	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				Bus zone	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Bilston St	Bute St	S	Bus zone	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
			N	2P 9a-9p Mon-Fri; 9a-3p Sat	7	0	0	0	0	0	0	0	1	1	2	2	3	2	2	2	2	2	2	3	3	3
	Bute St	Arran St	S	2P 9a-9p Mon-Fri; 9a-3p Sat	3	0	0	0	1	1	1	2	2	1	1	1	1	1	0	0	0	0	0	1	1	1
			N	2P 9a-9p Mon-Fri; 9a-3p Sat	4	1	1	2	2	2	2	3	3	3	4	4	4	3	0	0	0	0	0	0	0	0
	Arran St	Albert St	S	Bus zone	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
			N	Bus zone	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Albert St	Nicholson St	S	No Standing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
			N	No Standing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Napier St	Nicholson St	Mcnab Ave	S	2P 8a-6p	2	1	2	2	2	2	1	2	2	1	1	2	2	2	1	1	2	2	2	1	1	1
			N	2P 8a-6p	2	1	2	2	2	2	2	2	1	1	1	2	2	1	1	1	1	2	2	2	2	2
Nicholson St	Buckley St	Napier St	E	Bus zone	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				1P 8a-6p	3	1	2	3	3	2	3	2	2	2	2	3	3	2	1	1	2	3	3	2	2	2
				P 10mins 8a-6p	1	0	1	1	0	1	1	1	0	1	0	0	1	0	0	0	1	1	0	0	0	0
			W	1P 8a-6p	2	0	1	2	1	2	2	1	0	2	1	1	2	2	0	0	1	0	0	0	0	0
				LZ	2	0	0	1	1	0	0	1	0	1	0	0	2	1	0	0	0	1	0	0	0	0
				1P 8a-6p	9	3	6	8	7	7	8	7	6	7	7	8	9	8	4	4	7	6	6	6	5	5
				LZ 8a-6p	1	0	0	1	1	0	1	1	1	0	0	1	1	1	0	0	0	1	1	0	0	1
	Napier St	Irving St	E	Road work - No Standing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
			W	Road work - No Standing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Short St	Albert St	End	N	Unrestricted	3	3	3	3	3	33	3	3	3	3	2	2	1	1	2	2	2	2	3	3	3	3
			S	Unrestricted	4	4	4	4	4	4	4	4	4	4	4	3	3	3	3	3	3	3	3	3	3	3
Victoria St	Ragleigh St	Buckley St	W	No Standing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
			E	Unrestricted	4	3	3	4	4	4	4	4	3	3	3	4	4	4	2	2	2	3	3	3	3	3
Walter St	Arran St	Albert St	S	PZ 9a-9p Mon-Fri	14	8	8	7	7	6	5	6	7	8	8	9	9	9	9	9	9	9	9	8	8	8
			N	Ticket 9a-9p Mon-Fri	14	7	7	7	7	7	7	7	6	4	3	2	2	2	4	4	4	4	4	3	3	3
Albert St	Carpark - Buckley St Corner		E	2P 8a-6p	110	100	108	107	106	105	102	100	91	80	55	35	16	10	42	57	70	80	75	71	65	46
				Customers parking only	4	2	3	3	4	3	3	2	3	2	3	3	4	2	2	2	2	2	3	3	3	3
Albert St	Carpark Irving Pl Corner		E	Private parking	15	9	11	13	12	12	13	13	12	12	11	10	9	10	14	15	15	15	14	14	15	15
Arran St	Carpark - Bus Line		E	Private parking	83	55	55	55	56	56	56	55	53	50	48	45	41	38	30	34	36	40	42	40	39	37
Buckley St	Carpark At No. 72		N	P disabled	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				PZ 8a-6p Mon-Fri	19	14	13	12	12	11	11	13	14	15	15	16	16	14	0	0	1	1	2	2	3	3

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Phone: 1300 883 936 * Fax: 1300 882 932

Client : GTA Consultants
Client Engineer: Goran Mihic
BVY Engineer: Binh S Vo

Parking Occupancy Survey

Area **K**
Location **Footscray Central Activity District**
Weather **Overcast**

						Thursday, 26 July 2012													Saturday, 28 July 2012							
Street	**From**	**To**	**Side**	**Restriction**	**Supply**	**9:00**	**10:00**	**11:00**	**12:00**	**13:00**	**14:00**	**15:00**	**16:00**	**17:00**	**18:00**	**19:00**	**20:00**	**21:00**	**10:00**	**11:00**	**12:00**	**13:00**	**14:00**	**15:00**	**16:00**	**17:00**
Buckley St	Carpark At No 70		N	Private parking (aged care)	5	1	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Buckley St	Carpark At No. 46-54		N	Private parking	22	15	19	20	18	17	16	15	13	10	7	5	2	1	5	6	9	10	8	5	3	2
Napier St	Carpark		S	Private parking	5	1	1	2	2	2	2	2	2	1	1	1	1	1	0	0	0	1	1	1	1	1
Walter St	Carpark - Bus Line		N	Private parking	8	5	5	5	5	5	4	4	3	2	1	0	0	0	1	1	1	1	1	0	0	0

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Parking Occupancy Survey

Area **L**
Location **Footscray Central Activity District**
Weather **Overcast**

						Thursday, 26 July 2012													Saturday, 28 July 2012							
Street	**From**	**To**	**Side**	**Restriction**	**Supply**	**9:00**	**10:00**	**11:00**	**12:00**	**13:00**	**14:00**	**15:00**	**16:00**	**17:00**	**18:00**	**19:00**	**20:00**	**21:00**	**10:00**	**11:00**	**12:00**	**13:00**	**14:00**	**15:00**	**16:00**	**17:00**
Albert St	Buckley St	Walter St	W	Ticket 9a-9p Mon-Fri	9	9	9	9	9	9	8	6	5	5	4	3	3	2	3	4	5	5	5	5	4	2
			E	Ticket 9a-9p Mon-Fri	7	7	7	7	7	7	7	6	6	5	4	2	2	1	1	1	1	1	1	1	1	0
				1/4P 7a-6p Mon-Fri; Ticket 6p-9p Mon-Fri	4	4	3	4	4	3	2	0	2	3	3	3	2	2	2	2	3	3	3	3	3	1
	Walter St	Pilgrim St	W	No Standing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
			E	No Standing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pilgrim St	Albert St	Bristow St	S	2P ticket 9a-9p Mon-Fri	4	0	0	1	2	2	2	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0
			N	2P ticket 9a-9p Mon-Fri	4	1	1	1	2	2	2	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0
Victoria Universit	Rear Carpark - Next Railtrack			PZ; E permit 8:30a-5p Mon-Fri	153	70	90	98	109	102	98	93	86	75	50	20	10	5	0	0	0	0	0	0	0	0
				P ticket 9a-3:30p Mon-Fri; P disabled only	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				LZ	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Opposite Pilgrim St			P ticket 8:30a-5p Mon-Fri; P disabled only	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				PZ; E permit 8:30a-5p Mon-Fri	22	18	20	20	21	21	20	18	19	19	20	22	18	16	6	6	6	6	6	5	5	5
				PZ 4hours; E permit 8:30a-5p Mon-Fri	16	5	7	12	13	14	14	14	15	15	15	15	12	8	0	0	0	0	0	0	0	0
				PZ; C permit 8:30a-5p Mon-Fri	4	0	0	0	1	1	2	2	3	3	4	4	3	2	0	0	0	0	0	0	0	0
				PZ; RES permit 8:30a-5p Mon-Fri	3	0	0	0	1	1	1	0	1	2	2	3	3	2	0	0	0	0	0	0	0	0
				P8:30a-5p Mon-Fri; Permit vehicles only (Campus Security - Inside building T	20	10	8	9	10	10	11	10	10	10	11	11	10	10	10	10	10	10	10	10	10	10
	Corner Of Albert St And Buckley St			P ticket 8:30a-5p Mon-Fri; P disabled only	7	3	5	6	6	5	4	3	3	3	2	2	2	1	0	0	0	0	0	0	0	0
				P ticket 8:30a-5p Mon-Fri	51	51	51	51	51	51	51	45	30	38	45	49	46	38	0	0	0	1	2	3	4	2
				PZ; E permit 8:30a-5p Mon-Fri	5	4	4	5	5	5	5	5	5	5	5	5	5	4	0	0	0	0	0	0	0	0
				1/2P 8:30a-5p Mon-Fri	2	2	1	1	2	2	1	2	2	2	2	2	2	1	0	0	0	0	0	0	0	0

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Parking Occupancy Survey

Area M
Location **Footscray Central Activity District**
Weather **Overcast**

							Thursday, 26 July 2012												Saturday, 28 July 2012							
Street	**From**	**To**	**Side**	**Restriction**	**Supply**	**9:00**	**10:00**	**11:00**	**12:00**	**13:00**	**14:00**	**15:00**	**16:00**	**17:00**	**18:00**	**19:00**	**20:00**	**21:00**	**10:00**	**11:00**	**12:00**	**13:00**	**14:00**	**15:00**	**16:00**	**17:00**
Bristow St	Pilgrim St	Hyde St	S	1/2P 8:30a-9:30a; 3p-4p School days; 2P 9:30a-3p Mon-Fri	28	17	14	13	12	10	7	4	4	3	2	1	1	1	1	1	1	1	1	1	1	1
			N	P 10mins 8:30a-9:30a; 3p-4p Mon-Fri; 2P 9:30a-3p Mon-Fri	9	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				Bus zone	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hyde St	Napier St	Lawson Pl	E	4P 8a-6p Mon-Fri	6	2	4	5	5	4	5	5	5	4	5	6	6	5	2	2	4	5	5	4	5	4
				4P 8a-6p Mon-Fri; PZ all other times	4	3	3	3	4	4	3	2	2	3	3	4	4	3	2	2	3	3	4	4	4	4	3
			W	Bus zone	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				3P disabled	1	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0
				1P 8a-5p Mon-Fri	6	2	3	2	4	4	3	3	4	5	6	6	6	5	1	1	2	4	5	4	5	4
	Lawson Pl	Parker St	E	4P 8a-6p Mon-Fri; PZ all other times	7	5	6	6	6	6	5	5	5	6	6	6	5	5	1	1	1	1	0	0	0	0
				No Standing 8a-4p school days	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
			W	1/4P 8a-6p Mon-Fri	8	3	2	1	1	0	0	0	1	3	5	8	6	4	0	0	2	3	4	5	5	4
				No Standing 8a-4p school days	5	0	0	0	0	0	0	0	0	0	1	3	2	1	0	0	0	0	0	0	0	0
	Parker St	Bristow St	E	4P 8a-6p Mon-Fri	5	4	4	4	4	4	5	5	4	3	3	2	2	2	0	0	0	0	0	0	0	0
				PZ 9a-9p	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
			W	P 10mins 8:30a-9:30a; 3p-4p school days	9	5	4	3	3	3	2	2	4	5	5	6	6	4	5	5	5	5	5	4	4	4
Lawson Pl	Council Carpark			No Standing; community bus excepted	2	2	2	2	2	2	2	2	2	2	2	2	2	2	1	1	1	1	1	1	1	1
				1/2P 8a-5p Mon-Fri; visitors only	19	10	14	15	17	16	16	15	14	12	10	9	6	3	2	2	3	4	5	6	8	6
				PZ Rear In	3	3	3	3	3	3	3	3	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0
				PZ 8a-5p Mon-Fri; staff only	72	72	72	72	72	72	72	72	72	55	19	6	3	2	0	0	0	0	0	0	0	0	0
				2P 8a-5p Mon-Fri; visitors only	9	5	6	7	8	8	7	7	6	5	5	4	2	1	0	0	0	1	1	2	2	2	2
				2P 8a-5p Mon-Fri; council vehicles excepted	12	9	10	11	12	11	10	9	8	6	2	0	0	0	0	0	0	0	0	0	0	0	0
				No parking 8a-5p Mon-Fri; council vehicles excepted	15	11	13	14	14	15	15	14	12	9	5	0	0	0	3	3	3	3	4	4	4	4	4
				3P disabled	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				No Standing; councillors vehicles excepted	2	1	1	1	1	1	1	1	1	1	0	0	0	0	2	2	2	2	2	2	2	2	2
				No Standing 8a-5p Mon-Fri; council vehicles excepted	14	10	13	14	13	13	12	11	9	8	4	1	1	1	0	0	0	0	0	0	0	0	0

Appendix B

Land Use Data

	Existing Floor Area (SQM)												
	A	B	C	D	E	F	G	H	I	J	K	L	M
Accommodation	0	0	93	191	500	429	0	460	232	600	0	0	0
Aged Care Facility	0	0	2000	0	0	0	0	0	0	11630	65	0	0
Bank	0	0	963	0	0	2077	0	0	0	0	156	0	0
Car Sales	0	0	0	3779	440	157	0	80	0	0	0	0	0
Child Care	350	300	0	0	141	0	0	281	0	0	0	0	0
Commuter	0	0	0	0	0	0	21300	0	0	0	0	0	0
Convenience Restaurant	0	0	521	0	0	584	20	82	115	0	96	0	0
Department Store	0	0	0	0	0	7561	0	0	0	0	0	0	0
Education	0	0	150	0	1995	568	0	0	0	492	491	0	0
Factory	0	0	45	5940	1735	1298	0	265	15554	109	3154	0	0
Gambling	0	0	662	0	0	0	0	0	0	0	0	0	0
Health Clinic	250	383	3219	0	1447	3358	0	433	0	3432	95	0	0
Minor Sports and Rec	0	0	451	0	0	364	0	0	0	300	623	0	0
Office	120	809	4422	191	4960	12644	4297	2252	8654	2715	6219	0	7968
Other	0	0	3480	98	60	1955	0	2118	6158	0	6232	0	0
Parking Facilities	25131	0	7519	0	1025	49809	0	0	0	3228	0	0	0
Place of Assembly	0	0	1026	0	3043	181	228	0	770	2670	900	0	0
Pub/Hotel/Tavern	0	0	0	390	874	1578	0	696	660	590	0	0	0
Restaurant	0	0	4088	0	2448	5738	209	1292	100	332	988	0	0
Restricted Retail	0	0	2376	0	4818	2025	0	0	1347	0	980	0	0
Retail	0	0	10275	0	2644	27276	67	220	185	1450	5293	0	0
School	0	0	0	0	6414	1376	0	0	1460	537	0	0	4750
Service Station	0	0	0	0	0	0	0	825	0	0	0	0	0
Supermarket	0	0	2180	0	67	7215	0	0	0	0	83	0	0
Trade Supplies	0	0	0	0	1980	0	0	0	0	0	910	0	0
University / Tafe	82096	0	0	457	0	0	697	0	0	0	0	33216	0
Warehouse	0	0	0	5607	0	0	0	0	860	0	122	0	0
Dwelling (No.)	13	242	216	6	224	26	10	504	218	127	196	0	0
Vacant Land	51473	40236	51428	82998	65299	38192	93030	77769	54432	42721	70912	19452	35101

	Future Change In Floor Area (SQM)												
	A	B	C	D	E	F	G	H	I	J	K	L	M
Accommodation	0	0	23	48	125	108	0	115	58	151	0	0	0
Aged Care Facility	0	0	1522	0	0	0	0	0	0	8848	49	0	0
Bank	0	0	380	0	0	820	0	0	0	0	62	0	0
Car Sales	0	0	0	333	39	24	0	12	0	0	0	0	0
Child Care	266	228	0	0	107	0	0	214	0	0	0	0	0
Commuter	0	0	0	0	0	0	492	0	0	0	0	0	0
Convenience Restaurant	0	0	131	0	0	147	5	21	29	0	24	0	0
Department Store	0	0	0	0	0	666	0	0	0	0	0	0	0
Education	0	0	36	0	473	135	0	0	0	117	116	0	0
Factory	0	0	1	-1447	-101	26	0	7	-5019	-35	-189	0	0
Gambling	0	0	251	0	0	0	0	0	0	0	0	0	0
Health Clinic	190	291	3400	0	2174	2937	0	329	0	2877	72	0	0
Minor Sports and Rec	0	0	171	0	0	86	0	0	0	114	236	0	0
Office	174	537	2509	106	3551	5230	2665	1270	5169	1744	4544	0	4956
Other	0	0	18	2	37	194	0	0	0	0	273	0	0
Parking Facilities	702	0	210	0	29	1390	0	0	0	90	0	0	0
Place of Assembly	0	0	29	0	1603	39	331	0	102	75	25	0	0
Pub/Hotel/Tavern	0	0	0	98	219	396	0	175	166	148	0	0	0
Restaurant	0	0	1026	0	615	1440	52	324	25	83	248	0	0
Restricted Retail	0	0	209	0	988	178	0	0	625	0	86	0	0
Retail	0	0	626	0	218	2323	6	178	-60	701	1056	0	0
School	0	0	0	0	1520	326	0	0	346	127	0	0	1125
Service Station	0	0	0	0	0	0	0	73	0	0	0	0	0
Supermarket	0	0	192	0	6	635	0	0	0	0	7	0	0
Trade Supplies	0	0	0	0	174	0	0	0	0	0	80	0	0
University / Tafe	19451	0	0	108	0	0	165	0	0	0	0	7870	0
Warehouse	0	0	0	129	0	0	0	0	20	0	57	0	0

Dwellings	0	78	624	3,981	156	624	624	781	546	78	312	0	0
Vacant	-51452	-39970	-48787	-77085	-64016	-33635	-92137	-75117	-50319	-42227	-67338	-19452	-35101

	Future Floor Area (SQM)												
	A	B	C	D	E	F	G	H	I	J	K	L	M
Accommodation	0	0	116	239	625	537	0	575	290	751	0	0	0
Aged Care Facility	0	0	3522	0	0	0	0	0	0	20478	114	0	0
Bank	0	0	1343	0	0	2897	0	0	0	0	218	0	0
Car Sales	0	0	0	4112	479	181	0	92	0	0	0	0	0
Child Care	616	528	0	0	248	0	0	495	0	0	0	0	0
Commuter	0	0	0	0	0	0	21792	0	0	0	0	0	0
Convenience Restaurant	0	0	652	0	0	731	25	103	144	0	120	0	0
Department Store	0	0	0	0	0	8227	0	0	0	0	0	0	0
Education	0	0	186	0	2468	703	0	0	0	609	607	0	0
Factory	0	0	46	4493	1634	1324	0	272	10535	74	2965	0	0
Gambling	0	0	913	0	0	0	0	0	0	0	0	0	0
Health Clinic	440	674	6619	0	3621	6295	0	762	0	6309	167	0	0
Minor Sports and Rec	0	0	622	0	0	450	0	0	0	414	859	0	0
Office	294	1346	6931	297	8511	17874	6962	3522	13823	4459	10763	0	12924
Other	0	0	3498	100	97	2149	0	2118	6158	0	6505	0	0
Parking Facilities	25833	0	7729	0	1054	51199	0	0	0	3318	0	0	0
Place of Assembly	0	0	1055	0	4646	220	559	0	872	2745	925	0	0
Pub/Hotel/Tavern	0	0	0	488	1093	1974	0	871	826	738	0	0	0
Restaurant	0	0	5114	0	3063	7178	261	1616	125	415	1236	0	0
Restricted Retail	0	0	2585	0	5806	2203	0	0	1972	0	1066	0	0
Retail	0	0	10901	0	2862	29599	73	398	125	2151	6349	0	0
School	0	0	0	0	7934	1702	0	0	1806	664	0	0	5875
Service Station	0	0	0	0	0	0	0	898	0	0	0	0	0
Supermarket	0	0	2372	0	73	7850	0	0	0	0	90	0	0
Trade Supplies	0	0	0	0	2154	0	0	0	0	0	990	0	0
University / Tafe	101547	0	0	565	0	0	862	0	0	0	0	41086	0
Warehouse	0	0	0	5736	0	0	0	0	880	0	179	0	0

Dwelling (No.)	13	320	840	3,987	380	650	634	1,285	764	205	508	0	0
Vacant Land	21	266	2641	5913	1283	4557	893	2652	4113	494	3574	0	0

Appendix C

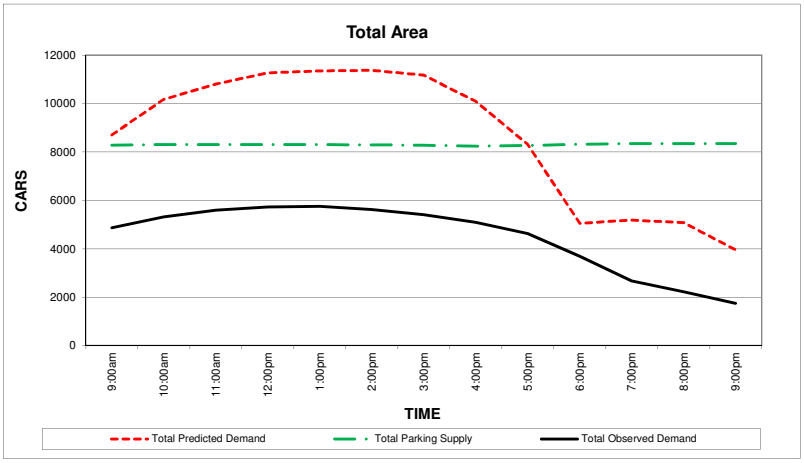
Base Car Parking Model

Model

Use	Restriction Type	Parking Demand Total Area												
		9:00am	10:00am	11:00am	12:00pm	1:00pm	2:00pm	3:00pm	4:00pm	5:00pm	6:00pm	7:00pm	8:00pm	9:00pm
Accommodation [1]	Other	62	62	58	58	65	100	87	72	62	42	45	47	47
Aged Care Facility [2]	Other	32	41	40	42	34	31	36	28	29	29	25	21	30
Bank [3]	Retail	13	50	61	60	62	63	56	55	13	0	0	0	0
Department Store [4]	Retail	106	169	205	203	210	212	191	186	169	133	129	112	106
Car Sales [5]	Retail	112	131	131	124	134	130	127	132	124	112	33	0	0
Child Care [6]	School	11	9	9	8	8	8	10	9	8	4	2	0	0
Education [7]	Professional	64	73	74	72	67	72	72	72	50	12	3	0	0
Convenience Restaurant [8]	Retail	22	22	22	22	49	35	38	34	28	35	77	57	43
Dwelling (Visitor) [9]	Residential (Visitor)	53	107	53	107	53	53	53	53	53	53	53	130	124
Factory [10]	Professional	239	264	253	281	275	273	273	273	169	70	28	28	14
Parking Facilities [11]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Health Clinic [12]	Other	459	490	409	479	343	439	505	409	404	358	348	313	0
Trade Supplies [13]	Retail	21	28	35	40	34	35	38	34	31	17	13	9	9
Minor Sports and Rec [14]	Other	7	8	4	4	4	4	3	5	5	6	5	3	2
Office [15]	Professional	961	1094	1105	1072	995	1072	1072	1083	751	177	44	0	0
Other [16]	Other	332	408	431	449	426	420	449	396	321	251	286	280	222
Restaurant [17]	Retail	337	562	675	787	900	787	394	225	169	405	753	1124	1012
Restricted Retail [18]	Retail	64	139	168	166	171	173	156	152	139	113	106	92	87
Retail [19]	Retail	664	1062	1288	1274	1314	1327	1195	1168	1062	836	810	704	664
School [20]	School	681	318	318	318	318	318	909	545	273	273	273	0	0
Service Station [21]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Supermarket [22]	Retail	290	332	382	370	325	313	298	313	256	202	237	214	195
University [23]	School	2853	3261	3465	3669	4076	4076	3669	3465	2853	815	611	611	204
Place of Assembly [24]	Other	688	829	882	855	600	653	847	617	511	194	450	503	450
Warehouse [25]	Other	17	18	18	20	19	19	19	19	12	5	2	1	0
Dwelling (Resdient) [26]	Residential	206	238	171	163	155	152	150	142	142	155	182	225	230
Gambling [27]	Retail	0	2	15	15	20	10	5	5	10	10	20	10	5
Pub/Hotel/Tavern [28]	Retail	48	96	168	239	335	239	168	239	335	479	479	479	421
Commuter [29]	Other	352	357	362	362	362	360	361	358	344	262	171	120	97
Vacant [30]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0

Sub Totals	Split	8696	10170	10802	11262	11353	11374	11178	10092	8322	5049	5185	5082	3959
Long Term (Professional)	90%	1138	1288	1289	1282	1203	1275	1275	1285	873	233	68	25	13
Short Term (Professional)	10%	126	143	143	142	134	142	142	143	97	26	8	3	1
Long Term (Retail)	20%	335	519	630	661	711	665	533	509	467	469	531	560	508
Short Term (Retail)	80%	1342	2075	2519	2642	2843	2659	2131	2035	1868	1874	2125	2240	2033
Long Term (Residential)	100%	206	238	171	163	155	152	150	142	142	155	182	225	230
Short Term (Residential)	100%	53	107	53	107	53	53	53	53	53	53	53	130	124
Long Term (Other)	50%	975	1106	1102	1135	926	1013	1154	953	844	573	666	644	423
Short Term (Other)	50%	975	1106	1102	1135	926	1013	1154	953	844	573	666	644	423
Long Term (School)	25%	886	897	948	999	1101	1101	1147	1005	783	273	222	153	51
Short Term (School)	75%	2659	2691	2844	2996	3302	3302	3441	3014	2350	819	665	459	153

Total Parking Supply	Total	8285	8300	8300	8300	8300	8297	8285	8239	8268	8321	8345	8345	8345
	85% of Total	7042	7055	7055	7055	7055	7052	7042	7003	7028	7073	7093	7093	7093
	Total Long Term	3781	3802	3802	3802	3802	3790	3778	3853	4705	6617	6636	6636	6894
	All Other Spaces	4504	4498	4498	4498	4498	4507	4507	4386	3563	1704	1709	1709	1451
Total Observed Demand	Total	4865	5320	5595	5720	5756	5624	5411	5087	4632	3693	2677	2219	1752
	Total Long Term	2262	2407	2461	2506	2492	2456	2353	2243	2551	3055	2158	1747	1414
	All Other Spaces	2603	2913	3134	3214	3264	3168	3058	2844	2081	638	519	472	338
Total Predicted Demand	Total	8696	10170	10802	11262	11353	11374	11178	10092	8322	5049	5185	5082	3959
	Long Term	3540	4048	4140	4239	4096	4205	4257	3893	3109	1703	1669	1606	1225
	Short Term	5155	6122	6662	7022	7258	7169	6920	6199	5213	3346	3517	3475	2734



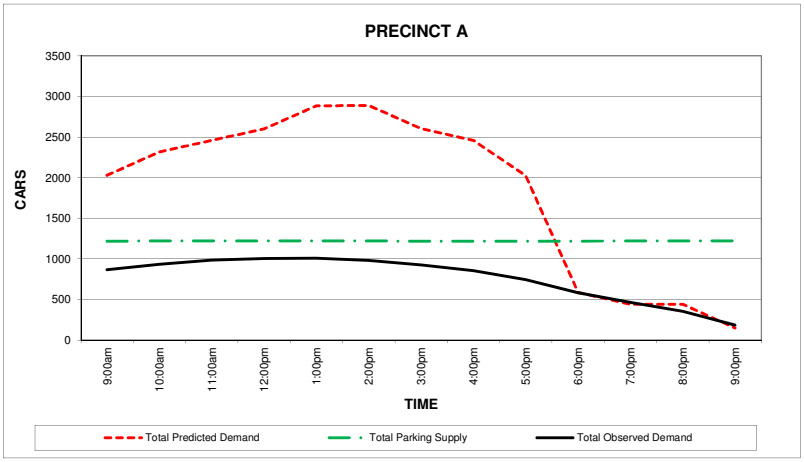
GTAconsultants

Model

Use	Restriction Type	Parking Demand A												
		9:00am	10:00am	11:00am	12:00pm	1:00pm	2:00pm	3:00pm	4:00pm	5:00pm	6:00pm	7:00pm	8:00pm	9:00pm
Accommodation [1]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Aged Care Facility [2]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Bank [3]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Department Store [4]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Car Sales [5]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Child Care [6]	School	4	3	3	3	3	3	3	3	3	1	1	0	0
Education [7]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0
Convenience Restaurant [8]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Dwelling (Visitor) [9]	Residential (Visitor)	0	1	0	1	0	0	0	0	0	0	0	1	1
Factory [10]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0
Parking Facilities [11]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Health Clinic [12]	Other	9	10	8	10	7	9	10	8	8	7	7	6	0
Trade Supplies [13]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Minor Sports and Rec [14]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Office [15]	Professional	2	2	2	2	2	2	2	2	2	0	0	0	0
Other [16]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Restaurant [17]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Restricted Retail [18]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Retail [19]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
School [20]	School	0	0	0	0	0	0	0	0	0	0	0	0	0
Service Station [21]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Supermarket [22]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
University [23]	School	2011	2299	2442	2586	2873	2873	2586	2442	2011	575	431	431	144
Place of Assembly [24]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Warehouse [25]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Dwelling (Resdient) [26]	Residential	2	2	1	1	1	1	1	1	1	1	1	2	2
Gambling [27]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Pub/Hotel/Tavern [28]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Commuter [29]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Vacant [30]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0

Sub Totals	Split	2028	2316	2457	2602	2886	2888	2603	2457	2025	585	440	440	146
Long Term (Professional)	90%	2	2	2	2	2	2	2	2	1	0	0	0	0
Short Term (Professional)	10%	0	0	0	0	0	0	0	0	0	0	0	0	0
Long Term (Retail)	20%	0	0	0	0	0	0	0	0	0	0	0	0	0
Short Term (Retail)	80%	0	0	0	0	0	0	0	0	0	0	0	0	0
Long Term (Residential)	100%	2	2	1	1	1	1	1	1	1	1	1	2	2
Short Term (Residential)	100%	0	1	0	1	0	0	0	0	0	0	0	1	1
Long Term (Other)	50%	5	5	4	5	3	4	5	4	4	4	3	3	0
Short Term (Other)	50%	5	5	4	5	3	4	5	4	4	4	3	3	0
Long Term (School)	25%	504	575	611	647	719	719	647	611	503	144	108	108	36
Short Term (School)	75%	1511	1726	1834	1941	2157	2157	1942	1834	1510	432	324	323	108

Total Parking Supply	Total	1217	1222	1222	1222	1222	1222	1217	1217	1217	1217	1222	1222	1222
	85% of Total	1034	1039	1039	1039	1039	1039	1034	1034	1034	1034	1039	1039	1039
	Total Long Term	570	570	570	570	570	570	570	570	1069	1113	1113	1113	1153
	All Other Spaces	647	652	652	652	652	652	647	647	148	104	109	109	69
Total Observed Demand	Total	865	932	986	1005	1008	979	926	853	743	582	464	352	182
	Total Long Term	447	471	481	481	476	462	435	396	673	552	438	329	180
	All Other Spaces	418	461	505	524	532	517	491	457	70	30	26	23	2
Total Predicted Demand	Total	2028	2316	2457	2602	2886	2888	2603	2457	2025	585	440	440	146
	Long Term	512	584	619	655	725	727	656	619	510	149	113	112	38
	Short Term	1516	1732	1839	1947	2161	2162	1948	1839	1515	436	328	327	109

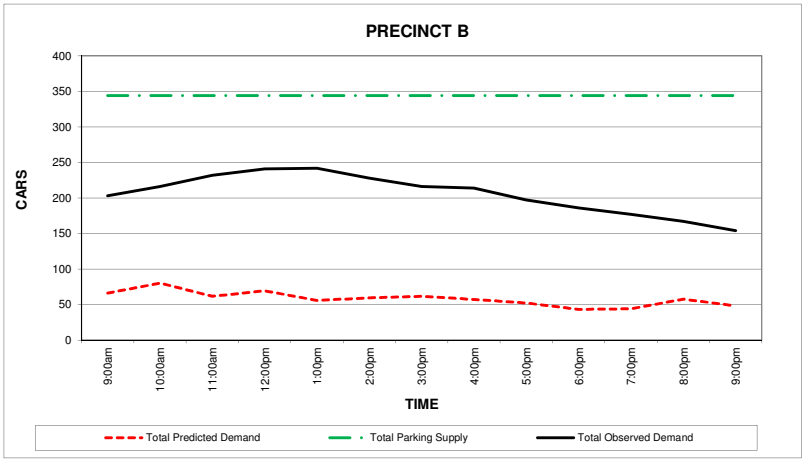


Model

Use	Restriction Type	Parking Demand B												
		9:00am	10:00am	11:00am	12:00pm	1:00pm	2:00pm	3:00pm	4:00pm	5:00pm	6:00pm	7:00pm	8:00pm	9:00pm
Accommodation [1]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Aged Care Facility [2]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Bank [3]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Department Store [4]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Car Sales [5]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Child Care [6]	School	3	2	2	2	2	2	3	2	2	1	1	0	0
Education [7]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0
Convenience Restaurant [8]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Dwelling (Visitor) [9]	Residential (Visitor)	7	15	7	15	7	7	7	7	7	7	7	18	17
Factory [10]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0
Parking Facilities [11]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Health Clinic [12]	Other	14	15	12	15	10	13	15	12	12	11	11	9	0
Trade Supplies [13]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Minor Sports and Rec [14]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Office [15]	Professional	14	16	16	16	15	16	16	16	11	3	1	0	0
Other [16]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Restaurant [17]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Restricted Retail [18]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Retail [19]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
School [20]	School	0	0	0	0	0	0	0	0	0	0	0	0	0
Service Station [21]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Supermarket [22]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
University [23]	School	0	0	0	0	0	0	0	0	0	0	0	0	0
Place of Assembly [24]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Warehouse [25]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Dwelling (Resdient) [26]	Residential	28	32	23	22	21	21	20	19	19	21	25	30	31
Gambling [27]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Pub/Hotel/Tavern [28]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Commuter [29]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Vacant [30]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0

Sub Totals	Split	66	80	61	69	56	59	61	57	52	43	44	58	48
Long Term (Professional)	90%	13	14	15	14	13	14	14	14	10	2	1	0	0
Short Term (Professional)	10%	1	2	2	2	1	2	2	2	1	0	0	0	0
Long Term (Retail)	20%	0	0	0	0	0	0	0	0	0	0	0	0	0
Short Term (Retail)	80%	0	0	0	0	0	0	0	0	0	0	0	0	0
Long Term (Residential)	100%	28	32	23	22	21	21	20	19	19	21	25	30	31
Short Term (Residential)	100%	7	15	7	15	7	7	7	7	7	7	7	18	17
Long Term (Other)	50%	7	7	6	7	5	7	8	6	6	5	5	5	0
Short Term (Other)	50%	7	7	6	7	5	7	8	6	6	5	5	5	0
Long Term (School)	25%	1	1	1	1	1	1	1	1	1	0	0	0	0
Short Term (School)	75%	2	2	2	2	2	2	2	2	2	1	0	0	0

Total Parking Supply	Total	344	344	344	344	344	344	344	344	344	344	344	344	344
	85% of Total	292	292	292	292	292	292	292	292	292	292	292	292	292
	Total Long Term	96	96	96	96	96	96	96	96	96	322	322	322	322
	All Other Spaces	248	248	248	248	248	248	248	248	248	22	22	22	22
Total Observed Demand	Total	203	216	232	241	242	228	216	214	197	186	177	167	154
	Total Long Term	43	43	44	45	47	46	42	41	35	181	173	167	154
	All Other Spaces	160	173	188	196	195	182	174	173	162	5	4	0	0
Total Predicted Demand	Total	66	80	61	69	56	59	61	57	52	43	44	58	48
	Long Term	48	55	45	44	40	42	43	40	36	29	31	35	31
	Short Term	18	25	17	25	16	17	19	17	16	14	13	22	17



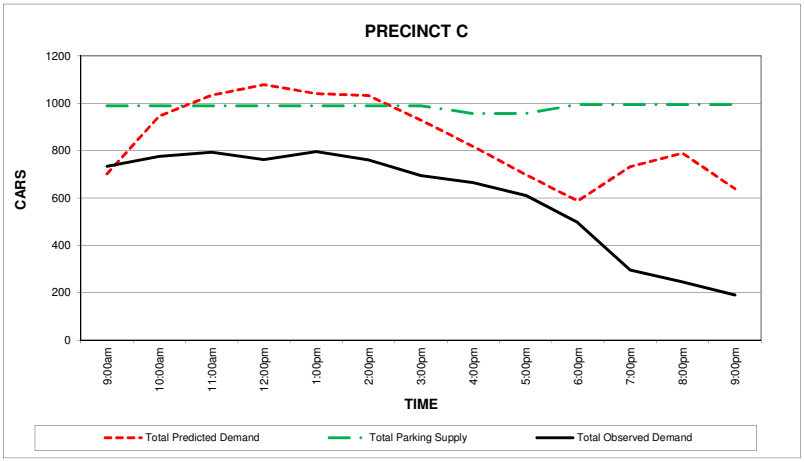
GTAconsultants

Model

Use	Restriction Type	Parking Demand C												
		9:00am	10:00am	11:00am	12:00pm	1:00pm	2:00pm	3:00pm	4:00pm	5:00pm	6:00pm	7:00pm	8:00pm	9:00pm
Accommodation [1]	Other	2	2	2	2	2	4	3	3	2	2	2	2	2
Aged Care Facility [2]	Other	5	6	6	6	5	5	5	4	4	4	4	3	4
Bank [3]	Retail	4	15	18	18	19	19	17	17	4	0	0	0	0
Department Store [4]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Car Sales [5]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Child Care [6]	School	0	0	0	0	0	0	0	0	0	0	0	0	0
Education [7]	Professional	3	3	3	3	3	3	3	3	2	0	0	0	0
Convenience Restaurant [8]	Retail	8	8	8	8	18	13	14	12	10	13	28	21	16
Dwelling (Visitor) [9]	Residential (Visitor)	6	13	6	13	6	6	6	6	6	6	6	16	15
Factory [10]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0
Parking Facilities [11]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Health Clinic [12]	Other	117	125	104	122	88	112	129	104	103	91	89	80	0
Trade Supplies [13]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Minor Sports and Rec [14]	Other	2	2	1	1	1	1	1	1	1	2	1	1	0
Office [15]	Professional	77	88	88	86	80	86	86	87	60	14	4	0	0
Other [16]	Other	58	71	75	78	74	73	78	69	56	43	49	48	38
Restaurant [17]	Retail	91	151	182	212	242	212	106	61	45	109	203	303	272
Restricted Retail [18]	Retail	13	29	35	34	35	36	32	31	29	23	22	19	18
Retail [19]	Retail	144	230	279	276	285	288	259	253	230	181	175	152	144
School [20]	School	0	0	0	0	0	0	0	0	0	0	0	0	0
Service Station [21]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Supermarket [22]	Retail	66	76	87	85	74	72	68	72	58	46	54	49	44
University [23]	School	0	0	0	0	0	0	0	0	0	0	0	0	0
Place of Assembly [24]	Other	80	96	103	100	70	76	98	72	60	23	52	58	52
Warehouse [25]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Dwelling (Resdient) [26]	Residential	25	29	21	20	19	18	18	17	17	19	22	27	28
Gambling [27]	Retail	0	2	15	15	20	10	5	5	10	10	20	10	5
Pub/Hotel/Tavern [28]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Commuter [29]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Vacant [30]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0

Sub Totals	Split	701	946	1034	1079	1040	1032	929	817	698	587	732	789	639
Long Term (Professional)	90%	72	82	83	80	74	80	80	81	56	13	3	0	0
Short Term (Professional)	10%	8	9	9	9	8	9	9	9	6	1	0	0	0
Long Term (Retail)	20%	65	102	125	130	139	130	100	90	77	76	100	111	100
Short Term (Retail)	80%	261	409	499	518	554	519	401	360	309	306	402	443	399
Long Term (Residential)	100%	25	29	21	20	19	18	18	17	17	19	22	27	28
Short Term (Residential)	100%	6	13	6	13	6	6	6	6	6	6	6	16	15
Long Term (Other)	50%	132	151	145	154	120	135	157	126	113	82	99	96	49
Short Term (Other)	50%	132	151	145	154	120	135	157	126	113	82	99	96	49
Long Term (School)	25%	0	0	0	0	0	0	0	0	0	0	0	0	0
Short Term (School)	75%	0	0	0	0	0	0	0	0	0	0	0	0	0

Total Parking Supply	Total	989	989	989	989	989	989	989	957	957	995	995	995	995
	85% of Total	841	841	841	841	841	841	841	813	813	846	846	846	846
	Total Long Term	207	207	207	207	207	207	207	207	207	766	766	766	778
	All Other Spaces	782	782	782	782	782	782	782	750	750	229	229	229	217
Total Observed Demand	Total	734	775	793	762	796	761	694	665	610	495	295	245	190
	Total Long Term	118	130	136	145	140	132	114	103	78	422	252	209	157
	All Other Spaces	616	645	657	617	656	629	580	562	532	73	43	36	33
Total Predicted Demand	Total	701	946	1034	1079	1040	1032	929	817	698	587	732	789	639
	Long Term	294	364	374	384	351	363	356	315	264	191	224	234	176
	Short Term	407	582	660	695	689	669	573	502	435	396	507	555	463

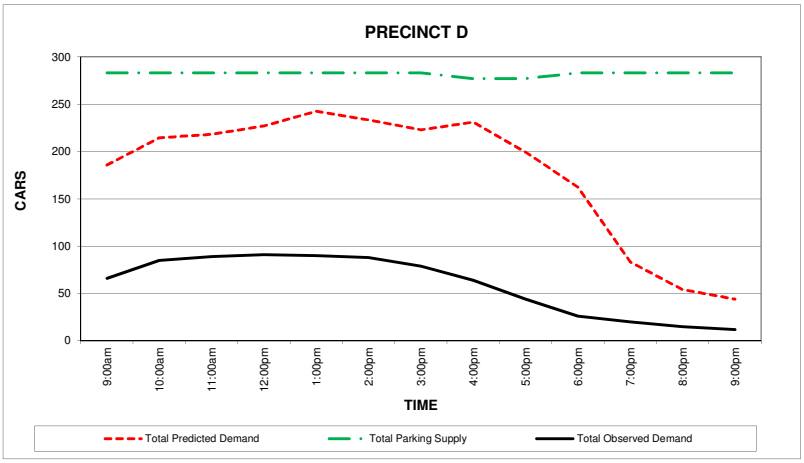


Model

Use	Restriction Type	Parking Demand D												
		9:00am	10:00am	11:00am	12:00pm	1:00pm	2:00pm	3:00pm	4:00pm	5:00pm	6:00pm	7:00pm	8:00pm	9:00pm
Accommodation [1]	Other	5	5	4	4	5	8	7	6	5	3	3	4	4
Aged Care Facility [2]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Bank [3]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Department Store [4]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Car Sales [5]	Retail	95	111	111	105	113	110	108	112	105	95	28	0	0
Child Care [6]	School	0	0	0	0	0	0	0	0	0	0	0	0	0
Education [7]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0
Convenience Restaurant [8]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Dwelling (Visitor) [9]	Residential (Visitor)	0	0	0	0	0	0	0	0	0	0	0	0	0
Factory [10]	Professional	50	56	53	59	58	58	58	58	36	15	6	6	3
Parking Facilities [11]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Health Clinic [12]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Trade Supplies [13]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Minor Sports and Rec [14]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Office [15]	Professional	3	4	4	4	3	4	4	4	3	1	0	0	0
Other [16]	Other	2	2	2	2	2	2	2	2	2	1	1	1	1
Restaurant [17]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Restricted Retail [18]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Retail [19]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
School [20]	School	0	0	0	0	0	0	0	0	0	0	0	0	0
Service Station [21]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Supermarket [22]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
University [23]	School	11	13	14	14	16	16	14	14	11	3	2	2	1
Place of Assembly [24]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Warehouse [25]	Other	14	15	15	17	16	16	16	16	10	4	2	1	0
Dwelling (Resdient) [26]	Residential	1	1	1	1	1	1	1	0	0	1	1	1	1
Gambling [27]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Pub/Hotel/Tavern [28]	Retail	4	8	14	20	27	20	14	20	27	39	39	39	34
Commuter [29]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Vacant [30]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0

Sub Totals	Split	186	215	218	227	243	233	223	231	199	162	83	54	44
Long Term (Professional)	90%	48	54	52	57	55	55	55	55	34	14	5	5	3
Short Term (Professional)	10%	5	6	6	6	6	6	6	6	4	2	1	1	0
Long Term (Retail)	20%	20	24	25	25	28	26	24	26	27	27	13	8	7
Short Term (Retail)	80%	79	95	100	100	113	104	97	105	106	107	54	31	27
Long Term (Residential)	100%	1	1	1	1	1	1	1	0	0	1	1	1	1
Short Term (Residential)	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Long Term (Other)	50%	10	11	11	12	12	13	13	12	8	4	3	3	2
Short Term (Other)	50%	10	11	11	12	12	13	13	12	8	4	3	3	2
Long Term (School)	25%	3	3	3	4	4	4	4	3	3	1	1	1	0
Short Term (School)	75%	8	10	10	11	12	12	11	10	8	2	2	2	1

Total Parking Supply	Total	283	283	283	283	283	283	283	277	277	283	283	283	283
	85% of Total	241	241	241	241	241	241	241	235	235	241	241	241	241
	Total Long Term	261	261	261	261	261	261	261	257	257	264	264	264	264
	All Other Spaces	22	22	22	22	22	22	22	20	20	19	19	19	19
Total Observed Demand	Total	66	85	89	91	90	88	79	64	44	26	20	15	12
	Total Long Term	60	77	78	80	80	78	71	58	39	23	17	12	9
	All Other Spaces	6	8	11	11	10	10	8	6	5	3	3	3	3
Total Predicted Demand	Total	186	215	218	227	243	233	223	231	199	162	83	54	44
	Long Term	82	92	91	98	100	99	96	97	72	46	23	17	13
	Short Term	104	122	127	129	143	135	127	134	127	116	60	37	31

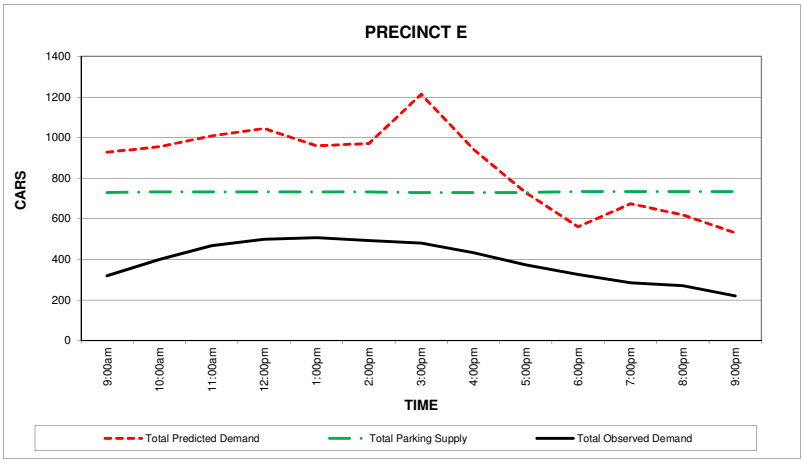


Model

Use	Restriction Type	Parking Demand E												
		9:00am	10:00am	11:00am	12:00pm	1:00pm	2:00pm	3:00pm	4:00pm	5:00pm	6:00pm	7:00pm	8:00pm	9:00pm
Accommodation [1]	Other	12	12	12	12	13	20	17	14	12	8	9	9	9
Aged Care Facility [2]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Bank [3]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Department Store [4]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Car Sales [5]	Retail	11	13	13	12	13	13	13	13	12	11	3	0	0
Child Care [6]	School	1	1	1	1	1	1	1	1	1	1	0	0	0
Education [7]	Professional	35	40	40	39	36	39	39	39	27	6	2	0	0
Convenience Restaurant [8]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Dwelling (Visitor) [9]	Residential (Visitor)	7	13	7	13	7	7	7	7	7	7	7	16	16
Factory [10]	Professional	15	16	16	17	17	17	17	17	10	4	2	2	1
Parking Facilities [11]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Health Clinic [12]	Other	53	56	47	55	39	50	58	47	46	41	40	36	0
Trade Supplies [13]	Retail	15	19	24	28	23	24	26	23	21	12	9	6	6
Minor Sports and Rec [14]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Office [15]	Professional	86	98	99	96	89	96	96	97	67	16	4	0	0
Other [16]	Other	1	1	1	1	1	1	1	1	1	1	1	1	1
Restaurant [17]	Retail	54	91	109	127	145	127	63	36	27	65	121	181	163
Restricted Retail [18]	Retail	27	58	70	69	72	72	65	64	58	47	44	38	36
Retail [19]	Retail	37	59	72	71	73	74	67	65	59	47	45	39	37
School [20]	School	301	140	140	140	140	140	401	241	120	120	120	0	0
Service Station [21]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Supermarket [22]	Retail	2	2	3	3	2	2	2	2	2	1	2	2	1
University [23]	School	0	0	0	0	0	0	0	0	0	0	0	0	0
Place of Assembly [24]	Other	237	286	304	295	207	225	292	213	176	67	155	173	155
Warehouse [25]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Dwelling (Resdient) [26]	Residential	26	30	22	20	19	19	19	18	18	19	23	28	29
Gambling [27]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Pub/Hotel/Tavern [28]	Retail	9	17	31	44	61	44	31	44	61	87	87	87	77
Commuter [29]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Vacant [30]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0

Sub Totals	Split	928	954	1009	1044	960	971	1214	942	728	561	674	619	531
Long Term (Professional)	90%	122	139	139	137	128	137	137	138	94	24	7	2	1
Short Term (Professional)	10%	14	15	15	15	14	15	15	15	10	3	1	0	0
Long Term (Retail)	20%	31	52	64	71	78	71	53	49	48	54	62	71	64
Short Term (Retail)	80%	124	208	257	283	312	284	213	198	193	216	250	283	256
Long Term (Residential)	100%	26	30	22	20	19	19	19	18	18	19	23	28	29
Short Term (Residential)	100%	7	13	7	13	7	7	7	7	7	7	7	16	16
Long Term (Other)	50%	152	178	182	182	130	148	184	138	118	59	102	110	83
Short Term (Other)	50%	152	178	182	182	130	148	184	138	118	59	102	110	83
Long Term (School)	25%	76	35	35	35	35	35	101	60	30	30	30	0	0
Short Term (School)	75%	227	106	106	106	106	106	302	181	91	91	90	0	0

Total Parking Supply	Total	730	732	732	732	732	732	730	730	730	734	734	734	734
	85% of Total	621	622	622	622	622	622	621	621	621	624	624	624	624
	Total Long Term	129	141	141	141	141	129	126	141	141	453	453	453	521
	All Other Spaces	601	591	591	591	591	603	604	589	589	281	281	281	213
Total Observed Demand	Total	319	399	467	499	507	492	480	433	373	326	285	270	220
	Total Long Term	86	93	91	91	92	82	77	75	61	222	194	183	165
	All Other Spaces	233	306	376	408	415	410	403	358	312	104	91	87	55
Total Predicted Demand	Total	928	954	1009	1044	960	971	1214	942	728	561	674	619	531
	Long Term	406	434	442	445	391	411	494	403	309	186	224	210	176
	Short Term	522	521	567	599	569	561	721	539	419	375	450	409	355

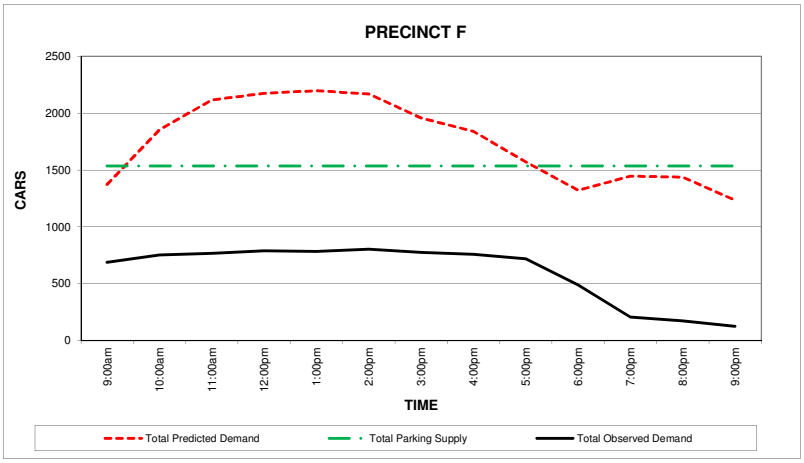


Model

Use	Restriction Type	9:00am	10:00am	11:00am	12:00pm	1:00pm	2:00pm	3:00pm	4:00pm	5:00pm	6:00pm	7:00pm	8:00pm	9:00pm
Accommodation [1]	Other	11	11	10	10	11	17	15	12	11	7	8	8	8
Aged Care Facility [2]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Bank [3]	Retail	8	33	39	39	40	41	37	36	8	0	0	0	0
Department Store [4]	Retail	106	169	205	203	210	212	191	186	169	133	129	112	106
Car Sales [5]	Retail	4	5	5	4	5	5	4	5	4	4	1	0	0
Child Care [6]	School	0	0	0	0	0	0	0	0	0	0	0	0	0
Education [7]	Professional	10	11	11	11	10	11	11	11	8	2	0	0	0
Convenience Restaurant [8]	Retail	9	9	9	9	20	15	15	14	11	15	32	23	18
Dwelling (Visitor) [9]	Residential (Visitor)	1	2	1	2	1	1	1	1	1	1	1	2	2
Factory [10]	Professional	11	12	12	13	13	13	13	13	8	3	1	1	1
Parking Facilities [11]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Health Clinic [12]	Other	122	130	109	128	91	117	134	109	107	95	93	83	0
Trade Supplies [13]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Minor Sports and Rec [14]	Other	1	2	1	1	1	1	1	1	1	1	1	1	0
Office [15]	Professional	220	250	253	245	228	245	245	248	172	40	10	0	0
Other [16]	Other	32	40	42	44	41	41	44	39	31	24	28	27	22
Restaurant [17]	Retail	127	212	255	297	340	297	149	85	64	153	284	425	382
Restricted Retail [18]	Retail	11	24	29	29	30	30	27	27	24	20	19	16	15
Retail [19]	Retail	382	611	741	733	756	764	687	672	611	481	466	405	382
School [20]	School	65	30	30	30	30	30	86	52	26	26	26	0	0
Service Station [21]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Supermarket [22]	Retail	219	251	289	280	245	237	225	237	193	153	179	162	147
University [23]	School	0	0	0	0	0	0	0	0	0	0	0	0	0
Place of Assembly [24]	Other	14	17	18	18	12	13	17	13	10	4	9	10	9
Warehouse [25]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Dwelling (Resdient) [26]	Residential	3	3	2	2	2	2	2	2	2	2	3	3	3
Gambling [27]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Pub/Hotel/Tavern [28]	Retail	16	32	55	79	110	79	55	79	110	158	158	158	139
Commuter [29]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Vacant [30]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0

Sub Totals	Split	1373	1854	2117	2177	2197	2169	1960	1839	1573	1323	1447	1436	1234
Long Term (Professional)	90%	217	246	248	242	225	242	242	244	169	41	11	1	1
Short Term (Professional)	10%	24	27	28	27	25	27	27	27	19	5	1	0	0
Long Term (Retail)	20%	177	269	325	335	351	336	278	268	239	223	253	260	238
Short Term (Retail)	80%	706	1077	1302	1339	1405	1343	1113	1072	957	893	1014	1040	951
Long Term (Residential)	100%	3	3	2	2	2	2	2	2	2	2	3	3	3
Short Term (Residential)	100%	1	2	1	2	1	1	1	1	1	1	1	2	2
Long Term (Other)	50%	90	100	90	100	78	95	106	87	80	66	69	65	20
Short Term (Other)	50%	90	100	90	100	78	95	106	87	80	66	69	65	20
Long Term (School)	25%	16	8	8	8	8	8	22	13	6	6	6	0	0
Short Term (School)	75%	48	23	23	23	23	23	65	39	19	19	19	0	0

Total Parking Supply	Total	1535	1535	1535	1535	1535	1535	1535	1535	1535	1535	1535	1535	1535
	85% of Total	1305	1305	1305	1305	1305	1305	1305	1305	1305	1305	1305	1305	1305
	Total Long Term	1252	1252	1252	1252	1252	1252	1252	1252	1252	1400	1400	1400	1400
	All Other Spaces	283	283	283	283	283	283	283	283	283	135	135	135	135
Total Observed Demand	Total	689	754	766	789	784	803	775	758	718	489	206	174	125
	Total Long Term	496	536	548	567	564	578	554	542	509	423	159	129	89
	All Other Spaces	193	218	218	222	220	225	221	216	209	66	47	45	36
Total Predicted Demand	Total	1373	1854	2117	2177	2197	2169	1960	1839	1573	1323	1447	1436	1234
	Long Term	503	626	674	687	665	682	649	614	497	339	343	329	261
	Short Term	870	1228	1443	1490	1532	1487	1310	1225	1076	984	1105	1107	972

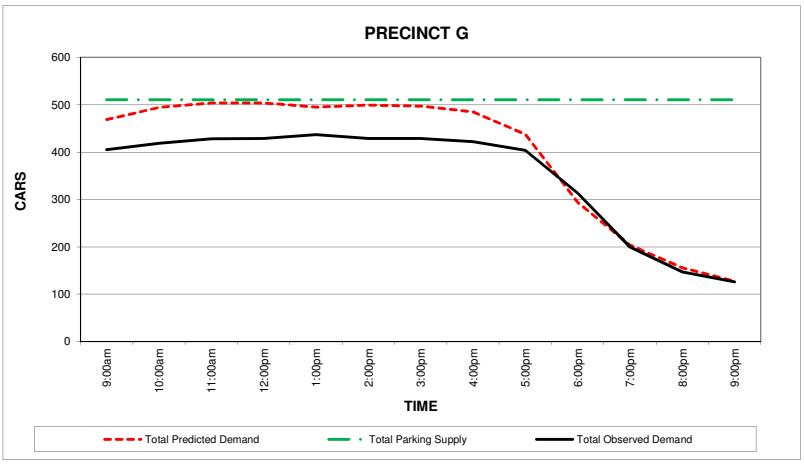


Model

Use	Restriction Type	Parking Demand G												
		9:00am	10:00am	11:00am	12:00pm	1:00pm	2:00pm	3:00pm	4:00pm	5:00pm	6:00pm	7:00pm	8:00pm	9:00pm
Accommodation [1]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Aged Care Facility [2]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Bank [3]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Department Store [4]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Car Sales [5]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Child Care [6]	School	0	0	0	0	0	0	0	0	0	0	0	0	0
Education [7]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0
Convenience Restaurant [8]	Retail	0	0	0	0	1	0	1	0	0	0	1	1	1
Dwelling (Visitor) [9]	Residential (Visitor)	0	1	0	1	0	0	0	0	0	0	0	1	1
Factory [10]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0
Parking Facilities [11]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Health Clinic [12]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Trade Supplies [13]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Minor Sports and Rec [14]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Office [15]	Professional	75	85	86	83	77	83	83	84	58	14	3	0	0
Other [16]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Restaurant [17]	Retail	5	8	9	11	12	11	5	3	2	6	10	15	14
Restricted Retail [18]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Retail [19]	Retail	1	2	2	2	2	2	2	2	2	1	1	1	1
School [20]	School	0	0	0	0	0	0	0	0	0	0	0	0	0
Service Station [21]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Supermarket [22]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
University [23]	School	17	20	21	22	24	24	22	21	17	5	4	4	1
Place of Assembly [24]	Other	18	21	23	22	16	17	22	16	13	5	12	13	12
Warehouse [25]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Dwelling (Resdient) [26]	Residential	1	1	1	1	1	1	1	1	1	1	1	1	1
Gambling [27]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Pub/Hotel/Tavern [28]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Commuter [29]	Other	352	357	362	362	362	360	361	358	344	262	171	120	97
Vacant [30]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0

Sub Totals	Split	469	494	504	504	495	499	497	485	438	294	203	156	127
Long Term (Professional)	90%	67	77	77	75	70	75	75	76	53	12	3	0	0
Short Term (Professional)	10%	7	9	9	8	8	8	8	8	6	1	0	0	0
Long Term (Retail)	20%	1	2	2	3	3	3	2	1	1	1	3	3	3
Short Term (Retail)	80%	5	8	9	10	12	11	6	4	3	6	10	14	12
Long Term (Residential)	100%	1	1	1	1	1	1	1	1	1	1	1	1	1
Short Term (Residential)	100%	0	1	0	1	0	0	0	0	0	0	0	1	1
Long Term (Other)	50%	185	189	192	192	189	188	191	187	178	133	91	66	54
Short Term (Other)	50%	185	189	192	192	189	188	191	187	178	133	91	66	54
Long Term (School)	25%	4	5	5	5	6	6	5	5	4	1	1	1	0
Short Term (School)	75%	13	15	16	16	18	18	16	16	13	4	3	3	1

Total Parking Supply	Total	511	511	511	511	511	511	511	511	511	511	511	511	511
	85% of Total	434	434	434	434	434	434	434	434	434	434	434	434	434
	Total Long Term	342	342	342	342	342	342	342	342	342	377	377	377	377
	All Other Spaces	169	169	169	169	169	169	169	169	169	134	134	134	134
Total Observed Demand	Total	405	419	428	429	437	429	429	422	404	313	200	147	126
	Total Long Term	340	341	342	342	342	342	342	340	328	279	182	131	108
	All Other Spaces	65	78	86	87	95	87	87	82	76	34	18	16	18
Total Predicted Demand	Total	469	494	504	504	495	499	497	485	438	294	203	156	127
	Long Term	259	274	278	276	268	273	274	270	237	149	99	72	59
	Short Term	210	221	226	228	227	226	223	215	201	145	105	84	68

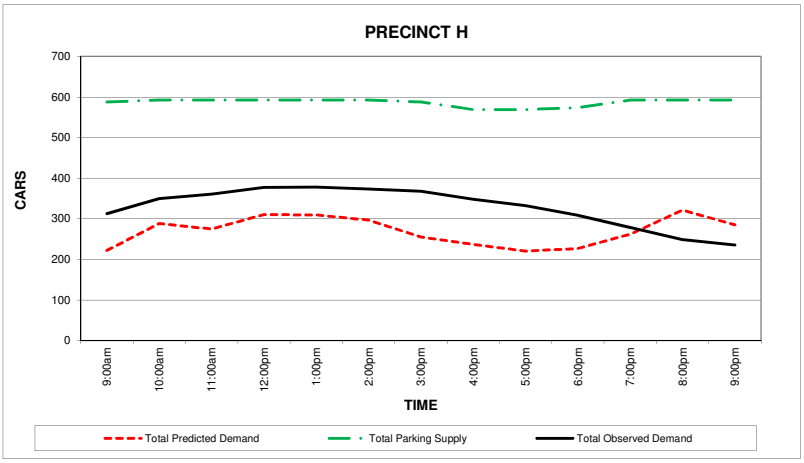


Model

Use	Restriction Type	Parking Demand H												
		9:00am	10:00am	11:00am	12:00pm	1:00pm	2:00pm	3:00pm	4:00pm	5:00pm	6:00pm	7:00pm	8:00pm	9:00pm
Accommodation [1]	Other	11	11	11	11	12	18	16	13	11	8	8	9	9
Aged Care Facility [2]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Bank [3]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Department Store [4]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Car Sales [5]	Retail	2	2	2	2	2	2	2	2	2	2	1	0	0
Child Care [6]	School	3	2	2	2	2	2	3	2	2	1	1	0	0
Education [7]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0
Convenience Restaurant [8]	Retail	1	1	1	1	3	2	2	2	2	2	4	3	2
Dwelling (Visitor) [9]	Residential (Visitor)	15	30	15	30	15	15	15	15	15	15	15	37	35
Factory [10]	Professional	2	2	2	3	3	3	3	3	2	1	0	0	0
Parking Facilities [11]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Health Clinic [12]	Other	16	17	14	16	12	15	17	14	14	12	12	11	0
Trade Supplies [13]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Minor Sports and Rec [14]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Office [15]	Professional	39	45	45	44	41	44	44	44	31	7	2	0	0
Other [16]	Other	35	43	45	47	45	44	47	42	34	26	30	29	23
Restaurant [17]	Retail	29	48	57	67	76	67	33	19	14	34	64	96	86
Restricted Retail [18]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Retail [19]	Retail	3	5	6	6	6	6	6	5	5	4	4	3	3
School [20]	School	0	0	0	0	0	0	0	0	0	0	0	0	0
Service Station [21]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Supermarket [22]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
University [23]	School	0	0	0	0	0	0	0	0	0	0	0	0	0
Place of Assembly [24]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Warehouse [25]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Dwelling (Resdient) [26]	Residential	58	67	48	46	44	43	42	40	40	44	51	64	65
Gambling [27]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Pub/Hotel/Tavern [28]	Retail	7	14	24	35	49	35	24	35	49	70	70	70	61
Commuter [29]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Vacant [30]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0

Sub Totals	Split	222	288	275	310	309	296	255	237	220	226	262	321	285
Long Term (Professional)	90%	37	42	43	42	39	42	42	42	29	7	2	0	0
Short Term (Professional)	10%	4	5	5	5	4	5	5	5	3	1	0	0	0
Long Term (Retail)	20%	8	14	18	22	27	22	14	13	14	22	28	34	31
Short Term (Retail)	80%	34	56	73	89	109	90	54	51	57	90	114	137	122
Long Term (Residential)	100%	58	67	48	46	44	43	42	40	40	44	51	64	65
Short Term (Residential)	100%	15	30	15	30	15	15	15	15	15	15	15	37	35
Long Term (Other)	50%	31	36	35	37	34	39	40	35	30	23	25	24	16
Short Term (Other)	50%	31	36	35	37	34	39	40	35	30	23	25	24	16
Long Term (School)	25%	1	1	1	1	1	1	1	1	1	0	0	0	0
Short Term (School)	75%	2	2	2	2	2	2	2	2	2	1	0	0	0

Total Parking Supply	Total	588	593	593	593	593	593	588	569	569	574	593	593	593
	85% of Total	500	504	504	504	504	504	500	484	484	488	504	504	504
	Total Long Term	263	263	263	263	263	263	263	249	249	296	315	315	387
	All Other Spaces	325	330	330	330	330	330	325	320	320	278	278	278	206
Total Observed Demand	Total	313	350	361	377	378	373	368	348	332	309	279	249	235
	Total Long Term	159	174	185	190	189	184	183	177	168	178	158	138	156
	All Other Spaces	154	176	176	187	189	189	185	171	164	131	121	111	79
Total Predicted Demand	Total	222	288	275	310	309	296	255	237	220	226	262	321	285
	Long Term	136	160	145	148	145	147	139	130	113	97	107	123	112
	Short Term	86	129	130	163	165	150	116	107	107	130	155	199	173

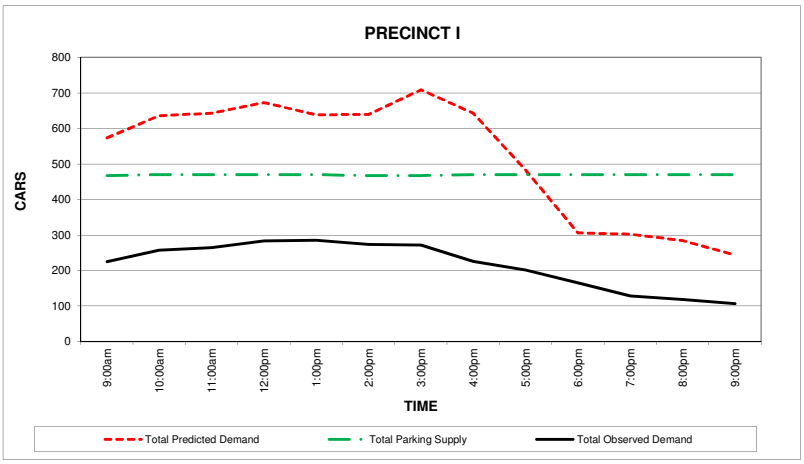


Model

Use	Restriction Type	Parking Demand												
		I												
		9:00am	10:00am	11:00am	12:00pm	1:00pm	2:00pm	3:00pm	4:00pm	5:00pm	6:00pm	7:00pm	8:00pm	9:00pm
Accommodation [1]	Other	6	6	5	5	6	9	8	7	6	4	4	4	4
Aged Care Facility [2]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Bank [3]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Department Store [4]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Car Sales [5]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Child Care [6]	School	0	0	0	0	0	0	0	0	0	0	0	0	0
Education [7]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0
Convenience Restaurant [8]	Retail	2	2	2	2	4	3	3	3	2	3	6	5	3
Dwelling (Visitor) [9]	Residential (Visitor)	7	13	7	13	7	7	7	7	7	7	7	16	15
Factory [10]	Professional	132	146	140	156	152	151	151	151	93	39	16	16	8
Parking Facilities [11]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Health Clinic [12]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Trade Supplies [13]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Minor Sports and Rec [14]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Office [15]	Professional	151	171	173	168	156	168	168	170	118	28	7	0	0
Other [16]	Other	102	125	132	138	130	129	138	121	98	77	88	86	68
Restaurant [17]	Retail	2	4	4	5	6	5	3	1	1	3	5	7	7
Restricted Retail [18]	Retail	7	16	20	19	20	20	18	18	16	13	12	11	10
Retail [19]	Retail	3	4	5	5	5	5	5	5	4	3	3	3	3
School [20]	School	68	32	32	32	32	32	91	55	27	27	27	0	0
Service Station [21]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Supermarket [22]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
University [23]	School	0	0	0	0	0	0	0	0	0	0	0	0	0
Place of Assembly [24]	Other	60	72	77	75	52	57	74	54	45	17	39	44	39
Warehouse [25]	Other	2	2	2	3	3	3	3	3	2	1	0	0	0
Dwelling (Resdient) [26]	Residential	25	29	21	20	19	19	18	17	17	19	22	27	28
Gambling [27]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Pub/Hotel/Tavern [28]	Retail	7	13	23	33	46	33	23	33	46	66	66	66	58
Commuter [29]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Vacant [30]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0

Sub Totals	Split													
		573	636	643	673	638	640	708	643	482	306	302	285	243
Long Term (Professional)	90%	255	286	282	291	277	287	287	288	190	60	20	14	7
Short Term (Professional)	10%	28	32	31	32	31	32	32	32	21	7	2	2	1
Long Term (Retail)	20%	4	8	11	13	16	13	10	12	14	18	19	18	16
Short Term (Retail)	80%	17	31	43	51	65	53	41	48	56	70	74	73	65
Long Term (Residential)	100%	25	29	21	20	19	19	18	17	17	19	22	27	28
Short Term (Residential)	100%	7	13	7	13	7	7	7	7	7	7	7	16	15
Long Term (Other)	50%	85	103	108	110	96	99	111	92	75	49	66	67	56
Short Term (Other)	50%	85	103	108	110	96	99	111	92	75	49	66	67	56
Long Term (School)	25%	17	8	8	8	8	8	23	14	7	7	7	0	0
Short Term (School)	75%	51	24	24	24	24	24	68	41	21	21	21	0	0

Total Parking Supply	Total	467	470	470	470	470	467	467	470	470	470	470	470	470
	85% of Total	397	400	400	400	400	397	397	400	400	400	400	400	400
	Total Long Term	291	291	291	291	291	291	291	315	317	423	423	423	427
	All Other Spaces	176	179	179	179	179	176	176	155	153	47	47	47	43
Total Observed Demand	Total	225	257	264	283	285	273	272	226	201	165	128	118	107
	Total Long Term	170	189	199	206	204	198	188	167	147	154	118	109	100
	All Other Spaces	55	68	65	77	81	75	84	59	54	11	10	9	7
Total Predicted Demand	Total	573	636	643	673	638	640	708	643	482	306	302	285	243
	Long Term	386	433	430	442	416	425	449	424	303	152	133	127	107
	Short Term	188	203	213	231	222	214	259	220	179	153	169	158	136



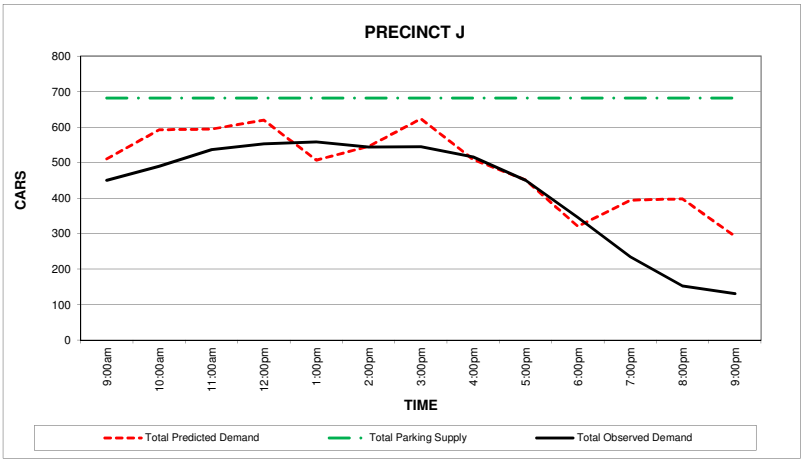
GTAconsultants

Model

Use	Restriction Type	Parking Demand J												
		9:00am	10:00am	11:00am	12:00pm	1:00pm	2:00pm	3:00pm	4:00pm	5:00pm	6:00pm	7:00pm	8:00pm	9:00pm
Accommodation [1]	Other	15	15	14	14	16	24	21	17	15	10	11	11	11
Aged Care Facility [2]	Other	27	35	34	36	29	27	31	24	25	25	22	18	25
Bank [3]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Department Store [4]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Car Sales [5]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Child Care [6]	School	0	0	0	0	0	0	0	0	0	0	0	0	0
Education [7]	Professional	9	10	10	10	9	10	10	10	7	2	0	0	0
Convenience Restaurant [8]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Dwelling (Visitor) [9]	Residential (Visitor)	4	8	4	8	4	4	4	4	4	4	4	9	9
Factory [10]	Professional	1	1	1	1	1	1	1	1	1	0	0	0	0
Parking Facilities [11]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Health Clinic [12]	Other	125	133	111	130	93	119	137	111	110	97	95	85	0
Trade Supplies [13]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Minor Sports and Rec [14]	Other	1	1	1	1	1	1	1	1	1	1	1	1	0
Office [15]	Professional	47	54	54	53	49	53	53	53	37	9	2	0	0
Other [16]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Restaurant [17]	Retail	7	12	15	17	20	17	9	5	4	9	16	25	22
Restricted Retail [18]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Retail [19]	Retail	20	32	39	39	40	41	37	36	32	26	25	22	20
School [20]	School	25	12	12	12	12	12	34	20	10	10	10	0	0
Service Station [21]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Supermarket [22]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
University [23]	School	0	0	0	0	0	0	0	0	0	0	0	0	0
Place of Assembly [24]	Other	208	251	267	259	182	198	256	187	155	59	136	152	136
Warehouse [25]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Dwelling (Resdient) [26]	Residential	15	17	12	12	11	11	11	10	10	11	13	16	16
Gambling [27]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Pub/Hotel/Tavern [28]	Retail	6	12	21	30	41	30	21	30	41	59	59	59	52
Commuter [29]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Vacant [30]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0

Sub Totals	Split	511	592	595	620	507	545	623	509	451	321	394	398	293
Long Term (Professional)	90%	51	58	59	57	53	57	57	58	40	9	2	0	0
Short Term (Professional)	10%	6	6	7	6	6	6	6	6	4	1	0	0	0
Long Term (Retail)	20%	7	11	15	17	20	17	13	14	15	19	20	21	19
Short Term (Retail)	80%	27	45	60	69	81	70	53	56	62	75	80	84	75
Long Term (Residential)	100%	15	17	12	12	11	11	11	10	10	11	13	16	16
Short Term (Residential)	100%	4	8	4	8	4	4	4	4	4	4	4	9	9
Long Term (Other)	50%	188	218	214	220	160	184	223	170	153	96	132	134	86
Short Term (Other)	50%	188	218	214	220	160	184	223	170	153	96	132	134	86
Long Term (School)	25%	6	3	3	3	3	3	8	5	3	3	3	0	0
Short Term (School)	75%	19	9	9	9	9	9	25	15	8	8	8	0	0

Total Parking Supply	Total	682	682	682	682	682	682	682	682	682	682	682	682	682
	85% of Total	580	580	580	580	580	580	580	580	580	580	580	580	580
	Total Long Term	302	302	302	302	302	302	302	302	302	569	569	569	569
	All Other Spaces	380	380	380	380	380	380	380	380	380	113	113	113	113
Total Observed Demand	Total	450	490	537	553	558	544	545	516	450	346	235	153	131
	Total Long Term	294	297	300	301	301	299	298	291	248	299	194	115	96
	All Other Spaces	156	193	237	252	257	245	247	225	202	47	41	38	35
Total Predicted Demand	Total	511	592	595	620	507	545	623	509	451	321	394	398	293
	Long Term	267	307	302	309	247	272	312	257	221	138	170	171	122
	Short Term	244	286	293	311	260	273	311	252	230	183	224	227	171

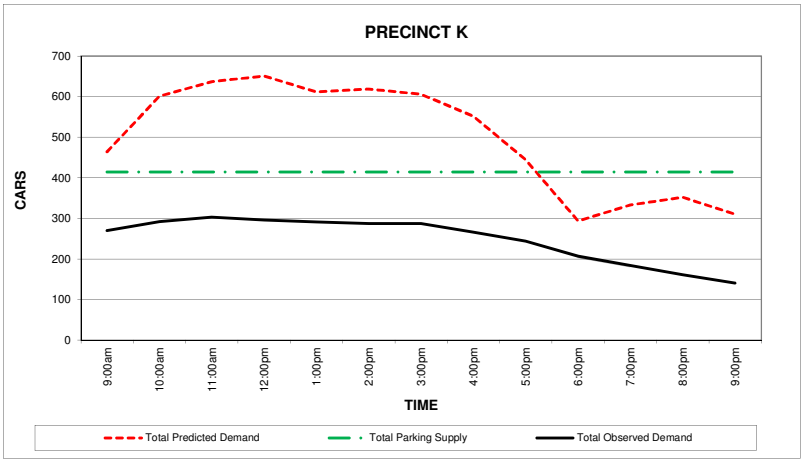


Model

Use	Restriction Type	Parking Demand K												
		9:00am	10:00am	11:00am	12:00pm	1:00pm	2:00pm	3:00pm	4:00pm	5:00pm	6:00pm	7:00pm	8:00pm	9:00pm
Accommodation [1]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Aged Care Facility [2]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Bank [3]	Retail	1	2	3	3	3	3	3	3	1	0	0	0	0
Department Store [4]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Car Sales [5]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Child Care [6]	School	0	0	0	0	0	0	0	0	0	0	0	0	0
Education [7]	Professional	9	10	10	10	9	10	10	10	7	2	0	0	0
Convenience Restaurant [8]	Retail	2	2	2	2	3	2	3	2	2	2	5	4	3
Dwelling (Visitor) [9]	Residential (Visitor)	6	12	6	12	6	6	6	6	6	6	6	14	14
Factory [10]	Professional	27	30	28	32	31	31	31	31	19	8	3	3	2
Parking Facilities [11]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Health Clinic [12]	Other	3	4	3	4	3	3	4	3	3	3	3	2	0
Trade Supplies [13]	Retail	7	9	11	13	11	11	12	11	10	5	4	3	3
Minor Sports and Rec [14]	Other	2	3	2	1	1	1	1	2	2	2	2	1	1
Office [15]	Professional	108	123	124	121	112	121	121	122	85	20	5	0	0
Other [16]	Other	103	127	134	139	132	130	139	123	99	78	89	87	69
Restaurant [17]	Retail	22	37	44	51	58	51	26	15	11	26	49	73	66
Restricted Retail [18]	Retail	5	12	14	14	15	15	13	13	12	10	9	8	7
Retail [19]	Retail	74	119	144	142	147	148	133	130	119	93	90	79	74
School [20]	School	0	0	0	0	0	0	0	0	0	0	0	0	0
Service Station [21]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Supermarket [22]	Retail	3	3	3	3	3	3	3	3	2	2	2	2	2
University [23]	School	0	0	0	0	0	0	0	0	0	0	0	0	0
Place of Assembly [24]	Other	70	85	90	87	61	67	86	63	52	20	46	51	46
Warehouse [25]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Dwelling (Resdient) [26]	Residential	23	26	19	18	17	17	16	16	16	17	20	25	25
Gambling [27]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Pub/Hotel/Tavern [28]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Commuter [29]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Vacant [30]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0

Sub Totals	Split													
Long Term (Professional)	90%	129	146	146	146	137	145	145	146	99	26	8	3	1
Short Term (Professional)	10%	14	16	16	16	15	16	16	16	11	3	1	0	0
Long Term (Retail)	20%	23	37	44	46	48	47	38	35	31	28	32	34	31
Short Term (Retail)	80%	90	146	177	182	192	187	154	141	125	111	128	134	124
Long Term (Residential)	100%	23	26	19	18	17	17	16	16	16	17	20	25	25
Short Term (Residential)	100%	6	12	6	12	6	6	6	6	6	6	6	14	14
Long Term (Other)	50%	90	109	114	116	99	101	116	96	78	51	70	71	58
Short Term (Other)	50%	90	109	114	116	99	101	116	96	78	51	70	71	58
Long Term (School)	25%	0	0	0	0	0	0	0	0	0	0	0	0	0
Short Term (School)	75%	0	0	0	0	0	0	0	0	0	0	0	0	0

Total Parking Supply	Total	414	414	414	414	414	414	414	414	414	414	414	414	414
	85% of Total	352	352	352	352	352	352	352	352	352	352	352	352	352
	Total Long Term	30	30	30	30	30	30	30	30	30	194	194	194	243
	All Other Spaces	384	384	384	384	384	384	384	384	384	220	220	220	171
Total Observed Demand	Total	270	292	303	296	291	287	287	266	244	207	184	161	141
	Total Long Term	19	19	20	20	20	20	20	18	17	107	91	73	84
	All Other Spaces	251	273	283	276	271	267	267	248	227	100	93	88	57
Total Predicted Demand	Total	464	601	637	651	612	618	606	551	444	294	333	352	310
	Long Term	264	318	324	325	300	309	315	292	224	123	129	132	115
	Short Term	200	283	313	326	312	309	291	259	220	171	204	220	195

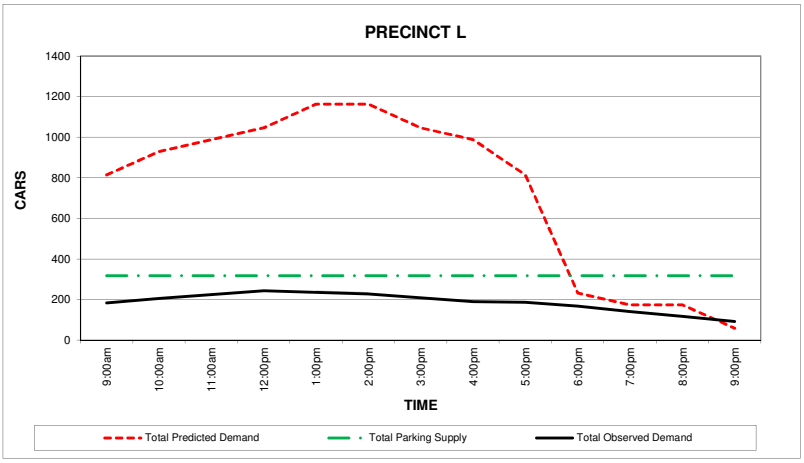


Model

Use	Restriction Type	Parking Demand L												
		9:00am	10:00am	11:00am	12:00pm	1:00pm	2:00pm	3:00pm	4:00pm	5:00pm	6:00pm	7:00pm	8:00pm	9:00pm
Accommodation [1]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Aged Care Facility [2]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Bank [3]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Department Store [4]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Car Sales [5]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Child Care [6]	School	0	0	0	0	0	0	0	0	0	0	0	0	0
Education [7]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0
Convenience Restaurant [8]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Dwelling (Visitor) [9]	Residential (Visitor)	0	0	0	0	0	0	0	0	0	0	0	0	0
Factory [10]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0
Parking Facilities [11]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Health Clinic [12]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Trade Supplies [13]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Minor Sports and Rec [14]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Office [15]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0
Other [16]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Restaurant [17]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Restricted Retail [18]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Retail [19]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
School [20]	School	0	0	0	0	0	0	0	0	0	0	0	0	0
Service Station [21]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Supermarket [22]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
University [23]	School	814	930	988	1046	1163	1163	1046	988	814	233	174	174	58
Place of Assembly [24]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Warehouse [25]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Dwelling (Resdient) [26]	Residential	0	0	0	0	0	0	0	0	0	0	0	0	0
Gambling [27]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Pub/Hotel/Tavern [28]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Commuter [29]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Vacant [30]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0

Sub Totals	Split	814	930	988	1046	1163	1163	1046	988	814	233	174	174	58
Long Term (Professional)	90%	0	0	0	0	0	0	0	0	0	0	0	0	0
Short Term (Professional)	10%	0	0	0	0	0	0	0	0	0	0	0	0	0
Long Term (Retail)	20%	0	0	0	0	0	0	0	0	0	0	0	0	0
Short Term (Retail)	80%	0	0	0	0	0	0	0	0	0	0	0	0	0
Long Term (Residential)	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Short Term (Residential)	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Long Term (Other)	50%	0	0	0	0	0	0	0	0	0	0	0	0	0
Short Term (Other)	50%	0	0	0	0	0	0	0	0	0	0	0	0	0
Long Term (School)	25%	203	233	247	262	291	291	262	247	203	58	44	44	15
Short Term (School)	75%	610	698	741	785	872	872	785	741	610	174	131	131	44

Total Parking Supply	Total	317	317	317	317	317	317	317	317	317	317	317	317	317
	85% of Total	269	269	269	269	269	269	269	269	269	269	269	269	269
	Total Long Term	16	16	16	16	16	16	16	16	292	292	292	292	300
	All Other Spaces	301	301	301	301	301	301	301	301	25	25	25	25	17
Total Observed Demand	Total	184	206	224	244	235	228	208	190	187	167	141	118	92
	Total Long Term	16	16	16	16	16	15	12	11	179	162	136	114	89
	All Other Spaces	168	190	208	228	219	213	196	179	8	5	5	4	3
Total Predicted Demand	Total	814	930	988	1046	1163	1163	1046	988	814	233	174	174	58
	Long Term	203	233	247	262	291	291	262	247	203	58	44	44	15
	Short Term	610	698	741	785	872	872	785	741	610	174	131	131	44

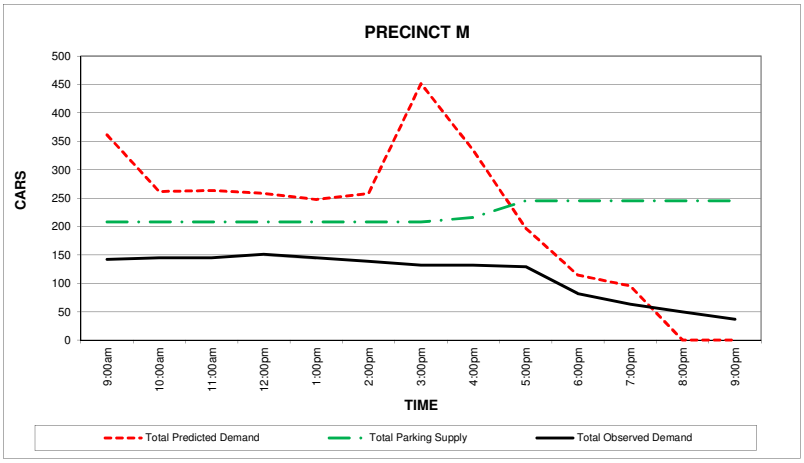


Model

Use	Restriction Type	Parking Demand M												
		9:00am	10:00am	11:00am	12:00pm	1:00pm	2:00pm	3:00pm	4:00pm	5:00pm	6:00pm	7:00pm	8:00pm	9:00pm
Accommodation [1]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Aged Care Facility [2]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Bank [3]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Department Store [4]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Car Sales [5]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Child Care [6]	School	0	0	0	0	0	0	0	0	0	0	0	0	0
Education [7]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0
Convenience Restaurant [8]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Dwelling (Visitor) [9]	Residential (Visitor)	0	0	0	0	0	0	0	0	0	0	0	0	0
Factory [10]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0
Parking Facilities [11]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Health Clinic [12]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Trade Supplies [13]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Minor Sports and Rec [14]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Office [15]	Professional	139	158	159	155	143	155	155	156	108	25	6	0	0
Other [16]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Restaurant [17]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Restricted Retail [18]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Retail [19]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
School [20]	School	223	104	104	104	104	104	297	178	89	89	89	0	0
Service Station [21]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Supermarket [22]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
University [23]	School	0	0	0	0	0	0	0	0	0	0	0	0	0
Place of Assembly [24]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Warehouse [25]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Dwelling (Resdient) [26]	Residential	0	0	0	0	0	0	0	0	0	0	0	0	0
Gambling [27]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Pub/Hotel/Tavern [28]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Commuter [29]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Vacant [30]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0

Sub Totals	Split													
		361	262	263	258	247	258	451	334	197	115	95	0	0
Long Term (Professional)	90%	125	142	143	139	129	139	139	141	98	23	6	0	0
Short Term (Professional)	10%	14	16	16	15	14	15	15	16	11	3	1	0	0
Long Term (Retail)	20%	0	0	0	0	0	0	0	0	0	0	0	0	0
Short Term (Retail)	80%	0	0	0	0	0	0	0	0	0	0	0	0	0
Long Term (Residential)	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Short Term (Residential)	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Long Term (Other)	50%	0	0	0	0	0	0	0	0	0	0	0	0	0
Short Term (Other)	50%	0	0	0	0	0	0	0	0	0	0	0	0	0
Long Term (School)	25%	56	26	26	26	26	26	74	45	22	22	22	0	0
Short Term (School)	75%	167	78	78	78	78	78	223	134	67	67	67	0	0

Total Parking Supply	Total	208	208	208	208	208	208	208	216	245	245	245	245	245
	85% of Total	177	177	177	177	177	177	177	184	208	208	208	208	208
	Total Long Term	22	31	31	31	31	31	22	76	151	148	148	148	153
	All Other Spaces	186	177	177	177	177	177	186	140	94	97	97	97	92
Total Observed Demand	Total	142	145	145	151	145	139	132	132	129	82	63	50	37
	Total Long Term	14	21	21	22	21	20	17	24	69	53	46	38	27
	All Other Spaces	128	124	124	129	124	119	115	108	60	29	17	12	10
Total Predicted Demand	Total	361	262	263	258	247	258	451	334	197	115	95	0	0
	Long Term	180	168	169	165	155	165	213	185	120	45	28	0	0
	Short Term	181	94	94	93	92	93	238	149	78	69	67	0	0



Appendix D

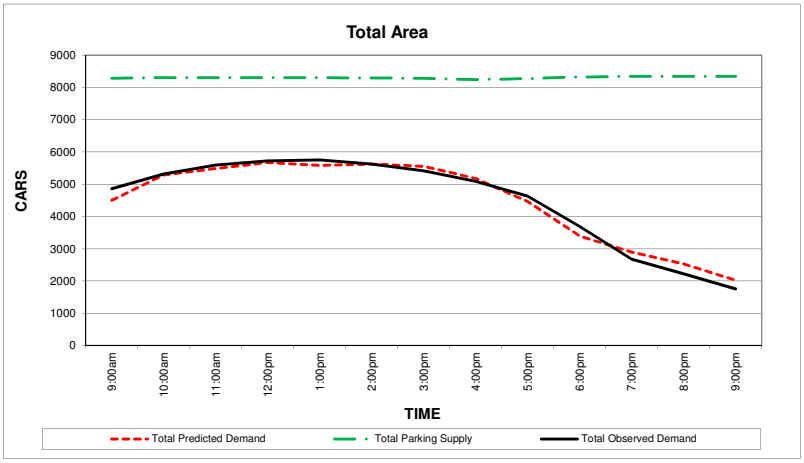
Calibrated Car Parking Model

Model

Use	Restriction Type	Parking Demand Total Area												
		9:00am	10:00am	11:00am	12:00pm	1:00pm	2:00pm	3:00pm	4:00pm	5:00pm	6:00pm	7:00pm	8:00pm	9:00pm
Accommodation [1]	Other	62	62	58	58	65	100	87	72	62	42	45	47	47
Aged Care Facility [2]	Other	32	41	40	42	34	31	36	28	29	29	25	21	30
Bank [3]	Retail	13	50	61	60	62	63	56	55	13	0	0	0	0
Department Store [4]	Retail	76	121	147	145	150	151	136	133	121	95	92	80	76
Car Sales [5]	Retail	37	44	44	41	45	43	42	44	41	37	11	0	0
Child Care [6]	School	11	9	9	8	8	8	10	9	8	4	2	0	0
Education [7]	Professional	64	73	74	72	67	72	72	72	50	12	3	0	0
Convenience Restaurant [8]	Retail	22	22	22	22	49	35	38	34	28	35	77	57	43
Dwelling (Visitor) [9]	Residential (Visitor)	53	107	53	107	53	53	53	53	53	53	53	130	124
Factory [10]	Professional	239	264	253	281	275	273	273	273	169	70	28	28	14
Parking Facilities [11]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Health Clinic [12]	Other	344	367	307	360	257	329	379	307	303	269	261	151	0
Trade Supplies [13]	Retail	21	28	35	40	34	35	38	34	31	17	13	9	9
Minor Sports and Rec [14]	Other	7	8	4	4	4	4	3	5	5	6	5	3	2
Office [15]	Professional	961	1094	1105	1072	995	1072	1072	1083	751	177	44	0	0
Other [16]	Other	57	70	74	77	73	72	77	68	55	43	49	48	38
Restaurant [17]	Retail	53	80	106	133	266	186	133	27	106	293	346	532	505
Restricted Retail [18]	Retail	43	92	112	111	114	115	104	102	92	75	70	61	58
Retail [19]	Retail	356	569	690	683	704	711	640	626	569	448	284	213	178
School [20]	School	109	51	51	51	51	51	145	87	44	44	44	0	0
Service Station [21]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Supermarket [22]	Retail	181	208	239	231	203	196	186	196	160	126	148	134	122
University [23]	School	1132	1230	1314	1370	1398	1370	1300	1216	1118	936	741	489	307
Place of Assembly [24]	Other	103	124	132	128	90	98	127	93	77	29	67	75	67
Warehouse [25]	Other	17	18	18	20	19	19	19	19	12	5	2	1	0
Dwelling (Resdient) [26]	Residential	137	159	114	109	103	102	100	94	94	103	121	150	153
Gambling [27]	Retail	0	2	15	15	20	10	5	5	10	10	20	10	5
Pub/Hotel/Tavern [28]	Retail	17	34	50	67	84	67	59	84	117	168	168	168	147
Commuter [29]	Other	352	357	362	362	362	360	361	358	344	262	171	120	97
Vacant [30]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0

Sub Totals	Split	4500	5284	5489	5669	5585	ERROR	5551	5177	4463	3389	2892	2528	2022
Long Term (Professional)	90%	1138	1288	1289	1282	1203	1275	1275	1285	873	233	68	25	13
Short Term (Professional)	10%	126	143	143	142	134	142	142	143	97	26	8	3	1
Long Term (Retail)	20%	164	250	304	310	346	322	287	268	258	261	246	253	228
Short Term (Retail)	80%	655	999	1216	1239	1384	1290	1149	1071	1031	1044	983	1010	914
Long Term (Residential)	100%	137	159	114	109	103	102	100	94	94	103	121	150	153
Short Term (Residential)	100%	53	107	53	107	53	53	53	53	53	53	53	130	124
Long Term (Other)	50%	487	524	498	526	453	507	545	475	443	342	313	234	141
Short Term (Other)	50%	487	524	498	526	453	507	545	475	443	342	313	234	141
Long Term (School)	25%	313	322	343	357	364	357	364	328	292	246	197	122	77
Short Term (School)	75%	939	967	1030	1071	1092	1071	1092	984	877	738	590	367	231

Total Parking Supply	Total	8285	8300	8300	8300	8300	8297	8285	8239	8268	8321	8345	8345	8345
	85% of Total	7042	7055	7055	7055	7055	7052	7042	7003	7028	7073	7093	7093	7093
	Total Long Term	3781	3802	3802	3802	3802	3790	3778	3853	4705	6617	6636	6636	6894
	All Other Spaces	4504	4498	4498	4498	4498	4507	4507	4386	3563	1704	1709	1709	1451
Total Observed Demand	Total	4865	5320	5595	5720	5756	5624	5411	5087	4632	3693	2677	2219	1752
	Total Long Term	2262	2407	2461	2506	2492	2456	2353	2243	2551	3055	2158	1747	1414
	All Other Spaces	2603	2913	3134	3214	3264	3168	3058	2844	2081	638	519	472	338
Total Predicted Demand	Total	4500	5284	5489	5669	5585	5626	5551	5177	4463	3389	2892	2528	2022
	Long Term	2239	2543	2548	2583	2469	2563	2570	2451	1961	1186	945	783	612
	Short Term	2261	2741	2941	3086	3116	3063	2981	2726	2502	2203	1947	1744	1410

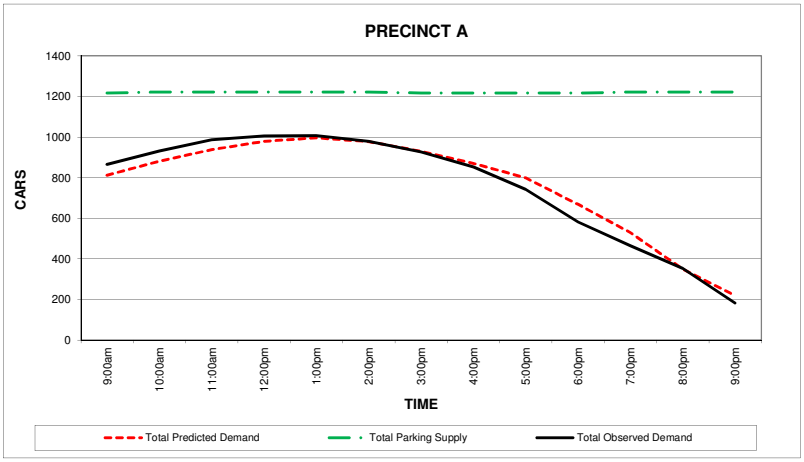


Model

Use	Restriction Type	Parking Demand A												
		9:00am	10:00am	11:00am	12:00pm	1:00pm	2:00pm	3:00pm	4:00pm	5:00pm	6:00pm	7:00pm	8:00pm	9:00pm
Accommodation [1]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Aged Care Facility [2]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Bank [3]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Department Store [4]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Car Sales [5]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Child Care [6]	School	4	3	3	3	3	3	3	3	3	1	1	0	0
Education [7]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0
Convenience Restaurant [8]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Dwelling (Visitor) [9]	Residential (Visitor)	0	1	0	1	0	0	0	0	0	0	0	1	1
Factory [10]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0
Parking Facilities [11]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Health Clinic [12]	Other	7	7	6	7	5	7	8	6	6	5	5	3	0
Trade Supplies [13]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Minor Sports and Rec [14]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Office [15]	Professional	2	2	2	2	2	2	2	2	2	0	0	0	0
Other [16]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Restaurant [17]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Restricted Retail [18]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Retail [19]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
School [20]	School	0	0	0	0	0	0	0	0	0	0	0	0	0
Service Station [21]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Supermarket [22]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
University [23]	School	798	867	926	965	985	965	916	857	788	660	522	345	217
Place of Assembly [24]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Warehouse [25]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Dwelling (Resdient) [26]	Residential	1	1	1	1	1	1	1	1	1	1	1	1	1
Gambling [27]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Pub/Hotel/Tavern [28]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Commuter [29]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Vacant [30]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0

Sub Totals	Split													
		812	881	939	979	996	978	930	869	799	668	529	350	219
Long Term (Professional)	90%	2	2	2	2	2	2	2	2	1	0	0	0	0
Short Term (Professional)	10%	0	0	0	0	0	0	0	0	0	0	0	0	0
Long Term (Retail)	20%	0	0	0	0	0	0	0	0	0	0	0	0	0
Short Term (Retail)	80%	0	0	0	0	0	0	0	0	0	0	0	0	0
Long Term (Residential)	100%	1	1	1	1	1	1	1	1	1	1	1	1	1
Short Term (Residential)	100%	0	1	0	1	0	0	0	0	0	0	0	1	1
Long Term (Other)	50%	3	4	3	4	3	3	4	3	3	3	3	2	0
Short Term (Other)	50%	3	4	3	4	3	3	4	3	3	3	3	2	0
Long Term (School)	25%	200	217	232	242	247	242	230	215	198	165	131	86	54
Short Term (School)	75%	601	652	697	726	741	726	690	645	593	496	392	259	163

Total Parking Supply	Total	1217	1222	1222	1222	1222	1222	1217	1217	1217	1217	1222	1222	1222
	85% of Total	1034	1039	1039	1039	1039	1039	1034	1034	1034	1034	1039	1039	1039
	Total Long Term	570	570	570	570	570	570	570	570	1069	1113	1113	1113	1153
	All Other Spaces	647	652	652	652	652	652	647	647	148	104	109	109	69
Total Observed Demand	Total	865	932	986	1005	1008	979	926	853	743	582	464	352	182
	Total Long Term	447	471	481	481	476	462	435	396	673	552	438	329	180
	All Other Spaces	418	461	505	524	532	517	491	457	70	30	26	23	2
Total Predicted Demand	Total	812	881	939	979	996	978	930	869	799	668	529	350	219
	Long Term	207	224	238	248	252	248	236	221	203	169	134	89	55
	Short Term	605	657	700	731	744	730	694	649	597	499	395	261	163

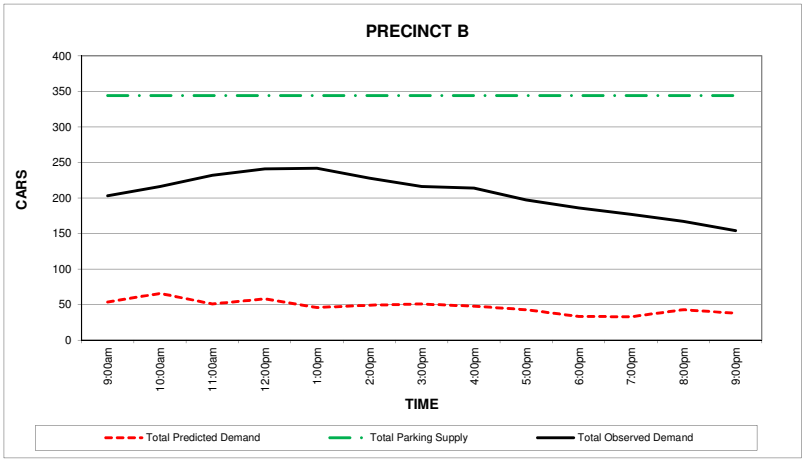


Model

Use	Restriction Type	Parking Demand B												
		9:00am	10:00am	11:00am	12:00pm	1:00pm	2:00pm	3:00pm	4:00pm	5:00pm	6:00pm	7:00pm	8:00pm	9:00pm
Accommodation [1]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Aged Care Facility [2]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Bank [3]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Department Store [4]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Car Sales [5]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Child Care [6]	School	3	2	2	2	2	2	3	2	2	1	1	0	0
Education [7]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0
Convenience Restaurant [8]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Dwelling (Visitor) [9]	Residential (Visitor)	7	15	7	15	7	7	7	7	7	7	7	18	17
Factory [10]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0
Parking Facilities [11]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Health Clinic [12]	Other	10	11	9	11	8	10	11	9	9	8	8	5	0
Trade Supplies [13]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Minor Sports and Rec [14]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Office [15]	Professional	14	16	16	16	15	16	16	16	11	3	1	0	0
Other [16]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Restaurant [17]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Restricted Retail [18]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Retail [19]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
School [20]	School	0	0	0	0	0	0	0	0	0	0	0	0	0
Service Station [21]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Supermarket [22]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
University [23]	School	0	0	0	0	0	0	0	0	0	0	0	0	0
Place of Assembly [24]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Warehouse [25]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Dwelling (Resdient) [26]	Residential	19	22	15	15	14	14	14	13	13	14	16	20	21
Gambling [27]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Pub/Hotel/Tavern [28]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Commuter [29]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Vacant [30]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0

Sub Totals	Split	53	66	51	58	46	49	51	48	42	33	33	43	38
Long Term (Professional)	90%	13	14	15	14	13	14	14	14	10	2	1	0	0
Short Term (Professional)	10%	1	2	2	2	1	2	2	2	1	0	0	0	0
Long Term (Retail)	20%	0	0	0	0	0	0	0	0	0	0	0	0	0
Short Term (Retail)	80%	0	0	0	0	0	0	0	0	0	0	0	0	0
Long Term (Residential)	100%	19	22	15	15	14	14	14	13	13	14	16	20	21
Short Term (Residential)	100%	7	15	7	15	7	7	7	7	7	7	7	18	17
Long Term (Other)	50%	5	6	5	5	4	5	6	5	5	4	4	2	0
Short Term (Other)	50%	5	6	5	5	4	5	6	5	5	4	4	2	0
Long Term (School)	25%	1	1	1	1	1	1	1	1	1	0	0	0	0
Short Term (School)	75%	2	2	2	2	2	2	2	2	2	1	0	0	0

Total Parking Supply	Total	344	344	344	344	344	344	344	344	344	344	344	344	344
	85% of Total	292	292	292	292	292	292	292	292	292	292	292	292	292
	Total Long Term	96	96	96	96	96	96	96	96	96	322	322	322	322
	All Other Spaces	248	248	248	248	248	248	248	248	248	22	22	22	22
Total Observed Demand	Total	203	216	232	241	242	228	216	214	197	186	177	167	154
	Total Long Term	43	43	44	45	47	46	42	41	35	181	173	167	154
	All Other Spaces	160	173	188	196	195	182	174	173	162	5	4	0	0
Total Predicted Demand	Total	53	66	51	58	46	49	51	48	42	33	33	43	38
	Long Term	37	42	35	35	32	33	34	32	28	21	21	23	21
	Short Term	16	24	15	23	14	15	17	15	15	12	12	20	17

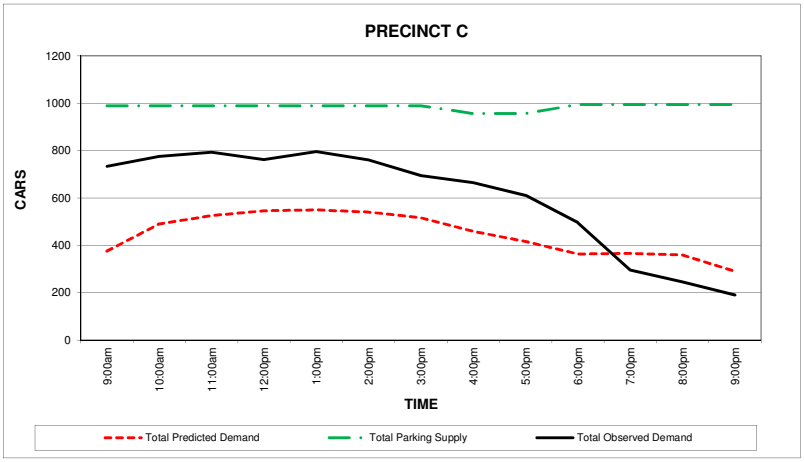


Model

Use	Restriction Type	Parking Demand C												
		9:00am	10:00am	11:00am	12:00pm	1:00pm	2:00pm	3:00pm	4:00pm	5:00pm	6:00pm	7:00pm	8:00pm	9:00pm
Accommodation [1]	Other	2	2	2	2	2	4	3	3	2	2	2	2	2
Aged Care Facility [2]	Other	5	6	6	6	5	5	5	4	4	4	4	3	4
Bank [3]	Retail	4	15	18	18	19	19	17	17	4	0	0	0	0
Department Store [4]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Car Sales [5]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Child Care [6]	School	0	0	0	0	0	0	0	0	0	0	0	0	0
Education [7]	Professional	3	3	3	3	3	3	3	3	2	0	0	0	0
Convenience Restaurant [8]	Retail	8	8	8	8	18	13	14	12	10	13	28	21	16
Dwelling (Visitor) [9]	Residential (Visitor)	6	13	6	13	6	6	6	6	6	6	6	16	15
Factory [10]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0
Parking Facilities [11]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Health Clinic [12]	Other	88	94	78	92	66	84	97	78	77	69	67	39	0
Trade Supplies [13]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Minor Sports and Rec [14]	Other	2	2	1	1	1	1	1	1	1	2	1	1	0
Office [15]	Professional	77	88	88	86	80	86	86	87	60	14	4	0	0
Other [16]	Other	10	12	13	13	13	13	13	12	10	7	9	8	7
Restaurant [17]	Retail	14	21	29	36	72	50	36	7	29	79	93	143	136
Restricted Retail [18]	Retail	9	19	23	23	24	24	21	21	19	15	14	13	12
Retail [19]	Retail	77	123	150	148	153	154	139	136	123	97	62	46	39
School [20]	School	0	0	0	0	0	0	0	0	0	0	0	0	0
Service Station [21]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Supermarket [22]	Retail	41	47	55	53	46	45	43	45	37	29	34	31	28
University [23]	School	0	0	0	0	0	0	0	0	0	0	0	0	0
Place of Assembly [24]	Other	12	14	15	15	10	11	15	11	9	3	8	9	8
Warehouse [25]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Dwelling (Resdient) [26]	Residential	17	19	14	13	13	12	12	11	11	13	15	18	19
Gambling [27]	Retail	0	2	15	15	20	10	5	5	10	10	20	10	5
Pub/Hotel/Tavern [28]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Commuter [29]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Vacant [30]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0

Sub Totals	Split													
		375	490	525	545	549	540	516	459	415	364	366	359	289
Long Term (Professional)	90%	72	82	83	80	74	80	80	81	56	13	3	0	0
Short Term (Professional)	10%	8	9	9	9	8	9	9	9	6	1	0	0	0
Long Term (Retail)	20%	31	47	59	60	70	63	55	48	46	49	50	53	47
Short Term (Retail)	80%	123	189	238	240	280	252	219	194	185	194	201	211	188
Long Term (Residential)	100%	17	19	14	13	13	12	12	11	11	13	15	18	19
Short Term (Residential)	100%	6	13	6	13	6	6	6	6	6	6	6	16	15
Long Term (Other)	50%	59	65	58	65	49	59	67	55	52	43	45	31	11
Short Term (Other)	50%	59	65	58	65	49	59	67	55	52	43	45	31	11
Long Term (School)	25%	0	0	0	0	0	0	0	0	0	0	0	0	0
Short Term (School)	75%	0	0	0	0	0	0	0	0	0	0	0	0	0

Total Parking Supply	Total	989	989	989	989	989	989	989	957	957	995	995	995	995
	85% of Total	841	841	841	841	841	841	841	813	813	846	846	846	846
	Total Long Term	207	207	207	207	207	207	207	207	207	766	766	766	778
	All Other Spaces	782	782	782	782	782	782	782	750	750	229	229	229	217
Total Observed Demand	Total	734	775	793	762	796	761	694	665	610	495	295	245	190
	Total Long Term	118	130	136	145	140	132	114	103	78	422	252	209	157
	All Other Spaces	616	645	657	617	656	629	580	562	532	73	43	36	33
Total Predicted Demand	Total	375	490	525	545	549	540	516	459	415	364	366	359	289
	Long Term	179	214	214	218	206	214	214	195	166	118	113	102	76
	Short Term	197	277	311	327	344	326	302	264	250	246	253	257	213

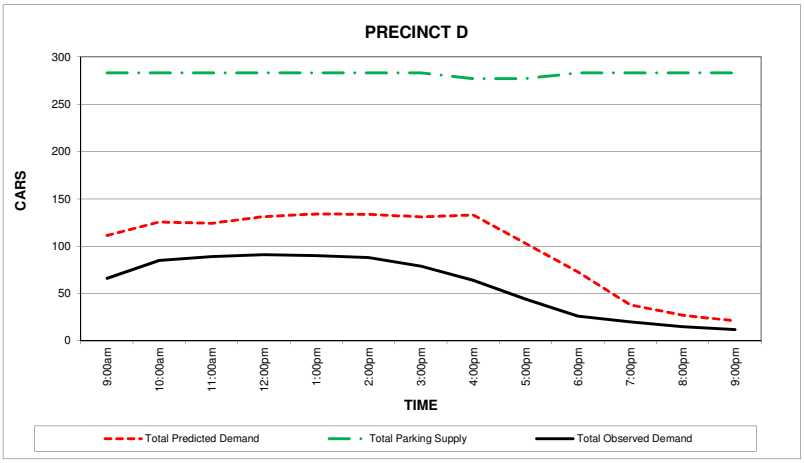


Model

Use	Restriction Type	Parking Demand D												
		9:00am	10:00am	11:00am	12:00pm	1:00pm	2:00pm	3:00pm	4:00pm	5:00pm	6:00pm	7:00pm	8:00pm	9:00pm
Accommodation [1]	Other	5	5	4	4	5	8	7	6	5	3	3	4	4
Aged Care Facility [2]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Bank [3]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Department Store [4]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Car Sales [5]	Retail	32	37	37	35	38	37	36	37	35	32	9	0	0
Child Care [6]	School	0	0	0	0	0	0	0	0	0	0	0	0	0
Education [7]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0
Convenience Restaurant [8]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Dwelling (Visitor) [9]	Residential (Visitor)	0	0	0	0	0	0	0	0	0	0	0	0	0
Factory [10]	Professional	50	56	53	59	58	58	58	58	36	15	6	6	3
Parking Facilities [11]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Health Clinic [12]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Trade Supplies [13]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Minor Sports and Rec [14]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Office [15]	Professional	3	4	4	4	3	4	4	4	3	1	0	0	0
Other [16]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Restaurant [17]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Restricted Retail [18]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Retail [19]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
School [20]	School	0	0	0	0	0	0	0	0	0	0	0	0	0
Service Station [21]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Supermarket [22]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
University [23]	School	4	5	5	5	5	5	5	5	4	4	3	2	1
Place of Assembly [24]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Warehouse [25]	Other	14	15	15	17	16	16	16	16	10	4	2	1	0
Dwelling (Resdient) [26]	Residential	0	1	0	0	0	0	0	0	0	0	0	1	1
Gambling [27]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Pub/Hotel/Tavern [28]	Retail	1	3	4	5	7	5	5	7	10	14	14	14	12
Commuter [29]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Vacant [30]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0

Sub Totals	Split	111	125	124	131	134	134	131	133	103	73	38	27	21
Long Term (Professional)	90%	48	54	52	57	55	55	55	55	34	14	5	5	3
Short Term (Professional)	10%	5	6	6	6	6	6	6	6	4	2	1	1	0
Long Term (Retail)	20%	7	8	8	8	9	8	8	9	9	9	5	3	2
Short Term (Retail)	80%	26	32	33	32	36	34	33	35	36	36	18	11	10
Long Term (Residential)	100%	0	1	0	0	0	0	0	0	0	0	0	1	1
Short Term (Residential)	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Long Term (Other)	50%	10	10	10	11	11	12	12	11	8	4	3	2	2
Short Term (Other)	50%	10	10	10	11	11	12	12	11	8	4	3	2	2
Long Term (School)	25%	1	1	1	1	1	1	1	1	1	1	1	0	0
Short Term (School)	75%	3	4	4	4	4	4	4	4	3	3	2	1	1

Total Parking Supply	Total	283	283	283	283	283	283	283	277	277	283	283	283	283
	85% of Total	241	241	241	241	241	241	241	235	235	241	241	241	241
	Total Long Term	261	261	261	261	261	261	261	257	257	264	264	264	264
	All Other Spaces	22	22	22	22	22	22	22	20	20	19	19	19	19
Total Observed Demand	Total	66	85	89	91	90	88	79	64	44	26	20	15	12
	Total Long Term	60	77	78	80	80	78	71	58	39	23	17	12	9
	All Other Spaces	6	8	11	11	10	10	8	6	5	3	3	3	3
Total Predicted Demand	Total	111	125	124	131	134	134	131	133	103	73	38	27	21
	Long Term	66	74	71	77	77	77	77	77	52	28	14	11	8
	Short Term	45	52	53	54	57	56	54	56	51	45	24	16	13

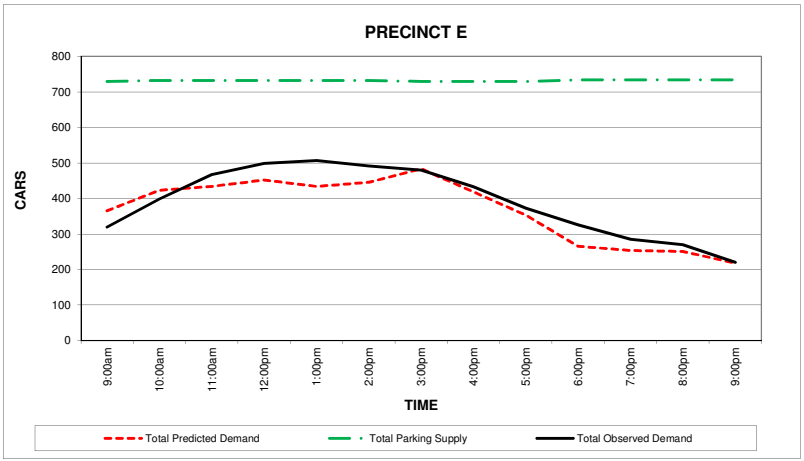


Model

Use	Restriction Type	Parking Demand E												
		9:00am	10:00am	11:00am	12:00pm	1:00pm	2:00pm	3:00pm	4:00pm	5:00pm	6:00pm	7:00pm	8:00pm	9:00pm
Accommodation [1]	Other	12	12	12	12	13	20	17	14	12	8	9	9	9
Aged Care Facility [2]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Bank [3]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Department Store [4]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Car Sales [5]	Retail	4	4	4	4	4	4	4	4	4	4	1	0	0
Child Care [6]	School	1	1	1	1	1	1	1	1	1	1	0	0	0
Education [7]	Professional	35	40	40	39	36	39	39	39	27	6	2	0	0
Convenience Restaurant [8]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Dwelling (Visitor) [9]	Residential (Visitor)	7	13	7	13	7	7	7	7	7	7	7	16	16
Factory [10]	Professional	15	16	16	17	17	17	17	17	10	4	2	2	1
Parking Facilities [11]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Health Clinic [12]	Other	40	42	35	41	30	38	43	35	35	31	30	17	0
Trade Supplies [13]	Retail	15	19	24	28	23	24	26	23	21	12	9	6	6
Minor Sports and Rec [14]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Office [15]	Professional	86	98	99	96	89	96	96	97	67	16	4	0	0
Other [16]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Restaurant [17]	Retail	9	13	17	21	43	30	21	4	17	47	56	86	81
Restricted Retail [18]	Retail	18	39	47	46	48	48	43	42	39	31	29	26	24
Retail [19]	Retail	20	32	38	38	39	40	36	35	32	25	16	12	10
School [20]	School	48	22	22	22	22	22	64	38	19	19	19	0	0
Service Station [21]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Supermarket [22]	Retail	1	1	2	2	1	1	1	1	1	1	1	1	1
University [23]	School	0	0	0	0	0	0	0	0	0	0	0	0	0
Place of Assembly [24]	Other	36	43	46	44	31	34	44	32	26	10	23	26	23
Warehouse [25]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Dwelling (Resdient) [26]	Residential	17	20	14	14	13	13	13	12	12	13	15	19	19
Gambling [27]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Pub/Hotel/Tavern [28]	Retail	3	6	9	12	15	12	11	15	21	31	31	31	27
Commuter [29]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Vacant [30]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0

Sub Totals	Split													
		366	423	434	452	434	446	484	419	353	266	254	250	218
Long Term (Professional)	90%	122	139	139	137	128	137	137	138	94	24	7	2	1
Short Term (Professional)	10%	14	15	15	15	14	15	15	15	10	3	1	0	0
Long Term (Retail)	20%	14	23	28	30	35	32	29	25	27	30	29	32	30
Short Term (Retail)	80%	55	91	113	121	140	128	114	101	108	120	114	128	119
Long Term (Residential)	100%	17	20	14	14	13	13	13	12	12	13	15	19	19
Short Term (Residential)	100%	7	13	7	13	7	7	7	7	7	7	7	16	16
Long Term (Other)	50%	44	49	46	49	37	46	52	41	37	25	31	26	16
Short Term (Other)	50%	44	49	46	49	37	46	52	41	37	25	31	26	16
Long Term (School)	25%	12	6	6	6	6	6	16	10	5	5	5	0	0
Short Term (School)	75%	37	18	18	18	18	18	49	30	15	15	15	0	0

Total Parking Supply	Total	730	732	732	732	732	732	730	730	730	734	734	734	734
	85% of Total	621	622	622	622	622	622	621	621	621	624	624	624	624
	Total Long Term	129	141	141	141	141	129	126	141	141	453	453	453	521
	All Other Spaces	601	591	591	591	591	603	604	589	589	281	281	281	213
Total Observed Demand	Total	319	399	467	499	507	492	480	433	373	326	285	270	220
	Total Long Term	86	93	91	91	92	82	77	75	61	222	194	183	165
	All Other Spaces	233	306	376	408	415	410	403	358	312	104	91	87	55
Total Predicted Demand	Total	366	423	434	452	434	446	484	419	353	266	254	250	218
	Long Term	209	236	234	236	219	233	246	226	175	97	86	79	66
	Short Term	156	187	199	216	215	213	237	193	178	169	167	171	151

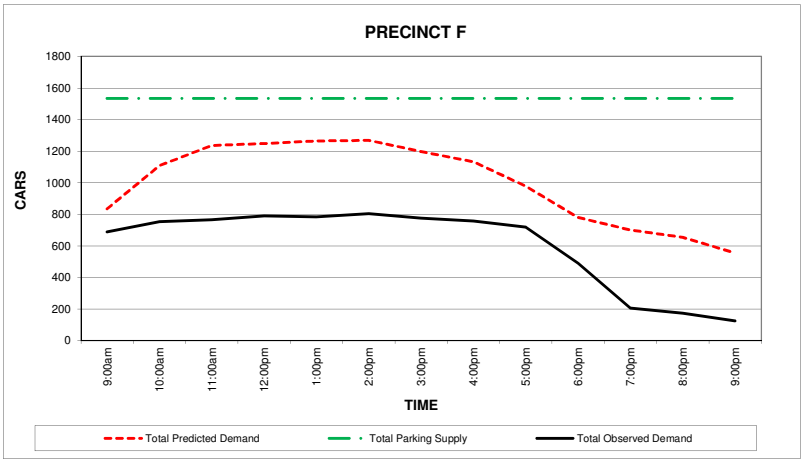


Model

Use	Restriction Type	Parking Demand												
		F												
		9:00am	10:00am	11:00am	12:00pm	1:00pm	2:00pm	3:00pm	4:00pm	5:00pm	6:00pm	7:00pm	8:00pm	9:00pm
Accommodation [1]	Other	11	11	10	10	11	17	15	12	11	7	8	8	8
Aged Care Facility [2]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Bank [3]	Retail	8	33	39	39	40	41	37	36	8	0	0	0	0
Department Store [4]	Retail	76	121	147	145	150	151	136	133	121	95	92	80	76
Car Sales [5]	Retail	1	2	2	1	2	2	1	2	1	1	0	0	0
Child Care [6]	School	0	0	0	0	0	0	0	0	0	0	0	0	0
Education [7]	Professional	10	11	11	11	10	11	11	11	8	2	0	0	0
Convenience Restaurant [8]	Retail	9	9	9	9	20	15	15	14	11	15	32	23	18
Dwelling (Visitor) [9]	Residential (Visitor)	1	2	1	2	1	1	1	1	1	1	1	2	2
Factory [10]	Professional	11	12	12	13	13	13	13	13	8	3	1	1	1
Parking Facilities [11]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Health Clinic [12]	Other	92	98	82	96	69	88	101	82	81	72	70	40	0
Trade Supplies [13]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Minor Sports and Rec [14]	Other	1	2	1	1	1	1	1	1	1	1	1	1	0
Office [15]	Professional	220	250	253	245	228	245	245	248	172	40	10	0	0
Other [16]	Other	6	7	7	8	7	7	8	7	5	4	5	5	4
Restaurant [17]	Retail	20	30	40	50	100	70	50	10	40	110	131	201	191
Restricted Retail [18]	Retail	7	16	20	19	20	20	18	18	16	13	12	11	10
Retail [19]	Retail	205	327	397	393	405	409	368	360	327	258	164	123	102
School [20]	School	10	5	5	5	5	5	14	8	4	4	4	0	0
Service Station [21]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Supermarket [22]	Retail	137	157	180	175	153	148	141	148	121	96	112	101	92
University [23]	School	0	0	0	0	0	0	0	0	0	0	0	0	0
Place of Assembly [24]	Other	2	3	3	3	2	2	3	2	2	1	1	2	1
Warehouse [25]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Dwelling (Resdient) [26]	Residential	2	2	2	2	2	1	1	1	1	2	2	2	2
Gambling [27]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Pub/Hotel/Tavern [28]	Retail	6	11	17	22	28	22	19	28	39	55	55	55	49
Commuter [29]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Vacant [30]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0

Sub Totals	Split													
		834	1108	1236	1248	1265	1268	1198	1133	978	780	701	655	555
Long Term (Professional)	90%	217	246	248	242	225	242	242	244	169	41	11	1	1
Short Term (Professional)	10%	24	27	28	27	25	27	27	27	19	5	1	0	0
Long Term (Retail)	20%	94	141	170	171	184	176	157	150	137	129	120	119	107
Short Term (Retail)	80%	375	565	680	683	735	702	629	598	548	515	478	475	430
Long Term (Residential)	100%	2	2	2	2	2	1	1	1	1	2	2	2	2
Short Term (Residential)	100%	1	2	1	2	1	1	1	1	1	1	1	2	2
Long Term (Other)	50%	56	60	51	58	45	57	63	52	50	42	42	28	7
Short Term (Other)	50%	56	60	51	58	45	57	63	52	50	42	42	28	7
Long Term (School)	25%	3	1	1	1	1	1	3	2	1	1	1	0	0
Short Term (School)	75%	8	4	4	4	4	4	10	6	3	3	3	0	0

Total Parking Supply	Total	1535	1535	1535	1535	1535	1535	1535	1535	1535	1535	1535	1535	1535
	85% of Total	1305	1305	1305	1305	1305	1305	1305	1305	1305	1305	1305	1305	1305
	Total Long Term	1252	1252	1252	1252	1252	1252	1252	1252	1252	1400	1400	1400	1400
	All Other Spaces	283	283	283	283	283	283	283	283	283	135	135	135	135
Total Observed Demand	Total	689	754	766	789	784	803	775	758	718	489	206	174	125
	Total Long Term	496	536	548	567	564	578	554	542	509	423	159	129	89
	All Other Spaces	193	218	218	222	220	225	221	216	209	66	47	45	36
Total Predicted Demand	Total	834	1108	1236	1248	1265	1268	1198	1133	978	780	701	655	555
	Long Term	371	451	473	474	457	478	467	449	358	215	175	150	117
	Short Term	463	657	764	774	809	791	730	684	620	565	526	505	438

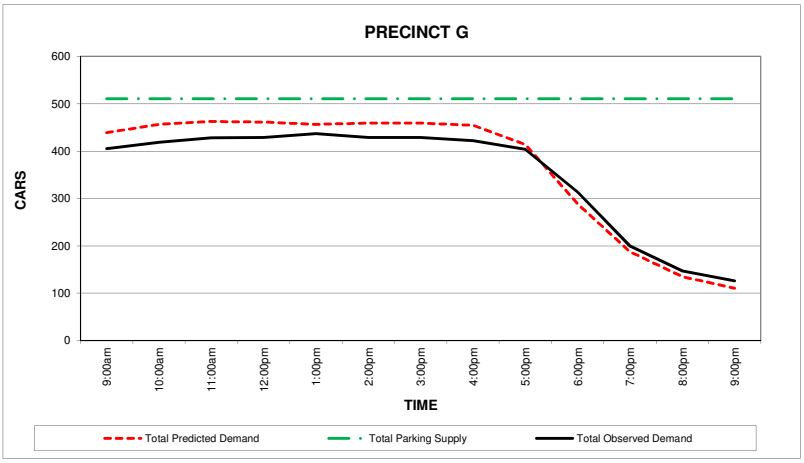


Model

Use	Restriction Type	Parking Demand G												
		9:00am	10:00am	11:00am	12:00pm	1:00pm	2:00pm	3:00pm	4:00pm	5:00pm	6:00pm	7:00pm	8:00pm	9:00pm
Accommodation [1]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Aged Care Facility [2]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Bank [3]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Department Store [4]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Car Sales [5]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Child Care [6]	School	0	0	0	0	0	0	0	0	0	0	0	0	0
Education [7]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0
Convenience Restaurant [8]	Retail	0	0	0	0	1	0	1	0	0	0	1	1	1
Dwelling (Visitor) [9]	Residential (Visitor)	0	1	0	1	0	0	0	0	0	0	0	1	1
Factory [10]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0
Parking Facilities [11]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Health Clinic [12]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Trade Supplies [13]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Minor Sports and Rec [14]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Office [15]	Professional	75	85	86	83	77	83	83	84	58	14	3	0	0
Other [16]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Restaurant [17]	Retail	1	1	1	2	4	3	2	0	1	4	5	7	7
Restricted Retail [18]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Retail [19]	Retail	1	1	1	1	1	1	1	1	1	1	0	0	0
School [20]	School	0	0	0	0	0	0	0	0	0	0	0	0	0
Service Station [21]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Supermarket [22]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
University [23]	School	7	7	8	8	8	8	8	7	7	6	4	3	2
Place of Assembly [24]	Other	3	3	3	3	2	3	3	2	2	1	2	2	2
Warehouse [25]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Dwelling (Resdient) [26]	Residential	1	1	1	1	1	1	1	1	1	1	1	1	1
Gambling [27]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Pub/Hotel/Tavern [28]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Commuter [29]	Other	352	357	362	362	362	360	361	358	344	262	171	120	97
Vacant [30]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0

Sub Totals	Split	439	456	463	461	456	459	460	454	414	288	188	135	110
Long Term (Professional)	90%	67	77	77	75	70	75	75	76	53	12	3	0	0
Short Term (Professional)	10%	7	9	9	8	8	8	8	8	6	1	0	0	0
Long Term (Retail)	20%	0	0	1	1	1	1	1	0	1	1	1	2	2
Short Term (Retail)	80%	1	2	2	2	4	3	3	1	2	4	5	7	6
Long Term (Residential)	100%	1	1	1	1	1	1	1	1	1	1	1	1	1
Short Term (Residential)	100%	0	1	0	1	0	0	0	0	0	0	0	1	1
Long Term (Other)	50%	177	180	183	183	182	181	182	180	173	131	86	61	49
Short Term (Other)	50%	177	180	183	183	182	181	182	180	173	131	86	61	49
Long Term (School)	25%	2	2	2	2	2	2	2	2	2	1	1	1	0
Short Term (School)	75%	5	6	6	6	6	6	6	5	5	4	3	2	1

Total Parking Supply	Total	511	511	511	511	511	511	511	511	511	511	511	511	511
	85% of Total	434	434	434	434	434	434	434	434	434	434	434	434	434
	Total Long Term	342	342	342	342	342	342	342	342	342	377	377	377	377
	All Other Spaces	169	169	169	169	169	169	169	169	169	134	134	134	134
Total Observed Demand	Total	405	419	428	429	437	429	429	422	404	313	200	147	126
	Total Long Term	340	341	342	342	342	342	342	340	328	279	182	131	108
	All Other Spaces	65	78	86	87	95	87	87	82	76	34	18	16	18
Total Predicted Demand	Total	439	456	463	461	456	459	460	454	414	288	188	135	110
	Long Term	247	260	263	261	256	260	260	259	228	147	92	64	52
	Short Term	191	197	200	200	201	199	199	196	186	141	95	70	58

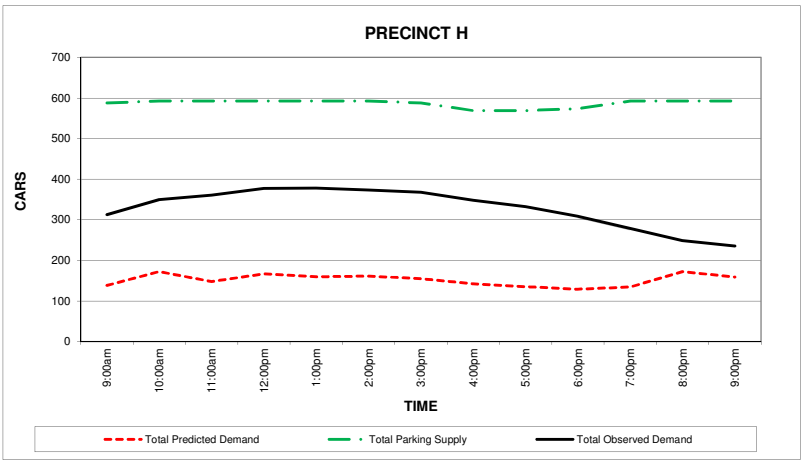


Model

Use	Restriction Type	Parking Demand H												
		9:00am	10:00am	11:00am	12:00pm	1:00pm	2:00pm	3:00pm	4:00pm	5:00pm	6:00pm	7:00pm	8:00pm	9:00pm
Accommodation [1]	Other	11	11	11	11	12	18	16	13	11	8	8	9	9
Aged Care Facility [2]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Bank [3]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Department Store [4]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Car Sales [5]	Retail	1	1	1	1	1	1	1	1	1	1	0	0	0
Child Care [6]	School	3	2	2	2	2	2	3	2	2	1	1	0	0
Education [7]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0
Convenience Restaurant [8]	Retail	1	1	1	1	3	2	2	2	2	2	4	3	2
Dwelling (Visitor) [9]	Residential (Visitor)	15	30	15	30	15	15	15	15	15	15	15	37	35
Factory [10]	Professional	2	2	2	3	3	3	3	3	2	1	0	0	0
Parking Facilities [11]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Health Clinic [12]	Other	12	13	11	12	9	11	13	11	10	9	9	5	0
Trade Supplies [13]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Minor Sports and Rec [14]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Office [15]	Professional	39	45	45	44	41	44	44	44	31	7	2	0	0
Other [16]	Other	6	7	8	8	8	8	8	7	6	5	5	5	4
Restaurant [17]	Retail	5	7	9	11	23	16	11	2	9	25	29	45	43
Restricted Retail [18]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Retail [19]	Retail	2	3	3	3	3	3	3	3	3	2	1	1	1
School [20]	School	0	0	0	0	0	0	0	0	0	0	0	0	0
Service Station [21]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Supermarket [22]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
University [23]	School	0	0	0	0	0	0	0	0	0	0	0	0	0
Place of Assembly [24]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Warehouse [25]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Dwelling (Resdient) [26]	Residential	39	45	32	31	29	29	28	27	27	29	34	42	43
Gambling [27]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Pub/Hotel/Tavern [28]	Retail	2	5	7	10	12	10	9	12	17	24	24	24	21
Commuter [29]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Vacant [30]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0

Sub Totals	Split													
Long Term (Professional)	90%	37	42	43	42	39	42	42	42	29	7	2	0	0
Short Term (Professional)	10%	4	5	5	5	4	5	5	5	3	1	0	0	0
Long Term (Retail)	20%	2	3	4	5	8	6	5	4	6	11	12	15	14
Short Term (Retail)	80%	8	13	17	21	33	25	21	16	25	43	48	59	54
Long Term (Residential)	100%	39	45	32	31	29	29	28	27	27	29	34	42	43
Short Term (Residential)	100%	15	30	15	30	15	15	15	15	15	15	15	37	35
Long Term (Other)	50%	15	16	15	16	14	19	19	15	14	11	11	9	6
Short Term (Other)	50%	15	16	15	16	14	19	19	15	14	11	11	9	6
Long Term (School)	25%	1	1	1	1	1	1	1	1	1	0	0	0	0
Short Term (School)	75%	2	2	2	2	2	2	2	2	2	1	0	0	0

Total Parking Supply	Total	588	593	593	593	593	593	588	569	569	574	593	593	593
	85% of Total	500	504	504	504	504	504	500	484	484	488	504	504	504
	Total Long Term	263	263	263	263	263	263	263	249	249	296	315	315	387
	All Other Spaces	325	330	330	330	330	330	325	320	320	278	278	278	206
Total Observed Demand	Total	313	350	361	377	378	373	368	348	332	309	279	249	235
	Total Long Term	159	174	185	190	189	184	183	177	168	178	158	138	156
	All Other Spaces	154	176	176	187	189	189	185	171	164	131	121	111	79
Total Predicted Demand	Total	138	172	148	167	160	161	155	142	135	129	134	172	159
	Long Term	94	107	94	94	91	96	94	89	76	58	59	67	63
	Short Term	44	65	53	73	69	65	61	53	59	71	75	105	96

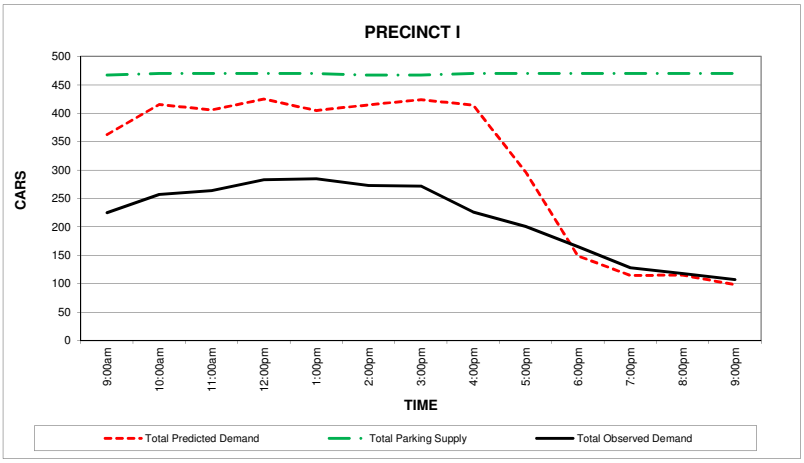


Model

Use	Restriction Type	Parking Demand												
		I												
		9:00am	10:00am	11:00am	12:00pm	1:00pm	2:00pm	3:00pm	4:00pm	5:00pm	6:00pm	7:00pm	8:00pm	9:00pm
Accommodation [1]	Other	6	6	5	5	6	9	8	7	6	4	4	4	4
Aged Care Facility [2]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Bank [3]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Department Store [4]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Car Sales [5]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Child Care [6]	School	0	0	0	0	0	0	0	0	0	0	0	0	0
Education [7]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0
Convenience Restaurant [8]	Retail	2	2	2	2	4	3	3	3	2	3	6	5	3
Dwelling (Visitor) [9]	Residential (Visitor)	7	13	7	13	7	7	7	7	7	7	7	16	15
Factory [10]	Professional	132	146	140	156	152	151	151	151	93	39	16	16	8
Parking Facilities [11]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Health Clinic [12]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Trade Supplies [13]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Minor Sports and Rec [14]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Office [15]	Professional	151	171	173	168	156	168	168	170	118	28	7	0	0
Other [16]	Other	18	22	23	24	22	22	24	21	17	13	15	15	12
Restaurant [17]	Retail	0	1	1	1	2	1	1	0	1	2	2	4	3
Restricted Retail [18]	Retail	5	11	13	13	13	13	12	12	11	9	8	7	7
Retail [19]	Retail	1	2	3	3	3	3	2	2	2	2	1	1	1
School [20]	School	11	5	5	5	5	5	15	9	4	4	4	0	0
Service Station [21]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Supermarket [22]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
University [23]	School	0	0	0	0	0	0	0	0	0	0	0	0	0
Place of Assembly [24]	Other	9	11	12	11	8	9	11	8	7	3	6	7	6
Warehouse [25]	Other	2	2	2	3	3	3	3	3	2	1	0	0	0
Dwelling (Resdient) [26]	Residential	17	19	14	13	13	12	12	12	12	13	15	18	19
Gambling [27]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Pub/Hotel/Tavern [28]	Retail	2	5	7	9	12	9	8	12	16	23	23	23	20
Commuter [29]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Vacant [30]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0

Sub Totals	Split													
		362	416	406	425	405	415	424	414	297	149	115	115	98
Long Term (Professional)	90%	255	286	282	291	277	287	287	288	190	60	20	14	7
Short Term (Professional)	10%	28	32	31	32	31	32	32	32	21	7	2	2	1
Long Term (Retail)	20%	2	4	5	6	7	6	5	6	6	8	8	8	7
Short Term (Retail)	80%	9	16	20	22	27	24	21	23	26	31	33	31	28
Long Term (Residential)	100%	17	19	14	13	13	12	12	12	12	13	15	18	19
Short Term (Residential)	100%	7	13	7	13	7	7	7	7	7	7	7	16	15
Long Term (Other)	50%	17	20	21	21	19	21	23	19	15	10	13	13	11
Short Term (Other)	50%	17	20	21	21	19	21	23	19	15	10	13	13	11
Long Term (School)	25%	3	1	1	1	1	1	4	2	1	1	1	0	0
Short Term (School)	75%	8	4	4	4	4	4	11	7	3	3	3	0	0

Total Parking Supply	Total	467	470	470	470	470	467	467	470	470	470	470	470	470
	85% of Total	397	400	400	400	400	397	397	400	400	400	400	400	400
	Total Long Term	291	291	291	291	291	291	291	315	317	423	423	423	427
	All Other Spaces	176	179	179	179	179	176	176	155	153	47	47	47	43
Total Observed Demand	Total	225	257	264	283	285	273	272	226	201	165	128	118	107
	Total Long Term	170	189	199	206	204	198	188	167	147	154	118	109	100
	All Other Spaces	55	68	65	77	81	75	84	59	54	11	10	9	7
Total Predicted Demand	Total	362	416	406	425	405	415	424	414	297	149	115	115	98
	Long Term	293	331	323	333	317	328	331	327	224	91	57	53	44
	Short Term	69	85	83	93	87	87	93	87	72	57	58	62	55

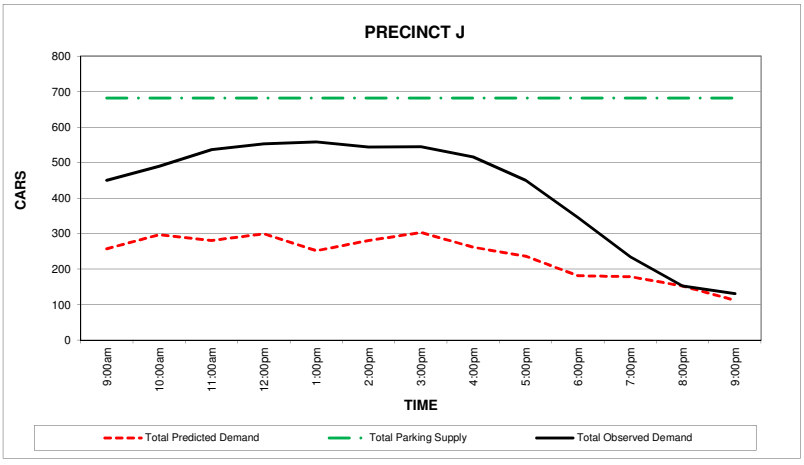


Model

Use	Restriction Type	Parking Demand J												
		9:00am	10:00am	11:00am	12:00pm	1:00pm	2:00pm	3:00pm	4:00pm	5:00pm	6:00pm	7:00pm	8:00pm	9:00pm
Accommodation [1]	Other	15	15	14	14	16	24	21	17	15	10	11	11	11
Aged Care Facility [2]	Other	27	35	34	36	29	27	31	24	25	25	22	18	25
Bank [3]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Department Store [4]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Car Sales [5]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Child Care [6]	School	0	0	0	0	0	0	0	0	0	0	0	0	0
Education [7]	Professional	9	10	10	10	9	10	10	10	7	2	0	0	0
Convenience Restaurant [8]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Dwelling (Visitor) [9]	Residential (Visitor)	4	8	4	8	4	4	4	4	4	4	4	9	9
Factory [10]	Professional	1	1	1	1	1	1	1	1	1	0	0	0	0
Parking Facilities [11]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Health Clinic [12]	Other	94	100	83	98	70	90	103	83	82	73	71	41	0
Trade Supplies [13]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Minor Sports and Rec [14]	Other	1	1	1	1	1	1	1	1	1	1	1	1	0
Office [15]	Professional	47	54	54	53	49	53	53	53	37	9	2	0	0
Other [16]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Restaurant [17]	Retail	1	2	2	3	6	4	3	1	2	6	8	12	11
Restricted Retail [18]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Retail [19]	Retail	11	17	21	21	22	22	20	19	17	14	9	7	5
School [20]	School	4	2	2	2	2	2	5	3	2	2	2	0	0
Service Station [21]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Supermarket [22]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
University [23]	School	0	0	0	0	0	0	0	0	0	0	0	0	0
Place of Assembly [24]	Other	31	38	40	39	27	30	38	28	23	9	20	23	20
Warehouse [25]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Dwelling (Resdient) [26]	Residential	10	11	8	8	7	7	7	7	7	7	9	11	11
Gambling [27]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Pub/Hotel/Tavern [28]	Retail	2	4	6	8	10	8	7	10	14	21	21	21	18
Commuter [29]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Vacant [30]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0

Sub Totals	Split													
		257	297	281	300	252	281	303	262	237	182	178	153	112
Long Term (Professional)	90%	51	58	59	57	53	57	57	58	40	9	2	0	0
Short Term (Professional)	10%	6	6	7	6	6	6	6	6	4	1	0	0	0
Long Term (Retail)	20%	3	5	6	6	8	7	6	6	7	8	7	8	7
Short Term (Retail)	80%	11	19	24	26	30	27	24	24	27	33	30	31	28
Long Term (Residential)	100%	10	11	8	8	7	7	7	7	7	7	9	11	11
Short Term (Residential)	100%	4	8	4	8	4	4	4	4	4	4	4	9	9
Long Term (Other)	50%	84	94	86	94	71	85	97	77	73	59	62	47	29
Short Term (Other)	50%	84	94	86	94	71	85	97	77	73	59	62	47	29
Long Term (School)	25%	1	0	0	0	0	0	1	1	0	0	0	0	0
Short Term (School)	75%	3	1	1	1	1	1	4	2	1	1	1	0	0

Total Parking Supply	Total	682	682	682	682	682	682	682	682	682	682	682	682	682
	85% of Total	580	580	580	580	580	580	580	580	580	580	580	580	580
	Total Long Term	302	302	302	302	302	302	302	302	302	569	569	569	569
	All Other Spaces	380	380	380	380	380	380	380	380	380	113	113	113	113
Total Observed Demand	Total	450	490	537	553	558	544	545	516	450	346	235	153	131
	Total Long Term	294	297	300	301	301	299	298	291	248	299	194	115	96
	All Other Spaces	156	193	237	252	257	245	247	225	202	47	41	38	35
Total Predicted Demand	Total	257	297	281	300	252	281	303	262	237	182	178	153	112
	Long Term	149	169	159	165	140	157	168	148	127	84	81	65	47
	Short Term	108	128	122	135	113	124	135	114	110	97	97	87	65

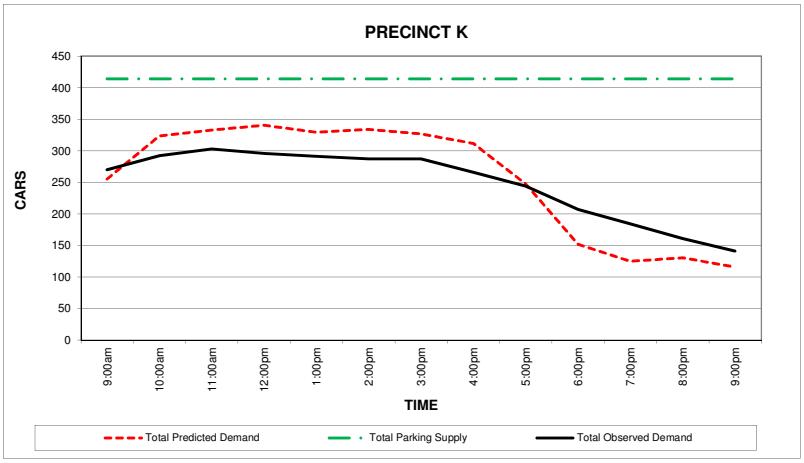


Model

Use	Restriction Type	Parking Demand K												
		9:00am	10:00am	11:00am	12:00pm	1:00pm	2:00pm	3:00pm	4:00pm	5:00pm	6:00pm	7:00pm	8:00pm	9:00pm
Accommodation [1]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Aged Care Facility [2]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Bank [3]	Retail	1	2	3	3	3	3	3	3	1	0	0	0	0
Department Store [4]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Car Sales [5]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Child Care [6]	School	0	0	0	0	0	0	0	0	0	0	0	0	0
Education [7]	Professional	9	10	10	10	9	10	10	10	7	2	0	0	0
Convenience Restaurant [8]	Retail	2	2	2	2	3	2	3	2	2	2	5	4	3
Dwelling (Visitor) [9]	Residential (Visitor)	6	12	6	12	6	6	6	6	6	6	6	14	14
Factory [10]	Professional	27	30	28	32	31	31	31	31	19	8	3	3	2
Parking Facilities [11]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Health Clinic [12]	Other	3	3	2	3	2	2	3	2	2	2	2	1	0
Trade Supplies [13]	Retail	7	9	11	13	11	11	12	11	10	5	4	3	3
Minor Sports and Rec [14]	Other	2	3	2	1	1	1	1	2	2	2	2	1	1
Office [15]	Professional	108	123	124	121	112	121	121	122	85	20	5	0	0
Other [16]	Other	18	22	23	24	23	22	24	21	17	13	15	15	12
Restaurant [17]	Retail	3	5	7	9	17	12	9	2	7	19	22	35	33
Restricted Retail [18]	Retail	4	8	10	9	10	10	9	9	8	6	6	5	5
Retail [19]	Retail	40	64	77	76	79	79	71	70	64	50	32	24	20
School [20]	School	0	0	0	0	0	0	0	0	0	0	0	0	0
Service Station [21]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Supermarket [22]	Retail	2	2	2	2	2	2	2	2	1	1	1	1	1
University [23]	School	0	0	0	0	0	0	0	0	0	0	0	0	0
Place of Assembly [24]	Other	11	13	14	13	9	10	13	9	8	3	7	8	7
Warehouse [25]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Dwelling (Resdient) [26]	Residential	15	17	13	12	11	11	11	10	10	11	13	16	17
Gambling [27]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Pub/Hotel/Tavern [28]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Commuter [29]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Vacant [30]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0

Sub Totals	Split													
		255	324	333	340	329	334	327	311	248	152	125	130	116
Long Term (Professional)	90%	129	146	146	146	137	145	145	146	99	26	8	3	1
Short Term (Professional)	10%	14	16	16	16	15	16	16	16	11	3	1	0	0
Long Term (Retail)	20%	11	18	22	23	25	24	22	20	18	17	14	14	13
Short Term (Retail)	80%	46	73	89	91	100	95	86	78	74	67	57	57	51
Long Term (Residential)	100%	15	17	13	12	11	11	11	10	10	11	13	16	17
Short Term (Residential)	100%	6	12	6	12	6	6	6	6	6	6	6	14	14
Long Term (Other)	50%	17	20	20	21	18	18	21	18	15	10	13	13	10
Short Term (Other)	50%	17	20	20	21	18	18	21	18	15	10	13	13	10
Long Term (School)	25%	0	0	0	0	0	0	0	0	0	0	0	0	0
Short Term (School)	75%	0	0	0	0	0	0	0	0	0	0	0	0	0

Total Parking Supply	Total	414	414	414	414	414	414	414	414	414	414	414	414	414
	85% of Total	352	352	352	352	352	352	352	352	352	352	352	352	352
	Total Long Term	30	30	30	30	30	30	30	30	30	194	194	194	243
	All Other Spaces	384	384	384	384	384	384	384	384	384	220	220	220	171
Total Observed Demand	Total	270	292	303	296	291	287	287	266	244	207	184	161	141
	Total Long Term	19	19	20	20	20	20	20	18	17	107	91	73	84
	All Other Spaces	251	273	283	276	271	267	267	248	227	100	93	88	57
Total Predicted Demand	Total	255	324	333	340	329	334	327	311	248	152	125	130	116
	Long Term	173	202	202	201	191	198	198	193	143	65	48	46	41
	Short Term	83	121	131	139	138	136	129	118	105	87	76	84	75

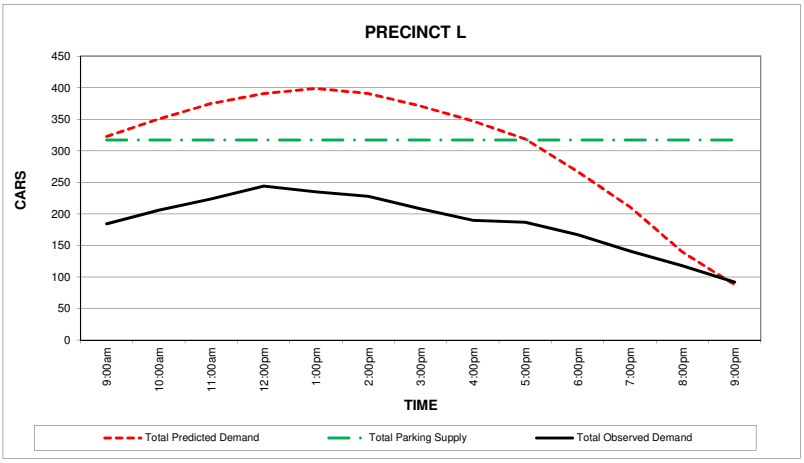


Model

Use	Restriction Type	Parking Demand L												
		9:00am	10:00am	11:00am	12:00pm	1:00pm	2:00pm	3:00pm	4:00pm	5:00pm	6:00pm	7:00pm	8:00pm	9:00pm
Accommodation [1]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Aged Care Facility [2]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Bank [3]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Department Store [4]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Car Sales [5]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Child Care [6]	School	0	0	0	0	0	0	0	0	0	0	0	0	0
Education [7]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0
Convenience Restaurant [8]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Dwelling (Visitor) [9]	Residential (Visitor)	0	0	0	0	0	0	0	0	0	0	0	0	0
Factory [10]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0
Parking Facilities [11]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Health Clinic [12]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Trade Supplies [13]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Minor Sports and Rec [14]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Office [15]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0
Other [16]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Restaurant [17]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Restricted Retail [18]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Retail [19]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
School [20]	School	0	0	0	0	0	0	0	0	0	0	0	0	0
Service Station [21]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Supermarket [22]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
University [23]	School	323	351	375	391	399	391	371	347	319	267	211	140	88
Place of Assembly [24]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Warehouse [25]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Dwelling (Resdient) [26]	Residential	0	0	0	0	0	0	0	0	0	0	0	0	0
Gambling [27]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Pub/Hotel/Tavern [28]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Commuter [29]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Vacant [30]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0

Sub Totals	Split													
		323	351	375	391	399	391	371	347	319	267	211	140	88
Long Term (Professional)	90%	0	0	0	0	0	0	0	0	0	0	0	0	0
Short Term (Professional)	10%	0	0	0	0	0	0	0	0	0	0	0	0	0
Long Term (Retail)	20%	0	0	0	0	0	0	0	0	0	0	0	0	0
Short Term (Retail)	80%	0	0	0	0	0	0	0	0	0	0	0	0	0
Long Term (Residential)	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Short Term (Residential)	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Long Term (Other)	50%	0	0	0	0	0	0	0	0	0	0	0	0	0
Short Term (Other)	50%	0	0	0	0	0	0	0	0	0	0	0	0	0
Long Term (School)	25%	81	88	94	98	100	98	93	87	80	67	53	35	22
Short Term (School)	75%	242	263	281	293	299	293	278	260	239	200	158	105	66

Total Parking Supply	Total	317	317	317	317	317	317	317	317	317	317	317	317	317
	85% of Total	269	269	269	269	269	269	269	269	269	269	269	269	269
	Total Long Term	16	16	16	16	16	16	16	16	292	292	292	292	300
	All Other Spaces	301	301	301	301	301	301	301	301	25	25	25	25	17
Total Observed Demand	Total	184	206	224	244	235	228	208	190	187	167	141	118	92
	Total Long Term	16	16	16	16	16	15	12	11	179	162	136	114	89
	All Other Spaces	168	190	208	228	219	213	196	179	8	5	5	4	3
Total Predicted Demand	Total	323	351	375	391	399	391	371	347	319	267	211	140	88
	Long Term	81	88	94	98	100	98	93	87	80	67	53	35	22
	Short Term	242	263	281	293	299	293	278	260	239	200	158	105	66

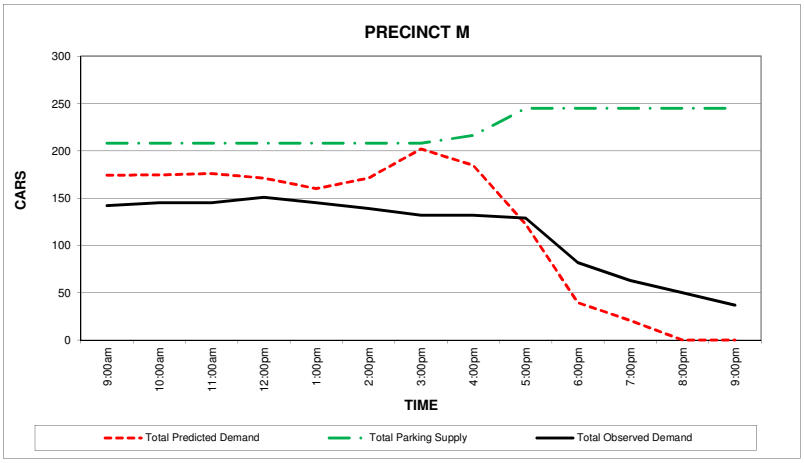


Model

Use	Restriction Type	Parking Demand M												
		9:00am	10:00am	11:00am	12:00pm	1:00pm	2:00pm	3:00pm	4:00pm	5:00pm	6:00pm	7:00pm	8:00pm	9:00pm
Accommodation [1]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Aged Care Facility [2]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Bank [3]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Department Store [4]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Car Sales [5]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Child Care [6]	School	0	0	0	0	0	0	0	0	0	0	0	0	0
Education [7]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0
Convenience Restaurant [8]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Dwelling (Visitor) [9]	Residential (Visitor)	0	0	0	0	0	0	0	0	0	0	0	0	0
Factory [10]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0
Parking Facilities [11]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Health Clinic [12]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Trade Supplies [13]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Minor Sports and Rec [14]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Office [15]	Professional	139	158	159	155	143	155	155	156	108	25	6	0	0
Other [16]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Restaurant [17]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Restricted Retail [18]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Retail [19]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
School [20]	School	36	17	17	17	17	17	48	29	14	14	14	0	0
Service Station [21]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Supermarket [22]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
University [23]	School	0	0	0	0	0	0	0	0	0	0	0	0	0
Place of Assembly [24]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Warehouse [25]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Dwelling (Resdient) [26]	Residential	0	0	0	0	0	0	0	0	0	0	0	0	0
Gambling [27]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Pub/Hotel/Tavern [28]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Commuter [29]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Vacant [30]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0

Sub Totals	Split													
Long Term (Professional)	90%	125	142	143	139	129	139	139	141	98	23	6	0	0
Short Term (Professional)	10%	14	16	16	15	14	15	15	16	11	3	1	0	0
Long Term (Retail)	20%	0	0	0	0	0	0	0	0	0	0	0	0	0
Short Term (Retail)	80%	0	0	0	0	0	0	0	0	0	0	0	0	0
Long Term (Residential)	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Short Term (Residential)	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Long Term (Other)	50%	0	0	0	0	0	0	0	0	0	0	0	0	0
Short Term (Other)	50%	0	0	0	0	0	0	0	0	0	0	0	0	0
Long Term (School)	25%	9	4	4	4	4	4	12	7	4	4	4	0	0
Short Term (School)	75%	27	12	12	12	12	12	36	21	11	11	11	0	0

Total Parking Supply	Total	208	208	208	208	208	208	208	216	245	245	245	245	245
	85% of Total	177	177	177	177	177	177	177	184	208	208	208	208	208
	Total Long Term	22	31	31	31	31	31	22	76	151	148	148	148	153
	All Other Spaces	186	177	177	177	177	177	186	140	94	97	97	97	92
Total Observed Demand	Total	142	145	145	151	145	139	132	132	129	82	63	50	37
	Total Long Term	14	21	21	22	21	20	17	24	69	53	46	38	27
	All Other Spaces	128	124	124	129	124	119	115	108	60	29	17	12	10
Total Predicted Demand	Total	174	174	176	171	160	171	202	185	123	40	21	0	0
	Long Term	134	146	148	143	133	143	151	148	101	27	9	0	0
	Short Term	41	28	28	28	27	28	51	37	22	13	11	0	0



Appendix E

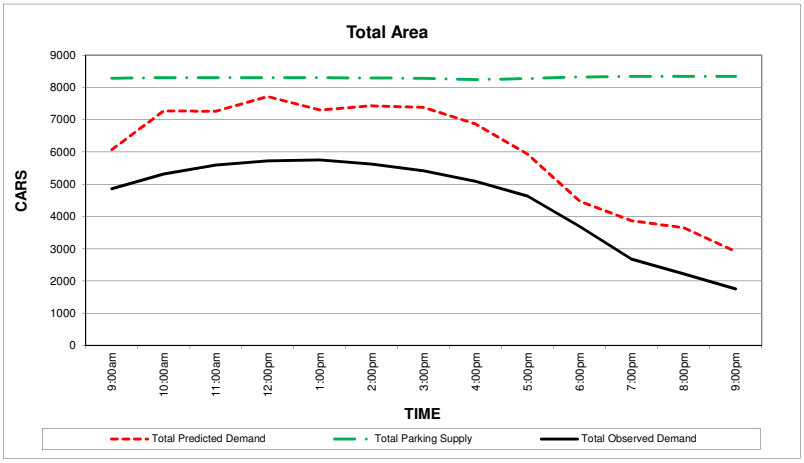
Future Car Parking Model

Model

Use	Restriction Type	Parking Demand Total Area												
		9:00am	10:00am	11:00am	12:00pm	1:00pm	2:00pm	3:00pm	4:00pm	5:00pm	6:00pm	7:00pm	8:00pm	9:00pm
Accommodation [1]	Other	78	78	73	73	81	125	109	90	78	53	56	59	59
Aged Care Facility [2]	Other	57	72	71	75	61	55	64	50	52	51	45	37	52
Bank [3]	Retail	17	70	85	84	87	87	79	77	17	0	0	0	0
Department Store [4]	Retail	82	132	160	158	163	165	148	145	132	104	100	87	82
Car Sales [5]	Retail	41	48	48	45	49	47	46	48	45	41	12	0	0
Child Care [6]	School	19	16	15	14	14	14	18	16	14	7	4	0	0
Education [7]	Professional	80	91	91	89	82	89	89	90	62	15	4	0	0
Convenience Restaurant [8]	Retail	28	28	28	28	61	44	47	42	35	44	96	71	54
Dwelling (Visitor) [9]	Residential (Visitor)	288	575	288	575	288	288	288	288	288	288	288	702	667
Factory [10]	Professional	181	201	192	213	209	207	207	207	128	53	21	21	11
Parking Facilities [11]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Health Clinic [12]	Other	679	724	605	709	508	650	747	605	597	530	515	299	0
Trade Supplies [13]	Retail	23	31	38	44	37	38	41	37	34	18	14	9	9
Minor Sports and Rec [14]	Other	9	11	6	5	5	5	5	7	6	8	7	4	2
Office [15]	Professional	1526	1737	1754	1701	1579	1701	1701	1719	1193	281	70	0	0
Other [16]	Other	59	72	76	79	75	74	79	70	57	44	51	50	39
Restaurant [17]	Retail	67	100	133	166	333	233	166	33	133	366	432	665	632
Restricted Retail [18]	Retail	50	109	132	131	135	136	123	120	109	89	83	72	68
Retail [19]	Retail	393	629	763	755	779	787	708	692	629	496	315	236	197
School [20]	School	135	63	63	63	63	63	180	108	54	54	54	0	0
Service Station [21]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Supermarket [22]	Retail	197	226	260	252	221	213	203	213	174	138	161	145	132
University [23]	School	1400	1521	1625	1694	1729	1694	1608	1504	1383	1158	916	605	380
Place of Assembly [24]	Other	129	155	165	160	112	122	159	116	96	36	84	94	84
Warehouse [25]	Other	17	19	18	20	20	20	20	20	12	5	2	1	0
Dwelling (Resdient) [26]	Residential	137	159	114	109	103	102	100	94	94	103	121	150	153
Gambling [27]	Retail	0	3	21	21	27	14	7	7	14	14	27	14	7
Pub/Hotel/Tavern [28]	Retail	21	42	63	84	105	84	73	105	147	210	210	210	184
Commuter [29]	Other	360	365	370	370	370	368	369	366	352	268	175	122	99
Vacant [30]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0

Sub Totals	Split	6074	7274	7257	7718	7296	7425	7382	ERROR	5934	4473	3864	3654	2914
Long Term (Professional)	90%	1608	1825	1834	1803	1683	1798	1798	1814	1245	314	86	19	10
Short Term (Professional)	10%	179	203	204	200	187	200	200	202	138	35	10	2	1
Long Term (Retail)	20%	184	283	346	354	399	369	328	304	294	304	290	302	273
Short Term (Retail)	80%	736	1133	1384	1414	1597	1478	1313	1215	1175	1215	1161	1208	1093
Long Term (Residential)	100%	137	159	114	109	103	102	100	94	94	103	121	150	153
Short Term (Residential)	100%	288	575	288	575	288	288	288	288	288	288	288	702	667
Long Term (Other)	50%	694	748	692	746	616	710	776	662	625	498	468	333	168
Short Term (Other)	50%	694	748	692	746	616	710	776	662	625	498	468	333	168
Long Term (School)	25%	388	400	426	443	451	443	451	407	363	305	243	151	95
Short Term (School)	75%	1165	1200	1277	1328	1354	1328	1354	1221	1088	915	730	454	285

Total Parking Supply	Total	8285	8300	8300	8300	8300	8297	8285	8239	8268	8321	8345	8345	8345
	85% of Total	7042	7055	7055	7055	7055	7052	7042	7003	7028	7073	7093	7093	7093
	Total Long Term	3781	3802	3802	3802	3802	3790	3778	3853	4705	6617	6636	6636	6894
	All Other Spaces	4504	4498	4498	4498	4498	4507	4507	4386	3563	1704	1709	1709	1451
Total Observed Demand	Total	4865	5320	5595	5720	5756	5624	5411	5087	4632	3693	2677	2219	1752
	Total Long Term	2262	2407	2461	2506	2492	2456	2353	2243	2551	3055	2158	1747	1414
	All Other Spaces	2603	2913	3134	3214	3264	3168	3058	2844	2081	638	519	472	338
Total Predicted Demand	Total	6074	7274	7257	7718	7296	7425	7382	6869	5934	4473	3864	3654	2914
	Long Term	3012	3415	3412	3454	3254	3421	3452	3281	2620	1523	1208	955	699
	Short Term	3062	3859	3845	4264	4042	4003	3930	3587	3314	2949	2656	2699	2215

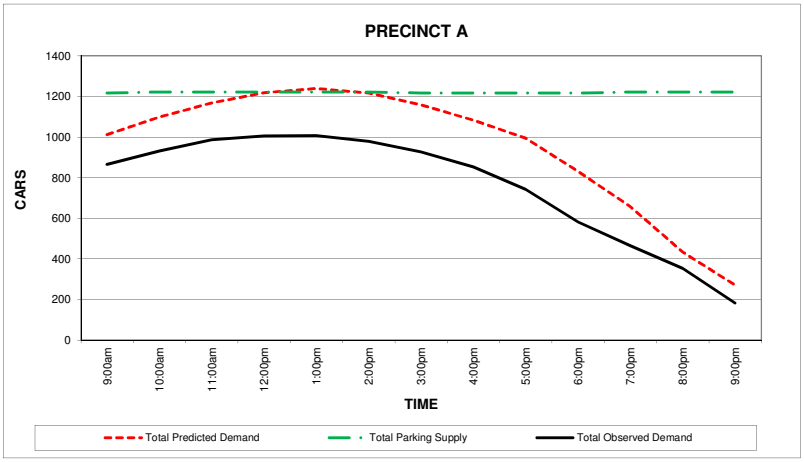


Model

Use	Restriction Type	Parking Demand A												
		9:00am	10:00am	11:00am	12:00pm	1:00pm	2:00pm	3:00pm	4:00pm	5:00pm	6:00pm	7:00pm	8:00pm	9:00pm
Accommodation [1]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Aged Care Facility [2]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Bank [3]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Department Store [4]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Car Sales [5]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Child Care [6]	School	6	5	5	5	5	4	6	5	4	2	1	0	0
Education [7]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0
Convenience Restaurant [8]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Dwelling (Visitor) [9]	Residential (Visitor)	0	1	0	1	0	0	0	0	0	0	0	1	1
Factory [10]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0
Parking Facilities [11]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Health Clinic [12]	Other	12	13	11	13	9	11	13	11	11	9	9	5	0
Trade Supplies [13]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Minor Sports and Rec [14]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Office [15]	Professional	5	6	6	6	5	6	6	6	4	1	0	0	0
Other [16]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Restaurant [17]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Restricted Retail [18]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Retail [19]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
School [20]	School	0	0	0	0	0	0	0	0	0	0	0	0	0
Service Station [21]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Supermarket [22]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
University [23]	School	987	1072	1145	1194	1219	1194	1133	1060	975	816	646	426	268
Place of Assembly [24]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Warehouse [25]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Dwelling (Resdient) [26]	Residential	1	1	1	1	1	1	1	1	1	1	1	1	1
Gambling [27]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Pub/Hotel/Tavern [28]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Commuter [29]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Vacant [30]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0

Sub Totals	Split	1012	1098	1168	1219	1239	1217	1159	1083	995	830	658	434	270
Long Term (Professional)	90%	5	5	5	5	5	5	5	5	4	1	0	0	0
Short Term (Professional)	10%	1	1	1	1	1	1	1	1	0	0	0	0	0
Long Term (Retail)	20%	0	0	0	0	0	0	0	0	0	0	0	0	0
Short Term (Retail)	80%	0	0	0	0	0	0	0	0	0	0	0	0	0
Long Term (Residential)	100%	1	1	1	1	1	1	1	1	1	1	1	1	1
Short Term (Residential)	100%	0	1	0	1	0	0	0	0	0	0	0	1	1
Long Term (Other)	50%	6	6	5	6	4	6	7	5	5	5	5	3	0
Short Term (Other)	50%	6	6	5	6	4	6	7	5	5	5	5	3	0
Long Term (School)	25%	248	269	288	300	306	300	285	266	245	205	162	107	67
Short Term (School)	75%	745	808	863	899	917	899	854	799	734	614	485	320	201

Total Parking Supply	Total	1217	1222	1222	1222	1222	1222	1217	1217	1217	1217	1222	1222	1222
	85% of Total	1034	1039	1039	1039	1039	1039	1034	1034	1034	1034	1039	1039	1039
	Total Long Term	570	570	570	570	570	570	570	570	1069	1113	1113	1113	1153
	All Other Spaces	647	652	652	652	652	652	647	647	148	104	109	109	69
Total Observed Demand	Total	865	932	986	1005	1008	979	926	853	743	582	464	352	182
	Total Long Term	447	471	481	481	476	462	435	396	673	552	438	329	180
	All Other Spaces	418	461	505	524	532	517	491	457	70	30	26	23	2
Total Predicted Demand	Total	1012	1098	1168	1219	1239	1217	1159	1083	995	830	658	434	270
	Long Term	260	282	299	312	316	311	297	278	254	211	167	110	68
	Short Term	752	816	869	907	923	906	862	805	741	619	490	323	202

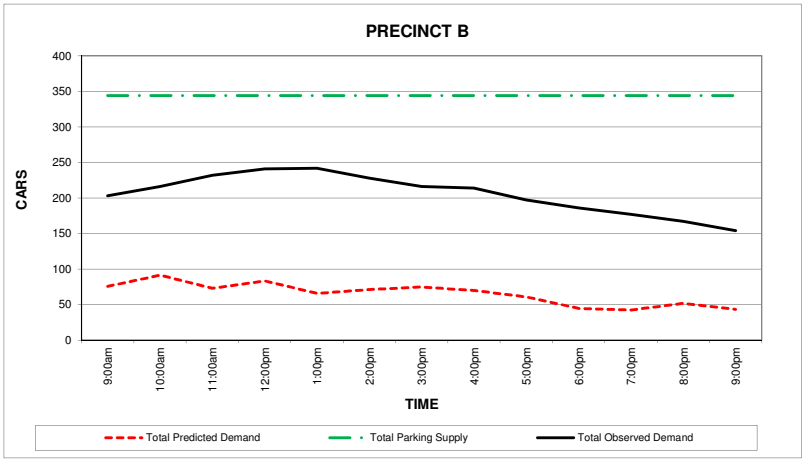


Model

Use	Restriction Type	Parking Demand B												
		9:00am	10:00am	11:00am	12:00pm	1:00pm	2:00pm	3:00pm	4:00pm	5:00pm	6:00pm	7:00pm	8:00pm	9:00pm
Accommodation [1]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Aged Care Facility [2]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Bank [3]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Department Store [4]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Car Sales [5]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Child Care [6]	School	5	4	4	4	4	4	5	4	4	2	1	0	0
Education [7]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0
Convenience Restaurant [8]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Dwelling (Visitor) [9]	Residential (Visitor)	10	19	10	19	10	10	10	10	10	10	10	23	22
Factory [10]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0
Parking Facilities [11]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Health Clinic [12]	Other	18	20	16	19	14	18	20	16	16	14	14	8	0
Trade Supplies [13]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Minor Sports and Rec [14]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Office [15]	Professional	23	27	27	26	24	26	26	26	18	4	1	0	0
Other [16]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Restaurant [17]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Restricted Retail [18]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Retail [19]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
School [20]	School	0	0	0	0	0	0	0	0	0	0	0	0	0
Service Station [21]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Supermarket [22]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
University [23]	School	0	0	0	0	0	0	0	0	0	0	0	0	0
Place of Assembly [24]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Warehouse [25]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Dwelling (Resdient) [26]	Residential	19	22	15	15	14	14	14	13	13	14	16	20	21
Gambling [27]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Pub/Hotel/Tavern [28]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Commuter [29]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Vacant [30]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0

Sub Totals	Split													
Long Term (Professional)	90%	21	24	24	24	22	24	24	24	16	4	1	0	0
Short Term (Professional)	10%	2	3	3	3	2	3	3	3	2	0	0	0	0
Long Term (Retail)	20%	0	0	0	0	0	0	0	0	0	0	0	0	0
Short Term (Retail)	80%	0	0	0	0	0	0	0	0	0	0	0	0	0
Long Term (Residential)	100%	19	22	15	15	14	14	14	13	13	14	16	20	21
Short Term (Residential)	100%	10	19	10	19	10	10	10	10	10	10	10	23	22
Long Term (Other)	50%	9	10	8	10	7	9	10	8	8	7	7	4	0
Short Term (Other)	50%	9	10	8	10	7	9	10	8	8	7	7	4	0
Long Term (School)	25%	1	1	1	1	1	1	1	1	1	1	0	0	0
Short Term (School)	75%	4	3	3	3	3	3	4	3	3	2	1	0	0

Total Parking Supply	Total	344	344	344	344	344	344	344	344	344	344	344	344	344
	85% of Total	292	292	292	292	292	292	292	292	292	292	292	292	292
	Total Long Term	96	96	96	96	96	96	96	96	96	322	322	322	322
	All Other Spaces	248	248	248	248	248	248	248	248	248	22	22	22	22
Total Observed Demand	Total	203	216	232	241	242	228	216	214	197	186	177	167	154
	Total Long Term	43	43	44	45	47	46	42	41	35	181	173	167	154
	All Other Spaces	160	173	188	196	195	182	174	173	162	5	4	0	0
Total Predicted Demand	Total	75	91	73	83	66	71	75	70	61	44	42	52	43
	Long Term	50	56	49	49	44	47	48	46	38	26	25	24	21
	Short Term	25	35	24	34	22	24	26	24	22	19	17	27	22

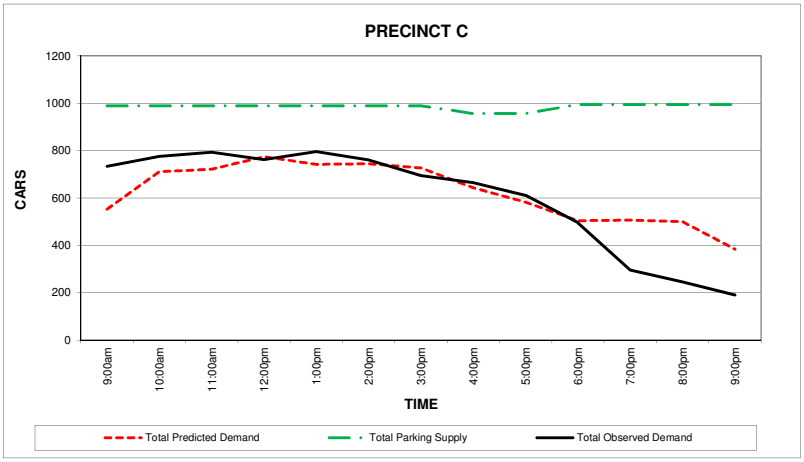


Model

Use	Restriction Type	Parking Demand C												
		9:00am	10:00am	11:00am	12:00pm	1:00pm	2:00pm	3:00pm	4:00pm	5:00pm	6:00pm	7:00pm	8:00pm	9:00pm
Accommodation [1]	Other	3	3	3	3	3	5	4	3	3	2	2	2	2
Aged Care Facility [2]	Other	8	10	10	11	9	8	9	7	8	7	7	5	8
Bank [3]	Retail	5	21	26	25	26	26	24	23	5	0	0	0	0
Department Store [4]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Car Sales [5]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Child Care [6]	School	0	0	0	0	0	0	0	0	0	0	0	0	0
Education [7]	Professional	3	4	4	4	3	4	4	4	3	1	0	0	0
Convenience Restaurant [8]	Retail	10	10	10	10	23	16	17	15	13	16	35	26	20
Dwelling (Visitor) [9]	Residential (Visitor)	25	50	25	50	25	25	25	25	25	25	25	62	58
Factory [10]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0
Parking Facilities [11]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Health Clinic [12]	Other	181	193	161	189	135	173	199	161	159	141	137	79	0
Trade Supplies [13]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Minor Sports and Rec [14]	Other	2	3	2	1	1	1	1	2	2	2	2	1	1
Office [15]	Professional	121	137	139	134	125	134	134	136	94	22	6	0	0
Other [16]	Other	10	12	13	13	13	13	13	12	10	8	9	8	7
Restaurant [17]	Retail	18	27	36	45	89	63	45	9	36	98	116	179	170
Restricted Retail [18]	Retail	10	21	25	25	26	26	23	23	21	17	16	14	13
Retail [19]	Retail	82	131	159	157	162	164	147	144	131	103	65	49	41
School [20]	School	0	0	0	0	0	0	0	0	0	0	0	0	0
Service Station [21]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Supermarket [22]	Retail	45	52	59	58	50	49	46	49	40	31	37	33	30
University [23]	School	0	0	0	0	0	0	0	0	0	0	0	0	0
Place of Assembly [24]	Other	12	15	16	15	11	12	15	11	9	3	8	9	8
Warehouse [25]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Dwelling (Resdient) [26]	Residential	17	19	14	13	13	12	12	11	11	13	15	18	19
Gambling [27]	Retail	0	3	21	21	27	14	7	7	14	14	27	14	7
Pub/Hotel/Tavern [28]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Commuter [29]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Vacant [30]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0

Sub Totals	Split													
Long Term (Professional)	90%	112	127	128	125	116	125	125	126	87	21	5	0	0
Short Term (Professional)	10%	12	14	14	14	13	14	14	14	10	2	1	0	0
Long Term (Retail)	20%	34	53	67	68	81	71	62	54	52	56	59	63	56
Short Term (Retail)	80%	136	211	268	272	323	285	247	216	207	224	238	252	225
Long Term (Residential)	100%	17	19	14	13	13	12	12	11	11	13	15	18	19
Short Term (Residential)	100%	25	50	25	50	25	25	25	25	25	25	25	62	58
Long Term (Other)	50%	108	118	102	116	86	106	121	98	95	82	82	53	13
Short Term (Other)	50%	108	118	102	116	86	106	121	98	95	82	82	53	13
Long Term (School)	25%	0	0	0	0	0	0	0	0	0	0	0	0	0
Short Term (School)	75%	0	0	0	0	0	0	0	0	0	0	0	0	0

Total Parking Supply	Total	989	989	989	989	989	989	989	957	957	995	995	995	995
	85% of Total	841	841	841	841	841	841	841	813	813	846	846	846	846
	Total Long Term	207	207	207	207	207	207	207	207	207	766	766	766	778
	All Other Spaces	782	782	782	782	782	782	782	750	750	229	229	229	217
Total Observed Demand	Total	734	775	793	762	796	761	694	665	610	495	295	245	190
	Total Long Term	118	130	136	145	140	132	114	103	78	422	252	209	157
	All Other Spaces	616	645	657	617	656	629	580	562	532	73	43	36	33
Total Predicted Demand	Total	552	711	721	775	741	744	727	643	582	504	507	500	383
	Long Term	271	317	311	322	295	314	319	290	245	171	161	134	87
	Short Term	282	394	410	453	447	430	407	353	337	333	345	366	296

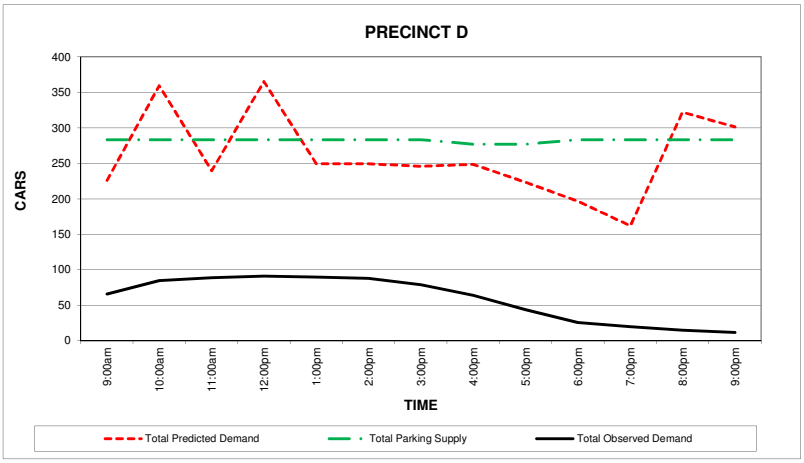


Model

Use	Restriction Type	Parking Demand D												
		9:00am	10:00am	11:00am	12:00pm	1:00pm	2:00pm	3:00pm	4:00pm	5:00pm	6:00pm	7:00pm	8:00pm	9:00pm
Accommodation [1]	Other	6	6	6	6	6	10	8	7	6	4	4	4	4
Aged Care Facility [2]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Bank [3]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Department Store [4]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Car Sales [5]	Retail	35	40	40	38	41	40	39	41	38	35	10	0	0
Child Care [6]	School	0	0	0	0	0	0	0	0	0	0	0	0	0
Education [7]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0
Convenience Restaurant [8]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Dwelling (Visitor) [9]	Residential (Visitor)	120	239	120	239	120	120	120	120	120	120	120	292	277
Factory [10]	Professional	38	42	40	45	44	44	44	44	27	11	4	4	2
Parking Facilities [11]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Health Clinic [12]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Trade Supplies [13]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Minor Sports and Rec [14]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Office [15]	Professional	5	6	6	6	5	6	6	6	4	1	0	0	0
Other [16]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Restaurant [17]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Restricted Retail [18]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Retail [19]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
School [20]	School	0	0	0	0	0	0	0	0	0	0	0	0	0
Service Station [21]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Supermarket [22]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
University [23]	School	5	6	6	7	7	7	6	6	5	5	4	2	1
Place of Assembly [24]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Warehouse [25]	Other	15	16	15	17	17	17	17	17	10	4	2	1	0
Dwelling (Resdient) [26]	Residential	0	1	0	0	0	0	0	0	0	0	0	1	1
Gambling [27]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Pub/Hotel/Tavern [28]	Retail	2	3	5	7	9	7	6	9	12	17	17	17	15
Commuter [29]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Vacant [30]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0

Sub Totals	Split	226	359	240	365	249	249	246	248	223	197	162	322	301
Long Term (Professional)	90%	39	43	42	46	44	44	44	44	28	11	4	4	2
Short Term (Professional)	10%	4	5	5	5	5	5	5	5	3	1	0	0	0
Long Term (Retail)	20%	7	9	9	9	10	9	9	10	10	10	5	3	3
Short Term (Retail)	80%	29	35	36	36	40	37	36	39	40	41	22	14	12
Long Term (Residential)	100%	0	1	0	0	0	0	0	0	0	0	0	1	1
Short Term (Residential)	100%	120	239	120	239	120	120	120	120	120	120	120	292	277
Long Term (Other)	50%	10	11	11	12	12	13	13	12	8	4	3	3	2
Short Term (Other)	50%	10	11	11	12	12	13	13	12	8	4	3	3	2
Long Term (School)	25%	1	1	2	2	2	2	2	1	1	1	1	1	0
Short Term (School)	75%	4	4	5	5	5	5	5	4	4	3	3	2	1

Total Parking Supply	Total	283	283	283	283	283	283	283	277	277	283	283	283	283
	85% of Total	241	241	241	241	241	241	241	235	235	241	241	241	241
	Total Long Term	261	261	261	261	261	261	261	257	257	264	264	264	264
	All Other Spaces	22	22	22	22	22	22	22	20	20	19	19	19	19
Total Observed Demand	Total	66	85	89	91	90	88	79	64	44	26	20	15	12
	Total Long Term	60	77	78	80	80	78	71	58	39	23	17	12	9
	All Other Spaces	6	8	11	11	10	10	8	6	5	3	3	3	3
Total Predicted Demand	Total	226	359	240	365	249	249	246	248	223	197	162	322	301
	Long Term	59	65	64	68	68	69	68	68	48	27	14	11	8
	Short Term	167	294	176	297	181	180	178	180	175	170	148	311	293

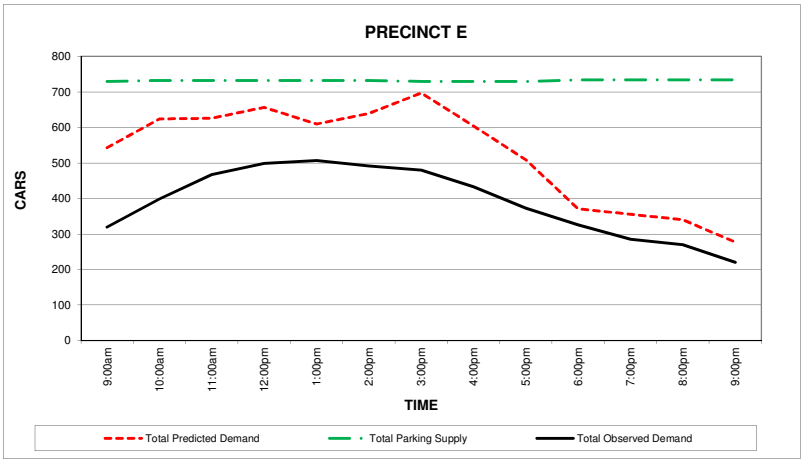


Model

Use	Restriction Type	Parking Demand E												
		9:00am	10:00am	11:00am	12:00pm	1:00pm	2:00pm	3:00pm	4:00pm	5:00pm	6:00pm	7:00pm	8:00pm	9:00pm
Accommodation [1]	Other	16	16	15	15	16	25	22	18	16	11	11	12	12
Aged Care Facility [2]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Bank [3]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Department Store [4]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Car Sales [5]	Retail	4	5	5	4	5	5	5	5	4	4	1	0	0
Child Care [6]	School	2	2	2	2	2	2	2	2	2	1	0	0	0
Education [7]	Professional	43	49	49	48	44	48	48	48	34	8	2	0	0
Convenience Restaurant [8]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Dwelling (Visitor) [9]	Residential (Visitor)	11	23	11	23	11	11	11	11	11	11	11	28	26
Factory [10]	Professional	14	15	15	16	16	16	16	16	10	4	2	2	1
Parking Facilities [11]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Health Clinic [12]	Other	99	105	88	103	74	95	109	88	87	77	75	43	0
Trade Supplies [13]	Retail	16	21	26	30	26	26	28	25	23	13	10	6	6
Minor Sports and Rec [14]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Office [15]	Professional	148	169	170	165	153	165	165	167	116	27	7	0	0
Other [16]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Restaurant [17]	Retail	11	16	21	27	54	38	27	5	21	59	70	107	102
Restricted Retail [18]	Retail	21	46	56	56	57	58	52	51	46	38	35	31	29
Retail [19]	Retail	21	34	42	41	43	43	39	38	34	27	17	13	11
School [20]	School	60	28	28	28	28	28	79	48	24	24	24	0	0
Service Station [21]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Supermarket [22]	Retail	1	2	2	2	2	1	1	1	1	1	1	1	1
University [23]	School	0	0	0	0	0	0	0	0	0	0	0	0	0
Place of Assembly [24]	Other	54	66	70	68	47	52	67	49	40	15	36	40	36
Warehouse [25]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Dwelling (Resdient) [26]	Residential	17	20	14	14	13	13	13	12	12	13	15	19	19
Gambling [27]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Pub/Hotel/Tavern [28]	Retail	4	8	11	15	19	15	13	19	27	38	38	38	34
Commuter [29]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Vacant [30]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0

Sub Totals	Split	543	624	626	656	610	640	697	604	509	371	356	340	277
Long Term (Professional)	90%	184	209	211	206	192	206	206	208	143	35	9	1	1
Short Term (Professional)	10%	20	23	23	23	21	23	23	23	16	4	1	0	0
Long Term (Retail)	20%	16	26	33	35	41	37	33	29	32	36	35	39	37
Short Term (Retail)	80%	63	105	131	140	164	149	132	116	126	144	138	157	146
Long Term (Residential)	100%	17	20	14	14	13	13	13	12	12	13	15	19	19
Short Term (Residential)	100%	11	23	11	23	11	11	11	11	11	11	11	28	26
Long Term (Other)	50%	84	93	86	93	69	86	99	78	72	52	61	48	24
Short Term (Other)	50%	84	93	86	93	69	86	99	78	72	52	61	48	24
Long Term (School)	25%	15	7	7	7	7	7	20	12	6	6	6	0	0
Short Term (School)	75%	46	22	22	22	22	22	61	37	19	19	18	0	0

Total Parking Supply	Total	730	732	732	732	732	732	730	730	730	734	734	734	734
	85% of Total	621	622	622	622	622	622	621	621	621	624	624	624	624
	Total Long Term	129	141	141	141	141	129	126	141	141	453	453	453	521
	All Other Spaces	601	591	591	591	591	603	604	589	589	281	281	281	213
Total Observed Demand	Total	319	399	467	499	507	492	480	433	373	326	285	270	220
	Total Long Term	86	93	91	91	92	82	77	75	61	222	194	183	165
	All Other Spaces	233	306	376	408	415	410	403	358	312	104	91	87	55
Total Predicted Demand	Total	543	624	626	656	610	640	697	604	509	371	356	340	277
	Long Term	317	357	352	355	323	349	371	339	265	142	126	107	80
	Short Term	226	267	274	301	288	291	327	265	244	229	230	233	196

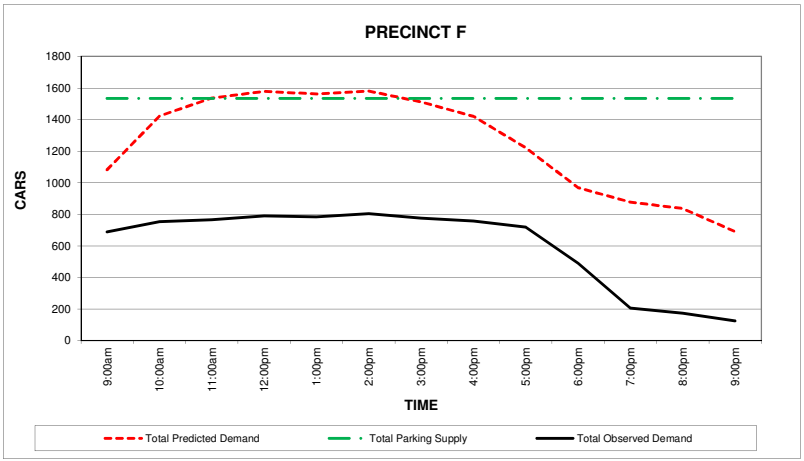


Model

Use	Restriction Type	Parking Demand F												
		9:00am	10:00am	11:00am	12:00pm	1:00pm	2:00pm	3:00pm	4:00pm	5:00pm	6:00pm	7:00pm	8:00pm	9:00pm
Accommodation [1]	Other	13	13	12	12	14	21	19	15	13	9	10	10	10
Aged Care Facility [2]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Bank [3]	Retail	11	45	55	55	56	57	51	50	11	0	0	0	0
Department Store [4]	Retail	82	132	160	158	163	165	148	145	132	104	100	87	82
Car Sales [5]	Retail	2	2	2	2	2	2	2	2	2	2	0	0	0
Child Care [6]	School	0	0	0	0	0	0	0	0	0	0	0	0	0
Education [7]	Professional	12	14	14	14	13	14	14	14	10	2	1	0	0
Convenience Restaurant [8]	Retail	11	11	11	11	25	18	19	17	14	18	39	29	22
Dwelling (Visitor) [9]	Residential (Visitor)	20	39	20	39	20	20	20	20	20	20	20	48	45
Factory [10]	Professional	11	12	12	13	13	13	13	13	8	3	1	1	1
Parking Facilities [11]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Health Clinic [12]	Other	172	183	153	179	128	164	189	153	151	134	130	76	0
Trade Supplies [13]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Minor Sports and Rec [14]	Other	2	2	1	1	1	1	1	1	1	2	1	1	0
Office [15]	Professional	311	354	357	347	322	347	347	350	243	57	14	0	0
Other [16]	Other	6	8	8	8	8	8	8	7	6	5	5	5	4
Restaurant [17]	Retail	25	38	50	63	126	88	63	13	50	138	163	251	239
Restricted Retail [18]	Retail	8	18	21	21	22	22	20	19	18	14	13	12	11
Retail [19]	Retail	222	355	431	426	440	444	400	391	355	280	178	133	111
School [20]	School	13	6	6	6	6	6	17	10	5	5	5	0	0
Service Station [21]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Supermarket [22]	Retail	149	171	196	190	167	161	153	161	131	104	122	110	100
University [23]	School	0	0	0	0	0	0	0	0	0	0	0	0	0
Place of Assembly [24]	Other	3	3	3	3	2	2	3	2	2	1	2	2	2
Warehouse [25]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Dwelling (Resdient) [26]	Residential	2	2	2	2	2	1	1	1	1	2	2	2	2
Gambling [27]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Pub/Hotel/Tavern [28]	Retail	7	14	21	28	35	28	24	35	48	69	69	69	61
Commuter [29]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Vacant [30]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0

Sub Totals	Split	1082	1422	1536	1578	1562	1581	1511	1420	1222	968	876	836	690
Long Term (Professional)	90%	301	342	345	336	313	336	336	339	235	56	15	1	1
Short Term (Professional)	10%	33	38	38	37	35	37	37	38	26	6	2	0	0
Long Term (Retail)	20%	104	157	189	191	207	197	176	166	152	146	137	138	125
Short Term (Retail)	80%	414	628	758	763	828	787	704	666	609	583	548	553	501
Long Term (Residential)	100%	2	2	2	2	2	1	1	1	1	2	2	2	2
Short Term (Residential)	100%	20	39	20	39	20	20	20	20	20	20	20	48	45
Long Term (Other)	50%	98	105	89	102	77	98	110	90	87	75	74	47	8
Short Term (Other)	50%	98	105	89	102	77	98	110	90	87	75	74	47	8
Long Term (School)	25%	3	1	1	1	1	1	4	3	1	1	1	0	0
Short Term (School)	75%	10	4	4	4	4	4	13	8	4	4	4	0	0

Total Parking Supply	Total	1535	1535	1535	1535	1535	1535	1535	1535	1535	1535	1535	1535	1535
	85% of Total	1305	1305	1305	1305	1305	1305	1305	1305	1305	1305	1305	1305	1305
	Total Long Term	1252	1252	1252	1252	1252	1252	1252	1252	1252	1400	1400	1400	1400
	All Other Spaces	283	283	283	283	283	283	283	283	283	135	135	135	135
Total Observed Demand	Total	689	754	766	789	784	803	775	758	718	489	206	174	125
	Total Long Term	496	536	548	567	564	578	554	542	509	423	159	129	89
	All Other Spaces	193	218	218	222	220	225	221	216	209	66	47	45	36
Total Predicted Demand	Total	1082	1422	1536	1578	1562	1581	1511	1420	1222	968	876	836	690
	Long Term	508	608	627	632	599	634	628	599	476	280	229	188	136
	Short Term	575	814	909	946	963	947	883	820	746	688	647	648	554

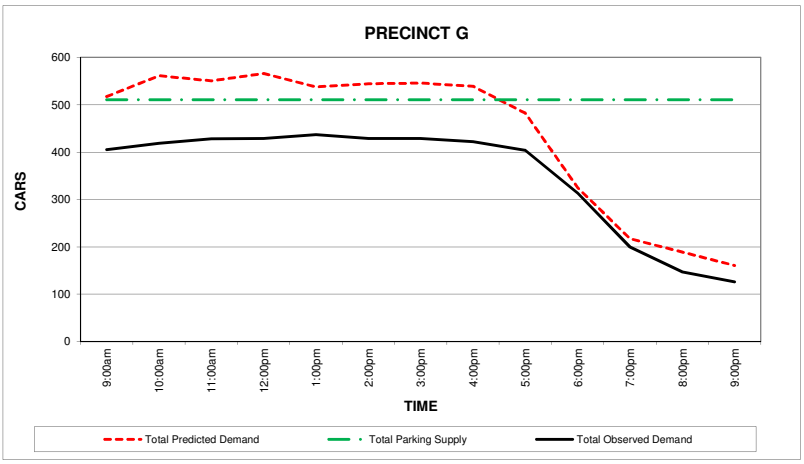


Model

Use	Restriction Type	Parking Demand G												
		9:00am	10:00am	11:00am	12:00pm	1:00pm	2:00pm	3:00pm	4:00pm	5:00pm	6:00pm	7:00pm	8:00pm	9:00pm
Accommodation [1]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Aged Care Facility [2]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Bank [3]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Department Store [4]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Car Sales [5]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Child Care [6]	School	0	0	0	0	0	0	0	0	0	0	0	0	0
Education [7]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0
Convenience Restaurant [8]	Retail	0	0	0	0	1	1	1	1	0	1	1	1	1
Dwelling (Visitor) [9]	Residential (Visitor)	19	38	19	38	19	19	19	19	19	19	19	46	44
Factory [10]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0
Parking Facilities [11]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Health Clinic [12]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Trade Supplies [13]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Minor Sports and Rec [14]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Office [15]	Professional	121	138	139	135	125	135	135	136	95	22	6	0	0
Other [16]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Restaurant [17]	Retail	1	1	2	2	5	3	2	0	2	5	6	9	9
Restricted Retail [18]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Retail [19]	Retail	1	1	1	1	1	1	1	1	1	1	0	0	0
School [20]	School	0	0	0	0	0	0	0	0	0	0	0	0	0
Service Station [21]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Supermarket [22]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
University [23]	School	8	9	10	10	10	10	10	9	8	7	5	4	2
Place of Assembly [24]	Other	7	8	8	8	6	6	8	6	5	2	4	5	4
Warehouse [25]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Dwelling (Resdient) [26]	Residential	1	1	1	1	1	1	1	1	1	1	1	1	1
Gambling [27]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Pub/Hotel/Tavern [28]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Commuter [29]	Other	360	365	370	370	370	368	369	366	352	268	175	122	99
Vacant [30]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0

Sub Totals	Split													
		518	562	551	566	538	544	546	539	482	325	218	189	161
Long Term (Professional)	90%	109	124	125	122	113	122	122	123	85	20	5	0	0
Short Term (Professional)	10%	12	14	14	14	13	14	14	14	9	2	1	0	0
Long Term (Retail)	20%	0	1	1	1	1	1	1	0	1	1	2	2	2
Short Term (Retail)	80%	1	2	3	3	5	4	3	2	3	5	6	8	8
Long Term (Residential)	100%	1	1	1	1	1	1	1	1	1	1	1	1	1
Short Term (Residential)	100%	19	38	19	38	19	19	19	19	19	19	19	46	44
Long Term (Other)	50%	183	187	189	189	188	187	189	186	178	135	90	64	52
Short Term (Other)	50%	183	187	189	189	188	187	189	186	178	135	90	64	52
Long Term (School)	25%	2	2	2	3	3	3	2	2	2	2	1	1	1
Short Term (School)	75%	6	7	7	8	8	8	7	7	6	5	4	3	2

Total Parking Supply	Total	511	511	511	511	511	511	511	511	511	511	511	511	511
	85% of Total	434	434	434	434	434	434	434	434	434	434	434	434	434
	Total Long Term	342	342	342	342	342	342	342	342	342	377	377	377	377
	All Other Spaces	169	169	169	169	169	169	169	169	169	134	134	134	134
Total Observed Demand	Total	405	419	428	429	437	429	429	422	404	313	200	147	126
	Total Long Term	340	341	342	342	342	342	342	340	328	279	182	131	108
	All Other Spaces	65	78	86	87	95	87	87	82	76	34	18	16	18
Total Predicted Demand	Total	518	562	551	566	538	544	546	539	482	325	218	189	161
	Long Term	296	314	318	315	305	313	314	312	267	159	98	67	55
	Short Term	222	247	232	251	233	231	232	227	216	166	119	121	105

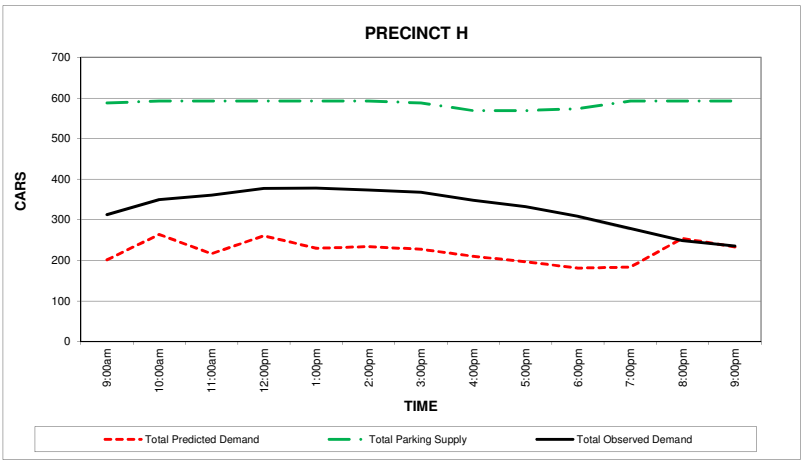


Model

Use	Restriction Type	Parking Demand H												
		9:00am	10:00am	11:00am	12:00pm	1:00pm	2:00pm	3:00pm	4:00pm	5:00pm	6:00pm	7:00pm	8:00pm	9:00pm
Accommodation [1]	Other	14	14	13	13	15	23	20	17	14	10	10	11	11
Aged Care Facility [2]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Bank [3]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Department Store [4]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Car Sales [5]	Retail	1	1	1	1	1	1	1	1	1	1	0	0	0
Child Care [6]	School	5	4	4	4	4	4	5	4	4	2	1	0	0
Education [7]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0
Convenience Restaurant [8]	Retail	2	2	2	2	4	3	3	2	2	3	6	4	3
Dwelling (Visitor) [9]	Residential (Visitor)	39	77	39	77	39	39	39	39	39	39	39	94	89
Factory [10]	Professional	2	3	2	3	3	3	3	3	2	1	0	0	0
Parking Facilities [11]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Health Clinic [12]	Other	21	22	19	22	16	20	23	19	18	16	16	9	0
Trade Supplies [13]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Minor Sports and Rec [14]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Office [15]	Professional	61	70	70	68	63	68	68	69	48	11	3	0	0
Other [16]	Other	6	7	8	8	8	8	8	7	6	5	5	5	4
Restaurant [17]	Retail	6	8	11	14	28	20	14	3	11	31	37	57	54
Restricted Retail [18]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Retail [19]	Retail	3	5	6	6	6	6	5	5	5	4	2	2	1
School [20]	School	0	0	0	0	0	0	0	0	0	0	0	0	0
Service Station [21]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Supermarket [22]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
University [23]	School	0	0	0	0	0	0	0	0	0	0	0	0	0
Place of Assembly [24]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Warehouse [25]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Dwelling (Resdient) [26]	Residential	39	45	32	31	29	29	28	27	27	29	34	42	43
Gambling [27]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Pub/Hotel/Tavern [28]	Retail	3	6	9	12	15	12	11	15	21	30	30	30	27
Commuter [29]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Vacant [30]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0

Sub Totals	Split	201	264	216	260	230	234	227	210	197	181	184	255	233
Long Term (Professional)	90%	57	65	66	64	59	64	64	65	45	11	3	0	0
Short Term (Professional)	10%	6	7	7	7	7	7	7	7	5	1	0	0	0
Long Term (Retail)	20%	3	4	6	7	11	8	7	5	8	14	15	19	17
Short Term (Retail)	80%	11	17	23	28	43	33	27	21	32	55	60	74	68
Long Term (Residential)	100%	39	45	32	31	29	29	28	27	27	29	34	42	43
Short Term (Residential)	100%	39	77	39	77	39	39	39	39	39	39	39	94	89
Long Term (Other)	50%	21	22	20	22	19	25	26	21	19	15	16	13	7
Short Term (Other)	50%	21	22	20	22	19	25	26	21	19	15	16	13	7
Long Term (School)	25%	1	1	1	1	1	1	1	1	1	0	0	0	0
Short Term (School)	75%	4	3	3	3	3	3	4	3	3	1	1	0	0

Total Parking Supply	Total	588	593	593	593	593	593	588	569	569	574	593	593	593
	85% of Total	500	504	504	504	504	504	500	484	484	488	504	504	504
	Total Long Term	263	263	263	263	263	263	263	249	249	296	315	315	387
	All Other Spaces	325	330	330	330	330	330	325	320	320	278	278	278	206
Total Observed Demand	Total	313	350	361	377	378	373	368	348	332	309	279	249	235
	Total Long Term	159	174	185	190	189	184	183	177	168	178	158	138	156
	All Other Spaces	154	176	176	187	189	189	185	171	164	131	121	111	79
Total Predicted Demand	Total	201	264	216	260	230	234	227	210	197	181	184	255	233
	Long Term	121	137	124	124	120	127	126	119	99	69	68	74	68
	Short Term	80	127	92	136	110	107	102	91	98	111	116	181	165

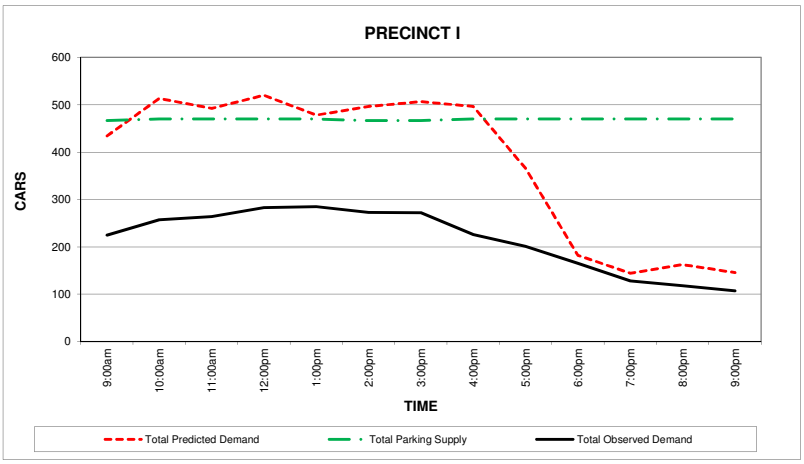


Model

Use	Restriction Type	Parking Demand												
		I												
		9:00am	10:00am	11:00am	12:00pm	1:00pm	2:00pm	3:00pm	4:00pm	5:00pm	6:00pm	7:00pm	8:00pm	9:00pm
Accommodation [1]	Other	7	7	7	7	8	12	10	8	7	5	5	5	5
Aged Care Facility [2]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Bank [3]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Department Store [4]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Car Sales [5]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Child Care [6]	School	0	0	0	0	0	0	0	0	0	0	0	0	0
Education [7]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0
Convenience Restaurant [8]	Retail	2	2	2	2	5	4	4	3	3	4	8	6	4
Dwelling (Visitor) [9]	Residential (Visitor)	23	46	23	46	23	23	23	23	23	23	23	56	53
Factory [10]	Professional	90	99	95	105	103	102	102	102	63	26	11	11	5
Parking Facilities [11]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Health Clinic [12]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Trade Supplies [13]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Minor Sports and Rec [14]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Office [15]	Professional	241	274	276	268	249	268	268	271	188	44	11	0	0
Other [16]	Other	18	22	23	24	22	22	24	21	17	13	15	15	12
Restaurant [17]	Retail	0	1	1	1	2	2	1	0	1	2	3	4	4
Restricted Retail [18]	Retail	7	16	19	19	20	20	18	17	16	13	12	10	10
Retail [19]	Retail	1	2	2	2	2	2	2	2	2	1	1	1	0
School [20]	School	14	6	6	6	6	6	18	11	5	5	5	0	0
Service Station [21]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Supermarket [22]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
University [23]	School	0	0	0	0	0	0	0	0	0	0	0	0	0
Place of Assembly [24]	Other	10	12	13	13	9	10	13	9	8	3	7	7	7
Warehouse [25]	Other	2	2	2	3	3	3	3	3	2	1	0	0	0
Dwelling (Resdient) [26]	Residential	17	19	14	13	13	12	12	12	12	13	15	18	19
Gambling [27]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Pub/Hotel/Tavern [28]	Retail	3	6	9	12	14	12	10	14	20	29	29	29	25
Commuter [29]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Vacant [30]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0

Sub Totals	Split													
Long Term (Professional)	90%	297	335	334	336	317	333	333	336	226	64	19	9	5
Short Term (Professional)	10%	33	37	37	37	35	37	37	37	25	7	2	1	1
Long Term (Retail)	20%	3	5	7	7	9	8	7	7	8	10	10	10	9
Short Term (Retail)	80%	11	21	26	29	34	31	28	30	33	39	42	40	35
Long Term (Residential)	100%	17	19	14	13	13	12	12	12	12	13	15	18	19
Short Term (Residential)	100%	23	46	23	46	23	23	23	23	23	23	23	56	53
Long Term (Other)	50%	19	22	22	23	21	23	24	21	17	11	14	14	12
Short Term (Other)	50%	19	22	22	23	21	23	24	21	17	11	14	14	12
Long Term (School)	25%	3	2	2	2	2	2	5	3	1	1	1	0	0
Short Term (School)	75%	10	5	5	5	5	5	14	8	4	4	4	0	0

Total Parking Supply	Total	467	470	470	470	470	467	467	470	470	470	470	470	470
	85% of Total	397	400	400	400	400	397	397	400	400	400	400	400	400
	Total Long Term	291	291	291	291	291	291	291	315	317	423	423	423	427
	All Other Spaces	176	179	179	179	179	176	176	155	153	47	47	47	43
Total Observed Demand	Total	225	257	264	283	285	273	272	226	201	165	128	118	107
	Total Long Term	170	189	199	206	204	198	188	167	147	154	118	109	100
	All Other Spaces	55	68	65	77	81	75	84	59	54	11	10	9	7
Total Predicted Demand	Total	434	514	492	520	478	496	507	497	366	182	144	163	145
	Long Term	339	383	379	381	360	378	381	378	264	98	60	52	44
	Short Term	96	130	113	139	118	118	126	119	102	84	85	111	101

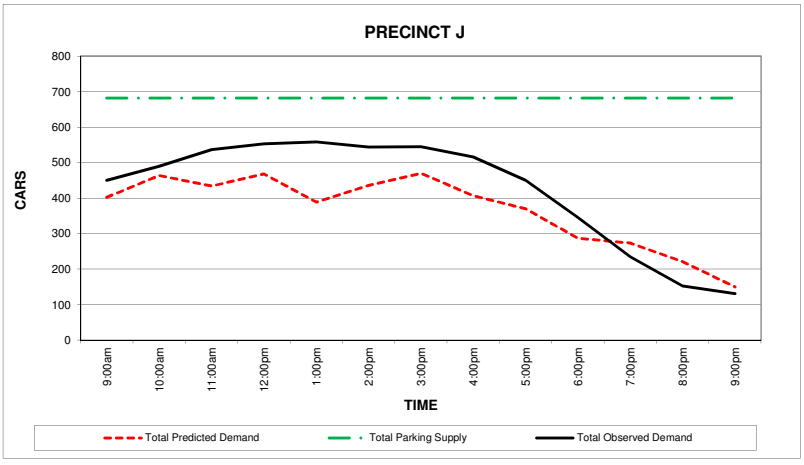


Model

Use	Restriction Type	Parking Demand J												
		9:00am	10:00am	11:00am	12:00pm	1:00pm	2:00pm	3:00pm	4:00pm	5:00pm	6:00pm	7:00pm	8:00pm	9:00pm
Accommodation [1]	Other	19	19	17	17	20	30	26	22	19	13	14	14	14
Aged Care Facility [2]	Other	48	61	60	63	51	47	54	43	44	43	38	32	44
Bank [3]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Department Store [4]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Car Sales [5]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Child Care [6]	School	0	0	0	0	0	0	0	0	0	0	0	0	0
Education [7]	Professional	11	12	12	12	11	12	12	12	8	2	0	0	0
Convenience Restaurant [8]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Dwelling (Visitor) [9]	Residential (Visitor)	6	12	6	12	6	6	6	6	6	6	6	15	14
Factory [10]	Professional	1	1	1	1	1	1	1	1	0	0	0	0	0
Parking Facilities [11]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Health Clinic [12]	Other	172	184	153	180	129	165	189	153	151	134	131	76	0
Trade Supplies [13]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Minor Sports and Rec [14]	Other	2	2	1	1	1	1	1	1	1	1	1	1	0
Office [15]	Professional	78	88	89	87	80	87	87	87	61	14	4	0	0
Other [16]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Restaurant [17]	Retail	1	2	3	4	7	5	4	1	3	8	9	15	14
Restricted Retail [18]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Retail [19]	Retail	16	26	31	31	32	32	29	28	26	20	13	10	8
School [20]	School	5	2	2	2	2	2	7	4	2	2	2	0	0
Service Station [21]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Supermarket [22]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
University [23]	School	0	0	0	0	0	0	0	0	0	0	0	0	0
Place of Assembly [24]	Other	32	39	41	40	28	30	40	29	24	9	21	23	21
Warehouse [25]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Dwelling (Resdient) [26]	Residential	10	11	8	8	7	7	7	7	7	7	9	11	11
Gambling [27]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Pub/Hotel/Tavern [28]	Retail	3	5	8	10	13	10	9	13	18	26	26	26	23
Commuter [29]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Vacant [30]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0

Sub Totals	Split													
		403	464	434	468	388	435	470	407	370	287	274	222	150
Long Term (Professional)	90%	80	91	92	89	83	89	89	90	62	15	4	0	0
Short Term (Professional)	10%	9	10	10	10	9	10	10	10	7	2	0	0	0
Long Term (Retail)	20%	4	7	8	9	10	10	8	8	9	11	10	10	9
Short Term (Retail)	80%	16	27	34	36	42	38	33	34	37	43	39	40	36
Long Term (Residential)	100%	10	11	8	8	7	7	7	7	7	7	9	11	11
Short Term (Residential)	100%	6	12	6	12	6	6	6	6	6	6	6	15	14
Long Term (Other)	50%	136	152	137	151	114	137	155	124	119	100	102	73	40
Short Term (Other)	50%	136	152	137	151	114	137	155	124	119	100	102	73	40
Long Term (School)	25%	1	1	1	1	1	1	2	1	0	0	0	0	0
Short Term (School)	75%	4	2	2	2	2	2	5	3	1	1	1	0	0

Total Parking Supply	Total	682	682	682	682	682	682	682	682	682	682	682	682	682
	85% of Total	580	580	580	580	580	580	580	580	580	580	580	580	580
	Total Long Term	302	302	302	302	302	302	302	302	302	569	569	569	569
	All Other Spaces	380	380	380	380	380	380	380	380	380	113	113	113	113
Total Observed Demand	Total	450	490	537	553	558	544	545	516	450	346	235	153	131
	Total Long Term	294	297	300	301	301	299	298	291	248	299	194	115	96
	All Other Spaces	156	193	237	252	257	245	247	225	202	47	41	38	35
Total Predicted Demand	Total	403	464	434	468	388	435	470	407	370	287	274	222	150
	Long Term	231	261	246	257	215	243	261	230	198	134	125	94	60
	Short Term	171	203	188	211	173	192	209	177	171	153	149	128	90



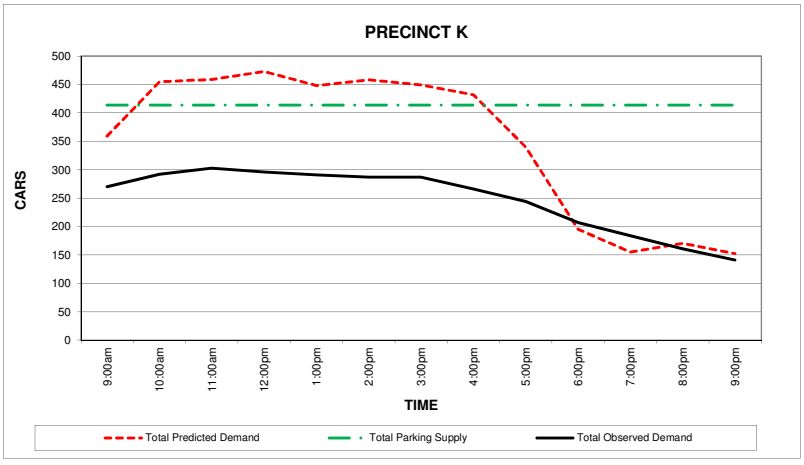
GTAconsultants

Model

Use	Restriction Type	Parking Demand K												
		9:00am	10:00am	11:00am	12:00pm	1:00pm	2:00pm	3:00pm	4:00pm	5:00pm	6:00pm	7:00pm	8:00pm	9:00pm
Accommodation [1]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Aged Care Facility [2]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Bank [3]	Retail	1	3	4	4	4	4	4	4	1	0	0	0	0
Department Store [4]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Car Sales [5]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Child Care [6]	School	0	0	0	0	0	0	0	0	0	0	0	0	0
Education [7]	Professional	11	12	12	12	11	12	12	12	8	2	0	0	0
Convenience Restaurant [8]	Retail	2	2	2	2	4	3	3	3	2	3	6	5	4
Dwelling (Visitor) [9]	Residential (Visitor)	15	30	15	30	15	15	15	15	15	15	15	37	35
Factory [10]	Professional	25	28	27	30	29	29	29	29	18	7	3	3	1
Parking Facilities [11]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Health Clinic [12]	Other	5	5	4	5	3	4	5	4	4	4	3	2	0
Trade Supplies [13]	Retail	7	10	12	14	12	12	13	12	11	6	4	3	3
Minor Sports and Rec [14]	Other	3	4	2	2	2	2	2	3	2	3	3	2	1
Office [15]	Professional	187	213	215	209	194	209	209	211	146	34	9	0	0
Other [16]	Other	19	23	24	25	24	23	25	22	18	14	16	16	12
Restaurant [17]	Retail	4	6	9	11	22	15	11	2	9	24	28	43	41
Restricted Retail [18]	Retail	4	9	10	10	11	11	10	9	9	7	7	6	5
Retail [19]	Retail	48	76	92	91	94	95	86	84	76	60	38	29	24
School [20]	School	0	0	0	0	0	0	0	0	0	0	0	0	0
Service Station [21]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Supermarket [22]	Retail	2	2	2	2	2	2	2	2	2	1	1	1	1
University [23]	School	0	0	0	0	0	0	0	0	0	0	0	0	0
Place of Assembly [24]	Other	11	13	14	13	9	10	13	10	8	3	7	8	7
Warehouse [25]	Other	0	0	0	1	1	1	1	1	0	0	0	0	0
Dwelling (Resdient) [26]	Residential	15	17	13	12	11	11	11	10	10	11	13	16	17
Gambling [27]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Pub/Hotel/Tavern [28]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Commuter [29]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Vacant [30]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0

Sub Totals	Split													
		359	455	459	473	448	458	449	432	340	195	155	170	152
Long Term (Professional)	90%	201	228	229	225	210	224	224	226	155	39	11	3	1
Short Term (Professional)	10%	22	25	25	25	23	25	25	25	17	4	1	0	0
Long Term (Retail)	20%	14	22	26	27	30	28	26	23	22	20	17	17	16
Short Term (Retail)	80%	54	86	105	108	119	114	102	92	87	81	68	69	62
Long Term (Residential)	100%	15	17	13	12	11	11	11	10	10	11	13	16	17
Short Term (Residential)	100%	15	30	15	30	15	15	15	15	15	15	15	37	35
Long Term (Other)	50%	19	23	23	23	20	20	23	20	16	12	15	14	10
Short Term (Other)	50%	19	23	23	23	20	20	23	20	16	12	15	14	10
Long Term (School)	25%	0	0	0	0	0	0	0	0	0	0	0	0	0
Short Term (School)	75%	0	0	0	0	0	0	0	0	0	0	0	0	0

Total Parking Supply	Total	414	414	414	414	414	414	414	414	414	414	414	414	414
	85% of Total	352	352	352	352	352	352	352	352	352	352	352	352	352
	Total Long Term	30	30	30	30	30	30	30	30	30	194	194	194	243
	All Other Spaces	384	384	384	384	384	384	384	384	384	220	220	220	171
Total Observed Demand	Total	270	292	303	296	291	287	287	266	244	207	184	161	141
	Total Long Term	19	19	20	20	20	20	20	18	17	107	91	73	84
	All Other Spaces	251	273	283	276	271	267	267	248	227	100	93	88	57
Total Predicted Demand	Total	359	455	459	473	448	458	449	432	340	195	155	170	152
	Long Term	248	290	290	287	271	284	284	280	204	83	56	50	44
	Short Term	111	165	168	186	177	174	165	152	136	112	99	120	108

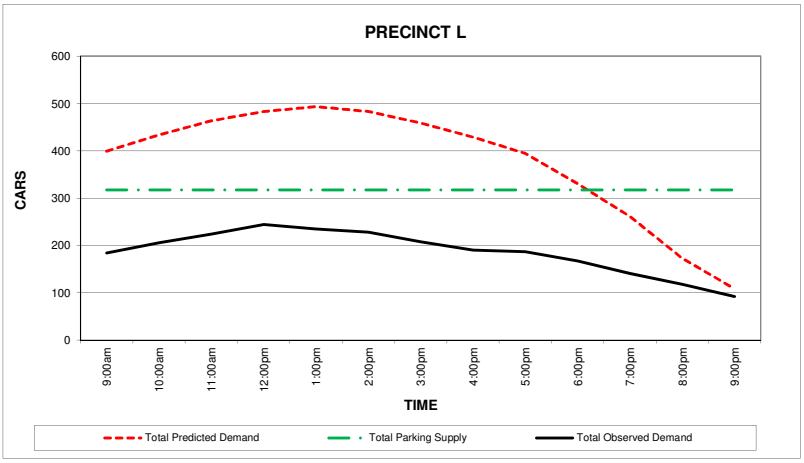


Model

Use	Restriction Type	Parking Demand L												
		9:00am	10:00am	11:00am	12:00pm	1:00pm	2:00pm	3:00pm	4:00pm	5:00pm	6:00pm	7:00pm	8:00pm	9:00pm
Accommodation [1]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Aged Care Facility [2]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Bank [3]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Department Store [4]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Car Sales [5]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Child Care [6]	School	0	0	0	0	0	0	0	0	0	0	0	0	0
Education [7]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0
Convenience Restaurant [8]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Dwelling (Visitor) [9]	Residential (Visitor)	0	0	0	0	0	0	0	0	0	0	0	0	0
Factory [10]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0
Parking Facilities [11]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Health Clinic [12]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Trade Supplies [13]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Minor Sports and Rec [14]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Office [15]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0
Other [16]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Restaurant [17]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Restricted Retail [18]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Retail [19]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
School [20]	School	0	0	0	0	0	0	0	0	0	0	0	0	0
Service Station [21]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Supermarket [22]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
University [23]	School	399	434	463	483	493	483	459	429	394	330	261	173	108
Place of Assembly [24]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Warehouse [25]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Dwelling (Resdient) [26]	Residential	0	0	0	0	0	0	0	0	0	0	0	0	0
Gambling [27]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Pub/Hotel/Tavern [28]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Commuter [29]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Vacant [30]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0

Sub Totals	Split	399	434	463	483	493	483	459	429	394	330	261	173	108
Long Term (Professional)	90%	0	0	0	0	0	0	0	0	0	0	0	0	0
Short Term (Professional)	10%	0	0	0	0	0	0	0	0	0	0	0	0	0
Long Term (Retail)	20%	0	0	0	0	0	0	0	0	0	0	0	0	0
Short Term (Retail)	80%	0	0	0	0	0	0	0	0	0	0	0	0	0
Long Term (Residential)	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Short Term (Residential)	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Long Term (Other)	50%	0	0	0	0	0	0	0	0	0	0	0	0	0
Short Term (Other)	50%	0	0	0	0	0	0	0	0	0	0	0	0	0
Long Term (School)	25%	100	108	116	121	123	121	115	107	99	83	65	43	27
Short Term (School)	75%	300	325	348	362	370	362	344	322	296	248	196	129	81

Total Parking Supply	Total	317	317	317	317	317	317	317	317	317	317	317	317	317
	85% of Total	269	269	269	269	269	269	269	269	269	269	269	269	269
	Total Long Term	16	16	16	16	16	16	16	16	292	292	292	292	300
	All Other Spaces	301	301	301	301	301	301	301	301	25	25	25	25	17
Total Observed Demand	Total	184	206	224	244	235	228	208	190	187	167	141	118	92
	Total Long Term	16	16	16	16	16	15	12	11	179	162	136	114	89
	All Other Spaces	168	190	208	228	219	213	196	179	8	5	5	4	3
Total Predicted Demand	Total	399	434	463	483	493	483	459	429	394	330	261	173	108
	Long Term	100	108	116	121	123	121	115	107	99	83	65	43	27
	Short Term	300	325	348	362	370	362	344	322	296	248	196	129	81

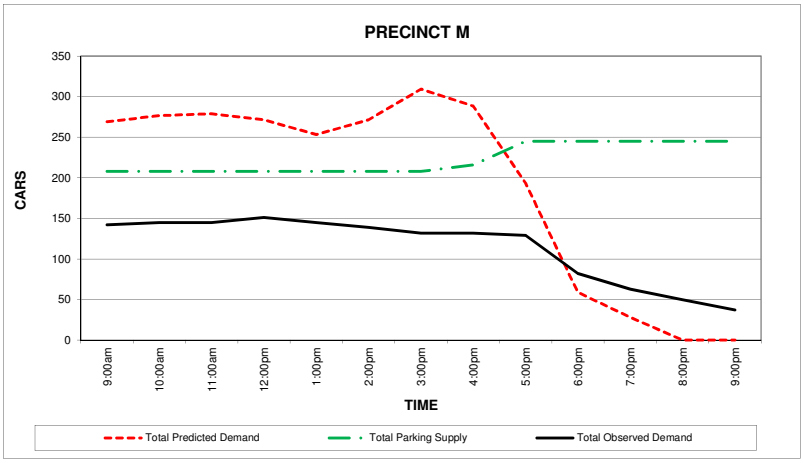


Model

Use	Restriction Type	Parking Demand M												
		9:00am	10:00am	11:00am	12:00pm	1:00pm	2:00pm	3:00pm	4:00pm	5:00pm	6:00pm	7:00pm	8:00pm	9:00pm
Accommodation [1]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Aged Care Facility [2]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Bank [3]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Department Store [4]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Car Sales [5]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Child Care [6]	School	0	0	0	0	0	0	0	0	0	0	0	0	0
Education [7]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0
Convenience Restaurant [8]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Dwelling (Visitor) [9]	Residential (Visitor)	0	0	0	0	0	0	0	0	0	0	0	0	0
Factory [10]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0
Parking Facilities [11]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Health Clinic [12]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Trade Supplies [13]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Minor Sports and Rec [14]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Office [15]	Professional	225	256	258	251	233	251	251	253	176	41	10	0	0
Other [16]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Restaurant [17]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Restricted Retail [18]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Retail [19]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
School [20]	School	44	21	21	21	21	21	59	35	18	18	18	0	0
Service Station [21]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Supermarket [22]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
University [23]	School	0	0	0	0	0	0	0	0	0	0	0	0	0
Place of Assembly [24]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Warehouse [25]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Dwelling (Resdient) [26]	Residential	0	0	0	0	0	0	0	0	0	0	0	0	0
Gambling [27]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Pub/Hotel/Tavern [28]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0
Commuter [29]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Vacant [30]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0

Sub Totals	Split													
		269	276	279	271	253	271	309	289	193	59	28	0	0
Long Term (Professional)	90%	202	230	233	226	209	226	226	228	158	37	9	0	0
Short Term (Professional)	10%	22	26	26	25	23	25	25	25	18	4	1	0	0
Long Term (Retail)	20%	0	0	0	0	0	0	0	0	0	0	0	0	0
Short Term (Retail)	80%	0	0	0	0	0	0	0	0	0	0	0	0	0
Long Term (Residential)	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Short Term (Residential)	100%	0	0	0	0	0	0	0	0	0	0	0	0	0
Long Term (Other)	50%	0	0	0	0	0	0	0	0	0	0	0	0	0
Short Term (Other)	50%	0	0	0	0	0	0	0	0	0	0	0	0	0
Long Term (School)	25%	11	5	5	5	5	5	15	9	4	4	4	0	0
Short Term (School)	75%	33	15	15	15	15	15	44	26	13	13	13	0	0

Total Parking Supply	Total	208	208	208	208	208	208	208	216	245	245	245	245	245
	85% of Total	177	177	177	177	177	177	177	184	208	208	208	208	208
	Total Long Term	22	31	31	31	31	31	22	76	151	148	148	148	153
	All Other Spaces	186	177	177	177	177	177	186	140	94	97	97	97	92
Total Observed Demand	Total	142	145	145	151	145	139	132	132	129	82	63	50	37
	Total Long Term	14	21	21	22	21	20	17	24	69	53	46	38	27
	All Other Spaces	128	124	124	129	124	119	115	108	60	29	17	12	10
Total Predicted Demand	Total	269	276	279	271	253	271	309	289	193	59	28	0	0
	Long Term	213	235	238	231	215	231	240	237	163	42	14	0	0
	Short Term	56	41	41	40	39	40	69	52	31	17	14	0	0



Melbourne

A 87 High Street South
PO Box 684
KEW VIC 3101
P +613 9851 9600
F +613 9851 9610
E melbourne@gta.com.au

Sydney

A Level 2, 815 Pacific Highway
CHATSWOOD NSW 2067
PO Box 5254
WEST CHATSWOOD NSW 1515
P +612 8448 1800
F +612 8448 1810
E sydney@gta.com.au

Brisbane

A Level 3, 527 Gregory Terrace
BOWEN HILLS QLD 4006
PO Box 555
FORTITUDE VALLEY QLD 4006
P +617 3113 5000
F +617 3113 5010
E brisbane@gta.com.au

Canberra

A Level 11, 60 Marcus Clarke Street
CANBERRA ACT 2601
PO Box 1109
CIVIC SQUARE ACT 2608
P +612 6243 4826
F +612 6243 4848
E canberra@gta.com.au

Adelaide

A Suite 4, Level 1, 136 The Parade
PO Box 3421
NORWOOD SA 5000
P +618 83343600
F +618 83343610
E adelaide@gta.com.au

Gold Coast

A Level 9, Corporate Centre 2
Box 37
1 Corporate Court
BUNDALL QLD 4217
P +61755104800
F +61755104814
E goldcoast@gta.com.au

Townsville

A Level 1, 25 Sturt Street
PO Box 1064
TOWNSVILLE QLD 4810
P +61747222765
F +61747222761
E townsville@gta.com.au

www.gta.com.au

GTAconsultants