Box Hill Central Activities Area Car Parking Strategy

transportation planning, design and delivery

GTAconsultants

Box Hill Central Activities Area

Car Parking Strategy

Issue: C 04/06/14

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Executive Summary

Background

Box Hill is located within the local government area of Whitehorse City Council, approximately 15km east of the Melbourne CBD. Under the Victorian Government State Policy, Box Hill is designated as a Central Activities Area (CAA).

Box Hill caters for a mix of retail, commercial, residential, medical, education, transport and community uses and is guided by The Box Hill Transit City Activity Centre Structure Plan (2007). The Structure Plan seeks to ensure coordination in the development and enhancement of the centre by Council, stakeholders and the community up to the year 2030.

One of the key objectives of the Structure Plan was to promote the use of sustainable transport options over the private motor vehicle. As part of this process, it is recommended that a Car Parking Strategy be prepared to effectively manage existing and future car parking conditions providing for worker, shopper and visitor needs, and determine the extent to which the Box Hill CAA can support sustainable and economic growth.

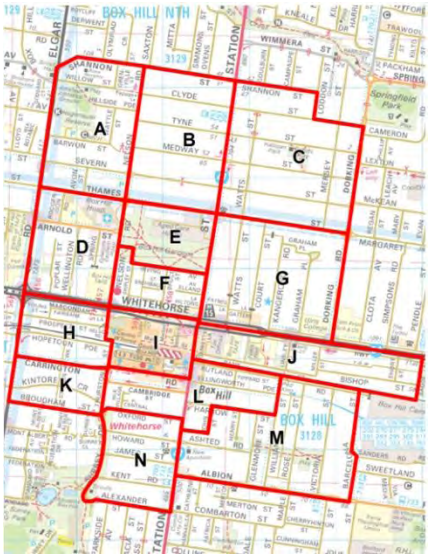
With respect to the above, GTA Consultants (GTA) has been commissioned by Whitehorse City Council to prepare this Car Parking Strategy report for the Box Hill Study Area.

Purpose of this Report

Specifically this study:

- establishes the existing car parking characteristics of the area
- identifies shortfalls in existing short term, long term, on-street and off-street parking provisions and develop strategies to address the identified shortfall(s)
- establishes the future demand for parking spaces and develop strategies to meet this demand
- establishes the 'tools' available to manage existing and future parking demands and their impacts on the surrounding areas, and
- determines which parking strategies/mechanisms are appropriate to be adopted for Box Hill.

Study Area



The Study Area (shown left) is generally consistent with that adopted by the Box Hill Structure Plan. However has been extended to reflect a number of residential areas which may potentially be subjected to overspill car parking demands from commercial uses within the Central Activities Area.

Car parking surveys were undertaken in the study area on Thursday and Saturday 6 and 8 December 2012 between 6:00am to 10:00pm and Thursday 14 March 2013 at 1:00pm. The results of these surveys indicate that overall, car parking demands are generally at their highest between business hours (i.e. 9:00am and 5:00pm), with the peak time for the entire study area occurring at 1:00pm with an overall car parking occupancy of 64% on a typical weekday.

Following collection and review of the existing parking data, a car parking model was prepared to estimate the car parking generating characteristics for the Box Hill Study Area.

Based on car parking rates determined through the preparation of the model, car parking demands can be estimated for new development and predicted growth within the study area.

Existing Issues

Having regard to the anticipated future car parking demands, future car parking models and stakeholder consultations, the following key issues were identified:

- The management of car parking in the future, as it is not currently being used to capacity based on the needs of different precincts within the Study Area. Furthermore, existing car parking way finding signage needs to be investigated and improved.
- The provision of sustainable transport over the private car with regard to whether it is appropriate to constrain car parking growth as a tool to encourage a sustainable and active travel mode shift.
- The level of future car parking that can be appropriately accommodated within the surrounding area above that which is currently being observed, noting that car parking demands associated with major land uses within the area, i.e. hospital, office and retail uses currently impact surrounding residential streets.
- The appropriateness of the calibrated car parking rates and whether or not these rates should be further reduced to assist a shift toward sustainable travel usage and uptake within Box Hill. This needs to be carefully considered together with additional mechanisms (demand management tools) which are required to complement the intent of providing reduced future car parking rates for the Study Area.
- The economic, social and community benefit in increasing public space and business trading areas by extended footpaths and paving treatments as an alternative to existing or future on-street car parking provision.
- The ability for alternative car parking supply and management techniques to help create increased outdoor trading space, increased consumer participation and spend and increased employment creation, particularly from within a local catchment.

Strategy Objectives

Further guiding the development of these strategies was a number of parking objectives for Box Hill. These objectives relate to the background transport policy documents including Box Hill CAA Structure Plan which are summarised as follows:

- Manage car parking demand and supply to satisfy user needs (with a focus on maintaining/increasing the viability of Box Hill).
- Locate and manage car parking so as to minimise traffic generated by the search for a parking space.
- Encourage the use of active and sustainable travel modes rather than increased private vehicle travel.
- Improve general amenity for pedestrians within Box Hill to increase the willingness for visitors and staff to walk to and within the Centre to their destination.

Strategy Recommendations

Based on a review of the existing conditions, the future car parking growth, issues and objectives and having regard to the assessments discussed within this Car Parking Strategy, a number of recommendations have been developed as outlined on the following pages.

Strategy Recommendation 1

Regular parking enforcement services be continued throughout the study area, with increased services provided for the residential street network north of Whitehorse Road nearest to the Box Hill Hospital and Box Hill Institute. Consideration should be given to the installation of high level technology sensors (e.g. PODS).

Strategy Recommendation 2

Develop a way-finding car parking signage strategy for the study area to highlight the existence of underutilised off-street car parking areas i.e. Barwon Street, Court Street, Watts Street and Harrow Street off-street car parks. Or alternatively, investigate options for potentially providing public open space in line with the City of Whitehorse's Open Space Strategy.

Strategy Recommendation 3

Council is to continue working with Box Hill Hospital to manage locations accommodating long-term Hospital staff car parking. Incentive measures may include the extension of the existing shuttle bus service available for staff. This investigation would also need to consider the provision of suitable bus shelters, lighting and signage.

Strategy Recommendation 4

Limit car parking to short-term along street frontages directly adjacent to the Hospital and Institute land uses. In all other instances, allow long-term car parking along higher order roads and limit parking to short-term along residential streets (i.e. 2P 7.30am to 7.30pm Mon-Fri, residential permit excepted).

Strategy Recommendation 5

Review fee structure for on-street car parking within Precincts A, B, D, E and F of the Study Area.

Strategy Recommendation 6

Council is to continue to support potential infrastructure works in lieu of available car parking, which seek to improve existing or create new sustainable transport links to promote a change in travel modes from existing car driver.

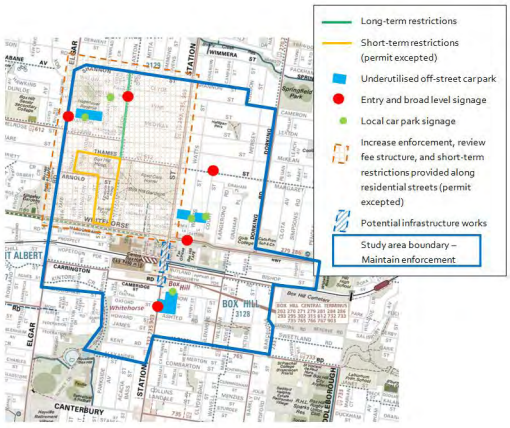
Strategy Recommendation 7

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

Strategy Recommendation 8

Review parking ticketing and control systems at 'secure' off-street car parking sites (i.e. RSL and Centro).

Recommendations 1 to 8 relate to the overall study area and are generally illustrated in the Figure below.



Strategy Recommendation 9

Convert short-term on-street spaces along Nelson Road (west-side) between Shannon Street and Thames Street to long-term paid parking (36 spaces).

Strategy Recommendation 10

Investigate changes to the car parking controls within the Barwon Street off-street car park to better serve existing users and improve utilisation rates.

Strategy Recommendation 11

Convert long-term on-street spaces along residential streets to short-term parking (permit excepted) i.e. 7 spaces on Willow Street and 11 spaces on Grenville Street.

Strategy Recommendation 12

Promote the use of Elgar Road on-street long-term car parking spaces for long-term users, i.e. Hospital staff.

Strategy Recommendation 13

Convert long-term car spaces along the north side of Clyde Street (38 spaces), Tyne Street (38 spaces) and Medway Street (37 spaces) between Nelson Road and Station Street to paid short-term parking (with permit exemption).

Strategy Recommendation 14

Convert short-term on-street spaces along Nelson Road (east-side) between Thames Street and Shannon Street to long-term parking (37 spaces).

Strategy Recommendation 15

Promote the use of Station Street on-street car parking spaces for long-term users i.e. Hospital staff.

Strategy Recommendation 16

Convert spaces located between Station Street and Watt Street to short-term parking (i.e. 19 spaces on Clyde Street, 17 spaces on Tyne Street, 7 spaces on Medway Street, 10 spaces on Severn Street and 6 spaces on Thames Street).

Strategy Recommendation 17

Convert west side of Watt Street between Clyde Street and Thames Street to short-term parking restrictions (40 spaces) and east side between Medway Street and Thames Street to long-term parking restrictions (15 spaces).

Strategy Recommendation 18

Convert long-term on-street car spaces along Nelson Road (west-side between Arnold Street and Whitehorse Road) to short-term parking (20 spaces).

Strategy Recommendation 19

Convert long-term on-street car spaces along Nelson Road (east-side between Thames Street and Box Hill Gardens) to short-term parking (25 spaces).

Strategy Recommendation 20

Council should investigate providing passing opportunities along Irving Avenue to assist with traffic flow however such investigations should be balanced against any loss of parking.

Strategy Recommendation 21

Convert long-term on-street spaces on east side of Nelson Road (between Box Hill RSL and Whitehorse Road) to short-term parking (7 spaces).

Strategy Recommendation 22

Convert long-term on-street parking spaces (31 spaces on south side of Cambridge Street between Thurston Street and Station Street, 16 spaces on north side of Rutland Road between Station Street and Pippard Street, 6 spaces on south side of Pippard Street between Rutland Road and Ellingworth Parade, 12 spaces on north side of Harrow Street between John Street and William Street) to short-term parking (with permit exemption).

Strategy Recommendation 23

Convert long-term on-street parking spaces (39 spaces on Albion Road between Station Street and Barcelona Street, 37 spaces on Barcelona Street between Albion Road and Rutland Road and 36 spaces on Victoria Street between Albion Road and Rutland Road) to short-term spaces (permit excepted).

Strategy Recommendation 24

Convert long-term on-street parking spaces (54 spaces on Kent Road and Alexander Street between Station Street and Surrey Drive) to short-term spaces (with permit exemption).

Strategy Recommendation 25

Car parking rates to be applied within the Structure Plan area of the Box Hill CAA to future commercial land uses as follows:

- Office:
  2.0 spaces per 100sqm NFA.
- All other:
  Refer to Column B of Table 1 to Clause 52.06-5 (where specified).

Strategy Recommendation 26

Car parking rates to be applied within the Structure Plan area for residential developments as follows:

- 0.5 resident spaces for each 1 bedroom dwelling
- 0.75 resident spaces for each 2 bedroom dwelling
- 1.0 resident space for each 3 or more bedroom dwelling
- 0.1 visitor spaces for each dwelling.

Strategy Recommendation 27

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

Strategy Recommendation 28

Council require the adoption of a range of sustainable transport initiatives for each development.

Strategy Recommendation 29

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

- provide car parking on individual development sites
- utilise existing car parking vacancies available within the study area
- a combination of the above options for long-term and short-term car parking demands respectively.

Strategy Recommendation 30

Remove eligibility for new multi-dwelling development to access parking permits from the Box Hill CAA area. This recommendation should be considered and incorporated into the existing parking permit scheme for Whitehorse.

Strategy Recommendation 31

Continue to encourage commuters to utilise sustainable modes of travel (not including the private motor vehicle, excluding pick-up/drop-off) to access public transport services provided within the Box Hill CAA.

Strategy Recommendation 32

Active and public transport improvement projects be completed to support the lower car parking rates identified within this report.

Strategy Recommendation 33

Bicycle parking be provided for each residential dwelling without a car parking space at a minimum with bicycle parking encouraged for all residential developments (regardless of scale or height) in particular, those with excellent access to cycling facilities.

Strategy Recommendation 34

A minimum of 1 motorcycle or scooter parking space be provided for every 50 car parking spaces constructed within any car park within the study area, with these spaces designed in accordance with the requirements of the relevant Australian Standard for Off-street Parking Facilities.

Strategy Recommendation 35

Council should continue to encourage and reasonably facilitate car share companies setting up a car share scheme for Box Hill at no cost to Council.

Strategy Recommendation 36

Whitehorse City Council undertake car parking surveys of the study area regularly to ensure that the level of car parking demand is increasing in line with anticipated land use growth and being managed in accordance with the objectives of this strategy.

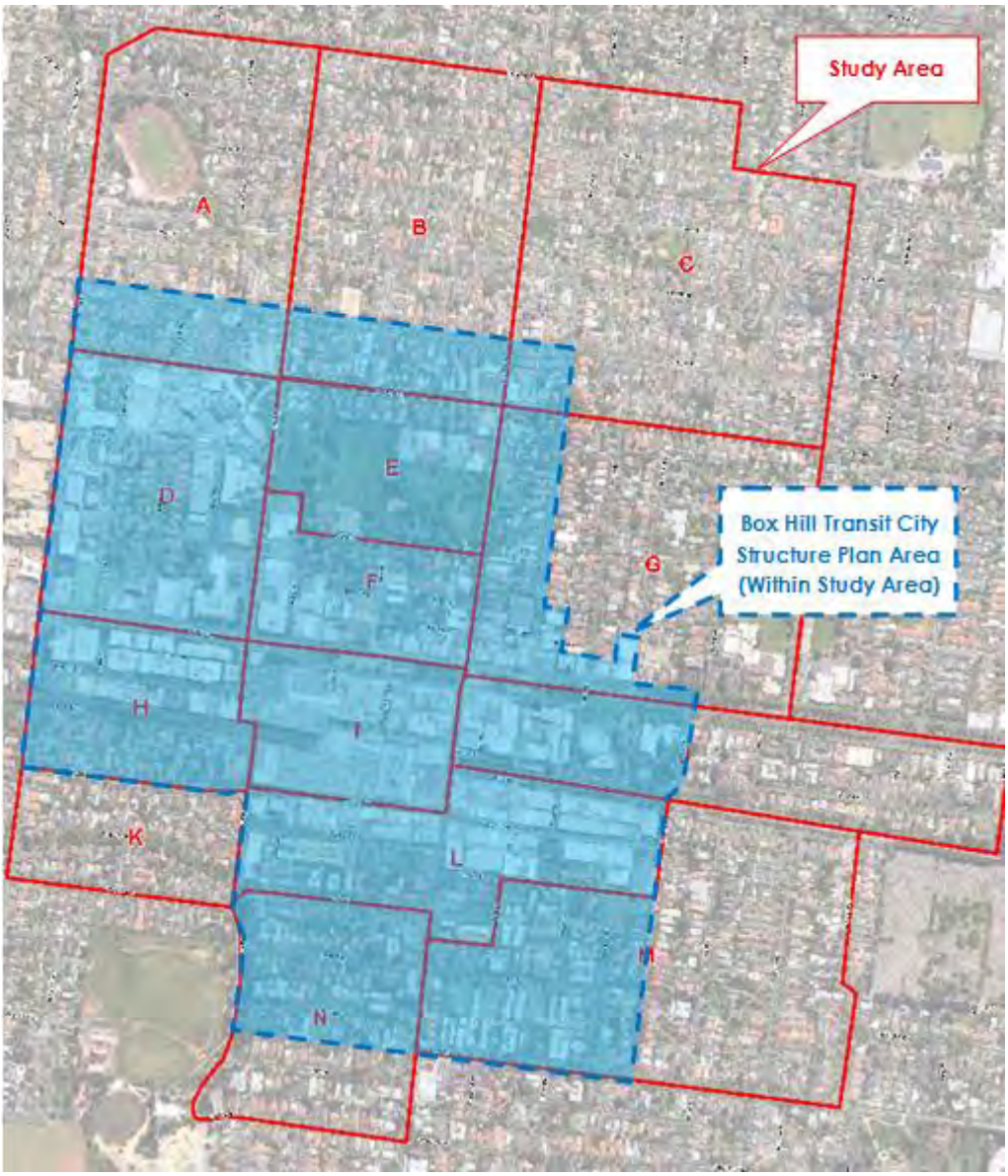
Strategy Recommendation 37

The car parking strategy be reviewed and updated regularly to reassess car parking demand levels and mode split aspirational target.

Strategy Recommendation 38

The recommended commercial and residential car parking rates be incorporated into the Whitehorse Planning Scheme as a Schedule to the Parking Overlay (Clause 45.09).

The Figure below relates to Strategy Recommendations 25 and 26.



Dwelling
0.5 resident spaces for each 1 bedroom dwelling
0.75 resident spaces for each 2 bedroom dwelling
1.0 resident space for each 3 or more bedroom dwelling
0.1 visitor spaces for each dwelling
Office
2.0 spaces / 100sqm
All 'Other'
Refer to Column B Rates within Clasue52.06 of the Whitehorse Planning Scheme

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1. Introduction

1.1 Background

Box Hill is located within the local government area of Whitehorse City Council, approximately 15km east of the Melbourne CBD. Under the Victorian Government State Policy, Box Hill is designated as a Central Activities Area (CAA).

Box Hill caters for a mix of retail, commercial, residential, medical, education, transport and community uses and is guided by The Box Hill Transit City Activity Centre Structure Plan (2007). The Structure Plan seeks to ensure coordination in the development and enhancement of the centre by Council, Stakeholders and the community up to the year 2030. One of the key objectives of the Structure Plan is to promote the use of sustainable transport options over the private motor vehicle.

As part of this process, it was recommended that a Car Parking Strategy be prepared to effectively manage existing and future car parking conditions providing for worker, shopper and visitor needs, and determine the extent to which the Box Hill CAA can support sustainable and economic growth.

1.2 Scope of this Report

The aims of this Car Parking Strategy report are as follows:

i to establish the existing car parking characteristics of the area
ii to identify shortfalls in existing short term, long term, on-street and off-street parking provisions and develop strategies to address the identified shortfall(s)
iii to establish the future demand for parking spaces and develop strategies to meet this demand
iv to establish the 'tools' available to manage existing and future parking demands and their impacts on the surrounding areas
v to determine which strategies/mechanisms are appropriate to be adopted for the Box Hill CAA.

1.3 Statutory Context

A car parking strategy has no particular statutory power, however it provides essential advice and guidance to Council as to how to effectively manage existing and future car parking resources. The advice contained within a strategy provides the basis for the development of statutory and non-statutory mechanisms.

In this regard, the VPP practice note reproduced below as Figure 1.1, shows the relationship between a Car Parking Strategy (or Car Parking Plan) and the mechanisms in place to implement specific strategy findings.

Figure 1.1: Statutory Context

It is evident that the implementation of the strategy findings can occur in two forms, those that can be simply implemented by Council, such as changes to parking restrictions, while others require a statutory form to place requirements on developers or other third parties.

As a result, this report seeks to develop a car parking strategy to best manage existing and future car parking. The strategies of this report are likely to require a mix of the implementation techniques which will be examined throughout this report.

It is worth noting that a Parking Overlay typically represents the most appropriate tool at this time to give statutory force to the strategy's outcomes.

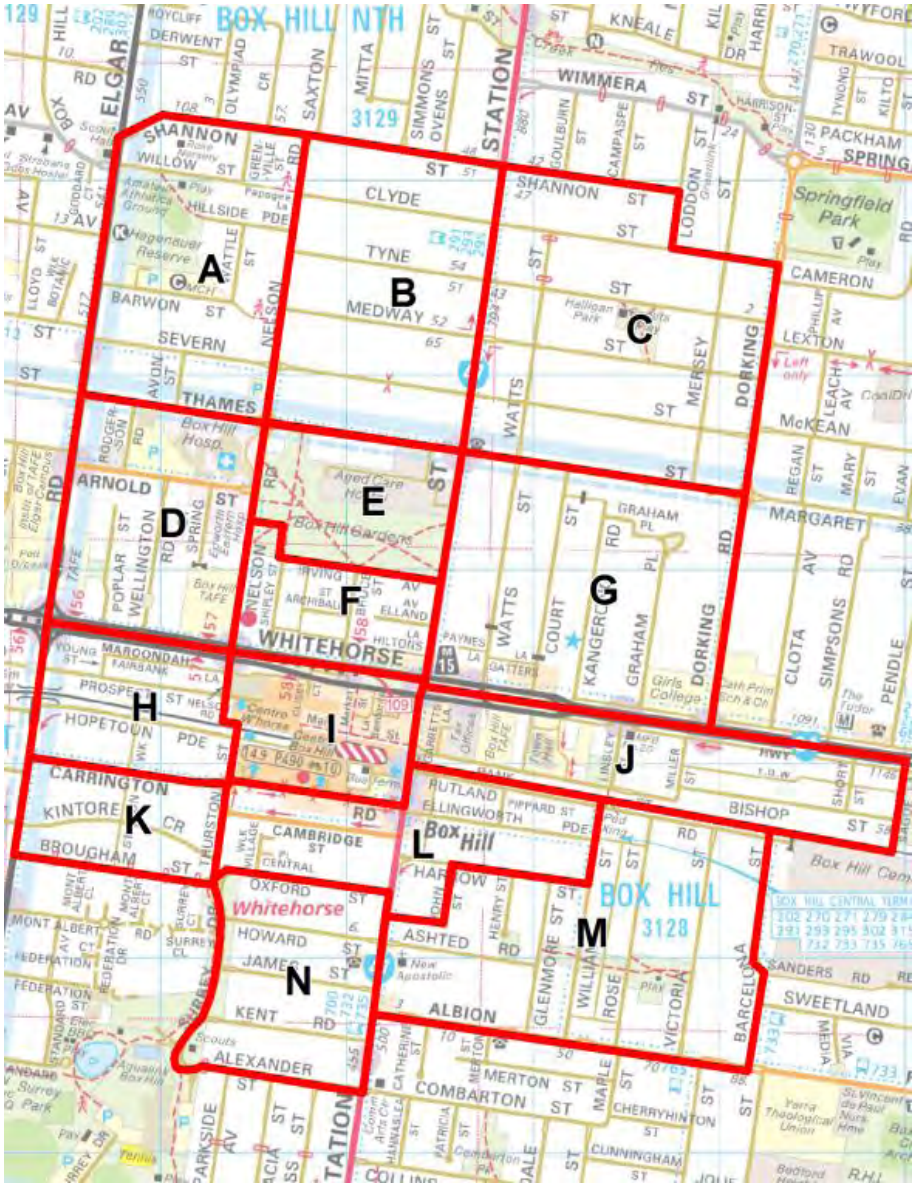
1.4 Study Area

The Study Area is shown in Figure 1.2. This includes the Box Hill Transit City Activity Centre Structure Plan area (see Section 2.2.2) however has been extended to reflect a number of residential areas which may potentially be subjected to overspill car parking demands from commercial uses within the Central Activities Area.

All precincts have been defined, as follows:

- Precinct A-C, G, K, M-N: Residential Precincts
- Precinct D: Hospital and Western TAFE Precinct
- Precinct E-F: Box Hill Gardens Precinct
- Precinct H: Prospect Street Precinct
- Precinct I: Box Hill Transport & Retail Precinct (Centro)
- Precinct J: Civic & Eastern TAFE Precinct
- Precinct L: Southern & Eastern Precinct

Figure 1.2: Study Area – Box Hill CAA

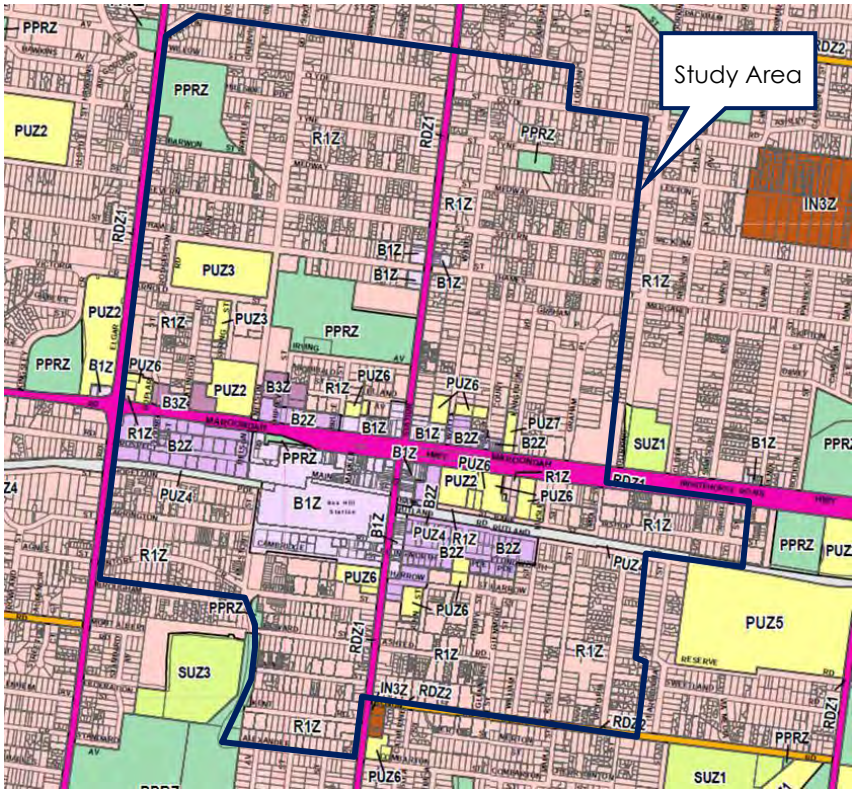


The extended Study Area which encompasses the Box Hill CAA is bound by Shannon Street to the north, Dorking Road, Sagoe Lane and Barcelona Street to the east, Albion Road, Alexander Street and Brougham Street to the south and Elgar Road to the west.

As with other traditional type activity centres, a range of car parking areas exist, comprising on-street and off-street car parking with differing time restrictions and unrestricted parking as well as user specific parking (incl. disabled, permit and loading zones).

A land use zoning map of Box Hill is shown in Figure 1.3 to provide some greater context around the land use mix within the Box Hill CAA.

Figure 1.1: Land Use Zoning Map



1.5 References

In preparing this report, a number of references have been made including:

- Whitehorse Planning Scheme
- Box Hill Transit City Activity Centre Structure Plan (SGS, June 2007)
- Box Hill Transport Interchange (MGS/Arup, 2002)
- City of Whitehorse Integrated Transport Strategy 2011
- Box Hill Access and Mobility Plan – Box Hill Transit (Department of Transport 2011)
- Melbourne 2030 and relevant guidelines
- Melbourne @ 5 Million
- Practice note 22: Using the Car Parking Provisions, June 2012
- Practice note 56: Activity Centre Zone, September 2009
- Practice note 57: The Parking Overlay, June 2012
- inspections of study area and car parking surveys commissioned by GTA
- Box Hill Car Parking Study – Economic Impact Assessment (SGS, June 2013)
- various technical data and other documents as referenced in this report.

1.6 Commission and Involvement

With respect to the above, GTA Consultants (GTA) has been commissioned by Whitehorse City Council to prepare this Car Parking Strategy report for the Box Hill Study Area.

The relevant Council departments associated with this project include Strategic Planning, Transport, Compliance, Statutory Planning and Parks Planning and Recreation.

2. Transport Policy Context

2.1 Summary of Findings

There are a number of relevant State and Local policy documents which provide guidance for the direction of this Car Parking Strategy. Those which are most relevant in the context of transport planning are as follows:

- Transport Integration Act
- Melbourne 2030
- Victorian Transport Plan
- Melbourne @ 5 Million
- SmartRoads Policy
- Victorian Planning Provisions – Clause 18 (Transport)
- Victorian Planning Provisions – Clause 52.06 (Car Parking)
- National Road Safety Strategy
- Whitehorse City Council – Clause 22.07 (Box Hill Central Activities Area)
- Box Hill Transit City Activity Centre Structure Plan, SGS (June 2007)
- Box Hill Access & Mobility Plan, Aurecon (August 2011)
- Whitehorse Integrated Transport Strategy, Whitehorse City Council/Ratio Consultants (May 2011)
- Guidelines associated with other Central Activities Districts (as discussed in Section 2.4).

The documents above highlight that significant support exists at both a state and local level for the adoption of tighter car parking controls and management within activities areas such as Box Hill. Indeed, it is clear that a number of statutory mechanisms exist to facilitate this outcome.

Most specifically a Parking Overlay, which is a recent inclusion within the Planning Scheme, represents a clear avenue for the formal implementation of particular recommendations determined by this Car Parking Strategy.

For reference, a discussion on the above individual documents is set out below, noting that the Melbourne 2030, Victorian Transport Plan and Melbourne @ 5 Million documents were released by the previous State Government, with new strategic documents currently being prepared by the present State Government, which will supersede these documents (this includes the discussion paper released for public consultation titled the Metropolitan Planning Strategy).

2.2 State Planning Policies

2.2.1 Transport Integration Act

A review of the broader planning framework indicates that sitting above state and local policy and central to the position of sustainability is the adopted Transport Integration Act (2010). This Act underpins a need to focus on the application of sustainable development practises by integrating land use and transport. The Act has an overarching status in the hierarchy of Victorian planning legislation. Section 6 of the Act sets out the following vision:

"The Parliament recognises the aspirations of Victorians for an integrated and sustainable transport system that contributes to an inclusive, prosperous and environmentally responsible State."

This Act coordinates a number of existing planning policies including Melbourne 2030, the Victorian Transport Plan, Melbourne @ 5 Million, Smart Roads and other local policies embedded in various municipal Planning Schemes.

The Act sets out a vision, objectives and principles for transport in Victoria. The objectives are set out under the following categories:

- social and economic inclusion
- economic prosperity
- environmental sustainability
- integration of transport and land use
- efficiency
- coordination and reliability
- safety, health and wellbeing.

The Act highlights that the transport system needs to be integrated and sustainable and, as such, requires all Victorian transport agencies including the Department of Transport, Planning and Local Infrastructure, Public Transport Victoria, VicRoads, VicTrack and V/Line to work together towards this common goal.

2.2.2 Melbourne 2030 (Superseded by Melbourne @ 5Million)

Melbourne 2030 was a strategic plan prepared in 2002 to manage growth and change across metropolitan Melbourne and its surrounding region. It establishes a framework to cater for the anticipated population growth with the identification of required land uses and development in a more sustainable manner.

One of the key focuses of Melbourne 2030 was to promote an increase in housing within the established urban area, particularly around activity centres and other strategic sites suitable for intense development.

Melbourne 2030 seeks to encourage higher density development on sites in and around activity centres and proximate to public transport. Such an outcome will, under the framework of Melbourne 2030:

- *"Provide for the forecast increase in population and households*
- *Ensure the available housing stock better matches changing demand by widening housing choice, particularly in middle and outer suburbs*
- *Support opportunities for a wide range of income groups to choose housing in well serviced locations*
- *Increase the local population base that supports activity centres and local businesses*
- *Encourage walking, cycling and public transport as viable transport alternatives."*

Melbourne 2030 identified Box Hill as a Principal Activity Centre.

2.2.3 Victorian Transport Plan

The Victorian Transport Plan (VTP) provided a clear strategic direction for the development of Victoria's transport network with over $38 billion dollars in projects planned to meet the ever increasing population and service expectations. The VTP covered all forms of transport and aimed to address historical imbalances and bottlenecks between the east and west of Melbourne, while broadening opportunities for suburban and regional Victoria to share in future growth.

The document went on to state the following on growth in established suburbs:

"Melbourne's established suburbs which are well served by tram and train networks, are projected to accommodate around half of all Melbourne's future growth over the next 20 years (with the balance occurring in growth areas).

The scale of this growth requires proactive planning to create and maintain a supply of well-located redevelopment sites.

To protect liveability, the focus of growth will be on locating more housing in and around activity centres, along tram routes and the orbital bus routes on the Principal Public Transport Network, in areas close to train stations and on large sites made available through economic restructuring.

The transport benefits of supporting development in established areas include:

- *Shorter trips for people to access more jobs*
- *Greater potential use of walking and cycling*
- *Targeting public transport investment to routes with high capacity."*

In support of development within established areas, the VTP nominates significant investment in:

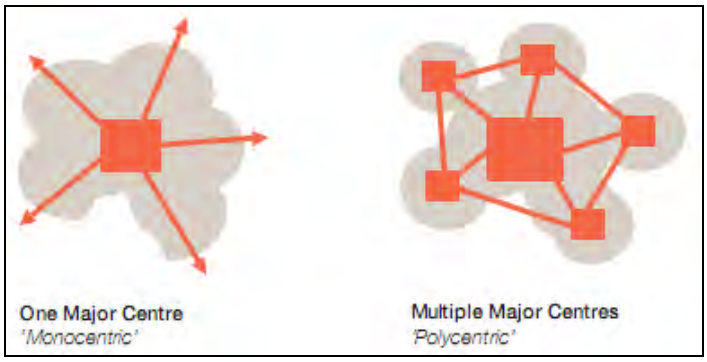
i up to 70 new trains at a cost of more than $2.6 billion, to increase capacity by more than 40%
ii up to 50 new trams at a cost of more than $1 billion
iii an $80 million improvement programme for railway stations across metropolitan Melbourne to improve customer amenities, walkways, drop off areas and interchanges
iv the continued development of a priority system for trams and buses on shared roads
v the continued development of on and off-road bicycle and walking path networks.

2.2.4 Melbourne @ 5 Million (Supersedes Melbourne 2030)

Developed and released in conjunction with the VTP, Melbourne @ 5 Million provided a framework for the future vision of Melbourne. Following on from the objectives of Melbourne 2030, Melbourne @ 5 Million continued the key themes of 'a more compact city', 'better management of growth', 'networks within regional cities' and 'a more greener city'.

A key component of Melbourne @ 5 Million (as well as the VTP) was the refinement of settlement patterns in a manner which not only changes where people live and work but also how they travel – with shorter, more local trips. This idea was demonstrated through the development of polycentric town centres, as demonstrated in Figure 2.1.

Figure 2.1: Single Centre vs. Multi-Centre Structure



Box Hill CAA is within the hub where access to public transport is and co-location with employment uses is high. This arrangement supports efforts to increase the rate of shorter trips and support trips by means other than the private motor vehicle.

2.2.5 SmartRoads Policy

SmartRoads is a VicRoads policy which sets 'modal' priorities on the road network and underpins many of the strategies significant to the Victorian Transport Plan surrounding the issue of public transport prioritisation.

"SmartRoads is an approach that manages competing interests for limited road space by giving priority use of the road to different transport modes at particular times of the day."
All road users will continue to have access to all roads. However, certain routes will be managed to work better for cars while others will be managed for public transport, cyclists and pedestrians."[1]

2.2.6 Victorian Planning Provisions – Clause18 (Transport)

In respect of 'Land Use and Transport Planning' the objective of Clause 18.01-1 of the Victorian Planning Provisions is:

"To create a safe and sustainable transport system by integrating land-use and transport".

Encouraging the use of public transport and walking and cycling as modes of transport is central to achieving this objective.

The Box Hill CAA lends itself to promote the vision of this objective by encouraging the use of public transport, cycling, and walking and not encouraging an abundance of car parking within this area, and in turn an over use of motor vehicles.

2.2.7 Victorian Planning Provisions – Clause 52.06 (Car Parking)

A revised Clause 52.06 and a new Parking Overlay (with accompanying schedule) were introduced into the Victorian Planning Schemes in April 2013 by Amendment VC95.

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. The lower rates provided in 'Column B' apply to those areas specified in a schedule to the Parking Overlay.

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*

[1] Sourced from VicRoads

- *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."*

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 revised 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.

2.2.8 National Road Safety Strategy 2011-2020 (Draft)

The draft National Road Safety Strategy notes that:

"Increasing the use of alternative modes of transport, as well as land use planning that reduces the demand for travel, will improve safety, reduce congestion and vehicle emissions, and support sustainability."

2.2.9 Metropolitan Planning Strategy (Discussion Paper)

A new Metropolitan Strategy is currently under development by the Department of Premier and Cabinet and the Department of Planning and Community Development, with input from the Department of Transport, VicRoads, the Growth Areas Authority and other agencies. The Strategy was released for public consultation in October 2012, with completion expected in 2013.

In the interim, planning policy guidance can still be taken from Melbourne@5million, which is a planning update of Melbourne 2030. It recognises that significant growth is expected throughout

Melbourne and outlines a strategy to best accommodate this growth, by moving away from a "mono-centric" city towards a "poly-centric city" with the designation of six Central Activities Districts. These will act like mini-CBDs and are intended to contain significant jobs, housing and complementary services.

Melbourne 2030 was a plan for the growth and development of the metropolitan area developed by the Victorian State Government in 2002. The Melbourne 2030 Strategy focused on the development of activity centres to cater for metropolitan growth, and provide jobs and services closer to where people live.

While the direction of the new Strategy is not yet clear, it is assumed that Box Hill will still be recognised as a major centre within Whitehorse City Council, with important retail, residential, educational and employment functions.

2.3 Relevant Local Strategic Documents

2.3.1 Whitehorse Planning Scheme

Clause 22.07 – Box Hill Central Activities Area

Clause 22.07 of the Whitehorse Planning Scheme further identifies specific objectives for the Box Hill Central Activities Area, as identified within Clause 21.07 *Economic Development*. The vision for the centre is as follows:

"Box Hill will be sustainable, safe and assessable to all. It will be a distinctive, vibrant, diverse, inclusive, participatory, caring and healthy community where you live, work and enjoy – day and night".

As such, the following key objectives relate to this study:

- *To support walking as the primary means of access in and around Box Hill and encourage most trips of 1km of less to be taken by foot.*
- *To encourage cycling as a sustainable and healthy means of travel within Box Hill and for trips of up to 5km between the Activity Centre and surrounding areas.*
- *To encourage significantly increased use of public transport and reduced rates in the use of private vehicular transport for travel to and from the Box Hill Activity Centre.*
- *To ensure that car parking in Box Hill balances access, sustainable transport and land use needs.*

In order to uphold these objectives, the following policy has been developed:

"Car Parking

The responsible authority will encourage use and development that:

- *Encourages lower parking provision rates in new development.*
- *Supports sharing of parking spaces between multiple users.*
- *Uses local parking spaces to support local uses.*
- *Favours priority use of on-street kerbside parking space.*
- *Provides information to enable efficient access to available parking.*
- *Provides car parking in structures under new buildings instead of open air car parking.*

Public Transport

The responsible authority will encourage use and development that:

- *Contributes to improvement of existing public transport infrastructure.*
- *Promotes integration of bus, train, tram and taxi services.*
- *Promotes public transport and reduced use of cars."*

2.3.2 Box Hill Transit City Activity Centre Structure Plan, SGS (June 2007)

The Box Hill Transit City Activity Centre Structure Plan seeks to ensure that Box Hill continues to focus on an integrated community and provides retail, education, civic, medical, community service, entertainment and recreational opportunities for the regional population, as well as a hub for local community activities. The study area includes the main commercial, office and retail areas of Box Hill, its civic, hospital, education developments, and residential areas as shown in Figure 2.2.

Figure 2.2: Box Hill Transit City Activity Centre Structure Plan Study Area

Its aim is to develop into a high density, pedestrian friendly urban centre that is intimately connected to public transport services, which in turn aims to reduce the urban sprawl and thus reduce the dependency on private motor vehicle.

Further to the above, the findings and recommendations of the Box Hill Transit City Activity Centre Structure Plan in relation to car parking for Box Hill are as follows:

- *"Provide incentives for participants in car share schemes, such as free kerbside parking permits.*
- *Work with the State Government to develop a program for reduced car registration fees for participants in car share schemes.*

- *Reduce the number of resident and visitor on-street parking permits issued for new developments.*
- *Prepare a Parking Precinct Plan for the Box Hill Activity Centre including a parking limitation strategy with minimised rates for mandatory provision of parking in new development, or upper limits for parking provision rather than minimum rates.*
- *Enable a reduction of parking requirements in new developments in return for contributions / improvements to public transport infrastructure and services.*
- *Encourage major employers to develop 'Green Transport' plans.*
- *Support multi-site developments in which car parking for a development on one site may be provided on a nearby site that is a more efficient size or in a better position for a parking structure.*
- *Discourage construction of car parks that do not allow flexible management to accommodate shared or public use.*
- *As part of a Parking Precinct Plan, review and adjust the pricing and management of car parking in the Activity Centre to give greater support to short stay shoppers, hospital patrons, etc. and to discourage park-and-ride and commuter parking.*
- *Consider suitable sites at nearby train stations for park and ride facilities.*
- *Replace on-street parking on the north side of Carrington Road with a formalised kiss and drop facility and taxi rank. Consider an additional kiss and drop facility on Whitehorse Road as part of road improvements.*
- *Monitor the use of kerbside spaces throughout the Activity Centre and adjust management as needed to favour bus stops, taxi ranks, delivery and servicing activities, and passenger pick-up and drop-off.*
- *Modify car parking ratio standards to reflect the different levels of demand in different areas (e.g. drop off and collection areas around the public transport interchange and major community services, longer stays in shopping areas for shoppers).*
- *Publicise the locations and cost of existing car parking facilities.*
- *Provide dynamic real-time car parking occupancy information on the arterial road network to inform motorists of parking availability in off-street multi-level car parks.*
- *Redevelop open air car parks, providing replacement parking spaces in multi-level structures below or contained within buildings for other activities.*
- *Prohibit the creation of new open air ground level car parking within the Activity Centre."*

2.3.3 Box Hill Access & Mobility Plan, Aurecon (August 2011)

The Department of Transport (DoT) funded the development of the Box Hill Access & Mobility Plan which was developed to firstly identify, and secondly resolve issues, risks and barriers relating to the provision of safe and efficient movement of people to/from and within the Box Hill CAA.

With respect to the existing car parking conditions, the following issues were noted:

- *"On-street parking along Carrington Road causes friction with traffic movement, resulting in delays to general traffic and buses.*
- *Parking on Station Street near the intersection within Carrington Road can cause congestion, and delays to buses.*
- *Car parks are currently near to or at capacity. There is little scope to accommodate additional visitors or commuters using Box Hill transport interchange.*
- *Demand for parking around the hospital is adding to pressure for local on street parking."*

The key action identified by the Access and Mobility Plan, with respect to car parking is to undertake a parking review within the study area and surrounding streets to further investigate and manage the issue of parking demand and supply.

2.3.4 Whitehorse Integrated Transport Strategy, Whitehorse City Council/Ratio Consultants (May 2011)

The City of Whitehorse adopted a new Integrated Transport Strategy on 30 May 2011. This creates a framework to consider the different modes of transport available to the Whitehorse Community and provide a direction to facilitate travel options and networks that are sustainable, convenient, accessible and safe.

The goals of the Integrated Transport Strategy are to:

- *"Improve the links between transport modes for the efficient and convenient movement of people and goods.*
- *Improve the links between transport modes for the efficient and convenient movement of people and goods.*
- *Increase the use of sustainable transport modes of transport to minimise the impact of transport on the environment.*
- *Increase the use of sustainable transport modes that promote healthy lifestyles, such as walking and cycling.*
- *Increase the safety of residents and commuters who travel within and through the municipality.*
- *Promote economic development and social connectedness within our community."*

As a result, four strategic objectives have been developed that form the basis of the Whitehorse Integrated Transport Strategy for the aspects that Whitehorse City Council can control or influence, namely:

- *"Encourage walking.*
- *Maintain and improve the cycling network.*
- *Encourage an increased shift toward public transport.*
- *Provide safe and efficient movement of vehicles and freight."*

An action plan is included in the document for Whitehorse City Council to implement the Strategy. Relevant actions to the CAA in particular are listed below:

- *"Advocate for improved pedestrian facilities and access at Box Hill Central Activities District, including along Whitehorse Road and Station Street.*
- *Complete a feasibility study and advocate for the construction of the bicycle CAA Connector between the Box Hill and Ringwood.*
- *Advocate for the urgent upgrade of the Box Hill Transport Interchange – including better connectivity between tram, train and bus services and improved passenger waiting facilities in terms of comfort and information.*
- *Advocate for the construction of the third railway line between Box Hill and Ringwood, with the implementation of grade separations of the level crossings.*
- *Lobby VicRoads to downgrade the road classification of Station Street Box Hill and to increase the focus on road based public transport and pedestrians.*
- *Continue to investigate the feasibility of introducing a Car Share Scheme within the Box Hill CAA in association with a private car share company and to implement when economically viable.*

- *Investigate the adoption of reduced parking rates for new developments located in the Box Hill Central Activities District or, where appropriate, in Major Activity Centres and in the vicinity of train stations, to encourage the use of more sustainable forms of transport."*

2.4 Other Central Activities Districts

Including Box Hill, at present there are a total of six metropolitan Central Activities Districts; those being Melbourne, Broadmeadows, Dandenong, Footscray, Frankston and Ringwood. Of these Areas, car parking guidelines have been prepared to varying extents, as follows:

- Melbourne has the only formal Parking Overlay.
- Footscray and Dandenong have parking guidelines with recommended reduced car parking rates.
- Broadmeadows has no finalised parking guideline (although one is being prepared by GTA, with recommended reduced rates, at the time of preparing this report).
- Ringwood and Frankston have parking guidelines but with limited or no recommended rates.
- **Box Hill currently has no parking guideline or Parking Overlay.**

A further examination of the approaches adopted within other Central Activity Districts has been provided under the following sub-sections.

2.4.1 Melbourne Central Activities Area (City of Melbourne)

The Melbourne Planning Scheme incorporates Parking Overlays (within Schedule B to Clause 45.09) for Capital City Zone, the Docklands Zone, Royal Melbourne Showgrounds and Fishermans Bend. It accordingly does not have an "out-of-scheme" guideline.

It is important to note that of the Central Activities Districts outlined, the Parking Overlay within the Melbourne Planning Scheme incorporates a maximisation policy aimed at reducing traffic congestion within and near the CBD and seeks to encourage a shift to more sustainable transport modes, such as public transport, cycling and walking.

The Plan allows a complete waiver of on-site car parking, with a summary of the recommended rate ranges outlined in Table 2.1.

Table 2.1: Melbourne Central Activities Area – Recommended Car Parking Rates

Land Use	Unit	Recommended Car Parking Rates (Maximums in Bold)		
		Capital City Zone	Docklands Zone	Fishermans Bend
Residential Land Uses				
Dwelling	Dwelling	0.0 – **1.0**	0.0 – **1.5**	0.0 – **1.0**
Hotel	Room	-	0.0 – **0.4** [1]	-
Retail/Restaurant Land Uses				
Retail (incl. shop and restaurant)	100sqm NFA	0.0 – **0.5**	-	-
	100sqm GFA	-	0.0 – **1.0**	0.0 – **1.0**
Place of Assembly	100sqm GFA	-	0.0 –**1.0**	0.0 – **1.0**
Commercial Land Uses				
Office	100sqm NFA	0.0 – **0.5**	-	-
	100sqm GFA	-	0.0 – **1.0**	0.0 – **1.0**

[1] As specified for Business Park (DZ6) within the overall Docklands Zone.

2.4.2 Footscray Central Activities Area (City of Maribyrnong)

In 2012, GTA Consultants was engaged by Maribyrnong City Council to undertake a study on appropriate car parking rates within the Footscray Central Activities Area[2].

The objective of this Car Parking Study was to provide recommendations (amongst other things) 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.

In applying the findings to the Footscray study area, it was identified that a range of car parking rates would be appropriate. The measure used to identify which car parking rates were applicable was each site's location, as such a measure was easy to identify for all parties and allowed for more specific rates to be adopted.

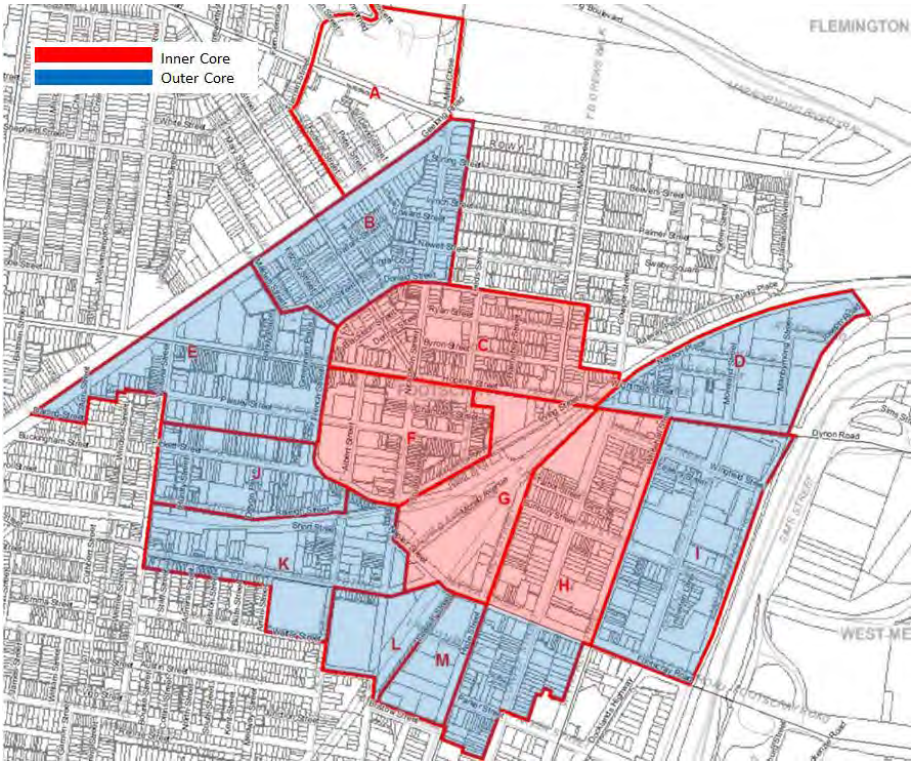
In this regard, the following car parking rates were prescribed:

- 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
- 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
- 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

[2] This study culminated in the preparation of a report titled 'Footscray Central Activities Area, Car Parking Study, May 2013.

The applicable area/s for application of the above rates is illustrated in Figure 2.3 on the following page.

Figure 2.3: Footscray Car Parking Rate Areas



2.4.3 Dandenong Central Activities Area (City of Greater Dandenong)

In 2008, GTA Consultants was engaged by Greater Dandenong City Council to undertake a study on appropriate car parking rates within the Dandenong Central Activities Area[3] and assist in the preparation of a set of parking guidelines to aid the revitalisation of the area.

The Victorian Government's vision for Central Dandenong is that it becomes the "capital city" of the southeast and a great location for people to live, learn, work and socialise. In order to lead a shift away from Central Dandenong being a car-centric Activities Area, the provision of sensible car parking rates for new uses and development within Central Dandenong was identified as a key component in driving the Revitalising Central Dandenong (RCD) vision and attracting investment to the area.

At the completion of the car parking study, the "Revitalising Central Dandenong Car Parking Guidelines (2008-2010)" were released by Council as an "out-of-Scheme" guideline. The aims of this guideline were to:

- *"Provide greater certainty to developers,*
- *Encourage development by providing car parking rates that are reasonable and in line with the future directions set for Dandenong,*
- *Encourage changes in modes of travel away from the private car, and*
- *Provide flexibility so that car parking fits the needs of a particular use."*

The recommended car parking rates within this guideline are summarised in Table 2.2.

[3] This study culminated in the preparation of a report titled 'Parking Guidelines for Central Dandenong, Car Parking Study, 26 September 2008'.

Table 2.2: Dandenong CAA – Recommended Car Parking Rates

Land Use	Unit	Recommended Car Parking Rate
Residential Land Uses		
Dwelling Resident • Within Central Dandenong Activity Centre Boundary • Outside Central Dandenong Activity Centre Boundary	Dwelling	0.8 1.0
Dwelling Visitor • Within Central Dandenong Activity Centre Boundary • Outside Central Dandenong Activity Centre Boundary	Dwelling	0.0 0.1
Hotel	Room	0.4
Retail / Restaurant Land Uses		
Shop (other than specified in this table)	100sqm LFA	1.8
Supermarket	100sqm LFA	3.6
Restricted Retail	100sqm LFA	1.4
Restaurant	Seat	0.2
Place of Assembly	Person or Seat (whichever is greater)	0.2
Convenience Shop	100sqm LFA	1.8
Commercial Land Uses		
Office • Within 400m of a train station • Beyond 400m of a train station	100sqm LFA	2.0 2.6
Medical Centre	Practitioner	3.4
Other Land Uses		
Child Care Centre	Child	0.2

It is noted that the guidelines give flexibility to the adoption of lesser rates and outline that if car parking for a use was to be provided at a rate less than specified in Table 2.2, VicUrban and the City of Greater Dandenong would require:

- a car parking report from a suitably qualified consultant providing justification for the lower rates
- where the specified thresholds were met, the preparation of a Green Travel Plan which provides information on sustainable transport and encourages people to make more informed travel choices.

Finally, it is also noted that the guidelines specify that car parking in excess of the recommended rates will be discouraged by VicUrban and Dandenong City Council, as it is deemed to be inconsistent with the vision of a revitalised Central Dandenong.

2.4.4 Broadmeadows Central Activities Area (City of Hume)

At the time of preparing this report, a car parking study have been completed drafted by GTA Consultants, for Hume City Council, for the Broadmeadows Central Activities Area but that report had yet to be finalised or released to the public.

In this regard, whilst it can be noted that the general structure and research methodology of the Broadmeadows study is consistent with the Dandenong and Footscray studies (and is expected to contain recommended reduced rates in the same order of magnitude), we cannot publish the draft findings of the Broadmeadows Central Activities Area study within this report given its status.

2.4.5 Ringwood Central Activities Area (City of Maroondah)

In 2008, AECOM was engaged by Maroondah City Council to undertake a car parking study within the Ringwood Activities Area.

This report was completed in September 2009 and consisted of two parts: the first, titled 'Ringwood Central Activity District, Stage 1 – Parking Study', and the second, titled 'Ringwood Central Activity District, Stage 2 – Parking Strategy Report'. Within the second report, the following is stated:

"Until the release of the DPCD parking rates, it is considered important for Council to make a move towards encouraging the update of lower parking rates that specifically reflect:

- *The likely future demographic profile of Ringwood.*
- *The significant level of envisaged growth.*
- *The proposed land use and activity patterns envisaged for Ringwood.*
- *The transport system servicing Ringwood.*

As such, Council are required to consider:

- *In contrast to many other areas, Ringwood is extremely well served by the arterial road network. Without sufficient measures in place, the high level of accessibility to Melbourne's inner and south-eastern suburbs provided by car will make it more difficult to promote more sustainable modes of transport. One possible way to address this is by setting parking rates that encourage reduced levels of car ownership. This approach has worked successfully in Melbourne's Docklands where only one car parking space is allocated per household…"*

Following the release of this Parking Strategy, Council will support lower parking rates for the following land uses:

- *Residential: Adopt a <u>maximum</u> of 1 space per dwelling within Ringwood CAD irrespective of dwelling size*
- *Retail: Adopt a <u>minimum</u> of 3.5 spaces per 100sqm of leasable floor area*
- *Office: Adopt a <u>minimum</u> of 3 spaces per 100sqm of leasable floor area".*

The second report also states that the study area features a range of public transport services with multiple bus and train services centred on Ringwood Station and the bus interchange.

2.4.6 Frankston Central Activities Area (City of Frankston)

In 2010, Cardno Grogan Richards was engaged by Frankston City Council, in partnership with DPCD, to undertake a review of the draft Frankston CAD *Car Parking Study* and produce an overall document with recommendations with respect to the management and provision of existing and future car parking with the Frankston study area.

This report outlines a number of short and long-term recommendations but does not include any specific advice with respect to reduced car parking rates. For reference, some of the notable recommendations which have particular relevance for the study area are reproduced as follows:

Short term:

- *Consider the introduction of paid on-street parking which is typical for a CAD, i.e. already effective in the Melbourne CAD and recently introduced in Footscray CAD… Some pros, cons and further considerations for reintroducing paid on-street parking are listed below:*

- *Pros:*
  - *Will significantly reduce staff parking on street in prime visitor spaces;*
  - *Can achieve higher parking turnover i.e. increase probability of finding an on-street car space;*
  - *Generates funds for the Council to utilise for other CAD improvements including transport initiatives;*
  - *Encourages longer term parking in off-street car parks and outer areas of the CAD;*
  - *… Reduce(s) traffic congestion, increase(s) road safety and encourage(s) use of public transport;*
  - *Fines can be issued instantly if drivers overstay.*
- *Cons:*
  - *Cost of installing parking equipment, changing parking signs, etc;*
  - *Perception of uncertainty from the community toward design making;*
  - *Possible short term effect on visitation to the CAD…;*
  - *Disgruntled drivers including traders who are now used to the 'free' on street parking;*
  - *New parking fees would require significant stakeholder engagement.*

- *...Implement directional signage to guide drivers to destinations on the CAD road network…*

Long term:

- *Develop a Parking Provision Strategy for new development in the Frankston CAD…*
- *Encourage new development in CAD areas which could benefit from increased activity (and) take advantage of underutilised parking infrastructure.*

2.5 Other Parking Overlays

A number of metropolitan municipalities in Victoria provide guidance on car parking rates and arrangements which are embedded within their Planning Scheme as a Parking Overlay which provides "statutory force" to Car Parking Strategy recommendations.

The relevant municipalities and their documented "within scheme" requirements are summarised in Table 2.3.

Full details of these Overlays are provided in Appendix A.

Table 2.3: Summary of Parking Overlays

Municipality	Location	Parking Overlay	
		Reduced Rates	Cash-In-Lieu (Specified)
Banyule	Greensborough Activities Area	✓	✗
Boroondara	Activity Centres	✓	✗
Casey	Berwick Village Commercial Centre	✓	✓
Glen Eira	Caulfield Mixed Use Area	✓	✗
Greater Dandenong	Springvale Activities Centre – Core Retail West Precinct	✓	✓
Melbourne	Capital City Zone / Docklands / Royal Melb. Showgrounds / Fishermans Bend	✓	✗
Manningham	Doncaster Hill Precinct Activity Centre	✓	✗
Monash	Glen Waverley Principal Activity Centre Area / Oakleigh Major Activity Centre Area	✓	✓
Port Phillip	Fishermans Bend	✓	✗

This table indicates that of the total 32 metropolitan municipalities in Victoria, only 9 have a Parking Overlay. Three of these municipalities have a specified cash-in-lieu arrangement (i.e. Monash, Casey and Greater Dandenong) included within the Overlay, as marked up in Table 2.3.

Table 2.4 indicates average and 85th percentile cash-in-lieu contribution of $15,230 and $20,800 per space, respectively.

Table 2.4: Assessment of (Specified) Cash-In-Lieu Arrangements – Current Day Cost Per Space [1]

Municipality	Base ($)	Base Rate Date	Current Cost ($)
Casey (Berwick Village)	16,935	1 October 2006	20,830
Monash (Oakleigh)	6,000	1 July 2008	6,960
(Glen Waverley)	11,000	1 July 2009	12,380
Greater Dandenong (Springvale)	19,000	1 July 2010	20,760
Average (approx.)			**15,230**
85th Percentile (approx.)			20,800

[1] Bases on a consumer price index of approximately 3% per annum (from Rawlinsons Australian Construction Handbook).

3. Existing Car Parking Conditions

3.1 Existing Car Parking Supply

An inventory of publicly available car parking facilities was commissioned by GTA. The inventory identified all publicly available spaces within each Precinct in the Box Hill CAA Refer Section 1.4 for Precincts map) including:

- all publicly available off-street car parking spaces
- all on-street car parking spaces
- all off-street private commercial car parking spaces
- the supply of each area and restriction type.

It is noted that off-street private commercial parking spaces, such as office basement parking and those at the rear of shops that were accessible during the inventory collection were included. *It is noted however that private spaces that were not accessible during the majority of the survey period were not included in this assessment.*

The supply of car parking at 1:00pm represents the time of peak parking demands for the Box Hill Study Area. Over the course of a typical weekday however, the supply varies with no stopping restrictions reducing the availability of spaces at various times of the day.

The inventory of the Box Hill area identified a total supply of 13,087 car spaces at the peak parking time. A summary of the peak car parking supply is set out in Table 3.1 and Table 3.2, as a breakdown of on-street versus off-street and short-term versus long-term car parking, respectively.

Full details are provided in Appendix B.

Table 3.1: Box Hill CAA Parking Supply Thursday 1:00 pm – On-Street v Off-Street

Precinct	On-Street	Off-Street [1]	Total [2]
A	345	178	523
B	393	59	452
C	666	27	693
D	197	2,031	2,228
E	110	105	215
F	166	604	770
G	415	800	1,215
H	31	593	624
I	45	2,634	2,679
J	387	529	916
K	229	66	295
L	339	1,221	1,560
M	544	15	559
N	305	53	358
Total	**4,172 (32%)**	**8,915 (68%)**	**13,087**

[1] Excludes inaccessible private parking.

[2] Excludes Loading, Bus, Work, Taxi and No Standing Zones.

Table 3.1 indicates that the total car parking supply (of approximately 13,087 spaces) consists of some 4,172 on-street (32% of total supply) and 8,915 off-street spaces (68% of total supply).

Table 3.2: Box Hill CAA Parking Supply Thursday 1:00 pm – Short-Term v Long-Term

Precinct	Very Short Term [1]	Short Term [2]	Long Term [3]	Other [4]	Total [5]
A	0	366	113	44	523
B	0	228	196	28	452
C	0	93	573	27	693
D	27	183	781	1237	2,228
E	0	39	71	105	215
F	27	222	25	496	770
G	13	320	495	387	1,215
H	0	28	64	532	624
I	9	141	2386	143	2,679
J	45	318	307	246	916
K	0	206	23	66	295
L	8	244	514	794	1,560
M	5	314	225	15	559
N	1	131	173	53	358
Total	**135 (1%)**	**2,833 (22%)**	**5,946 (45%)**	**4,173 (32%)**	**13,087**

[1] Car parking less than 1 hour in duration.
[2] Car parking between 1 to 3 hours (inclusive) in duration.
[3] Car parking equal to or greater than 4 hours (including unrestricted parking).
[4] Includes Private, Disabled and Permit Zones.
[5] Excludes Loading, Bus, Work, Taxi and No Standing Zones (approx. 278 spaces).

Table 3.2 indicates that the total car parking supply (of 13,087 spaces) consists of some 135 very short-term spaces (1%), 2,833 short-term spaces (22%), 5,946 long-term spaces (45%) and 4,173 other spaces (32%) at the peak parking time.

Figure 3.1 and Figure 3.2 on the following page illustrate how the available on-street/off-street and short-term/long-term car parking supply alters throughout the day. It is noted that the overall car parking supply fluctuates during the peak traffic periods on a typical weekday due to clearways restrictions (i.e. no parking) along major roads within the study area.

Table 3.3 has also been prepared to detail the location and supply of 'user specific' car parking within the Box Hill CAA, including both disabled car parking and permit zones for taxis, buses and loading. Very short-term parking (i.e. less than 1P) has also been considered for short-stay customers to the area.

Figure 3.1: On-Street and Off-Street Car Parking Supply

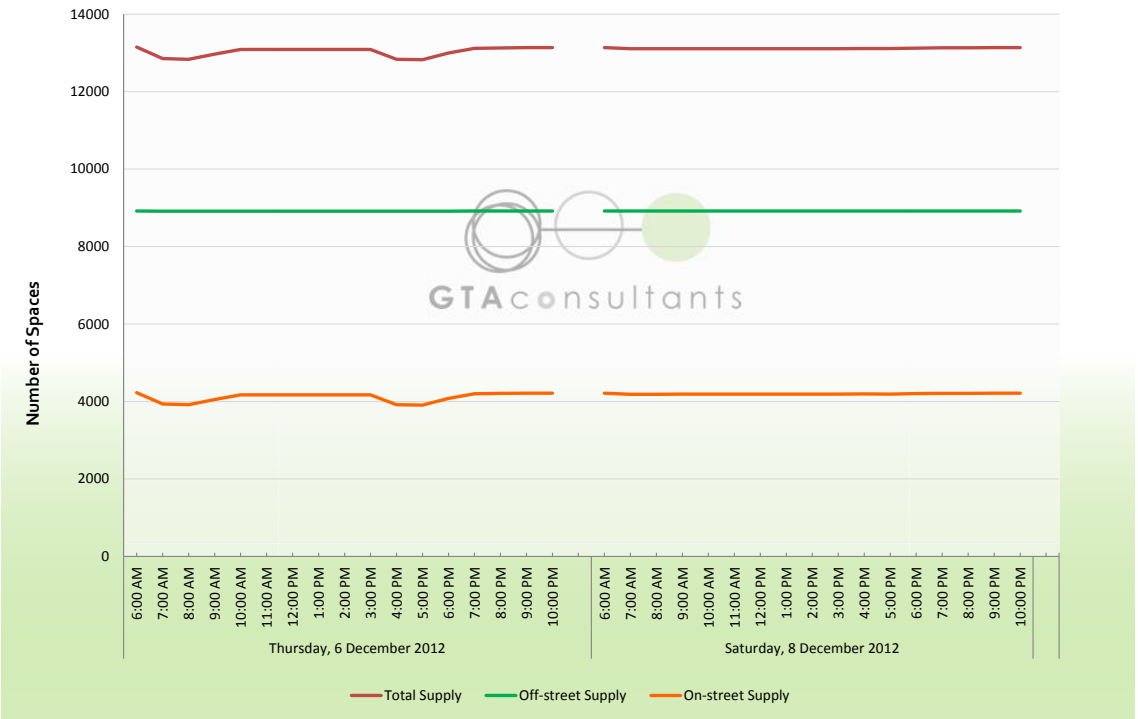


Figure 3.2: Short Term and Long Term Car Parking Supply

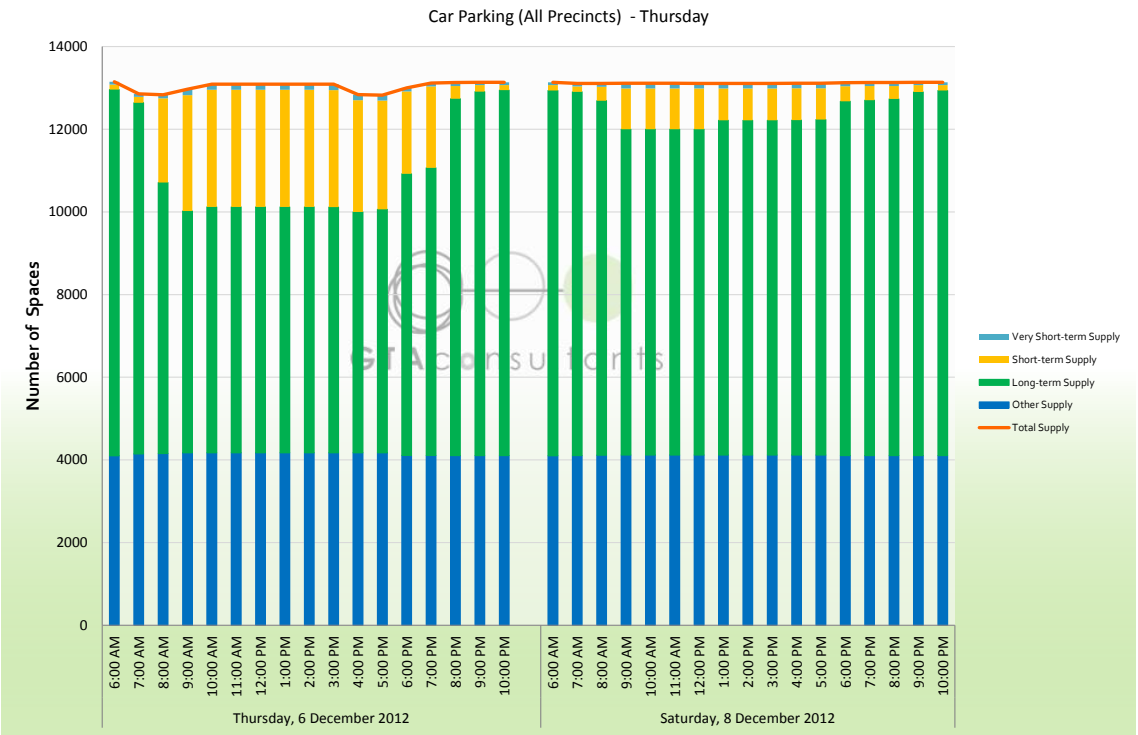


Table 3.3: Box Hill CAA Parking Supply Thursday 1:00 pm – User Specific Car Parking

Location	Supply					
	Disabled	Permit Zone	Taxi	Bus	Loading	Very Short-Term [1]
Albion Street	-	-	-	2	-	4
Arnold Street	-	-	-	3	6	1
Arnold Street – Off Street	11	45	-	-	-	2
Barcelona Street	-	-	-	5	-	-
Bank Street	-	-	-	-	-	9
Bank Street – Off Street	7	66	-		11	35
Barwon Street	-	-	-	5	-	-
Barwon Street – Off Street	4	9	-	-	-	-
Cambridge Street	-	6	-	-	2	7
Cambridge Street – Off Street	2	9	-	-	-	-
Carrington Road	6	-	7	-	7	4
Central Box Hill North Off Street Car Park	30	-	-	-	-	-
Central Box Hill South Off Street Car Park	19	61	-	-	3	-
Court Street	-	58	-	-	2	3
Court Street – Off Street (Private)	4	-	-	-	-	-
Dorking Road	-	-	-	8	-	-
Elgar Road	-	-	-	6	-	-
Elgar Road – Off Street	1	153	-	-	3	-
Elland Avenue	1	2	-	-	-	10
Ellingworth Parade	-	-	-	-	2	-
Garretts Lane	-	-	-	-	6	-
Harrow Street	2	-	-	-	-	-
John Street – Off Street (Private)	1	-	-	-	-	-
Kangerong Road	-	36	-	-	-	-
Kangerong Road – Off Street	-	-	-	-	-	-
Nelson Road	-	-	-	4	-	7
Nelson Road – Off Street	32	149	-	-	-	13
Poplar Street – Off Street	-	88	-	-	-	-
Prospect Street	1	40	-	-	7	-
Rutland Street	-	-	-	5	5	1
Severn Street	-	-	-	6	-	-
Shipley Street	2	-	-	-	1	7
Spring Street – Off Street	8	147	-	-	-	1
Station Street	-	-	-	14	7	4
Station Street – Off Street	-	-	-	-	4	-
Station Street – Off Street (Private)	3	-	-	-	-	-
Thames Street	3	-	-	4	-	-
Thames Street – Off Street	1	11	-	-	-	8
Thurston Street	-	-	-	-	5	-
Thurston Street – Off Street	3	-	-	-	-	-
Watt Street	1	30	-	-	-	5
Watt Street – Off Street	5	-	-	-	-	-
Wellington Road	-	8	-	-	-	-
Wellington Road – Off Street	2	-	-	-	-	-
Whitehorse Road	7	58	3	6	10	14
Whitehorse Road – Off Street	11	37	-	-	2	-
William Street	-	-	-	7	-	-
William Street – Off Street	2	-	-	-	-	-
Young Street	2	-	-	-	4	-
Total	**171**	**1,013**	**10**	**75**	**87**	**135**
% of Total Supply (13,087 spaces)	**1.3%**	**7.7%**	**<0.1%**	**0.6%**	**0.7%**	**1.0%**

[1] Car parking less than 1 hour in duration.

3.2 Car Parking Demand

3.2.1 Overview

Car parking demand surveys of the Box Hill Study Area, including all publically available on-street and off-street spaces, were commissioned by GTA Consultants as follows:

- Thursday 6 December 2012 and Saturday 8 December 2012 between 6:00am to 10:00pm.
- Thursday 14 March 2013 at 1:00pm.
- All days are considered 'typical' survey days and did not include days during school holiday periods. Notwithstanding, it is noted that the December 2012 survey was outside of the Box Hill TAFE Institute student academic semester. Accordingly, only staff car parking demands associated with the TAFE were captured as part of the survey. Accordingly a second survey was undertaken in March 2013 with further detail provided below.

In respect of the above, it is noted that in Central Activities locations with high retail land uses such as Box Hill, there is naturally a higher level of activity close to and during the holiday seasons. In particular, additional peak activity can be expected to occur during December which can be attributed to increased retail car parking demand.

Importantly, it is not considered practical for an Activities Area to provide excessive car parking resources to cater for potential demands at the absolute peak-of-peak periods. It follows that these additional resources would remain underutilised for the majority of the year and thus be a poor utilisation of the space. A similar philosophy is adopted for shopping centres, whereby the unconstrained parking demand that could be generated during the Christmas sales is not catered for, as to do so would result in underutilised car parks for the remainder of the year making the construction often unfeasible.

With respect to Car Parking Strategies completed by GTA for various Activities Areas throughout Victoria, the surveyed period (in early December) is considered to be conservative on the high side in relation to the 85th percentile seasonal parking demands experienced.

Notwithstanding the above, an additional survey was undertaken on Thursday 14 March 2013 at the peak time previously observed (1:00pm) to capture student demands generated by the Box Hill TAFE. The results of the additional survey indicated that the seasonal car parking demands in December (associated with higher retail demands) substantially offset the car parking demands generated by TAFE students during March (i.e. with lower retail demands).

Indeed, approximately 1,000 fewer spaces were recorded overall within the Box Hill Study Area at the peak time in March in comparison to December with the reduction in car parking demands (per precinct) detailed in Table 3.4.

Table 3.4: Car Parking Demand Comparison between December 2012 and March 2013

Precincts	Difference in Car Parking Demand (December to March)
A	- 20
B	- 24
C	- 5
D	**- 231**
E	- 25
F	- 37
G	- 86
H	- 13
I	**- 345**
J	- 40
K	- 39
L	- 75
M	- 5
N	- 14
Total	**- 959**

Table 3.4 indicates that the most significant difference between December 2012 and March 2013 relates to the reduction in car parking demands observed within Precincts D and I.

Given the make-up of Precinct I (Box Hill Transit and Retail Precinct), it is anticipated that the reduction in that area is likely to be associated with seasonal fluctuations in retail demand. Notwithstanding the operation of the nearby Box Hill TAFE Institute, it has been assumed that a reduction in the number of patient visitors to the site and also (potentially) certain surgeries at the Box Hill Hospital comparative to December has likely resulted in a lesser car parking demand within Precinct D. It is noted that this analysis includes the removal of available car parking spaces surrounding the Hospital associated with construction works zones.

Having regard for the above discussions and Table 3.4, the December surveys are considered to represent the 'critical' design period. Accordingly, herein the December surveyed parking demands have been used.

3.2.2 Overall Study Area

A summary of December on-street and off-street car parking demands are illustrated in Figure 3.3. Full details of both the December 2012 and March 2013 surveys are provided in Appendix B.

Figure 3.3: Box Hill CAA Total Car Parking Demands

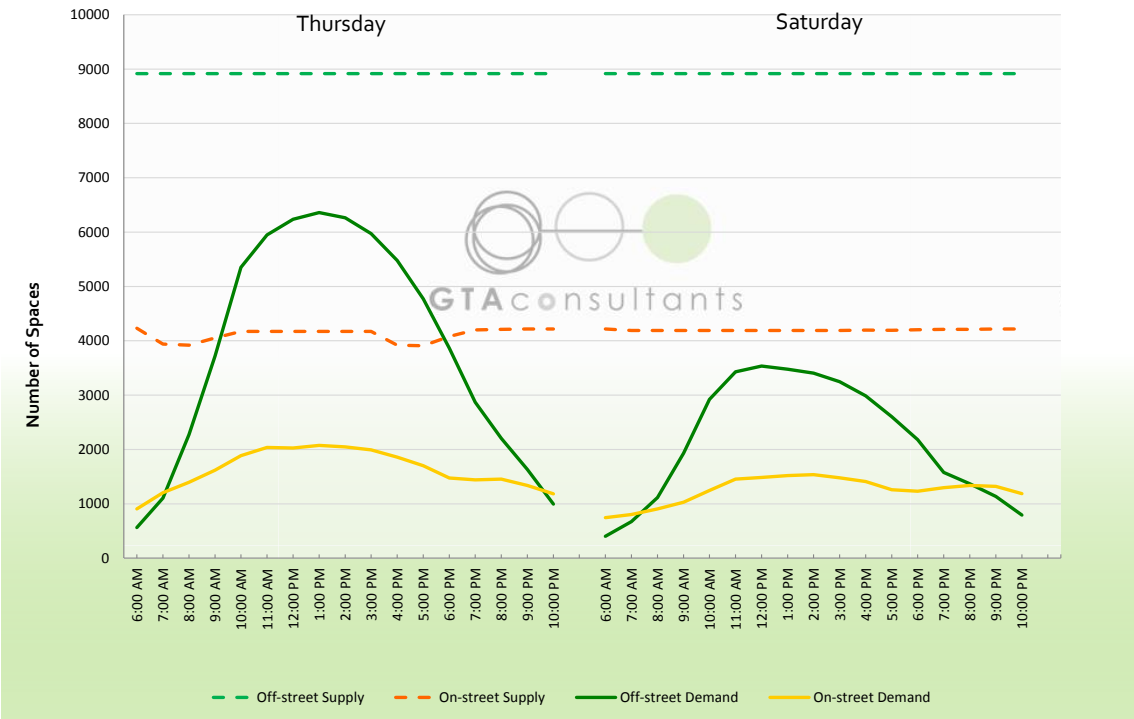


Figure 3.3 illustrates that each of the demand curves are similar in shape and reflect a typical retail/office based activity area with 9:00am to 5:00pm operating hours on both days. Specifically, demands are generally at their highest at 11:00am and 1:00pm for on-street car parking and 1:00pm for off-street car parking. The peak time for the entire Box Hill CAA occurred at 1:00pm on Thursday 6 December 2012. This corresponds to an occupancy level of 64%.

By way of comparison, a broad assessment of the occupancy level of the general Box Hill Structure Plan area[4] was undertaken during the same peak period of 1:00pm. This indicates slightly higher occupancy level of 72%.

It is noted that the time of peak demand within individual precincts sometimes varies however the study focuses on the overall peak time whilst having regard for localised issues in each precinct.

A summary of the on-street/off-street car parking and short-term/long-term car parking occupancy at the peak time is shown in Table 3.5 and Table 3.6, respectively.

Table 3.5: On & Off-Street Car Parking Demands Thursday 1:00pm

Precinct	On-Street		Off-Street		Total	
	Supply	Demand	Supply	Demand	Supply	Demand
A	345	161	178	42	523	203
B	393	241	59	41	452	282
C	666	233	27	13	693	246
D	197	157	2,031	1,483	2,228	1,640
E	110	90	105	65	215	155
F	166	112	604	443	770	555
G	415	163	800	477	1,215	640
H	31	21	593	368	624	389
I	45	31	2,634	2,260	2,679	2,291
J	387	190	529	356	916	546
K	229	118	66	22	295	140
L	339	174	1,221	748	1,560	922
M	544	248	15	15	559	263
N	305	137	53	25	358	162
Total	**4,172**	**2,076 (50%)**	**8,915**	**6,358 (71%)**	**13,087**	**8,434 (64%)**

Table 3.5 indicates that the car parking occupancy within Box Hill CAA is in the order of 50% for on-street spaces and 70% for off-street car parking spaces overall.

[4] The area broadly included Precincts D, E, F, H, I and L as well as 50% of Precincts J, M and N.

Table 3.6: Short & Long-Term Car Parking Demands Thursday 1:00pm

Precinct	Very Short-Term [1]		Short-Term [2]		Long-Term [3]		Other [4]		Total [5]	
	Supply	Demand	Supply	Demand	Supply	Demand	Supply	Demand	Supply	Demand
A	0	0	366	137	113	46	44	20	523	203
B	0	0	228	114	196	158	28	10	452	282
C	0	0	93	16	573	217	27	13	693	246
D	27	15	183	143	781	652	1237	830	2,228	1,640
E	0	0	39	22	71	68	105	65	215	155
F	27	22	222	175	25	11	496	347	770	555
G	13	5	320	136	495	343	387	156	1,215	640
H	0	0	28	21	64	48	532	320	624	389
I	9	5	141	83	2386	2094	143	109	2,679	2,291
J	45	30	318	129	307	257	246	130	916	546
K	0	0	206	115	23	3	66	22	295	140
L	8	4	244	142	514	302	794	474	1,560	922
M	5	0	314	112	225	136	15	15	559	263
N	1	0	131	28	173	109	53	25	358	162
Total	**135**	**81 (60%)**	**2,833**	**1,373 (48%)**	**5,946**	**4,444 (75%)**	**4,173**	**2,536 (61%)**	**13,087**	**8,434 (64%)**

[1] Parking for less than 1 hour.
[2] Parking for 1 hour or more up to 3 hours.
[3] Parking for 4 hours or more inclusive of unrestricted.
[4] Includes Private, Disabled and Permit Zones.
[5] Excludes Loading, Bus, Work, Taxi and No Standing Zones (approx. 278 spaces).

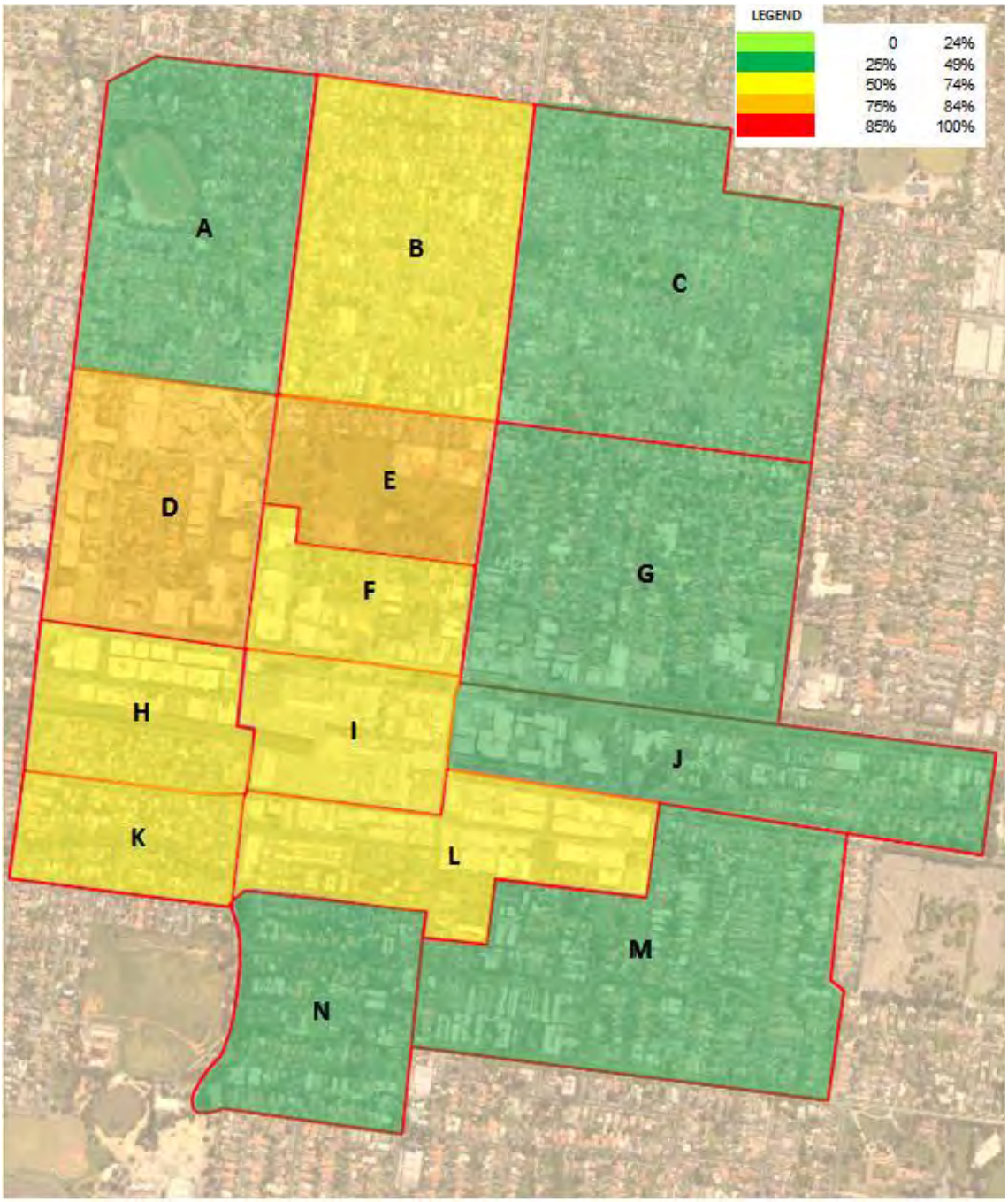
Table 3.6 indicates that long-term parking space demands are relatively high with occupancy levels of 75% at the peak time. Furthermore, very short-term spaces, short-term spaces and 'other' space demands are moderate with peak demands equal to an occupancy rate of 60%, 48%, and 61%, respectively.

3.2.3 On-Street Car Parking

While overall car parking demands have been previously summarised, a more detailed review of on-street parking is required to determine where any specific issues may exist on a precinct by precinct basis.

Figure 3.4 below summarises the on-street car parking occupancy of each overall precinct at the peak time.

Figure 3.4: Box Hill On-Street Car Parking – Peak Occupancy (@ 1.00pm)



It is noted that the non-residential 'core' precincts (Precincts D, E, F, H, I, J and L) provide the majority of short-term car parking spaces within the Study Area.

Residential precincts located adjacent to the retail and TAFE precincts i.e. Precincts G and K, provide on-street spaces which are also protected by short-term parking restriction to discourage overspill of parking demands into residential streets.

On the other hand, residential precincts located on the periphery of the Box Hill Study Area such as Precincts A, B, C, M and N, provide on-street spaces which offer long-term or unrestricted car parking with some short-term restrictions applied to the streets located closer to the core areas.

Overall, the higher car parking occupancy is observed generally within Precincts D and E with occupancy levels in the range of 75% and 84%. This demand is generally made up of long-term staff and short-term visitor car parking in the surrounding road network associated with the Box Hill and Epworth Eastern Hospitals.

Car parking occupancy within Precincts B, F, H, I, K and L range from 50% to 74% at the peak time for the Box Hill CAA. These demands are generally associated with office, retail and other commercial off-site car parking.

These results indicate that moderate to high levels of car parking occupancy were observed within the Central Activities Area. Notable exceptions are Precinct B and K which are residential area and this is anticipated to be due to overspill of car parking from Hospital and Box Hill Railway Station, respectively. Car parking occupancies within the remaining precincts are noted to be between 25% and 49%.

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 an aspirational equilibrium which achieves a good utilisation of car parking while, given the dynamic nature of parking, provides the ability for drivers arriving to an area to find a space without excessive circulation.

As such all the precincts presented in Figure 3.4 are not currently at this theoretical capacity. That does not mean that localised areas or pockets within each precinct do not have car parking issues, however when assessed as a whole, appropriate car parking capacity has been determined to exist.

Table 3.7 has been prepared to summarise the findings/issues observed from the on-street parking demand in each Precinct within the Box Hill Study Area during the peak time.

On-street car parking demand maps for each precinct are included in Appendix C.

Table 3.7: On-Street Car Parking – Findings/Issues by Study Area Precinct at 1.00pm (Refer Appendix C for Figures)

Zone	Findings/Issues
A	Precinct A provides a majority of short-term car parking (both free and ticketed) along local streets fronting residential properties. Long-term car parking is provided notably along Elgar Road north of Severn Street, along the south side of Willow Street, east side of Grenville Street and the north side of Shannon Street. It is also noted that a proportion of long-term car parking that's provided along Elgar Road and Willow Street has a frontage to Hagenauer Reserve which is a public land use. Precinct A is located within the vicinity of Box Hill Hospital (Precinct D) which is a major land use within the Study Area. A high on-street car parking occupancy was observed within the precinct which is generally associated with patient visitors and staff occupying both short-term and long-term parking spaces. These demands were higher for short-term parking in Severn Street, Thames Street, Avon Street and Nelson Street which are closest to the Hospital whilst the closest long-term car parking in Willow Street and Grenville Street were also highly utilised (the exception being long-term parking along Elgar Road).
B	Precinct B provides a mix of short-term and long-term car parking along local streets, all of which front residential properties. Parking in the precinct is generally free with the exception of some ticketed restrictions closest to the Box Hill Hospital along Nelson Street between Thames Street and Severn Street. In general, car parking demands throughout the precinct were high. Specifically, high short-term demands were recorded along Severn Street, Thames Street and Nelson Street whilst the long-term car parking provided along the north side of Medway Street, Tyne Street and Clyde Street, was close to if not fully occupied at the peak time. The demand for long-term car parking decreases further away from the Box Hill Hospital along the north side of Shannon Street.
C	Precinct C, being out on the periphery, provides a majority of unsigned unrestricted car parking along local streets with residential frontages. A selection of free short-term car parking is provided along the east side of Watts Street between Medway Street and Thames Street, whilst further short-term parking is provided along the north sides of Medway Street and Severn Street. The main land uses within Precinct C include a set of strip retail and fast food shops (on the corner of Thames Street and Station Street) as well as Halligan Reserve and an Early Learning Centre both located off Medway Street. Accordingly, the highest car parking demands were observed for available long-term parking along Medway Street (associated with the Early Learning Centre and local parklands) and along Severn and Thames Street associated with the strip retail shops. Notwithstanding, overall car parking demands within the precinct are generally low.
D	Precinct D is generally well protected throughout with paid short-term car parking restrictions. A selection of long-term car parking is notably provided along the west side of Nelson Street fronting the Hospitals. Precinct D contains the Box Hill Hospital, Epworth Eastern Hospital and Box Hill TAFE Institute Nelson Campus. Overall, car parking demands within the precinct are high, however it is assumed that the visitors of the Hospital are typically utilising on-street opportunities provided on Wellington Road and Spring Street to park noting that (as discussed earlier) student demands associated with the TAFE were not generated during this period.
E	Precinct E provides a mix of short-term and long-term parking opportunities. A majority of these opportunities are provided adjacent the Box Hill Gardens which is a public land use, in particular long-term car parking is provided along the north side of Irving Avenue (all-day fee ticketed) and east side of Nelson Street. A small selection of free short-term car parking is provided along the south side of Thames Street between Station Street and Nelson Road. High demands for long-term car parking were observed along Irving Avenue, Nelson Street and Thames Street. Further, on-site observations indicate that Irving Avenue experiences congestion issues associated with high levels of car parking on both sides of the roadway, reducing down to a one-lane width for sections longer than 30m in length.
F	Precinct F is located close to a number of retail uses (on the corner of Nelson Street and north side of Whitehorse Road), and provides short-term car parking opportunities along its local streets including a mixed of free and fee based ticket restrictions. The highest car parking demands are experienced along the south side of Irving Avenue, north side of Archibald Street, west side of Station Street and north side of Elland Avenue which all provide free short-term car parking opportunities. Nelson Road accommodates high demands within the available long-term car parking provided adjacent the Hospital precinct.
G	Precinct G provides short-term car parking opportunities throughout, generally with no fee charge (with the exception of 1 hour parking along Whitehorse Road on the north side between Station Street and Watts Street). Car parking demands are generally low overall however the highest demands were observed along the west side of Kangerong Road (associated with the adjacent Police Station) and along the west side of Watts Street (noting Permit Zone along the east side) generally associated with weekday activities at the adjacent Church.
H	Precinct H contains a number of commercial and community land uses. On-street car parking opportunities are generally well protected with fee based short-term restrictions in place. Demands for car parking are generally high throughout the precinct, however given the type of parking that is provided this is high turnover use.
I	Precinct I represents the retail core of the Study Area. On-street car parking opportunities are limited, and where so available are protected by short-term fee based (ticket/metered) restrictions. On-street demands are generally high throughout the precinct, including a high utilisation of short-term car parking provided along Carrington Street adjacent Centro and other strip commercial and retail uses.
J	Precinct J to the west contains a number of commercial/retail uses as well as the Box Hill TAFE Institute Whitehorse Campus to the east includes the Box Hill Library, Town Hall and other residential properties. Car parking is generally short-term non-fee based with the exception of some ticketed parking on Bank Street between Station Street and Lindsay Street. Further, approximately 100 long-term car parking spaces are provided for commuters along the south side of Bank Street (frontage to the railway line). Car parking demands are moderate, with the highest occupancies observed for commuter car parking and short-term parking available along Station Street adjacent retail land uses.
K	Precinct K contains a majority of short-term car parking (with the exception of some long-term opportunities along Elgar Road between Carrington Road and Brougham Street) of which all is non-fee based. Most car parking in this precinct has frontages to residential properties. Overall precinct car parking demands are low to moderate. Noting that the highest precinct car parking demands are experienced along Carrington Road/Thurston Street and Hopetoun Parade associated with nearby retail land uses (within Precinct I) and adjacent Church respectively.
L	A mix of short-term and long-term parking is provided within Precinct L. A majority of the short-term parking is fee based (ticket). A significant proportion of the long-term (4P) parking is provided along the south side of Cambridge Street and unrestricted parking is provided within Harrow Street for select sections. Car parking demands are moderate throughout the precinct, with the highest demands recorded within short-term parking opportunities along Oxford Street, Carrington Street and John Street at the peak time. These demands are likely to be associated with nearby retail, commercial and community land uses including Centro and Box Hill medical centre. It is noted that long-term parking opportunities along Cambridge Street (close to the Box Hill retail core) are relatively underutilised when having regard for the high short-term parking demands in neighbouring streets.
M	A mix of short-term and long-term parking is provided within Precinct M all with frontages to residential properties. Major land uses within or in close proximity to Precinct M include the Box Hill Medical Centre, Box Hill retail core and Box Hill Cemetery further east (outside the Study Area). The majority of long-term parking within the precinct is provided along Albion Road although this is located furthest away from key uses. Closest to the retail core, long-term parking is provided along Ashted Road and Henry Street. Furthest east, closest to the Box Hill cemetery is some long-term parking along the east side of Victoria Street and west side of Barcelona Street. Moderate car parking demands are experienced throughout the precinct, with the exception of the long-term parking opportunities discussed above which have an occupancy level of greater than 75% at the peak time.
N	Precinct N is located north-east of the existing Box Hill Aqualink (which is outside the Study Area). A mix of short-term and long-term car parking is provided (all non-fee based) throughout the precinct. Car parking demands overall are low, with the exception of long-term parking along Surrey Drive and Kent Road, which is likely to be associated with the Aqualink staff or construction workers associated with its current redevelopment – see section 6. Short-term parking throughout the precinct experiences low demands given its proximity from key retail/commercial land uses noting that Aqualink visitor parking demands are generally accommodated on-site.

3.2.4 Off-Street Car Parking

Within the Box Hill Study Area a total of 27 off-street car parks were accessible and therefore surveyed[5]. The locations of these areas and their corresponding car parking occupancy during the peak time is detailed in Table 3.8 and illustrated in Figure 3.5 over the page.

[5] As previously detailed, a proportion of private off-street car parking areas were not accessible (due to security gates, boom gates etc.) during the survey collection period and hence have not been incorporated in this assessment.

Table 3.8: Off-Street Car Parks

Reference Number (Figure 3.5)	Name	Restriction/ Fee	Location	Supply [1]	Demand	Occ.
1	Barwon Street Carpark	2P, 3P	Barwon Street near Elgar Road	147	27	18%
2	Thames Street Gravel Carpark	Unrestricted	Thames Street near Station Street	31	31	100%
3	Thames Street Bottle-O Carpark	Private	Thames Street near Station Street	25	13	52%
4	Box Hill TAFE Building 8 Carpark	Permit & Ticket	Elgar Road near Whitehorse Road	156	87	56%
5	Poplar Street Carpark	Permit & Ticket	Between Poplar Street & Wellington Road	74	28	38%
6	Box Hill Hospital Public Carpark	Permit & Ticket	Corner Spring & Arnold Streets	310	299	96%
7	Epworth Hospital Public Carpark	Permit & Ticket	Corner Spring & Arnold Streets	242	226	93%
8	Salvation Army Carpark	Reserved & 1P	Nelson Road	14	10	71%
9	Box Hill RSL Carpark	Private	Nelson Road	290	248	86%
10	825 Whitehorse Road Carpark	Ticket	Corner Elgar & Whitehorse Roads	65	65	100%
11	Spotlight Carpark	Ticket	Corner Wellington & Whitehorse Roads	99	30	30%
12	Box Hill TAFE Nelson Road Carpark	Permit & Ticket	Nelson Road	135	115	85%
13	Bruce Street Carpark	Ticket	Bruce Street	82	82	100%
14	Watts Street Care Park	Ticket	Corner Watts Street & Paynes Lane	460	326	71%
15	Court Street Carpark	Ticket	Court Street	34	13	38%
16	Prospect Street ACE Carpark	2P Ticket & 10P Ticket	Corner Whitehorse & Nelson Roads	90	73	81%
17	Centro North Carpark	Ticket	Corner Whitehorse & Nelson Roads	829	667	80%
18	Care park Whitehorse Road Carpark	1P Ticket	Within Whitehorse Road Median	48	10	21%
19	Centro South Carpark	Ticket	Corner Station Street & Carrington Road	1474	1369	93%
20	Barton Hill Carpark	Ticket	Corner Station Street & Carrington Road	96	60	63%
21	Whitehorse Road ACE Carpark	Ticket & Permit	Whitehorse Road opposite Watts Street	277	200	72%
22	Box Hill TAFE Bank Street Carpark	Permit & P Visitors	Between Bank Street & Whitehorse Road	44	32	73%
23	Box Hill Town Hall Carpark	Permit	Whitehorse Road opposite Watts Street	76	59	78%
24	Box Hill Library Carpark	1P	Whitehorse Road opposite Watts Street	34	30	88%
25	Cambridge Street Carpark	Ticket & Permit	Corner Station & Cambridge Streets	163	150	92%
26	Harrow Street Carpark	Ticket	Corner Station & Harrow Streets	184	75	41%
27	Ellingworth Parade Harrow Street Carpark	Ticket	Between Ellingworth Parade & Harrow Street	110	65	59%

[1] Publically available car parking spaces.

Figure 3.5: Box Hill Off-Street Car Parking – Peak Occupancy (@ 1.00pm)

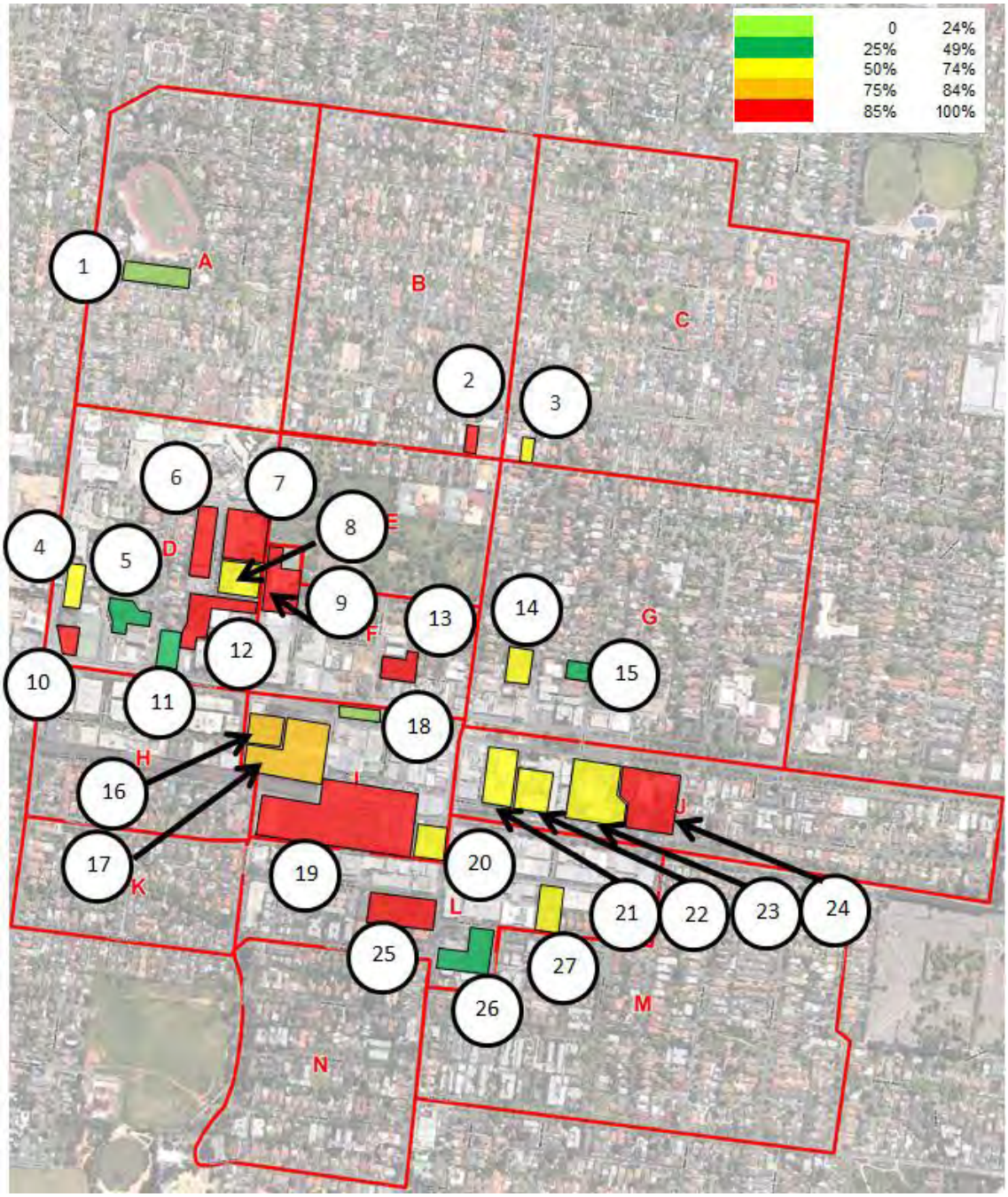


Figure 3.5 indicates that off-street car parking areas in Box Hill on a typical weekday (during the peak period) experience a range of occupancy levels. The car parking areas with the highest demands are located closest to the Box Hill Hospital and Centro Box Hill Shopping Centre.

Interestingly, it is noted that the off-street car parks along Harrow Street and Ellingworth Parade (No. 26 and No. 27) experience low occupancy levels yet are located within a short walking distance of the retail core. Further, the off-street car park on Barwon Street (No. 1) is located within a short walking distance of the Box Hill Hospital.

Further analysis of the above 27 publicly available off-street car parks identified has been undertaken, including the four private off-street car parking areas, namely; the Salvation Army car park, Box Hill RSL car park on Nelson Street and the two separate Box Hill TAFE car parks on Elgar Road and Bank Street.

This is described in Table 3.9 which summarises the findings/issues observed from the pattern/characteristics of off-street parking demands in each Precinct within the Box Hill Study Area during the peak time.

The specific off-street car parking demand graphs are included in Appendix D.

Table 3.9: Off-Street Car Parking – Findings/Issues by Study Area Precinct incl. Weekday and Weekend (Refer Appendix D for Figures)

Zone	Off Street Car Park Reference No. (Figure 3.5)	Findings/Issues
A	1	The Barwon Street off-street car parking area provides approximately 150 car spaces, it is non-fee based and includes mostly 3 hour parking restrictions. The observed car park demands are generally associated with the use of Hagenauer Reserve and adjacent family health centre. Parking demands are generally low during the weekday (approx. 10% occupancy at the peak time).
B	2	The off-street car park on Thames Street provides approximately 30 car spaces, is non-fee based and is unsigned/unrestricted. Car parking demands during the week are high (close to or at capacity during the peak time), noting that demands are high from early morning through to late afternoon indicating that this parking may be associated with staff that walk to work nearby at the strip retail shops and/or the Hospitals in Precinct D.
C	3	The Thames Street 'Bottle-O' car park caters for approximately 30 car spaces is non-fee based and is unsigned/unrestricted. Car parking demands are generally associated with the adjacent strip shop on Station Street and were observed to experience moderate demands during the weekday (approx. 60% occupancy at the peak time).
D	4, 5, 6, 7, 8, 10, 11, 12	The off-street car parking areas within Precinct D cater generally for demands generated by the Hospital and other retail/commercial land uses noting that typical student demands associated with the Box Hill TAFE Institute were not captured during the survey period [1] (as they were completed outside the academic calendar). It is noted that the majority of these off-street car parking areas are 'permit only' associated with the TAFE and in addition to the Hospital off-street car parks are generally fee (ticket) based. Overall, off-street car parking demands for the nominated areas are moderate during the peak time on a weekday, however high demands were observed within the Box Hill/Epworth Hospital car parking sites on Spring Street and at the 825 Whitehorse Road site (corner Whitehorse Road and Elgar Road). It is noted that off-street car parking requiring a permit, i.e. 825 Whitehorse Road and Nelson Road (associated with the TAFE) is potentially not being enforced by private security outside of student terms and is able to be utilised as free long-term car parking. The Hospital off-street car parking areas (i.e. Box Hill Public No 6 and Epworth No. 7) are generally well utilised on a weekday during the peak period. This corresponds with the high level of off-site patient visitor car parking experienced within the surrounding road network in short-term and long-term opportunities nearby.
E	-	-
F	9, 13	Off-street car parking available off Bruce Street is long-term fee (ticket) based. This parking resource is located close to commercial/retail uses north of Whitehorse Road and is well utilised during weekdays. Based on the temporal profile of the demands observed, car parking is generally associated with nearby office (and to a lesser extent retail) staff. The Box Hill RSL site experiences a high occupancy level (>90%) during the peak period, noting that on-site observations indicate that car parking at the Box Hill RSL, whilst provided with a physical barrier (i.e. boom gate system), is open to the public and currently provides the area with a free long-term car parking opportunity.
G	14, 15	The Watts Street off-street car park (providing for approx. 450 spaces) experiences only moderate demands during the peak period on a weekday, at approximately 70% occupancy. It is unclear whether or not this car parking is underutilised due to its location (east of significant retail/commercial uses on Whitehorse Road and north of the retail core) or based on its current fee structure in relation to nearby (free) on-street parking opportunities. The Court Street off-street car park (providing for approx. 35 spaces) experiences low demands during the peak period on a weekday, at approximately 35% occupancy. This long-term fee (ticket) based car parking opportunity, being located approx. 400m walking distance from the retail core south of Whitehorse Road and other commercial uses to the west, is potentially overlooked in favour of more proximate (and potentially free) car parking closer to the land uses associated with retail/office staff parking demands.
H	-	-
I	16, 17, 18, 19, 20	The Centro (North and South), Barton Hill and Prospect Street off-street car parking areas are generally well utilised during the peak period on a weekday. Car parking demands on a weekday morning are generally associated with staff to adjacent retail land uses and commuters for the Box Hill interchange, whilst demands associated with customers and shoppers to the area are experienced later in the day (midday) and during the evening (noting that demands overall are considerably lower during the afternoon after the peak period). In addition, it is noted that on-site observations of the Centro car park indicate that there appear to be 'gaps' in the ticketing system which allow vehicles to obtain a ticket and park for extended periods within the car park and yet exit for free (to Thurston Street and Carrington Road). With respect to the off-street car park on Whitehorse Road, whilst not being busy during the peak period on a weekday, demands are noted to increase during the evening period which is typically associated with late night retail trade and sit-down restaurants/take-away food shops.
J	21, 22, 23, 24	Off-street car parking in Precinct J experiences moderate demands during the weekday peak period. It is noted that demands at the Town Hall and the Box Hill Library are similar on both a weekday and Saturday. A majority of the off-street car parking within this precinct is fee (ticket) based with the exception of parking at the Town Hall and Library which has short-term restrictions.
K	-	-
L	25, 26, 27	The Cambridge Street, Harrow Street and Ellingworth Parade off-street car parks are fee (ticket) based and experience low to moderate demands during the peak period on a weekday. It is noted that the Cambridge Street off-street car park experiences a secondary demand for parking during the evening which is typically associated with nearby late night retail trade and sit-down restaurants/take-away food shops. Importantly, it is noted that significant capacity exists within the Harrow Street and Ellingworth Parade off-street car parks during the weekday peak period. It is also noted that both car parking areas are located approx. 200m walking distance to the retail/commercial core of the Study Area.
M	-	-
N	-	-

[1] As discussed earlier additional car parking surveys were undertaken in March to capture demands associated with students to the Box Hill TAFE Institute. The surveys indicate that overall car parking demands experienced within the Study Area in December present the 'critical' design period.

3.3 Current Car Parking Permit Schemes

Whitehorse City Council currently provides residential car parking permits within Box Hill. These permits are provided to people who reside in a residential property within the City of Whitehorse that is subject to adjacent on-street parking restrictions and has been included in the residential parking permit scheme. Whilst a residential parking permit does not guarantee that a parking space will be available at all times, permits are limited to the following numbers for select areas:

- One to three dwellings per lot: Three permits
- Four to 15 dwellings per lot: One permit
- More than 15 dwellings per lot: No permits
- Student accommodation/rooming houses are not provided residential parking permits.

The issue and renewal of residential parking permits is subject to the following annual fees:

- First permit: $10/year
- Second permit: $50/year
- Third permit: $100/year

Further to the above, it is noted that development in the Study Area is impacting significantly on the demand for on-street car parking and the provision of residential parking permits. Residents who fall into the "no-permit" category are expecting access to the relevant scheme. It is expected that this trend will continue.

In addition to residential parking permits, a number of permits are issued annually to local traders for a fee and a monthly parking permit scheme has been introduced that provides for a discounted rate to access all day off-street car parking. It is understood that Council's current car parking options are supported by private providers.

Within the study area a variety of parking options are available including all day parking in off-street car parks and time restricted on-street parking in the retail core and unrestricted parking in the outer areas.

3.4 Car Parking Duration and Compliance

In addition to the above review of existing car parking survey data, information has been obtained from Whitehorse City Council with respect to infringements notices issued within Box Hill by street during September 2012.

Of the total approximately 900 infringements issued during the nominated month, the major offences included *'failure to pay fee/obey sign'*, *'parking longer than indicated'*, *'parking in a no stopping zone'*, *'parking in a Council controlled area'* and *'parking in a permit zone'*. It is noted that 35% of the total infringements were a result of vehicles parking and failing to pay a fee.

Council's parking enforcement program is designed to provide equitable access to available parking ensuring no one user group is advantaged over another and that residents have access to on-street parking and that there is a balanced approach to the competing demands of various user groups accessing parking (commuters, education, medical, residents, shoppers and businesses).

4. Travel Behaviour

4.1 ABS Census Data

4.1.1 Car Ownership Data

The 2011 Census by the Australian Bureau of Statistics (ABS) indicates an average car ownership rate for the suburb of Box Hill of **1.22 vehicles per household**.

Table 4.1 provides a comparison of Car Ownership Data from the 2011 Census for the Central Activities Areas within Metropolitan Victoria as it compares to the Box Hill CAA.

Table 4.1: Car Ownership Data 2011 Census

Location (Suburb)	Average Car Ownership (Vehicles per Private Dwelling)
Melbourne	0.53
Footscray	1.11
Box Hill	**1.22**
Dandenong	1.33
Broadmeadows	1.49
Ringwood	1.53
Frankston	1.52

Further analysis of the Box Hill CAA, with respect to the 2011 Census ABS data for 18 Statistical Area Level 1 (SAL1) regions as defined within Figure 4.1, is presented in Table 4.2. This review indicates that closer to/within the Box Hill Central Activities Area, car ownership rates decrease slightly when compared to the suburb of Box Hill as a whole.

It is noted that two small areas within the Box Hill CAA do not fall within the available Statistical Area Level 1 boundary as indicated within Figure 4.1. This is discrepancy however is considered to be minor for the purposes of this assessment.

Figure 4.1: Box Hill CAA Statistical Area Level One Regions

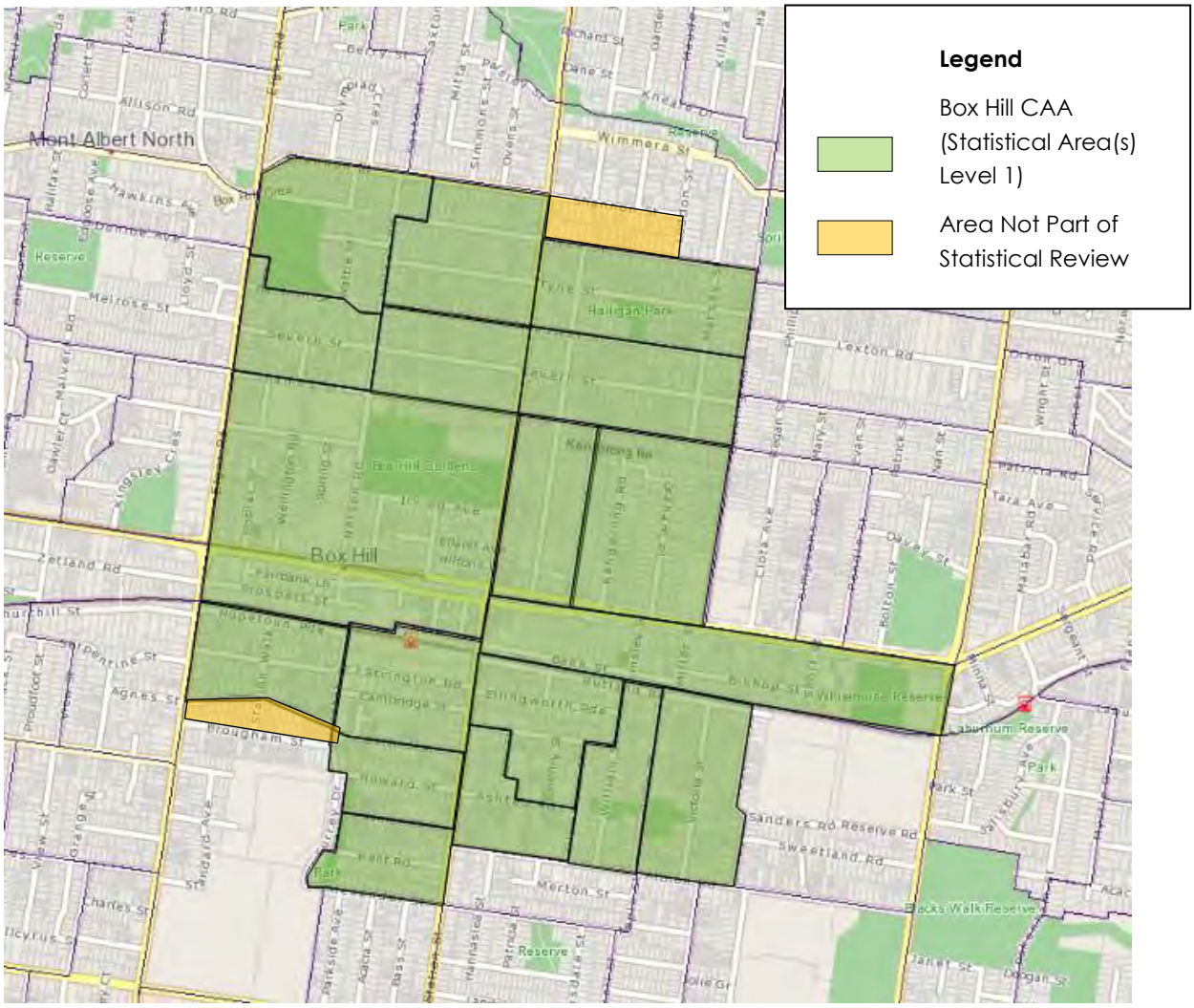


Table 4.2: Car Ownership Data 2011 Census – Box Hill CAA (Approximate SAL1 matched)

Location (Suburb)	Average Car Ownership (Vehicles per Dwelling)	Residents with Zero Car Ownership
Bedsitter Dwellings	0.40	60%
1 Bedroom Dwellings	0.60	48%
2 Bedroom Dwellings	1.00	23%
3 Bedroom Dwelling	1.37	15%
4 Bedroom Dwelling	2.06	0%
5+ Bedroom Dwelling	2.14	0%
Average	**1.15**	**23%**

Table 4.2 indicates that the Box Hill CAA has a relatively moderate car ownership level, with average car ownership rates ranging from 0.4 cars per bedsitter dwelling to 2.14 per 5 or greater bedroom dwelling.

Furthermore, it is noted that a proportion of three bedroom dwellings down to bedsitter dwellings do not own a car, ranging from 15% to 60%, respectively. It should be noted that the ABS data is considered to provide an accurate reflection of the car ownership levels within the Box Hill CAA during the survey period, as responses were obtained from almost all residences in 2011.

4.1.2 Journey to Work Data

Table 4.3 provides a comparison of Journey to Work data (Place of Work) for all employment categories for a number of areas throughout metropolitan Melbourne and surrounding Municipality utilising 2011 ABS Census data.

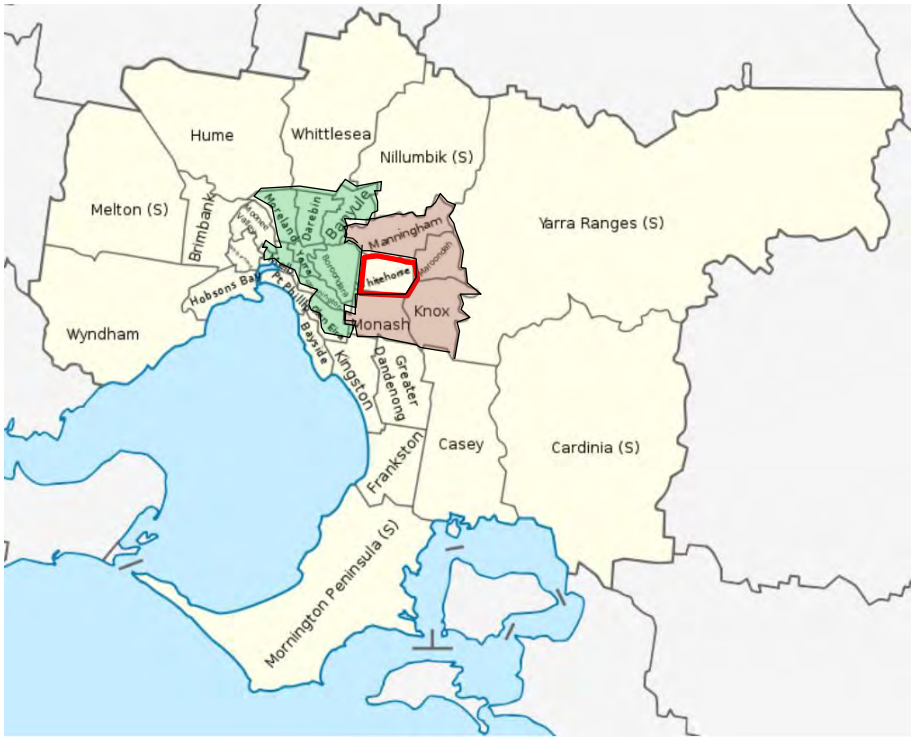
Figure 4.2 illustrates the location of each surrounding Municipality in relation to Whitehorse, whilst Table 4.3 outlines the mode-split percentage to 'place of employment' by method of transport (which indicates that approx. 85% of people working within the City of Whitehorse travel by car).

It is noted that the data is based on one-mode only, (i.e. a multi-mode trip involving a car and train, is not included) and excludes 'car as a passenger' as a car mode.

Table 4.3: Journey to Work Data by Place of Employment – Method of Travel by Municipalities

Location	Car Driver	Walk	Public Transport	Bicycle	Other
Melbourne	40.4%	6.5%	42.6%	4.3%	6.2%
Yarra	67.2%	6.4%	16.0%	4.8%	5.6%
Stonnington	73.3%	6.6%	12.7%	1.9%	5.5%
Moreland	79.4%	4.6%	5.8%	2.7%	7.5%
Glen Eira	80.6%	5.2%	6.6%	1.5%	6.1%
Boroondara	80.3%	4.7%	8.3%	1.4%	5.3%
Darebin	82.2%	3.5%	5.3%	2.2%	6.8%
Banyule	84.4%	4.3%	3.9%	1.1%	6.3%
Whitehorse	**85.0%**	**3.1%**	**5.2%**	**0.7%**	**6.0%**
Manningham	85.6%	2.7%	3.4%	0.3%	8.0%
Maroondah	88.1%	1.9%	2.4%	0.5%	7.1%
Monash	88.3%	2.1%	3.1%	0.8%	5.7%
Knox	88.8%	1.6%	2.0%	0.5%	7.1%

Figure 4.2: Victorian Municipality Map – Highlighted Areas Adjacent the City of Whitehorse



In comparing 'Whitehorse' to other municipalities, Table 4.3 indicates that journey to work for 'car driver' is generally higher than adjacent municipalities but lower than those further from the Melbourne CBD. It is noted that commuters travelling to the Box Hill CAA would have a lower journey to work mode split for car driver and higher for public transport than the overall municipality.

Again, given current development trends and car ownership levels, the above mode-split to car driver would be considered to be conservative on the high side in relation to what is actually being experienced within Box Hill.

In this regard, Table 4.4 below provides comparison of Journey to Work data which is summarised by place of residency within the Whitehorse municipality and more specifically the suburb of Box Hill for all employment categories utilising the 2011 ABS Census data.

Table 4.4: Journey to Work Data by Place of Residency – Method of travel from Whitehorse v Box Hill

Location	Car Driver	Walk	Public Transport	Bicycle	Other
Whitehorse	76%	3%	13%	1%	7%
Box Hill	59%	9%	24%	1%	7%

In comparing the municipality of 'Whitehorse' to the suburb of 'Box Hill', Table 4.4 indicates that the journey to work for 'car driver' is lower for the suburb of Box Hill as would be expected, given the variety of active travel infrastructure and (alternative) public transport modes available.

In addition to existing Journey to Work data, Table 4.5 shows anticipated car driver percentages forecast for the year 2031. This data indicates that the City of Whitehorse is expected to maintain a mode split to car driver of approximately 85%, noting the average of 75% for inner metropolitan municipalities within Victoria.

Table 4.5: Anticipated Car Driver 2031

Inner Metro. LGA's	Anticipated Car Driver 2031
Banyule	87%
Bayside	84%
Boroondara	81%
Brimbank	82%
Darebin	76%
Glen Eira	80%
Hobsons Bay	80%
Kingston	84%
Maribyrnong	71%
Melbourne	33%
Monash	86%
Moonee Valley	79%
Moreland	78%
Port Phillip	66%
Stonnington	71%
Whitehorse	85%
Yarra	52%
Average	**75%**

5. Car Parking Model

5.1 Background

A car parking model has been developed by GTA Consultants to estimate the car parking generating characteristics for the Box Hill Study Area.

This model has been prepared and calibrated to reflect existing operating conditions. 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 Box Hill.

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

This model is created in a spreadsheet form using the following inputs:

- land use data
- typical car parking rates for uses contained within the applicable study precinct
- temporal distributions
- existing car parking supply and demands for the Box Hill Study Area[6].

These inputs and the model calibration process are discussed further within Appendix F.

5.2 Land Use Data

Existing land use data provided by Whitehorse City Council from the VicClue database indicates that the Box Hill Study Area caters for in excess of approximately 276,000sqm of land use floor space.

The land uses fall into the following categories within study area; Age Care Facilities; Bank, Building Construction, Car Sales, Child Care Centre, Church, Commuter, Convenience Shop, Dwelling, Factory/Industry/Warehouse, Medical/Health, Office, Other, Place of Assembly, Pub/Hotel/Tavern, Restaurant/Café, Retail, School, Shop and Supermarket.

Subsequently, GTA has grouped the land use building areas (and other nominated uses) by the precincts of the Box Hill Study Area. A summary of the land uses and their associated building areas on a precinct-by-precinct basis is provided in Table 5.1 with full details provided within Appendix F.

[6] It is noted that as opposed to the analysis presented in Section 3 of this report, all recorded car parking restrictions were included in the overall supply for the car parking model (this includes an additional 278 spaces associated with Loading, Taxi and Bus Zones).

Table 5.1: Box Hill Study Area Key Land Use Floor Area Data (2012)

Use	Unit [1]	Size by Precinct														
		A	B	C	D	E	F	G	H	I	J	K	L	M	N	Total
Education	sqm	0	0	0	0	0	627	2,300	2,294	51	322	0	2,677	0	0	**8,270**
Health Clinic	sqm	487	0	0	16,598	331	282	915	664	2,670	370	0	5,798	0	341	**28,457**
Hospital	sqm	0	0	0	22,803	0	0	0	0	0	0	0	0	0	0	**22,803**
Office	sqm	0	0	70	0	0	14,042	6,927	35,057	2,223	27,927	0	20,029	0	0	**106,274**
Place of Assembly	sqm	0	0	0	450	536	2,050	1,042	268	130	4,478	0	2,679	350	0	**11,983**
Restaurant	sqm	0	0	117	273	0	956	562	120	3,412	3,402	0	3,460	0	0	**12,302**
Retail	sqm	0	0	236	47	0	2,164	1,599	1,994	22,407	947	0	4,688	0	53	**34,135**
School	sqm	0	0	0	0	0	0	0	5,326	0	0	0	466	0	0	**5,792**
Supermarket	sqm	0	0	84	0	0	19	0	0	818	158	0	2,328	0	0	**10,942**
University/ TAFE	sqm	0	0	0	21,104	0	0	0	0	0	14,468	0	0	0	0	**35,572**
Total Area [2]	**sqm**	**487**	**0**	**507**	**61,275**	**867**	**20,140**	**13,345**	**45,723**	**31,711**	**52,072**	**0**	**42,125**	**350**	**394**	**276,530**
Dwellings	Dwellings	262	390	502	139	52	242	307	46	0	258	93	165	598	370	**3424**
Commuter	Spaces	0	0	0	0	0	0	0	0	490	0	0	0	0	0	**490**

[1] All areas expressed as Net Floor Area unless otherwise specified.
[2] The total excludes approximately 1,592sqm of vacant floor space (including 610sqm in Precinct 1, 465sqm in Precinct 3 and 517sqm in Precinct 4).

Table 5.1 shows the major uses within Box Hill CAA which include Education, Health Clinic, Hospital, Office, Place of Assembly, Restaurant, Retail, School, Supermarket, University/TAFE, Dwellings and Commuter. It also shows that the commercial land uses are generally spread across Precincts F to J and Precincts L.

5.3 Car Parking Rate by Land Use

Table 5.1 summarises the size of the existing land uses within the Box Hill CAA and groups them into similar land use categories. As can be seen from Table 5.2 the majority of the floor space can be accounted for by 13 key uses (Education, Health Clinic, Hospital, Office, Place of Assembly, Restaurant, Retail, School, Supermarket, University/TAFE, Dwelling Resident, Dwelling Visitor and Commuter). As a consequence, the modelling of the car parking characteristics is relatively sensitive to the car parking rates adopted for these uses and relatively insensitive 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 for the car parking model as shown in Table 5.2. These starting rates have been referenced largely from GTA Consultants' database which includes car parking rate averages based on survey data collected for a range of land uses completed by GTA or contained in reports prepared by other metropolitan transport planning consultants.

Table 5.2: "Base" Car Parking Rates [1]

Land Use	Car Parking Rate per Measure Unit
Education	2 spaces/100 sqm
Health Clinic	3.8 spaces/100 sqm
Hospital	2.88 spaces/100 sqm
Office	3.0 spaces/100 sqm
Place of Assembly	7.5 spaces/100 sqm
Restaurant	12.2 spaces/100 sqm
Retail	2.8 spaces/100 sqm
School	6.25 spaces/100 sqm
Supermarket	3.7 spaces/100 sqm
University/TAFE	3.5 spaces/100 sqm
Commuter	1 space/space
Dwelling – Resident	0.15 spaces/dwelling
Dwelling - Visitor	0.12 spaces/dwelling

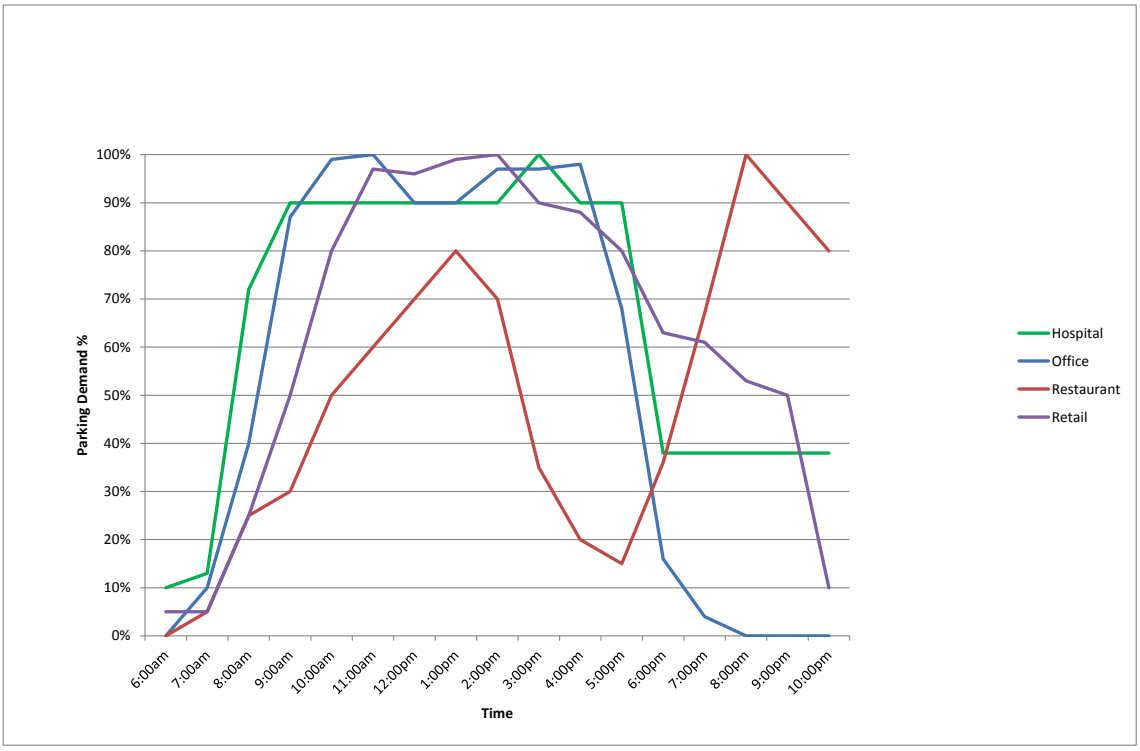
[1] References associated with the determination of each base car parking rate are provided in Appendix E.

5.4 Temporal Distributions

Each land use also has a characteristic profile of parking accumulation throughout the day which is often referred to as the temporal profile. The temporal profile 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 5.1 represents graphically the temporal profile of parking accumulation over a weekday for major land uses to demonstrate the way in which peak parking demands occur at different times.

Figure 5.1: Temporal Parking Profiles of Major Uses within the Box Hill Study Area



5.5 Base Model

5.5.1 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 within the Box Hill Study Area. These predicted demands ideally will match with the recorded car parking demand results surveyed.

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 'actual' car parking rates which represent the specific operational characteristics of the Study Area.

The base parking model is represented in Figure 5.2 and in more detail in Appendix F.

Figure 5.2: Base Car Parking Model – Total Area

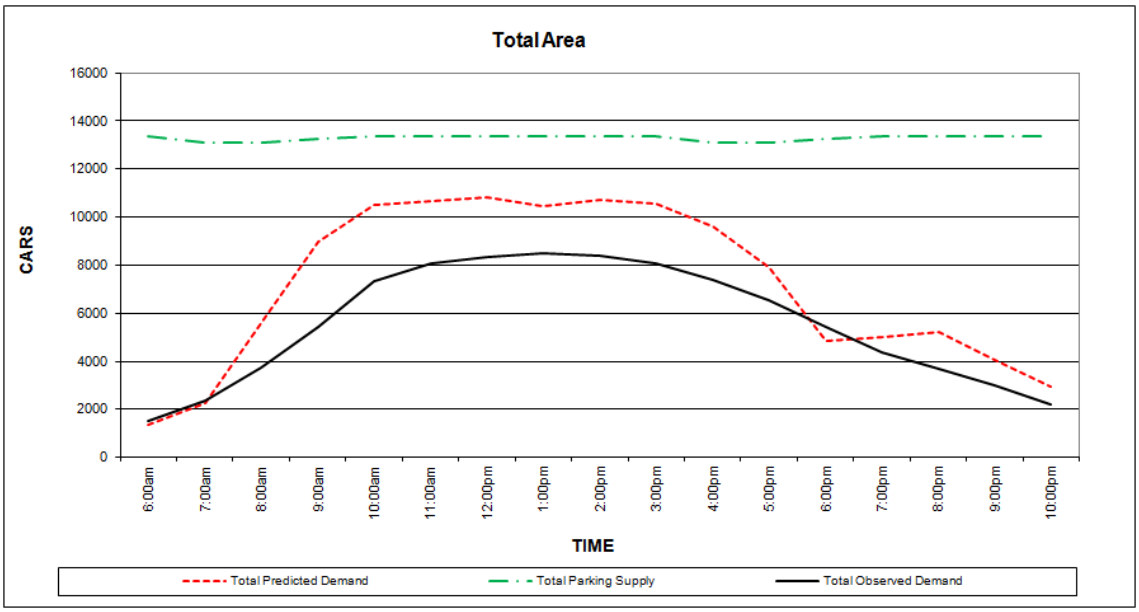


Figure 5.2 indicates the following information:

- the supply of parking within the Box Hill Study Area (dashed green line)
- the observed parking demand recorded during parking surveys (solid black line)
- the modelled parking demand using the existing land use data, typical parking rates and temporal profiles (dashed red line).

Figure 5.2 indicates that both the actual and predicted models have a similar temporal profile shape however the model requires some calibrations of the car parking rates to obtain a better model to the observed demand.

5.6 Calibration of the Model

5.6.1 Calibration Technique

The primary calibrator technique is to adjust the car parking rates for the key land use groups (adjustments are typically only made to the key land use groups). Minor land use groups have only a minor impact on the car parking model and as such large changes to car parking rates for these land uses would result in only minor changes to the calibration. 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.

The secondary method is to adjust the land use temporal profiles. Adjustments to temporal profiles are generally only made where it is evident that trading hours and activity patterns of an area are not exactly representative of the adopted profile. These adjustments should be justified.

The following notes are provided to summarise the calibration of the Box Hill car parking model:

- The peripheral precincts (which for the majority contain mostly residential land uses) have been 'calibrated' generally for on-street resident car parking demands which generally occur at the start and end of the day associated with trip ends i.e. overnight parking.

- The temporal profile for the existing restaurant land uses has been calibrated to match the existing evening car parking demands for the area. These demands indicate that less significant "eat-out/sit-down dining" trade occurs within Box Hill as comparative to other centres.
- As discussed earlier, the operation of the Box Hill TAFE Institute during December 2012 only encompassed staff car parking demands. Based on a review of TAFE specific car parks within the Study Area it was determined that approximately 40% of the total TAFE car parking demands relate to staff. Accordingly, the temporal profile for the TAFE use was reduced to 40% operation during the peak (or 100%) demand period.
- A review of the on-site and off-street (fee-based) Hospital car parking areas, in relation to existing bed numbers indicates that off-site car parking demands are occurring in the surrounding road network on-street and within available (non-fee based) off-street car parking areas. Accordingly the base car parking rate for the Hospital has been increased to reflect a rate of approximately 4.5 spaces per 100sqm (or approx. 1.45 spaces per bed).
- The base office car parking rate is generally calibrated to reflect 2011 ABS Census mode split data for car driver percentage (occupation: professional/manager) to Box Hill as a place of employment i.e. the rate of 3.0 spaces per 100sqm, in relation to the statutory rate of 3.5 spaces per 100sqm (which equates to 100% car driver), equates to approx. 85% car driver for Whitehorse.
- Commuter car parking areas were further investigated, with a review indicating that morning demands were occurring largely at or just after 9am (noting close to 100% occupancy by 10am). This finding would indicate that a large proportion of this demand is associated with retail staff as opposed to genuine public transport commuter ('park and ride') demand. Accordingly, the commuter rate has been decreased marginally.

5.6.2 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, and is a widely used statistic throughout 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 5.3.

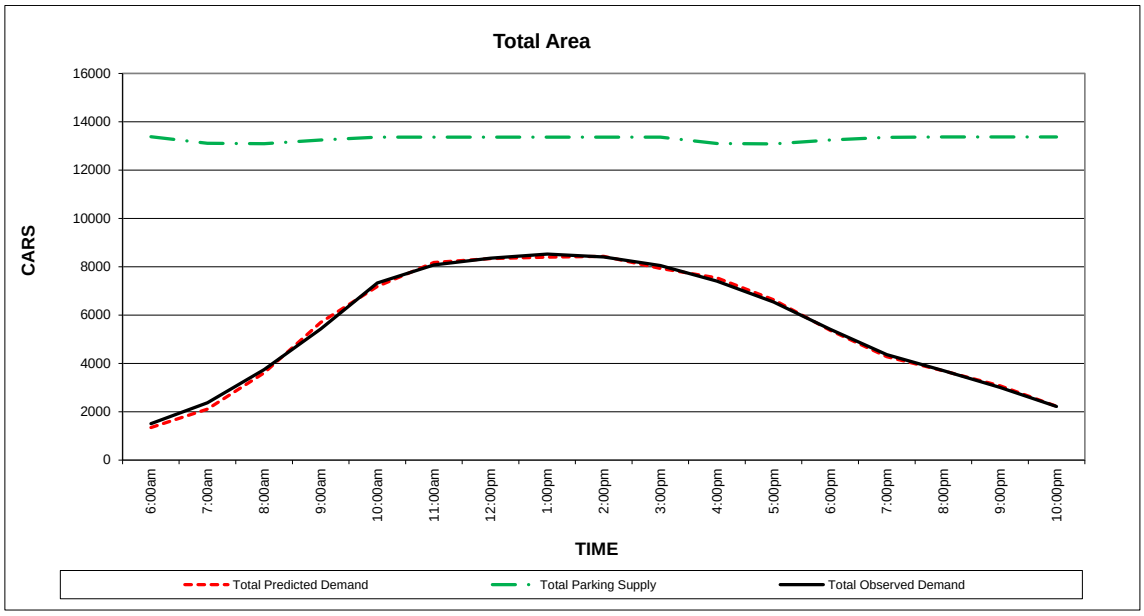
Table 5.3: GEH Calibration Statistic

Time	6am	7am	8am	9am	10am	11am	12pm	1pm	2pm
GEH	4.25	5.58	2.16	3.57	1.73	1.11	0.21	1.37	0.32
Time	3pm	4pm	5pm	6pm	7pm	8pm	9pm	10pm	
GEH	1.33	1.53	1.08	0.50	1.26	0.20	1.25	0.31	

The calibrated car parking model for the Box Hill Study Area exceeds the targets with a GEH < 5 for 94% of the time periods and a GEH < 10 for 100% of the time periods. Accordingly the model is considered to be calibrated and 'fit for purpose'.

The calibrated model for the overall Box Hill Study Area is shown in Figure 5.3. The full details of the calibrated model are shown in Appendix E including a breakdown of each individual precinct.

Figure 5.3: Calibrated Parking Model – Total Area



In calibrating the model, alterations have been required to be made to the car parking rates as well as the standard temporal profiles. These rates now better reflect the specific operating conditions of the Study Area.

The calibrated parking rates are discussed within the following section.

5.7 Calibrated Car Parking Rates

Table 5.4 defines the key car parking rates for the Box Hill Study Area determined from calibration of the base car parking model.

Table 5.4: Calibrated Car Parking Rates [1]

Land Use	Car Parking Rate [2]
Education	2.0 spaces / 100sqm NFA
Health Clinic	2.0 spaces / 100sqm NFA
Hospital	4.5 spaces / 100sqm NFA
Office	3.0 spaces / 100sqm NFA
Place of Assembly	1.5 spaces / 100sqm NFA
Restaurant	0.29 spaces / patron NFA [3]
Retail (Shop)	2.5 spaces / 100sqm NFA
School	1.0 spaces / 100sqm NFA
Supermarket	5.0 spaces / 100sqm NFA
University/TAFE	3.0 spaces / 100sqm NFA
Commuter	0.5 space / space NFA
Dwelling – Resident	0.15 spaces / dwelling NFA
Dwelling - Visitor	0.12 spaces / dwelling NFA

[1] A complete list of uses and calibrated car parking rate are provided in Appendix F.
[2] NFA – Net Floor Area.
[3] A restaurant rate of approx. 9.8 spaces / 100sqm equates to a rate of approx. 0.29 spaces / patron or seat assuming 50% of the floor area is available to the public and 1.5sqm / seat.

A comparison of the above calibrated car parking rates for Box Hill has been provided within Table 5.5 in relation to the relevant statutory parking requirements in the Clause 52.06 of the Whitehorse Planning Scheme. This table shows that for the key land uses nominated above, the car parking rates for Box Hill are similar to or lower than those within Column B of Clause 52.06. The only exception being the calibrated car parking rates for the restaurant land use, noting that the rate for residential dwelling relates to on-street car parking reliance only.

It is noted that the car parking rates 'calibrated' by the car parking model for Box Hill are based upon existing land use Net Floor Areas (NFA). This measure is comparable to leasable/usable space which defines the car parking rates within Column B of Clause 52.06. It is however noted that some car parking rates within the Planning Scheme refer to a different unit of measurement i.e. car spaces per patron as opposed to car spaces per 100sqm. Accordingly, the units relating to key land use car parking rates where required have been reconciled in the development of car parking strategies discussed later on in this report.

Importantly, the rates contained within Table 5.5 represent the peak rate for each use. For a majority of uses these peaks occur during the day, however some uses continue past regular 'business hours' and other uses such as restaurant premises peak in the evening and subsequently generate a lesser demand during the day (refer to Figure 5.1 – Temporal Parking Demand Profile).

Table 5.5: Comparison of Modelled Car Parking Rates and Clause 52.06

Land Use	Box Hill CAA Modelled Car Parking Rate	New Clause 52.06 Car Parking Rates	
		Column A	Column B
Education	2.0 spaces / 100sqm	0.4 spaces/student	0.3 spaces/student
Health Clinic	2.0 spaces / 100sqm	5 spaces/first practitioner + 3 spaces/subsequent practitioner	3.5 spaces/100sqm LFA
Hospital	4.5 spaces / 100sqm	Not Specified	Not Specified
Office	3.0 spaces / 100sqm	3.5 spaces/100sqm LFA	3.0 spaces/100sqm LFA
Place of Assembly	1.5 spaces / 100sqm	0.3 spaces/patron	0.3 spaces/patron
Restaurant	0.29 spaces / patron [1]	0.4 spaces/patron	3.5 spaces/100sqm LFA
Retail (Shop)	2.5 spaces / 100sqm	4 spaces/100sqm LFA	3.5 spaces/100sqm LFA
School	1.0 spaces / 100sqm	1.2 spaces/employee	1.2 spaces/employee
Supermarket	5.0 spaces / 100sqm	5 spaces/100sqm LFA	5 spaces/100sqm LFA
University/TAFE	3.0 spaces / 100sqm	0.4 spaces/student	0.3 spaces/student
Dwelling (Resident)	0.15 spaces / dwelling	1 resident space / 1 or 2 bedroom dwelling 2 resident spaces / 3 or more bedroom dwelling	1 resident space / 1 or 2 bedroom dwelling 2 resident spaces / 3 or more bedroom dwelling
Dwelling (Visitor)	0.12 spaces / dwelling	0.2 visitor spaces / dwelling, for >5 dwellings	0 visitor spaces / dwelling, for >5 dwellings

[1] A restaurant rate of approx. 9.8 spaces / 100sqm equates to a rate of approx. 0.29 spaces / patron or seat assuming 50% of the floor area is available to the public and 1.5sqm / seat.

5.8 Interpretation of the Model

The car parking model provides supporting evidence to the adoption of specific car parking rates which apply to Box Hill. A breakdown of the car parking model into individual precincts allows for some greater understanding of the parking characteristics of the Study Area and other individual precincts. This also allows for confirmation of the broader model by having regard for the way an individual precinct operates.

The calibrated car parking model for each precinct is shown in Appendix G, whilst Table 5.6 below provides a summary of car parking supply (long-term vs. all 'other') versus predicted demands from the car parking model for the overall study area.

Table 5.6: Total Parking Supply v Predicted Demands (from Car Parking Model)

Type	Car Parking at Peak Time		
	Actual Supply	Predicted Demand	Occupancy
All Other Spaces	7,419 spaces	3,104 spaces	42%
Long-Term	5,946 spaces	5,293 spaces	89%
Total	**13,365 spaces**	**8,397 spaces**	**63%**

It is noted that whilst the car parking model has been calibrated with respect to the observed and recorded demands for the Study Area some commentary can be made in relation to the interaction of parking both overall and between individual precincts as follows:

- Overall, it would appear that no additional car parking is fundamentally required at present to support existing car parking demands. Noting however that Table 5.6 indicates that long-term car parking within the Study Area is approaching capacity.
- In general, on a precinct-by-precinct basis, predicted and observed car parking demands are being met by the available supply. Noting however, that Precincts F, H and J have predicted car parking demands which exceed the available car parking supplies (i.e. car parking demands overspill into other precincts)[7].

[7] In an Activity Centre setting, sharing of car parking between precincts will naturally occur and this is not considered uncommon. Moreover, the precincts specified as part of the study area allows some meaningful analysis to be made however should not necessarily be considered the "boundary" for which car parking for land uses is provided in totality.

6. Box Hill Future Growth and Development

6.1 Methodology

Car parking should be considered on a centre-wide basis rather than on a site-by-site basis, to support the centre's long-term viability. Spare on-street car parking capacity should not simply be allocated to new development on a first-come, first-served basis. Spare capacity can provide for car parking needs while new shared car parking facilities are developed or extended. It can provide for car parking needs while financial contributions are collected. If this capacity is lost in an early phase of development of a centre, it may be difficult to support the future incremental growth of the centre.

In order to forecast an estimate of future car parking demands, future floor space growth has been included into the calibrated car parking model to produce a future 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 Box Hill Study Area.

To gain an understanding of future car parking conditions within Box Hill (and hence to ensure that the most appropriate car parking rates are developed from the Study), it is considered prudent to review key developments either currently under construction (i.e. to be shortly completed) or recently approved.

6.2 Land Use Growth Estimates

6.2.1 Box Hill Transit City Activity Centre Structure Plan (SGS Economics)

Information on future development within the Box Hill CAA has been sourced from the Box Hill Transit City Activity Centre Structure Plan (2007) prepared by SGS Economics. This report has been used to determine future car parking demands anticipated to be generated by additional development within the Box Hill CAA up to the year 2020.

The following outlines future growth predictions for key land uses:

Office

- An increase of between 55,000sqm to 75,000sqm of new office floor space across the Box Hill CAA.

Retail

- Note: No new retail floor space is predicted, as future demand is expected to be accommodated by the redevelopment and increased efficiency of existing retail areas.

Residential

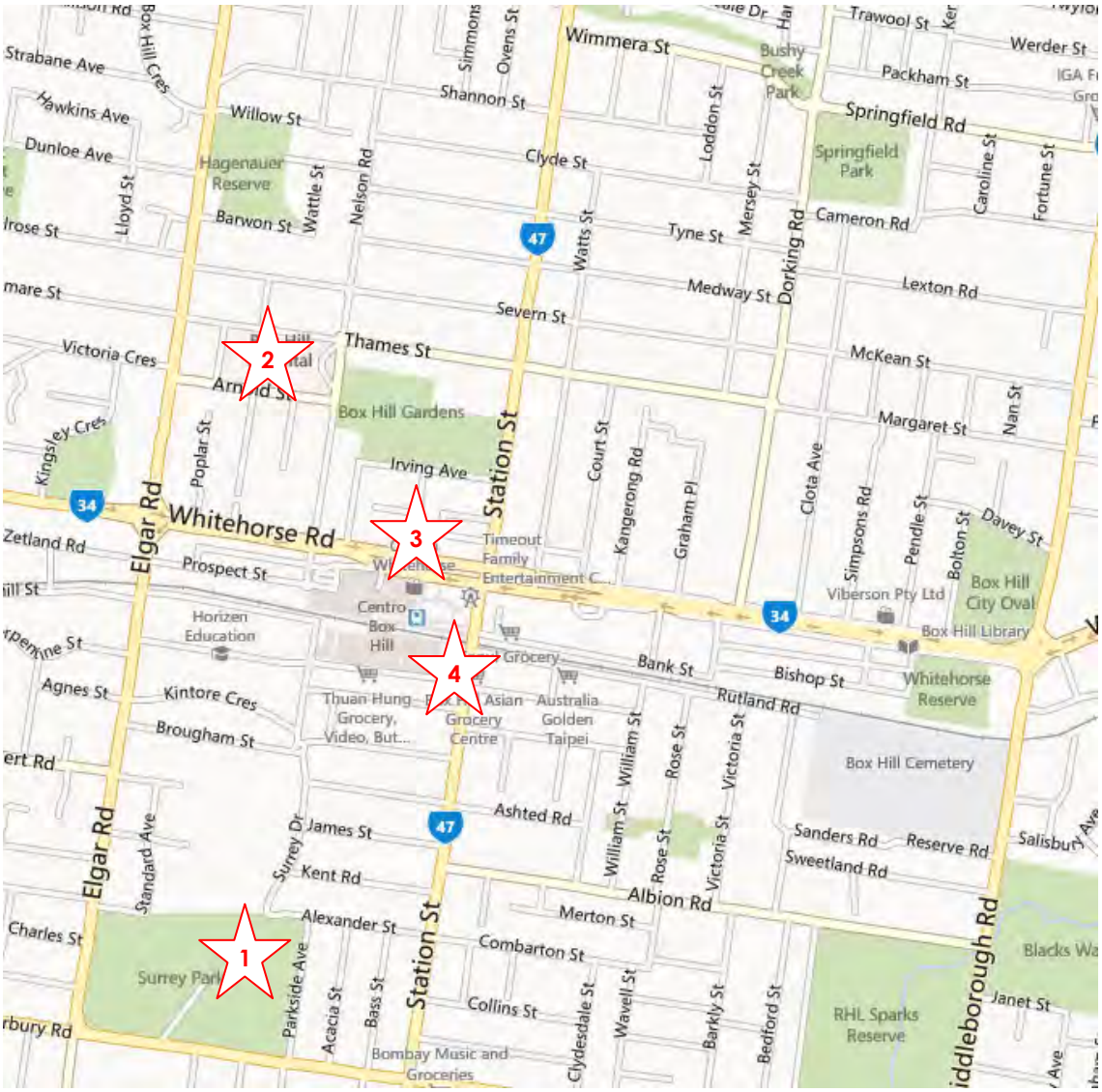
- An increase of between 1,400 to 2,700 new residential dwellings (as defined by the City of Whitehorse Housing Study, these increases are to be experienced in Precincts M, N, D and F of the Box Hill CAA).

6.2.2 Significant Future Developments

Further to the above, it is noted that whilst the Structure Plan encompasses the majority of the future land use growth anticipated for Box Hill, there are a number of significant developments (both recently approved or currently under construction) which should be investigated in more detail.

The developments are identified in Figure 6.1 below and are discussed under the following sub-sections.

Figure 6.1: Location of major future development sites (Under construction or approved)



1. Aqualink Box Hill

The existing Aqualink in Box Hill is to be redeveloped into a modern, high quality facility. The key features of the new facility include an expanded gymnasium, new outdoor 10 lane pool as well as an expanded child care (crèche) facility and fitness/wellness centre. To complement this facility, additional car parking is to be provided on-site (approximately 80 car spaces).

Whilst the Aqualink is located outside the Box Hill Study Area, off-site car parking impacts may potentially be experienced along streets within Precinct N and will need to be considered as part of this Car Parking Strategy.

2. Box Hill Hospital Redevelopment

The Box Hill Hospital will be redeveloped to provide a total of 620 beds (an additional 220 beds on top of the 400 beds currently provided at the site) and include a new multi-storey car parking facility containing approximately 200 car spaces. It is noted that additional parking will also be provided for within the multi-deck car park on the south-west corner of Spring Street and Arnold Street.

Prior to the commencement of works at the site, the existing Box Hill Hospital provided approximately 300 informal car spaces on-site as shown in Figure 6.2 below.

Figure 6.2: Existing Car Parking Provision at Box Hill Hospital (7 January 2010)

Figure 6.3: Current Construction Works at Box Hill Hospital (6 March 2013)

At the time of this study, construction works associated with the redevelopment of the hospital, as shown in Figure 6.3, has meant that the existing car parking demands associated with the use previously accommodated on-site are being accommodated by on-street car parking opportunities within the surrounding road network and the Box Hill Hospital multi-level car park (immediately south of Box Hill Hospital), which provides approximately 600 car spaces. There may be some overflow into the other off-street car parks.

Once the redevelopment is completed, the additional 220 beds are expected to generate an additional demand for approximately 320 car parking spaces (based on a rate of 1.45 spaces per bed[8] – as per the calibrated car parking model for Box Hill). The provision of a new 200 space car park on the Box Hospital site would offset part of this additional demand however it is evident that approximately 120 vehicles would be required to find car park either on-street in the surrounding road network or within the Box Hill Hospital multi-level car park and other off-street car parks.

In this regard, it is understood that on-street parking for patients and staff, where available in the immediate surrounds, may present a more cost effective option and accordingly the management of this resource needs to be carefully considered as part of this Car Parking Strategy.

With respect to the development of the future car parking model for Box Hill, the additional demands associated with 220 bed increase (+320 car spaces) should be included as well as the increase of 200 car spaces to the overall supply within the Box Hill CAA.

[8] Calculated from the existing demand over the related number of beds.

3. Australian Taxation Office (ATO) Building – 913 Whitehorse Road, Box Hill

The proposed development on the site at 913 Whitehorse Road includes approximately 20,000sqm of office floor area with ancillary food and drink uses at ground floor level, supplemented by the provision of on-site car parking (approximately 300 car spaces).

It is expected that the anticipated future growth in office floor space within Precinct F of the Box Hill Study Area, as determined within the Structure Plan, will for the most part be taken up by the significant office development at 913 Whitehorse Road.

4. Mixed Use Development – 545 Station Street, Box Hill

The current approval for the mixed-use multi-storey development at 545 Station Street is to include residential (approx. 300 dwellings), retail and ancillary food and drink uses on the site, supplemented by the provision of approximately 280 car parking spaces.

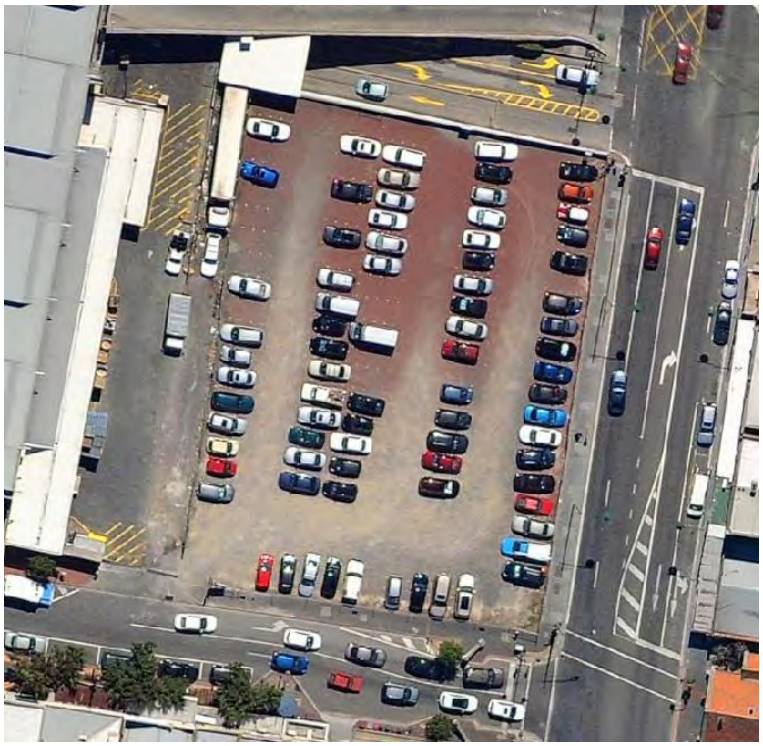
As illustrated in Figure 6.4 below, the existing site currently serves as an informal car parking area with approximately 100 spaces, the demands of which are generally associated with a mix of land uses in the surrounding area.

With respect to the development of the future car parking model, it is understood that the additional 300 residential dwellings proposed on the site were not specifically included in the growth estimates forecast by the Structure Plan (potentially due to more recent changes associated with the development of the site). It is therefore considered prudent to include these additional residential dwellings within Precinct I.

As the proposed development is to accommodate its anticipated car parking demands on-site, the existing provision of 100 car spaces provided on the vacant site would need to be removed from the overall Study Area parking supply.

Finally, the new shop uses proposed for the site are considered to be part of the 'increased retail efficiency' anticipated for Box Hill by the Structure Plan i.e. no future "net" increase is anticipated.

Figure 6.4: Existing Car Parking at 545 Station Street, Box Hill



6.2.3 Other Developments

Further to the above, a number of other recent development proposals are noted and have been generally considered by the forecasts included in the Structure Plan and Housing Study used to determine future car parking demands. These other developments include:

- 5 Rodgerson Road – Proposed 7-storey residential building (36 dwellings)
- 1 Elland Avenue – Proposed mixed-use development
- 712 Station Street – Proposed 13-storey mixed-use development
- 442 Station Street – Proposed mixed-use 3-storey residential and retail building (15 dwellings & Food/Drink Premises)
- 710 Station Street – Proposed 10-storey residential building (85 dwellings)
- 6-8 Wellington Road – Proposed residential building (82 dwellings)
- 15-21 Harrow Street – Proposed 5-storey residential building (86 dwellings)
- 761 Station Street – Proposed mixed-use 6-storey building
- 37 Brougham Street – Six 3-storey buildings
- 7 Bruce Street – Proposed residential building (73 dwellings)
- 33 Harrow Street – Proposed 4-storey building
- 41 Ellingworth Parade – Proposed mixed-use development
- 19 Irving Avenue – Proposed 8 storey residential building (51 dwellings)
- 5 Poplar Street – Proposed 6-storey residential building.

6.2.4 Key Assumptions

Given that a range in land use growth is anticipated by the Box Hill Structure Plan, Council has identified three future growth options which should be considered in the assessment of future car parking demand.

These future growth options are as follows:

- Option 1: Lower end of range (Low)
- Option 2: Median point of range (Medium)
- Option 3: Upper end of range (High).

It is noted that resident car parking demands within the Box Hill Study Area have been calculated separately 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 car parks).
- The above assumption will be supplemented by strategies to manage potential off-site residential car parking demands within the Study Area (as associated with a potential reduction in the future residential car parking rate for Box Hill below 1 space per dwelling).
- 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.

6.2.5 Summary

Having regard for the above discussions and analysis the additional land use floor areas have been determined for the three future growth options as outlined below in Table 6.1.

It should be noted that floor space growth has been assumed to be distributed to existing key land use groups as per existing distributions.

Table 6.1: Future Land Use Growth Models [1]

Land Use	Option 1 (Low)	Option 2 (Medium)	Option 3 (High)
Office	55,000 sqm	65,000 sqm	75,000 sqm
Residential (Visitor)	1,400 dwellings	2,050 dwellings	2,700 dwellings

[1] It is noted that no significant increase to resident dwellings within the Box Hill CAA has been assumed.

The future floor areas for each scenario have been distributed to the study area having general regard for the discussions above relating to significant land uses to be developed within the Box Hill Study Area. It is however recognised that lesser development growth is to occur within other surrounding precincts which is not reflected here (both in marginally in addition to and associated with a re-distribution of the above).

The above information has been supplemented by existing land use floor space/dwelling ratios for the Box Hill Study Area (or distributed to specific Precincts as defined within the Structure Plan, i.e. for predicted residential growth).

On this basis, the distribution of future land use floor space to the Box Hill Study Area by precinct is detailed in Table 6.2 and Table 6.3.

Table 6.2: Distribution of Future Land Use Floor Space to Precincts within Box Hill – Office

Precinct	Office			
	Distribution [1]	Option 1 (sqm)	Option 2 (sqm)	Option 3 (sqm)
F	**35%**	**19,250**	**22,750**	**26,250**
H	**30%**	**16,500**	**19,500**	**22,500**
J	**20%**	**11,000**	**13,000**	**15,000**
L	**15%**	**8,250**	**9,750**	**11,250**
TOTAL	**100%**	**55,000**	**65,000**	**75,000**

[1] Distributed generally in accordance with existing office floor space in the Box Hill CAA, having regard for the proposed 19,000sqm of office floor space in Precinct F (associated with the development at 913 Whitehorse Road, Box Hill).

Table 6.3: Distribution of Future Land Use Floor Space to Precincts within Box Hill – Residential

Precinct	Residential (Visitor)			
	Distribution [1]	Option 1 (dwellings)	Option 2 (dwellings)	Option 3 (dwellings)
D	**11%**	**154**	**226**	**297**
F	**18%**	**252**	**369**	**486**
M	**44%**	**616**	**902**	**1,188**
N	**27%**	**378**	**553**	**729**
Sub-total	***100%***	***1,400***	***2,050***	***2,700***
I	**-**	**300**	**300**	**300**
TOTAL	**100%**	**1,700**	**2,350**	**3,000**

[1] Distributed to specific precincts as anticipated by the Structure Plan, noting that an additional 300 dwellings (associated with the development at 545 Station Street, Box Hill) has been included in Precinct I.

Further to Table 6.2 above, as previously discussed, an additional 220 beds are to be provided for the Box Hill Hospital.

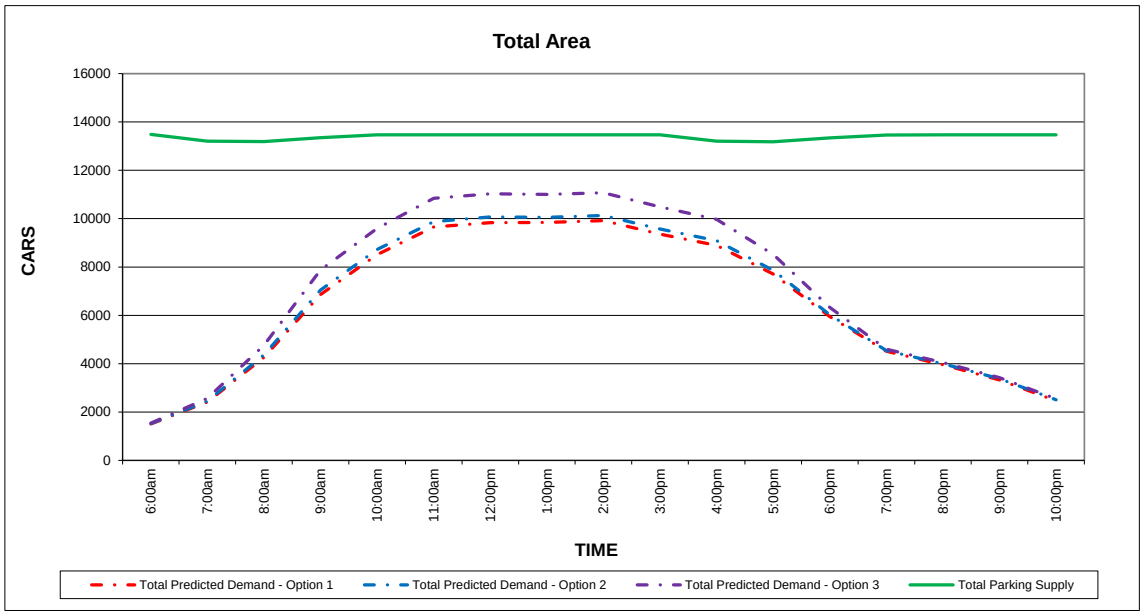
With respect to overall future car parking within Box Hill Study Area, the addition of 200 car spaces for the Box Hill Hospital and a reduction of 100 car spaces (as a result of the development) at 545 Station Street has been incorporated into the future car parking model (i.e. 100 additional car spaces above the existing supply).

6.3 Future Car Parking Model

Taking the additional floor areas for each of the three future land use growth models and utilising the calibrated car parking model (representing the existing conditions for Box Hill) a future car parking model has been built.

The future car parking models are shown in Figure 6.5 with full details provided in Appendix H, Appendix I and Appendix J, respectively.

Figure 6.5: Future Parking Model – Total Area



Given that the future car parking model is based on current car parking generation rates, it would be expected that these demands would be on the high side for the following two reasons:

- Car parking rates tend to decrease with higher densification of urban areas (i.e. higher levels of walk-up trade).
- There is a current vision to reduce the reliance of private motor car use.

Notwithstanding, Table 6.3 below summarises the future parking demands based on the potential growth options.

Table 6.3: Future Land Use Growth Models [1]

		Option 1		Option 2		Option 3	
Existing Parking	Peak Supply	13,365 spaces					
	Peak Demand	8,523 spaces (64% Occupancy)					
Future Parking	Peak Supply	13,465 spaces		13,465 spaces		13,465 spaces	
	Peak Demand	10,451 spaces	78% Occupancy	10,762 spaces	80% Occupancy	11,072 spaces	82% Occupancy
	Net Parking Demand increase	**+1,928 spaces**		**+2,239 spaces**		**+2,549 spaces**	

[1] It is noted that the peak parking period under the future car parking model is 12.00pm (noon)

It should be noted that Table 6.3 does not consider where these additional demands will be located (i.e. on-site or on-street). This is considered later in this report, as well as consideration of the temporary nature of these demands and how they are likely to impact the overall demands experienced within Box Hill.

Further consideration is given in Section 7.3 regarding the sufficiency of the existing Study Area car parking supply in relation to the anticipated future car parking demands and the 'calibrated' or Business As Usual (BAU) car parking rates determined.

7. Identification of Issues

From the assessments and analysis included in this Car Parking Strategy report, the following commentary is provided.

7.1 Existing Conditions

7.1.1 Car Parking Demands

Section 3.2 deals with existing car parking within the Box Hill Study Area, including a total supply of 13,087 spaces. Car parking surveys of the area recorded a peak car parking demand for 8,434 spaces (or an overall occupancy level of 64%).

7.1.2 Car Parking Rates

Section 5.7 defines the key car parking rates for Box Hill as determined by the calibrated car parking model. In further considering the established existing car parking rates, a comparison has been made to the standard car parking requirements set out with the Victorian Planning Provisions (Clause 52.06).

This assessment indicated that for the key land uses nominated, the commercial car parking rates for Box Hill Study Area are similar to or lower than those specified within Column B of Clause 52.06.

It is noted that ABS Census data (in Section 4) provides an accurate reflection of resident car ownership levels in the Study Area.

7.1.3 Consultation/Summary of Existing Issues

Box Hill CAA Key Stakeholders

On Tuesday 26 February the consultant team facilitated a presentation and informal workshop with key stakeholders identified by Council. The aim of this workshop was to gather local insights, concerns and ideas around current and future car parking within the CAA. Attendees included representatives from local businesses, the Centro Box Hill Shopping Centre, Box Hill TAFE, Box Hill Hospital, Eastern Health, Victoria Police and Whitehorse City Council (including two local Councillors).

A summary of the issues, insights and themes captured during the workshop discussion are as follows:

- Car parking in Box Hill is not just about the local community, it is a suburb which services 'all of Melbourne'.
- A lack of 'north to south' public transport is placing further demands on parking locally.
- Encouraging behaviour change around public movement (e.g. walking, cycling, using public transport, etc.) is a slow and often difficult process.
- The diversity of available services, businesses and retail in Box Hill means that there are very different demands on car parking.
- The lack of parking around the hospital may be affecting the health service delivery.
- The local community has strong concerns about parking.
- There are some concerns that the parking surveys undertaken in December do not capture the operation of the TAFE.
- There appears to have been a shift northward in parking demand (over Whitehorse Road).

- New housing (apartments) often does not make adequate provision for residents parking.
- Personal safety is a concern for some drivers getting to and from their vehicle, in particular during the evening periods.
- Car park signage could be improved to help provide better indicators of locations and availability.
- Bicycle parking and safety needs to be considered as part of an overall strategy.
- There may be a 'perception' issue around a local lack of parking which needs to be better understood and acknowledged.
- Insufficient car parking is provided proximate to existing restaurant uses.

A complete report summarising the issues from the community consultation was prepared by Capire and is presented in Appendix K.

Elgar CONTACT

The Elgar CONTACT Community Group is a group of residents and ratepayers of Elgar Ward who meet on a regular basis to raise issues, to discuss ideas, review Council proposals and to receive reports from Councillors.

Council has been provided a letter from the Elgar CONTACT which identifies a number of traffic and parking issues in Box Hill CAA. Furthermore, GTA has facilitated a workshop in May to further discuss the issues in Elgar Ward.

A summary of the issues listed by the group are as follows:

- Increase in traffic volume along Station Street, Elgar Road, Woodhouse Grove, Shannon Street, Clyde Street, Tyne Street, Medway Street, Severn Street and Thames Street.
- Speeding vehicles along Parkside Avenue.
- Excessive on-street parking demands resulting from lack of car parking provision at Surrey Park.
- Lack of parking restrictions around Springfield Park during Sunday morning sporting events.
- Parking on both sides of narrow streets (i.e. Station Street, Shannon Street, Dunloe Avenue, Sewell Street and Woodhouse Grove).
- Queuing across the roundabout intersection of Severn Street and Nelson Road.
- Cyclist safety concern at slow points along Thames Street.
- Regular illegal parking along Severn Street, Elgar Road and St Phillips Place.
- Location of 'No Standing' signs at the intersection of Melrose Street and Elgar Road restricts the manoeuvrability of a bus.

Notwithstanding the above, it should be acknowledged that Council has previously undertaken a substantial body of work associated with the investigation and implementation of actions relating to existing car parking and traffic issues throughout Box Hill and Box Hill North.

7.1.4 Summary

In the development of car parking strategies for the Box Hill Study Area, the issues raised through consultations will be supplemented by the analysis undertaken of existing conditions car parking data.

The car parking strategies for Box Hill will seek to provide a balanced solution for all stakeholders including Council, traders and the community at large.

7.2 Future Conditions

7.2.1 Car Parking Demands

Based on the future car parking demand assessment detailed in Section 6.3, the following key issues are noted:

- Future land use growth Option 1 (i.e. continued expenditure) indicates that car parking demands could be anticipated to increase by approximately 2,000 car spaces at any one time throughout the day (excluding residential growth). This would equate to an occupancy level of approximately 78% at the peak time on a typical weekday (up from 64%).
- Future land use growth Option 2 (i.e. moderate expenditure) indicates that car parking demands could be anticipated to increase by approximately 2,200 car spaces at any one time throughout the day (excluding residential growth). This would equate to an occupancy level of approximately 80% at the peak time on a typical weekday.
- Future land use growth Option 3 (i.e. significant expenditure) indicates that car parking demands could be anticipated to increase by approximately 2,500 car spaces at any one time throughout the day (excluding residential growth). This would equate to an occupancy level of approximately 82% at the peak time on a typical weekday.
- The above anticipated car parking demand growth estimates are expected to remain below the overall car parking supply of the Study Area but are approaching the 'theoretical' capacity (see Section 8.1.4).
- The above car parking demand increases assume that no additional car parking is provided as part of new developments and that there is no interaction with other precincts which may or may not have more capacity.
- It is recognised that the "calibrated" model represents "Business As Usual" land use car parking rates i.e. the future car parking model represents car parking demands growing at rate consistent with existing use generation. In this regard, it is likely that as the Box Hill CAA grows and develops and key sustainable transport aims are realised, car parking demands may decrease in the future.

A review of the above issues, associated with the anticipated future car parking demands, will be undertaken as part of this Car Parking Strategy development, i.e. in relation to the sufficiency of parking at a more detailed level (by precinct, by restrictions and specific user type etc.).

7.2.2 Summary of Future Issues

Based on the anticipated future car parking demands, future car parking models and consultations, the following key issues have been identified:

- Consideration should be given to the management of car parking in the future, as it is not currently being used to capacity. Moreover, existing car parking way finding signage needs to be investigated and improved. This consideration of car parking management needs to be investigated based on the needs of different precincts within the Study Area.
- Consideration should be given to the provision of sustainable transport over the private car. Regard should be given to whether it is appropriate to constrain car parking growth as a tool to encourage a sustainable and active travel mode shift.
- Consideration should be given to the level of future car parking that can be appropriately accommodated within the surrounding area above that which is currently being observed. Noting that car parking demands associated with major land

uses within the area, i.e. hospital, office and retail uses currently impact surrounding residential streets.

- Consideration should be given to the appropriateness of the (calibrated) Business As Usual car parking rates and whether or not these rates should be further reduced to assist a shift toward sustainable travel usage and uptake within Box Hill. This needs to be carefully considered together with additional mechanisms (demand management tools) which are required to complement the intent of providing reduced future car parking rates for the Study Area.
- Consideration should be given to the economic, social and community benefit in increasing public space and business trading areas by extended footpaths and paving treatments as an alternative to existing or future on-street car parking provision.
- Consideration should be given to the ability for alternative car parking supply and management techniques to help create increased outdoor trading space, increased consumer participation and spend and increased employment creation, particularly from within a local catchment.

8. Car Parking Management Techniques

8.1 Introduction

In order to determine the basis for any applied car parking strategies, it is relevant to first understand some of the fundamental, overarching principles which relate to car parking and car park planning.

8.1.1 Parking Space Priority Allocation

It is recognised that car parking is a finite resource and as such considerations need to be given to the priority order in which drivers should have access to car parking. The considerations give regard to the mobility of drivers accessing a centre, the desire to promote sustainable and active modes of travel and servicing of businesses.

In this regard, Table 8.1 has been prepared to indicate the priority allocation of parking within and around the commercial areas of the Activity Centre.

Table 8.1: Priority Allocation of Parking

Priority (Highest to Lowest)	Description
Disabled	In accordance with identified needs and relevant published standards.
PT Zone	Typically tram / bus stop pr taxi rank
Loading Zone	Where off-street loading is not provided
Bike Racks	Where space for footpath bicycle parking is not available
Drop off / Pick up	Short term parking for drop off / pick up
Customers / Shoppers / Hospital Visitors / TAFE Students	Time restrictions to vary from 15 minutes to 2 hours as required by the nature of the business / service, for example short term for post office, dry cleaner couriers and longer term for consultations, hairdressers, restaurants and cafes.
Residential (including visitors)	Only applies in smaller centres with a mix of shops and residences; requires balancing of economic needs of the strip and surrounding residential amenity.
Traders and Local Employees (i.e. Hospital/TAFE staff)	Local employees should not park in shopping strips where this undermines parking turnover that supports the businesses, but should be encouraged to use non car based transport or in trader permit zones (if available)
Park and Ride	Parking for commuter use will only be considered where deemed to be appropriate and not t impact on residential amenity or economic viability.

8.1.2 Walking Distance

Acknowledgement must be given to appropriate walking distances between car parking locations and a user's intended destination. Generally, the time and distance which drivers are prepared to walk depends on the length of time which will be spent at their destination. 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).

Providing car parking within a proximate distance to a given destination has an impact on its desirability for staff and visitors to drive there. Furthermore, if car parking is within a proximate distance to a more general precinct it can enable multi-purpose trips and thus reduce the number of trips within the precinct.

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 8.2.

Table 8.2: Acceptable Walking Distances (Adapted from the Victorian Transport Policy Institute)

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.

Table 8.2 shows that the uses whose customers would stay for the shortest time typically accept the shortest walking distances and as the time each user expects to spend at the destination increases, the longer they find it acceptable to walk.

8.1.3 Theoretical Capacity

Typically, parking utilisation in publically available on-street car parking areas greater than 85%[9] represents a situation where drivers are unable to identify where vacant spaces exist and subsequently represents effective capacity. For off-street public car parks such as those that exist within the Box Hill CAA, a level of 90% is more likely to represent the theoretical capacity as the car parks are not excessively large (with the exception of Centro), the density of car spaces are higher when compared with typical on-street layouts and there are a limited number of choices when navigating through off-street car parks. Based on this, the theoretical capacity of the Box Hill CAA is based on 85% for on-street spaces and 90% of off-street spaces.

Demands above these theoretical capacities can and do exist, including within the Box Hill CAA. Generally, such levels of demand result in extra local traffic movements as vehicles circulate in search of a vacant car spaces. It is noted that the theoretical capacity (of 85% and 90%) is an aspirational target for broad level strategies such as this, as undertaken by Council. In more specific cases (i.e. development applications), the use of this spare capacity can be appropriate in localised areas surrounding a site where vacancies are more readily defined as suitable for purpose.

8.2 Vision of Box Hill CAA & Surrounding Environs

While the above sets out some general parking principles, it is also important, in developing a parking strategy to understand the vision for the area to which the strategy applies as the adopted vision for the area can have significant impacts on the direction which car parking strategies take.

In this respect reference has been made to the Box Hill Transit City Structure Plan, which states the following:

"Growth is problematic if reliance on private vehicle transport continues at existing levels. Development should be managed to significantly reduce dependency on cars, and increase the role of public transport."

The structure plan also goes further to define a number of objectives and strategies in respect of car parking (as discussed in Section 2.2.1).

Having regard to the earlier discussions, should it be sought that car travel reduces to the centre, it follows that the provision of car parking will not be required to be provided in the same manner to which it has in the past.

[9] Donald Shoup, *The Price of Parking on a Great Street*, Parking World, February 2009

To this end consideration needs to be given to both demand and supply side measures and how these could be utilised to achieve a reduced dependency on private motor cars. While throughout this report these visions may be challenged by best practice planning principles, these provide a starting reference point for the development of car parking strategies.

8.3 Car Parking Demand Reduction Mechanism

As discussed, the investigation of supply and demand side measures would be required in order to reduce current private motor vehicle reliance.

A broad level discussion regard these car parking management mechanisms is provided below as reference to the development of the Car Parking Strategy, noting that Box Hill CAA currently utilises a mix of some of these techniques.

A 'shopping list' of these supplementary management tools, which may be considered appropriate to support the reduction in road network congestion/parking demand and change existing travel habits are outlined below:

- Reduce Car Parking Rates
- 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.

These various mechanisms are further explored in the following sections.

8.3.1 Reduced Car Parking Rates

The provision of reduced car parking rates beyond what the precinct currently generates may be used to reduce current road network congestion and assist to shift the way in which people travel to and from and within Box Hill CAA. Reduced car parking provisions alone will, however not be sufficient to manage the existing and future car parking system:

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, as such additional mechanisms (or demand management tools) are required to modify and reduce existing car parking demands within the area.

Further, the use of either maximum and minimum car parking rates needs to give consideration to the appropriate balance between the need to reduce car dependence for travel to/from and within an Activities Area whilst not constraining parking to such an extent that it may impact a developer's decision to invest in the area. A more detailed discussion regarding maximum versus minimum rates, as well as rates per precinct versus overall rates etc. will be provided in the Car Parking Strategy. Mechanisms are required to complement the intent of providing reduced future car parking rates for the Box Hill CAA.

8.3.2 Increased Parking Restrictions

At the most basic level, car parking space restrictions are fundamental to the appropriate management of a car parking systems.

These restrictions have the ability to locate where certain user groups park, often providing priority for certain user types, with their use also important in creating a turnover of parking within spaces to allow for a greater number of motorists to use the same space. On the other hand, the incorrect use of car parking restrictions can have negative flow-on effects to vehicle turnover and can often cause excessive vehicle circulation in search of a car park and/or overspill into the surrounding areas.

Parking restrictions can also play a role in protecting (where appropriate) car parking overspill from adjacent land uses which may result in a loss of amenity of surrounding land owners or residents. A balance 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.

8.3.3 Parking Permit Scheme

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 of commercial activities, particularly during peak business hours. It also serves to provide exemptions from parking restrictions.

8.3.4 Parking Enforcement

Enforcement of car parking restrictions is paramount to the adoption and maintenance of a given car parking system. Without suitable enforcement, particularly 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 the nominated parking restrictions, there needs to be an appropriate level of surveillance and penalty.

In this regard, it is noted that it is possible to introduce a high level of technology for the surveillance, ticketing and processing of parking offences. While such technology will incur a high implementation cost, it can reduce operational costs, improve the coverage of officers and improve the responsiveness to illegal parking. The use of technology also allows a greater and more frequent coverage of key areas to maintain effective turnover and operations of parking.

8.3.5 Parking Guidance Signage

Way finding guidance signage, specifically related to areas of car parking, is important to:

- Highlight parking areas to ensure the most effective use of all available spaces, particularly areas which may not be initially visible or known to drivers.
- Reduce road network congestion caused by vehicles circulating to find a car space.

- Assist drivers to get to their parking location as quickly as possible. This benefit is substantial as every car journey consists of a number of key components, with most important to car parking being 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 space can be minimised, it is likely that a driver will accept a greater walking distance to their final destination. To the contrary, if a driver circulates trying to find the closest possible car 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 way finding 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 positions that give users sufficient time to decide whether they enter the associated car parking area or not.

8.3.6 Parking Improvements

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 beyond the scope of this car parking strategy, it is recommended that Council continually work with private car parking owners to ensure that parking facilities meet with current design standards, and are maintained at an appropriate level to reflect positively on the Box Hill CAA.

8.3.7 Parking Pricing

The pricing of car parking can act as an extremely powerful demand management tool as it directly imposes a charge on the use of the car (in addition to the indirect charges associated with vehicle registration, fuel, maintenance and insurance).

In addition, the pricing of parking can also assist in providing:

- A level of natural enforcement of restrictions (drivers are less willing to risk overstaying as an overstay event in a paid parking area, relative to a normal time restricted parking area, is far easier to detect by enforcement officers).
- Greater time efficiency in the enforcement task for officers monitoring car parking spaces, thereby allowing a greater catchment of spaces to be captured.

8.3.8 Reduction of Existing Parking Supply

It is evident that the provision of an available car parking resource is invariably correlated to car parking demands and vehicle trips on the road network.

It accordingly follows that by reducing the available parking provision within an area, it is possible to reduce the car parking demands associated with that car parking (noting that a reduction of existing car parking within an activities area should be carefully considered as it has the potential to reduce the commercial attractiveness of the area).

In the context of supporting the objectives for the Box Hill CAA, a reduction in car parking supply could be considered to be one tool to assist in shifting travel habits to sustainable and active travel modes.

8.3.9 Behaviour Change Programs

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, it may be recommended that a Green Travel Plan (GTP) be required for all new "major" developments. To guide the determination of what constitutes a "major" development reference can be made to Clause 52.36 of the Planning Scheme which provides the "triggers" for the preparation of a Green Travel Plan:

- A residential development comprising 60 or more dwellings or lots.
- A residential building comprising 60 or more lodging rooms.
- A residential village comprising 60 or more dwellings.
- A retirement village comprising 60 or more dwellings or lots.
- A new retail premises of 4000 or more square metres of leasable floor area.
- An increase of more than 1000 square metres to the leasable floor area of an existing retail premises which is 4000 or more square metres leasable floor area.
- An office development of 10,000 or more square metres of leasable floor area.
- A place of assembly comprising 400 or more seats or 600 or more square metres of gross floor area.
- An education centre.
- A major sports and recreation facility.
- Any alteration or development of public transport infrastructure or stops.

It is noted that the provision of this documentation is typically sought by the Department of Transport following referral of the application.

It is noted that Whitehorse City Council has prepared a new Environmentally Efficient Design policy (Amendment C130 to the Whitehorse Planning Scheme via Clause 22.18) to provide guidance and establish expectations for environmental sustainability in new development, as well as give policy support for Council assessment and decision making on specific planning applications.

In contrast to the Department's 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 will 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 carpooling 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 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).

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 for both staff and customers and is recommended that these facilities be enforced by Council except where it is not practical to access the site by bicycle. E.g. 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. So ensuring there is sufficient bicycle parking at the sources and not having people leave their bikes in a closet or storage cage, where it is difficult to access, helps reduce barriers to its use. 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.

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 respectively, no consideration is given within the Planning Scheme to facilitate the provision of motorcycle/scooter parking within developments.

This is considered to represent a shortcoming of the Scheme and it 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.

Car Sharing Schemes

Public car sharing facilities, such as those provided by FlexiCar, Green Share Car 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.

8.3.10 Incentives for Sustainable Transport Modes

These incentives 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 parking demands, and therefore create greater parking vacancies for those who must use car as a mode of transport. 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, with train, tram and bus services operating throughout the area. The public transport services connect the Study Area with key origins/destinations including the Melbourne CBD, and other activity centres.

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 along the rail corridor (including trams and trains which provides the quickest access to the Melbourne CBD during the peak hour periods) and bus routes (which provide connections between suburbs around the Melbourne CBD).

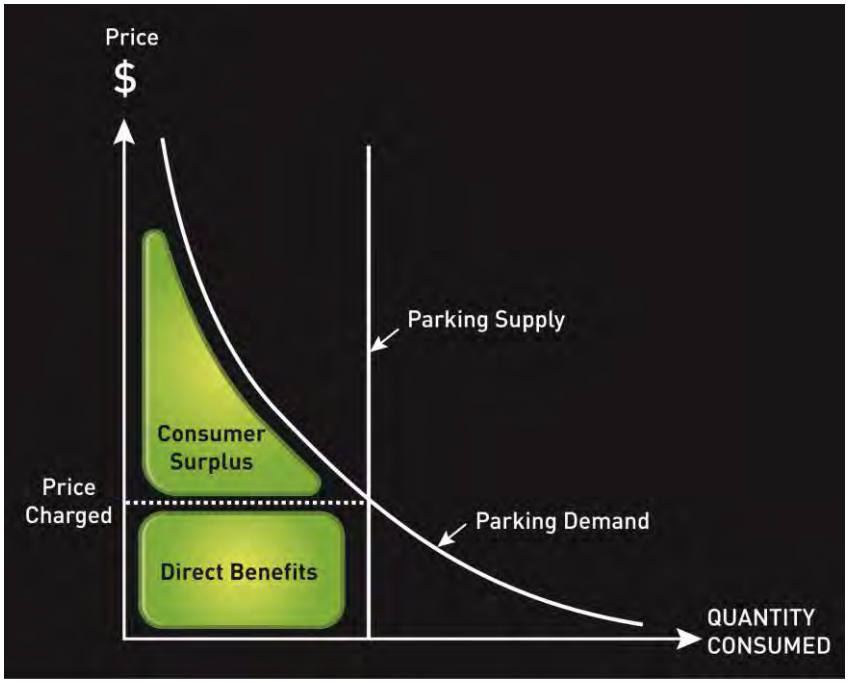
9. Economic Impact Analysis

9.1 Principles of Economic Theory

SGS Economics & Planning has prepared an economic impact analysis report, relating to the management of existing and future car parking resources within the Box Hill CAA. The full report is provided as Appendix L, whilst the key elements have been summarised in this section of the Strategy.

In the context of basic economic theory, the relationship between supply, demand and price charge for car parking is as per Figure 9.1.

Figure 9.1: Supply and Demand for Car Parking



(reproduced from economic impact analysis report prepared by SGS Economics & Planning)

The SGS report notes that having regard for the theory of pricing and parking equilibriums, an assessment of car parking supply management provides the following base economic principles:

- *"The first principle therefore is – priority is to be given to non-price parking resource allocation.*
- *The second principle is – non-price parking resource allocation should be informed by a spatially differentiated set of allocation priorities.*
- *The third principle is – pricing is applied to balance supply and demand within the context of the non-price parking resource allocation.*
- *The fourth principle (as a corollary to the above) is – pricing must not be viewed as a revenue raising exercise. Revenue raised is a side benefit of the application of prices."*

9.2 Evaluation of Car Parking Management Techniques

Further to the car parking management techniques detailed in Section 8 of this report, the benefits and costs of each are presented in Table 9.1.

Table 9.1: Benefits Vs. Cost for Car Parking Demand Techniques

Technique	Benefits	Costs
Reduced car parking rates in new developments (1 space per dwelling)	• Some households will elect to sell one car to live in the centre • Fewer car trips generated in the centre • More affordable housing • Free up developable space • Greater support of more sustainable travel modes • Design flexibility	• Households desiring to maintain two cars displaced to other areas where they will use them more. More car trips generated in aggregate. • Fewer dwellings in the centre than otherwise and consequent loss of urban consolidation benefits. • Potentially increased demand for on street parking by residents.
Parking restrictions	• Efficient allocation of a scarce resource • Containment of negative externalities such as sufficient vacancy rates and limited cruising time • Supporting businesses and centres • Equity in access to a scarce resource • Enhanced safety • Providing for access by specialist groups- tradesman, residents, disabled, hospital etc.	• Many in the community perceive anything but unfettered access to free parking as a cost. However, the practical reality is that supply will fall short of demand and there are externalities to be dealt with. • Resourcing require to enforce.
Parking permit schemes	• In a society where the car remains the main mode of travel, reasonable access to park a car at or near the home creates significant benefits for the household • Fewer car trips generated in the centre • Provides access to parking for specialist groups	• If the provision of permits is overly generous there will be no demand management and alternative beneficial trips will be suppressed. • If permits are denied to residents in new developments this can create friction between residents due to perceived discrimination.
Parking enforcement	• Compliance with non-price parking resource management mechanisms • Equitable access to parking • Improved safety • Allows special needs parking access	• Resentment and disincentive to shop and do business in the area.
Parking guidance signage	• More efficient use of the parking resource • Reduced pressure for additional spaces in a centre • Reduced need for 'cruising'	• Capital and maintenance costs.
Parking improvement	• Enhanced amenity and safety • Greater utilisation of the resource, especially at night • Bolsters economic activity and vitality of a centre (possible 24 hour economy)	• Capital and maintenance costs.
Parking pricing	• Efficient resource allocation • Containment of externalities	• In economic terms parking charges are a payment for a benefit that would not otherwise be available and not a net cost.
Reduction of existing car parking supply	• Reduced traffic congestion • Enhanced pedestrian amenity and public spaces • Economic and employment multiplier benefits of converting car spaces to commercially usable spaces	• Possible diversion of trips to other centres. Spill over / amenity impacts on adjoining areas (e.g. from a community perspective, into residential areas). • Negative impact on businesses.
Behaviour change programs/ incentives for sustainable transport modes	• Reduced traffic congestion • Reduced parking spaces freeing up development and public space	• Capital and maintenance costs. • Relies on third party (State Government) investment in providing a viable alternative.

9.3 Reclaiming Road Space for Public Use

An examination has been undertaken of the economic, social and community benefit in increasing public space and business trading areas by extended footpaths and paving treatments as an alternative to existing on-street car parking spaces.

The option of reclaiming road space explores the ability to attract and align increased foot traffic and public space, with business and community interaction whilst meeting the lifestyle needs of the precinct.

In this regard, value of the benefits in reclaiming a car parking space has been determined. This value has been compared to the costs of reclaiming road space utilising two methods, namely:

i Time Value Method – cost is calculated based on a driver's time spent to find a new car parking spot and converting the time to a value.
ii Willingness to Pay Method – based on a parking metre fee.

A calculation of the opportunity cost associated with each method in relation to the benefits of reclaiming a car space indicates that in both cases it is beneficial to remove a space.

A further qualification to this result is that a continued removal of car spaces will reach a 'crossover' point where costs start to exceed benefits, however this point should not occur when the number of spaces being removed is minimal and particularly where there is spare car parking capacity as overall within the Box Hill CAA. This is provided the number of spaces lost is low and the created space is intensively used i.e. the benefits will outweigh the costs.

On the above basis, the assessment specifically identified potential locations for extended footpath treatments within the Box Hill CAA as follows:

- Station Street (east and west side – north of Centro)
- Station Street (west side – between Carrington Road and Cambridge Street).

The appropriateness of these treatments is assessed further in the development of car parking strategies as it relates to the appropriateness of existing and future car parking impacts.

9.3.1 Funding Options

In addition, the car parking demand techniques associated with the delivery of the recommendations listed and confirmed in this strategy could potentially be funded by the following sources:

- **Special Rates and Charges** under Section 163 of the Local Government Act 1989
- **Development Contributions** under Part 3B of the Planning and Environment Act 1987
- **Cash-in-Lieu** under Clause 52.06 (now Clause 45.09) of the Planning Scheme.

It is noted that Council funding is also an option consideration.

Further discussion regarding the potential car parking strategy funding options in **bold** above is provided within the SGS report (Appendix L) and also within Section 11 of this report.

9.4 Further Economic Impacts for Box Hill CAA

Within the SGS report, further analysis and discussion is provided regarding the economic impacts to the Box Hill CAA if the recommendations of this strategy are or are not implemented. This assessment considers the competitiveness of the area and its ability to attract investment, people and jobs.

10. Strategy Recommendations

10.1 Introduction

The following details the development of a set of car parking strategy recommendations for the Box Hill CAA and Study Area. These recommendations have been developed to suitably manage existing and future car parking provisions and land use car parking demands providing a 'balanced' solution which considers the needs of all stakeholders.

10.2 Strategy Objectives

The recommendations of this Strategy have been developed having regard for the following set of objectives. These objectives relate to the background transport policy documents detailed earlier in this report including the Box Hill CAA Structure Plan.

The key objectives for this strategy are outlined below:

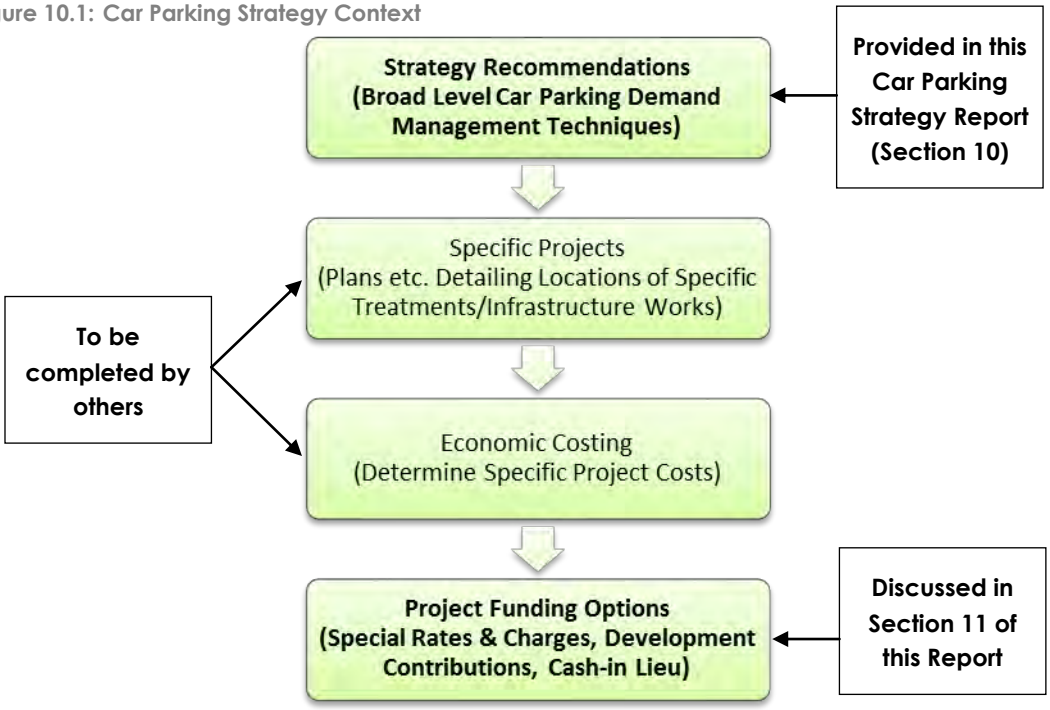
- Manage car parking demand and supply to satisfy user needs (with a focus on maintaining/increasing the viability of Box Hill).
- Locate and manage car parking so as to minimise traffic generated by the search for a parking space.
- Reduce vehicle trips, minimise parking provision where appropriate.
- Encourage the use of active and sustainable travel modes rather than increased private vehicle travel.
- Improve general amenity for pedestrians within Box Hill to increase the willingness for visitors and staff to walk to and within the Centre to their destination.

10.3 Strategy Context

This Strategy report is the first step required to deliver and ultimately fund the broad level strategic car parking recommendations developed herein.

In this regard, Figure 10.1 provides the context for this Car Parking Strategy in relation to the subsequent stages in the implementation of the Strategy recommendations, noting that the 'specific projects' and 'economic costing' stages are expected to be delivered by others. In relation to 'project funding', a broad-level discussion is provided within the SGS report (as referenced in Section 9 of this report) and also within Section 11 of this report.

Figure 10.1: Car Parking Strategy Context



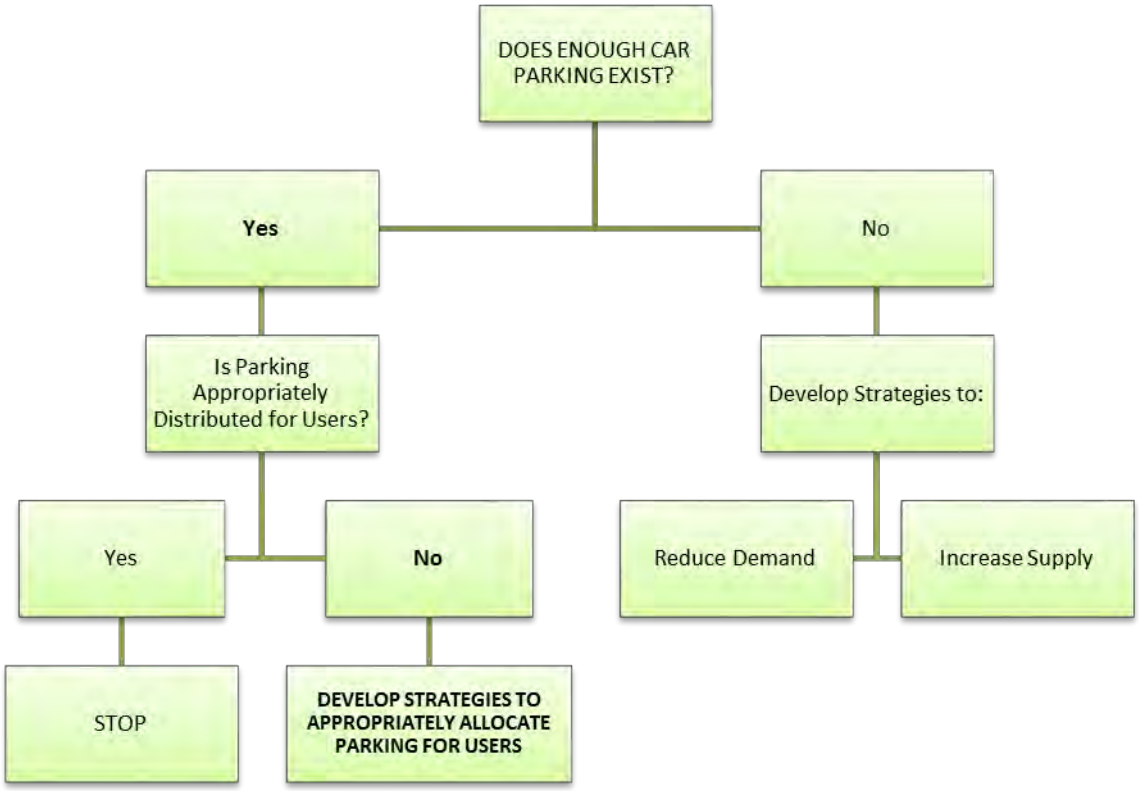
10.4 Strategies to Manage Existing Car Parking

In developing car parking strategy recommendations for Box Hill, consideration needs to be given to the existing management of the resource in terms of parking timeframes, demand, location and quality etc.

This review will take into consideration, current car parking management provided, and seek to provide new or supplementary demand management techniques (as discussed in Section 8.3 of this report) required to achieve the strategy objectives and gain the most 'balanced' outcome.

To begin, the first question to be asked is whether enough parking does or does not exist. Subsequently, a process can be followed to establish that strategies are required to be developed to better manage car parking as set out within Figure 10.2 on the following page.

Figure 10.2: Management of Existing Car Parking



On the above basis, a summary of existing issues and management strategy recommendations is presented for the overall Study Area and specific precincts of Box Hill where applicable.

10.4.1 Overall Study Area

Reference is made to the assessment of existing car parking demands undertaken within Section 3 of this report. In this regard, it is noted that overall car parking demands are generally at their highest between business hours (i.e. 9:00am and 5:00pm) on a typical weekday, with the peak time for the study area occurring at 1:00pm.

With an overall car parking occupancy of 64%, it is evident that suitable capacity exists within the study area when compared to the 'theoretical' car parking capacity of 85%. It is however important to note that the current parking resource must be better managed to provide a more 'balanced' allocation and location of car parking for users.

In analysing the appropriateness of car parking timeframes it is firstly relevant to note that no particular guidelines or standards exist which specify that an activity centre car parking supply should be distributed into specific timeframes proportions. Indeed every activity centre will require a different mix of parking timeframes dependant on the individual uses contained within the centre. Accordingly, to determine such a mix of parking timeframes, guidance is sought from the priority allocation of parking presented earlier in this report and identification of existing issues within Section 7.

More specifically, north-south of Whitehorse Road, short-term car parking (i.e. hospital patient visitors and TAFE students) is recommended to be provided along street frontages directly adjacent the Hospital and TAFE, and exclusively within the residential street network surrounding the hospital (resident permit excepted) i.e. no long-term parking restrictions are recommended to be provided along residential streets (excluding Nelson Road). In this regard, appropriate

management of car parking can be used to increase turnover of spaces to allow a greater number of motorists to use the same parking space or ensure that specific user groups can park in appropriate locations i.e. car parking along residential streets can be 'shared' during the day (during business hours) noting that the majority of residential properties in the Study Area are provided with a vehicle crossover for access to off-street car parking (i.e. within a garage, carport or otherwise). Residential visitor demands are likely to occur outside business hours or on weekends when short-term restrictions do not apply. Indeed, short-term parking in other locations within the Study Area should be provided proximate to the land users which they service (i.e. for customers, shoppers and visitors to the Centre).

On the other hand, on-street car parking for long-term demands should be provided along Nelson Road between Thames Street and Shannon Street given its function and role differs from typical local streets. These areas of long-term car parking, generally utilised by Hospital staff provide for better lighting and security after-hours. Long-term parking in other locations within the Study Area should be provided on the periphery where possible. It is further recommended that the restriction duration/period (e.g. 7:00am – 7:00pm on Monday to Friday) be consistent with the surrounding signage for any introduction of new time restrictions (e.g. 2P, 3P, P).

To supplement the above, current car parking enforcement levels within the study area should be maintained. Parking enforcement is important to ensure the parking system is used as designed (i.e. drivers are using appropriately restricted spaces). This encourages car parking turnover and the efficient use of parking spaces for multiple users in short term parking areas, noting an increased focus on more short-term parking opportunities available along residential streets north of Whitehorse Road and surrounding Hospitals and TAFE (i.e. 2P 7.30am to 7.30pm Mon-Fri, residential permit excepted). In this regard, the potential installation of high level technology sensors (e.g. PODS) should be investigated. It is understood that Council's Compliance Department are currently reviewing and considering the installation of PODS.

To offset the change from long-term to short-term car parking close to key users including the Hospital and core retail centre, a way finding signage strategy should be developed to highlight the existence of underutilised off-street car parking areas (i.e. Barwon Street, Court Street, Watts Street and Harrow Street Car Parks). In the first instance "static" signage is recommended, but electronic "variable" signage could be considered. Signs are to be installed at locations that give users sufficient time to decide whether they enter the associated car parking area or not. It is however understood that Whitehorse City Council's Open Space Strategy suggests that future open space is required within a suitable walking distance in Box Hill. In this regard, Council could consider and investigate the use of this land for this purpose as an alternative to the provision of car parking. Such conversion would however need to be considered on a case-by-case basis in respect of any off-set of parking lots.

These off-street parking areas, in particular the Barwon Street off-street car park, should provide for additional long-term parking opportunities (as discussed within Precinct A). Further, consideration could also be given to providing incentives (i.e. a shuttle bus) to park within underutilised off-street parking areas particularly for long-term user groups including predominately Hospital staff.

It is noted that conversion of short-term to long-term on-street spaces and vice versa within the Precincts north of the Whitehorse Road and surrounding the Hospitals and TAFE (Precinct A, B, D, E and F) are generally balanced.

A number of concerns were raised regarding traffic congestion issues associated with car parking on both sides of a street. In this regard, on-street indented car parking should be investigated for narrow residential streets which provide for a bus route (i.e. Severn Street). Further discussion regarding other isolated parking issues are further explored by Precinct under the following sub-

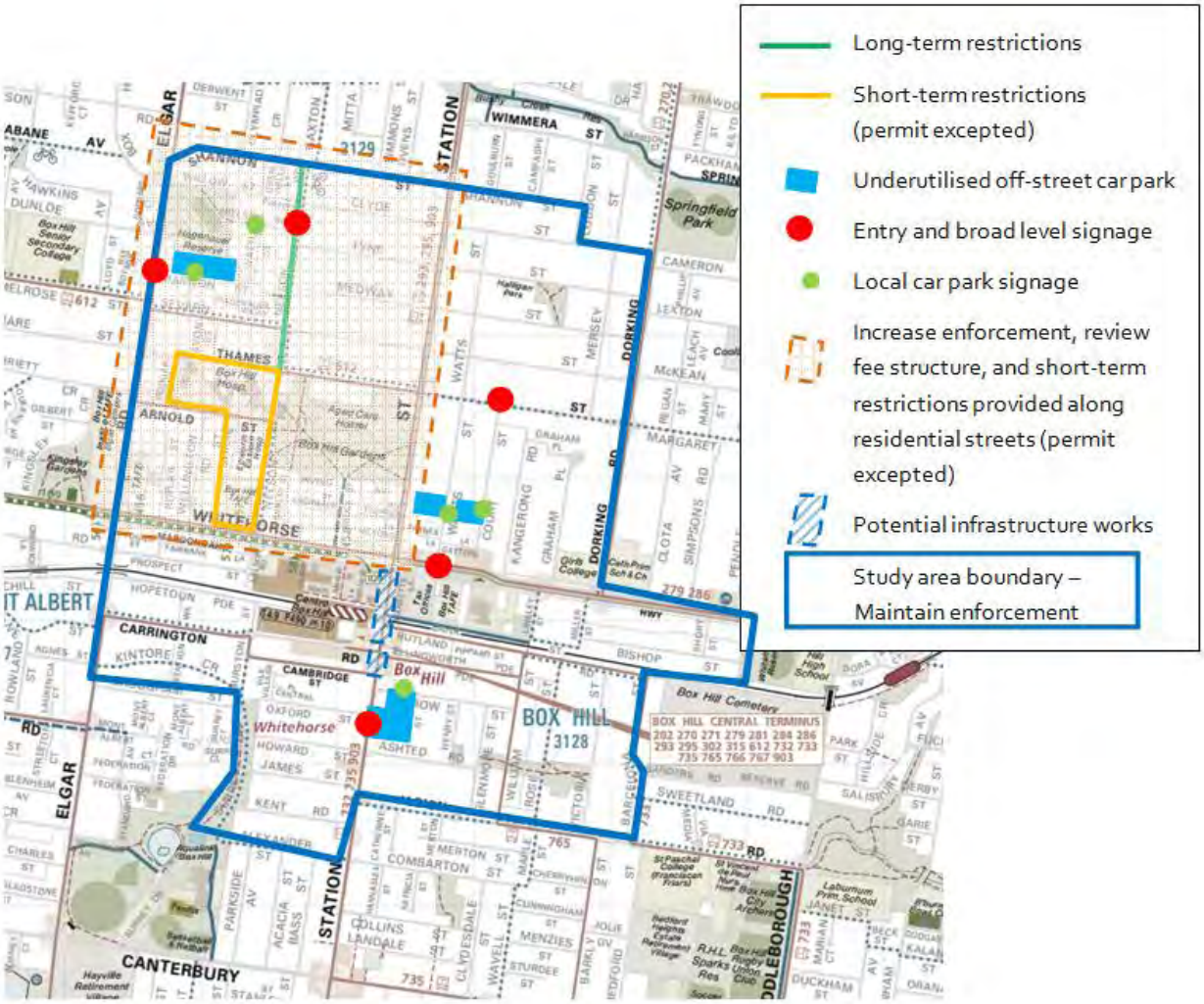
sections. Investigation should include impact on public realm and street tree planting which is outside the scope of this study (i.e. detailed by others).

Further, potential infrastructure works, which seek to improve existing or creation of new sustainable transport links, in lieu of available car parking, should be supported as per the findings of the SGS report.

Finally, the existing structure of on-street fee parking should be reviewed to ensure that fee-based off-street car parking is most 'attractive' to users rather than on-street opportunities.

With respect to the above discussions and car parking demand management techniques outlined in Section 8.3, the following strategies are recommended for the overall Study Area as illustrated in Figure 10.3 and further detailed by Precinct under the following sub-sections where applicable.

Figure 10.3: Overall Study Area – Strategy Recommendations



Strategy Recommendation 1

Regular parking enforcement services be continued throughout the study area, with increased services provided for the residential street network north of Whitehorse Road nearest to the Box Hill Hospital and Box Hill Institute. Consideration should be given to the installation of high level technology sensors (e.g. PODS).

Strategy Recommendation 2

Develop a way-finding car parking signage strategy for the study area to highlight the existence of underutilised off-street car parking areas i.e. Barwon Street, Court Street, Watts Street and Harrow Street off-street car parks.

Strategy Recommendation 3

Council is to continue working with Box Hill Hospital to manage locations accommodating long-term Hospital staff car parking. Incentive measures may include the extension of the existing shuttle bus services available for staff. This investigation would also need to consider the provision of suitable bus shelters, lighting and signage.

Strategy Recommendation 4

Limit car parking to short-term along street frontages directly adjacent to the Hospital and Institute land uses. In all other instances, allow long-term car parking along higher order roads and limit parking to short-term along residential streets (i.e. 2P 7.30am to 7.30pm Mon-Fri, residential permit excepted).

Strategy Recommendation 5

Review fee structure for on-street car parking within Precincts A, B, D, E and F of the Study Area.

Strategy Recommendation 6

Council is to continue to support potential infrastructure works in lieu of available car parking, which seek to improve existing or create new sustainable transport links to promote a change in travel modes from existing car driver.

Strategy Recommendation 7

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

Strategy Recommendation 8

Review parking ticketing and control systems at 'secure' off-street car parking sites (i.e. RSL and Centro).

10.4.2 Precinct A

Table 3.7 and Appendix C indicate that there is high on-street car parking occupancy within the vicinity of the Hospitals (i.e. Severn Street, Avon Street, Thames Street and Nelson Road). Particular concerns raised relate to high demands along residential frontage spaces with long-term users overstaying in those spaces.

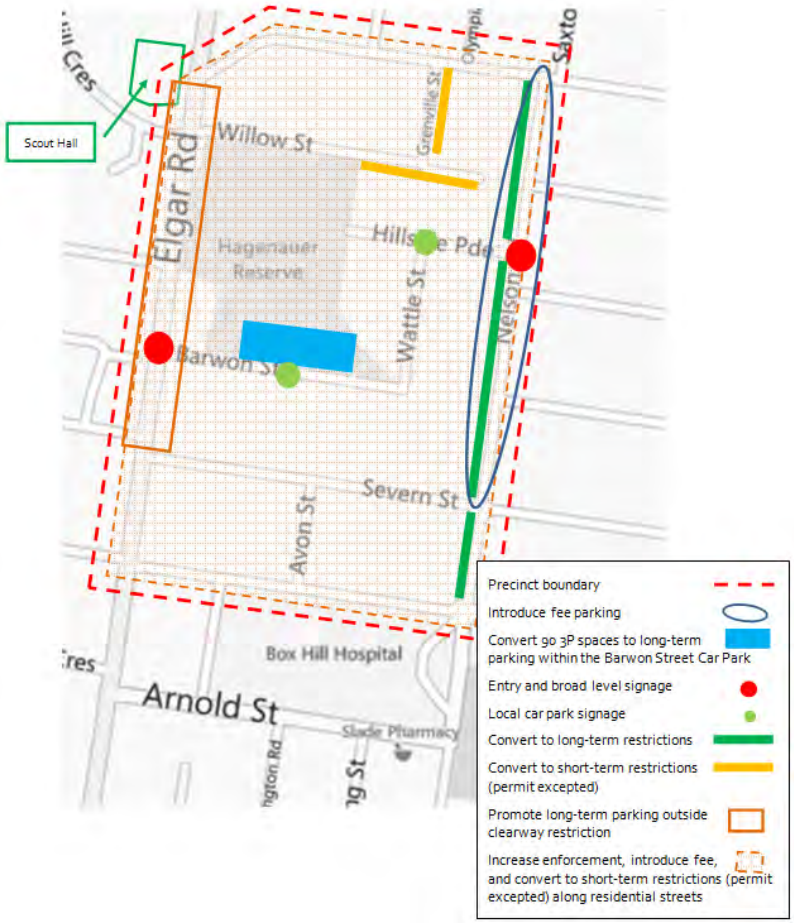
Accordingly, it is considered appropriate to better distinguish this car parking for either visitors or staff. This is proposed by redistributing existing restrictions and introducing fees (where not already provided). In this regard, long-term spaces located on the south side of Willow Street (7 spaces) and on the east side of Grenville Street (11 spaces) are recommended to be converted to short-term spaces (permit exempt). To partially off-set this reduction in long-term car parking, short-term spaces on the west side of Nelson Road (a higher order road) between Thames Street and Shannon Street are recommended to be converted to long-term spaces (36 spaces) subject to a fee.

Further, Appendix C indicates that long-term parking on Elgar Road (outside clearway times of 6:30am – 9:30am and 4:00pm – 6:30pm on Monday to Friday) is underutilised with less than 25% occupancy during the peak period. As such, it is recommended that these spaces be promoted for use by long-term users such as Hospital staff.

Table 3.9 indicates that the Barwon Street off street car park is currently underutilised with an occupancy level (of between 0-24%). More specifically, Figure D1 indicates that the occupancy rate of above 25% occurs between 8:00am and 12:00pm on Saturday. This parking is located within an acceptable walking distance (approximately 400m) from the hospitals and represents an opportunity to service staff car parking demands. At present, this off-street car park is restricted to short-term users (excluding permit parking) and has limited signage from the street to alert drivers to both its existence and capacity. As such, it is recommended that approximately 90, 3P parking spaces be converted to unrestricted long-term parking during weekday within Barwon Street off-street car park (this represents a change of approximately 67% of the car park supply).

With respect to the above discussions, the following strategies are recommended for the Precinct as illustrated in Figure 10.4.

Figure 10.4: Precinct A – Strategy Recommendations



Strategy Recommendation 9

Convert short-term on-street spaces along Nelson Road (west-side) between Shannon Street and Thames Street to long-term paid parking (36 spaces).

Strategy Recommendation 10

Investigate changes to the car parking controls within the Barwon Street off-street car park to better serve existing users and improve utilisation rates.

Strategy Recommendation 11

Convert long-term on-street spaces along residential streets to short-term parking (permit excepted) i.e. 7 spaces on Willow Street and 11 spaces on Grenville Street.

Strategy Recommendation 12

Promote the use of Elgar Road on-street long-term car parking spaces for long-term users, i.e. Hospital staff.

10.4.3 Precinct B

Summary

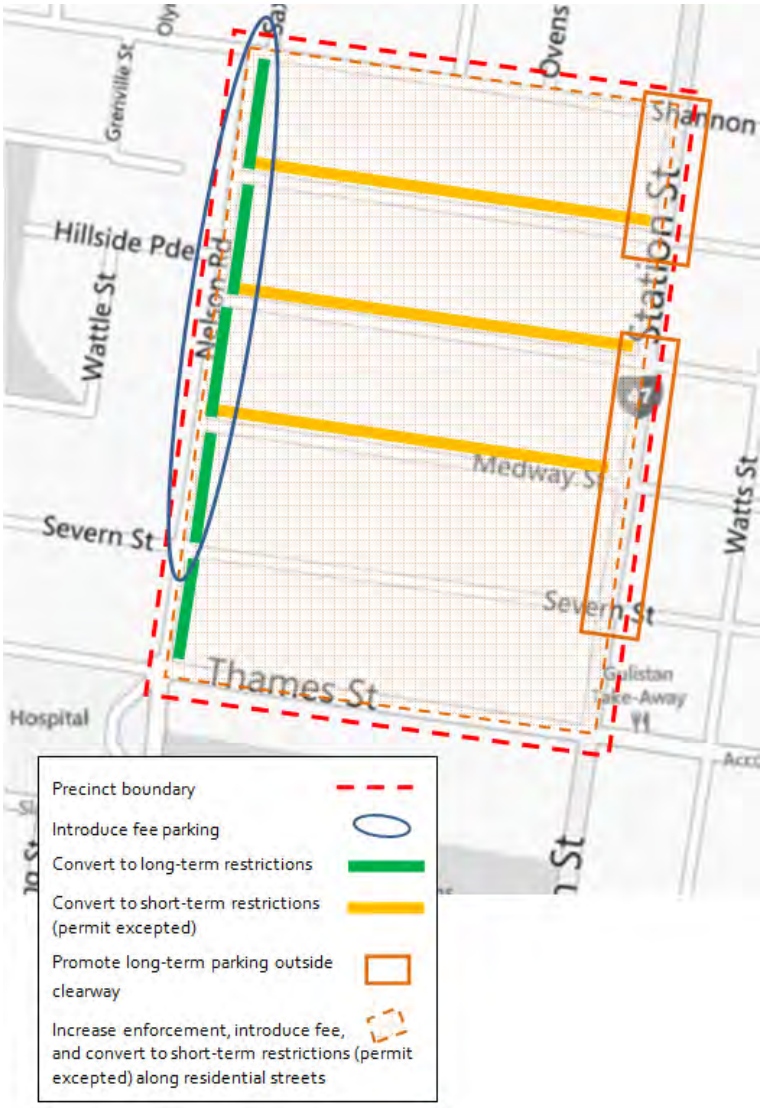
Table 3.7 and Appendix C indicate that car parking demands throughout the precinct are generally high. The precinct is predominantly residential in nature however being located close to the Hospital, overspilling of visitor and/or staff car parking demand is observed to occur from Precinct D.

Accordingly, it is considered appropriate to better distinguish this parking for either visitors or staff by reallocating existing car parking restrictions and introducing of fees. In this regard, long-term spaces located on the north side of Clyde Street (38 spaces), Tyne Street (38 spaces) and Medway Street (37 spaces) between Nelson Road and Station Street are recommended to be converted to short-term spaces (permit excepted). To partially off-set this reduction in long-term parking, short-term spaces on east side of Nelson Road (a higher order road) between Shannon Street and Thames Street are recommended to be converted to long-term spaces (37 spaces) subject to a fee.

Further, Appendix C indicates that long-term parking on Station Street (outside clearway times) is underutilised with less than 75% occupancy during the peak period. As such, it is recommended that these spaces be promoted for use by long-term users such as Hospital staff.

With respect to the above discussions, the following strategies are recommended for the Precinct as illustrated in Figure 10.5.

Figure 10.5: Precinct B – Strategy Recommendations



Strategy Recommendation 13

Convert long-term car spaces along the north side of Clyde Street (38 spaces), Tyne Street (38 spaces) and Medway Street (37 spaces) between Nelson Road and Station Street to short-term parking (including fee, permit exception).

Strategy Recommendation 14

Convert short-term on-street spaces along Nelson Road (east-side) between Thames Street and Shannon Street to long-term parking (37 spaces).

Strategy Recommendation 15

Promote the use of Station Street on-street car parking spaces for long-term users i.e. Hospital staff.

10.4.4 Precinct C

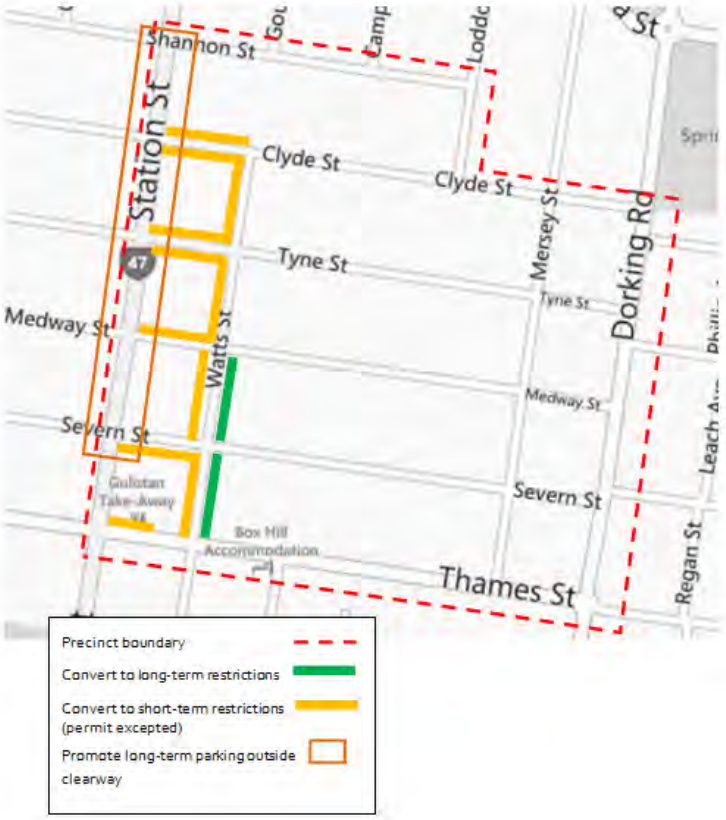
Table 3.7 and Appendix C indicate that car parking demands throughout the precinct are generally low. This is expected given that the precinct is located on the outer periphery of the study area and a large proportion of land in the precinct consists of residential properties. However it is noted that commercial uses/strip retail shops are located along Thames Street and Station Street with potential future residential and commercial development occurring within the precinct. In this regard, some protection for on-street spaces along residential streets (within close proximity to Thames Street and Station Street) should be provided.

Specifically, it is recommended that all spaces located between Station Street and Watt Street be converted to short-term restriction (i.e. 19 spaces on Clyde Street, 17 spaces on Tyne Street, 7 spaces on Medway Street, 10 spaces on Severn Street and 6 spaces on Thames Street). In addition, it is recommended that the west side of Watt Street between Clyde Street and Thames Street be converted to short-term parking (40 spaces) and the east side between Medway Street and Thames Street converted to long-term parking (15 spaces).

Finally, Appendix C indicates that Long-term parking on Station Street (outside clearway times) are underutilised with less than 50% occupancy during the peak period. As such, it is recommended that these spaces be promoted to long-term users group i.e. Hospital staff.

With respect to the above discussions, the following strategies are recommended for the Precinct as illustrated in Figure 10.6.

Figure 10.6: Precinct C – Strategy Recommendations



Strategy Recommendation 16

Convert spaces located between Station Street and Watt Street to short-term parking (i.e. 19 spaces on Clyde Street, 17 spaces on Tyne Street, 7 spaces on Medway Street, 10 spaces on Severn Street and 6 spaces on Thames Street).

Strategy Recommendation 17

Convert west side of Watt Street between Clyde Street and Thames Street to short-term parking restrictions (40 spaces) and east side between Medway Street and Thames Street to long-term parking restrictions (15 spaces).

10.4.5 Precinct D

Table 3.7 and Appendix C indicate that car parking demands throughout the precinct are generally high and on-street car parking spaces are generally well protected with short-term parking restrictions and associated fees. The notable exception however, being the west side of Nelson Road with long-term parking available between Whitehorse Road and Thames Street.

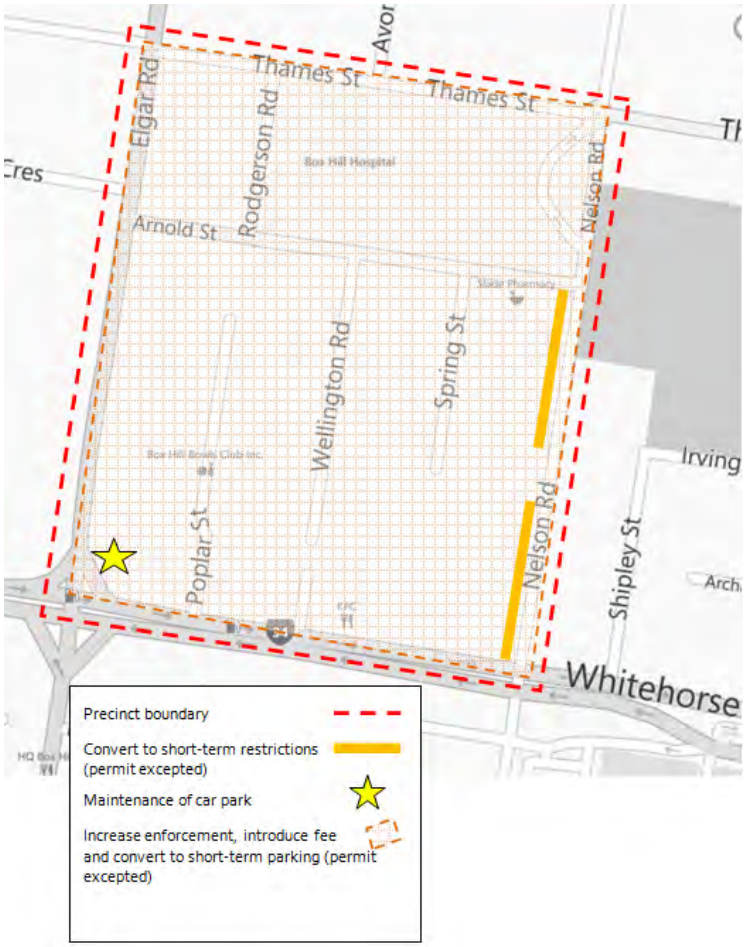
Having regard to the overall strategy recommendations, 20 long-term spaces on west side of Nelson Road (between Arnold Street and Whitehorse Road) are recommended to be converted to short-term parking for visitors associated with the adjacent to Hospital and TAFE users.

Site investigation indicate that the off-street car park, located at the north-east corner of the intersection of Whitehorse Road and Elgar Road, currently provide an un-line marked and informal parking arrangement. As such, it is recommended that Council continually work to ensure that car parking facilities meet with current design standards, and are maintained at an appropriate level. This off-street car park could also potentially serve as site for re-development.

Recommendations

With respect to the above discussions, the following strategies are recommended for the Precinct as illustrated in Figure 10.7.

Figure 10.7: Precinct D – Strategy Recommendations



Strategy Recommendation 18

Convert long-term on-street car spaces along Nelson Road (west-side between Arnold Street and Whitehorse Road) to short-term parking (20 spaces).

10.4.6 Precinct E

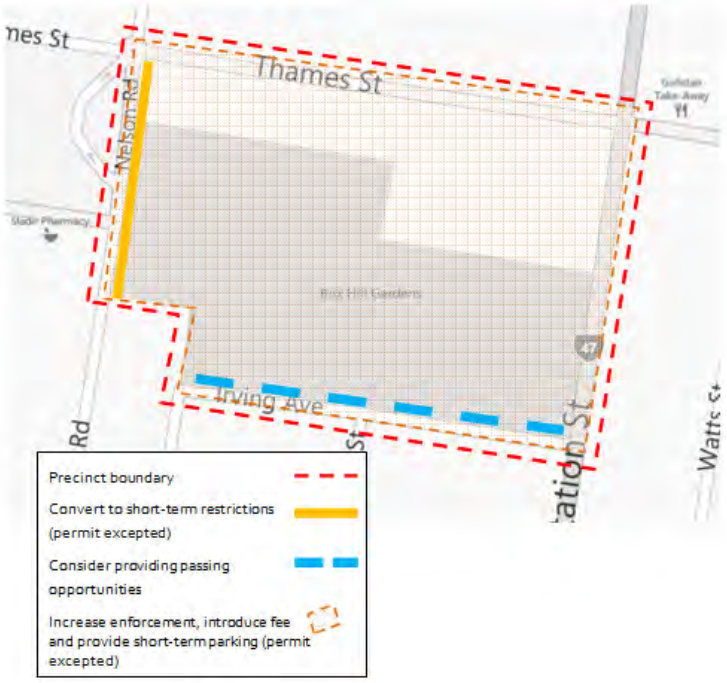
It is understood that there are issues with traffic flow along Irving Avenue associated with car parking on both sides of the road

Accordingly, it is recommended that Council investigate the provision of passing opportunities via no stopping signs adjacent to crossovers and/or at strategic locations (i.e. every 50m). The introduction of passing opportunities should however be balanced against loss of parking spaces and the desire to control vehicle speeds along the road.

Having regard to the overall strategy recommendations, 25 long-term spaces on east side of Nelson Road (between Thames Street and southern property boundary of Box Hill Gardens) are recommended to be converted to short-term parking adjacent to the Hospital and TAFE.

With respect to the above discussions, the following strategies are recommended for the Precinct as illustrated in Figure 10.8.

Figure 10.8: Precinct E – Strategy Recommendations



Strategy Recommendation 19

Convert long-term on-street car spaces along Nelson Road (east-side between Thames Street and Box Hill Gardens) to short-term parking (25 spaces).

Strategy Recommendation 20

Council should investigate providing passing opportunities along Irving Avenue to assist with traffic flow however such investigations should be balanced against any loss of parking.

10.4.7 Precinct F

It is understood that unrestricted parking provided at the off street car park for the Box Hill RSL is being exploited for other long-term users not associated with the use. Given that this is beyond control of Council, it is recommended that the parking control system be reviewed by the RSL.

Having regard to the overall strategy recommendations, 7 long-term spaces located on east side of Nelson Road (between Box Hill RSL Club and Whitehorse Road) are recommended to be converted to short-term parking adjacent to the Hospital and TAFE.

With respect to the above discussions, the following strategies are recommended for the Precinct as illustrated in Figure 10.9.

Figure 10.9: Precinct F– Strategy Recommendations

Strategy Recommendation 21

Convert long-term on-street spaces on east side of Nelson Road (between Box Hill RSL and Whitehorse Road) to short-term parking (7 spaces).

10.4.8 Precinct G

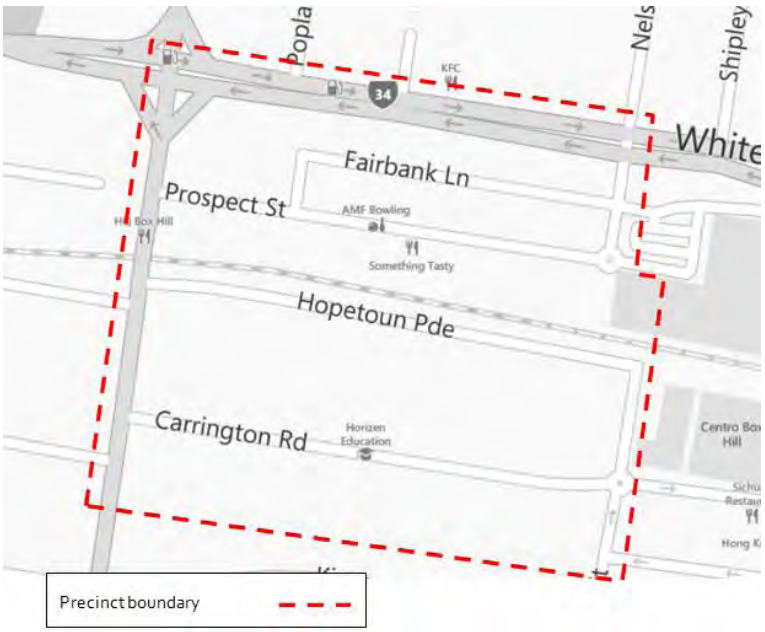
Table 3.9 indicates that the Court Street and Watts Street off street car park are currently underutilised with an occupancy level (of between 25-49%). As identified in the Overall Study Area recommendations, the usage of these car parks should be promoted and a way finding signage strategy should be developed to highlight these off-street car parking areas.

The potential location of parking signage is shown in Figure 10.10.

Figure 10.10: Precinct G– Strategy Recommendations

10.4.9 Precinct H

No precinct specific issues were recognised which suggests that the current restrictions and demand are suitably managed at present.



10.4.10 Precinct I

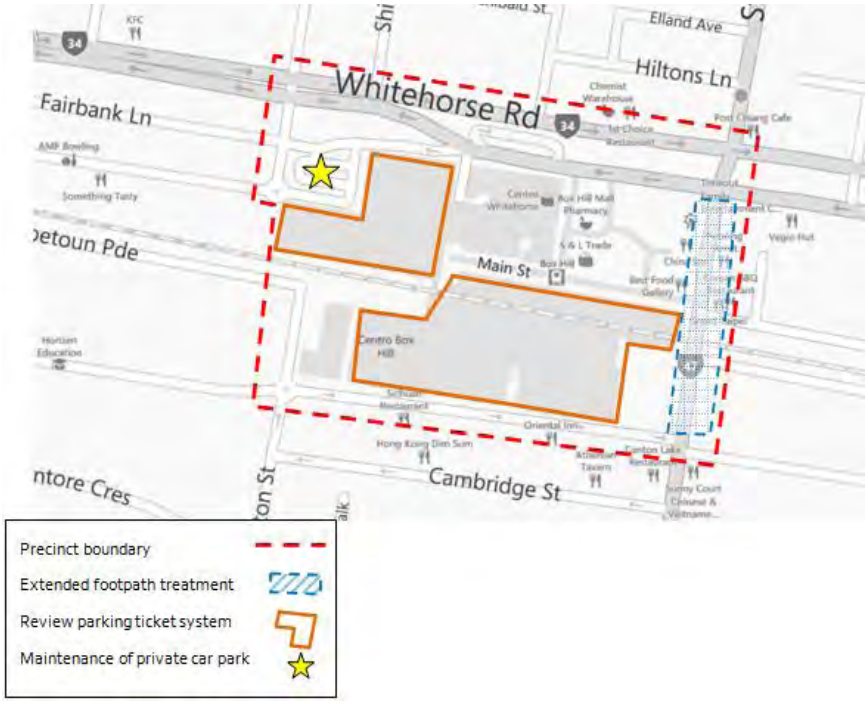
As detailed in Section 9.2.4 of this report, SGS has recommended extended footpaths in place of on-street parking be provided on Station Street (both sides, between Whitehorse Road and Carrington Street). The impacts of this treatment are considered acceptable considering the benefits associated with improved transport links to facilitate public transport, walking and cycling. These infrastructure works are expected to reduce traffic congestion noting that car parking can be accommodated by underutilised sites i.e. Harrow Street.

On-site observations indicate that vehicles are able to bypass the existing ticketing system at the Centro car park. Accordingly it is recommended that the ticketing control system be reviewed.

Site observations also indicate that private off-street car parking (located west of Centro car park) has unclear line marking. As such, it is recommended that Council 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.

General strategy recommendations applicable to Precinct I are illustrated in Figure 10.11.

Figure 10.11: Precinct I– Strategy Recommendations

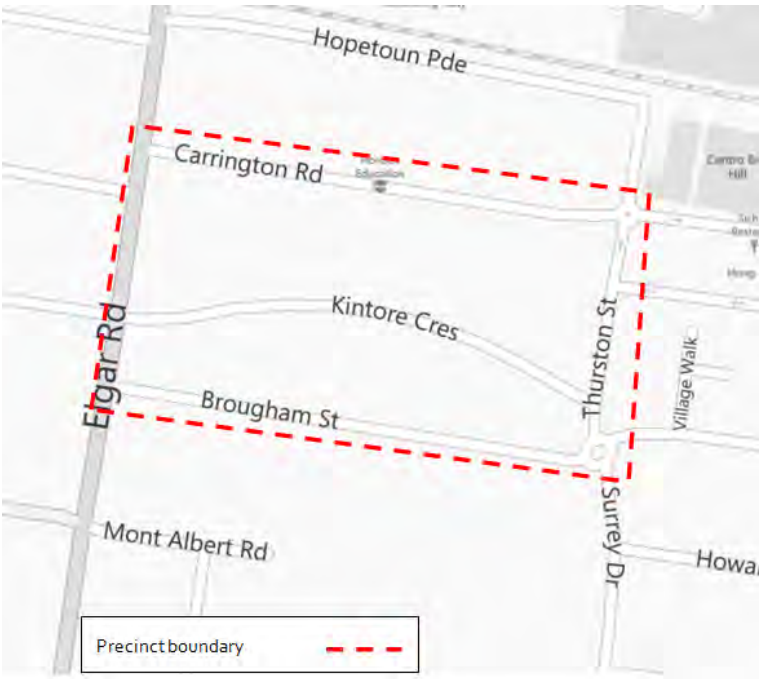


10.4.11 Precinct J

No precinct specific issues were recognised which suggests that the current restrictions and demand are suitably managed at present.

10.4.12 Precinct K

No precinct specific issues were recognised which suggests that the current restrictions and demand are suitably managed at present.



10.4.13 Precinct L

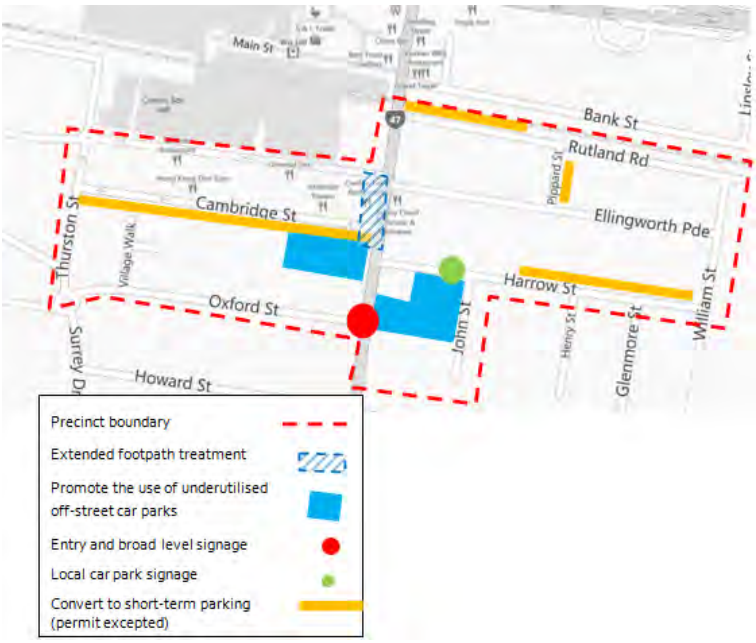
As identified in the overall strategy recommendations long-term on-street parking on south side of Cambridge Street (31 spaces) between Thurston Street and Station Street, on north side of Rutland Road (16 spaces) between Station Street and Pippard Street, south side of Pippard Street (6 spaces) between Rutland Road and Ellingworth Parade, on north side of Harrow Street (12 spaces) between John Street and William Street should be converted to short-term parking (permit excepted) to promote parking for visitors to the Centre.

As detailed in Section 9.2.4 of this report, SGS has recognised that the west site of Station Street between Cambridge Street is suitable potential locations for an extended footpath treatment.

Table 3.9 indicates that the off-street car parks on Ellingworth Parade and Harrow Street are currently operating with some spare capacity. As an overall strategy, it is recommended the usage of these car parks should be promoted and a way finding signage strategy should be developed to highlight these off-street car parking areas.

With respect to the above discussions, the following strategies are recommended for the Precinct as illustrated in Figure 10.12.

Figure 10.12: Precinct L– Strategy Recommendations



Strategy Recommendation 22

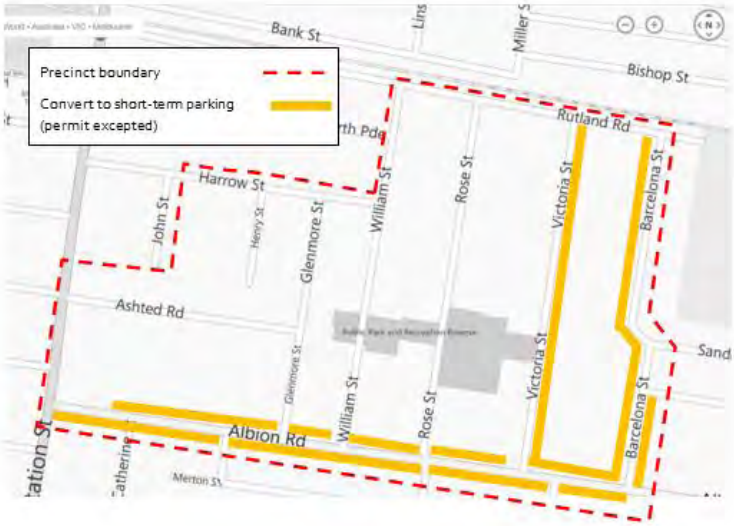
Convert long-term on-street parking spaces (31 spaces on south side of Cambridge Street between Thurston Street and Station Street, 16 spaces on north side of Rutland Road between Station Street and Pippard Street, 6 spaces on south side of Pippard Street between Rutland Road and Ellingworth Parade, 12 spaces on north side of Harrow Street between John Street and William Street) to short-term parking (with permit exemption).

10.4.14 Precinct M

Discussion regarding the reduction of car parking rates for future commercial and residential development has been provided within Section 10.5. However as a consequence of these recommendations, on-street long-term parking has the potential to be exploited by future residential and staff long-term parking demands. Accordingly it is appropriate to reallocate existing parking restrictions. Specifically, it is recommended that long-term on-street parking spaces (39 spaces on Albion Road between Station Street and Barcelona Street, 37 spaces on Barcelona Street between Albion Road and Rutland Road and 36 spaces on Victoria Street between Albion Road and Rutland Road) be converted to short-term parking (permit excepted).

With respect to the above discussions, the following strategies are recommended for the Precinct as illustrated in Figure 10.13.

Figure 10.13: Precinct M– Strategy Recommendations



Strategy Recommendation 23

Convert long-term on-street parking spaces (39 spaces on Albion Road between Station Street and Barcelona Street, 37 spaces on Barcelona Street between Albion Road and Rutland Road and 36 spaces on Victoria Street between Albion Road and Rutland Road) to short-term spaces (permit excepted).

10.4.15 Precinct N

As discussed for Precinct M, it is recommended to reallocate existing parking restrictions to protect from future residential and staff long-term parking demands. Specifically, it is recommended that long-term on-street parking spaces (54 spaces on Kent Road and Alexander Street between Station Street and Surrey Drive) be converted to short-term parking (permit excepted).

With respect to the above discussions, the following strategies are recommended for the Precinct as illustrated in Figure 10.14.

Figure 10.14: Precinct N– Strategy Recommendations

Strategy Recommendation 24

Convert long-term on-street parking spaces (54 spaces on Kent Road and Alexander Street between Station Street and Surrey Drive) to short-term spaces (with permit exemption).

10.5 Strategies to Manage Future Car Parking

In order to manage future car parking demands within the study area, selected strategies for managing existing car parking demands should be implemented together with the following recommended future car parking requirements for new developments.

As a first step, consideration must be given to the rate at which car parking should be provided within the area, however before rates are determined it is relevant to acknowledge the strategy objectives set out earlier in this report (Section 10.2).

In this regard, a policy approach to car parking is recommended to govern the level of car parking which is allowed to be provided rather than simply allowing car parking demands to grow at their current rate.

This policy approach is briefly discussed below whilst further discussion regarding the impact of future 'business as usual' rates is provided in Section 10.6.

10.5.1 The Policy Approach to Car Parking

The development of the Box Hill CAA, and its attractiveness for private sector investment, will be dependent on many factors including the availability of car parking and the rate at which it is to be provided in support of new development and land use change.

Notwithstanding the relationship between centre attractiveness and car parking provision, the adoption of existing car parking rates for future development and land use change will not necessarily assist in making the Box Hill CAA more attractive, as it would likely result in the potential overprovision of car parking and the associated issue of traffic congestion amongst other health related negatives.

In a similar vein, reducing car parking rates in a manner that results in a significant under provision of car parking could also be counterproductive.

With this in mind, a move towards a more balanced, controlled and strategic approach to car parking provision and management within the study area is considered to be critical[10].

This approach requires a balance to be struck between:

i requiring too much on-site car parking which increases the cost of development, decreases the attractiveness of development and potentially leads to increased traffic congestion levels within the study area, and

ii limiting the amount of car parking to be provided on-site to the point where the offering is not attractive to the market[11], results in an undersupply of car parking in the study area and unreasonably increases the reliance on alternate transport modes and increase car parking along abutting residential streets.

10.5.2 Area to which the Car Parking Rates will apply

In the setting of car parking rates, consideration also needs to be given to the area or precincts across which the rates will apply and whether car parking rates should be adopted for the entire study area, or, whether rates should vary in different locations.

Varying rates between precincts 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.

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, topography, line of sight (can the destination be seen), safety, amenity and friction (barriers such as crossing busy roads).

With respect to the above discussions, the area identified within the Box Hill Transit City Structure Plan area (or 'Core Area'), is considered to be more conducive to accepting lower car parking rates given its proximity to sustainable transport modes. The applicable area is shown (in relation to this Strategy's overall Study Area) in Figure 10.15 later in this report (Page 105).

It is noted that the larger Study Area for this Strategy was required to investigate ways to better manage overall car parking issues including overspilling into residential areas adjacent key land uses. Notwithstanding, a majority of the future growth within Box Hill is anticipated to occur within the Structure Plan area.

10.5.3 Maximum versus Minimum Car Parking Rates

If a single car parking rate is to be used, then consideration needs to be given as to whether the rate is a maximum or minimum (i.e. car parking cannot be provided on-site above or below the requirement respectively).

[10] This discussion should not be interpreted as implying that car parking is the sole or most important determinant of attractiveness for investment. Rather, it seeks to make the point that car parking is one factor in the investment decision and that it has the potential to be of significance.

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

In this regard, a mechanism may be 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, providing the benefit of clearly identifying the rates above which Council would not support a particular parking provision.

On the other hand, 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. Notwithstanding, the above mentioned strategies in Section 10.4 have been developed to manage the utilisation of car parking in the surrounding area.

Given that an under provision of on-site car parking is considered to be most critical to the study area, it is recommended that minimum car parking rates be adopted in this instance. Further discussion regarding the impact of the under-provision of on-site parking is discussed later in this report associated with future commercial development.

10.5.4 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).

In this instance, decision guidelines are recommended to supplement the provision of car parking rates for the study area.

10.6 Setting of Car Parking Rates

10.6.1 Commercial Developments

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 future car parking rates for commercial development for the Box Hill CAA:

- While an increase in traffic movement could be anticipated as a result of future development, it is likely that there are levels of traffic on the existing road network that do not currently have an origin or destination within the study area. As local congestion increases, it is likely that through traffic will redistribute away from the area, if facilitated to do so.
- Based on car parking demand being generated at 'current rates', the Box Hill CAA could accommodate all future parking demands without the need to construct any additional car parking facilities. It is however noted that isolated precincts do currently experience parking which exceeds the 85% theoretical capacity threshold. To ensure car parking needs are met in these precincts the recommended car parking management techniques should be implemented.
- Key policy reports seek to prioritise walking, cycling and public transport trips ahead of the use of the private motor car.
- The Box Hill Transit City Activity Centre Structure Plan sets out the future growth predictions for two key land uses including "office" and "residential".

- A balance must be struck in setting car parking rates which support the objective to reduce car dependence. In this regard, the office land uses is considered to represent the most viable candidate for adopting reduced parking rates given that its parking generates a majority of its traffic during the peak traffic periods and parkers are generally at the site for the entire day. It follows that its parkers are typically more amenable to using public transport or active travel as an alternative to the motor vehicle.
- The existing 'calibrated' office car parking rate of 3.0 spaces per 100sqm, relates to the 2011 mode split to car driver of approx. 85% for 'professionals' working within the City of Whitehorse. This rate may be conservatively based on the existing office floor area within the Box Hill study area of approx. 106,274sqm.
- It is noted that, for inner metropolitan municipalities within Victoria, an average mode split to car driver of 75% is forecast for year 2031 (Table 4.5 in Section 4.12). This average is considered to be an appropriate target for the City of Whitehorse and more specifically the Box Hill CAA, which has access to excellent sustainable transport facilities.
- As the existing car driver mode split of 85% relates to the existing office floor space of 106,274sqm (at a rate of 3.0 spaces/100sqm), the future office floor space of 75,000sqm (at a rate of 2.0 spaces/100sqm) relates to a car driver mode split of approximately 60%. This percentage applied to future office floor space would, as a weighted average, aim to reduce car driver mode splits by approximately 10% overall (from 85% to 75%). This level of change is considered appropriate.

Car Parking Rates

Having regard to the above, the following commercial car parking requirements would therefore best respond to and address the key contextual information and Strategy objectives set out within earlier sections of this report.

- The calibrated car parking rate (from the car parking model – reduced for key mode split reduction targets) forms the basis of the car parking requirement to be applied to new office developments (noting that future growth in office land use floor space is anticipated within the Box Hill CAA):
  - Office 2.0 spaces per 100sqm.
- The above car parking rate is to be applied as a minimum rate within the Structure Plan area of the Box Hill CAA as outlined by the Transit City Structure Plan prepared by SGS Economics
- Also within the Structure Plan area, it is considered appropriate to refer to Column B of Table 1 of Clause 52.06-5 of the Whitehorse Planning Scheme for other defined land uses. Noting that consideration should be given to rates for other land users calibrated as part of this strategy.

Strategy Recommendation 25

Car parking rates to be applied within the Structure Plan area of Box Hill to future commercial land uses as follows:

- Office 2.0 spaces per 100sqm NFA.
- All other Refer to Column B of Table 1 to Clause 52.06-5 (where specified).

It is noted that Standard Column A of Table 1 of Clause 52.06-5 of Whitehorse Planning Scheme should remain applicable for Precinct K and part of A, B, C, G, J, M and N.

10.6.2 Residential Developments

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.

Accordingly, reference is made to the Australian Bureau of Statistics (ABS) 2011 Census Data outlined in Table 4.2 of this report to determine future car parking requirements (based on existing car ownership statistics). In this regard, the average car ownership data indicates 0.4 vehicles per bedsitter dwellings, 0.6 vehicles per one-bedroom dwellings, 1.0 vehicle per two-bedroom dwellings, 1.37 spaces per three bedroom dwellings, 2.06 vehicles per four-bedroom dwellings and 2.14 vehicles per 5+ bedroom dwellings. The data also indicates range of 15% to 60% of three bedroom dwellings down to bedsitter dwellings do not own a car.

Having regard for future occupants of apartment type dwellings in the future, it is likely that occupiers would be more likely and indeed encouraged within a centre such as Box Hill to own a maximum of one car or indeed own no cars per dwelling. As such it is more appropriate to consider the setting of car parking rates based on the number of dwellings that do not own a car. On this basis, the following residential car parking rates are recommended within the Structure Plan area:

- 0.5 resident spaces for each 1 bedroom dwelling
- 0.75 resident spaces for each 2 bedroom dwelling
- 1.0 resident space for each 3 <u>or more</u> bedroom dwelling

In determining the rates of 3 or more bedroom dwelling it is acknowledged that 15% of 3 bedroom dwellings do not own a car, whilst all of 4 and 5 bedroom dwellings own at least one car. As such, the 3 or more bedroom rate should be nominated as one space per dwelling.

The approach of allowing residential car parking rates of less than 1 car parking space per dwelling also creates an appropriate policy position which is consistent with recent VCAT findings within the study area. The VCAT finding (VCAT reference no. P1523/2012) in determining the appropriateness of a car parking rate of less than 1 space per dwelling made reference to:

- *"Clause 22.07-2 expressly encourages use and development that encourages lower parking provision rates in new development:*
    - *To support walking as the primary means of access in and around Box Hill and encourage most trips of 1km or less to be taken on foot.*
    - *To encourage cycling as a sustainable and healthy means of travel within Box Hill and for trips of up to 5km between the Activity Centre and surrounding areas.*
    - *To encourage significantly increased use of public transport and reduced rates in the use of private vehicular transport for travel to and from the Box Hill Activity Centre."*
- The Box Hill Structure Plan *"Development should be managed to significantly reduce dependency on cars, and increase the role of public transport… in line with the Transit Cities objectives."*
- ABS car ownership data.

Notwithstanding, a reduction or waiver of parking 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 (i.e. developers may be aware that the resident 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.
- different types of residential development (i.e. affordable housing and student accommodation).

Consideration by Council should therefore 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 strategy seeks to protect residential streets by providing supplementary car parking management techniques as discussed in Section 10.4.

In addition for a parking requirement to be reduced or waived, the following should apply:

- Consideration should be given to justification of a range of sustainable transport initiatives (see Section 10.8.3).
- Consideration should be given to justification provided regarding the existing constraints of a development site in relation to the provision of car parking on-site.
- Consideration should be given to justification provided regarding the net benefit (economic, commercial or otherwise) of the proposed development.

In summary, developers not providing on-site resident parking would be doing so with the acknowledgement 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.

With respect to residential visitors, Column B of Clause 52.06 recommends no specific provision for the use. This is not a reflection that no visitor car parking will occur, rather an acknowledgement that in many activity centres the time of peak residential visitor parking does not coincide with the peak time of the overall centre and can therefore be easily accommodated within public parking areas.

In respect of Box Hill, it is recognised that a mix of land uses exist which include uses which generate car parking demands at a similar time to residential visitor needs such as Hospitals. Given the existing parking limitations observed during car parking surveys it is recommended that a visitor parking rate of 0.1 car spaces per dwelling be provided. This rate has been sourced from empirical data collected at similar uses.

The use of nearby car parking vacancies where available should however be considered on a case-by-case basis as a means to satisfy residential visitor parking demands.

Strategy Recommendation 26

Car parking rates to be applied within the Structure Plan area for residential developments as follows:

- 0.5 resident spaces for each 1 bedroom dwelling
- 0.75 resident spaces for each 2 bedroom dwelling
- 1.0 resident space for each 3 or more bedroom dwelling
- 0.1 visitor spaces for each dwelling.

Strategy Recommendation 27

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

Strategy Recommendation 28

Council require the adoption of a range of sustainable transport initiatives for each development.

10.6.3 All "Other" Car Parking Rates

The car parking rates for other uses (other than office and residential) have been considered based on a number of factors:

i The existing conditions (calibrated) car parking rates for "other" key land uses nominated within this Car Parking Strategy report are similar to those outlined within Column B of Clause 52.06.

ii The 'other' users do not reflect the significant make up of future land uses with developments primarily identified to be office and residential.

iii The nature of many of the 'other' land uses having an ancillary function to existing or future office and residential development.

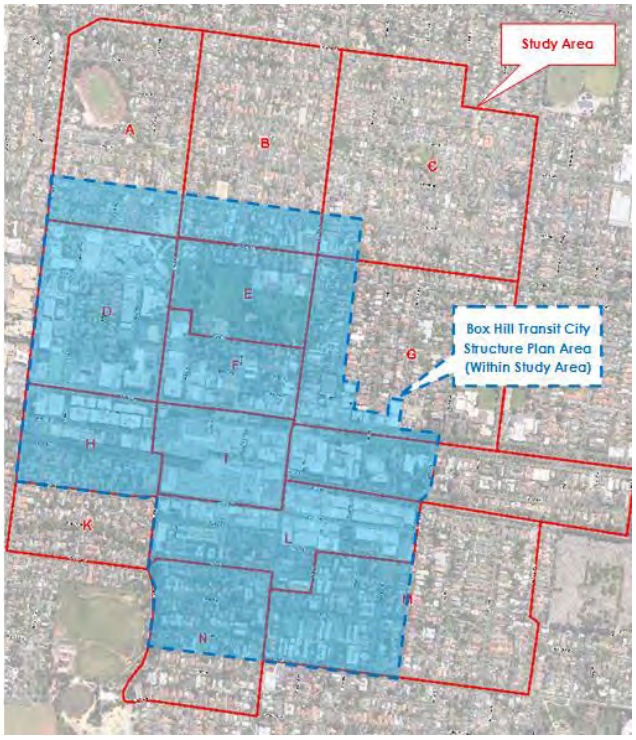
In this regard, it is considered appropriate to provide car parking for uses nominated within Planning Scheme as per the Activity Centre car parking rates provided in Column B of Table 1 of Clause 52.06-5 of the Whitehorse Planning Scheme.

Notwithstanding the above, it is noted amongst others that the "Hospital" land use (which is a key land use within the Box Hill CAA) is not nominated within the Scheme. In this regard, and in these other cases where a land use and associated car parking rate is not nominated, guidance could be taken from the calibrated car parking rates determined as part of this Car Parking Strategy report.

10.6.4 Summary

Having regard to the discussions and analysis presented above within Section 10.6, the following in Figure 10.15 provides a summary of the resident and commercial car parking requirements and the Structure Plan area to which they will apply.

Figure 10.15: Car Parking Rate Area – Box Hill Structure Plan CAA



Dwelling
0.5 resident spaces for each 1 bedroom dwelling
0.75 resident spaces for each 2 bedroom dwelling
1.0 resident space for each 3 or more bedroom dwelling
0.1 visitor spaces for each dwelling
Office
2.0 spaces / 100sqm
All 'Other'
Refer to Column B Rates within Clasue52.06 of the Whitehorse Planning Scheme

10.7 Accommodating Future Demands

Whilst the provision of car parking has already been considered and has influenced the determination of future land use car parking rates, it is important to understand the various options available to accommodate future car parking demands within the study area and the merits of these options.

In the following sections, one or a combination of options will be recommended based on the determination of future car parking demands (earlier in this report) in relation to current car parking conditions.

10.7.1 Accommodating Commercial Car Parking

In general, three options exist with respect to the accommodation of car parking demands:

i Provide car parking on-site as part of any new development.
ii Rely on existing car parking vacancies within the study area.
iii Create additional public car parking facilities.

These options are discussed as follows.

On-Site Car Parking

Some development land uses will naturally require the provision of a discreet on-site parking supply to cater for staff car parking demands and servicing requirements, which generally occur throughout the day and cannot be easily shared between multiple users, and/or provide a level of amenity to customers that they typically expect of that use (e.g. supermarket customers may be required to wheel a trolley to their vehicle to unload shopping).

In other instances (such as with small shops and restaurants), however, it may not be viable or possible to accommodate parking on-site (often due to site constraints), necessary (having regard to the other options discussed below) or appropriate.

Existing Car Parking Vacancies

Existing vacant car parking represents a resource which should not be ignored when designing a car parking system as it often represents the most proximate and attractive parking for visitors to developments and can effectively and efficiently be shared between multiple land uses.

Indeed, it is noted that the exclusion of this parking in satisfying a development's car parking requirement will often result in an underutilisation of the car parking provision which is provided on-site (as visitors, for example, prefer to park on-street in readily available vacancies than search for on-site vacancies).

New Public Car Parking Facilities

Public off-street parking facilities provide the ability to share car parking between different uses which have peak parking times that do not coincide. Such facilities can also cater for both long term (staff) and short term (customer) demands. The provision of new public off-street car parking facilities are costly however, and as such must be carefully planned to ensure that the facility will be effectively used to justify the construction cost and value of the land on which the facility is constructed.

Summary

In respect of the above discussions, Table 10.1 has been prepared to summarise an assessment undertaken for (long-term) car parking associated with anticipated commercial developments under each future scenario.

Table 10.1: Anticipated Future Long-Term Car Parking

Scenario		Option 1 (Low)	Option 2 (Medium)	Option 3 (High)
Supply	Existing Long-Term Supply	5,946 spaces	5,946 spaces	5,946 spaces
	Additional Supply	100 spaces	100 spaces	100 spaces
	Conversion [1]	-415 spaces	-415 spaces	-415 spaces
	Future Long-Term Supply	**5,631 spaces**	**5,631 spaces**	**5,631 spaces**
Future Long-Term Car Parking (Excluding Office Demand)	Existing Peak Observed Demand @1pm	4,444 spaces	4,444 spaces	4,444 spaces
	Future Hospital Car Parking Demand [2]	297 spaces	297 spaces	297 spaces
	Future Car Parking Demand (excl. Office)	**4,741 spaces**	**4,741 spaces**	**4,741 spaces**
	Future Vacancies Excl. Office (Occupancy)	**890 spaces (84%)**	**890 spaces (84%)**	**890 spaces (84%)**
Future Office Car Parking Demand (2.0 spaces/100sqm)		*+960 spaces*	*+1,135 spaces*	*+1,310 spaces*

[1] Net difference of loss and gain in long-term parking spaces in the Study Area as a result of Strategy Recommendations
[2] Anticipated additional long-term parking associated with hospital expansion in future in the surrounding road network.

A breakdown of the analysis provided in Table 10.1 is set out below:

- The future long-term supply includes additional public parking spaces associated with future development in the area (as per Section 6.2.4) and a reduction in parking associated with the conversion of long-term spaces to manage existing conditions (as discussed in Section 10.4).
- Future car parking demands have been calculated, both including and excluding the anticipated future office car parking demands (at the reduced rate of 2.0 spaces per 100sqm).
- Anticipated car parking demands of the office use are 960 spaces, 1,135 spaces and 1,310 spaces for Option 1, 2 and 3, respectively.
- The future car parking demands, including the anticipated office demands, indicate that a deficit in car parking would be provided for within the Study Area for each of the three future development scenarios.
- Notwithstanding the above, future car parking demands, excluding the anticipated office demands would provide car parking at or below the theoretical capacity within the Study Area. This is considered to be the most likely option of the two, given that future office demands would likely be provided for on individual development sites – for amenity purposes.
- It is noted that whilst the future theoretical demands (excl. office) are observed to be close to 'capacity', this assessment is considered to be conservative on the high side given that existing 'car driver' demands are anticipated to be suitably restricted and/or reduced as a result of the proposed existing car parking management techniques discussed earlier in this Strategy.

Based on the above discussions and analysis presented in Table 10.1, the following recommendations regarding the provision of car parking within Box Hill are made:

- Whilst future car parking demands may be significant enough to warrant the construction of an additional car parking station, new commercial (office) development are considered most likely to accommodate long-term (i.e. staff and employee) parking on-site and this should be encouraged in accordance with the reduced future car parking rates prescribed by this Strategy (to promote alternative transport use). In this regard, the resulting car parking demands (i.e. excl. office) are not likely to require the construction of an additional car parking station.
- Notwithstanding the above, in some isolated areas whilst car parking may reach capacity, parking supplies (for a small portion of long-term users) within peripheral areas and short-term parking (i.e. visitor/shopper etc.) adjacent to key land uses can support the generated demands anticipated by future developments i.e. within existing vacancies.

Strategy Recommendation 29

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

- provide car parking on individual development sites
- utilise existing car parking vacancies available within the study area
- a combination of the above options for long-term and short-term car parking demands respectively.

10.7.2 Accommodating Residential Car Parking

Residential car parking growth has not been included as a part of the future car parking model for the study area for the following reasons:

- 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 car parking for dwellings, 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 less parking is achieved i.e. a reduced car ownership.
- Future residents would not be afforded the ability to obtain a Resident Parking Permit. i.e. The existing parking permit scheme for the Box Hill CAA area should be reviewed and incorporate a recommendation that new residential unit/apartment developments should not be eligible for new on-street car parking permits.

In this regard, future resident parking is not expected to contribute to the surrounding car parking demands.

Strategy Recommendation 30

Remove eligibility for new multi-dwelling development to access parking permits from the Box Hill CAA area. This recommendation should be considered and incorporated into the existing parking permit scheme for Whitehorse.

10.7.3 Accommodating Commuter Car Parking

It is likely that as population grows throughout the municipality so too will demands at railway stations.

The modelling of the growth of public transport use however needs to be undertaken on a corridor basis, and as such falls outside of the scope of this study.

The specific impacts of additional car parking associated with residential dwellings within the Box Hill Core Area would however be expected to be negligible with all trips between dwellings in the Activity Centre and the train station expected to be made by walking trips.

Notwithstanding the above, the challenge and appropriate response to government policy and vision is not to provide additional parking at railway stations but rather encourage these commuters to use public transport and active travel modes in order to access the station.

Strategy Recommendation 31

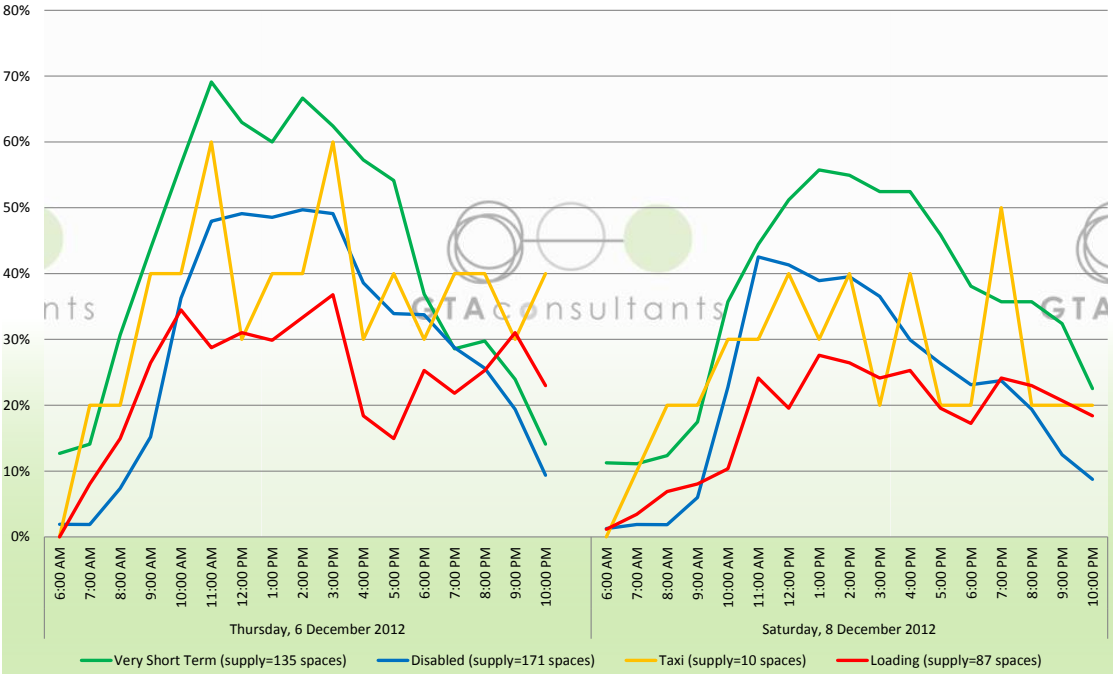
Continue to encourage commuters to utilise sustainable modes of travel (not including the private motor vehicle, excluding pick-up/drop-off) to access public transport services provided within the Box Hill CAA.

10.8 Other Strategy Issues

10.8.1 'User Specific' Car Parking

Car parking spaces other than short-term and long-term spaces, in particular, very short term, disabled, taxi and loading spaces have been categorised as 'user specific' car parking. A summary of demand occupancies for 'user specific' car parking is illustrated in Figure 10.16.

Figure 10.16: 'User Specific' Car Parking Occupancy



The following outlines our findings and recommendations with respect to specialised parking spaces within the Box Hill CAA:

- A total of 171 disabled car parking spaces are provided within the Study Area (approximately 1.3% of the total supply of 13,087 spaces). As a guide the Building Code of Australia (BCA) typically requires a disabled parking allocation of 1-2%. Figure 10.16 indicates that the disabled parking provision is moderately utilised with a 50% level of occupancy. Accordingly, the current provision is considered adequate.
- It is noted that three (3) on-street disabled spaces are provided along Thames Street adjacent to the Hospitals in Precinct D. These spaces are fully occupied at the peak time (100% occupancy). Notwithstanding, 23 off-street disabled car spaces are provided for within the off-street car park for the Hospital of which only 52% are occupied during the peak time.
- Taxi spaces are generally provided along the north side of Carrington Street within Precinct I and are conveniently located adjacent Centro Box Hill. These spaces are moderately utilised with a 50% level of occupancy. Accordingly, the current provision is considered adequate.
- Loading spaces are generally provided within Precinct, I J and L, conveniently located adjacent the retail core area. Low demands observed for these loading areas indicates that the current provision is adequate, noting that large loading vehicles are expected to occur on-site and a majority of small loading is to occur outside peak periods when on-street parking demand is low.
- Very short-term parking (less than 1P) within the study area is moderately utilised, as evidenced in the breakdown of parking occupancy presented in Figure 10.16 and is considered sufficient. These spaces are located within Precinct D, F, G, I, J, L and M and are conveniently located adjacent to existing commercial and Hospital uses.

10.8.2 Private Developer Initiated Commercial Car Parks

Typically, the construction of private developer initiated commercial car parks are economically driven with developers assessing the merits and demand for such parking facilities i.e. developed only where such a demand would be expected to exist.

From a car parking perspective the development of commercial car parking facilities would not be discouraged as long as the provision of parking does not create an abundance of parking which will simply encourage further ownership of private motor vehicles.

On balance, the development of privately operated commercial car parking facilities should not be immediately discounted and should be at a minimum considered by Council on a case-by-case basis.

10.8.3 Sustainable Transport Modes

Further to the demand management tools discussed above, Section 8.3.10 of this report outlines incentives for sustainable transport modes to reduce car dependency for travel to/from and within the study area.

These incentives 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, and by foot, while making it relatively less attractive to drive.

It is noted that the recommended rate for motorcycle parking has been determined with respect to existing ABS 2011 Journey to Work data.

Further, it is understood that Council has undertaken some initial investigation into both the financial and policy implications of providing car sharing schemes within Whitehorse. In this regard, Council should continue to encourage car share companies to set up car sharing schemes for within Box Hill.

Strategy Recommendation 32

Active and public transport improvement projects be completed to support the lower car parking rates identified within this report.

Strategy Recommendation 33

Bicycle parking be provided for each residential dwelling without a car parking space at a minimum with bicycle parking encouraged for all residential developments (regardless of scale or height) in particular, those with excellent access to cycling facilities.

Strategy Recommendation 34

A minimum of 1 motorcycle or scooter parking space be provided for every 50 car parking spaces constructed within any car park within the study area, with these spaces designed in accordance with the requirements of the relevant Australian Standard for Off-street Parking Facilities.

Strategy Recommendation 35

Council should continue to encourage and reasonably facilitate car share companies setting up a car share scheme for Box Hill at no cost to Council.

10.8.4 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 regularly to ensure that the development and car parking within the study area is increasing in line with the levels predicted and that the strategy prepared is still current and appropriate. This level of monitoring will allow the policies and guidelines to be regularly updated as required.

In addition, given the recommended changes associated with the development of car parking strategies, and therefore possible changes to peoples travel habits, it would be recommended that the observation of car parking demands be reinvestigated following the changes, to understand the impacts that these changes have had to staff and customers mode of travel and parking location.

Strategy Recommendation 36

Whitehorse City Council undertake car parking surveys of the study area regularly to ensure that the level of car parking demand is increasing in line with anticipated land use growth and being managed in accordance with the objectives of this strategy.

Strategy Recommendation 37

The car parking strategy be reviewed and updated regularly to reassess car parking demand levels and mode split aspirational targets.

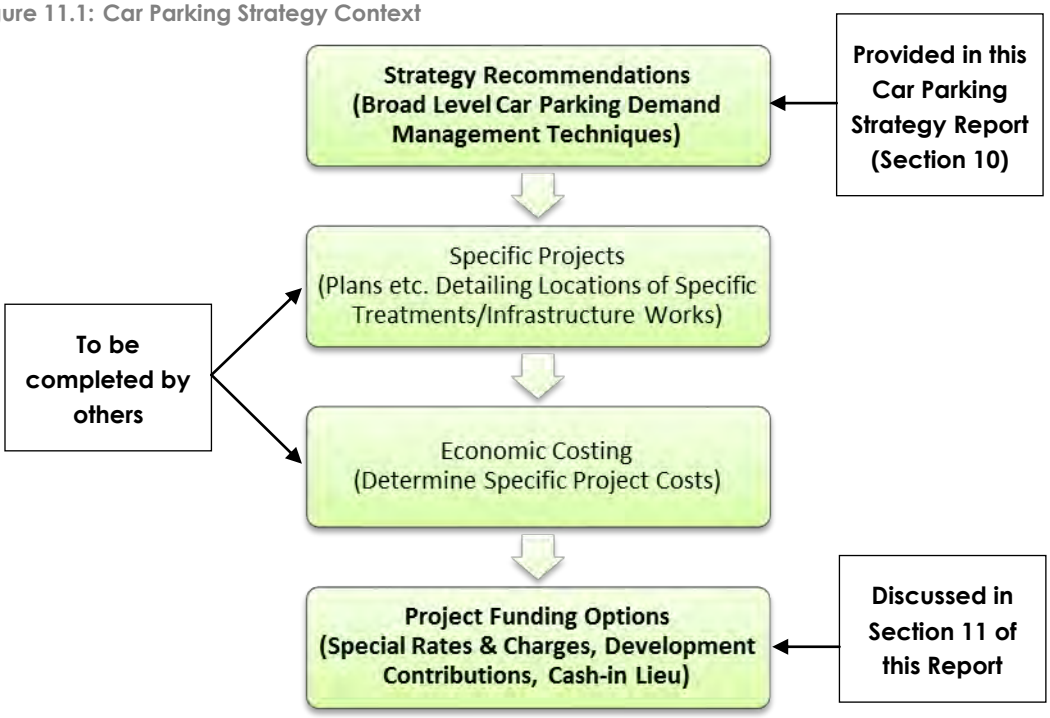
11. Funding Options

11.1 Overview

As identified within Section 10.3, this Strategy report is the first step required to deliver and ultimately fund broad level strategic car parking recommendations.

In this regard, Figure 10.1 (reproduced below as Figure 11.1) identified the context for this Car Parking Strategy in relation to the subsequent stages in the implementation of the strategy recommendations.

Figure 11.1: Car Parking Strategy Context



It is noted that the detailed design of projects identified within this report and the detailed costing of these project are expected to be delivered by others as an outcome of this strategy.

In relation to 'project funding', a conceptual level discussion is provided in the following sections in order to provide some guidance to Council as to how the identified strategy recommendations could be potentially be funded.

In this regard the following sections examine a number of funding models which could be considered including:

- Cash In lieu
- Development contributions
- Special rates and charges

These models represent those options available to Council to seek contributions (in part of full) from existing and/or future private developers and land owners who have ultimately contributed to the need for the introduction of the strategy recommendations.

The other potential funding option represents Council directly providing the project funding through capital works budgets. This option is relatively self-explanatory and as such has not been examined in detail in the below discussions.

Fundamental to all funding models which seek contributions from private developers and land owners are the principles of need, nexus, equity and accountability. These are described within the Victorian Planning Provisions, Practice Note 57 (PN57) – The Parking Overlay.

- *"**Need** – is the 'cash-in-lieu' scheme needed?*
- ***Nexus** – is there a direct link between the types of proposals affected by the scheme and the infrastructure provision*
- ***Accountability** – what are the financial arrangements? How will the scheme be monitored and reviewed?*
- ***Equity** – is the scheme fair in terms of who is and isn't required to pay? Would another method of collecting funds be more appropriate?"*

These principles assist in the determining and setting up any contribution scheme and can also assist in informing which type of scheme should be used in the first instance.

11.2 Cash-in-lieu

'Cash In Lieu', as its name indicates, represents the collection of funds 'in lieu' of the provision of something.

Typically a cash in lieu scheme relates to car parking, in that, for each required car parking space not provided on-site for a new or expand development, a specified dollar amount is required to be provided to Council. The collected funds are then used by Council, typically, to provide additional car parking supplies to off-set those spaces not provided on-site.

The recent introduction of the Parking Overlay has broadened the ability to use cash in lieu funds for other measures than simply the reprovision of car parking. The funds must however relate to measures which contribute to the reducing the car parking demands of a development rather than the simple management of parking.

In this regard the following is reproduced from the Victorian Planning Provisions, Practice Note 57 (PN57) – The Parking Overlay.

A requirement for financial contributions must:

- *"relate to a use (or change in use) of the land or development of land*
- *designate the area to which is applies*
- *be financially proportionate to the statutory right for which they are exchanged. Councils can only require a payment for car parking that actually reflects the cost of providing a car parking space.*
- *identify a proper planning purpose to be funded by the contribution. A project that provides car parking facilities, or other measures which reduce the demand for parking would generally be regarded as a proper planning purpose."*

A Cash in Lieu scheme does not however guarantee the collection of funds from developers as while a predicted scale of development may be known for an activity centre, each developer has the right to provide its entire car parking requirement on-site, which therefore would not trigger any contribution to the fund.

In addition to the above, the Practice Note identifies a number of further requirements in respect of a Cash in Lieu Scheme:

"Any requirement for a financial contribution needs to be justified and should address the core principles of need, nexus, accountability and equity in the strategic assessment of the proposal before it is introduced"

"The following information must be set out in the schedule:

- *"the amount required in dollars per car parking space*
- *the method of indexing the amount."*

It may also set out if appropriate:

- *"financial arrangements associated with holding and spending funds paid*
- *the ongoing monitoring and review arrangements, to reflect the change in land and construction prices*
- *the condition to be included on the permit to secure the financial contribution."*

Each payment should be made into a separate 'car parking and access fund' established by the municipality for each project. The fund should only be used for providing for the project identified in the schedule.
When a financial contribution is required or allowed by a Parking Overlay, a condition should be included on the permit to secure the funds."

Noting the above requirements a number of positive and negative aspects of a cash in lieu scheme are discussed below.

Positives:

- If appropriately priced (i.e. subsidised from full cost-recovery), it can provide a strong financial incentive for developers to provide car parking in purpose-built stations which encourage the sharing of car parking by multiple users rather than inefficiently on individual development sites.
- It generally enables development to occur on sites where car parking cannot practically be provided and hence development approval would traditionally not have been granted.
- It generally results in a more equitable car parking outcome whereby all users are required to fund the car parking requirements of their particular use (rather than waivers of car parking being issued for some uses but not others).

Negatives:

- As opposed to the above potential advantage, the specification of a dollar amount that is too high will discourage the provision of car parking in purpose-built stations and generally result in developers preferring to provide short and long-term car parking in private on-site car parks (where they are able to control the allocation of the car parking and any fee revenue for its use).
- The validity of dollar amounts attached to car parking cash-in-lieu payments can be disputed by the private sector, particularly when seeking full cost recovery (or close), as being:
    - insufficiently robust in its determination
    - unreasonable given that:
        - all car parking benefits (such as the potential revenue streams of fee parking) is provided to Council
        - the car parking is not provided solely for use by the developer from which the funding has been attained
        - the car parking is not located as close to the development as would be the case if the car parking were to be provided on the site
    - fails to consider other viable car parking options (such as the adoption of a more cost effective split between above and below ground car parking).

11.3 Development Contribution Plan

A Development Contributions Plan (DCP) is described best by the Developer Contributions Guidelines (2007) which states:

"When people develop land for any use, they often contribute to or cause the need for new or upgraded infrastructure.
Development contributions are payments or works-in-kind towards the provision of infrastructure made by the proponent of a new development."

In contrast to a cash in lieu scheme where payment is made in lieu of the provision of something (often parking), a development contribution is made to equitably distribute the infrastructure costs required to support future development.

Where a predicted scale of development is known, a greater level of certainty therefore exists that the funds will be generated.

A DCP payment, requires either a specified dollar amount or works-in-kind to be provided to Council by a private developer.-This infrastructure levy is subsequently collected by Council and required to be utilised for works, services or facilities as specified within the plan.

As a Development Contributions levy will only apply to new development, this means that a DCP is likely to be most effective when applied to areas that will experience a high degree of change.

The Developer Contributions Guidelines (2007) indicates:

"DCPs are likely to recover the greatest proportion of the cost of infrastructure provision in areas experiencing high levels of urban growth, such as greenfield sites on the fringe and large redevelopment sites within established urban areas.
A DCP can also be a suitable mechanism for obtaining contributions towards infrastructure in established urban areas that are experiencing dispersed new development. In this situation, a DCP will allow the council to collect a proportion of the cost of providing the infrastructure, but is unlikely to recover the whole cost."

A DCP mechanism requiring financial contributions must include the following considerations:

- *"Clearly identify the geographical area that the DCP applies to. The DCP must document and justify the area selected.*
- *Set out in a schedule the infrastructure to be funded through the DCP and the staging of the provision and classify each item as development infrastructure or community infrastructure.*
- *Relate the need for the infrastructure to the proposed development of land in the area.*
- *Specify the estimated cost of each of the infrastructure projects.*
- *Classify the infrastructure projects into development or community infrastructure.*
- *Specify the proportion of the total estimated cost of the infrastructure which is to be funded by a development infrastructure levy or community infrastructure levy or both.*
- *Clearly identify where the levies will apply and what types of development will be charged.*
- *Describe the method used for calculating the levies payable.*
- *Provide for the procedures for the collation of a development infrastructure levy where a planning permit is not required for the development."*

It may also set out:

- *"exempt certain land or types of development from payment of a development infrastructure levy or community infrastructure levy or both, or*

- *Provide for different levy amounts to be payable in respect to different types of development or different areas."*

The positives of a DCP mechanism include:

- By going through the process of preparing a DCP:
  - Future infrastructure planning is integrated with strategic planning framework for the municipality.
  - Community is involved in decision making of infrastructure planning.
  - Cost, staging, timeframes and standard of provision are presented to the developers.
- Infrastructure costs are shared between the private developers.
- Shorter timeframe to deliver the infrastructure in comparison to general taxes or rates funding options.
- Levy spent on infrastructure works are clearly identified to the private developers.

11.4 Special Rates and Charges Scheme

A Special Rates and Charges scheme is different from general rates and charges. They are required levy for a limited number of rate payers, utilised to fund works and/or services that will benefit a particular group of property owners.

More specifically a special rates scheme is targeted at existing property owners and the funding of infrastructure works to maintain and enhance the current land use needs of an area, as opposed to facilitating future land use growth.

Reference to the Department of Planning and Community Development website[12] indicates:

"Common examples of special rates or charges include schemes for constructing footpaths, roads, kerbs and channels or drains; and arrangements for providing services like promotion, marketing or economic development (eg for commercial businesses).
While a council may set a special rate or charge for almost any type of activity that the council undertakes, it is limited by provisions of the Act which require special rates and charges to be levied in proportion to special benefits. Before a council proposes a special rate or charge, it must estimate the proportion of the benefits of the proposed works or services that will be of benefit to the people who are liable to pay."

A Special Rates and Charges provision must include the following:

- *"A proposed declaration must include a description of the works or services to be provided, the total cost of the works or services and the total amount of the special rates and charges to be levied. (This is in addition to information already required)*
- *When a council gives public notice of a proposed special rate or charge it must, within 3 working days, send a copy of the public notice to each person who will be required to pay the rate or charge.*
- *Before declaring a scheme, a council must determine the "total amount' of the special rates and charges to be levied. The total amount may not exceed the maximum total amount calculated by the formula R X C = S; where R is the benefit ratio, C is the total cost of the works or service, and S is the total maximum amount.*

[12] http://www.dpcd.vic.gov.au/localgovernment/guide-to-local-government/planning-and-finance/special-rates-and-charges

- *If a council proposes to levy a total amount that exceeds two thirds of total cost the affected ratepayers have a right to object and if the council receives objections from a majority of those ratepayers within 28 days of the public notice it may not declare the scheme. (This is in addition to the existing section 223 consultation process)*
- *If a council proposes to alter a declared special rate or charge in a way that will require an additional person() to pay, or that will involve a material increase in the amount that a person has to pay, it must give public notice of the proposal and consider public submissions in accordance with section 223 of the Act. "*

11.5 Summary and Application

Having regard to the above, the three examined funding options could be broadly summarised as follows:

- **Cash In Lieu** - Funds collected from new development 'in lieu' of the provision of something (in the case of this strategy, car parking).
- **Development Contributions Plan** - Funds collected from all new development (within a specified area) in order to equitably fund infrastructure upgrades specifically required to facilitate the planned growth of the area.
- **Special Rates and Charges Scheme** - Funds collected from existing property owners to fund infrastructure works which are required to maintain and enhance the current land use needs of an area.

In respect of this strategy and the recommendations made to date within this report (which have funding requirements) the following comments can be provided.

11.5.1 Existing Parking Management

Recommendations made in respect of managing the existing parking situation (including changes to parking restrictions, enforcement, improving traffic flows and the review of parking fee structures) could not be funded by a Cash in Lieu or Development Contribution Plan Schemes. As such these would need to be funded through either a special rates scheme or solely funded by Council.

On balance it would typically be expected that given the management of the on-street public car parking and the local road network operations falls to Council that this public resource and its management would be funded solely by Council.

11.5.2 Parking Wayfinding Signage Strategy

The recommendation within this report for the development of a parking wayfinding signage strategy is largely based on improving the awareness of existing drivers of car parking provisions within the study area in order to support the proposed changes to on-street parking restrictions and minimising intrusion into residential streets. As such it would again be expected that funding would be achieved through either a special rates scheme or solely funded by Council.

The extent to which such a signage strategy assists future development to reduce its car parking demands is considered limited, however should a reliance upon off-site parking be sought such a signage strategy could assist future development in locating appropriate car parking areas. As such consideration could be given to the potential inclusion within a Cash in Lieu scheme. Given the greater benefit to existing users a full cost recovery through a cash in lieu scheme would however not be supported.

Any funding through the use of a DCP scheme would not be considered equitable as a development which provides all of its parking requirements on site would not gain any benefit from such a signage scheme.

11.5.3 Active and Public Transport Improvements

The recommendation within this report "active and public transport improvement projects be completed to support lower car parking rates identified within this report" relates largely to future users and the benefits they gain (i.e. lower car parking requirements) from active and public transport improvements.

As such the use of a Cash In Lieu or a DCP scheme could be considered.

The nexus between particular active travel improvements (such as bicycle path improvements) on the other side of a study area to which a development occurs could however be difficult to justify and could therefore limit the ability to successfully implement such a scheme. Further, it is noted that the recommendation gives general support to the completion of improvements occurring, however does not identify specific projects to be completed at this time.

As such, in the absence of specific projects, it would be difficult to support a Cash in Lieu or DCP scheme.

Notwithstanding should specific project be developed and such projects be justified to specifically assist in achieving a lesser car parking demand, these could be, at least in part, included within a cash in lieu scheme for the area to assist in their funding.

11.5.4 Summary

Having regard to the above discussions, the following is summarised with respect of potential funding options:

i Where specific projects are detailed to accommodate future development growth within the Study Area, consideration could be given to the use of a Development Contributions Plan (DCP) or Cash-In-Lieu Scheme.

ii Where projects are required to 'fix' existing identified problems within the Study Area, the most appropriate option for funding such projects would be by way of a Special Rates and Charges Scheme and/or Council funding.

12. Statutory Implementation

Having regard to the nature of the discussions presented in the Section 10 of this report, it is evident that a number of the recommendations of this car parking strategy would benefit from being formally included within the Whitehorse Planning Scheme.

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.

A Parking Overlay is considered to represent the most appropriate tool under the current Planning Scheme to provide specific guidance to developers regarding the appropriate car parking requirements and the manner in which future parking should be supplied. Specifically Table 12.1 identifies the key car parking rates which are recommended for the Box Hill CAA, requiring incorporation into a Parking Overlay.

Table 12.1: Recommended Car Parking Rates (Applicable to the Structure Plan Area of Box Hill CAA)

Land Use	Recommended Car Parking Rates
Office	2.0 spaces per 100sqm
Dwelling	0.5 resident spaces for each 1 bedroom dwelling 0.75 resident spaces for each 2 bedroom dwelling 1.0 resident space for each 3 or more bedroom dwelling 0.1 visitor spaces for each dwelling
Other Land Uses (as specified in Clause 52.06)	As per Column B of Table 1 of Clause 52.06-5 of the Whitehorse Planning Scheme

Other recommendations from the car parking management strategy would not necessarily require a statutory form in order to implement them and thus may simply exist within this car parking strategy.

Strategy Recommendation 38

The recommended commercial and residential car parking rates be incorporated into the Whitehorse Planning Scheme as a Schedule to the Parking Overlay (Clause 45.09).

The implementation of car parking rates into the Whitehorse Planning Scheme will be completed as part of this Strategy engagement.

13. Summary & Implementation Program

This car parking strategy has developed a number of recommendations.

For reference, each recommendation is reproduced below in Table 13.1 to provide a consolidated list of the strategy actions. Having regard for the co-dependency of strategies, the following timeframes have also been nominated for the implementation of the actions:

- Short: 1 to 4 years
- Medium: 4 to 8 years
- Long: 8 + years
- Ongoing

Table 13.1: Strategy Recommendations and Timeframe for Implementation

Item	Strategy	Timeframe	Council Responsibility
1	Regular parking enforcement services be continued throughout the study area, with increased services provided for the residential street network north of Whitehorse Road nearest to the Box Hill Hospital and Box Hill Institute. Consideration should be given to the installation of high level technology sensors (e.g. PODS).	Ongoing/Short	Lead Council Department: Compliance Council Department Partner: Engineering and Environmental Services
2	Develop a way-finding car parking signage strategy for the study area to highlight the existence of underutilised off-street car parking areas i.e. Barwon Street, Court Street, Watts Street and Harrow Street off-street car parks. Or alternatively, investigate options for potentially providing public open space in line with the City of Whitehorse's Open Space Strategy.	Short	Lead Council Department: Engineering and Environmental Services Council Department Partner: Arts and Recreational Development
3	Council is to continue working with Box Hill Hospital to manage locations accommodating long-term Hospital staff car parking. Incentive measures may include the existing shuttle bus services available for staff. This investigation would also need to consider the provision of suitable bus shelters, lighting and signage.	Medium	Lead Council Department: Engineering and Environmental Services Council Department Partner: Property and Rates
4	Limit car parking to short-term along street frontages directly adjacent to the Hospital and Institute land uses. In all other instances, allow long-term car parking along higher order roads and limit parking to short-term along residential streets (i.e. 2P 7.30am to 7.30pm Mon-Fri, residential permit excepted).	Short	Lead Council Department: Engineering and Environmental Services Council Department Partner: Compliance
5	Review fee structure for on-street car parking within Precincts A, B, D, E and F of the Study Area.	Short	Lead Council Department: Compliance
6	Council is to continue to support potential infrastructure works in lieu of available car parking, which seek to improve existing or create new sustainable transport links to promote a change in travel modes from existing car driver.	Medium	Lead Council Department: Engineering and Environmental Services Council Department Partner: Arts and Recreational Development
7	Council should continually work with private car park owners to ensure that car parking facilities meet with current design standards and are maintained at an appropriate level.	Ongoing	Lead Council Department: Engineering and Environmental Services Council Department Partner: Business and Economic Development
8	Review parking ticketing and control systems at 'secure' off-street car parking sites (i.e. RSL and Centro).	Short	Lead Council Department: Engineering and Environmental Services Council Department Partner: Compliance
9	Convert short-term on-street spaces along Nelson Road (west-side) between Shannon Street and Thames Street to long-term paid parking (36 spaces).	Short	Lead Council Department: Engineering and Environmental Services Council Department Partner: Compliance
10	Investigate changes to the car parking controls within the Barwon Street off-street car park to better serve existing users and improve utilisation rates.	Short	Lead Council Department: Engineering and Environmental Services Council Department Partner: Arts and Recreational Development

Item	Strategy	Timeframe	Council Responsibility
11	Convert long-term on-street spaces along residential streets to short-term parking (permit excepted) i.e. 7 spaces on Willow Street and 11 spaces on Grenville Street.	Short	Lead Council Department: Engineering and Environmental Services Council Department Partner: Compliance
12	Promote the use of Elgar Road on-street long-term car parking spaces for long-term users, i.e. Hospital staff.	Ongoing	Lead Council Department: Engineering and Environmental Services Council Department Partner: Compliance
13	Convert long-term car spaces along the north side of Clyde Street (38 spaces), Tyne Street (38 spaces) and Medway Street (37 spaces) between Nelson Road and Station Street to paid short-term parking (with permit exemption).	Short	Lead Council Department: Engineering and Environmental Services Council Department Partner: Compliance
14	Convert short-term on-street spaces along Nelson Road (east-side) between Thames Street and Shannon Street to long-term parking (37 spaces).	Short	Lead Council Department: Engineering and Environmental Services Council Department Partner: Compliance
15	Promote the use of Station Street on-street car parking spaces for long-term users i.e. Hospital staff.	Short	Lead Council Department: Engineering and Environmental Services Council Department Partner: Compliance
16	Convert spaces located between Station Street and Watt Street to short-term parking (i.e. 19 spaces on Clyde Street, 17 spaces on Tyne Street, 7 spaces on Medway Street, 10 spaces on Severn Street and 6 spaces on Thames Street).	Short	Lead Council Department: Engineering and Environmental Services Council Department Partner: Compliance
17	Convert west side of Watt Street between Clyde Street and Thames Street to short-term parking restrictions (40 spaces) and east side between Medway Street and Thames Street to long-term parking restrictions (15 spaces).	Short	Lead Council Department: Engineering and Environmental Services Council Department Partner: Compliance
18	Convert long-term on-street car spaces along Nelson Road (west-side between Arnold Street and Whitehorse Road) to short-term parking (20 spaces).	Short	Lead Council Department: Engineering and Environmental Services Council Department Partner: Compliance
19	Convert long-term on-street car spaces along Nelson Road (east-side between Thames Street and Box Hill Gardens) to short-term parking (25 spaces).	Short	Lead Council Department: Engineering and Environmental Services Council Department Partner: Compliance
20	Council should investigate providing passing opportunities along Irving Avenue to assist with traffic flow however such investigations should be balanced against any loss of parking.	Short	Lead Council Department: Engineering and Environmental Services Council Department Partner: Compliance
21	Convert long-term on-street spaces on east side of Nelson Road (between Box Hill RSL and Whitehorse Road) to short-term parking (7 spaces).	Short	Lead Council Department: Engineering and Environmental Services Council Department Partner: Compliance

Item	Strategy	Timeframe	Council Responsibility
22	Convert long-term on-street parking spaces (31 spaces on south side of Cambridge Street between Thurston Street and Station Street, 16 spaces on north side of Rutland Road between Station Street and Pippard Street, 6 spaces on south side of Pippard Street between Rutland Road and Ellingworth Parade, 12 spaces on north side of Harrow Street between John Street and William Street) to short-term parking (with permit exemption).	Short	Lead Council Department: Engineering and Environmental Services Council Department Partner: Compliance
23	Convert long-term on-street parking spaces (39 spaces on Albion Road between Station Street and Barcelona Street, 37 spaces on Barcelona Street between Albion Road and Rutland Road and 36 spaces on Victoria Street between Albion Road and Rutland Road) to short-term spaces (permit excepted).	Short	Lead Council Department: Engineering and Environmental Services Council Department Partner: Compliance
24	Convert long-term on-street parking spaces (54 spaces on Kent Road and Alexander Street between Station Street and Surrey Drive) to short-term spaces (with permit exemption).	Short	Lead Council Department: Engineering and Environmental Services Council Department Partner: Compliance
25	Car parking rates to be applied within the "S" of the Box Hill CAA to future commercial land uses as follows: • Office: 2.0 spaces per 100sqm NFA. • All other: Refer to Column B of Clause 52.06-5.	Short	Lead Council Department: Planning and Building Council Department Partner: Engineering and Environmental Services
26	Car parking rates to be applied within the Structure Plan area for residential developments as follows: • 0.5 resident spaces for each 1 bedroom dwelling • 0.75 resident spaces for each 2 bedroom dwelling • 1.0 resident space for each 3 or more bedroom dwelling • 0.1 visitor spaces for each dwelling.	Short	Lead Council Department: Planning and Building Council Department Partner: Engineering and Environmental Services
27	A reduction or waiver of residential parking requirements be allowed for dwellings at the discretion of Council.	Short	n/a
28	Council require the adoption of a range of sustainable transport initiatives for each development.	Short	Lead Council Department: Planning and Building Council Department Partner: Engineering and Environmental Services
29	Allow future commercial development generated car parking to be accommodated in the following manner: • provide car parking on individual development sites • utilise existing car parking vacancies available within the study area • a combination of the above options for long-term and short-term car parking demands respectively.	Short	Lead Council Department: Engineering and Environmental Services

Item	Strategy	Timeframe	Council Responsibility
30	Remove eligibility for new multi-dwelling development to access parking permits from the Box Hill CAA area. This recommendation should be considered and incorporated into the existing parking permit scheme for Whitehorse.	Short	Lead Council Department: Compliance Council Department Partner: Engineering and Environmental Services
31	Continue to encourage commuters to utilise sustainable modes of travel (not including the private motor vehicle, excluding pick-up/drop-off) to access public transport services provided within the Box Hill CAA.	Ongoing	Lead Council Department: Engineering and Environmental Services
32	Active and public transport improvement projects be completed to support the lower car parking rates identified within this report.	Medium/Long	Lead Council Department: Engineering and Environmental Services
33	Bicycle parking be provided for each residential dwelling without a car parking space at a minimum with bicycle parking encouraged for all residential developments (regardless of scale or height) in particular, those with excellent access to cycling facilities.	Ongoing	Lead Council Department: Planning and Building Council Department Partner: Engineering and Environmental Services
34	A minimum of 1 motorcycle or scooter parking space be provided for every 50 car parking spaces constructed within any car park within the study area, with these spaces designed in accordance with the requirements of the relevant Australian Standard for Off-street Parking Facilities.	Ongoing	Lead Council Department: Planning and Building
35	Council should continue to encourage and reasonably facilitate car share companies setting up a car share scheme for Box Hill at no cost to Council.	Medium	Lead Council Department: Engineering and Environmental Services
36	Whitehorse City Council undertake car parking surveys of the study area regularly to ensure that the level of car parking demand is increasing in line with anticipated land use growth and being managed in accordance with the objectives of this strategy.	Medium	Lead Council Department: Engineering and Environmental Services
37	The car parking strategy be reviewed and updated regularly to reassess car parking demand levels and mode split aspirational targets.	Medium	Lead Council Department: Planning and Building Council Department Partner: Engineering and Environmental Services
38	The recommended commercial and residential car parking rates be incorporated into the Whitehorse Planning Scheme as a Schedule to the Parking Overlay (Clause 45.09).	Short	Lead Council Department: Planning and Building Council Department Partner: Engineering and Environmental Services

Appendix A

Parking Overlays in Metropolitan Melbourne Planning Schemes

22.03 CAR PARKING POLICY

03/07/2008
C77

This policy applies to all applications for planning permits for a change of use or new development.

22.03-1 Policy basis

19/01/2006
VC37

The Municipal Strategic Statement identifies the need for this policy under its strategy to: *"Ensure the optimal provision and use of parking facilities for the benefit of all users"*.

As parking generation rates for different uses vary across Metropolitan Melbourne it is important that sufficient parking be provided in a fair and equitable manner within the City of Boroondara. These rates need to be specific to the City of Boroondara and based upon surveys and studies which reflect local circumstances, as opposed to the more generalised provisions which are contained in the State provisions of the Planning Scheme.

This policy describes the amount and type of parking which is required in association with a change of use or a new development in order to ensure that sufficient parking is provided. The provision of sufficient parking space affects the viability and amenity of new and existing developments, particularly at the interface between commercial and residential uses.

22.03-2 Objectives

19/01/2006
VC37

- To ensure that each change of use or new development provides sufficient parking to meet its own demands in appropriate locations.
- To maintain the amenity of residential areas by minimising overspill parking from adjacent non-residential uses and centres.
- To avoid parking and traffic difficulties in the development and its surrounds.
- To ensure fair and equitable treatment of all land owners and users.
- To recognise the particular parking requirements of Camberwell Junction, being the premier activity centre in the City.

22.03-3 Policy

19/01/2006
VC37

It is policy that:

- Car parking (other than in the area defined as Camberwell Junction on the attached plan) be provided on site in accordance with the attached Table 1.
- Car parking in the Camberwell Junction be provided on site in accordance with the attached Table 2.
- Where an existing development is being subdivided or sold, the parking provision of each subdivided unit comply with this policy.
- Requests for dispensations, or reductions from the rates in Tables 1 and 2, comply with the situations set out in attached Table 3.
- Applicants provide information which demonstrates that the special circumstances can justify lower than standard levels of on-site parking provision, and that the planning objectives can be met on a continuing basis.
- Council may consider payment of cash-in-lieu of physical provision of parking, or the levying of a separate rate to provide off-site parking, in situations where:

- Council has a strategy for provision of off-street public parking in the vicinity.
- The combined needs of several development sites would produce an efficient combined parking area.
- Properties are available for purchase of off-street public parking in the vicinity.
- The subject site is too small or irregular in shape to enable suitable parking provision.

- The creation of separate lots for car spaces that have been provided as part of a development not be supported.
- Car spaces be either common property or be created as part of lots. An exception to this policy would only be considered if a Section 173 Agreement under the Planning and Environment Act, 1987, were entered into, to ensure that separate car spaces created as part of a subdivision cannot be separately leased or sold.

22.03-4 Policy references

03/07/2008
C77

City of Boroondara Parking Policy, 1997

City of Boroondara Car Parking Code, Final Report 1997

Camberwell Junction Car Parking Management Strategy, 1998

Table 1

Parking provision rates

LAND USE	PARKING GENERATION RATE
Car sales	10 percent of site area
Child care centres	0.7 spaces/employee + 0.1 spaces/enrolled child
Convenience restaurant in large commercial centres (eg Kew Junction, Glenferrie Road)	3.0 spaces/100 sq m leasable floor area
Convenience restaurant in other locations	0.3 spaces/seat
Dwelling other than caretaker's house if at least two on a lot – standard	1.5 spaces/dwelling for residents + 0.2 spaces/dwelling for visitors
Dwelling other than caretaker's house if at least two on a lot – large or townhouse style	2.0 spaces/dwelling [a]
Halls and places of worship	0.3 spaces/ sq m of net public floor area
Industry	2.5 spaces/100 sq m leasable floor area
Nursing homes	0.3 spaces/bed
Restricted retail premises	1.5 spaces/100 sq m sales area
Restaurants	0.5 spaces/seat dinnertime 0.3 spaces/seat lunchtime
Schools: primary and secondary	1.0 spaces/employee*

LAND USE	PARKING GENERATION RATE
	+ 0.1 spaces/enrolled student
Shop: supermarkets and department stores	6.0 spaces/100 sq m leasable floor area
Shop: category killers	2.5 spaces/100 sq m sales area
Shop other than specified in this table.	3.0 spaces/100 sq m leasable floor area
Take-away food premises	3.0 spaces/100 sq m leasable floor area

* Maximum number of employees on site at any one time.

a The minimum provision is as listed under - "standard", above, however for large units Council advises that 2 car spaces be provided.

Table 2

Parking provision rates for Camberwell Junction

LAND USE	PARKING GENERATION RATE
Bank	3 spaces per 100 sq m leasable floor area
Betting agency	6 spaces per 100 sq m leasable floor area
Car sales	1 space per 100 sq m leasable floor area
Convenience restaurant (day) Convenience restaurant (evening)	0.15 spaces per seat 0.3 spaces per seat
Hotel	10 spaces per 100 sq m floor area
Industry	3 spaces per 100 sq m leasable floor area
Market	6 spaces per 100 sq m leasable floor area
Medical centre	4 spaces per practitioner
Office other than specified in this table (greater than 200 sqm)	3 spaces per 100 sq m leasable floor area
Office other than specified in this table (up to 200 sqm)	4 spaces per 100 sq m leasable floor area
Place of assembly	10 spaces per 100 sq m floor area
Postal agency	3 spaces per 100 sq m leasable floor area
Restaurant (day) Restaurant (evening)	0.15 spaces per seat 0.3 spaces per seat
Restricted retail premises	2 spaces per 100 sq m leasable floor area
Service station	Must be contained on site
Shop other than specified in this table	4 spaces per 100 sq m leasable floor area
Shop: supermarket and department store	5 spaces per 100 sq m leasable floor area
Warehouse	1 space per 100 sq m leasable floor area

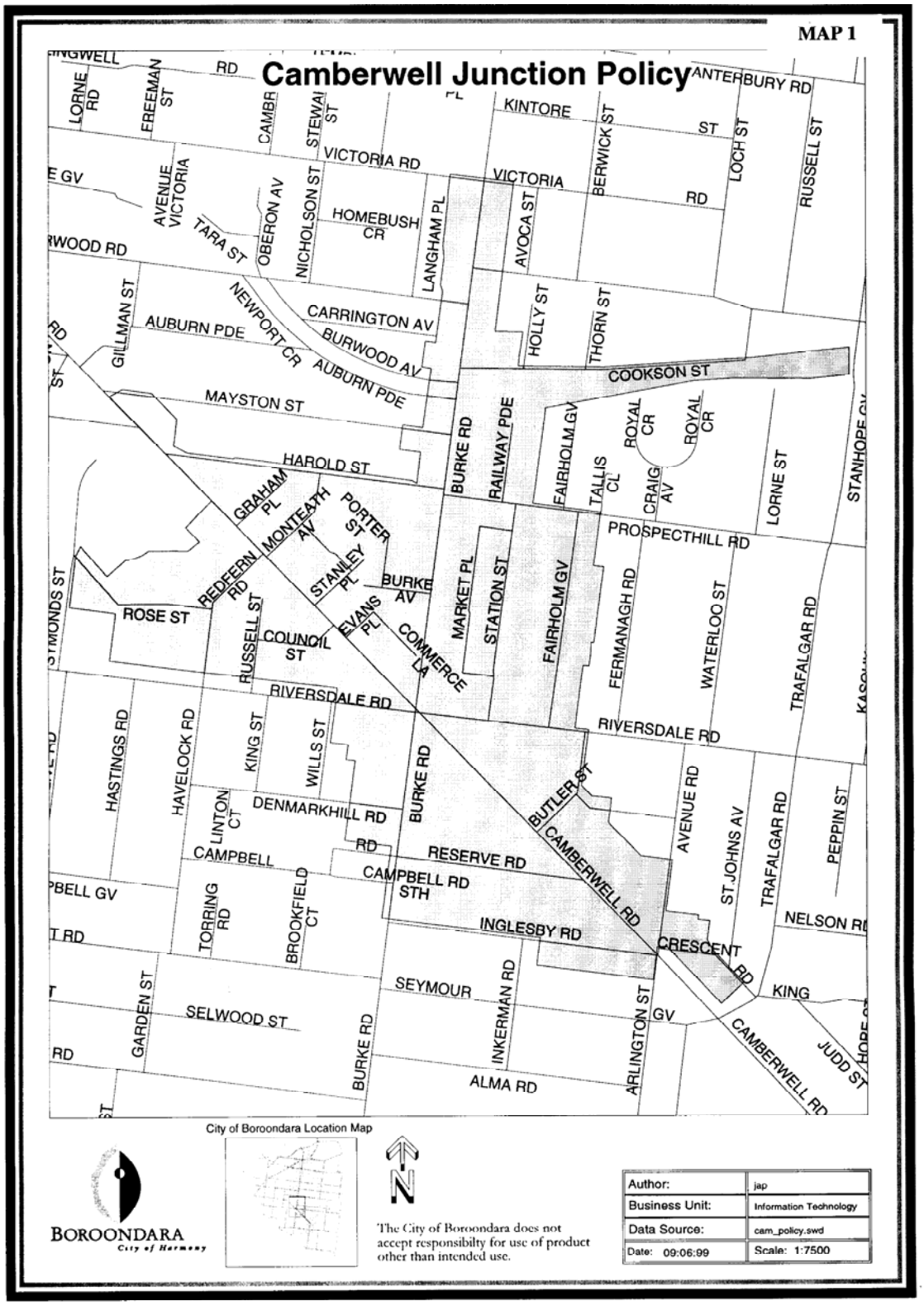
Table 3

Criteria for parking dispensations

SITUATION/CRITERION	APPLICATION NOTES AND QUALIFICATIONS
On-street parking is available along site frontage or along nearby non-residential frontages.	6.7 metres clear of driveways per parallel space. Excludes clearway or similar controlled areas. Requires compatible street/road traffic management.
Public off-street parking is available nearby.	Short-stay not more than 100 metres distance. Long-stay not more than 400 metres distance. Convenient and safe pedestrian access (eg footpaths and lighting). Financial contribution may be required.
Parking can be provided on other private land nearby.	Secured by Section 173 Agreement or similar. Short-stay not more than 100 metres distance. Long-stay not more than 400 metres distance. Convenient and safe pedestrian access (eg footpaths and lighting).
Different use components of the proposed development have peak demands at different times of the day or week, meaning that the total parking provision for the development can be less than the sum of the component provisions.	Shared parking must be central and accessible to all users. Individual parking spaces not to be allocated/ reserved.
Existing uses on the site do not have sufficient parking.	Credit calculated using Table 1, carries forward to new use.
Existing uses on the site have been established in association with payment of cash-in-lieu.	Credit, calculated in equivalent parking spaces paid for, carries forward to new use.
Existing uses on the site have been established in association with payment of separate rates for off-site parking provision.	Credit, calculated in equivalent spaces paid for, carries forward to new use.
Council is offering economic development incentives for the precinct in which the subject site is located, in the form of free access to public parking.	Requires specific Council policy decision.
Some parking spaces may be provided in tandem.	For residential uses where pairs of tandem spaces are allocated to individual units; or Parking is in small rear yards of businesses in strip shopping centres and cooperation between the users of tandem spaces can be anticipated.

Applicants to provide information which demonstrates that the special circumstances can justify lower than standard levels of on-site parking provision, and that the planning objectives can be met on a continuing basis.

Map 1: Camberwell Junction Policy



22.05 WILLIAMSTOWN COMMERCIAL AREA - CAR PARKING POLICY

19/01/2006
VC37

This policy applies to the Williamstown Commercial Area comprising the Douglas Parade/ Ferguson Street and Nelson Place commercial precincts as shown on the MAP - WILLIAMSTOWN COMMERCIAL AREA. It will be applied to all applications for planning permits for a change of use or new development.

Policy basis

The section entitled 'Activity Centres' in the Municipal Strategic Statement (MSS) outlines the objectives and strategies for the various activity centres in the City of Hobsons Bay. A specific objective in the MSS relating to the Williamstown precinct activity centre *is 'to maintain and enhance the role of the existing Williamstown precinct activity centre'*. The strategies identified to achieve the above objective include:

- *Improve local area traffic and car parking management within and around the Williamstown centre.*
- *Require the provision of car parking in accordance with "Parking in Williamstown: A Car Parking Strategy for the Commercial Centre, March 2000".*

The availability of adequate car parking has a critical influence on the ability of a business centre to remain competitive. Parking in Williamstown: A Car Parking Strategy for the Commercial Centre, March 2000 has been prepared as part of Williamstown: A Vision for the Commercial Centre to address car parking needs of traders, shoppers, residents and visitors as well as strengthen the Williamstown business centre.

The above study has identified, among other things, that there is an immediate need for additional car parking; that there are differing sources of demand/supply and usage conditions in the two commercial precincts of Douglas Parade/Ferguson Street and Nelson Place; and that there are opportunities for the provision of off-site parking by collection of cash-in-lieu contributions.

This policy sets the context and basis for the implementation of the Williamstown parking strategy in terms of:

- The amount of car parking required in association with a change of use or a new development in the two commercial precincts of Douglas Parade/Ferguson Street and Nelson Place.
- Precinct Plans for the provision of additional off-site car spaces in the two precincts.

Objectives

- To recognise the particular parking requirements of Douglas Parade/Ferguson Street and Nelson Place commercial precincts.
- To ensure that each change of use or new development provides adequate parking to meet its own demand.
- To indicate how a cash-in-lieu scheme will operate.
- To ensure fair and equitable treatment of all land owners and users.

Policy

It is policy to:

- Encourage activities that have greater customer interaction to be located at ground floor level.
- Require provision of on site car parking in accordance with the Car Parking Rates identified in the Table 1.
- Consider collection of cash-in-lieu for physical provision of off-site parking, in situations where:
  - The subject site is too small or irregular in shape to enable suitable parking provision on-site.
  - Council has a strategy for provision of off-street public parking in the vicinity including the precinct plans identified in the report *Parking in Williamstown: A Car Parking Strategy for the Commercial Centre, March 2000.*
- Apply cash-in-lieu payments to Douglas Parade/Ferguson Street and Nelson Place commercial precincts in accordance *with Parking in Williamstown: A Car Parking Strategy for the Commercial Centre, March 2000*. The cash-in-lieu levy will be reviewed annually.
- Provide for the purchase/lease of land identified, from time to time, for off-site public parking (but not in Council's ownership) by Council, within five years of identification of land.

Policy reference

Parking in Williamstown: A Car Parking Strategy for the Commercial Centre, March 2000.

CAR PARKING RATES – TABLE 1

USE	CAR SPACE MEASURE AND RATE
Shop - ground floor space Office - ground floor space	6 car spaces per 100 sqm
Shop - first floor and above space Office - first floor and above space	3.5 car spaces per 100 sqm
Restaurant (including café)	0.6 car spaces per seat available to the public

Williamstown Commercial Area
Car Parking Policy
LEGEND
Douglas Parade & Ferguson Street Shopping Precinct
Nelson Place Entertainment and Tourism Precinct
0
100
200
metres
NELSON
THE
JAMES
DOVER
MACLEAN
HASLAM
CECIL
ELECTRA
FERGUSON
SOMERVILLE
WELLINGTON
MACGAVIN
RENNIE
LENDRE
MELBOURNE
HOTHAM
PARADE
RAILWAY

22.13 PARKING POLICY

15/02/2007
C65

This policy relates to the key focus area of *infrastructure* and applies to the consideration of all applications to use or develop land.

22.13-1 Policy basis

15/02/2007
C65

The Municipal Strategic Statement (MSS) *(Clause 21.05-1)* and the particular provision on Car parking *(Clause 52.06)* seek to establish and manage parking requirements for use and development, including the use of precinct plans for commercial areas.

Parking supply and congestion are seen as major problems, predominantly in the west of the City. The MSS seeks to improve carparking through a variety of measures including increasing supply, reducing demand and encouraging alternative forms of transport.

22.13-2 Objectives

19/01/2006
VC37

- To encourage uses with a low parking generation.
- To ensure future increases in demand for parking are met by parallel increases in parking supply.
- To maintain the amenity of residential and commercial areas.

22.13-3 Policy

19/01/2006
VC37

It is policy that:

- Proposals that involve an increase in floor area or tenancies or a change in use make appropriate provision for parking.
- Parking provided on site be designed to:
  - Respect the streetscape and character of the area.
  - Ensure the safety and security of the users.
  - Protect the amenity of adjoining properties, particularly residential properties such as by providing landscaped buffers.
- Payment in lieu of parking on-site be considered by the responsible authority if the proposal is located in a designated area for future public car parks and improved access works.
- Reduction of the parking required for a use or development be considered by the responsible authority if:
  - The proposal is for alterations, additions or change of use and waiving up to three (3) car spaces facilitates the renovation, recycling or upgrading of existing older style buildings, the effective use of upper floors of commercial buildings, shop top housing or residential development in commercial areas.
  - The proposal involves the restoration of a heritage building.
  - Parking actually generated by the use is lower than the requirements in Clause 52.06.
  - Public transport is available and will be used by staff/patron/residents to access the site.
  - The proposal facilitates improvements to public transport, such as bus or taxi parking or other infrastructure, as part of the development.
  - Sufficient carparking is available in nearby streets or car parks during operating hours.
  - The amenity of nearby residents is not adversely affected through the use of local residential streets for parking.

- The proposal facilitates medical and other service uses locating in commercial rather than residential areas, particularly in Group 4 commercial centres.

05/07/2012
C102

SCHEDULE 1 TO THE PARKING OVERLAY

Shown on the planning scheme map as **PO1.**

CAPITAL CITY ZONE - FISHERMANS BEND

1.0 Car parking objectives to be achieved

05/07/2012
C102

To identify appropriate car parking rates for various uses within the Capital City Zone – Fishermans Bend Urban Renewal Area.

2.0 Number of car parking spaces to be provided

05/07/2012
C102

The maximum number of car parking spaces to be provided for the uses listed in Table 1 below is the product of the rate and the measure. Car parking rates in Table 1 are based on a maximum rather than minimum provision of car parking spaces for each land use category.

Table 1: Car parking spaces

Use	Rate	Measure
Dwelling	1	To each dwelling
Industry	1	To each 150 sq m of gross floor area
Office	1	To each 100 sq m of gross floor area
Place of assembly	1	To each 100 sq m of gross floor area
Restricted retail premises	1	To each 100 sq m of gross floor area
Retail premises	1	To each 100 sq m of gross floor area
Supermarket	2	To each 100 sq m of gross floor area

Motor-cycle parking rates

All buildings that provide on-site car parking must provide motor-cycle parking for the use of occupants and visitors, at a minimum rate of one motor-cycle parking space for every 100 car parking spaces, unless the responsible authority is satisfied that a lesser number is sufficient.

3.0 Permit requirement

05/07/2012
C102

A permit is required to provide car parking spaces in excess of the car parking rates specified in Table 1 of this schedule.

4.0 Decision guidelines

05/07/2012
C102

Before deciding on an application to increase the maximum number of car parking spaces, the responsible authority must consider as appropriate:

- Any effect on vehicle and pedestrian traffic in the area.
- Any empirical analysis which supports a variation in the number of car parking spaces that should be provided.

- The particular characteristics of the proposed use with regard to the likely car parking demands generated.
- The safety and convenience of pedestrians moving to, from and within the car parking facility, including lighting levels, surveillance systems, signage, ease of orientation and visibility.
- The availability of car parking in the locality.
- The likely contribution of public transport in mitigating car parking demands.
- Whether the development includes bicycle and motorcycle parking.

05/07/2012
C170

SCHEDULE 13 TO THE PARKING OVERLAY

Shown on the planning scheme map as **PO13.**

CAPITAL CITY ZONE - FISHERMANS BEND

1.0 Car parking objectives to be achieved

05/07/2012
C170

To identify appropriate car parking rates for various uses within the Capital City Zone – Fishermans Bend Urban Renewal Area.

2.0 Number of car parking spaces to be provided

05/07/2012
C170

The maximum number of car parking spaces to be provided for the uses listed in Table 1 below is the product of the *rate* and the *measure*. Car parking rates in Table 1 are based on a maximum rather than minimum provision of car parking spaces for each land use category.

Table 1: Car parking spaces

Use	Rate	Measure
Dwelling	1	To each dwelling
Industry	1	To each 150 sq m of gross floor area
Office	1	To each 100 sq m of gross floor area
Place of assembly	1	To each 100 sq m of gross floor area
Restricted retail premises	1	To each 100 sq m of gross floor area
Retail premises	1	To each 100 sq m of gross floor area
Supermarket	2	To each 100 sq m of gross floor area

Motor-cycle parking rates

All buildings that provide on-site car parking must provide motor-cycle parking for the use of occupants and visitors, at a minimum rate of one motor-cycle parking space for every 100 car parking spaces, unless the responsible authority is satisfied that a lesser number is sufficient.

3.0 Permit requirement

05/07/2012
C170

A permit is required to provide car parking spaces in excess of the car parking rates specified in Table 1 of this schedule.

4.0 Decision guidelines

05/07/2012
C170

Before deciding on an application to increase the maximum number of car parking spaces, the responsible authority must consider as appropriate:

- Any effect on vehicle and pedestrian traffic in the area.
- Any empirical analysis which supports a variation in the number of car parking spaces that should be provided.

- The particular characteristics of the proposed use with regard to the likely car parking demands generated.
- The safety and convenience of pedestrians moving to, from and within the car parking facility, including lighting levels, surveillance systems, signage, ease of orientation and visibility.
- The availability of car parking in the locality.
- The likely contribution of public transport in mitigating car parking demands.
- Whether the development includes bicycle and motorcycle parking.

Notes: *Occupiers of any dwellings approved by permit subject to the provisions of this schedule may not be eligible for Resident Priority Parking Permits.*

16/08/2007
C51

SCHEDULE TO CLAUSE 52.06-6

Name of Incorporated Parking Precinct Plan	Requirement
Greensborough Principle Activity Centre Parking Precinct Plan – October 2006	**1.0 Car Parking Rates**

Use	Car Space Measure	Rate
Dwelling	Car spaces to each 1 and 2 bedroom dwelling	1
	Car spaces to each 3 or more bedroom dwelling	2
	Visitor spaces per dwelling	0.2
Office (except Medical Centre)	Car spaces per 100m2 of net floor area	3.5
Shop	Car spaces per 100m2 of leasable floor area	4.6
Restaurant	Car spaces per set	0.4
Restricted Retail Premises	Car spaces per 100m2 of leasable floor area	2.5

2.0 Off-Site Parking Provision

Car parking requirements for a land use within Greensborough Principal Activity Centre defined in Clause 1.0 of the Schedule to Clause 52.06-6 should be provided on the same site as that use. If the site size or shape is not suitable and a development or use cannot provide sufficient car parking on-site, car parking may be provided elsewhere within the Greensborough Principal Activity Centre if consistent with a Car Parking Management Plan approved by the responsible authority.

Where any of the car parking is to be provided elsewhere in the Centre than on the same site as the use, a Car Parking Management Plan must be prepared prior to the commencement of the development or use to which it applies, to the satisfaction of the responsible authority. The Car Parking Management Plan must address:

- The location of short term and long term parking areas.
- The management of short term and long term parking including setting appropriate time limits for specific areas.
- The proximity of the car parking to the activity, pedestrian access and the likelihood that the car parking spaces will be used in association with the activity.
- How the proposed use or development will impact on public transport services and incorporate the recommendations of any Integrated Transport Plan or Green Travel Plan developed for the Activity Centre.

	3.0 Other Requirements A permit may be granted to vary the car parking requirements of the Greensborough Principal Activity Centre Parking Precinct Plan having regard to the decision guidelines at Clause 52.06-1.

06/08/2009
C83

SCHEDULE TO CLAUSE 52.06-6

Name of Incorporated Parking Precinct Plan	Requirement		
Berwick Village Commercial Centre Parking Precinct Plan - September 2006	***1.0 Car Parking Rates***		
	Use	***Car space measure***	***Rate***
	Shop (large format - per single occupancy greater than 2,000 square metres)	Car spaces per 100 square metres of leasable floor area	6.0
	Shop (small format - per single occupancy less than 2,000 square metres)	Car spaces per 100 square metres of leasable floor area	4.0
	Restricted retail premises	Car spaces per 100 square metres of leasable floor area	1.5
	Restaurant	Car spaces to each seat available to the public	0.3
	Hotel	Car spaces per 100 square metres of net leasable floor area	7.0
	Office	Car spaces per 100 square metres of net floor area	3.5
	Medical centre	Car spaces per one practitioner plus Car spaces per additional practitioner	5 4
	2.0 Off-Site Parking Provision		
	A cash contribution in the amount of $16,935 (excl. GST) in respect of each car parking space or part thereof which is required under this Scheme and which is not provided on the land (but net of car parking entitlements and credits) must be paid to the responsible authority. These contribution amounts are current as at 1 July 2006. The land component of the contribution, being $13,650 will be adjusted quarterly from 1 October 2006 by applying the Consumer Price Index, Melbourne, in Rawlinsons Australian Construction Handbook. The capital works component of the contribution, being $3285 will be adjusted quarterly from 1 October 2006 by applying the Building Price Index, Melbourne, in Rawlinsons Australian Construction Handbook.		

3.0 Other Requirements

A permit cannot be granted to reduce the car parking requirement for the uses specified in part 1.0 of this Schedule unless car parking entitlements or credits exist.

A permit cannot be granted to reduce or waive the car parking requirement for any other use determined by undertaking an empirical analysis under the decision guidelines of clause 52.06-1, except in accordance with this Schedule.

A permit cannot be granted to reduce or waive the car parking requirement for any other use on the basis of:

- The availability of car parking in the locality.
- The availability of public transport in the locality.
- Any reduction in car parking demand due to the sharing of car spaces by multiple uses, either because of variation of car parking demand over time or because of efficiencies gained from the consolidation of shared car parking spaces.
- Any empirical assessment; or
- Any other relevant consideration.

In any permit that authorises or results in the extension of floor space or an increase in patron numbers, the amount of car parking spaces determined by the responsible authority must be consistent with the amount specified in the scheme for that use.

Where car parking entitlements or credits exist:

- the reduction in the amount of carparking must not be greater than the extent of the credit; and
- the quantum of the credit must be determined having regard to the rates set out in this scheme.

Until Council is paid contributions and/or an agreement has, or agreements have been made under section 173 of the Act guaranteeing future payments of contributions for 246 car parking spaces, any permit for:

- the use of land for Shop, Restricted retail premises, Restaurant, Hotel, Office or Medical centre;
- the waiver or reduction of car parking spaces in connection with any use;
- the expansion of floor area of any use which results in more useable space for patrons;
- the issue of a new permit for an existing use which authorises a higher number of patrons within an existing or redeveloped building, or modifies the hours of use of an existing use; or,
- the development of any land for a use in section 1 or 2 of the Business 1 Zone (excluding land on the west side of Lyall Road).

must contain a condition to the following effect:

Prior to the commencement of the use or development allowed under this permit, a payment of $16,935 excluding GST, (subject to indexation according to the Scheme), must be paid to the responsible authority in respect of each car parking

	space required under this Scheme, but which is not provided on the land (net of car spaces provided and parking entitlements and credits) to which the application relates. or alternatively; *Prior to the commencement of the use or development allowed under this permit, the owner of the land must enter into an agreement under section 173 of the Planning and Environment Act 1987 in which the owner agrees to pay a contribution of $16,935 excluding GST (subject to indexation according to the Scheme) in respect of each car parking space which is required under this Scheme, or where a rate is not specified then as determined by the responsible authority, but cannot be provided on the land (net of car spaces provided and parking entitlements and credits) to which the application relates.* *The agreement may provide for the payment of the contribution in instalments, plus an interest component equivalent to the interest payable on unpaid rates and charges under the Local Government Act 1989 and it must provide that all instalments and accrued interest are paid within 5 years of the first instalment.* The agreement must allow for the contribution amounts to be indexed from 1 October 2006 in the following manner: ▪ *The responsible authority will adjust the land cost component every quarter, from 1 October 2006, by applying the Consumer Price Index, Melbourne, in Rawlinsons Australian Construction Handbook.* ▪ *The responsible authority will adjust the capital works cost component every quarter, from 1 October 2006, by applying the Building Price Index, Melbourne, in Rawlinsons Australian Construction Handbook.* The agreement must also provide for the owner to pay Council's costs of preparing, registering and then upon its ending, removing the agreement from title.

23/02/2012
C116

SCHEDULE TO CLAUSE 52.06-6

Name of Incorporated Parking Precinct Plan	Requirement		
Springvale Activity Centre – Core Retail West Parking Precinct Plan January 2012	**1.0 Car Parking Rates**		
	Use	**Car space measure**	**Rate**
	Shop	Car spaces per 100 square metres of leasable floor area	4.0
	Office other than specified in table at 52.06-5	Car spaces per 100 square metres of net floor area	3.0
	Industry other than specified in table at 52.06-5	Car spaces per 100 square metres of net floor area	1.5
	Dwelling other than Caretaker's house	Car spaces to each 1 & 2 bedroom apartment	1
		Car spaces to each 3 or more bedroom apartment	1.5
		Car spaces to each other detached or attached dwelling	2
		Visitor car spaces to every 5 dwellings/ apartments	1
	Note: For the purpose of this clause, an apartment is a dwelling that has a dwelling above or below it.		
	2.0 Off-Site Parking Provision A cash contribution of $19,000 (excl. GST and current as at July 2010, will be *indexed annually in accordance with Consumer Price Index, Melbourne, in Rawlinsons Australian Construction Handbook*) in respect of each car parking space or part thereof which is required under this Scheme and which is not provided on-site (but net of car parking entitlements and credits) must be paid to the responsible authority.		
	3.0 Other Requirements A permit cannot be granted to reduce or waive the car parking requirement for the uses specified in part 1.0 of this schedule unless car parking entitlements or credits exist. Where car parking entitlements or credits exist: ▪ The reduction in the number of car parking spaces must not be greater than the extent of the entitlement or credit; and ▪ The quantum of the entitlement or credit must be determined having regard to the rates set out in this Scheme. Until Council is paid the cash contribution specified in part 2.0 of this schedule and/or an agreement has, or agreements have, been made under Section 173 of the Act guaranteeing future		

Name of Incorporated Parking Precinct Plan	Requirement
	payments of cash contributions for 80 parking spaces in the Balmoral Avenue car park, any permit for: ▪ The use of land for Shop, Office, Industry or Dwelling, as per part 1 of this Schedule ; ▪ The expansion of floor area of any use, which results in more leasable floor space; ▪ The development of any land for a use in Section 1 or 2 of the Business 1 (B1Z) or Business 5 (B5Z) zones.. Must contain a condition to the following effect: *Prior to the commencement of the use or development allowed under this permit a payment of $19,000.00 excl. GST (indexed annually by applying the Building Price Index, Melbourne, in Rawlinsons Australian Construction Handbook), must be paid to the responsible authority in respect of each car parking space required under the Scheme, but which is not provided on the land (net of car spaces provided and parking entitlements and credits) to which the application relates.* Or alternatively; *Prior to the commencement of the use or development allowed under this permit, the owner of the land must enter into an agreement under section 173 of the Planning and Environment Act 1987 in which the owner agrees to pay a contribution of $19,000.00 excluding GST (subject to indexation according to the Scheme) in respect of each car parking space which is required under this Scheme, but which is not provided on the land (net of car spaces provided and parking entitlements and credits) to which the application relates* *The agreement may provide for the payment of the contribution in instalments, plus an interest component equivalent to the interest payable on unpaid rates and charges under the Local Government Act 1989 and it must provide that all instalments and accrued interest paid within 3 years of the first instalment.*

22/12/2011
C94

SCHEDULE TO CLAUSE 52.06-6

Name of Incorporated Parking Precinct Plan	Requirement	
Caulfield Mixed Use Area Incorporated Plan April 2011	**1.0 Car Parking Rates**	
	Use	**No. of spaces**
	Retail Premises (not including supermarket)	2.18 spaces per 100 square metres of leasable floor area
	Office	2.0 to each 100 square metres of net floor area
	Supermarket	5.5 to each 100 square metres of leaseable floor area
	Dwelling	1 car space to each 1 and 2 bedroom dwelling 2 car spaces to each 3 or more bedroom dwelling

19/01/2006
VC37

SCHEDULE TO CLAUSE 52.06-6

Name of Incorporated Parking Precinct Plan	Requirement
Doncaster Hill Parking Precinct Plan, GTA Consultants for Manningham City Council, 5 July 2004.	***1.0 Car Parking Rates***

Use	Car Space Measure	Rate
Office	Car spaces to each 100 sq m of net floor area	2.5
Dwelling	Car spaces to each 1 bedroom dwelling	1.1
	Car spaces to each 2 bedroom dwelling	1.1
	Car spaces to each 3 or more bedroom dwelling	2.1
Restaurant	Car spaces to each seat available to the public	0.36
Shop, other than Supermarket, Department store and Restricted retail premises	Car spaces to each 100 sq m of leasable floor area	4
Restricted retail premises	Car spaces to each 100 sq m of leasable floor area	1.5

2.0 Off-Site Parking Provision

Car parking requirements for land uses within Doncaster Hill defined in Clause 1.0 of the Schedule to Clause 52.06-6 can be provided on the same site as the use or development or if the site size or shape is not suitable and a development or use cannot provide sufficient car parking on-site, a permit may be granted for the use of other land for off-site car parking.

Before a permit may be granted for the use of any other land for off-site car parking the owner of the development site, the owner of the site being used for any off-site parking and the responsible authority must enter into an agreement under section 173 of the *Planning and Environment Act 1987* or similar to ensure that the off-site car parking will be freely available and directly linked to the use on the subject site for the life of that use. The off-site car parking referred

Name of Incorporated Parking Precinct Plan	Requirement
	to above excludes on-street car parking. The appropriateness of suitable off-site car parking shall be guided by the considerations set out within the Doncaster Hill Parking Precinct Plan.
	3.0 Other Requirements Requirements for the proportioning of resident and visitor "dwelling" parking are detailed in the Doncaster Hill Parking Precinct Plan. A permit may be granted to vary the car parking requirements of the Doncaster Hill Parking Precinct Plan. The responsible authority will protect adjoining residential areas from the intrusion of car parking associated with developments within Doncaster Hill by considering the effects of car parking on adjoining residential areas before any variation of the requirements is granted.
Jackson Court Shopping Centre Parking Precinct Plan, ARUP and Manningham City Council, June 2003	***1.0 Car Parking Rates***

Use	Car Space Measure	Rate
Shop (other than specified in the Table to Clause 52.06-5)	Car spaces to each 100 sq m of leasable floor area	2.7
Restaurant	Car spaces to each seat available to the public	0.4

2.0 Other Requirements

- A provision of up to 5 spaces per lot in the Jackson Court Shopping Centre Car Park can be counted towards the requirement as well as any parking credits associated with previous uses on the site.
- Where access is available to the rear of the development site from a Right Of Way, except with a permit, staff parking shall be provided in a perpendicular layout for the width of the site to the satisfaction of the responsible authority.
- A permit may be granted to reduce or waive the number of car spaces required to be provided on site or to waive the requirement.

25/03/2010
C133

SCHEDULE TO CLAUSE 52.06-6

Name Of Incorporated Parking Precinct Plan	Requirement
Car Parking in the Capital City Zone May 2002	***Outside the Retail Core*** **1.0 Permit Requirement** A permit is required to provide car parking spaces in excess of the car parking rates in Clause 2.0 of this schedule. This does not include the provision of additional car parking, to the satisfaction of the responsible authority, which is required to serve: ▪ on site use for dwellings or a residential hotel. ▪ a use that generates a significant demand for short-stay parking (up to 4 hours) and the spaces are not accessible to vehicles between the hours of 5.30 am and 9.30 am Monday to Friday, or such other hours that the responsible authority is satisfied are appropriate. **2.0 Car Parking Rates** **Requirements** The car parking rates apply to use in connection with another activity on the site. • Where no part of the site is used for dwellings the number of car parking spaces must not exceed the number calculated using one of the following formulas: Maximum spaces = $\frac{5 \text{ x net floor area of buildings on the site in sq m}}{1000 \text{ sq m}}$ or $\frac{12 \text{ x site area in sq m}}{1000 \text{ sq m}}$ ▪ Where a site is used wholly for dwellings, the number of spaces for each dwelling must not exceed one (1). ▪ Where a site is used partly for dwellings and partly for other uses, the maximum number of spaces allowed: ▪ for that part of the site devoted to dwellings (including common areas serving the dwellings) must not exceed one (1) space per dwelling. ▪ for that part of the site devoted to other uses, (excluding common areas serving the dwellings) must not exceed the number calculated using one of the following formulas:

Name Of Incorporated Parking Precinct Plan	Requirement
Car Parking in the Capital City Zone May 2002	Maximum spaces = 5 x net floor area of buildings on that part of the site in sq m 1000 sq m or 12 x that part of the site area in sq m 1000 sq m **3.0 Motor-cycle Parking Rates** All buildings that provide on-site car parking must provide motor-cycle parking for the use of occupants and visitors, at a minimum rate of one motor-cycle parking space for every 100 car parking spaces, unless the responsible authority is satisfied that a lesser number is sufficient. **4.0 Decision Guidelines** Before deciding on an application which includes the provision of car parking spaces the responsible authority must consider as appropriate: ▪ Any relevant Local Planning Policies. ▪ Whether the proposal involves the making or the use of an access point across a traffic conflict frontage. ▪ Any effect on vehicle and pedestrian traffic in the area. ▪ The safety and convenience of pedestrians moving to, from and within the car parking facility, including lighting levels, surveillance systems, signage, ease of orientation and visibility. ▪ Whether any public car park facility will be connected to the City of Melbourne Parking Guidance System. ▪ The extent to which the proposed access point would conflict with any proposal to limit or prohibit traffic in certain roads. ▪ Any alternative route by which access to the car park could be obtained. ▪ The ease with which casual visitors to the central city can find, enter and leave the facility. ▪ The size, internal design and general operation for users. ▪ The location and context of directional and pricing signage to enable easy customer recognition before entering the car park. ▪ The suitability for use during weekends and outside normal business hours.
Car Parking in	▪ Whether the development incorporates bicycle and motor

Name Of Incorporated Parking Precinct Plan	Requirement
the Capital City Zone May 2002	cycle parking. ▪ Whether the development incorporates other uses in the site that will contribute to achievement of relevant policies. ▪ The current usage patterns of any nearby public parking facilities. ▪ Any adverse impacts on present vehicular traffic flows and in the context of any likely future changes in car parking and traffic conditions in the area. **5.0 Requirements for Specific Locations** None specified
	Retail Core **1.0 Permit Requirements** Except with a permit, car parking must comply with the following: ▪ Only short-stay public car parking (up to 4 hours) or parking to serve dwellings or a residential hotel is provided and the responsible authority is satisfied that the number of car parking spaces is required. ▪ The spaces provided for short-stay car parking are not to be accessible to vehicles between the hours of 5.30 am and 9.30 am Monday to Friday. ▪ No car parking spaces are located at the ground floor level of any building. ▪ Above-ground car parking facilities with a street frontage must incorporate retail or other active uses on the street frontage to the satisfaction of the responsible authority. ▪ Cars within, or on, a building must not be visible from streets and other pedestrian activity areas. **2.0 Motor-cycle Parking Rates** All buildings that provide on-site car parking must provide motor-cycle parking, for the use of occupants and visitors, at a minimum rate of one motor-cycle parking space for every 100 car parking spaces, unless the responsible authority is satisfied that a lesser number is sufficient. **3.0 Other Requirements** Except for loading or unloading bays, vehicle access or egress points must not be located on a pedestrian priority frontage, or laneway leading off a pedestrian priority frontage.

Name Of Incorporated Parking Precinct Plan	Requirement
Car Parking in the Capital City Zone May 2002	**4.0 Decision Guidelines** Before deciding on an application to use or develop land for car parking, the responsible authority must consider as appropriate: ▪ Any relevant Local Planning Policies. ▪ Whether the proposal involves the making or the use of an access point across a traffic conflict frontage. ▪ Any effect on vehicle and pedestrian traffic in the area ▪ The safety and convenience of pedestrians moving to, from and within the car parking facility, including lighting levels, surveillance systems, signage, ease of orientation and visibility. ▪ Whether any public car park facility will be connected to the City of Melbourne Parking Guidance System. ▪ The extent to which the proposed access point would conflict with any proposal to limit or prohibit traffic in certain roads. ▪ Any alternative route by which access to the car park could be obtained. ▪ The ease with which casual visitors to the central city can find, enter and leave the facility. ▪ The size, internal design and general operation for users ▪ The location and context of directional and pricing signage to enable easy customer recognition before entering the car park. ▪ The suitability for use during weekends and outside normal business hours. ▪ Whether the development incorporates bicycle and motor cycle parking. ▪ Whether the development incorporates other uses in the site that will contribute to achievement of relevant policies. ▪ The current usage patterns of any nearby public parking facilities. ▪ Any adverse impacts on present vehicular traffic flows and in the context of any likely future changes in car parking and traffic conditions in the area.

Name Of Incorporated Parking Precinct Plan	Requirement
Car Parking in the Capital City Zone May 2002	**5.0 Requirements for Specific Locations** **Lonsdale Street (Golden Square Car Park) Area, 213-237 Lonsdale Street and 222-230 Little Bourke Street, Melbourne** **5.1.1 Car Parking Provision** 820 spaces are to be provided on the combined sites described as 213-237 Lonsdale Street and 222-230 Little Bourke Street, Melbourne comprising 520 existing car spaces and 300 new spaces associated with the future uses and/or public parking facilities to be established on the site. **5.1.2 Existing Commercial Car park provision** The 520 car spaces currently used for the purposes of a commercial vehicle car park on the sites described as 213-237 Lonsdale Street and 222-230 Little Bourke Street, Melbourne shall continue to be accommodated on the sites described above for use as public parking facilities and located in accordance with Clause 5.1.5 together with the Building Envelope Plans accompanying the provisions included in the Development Plan Overlay, Schedule 1, to reflect the existing uses of the site. **5.1.3. Loading and Unloading** Except with a permit, loading and unloading and vehicle access to the site shall be provided via Lonsdale Street in accordance with the plan known as "Proposed Lonsdale Street Access Configuration; Ref No 98093/T/07/P2". **5.1.4 Short Stay arrangements** Car parking shall be provided in the following way: A total of 160 of the 820 car spaces shall be for "short stay" public parking and operated as follows and in accordance with the provisions for short stay parking at Clause 1.0 of the Parking Precinct Plan, "Car Parking in the Capital City Zone, August 2001" – Retail Core. At least 160 spaces (short stay spaces) shall be available exclusively for casual "Short stay" public car parking on any day that the car park is open (except on a Public Holiday, a Saturday or a Sunday) • The "short stay" spaces shall be located within those levels most accessible to the car park entry and exit points. • The "short stay" car parking spaces shall be clearly identified and sign posted on the site as being available for short stay parking only.

Name Of Incorporated Parking Precinct Plan	Requirement
Car Parking in the Capital City Zone May 2002	**5.1.5 Location of parking and dimensions** Except with a permit, public car parking and parking associated with the various uses on the site shall be provided below ground level and/or within the podium level of the future development as shown on the Building Envelope Plan. The layout, dimensions and line marking of car parking spaces must be in accordance with Clause 52.06 of the Melbourne Planning Scheme to the satisfaction of the responsible authority. **5.1.6 Road Works** Except with a permit, any road works in Lonsdale Street designated "Ausvest Development Proposed Road Works" required as a result of the proposed use and development of the site shall be designed and constructed generally in accordance with the drawing known as "Proposed Lonsdale Street Access Configuration; Ref No 98093/T/07/P2". **5.1.7 Motorcycle Parking** All buildings that provide on-site car parking must provide motorcycle parking for the use of occupants and visitors, at a rate of one motor cycle parking space for every 100 car parking spaces on the site above 520 car parking spaces. **5.1.8 Bus Parking** Provision may be made in Lonsdale Street for the parking of buses to allow for the loading and unloading of passengers to the satisfaction of the responsible authority.

Name of Incorporated Parking Precinct Plan	Requirement
Car Parking in the Special Use Zone Schedule 2 - Royal Melbourne Showgrounds	***Royal Melbourne Showgrounds*** The purpose of the Parking Precinct Plan is to recognise the special nature of car parking space demands and supply within the Showgrounds in particular: ▪ concurrent demands by separate uses. ▪ the special availability of public transport services for particular events. ▪ the location and supply of parking spaces within the precinct which varies depending upon particular types or combination of uses occurring. ▪ the ability for multiple use of the same parking spaces at different times. ▪ the ready availability of a large supply of parking spaces within the Showgrounds and on adjacent land. The Parking Precinct Plan provides the framework for traffic and parking management arrangements under the Land Management Plan referred to in Clause 2.3 of Schedule 2 to the Special Use Zone. The Parking Precinct Plan applies to the whole of the area under the control of the Royal Agricultural Society of Victoria Ltd described generally as the Royal Melbourne Showgrounds, Epsom Road, Ascot Vale. **1.0 Vehicle Parking Spaces** **1.1 Place of Assembly and Leisure and recreation uses** The use of land for a purpose set out in the Event Category in the table to this clause shall comply with the vehicle parking space requirements set out in that table unless exempt under Clause 2.5 of Schedule 2 to the Special Use Zone. Parking spaces shall be provided within the Royal Melbourne Showgrounds or if necessary within the Flemington Racecourse, in accordance with traffic and parking management arrangements under the Land Management Plan referred to in Clause 2.3 of Schedule 2 to the Special Use Zone.

Name of Incorporated Parking Precinct Plan	Requirement
Car Parking in the Special Use Zone Schedule 2 – Royal Melbourne Showgrounds	

Event Category	Attendance Numbers	Minimum Parking Spaces Available
A	More than 45,000	} To be determined as part of management arrangements
B	More than 100,000	} under the Land Management Plan
A	Up to 45,000	} 8,500 – 10,000
B	Up to 100,000	}
A	Up to 38,000	} 2,500 – 8,500
B	Up to 50,000	}
A	Up to 10,000	} 2,500
B	Up to 15,000	}

For the purpose of the table to this Clause, Event Category **A** means the use Place of assembly or Leisure and recreation events where patrons generally arrive and leave at similar times and all patrons are there for the event duration.

Event Category **B** means the use Place of assembly or Leisure and recreation events where patrons generally arrive and leave at various times and all patrons are not present simultaneously for the event duration.

1.2 Other Uses

Vehicle parking space requirements for any use of the Showgrounds site – other than Event Categories A and B must be to the satisfaction of the responsible authority. The following rates apply to uses on the Non-Core Land that is not required for the staging of the annual Royal Melbourne Show:

Supermarket: 5.5 spaces per 100 sqm of floor area

Specialty retail: 4 spaces per 100 sqm of floor area

Office: 2.5 spaces per 100 sqm of net leasable floor area

Restaurant: 0.3 spaces per seat available to the public

Tavern: 20 spaces per 100 sqm of net leasable floor area available to the public.

2.0 Parking Provision

2.1 On-Site

The location and number of available car parking spaces within the Royal Melbourne Showgrounds is shown in the Land Management Plan.

2.2 Off-Site

The location and number of car parking spaces available at the Flemington Racecourse adjacent to the precinct is as follows:

Main Members Car Park	2,300 spaces
Public Car Park	4,200 spaces
Centre of Course	4,500 spaces

Car Parking in	

Name of Incorporated Parking Precinct Plan	Requirement
the Special Use Zone Schedule 2 – Royal Melbourne Showgrounds	**3.0 Decision Guidelines** Before deciding on an application to use land within the precinct the responsible authority must consider, as appropriate: ▪ The particular use proposed with regard to the likely car parking demands generated. ▪ The proposed locations and capacities of car parking areas, both within and adjacent to the precinct, in meeting likely car parking demands. ▪ The likely contribution of public transport in mitigating car parking demands. ▪ The points of ingress and egress for vehicular traffic to and from the precinct related to the particular use. ▪ The management of car parking with regard to the Land Management Plan for the precinct, and management arrangements for particular types of events. ▪ The safety and security of persons using car parking areas. ▪ The concurrent use of other land or buildings within the precinct and the likely additional parking space demands generated and availability of parking spaces. Before deciding on an application to construct a building or construct or carry out works within the precinct the responsible authority must consider as appropriate: ▪ The proposed location and capacities of car parking areas both within and adjacent to the precinct in meeting likely car parking demands to be generated by uses within the development. ▪ The points of ingress and egress for vehicular traffic to and from the proposed buildings or works at the precinct boundary. ▪ The adequacy of the access ways to be used for vehicular traffic to and from the proposed buildings and works. ▪ The safety of pedestrians within the precinct. ▪ The proposed security within car parking areas. ▪ The proposed landscaping or screening of car parking areas.
Car Parking in the Docklands Zone	**1.0 Permit requirement** A permit is required to provide car parking spaces in excess of the car parking rates in Table A of this Schedule. This

Name of Incorporated Parking Precinct Plan	Requirement
	requirement does not apply if a specific provision or exemption is provided for land within one of the Schedules to the Docklands Zone, as described in Clauses 2.1 – 2.6 of this Schedule. Where a use is not listed in this Parking Precinct Plan, car parking should be provided at a rate of one car space per 100sqm gross floor area (GFA). Car parking rates for the Docklands Zone are based on a maximum rather than a minimum provision of car spaces for each land use category. A permit is required for a public car park facility. **Table A** **Use** — **All areas covered by Docklands Zone** Dwelling — 1.5 spaces/dwelling Office — 1 space per 100sqm GFA Industry — 1 space per 150sqm GFA Place of assembly — 1 space per 100sqm GFA Retail premises — 1 space per 100sqm GFA
Car Parking in the Docklands Zone	**2.0 Requirements for specific locations** ***2.1 Car parking rates for Schedules to the Docklands Zone***

Name of Incorporated Parking Precinct Plan	Requirement
	A permit is not required for car parking if it complies with the following:

Use	Yarra's Edge (DZ1)	Victoria Harbour (DZ2)	Batman's Hill (DZ3)	Comtech port (DZ5)	Business Park (DZ6)
Dwelling	2 spaces per dwelling	2 spaces per dwelling	2 spaces per dwelling		
Film studios (per 100sqm gross floor area)					3.5 spaces
Office (per 100sqm gross floor area)	2 spaces	2.5 spaces	1.5 spaces	2 spaces	3 spaces
Place of assembly (per 100sqm gross floor area)					2 spaces
Residential hotel					0.4 spaces per room
Retail premises (per 100sqm gross floor area)	4 spaces	4 spaces (Area A in the map to this schedule) 3 spaces (Area B in the map to this schedule) 2 spaces (Area C in the map to this schedule)	1 space		4 spaces

Car Parking in the Docklands Zone

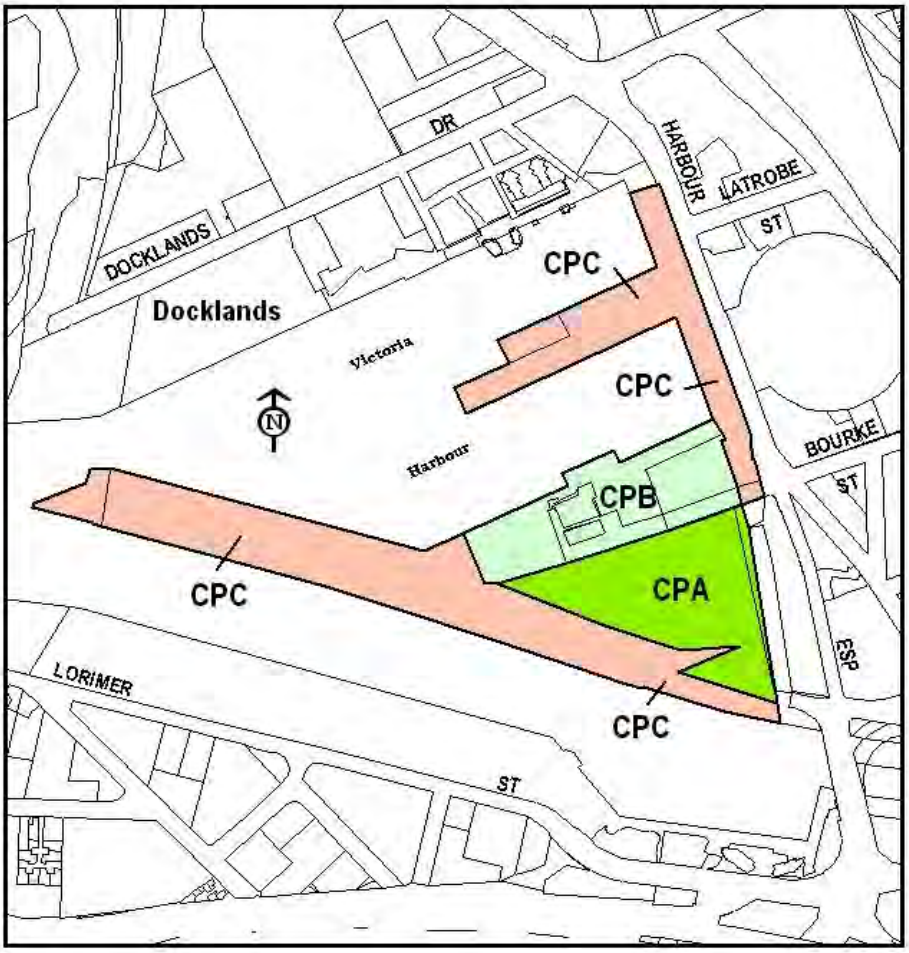
2.2 Major Sports & Recreation Facility

A permit is not required for car parking associated with the Major Sports & Recreation Facility if it complies with the following:

Name of Incorporated Parking Precinct Plan	Requirement
	Within the Batman's Hill Precinct (DZ3) • The car spaces are available for use in association with the Major Sports and Recreation Facility, to the satisfaction of the responsible authority. • The total number of spaces does not exceed 1,800. • Vehicular access to the car parks in the Batman's Hill Precinct are designed to avoid conflicts with the major pedestrian movement access routes through and within the Batman's Hill Precinct to the satisfaction of the responsible authority.
	Within the Stadium Precinct (DZ4) • The total number of spaces does not exceed 3,600. • The car spaces are constructed as a component of or in association with the Major Sports and Recreation Facility. • Vehicular access to the car parks in the Docklands Stadium Precinct are designed to avoid conflicts with the major pedestrian movement access routes for the Major Sports and Recreation Facility to the satisfaction of the responsible authority. • The provision of car parking spaces in excess of 2,600 and the access arrangements of these spaces are demonstrated to be consistent with the efficient operation of the Melbourne Docklands area road network to the satisfaction of the responsible authority. • On land at the north-west of the Major Sports and Recreation Facility, no more than 500 spaces.
	Within Comtechport (DZ5) • The total number of spaces within the precinct does not exceed 600. • The car spaces are available for use in association with the Major Sports and Recreation Facility, to the satisfaction of the responsible authority.
Car Parking in the Docklands Zone	***3.0 Layout and design of parking spaces and structures*** • Car parking spaces should not be visible from any street frontage or the waterfront. This does not apply to a ground level car space for the use of a dwelling and which adjoins or

Name of Incorporated Parking Precinct Plan	Requirement
	forms part of that dwelling in accordance with a planning permit to the satisfaction of the responsible authority. • The dimensions of car spaces and access to such car spaces, should be consistent with the provisions of AS 2890.1- 1993. • Parking structures should be carefully designed with articulated facades containing active edges to principal streets and public spaces. • Vehicular access to parking and service areas should be designed to minimise disruption to pedestrian movements and minimise their visual impact on architectural and streetscape qualities. • Open lot car parks are discouraged on all principle frontages. ***4.0 Decision Guidelines*** Before deciding on an application to use or develop land for car parking, the responsible authority must consider, as appropriate: • Any relevant Local Planning Policies. • Any effect on vehicle and pedestrian traffic in the area, including in the context of any future changes in car parking and traffic conditions. • The safety and convenience of pedestrians moving to and from and within the car parking facility, including lighting levels, surveillance systems, signage and visibility. • Whether the development includes bicycle and motor cycle parking. • The particular use proposed with regard to the likely car parking demands generated. • The proposed locations and capacities of car parking areas, both within and close to the site in meeting likely car parking demands. • The likely contribution of public transport in mitigating car parking demands.
Car Parking in the Docklands Zone	***4.0 Decision Guidelines cont.*** • The points of ingress and egress for vehicular traffic. • The management of car parking and management

Name of Incorporated Parking Precinct Plan	Requirement
	arrangements for events. • The proposed landscaping and screening of car parking facilities and areas. • The extent to which the proposed access point would conflict with any proposal to limit or prohibit traffic in certain roads. • The provisions for parking and loading of vehicles and access of parking spaces and loading bays on land and water.

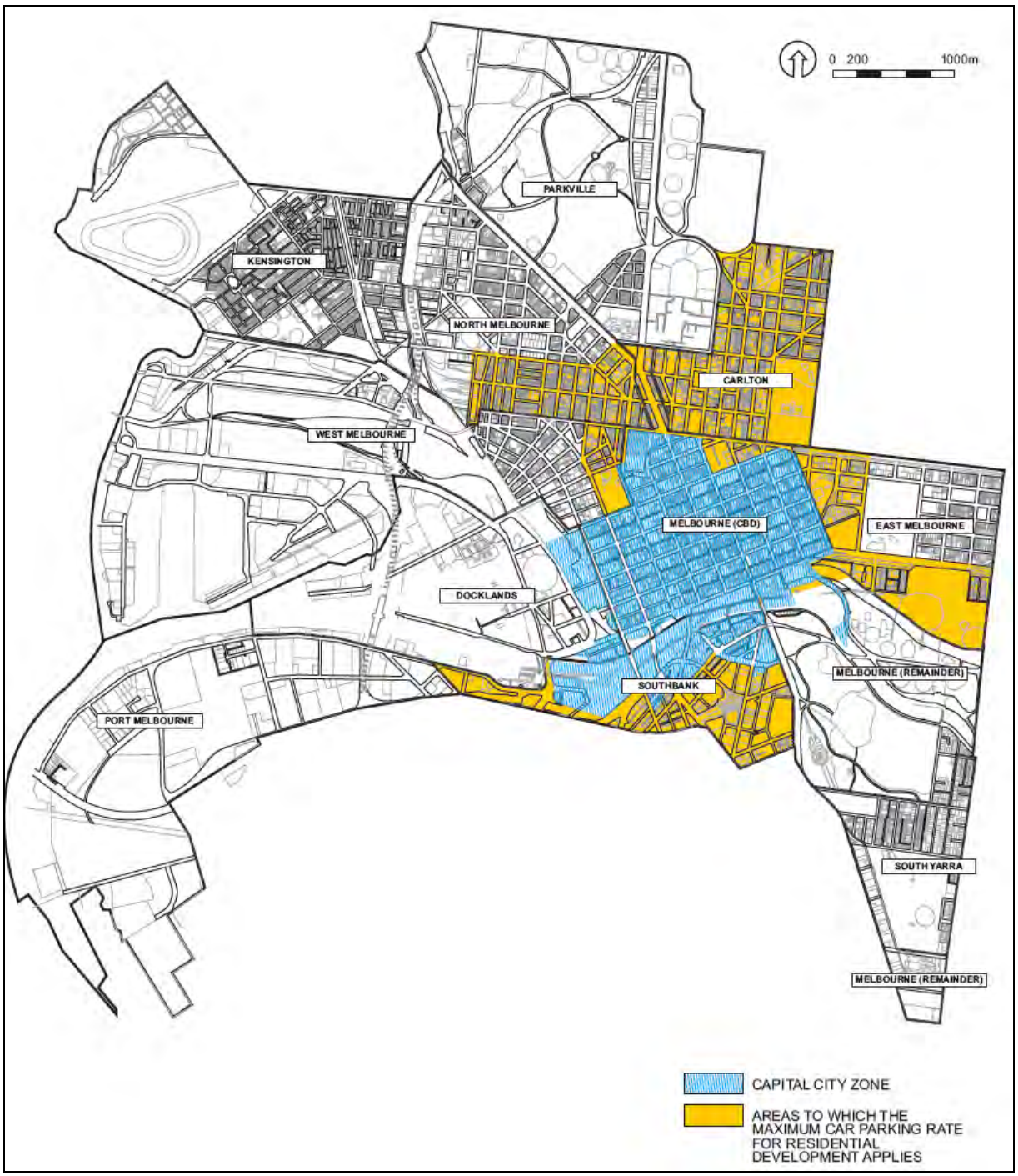


LEGEND

CPA	CAR PARKING - SCHEDULE AREA A
CPB	CAR PARKING - SCHEDULE AREA B
CPC	CAR PARKING - SCHEDULE AREA C

Map to *Car Parking in Docklands Zone* Parking Precinct Plan

Name of Incorporated Parking Precinct Plan	Requirement
Car parking provision for residential development in specific inner city areas of Melbourne	***1.0 Permit Requirement*** A permit is required to provide car parking spaces in excess of the car parking rates specified in Table A of this schedule. Car parking rates for the areas shown in the map to this schedule are based on a maximum rather than minimum provision of car spaces for each land use category. **Table A** **Use** — **All areas specified in the map to this schedule** Dwelling — 1 space / dwelling
	2.0 Decision Guidelines Before deciding on an application which seeks to increase the maximum number of car parking spaces, the responsible authority must consider as appropriate: • Any relevant Local Planning Policies. • Any empirical analysis which supports a variation in the number of car parking spaces that should be provided. • The particular characteristics of the proposed use with regard to the likely car parking demands generated. • The availability of car parking in the locality. • The likely contribution of public transport in mitigating car parking demands. • Whether the development includes bicycle and motorcycle parking. NB: *The occupiers of any dwellings approved by permit subject to the provisions of this Schedule may not be eligible for Resident Priority Parking Permits.*



Map to *Car Parking Provision for Residential Development in Specific Inner City Areas of Melbourne* Precinct Plan

22/01/2009
C84

SCHEDULE TO CLAUSE 52.06-6

Name of Incorporated Parking Precinct Plan	Requirement
Glen Waverley Principal Activity Centre Parking Precinct Plan – May 2008	**1.0 Car Parking Rates** Shop (other than beauty salon/hairdresser) 4 spaces per 100 sq m of leasable floor area. Restaurant 0.45 space per seat available to the public. Beauty salon/hairdresser 6 spaces per 100 sq m of leasable floor area All other uses in accordance with the table to Clause 52.06-5.
	2.0 Off-Site Parking Provision A cash contribution in the amount of **$**11,000.00 (plus GST) in respect of each car parking space or part thereof which is required under this Scheme and which is not provided on the land (but net of car parking credits) must be paid to the responsible authority. The amount of **$**11,000.00 (plus GST) is to be adjusted annually from 1 July 2009 using the CPI (all groups) as the index.
	3.0 Other Requirements A permit cannot be granted to reduce the car parking requirement for shop to less than 4 spaces per 100 sq m of leasable floor area or waive the parking requirement unless car parking credits exist. A permit cannot be granted to reduce the car parking requirement for restaurant to less than 0.45 space to each seat available to the public or waive the parking requirement unless car parking credits exist. A permit cannot be granted to reduce the car parking requirement for beauty salon/hairdresser to less than 6 spaces per 100 sq m of leasable floor area or waive the parking requirement unless car parking credits exist. Where car parking credits exist: ▪ the reduction in the amount of carparking must not be greater than the extent of the credit; and ▪ the quantum of the credit must be determined having regard to the rates set out in this scheme. A permit cannot be granted to reduce or waive the car parking requirement for any other use, except dwelling, on the basis of: ▪ The availability of car parking in the locality. ▪ The availability of public transport in the locality. ▪ Any reduction in car parking demand due to the sharing of car spaces by multiple uses, either because of variation of car parking demand over time or because of efficiencies gained from the consolidation of shared car parking spaces. ▪ Any empirical assessment; or ▪ Any other relevant consideration.

In any permit that authorises or results in the extension of floor space or an increase in patron numbers in respect of any existing use the amount of car parking spaces required by the responsible authority must be consistent with the amount specified in the scheme for that use.

Until the responsible authority is paid contributions and/or an agreement has or agreements have been made under section 173 of the Act guaranteeing future payment of contribution(s) for 260 car parking spaces, any permit for:

- the use of land for restaurant;
- the waiver or reduction of car parking spaces in connection with any use;
- the expansion of floor area of any use which results in more useable space for patrons;
- the issue of a new permit for an existing use which authorises a higher number of patrons within an existing or redeveloped building or increases the hours of use of an existing use; or
- the use or development of any land for a use, except dwelling, in section 1 or 2 of the Business 1 Zone, (including innominate uses),

must contain a condition to the following effect:

> Before the use or development begins, a payment of **$**11,000.00 (plus GST) indexed by CPI (all groups) from 1 July 2009 must be paid to the responsible authority for:
>
> - each car parking space or part thereof required under this Scheme, or
> - where a rate is not specified, then the rate determined by the responsible authority
>
> and which cannot be provided on the land (net of car parking credits).
>
> Or alternatively:
>
> Before the use or development begins, the owner of the land must enter into an agreement under section 173 of the Act in which the owner agrees to pay **$**11,000.00 (plus GST) indexed by CPI (all groups) from 1 July 2009 to the responsible authority for:
>
> - each car parking space or part thereof specified under this Scheme; or
> - where a rate is not specified, as determined by the responsible authority
>
> and which cannot be provided on the land (net of car parking credits).
>
> The agreement may provide for the payment of the contribution in instalments plus an interest component equivalent to the interest payable on unpaid rates and charges under the *Local Government Act* 1989 and it must provide that all instalments and accrued interest are paid within 5 years of the first instalment.
>
> The agreement must provide that the contribution is to be indexed according to the CPI (all groups) from 1 July 2009 until it is paid.
>
> The agreement must also provide for the owner to pay Council's costs of preparing, registering and then upon its ending, de-registering the agreement.

Name of Incorporated Parking Precinct Plan	Requirement
Oakleigh Major Activity Centre Parking Precinct Plan – April 2007	**1.0 Car Parking Rates** Shop (other than beauty salon/hairdresser) 3.1 spaces per 100 sq m of leasable floor area. Restaurant 0.31 space per seat available to the public. Beauty salon/hairdresser 1 spaces per work station. All other uses in accordance with the table to Clause 52.06-5.
	2.0 Off-Site Parking Provision A cash contribution in the amount of $6,000 (plus GST) in respect of each car parking space or part thereof which is required under this Scheme and which is not provided on the land (but net of car parking credits) must be paid to the responsible authority. The amount of $6,000 (plus GST) is to be adjusted annually from 1 July 2008 using the CPI (all groups) as the index.
	3.0 Other Requirements A permit cannot be granted to reduce the car parking requirement for shop to less than 3.1 spaces per 100 sq m of leasable floor area unless car parking credits exist. A permit cannot be granted to reduce the car parking requirement for restaurant to less than 0.31 space to each seat available to the public unless car parking credits exist. A permit cannot be granted to reduce the car parking requirement for beauty salon/hairdresser to less than 1 spaces per work station unless car parking credits exist. A permit cannot be granted to reduce or waive the car parking requirement for any other use, except dwelling, on the basis of: ▪ The availability of car parking in the locality. ▪ The availability of public transport in the locality. ▪ Any reduction in car parking demand due to the sharing of car spaces by multiple uses, either because of variation of car parking demand over time or because of efficiencies gained from the consolidation of shared car parking spaces. ▪ Any empirical assessment; or ▪ Any other relevant consideration. In any permit that authorises or results in the extension of floor space or an increase in patron numbers the amount of car parking spaces determined by the responsible authority must be consistent with the amount specified in the scheme for that use. Where car parking credits exist: ▪ the reduction in the amount of carparking must not be greater than the extent of the credit; and ▪ the quantum of the credit must be determined having regard to the rates set out in this scheme. Until the responsible authority is paid contributions and/or an

agreement has or agreements have been made under section 173 of the Act guaranteeing future payment of contribution(s) for 195 car parking spaces, any permit for:

- the use of land for restaurant;
- the waiver or reduction of car parking spaces in connection with any use;
- the expansion of floor area of any use which results in more useable space for patrons;
- the issue of a new permit for an existing use which authorises a higher number of patrons within an existing or redeveloped building or increases the hours of use of an existing use; or
- the use or development of any land for a use, except dwelling, in section 1 or 2 of the Business 1 Zone, (including innominate uses),

must contain a condition to the following effect:

> Before the use or development begins, a payment of $6,000 (plus GST) indexed by CPI from 1 July 2008 must be paid to the responsible authority for:
>
> - each car parking space or part thereof required under this Scheme, or
> - where a rate is not specified, then the rate determined by the responsible authority
>
> and which cannot be provided on the land (net of car parking credits).
>
> Or alternatively:
>
> Before the use or development begins, the owner of the land must enter into an agreement under section 173 of the Act in which the owner agrees to pay $6,000 (plus GST) indexed by CPI from 1 July 2008 to the responsible authority for:
>
> - each car parking space or part thereof specified under this Scheme; or
> - where a rate is not specified, as determined by the responsible authority
>
> and which cannot be provided on the land (net of car parking credits).
>
> The agreement may provide for the payment of the contribution in instalments plus an interest component equivalent to the interest payable on unpaid rates and charges under the *Local Government Act* 1989 and it must provide that all instalments and accrued interest are paid within 5 years of the first instalment.
>
> The agreement must provide that the contribution is to be indexed according to the CPI (all groups) from 1 July 2008 until it is paid.
>
> The agreement must also provide for the owner to pay Council's costs of preparing, registering and then upon its ending, de-registering the agreement.

Appendix B

Study Area Car Parking Supply and Demand Results

Parking Occupancy Survey

Area **A to N**
Location **Box Hill Central Activity District**
Weather **Overcast**

								Thursday, 6 December 2012																Saturday, 8 December 2012																	
	Street	From	To	Side	Restriction	Frontage Type	Supply	6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM
	Avon St	Severn St	Thamse St	W	2P ticket 8:30a-9p Mon-Sat	Resident	11	1	2	5	9	11	11	10	11	11	10	10	9	5	7	6	6	4	1	2	2	3	4	5	6	6	6	5	5	5	4	3	3	2	2
				E	2P ticket 8:30a-9p Mon-Sat	Resident	7	3	4	5	6	7	6	7	7	6	7	7	6	4	5	4	3	3	1	1	2	2	3	4	4	5	5	5	4	4	3	3	2	1	1
	Barwon St	Elgar Rd	Wattle St	S	2P 7:30a-7:30p Mon-Fri	Resident	20	3	4	5	6	7	7	8	8	7	7	6	6	5	5	5	4	4	4	4	10	20	20	18	4	3	3	3	3	3	3	3	3	3	3
				N	Bus Zone	School	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Off Street Carpark		N	2P 7:30a-7:30p Mon-Fri	School	9	4	4	4	4	5	5	6	6	6	5	4	3	2	3	3	3	3	3	4	0	0	0	0	4	3	3	3	3	4	4	3	3	2	2
					3P 7:30a-7:30p Mon-Fri		125	0	0	2	4	8	13	15	16	14	13	12	10	7	5	4	3	1	3	13	60	125	125	110	20	5	4	4	3	3	2	2	2	2	2
					No Standing 7a-7p Mon-Fri; authorised vehicles excepted		3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	3	2	0	0	0	0	0	0	0	0	0	0	0
					P disabled		2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2	0	0	0	0	0	0	0	0	0	0	0
					PZ; staff permit 9a-6p Mon-Fri		9	0	3	4	4	4	4	5	5	5	4	4	2	0	0	0	0	0	0	3	5	9	9	8	4	0	0	0	0	0	0	0	0	0	0
					3P disabled 8a-6p Mon-Fri		2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	2	2	0	0	0	0	0	0	0	0	0	0	0
	Elgar Rd	Shannon St	Willow St	E	Clearway 6:30a-9:30a; 4p-6:30p Mon-Fri	Resident	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				W	Clearway 6:30a-9:30a; 4p-6:30p Mon-Fri	Park	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Off Street Carpark	No544	E	Private	Medical	5	0	1	0	0	1	2	3	2	2	3	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Willow St	Barwon St	E	Clearway 6:30a-9:30a; 4p-6:30p Mon-Fri	Resident	12	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0
					Clearway 6:30a-9:30a; 4p-6:30p Mon-Fri		9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Willow St	Dunloe Ave	W	Clearway 6:30a-9:30a; 4p-6:30p Mon-Fri	Resident	6	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0
					Clearway 6:30a-9:30a; 4p-6:30p 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	0	0	0	0	0	0	0	0	0	0	0	0	0
		Dunloe Ave	Barwon St	W	Clearway 6:30a-9:30a; 4p-6:30p Mon-Fri	Resident	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Barwon St	Severn St	E	Clearway 6:30a-9:30a; 4p-6:30p Mon-Fri	Resident	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				W	Clearway 6:30a-9:30a; 4p-6:30p Mon-Fri	Resident	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Severn St	Thames St	E	Clearway 6:30a-9:30a; 4p-6:30p Mon-Fri; Bus Zone	Resident	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
					Clearway 6:30a-9:30a; 4p-6:30p Mon-Fri; 1P 9:30a-4p Mon-Fri		3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3	3	3	3	3	3	3	2	0	0	0	0	0	0	0
				W	Clearway 6:30a-9:30a; 4p-6:30p Mon-Fri; 1P 9:30a-4p Mon-Fri	Resident	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	1	1	1	1	1	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	0	0	0	0	0	0	0	0	0	0	0	0
					Clearway 6:30a-9:30a; 4p-6:30p Mon-Fri; 1P 9:30a-4p Mon-Fri		3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3	3	3	3	3	3	3	2	0	0	0	0	0	0	0
		Off street carparks	No 498	E	Private	Medical	6	0	0	0	2	2	3	3	4	2	3	3	2	2	1	0	0	0	0	0	0	0	2	2	3	3	3	2	2	2	0	0	0	0	0
			No 496	E	Private	Medical	11	0	0	0	2	3	5	6	5	6	5	4	4	3	2	0	0	0	0	0	0	0	2	3	3	5	3	4	3	3	2	0	0	0	0
	Grenville St	Willow St	Shannon St	E	Unrestricted	Resident	11	4	11	11	11	11	11	11	11	11	11	10	7	4	4	3	2	2	2	2	2	2	2	1	1	0	0	0	0	0	0	0	0	0	0
				W	2P 8a-6p Mon-Fri	Resident	7	2	2	2	2	2	2	2	2	2	2	2	1	1	1	2	2	2	2	2	2	2	2	2	1	1	1	1	1	1	1	2	2	2	2
	Hillside Pde	Wattle St	End	N	2P 7:30a-7:30p Mon-Fri	Resident	6	2	2	2	2	2	2	2	2	2	2	1	1	1	1	1	0	0	1	1	1	1	1	2	2	3	3	3	2	2	2	2	2	2	2
				S	2P 7:30a-7:30p Mon-Fri	Resident	8	5	4	4	4	3	3	3	3	3	3	3	3	3	4	5	6	6	5	5	5	5	5	6	6	6	6	6	5	5	5	5	5	5	5
		Wattle St	Nelson Rd	S	2P 7:30a-7:30p Mon-Fri	Resident	6	1	1	1	1	1	1	1	1	1	2	2	2	2	2	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	1
				N	2P 7:30a-7:30p Mon-Fri	Resident	9	1	1	1	2	2	3	3	3	3	2	2	2	1	1	1	1	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
A	Nelson Rd	Thames St	Severn St	W	2P ticket 8:30a-9p Mon-Sat	Resident	3	2	3	6	2	3	2	3	2	3	3	2	3	2	2	2	0	0	0	0	0	1	2	3	3	3	3	2	3	2	1	1	2	1	1
					WZ 7a-6:30p Mon-Fri; 7a-5p Sat		2	0	2	2	2	2	2	2	2	2	2	2	2	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
					2P ticket 8:30a-9p Mon-Sat		3	1	2	2	2	2	2	3	3	3	2	2	2	1	1	2	2	1	0	0	0	0	1	2	3	3	2	3	3	2	3	3	2	2	2	2
		Off street carpark	No 65	W	Private	Medical	9	0	0	0	1	2	3	5	4	5	3	5	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Severn St	Medway St	W	2P 7:30a-7:30p Mon-Fri	Resident	8	4	6	6	6	7	8	8	8	7	8	7	8	7	7	6	4	4	4	5	7	8	8	7	8	8	8	7	7	8	8	7	6	5	4
		Medway St	Tyne St	W	2P 7:30a-7:30p Mon-Fri	Resident	8	2	2	4	6	7	7	8	8	7	7	8	7	6	7	6	5	4	2	3	4	6	6	7	7	7	7	6	6	6	6	6	6	6	6
		Tyne St	Hillside Pde	W	2P 7:30a-7:30p Mon-Fri	Resident	1	0	0	0	1	1	1	1	1	1	1	1	1	1	1	0	0	0	0	0	0	0	0	0	1	1	1	1	1	1	1	1	1	1	1
		Hillside Pde	Clyde St	W	2P 7:30a-7:30p Mon-Fri	Resident	5	0	0	0	1	1	1	2	2	3	3	2	2	1	1	0	0	0	0	0	0	1	1	1	1	1	1	1	1	1	1	1	0	0	0
		Clyde St	Shannon St	W	2P 7:30a-7:30p Mon-Fri	Resident	8	1	1	1	1	2	2	2	2	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Severn St	Elgar Rd	Avon St	S	Bus Zone	Resident	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
					2P 7:30a-7:30p Mon-Fri		7	3	3	5	6	7	7	7	6	7	7	6	7	5	6	5	5	4	3	4	5	6	7	7	5	6	7	7	5	5	4	2	2	3	3	3
				N	Bus Zone	Resident	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
					2P 7:30a-7:30p Mon-Fri		11	7	9	9	10	10	11	11	10	11	10	11	10	9	8	7	6	6	7	8	9	10	10	10	11	11	11	10	8	6	4	4	3	2	2
		Avon St	Nelson Rd	S	Bus Zone	Resident	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
					2P 7:30a-7:30p Mon-Fri		8	6	7	7	7	8	8	8	7	8	8	8	7	7	6	6	6	5	6	7	7	7	7	6	6	6	6	6	7	7	7	7	7	7	6
					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	0	0	0	0	0	0	0	0	0	0	0	0
				N	Bus Zone	Resident	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
					2P 7:30a-7:30p Mon-Fri		11	8	8	9	10	11	11	11	10	11	11	10	10	9	9	8	8	7	7	8	9	10	10	11	11	11	11	10	10	8	6	6	6	5	5
					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	0	0	0	0	0	0	0	0	0	0	0	0
	Shannon St	Nelson Rd	Olympiad Cre	N	No Standing	Resident	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				S	2P 8a-6p Mon-Fri	Resident	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Olympiad Cre	Grenville St	N	Unrestricted	Resident	3	2	2	2	2	3	3	3	3	3	2	2	1	1	1	0	0	0	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				S	2P 8a-6p Mon-Fri	Resident	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Grenville St	Olympiad Cre	N	Unrestricted	Resident	1	1	1	1	1	1	1	1	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	1	1	0	0	0	0	0
				W	No Standing	Resident	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Olympiad Cre	Elgar Rd	N	Unrestricted	Resident	3	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				S	2P 8a-6p Mon-Fri	Resident	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
	Thames St	Nelson Rd	Avon St	N	Workzone 7a-6:30p Mon-Fri; 7a-5p Sat	Resident	3	1	3	3	3	3	3	3	3	3	3	3	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
					2P ticket 8:30a-9p Mon-Sat		9	5	6	7	8	9	9	9	8	9	9	9	8	9	8	7	6	5	0	0	0	0	0	3	4	5	6	7	8	8	8	7	8	9	7
		off street carpark	No. 120	N	Fencing bound for contruction	Medical		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Avon St	Rodgerson St	N	2P ticket 8:30a-9p Mon-Sat	Resident	7	3	3	4	5	6	7	7	7	6	7	7	7	5	5	4	3	3	2	2	3	3	4	4	5	5	5	6	6	6	5	4	3	1	1
		Rodgerson St	Elgar Rd	N	2P ticket 8:30a-9p Mon-Sat	Resident	3	1	1	6	2	3	3	3	3	2	3	3	2	1	2	2	3	2	1	1	2	2	2	3	3	3	3	2	3	3	3	3	2	2	2
	Wattle St	Banwon St	Hillside Pde	E	2P 7:30a-7:30p Mon-Fri	Resident	12	1	1	1	0	0	0	0	0	0	0	0	0	0	1	2	3	2	3	3	6	11	12	12	4	2	1	1	1	1	1	1	1	1	1
				W	2P 7:30a-7:30p Mon-Fri	Resident	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	8	8	8	6	1	1	0	0	0	0	0	0	0	0
	Willow St	Elgar Rd	Grenville St	S	Unrestricted	Park/Resident	32	8	30	30	31	32	32	32	32	32	31	29	16	9	7	6	4	5	3	3	3	4	4	4	4	3	3	3	3	4	4	4	3	3	3
				N	2P 8a-6p Mon-Fri	Resident	23	2	2	2	2	1	1	1	1	2	2	2	3	3	3	2	2	2	3	3	4	4	4	3	3	2	2	2	2	2	3	3	3	3	3

Parking Occupancy Survey

Area **A to N**
Location **Box Hill Central Activity District**
Weather **Overcast**

								Thursday, 6 December 2012																Saturday, 8 December 2012																	
	Street	From	To	Side	Restriction	Frontage Type	Supply	6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM
B	Clyde St	Nelson Rd	Station St	S	2P 8a-6p Mon-Fri	Resident	27	1	1	1	1	2	2	2	2	2	2	2	2	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				N	Unrestricted	Resident	38	18	38	38	38	37	36	36	34	33	31	27	34	14	15	14	13	15	12	13	14	14	15	14	13	12	13	15	15	16	15	14	14	15	15
	Medway St	Nelson Rd	Station St	S	2P 8a-6p Mon-Fri	Resident	30	15	16	17	18	19	20	20	21	22	22	21	21	20	19	18	16	15	13	14	15	16	17	18	19	19	20	20	19	18	18	18	17	17	16
				N	Unrestricted	Resident	37	22	36	36	37	37	37	37	37	36	35	33	30	26	24	22	20	18	15	15	16	17	18	19	20	20	21	22	22	21	20	20	21	20	20
	Nelson Rd	Thames St	Severn St	E	2P ticket 8:30a-9p Mon-Sat	Resident	7	4	5	5	6	7	6	7	7	6	7	6	6	5	5	4	3	3	1	1	1	2	4	5	6	6	6	6	5	5	5	5	4	4	4
		Off Street Carparks	No.60	E	Private	Medical	6	0	0	0	1	2	2	3	2	1	2	3	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Severn St	Medway St	E	2P 7:30a-7:30p Mon-Fri	Resident	6	4	5	5	6	6	6	6	6	6	5	6	6	6	5	5	4	4	4	5	6	6	6	6	6	6	6	6	5	5	5	5	5	5	5
		Medway St	Tyne St	E	2P 7:30a-7:30p Mon-Fri	Resident	9	2	3	5	8	9	9	8	9	9	8	8	7	6	7	8	9	7	2	4	7	8	8	9	8	9	8	8	8	7	7	7	8	8	8
		Tyne St	Hillside Pde	E	2P 7:30a-7:30p Mon-Fri	Resident	3	1	2	2	2	3	3	3	3	3	3	2	2	1	1	1	1	1	0	0	0	0	0	1	1	1	1	1	1	0	0	0	0	0	0
		Hillside Pde	Clyde St	E	2P 7:30a-7:30p Mon-Fri	Resident	5	0	0	0	0	1	2	2	2	2	1	1	0	0	0	0	0	0	0	0	0	0	1	2	3	3	3	2	2	0	0	0	0	0	0
		Clyde St	Shannon St	E	2P 7:30a-7:30p Mon-Fri	Resident	7	0	0	0	0	1	1	1	0	0	0	1	1	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Severn St	Station St	Nelson Rd	N	No Standing 7a-9:30a; 4p-6p Mon-Fri	Resident	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
					2P 7:30a-7:30p Mon-Fri		23	18	19	19	20	20	18	19	19	17	15	14	13	12	15	18	20	17	16	18	20	20	20	21	21	21	21	20	20	21	21	21	21	20	19
				S	No Standing 7a-9:30a; 4p-6p Mon-Fri	Resident	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
					2P 7:30a-7:30p Mon-Fri		25	14	12	13	14	15	16	18	19	19	18	18	17	17	18	20	22	17	18	18	21	21	22	23	23	22	22	20	18	15	11	15	18	21	20
	Shannon St	Nelson Rd	Simmons St	S	2P 8a-6p Mon-Fri	Resident	8	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				N	Unrestricted	Resident	10	3	8	8	8	8	7	7	7	7	6	6	5	3	3	3	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Simmons St	Ovens St	S	2P 8a-6p Mon-Fri	Resident	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				N	Unrestricted	Resident	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	3	3	3	3	2	2	1	0	0	0	0
		Ovens St	Station St	S	2P 8a-6p Mon-Fri	Resident	4	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				N	Unrestricted	Resident	7	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Station St	Shannon St	Clyde St	W	Unrestricted	Resident	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Clyde St	Tyne St	W	2P 8a-6p Mon-Fri	Resident	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Tyne St	Medway St	W	Bus Zone	Resident	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
					Unrestricted		4	0	2	2	3	3	3	3	3	3	3	3	2	2	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Medway St	Severn St	W	Unrestricted	Resident	10	5	10	10	10	10	10	10	10	10	9	8	7	4	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Severn St	Thames St	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	0	0	0	0	0	0	0	0	0	0	0	0
					No Standing 7a-9a; 4p-6p Mon-Fri; 1P 9a-4p Mon-Fri; 8:30a-12:30p Sat		3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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; 4p-6p Mon-Fri; LZ 30mins all other times		1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	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; 4p-6p Mon-Fri; 1P 9a-4p Mon-Fri; 8:30a-12:30p Sat		2	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0
	Thames St	Nelson Rd	Station St	N	Bus Zone	Resident	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
					2P 8a-6p Sat-Sun; 7:30a-7:30p Mon-Fri		29	19	17	19	22	22	23	25	24	24	23	23	22	21	19	15	11	12	13	11	12	16	20	23	24	21	23	22	21	20	19	17	15	11	10
		Off Street Carparks	Next Nelson Rd	N	Private	Medical	10	1	1	1	2	3	4	3	4	3	4	4	3	3	1	0	0	0	1	1	2	2	3	3	2	2	2	2	1	1	1	1	1	1	1
			No.106		Private	Medical	12	0	0	0	1	3	3	4	4	3	3	4	3	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	2	2	2
			No.66		Unrestricted	Public	31	16	31	31	31	31	31	31	31	31	31	29	26	18	16	14	10	7	11	12	15	17	19	22	23	20	20	19	17	14	10	9	6	4	3
	Tyne St	Station St	Nelson Rd	N	Unrestricted	Resident	38	18	38	38	38	38	37	37	36	35	32	31	27	25	18	14	9	11	8	8	8	8	8	8	8	8	8	5	9	9	9	9	9	9	9
				S	2P 8a-6p Mon-Fri	Resident	30	1	1	1	1	2	2	2	2	2	3	3	3	3	3	2	2	2	2	2	2	2	2	3	3	3	3	3	3	3	3	3	3	3	3

Parking Occupancy Survey

Area **A to N**
Location **Box Hill Central Activity District**
Weather **Overcast**

	Street	From	To	Side	Restriction	Frontage Type	Supply	Thursday, 6 December 2012																Saturday, 8 December 2012																
								6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM
	Clyde St	Loddon St	Watts St	N	Unrestricted	Resident	25	5	5	5	4	4	4	3	3	4	4	4	5	5	5	5	4	4	5	6	7	7	6	5	5	4	4	4	4	4	5	5	5	5	5	5
				S	Unrestricted	Resident	23	8	7	7	6	6	5	5	5	6	7	8	9	10	9	8	7	7	6	6	5	5	5	5	4	4	4	4	5	5	5	6	6	6	6	6
		Watts St	Station St	N	Unrestricted	Resident	10	3	5	5	5	4	4	3	3	3	4	4	3	3	3	3	2	2	3	3	3	3	3	4	4	4	4	4	4	4	4	4	3	3	3	3
				S	Unrestricted	Resident	9	2	2	2	2	2	2	2	2	2	2	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
		Dorking Rd	Mersey St	S	Unrestricted	Resident	7	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	1	1	1	1	1	1	1	0	0	0	0	0	0	0	0	0	1	1	1	1
				N	Unrestricted	Resident	10	0	0	0	0	0	0	0	0	0	0	1	1	1	1	1	1	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
		Mersey St	Loddon St	S	Unrestricted	Resident	8	0	0	0	0	0	1	1	1	1	0	0	0	0	0	1	1	1	0	0	0	0	0	1	1	1	1	1	1	0	0	0	0	1	1	1
				N	Unrestricted	Resident	10	1	1	1	1	0	0	0	0	2	2	3	3	4	4	3	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Dorking Rd	Clyde St	Tyne st	W	Bus Zone	Resident	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
					Unrestricted		4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Clyde St	Cameron 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	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Cameron st	Tyne st	E	Bus Zone	Resident	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
					Unrestricted		2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Tyne St	Medway st	W	Unrestricted	Resident	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Tyne St	Lexton 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	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Lexton rd	Medway st	E	Unrestricted	Resident	4	1	2	2	2	1	1	1	1	1	1	1	1	1	1	1	1	2	2	2	2	2	2	1	1	1	2	2	2	2	2	2	2	2	2	2
		Medway st	Severn st	W	Unrestricted	Resident	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				E	Unrestricted	Resident	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	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	0	0	0	0	0	0	0	0	0	0	0	0	0
		Severn St	Thamse St	W	Unrestricted	Resident	6	1	1	2	3	3	4	4	4	3	3	3	2	2	2	1	1	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
				E	Unrestricted	Resident	7	2	2	2	2	1	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Loddon St	Shannon St	Clyde St	W	Unrestricted	Resident	8	1	1	1	1	2	2	2	2	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				E	Unrestricted	Resident	10	3	2	2	2	2	2	2	2	2	2	2	2	3	3	4	4	4	2	2	2	2	2	2	1	1	1	1	1	1	1	1	1	1	1	1
	Medway St	Dorking Rd	Mersey St	N	Unrestricted	Resident	9	1	1	1	2	2	3	4	4	4	3	3	2	2	2	2	2	2	0	0	0	0	0	1	1	1	1	1	1	1	2	2	2	2	2	2
				S	Unrestricted	Resident	5	2	2	2	2	2	2	2	2	2	1	1	1	1	1	1	1	1	2	2	2	2	2	2	1	1	1	1	1	1	1	2	2	2	2	2
		Mersey St	Watts St	N	Unrestricted	Resident	15	3	2	2	3	4	5	5	6	6	6	5	5	5	5	4	4	4	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
					2P 8a-6p Mon-Fri		10	4	4	4	4	4	4	4	4	4	4	3	3	3	3	2	2	2	1	1	1	1	1	2	2	2	2	2	2	2	2	2	2	2	2	2
				S	Unrestricted	Resident	24	11	14	16	17	20	22	23	22	20	20	18	14	8	8	7	6	8	3	3	3	3	3	4	4	4	4	4	5	5	5	6	6	6	6	6
		Off street carpark	No.27	S	Private	Childcare	2	0	0	1	1	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
					Private (underground) - Staff - Security gate			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Watts St	Station St	N	Unrestricted	Resident	7	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
				S	2P 8a-6p Mon-Fri	Resident	7	2	5	5	5	5	5	5	5	5	3	2	2	1	1	1	1	1	0	0	0	0	0	1	1	1	1	1	1	1	2	2	2	2	2	2
	Mersey St	Clyde St	Tyne St	W	Unrestricted	Resident	10	2	2	2	2	2	1	1	1	1	2	2	2	2	2	1	1	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
				E	Unrestricted	Resident	8	3	3	3	3	2	2	2	2	2	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
		Tyne St	Medway St	W	Unrestricted	Resident	8	1	1	1	1	1	2	2	2	2	1	1	0	0	0	1	1	1	1	1	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0
				E	Unrestricted	Resident	9	0	0	0	0	0	0	0	0	0	0	1	1	1	1	1	1	1	0	0	0	0	0	0	0	1	1	1	1	1	1	1	1	1	1	1
		Medway St	Severn St	W	Unrestricted	Resident	6	1	1	1	1	0	0	0	0	0	0	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
				E	Unrestricted	Resident	8	0	0	0	0	0	0	0	0	0	1	1	1	1	1	2	2	2	1	1	1	1	1	1	2	2	2	2	2	2	1	1	1	1	1	1
C		Severn St	Thamse St	W	Unrestricted	Resident	7	4	4	4	5	5	5	4	4	4	5	5	4	4	5	5	6	6	4	5	7	7	7	7	6	6	6	6	6	5	5	5	5	5	5	5
				E	Unrestricted	Resident	8	5	5	5	5	6	6	6	6	5	5	5	5	4	4	4	3	4	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
	Severn St	Station St	Watts St	S	Unrestricted	Resident	10	7	10	10	10	10	10	10	10	10	10	9	7	4	4	4	4	4	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
				N	2P 8a-6p Mon-Fri	Resident	9	2	2	2	2	2	2	2	2	2	2	3	3	3	3	4	4	4	2	2	2	2	2	2	3	3	3	3	3	2	2	2	3	3	3	3
		Watts St	Mersey St	S	Unrestricted	Resident	34	10	26	28	31	33	34	34	34	32	30	27	18	6	5	5	4	4	4	4	4	4	4	5	5	5	5	5	5	5	5	5	5	5	5	5
				N	2P 8a-6p Mon-Fri	Resident	29	2	2	2	1	1	0	0	0	1	1	2	2	2	2	3	3	3	4	4	4	4	4	3	3	3	3	3	3	3	3	3	3	3	3	3
		Mersey St	Dorking Rd	N	Unrestricted	Resident	6	1	1	1	1	1	1	1	1	1	2	2	2	2	2	3	3	3	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
				S	Unrestricted	Resident	6	2	2	2	2	2	1	1	1	1	1	1	1	1	2	2	3	3	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
	Shannon St	Station St	Goulburn St	S	Unrestricted	Resident	10	2	2	2	2	2	1	1	1	1	2	2	2	2	2	2	2	2	1	1	1	1	1	1	1	0	0	0	0	0	0	1	1	1	1	1
				N	Unrestricted	Resident	9	3	2	2	2	2	1	1	1	2	2	2	2	2	2	3	3	3	3	3	3	3	3	3	2	2	2	2	2	2	2	2	3	3	3	3
		Goulburn St	Compaspe St	S	Unrestricted	Resident	10	3	2	2	1	1	0	0	0	1	2	3	3	4	4	4	4	3	4	4	4	4	4	4	3	3	3	3	3	3	3	3	4	4	4	4
				N	Unrestricted	Resident	10	1	1	1	1	1	0	0	0	0	0	1	1	1	1	0	0	0	1	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0
		Compaspe St	Loddon St	S	Unrestricted	Resident	11	3	3	3	2	2	1	1	1	2	2	3	3	4	4	4	4	4	3	3	3	3	3	4	4	4	4	4	4	4	4	4	4	4	4	4
				N	Unrestricted	Resident	10	3	2	2	3	3	4	4	4	4	3	3	4	4	4	3	3	3	3	3	3	3	3	3	2	2	2	2	2	2	2	2	2	2	2	2
	Station St	Shannon St	Clyde St	E	Unrestricted	Resident	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Clyde St	Tyne St	E	Unrestricted	Resident	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Tyne St	Medway St	E	Bus Zone	Resident	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
					Unrestricted		3	0	1	1	2	2	3	3	3	3	3	2	2	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Medway St	Severn St	E	Unrestricted	Resident	8	2	7	7	8	8	8	8	8	8	8	7	6	3	3	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Severn St	Thames 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	0	0	0	0	0	0	0	0	0	0	0	0	0	0
					No Standing 7a-9a; 4p-6p Mon-Fri; 1P 9a-4p Mon-Fri; 8:30a-12:30p Sat	Shops	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
	Thames St	Station St	Watts St	N	Unrestricted	Shop	6	3	5	5	5	5	5	5	5	5	5	4	3	2	1	0	0	0	0	0	0	0	1	2	2	2	2	2	1	1	1	1	0	0	0	0
					2P 7:30a-7:30p Mon-Fri	Resident	4	0	0	0	0	1	2	2	2	2	2	1	1	0	0	0	0	0	0	0	1	1	1	2	2	2	2	2	1	1	1	0	0	0	0
		Off Street Carpark	Next Station St	N	Private	Shop	25	0	0	2	9	10	10	11	13	13	12	11	10	7	7	6	5	4	0	0	1	3	5	6	7	7	8	9	9	8	7	7	7	5	5
		Watts St	Court Ct	N	2P 7:30a-7:30p Mon-Fri	Resident	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
		Court Ct	Mersey St	N	2P 7:30a-7:30p Mon-Fri	Resident	13	2	1	1	1	0	0	0	0	0	0	1	1	2	3	5	7	6	5	5	5	5	5	5	5	5	6	6	7	7	8	8	7	7	7	7
		Mersey St	Dorking Rd	N	No Standing	Resident	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Tyne St	Station St	Watts St	S	Unrestricted	Resident	8	0	0	0	0	0	1	1	1	1	2	2	2	3	3	3	4	4	2	2	2	2	2	2	3	3	3	3	3	3	3	3	3	3	3	3
				N	Unrestricted	Resident	9	2	2	2	3	3	4	4	4	5	5	5	5	5	4	3	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
		Watts St	Mersey St	S	Unrestricted	Resident	32	10	7	8	9	10	11	11	12	12	12	12	11	11	12	12	12	10	7	7	6	8	8	8	7	7	7	7	8	8	8	7	7	7	7	7
				N	Unrestricted	Resident	27	5	3	4	4	4	3	3	3	4	4	5	5	5	6	6	7	7	13	13	13	13	13	12	12	12	12	12	10	10	11	11	12	12	12	12
		Mersey St	Dorking Rd	S	Unrestricted	Resident	6	1	1	1	1	0	0	0	0	0	0	0	1	1	1	1	1	1	0	0	0	0	0	0	1	1	1	1	1	1	0	0	0	0	0	0
				N	Unrestricted	Resident	7	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2	2	2	2	3	3	3	3	3	2	2	2	2	2	2	2
	Watts St	Clyde St	Tyne St	W	Unrestricted	Resident	8	3	2	2	3	3	4	4	4	5	5	4	4	4	4	4	4	4	5	5	5	5	4	4	4	3	3	3	3	3	3	4	4	4	4	4
				E	Unrestricted	Resident	6	3	3	3	3	3	3	3	4	4	1	4	4	3	3	3	4	4	3	3	3	3	2	2	1	1	1	1	2	2	2	2	3	3	3	3
		Tyne St	Medway St	W	Unrestricted	Resident	11	4	8	9	10	11	11	11	11	11	10	9	7	3	3	2	2	2	4	4	4	4	4	4	4	4	4	4	3	3	3	3	3	3	3	3
				E	Unrestricted	Resident	9	4	4	5	6	8	9	9	9	9	9	8	6	3	3	4	4	4	1	1	1	1	1	1	2	2	2	2	2	3	3	3	2	2	2	2
		Medway St	Severn St	W	Unrestricted	Resident	12	5	10	11	12	12	12	12	12	11	11	10	8	3	3	4	4	5	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
				E	1P 7:30a-7:30p Mon-Fri	Resident	8	2	4	4	3	3	2	1	1	2	2	3	3	2	2	1	0	0	2	2	2	2	2	2	1	1	1	1	1	1	1	1	1	1	1	1
		Severn St	Thamse St	W	Unrestricted	Resident	9	7	9	9	9	9	9	9	9	7	7	6	5	2	3	4	4	4	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
				E	1P 7:30a-7:30p Mon-Fri	Resident	7	0	0	0	0	0	1	1	2	2	1	1	0	0	0	0	0	0	2	2	2	2	2	1	1	1	1	1	1	1	1	0	0	0	0	0

Parking Occupancy Survey

Area **A to N**
Location **Box Hill Central Activity District**
Weather **Overcast**

D

							Thursday, 6 December 2012																	Saturday, 8 December 2012																
Street	From	To	Side	Restriction	Frontage Type	Supply	6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM
Arnold St	Elgar Rd	Rodgerson St	S	2P ticket 8:30a-9p Mon-Sat	Medical	7	0	3	3	3	4	4	3	3	4	4	3	3	2	1	0	0	0	0	2	2	2	2	3	3	2	2	2	1	0	0	0	0	0	0
			N	Bus Zone	Medical	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				LZ 15mins 8a-9p Mon-Fri		2	0	0	0	0	0	1	1	1	0	0	1	0	0	0	0	1	0	0	2	2	2	2	2	2	2	2	2	1	0	0	0	0	0	0
	Rodgerson St	Wellington Rd	S	2P ticket 8:30a-9p Mon-Sat	Medical	9	3	4	5	7	8	7	8	8	7	7	6	4	1	1	0	0	0	0	0	0	0	2	3	2	0	1	2	2	2	1	0	0	0	0
			N	Contruction zone	Hospital	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Wellington Rd	Spring St	S	Bus Zone	Medical	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				P 15mins 8a-9p Mon-Sat		1	0	0	0	0	0	1	1	0	0	1	0	1	1	0	1	0	0	0	0	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0
				LZ		4	0	0	0	1	1	0	2	0	1	1	0	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	1	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	0	0	0	0	0	0	0	0	0	0	0	0	0
	Spring St	Nelson Rd	S	2P ticket 8:30a-9p Mon-Sat	Hospital	3	2	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	2	1	2	1	2	3	3	2	3	3	2	3	3	3	3	3	3	2
			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	0	0	0	0	0	0	0	0	0	0	0	0	0
Arnold St	Off Street Carpark	Coner With Nelson	N	Emergency vehicles	Hospital	5	4	3	2	4	3	3	4	3	3	2	3	4	3	4	5	4	3	3	4	3	3	5	4	3	4	3	5	3	4	4	5	3	4	4
		No. 28-32	N	Patients parking (ticket)	Medical	85	0	0	11	16	22	31	34	35	38	33	22	12	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				Disabled		3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				Staff only (Security gate - No Access)			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Coner with Nelson R	S	Staff only	Hospital	10	2	3	3	3	4	5	5	4	4	5	4	4	3	3	2	2	2	1	1	2	2	3	3	4	4	3	4	4	3	3	3	3	2	2
				Drop off and Pick up		2	0	0	2	1	2	1	2	1	2	1	1	2	1	0	0	1	1	0	0	2	0	0	0	1	2	0	1	2	0	1	0	0	1	0
		Basement 1		Ticket		76	30	55	71	74	75	75	74	75	76	75	75	70	65	55	40	30	20	20	30	40	50	60	63	70	68	62	60	56	50	45	39	32	27	16
				Disabled		6	0	0	1	1	2	4	5	4	5	4	3	4	4	3	5	3	2	0	0	0	0	2	3	3	3	4	4	4	5	5	5	4	2	2
		B2		Ticket		61	10	25	43	53	60	60	59	61	61	60	58	55	40	25	12	10	6	5	5	5	5	5	6	6	6	6	6	7	7	7	7	7	7	7
				Reserved		38	15	25	32	35	36	35	35	35	34	33	33	32	26	20	12	9	6	15	15	15	14	13	12	12	11	10	9	8	6	4	3	3	2	2
		B3		Reserved		16	4	8	10	11	12	13	15	15	14	14	13	12	11	10	8	6	5	1	1	1	1	1	1	1	1	1	1	1	0	0	0	0	0	0
				Ticket		86	10	20	37	47	60	70	73	75	75	70	60	40	30	16	3	2	1	8	8	8	8	7	7	7	6	6	5	5	4	4	3	3	2	2
		Next Wellington Rd	S	Private	Medical	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		No. 17-19	S	Reserved for clients	Medical	12	0	1	10	12	10	11	12	11	12	12	11	9	6	2	0	0	0	0	0	0	2	3	4	6	5	6	5	4	3	0	0	0	0	0
				Disabled		2	0	0	0	1	2	2	1	2	2	2	1	0	0	0	0	0	0	0	0	0	0	2	2	1	2	1	1	1	0	0	0	0	0	0
				Staff only		3	0	1	2	2	2	2	2	2	2	2	2	2	2	1	0	0	0	0	0	0	1	2	2	2	2	2	2	2	1	0	0	0	0	0
		No. 21-23	S	Patients and staff only	Medical	18	0	2	9	10	12	15	15	14	13	13	12	10	8	7	5	0	0	0	0	1	2	3	5	7	6	5	6	4	3	0	0	0	0	0
				Staff only		7	0	2	5	5	6	6	5	5	4	4	4	3	2	1	1	0	0	0	0	2	3	4	5	5	5	5	4	4	3	0	0	0	0	0
		No. 25	S	Staff only	Medical	7	0	0	1	3	4	5	5	4	4	4	3	3	2	1	1	0	0	0	0	0	0	0	0	1	2	2	3	2	1	0	0	0	0	0
				Patients		18	0	0	1	6	11	15	13	12	8	12	11	8	0	0	0	0	0	0	0	0	0	0	2	3	4	3	3	2	0	0	0	0	0	0
		Next To Elgar Rd	S	BoxHill Intitute - Permit and ticket	Tafe	45	2	3	5	16	20	22	23	22	21	20	19	12	8	5	3	0	0	4	6	10	22	24	26	24	22	20	17	12	6	2	0	0	0	0
Elgar Rd	Thames St	Arnold St	E	Clearway 6:30a-9:30a; 4p-6:30p Mon-Fri; 1P 9:30a-4p Mon-Fri	Resident	7	0	0	0	0	5	6	6	6	6	5	0	0	0	0	1	1	1	0	5	7	7	7	7	7	6	6	5	4	3	3	3	2	2	1
			W	Clearway 6:30a-9:30a; 4p-6:30p Mon-Fri; 1P 9:30a-4p Mon-Fri	Resident	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	7	7	7	7	7	7	7	6	5	3	3	3	3	3	2
	off street carpark	At No. 490	E	Private - Security gate - No Access	Office		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		N0.484	E	Private - Security gate - No Access	Apartment		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Arnold St	Whitehrse Rd	E	Clearway 6:30a-9:30a; 4p-6:30p Mon-Fri; 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	0	0	0	0	0	0	0	0	0	0	0	0
			W	Clearway 6:30a-9:30a; 4p-6:30p Mon-Fri; 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	0	0	0	0	0	0	0	0	0	0	0	0
	Off Street Carparks	No. 452	E	Private	Bowls Club	26	0	0	6	7	8	9	10	11	11	9	8	7	5	0	0	0	0	0	0	0	0	0	1	1	2	6	10	16	18	15	6	0	0	0
Elgar Rd	Off Street Carparks	Building 8 (Ground)	E	LZ	Tafe	3	0	0	2	2	2	2	2	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				Permit and ticket		37	0	0	3	9	10	11	12	13	14	13	12	8	3	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Building 8 (Level 1)		Permit and ticket		70	0	0	22	41	48	49	49	47	46	40	32	25	18	15	13	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Building 8 (Level 2)		Permit and ticket		46	0	0	10	20	22	24	25	25	25	24	23	15	10	6	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Nelson Rd	Arnold St	Thames St	W	2P ticket 8:30a-9p Mon-Sat	Hospital	10																																		
Nelson Rd	Off Street Carpark	Coner With Thames	W	PZ	Hospital	7	4	5	6	7	7	6	7	7	7	6	6	6	5	5	6	5	5	5	5	5	6	6	6	6	5	5	6	6	6	5	5	5	4	5
				1/2P		7	7	6	7	6	7	7	6	7	7	6	7	7	7	6	7	7	6	6	6	5	5	7	7	7	7	6	6	7	7	7	6	6	7	6
				Reserved		6	1	1	1	1	1	2	2	2	1	1	2	2	2	1	2	3	2	1	1	2	2	1	2	2	1	1	2	1	2	2	1	2	2	1
				No Standing; authorised vehicles excepted		3	0	0	1	1	0	2	1	1	2	1	1	2	1	1	1	0	0	0	0	1	1	0	1	1	1	0	1	1	2	2	1	1	0	0
				No Standing 7:30a-6p Mon-Sat; authorised vehicles excepted		7	5	4	4	5	5	6	5	4	5	5	6	5	6	5	6	5	4	4	6	7	6	5	6	6	5	5	6	6	5	5	5	5	5	4
				P disabled		6	3	3	5	6	4	5	5	4	4	5	5	4	4	5	3	4	3	2	3	3	5	4	5	4	4	5	5	4	4	4	5	4	4	3
Nelson Rd	Off Street Carparks	Next Whitehorse Rd	W	Permit parking	Tafe	15	0	0	0	0	2	4	4	5	5	4	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Gate N2	W	1/4P 5a-11p	Tafe	6	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				P disabled		2	0	0	0	0	0	0	1	1	1	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
		Gate N3	W	Permit and ticket	Tafe	124	10	20	37	70	100	105	110	112	114	102	89	75	42	25	11	8	3	0	0	0	0	2	3	3	3	2	2	2	2	1	1	1	0	0
				P disabled		3	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				Staff only		63	0	8	14	20	30	38	42	45	40	37	29	20	15	8	2	0	0	0	0	0	0	0	0	42	0	0	0	0	0	0	0	0	0	0
				No Standing; parking permit only		3	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Next Arnold St	W	Staff only	Hospital	7	2	3	4	6	7	7	6	7	7	6	6	5	5	4	3	3	2	2	2	4	5	6	6	7	6	7	6	5	6	4	3	4	3	2
				Endos copy patients pickup only		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	0	0	0	0	1	1	1	0	0
				Authorised parking only		3	0	0	1	1	2	3	3	3	3	2	3	3	3	2	2	1	0	0	0	1	1	2	2	2	2	3	3	3	2	2	2	2	1	1
Nelson Rd	Whitehorse Rd	Arnold St	W	Bus Zone	Tafe	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				P ticket 8:30a-6p Mon-Sat		9	2	6	7	8	9	9	9	9	9	9	9	7	5	7	9	9	7	0	2	3	4	5	6	5	4	5	5	4	3	5	4	5	5	5
				1/4P ticket 8:30a-6p Mon-Sat		2	0	0	0	1	1	2	2	1	2	2	1	1	0	1	2	2	2	0	0	0	0	1	1	0	1	1	0	1	0	1	1	1	0	0
				P ticket 8:30a-6p Mon-Sat		11	7	10	11	11	11	11	11	11	11	11	11	10	8	10	11	11	10	4	6	7	8	9	10	10	10	11	11	10	8	8	9	11	10	10
				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	0	0	0	0	0	0	0	0	0	0	0	0
Poplar St	Whitehorse Rd	End	E	2P 7:30a-7:30p Mon-Fri	Shop	3	0	0	0	1	2	3	2	2	3	3	2	2	1	0	0	0	0	0	0	2	1	2	2	1	1	2	2	2	0	0	0	0	0	0
				No Standing 7:30a-7:30p Mon-Fri	Resident	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2	2	2	2	2	2	3	3	3	3	2	1	0	0	0	0	0	2
			W	2P 7:30a-7:30p Mon-Fri	Tafe	27	6	9	12	16	19	21	18	20	19	18	17	14	8	10	12	11	10	6	8	9	9	10	10	10	10	9	7	6	4	5	5	6	6	6
Poplar St	Off Street Caraprk	No. 14	W	Permit and Ticket	Tafe	10	1	1	5	7	7	7	8	8	7	7	6	6	4	4	4	3	3	0	1	4	4	4	3	3	3	3	3	3	3	3	3	3	3	3
				Contractors permit		4	1	1	2	3	3	3	3	3	3	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		No. 7	E	Permit and Ticket	Tafe	74	0	2	15	25	27	27	28	28	25	20	13	10	8	6	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		No.5	E	Private	Bowls Club	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	10	12	13	5	0	0	0
		No.837 of Whitehors	E	Private-Customers parking only	Auto care	10	0	0	2	6	6	7	5	6	6	5	5	4	3	0	0	0	0	0	0	5	5	6	6	6	6	5	5	4	4	0	0	0	0	0
Rodgerson St	Arnold St	Thames St	E	No Standing 5p-8:30a M-Sun; 2P 8:30a-5p Mon-Sat; P 8:30a-5p Sun	Hospital	7	2	4	5	6	7	7	7	7	5	5	4	3	1	1	0	0	0	2	2	2	2	2	2	2	2	2	2	1	0	0	0	0	0	0
				2P ticket 8:30a-9p Mon-Sat		5	2	2	3	4	5	5	5	5	5	5	4	4	3	2	2	1	1	1	1	1	1	1	1	1	1	1	1	2	2	2	2	2	2	2
			W	No Standing 5p-8:30a M-Sun; 2P 8:30a-5p Mon-Sat; P 8:30a-5p Sun	Resident	7	0	0	2	3	4	4	3	3	4	4	4	3	3	3	2	2	1	0	0	0	0	0	1	1	1	1	1	0	0	0	0	0	0	0
				2P ticket 8:30a-9p Mon-Sat		2	1	1	1	1	2	2	2	2	2	2	2	2	2	2	1	1	1	1	1	1	1	1	2	2	2	2	2	1	1	1	1	1	1	1
Spring St	Arnold St	Gate Of Tafe	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	0	0	0	0	0	0	0	0	0	0	0	0
			E	2P ticket 8:30a-9p Mon-Sat	Hospital	15	5	8	11	14	15	15	15	15	14	15	14	13	11	10	9	7	5	2	3	4	6	7	8	9	9	10	10	9	8	7	6	4	3	2
Spring St	Off Street Carpark	Level C1	W	P10mins	Hospital	1	0	0	0	0	0	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	1	1	1	1	0	0
				P ticket all days		32	10	20	32	32	32	32	32	32	32	32	32	28	20	17	12	9	6	5	9	15	21	30	32	32	32	32	32	32	30	26	23	15	10	7
				Staff		25	10	16	25	25	25	25	25	25	25	25	25	20	17	14	10	6	4	5	8	11	13	14	15	18	18	16	16	14	11	9	6	4	3	3
		Level C2		P ticket all days		79	18	40	79	79	79	79	79	79	79	79	79	70	40	26	16	10	6	8	12	17	23	29	32	36	40	38	36	34	30	26	23	15	10	7
		Level C3		P ticket all days		76	15	35	71	73	75	76	76	76	75	75	70	65	38	26	13	9	5	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
				Disabled		4	0	0	1	1	1	1	1	1	1	1	1	1	2	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Level C4		P ticket all days		80	6	15	32	45	70	75	77	78	79	77	72	57	35	20	9	6	3	3	3	3	3	3	3	3	3	3	3	2	2	2	2	2	2	2
		Level C5		P ticket all days		28	0	0	0	8	18	25	28	28	28	28	28	24	18	12	6	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				Permit		30	0	0	1	10	15	18	20	21	22	21	20	19	17	16	15	10	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				Disabled		2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Level B1		Staff		125	30	50	91	105	111	115	116	116	118	110	100	75	45	25	10	7	4	5	8	10	13	14	15	18	20	18	16	14	12	10	7	6	4	3
		Level B2		Staff		117	12	25	54	70	100	105	110	112	115	114	106	80	50	28	16	10	5	5	6	8	10	11	12	15	16	15	14	12	11	10	8	6	5	3
	Box Hill Intitute	(before Gate)	W	Permit and ticket	Tafe	40	0	0	4	12	18	19	20	20	20	18	16	13	11	9	7	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Salvation Army		E	Reserved	Office	77	10	15	22	26	30	35	37	40	38	35	33	29	25	20	11	8	6	7	10	13	16	20	22	25	26	24	22	20	17	14	10	8	5	3
				Disabled		2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				1P Mon-Fri		12	1	3	5	7	9	10	9	10	10	9	11	10	9	8	7	5	4	0	0	3	5	8	12	11	12	10	9	10	10	9	9	8	5	3
Thames St	Nelson Rd	Avon St	S	2P ticket 8:30a-9p Mon-Sat	Hospital	7	3	5	6	7	7	7	7	7	7	7	7	7	7	5	3	1	1	0	0	0	5	6	7	7	6	6	7	7	6	6	5	4	3	2
				2P disabled		3	0	0	0	0	1	2	3	3	2	2	3	3	3	1	0	0	0	0	0	0	0	1	2	2	1	2	2	1	1	1	0	0	0	0
				2P ticket 8:30a-9p Mon-Sat		8	2	5	6	8	8	8	8	8	8	8	8	8	7	5	3	1	1	0	0	0	5	6	8	7	7	8	7	8	7	7	5	6	6	4
	Avon St	Rodgerson 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	0	0	0	0	0	0	0	0	0	0	0	0	0
	Rodgerson St	Elgar Rd	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	0	0	0	0	0	0	0	0	0	0	0	0	0
Thames St	Off Street Carpark	Opposite No 126	S	Private; No Standing, engineering permit zone only	Hospital	8	2	4	6	6	7	7	6	6	5	5	4	4	5	5	4	4	4	2	2	2	3	4	4	4	5	4	4	4	4	3	3	3	3	3
				Supply parking only		2	0	0	0	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
				Emergency doctors only		1	0	0	0	0	0	1	1	0	0	1	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
				On Call Obsterican only		1	0	0	0	0	1	1	1	0	0	0	1	1	1	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0
				P 10mins		3	0	0	2	1	1	2	2	1	3	1	2	2	1	0	0	1	0	0	0	0	0	1	1	0	0	1	0	1	0	0	0	0	0	0
				Delivery only		1	0	0	1	0	0	0	1	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thames St	Off Street Carpark	No. 131	S	P 5mins	Hospital	2	1	1	1	1	2	2	2	1	2	2	1	2	2	1	0	0	0	1	1	1	1	1	2	2	2	2	2	2	2	2	2	2	2	2
				EH vehicles or permit holders only		3	1	1	1	2	3	3	3	2	3	3	3	2	2	2	1	0	0	0	0	0	0	0	1	1	1	2	2	3	3	3	2	2	2	2
		Opposite No 138	S	P 5mins	Hospital	3	1	2	2	2	3	3	3	2	3	3	2	3	2	2	1	1	0	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
				Emergency sevice only		2	0	0	0	0	1	1	2	2	2	1	2	2	2	1	2	2	1	0	0	0	0	0	0	0	0	0	1	1	1	1	1	1	1	1
		Rear Of No 492 Of E	S	Private	Emergency	5	3	5	5	5	5	5	5	4	4	5	5	5	5	4	3	3	2	1	1	1	1	1	1	1	1	1	1	2	2	2	2	2	2	2
Wellington Rd	Arnold St	Rd Closed	W	2P ticket 8:30a-9p Mon-Sat	Resident	19	4	3	7	11	15	18	19	19	18	16	14	11	8	7	5	4	4	3	3	3	3	4	4	4	4	3	3	2	1	1	2	3	4	4
			E	2P ticket 8:30a-9p Mon-Sat	Resident	10	2	2	4	6	9	10	10	10	9	10	8	7	5	4	3	1	2	0	0	0	4	6	8	9	8	7	6	5	3	4	5	5	4	2
				permit zone		8	2	1	1	2	3	4	5	5	4	4	3	2	1	1	1	1	1	1	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0
				2P ticket 8:30a-9p Mon-Sat		6	0	0	1	2	4	5	6	6	5	5	4	3	1	1	1	1	1	0	0	0	0	1	1	2	2	2	2	1	1	1	1	1	1	1
	Off Street Carpark	No.14	E	Private	Medical	6	0	0	0	0	2	3	2	2	3	3	2	2	2	0	0	0	0	0	0	0	0	1	2	2	2	1	2	1	0	0	0	0	0	0
				Disabled		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Whitehorse Rd	Rd Closed	E	2P 7:30a-7:30p Mon-Fri	Shop	2	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	1	0	0	0	1	2	2	2	2	2	2	2	2	2	2	2	2	1
			W	2P 7:30a-7:30p Mon-Fri	Shop	2	0	1	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2	0	0	0	1	2	2	2	2	2	2	2	2	2	2	2	1	1
	Off Street Carpark	Spotlight	E	Staff	Public	28	0	0	2	6	7	8	8	9	9	9	9	9	9	7	6	5	0	0	0	0	0	5	9	10	11	11	10	9	8	8	5	0	0	0
				Reserved for KFC customers 30mins		3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				Ticket		93	0	0	0	5	18	21	23	28	30	31	28	31	33	20	12	5	0	0	0	0	0	22	35	40	43	48	44	40	36	33	12	0	0	0
				Disabled		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				Parents with pram		2	0	0	0	0	0	1	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Whitehorse Rd	Off Street Carpark	No. 825	N	Ticket 6a-11p Mon-Fri	Public	65	6	12	65	65	65	65	65	65	65	59	45	25	16	13	11	9	6	5	6	8	8	9	9	10	10	10	9	9	8	6	4	2	1	1
		No. 851 (Kfc)	N	Disabled	Shop	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				1P		8	0	0	0	0	0	3	4	5	6	5	4	5	5	6	5	5	4	0	0	0	0	0	2	4	6	5	6	6	7	6	5	5	4	4
	Elgar Rd	Poplar St	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	0	0	0	0	0	0	0	0	0	0	0	0	0
	Poplar St	Wellington Rd	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	0	0	0	0	0	0	0	0	0	0	0	0	0
	Wellington Rd	Nelson Rd	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	0	0	0	0	0	0	0	0	0	0	0	0	0

Parking Occupancy Survey

Area **A to N**
Location **Box Hill Central Activity District**
Weather **Overcast**

E

Street	From	To	Side	Restriction	Frontage Type	Supply	Thursday, 6 December 2012																Saturday, 8 December 2012																
							6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM
Irving Av	Shipley St	Bruce St	N	P ticket	Park	20	0	6	15	20	20	20	20	20	20	20	20	18	10	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Bruce St	Station St	N	P ticket	Park	23	0	2	14	23	23	23	23	23	23	23	23	23	22	14	8	3	1	0	6	0	6	0	6	0	6	0	6	0	6	0	6	0	6	0	6
Nelson Rd	Thames St	Arnold St	E	P ticket 8:30a-6p Mon-Sat	Resident/Park	12	8	10	12	12	11	12	12	12	12	11	12	12	12	12	12	12	10	6	7	8	11	12	12	12	12	12	11	11	9	11	12	12	10
				No Standing 7a-9:30a Mon-Fri; P ticket 9:30a-6p Mon-Sat	Park	4	0	0	0	0	4	4	4	4	4	4	4	4	4	4	4	4	4	2	3	3	4	4	4	4	3	4	4	4	4	4	4	4	4	4	4
	Off Street Carpark	Corner With Thames	E	Teanats and Clients only	Medical	30	12	10	11	13	12	12	13	15	14	12	12	11	7	8	10	9	10	11	10	9	10	13	12	10	8	10	12	12	11	10	8	9	9	10
	Arnold St	End Of Rsl Club	E	P ticket 8:30a-6p Mon-Sat	Park	9	5	6	8	9	8	9	9	9	9	9	9	9	9	9	9	9	9	4	6	8	9	9	9	4	9	9	9	9	9	9	9	9	9	9
Shipley St	Irving Av	End	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	0	0	0	0	0	0	0	0	0	0	0	0	0
			W	1P	Park	17	0	0	0	0	8	11	12	14	16	15	13	14	15	5	0	0	0	0	0	1	1	1	1	1	1	1	1	0	0	0	0	0	0	0
Station St	Irving Ave	Thames St	W	Clearway 7a-9a; 4p-6p Mon-Fri; 2P 9a-4p Mon-Fri; 8:30a-12:30p Sat	Park	18	0	0	0	0	0	2	4	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				Bus Zone	Resident	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				Clearway 7a-9a; 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	0	0	0	0	0	0	0	0	0	0	0	0	0
	Off St Carpark	At No 755	W	Private / Front	Church	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				Private / Rear area		10	1	1	2	4	6	7	7	7	6	6	5	3	1	1	0	0	0	0	0	2	2	2	2	2	2	2	2	2	1	1	1	1	1	1
		Lot 75 Station st	W	Private - Disabled	Nursing home	3	0	0	0	0	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1	1	1	0	0	0
				Private		7	1	1	1	2	2	3	3	3	2	3	3	2	2	2	2	2	2	0	0	1	1	2	2	3	3	3	2	2	1	1	1	1	1	1
				Loading zone		2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thames St	Station St	Nelson Rd	S	Bus Zone	Resident	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
			S	2P 8a-6p Sat-Sun; 7:30a-7:30p Mon-Fri	Resident	4	3	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	3	3	4	4	4	4	4	4	4	4	4	4	3	4	3	2	3
				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	0	0	0	0	0	0	0	0	0	0	0	0
	Off Street Carparks	No.79	S	Private	Age Care	6	1	1	1	2	3	4	4	4	3	3	3	2	2	1	1	1	1	1	1	2	2	2	3	3	3	3	3	3	2	2	2	2	2	2
		No.75		Staff and visitors	Age Care	28	7	15	19	21	22	25	23	24	23	22	21	19	17	13	9	6	4	5	10	14	20	21	24	24	24	23	22	20	16	12	10	9	7	5
				Disabled		1	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		No.69		Private	Age Care	12	4	8	9	10	11	11	10	10	11	11	11	10	9	7	5	3	3	3	3	3	4	4	5	5	5	5	5	4	4	4	4	4	4	4
		No.67		Private	Medical	3	1	1	1	1	1	1	1	1	2	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1

Parking Occupancy Survey

Area **A to N**
Location **Box Hill Central Activity District**
Weather **Overcast**

	Street	From	To	Side	Restriction	Frontage Type	Supply	Thursday, 6 December 2012															Saturday, 8 December 2012																	
								6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM
	Archibald St	Bruce St	End	N	2P 7:30a-7:30p Mon-Fri	Resident	7	5	6	6	6	6	6	6	6	6	5	5	4	3	4	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
				S	2P 7:30a-7:30p Mon-Fri	Resident	10	5	5	5	5	5	4	4	4	5	5	5	6	6	5	5	4	4	5	5	5	5	5	5	5	6	6	6	6	6	6	6	6	6	6
	Bruce St	Irving Av	Archibald St	W	2P ticket 8:30a-6p Mon-Sat	Resident	8	3	8	7	5	4	2	1	1	2	2	1	1	1	1	1	1	1	2	2	2	2	2	2	1	1	1	1	1	1	1	1	1	1	1
				E	2P ticket 8:30a-6p Mon-Sat	Resident	9	2	2	2	3	4	6	7	6	5	5	4	4	3	3	4	4	4	2	2	2	2	2	1	1	0	0	0	0	1	1	1	1	1	1	1
		Archibald St	Whitehorse Rd	W	2P ticket 8:30a-6p Mon-Sat	Resident	4	1	1	1	1	2	2	2	2	2	2	3	3	3	2	1	0	0	0	0	0	0	0	1	1	1	1	0	0	0	0	0	0	0	0
				E	2P ticket 8:30a-6p Mon-Sat	Resident	4	1	2	2	1	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Off Street Carpark	No.4	E	P ticket 8:30a-6p Mon-Sat	Public	82	7	14	60	80	82	82	82	82	82	82	81	79	77	60	35	20	13	2	3	3	4	9	10	11	12	14	16	17	18	18	19	20	20	18
			No.913 of Whitehorse	E	Private (in fencing bounded for contruction) - 7-Eleven Fuel Station	Private	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Elland Av	Station St	End	N	2P 7:30a-7:30p Mon-Fri	Resident	3	0	1	1	1	2	3	3	3	2	2	3	3	3	2	2	1	1	0	1	1	0	0	1	1	1	1	1	2	2	3	3	3	3	2
					4P disabled Sat; 2P disabled all other times		1	0	0	1	1	1	1	1	1	1	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
					2P 7:30a-7:30p Mon-Fri		4	2	2	2	2	3	3	3	3	3	3	3	3	3	3	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
					P 10mins 8a-5p Mon-Fri; No Standing, authorised vehicles excepted 5p-7:30p Mon-Fri		2	0	0	0	0	1	0	1	1	1	0	1	1	1	0	1	0	0	0	0	0	0	0	0	0	1	1	1	1	1	1	1	1	1	1	1	1
					PZ 7:30a-7:30p Mon-Fri		2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	0	0	0	0
				S	1/2P 8:30a-6p Mon-Sat	Resident	8	4	5	6	7	6	6	6	6	6	6	6	6	6	6	6	6	6	4	4	3	3	3	3	3	3	3	4	4	5	5	5	4	4	4
		Off Street Carparks	Rear Of Church	N	Private	Church	17	0	0	0	0	2	4	5	4	4	3	3	2	1	2	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
			Rear Of No 703 Stat	S	Private - Security gate - No Access	Office	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Hiltons La	Carpark	Station 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	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	0	0	0	0	0	0	0	0	0	0	0	0	0
	Hiltons La	Off Street Carpark	Chemist Warehouse	S	1P	Shop	17	0	0	0	5	13	14	12	15	12	13	13	14	14	16	15	15	10	0	0	0	6	9	10	11	13	10	12	10	13	13	10	9	5	4
			No.927 of Whitehorse rd		Private	Shop	4	1	1	2	3	4	4	4	4	3	3	2	2	1	0	0	0	0	0	0	0	0	2	3	3	3	2	2	2	1	1	0	0	0	0
			No.929		Private	Shop	8	2	2	4	5	6	6	6	7	7	7	6	5	4	3	2	2	2	2	2	2	3	3	4	4	4	5	5	4	3	2	1	1	0	0
			No.931		Private	Shop	3	0	0	0	2	3	3	3	3	3	3	3	2	2	1	0	0	0	0	0	0	0	1	2	2	2	3	3	2	2	1	0	0	0	0
			No.933		Private	Shop	8	0	0	0	1	1	1	2	2	2	2	1	1	1	0	0	0	0	0	0	0	0	0	1	1	1	1	2	2	1	0	0	0	0	0
			No.935		Private	Shop	6	0	0	0	1	1	2	2	3	3	2	2	2	1	1	0	0	0	0	0	0	1	3	4	5	4	3	3	2	2	2	1	1	0	0
			No.937		Private	Shop	3	0	0	0	1	1	2	3	3	3	3	3	2	2	0	0	0	0	0	0	0	0	0	1	1	2	2	2	2	2	2	0	0	0	0
			No.939		Private	Shop	15	0	4	1	3	4	4	5	6	5	5	4	4	5	6	6	6	5	0	0	0	2	3	4	5	5	6	5	4	4	5	6	8	8	7
			No.943		Private	Shop	6	1	1	1	1	0	1	2	2	2	2	2	2	2	1	1	1	1	0	0	1	1	1	0	0	0	1	2	2	2	2	2	2	2	2
			No.945		Private	Shop	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
			No.47-49		Private	Shop	11	0	1	4	7	9	9	9	8	8	7	5	4	2	1	0	0	0	0	1	1	1	2	2	2	3	3	3	3	2	2	2	2	2	2
			No.3 Elland Ave	N	Private	Resident	3	1	1	2	2	3	3	3	3	3	2	2	2	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
			No.701 of Station st	N	Private	Office	3	0	0	2	3	3	3	3	3	3	3	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Irving Av	Shipley St	Bruce St	S	2P 7:30a-7:30p Mon-Fri	Resident	15	8	0	0	2	9	13	15	15	14	14	14	13	12	8	6	3	1	0	6	6	1	4	6	7	8	10	9	7	5	3	2	1	1	1
		Bruce St	Station St	S	2P 7:30a-7:30p Mon-Fri	Resident	13	0	2	4	7	9	13	13	13	13	13	13	13	13	8	6	4	2	0	0	0	2	4	4	5	6	8	10	10	7	5	4	3	2	0
	Nelson Rd	Whitehorse Rd	Next To The Park	E	P 10mins 9a-6p Mon-Fri; No Standing all other times	Office	2	0	0	0	0	0	1	0	0	1	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0
					P ticket 8:30a-6p Mon-Sat	Shop/Club	2	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	0	0	0	0	1	2	2	2	2	2	2	2	2	2	2	2	2	2
					1/4P 8:30a-6p Mon-Sat		3	0	1	1	2	3	2	3	3	2	3	2	2	1	2	3	3	2	0	0	0	0	1	2	2	1	2	2	1	2	2	2	2	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	0	0	0	0	0	0	0	0	0	0	0	0	0
					P ticket 8:30a-6p Mon-Sat		5	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
		Off Street Carpark	Next Whitehorse Rd	E	Private - Security gate - No Access (upper access)	Office		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
					Private - Security gate - No Access (Lower access)			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
F			No. 4-6	E	Private	Shop	7	0	0	1	5	6	7	7	7	6	7	6	5	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
			No. 8-16	E	Private	Shop	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Nelson Rd	Off Street Carparks	Box Hill RSL	E	Private (ground floor)	Club	25	0	2	4	10	15	20	22	23	24	24	23	25	23	24	25	24	20	0	0	3	8	12	18	20	22	23	24	24	23	24	25	24	24	20
					Disabled		7	0	0	4	5	6	7	7	6	7	7	6	6	5	5	5	5	4	0	0	0	0	1	2	3	3	4	5	6	6	6	7	6	5	4
					Private (underground floor 1)		32	0	0	1	8	17	25	29	30	31	31	30	30	29	29	28	27	24	0	0	0	5	10	16	25	27	30	30	31	30	30	29	27	26	24
					Private (B1)		60	0	1	3	7	15	30	38	46	55	58	54	50	45	45	41	37	30	0	0	0	8	14	20	35	40	45	46	42	39	34	27	23	20	15
					Disabled		7	0	0	0	0	2	3	5	7	8	7	7	6	5	3	4	4	2	0	0	0	0	0	0	0	0	5	5	4	4	4	5	5	3	2
					Private (underground floor 2)		32	0	3	9	13	20	25	27	28	29	30	28	25	22	19	10	12	8	0	0	0	0	2	4	4	5	5	4	4	3	3	2	2	2	2
					Private (B2)		45	0	0	3	8	16	33	40	42	45	42	38	30	25	15	7	5	0	0	0	0	6	13	26	30	31	29	27	24	20	16	10	8	4	0
					Disabled		7	0	0	0	0	0	1	4	5	7	7	7	5	1	3	2	0	0	0	0	0	0	0	0	0	4	4	4	3	3	2	2	2	1	0
					Private (underground floor 3)		32	0	0	6	12	17	20	22	23	24	22	20	17	14	10	2	0	0	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
					Private (B3)		11	0	0	4	6	8	10	13	12	11	9	8	6	5	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
					Private (B4)		32	0	0	7	13	18	21	23	25	26	22	19	16	13	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
			Next To The Park	E	Forward Facing parking only	Club	18	0	0	0	0	0	2	3	4	4	4	5	5	4	4	3	3	3	0	0	0	0	0	1	2	2	3	3	4	4	4	4	3	3	3
	Shipley St	Whitehorse Rd	Irving Av	E	2P 8:30a-6p Mon-Sat	Shop	1	0	0	0	1	1	1	1	1	1	1	1	1	1	1	1	1	0	0	0	0	1	1	1	1	1	1	1	1	0	0	0	0	0	0
					LZ		1	0	0	0	1	1	0	1	1	1	0	1	0	1	0	1	1	0	0	0	0	1	0	1	0	1	1	0	0	0	0	0	0	0	0
					No Standing: BoxHill Panels parking only	Shop	3	0	0	1	1	2	1	0	2	1	2	2	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
					2P ticket 8:30a-6p Mon-Sat		1	0	0	0	0	0	0	0	0	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
					2P ticket 8:30a-6p Mon-Sat	Resident	9	0	0	0	2	4	6	7	7	8	7	7	6	5	5	6	6	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				W	2P disabled 8:30a-6p Mon-Fri	Office	2	0	0	0	0	1	2	2	2	1	2	1	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	1	0	0	0	0	0	0	0
					1/2P 8:30a-6p Mon-Fri		5	0	0	1	1	2	3	5	5	4	4	5	5	5	4	3	3	1	0	0	0	1	2	3	4	4	3	3	2	1	0	0	0	0	0
					1/4P 8:30a-6p Mon-Sat		2	0	0	0	1	1	2	1	2	1	1	2	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
					2P ticket 8:30a-6p Mon-Sat		9	0	0	0	0	0	0	0	1	2	3	3	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Off Street Carpark	No.875	W	Private - Security gate - No Access	Office		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
			No.7-11		Private - Security gate - No Access	Office		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
			No.13		Private	Shop	4	0	0	0	1	2	2	2	2	3	3	3	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
			No.15		Private	Shop	3	0	0	0	1	2	1	0	1	2	2	2	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
			No.17		Australian Post staff	Shop	6	0	0	1	2	3	3	3	3	3	3	3	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
			No.4	E	Private (BoxHill panels)	Shop	13	0	0	1	3	4	5	5	8	9	10	10	11	11	7	6	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
			No-8-10		Private	Shop	25	4	4	5	6	7	10	8	10	13	11	12	12	10	11	9	7	5	4	4	4	4	5	5	6	6	7	7	6	6	5	4	4	4	4
	Station St	Whitehorse Rd	Elland Ave	W	Bus Zone	Shops	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
					Clearway 7a-9a; 4p-6p Mon-Fri; 1/4P 9a-4p Mon-Fri; 8:30a-12:30p Sat	Shop	2	0	0	0	0	1	2	2	1	2	1	0	0	0	1	1	2	1	0	0	0	0	0	0	0	0	0	0	1	2	2	2	2	2	2	2
		Elland Ave	Irving Ave	W	Clearway 7a-9a; 4p-6p Mon-Fri; 2P 9a-4p Mon-Fri; 8:30a-12:30p Sat	Office	7	0	0	0	0	4	6	7	6	7	5	0	0	0	2	6	7	5	0	0	0	0	0	2	1	1	2	3	4	4	5	7	7	7	5
		Off Street Carpark	No.701	W	Private	Office	15	0	0	6	8	12	13	12	13	13	12	12	11	11	4	0	0	0	0	0	0	1	1	1	2	2	2	2	2	1	0	0	0	0	0
			No.711		Private	Church	5	0	0	0	0	1	1	2	2	2	2	3	3	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Whitehorse Rd	Nelson Rd	Shipley St	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	0	0	0	0	0	0	0	0	0	0	0	0	0
		Off Street Carpark	Rear No.895	N	Private - Security gate - No Access	Office		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
			Rear No.901	N	Private - Security gate - No Access	Office		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Shipley St	Bruce St	N	1P disabled 8:30a-6p Mon-Sat	Shop	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
					1P ticket 8:30a-6p Mon-Sat		9	0	0	0	0	2	4	3	3	5	4	3	3	2	4	6	7	4	0	0	0	1	2	3	4	5	6	5	4	4	5	8	9	9	7
		Bruce St	Station St	N	1/2P 8:30a-6p Mon-Sat	Shops	3	0	0	0	1	2	3	2	2	2	1	2	3	2	2	2	0	0	0	0	0	1	2	1	2	2	2	3	2	2	3	3	3	3
					1P ticket 8:30a-6p Mon-Sat		10	0	0	0	4	6	8	6	7	8	7	6	7	6	7	10	10	8	0	0	0	1	4	6	7	8	8	7	6	6	6	9	10	10	8
					LZ 15mins 7a-5p Mon-Sat		2	0	0	0	1	0	1	0	0	0	1	0	0	0	0	2	2	2	0	0	0	0	0	0	1	0	0	0	1	0	0	2	2	2	2

Parking Occupancy Survey

Area **A to N**
Location **Box Hill Central Activity District**
Weather **Overcast**

	Street	From	To	Side	Restriction	Frontage Type	Supply	Thursday, 6 December 2012																	Saturday, 8 December 2012																
								6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM
G	Court Ct	Thamse St	Rd Closed	W	2P 7:30a-7:30p Mon-Fri	Resident	33	7	6	8	10	12	14	15	16	15	14	13	11	10	9	8	7	6	7	7	7	7	8	9	10	11	11	10	10	9	9	8	7	6	6
				E	PZ	Resident	38	8	8	8	8	8	8	8	8	8	7	7	7	7	8	8	9	9	8	8	8	8	7	7	7	6	6	6	6	6	7	7	7	7	7
		Off Street Carparks	No.5	W	Private	Office	5	0	0	0	1	1	1	1	1	2	2	3	3	3	1	0	0	0	0	0	0	0	0	1	1	1	1	1	1	1	0	0	0	0	0
			No.9-11	W	P ticket	Public	34	0	3	4	6	10	12	13	13	13	12	12	11	10	4	2	1	0	0	0	0	0	0	1	1	1	1	1	1	0	0	0	0	0	0
			No.14	E	Disabled	Community Ch	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
					Guests		2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
					SNR Pastor		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
					Permit		20	0	2	2	3	4	4	4	4	3	3	2	2	1	1	2	2	1	0	2	2	2	3	3	4	4	4	4	3	3	3	2	0	0	0
		Rd Closed	Whitehorse Rd	W	1/2P 8a-9p M-Sun	Office	3	0	0	0	0	1	1	0	0	0	1	1	0	1	1	2	2	1	0	0	0	2	2	1	1	2	2	1	2	1	1	1	2	2	1
				E	2P 8:30a-6p Mon-Sat	Office	4	1	1	2	3	4	4	4	4	4	4	4	4	4	3	4	4	3	0	0	1	1	2	3	4	4	4	3	3	4	4	3	3	3	2
		Off Street Carpark		E	Loading	Restaurant	2	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
					Private		14	3	5	6	7	10	10	9	9	10	10	10	9	8	8	8	7	6	0	2	2	2	4	5	6	6	7	8	8	9	9	8	8	7	7
	Dorking Rd	Thamse St	Whitehorse Rd	W	2P 7:30a-7:30p Mon-Fri	Resident	6	2	2	2	2	2	2	2	2	2	2	2	2	2	2	1	1	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	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	0	0	0	0	0	0	0	0	0	0	0	0	0
					2P 7:30a-7:30p Mon-Fri	School	17	0	0	7	10	6	5	3	3	4	12	7	3	3	1	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	0	0	0	0	0	0	0	0	0	0	0	0	0
				E	2P 7:30a-7:30p Mon-Fri	Resident	7	1	1	1	1	2	2	2	2	2	2	2	1	1	1	2	2	2	0	0	0	0	1	2	3	4	4	3	3	2	2	1	1	1	1
					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	0	0	0	0	0	0	0	0	0	0	0	0
					2P 7:30a-7:30p Mon-Fri	School	12	2	5	9	10	8	7	6	5	6	10	8	5	3	3	2	2	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	0	0	0	0	0	0	0	0	0	0	0	0	0
	Gatters Ln	Court Ct	Watts St	S	Authorised vehicles only (rear of Budget car rental)	Office	6	5	5	5	5	5	5	5	5	5	5	5	5	5	4	3	1	1	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
				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	0	0	0	0	0	0	0	0	0	0	0	0	0
	Gatters Ln	Off street carparks	Rear of No.4 of Wat	W	Private	Office	10	1	1	1	2	2	3	4	4	4	4	4	5	5	6	6	6	5	1	1	2	2	3	5	6	6	6	5	5	5	5	5	5	5	5
			Rear of No.6		Private	Office	14	0	0	1	2	2	2	3	3	3	3	3	3	5	4	4	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
			Rear of No.8		Private	Office	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
			Rear of No.5 of Cou	E	Private	Office	6	0	0	1	3	5	5	5	5	5	4	4	4	3	2	1	1	1	0	0	1	1	1	1	1	1	1	1	1	1	1	0	0	0	0
	Graham Pl	Kangerong Rd	End Roundabout	S	2P 7:30a-7:30p Mon-Fri	Resident	13	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
				N/E	2P 7:30a-7:30p Mon-Fri	Resident	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Roundabout	Whitehorse Rd	W	2P 7:30a-7:30p Mon-Fri	Resident	31	5	4	4	4	4	4	4	5	5	6	7	8	8	7	6	4	5	3	3	3	3	4	5	6	7	7	6	6	6	5	5	4	4	4
				E	2P 7:30a-7:30p Mon-Fri	Resident	15	6	6	6	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	4	4	4	3	3	3	4	4	4	4	5	5	5
					1P 7a-9a school days; 2P 9a-7:30p Mon-Fri	School	15	3	7	9	15	15	15	15	15	15	15	14	13	12	5	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Off Street Carpark	No.4	E	Private	School	35	0	16	22	25	25	25	25	25	25	25	21	19	17	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Kangerong Rd	Whitehrse Rd	End	E	PZ	Resident	36	4	3	3	3	3	2	2	2	3	3	4	4	5	5	5	5	5	4	4	4	5	5	4	4	3	3	3	3	4	4	4	4	4	4
			No 13	W	No Standing; vehicles on police business excepted	Police	13	7	11	11	12	12	12	12	13	13	11	11	12	12	10	8	6	7	3	4	4	3	5	5	4	4	4	5	5	4	3	3	4	4	3
					2P 7:30a-7:30p Mon-Fri	Resident	26	7	8	12	18	23	24	26	25	24	23	23	22	19	14	11	8	7	5	5	6	6	7	8	10	12	12	14	14	13	13	11	11	9	7
		Off Street Carpark	No.2	E	Private	Medical	11	0	1	1	2	3	4	4	4	3	3	3	3	3	3	3	3	0	0	0	0	2	2	2	2	2	2	2	2	2	2	2	2	0	0
			No.1	W	Police parking only (Outside area)	Police	30	20	30	30	30	30	30	29	29	28	26	25	23	20	17	14	10	12	3	3	3	3	3	3	3	3	3	33	3	3	3	3	3	3	3
	Station St	Whitehorse Rd	Elland Ave	E	Bus Zone	Shop	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
					Clearway 7a-9a; 4p-6p Mon-Fri; 2P 9a-4p Mon-Fri; 8:30a-12:30p Sat		6	0	0	0	0	4	5	5	6	5	5	0	0	0	3	5	6	5	0	0	0	0	3	5	4	5	5	4	4	5	5	5	6	6	5
		Elland Ave	Irving Ave	E	Clearway 7a-9a; 4p-6p Mon-Fri; 2P 9a-4p Mon-Fri; 8:30a-12:30p Sat	Resident	11	0	0	0	0	0	2	4	6	5	3	0	0	0	4	5	7	5	0	0	0	2	4	6	9	11	10	8	6	8	9	10	11	11	9
		Irving Av	Thamse St	E	Clearway 7a-9a; 4p-6p Mon-Fri; 2P 9a-4p Mon-Fri; 8:30a-12:30p Sat	Resident	10	0	0	0	0	0	1	4	3	2	0	0	0	0	0	1	1	1	0	0	0	0	0	3	6	10	9	6	4	0	0	2	5	4	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	0	0	0	0	0	0	0	0	0	0	0	0
					Clearway 7a-9a; 4p-6p Mon-Fri; 2P 9a-4p Mon-Fri; 8:30a-12:30p Sat	Resident	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Station St	Off Street Carpark	Next No.702	E	Private	Restaurant	7	0	0	0	0	0	2	3	4	4	4	4	4	4	5	5	4	4	0	0	0	1	2	3	4	4	3	3	3	4	4	5	5	5	5
			No.710-712		Private	Office	10	2	2	6	8	8	8	8	8	8	7	3	1	0	0	0	0	0	3	3	3	3	3	3	3	3	3	3	1	0	0	0	0	0	0
			No.716		Private	Medical	10	0	0	2	3	4	5	5	4	4	3	2	2	1	0	0	0	0	0	0	0	0	0	1	1	2	2	1	1	0	0	0	0	0	0
			No.718		Private	Medical	10	0	0	1	2	2	4	4	3	3	3	1	1	0	0	0	0	0	0	0	0	0	2	2	3	3	2	2	1	0	0	0	0	0	0
			No.720		Private (Front)	Auto care	4	0	0	3	4	4	4	3	4	4	4	3	2	0	0	0	0	0	0	0	0	1	2	3	4	4	3	3	3	2	0	0	0	0	0
					Private (Rear)		5	0	0	2	3	4	4	4	4	4	4	3	2	1	0	0	0	0	0	0	0	2	3	4	5	5	4	4	3	2	0	0	0	0	0
	Thames St	Station St	Watts St	S	1P 9a-5:30p Mon-Fri; 8:30a-12:30p Sat	Resident	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
					2P 7:30a-7:30p Mon-Fri		4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Watts St	Court Ct	S	2P 7:30a-7:30p Mon-Fri	Resident	1	0	0	0	0	0	1	1	1	1	1	1	1	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Court Ct	Mersey St	S	2P 7:30a-7:30p Mon-Fri	Resident	13	2	1	1	1	1	1	1	1	1	1	1	2	2	2	2	2	2	3	3	3	3	3	33	3	3	3	3	3	3	3	3	3	3	3
		Mersey St	Dorking Rd	S	2P 7:30a-7:30p Mon-Fri	Resident	2	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	1	1	0	0	0	0	0	0
	Watts St	Thamse St	Rd Closed	E	PZ	Resident	27	4	2	2	3	4	5	5	5	5	4	4	4	4	5	6	7	5	4	4	4	3	4	4	5	6	6	6	5	5	5	5	4	4	4
					1/4P Mon-Fri	Childcare	2	0	1	1	2	1	1	1	1	1	1	1	1	1	1	1	1	0	0	0	0	1	1	1	2	2	2	2	2	1	1	0	0	0	0
				W	2P 7:30a-7:30p Mon-Fri	Resident	29	7	5	7	9	12	13	14	14	13	12	10	9	7	7	8	8	7	5	5	5	5	6	8	10	11	11	10	10	9	9	8	7	6	6
		Off Street Carpark	No28	E	Private	Church	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Rd Closed	Whitehorse Rd	E	1/4P disabled	Childcare	1	0	0	0	1	1	0	0	0	0	1	1	1	0	0	1	1	0	0	0	0	1	1	0	0	1	1	0	0	0	0	0	0	0	0
					1/4P		3	0	0	1	2	1	0	0	0	1	1	2	1	0	0	2	3	1	0	0	0	1	1	0	1	1	1	1	1	0	0	0	0	0	0
					2P 8:30a-6p Mon-Sat	Office	5	0	0	1	2	4	3	2	2	1	3	2	1	0	2	4	5	3	0	0	1	1	2	2	1	0	1	2	1	1	2	3	4	4	3
				W	2P 8:30a-6p Mon-Sat	Office	2	0	1	1	1	2	2	1	2	2	1	2	2	1	1	2	2	2	0	0	0	1	1	2	2	2	2	1	1	1	2	2	2	2	2
					No standing, authorised vehicles excepted		3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Watts St	Off Street Carpark A	Ground	W	Disabled	Public	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
					Ticket		93	3	8	13	55	65	70	68	65	61	55	50	45	30	16	9	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
			Level1		Ticket		50	0	0	27	45	50	50	50	50	50	50	42	30	20	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
			Level2		Ticket		52	0	0	3	40	52	52	52	52	52	52	40	30	19	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
			Level3		Ticket		52	0	0	0	30	52	52	52	52	52	52	45	35	20	7	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
			Level4		Ticket		52	0	0	0	10	52	52	52	52	52	50	40	30	21	10	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
			Level5		Ticket		52	0	0	0	2	30	35	38	40	41	36	30	20	14	7	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
			Level6		Ticket		52	0	0	0	0	3	8	12	15	17	14	12	10	7	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
			Level7		Ticket		26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
			Level8		Ticket		26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Off Street Carpark	Rear No.975-903 W	W	Private	Office	75	0	0	3	12	18	20	24	23	21	20	20	19	18	16	15	12	8	0	0	0	6	14	17	20	20	18	16	12	10	9	5	4	2	0
			No.4	E	Private	Office	2	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	2	2	2	1	0	0	0	0	0
			No.6		Private	Office	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
			No.8		Private	Office	2	0	0	0	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Whitehorse Rd	Graham Pl	Dorking Rd	N	P 5mins 8a-9:15a; 3p-4p Mon-Fri	School	6	0	4	6	6	5	5	5	4	4	6	6	5	3	0	0	0	0	0	0	0	0	0	1	2	2	2	1	0	0	0	0	0	0	0
					Bus Zone 8:30a-4p Mon-Fri		3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Off Street Carpark	No.1063-1065	N	Private	School	32	0	5	30	31	32	32	32	32	32	32	30	27	25	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Station St	Watts St	N	1P ticket 8:30a-6p Mon-Sat	Shops	9	1	3	3	4	6	6	3	5	5	4	5	5	4	6	8	8	6	0	0	2	3	5	6	5	6	5	5	4	5	5	6	8	9	6
					LZ 15mins 7a-5p Mon-Sat		2	0	0	0	0	1	1	0	0	0	1	0	0	1	1	1	1	1	0	0	0	0	0	0	1	0	0	0	1	0	0	1	0	0	0
		Watts St	Court Ct	N	Bus Zone	Office	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
					1P disabled 8:30a-6p Mon-Sat		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
					1P ticket 8:30a-6p Mon-Sat		3	0	0	0	0	0	2	3	3	2	2	2	1	0	1	2	2	1	0	0	0	1	1	2	3	3	3	2	2	2	3	3	3	3	2
		Off Street Carpark	No.1013	N	Private - Security gate-No access	Office		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Court Ct	Kangerong Rd	N	1/2P 8a-9p M-Sun	Shops	5	0	1	2	3	4	5	5	4	5	5	4	4	2	4	5	5	4	0	0	0	0	2	3	4	4	3	5	4	3	2	3	4	5	4
					No Standing; vehicles on police business excepted		3	2	2	3	3	2	2	3	3	3	2	2	3	2	2	2	1	2	2	2	2	1	2	2	3	3	3	3	2	3	3	3	2	3	3
		Kangerong Rd	Graham Pl	N	1P 7:30a-7:30p Mon-Fri	Resident	1	0	0	0	0	1	1	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
					2P 7:30a-7:30p Mon-Fri		10	4	2	3	5	6	7	8	8	8	7	7	6	6	6	7	6	5	4	2	3	1	3	4	5	5	5	4	4	5	5	6	6	6	6

Parking Occupancy Survey

Area **A to N**
Location **Box Hill Central Activity District**
Weather **Overcast**

Area	Street	From	To	Side	Restriction	Frontage Type	Supply	Thursday, 6 December 2012																	Saturday, 8 December 2012																
	Street	From	To	Side	Restriction	Frontage Type	Supply	6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM
	Elgar Rd	Whitehrse Rd	Prospect 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	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	0	0	0	0	0	0	0	0	0	0	0	0
		Prospect St	Hopetoun Pde	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	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	0	0	0	0	0	0	0	0	0	0	0	0
	Fairbank La	Young St	Nelson Rd	S	Private - Department of Justice (No.38)	Office	54	5	8	12	16	20	25	30	29	24	22	20	15	12	9	4	2	0	6	6	6	6	7	7	7	6	6	5	5	5	4	4	4	4	4
			No.34 of Prospect st		Private	Office	50	5	10	15	20	29	35	40	42	34	30	25	20	15	10	4	2	0	4	4	4	4	4	4	3	3	3	2	2	2	1	1	1	1	1
			N0.30		Private - Security Gate - No Access	Office		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
			N0.26		Private - Security Gate - No Access	Office		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
			N0.22		Private	Office	46	3	7	13	25	28	30	35	33	31	30	28	20	15	10	6	2	0	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
			N0.18		Private - Security Gate - No Access	Office		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
			N0.14		Private - Security Gate - No Access	Office		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
			No.10		Private	Office	27	0	3	6	10	15	20	25	24	21	20	18	15	10	5	3	0	0	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
			No.820 of Whitehors	N	Private - outside	Office	12	0	0	0	3	5	6	7	8	8	7	6	5	4	2	1	0	0	5	5	6	7	8	9	9	7	7	6	5	4	3	3	3	2	2
					Private - Security Gate - No Access			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
			No.826		Private - outside	Office	5	0	0	2	3	3	4	4	4	4	4	4	3	3	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
					Private-underground		26	3	5	9	12	16	20	25	23	20	20	18	15	10	5	2	0	0	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	0
			No.830		Private - Outside	Office	12	0	0	3	12	12	12	12	12	12	12	12	10	6	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
					Private-Ground		22	1	1	3	15	18	19	20	19	17	16	15	10	7	5	3	1	0	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
					Private-underground		23	2	2	5	15	20	21	22	21	20	19	17	10	6	4	2	0	0	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
			No.836		Private-Outside	Office	10	0	0	6	8	8	9	9	8	7	7	6	5	4	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
					Private-Outside-loading		3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
					Private - Ground		60	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
					Private - Underground		35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
			Next Nelson Rd		Private - Skilled	Office	8	0	0	1	3	3	5	6	6	7	6	5	4	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H	Nelson Rd	Whitehorse Rd	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	0	0	0	0	0	0	0	0	0	0	0	0	0
	Prospect St	Nelson Rd	Young St	N	LZ 15mins 7a-6p Mon-Sat	Office	3	0	0	0	1	0	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
					1P ticket 8:30a-6p Mon-Sat		4	0	2	2	3	2	3	3	3	2	3	3	2	3	2	2	1	0	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0	0	0
					Mail zone		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
					1P ticket 8:30a-6p Mon-Sat		7	1	2	4	5	6	5	5	6	5	6	5	6	5	3	2	1	0	0	0	1	1	1	2	2	2	2	3	3	2	2	2	2	2	0
					2P disabled		1	0	0	0	0	1	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
					1P ticket 8:30a-6p Mon-Sat		13	0	0	2	4	6	8	7	9	7	8	6	5	4	2	0	0	0	0	0	0	2	2	2	2	2	2	2	1	1	1	2	2	3	2
				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	0	0	0	0	0	0	0	0	0	0	0	0	0
		Off Street Carpark	At No. 9	S	Private - Security Gate - No Access	Office		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
			At No. 13	S	Permit parking	Private	40	2	6	13	20	22	23	23	24	24	22	20	19	16	6	2	1	0	0	0	0	1	1	1	1	1	1	1	1	0	0	0	0	0	0
			At No. 17	S	Private - Security Gate - No Access	Office		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
			At No. 23	S	Private - Security Gate - No Access	Office		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
			At No. 29	S	Private	Medical	22	2	4	10	13	15	15	16	14	16	15	13	13	12	8	3	1	0	0	2	5	8	11	13	15	14	12	10	9	7	5	2	0	0	0
			At No 33	S	Ticket	Public	64	3	6	16	30	43	45	46	48	48	46	43	40	33	10	3	0	0	0	0	0	0	0	0	1	1	1	1	1	1	1	1	0	0	0
			At No. 37	S	Private - Security Gate - No Access	Office		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Young St	Elgard Rd	N	1P ticket 8:30a-6p Mon-Sat	Office	3	0	2	2	2	2	2	2	2	2	3	3	3	3	2	2	2	1	0	0	0	0	0	0	0	0	0	0	0	1	1	1	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	0	0	0	0	0	0	0	0	0	0	0	0	0
		Off Street Carpark	At No. 43-45	S	Private - Security Gate - No Access	Office		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Prospect St	off street carpark	Next Young St	N	Private	Office	74	10	16	25	35	46	50	56	53	48	43	40	30	20	10	4	0	0	5	5	5	5	5	5	5	4	4	3	3	2	2	0	0	0	0
			Next Elgard Rd	N	Private - Security Gate - No Access	Office		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Whitehorse Rd	Nelson Rd	Elgar Rd	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	0	0	0	0	0	0	0	0	0	0	0	0	0
	Young St	Prospect St	Fairbank La	E	LZ 15mins 7a-6p Mon-Sat	Office	4	0	1	1	0	2	1	1	0	2	1	0	1	3	2	1	1	0	0	0	0	0	0	0	0	0	0	1	2	3	3	2	1	0	0
					1P meter 8:30a-6p Mon-Sat		1	0	1	1	1	1	1	1	1	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				W	P disabled	Office	2	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0
		Off Street Carpark		W	Private - Security Gate - No Access	Office		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Parking Occupancy Survey

Area **A to N**
Location **Box Hill Central Activity District**
Weather **Overcast**

							Thursday, 6 December 2012																	Saturday, 8 December 2012																
Street	**From**	**To**	**Side**	**Restriction**	**Frontage Type**	**Supply**	**6:00 AM**	**7:00 AM**	**8:00 AM**	**9:00 AM**	**10:00 AM**	**11:00 AM**	**12:00 PM**	**1:00 PM**	**2:00 PM**	**3:00 PM**	**4:00 PM**	**5:00 PM**	**6:00 PM**	**7:00 PM**	**8:00 PM**	**9:00 PM**	**10:00 PM**	**6:00 AM**	**7:00 AM**	**8:00 AM**	**9:00 AM**	**10:00 AM**	**11:00 AM**	**12:00 PM**	**1:00 PM**	**2:00 PM**	**3:00 PM**	**4:00 PM**	**5:00 PM**	**6:00 PM**	**7:00 PM**	**8:00 PM**	**9:00 PM**	**10:00 PM**
Carrington Rd	Thurston St	Station St	N	1P ticket 8:30a-6:30p Mon-Sat	Shops	5	0	1	2	3	4	5	4	4	5	4	5	4	2	3	4	3	3	0	0	1	1	4	5	5	4	5	5	4	3	1	2	4	3	3
				LZ		2	0	1	1	2	1	2	1	1	2	2	1	0	0	1	0	1	0	0	0	1	0	1	1	0	1	2	1	2	1	0	1	1	0	0
				Taxi		7	0	2	2	4	3	5	3	4	4	5	3	4	3	4	4	3	4	0	1	2	2	3	2	3	3	4	2	3	2	2	4	2	2	2
				LZ		1	0	0	0	1	1	0	1	0	1	1	0	1	0	0	0	0	0	0	0	0	1	0	1	0	1	1	0	1	1	0	1	0	0	0
				P2mins 7a-12noon; Mail zone 12noon-7p		1	0	0	0	0	1	1	0	0	1	1	0	1	0	0	1	1	1	0	0	0	0	0	1	1	0	1	1	1	0	0	1	0	0	0
				1P disabled 8:30a-6p Mon-Sat; P disabled all other times		3	0	0	0	0	1	2	2	2	2	3	3	2	2	2	3	3	1	0	0	0	0	1	2	3	2	3	3	2	2	1	2	2	2	1
				1/2P ticket 8:30a-6p Mon-Sat		4	1	2	2	3	4	4	4	3	4	4	3	3	4	3	4	4	3	1	1	2	2	3	4	4	4	4	3	3	4	4	3	4	4	3
				LZ		3	0	1	1	0	1	1	2	0	1	2	0	1	2	1	0	1	1	0	0	1	1	0	1	1	2	0	2	1	1	2	0	0	1	0
Carrington Rd	Off Street Carpark	Goods Delivery	N	BoxHill Central	Shops	15	0	2	1	4	3	6	5	6	4	4	3	4	3	3	2	2	0	0	1	3	4	5	7	6	5	5	4	3	5	4	3	2	0	0
		Next Station St	N	Ticket	Public	96	0	0	4	10	28	40	50	60	69	75	60	50	38	25	17	13	8	0	0	0	0	3	7	10	14	16	13	11	9	7	5	3	0	0
Central Boxhill North	Off Street Carpark	Access From Prosp	Level	Ticket	Public	212	16	32	60	100	138	190	200	208	211	200	188	170	150	130	110	80	50	20	35	60	115	150	212	210	208	210	202	190	170	148	103	78	50	30
				Disabled		5	0	0	0	1	3	3	3	2	1	2	1	1	0	0	0	0	0	0	0	0	0	2	4	4	3	3	2	2	1	1	2	1	0	0
			Level	Ticket	Public	106	8	16	30	50	88	95	100	103	104	90	85	80	75	70	56	48	35	10	20	35	55	80	104	102	103	105	95	82	78	68	50	45	39	20
				Disabled		10	0	0	0	3	8	7	8	7	9	8	8	6	6	5	5	3	0	0	0	0	2	5	8	7	6	6	5	5	4	4	4	3	2	0
			Level	Ticket	Public	77	6	12	22	43	70	76	75	74	72	66	60	50	40	30	17	10	2	5	12	25	40	68	76	75	75	70	65	60	50	30	12	10	5	0
				Disabled		2	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	0	0	0	0	0	0	0	0
			Level	Ticket	Public	65	5	10	19	37	62	65	64	63	62	56	55	53	50	40	35	18	6	0	7	20	35	60	65	64	63	62	60	55	50	45	23	17	12	5
				Disabled		7	0	0	0	2	5	4	4	3	2	3	2	3	3	2	2	1	0	0	0	0	0	3	6	5	6	5	4	3	2	1	0	0	0	0
			Level	Ticket	Public	51	2	5	7	10	13	25	35	44	47	40	35	30	24	15	9	6	0	5	7	10	15	35	51	50	48	49	46	35	30	20	8	5	3	0
				Disabled		4	0	0	0	0	1	1	1	2	2	2	1	1	0	0	0	0	0	0	0	0	0	1	2	2	2	1	1	1	0	0	0	0	0	0
			Level	Ticket	Public	288	8	20	40	60	106	130	150	160	164	160	145	120	100	70	41	20	10	15	25	40	72	110	160	171	164	159	140	130	110	70	40	30	20	12
				Disabled		2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Central Boxhill South	Off Street Carpark	Access From Statio	Grou	Ticket	Public	534	40	80	150	300	521	530	532	520	477	460	450	440	400	320	256	200	100	20	65	143	320	510	520	530	525	480	455	445	425	390	231	200	156	89
				Disabled		7	0	0	0	2	6	6	5	7	6	6	7	6	5	4	1	0	0	0	0	0	0	3	7	5	6	5	6	4	3	2	1	1	0	0
			Unde	Ticket	Public	501	30	70	130	250	481	489	485	480	471	465	430	400	350	300	284	190	102	26	75	120	265	470	481	485	482	475	460	430	320	250	140	100	80	40
				Disabled		4	0	0	0	0	2	3	3	2	2	2	3	2	3	2	3	2	0	0	0	0	0	2	4	4	3	2	3	2	2	2	0	0	0	0
				Reserved		61	20	35	45	50	55	60	60	59	61	60	58	59	55	50	46	40	30	20	30	40	50	58	61	60	60	60	58	60	60	50	31	24	18	10
			Level	Rail staff	Private	9	2	2	2	2	2	3	4	5	6	6	5	5	5	4	4	4	4	2	2	2	2	3	3	3	3	4	4	4	3	3	3	3	3	3
				LZ	Public	3	0	1	0	1	1	0	1	1	0	0	1	0	1	0	0	0	0	1	1	0	1	1	1	1	1	1	1	1	1	1	1	1	1	1
				P disabled		8	0	0	0	1	6	5	6	5	2	4	3	2	0	0	0	0	0	0	0	0	0	2	4	4	3	4	4	3	2	1	1	0	0	0
				Ticket		270	20	40	70	130	192	210	240	245	231	220	200	180	150	130	97	70	40	25	55	80	150	210	270	267	260	262	255	230	200	145	75	65	48	28
			Level	Ticket	Public	150	11	20	32	50	77	98	105	110	115	100	90	80	60	40	28	15	8	15	25	39	55	75	83	100	87	80	84	70	65	40	15	10	7	4
Clisby Ct	Whitehorse Rd	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	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	0	0	0	0	0	0	0	0	0	0	0	0	0
Nelson Rd	Prospect St	Whitehorse 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	0	0	0	0	0	0	0	0	0	0	0	0	0
Prospect St	Nelson Rd	Boxhill North Centra	N	LZ	Public	4	0	1	2	2	1	0	2	2	1	0	1	2	1	0	0	0	0	0	0	1	1	0	2	1	3	2	0	2	1	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	0	0	0	0	0	0	0	0	0	0	0	0	0
Station St	Whitehorse Rd	Bank St	W	No Standing 7a-7p	Shops	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5	5
	Off Street Carpark	Central Boxhill	W	LZ	Shop	2	0	0	0	0	1	0	1	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0
	Bank St	Ellingworth 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	0	0	0	0	0	0	0	0	0	0	0	0	0
Thurston St	Carrington Rd	Hopetoun Pde	E	2P 7:30a-7:30p Mon-Fri	Shops	4	0	1	2	3	4	4	4	4	3	4	4	3	4	3	2	0	0	0	0	1	3	4	4	4	3	3	3	3	2	3	3	1	0	0
				Loading docks - BH Central	Shops	5	0	0	2	3	3	2	3	2	3	2	1	0	0	0	0	0	0	0	0	0	0	1	1	1	2	1	2	2	0	0	0	0	0	0
Whitehorse Rd	Station St	Pedestrian Crossing	S	LZ 15mins 8:30a-6p Mon-Sat	Shops	2	0	0	0	1	2	1	1	2	1	2	1	1	0	2	2	2	2	0	0	0	0	1	2	2	1	1	1	2	1	1	2	2	1	2
				1P ticket 8:30a-6p Mon-Sat		9	1	2	5	7	8	9	9	8	9	8	9	8	7	6	9	9	9	2	3	5	6	9	8	9	9	9	8	8	9	9	8	9	9	9
				1P disabled 8a-6p Mon-Sat		1	0	0	0	0	1	1	0	0	1	1	0	0	0	0	1	1	1	0	0	0	0	0	1	2	0	1	1	1	0	1	1	1	1	1
				1P ticket 8:30a-6p Mon-Sat		1	0	0	0	0	1	1	0	1	1	0	1	1	0	0	1	1	1	0	0	0	0	1	1	1	1	1	1	1	1	1	1	1	1	1
				LZ 15mins 8:30a-6p Mon-Sat		2	0	0	1	1	0	1	0	0	1	2	0	1	0	0	2	2	2	0	0	0	0	0	0	1	0	1	1	0	2	1	1	2	2	2
	Pedestrian Crossing	Clisby Ct	S	1/2P 8:30a-6p M-Sun	Shops	3	0	0	0	2	3	2	0	2	3	2	2	2	0	2	3	3	3	0	0	1	2	2	3	2	1	2	3	2	2	2	2	3	3	3
				Bus Zone 15mins		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				Taxi zone		1	0	0	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	1	0	0	1	0	0	0
				1/4P 8:30a-6p M-Sun		2	0	1	1	2	0	1	2	0	2	1	0	2	1	1	2	2	2	0	0	0	0	1	2	1	1	2	2	1	2	2	1	2	2	2
	Clisby Ct	Nelson Rd	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	0	0	0	0	0	0	0	0	0	0	0	0	0
	Off Street Carpark	Near Clisby Ct	M	1P ticket 8:30a-6p Mon-Sat (including 26 spaces were closed)	Public	44	0	0	0	0	3	5	6	9	10	9	7	6	4	10	18	18	16	0	0	0	2	3	6	10	13	14	13	13	10	10	13	18	17	16
				1P disabled ticket 8:30a-6p Mon-Sat		4	0	0	0	0	0	1	1	1	1	0	0	0	0	1	2	3	2	0	0	0	0	0	0	1	1	1	0	0	0	0	1	1	1	1
		At No. 910	S	Private	Shop	12	0	0	3	8	10	11	10	11	11	10	10	11	10	10	10	9	9	0	0	0	5	8	10	9	8	8	9	9	9	9	10	10	9	9
		At No. 852	S	Private - Security gate -No Access	Office		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Whitehorse Rd (Ser	Clisby Ct	Nelson Rd	N	1P ticket 8:30a-6p Mon-Sat	Shop	12	0	1	2	3	5	8	7	7	6	8	7	6	5	7	10	11	9	0	0	0	2	4	5	6	5	6	5	4	3	0	6	9	11	8
				1P disabled		1	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	ACE Carpark	Corner with Nelson	S	2P ticket all times	Public	66	2	4	10	16	35	42	46	50	56	53	52	50	49	30	20	12	7	3	6	8	14	25	45	53	58	55	50	42	35	25	20	17	12	6
				2P disabled		3	0	0	0	0	0	1	1	2	2	1	1	0	0	0	0	0	0	0	0	0	0	0	1	2	2	2	2	1	0	0	0	0	0	0
				10hours ticket Mon-Fri; 2P ticket Sat-Sun		21	0	0	5	15	20	21	21	21	21	21	20	16	11	8	5	1	0	0	0	5	0	3	5	7	9	8	7	5	3	1	1	0	0	0

Parking Occupancy Survey

Area **A to N**
Location **Box Hill Central Activity District**
Weather **Overcast**

J

Street	From	To	Side	Restriction	Frontage Type	Supply	Thursday, 6 December 2012																	Saturday, 8 December 2012																
							6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM
Bank St	Station St	Linsley St	S	1/2P ticket 8:30a-6p M-Sun	Shop	6	0	0	0	0	2	4	1	3	4	3	4	3	2	4	6	5	5	0	0	0	0	1	3	4	5	4	5	4	5	4	3	5	6	5
				P commuters		75	20	50	75	75	75	75	75	75	75	75	75	75	73	65	72	71	60	6	10	16	24	56	75	75	75	75	75	75	68	52	60	70	65	55
			N	1/2P ticket 8:30a-6p M-Sun	Shop	3	0	0	0	0	1	2	1	1	2	1	2	1	0	2	3	3	3	0	0	0	0	1	1	2	2	1	2	2	1	2	2	3	3	3
				2P ticket 8:30a-6p Mon-Sat	Council	34	2	4	5	6	10	12	8	13	11	13	11	10	7	18	30	26	20	0	0	0	0	8	16	20	23	20	17	13	10	5	16	30	23	18
Bank St	Off Street Carpark	Box Hilll Institute	N	P disabled	Tafe	4	0	0	1	1	1	2	2	2	2	2	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				P visitors		13	0	0	3	5	7	8	9	8	9	7	6	6	5	5	4	2	0	0	0	0	2	4	6	7	6	5	4	3	1	0	0	0	0	0
				Permit parking		27	0	0	2	10	18	20	22	22	23	21	19	17	14	12	9	6	0	0	0	0	0	0	2	2	2	2	1	1	0	0	0	0	0	0
				LZ		2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Town Hall	N	PZ 7a-6p Mon-Fri	Council	38	0	0	9	19	24	25	26	30	30	29	29	27	27	25	23	22	17	0	0	2	4	30	38	38	38	38	30	20	16	13	20	25	26	19
				No Standing; authorised vehicles only		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				P disabled		3	0	0	0	0	1	2	3	3	2	2	1	0	0	0	0	0	0	0	0	0	0	1	2	3	3	2	2	1	1	1	0	0	0	0
				LZ		3	0	0	0	0	1	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				1/4P		3	0	0	0	1	2	3	3	2	1	2	1	0	2	1	0	0	0	0	0	0	0	1	2	3	3	3	2	2	1	1	1	1	2	1
				1/2P; authorised vehicles excepted		32	0	0	3	15	20	25	22	23	21	20	18	14	9	6	3	1	0	0	0	1	2	12	15	17	18	20	18	16	14	11	10	10	6	4
		Library	N	1P 7:30a-9:30p M-Sun	Library	34	0	0	0	7	16	24	27	30	32	31	31	30	28	17	13	8	4	0	0	0	0	10	18	20	21	24	21	19	16	14	10	7	2	0
				LZ ; library permit excepted		6	0	0	0	0	1	1	1	2	2	3	3	4	4	3	2	2	1	0	0	0	0	0	1	1	2	2	1	1	0	0	0	0	0	0
	Linsley St	Miller St	S	1P 7:30a-7:30p Mon-Fri	Resident	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
			N	1P 7:30a-7:30p Mon-Fri	Resident	10	1	1	1	1	1	1	1	1	1	1	2	2	2	1	1	1	1	1	1	1	1	1	3	5	7	5	3	2	1	1	1	1	0	0
Bishop St	Miller St	Short St	S	2P 7:30a-7:30p Mon-Fri	Resident	31	14	13	12	11	10	10	9	9	9	10	10	9	8	11	12	13	13	13	13	12	13	11	10	8	6	8	9	9	10	10	10	11	12	12
			N	2P 7:30a-7:30p Mon-Fri	Resident	35	10	10	9	8	7	7	6	6	7	7	8	8	8	8	9	9	9	11	11	11	11	10	9	9	8	8	7	8	8	9	9	9	10	10
	Short St	Sagoe Ln	S	2P 7:30a-7:30p Mon-Fri	Resident	11	0	0	0	0	1	1	1	1	1	1	1	1	1	1	0	0	0	5	5	5	5	4	3	2	2	2	2	2	2	2	2	2	3	3
			N	2P 7:30a-7:30p Mon-Fri	Resident	9	3	3	3	3	2	2	2	2	2	2	2	3	3	3	3	3	3	2	2	2	2	2	2	1	1	1	2	2	2	3	3	3	3	3
Garretts Ln	Bank St	End	All sid	LZ 15mins 7a-9p M-Sun	Shop	6	0	0	1	2	3	3	2	2	1	3	2	2	4	3	2	2	2	0	0	0	0	0	2	2	1	2	3	2	3	2	2	3	2	1
				Private		15	2	5	6	9	10	12	10	10	11	12	10	10	12	11	10	6	5	1	2	3	5	7	10	11	9	10	12	11	10	9	10	9	10	6
Linsley St	Bank St	Whitehorse Rd	E	1P 7:30a-7:30p Mon-Fri	Resident	6	0	0	0	0	2	2	3	3	2	2	1	1	0	0	0	0	0	0	0	0	0	0	2	3	3	3	3	2	2	2	1	0	0	0
			W	1P 7:30a-7:30p Mon-Fri	Resident	12	0	0	0	0	2	3	4	4	3	3	2	2	2	2	3	3	2	0	0	0	0	2	3	4	6	5	4	4	3	2	2	2	0	0
	Off Street Carpark	Lepine Funeral	W	Private	Office	25	0	0	0	0	0	0	0	0	0	0	0	1	2	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				Enclosed area		5	1	1	1	2	2	2	2	2	3	3	4	4	5	3	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Miller St	Bank St	Bishop 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	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	0	0	0	0	0	0	0	0	0	0	0	0
	Bishop St	Whitehorse Rd	E	No Standing 6a-8a Wed; 2P 7:30a-7:30p Mon-Fri	Resident	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
			W	2P 7:30a-7:30p Mon-Fri	Resident	9	5	5	5	5	5	5	5	5	5	4	4	3	3	4	5	5	5	5	5	5	5	5	5	4	4	4	4	5	5	5	5	5	5	5
Sagoe Ln	Bishop St	Whitehorse 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	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	0	0	0	0	0	0	0	0	0	0	0	0
Short St	Bishop St	Whitehorse Rd	E	2P 7:30a-7:30p Mon-Fri	Resident	9	0	1	2	3	5	6	7	7	6	6	6	5	3	2	2	1	0	0	1	3	6	5	5	6	6	6	5	4	2	0	1	1	0	0
			W	2P 7:30a-7:30p Mon-Fri	Resident	7	0	0	0	1	2	3	2	4	3	5	4	4	3	2	1	0	0	0	0	1	2	3	4	3	1	2	3	2	1	0	0	0	0	0
Station St	Whitehorse Rd	Bank St	E	No Standing 7a-9a; 4p-6p Mon-Fri; LZ 9a-4p Mon-Sat	Shop	2	0	0	0	0	1	1	0	2	1	0	0	0	0	2	2	2	2	0	0	0	0	1	0	1	2	2	0	1	1	0	2	2	2	2
				No Standing 7a-9a; 4p-6p Mon-Fri; 1P ticket 9a-4p Mon-Fri; 8:30a-12:30p Sat		8	0	0	0	0	3	5	3	6	5	5	0	0	0	8	8	8	8	0	0	0	1	4	5	6	8	6	7	6	5	6	8	8	8	8
Whitehorse Rd	Sagoe Ln	Short St	S	2P 7:30a-7:30p Mon-Fri	Resident	10	3	3	4	4	5	6	5	6	5	5	4	4	3	4	4	3	3	3	4	5	6	6	5	4	3	3	3	4	4	4	3	3	3	3
	Short St	Miller St	S	2P 7:30a-7:30p Mon-Fri	Resident	32	14	14	14	15	15	16	16	18	16	15	13	12	10	12	14	13	13	12	14	16	19	17	15	14	12	13	11	13	12	10	11	12	12	13
	Miller St	Linsley St	S	2P 7:30a-7:30p Mon-Fri	Resident	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
				1/4P 8:30a-9:30a; 5p-6p Mon-Fri; 2P 9:30a-5p Mon-Fri	Childcare	4	0	1	2	2	2	2	2	2	2	2	2	2	2	1	1	1	0	1	1	1	1	1	1	2	2	2	2	2	2	2	2	1	1	1
	Linsley St	End Tafe	S	1/4P	Council	1	0	0	0	0	0	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	1	1	1	1	0	0	0
				P disabled		3	0	0	0	0	1	1	1	1	2	2	1	1	2	1	0	0	0	0	0	0	0	0	0	1	1	1	1	0	0	0	0	0	0	0
				1P ticket 8:30a-6p Mon-Sat		13	0	1	1	1	2	2	2	3	3	2	2	1	0	3	12	13	8	0	0	0	0	3	6	8	9	11	11	10	9	8	6	8	9	6
				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	0	0	0	0	0	0	0	0	0	0	0	0
				Taxi zone		2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				1P ticket 8:30a-6p Mon-Sat		8	0	0	0	1	4	3	2	4	3	4	3	3	3	5	8	7	7	0	0	0	0	2	3	5	6	6	3	2	0	0	6	8	8	7
	Off Street Carpark	A No. 1030	S	Private	Church	26	0	0	0	0	2	3	4	4	4	3	3	4	4	4	3	3	0	0	0	0	0	3	3	4	4	4	4	5	5	5	4	3	2	0
				No Standing; authorised vehicles only		3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Whitehorse Rd	Off Street Carpark	Box Hilll Institute	S	Permit parking	Tafe	34	0	0	2	15	23	25	26	29	27	24	20	15	10	7	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				P disabled		3	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				Jobs Plus only		1	0	0	0	0	0	0	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Whitehorse Rd	End Tafe	Station St	S	1P ticket 8:30a-6p Mon-Sat	Shops	10	0	0	0	2	3	5	3	5	5	4	5	6	10	10	10	10	9	0	0	0	1	4	6	7	8	7	7	6	5	6	10	10	10	10
				LZ 15mins 7a-5p Mon-Sat		2	0	0	0	0	1	2	0	0	1	1	0	0	0	1	2	2	2	0	0	0	0	0	1	0	1	0	1	1	0	2	2	2	2	2
		Ace Parking - No. 9	S	Ticket	Public	78	3	7	10	50	70	78	78	78	78	75	70	60	30	12	3	0	0	0	0	0	5	8	10	13	16	14	13	12	10	7	4	2	0	0
				Permit parking		58	2	5	10	15	19	22	23	26	24	22	20	17	14	11	7	5	2	3	3	3	2	2	2	2	3	3	3	4	4	4	5	5	4	4
		Level B3		Ticket		141	0	0	4	40	85	90	94	96	98	85	80	40	25	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Parking Occupancy Survey

Area **A to N**
Location **Box Hill Central Activity District**
Weather **Overcast**

	Street	From	To	Side	Restriction	Frontage Type	Supply	Thursday, 6 December 2012															Saturday, 8 December 2012																
								6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM
K	Brougham St	Elgar Rd	Surrey Dr	N	2P 7:30a-7:30p Mon-Fri	Resident	30	12	12	14	13	12	12	10	11	12	13	14	13	12	13	12	11	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Carrington Rd	Elgar Rd	Thurston St	S	2P 7:30a-7:30p Mon-Sat	Resident	30	5	7	9	12	18	21	23	25	23	22	20	19	16	12	10	5	6	6	7	8	7	14	18	20	19	21	19	19	11	12	10	10	9	7
				N	1P 7:30a-7:30p Mon-Sat	Resident	29	3	2	4	6	8	10	11	14	13	13	14	12	10	9	7	5	3	3	3	4	5	7	8	9	10	11	12	8	4	5	4	3	2	3
	Elgar Rd	Hopetoun Pde	Carrington Rd	E	Clearway 7:30a-9:30a; 4p-6p Mon-Fri; 2P 9:30a-4p Mon-Fri	Resident	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				W	Clearway 6:30a-9a; 4:30p-6:30p Mon-Fri; 2P 9a-4:30p Mon-Fri	Resident	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Carrington Rd	Kintore Cre	E	Bus Zone	Resident	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
					Clearway 6:30a-9:30a; 4p-6:30p Mon-Fri		7	0	0	0	0	0	0	0	0	0	0	0	0	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	Resident	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
					Clearway 6:30a-9:30a; 4p-6:30p Mon-Fri		3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Off Street Carpark	No.420	E	Disabled	Medical	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
					Private		10	0	0	0	0	3	5	4	6	4	5	5	4	3	2	0	0	0	0	0	0	0	2	4	3	4	3	5	2	0	0	0	0	0	0
		Kintore Cre	Brougham St	E	Clearway 6:30a-9:30a; 4p-6:30p Mon-Fri	Resident	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				W	Clearway 6:30a-9:30a; 4p-6:30p Mon-Fri	Resident	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Hopetoun Pde	Thurston St	Elgar Rd	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	0	0	0	0	0	0	0	0	0	0	0	0	0
				S	2P 7:30a-7:30p Mon-Fri	Resident	27	7	8	11	14	20	24	25	26	24	21	18	15	9	9	8	7	6	4	4	5	5	15	18	21	20	18	17	14	7	7	8	6	6	5
					No parking 6a-10a Wed		6	2	2	2	2	2	3	3	3	3	3	3	3	3	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
					2P 7:30a-7:30p Mon-Fri		3	1	1	1	1	1	1	2	2	2	2	3	3	3	2	1	0	0	1	1	1	1	1	2	2	2	2	1	1	0	0	0	0	1	1
	Kintore Cre	Thurston St	Elgar Rd	N	2P 7:30a-7:30p Mon-Fri	Resident	36	4	2	4	6	10	13	15	16	15	14	13	13	12	9	7	5	4	6	6	7	8	13	18	20	22	20	16	14	10	9	8	7	7	6
				S	2P 7:30a-7:30p Mon-Fri	Resident	30	9	8	9	10	11	12	13	14	14	13	12	12	11	10	11	11	10	6	6	6	5	10	14	17	19	18	16	13	10	12	11	10	10	8
	Thurston St	Brougham St	Kintore Cre	W	2P 7:30a-7:30p Mon-Fri	Resident	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Kintore Cre	Cambridge St	W	2P 7:30a-7:30p Mon-Fri	Resident	6	0	2	2	3	5	6	6	5	6	6	5	6	6	4	3	1	1	0	0	2	3	4	6	6	6	6	6	5	5	5	5	5	5	2
		Cambridge St	Carrington Rd	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	0	0	0	0	0	0	0	0	0	0	0	0
		Carrington Rd	Hopetoun Pde	W	2P 7:30a-7:30p Mon-Fri	Church	2	0	1	2	2	2	2	2	2	2	2	2	2	2	2	1	1	0	0	0	0	0	2	2	2	2	2	2	2	1	1	1	1	1	0
		Off Street Carpark	Greek Community	W	Private	Church	52	3	9	10	11	13	15	14	16	15	13	11	9	7	10	10	9	5	0	0	2	2	6	8	9	10	9	8	7	5	5	4	4	3	2
					Disabled		3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Parking Occupancy Survey

Area **A to N**
Location **Box Hill Central Activity District**
Weather **Overcast**

								Thursday, 6 December 2012																	Saturday, 8 December 2012																
	Street	From	To	Side	Restriction	Frontage Type	Supply	6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM
	Cambridge St	Off Street Carpark	Coner With Station	S	P Ticket 8:30a-6p Mon-Sat	Public	150	1	3	14	38	90	110	128	140	135	130	124	119	110	100	135	124	80	1	1	2	2	15	28	32	37	42	35	27	17	30	80	105	120	85
					1/4P		5	0	0	0	0	1	1	1	2	2	1	2	2	2	2	2	2	2	0	0	0	0	0	0	1	1	1	1	1	0	2	3	3	4	2
					PZ		6	0	0	2	5	6	6	6	6	6	6	6	6	6	5	4	3	3	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
					P disabled		2	0	0	0	0	1	2	2	2	1	1	0	0	1	1	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Station St	End Carpark	N	2P Ticket 8:30a-6p Mon-Sat	Shops	6	0	0	0	2	3	4	4	4	3	3	4	4	3	4	5	6	5	0	0	0	0	0	1	1	1	1	2	2	2	2	3	4	5	5
				S	LZ	Shops	2	0	0	1	2	0	2	1	0	2	0	1	0	2	1	0	1	0	0	0	0	0	1	0	0	2	1	0	0	1	1	1	0	1	0
					4P ticket 8:30a-6p Mon-Sat		9	1	3	4	4	4	3	2	5	7	6	6	5	5	5	8	6	5	0	0	1	1	1	1	2	2	2	3	3	4	4	5	6	8	6
		End Carpark	Thurston St	N	2P Ticket 8:30a-6p Mon-Sat	Shops	5	0	1	1	1	2	3	3	3	2	2	3	3	2	2	2	2	2	0	0	0	1	2	2	3	3	2	2	1	1	2	3	4	5	2
					1/2P ticket 8:30a-6p Mon-Sat		2	0	0	0	0	0	0	1	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	1	1	1	0	1	1	0	1	1	2	1
					2P Ticket 8:30a-6p Mon-Sat		8	0	0	0	0	1	2	1	2	3	2	1	1	0	0	2	1	1	0	0	0	0	1	2	3	3	3	2	2	1	1	3	7	8	5
					No Standing, Meals on Wheel vehicles ecxepted		4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				S	4P ticket 8:30a-6p Mon-Sat	Resident	22	3	2	3	3	4	5	3	5	6	7	7	6	8	12	15	13	10	3	3	3	4	5	7	9	11	10	8	6	4	8	15	20	22	15
					No Standing, Meals on Wheel vehicles ecxepted		5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Cambridge St	Off Street Carparks	Rear of No.529 Stati	E	Private	Shops	4	0	0	0	2	4	4	4	4	4	3	3	3	3	4	4	3	3	0	0	0	2	3	4	4	4	3	2	3	3	4	4	4	4	4
		(access from lanewa	Rear of No.11 Carri	N	Private	Shops	4	0	1	2	4	4	4	4	4	4	4	3	3	3	3	3	3	3	0	1	0	2	3	4	4	4	4	4	3	3	4	4	4	4	4
			Rear of No.17 Carrington		Private	Shops	13	0	0	4	7	8	9	9	9	8	8	6	5	3	0	0	0	0	0	0	1	2	4	5	5	5	6	6	5	4	4	3	3	3	3
			Rear of No.19 Carrington		Private	Shops	2	0	0	1	1	1	2	2	2	2	2	2	1	1	0	0	0	0	0	0	1	1	1	1	1	1	2	2	2	1	2	2	1	0	0
			Rear of No.29 Carrington		Private	Shops	2	0	0	1	1	1	1	2	2	2	2	1	1	1	0	0	0	0	0	1	2	2	2	2	2	2	2	2	1	1	1	1	0	0	0
			Rear of No.2-6 Cam	S	Private	Shops	8	0	0	3	4	5	6	7	7	6	6	4	4	3	2	2	1	1	0	0	0	2	3	4	4	4	5	5	5	4	4	3	2	1	1
			Rear of No.8 Cambridge s		Private	Shops	6	0	0	3	5	6	6	6	6	6	6	6	5	4	4	3	3	2	0	0	2	3	4	5	6	6	6	5	5	4	4	4	3	3	2
			Rear of No.8 Cambr	W	Private	Shops	3	0	1	1	2	2	3	3	3	2	2	1	1	1	0	0	0	0	0	1	1	1	2	3	2	2	3	3	2	2	2	1	0	0	0
		Off Street Carpark	At No.10-18	N	Private - Upper Area	Office	42	6	9	16	20	32	34	36	40	41	41	40	40	39	20	15	12	9	7	8	10	12	14	15	16	17	16	16	15	14	12	11	9	8	7
					Private - Lower Area - Security Gate - No Access			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
			At No. 20-22	N	Private	Shops	8	0	2	3	4	5	6	6	7	6	7	5	6	5	5	4	3	2	0	0	2	3	4	5	6	6	6	5	4	3	3	4	4	3	3
			No.24	N	Private - Security Gate - No Access	Restaurant		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
			At No. 28	N	Private (Auto Care)	Shops	14	0	4	4	6	7	6	5	8	6	7	6	5	4	8	13	13	10	0	0	1	2	5	7	7	8	8	7	6	3	4	8	11	12	10
			No.30	N	Private (Telstra)	Office	17	0	0	0	2	4	5	5	4	4	4	3	3	3	3	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
			Coner With Thursto	N	Private - Meals on Wheel carpark	Office	5	0	0	0	0	1	2	3	3	2	1	0	0	0	0	0	0	0	0	0	0	1	1	1	2	2	2	1	0	0	0	0	0	0	0
	Carrington Rd	Thurston St	Station St	S	1P ticket 8:30a-6:30p Mon-Sat	Shops	4	0	0	1	2	3	4	3	3	4	3	3	3	4	4	4	4	3	0	0	0	1	3	3	4	3	4	4	3	4	3	4	4	4	3
					2P disabled 7a-midnight M-Sun		2	0	0	0	0	1	2	1	2	2	1	0	1	0	1	2	2	1	0	0	0	0	0	2	2	1	2	1	1	1	0	1	1	1	1
					1P ticket 8:30a-6:30p Mon-Sat		15	2	4	6	9	12	14	12	13	14	13	13	12	14	13	15	15	12	2	3	4	6	11	13	14	13	14	12	13	14	13	12	14	14	12
					LZ		1	0	1	0	1	1	0	1	1	0	1	1	0	0	0	0	1	0	0	0	1	0	0	1	0	0	1	1	0	0	0	0	0	0	0
					2P disabled 7a-midnight M-Sun		1	0	0	0	0	1	1	1	0	1	1	0	0	1	1	1	1	1	0	0	0	0	1	1	1	1	1	0	1	1	0	1	1	1	1
					1P ticket 8:30a-6p Mon-Sat		9	3	4	6	7	9	8	8	9	8	9	8	9	9	8	9	9	9	3	4	5	5	7	9	8	9	9	8	7	8	8	8	9	9	9
		off street carpark	No.53	S	Private	Shops	5	0	0	2	4	5	5	5	5	5	5	5	5	5	5	5	5	5	0	0	2	3	4	4	4	4	5	5	5	4	4	4	4	4	4
	Ellingworth Pde	William St	Pippard St	N	2P ticket 8:30a-6p Mon-Fri; 8:30a-12:30p Sat	Office	22	0	0	0	2	4	6	5	5	6	5	4	4	3	4	3	2	2	0	0	0	0	2	3	4	4	5	5	6	6	5	5	4	4	2
				S	2P ticket 8:30a-6p Mon-Fri; 8:30a-12:30p Sat		14	0	0	0	3	6	7	8	9	7	6	5	4	3	4	5	5	3	0	0	0	1	1	2	2	3	3	4	4	5	4	3	0	0	0
		Off Street Carparks	At No.44	S	Private	Office	16	0	0	0	2	3	3	3	4	6	8	8	8	8	2	0	0	0	0	0	0	0	0	0	1	1	1	1	0	0	0	0	0	0	0
			At No.42		Private	Office	14	0	0	0	0	0	0	0	0	1	1	2	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
			At No.38		Private	Office	24	0	0	5	10	16	18	18	18	18	18	17	16	15	6	3	1	0	0	0	0	2	2	2	1	1	1	1	1	1	1	0	0	0	0
			At No.24		Private / Security gate - No Access	Office		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Pippard St	Station St	N	1P ticket 8:30a-6p Mon-Fri; 8:30a-12:30p Sat	Office	16	0	0	0	0	3	5	4	6	5	7	6	7	8	9	13	11	7	0	0	0	1	4	5	4	12	13	14	12	10	12	15	15	16	9
					LZ 8:30a-4p; 4:30p-6p Mon-Fri; Bus Zone 8a-8:30a; 4p-4:30p Mon-Fri		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
				S	2P ticket 8:30a-6p Mon-Fri; 8:30a-12:30p Sat	Office	17	0	0	0	2	5	6	7	9	7	6	7	6	5	10	15	14	9	0	0	0	1	2	3	5	6	7	9	9	10	12	14	15	17	9
					LZ 8:30a-6:30p Mon-Fri; 2P ticket 8:30a-12:30p Sat		1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Off Street Carparks	At No.19	N	Private	Office	10	3	2	3	4	6	7	8	8	7	9	9	10	10	7	5	3	3	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
			At No.13	N	Private	Office	12	0	0	0	1	2	3	4	4	3	3	3	2	2	1	0	0	0	0	0	1	2	4	8	8	9	7	6	2	0	0	0	0	0	0
			No.5-9	N	Private	Shops	10	0	0	2	5	6	7	7	7	6	6	5	5	4	3	3	3	1	0	0	2	0	1	1	2	2	2	2	2	1	1	1	1	1	1
			At No.14	S	Private	Office	19	0	0	0	0	1	2	3	5	6	7	7	8	8	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Harow St	William St	Glenmore St	N	Unrestricted	Resident	6	3	6	6	6	5	5	4	4	5	5	4	4	3	3	2	1	1	1	1	1	1	2	2	3	3	3	3	3	3	3	3	2	2	2
		Glenmore St	Henry St	N	Unrestricted	Resident	7	0	0	2	3	4	4	3	3	3	3	3	2	2	2	2	2	2	1	1	2	4	4	4	5	5	4	3	3	2	2	2	2	2	2
		Henry St	End Carpark	N	Unrestricted		2	1	1	1	2	2	2	2	2	2	2	2	2	2	2	2	2	1	1	1	1	1	1	2	2	2	2	2	1	1	1	1	1	1	1
					2P 7:30a-7:30p Mon-Fri	Resident	3	1	1	1	2	3	3	3	3	3	2	2	2	1	1	1	1	1	1	1	1	1	2	2	3	3	3	2	2	1	1	1	1	1	1
		Off Street Carpark	B/W Ellingworth And Harr		P ticket 8:30a-6p Mon-Sat	Public	110	3	6	16	25	40	50	61	65	62	60	58	45	32	25	19	13	7	3	3	3	3	5	9	11	12	13	11	8	6	6	7	8	10	7
		End Carpark	John St	N	2P 7:30a-7:30p Mon-Fri	Resident	10	3	4	5	7	8	7	8	7	7	7	6	6	5	5	5	5	4	3	3	3	3	4	5	6	7	7	6	6	5	5	5	5	5	5
		Off Street Carpark	At No.21	N	Private / Security gate - No Access	Office		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		John St	Station St	N	P disabled	Office	2	0	0	0	0	2	2	2	1	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				S	2P 7:30a-7:30p Mon-Fri	carpark	5	0	1	2	3	5	5	4	5	5	4	5	4	5	5	5	3	2	0	0	0	1	3	4	5	5	4	4	3	0	0	0	0	0	0
		Off Street Carpark	At No.1	N	Private / Security gate - No Access	Office		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	John St	Harrow St	End	W	2P 7:30a-7:30p Mon-Fri	Resident	12	5	6	7	9	10	12	12	11	10	11	10	10	9	8	7	5	6	6	6	6	6	7	7	8	8	8	8	9	9	9	8	7	5	6
		Off Street Carpark	Corner With Harrow	W	P ticket 8:30a-6p Mon-Sat	Public	184	5	8	15	30	45	60	70	75	72	69	63	50	31	26	23	18	13	7	7	7	7	7	8	8	8	8	7	7	6	10	22	27	30	20
			No.528 of Station st	E	Private - Rear	Medical	4	0	0	0	2	3	4	4	3	4	4	3	3	2	0	0	0	0	0	0	0	0	2	3	2	2	3	2	0	0	0	0	0	0	0
					Private - Front		5	0	0	0	1	3	3	4	3	4	3	4	3	2	0	0	0	0	0	0	0	0	3	2	3	1	3	2	0	0	0	0	0	0	0
					Private - Disabled - Front		1	0	0	0	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Laneway (next statio	Ellingworth St	Harrow St	W	Private	Shops	20	0	0	5	10	15	16	16	15	14	13	11	10	9	8	7	6	5	0	0	1	3	4	5	6	6	7	8	7	6	5	6	7	6	6
				E	Private	Shops	16	0	0	7	10	11	13	14	15	14	14	13	10	9	8	7	6	4	0	0	0	3	4	5	6	6	6	5	5	4	4	5	6	6	5
	Laneway	Laneway (next statio	Carpark	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	0	0	0	0	0	0	0	0	0	0	0	0	0
			No.2-6 Ellingworth s	N	Private	Office	12	2	3	5	7	8	9	10	9	8	8	6	6	7	6	5	5	4	2	3	1	3	5	6	7	7	6	6	5	5	4	4	4	4	4
			No.10 Ellingworth st		Private	Office	5	0	0	0	1	1	1	1	2	2	2	2	2	2	1	1	1	1	0	0	0	0	1	1	2	2	2	2	2	1	1	1	1	1	1
			No.12 Ellingworth st		Private	Office	10	0	0	2	4	5	6	7	8	8	7	7	5	3	0	0	0	0	0	0	0	1	2	3	3	3	3	2	2	1	1	1	0	0	0
			No.16 Ellingworth st		Private	Office	16	6	6	10	12	13	14	14	13	13	12	11	10	9	8	7	7	6	4	5	6	7	8	9	10	11	12	12	11	11	10	8	8	7	6
		Carpark	William 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	0	0	0	0	0	0	0	0	0	0	0	0	0
L			No.24	N	Private	Office	18	0	0	2	4	5	5	5	5	5	5	5	4	3	3	2	2	1	0	0	2	3	3	4	4	4	4	3	3	3	2	2	2	1	1
			No.32		Private	Office	16	0	0	4	7	13	13	13	12	11	10	7	6	4	4	3	2	1	0	0	0	0	1	1	1	1	1	1	1	1	1	1	1	1	1
			No.34		Private	Office	10	0	0	3	5	9	9	9	9	8	7	6	4	2	0	0	0	0	0	0	2	2	2	2	2	2	2	2	2	1	1	1	0	0	0
	Laneway (next Statio	Rutland Rd	Ellingworth Pde	W	Private	Shops	12	0	0	2	3	4	6	8	9	8	7	5	6	8	8	7	5	4	0	0	0	1	3	5	6	6	6	5	5	6	6	6	5	5	5
				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	0	0	0	0	0	0	0	0	0	0	0	0	0
	Laneway	Laneway (next Statio	Pippard St	S	No Standing; authorized parking only; Private	Church	10	0	0	0	2	5	6	6	6	5	4	1	2	4	5	8	8	4	0	0	0	0	0	1	1	1	1	2	2	2	2	2	2	2	2
			No.11 of Ellingworth pde		Private	Office	10	0	0	0	1	4	4	4	3	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
			No.15		Private	Office	9	0	0	0	1	4	4	4	4	4	3	2	1	0	0	0	0	0	0	0	0	0	0	1	1	1	1	1	1	1	1	1	0	0	0
			No.17		Private	Office	12	0	0	1	2	4	5	6	6	6	5	5	3	1	0	0	0	0	0	0	3	12	12	12	12	12	11	10	8	7	5	2	0	0	0
			No.21		Private	Office	12	0	0	3	6	9	10	10	9	8	7	6	4	3	2	1	1	1	0	0	0	0	2	3	3	3	3	2	2	1	1	1	1	0	0
			No.6-10 of Rutland r	N	Private	Shops	12	0	0	1	2	3	3	3	2	2	1	0	1	2	3	3	3	3	0	0	1	0	2	3	4	4	3	3	2	2	2	2	1	1	1
			No.12-14		Private	Office	10	2	2	4	6	7	8	8	7	7	6	4	4	5	6	6	5	4	0	0	1	1	1	2	2	2	2	2	2	2	2	2	2	2	2
			No.16-18		Private	Office	12	0	0	2	4	6	8	9	9	8	8	7	5	3	2	1	1	0	0	0	0	0	1	1	2	2	2	2	2	1	1	1	1	0	0
			No.20		Private	Office	7	0	0	0	1	1	2	2	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
			No.24		Private	Office	11	0	0	2	3	5	5	5	5	5	5	4	3	3	2	2	2	1	0	0	1	1	2	2	3	3	3	2	2	2	1	1	1	1	1
			No.26		Private	Office	12	0	0	3	5	8	9	9	9	8	8	7	5	2	0	0	0	0	0	0	0	0	6	8	10	9	7	6	4	3	1	1	0	0	0
			No.28		Private	Office	12	1	1	3	5	8	8	7	6	5	5	3	3	3	2	2	2	2	0	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
			No.30		Private	Office	12	0	0	2	4	6	7	7	6	5	3	1	1	0	0	0	0	0	0	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0
		Pippard St	CMP Carpark																																						
			No.25 of Ellingworth	S	Private	Office	11	0	0	1	1	1	1	1	1	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
			No.29		Private	Office	12	1	1	2	3	4	4	5	5	4	4	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
			No.31		Private	Office	5	1	1	1	2	2	2	3	3	3	3	3	2	1	0	0	0	0	0	1	1	1	2	2	3	3	3	2	2	1	0	0	0	0	0
			No.33		Private	Office	18	6	7	8	9	10	12	13	12	11	10	9	9	8	8	7	7	6	5	6	7	8	8	9	9	10	10	11	11	10	9	8	7	6	5
			No.35		Private	Office	7	0	0	1	2	3	3	3	3	3	3	3	2	1	0	0	0	0	0	0	0	0	0	1	1	1	1	1	1	0	0	0	0	0	0
			No.37		Private	Office	10	0	0	2	4	6	6	6	6	5	5	4	3	2	1	1	1	1	0	0	1	1	1	1	0	0	0	0	1	1	1	1	1	1	1
			No.39		Private	Office	12	1	1	2	3	5	5	5	5	4	4	3	3	2	2	1	1	1	0	0	1	1	1	1	1	1	1	1	1	1	1	1	1	0	0
			No.41		Private	Office	25	0	0	0	1	8	9	9	10	10	9	8	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	0	0	0
			No.36 of Rutland rd	N	Private	Office	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
			No.38		Private	Office	5	1	1	1	2	2	2	2	3	3	3	3	2	2	1	1	1	1	0	0	1	1	1	1	1	1	1	1	1	0	0	0	0	0	0
			No.44		Private	Office	14	0	0	2	4	7	8	9	7	6	4	2	2	1	0	0	0	0	0	0	1	1	1	1	1	1	1	1	0	0	0	0	0	0	0
			No.48		Private	Office	7	0	1	1	2	3	3	3	3	3	2	2	2	1	0	0	0	0	0	0	0	0	1	2	2	2	2	2	2	2	2	1	1	0	0
			No.50		Private	Office	17	0	0	1	3	5	8	10	11	11	10	9	6	2	0	0	0	0	0	0	2	7	9	11	13	13	14	14	13	13	14	8	3	0	0
			No.52		Private	Office	5	0	0	1	3	4	4	4	4	4	4	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	William St	Harrow St	Ellingworth St	W	2P 7:30a-7:30p Mon-Fri	Resident	4	1	3	3	3	3	3	3	3	2	2	1	1	0	0	0	0	0	0	0	0	0	1	1	1	1	1	1	0	0	0	0	0	0	0
		Ellingworth St	Rutland Rd	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	0	0	0	0	0	0	0	0	0	0	0	0
		Off St Carpark	Cmp Carpark	W	Visitors	Office	8	0	0	0	0	2	4	5	4	3	2	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
					Disabled		2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
					Staff		36	2	4	16	36	36	36	36	36	36	36	31	22	8	3	2	1	0	0	0	0	0	7	13	15	16	14	12	10	8	4	0	0	0	0
	Rutland Rd	William St	Pippard St	N	4P ticket 8:30a-6p Mon-Fri; 8:30a-12:30p Sat	Office	16	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	3	9	12	10	8	5	4	4	3	3	2
					2P ticket 8:30a-6p Mon-Fri; 8:30a-12:30p Sat		2	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2	2	2	1	1	1	1	0	0	0
				S	2P ticket 8:30a-6p Mon-Fri; 8:30a-12:30p Sat	Office	9	0	0	0	0	0	1	1	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	3	3	4	4	5	4	3	2	1	0
					LZ 8a-6p Mon-Fri		1	0	1	0	1	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
					2P ticket 8:30a-6p Mon-Fri; 8:30a-12:30p Sat		1	0	0	0	0	0	1	1	1	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	1	1	1	0	1	1	1	0	0	0	0
					Workzone		2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
					LZ 30mins 9a-5p Mon-Fri		2	0	0	1	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	0	0
					1/2P 8:30a-6p Mon-Fri; 8:30a-12:30p Sat		1	0	1	0	1	1	0	1	1	0	1	1	0	1	0	0	0	0	0	0	0	1	0	0	1	1	0	0	1	1	1	0	0	0	0
					2P ticket 8:30a-6p Mon-Fri; 8:30a-12:30p Sat		2	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2	2	2	2	2	2	1	1	1	0
		Pippard St	Station St	N	2P ticket 8:30a-6p Mon-Fri; 8:30a-12:30p Sat	Shops	12	0	0	0	0	2	4	5	5	4	4	3	3	2	5	8	8	6	0	0	0	0	2	3	5	7	9	8	8	7	8	9	9	9	6
				S	LZ 8:30a-6p Mon-Sat	Office	2	0	0	0	0	0	1	0	0	0	1	0	0	0	0	2	2	2	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
					1P ticket 8:30a-6p Mon-Fri; 8:30a-12:30p Sat		10	0	0	0	0	0	0	0	0	0	0	0	0	0	6	10	10	8	0	0	0	0	0	0	0	4	4	5	5	5	7	8	9	9	8
					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	0	0	0	0	0	0	0	0	0	0	0	0
	Pippard St	Rutland Rd	Ellingworth St	E	4P ticket 8:30a-6p Mon-Fri; 8:30a-12:30p Sat	Office	6	0	0	0	0	1	2	3	3	2	1	2	2	2	1	0	0	0	0	0	0	1	1	1	1	1	1	1	0	0	1	1	2	2	0
				W	1P ticket 8:30a-6p Mon-Fri; 8:30a-12:30p Sat	Office	6	0	0	0	0	0	2	3	3	3	2	2	2	2	2	1	1	0	0	0	0	0	0	1	1	2	2	2	1	1	1	1	1	1	0
	Station St	Rutland Rd	Ellingworth St	E	No Standing 7a-9a; 4p-6p Mon-Fri; 1P ticket 9a-4p Mon-Fri; 8:30a-12:30p Sat	Shops	4	0	0	0	0	1	3	1	3	3	2	0	0	0	3	4	4	4	0	0	0	0	1	2	2	4	4	3	4	3	3	4	4	4	4
					No Standing 7a-9a; 4p-6p Mon-Fri; LZ 9a-4p Mon-Sat		1	0	0	0	0	1	0	0	1	0	0	1	0	0	0	1	1	1	0	0	0	0	0	1	0	0	0	1	0	0	0	1	1	1	1
		Ellingworth St	Cambridge St	W	No Standing 7a-9a; 4p-6p Mon-Fri; 1P ticket 9a-4p Mon-Fri; 8:30a-12:30p Sat	Shops	4	0	0	0	0	3	2	3	4	3	3	0	0	0	4	4	4	4	0	0	0	0	2	3	2	3	4	4	4	4	4	4	4	4	4
				E	No Standing 7a-9a; 4p-6p Mon-Fri; LZ 9a-4p Mon-Sat	Shops	2	0	0	0	0	1	0	0	2	1	0	0	0	0	2	2	2	2	0	0	0	0	0	1	2	2	2	1	0	0	1	2	2	2	2
					No Standing 7a-9a; 4p-6p Mon-Fri; 2P ticket 9a-4p Mon-Fri; 8:30a-12:30p Sat		6	0	0	0	0	3	4	2	3	4	3	0	0	0	5	6	6	5	0	0	0	0	2	3	5	6	6	5	5	4	5	6	6	6	6
		Cambridge St	Harrow 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	0	0	0	0	0	0	0	0	0	0	0	0	0
				E	No Standing 7a-9a; 4p-6p Mon-Fri; 2P ticket 9a-4p Mon-Fri; 8:30a-12:30p Sat	Shops	2	0	0	0	0	0	1	0	1	2	1	0	0	0	2	2	2	2	0	0	0	0	0	0	1	1	2	2	2	0	1	2	2	2	2
		Harrow St	Oxford St	W	Bus Zone	Shops	1	0	0	0	0	0	0	0	0	0	0	0	0	0	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; 4p-6p Mon-Fri; 2P 9a-4p Mon-Fri; 8:30a-12:30p Sat		4	0	0	0	0	2	3	3	3	3	2	0	0	0	2	3	3	3	0	0	0	0	2	3	3	3	3	3	3	3	2	3	3	3	3
				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	0	0	0	0	0	0	0	0	0	0	0	0	0
		Oxford St	No.520	E	No Standing 7a-9a; 4p-6p Mon-Fri	Resident	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Thurston St	Cambridge St	Carrington 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	0	0	0	0	0	0	0	0	0	0	0	0	0
		Cambridge St	Oxford St	E	2P 7:30a-7:30p Mon-Fri	Office	6	0	2	3	4	5	6	6	6	5	6	5	5	4	3	2	1	0	0	0	0	1	3	5	5	5	6	6	5	5	5	5	5	5	4
		Off Street Carpark	At No. 3	E	Private - Drop off zone	Office	2	0	0	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
					Staff		12	1	3	5	8	9	10	10	10	11	10	10	9	8	3	0	0	0	1	1	1	1	1	1	1	1	1	1	1	1	2	3	4	4	3
					Visitors		8	0	0	0	0	2	4	5	3	4	3	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Oxford St	Surrey Dr	Station St	N	2P 7:30a-7:30p Mon-Fri	Resident	26	10	8	10	13	15	17	18	20	19	17	16	15	13	14	15	16	13	11	11	10	9	11	16	18	20	19	18	16	14	15	16	16	17	14
		off street carpark	At No. 6	N	Private	Church	11	0	0	0	0	2	3	4	4	3	3	3	2	2	3	4	5	2	0	0	0	0	0	0	0	0	1	1	2	2	3	4	5	6	4
	Village Walk	Oxford St	End	E	Private	Resident	8	8	6	6	6	5	5	5	5	4	4	5	6	7	7	7	7	7	8	8	8	8	8	8	7	7	7	7	6	6	6	7	7	8	8
				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	0	0	0	0	0	0	0	0	0	0	0	0

Parking Occupancy Survey

Area **A to N**
Location **Box Hill Central Activity District**
Weather **Overcast**

								Thursday, 6 December 2012																	Saturday, 8 December 2012																
	Street	From	To	Side	Restriction	Frontage Type	Supply	6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM
	Barcelona St	Rutland St	Sanders Rd	W	Bus Zone	Resident	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
					Unrestricted		15	6	6	7	8	10	12	13	13	12	11	10	9	8	7	6	5	5	2	2	2	2	4	5	6	6	6	7	7	5	4	3	3	3	3
					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	0	0	0	0	0	0	0	0	0	0	0	0
				E	Bus Zone	Resident	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
					2P 7a-6p Mon-Fri		9	4	6	6	6	6	6	6	6	5	5	5	4	4	3	3	2	2	4	4	4	3	4	4	5	6	6	6	5	5	4	4	3	3	3
					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	0	0	0	0	0	0	0	0	0	0	0	0
					2P 7a-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	0	0	0	0	0	0	0	0	0	0	0	0	0
		Sanders Rd	Sweetland Rd	W	Unrestricted	Resident	2	0	0	0	0	1	1	2	2	2	2	2	1	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				E	Bus Zone	Resident	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Sweetland Rd	Albion Rd	W	Unrestricted	Resident	11	3	4	4	4	5	5	5	4	4	3	3	2	1	1	0	0	0	3	3	3	3	3	3	2	2	2	2	2	2	2	2	2	2	2
				E	Unrestricted	Resident	9	5	7	6	6	5	5	4	4	4	4	3	3	3	2	2	1	2	1	1	1	1	1	1	1	1	1	1	1	2	2	2	2	2	2
	Albion Rd	Barcelona St	Victoria St	N	Unrestricted	Resident	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	1	0	0	0	0	0	0	0
		Barcelona St	Barkly st	S	Unrestricted	Resident	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	1	0	0	0	0	0	0
		Barkly st	Victoria St	S	Unrestricted	Resident	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Victoria St	Rose St	N	Bus Zone	Resident	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
					Unrestricted		9	2	2	2	3	4	5	5	5	5	5	4	4	4	3	3	2	2	1	1	1	1	1	2	2	2	2	2	3	3	3	3	3	3	3
				S	Bus Zone	Resident	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
					Unrestricted		5	2	2	2	3	4	5	5	4	4	3	3	2	0	0	0	0	0	1	1	1	1	1	1	1	1	1	1	1	1	1	1	0	0	0
		Rose St	William St	N	Unrestricted	Resident	6	3	3	3	3	2	2	2	2	2	2	3	3	3	3	2	2	2	3	3	3	3	3	3	2	2	2	2	2	2	2	2	2	2	2
				S	Unrestricted	Resident	7	2	2	2	2	2	2	2	2	2	1	1	1	1	1	0	0	0	2	2	2	2	2	2	1	1	1	1	1	1	1	1	1	1	1
	William St	Albion Rd	Harrow St	E	Bus Zone	Resident	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
					2P 7:30a-7:30p Mon-Fri		8	2	2	2	3	3	4	4	4	4	4	4	3	3	3	2	2	2	1	1	1	1	1	1	2	2	2	2	2	2	2	3	3	3	3
					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	0	0	0	0	0	0	0	0	0	0	0	0
					2P 7:30a-7:30p Mon-Fri		8	3	3	3	4	5	6	6	6	5	5	5	4	4	4	3	2	2	2	2	2	2	2	2	3	3	3	3	3	4	4	4	3	3	3
					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	0	0	0	0	0	0	0	0	0	0	0	0
					2P 7:30a-7:30p Mon-Fri		1	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
				W	Bus Zone	Resident	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
					2P 7:30a7:30p Mon-Fri		10	4	4	4	4	4	4	4	4	3	3	3	2	2	2	2	2	2	3	3	3	2	2	2	2	2	2	2	3	3	3	2	2	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	0	0	0	0	0	0	0	0	0	0	0	0	0
					2P 7:30a7:30p Mon-Fri		9	5	5	5	5	5	5	5	5	4	4	3	3	2	2	2	2	2	4	4	4	4	4	4	3	3	3	3	3	3	3	3	3	3	3
					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	0	0	0	0	0	0	0	0	0	0	0	0
					2P 7:30a7:30p Mon-Fri		1	0	0	0	0	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Harrow St	Ellingworth Pde	E	2P 7:30a-7:30p Mon-Fri	Resident	9	6	9	9	9	9	9	9	9	9	7	6	5	4	4	4	4	4	6	6	6	7	7	7	7	7	6	5	4	2	1	1	2	3	3
		Ellingworth Pde	Rutland 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	0	0	0	0	0	0	0	0	0	0	0	0	0
	Rutland St	William St	Rose St	S	Bus Zone	Resident	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
					2P 7:30a-7:30p Mon-Fri		8	1	1	4	6	8	8	8	8	7	6	5	4	3	3	2	2	2	3	3	4	4	4	5	5	6	6	6	6	5	5	4	4	3	3
M				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	0	0	0	0	0	0	0	0	0	0	0	0	0
		Rose St	Victoria St	S	2P 7:30a-7:30p Mon-Fri	Resident	6	1	1	1	1	2	3	3	3	3	2	2	2	1	1	1	0	0	3	3	4	4	4	3	3	2	2	2	2	2	2	2	2	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	0	0	0	0	0	0	0	0	0	0	0	0	0
				N	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	0	0	0	0	0	0	0	0	0	0	0	0
		Victoria St	Barcelona St	S	2P 7:30a-7:30p Mon-Fri	Resident	9	4	4	4	3	3	3	2	2	3	3	3	4	4	4	4	4	4	2	2	2	2	2	3	3	3	3	3	3	3	3	3	3	3	3
				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	0	0	0	0	0	0	0	0	0	0	0	0	0
	Rose St	Rutland St	Albion Rd	W	2P 7:30a-7:30p Mon-Fri	Resident	47	8	7	7	6	6	6	6	6	5	5	5	5	4	4	5	5	5	7	7	7	6	6	6	6	6	6	6	6	5	5	5	5	5	5
				E	2P 7:30a-7:30p Mon-Fri	Resident	44	21	18	16	15	13	13	14	14	15	13	14	14	13	20	22	23	23	22	22	21	20	20	20	21	21	21	19	17	17	19	20	21	21	22
	Victoria St	Albion Rd	Rutland St	E	Unrestricted	Resident	36	10	13	16	24	29	32	33	33	32	30	26	20	14	13	12	10	11	7	7	6	6	7	7	7	8	8	8	9	9	10	10	11	11	11
				W	2P 7:30a-7:30p Mon-Fri	Resident	35	8	8	8	8	8	8	8	8	7	7	7	7	6	6	6	5	5	5	5	5	4	4	4	4	4	4	4	5	5	5	6	6	6	6
	Glenmore St	Ashted Rd	Albion Rd	W	2P 7:30a-7:30p Mon-Fri	Resident	14	1	1	1	1	1	2	2	2	2	2	3	3	3	3	2	2	2	1	1	1	1	1	1	2	2	2	2	2	2	2	2	2	2	2
				E	2P 7:30a-7:30p Mon-Fri	Resident	15	1	1	1	1	2	2	2	2	2	3	3	3	3	2	2	2	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
		Ashted Rd	Harrow St	E	2P 7:30a-7:30p Mon-Fri	Resident	19	6	5	5	5	6	6	7	7	7	6	6	5	5	6	6	7	7	9	9	10	10	9	9	8	7	7	7	7	8	8	7	7	8	8
				W	2P 7:30a-7:30p Mon-Fri	Resident	15	4	2	2	3	4	5	4	5	5	4	4	4	3	5	6	6	6	3	3	3	3	3	3	2	2	2	2	2	3	3	3	3	3	3
	Harow St	William St	Glenmore St	S	Unrestricted	Resident	4	2	4	4	4	4	4	4	4	4	3	2	2	1	1	0	0	0	2	2	2	2	2	2	2	2	2	2	2	1	1	1	1	1	1
		Glenmore St	Henry St	S	Unrestricted	Resident	3	0	0	1	2	2	2	2	2	2	2	1	1	1	1	1	1	1	1	1	1	1	1	1	2	2	2	2	2	1	1	1	1	1	1
		Henry St	End Carpark	S	Unrestricted	Resident	3	0	0	0	2	3	3	3	3	3	3	3	3	3	2	2	1	1	1	1	1	1	2	2	3	3	3	3	3	2	2	2	1	1	1
		End Carpark	John St	S	2P 7:30a-7:30p Mon-Fri	Resident	6	2	2	3	4	5	6	6	5	5	5	4	4	3	2	1	0	0	2	2	2	2	4	6	7	8	7	6	5	4	2	2	1	1	0
	Henry St	Harrow St	End	W	Unrestricted	Resident	10	2	2	3	3	4	4	4	4	4	3	3	3	2	2	2	1	1	1	1	1	1	2	3	4	4	4	3	3	3	2	2	2	1	1
				E	Unrestricted	Resident	13	4	4	4	4	5	5	5	5	5	5	4	4	4	4	3	3	3	4	4	4	5	5	7	9	11	10	8	6	4	3	3	3	2	2
	John St	Harrow St	End	E	1P 7:30a-7:30p Mon-Fri	Resident	11	4	4	6	7	8	10	11	9	10	10	9	8	5	6	5	3	4	4	5	6	8	8	7	7	6	6	5	4	3	2	2	2	2	2
	Station St	No.520	Howard St	E	No Standing 7a-9a; 4p-6p Mon-Fri	Resident	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Howard St	James St	E	No Standing 7a-9a; 4p-6p Mon-Fri	Resident	6	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0
		James St	Albion Rd	E	No Standing 7a-9a; 4p-6p Mon-Fri	Resident	2	0	0	0	0	0	0	0	0	0	0	0	0	0	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; 4p-6p Mon-Fri; 1/4P		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Ashted Rd	Station St	Glenmore St	S	Unrestricted	Resident	22	8	12	15	17	20	22	21	21	21	20	18	15	13	11	10	7	7	7	7	8	8	8	7	7	6	6	6	8	9	9	7	7	8	8
				N	2P 7:30a-7:30p Mon-Fri	Resident	29	4	3	3	3	4	4	4	5	5	4	4	3	3	4	4	5	5	6	6	5	5	6	7	8	10	9	9	8	8	7	7	7	6	6
		Off Street Carpark	At No.2	S	Private	Church	15	0	2	4	6	10	12	15	15	14	12	10	9	7	4	2	1	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0
	Albion Rd	Station St	Catherine St	N	1/4P 8:30a-9p	Resident	4	0	0	0	0	0	1	1	0	0	1	0	0	0	0	1	1	0	0	0	1	1	1	0	1	1	1	0	0	0	1	1	0	0	0
					Unrestricted		1	0	0	0	0	1	1	1	1	1	1	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	1	1	1	1	0	0	0
				S	Unrestricted	Resident	1	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Catherine St	Merton St	N	Unrestricted	Resident	14	3	1	3	6	8	10	11	11	10	12	12	11	11	7	5	4	3	3	3	3	2	2	3	4	5	5	6	6	7	7	6	5	4	3
				S	Unrestricted	Resident	9	2	2	2	2	3	3	4	4	4	3	3	2	2	2	1	1	1	1	1	1	1	1	2	2	2	2	2	3	3	3	2	2	2	2
		Merton St	Glenmore St	N	Unrestricted	Resident	3	0	0	0	0	1	2	2	2	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				S	Unrestricted	Resident	3	0	0	0	0	0	0	0	0	1	1	1	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Glenmore St	William St	N	Unrestricted	Resident	5	0	0	0	1	2	4	5	5	5	4	4	4	3	2	2	1	1	0	0	0	0	0	1	1	1	1	1	1	0	0	0	0	0	0
				S	Unrestricted	Resident	7	2	3	3	4	4	5	5	5	4	4	3	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Parking Occupancy Survey

Area **A to N**
Location **Box Hill Central Activity District**
Weather **Overcast**

	Street	From	To	Side	Restriction	Frontage Type	Supply	Thursday, 6 December 2012															Saturday, 8 December 2012																
								6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM
N	Alexander St	Surrey Dr	Parkside Av	S	Unrestricted	Resident	3	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
				N	Unrestricted	Resident	5	1	1	1	1	2	3	3	3	3	2	2	2	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
		Off Street Carpark	No.32	N	Private	Yoga Club	14	0	1	1	1	2	2	2	3	3	4	5	5	6	7	8	9	5	0	0	2	3	3	3	4	4	4	4	5	5	5	5	6	6	5
		Parkside Av	Acacia St	S	Unrestricted	Resident	8	1	1	1	1	1	1	1	1	2	2	3	3	3	2	2	1	1	2	2	3	3	3	3	3	2	2	2	2	2	2	2	2	2	2
				N	Unrestricted	Resident	10	1	1	1	1	1	1	1	1	1	1	1	1	1	1	0	0	0	3	3	3	4	4	4	4	3	3	3	3	2	2	2	3	3	3
		Acacia St	Bass St	S	Unrestricted	Resident	6	1	1	1	1	2	2	3	3	3	2	2	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
				N	Unrestricted	Resident	10	2	2	2	2	3	3	3	3	3	2	2	2	2	2	1	1	1	3	3	3	3	3	3	3	2	2	2	22	2	2	2	2	2	2
		Bass St	Station St	S	Unrestricted	Resident	6	1	1	1	2	4	5	6	6	5	5	4	4	3	3	4	4	2	2	2	2	2	4	5	5	6	6	6	6	5	5	5	4	4	4
				N	Unrestricted	Resident	6	3	3	3	4	4	5	5	5	4	4	3	3	2	2	2	2	2	3	3	3	3	3	4	4	4	4	4	4	4	3	3	3	3	3
		Off Street Carpark	No.453 of Station st	S	Private	Medical	8	0	1	2	3	5	8	8	6	7	6	7	6	5	2	0	0	0	0	0	0	1	1	2	2	3	3	3	2	2	1	0	0	0	0
	Howard St	Station St	Surrey Dr	N	2P 7:30a-7:30p Mon-Fri	Resident	26	6	7	7	7	7	7	7	7	7	6	6	6	5	5	5	5	5	6	6	6	5	5	6	6	7	7	7	7	6	6	6	5	5	5
				S	2P 7:30a-7:30p Mon-Fri	Resident	22	6	6	6	6	6	6	6	8	8	9	9	10	10	10	9	8	8	7	7	7	8	8	9	9	10	10	10	9	9	9	10	10	10	10
	James St	Surrey Dr	Station St	S	2P 7:30a-7:30p Mon-Fri	Resident	22	9	9	9	8	8	7	6	6	7	7	8	8	7	7	7	7	7	5	5	5	5	5	6	6	6	6	6	6	6	7	7	7	7	7
				N	2P 7:30a-7:30p Mon-Fri	Resident	29	7	5	5	5	4	4	4	5	6	6	7	7	7	8	9	10	8	7	7	8	9	9	9	8	8	8	8	8	8	7	7	7	8	8
	Kent Rd	Station St	Surrey Dr	N	Unrestricted	Resident	28	11	11	11	11	11	11	11	11	11	11	11	11	10	10	10	11	11	14	14	14	14	13	13	12	11	11	11	12	12	12	12	13	13	13
				S	No Standing8a-6p Fri; 1P 8a-6p M-Thu	Resident	4	1	1	1	1	1	2	2	2	2	2	2	2	2	2	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
					No Standing 8a-6p Fri		5	2	2	2	2	2	2	2	2	2	2	2	1	1	1	1	1	1	0	0	0	0	0	1	1	1	1	1	1	1	1	1	1	1	1
					Unrestricted		21	5	5	5	6	7	8	8	8	9	9	9	9	9	7	6	4	4	2	2	2	2	2	2	3	3	3	3	3	3	3	4	4	4	4
	Oxford St	Surrey Dr	Station St	S	No Standing	Resident	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Off Street Carpark	At Rear Of No.513 S	S	Private	Medical	10	0	3	4	5	6	6	6	7	5	6	7	6	7	2	0	0	0	0	0	1	2	2	2	3	3	3	3	2	2	1	1	2	2	1
N	Station St	Oxford St	Howard St	W	No Standing 7a-9a; 4p-6p Mon-Fri	Resident	6	0	0	0	0	3	5	7	5	4	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	2	2	2	1	1	1	1	1	1	1
		Off Street Carpark	No.511	W	Private	Medical	16	0	0	0	2	4	7	5	6	5	4	5	4	2	1	0	0	0	0	0	0	0	2	4	3	5	4	3	3	3	0	0	0	0	0
		Howard St	James St	W	No Standing 7a-9a; 4p-6p Mon-Fri	Resident	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	2	2	1	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	0	0	0	0	0	0	0	0	0	0	0	0
					No Standing 7a-9a; 4p-6p 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	0	0	0	0	0	0	0	0	0	0	0	0
		James St	Albion Rd	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	0	0	0	0	0	0	0	0	0	0	0	0
		Albion Rd	Kent Rd	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	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	0	0	0	0	0	0	0	0	0	0	0	0	0
		Kent Rd	Alexander St	W	No Standing 7a-9a; 4p-6p Mon-Fri	Resident	5	0	0	0	0	0	1	2	1	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0
	Station St	Alexander St	Kent Rd	E	No Standing 7a-9a; 4p-6p Mon-Fri; 1/2P 9a-4p Mon-Fri	Shop	1	0	0	0	0	0	1	1	0	1	1	0	0	0	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; 4p-6p Mon-Fri; LZ 15mins		1	0	0	0	0	1	0	0	0	1	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0
		Off Street Carpark	No.459	W	Private	Medical	5	0	0	0	0	2	2	2	3	2	2	2	1	0	0	0	0	0	0	0	0	0	2	1	2	0	1	2	1	0	0	0	0	0	0
	Surrey Dr	Oxford St	Howard St	W	Unrestricted	Park	4	2	4	4	4	4	4	4	4	4	4	4	4	3	3	2	2	0	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
				E	2P 7:30a-7:30p Mon-Fri	Resident	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Howard St	Jamse St	W	Unrestricted	Park	17	1	8	8	8	8	8	8	8	8	8	8	8	8	8	3	2	1	1	1	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0
				E	2P 7:30a-7:30p Mon-Fri	Resident	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Jamse St	Kent Rd	W	Unrestricted	Park	17	0	0	3	7	17	17	17	17	17	17	17	16	13	5	0	0	0	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
				E	2P 7:30a-7:30p Mon-Fri	Resident	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Kent St	Alexander St	W	Unrestricted	Park	12	2	2	4	6	10	10	10	10	10	10	10	11	10	4	3	2	2	2	2	3	4	4	4	4	4	4	4	4	3	3	3	2	2	2
				E	2P 7:30a-7:30p Mon-Fri	Resident	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Appendix C

On-Street Car Parking Supply and Demand Maps
Thursday 6 December 2012 @ 1:00pm

Figure C.1: Precinct A – Car Parking Supply

Figure C.2: Precinct A – On-Street Demand

Figure C.3: Precinct B – Car Parking Supply

Figure C.4: Precinct B – On-Street Demand

Figure C.5: Precinct C – Car Parking Supply

Figure C.6: Precinct C – On-Street Demand

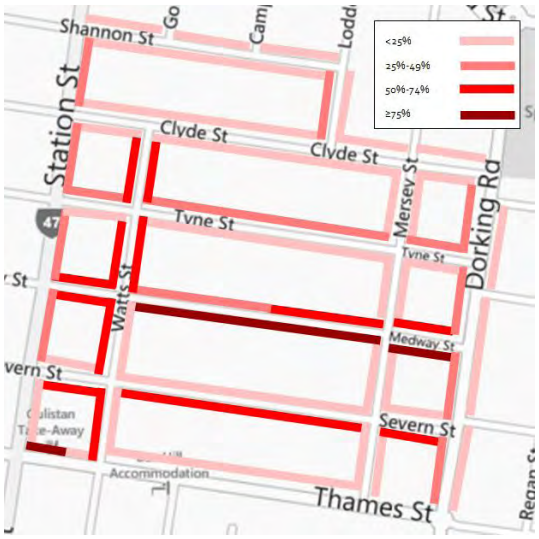


Figure C.7: Precinct D – Car Parking Supply

Figure C.8: Precinct D – On-Street Demand

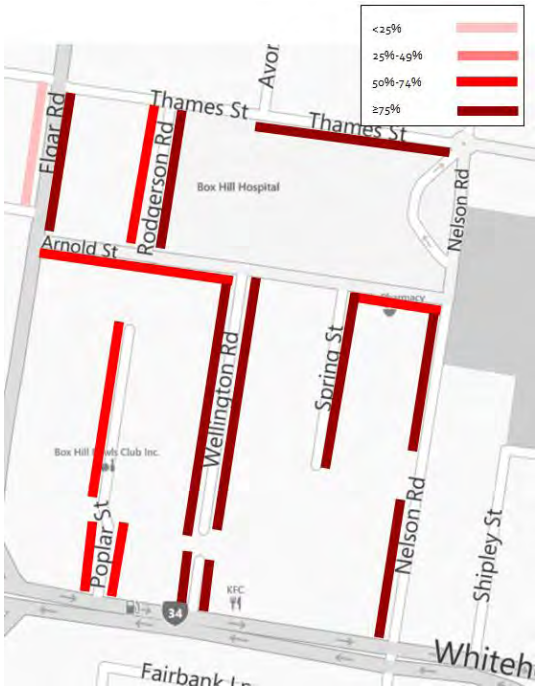


Figure C.9: Precinct E – Car Parking Supply

Figure C.10: Precinct E – On-Street Demand

Figure C.11: Precinct F - Car Parking Supply

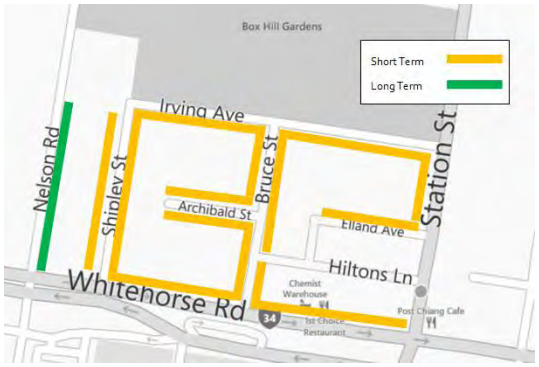


Figure C.12: Precinct F – On-Street Demand

Figure C.13: Precinct G – Car Parking Supply

Figure C.14: Precinct G – On-Street Demand

Figure C.15: Precinct H – Car Parking Supply

Figure C.16: Precinct H – On-Street Demand

Figure C.17: Precinct I – Car Parking Supply

Figure C.18: Precinct I – On-Street Demand

Figure C.19: Precinct J – Car Parking Supply

Figure C.20: Precinct J – On-Street Demand

Figure C.21: Precinct K – Car Parking Supply

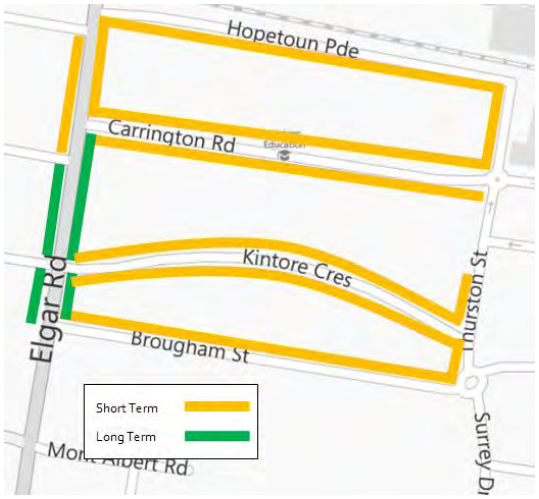


Figure C.22: Precinct K – On-Street Demand

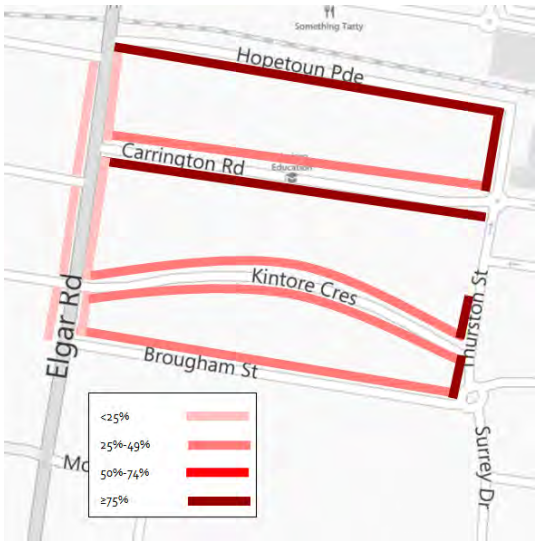


Figure C.23: Precinct L – Car Parking Supply

Figure C.24: Precinct L – On-Street Demand

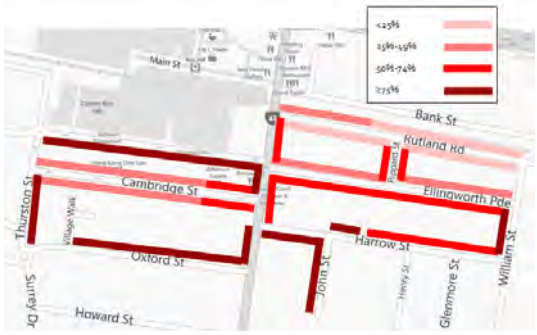


Figure C.25: Precinct M - Car Parking Supply

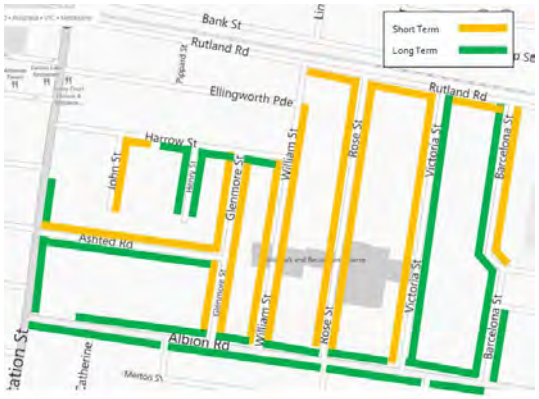


Figure C.26: Precinct M – On-Street Demand

Figure C.27: Precinct N - Car Parking Supply

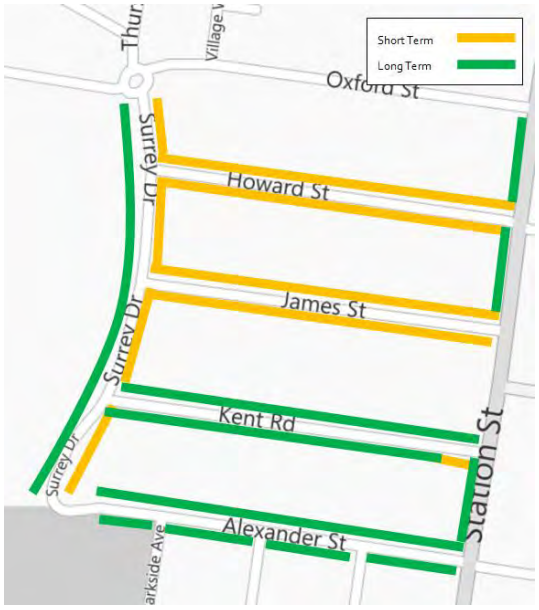
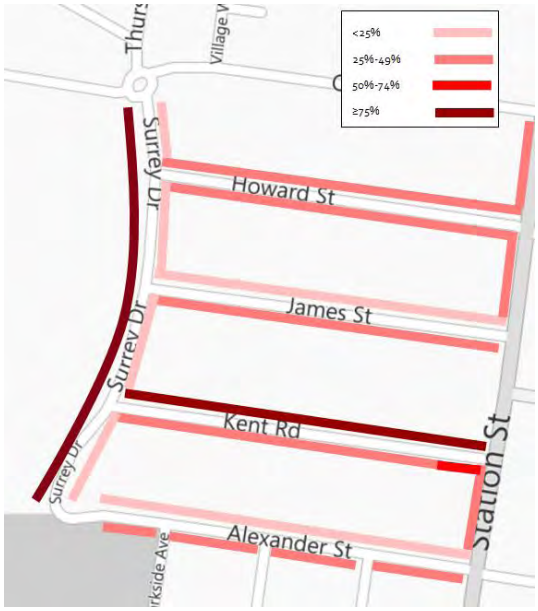


Figure C.28: Precinct N – On-Street Demand



Appendix D

Off-Street Car Parking Graphs

Figure D.1: Barwon Street Survey Results

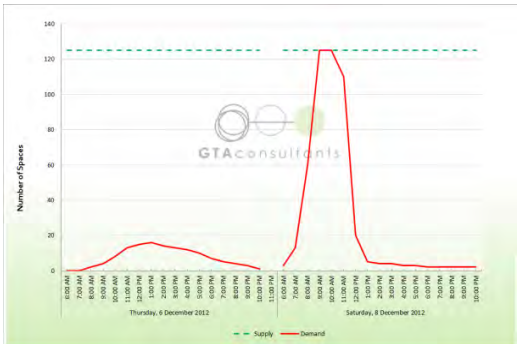


Figure D.2: Thames Street Gravel Survey Results

Figure D.3: Thames Street Bottle-O Survey Results

Figure D.4: Box Hill TAFE Building 8 Survey Results

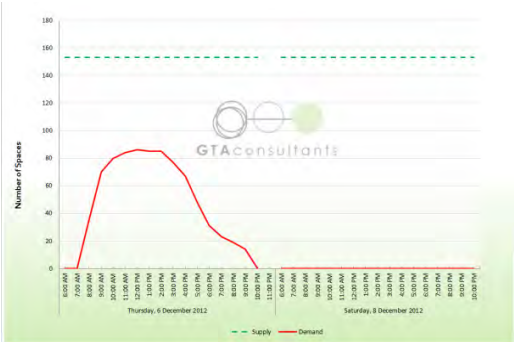


Figure D.5: Poplar Street Survey Results

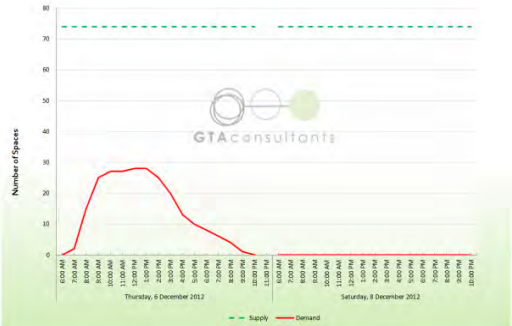


Figure D.6: Box Hill Hospital Public Survey Results

Figure D.7: Epworth Hospital Public Survey Results

Figure D.8: Salvation Army Survey Results

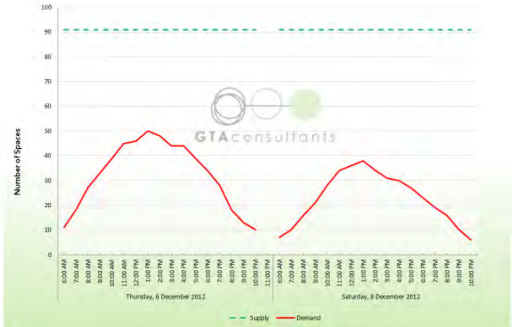


Figure D.9: Box Hill RSL Survey Results

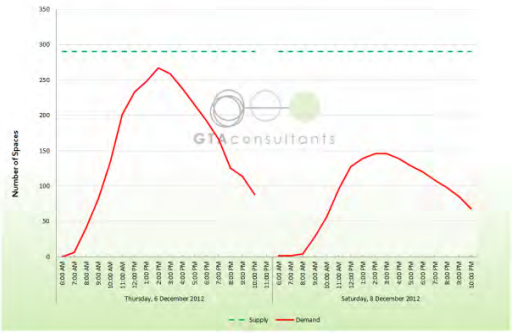


Figure D.10: 825 Whitehorse Road Survey Results

Figure D.11: Spotlight Survey Results

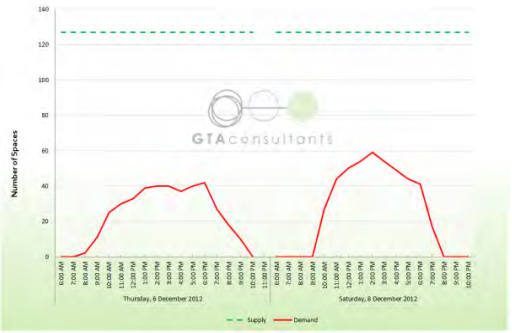


Figure D.12: Box Hill TAFE Nelson Road Survey Results

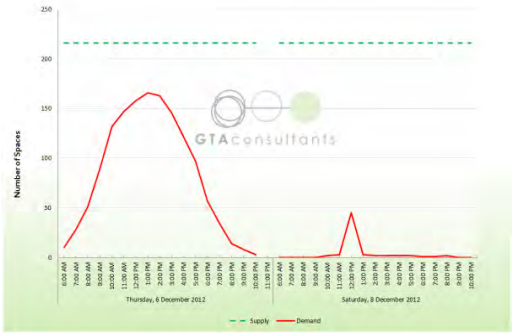


Figure D.13: Bruce Street Survey Results

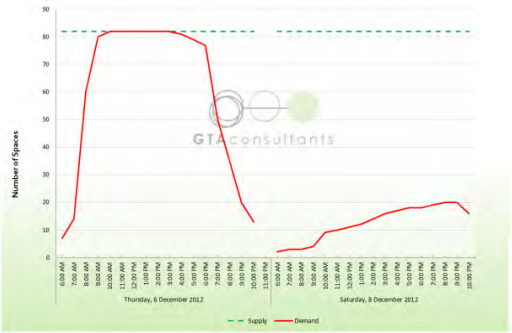


Figure D.14: Watts Street Survey Results

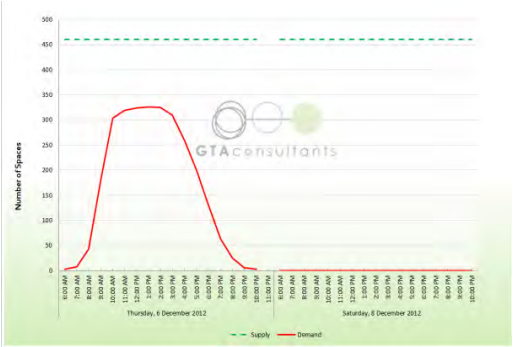


Figure D.15: Court Street Survey Results

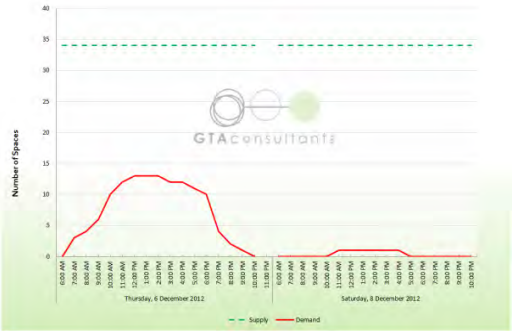


Figure D.16: Prospect Street Survey Results

Figure D.17: Centro North Survey Results

Figure D.18: CARepark Whitehorse Rd Survey Results

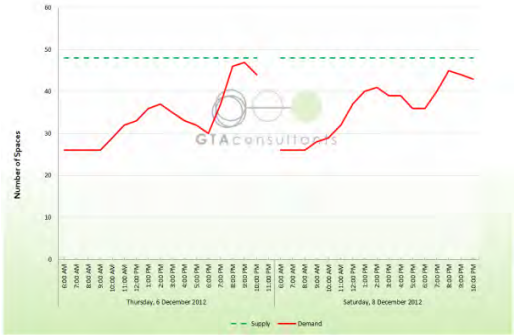


Figure D.19: Centro South Survey Results

Figure D.20: Barton Hill Survey Results

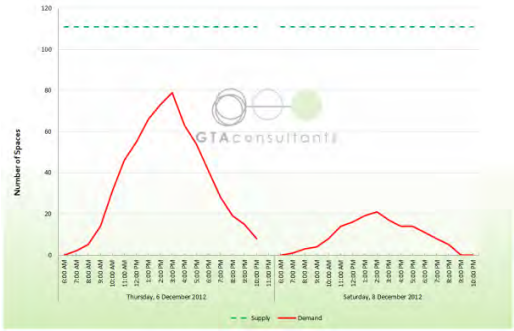


Figure D.21: Box Hill TAFE Bank Street Survey Results

Figure D.22: Whitehorse Road ACE Survey Results

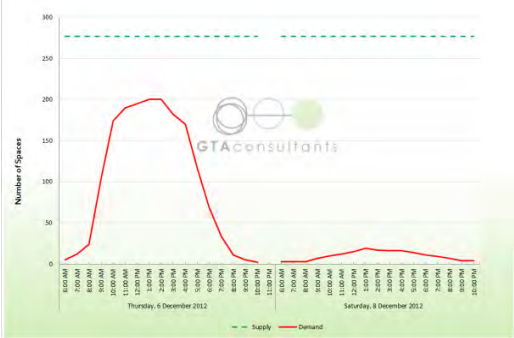


Figure D.23: Box Hill Town Hall Survey Results

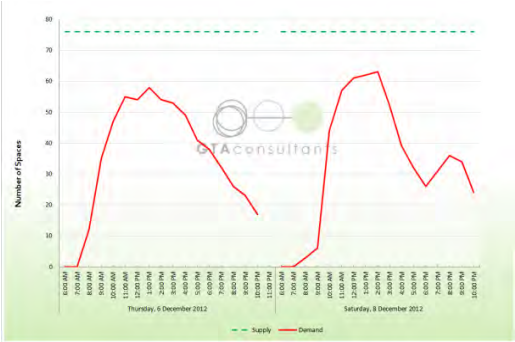


Figure D.24: Box Hill Library Survey Results

Figure D.25: Cambridge Street Survey Results

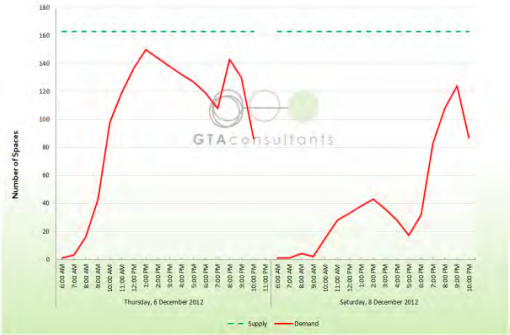


Figure D.26: Harrow Street Survey Results

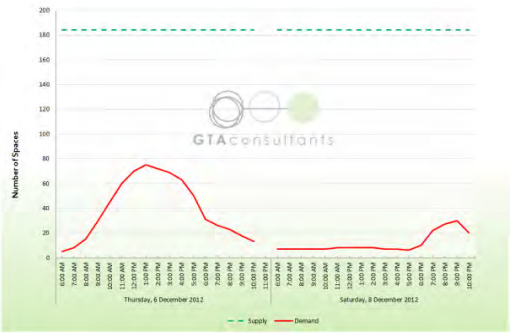
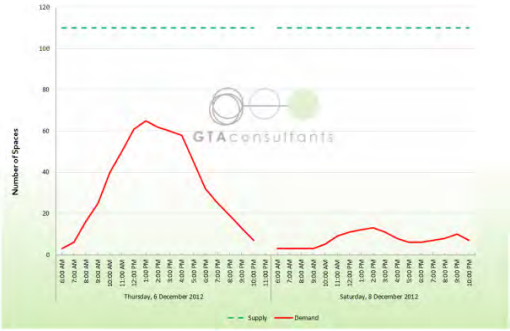


Figure D.27: Ellingworth Pde Harrow St Survey Results



Appendix E

Land Use Data

Land Use

Land Use	Unit	Size														
		Total Area	Precinct													
			A	B	C	D	E	F	G	H	I	J	K	L	M	N
Aged Care Facility	sqm	3813.25	0	0	0	0	2802	0	0	773.25	0	0	0	238	0	0
Bank	sqm	5144.83	0	0	0	0	0	0	0	1055.38	3465.8	0	0	623.65	0	0
Building Construction	sqm	1011.00	0	0	0	0	0	0	262	0	100	0	0	649	0	0
Car Sales	sqm	2058.00	0	0	0	700	0	655	139	0	0	0	0	564	0	0
Child Care	sqm	1476.00	0	0	0	0	0	256	602	0	0	343	0	275	0	0
Convenience Restaurant	sqm	1518.80	0	0	0	0	0	112.8	0	0	1318.5	0	0	87.5	0	0
Convenience Store	sqm	130.00	0	0	0	0	0	0	0	0	0	0	0	0	130	0
Department Store	sqm	3834.00	0	0	0	2827	0	0	0	0	1007	0	0	0	0	0
Dwelling (Resident)	dwelling	3424	262	390	502	139	52	242	307	46	0	258	93	165	598	370
Dwelling (Visitor)	dwelling	3424	262	390	502	139	52	242	307	46	0	258	93	165	598	370
Education	sqm	8270.47	0	0	0	0	0	627	2300	2293.5	50.69	322	0	2677.28	0	0
Factory/Industry	sqm	4460.03	0	0	0	0	0	2996	325	0	271.78	0	0	867.25	0	0
Gambling	sqm	176.00	0	0	0	0	0	0	0	0	176	0	0	0	0	0
Gymnasium	sqm	415.00	0	0	0	0	0	0	0	0	415	0	0	0	0	0
Health Clinic	sqm	28457.44	487	0	0	16598	331	282.28	915.05	664.47	2670.25	370	0	5798.39	0	341
Hospital	sqm	22803.00	0	0	0	22803	0	0	0	0	0	0	0	0	0	0
Minor Sports and Rec	sqm	550.00	0	0	0	400	0	150	0	0	0	0	0	0	0	0
Office	sqm	106273.62	0	0	70	0	0	14041.84	6926.5	35056.49	2223.28	27926.79	0	20028.72	0	0
Open Space	sqm	5193.50	0	0	0	361	0	940	278	3084.5	300	30	0	200	0	0
Other	sqm	7479.57	0	0	108	460	0	0	694	1734.6	1482.01	710	0	2290.96	0	0
Parking Facilities	sqm	24520.00	0	0	0	3298	0	0	3768	4300	5227	7927	0	0	0	0
Place of Assembly	sqm	11982.52	0	0	0	450	536	2050	1042.02	268	130	4478	0	2678.5	350	0
Pub/Hotel/Tavern	sqm	3090.00	0	0	0	0	0	2520	0	0	0	570	0	0	0	0
Restaurant	sqm	12301.83	0	0	117	273	0	956	561.96	119.95	3411.84	3402.38	0	3459.7	0	0
Restricted Retail	sqm	2862.14	0	0	0	0	0	0	0	0	1909.14	0	0	953	0	0
Retail	sqm	34135.40	0	0	236	47	0	2163.94	1599.34	1994.29	22406.83	946.97	0	4688.03	0	53
School	sqm	5791.99	0	0	0	0	0	0	0	5325.99	0	0	0	466	0	0
Service Station	sqm	211.00	0	0	0	211	0	0	0	0	0	0	0	0	0	0
Supermarket	sqm	10942.30	0	0	84	0	0	191.2	0	0	8181.2	158	0	2327.9	0	0
Trade Supplies	sqm	2379.60	0	0	0	0	0	0	0	1407	554.6	0	0	418	0	0
University/TAFE	sqm	35572.00	0	0	0	21104	0	0	0	0	0	14468	0	0	0	0
Vacant	sqm	734315.41	25011	0	31238.11	106166.3	116277	45952.39	59245.85	41620.74	97356.86	31210.69	0	67115.54	71184.98	41936
Warehouse	sqm	20.28	0	0	0	0	0	0	0	0	20.28	0	0	0	0	0
Commuter	spaces	490.00	0	0	0	0	0	0	0	0	490	0	0	0	0	0

Appendix F

Base Model

GTAconsultants

Car Parking Rates

Use	Unit (spaces per)	Size Parking Rate
Aged Care Facility [1]	sqm	0.003
Bank [2]	sqm	0.02
Building Construction [3]	sqm	0.01
Car Sales [4]	sqm	0.03
Child Care [5]	sqm	0.02
Convenience Restaurant [6]	sqm	0.07
Convenience Store [7]	sqm	0.05
Department Store [8]	sqm	0.028
Dwelling (Resident) [9]	dwelling	0.15
Dwelling (Visitor) [10]	dwelling	0.12
Education [11]	sqm	0.02
Factory/Industry [12]	sqm	0.01
Gambling [13]	sqm	0.03
Gymnasium [14]	sqm	0.03
Health Clinic [15]	sqm	0.038
Hospital [16]	sqm	0.0288
Minor Sports and Rec [17]	sqm	0.01
Office [18]	sqm	0.03
Open Space [19]	sqm	0.005
Other [20]	sqm	0.005
Parking Facilities [21]	sqm	0
Place of Assembly [22]	sqm	0.075
Pub/Hotel/Tavern [23]	sqm	0.1
Restaurant [24]	sqm	0.122
Restricted Retail [25]	sqm	0.0142
Retail [26]	sqm	0.028
School [27]	sqm	0.0625
Service Station [28]	sqm	0.05
Supermarket [29]	sqm	0.037
Trade Supplies [30]	sqm	0.015
University/TAFE [31]	sqm	0.035
Vacant [32]	sqm	0
Warehouse [33]	sqm	0.0033
Commuter [34]	spaces	1

Temporal Profiles

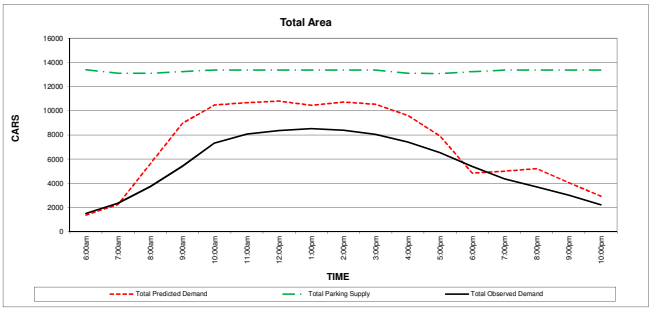
Use	Unit	Overall																
		6:00am	7:00am	8:00am	9:00am	10:00am	11:00am	12:00pm	1:00pm	2:00pm	3:00pm	4:00pm	5:00pm	6:00pm	7:00pm	8:00pm	9:00pm	10:00pm
Aged Care Facility [1]	%	56%	67%	62%	76%	96%	95%	100%	81%	74%	85%	67%	69%	68%	60%	50%	70%	62%
Bank [2]	%	0%	10%	40%	87%	99%	100%	90%	90%	97%	97%	98%	68%	16%	4%	0%	0%	0%
Building Construction [3]	%	10%	25%	57%	85%	94%	90%	100%	98%	97%	97%	97%	60%	25%	10%	10%	5%	0%
Car Sales [4]	%	0%	70%	73%	84%	98%	98%	93%	100%	97%	95%	99%	93%	84%	25%	0%	0%	0%
Child Care [5]	%	4%	4%	60%	100%	83%	80%	75%	75%	73%	96%	83%	72%	39%	20%	0%	0%	0%
Convenience Restaurant [7]	%	29%	29%	29%	29%	29%	29%	29%	64%	46%	49%	44%	36%	46%	100%	74%	56%	56%
Convenience Store [8]	%	10%	25%	50%	91%	97%	81%	95%	68%	87%	100%	81%	80%	71%	69%	62%	10%	5%
Department Store [9]	%	0%	0%	11%	34%	73%	89%	88%	90%	91%	82%	81%	73%	57%	56%	48%	45%	30%
Dwelling (Resident) [10]	%	100%	100%	86%	77%	89%	64%	61%	58%	57%	56%	53%	53%	58%	68%	84%	86%	85%
Dwelling (Visitor) [11]	%	25%	25%	25%	25%	50%	25%	50%	25%	25%	25%	25%	25%	25%	25%	61%	58%	50%
Education [12]	%	0%	10%	50%	87%	99%	100%	97%	90%	97%	97%	98%	68%	16%	4%	0%	0%	0%
Factory/Industry [13]	%	10%	25%	57%	85%	94%	90%	100%	98%	97%	97%	97%	60%	25%	10%	10%	5%	0%
Gambling [14]	%	0%	0%	0%	0%	10%	75%	75%	100%	50%	25%	25%	50%	50%	100%	50%	25%	25%
Gymnasium [15]	%	33%	31%	26%	33%	55%	39%	37%	34%	39%	23%	37%	51%	67%	61%	38%	22%	10%
Health Clinic [16]	%	0%	25%	50%	91%	97%	81%	95%	68%	87%	100%	81%	80%	71%	69%	62%	0%	0%
Hospital [17]	%	10%	13%	72%	90%	90%	90%	90%	90%	90%	100%	90%	90%	38%	38%	38%	38%	38%
Minor Sports and Rec [18]	%	20%	33%	51%	77%	97%	51%	41%	41%	44%	40%	62%	55%	70%	63%	37%	20%	20%
Office [19]	%	0%	10%	40%	87%	99%	100%	90%	90%	97%	97%	98%	68%	16%	4%	0%	0%	0%
Open Space [20]	%	0%	11%	37%	57%	70%	74%	77%	73%	72%	77%	68%	55%	43%	49%	48%	38%	37%
Other [21]	%	0%	11%	37%	57%	70%	74%	77%	73%	72%	77%	68%	55%	43%	49%	48%	38%	37%
Parking Facilities [22]	%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Place of Assembly [23]	%	10%	10%	58%	78%	94%	100%	97%	68%	74%	96%	70%	58%	22%	51%	57%	51%	10%
Pub/Hotel/Tavern [24]	%	0%	0%	5%	10%	20%	35%	50%	70%	50%	35%	50%	70%	100%	100%	100%	88%	70%
Restaurant [26]	%	0%	5%	25%	30%	50%	60%	70%	80%	70%	35%	20%	15%	36%	67%	100%	90%	80%
Restricted Retail [27]	%	5%	12%	12%	37%	80%	97%	96%	99%	100%	90%	88%	80%	65%	61%	53%	50%	12%
Retail [28]	%	5%	5%	25%	50%	80%	97%	96%	99%	100%	90%	88%	80%	63%	61%	53%	50%	10%
School [29]	%	10%	10%	50%	75%	35%	35%	35%	35%	35%	100%	60%	30%	30%	30%	0%	0%	0%
Service Station [30]	%	10%	25%	50%	91%	97%	81%	95%	68%	87%	100%	81%	80%	71%	69%	62%	10%	5%
Supermarket [31]	%	17%	17%	56%	76%	87%	100%	97%	85%	82%	78%	82%	67%	53%	62%	56%	51%	51%
Trade Supplies [32]	%	5%	18%	33%	49%	65%	81%	93%	79%	80%	87%	78%	72%	39%	30%	20%	20%	0%
University/TAFE [33]	%	20%	20%	40%	70%	80%	85%	90%	100%	100%	90%	85%	70%	20%	15%	15%	5%	5%
Vacant [34]	%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Warehouse [35]	%	10%	10%	57%	85%	91%	90%	100%	98%	97%	97%	97%	60%	25%	10%	5%	0%	0%
Commuter [36]	%	30%	50%	80%	97%	99%	100%	100%	100%	99%	96%	88%	80%	75%	47%	33%	25%	10%

Model

Use	Restriction Type																	
		Parking Demand																
		Total Area																
		6:00am	7:00am	8:00am	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	10:00pm
Aged Care Facility [1]	Other	6	8	7	9	11	11	11	9	8	10	8	8	8	7	6	8	7
Bank [2]	Professional	0	10	41	90	102	103	93	93	100	100	101	70	16	4	0	0	0
Building Construction [3]	Other	1	3	6	9	10	9	10	10	10	10	10	6	3	1	1	1	0
Car Sales [4]	Retail	0	43	45	52	61	61	57	62	60	59	61	57	52	15	0	0	0
Child Care [5]	Professional	1	1	18	30	25	24	22	22	22	28	25	21	12	6	0	0	0
Convenience Restaurant [7]	Retail	31	31	31	31	31	31	31	68	49	52	47	38	49	106	79	60	60
Convenience Store [8]	Retail	1	2	3	6	6	5	6	4	6	7	5	5	5	4	4	1	0
Department Store [9]	Retail	0	0	12	36	78	96	94	97	98	88	87	78	61	60	52	48	32
Dwelling (Resident) [10]	Residential	514	514	442	395	457	329	313	298	293	288	272	272	298	349	431	442	437
Dwelling (Visitor) [11]	Residential (Visitor)	103	103	103	103	205	103	205	103	103	103	103	103	103	103	251	238	205
Education [12]	School	0	17	81	144	164	165	160	149	160	160	162	112	26	7	0	0	0
Factory/Industry [13]	Other	4	11	25	38	42	40	45	44	43	43	43	27	11	4	4	2	0
Gambling [14]	Retail	0	0	0	0	1	4	4	5	3	1	1	3	3	5	3	1	1
Gymnasium [15]	Other	4	4	3	4	7	5	5	4	5	3	5	6	8	8	5	3	1
Health Clinic [16]	Professional	0	270	541	984	1049	876	1027	735	941	1081	876	865	768	746	670	0	0
Hospital [17]	Professional	66	85	473	591	591	591	591	591	591	657	591	591	250	250	250	250	250
Minor Sports and Rec [18]	Other	1	2	3	4	5	3	2	2	2	2	3	3	4	3	2	1	1
Office [19]	Retail	0	319	1275	2774	3156	3188	2869	2869	3093	3093	3124	2168	510	128	0	0	0
Open Space [20]	Other	0	3	10	15	18	19	20	19	19	20	18	14	11	13	12	10	10
Other [21]	Other	0	4	14	21	26	28	29	27	27	29	25	21	16	18	18	14	14
Parking Facilities [22]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Place of Assembly [23]	Other	90	90	521	701	845	899	872	611	665	863	629	521	198	458	512	458	90
Pub/Hotel/Tavern [24]	Other	0	0	15	31	62	108	155	216	155	108	155	216	309	309	309	272	216
Restaurant [26]	Retail	0	75	375	450	750	900	1051	1201	1051	525	300	225	540	1006	1501	1351	1201
Restricted Retail [27]	Retail	2	5	5	15	33	39	39	40	41	37	36	33	26	25	22	20	5
Retail [28]	Retail	48	48	239	478	765	927	918	946	956	860	841	765	602	583	507	478	96
School [29]	School	36	36	181	271	127	127	127	127	127	362	217	109	109	109	0	0	0
Service Station [30]	Other	1	3	5	10	10	9	10	7	9	11	9	8	7	7	7	1	1
Supermarket [31]	Retail	69	69	227	308	352	405	393	344	332	316	332	271	215	251	227	206	206
Trade Supplies [32]	Retail	2	6	12	17	23	29	33	28	29	31	28	26	14	11	7	7	0
University/TAFE [33]	School	249	249	498	872	996	1058	1121	1245	1245	1121	1058	872	249	187	187	62	62
Vacant [34]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Warehouse [35]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Commuter [36]	Other	147	245	392	475	485	490	490	490	485	470	431	392	368	230	162	123	49

Sub Totals	Split																	
Long Term (Professional)	90%	60	330	965	1525	1590	1434	1560	1297	1488	1680	1433	1393	941	905	818	225	225
Short Term (Professional)	10%	7	17	107	169	177	159	171	144	165	187	159	155	105	101	91	25	25
Long Term (Retail)	20%	30	129	445	833	1051	1137	1099	1133	1143	1014	973	734	415	439	480	434	320
Short Term (Retail)	80%	122	478	1779	3334	4205	4548	4396	4532	4572	4054	3890	2935	1661	1755	1920	1738	1281
Long Term (Residential)	100%	514	514	442	395	457	329	313	298	293	288	272	272	298	349	431	442	437
Short Term (Residential)	100%	103	103	103	103	205	103	205	103	103	103	103	103	103	103	251	238	205
Long Term (Other)	50%	128	186	501	658	760	810	824	720	714	784	668	611	471	530	519	446	194
Short Term (Other)	50%	128	186	501	658	760	810	824	720	714	784	668	611	471	530	519	446	194
Long Term (School)	25%	71	75	190	322	322	338	352	380	383	411	359	273	96	75	47	16	16
Short Term (School)	75%	214	226	571	965	965	1013	1056	1140	1149	1232	1078	819	288	226	140	47	47

Total Parking Supply	Total	13381	13107	13091	13245	13365	13365	13365	13365	13365	13365	13102	13083	13243	13357	13367	13367	13367
	85% of Total	11374	11141	11127	11258	11360	11360	11360	11360	11360	11360	11137	11121	11257	11353	11362	11362	11362
	Total Long Term	8855	8493	6553	5847	5946	5946	5946	5946	5946	5940	5825	5886	6810	6955	8632	8804	8838
	All Other Spaces	4526	4614	6538	7398	7419	7419	7419	7419	7419	7425	7277	7197	6433	6402	4735	4563	4529
Total Observed Demand	Total	1507	2369	3719	5424	7329	8073	8155	8523	8404	8052	7407	6543	5409	4363	3703	3007	2214
	Total Long Term	1179	1788	2061	2729	3903	4221	4175	4444	4392	4204	3908	3451	3106	2573	2752	2314	1740
	All Other Spaces	328	581	1658	2695	3426	3852	3980	4079	4013	3848	3499	3092	2303	1790	951	693	474
Total Predicted Demand	Total	1375	2254	5604	8963	10492	10681	10801	10468	10724	10536	9603	7907	4849	5013	5226	4057	2943
	Long Term	803	1225	2543	3734	4180	4048	4148	3828	4021	4176	3705	3283	2221	2298	2305	1563	1191
	Short Term	572	1029	3061	5229	6312	6633	6655	6639	6703	6360	5898	4624	2628	2715	2921	2494	1752

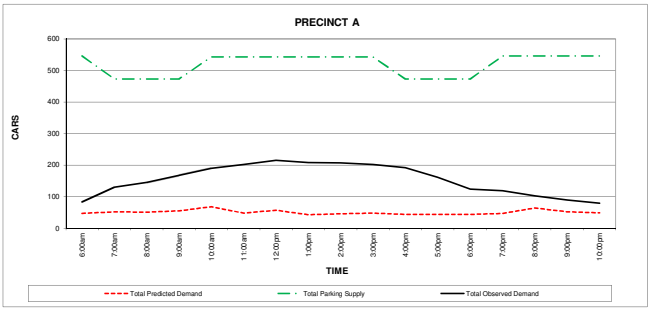


Model

Use	Restriction Type				Parking Demand													
					A													
		6:00am	7:00am	8:00am	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	10:00pm
Aged Care Facility [1]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bank [2]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Building Construction [3]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Car Sales [4]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Child Care [5]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Convenience Restaurant [7]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Convenience Store [8]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Department Store [9]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dwelling (Resident) [10]	Residential	39	39	34	30	35	25	24	23	22	22	21	21	23	27	33	34	33
Dwelling (Visitor) [11]	Residential (Visitor)	8	8	8	8	16	8	16	8	8	8	8	8	8	8	19	18	16
Education [12]	School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Factory/Industry [13]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Gambling [14]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Gymnasium [15]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Health Clinic [16]	Professional	0	5	9	17	18	15	18	13	16	19	15	15	13	13	11	0	0
Hospital [17]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minor Sports and Rec [18]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Office [19]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Open Space [20]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other [21]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Parking Facilities [22]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Place of Assembly [23]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pub/Hotel/Tavern [24]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Restaurant [26]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Restricted Retail [27]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Retail [28]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
School [29]	School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Service Station [30]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Supermarket [31]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trade Supplies [32]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
University/TAFE [33]	School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vacant [34]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Warehouse [35]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Commuter [36]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Sub Totals	Split																	
		47	52	51	55	69	48	57	43	46	48	44	43	44	47	64	52	49
Long Term (Professional)	90%	0	4	8	15	16	13	16	11	14	17	13	13	12	11	10	0	0
Short Term (Professional)	10%	0	0	1	2	2	1	2	1	2	2	1	1	1	1	1	0	0
Long Term (Retail)	20%	0	0	0	0	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	0	0	0	0
Long Term (Residential)	100%	39	39	34	30	35	25	24	23	22	22	21	21	23	27	33	34	33
Short Term (Residential)	100%	8	8	8	8	16	8	16	8	8	8	8	8	8	8	19	18	16
Long Term (Other)	50%	0	0	0	0	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	0	0	0	0
Long Term (School)	25%	0	0	0	0	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	0	0	0	0

Total Parking Supply	Total	546	473	473	473	543	543	543	543	543	543	473	473	473	546	546	546	546
	85% of Total	464	402	402	402	462	462	462	462	462	462	402	402	402	464	464	464	464
	Total Long Term	498	420	102	50	113	113	113	113	113	113	50	50	102	180	455	498	498
	All Other Spaces	48	53	371	423	430	430	430	430	430	430	423	423	371	366	91	48	48
Total Observed Demand	Total	83	130	145	168	190	202	215	208	207	202	192	162	124	119	103	89	79
	Total Long Term	83	125	75	45	47	47	47	46	46	44	41	24	19	18	76	89	79
	All Other Spaces	0	5	70	123	143	155	168	162	161	158	151	138	105	101	27	0	0
Total Predicted Demand	Total	47	52	51	55	69	48	57	43	46	48	44	43	44	47	64	52	49
	Long Term	39	43	42	45	51	39	40	34	37	39	34	34	35	38	43	34	33
	Short Term	8	8	9	10	18	9	17	9	9	10	9	9	9	9	20	18	16

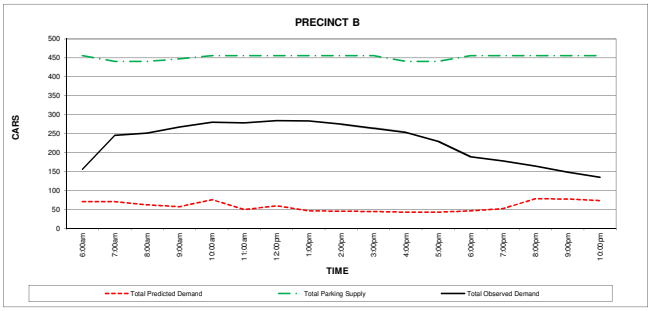


Model

Use	Restriction Type				Parking Demand													
					B													
		6:00am	7:00am	8:00am	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	10:00pm
Aged Care Facility [1]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bank [2]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Building Construction [3]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Car Sales [4]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Child Care [5]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Convenience Restaurant [7]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Convenience Store [8]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Department Store [9]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dwelling (Resident) [10]	Residential	59	59	50	45	52	37	36	34	33	33	31	31	34	40	49	50	50
Dwelling (Visitor) [11]	Residential (Visitor)	12	12	12	12	23	12	23	12	12	12	12	12	12	12	29	27	23
Education [12]	School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Factory/Industry [13]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Gambling [14]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Gymnasium [15]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Health Clinic [16]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hospital [17]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minor Sports and Rec [18]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Office [19]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Open Space [20]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other [21]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Parking Facilities [22]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Place of Assembly [23]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pub/Hotel/Tavern [24]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Restaurant [26]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Restricted Retail [27]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Retail [28]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
School [29]	School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Service Station [30]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Supermarket [31]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trade Supplies [32]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
University/TAFE [33]	School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vacant [34]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Warehouse [35]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Commuter [36]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Sub Totals	Split																	
Long Term (Professional)	90%	0	0	0	0	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	0	0	0	0
Long Term (Retail)	20%	0	0	0	0	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	0	0	0	0
Long Term (Residential)	100%	59	59	50	45	52	37	36	34	33	33	31	31	34	40	49	50	50
Short Term (Residential)	100%	12	12	12	12	23	12	23	12	12	12	12	12	12	12	29	27	23
Long Term (Other)	50%	0	0	0	0	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	0	0	0	0
Long Term (School)	25%	0	0	0	0	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	0	0	0	0

Total Parking Supply	Total	456	441	441	447	456	456	456	456	456	456	441	441	456	456	456	456	456
	85% of Total	388	375	375	380	388	388	388	388	388	388	375	375	388	388	388	388	388
	Total Long Term	424	410	194	187	196	196	196	196	196	196	187	187	310	310	417	424	424
	All Other Spaces	32	31	247	260	260	260	260	260	260	260	254	254	146	146	39	32	32
Total Observed Demand	Total	236	245	251	267	280	278	284	283	275	264	253	229	189	178	164	148	135
	Total Long Term	155	244	168	165	165	161	161	158	155	147	137	121	113	104	160	148	135
	All Other Spaces	1	1	83	102	115	117	123	125	120	117	116	108	76	74	4	0	0
Total Predicted Demand	Total	70	70	62	57	75	49	59	46	45	44	43	43	46	51	78	77	73
	Long Term	59	59	50	45	52	37	36	34	33	33	31	31	34	40	49	50	50
	Short Term	12	12	12	12	23	12	23	12	12	12	12	12	12	12	29	27	23

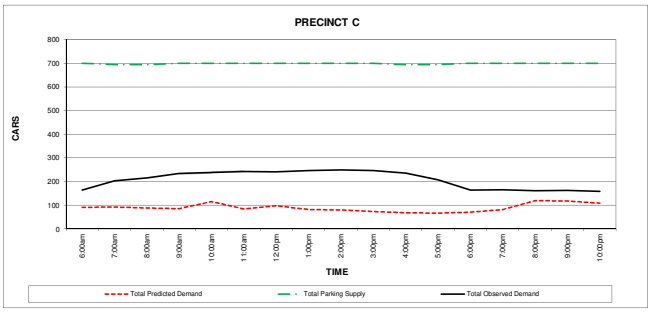


Model

Use	Restriction Type				Parking Demand													
					C													
		6:00am	7:00am	8:00am	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	10:00pm
Aged Care Facility [1]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bank [2]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Building Construction [3]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Car Sales [4]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Child Care [5]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Convenience Restaurant [7]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Convenience Store [8]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Department Store [9]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dwelling (Resident) [10]	Residential	75	75	65	58	67	48	46	44	43	42	40	40	44	51	63	65	64
Dwelling (Visitor) [11]	Residential (Visitor)	15	15	15	15	30	15	30	15	15	15	15	15	15	15	37	35	30
Education [12]	School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Factory/Industry [13]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Gambling [14]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Gymnasium [15]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Health Clinic [16]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hospital [17]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minor Sports and Rec [18]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Office [19]	Retail	0	0	1	2	2	2	2	2	2	2	2	1	0	0	0	0	0
Open Space [20]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other [21]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Parking Facilities [22]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Place of Assembly [23]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pub/Hotel/Tavern [24]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Restaurant [26]	Retail	0	1	4	4	7	9	10	11	10	5	3	2	5	10	14	13	11
Restricted Retail [27]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Retail [28]	Retail	0	0	2	3	5	6	6	7	7	6	6	5	4	4	4	3	1
School [29]	School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Service Station [30]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Supermarket [31]	Retail	1	1	2	2	3	3	3	3	3	2	3	2	2	2	2	2	2
Trade Supplies [32]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
University/TAFE [33]	School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vacant [34]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Warehouse [35]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Commuter [36]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Sub Totals	Split																	
Long Term (Professional)	90%	0	0	0	0	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	0	0	0	0
Long Term (Retail)	20%	0	0	2	2	3	4	4	4	4	3	3	2	2	3	4	4	3
Short Term (Retail)	80%	1	1	6	9	14	16	17	18	17	12	11	9	9	12	16	14	11
Long Term (Residential)	100%	75	75	65	58	67	48	46	44	43	42	40	40	44	51	63	65	64
Short Term (Residential)	100%	15	15	15	15	30	15	30	15	15	15	15	15	15	15	37	35	30
Long Term (Other)	50%	0	0	0	0	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	0	0	0	0
Long Term (School)	25%	0	0	0	0	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	0	0	0	0

Total Parking Supply	Total	699	694	694	699	699	699	699	699	699	699	694	694	699	699	699	699	699
	84% of Total	594	590	590	594	594	594	594	594	594	594	590	590	594	594	594	594	594
	Total Long Term	666	661	573	573	573	573	573	573	573	573	573	573	633	633	666	666	666
	All Other Spaces	33	33	121	126	126	126	126	126	126	126	121	121	66	66	33	33	33
Total Observed Demand	Total	164	203	216	234	238	243	241	246	249	247	236	208	164	165	162	163	159
	Total Long Term	164	203	194	207	212	217	215	217	218	220	208	182	152	153	156	158	155
	All Other Spaces	0	0	22	27	26	26	26	29	31	27	28	26	12	12	6	5	4
Total Predicted Demand	Total	91	92	88	85	115	84	98	82	80	73	69	66	70	82	120	118	108
	Long Term	75	76	66	60	71	52	50	48	47	45	43	42	46	54	67	68	67
	Short Term	16	17	21	25	44	31	47	33	32	28	26	24	24	28	52	49	41

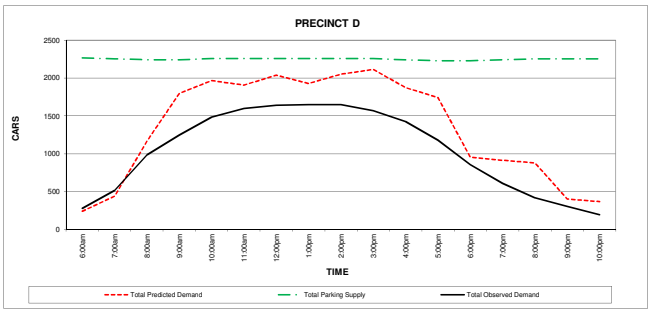


Model

Use	Restriction Type	Parking Demand																
		D																
		6:00am	7:00am	8:00am	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	10:00pm
Aged Care Facility [1]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bank [2]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Building Construction [3]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Car Sales [4]	Retail	0	15	15	18	21	21	20	21	20	20	21	20	18	5	0	0	0
Child Care [5]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Convenience Restaurant [7]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Convenience Store [8]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Department Store [9]	Retail	0	0	9	27	58	70	70	71	72	65	64	58	45	44	38	36	24
Dwelling (Resident) [10]	Residential	21	21	18	16	19	13	13	12	12	12	11	11	12	14	18	18	18
Dwelling (Visitor) [11]	Residential (Visitor)	4	4	4	4	8	4	8	4	4	4	4	4	4	4	10	10	8
Education [12]	School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Factory/Industry [13]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Gambling [14]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Gymnasium [15]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Health Clinic [16]	Professional	0	158	315	574	612	511	599	429	549	631	511	505	448	435	391	0	0
Hospital [17]	Professional	66	85	473	591	591	591	591	591	591	657	591	591	250	250	250	250	250
Minor Sports and Rec [18]	Other	1	1	1	3	4	2	2	2	2	2	2	2	3	3	1	1	1
Office [19]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Open Space [20]	Other	0	0	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Other [21]	Other	0	0	1	1	2	2	2	2	2	2	2	1	1	1	1	1	1
Parking Facilities [22]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Place of Assembly [23]	Other	3	3	20	26	32	34	33	23	25	32	24	20	7	17	19	17	3
Pub/Hotel/Tavern [24]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Restaurant [26]	Retail	0	2	8	10	17	20	23	27	23	12	7	5	12	22	33	30	27
Restricted Retail [27]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Retail [28]	Retail	0	0	0	1	1	1	1	1	1	1	1	1	1	1	1	1	0
School [29]	School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Service Station [30]	Other	1	3	5	10	10	9	10	7	9	11	9	8	7	7	7	1	1
Supermarket [31]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trade Supplies [32]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
University/TAFE [33]	School	148	148	295	517	591	628	665	739	739	665	628	517	148	111	111	37	37
Vacant [34]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Warehouse [35]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Commuter [36]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Sub Totals	Split																	
Long Term (Professional)	90%	59	219	709	1049	1083	992	1071	918	1026	1159	992	986	628	616	577	225	225
Short Term (Professional)	10%	7	24	79	117	120	110	119	102	114	129	110	110	70	68	64	25	25
Long Term (Retail)	20%	0	3	7	11	19	22	23	24	23	20	19	17	15	15	14	13	10
Short Term (Retail)	80%	0	13	26	44	77	90	91	96	94	78	74	67	60	58	58	53	40
Long Term (Residential)	100%	21	21	18	16	19	13	13	12	12	12	11	11	12	14	18	18	18
Short Term (Residential)	100%	4	4	4	4	8	4	8	4	4	4	4	4	4	4	10	10	8
Long Term (Other)	50%	3	4	14	21	24	24	24	17	19	24	19	16	10	15	15	10	3
Short Term (Other)	50%	3	4	14	21	24	24	24	17	19	24	19	16	10	15	15	10	3
Long Term (School)	25%	37	37	74	129	148	157	166	185	185	166	157	129	37	28	28	9	9
Short Term (School)	75%	111	111	222	388	443	471	499	554	554	499	471	388	111	83	83	28	28

Total Parking Supply	Total	2267	2253	2243	2243	2257	2257	2257	2257	2257	2257	2243	2229	2229	2243	2253	2253	2253
	85% of Total	1927	1915	1907	1907	1918	1918	1918	1918	1918	1918	1907	1895	1895	1907	1915	1915	1915
	Total Long Term	966	952	898	781	781	781	781	781	781	781	781	781	790	804	848	952	952
	All Other Spaces	1301	1301	1345	1462	1476	1476	1476	1476	1476	1476	1462	1448	1439	1439	1405	1301	1301
Total Observed Demand	Total	281	515	985	1248	1486	1600	1639	1650	1648	1571	1427	1182	853	609	420	307	195
	Total Long Term	152	294	516	516	594	629	640	652	658	635	589	494	359	253	181	160	112
	All Other Spaces	129	221	469	732	892	971	999	998	990	932	838	688	494	356	239	147	83
Total Predicted Demand	Total	244	440	1167	1799	1965	1907	2017	1930	2050	2113	1875	1744	956	916	880	401	369
	Long Term	120	284	822	1226	1292	1208	1297	1156	1265	1380	1197	1159	702	687	651	275	265
	Short Term	124	156	345	573	673	699	741	774	785	734	678	584	255	228	230	126	105

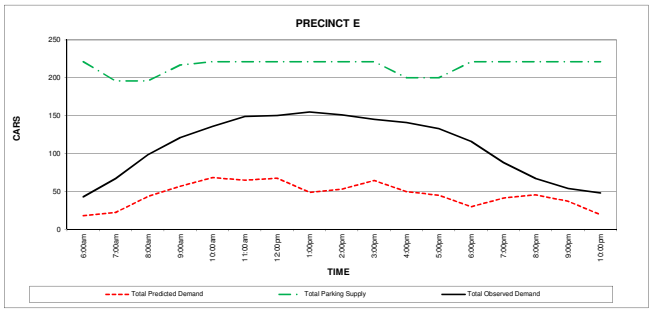


Model

Use	Restriction Type	Parking Demand																
		E																
		6:00am	7:00am	8:00am	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	10:00pm
Aged Care Facility [1]	Other	5	6	5	6	8	8	8	7	6	7	6	6	6	5	4	6	5
Bank [2]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Building Construction [3]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Car Sales [4]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Child Care [5]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Convenience Restaurant [7]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Convenience Store [8]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Department Store [9]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dwelling (Resident) [10]	Residential	8	8	7	6	7	5	5	5	4	4	4	4	5	5	7	7	7
Dwelling (Visitor) [11]	Residential (Visitor)	2	2	2	2	3	2	3	2	2	2	2	2	2	2	4	4	3
Education [12]	School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Factory/Industry [13]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Gambling [14]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Gymnasium [15]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Health Clinic [16]	Professional	0	3	6	11	12	10	12	9	11	13	10	10	9	9	8	0	0
Hospital [17]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minor Sports and Rec [18]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Office [19]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Open Space [20]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other [21]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Parking Facilities [22]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Place of Assembly [23]	Other	4	4	23	31	38	40	39	27	30	39	28	23	9	21	23	21	4
Pub/Hotel/Tavern [24]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Restaurant [26]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Restricted Retail [27]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Retail [28]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
School [29]	School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Service Station [30]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Supermarket [31]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trade Supplies [32]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
University/TAFE [33]	School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vacant [34]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Warehouse [35]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Commuter [36]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Sub Totals	Split																	
Long Term (Professional)	90%	0	3	6	10	11	9	11	8	10	11	9	9	8	8	7	0	0
Short Term (Professional)	10%	0	0	1	1	1	1	1	1	1	1	1	1	1	1	1	0	0
Long Term (Retail)	20%	0	0	0	0	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	0	0	0	0
Long Term (Residential)	100%	8	8	7	6	7	5	5	5	4	4	4	4	5	5	7	7	7
Short Term (Residential)	100%	2	2	2	2	3	2	3	2	2	2	2	2	2	2	4	4	3
Long Term (Other)	50%	4	5	14	19	23	24	24	17	18	23	17	15	7	13	14	13	5
Short Term (Other)	50%	4	5	14	19	23	24	24	17	18	23	17	15	7	13	14	13	5
Long Term (School)	25%	0	0	0	0	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	0	0	0	0

Total Parking Supply	Total	221	196	196	217	221	221	221	221	221	221	200	200	221	221	221	221	221
	85% of Total	188	167	167	184	188	188	188	188	188	188	170	170	188	188	188	188	188
	Total Long Term	93	68	64	67	71	71	71	71	71	71	68	68	89	89	93	93	93
	All Other Spaces	128	128	112	150	150	150	150	150	150	150	112	112	112	112	128	128	128
Total Observed Demand	Total	43	67	98	121	136	149	150	145	151	145	141	133	116	88	67	54	48
	Total Long Term	16	30	50	64	67	68	68	68	67	67	68	66	57	45	39	32	27
	All Other Spaces	27	37	48	57	69	81	82	87	84	78	73	67	59	43	28	22	21
Total Predicted Demand	Total	18	22	43	57	68	65	67	49	53	64	50	45	30	41	45	37	19
	Long Term	12	15	27	35	41	38	39	29	32	39	30	28	20	26	27	20	11
	Short Term	6	7	16	22	27	27	28	19	21	26	19	17	10	15	18	17	8

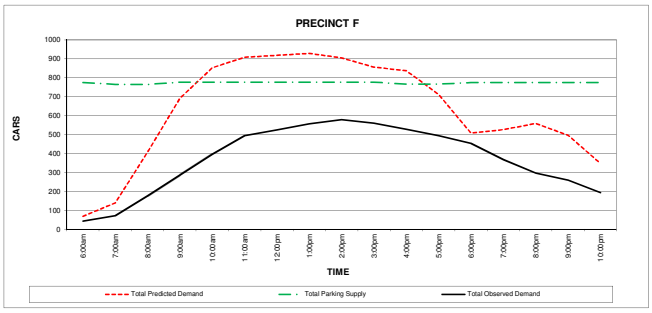


Model

Use	Restriction Type				Parking Demand														
					F														
		6:00am	7:00am	8:00am	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	10:00pm
Aged Care Facility [1]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bank [2]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Building Construction [3]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Car Sales [4]	Retail	0	14	14	17	19	19	18	20	19	19	19	18	17	5	0	0	0
Child Care [5]	Professional	0	0	3	5	4	4	4	4	4	5	4	4	2	1	0	0	0
Convenience Restaurant [7]	Retail	2	2	2	2	2	2	2	4	4	4	3	3	4	8	6	4	4
Convenience Store [8]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Department Store [9]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dwelling (Resident) [10]	Residential	36	36	31	28	32	23	22	21	21	20	19	19	21	25	30	31	31
Dwelling (Visitor) [11]	Residential (Visitor)	7	7	7	7	15	7	15	7	7	7	7	7	7	7	18	17	15
Education [12]	School	0	1	6	11	12	13	12	11	12	12	12	9	2	1	0	0	0
Factory/Industry [13]	Other	3	7	17	25	28	27	30	29	29	29	29	18	7	3	3	1	0
Gambling [14]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Gymnasium [15]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Health Clinic [16]	Professional	0	3	5	10	10	9	10	7	9	11	9	9	8	7	7	0	0
Hospital [17]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minor Sports and Rec [18]	Other	0	0	1	1	1	1	1	1	1	1	1	1	1	1	1	0	0
Office [19]	Retail	0	42	169	366	427	421	379	379	409	409	413	286	67	17	0	0	0
Open Space [20]	Other	0	1	2	3	3	3	4	3	3	4	3	3	2	2	2	2	2
Other [21]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Parking Facilities [22]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Place of Assembly [23]	Other	15	15	89	120	145	154	149	105	114	148	108	89	34	78	88	78	15
Pub/Hotel/Tavern [24]	Other	0	0	13	25	50	88	126	176	126	88	126	176	252	252	252	222	176
Restaurant [26]	Retail	0	6	29	35	58	70	82	93	82	41	23	17	42	78	117	105	93
Restricted Retail [27]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Retail [28]	Retail	3	3	15	30	48	59	58	60	61	55	53	48	38	37	32	30	6
School [29]	School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Service Station [30]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Supermarket [31]	Retail	1	1	4	5	6	7	7	6	6	6	6	5	4	4	4	4	4
Trade Supplies [32]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
University/TAFE [33]	School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vacant [34]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Warehouse [35]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Commuter [36]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Sub Totals	Split																	
Long Term (Professional)	90%	0	3	8	13	13	12	13	10	12	14	12	11	9	8	6	0	0
Short Term (Professional)	10%	0	0	1	1	1	1	1	1	1	2	1	1	1	1	1	0	0
Long Term (Retail)	20%	1	14	47	91	110	116	109	113	116	106	104	76	34	30	32	29	21
Short Term (Retail)	80%	5	55	187	365	441	463	437	451	463	426	415	303	137	119	127	115	86
Long Term (Residential)	100%	36	36	31	28	32	23	22	21	21	20	19	19	21	25	30	31	31
Short Term (Residential)	100%	7	7	7	7	15	7	15	7	7	7	7	7	7	7	18	17	15
Long Term (Other)	50%	9	12	61	87	114	137	155	157	136	135	133	143	148	168	173	152	97
Short Term (Other)	50%	9	12	61	87	114	137	155	157	136	135	133	143	148	168	173	152	97
Long Term (School)	25%	0	0	2	3	3	3	3	3	3	3	3	2	1	0	0	0	0
Short Term (School)	75%	0	1	5	8	9	9	9	8	9	9	9	6	2	0	0	0	0

Total Parking Supply	Total	774	765	765	776	776	776	776	776	776	776	767	767	774	774	774	774	774
	84% of Total	658	650	650	660	660	660	660	660	660	660	652	652	658	658	658	658	658
	Total Long Term	262	251	195	25	25	25	25	25	25	25	25	27	206	206	262	262	262
	All Other Spaces	512	514	570	751	751	751	751	751	751	751	742	740	568	568	512	512	512
Total Observed Demand	Total	43	72	177	287	396	495	525	556	579	560	528	494	454	367	296	259	194
	Total Long Term	34	56	86	7	7	9	10	11	11	11	12	12	132	107	128	107	80
	All Other Spaces	9	16	91	280	389	486	515	545	568	549	516	482	322	260	168	152	114
Total Predicted Demand	Total	69	140	408	691	853	908	919	928	905	856	837	713	508	527	559	495	347
	Long Term	47	65	148	222	273	290	302	304	288	278	271	252	213	231	241	222	149
	Short Term	22	75	260	469	580	617	617	625	618	578	566	461	295	296	318	283	197

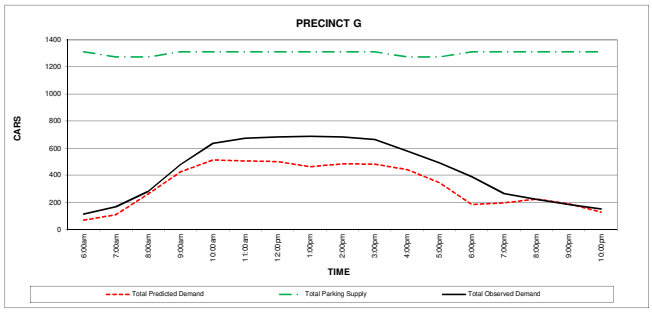


Model

Use	Restriction Type	Parking Demand																	
		G																	
		6:00am	7:00am	8:00am	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	10:00pm
Aged Care Facility [1]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bank [2]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Building Construction [3]	Other	0	1	1	2	2	2	3	3	3	3	3	2	1	0	0	0	0
Car Sales [4]	Retail	0	3	3	4	4	4	4	4	4	4	4	4	4	1	0	0	0
Child Care [5]	Professional	0	0	7	12	10	10	9	9	9	12	10	9	5	2	0	0	0
Convenience Restaurant [7]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Convenience Store [8]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Department Store [9]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dwelling (Resident) [10]	Residential	46	46	40	35	41	29	28	27	26	26	24	24	27	31	39	40	39
Dwelling (Visitor) [11]	Residential (Visitor)	9	9	9	9	18	9	18	9	9	9	9	9	9	9	22	21	18
Education [12]	School	0	5	23	40	46	46	45	41	45	45	45	31	7	2	0	0	0
Factory/Industry [13]	Other	0	1	2	3	3	3	3	3	3	3	3	2	1	0	0	0	0
Gambling [14]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Gymnasium [15]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Health Clinic [16]	Professional	0	9	17	32	34	28	33	24	30	35	28	28	25	24	22	0	0
Hospital [17]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minor Sports and Rec [18]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Office [19]	Retail	0	21	83	181	206	208	187	187	202	202	204	141	33	8	0	0	0
Open Space [20]	Other	0	0	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Other [21]	Other	0	0	1	2	2	3	3	3	2	3	2	2	1	2	2	1	1
Parking Facilities [22]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Place of Assembly [23]	Other	8	8	45	61	73	78	76	53	58	75	55	45	17	40	45	40	8
Pub/Hotel/Tavern [24]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Restaurant [26]	Retail	0	3	17	21	34	41	48	55	48	24	14	10	25	46	69	62	55
Restricted Retail [27]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Retail [28]	Retail	2	2	11	22	36	43	43	44	45	40	39	36	28	27	24	22	4
School [29]	School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Service Station [30]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Supermarket [31]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trade Supplies [32]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
University/TAFE [33]	School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vacant [34]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Warehouse [35]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Commuter [36]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Sub Totals	Split																	
Long Term (Professional)	90%	0	8	22	39	39	34	38	29	35	42	34	33	26	24	19	0	0
Short Term (Professional)	10%	0	1	2	4	4	4	4	3	4	5	4	4	3	3	2	0	0
Long Term (Retail)	20%	0	6	23	45	56	59	56	58	60	54	52	38	18	17	18	17	12
Short Term (Retail)	80%	2	23	92	182	224	237	226	232	239	216	209	153	72	66	74	67	47
Long Term (Residential)	100%	46	46	40	35	41	29	28	27	26	26	24	24	27	31	39	40	39
Short Term (Residential)	100%	9	9	9	9	18	9	18	9	9	9	9	9	9	9	22	21	18
Long Term (Other)	50%	4	5	25	34	41	44	43	31	34	42	32	26	10	21	24	21	5
Short Term (Other)	50%	4	5	25	34	41	44	43	31	34	42	32	26	10	21	24	21	5
Long Term (School)	25%	0	1	6	10	11	12	11	10	11	11	11	8	2	0	0	0	0
Short Term (School)	75%	0	3	17	30	34	35	33	31	33	33	34	23	6	1	0	0	0

Total Parking Supply	Total	1311	1273	1273	1311	1311	1311	1311	1311	1311	1311	1273	1273	1311	1311	1311	1311	1311
	85% of Total	1114	1082	1082	1114	1114	1114	1114	1114	1114	1114	1082	1082	1114	1114	1114	1114	1114
	Total Long Term	829	774	520	489	495	495	495	495	495	489	498	500	566	566	821	829	829
	All Other Spaces	482	499	753	822	816	816	816	816	816	822	775	771	745	745	490	482	482
Total Observed Demand	Total	111	166	280	478	636	672	682	687	682	664	579	491	389	264	220	184	153
	Total Long Term	55	65	54	188	319	336	342	343	342	321	277	216	154	88	117	100	80
	All Other Spaces	56	101	226	290	317	336	340	344	340	343	302	275	235	176	103	84	71
Total Predicted Demand	Total	66	108	261	424	511	506	500	463	485	480	441	344	183	194	222	187	127
	Long Term	51	66	116	165	189	178	176	156	166	175	154	129	83	93	100	77	56
	Short Term	15	42	146	260	322	328	324	307	319	305	287	215	100	101	122	110	71

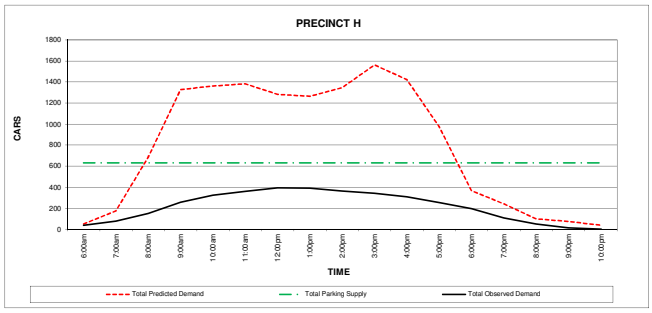


Model

Use	Restriction Type	Parking Demand																
		H																
		6:00am	7:00am	8:00am	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	10:00pm
Aged Care Facility [1]	Other	1	2	1	2	2	2	2	2	2	2	2	2	2	1	1	2	1
Bank [2]	Professional	0	2	8	18	21	21	19	19	20	20	21	14	3	1	0	0	0
Building Construction [3]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Car Sales [4]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Child Care [5]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Convenience Restaurant [7]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Convenience Store [8]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Department Store [9]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dwelling (Resident) [10]	Residential	7	7	6	5	6	4	4	4	4	4	4	4	4	5	6	6	6
Dwelling (Visitor) [11]	Residential (Visitor)	1	1	1	1	3	1	3	1	1	1	1	1	1	1	3	3	3
Education [12]	School	0	5	23	40	45	46	44	41	44	44	45	31	7	2	0	0	0
Factory/Industry [13]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Gambling [14]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Gymnasium [15]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Health Clinic [16]	Professional	0	6	13	23	24	20	24	17	22	25	20	20	18	17	16	0	0
Hospital [17]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minor Sports and Rec [18]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Office [19]	Retail	0	105	421	915	1041	1052	947	947	1020	1020	1031	715	168	42	0	0	0
Open Space [20]	Other	0	2	6	9	11	11	12	11	11	12	10	8	7	8	7	6	6
Other [21]	Other	0	1	3	5	6	6	7	6	6	7	6	5	4	4	4	3	3
Parking Facilities [22]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Place of Assembly [23]	Other	2	2	12	16	19	20	19	14	15	19	14	12	4	10	11	10	2
Pub/Hotel/Tavern [24]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Restaurant [26]	Retail	0	1	4	4	7	9	10	12	10	5	3	2	5	10	15	13	12
Restricted Retail [27]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Retail [28]	Retail	3	3	14	28	45	54	54	55	56	50	49	45	35	34	30	28	6
School [29]	School	33	33	166	250	117	117	117	117	117	333	200	100	100	100	0	0	0
Service Station [30]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Supermarket [31]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trade Supplies [32]	Retail	1	4	7	10	14	17	20	17	17	18	16	15	8	6	4	4	0
University/TAFE [33]	School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vacant [34]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Warehouse [35]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Commuter [36]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Sub Totals	Split																	
Long Term (Professional)	90%	0	8	19	37	41	37	39	33	38	41	37	31	19	16	14	0	0
Short Term (Professional)	10%	0	1	2	4	5	4	4	4	4	5	4	3	2	2	2	0	0
Long Term (Retail)	20%	1	22	89	192	221	226	206	206	221	219	220	155	43	18	10	9	3
Short Term (Retail)	80%	3	90	356	766	886	905	824	824	882	875	879	622	174	74	39	36	14
Long Term (Residential)	100%	7	7	6	5	6	4	4	4	4	4	4	4	4	5	6	6	6
Short Term (Residential)	100%	1	1	1	1	3	1	3	1	1	1	1	1	1	1	3	3	3
Long Term (Other)	50%	2	3	11	16	19	20	20	17	17	20	16	13	8	12	12	11	6
Short Term (Other)	50%	2	3	11	16	19	20	20	17	17	20	16	13	8	12	12	11	6
Long Term (School)	25%	8	9	47	72	40	41	40	39	40	94	61	33	27	25	0	0	0
Short Term (School)	75%	25	28	142	217	121	122	121	118	121	283	184	98	80	76	0	0	0

Total Parking Supply	Total	632	632	632	632	632	632	632	632	632	632	632	632	632	632	632	632	632
	84% of Total	537	537	537	537	537	537	537	537	537	537	537	537	537	537	537	537	537
	Total Long Term	99	92	92	64	64	64	64	64	64	64	64	64	99	99	99	99	99
	All Other Spaces	533	540	540	568	568	568	568	568	568	568	568	568	533	533	533	533	533
Total Observed Demand	Total	37	76	151	256	323	361	395	389	362	343	308	253	196	107	51	14	1
	Total Long Term	4	13	27	30	43	45	46	48	48	46	43	40	52	21	10	5	1
	All Other Spaces	33	63	124	226	280	316	349	341	314	297	265	213	144	86	41	9	0
Total Predicted Demand	Total	49	173	685	1326	1361	1382	1281	1263	1346	1562	1422	974	367	242	97	75	38
	Long Term	18	50	172	322	328	329	309	299	320	378	338	236	102	77	42	26	16
	Short Term	31	124	513	1004	1033	1053	972	964	1026	1184	1084	738	266	165	56	50	23

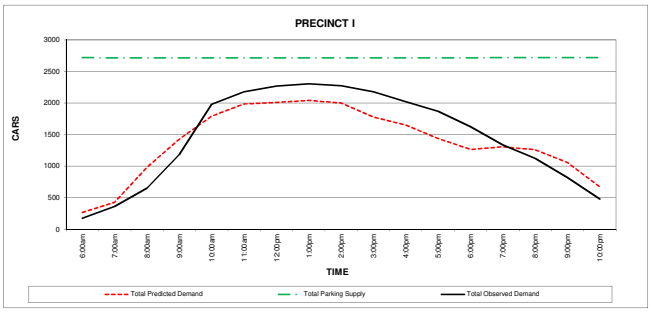


Model

Use	Restriction Type	Parking Demand																	
		1																	
		6:00am	7:00am	8:00am	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	10:00pm
Aged Care Facility [1]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bank [2]	Professional	0	7	28	60	69	69	62	62	67	67	68	47	11	3	0	0	0
Building Construction [3]	Other	0	0	1	1	1	1	1	1	1	1	1	1	0	0	0	0	0
Car Sales [4]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Child Care [5]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Convenience Restaurant [7]	Retail	27	27	27	27	27	27	27	51	42	45	41	33	42	92	68	52	52
Convenience Store [8]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Department Store [9]	Retail	0	0	3	10	21	25	25	25	26	23	23	21	16	16	14	13	8
Dwelling (Resident) [10]	Residential	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dwelling (Visitor) [11]	Residential (Visitor)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Education [12]	School	0	0	1	1	1	1	1	1	1	1	1	1	0	0	0	0	0
Factory/Industry [13]	Other	0	1	2	2	3	2	3	3	3	3	3	2	1	0	0	0	0
Gambling [14]	Retail	0	0	0	0	1	4	4	5	3	1	1	3	3	5	3	1	1
Gymnasium [15]	Other	4	4	3	4	7	5	5	4	5	3	5	6	8	8	5	3	1
Health Clinic [16]	Professional	0	25	51	92	98	82	96	69	88	101	82	81	72	70	63	0	0
Hospital [17]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minor Sports and Rec [18]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Office [19]	Retail	0	7	27	58	66	67	60	60	65	65	65	45	11	3	0	0	0
Open Space [20]	Other	0	0	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Other [21]	Other	0	1	3	4	5	5	6	5	5	6	5	4	3	4	4	3	3
Parking Facilities [22]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Place of Assembly [23]	Other	1	1	6	8	9	10	9	7	7	9	7	6	2	5	6	5	1
Pub/Hotel/Tavern [24]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Restaurant [26]	Retail	0	21	104	125	208	250	291	333	291	146	83	62	150	279	416	375	333
Restricted Retail [27]	Retail	1	3	3	10	22	26	26	27	27	24	24	22	18	17	14	14	3
Retail [28]	Retail	31	31	157	314	502	609	602	621	627	565	552	502	395	383	333	314	63
School [29]	School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Service Station [30]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Supermarket [31]	Retail	51	51	170	230	263	303	294	257	248	236	248	203	160	188	170	154	154
Trade Supplies [32]	Retail	0	1	3	4	5	7	8	7	7	7	6	6	3	2	2	2	0
University/TAFE [33]	School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vacant [34]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Warehouse [35]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Commuter [36]	Other	147	245	392	475	485	490	490	490	485	470	431	392	368	230	162	123	49

Sub Totals	Split																	
Long Term (Professional)	90%	0	29	71	137	150	136	143	118	140	152	135	115	75	66	57	0	0
Short Term (Professional)	10%	0	3	8	15	17	15	16	13	16	17	15	13	8	7	6	0	0
Long Term (Retail)	20%	22	28	99	155	223	263	267	279	267	222	209	179	160	197	204	185	123
Short Term (Retail)	80%	89	113	394	622	892	1053	1069	1116	1069	890	835	717	639	787	815	739	492
Long Term (Residential)	100%	0	0	0	0	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	0	0	0	0
Long Term (Other)	50%	76	126	203	248	255	257	257	256	254	247	226	206	193	124	88	67	27
Short Term (Other)	50%	76	126	203	248	255	257	257	256	254	247	226	206	193	124	88	67	27
Long Term (School)	25%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Short Term (School)	75%	0	0	0	1	1	1	1	1	1	1	1	1	0	0	0	0	0

Total Parking Supply	Total	2718	2713	2713	2713	2713	2713	2713	2713	2713	2713	2713	2713	2713	2718	2718	2718	2718
	85% of Total	2310	2306	2306	2306	2306	2306	2306	2306	2306	2306	2306	2306	2306	2310	2310	2310	2310
	Total Long Term	2485	2479	2474	2386	2386	2386	2386	2386	2386	2386	2386	2386	2470	2481	2485	2485	2485
	All Other Spaces	233	234	239	327	327	327	327	327	327	327	327	327	243	237	233	233	233
Total Observed Demand	Total	372	362	653	1282	1982	2378	2267	2303	2273	2238	2021	1868	1624	1335	1221	817	476
	Total Long Term	248	315	583	1059	1799	1975	2062	2094	2048	1957	1821	1673	1472	1216	1023	738	420
	All Other Spaces	24	47	70	123	183	203	205	209	225	221	200	195	152	119	98	79	56
Total Predicted Demand	Total	264	426	978	1426	1793	1984	2011	2038	2000	1775	1648	1437	1264	1305	1258	1057	669
	Long Term	99	183	373	541	629	657	668	653	661	621	570	501	426	386	349	252	150
	Short Term	165	243	606	885	1164	1326	1343	1385	1339	1154	1077	936	838	919	910	806	519

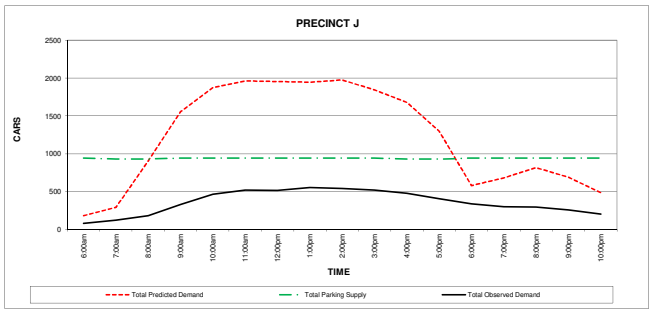


Model

Use	Restriction Type	Parking Demand																
		J																
		6:00am	7:00am	8:00am	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	10:00pm
Aged Care Facility [1]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bank [2]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Building Construction [3]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Car Sales [4]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Child Care [5]	Professional	0	0	4	7	6	5	5	5	5	7	6	5	3	1	0	0	0
Convenience Restaurant [7]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Convenience Store [8]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Department Store [9]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dwelling (Resident) [10]	Residential	39	39	33	30	34	25	24	22	22	22	21	21	22	26	33	33	33
Dwelling (Visitor) [11]	Residential (Visitor)	8	8	8	8	15	8	15	8	8	8	8	8	8	8	19	18	15
Education [12]	School	0	1	1	6	6	6	6	6	6	6	6	4	1	0	0	0	0
Factory/Industry [13]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Gambling [14]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Gymnasium [15]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Health Clinic [16]	Professional	0	4	7	13	14	11	13	10	12	14	11	11	10	10	9	0	0
Hospital [17]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minor Sports and Rec [18]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Office [19]	Retail	0	84	335	729	829	838	754	754	813	813	821	570	314	34	0	0	0
Open Space [20]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other [21]	Other	0	0	1	2	2	3	3	3	3	3	2	2	2	2	2	1	1
Parking Facilities [22]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Place of Assembly [23]	Other	34	34	195	262	316	336	326	228	249	322	235	195	74	171	191	171	34
Pub/Hotel/Tavern [24]	Other	0	0	3	6	11	20	29	40	29	20	29	40	57	57	57	50	40
Restaurant [26]	Retail	0	21	104	125	208	249	291	332	291	145	83	62	149	278	415	374	332
Restricted Retail [27]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Retail [28]	Retail	1	1	7	13	21	26	25	26	27	24	23	21	17	16	14	13	3
School [29]	School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Service Station [30]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Supermarket [31]	Retail	1	1	3	4	5	6	6	5	5	5	5	4	3	4	3	3	3
Trade Supplies [32]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
University/TAFE [33]	School	101	101	203	354	405	430	456	506	506	456	430	354	101	76	76	25	25
Vacant [34]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Warehouse [35]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Commuter [36]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Sub Totals	Split																	
Long Term (Professional)	90%	0	3	10	18	17	15	17	13	16	19	15	15	11	10	8	0	0
Short Term (Professional)	10%	0	0	1	2	2	2	2	1	2	2	2	2	1	1	1	0	0
Long Term (Retail)	20%	0	21	90	174	213	224	215	223	227	197	186	131	61	66	86	78	68
Short Term (Retail)	80%	2	85	359	697	851	895	861	894	908	789	746	526	243	265	346	312	270
Long Term (Residential)	100%	39	39	33	30	34	25	24	22	22	22	21	21	22	26	33	33	33
Short Term (Residential)	100%	8	8	8	8	15	8	15	8	8	8	8	8	8	8	19	18	15
Long Term (Other)	50%	17	17	100	135	165	179	179	135	140	173	133	118	66	115	125	111	37
Short Term (Other)	50%	17	17	100	135	165	179	179	135	140	173	133	118	66	115	125	111	37
Long Term (School)	25%	25	25	51	90	103	109	115	128	128	115	109	90	26	19	19	6	6
Short Term (School)	75%	76	76	154	270	309	328	346	384	384	346	328	269	77	57	57	19	19

Total Parking Supply	Total	942	932	932	942	942	942	942	942	942	942	932	932	942	942	942	942	942
	85% of Total	801	792	792	801	801	801	801	801	801	801	792	792	801	801	801	801	801
	Total Long Term	682	626	385	307	307	307	307	307	307	307	307	309	435	435	642	648	682
	All Other Spaces	260	306	547	615	615	615	615	615	615	615	625	623	507	507	300	294	260
Total Observed Demand	Total	80	124	185	329	467	522	518	553	544	521	481	408	341	303	296	259	205
	Total Long Term	75	113	100	170	237	253	256	257	260	242	231	181	184	171	239	225	196
	All Other Spaces	5	11	85	159	230	271	262	296	284	279	250	227	157	132	57	34	9
Total Predicted Demand	Total	184	293	906	1558	1874	1963	1952	1945	1974	1844	1680	1297	581	683	819	689	486
	Long Term	82	106	284	447	532	552	549	523	532	526	465	375	186	237	271	229	144
	Short Term	102	187	622	1112	1341	1411	1403	1423	1441	1318	1216	923	395	446	548	460	342

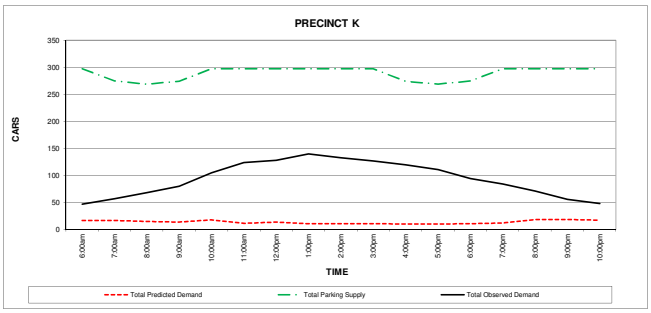


Model

Use	Restriction Type	Parking Demand																
		K																
		6:00am	7:00am	8:00am	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	10:00pm
Aged Care Facility [1]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bank [2]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Building Construction [3]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Car Sales [4]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Child Care [5]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Convenience Restaurant [7]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Convenience Store [8]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Department Store [9]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dwelling (Resident) [10]	Residential	14	14	12	11	12	9	9	8	8	8	7	7	8	9	12	12	12
Dwelling (Visitor) [11]	Residential (Visitor)	3	3	3	3	6	3	6	3	3	3	3	3	3	3	7	6	6
Education [12]	School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Factory/Industry [13]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Gambling [14]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Gymnasium [15]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Health Clinic [16]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hospital [17]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minor Sports and Rec [18]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Office [19]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Open Space [20]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other [21]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Parking Facilities [22]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Place of Assembly [23]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pub/Hotel/Tavern [24]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Restaurant [26]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Restricted Retail [27]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Retail [28]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
School [29]	School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Service Station [30]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Supermarket [31]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trade Supplies [32]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
University/TAFE [33]	School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vacant [34]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Warehouse [35]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Commuter [36]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Sub Totals	Split																	
		17	17	15	14	18	12	14	11	11	11	10	10	11	12	19	18	17
Long Term (Professional)	90%	0	0	0	0	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	0	0	0	0
Long Term (Retail)	20%	0	0	0	0	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	0	0	0	0
Long Term (Residential)	100%	14	14	12	11	12	9	9	8	8	8	7	7	8	9	12	12	12
Short Term (Residential)	100%	3	3	3	3	6	3	6	3	3	3	3	3	3	3	7	6	6
Long Term (Other)	50%	0	0	0	0	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	0	0	0	0
Long Term (School)	25%	0	0	0	0	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	0	0	0	0

Total Parking Supply	Total	297	275	269	274	297	297	297	297	297	297	274	269	275	297	297	297	297
	85% of Total	252	234	229	233	252	252	252	252	252	252	233	229	234	252	252	252	252
	Total Long Term	229	207	6	6	23	23	23	23	23	23	6	6	12	34	229	229	229
	All Other Spaces	68	68	263	268	274	274	274	274	274	274	268	263	263	263	68	68	68
Total Observed Demand	Total	47	57	68	80	105	124	128	140	133	127	120	111	94	84	71	56	48
	Total Long Term	44	48	2	2	2	3	3	3	3	3	3	3	3	2	61	47	43
	All Other Spaces	3	9	66	78	103	121	125	137	130	124	117	108	91	82	10	9	5
Total Predicted Demand	Total	17	17	15	14	18	12	14	11	11	11	10	10	11	12	19	18	17
	Long Term	14	14	12	11	12	9	9	8	8	8	7	7	8	9	12	12	12
	Short Term	3	3	3	3	6	3	6	3	3	3	3	3	3	3	7	6	6

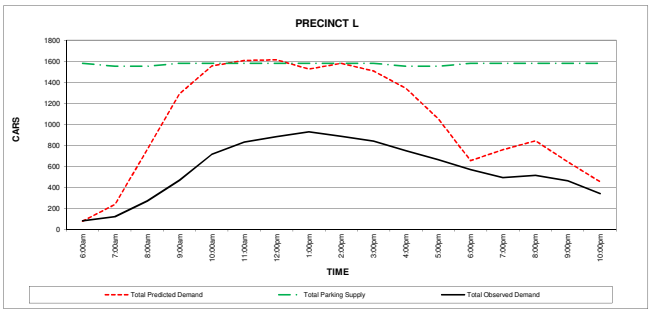


Model

Use	Restriction Type				Parking Demand													
										L								
		6:00am	7:00am	8:00am	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	10:00pm
Aged Care Facility [1]	Other	0	0	0	1	1	1	1	1	1	1	0	0	0	0	0	0	0
Bank [2]	Professional	0	1	5	11	12	12	11	11	12	12	12	8	2	0	0	0	0
Building Construction [3]	Other	1	2	4	6	6	6	6	6	6	6	6	4	2	1	1	0	0
Car Sales [4]	Retail	0	12	12	14	17	17	16	17	16	16	17	16	14	4	0	0	0
Child Care [5]	Professional	0	0	3	6	5	4	4	4	4	5	5	4	2	1	0	0	0
Convenience Restaurant [7]	Retail	2	2	2	2	2	2	2	4	1	1	1	2	1	6	5	1	1
Convenience Store [8]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Department Store [9]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dwelling (Resident) [10]	Residential	25	25	21	19	22	16	15	14	14	14	13	13	14	17	21	21	21
Dwelling (Visitor) [11]	Residential (Visitor)	5	5	5	5	10	5	10	5	5	5	5	5	5	5	12	11	10
Education [12]	School	0	5	27	47	51	54	52	48	52	52	52	36	9	2	0	0	0
Factory/Industry [13]	Other	1	2	5	7	8	8	9	8	8	8	8	5	2	1	1	0	0
Gambling [14]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Gymnasium [15]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Health Clinic [16]	Professional	0	55	110	201	214	178	209	150	192	220	178	176	156	152	137	0	0
Hospital [17]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minor Sports and Rec [18]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Office [19]	Retail	0	60	240	523	595	601	541	541	583	583	589	409	96	24	0	0	0
Open Space [20]	Other	0	0	0	1	1	1	1	1	1	1	1	1	0	0	0	0	0
Other [21]	Other	0	1	4	7	8	8	9	8	8	9	8	6	5	6	5	4	4
Parking Facilities [22]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Place of Assembly [23]	Other	20	20	117	157	189	201	195	137	149	193	141	117	44	102	115	102	20
Pub/Hotel/Tavern [24]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Restaurant [26]	Retail	0	21	106	127	211	253	295	338	295	148	84	63	152	283	422	380	338
Restricted Retail [27]	Retail	1	2	2	5	11	11	11	11	14	12	12	11	9	8	7	7	2
Retail [28]	Retail	7	7	33	66	105	127	126	130	131	118	116	105	83	80	70	66	13
School [29]	School	3	3	15	22	10	10	10	10	10	29	17	9	9	9	0	0	0
Service Station [30]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Supermarket [31]	Retail	15	15	48	65	75	86	84	73	71	67	71	58	46	53	48	44	44
Trade Supplies [32]	Retail	0	1	2	3	4	5	6	5	5	5	5	5	2	2	1	1	0
University/TAFE [33]	School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vacant [34]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Warehouse [35]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Commuter [36]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Sub Totals	Split																	
Long Term (Professional)	90%	0	51	107	195	208	176	202	149	187	214	176	170	145	138	123	0	0
Short Term (Professional)	10%	0	6	12	22	21	20	22	17	21	24	20	19	16	15	14	0	0
Long Term (Retail)	20%	5	24	89	161	201	221	216	224	224	193	179	134	81	92	111	100	80
Short Term (Retail)	80%	19	95	356	644	815	883	866	897	894	762	717	534	324	369	442	401	320
Long Term (Residential)	100%	25	25	21	19	22	16	15	14	14	14	13	13	14	17	21	21	21
Short Term (Residential)	100%	5	5	5	5	10	5	10	5	5	5	5	5	5	5	12	11	10
Long Term (Other)	50%	11	13	65	89	106	112	110	81	86	109	82	66	27	55	61	54	13
Short Term (Other)	50%	11	13	65	89	106	112	110	81	86	109	82	66	27	55	61	54	13
Long Term (School)	25%	1	2	10	17	16	16	16	15	16	20	17	11	4	3	0	0	0
Short Term (School)	75%	2	6	31	51	47	48	47	44	47	61	52	34	13	8	0	0	0

Total Parking Supply	Total	1579	1554	1554	1579	1579	1579	1579	1579	1579	1579	1554	1554	1579	1579	1579	1579	1579
	85% of Total	1342	1321	1321	1342	1342	1342	1342	1342	1342	1342	1321	1321	1342	1342	1342	1342	1342
	Total Long Term	774	746	678	514	514	514	514	514	514	514	512	567	685	705	771	771	771
	All Other Spaces	805	808	876	1065	1065	1065	1065	1065	1065	1065	1042	987	894	874	808	808	808
Total Observed Demand	Total	83	122	271	471	736	833	884	928	885	842	749	664	570	494	536	464	341
	Total Long Term	42	65	76	111	195	241	276	302	294	283	269	250	241	272	357	322	235
	All Other Spaces	41	57	195	360	521	592	608	626	591	559	480	414	329	222	159	142	106
Total Predicted Demand	Total	79	239	761	1291	1557	1608	1614	1525	1580	1508	1343	1053	656	758	845	642	456
	Long Term	41	114	292	481	555	541	559	482	527	547	468	394	271	305	315	276	114
	Short Term	37	125	469	810	1002	1068	1055	1042	1053	960	876	658	385	452	529	466	342

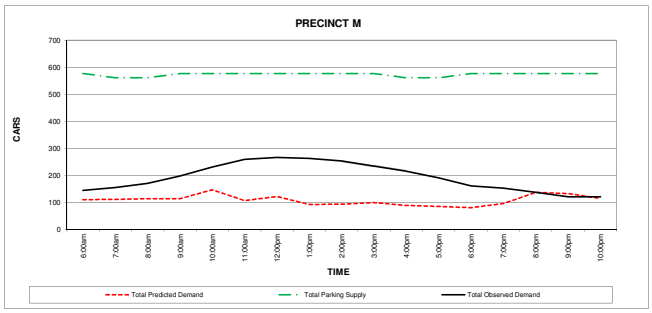


Model

Use	Restriction Type	Parking Demand																
		M																
		6:00am	7:00am	8:00am	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	10:00pm
Aged Care Facility [1]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bank [2]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Building Construction [3]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Car Sales [4]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Child Care [5]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Convenience Restaurant [7]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Convenience Store [8]	Retail	1	2	3	6	6	5	6	4	6	7	5	5	5	4	4	1	0
Department Store [9]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dwelling (Resident) [10]	Residential	90	90	77	69	80	57	55	52	51	50	48	48	52	61	75	77	76
Dwelling (Visitor) [11]	Residential (Visitor)	18	18	18	18	36	18	36	18	18	18	18	18	18	18	44	42	36
Education [12]	School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Factory/Industry [13]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Gambling [14]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Gymnasium [15]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Health Clinic [16]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hospital [17]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minor Sports and Rec [18]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Office [19]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Open Space [20]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other [21]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Parking Facilities [22]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Place of Assembly [23]	Other	3	3	15	20	25	26	25	18	19	25	18	15	6	13	15	13	3
Pub/Hotel/Tavern [24]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Restaurant [26]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Restricted Retail [27]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Retail [28]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
School [29]	School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Service Station [30]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Supermarket [31]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trade Supplies [32]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
University/TAFE [33]	School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vacant [34]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Warehouse [35]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Commuter [36]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Sub Totals	Split																	
Long Term (Professional)	90%	0	0	0	0	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	0	0	0	0
Long Term (Retail)	20%	0	0	1	1	1	1	1	1	1	1	1	1	1	1	1	0	0
Short Term (Retail)	80%	1	1	3	5	5	4	5	4	5	5	4	4	4	4	3	1	0
Long Term (Residential)	100%	90	90	77	69	80	57	55	52	51	50	48	48	52	61	75	77	76
Short Term (Residential)	100%	18	18	18	18	36	18	36	18	18	18	18	18	18	18	44	42	36
Long Term (Other)	50%	1	1	8	10	12	13	13	9	10	13	9	8	3	7	7	7	1
Short Term (Other)	50%	1	1	8	10	12	13	13	9	10	13	9	8	3	7	7	7	1
Long Term (School)	25%	0	0	0	0	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	0	0	0	0

Total Parking Supply	Total	577	561	561	577	577	577	577	577	577	577	561	561	577	577	577	577	577
	85% of Total	490	477	477	490	490	490	490	490	490	490	477	477	490	490	490	490	490
	Total Long Term	543	518	214	225	225	225	225	225	225	225	210	210	235	235	539	543	543
	All Other Spaces	14	43	347	352	352	352	352	352	352	352	351	351	342	342	38	14	14
Total Observed Demand	Total	145	155	171	198	231	259	267	263	254	235	216	191	161	153	138	121	121
	Total Long Term	145	147	77	98	119	134	138	136	133	124	111	95	83	68	135	120	121
	All Other Spaces	0	8	94	100	112	125	129	127	121	111	105	96	78	85	3	1	0
Total Predicted Demand	Total	111	112	114	113	147	107	122	92	94	100	89	86	80	97	138	133	115
	Long Term	91	91	85	80	93	72	69	62	62	64	58	56	56	69	84	84	78
	Short Term	20	21	28	33	53	35	54	30	32	36	31	30	25	28	54	49	37

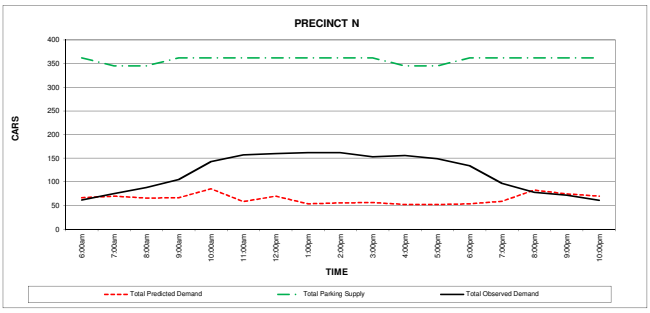


Model

Use	Restriction Type	N																
		6:00am	7:00am	8:00am	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	10:00pm
Aged Care Facility [1]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bank [2]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Building Construction [3]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Car Sales [4]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Child Care [5]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Convenience Restaurant [7]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Convenience Store [8]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Department Store [9]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dwelling (Resident) [10]	Residential	56	56	48	43	49	36	34	32	32	31	29	29	32	38	47	48	47
Dwelling (Visitor) [11]	Residential (Visitor)	11	11	11	11	22	11	22	11	11	11	11	11	11	11	27	26	22
Education [12]	School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Factory/Industry [13]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Gambling [14]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Gymnasium [15]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Health Clinic [16]	Professional	0	3	6	12	13	10	12	9	11	13	10	10	9	9	8	0	0
Hospital [17]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minor Sports and Rec [18]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Office [19]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Open Space [20]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other [21]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Parking Facilities [22]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Place of Assembly [23]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pub/Hotel/Tavern [24]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Restaurant [26]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Restricted Retail [27]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Retail [28]	Retail	0	0	0	1	1	1	1	1	1	1	1	1	1	1	1	1	0
School [29]	School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Service Station [30]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Supermarket [31]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trade Supplies [32]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
University/TAFE [33]	School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vacant [34]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Warehouse [35]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Commuter [36]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Sub Totals	Split																	
		67	70	66	66	85	59	70	54	55	56	52	52	53	59	83	74	70
Long Term (Professional)	90%	0	3	6	11	11	9	11	8	10	12	9	9	8	8	7	0	0
Short Term (Professional)	10%	0	0	1	1	1	1	1	1	1	1	1	1	1	1	1	0	0
Long Term (Retail)	20%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Short Term (Retail)	80%	0	0	0	1	1	1	1	1	1	1	1	1	1	1	1	1	0
Long Term (Residential)	100%	56	56	48	43	49	36	34	32	32	31	29	29	32	38	47	48	47
Short Term (Residential)	100%	11	11	11	11	22	11	22	11	11	11	11	11	11	11	27	26	22
Long Term (Other)	50%	0	0	0	0	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	0	0	0	0
Long Term (School)	25%	0	0	0	0	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	0	0	0	0

Total Parking Supply	Total	362	345	345	362	362	362	362	362	362	362	345	345	362	362	362	362	362
	84% of Total	308	293	293	308	308	308	308	308	308	308	293	293	308	308	308	308	308
	Total Long Term	305	289	158	173	173	173	173	173	173	173	158	158	178	178	305	305	305
	All Other Spaces	57	56	187	189	189	189	189	189	189	189	187	187	184	184	57	57	57
Total Observed Demand	Total	62	75	88	105	143	157	160	162	162	153	156	149	134	97	78	72	61
	Total Long Term	62	70	53	67	97	105	111	109	108	100	98	94	85	55	70	63	56
	All Other Spaces	0	5	35	38	46	52	49	53	54	53	58	55	49	42	8	9	5
Total Predicted Demand	Total	67	70	66	66	85	59	70	54	55	56	52	52	53	59	83	74	70
	Long Term	56	58	54	53	61	45	45	40	42	43	39	39	41	46	54	48	47
	Short Term	11	11	12	13	24	13	25	13	13	13	13	13	13	13	29	26	22



Appendix G

Calibrated Model

GTAconsultants

Car Parking Rates

Use	Unit (spaces per)	Size Parking Rate
Aged Care Facility [1]	sqm	0.003
Bank [2]	sqm	0.02
Building Construction [3]	sqm	0.01
Car Sales [4]	sqm	0.01
Child Care [5]	sqm	0.01
Convenience Restaurant [6]	sqm	0.07
Convenience Store [7]	sqm	0.05
Department Store [8]	sqm	0.028
Dwelling (Resident) [9]	dwelling	0.15
Dwelling (Visitor) [10]	dwelling	0.12
Education [11]	sqm	0.02
Factory/Industry [12]	sqm	0.01
Gambling [13]	sqm	0.03
Gymnasium [14]	sqm	0.075
Health Clinic [15]	sqm	0.02
Hospital [16]	sqm	0.045
Minor Sports and Rec [17]	sqm	0.01
Office [18]	sqm	0.03
Open Space [19]	sqm	0.005
Other [20]	sqm	0.005
Parking Facilities [21]	sqm	0
Place of Assembly [22]	sqm	0.015
Pub/Hotel/Tavern [23]	sqm	0.1
Restaurant [24]	sqm	0.098
Restricted Retail [25]	sqm	0.015
Retail [26]	sqm	0.025
School [27]	sqm	0.01
Service Station [28]	sqm	0
Supermarket [29]	sqm	0.05
Trade Supplies [30]	sqm	0.015
University/TAFE [31]	sqm	0.03
Vacant [32]	sqm	0
Warehouse [33]	sqm	0.003
Commuter [34]	spaces	0.5

Temporal Profiles

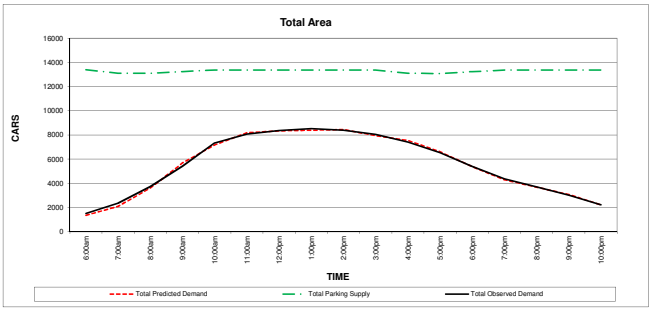
Use	Unit	Overall																
		6:00am	7:00am	8:00am	9:00am	10:00am	11:00am	12:00pm	1:00pm	2:00pm	3:00pm	4:00pm	5:00pm	6:00pm	7:00pm	8:00pm	9:00pm	10:00pm
Aged Care Facility [1]	%	56%	67%	62%	76%	96%	95%	100%	81%	74%	85%	67%	69%	68%	60%	50%	70%	62%
Bank [2]	%	0%	10%	40%	87%	99%	100%	90%	90%	97%	97%	98%	68%	16%	4%	0%	0%	0%
Building Construction [3]	%	10%	25%	57%	85%	94%	90%	100%	98%	97%	97%	97%	60%	25%	10%	10%	5%	0%
Car Sales [4]	%	0%	70%	73%	84%	98%	98%	93%	100%	97%	95%	99%	93%	84%	25%	0%	0%	0%
Child Care [5]	%	4%	4%	60%	100%	83%	80%	75%	75%	73%	96%	83%	72%	39%	20%	0%	0%	0%
Convenience Restaurant [7]	%	29%	29%	29%	29%	29%	29%	29%	64%	46%	49%	44%	36%	46%	100%	74%	56%	56%
Convenience Store [8]	%	10%	25%	50%	91%	97%	81%	95%	68%	87%	100%	81%	80%	71%	69%	62%	10%	5%
Department Store [9]	%	0%	0%	20%	50%	80%	97%	96%	99%	100%	90%	88%	80%	63%	61%	53%	50%	0%
Dwelling (Resident) [10]	%	100%	100%	68%	65%	65%	64%	61%	58%	57%	56%	53%	53%	58%	68%	84%	86%	85%
Dwelling (Visitor) [11]	%	25%	25%	25%	25%	50%	25%	50%	25%	25%	25%	25%	25%	25%	25%	61%	58%	50%
Education [12]	%	0%	10%	50%	70%	87%	100%	97%	90%	97%	97%	98%	68%	16%	4%	0%	0%	0%
Factory/Industry [13]	%	10%	25%	57%	85%	94%	90%	100%	98%	97%	97%	97%	60%	25%	10%	10%	5%	0%
Gambling [14]	%	0%	0%	0%	0%	10%	75%	75%	100%	50%	25%	25%	50%	50%	100%	50%	25%	25%
Gymnasium [15]	%	40%	62%	78%	40%	55%	39%	37%	34%	39%	23%	37%	51%	100%	100%	38%	22%	10%
Health Clinic [16]	%	0%	25%	50%	50%	85%	81%	95%	68%	100%	87%	81%	80%	71%	69%	62%	0%	0%
Hospital [17]	%	30%	40%	45%	50%	75%	90%	90%	90%	100%	90%	85%	75%	52%	38%	38%	38%	38%
Minor Sports and Rec [18]	%	20%	33%	51%	77%	97%	51%	41%	41%	44%	40%	62%	55%	100%	100%	37%	20%	20%
Office [19]	%	0%	10%	40%	85%	87%	100%	97%	97%	97%	95%	90%	68%	30%	4%	0%	0%	0%
Open Space [20]	%	0%	11%	37%	57%	70%	74%	77%	73%	72%	77%	68%	55%	43%	49%	48%	38%	37%
Other [21]	%	0%	11%	37%	57%	70%	74%	77%	73%	72%	77%	68%	55%	43%	49%	48%	38%	37%
Parking Facilities [22]	%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Place of Assembly [23]	%	10%	10%	58%	78%	94%	100%	97%	68%	74%	96%	70%	58%	51%	51%	57%	51%	10%
Pub/Hotel/Tavern [24]	%	0%	0%	5%	10%	20%	35%	50%	70%	50%	35%	50%	70%	80%	80%	100%	70%	60%
Restaurant [26]	%	0%	5%	5%	10%	15%	20%	25%	50%	35%	25%	20%	40%	100%	100%	60%	60%	40%
Restricted Retail [27]	%	5%	12%	12%	37%	80%	97%	96%	99%	100%	90%	88%	80%	65%	61%	53%	50%	12%
Retail [28]	%	10%	10%	10%	25%	80%	97%	96%	99%	100%	90%	88%	80%	75%	61%	53%	50%	10%
School [29]	%	10%	30%	50%	75%	35%	35%	35%	35%	35%	100%	60%	30%	30%	30%	0%	0%	0%
Service Station [30]	%	10%	25%	50%	91%	97%	81%	95%	68%	87%	100%	81%	80%	71%	69%	62%	10%	5%
Supermarket [31]	%	17%	17%	30%	35%	60%	100%	97%	85%	82%	78%	82%	67%	53%	62%	56%	51%	51%
Trade Supplies [32]	%	5%	18%	33%	49%	65%	81%	93%	79%	80%	87%	78%	72%	39%	30%	20%	20%	0%
University/TAFE [33]	%	8%	8%	16%	28%	32%	34%	36%	40%	40%	36%	34%	28%	8%	6%	6%	2%	2%
Vacant [34]	%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Warehouse [35]	%	10%	10%	57%	85%	91%	90%	100%	98%	97%	97%	97%	60%	25%	10%	5%	0%	0%
Commuter [36]	%	30%	50%	80%	97%	99%	100%	100%	100%	99%	96%	88%	80%	75%	47%	33%	25%	10%

Model

Use	Restriction Type	Parking Demand																
		Total Area																
		6:00am	7:00am	8:00am	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	10:00pm
Aged Care Facility [1]	Other	6	8	7	9	11	11	11	9	8	10	8	8	8	7	6	8	7
Bank [2]	Professional	0	10	41	90	102	103	93	93	100	100	101	70	16	4	0	0	0
Building Construction [3]	Other	1	3	6	9	10	9	10	10	10	10	10	6	3	1	1	1	0
Car Sales [4]	Retail	0	14	15	17	20	20	19	21	20	20	20	19	17	5	0	0	0
Child Care [5]	Professional	1	1	9	15	12	12	11	11	11	14	12	11	6	3	0	0	0
Convenience Restaurant [7]	Retail	31	31	31	31	31	31	31	68	49	63	47	38	49	106	79	60	60
Convenience Store [8]	Retail	1	2	3	6	6	5	6	4	6	7	5	5	5	4	4	1	0
Department Store [9]	Retail	0	0	21	54	86	104	103	106	107	97	94	86	68	65	57	54	0
Dwelling (Resident) [10]	Residential	514	514	349	334	334	329	333	298	293	288	272	272	298	349	431	442	437
Dwelling (Visitor) [11]	Residential (Visitor)	103	103	103	103	205	103	205	103	103	103	103	103	103	103	251	238	205
Education [12]	School	0	17	83	116	144	165	160	149	160	160	162	112	26	7	0	0	0
Factory/Industry [13]	Other	4	11	25	38	42	40	45	44	43	43	43	27	11	4	4	2	0
Gambling [14]	Retail	0	0	0	0	1	4	4	5	3	1	1	3	3	5	3	1	1
Gymnasium [15]	Other	12	19	24	12	17	12	12	11	12	7	12	16	31	31	12	7	3
Health Clinic [16]	Professional	0	142	285	285	484	461	541	387	569	495	461	455	404	393	353	0	0
Hospital [17]	Professional	308	410	462	513	770	924	924	924	1026	924	872	770	514	390	390	390	390
Minor Sports and Rec [18]	Other	1	2	3	4	5	3	2	2	2	2	3	3	6	6	2	1	1
Office [19]	Professional	0	319	1275	2710	2774	3188	3093	3093	3093	3029	2869	2168	0	0	0	0	0
Open Space [20]	Other	0	3	10	15	18	19	20	19	19	20	18	14	11	13	12	10	10
Other [21]	Other	0	4	14	21	26	28	29	27	27	29	25	21	16	18	18	14	14
Parking Facilities [22]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Place of Assembly [23]	Other	18	18	104	140	169	180	174	122	133	173	126	104	92	92	102	92	18
Pub/Hotel/Tavern [24]	Other	0	0	15	31	62	108	155	216	155	108	155	216	247	247	309	216	185
Restaurant [26]	Retail	0	60	60	121	181	241	301	603	422	301	241	482	1206	1206	723	723	482
Restricted Retail [27]	Retail	2	5	5	16	34	42	41	43	43	39	38	34	28	26	23	21	5
Retail [28]	Retail	85	85	85	213	683	828	819	845	853	768	751	683	640	521	452	427	85
School [29]	School	6	17	29	43	20	20	20	20	20	58	35	17	17	17	0	0	0
Service Station [30]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Supermarket [31]	Retail	93	93	164	191	328	547	531	465	449	427	449	367	290	339	306	279	279
Trade Supplies [32]	Retail	2	6	12	17	23	29	33	28	29	31	28	26	14	11	7	7	0
University/TAFE [33]	School	85	85	171	299	341	363	384	427	427	384	363	299	85	64	64	21	21
Vacant [34]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Warehouse [35]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Commuter [36]	Other	74	123	196	238	243	245	245	245	243	235	216	196	184	115	81	61	25

Sub Totals	Split																	
Long Term (Professional)	90%	1347	2105	3608	5690	7182	8173	8136	8197	8433	7933	7540	6631	5373	4280	3691	3076	2229
Short Term (Professional)	10%	278	794	1864	3251	3727	4219	4194	4056	4319	4105	3884	3126	1725	826	669	351	351
Long Term (Retail)	20%	31	88	207	361	414	469	466	451	480	456	412	347	192	92	74	19	19
Short Term (Retail)	80%	43	59	79	133	279	370	378	438	396	348	335	349	464	458	331	315	183
Long Term (Residential)	100%	171	238	318	533	1114	1481	1511	1750	1584	1394	1340	1394	1855	1831	1323	1258	730
Short Term (Residential)	100%	514	514	349	334	334	329	333	298	293	288	272	272	298	349	431	442	437
Long Term (Other)	50%	103	103	103	103	205	103	205	103	103	103	103	103	103	103	251	238	205
Short Term (Other)	50%	58	95	202	258	301	327	351	353	326	318	307	306	304	267	274	206	131
Long Term (School)	25%	23	30	71	115	126	137	141	149	152	151	140	107	32	22	16	5	5
Short Term (School)	75%	68	89	212	344	379	411	424	447	456	452	420	321	97	66	48	16	16

Total Parking Supply	Total	13381	13107	13091	13245	13365	13365	13365	13365	13365	13365	13102	13083	13243	13357	13367	13367	13367
	85% of Total	11374	11141	11127	11258	11360	11360	11360	11360	11360	11360	11137	11121	11257	11353	11362	11362	11362
	Total Long Term	8855	8493	6553	5847	5946	5946	5946	5946	5946	5940	5825	5886	6810	6955	8632	8804	8838
	All Other Spaces	4526	4614	6538	7398	7419	7419	7419	7419	7419	7425	7277	7197	6433	6402	4735	4563	4529
Total Observed Demand	Total	1507	2369	3719	5424	7323	8073	8155	8523	8404	8052	7407	6543	5409	4363	3703	3007	2214
	Total Long Term	1179	1788	2061	2729	3903	4221	4175	4444	4392	4204	3908	3451	3106	2573	2752	2314	1740
	All Other Spaces	328	581	1658	2695	3426	3852	3980	4079	4013	3848	3499	3092	2303	1790	951	693	474
Total Predicted Demand	Total	1347	2105	3608	5690	7182	8171	8136	8197	8433	7933	7540	6631	5371	4280	3691	3076	2229
	Long Term	915	1492	2566	4091	4767	5382	5378	5293	5485	5210	4939	4160	2823	1922	1721	1319	1107
	Short Term	431	613	1042	1599	2415	2791	2958	3104	2948	2723	2601	2471	2550	2359	1970	1758	1122

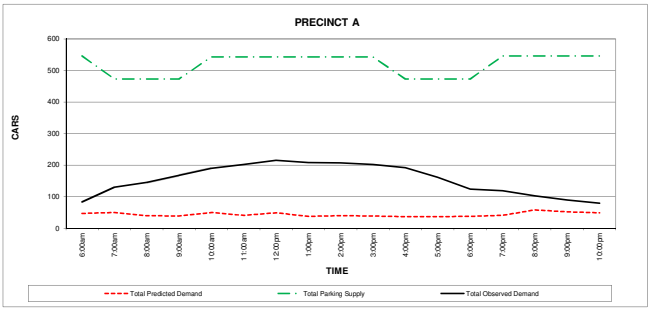


Model

Use	Restriction Type				Parking Demand													
					A													
		6:00am	7:00am	8:00am	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	10:00pm
Aged Care Facility [1]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bank [2]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Building Construction [3]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Car Sales [4]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Child Care [5]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Convenience Restaurant [7]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Convenience Store [8]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Department Store [9]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dwelling (Resident) [10]	Residential	39	39	27	26	26	25	24	23	22	22	21	21	23	27	33	34	33
Dwelling (Visitor) [11]	Residential (Visitor)	8	8	8	8	16	8	16	8	8	8	8	8	8	8	19	18	16
Education [12]	School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Factory/Industry [13]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Gambling [14]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Gymnasium [15]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Health Clinic [16]	Professional	0	2	5	5	8	8	9	7	10	8	8	8	7	7	6	0	0
Hospital [17]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minor Sports and Rec [18]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Office [19]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Open Space [20]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other [21]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Parking Facilities [22]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Place of Assembly [23]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pub/Hotel/Tavern [24]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Restaurant [26]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Restricted Retail [27]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Retail [28]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
School [29]	School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Service Station [30]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Supermarket [31]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trade Supplies [32]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
University/TAFE [33]	School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vacant [34]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Warehouse [35]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Commuter [36]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Sub Totals	Split																	
		47	50	39	38	50	41	49	37	40	38	37	36	38	41	58	52	49
Long Term (Professional)	90%	0	2	4	4	7	7	8	6	9	8	7	7	6	6	5	0	0
Short Term (Professional)	10%	0	0	0	0	1	1	1	1	1	1	1	1	1	1	1	0	0
Long Term (Retail)	20%	0	0	0	0	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	0	0	0	0
Long Term (Residential)	100%	39	39	27	26	26	25	24	23	22	22	21	21	23	27	33	34	33
Short Term (Residential)	100%	8	8	8	8	16	8	16	8	8	8	8	8	8	8	19	18	16
Long Term (Other)	50%	0	0	0	0	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	0	0	0	0
Long Term (School)	25%	0	0	0	0	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	0	0	0	0

Total Parking Supply	Total	546	473	473	473	543	543	543	543	543	543	473	473	473	546	546	546	546
	85% of Total	464	402	402	402	462	462	462	462	462	462	402	402	402	464	464	464	464
	Total Long Term	498	420	102	50	113	113	113	113	113	113	50	50	102	180	455	498	498
	All Other Spaces	48	53	371	423	430	430	430	430	430	430	423	423	371	366	91	48	48
Total Observed Demand	Total	83	130	145	168	190	202	215	208	207	202	192	162	124	119	103	89	79
	Total Long Term	83	125	75	45	47	47	47	46	46	44	41	24	19	18	76	89	79
	All Other Spaces	0	5	70	123	143	155	168	162	161	158	151	138	105	101	27	0	0
Total Predicted Demand	Total	47	50	39	38	50	41	49	37	40	38	37	36	38	41	58	52	49
	Long Term	39	41	31	30	33	32	32	29	31	30	28	28	29	33	38	34	33
	Short Term	8	8	8	8	17	9	17	9	9	9	9	9	9	9	20	18	16

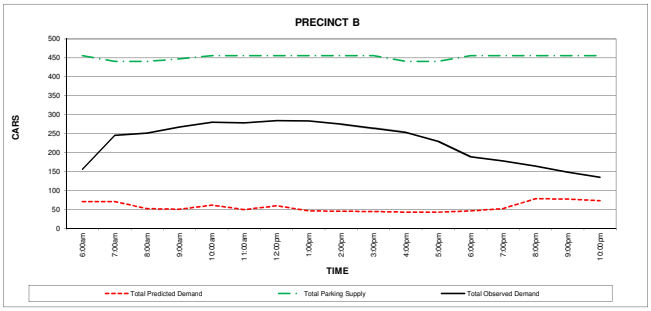


Model

Use	Restriction Type	Parking Demand																	
		B																	
		6:00am	7:00am	8:00am	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	10:00pm
Aged Care Facility [1]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bank [2]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Building Construction [3]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Car Sales [4]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Child Care [5]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Convenience Restaurant [7]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Convenience Store [8]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Department Store [9]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dwelling (Resident) [10]	Residential	59	59	40	38	38	37	36	34	33	33	31	31	34	40	49	50	50
Dwelling (Visitor) [11]	Residential (Visitor)	12	12	12	12	23	12	23	12	12	12	12	12	12	12	29	27	23
Education [12]	School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Factory/Industry [13]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Gambling [14]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Gymnasium [15]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Health Clinic [16]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hospital [17]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minor Sports and Rec [18]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Office [19]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Open Space [20]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other [21]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Parking Facilities [22]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Place of Assembly [23]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pub/Hotel/Tavern [24]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Restaurant [26]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Restricted Retail [27]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Retail [28]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
School [29]	School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Service Station [30]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Supermarket [31]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trade Supplies [32]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
University/TAFE [33]	School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vacant [34]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Warehouse [35]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Commuter [36]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Sub Totals	Split																	
		70	70	51	50	61	49	59	46	45	44	43	43	46	51	78	77	73
Long Term (Professional)	90%	0	0	0	0	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	0	0	0	0
Long Term (Retail)	20%	0	0	0	0	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	0	0	0	0
Long Term (Residential)	100%	59	59	40	38	38	37	36	34	33	33	31	31	34	40	49	50	50
Short Term (Residential)	100%	12	12	12	12	23	12	23	12	12	12	12	12	12	12	29	27	23
Long Term (Other)	50%	0	0	0	0	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	0	0	0	0
Long Term (School)	25%	0	0	0	0	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	0	0	0	0

Total Parking Supply	Total	456	441	441	447	456	456	456	456	456	456	441	441	456	456	456	456	456
	85% of Total	388	375	375	380	388	388	388	388	388	388	375	375	388	388	388	388	388
	Total Long Term	424	410	194	187	196	196	196	196	196	196	187	187	310	310	417	424	424
	All Other Spaces	32	31	247	260	260	260	260	260	260	260	254	254	146	146	39	32	32
Total Observed Demand	Total	236	245	251	267	280	278	284	283	275	264	253	229	189	178	164	148	135
	Total Long Term	235	244	168	165	165	161	161	158	155	147	137	121	113	104	160	148	135
	All Other Spaces	1	1	83	102	115	117	123	125	120	117	116	108	76	74	4	0	0
Total Predicted Demand	Total	70	70	51	50	61	49	59	46	45	44	43	43	46	51	78	77	73
	Long Term	59	59	40	38	38	37	36	34	33	33	31	31	34	40	49	50	50
	Short Term	12	12	12	12	23	12	23	12	12	12	12	12	12	12	29	27	23

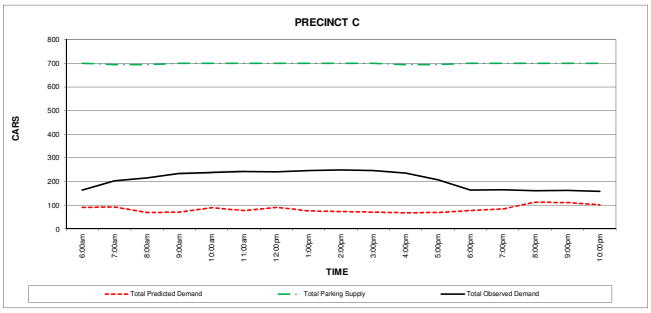


Model

Use	Restriction Type	Parking Demand																
		C																
		6:00am	7:00am	8:00am	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	10:00pm
Aged Care Facility [1]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bank [2]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Building Construction [3]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Car Sales [4]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Child Care [5]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Convenience Restaurant [7]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Convenience Store [8]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Department Store [9]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dwelling (Resident) [10]	Residential	75	75	51	49	49	48	46	44	43	42	40	40	44	51	63	65	64
Dwelling (Visitor) [11]	Residential (Visitor)	15	15	15	15	30	15	30	15	15	15	15	15	15	15	37	35	30
Education [12]	School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Factory/Industry [13]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Gambling [14]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Gymnasium [15]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Health Clinic [16]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hospital [17]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minor Sports and Rec [18]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Office [19]	Professional	0	0	1	2	2	2	2	2	2	2	2	1	1	0	0	0	0
Open Space [20]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other [21]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Parking Facilities [22]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Place of Assembly [23]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pub/Hotel/Tavern [24]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Restaurant [26]	Retail	0	1	1	1	2	2	3	6	4	3	2	5	11	11	7	7	5
Restricted Retail [27]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Retail [28]	Retail	1	1	1	1	5	6	6	6	6	5	5	5	4	4	3	3	1
School [29]	School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Service Station [30]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Supermarket [31]	Retail	1	1	1	1	3	4	4	4	3	3	3	3	2	3	2	2	2
Trade Supplies [32]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
University/TAFE [33]	School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vacant [34]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Warehouse [35]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Commuter [36]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Sub Totals	Split																	
Long Term (Professional)	90%	0	0	1	2	2	2	2	2	2	2	2	1	1	0	0	0	0
Short Term (Professional)	10%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Long Term (Retail)	20%	0	0	0	1	2	2	3	3	3	2	2	2	4	4	2	2	1
Short Term (Retail)	80%	1	2	2	3	7	10	10	12	11	9	9	10	14	14	10	10	6
Long Term (Residential)	100%	75	75	51	49	49	48	46	44	43	42	40	40	44	51	63	65	64
Short Term (Residential)	100%	15	15	15	15	30	15	30	15	15	15	15	15	15	15	37	35	30
Long Term (Other)	50%	0	0	0	0	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	0	0	0	0
Long Term (School)	25%	0	0	0	0	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	0	0	0	0

Total Parking Supply	Total	699	694	694	699	699	699	699	699	699	699	694	694	699	699	699	699	699
	84% of Total	594	590	590	594	594	594	594	594	594	594	590	590	594	594	594	594	594
	Total Long Term	666	661	573	573	573	573	573	573	573	573	573	573	633	633	666	666	666
	All Other Spaces	33	33	121	126	126	126	126	126	126	126	121	121	66	66	33	33	33
Total Observed Demand	Total	164	203	216	234	238	243	241	246	249	247	236	208	164	165	162	163	159
	Total Long Term	164	203	194	207	212	217	215	217	218	220	208	182	152	153	156	158	155
	All Other Spaces	0	0	22	27	26	26	26	29	31	27	28	26	12	12	6	5	4
Total Predicted Demand	Total	92	93	70	70	90	78	91	76	74	71	68	69	78	84	113	112	102
	Long Term	76	76	53	52	53	53	50	49	48	46	44	44	48	55	66	67	66
	Short Term	16	17	17	19	38	25	41	28	26	25	24	25	30	29	47	45	36

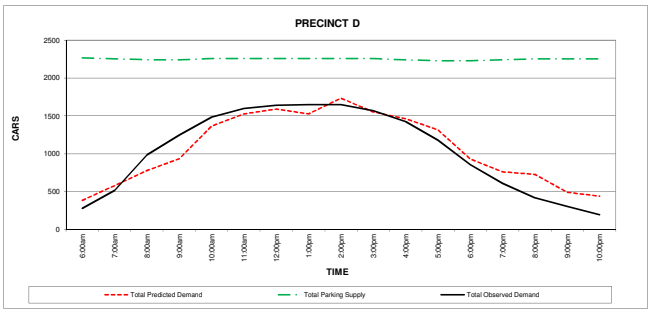


Model

Use	Restriction Type				Parking Demand													
					D													
		6:00am	7:00am	8:00am	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	10:00pm
Aged Care Facility [1]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bank [2]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Building Construction [3]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Car Sales [4]	Retail	0	5	5	6	7	7	7	7	7	7	7	7	6	2	0	0	0
Child Care [5]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Convenience Restaurant [7]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Convenience Store [8]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Department Store [9]	Retail	0	0	16	40	63	77	76	78	79	71	70	63	50	48	42	40	0
Dwelling (Resident) [10]	Residential	21	21	14	14	14	13	13	12	12	12	11	11	12	14	18	18	18
Dwelling (Visitor) [11]	Residential (Visitor)	4	4	4	4	8	4	8	4	4	4	4	4	4	4	10	10	8
Education [12]	School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Factory/Industry [13]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Gambling [14]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Gymnasium [15]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Health Clinic [16]	Professional	0	83	166	166	282	269	315	226	332	289	269	266	236	229	206	0	0
Hospital [17]	Professional	308	410	462	513	770	924	924	924	1026	924	872	770	574	190	190	190	190
Minor Sports and Rec [18]	Other	1	1	2	3	4	2	2	2	2	2	2	2	4	4	1	1	1
Office [19]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Open Space [20]	Other	0	0	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Other [21]	Other	0	0	1	1	2	2	2	2	2	2	2	1	1	1	1	1	1
Parking Facilities [22]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Place of Assembly [23]	Other	1	1	4	5	6	7	7	5	5	6	5	4	3	3	4	3	1
Pub/Hotel/Tavern [24]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Restaurant [26]	Retail	0	1	1	3	4	5	7	13	9	7	5	11	27	27	16	16	11
Restricted Retail [27]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Retail [28]	Retail	0	0	0	0	1	1	1	1	1	1	1	1	1	1	1	1	0
School [29]	School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Service Station [30]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Supermarket [31]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trade Supplies [32]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
University/TAFE [33]	School	51	51	101	177	203	215	228	253	253	228	215	177	51	38	38	13	13
Vacant [34]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Warehouse [35]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Commuter [36]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Sub Totals	Split																	
Long Term (Professional)	90%	385	578	777	933	1364	1527	1590	1528	1714	1553	1465	1318	929	762	727	492	442
Short Term (Professional)	10%	277	444	565	611	947	1073	1115	1034	1222	1091	1027	932	692	557	536	351	351
Long Term (Retail)	20%	31	49	63	68	105	119	124	115	136	121	114	104	77	62	60	39	39
Short Term (Retail)	80%	0	1	4	10	15	18	18	20	19	17	17	16	17	16	12	11	2
Long Term (Residential)	100%	0	5	18	39	60	72	72	80	77	69	66	65	67	62	47	45	9
Short Term (Residential)	100%	21	21	14	14	14	13	13	12	12	12	11	11	12	14	18	18	18
Long Term (Other)	50%	4	4	4	4	8	4	8	4	4	4	4	4	4	4	10	10	8
Short Term (Other)	50%	1	1	4	5	7	6	6	5	5	6	5	4	5	5	4	3	1
Long Term (School)	25%	13	13	25	44	51	54	57	63	63	57	54	44	13	9	9	3	3
Short Term (School)	75%	38	38	76	133	152	161	171	190	190	171	161	133	38	28	28	9	9

Total Parking Supply	Total	2267	2253	2243	2243	2257	2257	2257	2257	2257	2257	2243	2229	2229	2243	2253	2253	2253
	84% of Total	1927	1915	1907	1907	1918	1918	1918	1918	1918	1918	1907	1895	1895	1907	1915	1915	1915
	Total Long Term	966	952	898	781	781	781	781	781	781	781	781	781	790	804	848	952	952
	All Other Spaces	1301	1301	1345	1462	1476	1476	1476	1476	1476	1476	1462	1448	1439	1439	1405	1301	1301
Total Observed Demand	Total	281	515	985	1248	1486	1600	1639	1650	1648	1571	1427	1182	853	609	420	307	195
	Total Long Term	152	294	516	516	594	629	640	652	658	639	589	494	359	253	181	160	112
	All Other Spaces	129	221	469	732	892	971	999	998	990	932	838	688	494	356	239	147	83
Total Predicted Demand	Total	385	578	777	933	1364	1527	1590	1528	1714	1553	1465	1318	929	762	727	492	442
	Long Term	311	480	613	684	1032	1164	1208	1134	1322	1182	1113	1008	738	601	579	386	375
	Short Term	74	98	165	249	332	363	381	394	412	370	352	310	190	161	149	106	67

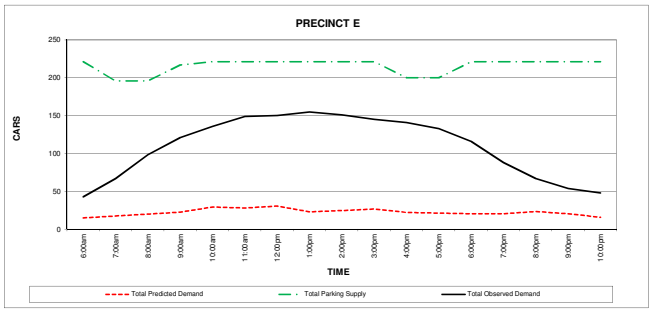


Model

Use	Restriction Type	Parking Demand																
		E																
		6:00am	7:00am	8:00am	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	10:00pm
Aged Care Facility [1]	Other	5	6	5	6	8	8	8	7	6	7	6	6	6	5	4	6	5
Bank [2]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Building Construction [3]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Car Sales [4]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Child Care [5]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Convenience Restaurant [7]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Convenience Store [8]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Department Store [9]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dwelling (Resident) [10]	Residential	8	8	5	5	5	5	5	5	4	4	4	4	5	5	7	7	7
Dwelling (Visitor) [11]	Residential (Visitor)	2	2	2	2	3	2	3	2	2	2	2	2	2	2	4	4	3
Education [12]	School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Factory/Industry [13]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Gambling [14]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Gymnasium [15]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Health Clinic [16]	Professional	0	2	3	3	6	5	6	5	7	6	5	5	5	5	4	0	0
Hospital [17]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minor Sports and Rec [18]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Office [19]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Open Space [20]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other [21]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Parking Facilities [22]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Place of Assembly [23]	Other	1	1	5	6	8	8	8	5	6	8	6	5	4	4	5	4	1
Pub/Hotel/Tavern [24]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Restaurant [26]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Restricted Retail [27]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Retail [28]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
School [29]	School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Service Station [30]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Supermarket [31]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trade Supplies [32]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
University/TAFE [33]	School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vacant [34]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Warehouse [35]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Commuter [36]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Sub Totals	Split																	
Long Term (Professional)	90%	15	17	20	23	29	28	30	23	25	27	22	21	21	21	23	20	16
Short Term (Professional)	10%	0	1	3	3	5	5	6	4	6	5	5	5	4	4	4	0	0
Long Term (Retail)	20%	0	0	0	0	1	1	1	0	1	1	1	1	0	0	0	0	0
Short Term (Retail)	80%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Long Term (Residential)	100%	8	8	5	5	5	5	5	5	4	4	4	4	5	5	7	7	7
Short Term (Residential)	100%	2	2	2	2	3	2	3	2	2	2	2	2	2	2	4	4	3
Long Term (Other)	50%	3	3	5	6	8	8	8	6	6	7	6	5	5	5	4	5	3
Short Term (Other)	50%	3	3	5	6	8	8	8	6	6	7	6	5	5	5	4	5	3
Long Term (School)	25%	0	0	0	0	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	0	0	0	0

Total Parking Supply	Total	221	196	196	217	221	221	221	221	221	221	200	200	221	221	221	221	221
	85% of Total	188	167	167	184	188	188	188	188	188	188	170	170	188	188	188	188	188
	Total Long Term	93	68	64	67	71	71	71	71	71	71	68	68	89	89	93	93	93
	All Other Spaces	128	128	112	150	150	150	150	150	150	150	112	112	112	112	128	128	128
Total Observed Demand	Total	43	67	98	121	136	149	150	145	151	145	141	133	116	88	67	54	48
	Total Long Term	16	30	50	64	67	68	68	68	67	67	68	66	57	45	39	32	27
	All Other Spaces	27	37	48	57	69	81	82	87	84	78	73	67	59	43	28	22	21
Total Predicted Demand	Total	15	17	20	23	29	28	30	23	25	27	22	21	21	21	23	20	16
	Long Term	11	13	13	14	18	18	19	15	16	17	15	14	14	14	15	12	10
	Short Term	4	5	7	8	11	10	12	8	8	10	8	7	7	7	9	9	6

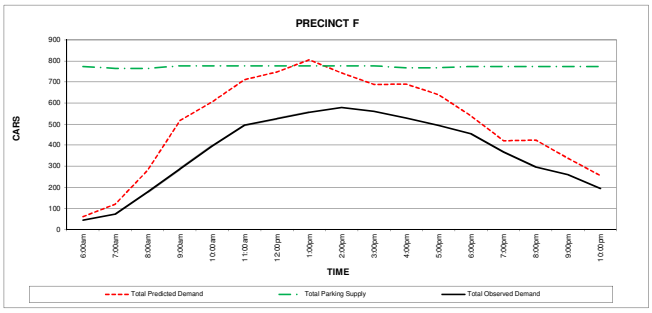


Model

Use	Restriction Type	Parking Demand																	
		F																	
		6:00am	7:00am	8:00am	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	10:00pm	
Aged Care Facility [1]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bank [2]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Building Construction [3]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Car Sales [4]	Retail	0	5	5	6	6	6	6	7	6	6	6	6	6	2	0	0	0	
Child Care [5]	Professional	0	0	2	3	2	2	2	2	2	2	2	2	1	1	0	0	0	
Convenience Restaurant [7]	Retail	2	2	2	2	2	2	2	4	4	4	1	1	4	8	6	4	4	
Convenience Store [8]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Department Store [9]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Dwelling (Resident) [10]	Residential	36	36	25	24	24	23	22	21	21	20	19	19	21	25	30	31	31	
Dwelling (Visitor) [11]	Residential (Visitor)	7	7	7	7	15	7	15	7	7	7	7	7	7	7	18	17	15	
Education [12]	School	0	1	6	9	11	13	12	11	12	12	12	9	2	1	0	0	0	
Factory/Industry [13]	Other	3	7	17	25	28	27	30	29	29	29	29	18	7	3	3	1	0	
Gambling [14]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Gymnasium [15]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Health Clinic [16]	Professional	0	1	3	3	5	5	5	4	6	5	5	5	4	4	4	0	0	
Hospital [17]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Minor Sports and Rec [18]	Other	0	0	1	1	1	1	1	1	1	1	1	1	2	2	1	0	0	
Office [19]	Professional	0	42	169	358	366	421	409	409	409	400	379	286	126	17	0	0	0	
Open Space [20]	Other	0	1	2	3	3	3	4	3	3	4	3	3	2	2	2	2	2	
Other [21]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Parking Facilities [22]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Place of Assembly [23]	Other	3	3	18	24	29	31	30	21	23	30	22	18	16	16	18	16	3	
Pub/Hotel/Tavern [24]	Other	0	0	13	25	50	88	126	176	126	88	126	176	202	202	252	176	151	
Restaurant [26]	Retail	0	5	5	9	14	19	23	47	33	23	19	37	94	94	56	56	37	
Restricted Retail [27]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Retail [28]	Retail	5	5	5	14	43	52	52	54	54	49	48	43	41	33	29	27	5	
School [29]	School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Service Station [30]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Supermarket [31]	Retail	2	2	3	3	6	10	9	8	8	7	8	6	5	6	5	5	5	
Trade Supplies [32]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
University/TAFE [33]	School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Vacant [34]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Warehouse [35]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Commuter [36]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Sub Totals	Split																		
Long Term (Professional)	90%	59	119	281	516	606	711	748	805	743	688	689	640	538	420	423	336	254	
Short Term (Professional)	10%	0	39	156	327	336	385	374	373	375	367	347	264	118	19	3	0	0	
Long Term (Retail)	20%	0	4	17	36	37	43	42	41	42	41	19	29	13	2	0	0	0	
Short Term (Retail)	80%	2	4	4	7	14	18	19	24	21	18	17	19	30	28	19	19	10	
Long Term (Residential)	100%	7	15	16	27	57	72	74	96	84	72	67	77	119	114	77	74	42	
Short Term (Residential)	100%	36	36	25	24	24	23	22	21	21	20	19	19	21	25	30	31	31	
Long Term (Other)	50%	7	7	7	7	15	7	15	7	7	7	7	7	7	7	18	17	15	
Short Term (Other)	50%	3	6	25	39	56	75	95	115	91	76	90	108	114	112	138	98	78	
Long Term (School)	25%	3	6	25	39	56	75	95	115	91	76	90	108	114	112	138	98	78	
Short Term (School)	75%	0	0	2	2	3	3	3	3	3	3	3	2	1	0	0	0	0	
		0	1	5	7	8	9	9	8	9	9	9	6	2	0	0	0	0	

Total Parking Supply	Total	774	765	765	776	776	776	776	776	776	776	767	767	774	774	774	774	774	
	84% of Total	658	650	650	660	660	660	660	660	660	660	652	652	658	658	658	658	658	
	Total Long Term	262	252	195	25	25	25	25	25	25	25	25	27	206	206	262	262	262	
	All Other Spaces	512	514	570	751	751	751	751	751	751	751	742	740	568	568	512	512	512	
Total Observed Demand	Total	43	72	177	287	396	495	525	556	579	560	528	494	454	367	296	259	194	
	Total Long Term	34	56	86	7	7	9	10	11	11	11	12	12	132	107	128	107	80	
	All Other Spaces	9	16	91	280	389	486	515	545	568	549	516	482	322	260	168	152	114	
Total Predicted Demand	Total	59	119	281	516	606	711	748	805	743	688	689	640	538	420	423	336	254	
	Long Term	41	85	211	399	433	504	513	536	510	484	477	412	284	184	191	148	119	
	Short Term	18	33	70	117	174	206	235	269	233	204	213	228	255	236	233	189	134	

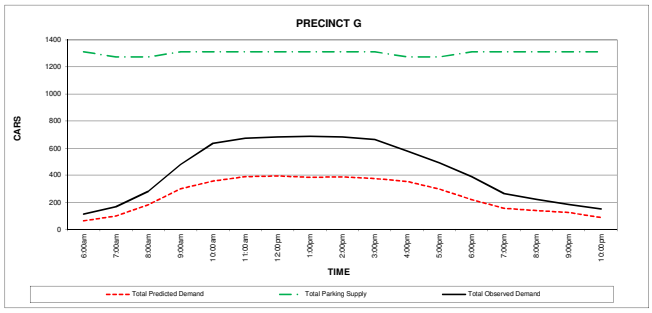


Model

Use	Restriction Type	Parking Demand																	
		G																	
		6:00am	7:00am	8:00am	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	10:00pm
Aged Care Facility [1]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bank [2]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Building Construction [3]	Other	0	1	1	2	2	2	3	3	3	3	3	2	1	0	0	0	0
Car Sales [4]	Retail	0	1	1	1	1	1	1	1	1	1	1	1	1	0	0	0	0
Child Care [5]	Professional	0	0	4	6	5	5	5	5	4	6	5	4	2	1	0	0	0
Convenience Restaurant [7]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Convenience Store [8]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Department Store [9]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dwelling (Resident) [10]	Residential	46	46	31	30	30	29	28	27	26	26	24	24	27	31	39	40	39
Dwelling (Visitor) [11]	Residential (Visitor)	9	9	9	9	18	9	18	9	9	9	9	9	9	9	22	21	18
Education [12]	School	0	5	23	32	40	46	45	41	45	45	45	31	7	2	0	0	0
Factory/Industry [13]	Other	0	1	2	3	3	3	3	3	3	3	3	2	1	0	0	0	0
Gambling [14]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Gymnasium [15]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Health Clinic [16]	Professional	0	5	9	9	16	15	17	12	18	16	15	15	13	13	11	0	0
Hospital [17]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minor Sports and Rec [18]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Office [19]	Professional	0	21	83	177	181	208	202	202	202	197	187	141	62	8	0	0	0
Open Space [20]	Other	0	0	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Other [21]	Other	0	0	1	2	2	3	3	3	2	3	2	2	1	2	2	1	1
Parking Facilities [22]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Place of Assembly [23]	Other	2	2	9	12	15	16	15	11	12	15	11	9	8	8	9	8	2
Pub/Hotel/Tavern [24]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Restaurant [26]	Retail	0	3	3	6	8	11	14	28	19	14	11	22	55	55	33	33	22
Restricted Retail [27]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Retail [28]	Retail	4	4	4	10	32	39	38	40	40	36	35	32	30	24	21	20	4
School [29]	School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Service Station [30]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Supermarket [31]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trade Supplies [32]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
University/TAFE [33]	School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vacant [34]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Warehouse [35]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Commuter [36]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Sub Totals	Split																	
		62	97	181	300	355	388	393	384	386	374	353	296	219	155	139	124	87
Long Term (Professional)	90%	0	23	86	173	181	205	201	197	202	197	186	144	70	20	10	0	0
Short Term (Professional)	10%	0	3	10	19	20	23	22	22	22	22	21	16	8	2	1	0	0
Long Term (Retail)	20%	1	2	2	3	8	10	11	14	12	10	10	11	17	16	11	11	5
Short Term (Retail)	80%	3	6	6	13	33	41	43	55	48	41	38	44	69	64	43	42	21
Long Term (Residential)	100%	46	46	31	30	30	29	28	27	26	26	24	24	27	31	39	40	39
Short Term (Residential)	100%	9	9	9	9	18	9	18	9	9	9	9	9	9	9	22	21	18
Long Term (Other)	50%	1	2	7	10	12	12	12	10	10	12	10	8	6	5	6	5	2
Short Term (Other)	50%	1	2	7	10	12	12	12	10	10	12	10	8	6	5	6	5	2
Long Term (School)	25%	0	1	6	8	10	12	11	10	11	11	11	8	2	0	0	0	0
Short Term (School)	75%	0	3	17	24	30	35	33	31	33	33	34	23	6	1	0	0	0

Total Parking Supply	Total	1311	1273	1273	1311	1311	1311	1311	1311	1311	1311	1273	1273	1311	1311	1311	1311	1311
	86% of Total	1114	1082	1082	1114	1114	1114	1114	1114	1114	1114	1082	1082	1114	1114	1114	1114	1114
	Total Long Term	829	774	520	489	495	495	495	495	495	489	498	500	566	566	821	829	829
	All Other Spaces	482	499	753	822	816	816	816	816	816	822	775	771	745	745	490	482	482
Total Observed Demand	Total	111	166	280	478	636	672	682	687	682	664	579	491	389	264	220	184	153
	Total Long Term	55	65	54	188	319	336	342	343	342	321	277	216	154	88	117	100	80
	All Other Spaces	56	101	226	290	317	336	340	344	340	343	302	275	235	176	103	84	71
Total Predicted Demand	Total	62	97	181	300	355	388	393	384	386	374	353	296	219	155	139	124	87
	Long Term	48	74	132	224	241	268	263	257	262	257	241	195	121	73	66	55	46
	Short Term	14	23	49	76	114	120	129	127	124	118	112	101	97	82	73	69	41

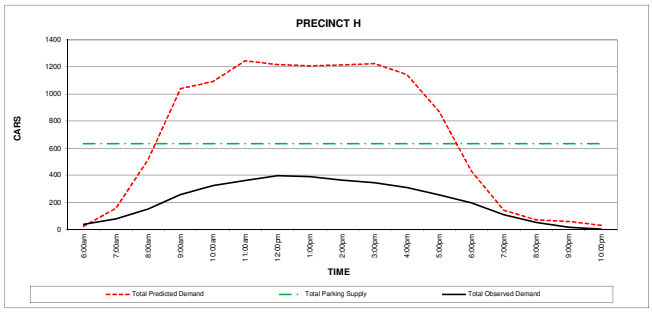


Model

Use	Restriction Type				Parking Demand													
					H													
		6:00am	7:00am	8:00am	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	10:00pm
Aged Care Facility [1]	Other	1	2	1	2	2	2	2	2	2	2	2	2	2	1	1	2	1
Bank [2]	Professional	0	2	8	18	21	21	19	19	20	20	21	14	3	1	0	0	0
Building Construction [3]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Car Sales [4]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Child Care [5]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Convenience Restaurant [7]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Convenience Store [8]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Department Store [9]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dwelling (Resident) [10]	Residential	7	7	5	4	4	4	4	4	4	4	4	4	4	5	6	6	6
Dwelling (Visitor) [11]	Residential (Visitor)	1	1	1	1	3	1	3	1	1	1	1	1	1	1	3	3	3
Education [12]	School	0	5	23	32	40	46	44	41	44	44	45	31	7	2	0	0	0
Factory/Industry [13]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Gambling [14]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Gymnasium [15]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Health Clinic [16]	Professional	0	3	7	7	11	11	13	9	13	12	11	11	9	9	8	0	0
Hospital [17]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minor Sports and Rec [18]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Office [19]	Professional	0	105	421	894	915	1052	1020	1020	1020	999	947	715	316	41	0	0	0
Open Space [20]	Other	0	2	6	9	11	11	12	11	11	12	10	8	7	8	7	6	6
Other [21]	Other	0	1	3	5	6	6	7	6	6	7	6	5	4	4	4	3	3
Parking Facilities [22]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Place of Assembly [23]	Other	0	0	2	3	4	4	4	3	3	4	3	2	2	2	2	2	0
Pub/Hotel/Tavern [24]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Restaurant [26]	Retail	0	1	1	1	2	2	3	6	4	3	2	5	12	12	7	7	5
Restricted Retail [27]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Retail [28]	Retail	5	5	5	12	40	48	48	49	50	45	44	40	37	30	26	25	5
School [29]	School	5	16	27	40	19	19	19	19	19	53	32	16	16	16	0	0	0
Service Station [30]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Supermarket [31]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trade Supplies [32]	Retail	1	4	7	10	14	17	20	17	17	18	16	15	8	6	4	4	0
University/TAFE [33]	School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vacant [34]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Warehouse [35]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Commuter [36]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Sub Totals	Split																	
Long Term (Professional)	90%	21	153	517	1039	1091	1246	1217	1208	1215	1225	1143	869	428	140	70	58	29
Short Term (Professional)	10%	0	100	392	827	852	975	947	943	949	928	880	666	295	47	7	0	0
Long Term (Retail)	20%	0	11	44	92	95	108	105	105	105	101	98	74	33	5	1	0	0
Short Term (Retail)	80%	1	2	1	5	11	14	14	14	14	13	13	12	11	10	8	7	2
Long Term (Residential)	100%	5	7	10	19	44	54	56	58	57	53	50	48	46	39	30	29	8
Short Term (Residential)	100%	7	7	5	4	4	4	4	4	4	4	4	4	4	5	6	6	6
Long Term (Other)	50%	1	1	1	1	3	1	3	1	1	1	1	1	1	1	3	3	3
Short Term (Other)	50%	1	2	6	9	11	12	12	11	11	12	10	9	7	8	8	6	5
Long Term (School)	25%	1	2	6	9	11	12	12	11	11	12	10	9	7	8	8	6	5
Short Term (School)	75%	1	5	12	18	15	16	16	15	16	24	19	12	6	4	0	0	0

Total Parking Supply	Total	632	632	632	632	632	632	632	632	632	632	632	632	632	632	632	632	632
	85% of Total	537	537	537	537	537	537	537	537	537	537	537	537	537	537	537	537	537
	Total Long Term	99	92	92	64	64	64	64	64	64	64	64	64	99	99	99	99	99
	All Other Spaces	533	540	540	568	568	568	568	568	568	568	568	568	533	533	533	533	533
Total Observed Demand	Total	37	76	151	256	323	361	395	389	362	343	308	253	196	107	51	14	1
	Total Long Term	4	13	27	30	43	45	46	48	48	46	43	40	52	21	10	5	1
	All Other Spaces	33	63	124	226	280	316	349	341	314	297	265	213	144	86	41	9	0
Total Predicted Demand	Total	21	153	517	1039	1091	1246	1217	1208	1215	1225	1143	869	428	140	70	58	29
	Long Term	10	116	418	864	894	1021	993	988	993	982	926	702	324	73	28	20	13
	Short Term	11	38	99	176	197	224	224	220	222	243	217	167	105	66	42	39	16

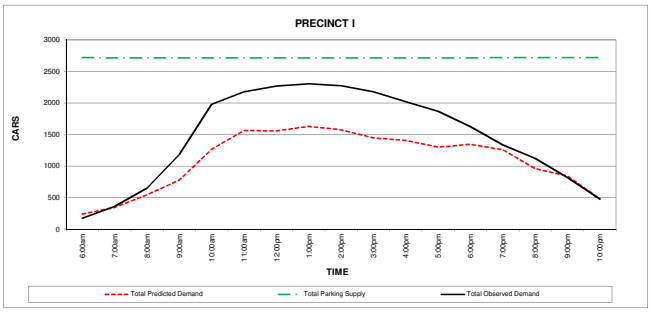


Model

Use	Restriction Type	Parking Demand																	
		1																	
		6:00am	7:00am	8:00am	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	10:00pm	
Aged Care Facility [1]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bank [2]	Professional	0	7	28	60	69	69	62	62	67	67	68	47	11	3	0	0	0	
Building Construction [3]	Other	0	0	1	1	1	1	1	1	1	1	1	1	0	0	0	0	0	
Car Sales [4]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Child Care [5]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Convenience Restaurant [7]	Retail	27	27	27	27	27	27	27	51	42	45	41	33	42	92	68	52	52	
Convenience Store [8]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Department Store [9]	Retail	0	0	6	14	23	27	27	28	28	25	25	23	18	17	15	14	0	
Dwelling (Resident) [10]	Residential	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Dwelling (Visitor) [11]	Residential (Visitor)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Education [12]	School	0	0	1	1	1	1	1	1	1	1	1	1	0	0	0	0	0	
Factory/Industry [13]	Other	0	1	2	2	3	2	3	3	3	3	3	2	1	0	0	0	0	
Gambling [14]	Retail	0	0	0	0	1	4	4	5	3	1	1	3	3	5	3	1	1	
Gymnasium [15]	Other	12	19	24	12	17	12	12	11	12	7	12	16	31	31	12	7	3	
Health Clinic [16]	Professional	0	13	27	27	45	43	51	36	53	46	43	43	38	37	33	0	0	
Hospital [17]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Minor Sports and Rec [18]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Office [19]	Professional	0	7	27	57	58	67	65	65	65	63	60	45	20	3	0	0	0	
Open Space [20]	Other	0	0	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Other [21]	Other	0	1	3	4	5	5	6	5	5	6	5	4	3	4	4	3	3	
Parking Facilities [22]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Place of Assembly [23]	Other	0	0	1	2	2	2	2	1	1	2	1	1	1	1	1	1	0	
Pub/Hotel/Tavern [24]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Restaurant [26]	Retail	0	17	17	33	50	67	84	167	117	84	67	134	334	334	201	201	134	
Restricted Retail [27]	Retail	1	1	1	11	21	28	27	28	29	26	25	23	19	17	15	14	1	
Retail [28]	Retail	56	56	56	140	448	543	538	555	560	504	493	448	420	342	297	280	56	
School [29]	School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Service Station [30]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Supermarket [31]	Retail	70	70	123	143	245	409	397	348	335	319	335	274	217	254	229	209	209	
Trade Supplies [32]	Retail	0	1	3	4	5	7	8	7	7	7	6	6	3	2	2	2	0	
University/TAFE [33]	School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Vacant [34]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Warehouse [35]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Commuter [36]	Other	74	123	196	238	243	245	245	245	243	235	216	196	184	115	81	61	25	

Sub Totals	Split																	
Long Term (Professional)	90%	0	24	73	129	155	161	160	147	167	153	154	122	62	38	30	0	0
Short Term (Professional)	10%	0	3	8	14	17	18	18	16	19	18	17	14	7	4	3	0	0
Long Term (Retail)	20%	31	35	47	74	164	222	222	239	224	202	199	189	211	213	166	154	91
Short Term (Retail)	80%	123	139	187	298	658	890	889	957	897	809	795	755	845	852	663	618	364
Long Term (Residential)	100%	0	0	0	0	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	0	0	0	0
Long Term (Other)	50%	43	72	113	130	136	135	135	134	133	127	119	110	110	76	49	36	16
Short Term (Other)	50%	43	72	113	130	136	135	135	134	133	127	119	110	110	76	49	36	16
Long Term (School)	25%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Short Term (School)	75%	0	0	0	1	1	1	1	1	1	1	1	1	0	0	0	0	0

Total Parking Supply	Total	2718	2713	2713	2713	2713	2713	2713	2713	2713	2713	2713	2713	2713	2718	2718	2718	2718
	85% of Total	2310	2306	2306	2306	2306	2306	2306	2306	2306	2306	2306	2306	2306	2310	2310	2310	2310
	Total Long Term	2485	2479	2474	2386	2386	2386	2386	2386	2386	2386	2386	2386	2470	2481	2485	2485	2485
	All Other Spaces	233	234	219	327	327	327	327	327	327	327	327	327	243	237	233	233	233
Total Observed Demand	Total	372	362	653	1282	1982	2378	2267	2303	2273	2238	2021	1868	1624	1335	1221	817	476
	Total Long Term	348	335	583	1059	1799	1975	2062	2094	2048	1957	1821	1673	1472	1216	1023	738	420
	All Other Spaces	24	47	70	123	183	203	205	209	225	221	200	195	152	119	98	79	56
Total Predicted Demand	Total	241	345	543	777	1266	1561	1559	1628	1574	1445	1404	1299	1346	1259	961	845	486
	Long Term	74	131	233	334	455	519	517	520	524	489	472	421	384	327	245	191	107
	Short Term	167	214	309	443	811	1043	1042	1108	1049	955	932	879	962	932	716	654	379

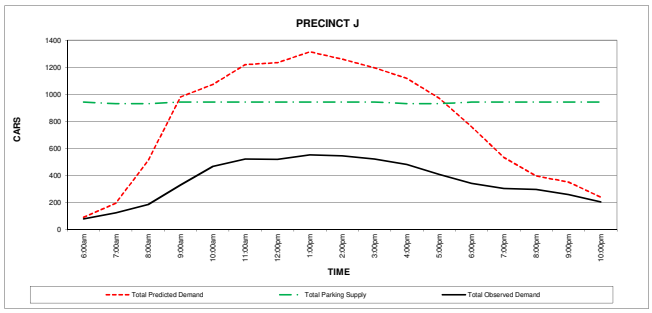


Model

Use	Restriction Type				Parking Demand													
					J													
		6:00am	7:00am	8:00am	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	10:00pm
Aged Care Facility [1]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bank [2]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Building Construction [3]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Car Sales [4]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Child Care [5]	Professional	0	0	2	3	3	3	3	3	3	3	3	2	1	1	0	0	0
Convenience Restaurant [7]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Convenience Store [8]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Department Store [9]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dwelling (Resident) [10]	Residential	39	39	26	25	25	25	24	22	22	22	21	21	22	26	33	33	33
Dwelling (Visitor) [11]	Residential (Visitor)	8	8	8	8	15	8	15	8	8	8	8	8	8	8	19	18	15
Education [12]	School	0	1	1	5	6	6	6	6	6	6	6	4	1	0	0	0	0
Factory/Industry [13]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Gambling [14]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Gymnasium [15]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Health Clinic [16]	Professional	0	2	4	4	6	6	7	5	7	6	6	6	5	5	5	0	0
Hospital [17]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minor Sports and Rec [18]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Office [19]	Professional	0	84	335	712	729	838	813	813	813	796	754	570	251	34	0	0	0
Open Space [20]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other [21]	Other	0	0	1	2	2	3	3	3	3	3	2	2	2	2	2	1	1
Parking Facilities [22]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Place of Assembly [23]	Other	7	7	39	52	63	67	65	46	50	64	47	39	34	34	38	34	7
Pub/Hotel/Tavern [24]	Other	0	0	3	6	11	20	29	40	29	20	29	40	46	46	57	40	34
Restaurant [26]	Retail	0	17	17	33	50	67	83	167	117	83	67	133	333	333	200	200	133
Restricted Retail [27]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Retail [28]	Retail	2	2	2	6	19	23	23	23	24	21	21	19	18	14	13	12	2
School [29]	School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Service Station [30]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Supermarket [31]	Retail	1	1	2	3	5	8	8	7	6	6	6	5	4	5	4	4	4
Trade Supplies [32]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
University/TAFE [33]	School	35	35	69	122	139	148	156	174	174	156	148	122	35	26	26	9	9
Vacant [34]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Warehouse [35]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Commuter [36]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Sub Totals	Split																	
Long Term (Professional)	90%	0	77	307	647	664	762	740	738	740	725	687	520	232	35	4	0	0
Short Term (Professional)	10%	0	9	34	72	74	85	82	82	82	81	76	58	26	4	0	0	0
Long Term (Retail)	20%	1	4	4	8	15	20	23	39	29	22	19	32	71	71	43	43	28
Short Term (Retail)	80%	3	16	17	34	59	78	91	157	117	89	75	126	284	282	174	173	112
Long Term (Residential)	100%	39	39	26	25	25	25	24	22	22	22	21	21	22	26	33	33	33
Short Term (Residential)	100%	8	8	8	8	15	8	15	8	8	8	8	8	8	8	19	18	15
Long Term (Other)	50%	3	4	22	30	39	45	48	44	40	44	39	40	41	41	49	38	21
Short Term (Other)	50%	3	4	22	30	39	45	48	44	40	44	39	40	41	41	49	38	21
Long Term (School)	25%	9	9	18	32	36	39	41	45	45	41	38	31	9	7	7	2	2
Short Term (School)	75%	26	27	54	95	108	116	122	135	135	122	115	94	27	20	20	7	7

Total Parking Supply	Total	942	932	932	942	942	942	942	942	942	942	932	932	942	942	942	942	942
	85% of Total	801	792	792	801	801	801	801	801	801	801	792	792	801	801	801	801	801
	Total Long Term	682	626	385	307	307	307	307	307	307	307	307	309	435	435	642	648	682
	All Other Spaces	260	306	547	615	615	615	615	615	615	615	625	623	507	507	300	294	260
Total Observed Demand	Total	80	124	185	329	467	522	518	553	544	521	481	408	341	303	296	259	205
	Total Long Term	75	113	100	170	237	251	256	257	260	242	231	181	184	171	239	225	196
	All Other Spaces	5	11	85	159	230	271	262	296	284	279	250	227	157	132	57	34	9
Total Predicted Demand	Total	92	195	512	980	1074	1220	1234	1315	1260	1196	1117	971	761	514	396	351	239
	Long Term	52	132	377	743	779	890	875	889	877	853	803	644	375	180	135	116	84
	Short Term	40	63	135	238	295	331	359	426	383	342	314	327	385	354	261	235	155

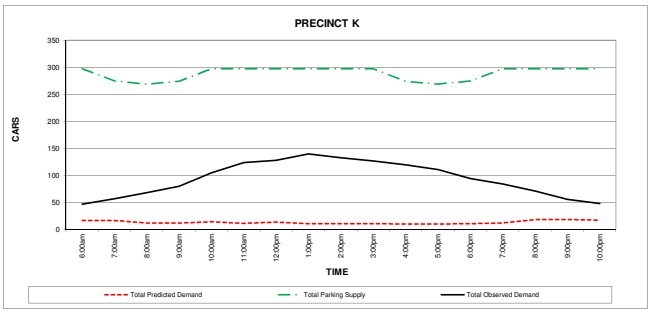


Model

Use	Restriction Type	Parking Demand																
		K																
		6:00am	7:00am	8:00am	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	10:00pm
Aged Care Facility [1]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bank [2]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Building Construction [3]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Car Sales [4]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Child Care [5]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Convenience Restaurant [7]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Convenience Store [8]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Department Store [9]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dwelling (Resident) [10]	Residential	14	14	9	9	9	9	9	8	8	8	7	7	8	9	12	12	12
Dwelling (Visitor) [11]	Residential (Visitor)	3	3	3	3	6	3	6	3	3	3	3	3	3	3	7	6	6
Education [12]	School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Factory/Industry [13]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Gambling [14]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Gymnasium [15]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Health Clinic [16]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hospital [17]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minor Sports and Rec [18]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Office [19]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Open Space [20]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other [21]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Parking Facilities [22]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Place of Assembly [23]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pub/Hotel/Tavern [24]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Restaurant [26]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Restricted Retail [27]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Retail [28]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
School [29]	School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Service Station [30]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Supermarket [31]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trade Supplies [32]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
University/TAFE [33]	School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vacant [34]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Warehouse [35]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Commuter [36]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Sub Totals	Split																	
Long Term (Professional)	90%	0	0	0	0	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	0	0	0	0
Long Term (Retail)	20%	0	0	0	0	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	0	0	0	0
Long Term (Residential)	100%	14	14	9	9	9	9	9	8	8	8	7	7	8	9	12	12	12
Short Term (Residential)	100%	3	3	3	3	6	3	6	3	3	3	3	3	3	3	7	6	6
Long Term (Other)	50%	0	0	0	0	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	0	0	0	0
Long Term (School)	25%	0	0	0	0	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	0	0	0	0

Total Parking Supply	Total	297	275	269	274	297	297	297	297	297	297	274	269	275	297	297	297	297
	85% of Total	252	234	229	233	252	252	252	252	252	252	233	229	234	252	252	252	252
	Total Long Term	229	207	6	6	23	23	23	23	23	23	6	6	12	34	229	229	229
	All Other Spaces	68	68	263	268	274	274	274	274	274	274	268	263	263	263	68	68	68
Total Observed Demand	Total	47	57	68	80	105	124	128	140	133	127	120	111	94	84	71	56	48
	Total Long Term	44	48	2	2	2	3	3	3	3	3	3	3	3	2	61	47	43
	All Other Spaces	3	9	66	78	103	121	125	137	130	124	117	108	91	82	10	9	5
Total Predicted Demand	Total	17	17	12	12	15	12	14	11	11	11	10	10	11	12	19	18	17
	Long Term	14	14	9	9	9	9	9	8	8	8	7	7	8	9	12	12	12
	Short Term	3	3	3	3	6	3	6	3	3	3	3	3	3	3	7	6	6

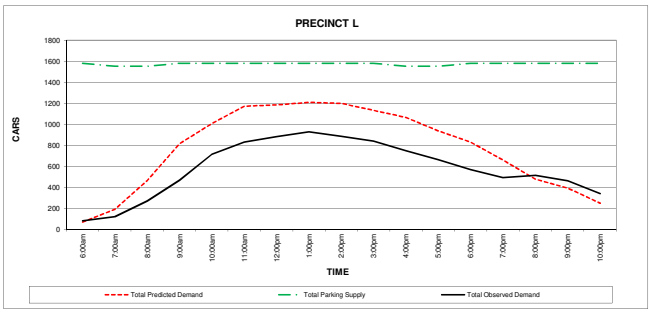


Model

Use	Restriction Type				Parking Demand													
										L								
		6:00am	7:00am	8:00am	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	10:00pm
Aged Care Facility [1]	Other	0	0	0	1	1	1	1	1	1	1	0	0	0	0	0	0	0
Bank [2]	Professional	0	1	5	11	12	12	11	11	12	12	12	8	2	0	0	0	0
Building Construction [3]	Other	1	2	4	6	6	6	6	6	6	6	6	4	2	1	1	0	0
Car Sales [4]	Retail	0	4	4	5	6	6	5	6	5	5	6	5	5	1	0	0	0
Child Care [5]	Professional	0	0	2	3	2	2	2	2	2	3	2	2	1	1	0	0	0
Convenience Restaurant [7]	Retail	2	2	2	2	2	2	2	4	1	1	1	2	1	6	5	1	1
Convenience Store [8]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Department Store [9]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dwelling (Resident) [10]	Residential	25	25	17	16	16	16	15	14	14	14	13	13	14	17	21	21	21
Dwelling (Visitor) [11]	Residential (Visitor)	5	5	5	5	10	5	10	5	5	5	5	5	5	5	12	11	10
Education [12]	School	0	5	27	37	47	54	52	48	52	52	52	36	9	2	0	0	0
Factory/Industry [13]	Other	1	2	5	7	8	8	9	8	8	8	8	5	2	1	1	0	0
Gambling [14]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Gymnasium [15]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Health Clinic [16]	Professional	0	29	58	58	99	94	110	79	116	101	94	93	82	80	72	0	0
Hospital [17]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minor Sports and Rec [18]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Office [19]	Professional	0	60	240	511	523	601	583	583	583	571	541	409	180	24	0	0	0
Open Space [20]	Other	0	0	0	1	1	1	1	1	1	1	1	1	0	0	0	0	0
Other [21]	Other	0	1	4	7	8	8	9	8	8	9	8	6	5	6	5	4	4
Parking Facilities [22]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Place of Assembly [23]	Other	4	4	23	31	38	40	39	27	30	39	28	23	20	20	23	20	4
Pub/Hotel/Tavern [24]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Restaurant [26]	Retail	0	17	17	34	51	68	85	170	119	85	68	136	339	339	203	203	136
Restricted Retail [27]	Retail	1	2	2	5	11	14	14	14	14	13	13	11	9	9	8	7	2
Retail [28]	Retail	12	12	12	29	94	114	113	116	117	105	103	94	88	71	62	59	12
School [29]	School	0	1	2	3	2	2	2	2	2	5	3	1	1	1	0	0	0
Service Station [30]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Supermarket [31]	Retail	20	20	35	41	70	116	113	99	95	91	95	78	62	72	65	59	59
Trade Supplies [32]	Retail	0	1	2	3	4	5	6	5	5	5	5	5	2	2	1	1	0
University/TAFE [33]	School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vacant [34]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Warehouse [35]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Commuter [36]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Sub Totals	Split																	
Long Term (Professional)	90%	0	81	274	524	572	639	636	607	642	618	584	461	239	95	65	0	0
Short Term (Professional)	10%	0	9	30	58	64	71	71	67	71	69	65	51	27	11	7	0	0
Long Term (Retail)	20%	7	11	15	24	47	65	67	83	72	62	58	66	102	100	69	67	42
Short Term (Retail)	80%	27	46	59	95	190	259	269	331	287	246	234	265	406	401	275	267	169
Long Term (Residential)	100%	25	25	17	16	16	16	15	14	14	14	13	13	14	17	21	21	21
Short Term (Residential)	100%	5	5	5	5	10	5	10	5	5	5	5	5	5	5	12	11	10
Long Term (Other)	50%	3	5	18	26	31	32	32	26	27	32	26	20	15	14	15	13	5
Short Term (Other)	50%	3	5	18	26	31	32	32	26	27	32	26	20	15	14	15	13	5
Long Term (School)	25%	0	2	7	10	12	14	13	12	13	14	14	9	2	1	0	0	0
Short Term (School)	75%	0	5	22	31	36	41	40	37	40	42	41	28	7	3	0	0	0

Total Parking Supply	Total	1579	1554	1554	1579	1579	1579	1579	1579	1579	1579	1554	1554	1579	1579	1579	1579	1579
	85% of Total	1342	1321	1321	1342	1342	1342	1342	1342	1342	1342	1321	1321	1342	1342	1342	1342	1342
	Total Long Term	774	746	678	514	514	514	514	514	514	514	512	567	685	705	771	771	771
	All Other Spaces	805	808	876	1065	1065	1065	1065	1065	1065	1065	1042	987	894	874	808	808	808
Total Observed Demand	Total	83	122	271	471	736	833	884	928	885	842	749	664	570	494	536	464	341
	Total Long Term	42	65	76	111	195	241	276	302	294	283	269	250	241	272	357	322	235
	All Other Spaces	41	57	195	360	521	592	608	626	591	559	480	414	329	222	159	142	106
Total Predicted Demand	Total	71	194	466	815	1009	1171	1186	1209	1198	1133	1066	938	833	660	480	392	252
	Long Term	35	124	332	600	679	765	764	743	768	739	696	569	373	227	170	101	68
	Short Term	36	70	134	215	330	408	422	466	431	394	371	369	460	433	320	291	184

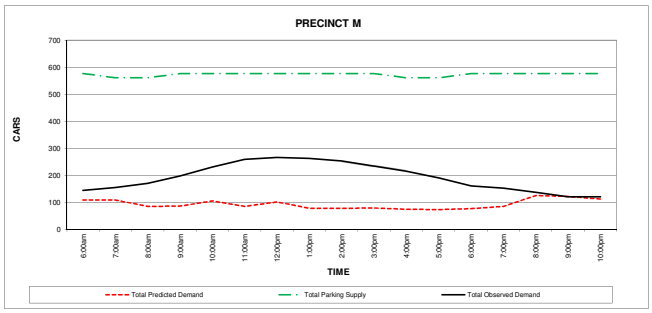


Model

Use	Restriction Type	Parking Demand																
		M																
		6:00am	7:00am	8:00am	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	10:00pm
Aged Care Facility [1]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bank [2]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Building Construction [3]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Car Sales [4]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Child Care [5]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Convenience Restaurant [7]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Convenience Store [8]	Retail	1	2	3	6	6	5	6	4	6	7	5	5	5	4	4	1	0
Department Store [9]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dwelling (Resident) [10]	Residential	90	90	61	58	58	57	55	52	51	50	48	48	52	61	75	77	76
Dwelling (Visitor) [11]	Residential (Visitor)	18	18	18	18	36	18	36	18	18	18	18	18	18	18	44	42	36
Education [12]	School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Factory/Industry [13]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Gambling [14]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Gymnasium [15]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Health Clinic [16]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hospital [17]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minor Sports and Rec [18]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Office [19]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Open Space [20]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other [21]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Parking Facilities [22]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Place of Assembly [23]	Other	1	1	3	4	5	5	5	4	4	5	4	3	3	3	3	3	1
Pub/Hotel/Tavern [24]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Restaurant [26]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Restricted Retail [27]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Retail [28]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
School [29]	School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Service Station [30]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Supermarket [31]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trade Supplies [32]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
University/TAFE [33]	School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vacant [34]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Warehouse [35]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Commuter [36]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Sub Totals	Split																	
Long Term (Professional)	90%	0	0	0	0	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	0	0	0	0
Long Term (Retail)	20%	0	0	1	1	1	1	1	1	1	1	1	1	1	1	1	0	0
Short Term (Retail)	80%	1	1	3	5	5	4	5	4	5	5	4	4	4	4	3	1	0
Long Term (Residential)	100%	90	90	61	58	58	57	55	52	51	50	48	48	52	61	75	77	76
Short Term (Residential)	100%	18	18	18	18	36	18	36	18	18	18	18	18	18	18	44	42	36
Long Term (Other)	50%	0	0	2	2	2	3	3	2	2	3	2	2	1	1	1	1	0
Short Term (Other)	50%	0	0	2	2	2	3	3	2	2	3	2	2	1	1	1	1	0
Long Term (School)	25%	0	0	0	0	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	0	0	0	0

Total Parking Supply	Total	577	561	561	577	577	577	577	577	577	577	561	561	577	577	577	577	577
	85% of Total	490	477	477	490	490	490	490	490	490	490	477	477	490	490	490	490	490
	Total Long Term	543	518	214	225	225	225	225	225	225	225	210	210	235	235	539	543	543
	All Other Spaces	14	43	347	352	352	352	352	352	352	352	351	351	342	342	38	14	14
Total Observed Demand	Total	145	155	171	198	231	259	267	263	254	235	216	191	161	153	138	121	121
	Total Long Term	145	147	77	98	119	134	138	136	133	124	111	95	83	68	135	120	121
	All Other Spaces	0	8	94	100	112	125	129	127	121	111	105	96	78	85	3	1	0
Total Predicted Demand	Total	109	110	85	86	105	86	102	78	79	80	74	74	77	86	126	122	113
	Long Term	90	90	63	62	62	61	58	55	54	54	50	50	54	63	78	79	77
	Short Term	19	20	22	25	43	25	43	23	24	26	24	24	23	23	48	43	36

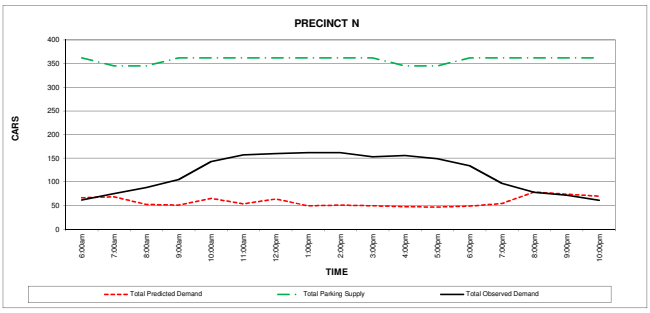


Model

Use	Restriction Type	N																
		6:00am	7:00am	8:00am	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	10:00pm
Aged Care Facility [1]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bank [2]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Building Construction [3]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Car Sales [4]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Child Care [5]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Convenience Restaurant [7]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Convenience Store [8]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Department Store [9]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dwelling (Resident) [10]	Residential	56	56	38	36	36	36	34	32	32	31	29	29	32	38	47	48	47
Dwelling (Visitor) [11]	Residential (Visitor)	11	11	11	11	22	11	22	11	11	11	11	11	11	11	27	26	22
Education [12]	School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Factory/Industry [13]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Gambling [14]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Gymnasium [15]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Health Clinic [16]	Professional	0	2	3	3	6	6	6	5	7	6	6	5	5	5	4	0	0
Hospital [17]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minor Sports and Rec [18]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Office [19]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Open Space [20]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other [21]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Parking Facilities [22]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Place of Assembly [23]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pub/Hotel/Tavern [24]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Restaurant [26]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Restricted Retail [27]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Retail [28]	Retail	0	0	0	0	1	1	1	1	1	1	1	1	1	1	1	1	0
School [29]	School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Service Station [30]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Supermarket [31]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trade Supplies [32]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
University/TAFE [33]	School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vacant [34]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Warehouse [35]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Commuter [36]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Sub Totals	Split																	
Long Term (Professional)	90%	0	2	3	3	5	5	6	4	6	5	5	5	4	4	4	0	0
Short Term (Professional)	10%	0	0	0	0	1	1	1	0	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	0	0	0	0
Short Term (Retail)	80%	0	0	0	0	1	1	1	1	1	1	1	1	1	1	1	1	0
Long Term (Residential)	100%	56	56	38	36	36	36	34	32	32	31	29	29	32	38	47	48	47
Short Term (Residential)	100%	11	11	11	11	22	11	22	11	11	11	11	11	11	11	27	26	22
Long Term (Other)	50%	0	0	0	0	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	0	0	0	0
Long Term (School)	25%	0	0	0	0	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	0	0	0	0

Total Parking Supply	Total	362	345	345	362	362	362	362	362	362	362	345	345	362	362	362	362	362
	84% of Total	308	293	293	308	308	308	308	308	308	308	293	293	308	308	308	308	308
	Total Long Term	305	289	158	173	173	173	173	173	173	173	158	158	178	178	305	305	305
	All Other Spaces	57	56	187	189	189	189	189	189	189	189	187	187	184	184	57	57	57
Total Observed Demand	Total	62	75	88	105	143	157	160	162	162	153	156	149	134	97	78	72	61
	Total Long Term	62	70	53	67	97	105	111	109	108	100	98	94	85	55	70	63	56
	All Other Spaces	0	5	35	38	46	52	49	53	54	53	58	55	49	42	8	9	5
Total Predicted Demand	Total	67	68	52	51	65	53	64	49	51	49	47	47	49	54	79	74	70
	Long Term	56	57	41	39	42	41	40	37	38	37	35	35	37	42	51	48	47
	Short Term	11	11	12	12	24	13	24	13	13	13	13	12	12	12	28	26	22



Appendix H

Future Car Parking Model – Option 1

GTAconsultants

Car Parking Rates

Use	Unit (spaces per)	Size Parking Rate
Aged Care Facility [1]	sqm	0.003
Bank [2]	sqm	0.02
Building Construction [3]	sqm	0.01
Car Sales [4]	sqm	0.01
Child Care [5]	sqm	0.01
Convenience Restaurant [6]	sqm	0.07
Convenience Store [7]	sqm	0.05
Department Store [8]	sqm	0.028
Dwelling (Resident) [9]	dwelling	0.15
Dwelling (Visitor) [10]	dwelling	0.12
Education [11]	sqm	0.02
Factory/Industry [12]	sqm	0.01
Gambling [13]	sqm	0.03
Gymnasium [14]	sqm	0.075
Health Clinic [15]	sqm	0.02
Hospital [16]	sqm	0.045
Minor Sports and Rec [17]	sqm	0.01
Office [18]	sqm	0.03
Open Space [19]	sqm	0.005
Other [20]	sqm	0.005
Parking Facilities [21]	sqm	0
Place of Assembly [22]	sqm	0.015
Pub/Hotel/Tavern [23]	sqm	0.1
Restaurant [24]	sqm	0.098
Restricted Retail [25]	sqm	0.015
Retail [26]	sqm	0.025
School [27]	sqm	0.01
Service Station [28]	sqm	0
Supermarket [29]	sqm	0.05
Trade Supplies [30]	sqm	0.015
University/TAFE [31]	sqm	0.03
Vacant [32]	sqm	0
Warehouse [33]	sqm	0.003
Commuter [34]	spaces	0.5
Future Office [37]	sqm	0.02
Future Residential (Visitor) [38]	dwelling	0.12

Temporal Profiles

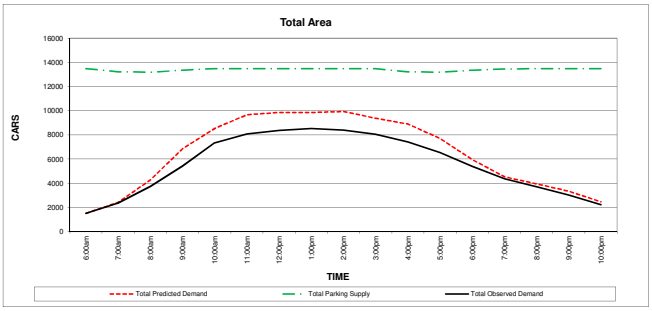
Use	Unit	Overall																
		6:00am	7:00am	8:00am	9:00am	10:00am	11:00am	12:00pm	1:00pm	2:00pm	3:00pm	4:00pm	5:00pm	6:00pm	7:00pm	8:00pm	9:00pm	10:00pm
Aged Care Facility [1]	%	56%	67%	62%	76%	96%	95%	100%	81%	74%	85%	67%	69%	68%	60%	50%	70%	62%
Bank [2]	%	0%	10%	40%	87%	99%	100%	90%	90%	97%	97%	98%	68%	16%	4%	0%	0%	0%
Building Construction [3]	%	10%	25%	57%	85%	94%	90%	100%	98%	97%	97%	97%	60%	25%	10%	10%	5%	0%
Car Sales [4]	%	0%	70%	73%	84%	98%	98%	93%	100%	97%	95%	99%	93%	84%	25%	0%	0%	0%
Child Care [5]	%	4%	4%	60%	100%	83%	80%	75%	75%	73%	96%	83%	72%	39%	20%	0%	0%	0%
Convenience Restaurant [7]	%	29%	29%	29%	29%	29%	29%	29%	64%	46%	49%	44%	36%	46%	100%	74%	56%	56%
Convenience Store [8]	%	10%	25%	50%	91%	97%	81%	95%	68%	87%	100%	81%	80%	71%	69%	62%	10%	5%
Department Store [9]	%	0%	0%	20%	50%	80%	97%	96%	99%	100%	90%	88%	80%	63%	61%	53%	50%	0%
Dwelling (Resident) [10]	%	100%	100%	68%	65%	65%	64%	61%	58%	57%	56%	53%	53%	58%	68%	84%	86%	85%
Dwelling (Visitor) [11]	%	25%	25%	25%	25%	50%	25%	50%	25%	25%	25%	25%	25%	25%	25%	61%	58%	50%
Education [12]	%	0%	10%	50%	70%	87%	100%	97%	90%	97%	97%	98%	68%	16%	4%	0%	0%	0%
Factory/Industry [13]	%	10%	25%	57%	85%	94%	90%	100%	98%	97%	97%	97%	60%	25%	10%	10%	5%	0%
Gambling [14]	%	0%	0%	0%	0%	10%	75%	75%	100%	50%	25%	25%	50%	50%	100%	50%	25%	25%
Gymnasium [15]	%	40%	62%	78%	40%	55%	39%	37%	34%	39%	23%	37%	51%	100%	100%	38%	22%	10%
Health Clinic [16]	%	0%	25%	50%	50%	85%	81%	95%	68%	100%	87%	81%	80%	71%	69%	62%	0%	0%
Hospital [17]	%	30%	40%	45%	50%	75%	90%	90%	90%	100%	90%	85%	75%	52%	38%	38%	38%	38%
Minor Sports and Rec [18]	%	20%	33%	51%	77%	97%	51%	41%	41%	44%	40%	62%	55%	100%	100%	37%	20%	20%
Office [19]	%	0%	10%	40%	85%	87%	100%	97%	97%	97%	95%	90%	68%	30%	4%	0%	0%	0%
Open Space [20]	%	0%	11%	37%	57%	70%	74%	77%	73%	72%	77%	68%	55%	43%	49%	48%	38%	37%
Other [21]	%	0%	11%	37%	57%	70%	74%	77%	73%	72%	77%	68%	55%	43%	49%	48%	38%	37%
Parking Facilities [22]	%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Place of Assembly [23]	%	10%	10%	58%	78%	94%	100%	97%	68%	74%	96%	70%	58%	51%	51%	57%	51%	10%
Pub/Hotel/Tavern [24]	%	0%	0%	5%	10%	20%	35%	50%	70%	50%	35%	50%	70%	80%	80%	100%	70%	60%
Restaurant [26]	%	0%	5%	5%	10%	15%	20%	25%	50%	35%	25%	20%	40%	100%	100%	60%	60%	40%
Restricted Retail [27]	%	5%	12%	12%	37%	80%	97%	96%	99%	100%	90%	88%	80%	65%	61%	53%	50%	12%
Retail [28]	%	10%	10%	10%	25%	80%	97%	96%	99%	100%	90%	88%	80%	75%	61%	53%	50%	10%
School [29]	%	10%	30%	50%	75%	35%	35%	35%	35%	35%	100%	60%	30%	30%	30%	0%	0%	0%
Service Station [30]	%	10%	25%	50%	91%	97%	81%	95%	68%	87%	100%	81%	80%	71%	69%	62%	10%	5%
Supermarket [31]	%	17%	17%	30%	35%	60%	100%	97%	85%	82%	78%	82%	67%	53%	62%	56%	51%	51%
Trade Supplies [32]	%	5%	18%	33%	49%	65%	81%	93%	79%	80%	87%	78%	72%	39%	30%	20%	20%	0%
University/TAFE [33]	%	8%	8%	16%	28%	32%	34%	36%	40%	40%	36%	34%	28%	8%	6%	6%	2%	2%
Vacant [34]	%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Warehouse [35]	%	10%	10%	57%	85%	91%	90%	100%	98%	97%	97%	97%	60%	25%	10%	5%	0%	0%
Commuter [36]	%	30%	50%	80%	97%	99%	100%	100%	100%	99%	96%	88%	80%	75%	47%	33%	25%	10%
Future Office [37]	%	0%	10%	40%	85%	87%	100%	97%	97%	97%	95%	90%	68%	30%	4%	0%	0%	0%
Future Residential (Visitor) [38]	%	25%	25%	25%	25%	50%	25%	50%	25%	25%	25%	25%	25%	25%	25%	61%	58%	50%

Model

Use	Restriction Type	Parking Demand																
		Total Area																
		6:00am	7:00am	8:00am	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	10:00pm
Aged Care Facility [1]	Other	6	8	7	9	11	11	11	9	8	10	8	8	8	7	6	8	7
Bank [2]	Professional	0	10	41	90	102	103	93	93	100	100	101	70	16	4	0	0	0
Building Construction [3]	Other	1	3	6	9	10	9	10	10	10	10	10	6	3	1	1	1	0
Car Sales [4]	Retail	0	14	15	17	20	20	19	21	20	20	20	19	17	5	0	0	0
Child Care [5]	Professional	1	1	9	15	12	12	11	11	11	14	12	11	6	3	0	0	0
Convenience Restaurant [7]	Retail	31	31	31	31	31	31	31	68	49	63	47	38	49	106	79	60	60
Convenience Store [8]	Retail	1	2	3	6	6	5	6	4	6	7	5	5	5	4	4	1	0
Department Store [9]	Retail	0	0	21	54	86	104	103	106	107	97	94	86	68	65	57	54	0
Dwelling (Resident) [10]	Residential	514	514	349	334	334	329	313	298	293	288	272	272	298	349	431	442	437
Dwelling (Visitor) [11]	Residential (Visitor)	103	103	103	103	205	103	205	103	103	103	103	103	103	103	251	238	205
Education [12]	School	0	17	83	116	144	165	160	149	160	160	162	112	26	7	0	0	0
Factory/Industry [13]	Other	4	11	25	38	42	40	45	44	43	43	43	27	11	4	4	2	0
Gambling [14]	Retail	0	0	0	0	1	4	4	5	3	1	1	3	3	5	3	1	1
Gymnasium [15]	Other	12	19	24	12	17	12	12	11	12	7	12	16	31	31	12	7	3
Health Clinic [16]	Professional	0	142	285	285	484	461	541	387	569	495	461	455	404	393	353	0	0
Hospital [17]	Professional	428	557	627	696	1044	1253	1253	1253	1392	1253	1184	1044	724	529	529	529	529
Minor Sports and Rec [18]	Other	1	2	3	4	5	3	2	2	2	2	3	3	6	6	2	1	1
Office [19]	Professional	0	319	1275	2710	2774	3188	3093	3093	3093	3029	2869	2168	956	128	0	0	0
Open Space [20]	Other	0	3	10	15	18	19	20	19	19	20	18	14	11	13	12	10	10
Other [21]	Other	0	4	14	21	26	28	29	27	27	29	25	21	16	18	18	14	14
Parking Facilities [22]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Place of Assembly [23]	Other	18	18	104	140	169	180	174	122	133	173	126	104	92	92	102	92	18
Pub/Hotel/Tavern [24]	Other	0	0	15	31	62	108	155	216	155	108	155	216	247	247	309	216	185
Restaurant [26]	Retail	0	60	60	121	181	241	301	603	422	301	241	482	1206	1206	723	723	482
Restricted Retail [27]	Retail	2	5	5	16	34	42	41	43	43	39	38	34	28	26	23	21	5
Retail [28]	Retail	85	85	85	213	683	828	819	845	853	768	751	683	640	521	452	427	85
School [29]	School	6	17	29	43	20	20	20	20	20	58	35	17	17	17	0	0	0
Service Station [30]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Supermarket [31]	Retail	93	93	164	191	328	547	531	465	449	427	449	367	290	339	306	279	279
Trade Supplies [32]	Retail	2	6	12	17	23	29	33	28	29	31	28	26	14	11	7	7	0
University/TAFE [33]	School	85	85	171	299	341	363	384	427	427	384	363	299	85	64	64	21	21
Vacant [34]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Warehouse [35]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Commuter [36]	Other	74	123	196	238	243	245	245	245	243	235	216	196	184	115	81	61	25
Future Office [37]	Professional	0	110	440	935	957	1100	1067	1067	1067	1045	990	748	330	44	0	0	0
Future Residential (Visitor) [38]	Residential (Visitor)	51	51	51	51	102	51	102	51	51	51	51	51	51	51	124	118	102

Sub Totals	Split																	
Long Term (Professional)	90%	1507	2413	4264	6859	8516	9654	9834	9845	9918	9359	8892	7705	5944	4514	3954	3334	2470
Short Term (Professional)	10%	176	1025	2409	4257	4816	5505	5451	5133	5609	5141	5055	4047	2193	990	794	476	476
Long Term (Retail)	20%	42	114	368	473	537	612	606	590	623	594	562	450	244	110	88	53	53
Short Term (Retail)	80%	43	59	79	133	279	370	378	438	396	348	335	349	464	458	331	335	183
Long Term (Residential)	100%	171	238	318	533	1114	1481	1511	1750	1584	1394	1340	1394	1855	1831	1323	1258	730
Short Term (Residential)	100%	514	514	349	334	334	329	313	298	293	288	272	272	298	349	431	442	437
Long Term (Other)	50%	154	154	154	154	307	154	307	154	154	154	154	154	154	154	375	357	307
Short Term (Other)	50%	58	95	202	258	301	327	351	353	326	318	307	306	304	267	274	206	131
Long Term (School)	25%	58	95	202	258	301	327	351	353	326	318	307	306	304	267	274	206	131
Short Term (School)	75%	23	30	71	115	126	137	141	149	152	151	140	107	32	22	16	5	5

Total Parking Supply	Total	13481	13207	13191	13345	13465	13465	13465	13465	13465	13465	13202	13183	13343	13457	13467	13467	13467
	85% of Total	11459	11226	11212	11343	11445	11445	11445	11445	11445	11445	11222	11206	11342	11438	11447	11447	11447
	Total Long Term	8955	8593	6643	5947	6046	6046	6046	6046	6046	6040	5925	5986	6910	7055	8712	8904	8938
	All Other Spaces	4526	4614	6538	7398	7419	7419	7419	7419	7419	7425	7277	7197	6433	6402	4735	4563	4529
Total Observed Demand	Total	1507	2369	3719	5424	7329	8071	8155	8521	8404	8052	7407	6443	5409	4363	3701	3007	2214
	Total Long Term	1179	1788	2061	2729	3903	4221	4375	4444	4391	4204	3908	3451	3106	2573	2752	2314	1740
	All Other Spaces	328	581	1658	2695	3426	3852	3980	4079	4013	3848	3499	3092	2303	1790	951	693	474
Total Predicted Demand	Total	1507	2413	4264	6859	8516	9654	9834	9845	9918	9359	8892	7705	5944	4514	3954	3334	2470
	Long Term	1014	1723	3110	5097	5876	6669	6635	6550	6775	6448	6110	5080	3291	2086	1846	1444	1232
	Short Term	493	690	1153	1762	2640	2985	3199	3294	3142	2911	2782	2625	2653	2428	2109	1890	1238

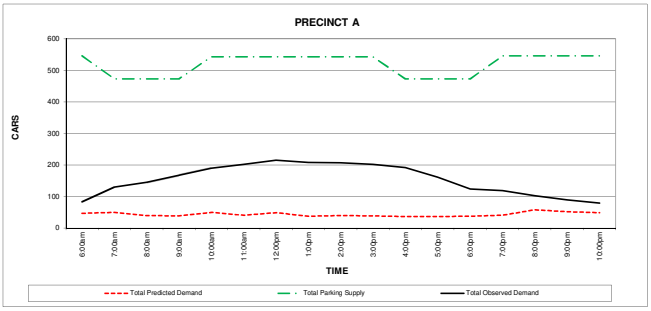


Model

Use	Restriction Type				Parking Demand													
					A													
		6:00am	7:00am	8:00am	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	10:00pm
Aged Care Facility [1]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bank [2]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Building Construction [3]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Car Sales [4]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Child Care [5]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Convenience Restaurant [7]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Convenience Store [8]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Department Store [9]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dwelling (Resident) [10]	Residential	39	39	27	26	26	25	24	23	22	22	21	21	23	27	33	34	33
Dwelling (Visitor) [11]	Residential (Visitor)	8	8	8	8	16	8	16	8	8	8	8	8	8	8	19	18	16
Education [12]	School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Factory/Industry [13]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Gambling [14]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Gymnasium [15]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Health Clinic [16]	Professional	0	2	5	5	8	8	9	7	10	8	8	8	7	7	6	0	0
Hospital [17]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minor Sports and Rec [18]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Office [19]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Open Space [20]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other [21]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Parking Facilities [22]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Place of Assembly [23]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pub/Hotel/Tavern [24]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Restaurant [26]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Restricted Retail [27]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Retail [28]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
School [29]	School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Service Station [30]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Supermarket [31]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trade Supplies [32]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
University/TAFE [33]	School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vacant [34]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Warehouse [35]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Commuter [36]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Future Office [37]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Future Residential (Visitor) [38]	Residential (Visitor)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Sub Totals	Split																	
		47	50	39	38	50	41	49	37	40	38	37	36	38	41	58	52	49
Long Term (Professional)	90%	0	2	4	4	7	7	8	6	9	8	7	7	6	6	5	0	0
Short Term (Professional)	10%	0	0	0	0	1	1	1	1	1	1	1	1	1	1	1	0	0
Long Term (Retail)	20%	0	0	0	0	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	0	0	0	0
Long Term (Residential)	100%	39	39	27	26	26	25	24	23	22	22	21	21	23	27	33	34	33
Short Term (Residential)	100%	8	8	8	8	16	8	16	8	8	8	8	8	8	8	19	18	16
Long Term (Other)	50%	0	0	0	0	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	0	0	0	0
Long Term (School)	25%	0	0	0	0	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	0	0	0	0

Total Parking Supply	Total	546	473	473	473	543	543	543	543	543	543	473	473	473	546	546	546	546
	85% of Total	464	402	402	402	462	462	462	462	462	462	402	402	402	464	464	464	464
	Total Long Term	498	420	102	50	113	113	113	113	113	113	50	50	102	180	455	498	498
	All Other Spaces	48	53	371	423	430	430	430	430	430	430	423	423	371	366	91	48	48
Total Observed Demand	Total	83	130	145	168	190	202	215	208	207	202	192	162	124	119	103	89	79
	Total Long Term	83	125	75	45	47	47	47	46	46	44	41	24	19	18	76	89	79
	All Other Spaces	0	5	70	123	143	155	168	162	161	158	151	138	105	101	27	0	0
Total Predicted Demand	Total	47	50	39	38	50	41	49	37	40	38	37	36	38	41	58	52	49
	Long Term	39	41	31	30	33	32	32	29	31	30	28	28	29	33	38	34	33
	Short Term	8	8	8	8	17	9	17	9	9	9	9	9	9	9	20	18	16

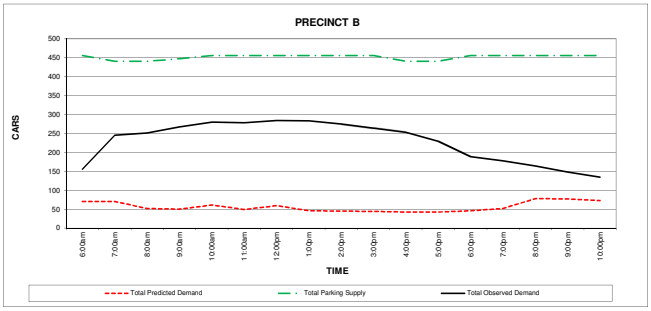


Model

Use	Restriction Type	Parking Demand																	
		B																	
		6:00am	7:00am	8:00am	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	10:00pm	
Aged Care Facility [1]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bank [2]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Building Construction [3]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Car Sales [4]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Child Care [5]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Convenience Restaurant [7]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Convenience Store [8]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Department Store [9]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Dwelling (Resident) [10]	Residential	59	59	40	38	38	37	36	34	33	33	31	31	34	40	49	50	50	
Dwelling (Visitor) [11]	Residential (Visitor)	12	12	12	12	23	12	23	12	12	12	12	12	12	12	29	27	23	
Education [12]	School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Factory/Industry [13]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Gambling [14]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Gymnasium [15]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Health Clinic [16]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hospital [17]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Minor Sports and Rec [18]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Office [19]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Open Space [20]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Other [21]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Parking Facilities [22]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Place of Assembly [23]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Pub/Hotel/Tavern [24]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Restaurant [26]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Restricted Retail [27]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Retail [28]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
School [29]	School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Service Station [30]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Supermarket [31]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Trade Supplies [32]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
University/TAFE [33]	School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Vacant [34]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Warehouse [35]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Commuter [36]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Future Office [37]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Future Residential (Visitor) [38]	Residential (Visitor)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Sub Totals	Split																		
		70	70	51	50	61	49	59	46	45	44	43	43	46	51	78	77	73	
Long Term (Professional)	90%	0	0	0	0	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	0	0	0	0	
Long Term (Retail)	20%	0	0	0	0	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	0	0	0	0	
Long Term (Residential)	100%	59	59	40	38	38	37	36	34	33	33	31	31	34	40	49	50	50	
Short Term (Residential)	100%	12	12	12	12	23	12	23	12	12	12	12	12	12	12	29	27	23	
Long Term (Other)	50%	0	0	0	0	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	0	0	0	0	
Long Term (School)	25%	0	0	0	0	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	0	0	0	0	

Total Parking Supply	Total	456	441	441	447	456	456	456	456	456	456	441	441	456	456	456	456	456	
	85% of Total	388	375	375	380	388	388	388	388	388	388	375	375	388	388	388	388	388	
	Total Long Term	424	410	194	187	196	196	196	196	196	196	187	187	310	310	417	424	424	
	All Other Spaces	32	31	247	260	260	260	260	260	260	260	254	254	146	146	39	32	32	
Total Observed Demand	Total	156	245	251	267	280	278	284	281	275	264	253	229	189	178	164	148	135	
	Total Long Term	155	244	168	165	165	161	161	158	155	147	137	121	113	104	160	148	135	
	All Other Spaces	1	1	83	102	115	117	123	125	120	117	116	108	76	74	4	0	0	
Total Predicted Demand	Total	70	70	51	50	61	49	59	46	45	44	43	43	46	51	78	77	73	
	Long Term	59	59	40	38	38	37	36	34	33	33	31	31	34	40	49	50	50	
	Short Term	12	12	12	12	23	12	23	12	12	12	12	12	12	12	29	27	23	

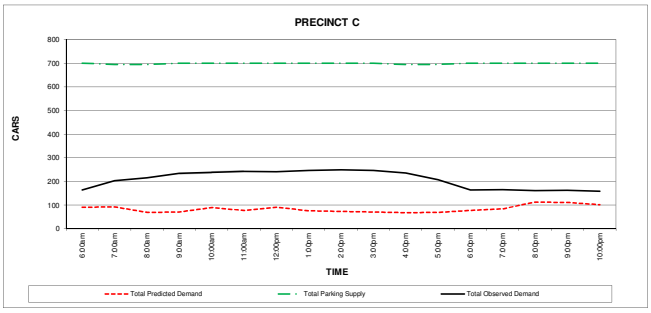


Model

Use	Restriction Type	Parking Demand																	
		C																	
		6:00am	7:00am	8:00am	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	10:00pm
Aged Care Facility [1]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bank [2]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Building Construction [3]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Car Sales [4]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Child Care [5]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Convenience Restaurant [7]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Convenience Store [8]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Department Store [9]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dwelling (Resident) [10]	Residential	75	75	51	49	49	48	46	44	43	42	40	40	44	51	63	65	64
Dwelling (Visitor) [11]	Residential (Visitor)	15	15	15	15	30	15	30	15	15	15	15	15	15	15	37	35	30
Education [12]	School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Factory/Industry [13]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Gambling [14]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Gymnasium [15]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Health Clinic [16]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hospital [17]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minor Sports and Rec [18]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Office [19]	Professional	0	0	1	2	2	2	2	1	2	2	2	1	1	0	0	0	0
Open Space [20]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other [21]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Parking Facilities [22]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Place of Assembly [23]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pub/Hotel/Tavern [24]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Restaurant [26]	Retail	0	1	1	1	2	2	3	6	4	3	2	5	11	11	7	7	5
Restricted Retail [27]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Retail [28]	Retail	1	1	1	1	5	6	6	6	6	5	5	5	4	4	3	3	1
School [29]	School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Service Station [30]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Supermarket [31]	Retail	1	1	1	1	3	4	4	4	3	3	3	3	2	3	2	2	2
Trade Supplies [32]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
University/TAFE [33]	School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vacant [34]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Warehouse [35]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Commuter [36]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Future Office [37]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Future Residential (Visitor) [38]	Residential (Visitor)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Sub Totals	Split																	
		92	93	70	70	90	78	91	76	74	71	68	69	78	84	113	112	102
Long Term (Professional)	90%	0	0	1	2	2	2	2	2	2	2	2	1	1	0	0	0	0
Short Term (Professional)	10%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Long Term (Retail)	20%	0	0	0	1	2	2	3	3	3	2	2	2	4	4	2	2	1
Short Term (Retail)	80%	1	2	2	3	7	10	10	12	11	9	9	10	14	14	10	10	6
Long Term (Residential)	100%	75	75	51	49	49	48	46	44	43	42	40	40	44	51	63	65	64
Short Term (Residential)	100%	15	15	15	15	30	15	30	15	15	15	15	15	15	15	37	35	30
Long Term (Other)	50%	0	0	0	0	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	0	0	0	0
Long Term (School)	25%	0	0	0	0	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	0	0	0	0

Total Parking Supply	Total	699	694	694	699	699	699	699	699	699	699	694	694	699	699	699	699	699
	84% of Total	594	590	590	594	594	594	594	594	594	594	590	590	594	594	594	594	594
	Total Long Term	666	661	573	573	573	573	573	573	573	573	573	573	633	633	666	666	666
	All Other Spaces	33	33	121	126	126	126	126	126	126	126	121	121	66	66	33	33	33
Total Observed Demand	Total	164	203	216	234	238	243	241	246	249	247	236	208	164	165	162	163	159
	Total Long Term	164	203	194	207	212	217	215	217	218	220	208	182	152	153	156	158	155
	All Other Spaces	0	0	22	27	26	26	26	29	31	27	28	26	12	12	6	5	4
Total Predicted Demand	Total	92	93	70	70	90	78	91	76	74	71	68	69	78	84	113	112	102
	Long Term	76	76	53	52	53	53	50	49	48	46	44	44	48	55	66	67	66
	Short Term	16	17	17	19	38	25	41	28	26	25	24	25	30	29	47	45	36

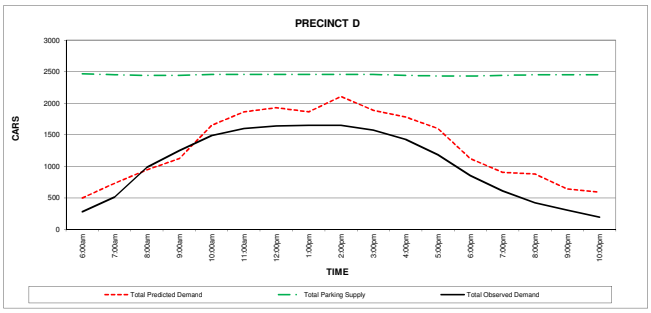


Model

Use	Restriction Type	Parking Demand																	
		D																	
		6:00am	7:00am	8:00am	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	10:00pm	
Aged Care Facility [1]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bank [2]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Building Construction [3]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Car Sales [4]	Retail	0	5	5	6	7	7	7	7	7	7	7	7	6	2	0	0	0	
Child Care [5]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Convenience Restaurant [7]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Convenience Store [8]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Department Store [9]	Retail	0	0	16	40	63	77	76	78	79	71	70	63	50	48	42	40	0	
Dwelling (Resident) [10]	Residential	21	21	14	14	14	13	13	12	12	12	11	11	12	14	18	18	18	
Dwelling (Visitor) [11]	Residential (Visitor)	4	4	4	4	8	4	8	4	4	4	4	4	4	4	10	10	8	
Education [12]	School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Factory/Industry [13]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Gambling [14]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Gymnasium [15]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Health Clinic [16]	Professional	0	83	166	166	282	269	315	226	332	289	269	266	236	229	206	0	0	
Hospital [17]	Professional	418	557	627	696	1044	1253	1253	1253	1392	1253	1184	1044	724	529	529	529	529	
Minor Sports and Rec [18]	Other	1	1	2	3	4	2	2	2	2	2	2	2	4	4	1	1	1	
Office [19]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Open Space [20]	Other	0	0	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Other [21]	Other	0	0	1	1	2	2	2	2	2	2	2	1	1	1	1	1	1	
Parking Facilities [22]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Place of Assembly [23]	Other	1	1	4	5	6	7	7	5	5	6	5	4	3	3	4	3	1	
Pub/Hotel/Tavern [24]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Restaurant [26]	Retail	0	1	1	3	4	5	7	13	9	7	5	11	27	27	16	16	11	
Restricted Retail [27]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Retail [28]	Retail	0	0	0	0	1	1	1	1	1	1	1	1	1	1	1	1	0	
School [29]	School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Service Station [30]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Supermarket [31]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Trade Supplies [32]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
University/TAFE [33]	School	51	51	101	177	203	215	228	253	253	228	215	377	51	38	38	13	13	
Vacant [34]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Warehouse [35]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Commuter [36]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Future Office [37]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Future Residential (Visitor) [38]	Residential (Visitor)	5	5	5	5	9	5	9	5	5	5	5	5	5	5	11	11	9	

Sub Totals	Split																		
Long Term (Professional)	90%	500	729	947	1121	1648	1861	1928	1862	2105	1887	1781	1597	1124	906	878	642	591	
Short Term (Professional)	10%	42	64	79	86	133	152	157	148	172	154	145	131	96	76	73	53	53	
Long Term (Retail)	20%	0	1	4	10	15	18	18	20	19	17	17	16	17	16	12	11	2	
Short Term (Retail)	80%	0	5	18	39	60	72	72	80	77	69	66	65	67	62	47	45	9	
Long Term (Residential)	100%	21	21	14	14	14	13	13	12	12	12	11	11	12	14	18	18	18	
Short Term (Residential)	100%	9	9	9	9	18	9	18	9	9	9	9	9	9	9	21	20	18	
Long Term (Other)	50%	1	1	4	5	7	6	6	5	5	6	5	4	5	5	4	3	1	
Short Term (Other)	50%	1	1	4	5	7	6	6	5	5	6	5	4	5	5	4	3	1	
Long Term (School)	25%	13	13	25	44	51	54	57	63	63	57	54	44	13	9	9	3	3	
Short Term (School)	75%	38	38	76	133	152	161	171	190	190	171	161	133	38	28	28	9	9	

Total Parking Supply	Total	2467	2453	2443	2443	2457	2457	2457	2457	2457	2457	2443	2429	2429	2443	2453	2453	2453	
	85% of Total	2097	2085	2077	2077	2088	2088	2088	2088	2088	2088	2077	2065	2065	2077	2085	2085	2085	
	Total Long Term	1166	1152	1098	981	981	981	981	981	981	981	981	981	990	1004	1048	1152	1152	
	All Other Spaces	1301	1301	1345	1462	1476	1476	1476	1476	1476	1476	1462	1448	1439	1439	1405	1301	1301	
Total Observed Demand	Total	281	515	985	1248	1486	1600	1639	1650	1648	1571	1427	1182	853	609	420	307	195	
	Total Long Term	152	294	516	516	594	629	640	652	658	639	589	494	359	253	181	160	112	
	All Other Spaces	129	221	469	732	892	971	999	998	990	932	838	688	494	356	239	147	83	
Total Predicted Demand	Total	500	729	947	1121	1648	1861	1928	1862	2105	1887	1781	1597	1124	906	878	642	591	
	Long Term	410	612	761	849	1280	1461	1505	1431	1651	1479	1394	1255	910	726	704	511	501	
	Short Term	89	117	186	272	369	400	423	431	453	408	387	342	214	180	174	131	90	

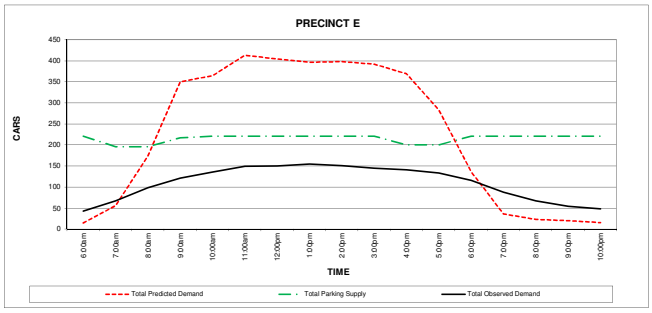


Model

Use	Restriction Type				Parking Demand													
										E								
		6:00am	7:00am	8:00am	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	10:00pm
Aged Care Facility [1]	Other	5	6	5	6	8	8	8	7	6	7	6	6	6	5	4	6	5
Bank [2]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Building Construction [3]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Car Sales [4]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Child Care [5]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Convenience Restaurant [7]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Convenience Store [8]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Department Store [9]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dwelling (Resident) [10]	Residential	8	8	5	5	5	5	5	5	4	4	4	4	5	5	7	7	7
Dwelling (Visitor) [11]	Residential (Visitor)	2	2	2	2	3	2	3	2	2	2	2	2	2	2	4	4	3
Education [12]	School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Factory/Industry [13]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Gambling [14]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Gymnasium [15]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Health Clinic [16]	Professional	0	2	3	3	6	5	6	5	7	6	5	5	5	5	4	0	0
Hospital [17]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minor Sports and Rec [18]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Office [19]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Open Space [20]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other [21]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Parking Facilities [22]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Place of Assembly [23]	Other	1	1	5	6	8	8	8	5	6	8	6	5	4	4	5	4	1
Pub/Hotel/Tavern [24]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Restaurant [26]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Restricted Retail [27]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Retail [28]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
School [29]	School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Service Station [30]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Supermarket [31]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trade Supplies [32]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
University/TAFE [33]	School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vacant [34]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Warehouse [35]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Commuter [36]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Future Office [37]	Professional	0	39	154	327	335	385	373	373	373	366	347	262	116	15	0	0	0
Future Residential (Visitor) [38]	Residential (Visitor)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Sub Totals	Split																	
		15	56	174	350	364	413	404	396	398	392	369	283	136	36	23	20	16
Long Term (Professional)	90%	0	16	142	298	307	353	342	340	342	334	317	240	108	18	4	0	0
Short Term (Professional)	10%	0	4	16	33	34	39	38	38	38	37	35	27	12	2	0	0	0
Long Term (Retail)	20%	0	0	0	0	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	0	0	0	0
Long Term (Residential)	100%	8	8	5	5	5	5	5	5	4	4	4	4	5	5	7	7	7
Short Term (Residential)	100%	2	2	2	2	3	2	3	2	2	2	2	2	2	2	4	4	3
Long Term (Other)	50%	3	3	5	6	8	8	8	6	6	7	6	5	5	5	4	5	3
Short Term (Other)	50%	3	3	5	6	8	8	8	6	6	7	6	5	5	5	4	5	3
Long Term (School)	25%	0	0	0	0	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	0	0	0	0

Total Parking Supply	Total	221	196	196	217	221	221	221	221	221	221	200	200	221	221	221	221	221
	85% of Total	188	167	167	184	188	188	188	188	188	188	170	170	188	188	188	188	188
	Total Long Term	93	68	64	67	71	71	71	71	71	71	68	68	89	89	93	93	93
	All Other Spaces	128	128	132	150	150	150	150	150	150	150	132	132	132	132	128	128	128
Total Observed Demand	Total	43	67	98	121	136	149	150	155	151	145	141	133	116	88	67	54	48
	Total Long Term	16	30	50	64	67	68	68	68	67	67	68	66	57	45	39	32	27
	All Other Spaces	27	37	48	57	69	81	82	87	84	78	73	67	59	43	28	22	21
Total Predicted Demand	Total	15	56	174	350	364	413	404	396	398	392	369	283	136	36	23	20	16
	Long Term	11	47	152	309	319	364	355	351	353	346	326	250	118	28	15	12	10
	Short Term	4	9	22	41	45	49	49	45	46	46	42	34	18	8	9	9	6

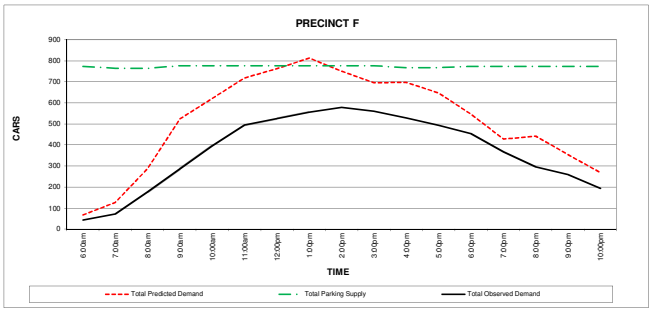


Model

Use	Restriction Type	Parking Demand																	
		F																	
		6:00am	7:00am	8:00am	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	10:00pm	
Aged Care Facility [1]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bank [2]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Building Construction [3]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Car Sales [4]	Retail	0	5	5	6	6	6	6	7	6	6	6	6	6	2	0	0	0	
Child Care [5]	Professional	0	0	2	3	2	2	2	2	2	2	2	2	1	1	0	0	0	
Convenience Restaurant [7]	Retail	2	2	2	2	2	2	2	5	4	4	3	3	4	8	6	4	4	
Convenience Store [8]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Department Store [9]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Dwelling (Resident) [10]	Residential	36	36	25	24	24	23	22	21	21	20	19	19	21	25	30	31	31	
Dwelling (Visitor) [11]	Residential (Visitor)	7	7	7	7	15	7	15	7	7	7	7	7	7	7	18	17	15	
Education [12]	School	0	1	6	9	11	13	12	11	12	12	12	9	2	1	0	0	0	
Factory/Industry [13]	Other	3	7	17	25	28	27	30	29	29	29	29	18	7	3	3	1	0	
Gambling [14]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Gymnasium [15]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Health Clinic [16]	Professional	0	1	3	3	5	5	5	4	6	5	5	5	4	4	4	0	0	
Hospital [17]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Minor Sports and Rec [18]	Other	0	0	1	1	1	1	1	1	1	1	1	1	2	2	1	0	0	
Office [19]	Professional	0	42	169	358	366	421	409	409	409	400	379	286	126	17	0	0	0	
Open Space [20]	Other	0	1	2	3	3	3	4	3	3	4	3	3	2	2	2	2	2	
Other [21]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Parking Facilities [22]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Place of Assembly [23]	Other	3	3	18	24	29	31	30	21	23	30	22	18	16	16	18	16	3	
Pub/Hotel/Tavern [24]	Other	0	0	13	25	50	88	126	176	126	88	126	176	202	202	252	176	151	
Restaurant [26]	Retail	0	5	5	9	14	19	23	47	33	23	19	37	94	94	56	56	37	
Restricted Retail [27]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Retail [28]	Retail	5	5	5	14	43	52	52	54	54	49	48	43	41	33	29	27	5	
School [29]	School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Service Station [30]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Supermarket [31]	Retail	2	2	3	3	6	10	9	8	8	7	8	6	5	6	5	5	5	
Trade Supplies [32]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
University/TAFE [33]	School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Vacant [34]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Warehouse [35]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Commuter [36]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Future Office [37]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Future Residential (Visitor) [38]	Residential (Visitor)	8	8	8	8	15	8	15	8	8	8	8	8	8	8	18	18	15	

Sub Totals	Split																	
		67	126	289	523	622	718	763	812	750	696	697	647	546	427	442	354	269
Long Term (Professional)	90%	0	19	126	327	336	384	374	371	375	367	347	264	118	19	3	0	0
Short Term (Professional)	10%	0	4	17	36	37	43	42	41	41	41	39	29	13	2	0	0	0
Long Term (Retail)	20%	2	4	4	7	14	18	19	24	21	18	17	19	30	28	19	19	10
Short Term (Retail)	80%	7	15	16	27	57	72	74	96	84	72	67	77	119	114	77	74	42
Long Term (Residential)	100%	36	36	25	24	24	23	22	21	21	20	19	19	21	25	30	31	31
Short Term (Residential)	100%	15	15	15	15	30	15	30	15	15	15	15	15	15	15	36	34	30
Long Term (Other)	50%	3	6	25	39	56	75	95	115	91	76	90	108	114	112	138	98	78
Short Term (Other)	50%	3	6	25	39	56	75	95	115	91	76	90	108	114	112	138	98	78
Long Term (School)	25%	0	0	2	2	3	3	3	3	3	3	3	2	1	0	0	0	0
Short Term (School)	75%	0	1	5	7	8	9	9	8	9	9	9	6	2	0	0	0	0

Total Parking Supply	Total	774	765	765	776	776	776	776	776	776	776	767	767	774	774	774	774	774
	84% of Total	648	650	650	660	660	660	660	660	660	660	652	652	658	658	658	658	658
	Total Long Term	262	251	195	25	25	25	25	25	25	25	25	27	206	206	262	262	262
	All Other Spaces	512	514	570	751	751	751	751	751	751	751	742	740	568	568	512	512	512
Total Observed Demand	Total	43	72	177	287	396	495	525	556	579	560	528	494	454	367	296	259	194
	Total Long Term	34	56	86	7	7	9	10	11	11	11	12	12	132	107	128	107	80
	All Other Spaces	9	16	91	280	389	486	515	545	568	549	516	482	322	260	168	152	114
Total Predicted Demand	Total	67	126	289	523	622	718	763	812	750	696	697	647	546	427	442	354	269
	Long Term	41	85	211	399	433	504	533	536	510	484	477	412	284	184	191	148	119
	Short Term	25	41	78	124	189	214	250	276	240	212	220	235	262	243	251	206	150

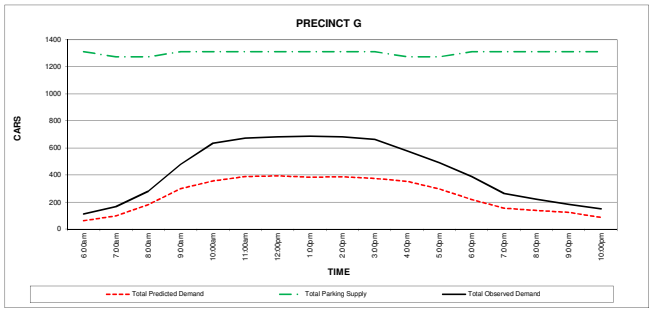


Model

Use	Restriction Type	Parking Demand																	
		G																	
		6:00am	7:00am	8:00am	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	10:00pm
Aged Care Facility [1]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bank [2]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Building Construction [3]	Other	0	1	1	2	2	2	3	3	3	3	3	2	1	0	0	0	0
Car Sales [4]	Retail	0	1	1	1	1	1	1	1	1	1	1	1	1	0	0	0	0
Child Care [5]	Professional	0	0	4	6	5	5	5	5	4	6	5	4	2	1	0	0	0
Convenience Restaurant [7]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Convenience Store [8]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Department Store [9]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dwelling (Resident) [10]	Residential	46	46	31	30	30	29	28	27	26	26	24	24	27	31	39	40	39
Dwelling (Visitor) [11]	Residential (Visitor)	9	9	9	9	18	9	18	9	9	9	9	9	9	9	22	21	18
Education [12]	School	0	5	23	32	40	46	45	41	45	45	45	31	7	2	0	0	0
Factory/Industry [13]	Other	0	1	2	3	3	3	3	3	3	3	3	2	1	0	0	0	0
Gambling [14]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Gymnasium [15]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Health Clinic [16]	Professional	0	5	9	9	16	15	17	12	18	16	15	15	13	13	11	0	0
Hospital [17]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minor Sports and Rec [18]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Office [19]	Professional	0	21	83	177	181	208	202	202	202	197	187	141	62	8	0	0	0
Open Space [20]	Other	0	0	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Other [21]	Other	0	0	1	2	2	3	3	3	2	3	2	2	1	2	2	1	1
Parking Facilities [22]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Place of Assembly [23]	Other	2	2	9	12	15	16	15	11	12	15	11	9	8	8	9	8	2
Pub/Hotel/Tavern [24]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Restaurant [26]	Retail	0	3	3	6	8	11	14	28	19	14	11	22	55	55	33	33	22
Restricted Retail [27]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Retail [28]	Retail	4	4	4	10	32	39	38	40	40	36	35	32	30	24	21	20	4
School [29]	School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Service Station [30]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Supermarket [31]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trade Supplies [32]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
University/TAFE [33]	School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vacant [34]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Warehouse [35]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Commuter [36]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Future Office [37]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Future Residential (Visitor) [38]	Residential (Visitor)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Sub Totals	Split																	
Long Term (Professional)	90%	0	23	86	173	181	206	201	197	202	197	186	144	70	20	10	0	0
Short Term (Professional)	10%	0	3	10	19	20	23	22	22	22	22	21	16	8	2	1	0	0
Long Term (Retail)	20%	1	2	2	3	8	10	11	14	12	10	10	11	17	16	11	11	5
Short Term (Retail)	80%	3	6	6	13	33	41	43	55	48	41	38	44	69	64	43	42	21
Long Term (Residential)	100%	46	46	31	30	30	29	28	27	26	26	24	24	27	31	39	40	39
Short Term (Residential)	100%	9	9	9	9	18	9	18	9	9	9	9	9	9	9	22	21	18
Long Term (Other)	50%	1	2	7	10	12	12	12	10	10	12	10	8	6	5	6	5	2
Short Term (Other)	50%	1	2	7	10	12	12	12	10	10	12	10	8	6	5	6	5	2
Long Term (School)	25%	0	1	6	8	10	12	11	10	11	11	11	8	2	0	0	0	0
Short Term (School)	75%	0	3	17	24	30	35	33	31	33	33	34	23	6	1	0	0	0

Total Parking Supply	Total	1311	1273	1273	1311	1311	1311	1311	1311	1311	1311	1273	1273	1311	1311	1311	1311	1311
	85% of Total	1114	1082	1082	1114	1114	1114	1114	1114	1114	1114	1082	1082	1114	1114	1114	1114	1114
	Total Long Term	829	774	520	489	495	495	495	495	495	489	498	500	566	566	821	829	829
	All Other Spaces	482	499	753	822	816	816	816	816	816	822	775	773	745	745	490	482	482
Total Observed Demand	Total	111	166	280	478	636	672	682	687	682	664	579	492	389	264	220	184	152
	Total Long Term	55	65	54	188	319	336	342	343	342	321	277	216	154	88	117	100	80
	All Other Spaces	56	101	226	290	317	336	340	344	340	343	302	275	235	176	103	84	71
Total Predicted Demand	Total	62	97	181	300	355	388	393	384	386	374	353	296	219	155	139	124	87
	Long Term	48	74	132	224	241	268	263	257	262	257	241	195	121	73	66	55	46
	Short Term	14	23	49	76	114	120	129	127	124	118	112	101	97	82	73	69	41

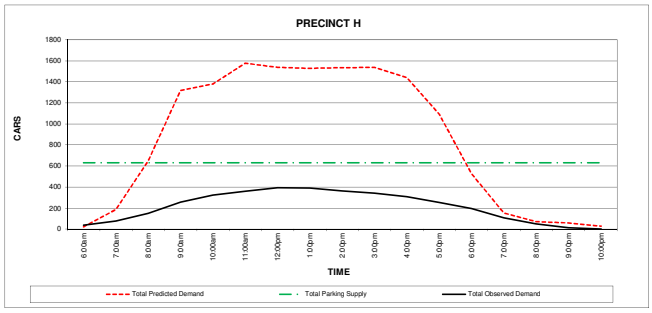


Model

Use	Restriction Type				Parking Demand													
					H													
		6:00am	7:00am	8:00am	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	10:00pm
Aged Care Facility [1]	Other	1	2	1	2	2	2	2	2	2	2	2	2	2	1	1	2	1
Bank [2]	Professional	0	2	8	18	21	21	19	19	20	20	21	14	3	1	0	0	0
Building Construction [3]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Car Sales [4]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Child Care [5]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Convenience Restaurant [7]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Convenience Store [8]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Department Store [9]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dwelling (Resident) [10]	Residential	7	7	5	4	4	4	4	4	4	4	4	4	4	5	6	6	6
Dwelling (Visitor) [11]	Residential (Visitor)	1	1	1	1	3	1	3	1	1	1	1	1	1	1	3	3	3
Education [12]	School	0	5	23	32	40	46	44	41	44	44	45	31	7	2	0	0	0
Factory/Industry [13]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Gambling [14]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Gymnasium [15]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Health Clinic [16]	Professional	0	3	7	7	11	11	13	9	13	12	11	11	9	9	8	0	0
Hospital [17]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minor Sports and Rec [18]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Office [19]	Professional	0	105	421	894	915	1052	1020	1020	1020	999	947	715	316	41	0	0	0
Open Space [20]	Other	0	2	6	9	11	11	12	11	11	12	10	8	7	8	7	6	6
Other [21]	Other	0	1	3	5	6	6	7	6	6	7	6	5	4	4	4	3	3
Parking Facilities [22]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Place of Assembly [23]	Other	0	0	2	3	4	4	4	3	3	4	3	2	2	2	2	2	0
Pub/Hotel/Tavern [24]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Restaurant [26]	Retail	0	1	1	1	2	2	3	6	4	3	2	5	12	12	7	7	5
Restricted Retail [27]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Retail [28]	Retail	5	5	5	12	40	48	48	49	50	45	44	40	37	30	26	25	5
School [29]	School	5	16	27	40	19	19	19	19	19	53	32	16	16	16	0	0	0
Service Station [30]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Supermarket [31]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trade Supplies [32]	Retail	1	4	7	10	14	17	20	17	17	18	16	15	8	6	4	4	0
University/TAFE [33]	School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vacant [34]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Warehouse [35]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Commuter [36]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Future Office [37]	Professional	0	33	132	281	287	330	320	320	320	314	297	224	99	13	0	0	0
Future Residential (Visitor) [38]	Residential (Visitor)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Sub Totals	Split																	
		21	186	649	1320	1378	1576	1537	1528	1535	1538	1440	1094	527	153	70	58	29
Long Term (Professional)	90%	0	129	511	1080	1111	1272	1215	1211	1217	1210	1147	868	385	59	7	0	0
Short Term (Professional)	10%	0	14	57	120	123	141	137	137	137	134	127	96	43	7	1	0	0
Long Term (Retail)	20%	1	2	1	5	11	14	14	14	14	13	13	12	11	10	8	7	2
Short Term (Retail)	80%	5	7	10	19	44	54	56	58	57	53	50	48	46	39	30	29	8
Long Term (Residential)	100%	7	7	5	4	4	4	4	4	4	4	4	4	4	5	6	6	6
Short Term (Residential)	100%	1	1	1	1	3	1	3	1	1	1	1	1	1	1	3	3	3
Long Term (Other)	50%	1	2	6	9	11	12	12	11	11	12	10	9	7	8	8	6	5
Short Term (Other)	50%	1	2	6	9	11	12	12	11	11	12	10	9	7	8	8	6	5
Long Term (School)	25%	1	5	12	18	15	16	16	15	16	24	19	12	6	4	0	0	0
Short Term (School)	75%	4	15	37	54	44	48	47	45	47	73	58	35	17	13	0	0	0

Total Parking Supply	Total	632	632	632	632	632	632	632	632	632	632	632	632	632	632	632	632	632
	85% of Total	537	537	537	537	537	537	537	537	537	537	537	537	537	537	537	537	537
	Total Long Term	99	92	92	64	64	64	64	64	64	64	64	64	99	99	99	99	99
	All Other Spaces	533	540	540	568	568	568	568	568	568	568	568	568	533	533	533	533	533
Total Observed Demand	Total	17	76	151	256	323	361	395	389	362	343	308	253	196	107	51	14	1
	Total Long Term	4	13	27	30	43	45	46	48	48	46	43	40	52	21	10	5	1
	All Other Spaces	33	63	124	226	280	316	349	341	314	297	265	213	144	86	41	9	0
Total Predicted Demand	Total	21	186	649	1320	1378	1576	1537	1528	1535	1538	1440	1094	527	153	70	58	29
	Long Term	10	145	537	1116	1152	1318	1281	1276	1282	1264	1193	904	413	85	28	20	13
	Short Term	11	41	112	204	226	257	256	252	254	274	247	190	114	68	42	39	16

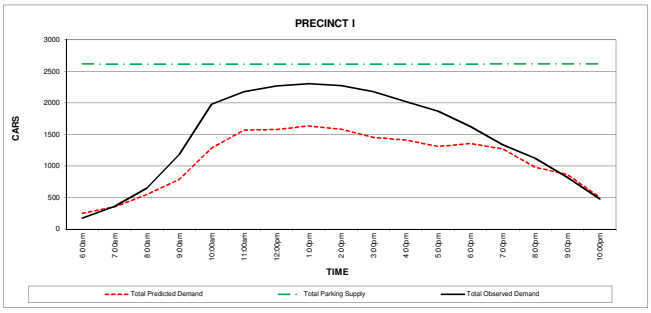


Model

Use	Restriction Type	Parking Demand																	
		1																	
		6:00am	7:00am	8:00am	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	10:00pm	
Aged Care Facility [1]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bank [2]	Professional	0	7	28	60	69	69	62	62	67	67	68	47	11	3	0	0	0	
Building Construction [3]	Other	0	0	1	1	1	1	1	1	1	1	1	1	0	0	0	0	0	
Car Sales [4]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Child Care [5]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Convenience Restaurant [7]	Retail	27	27	27	27	27	27	27	51	42	45	41	33	42	92	68	52	52	
Convenience Store [8]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Department Store [9]	Retail	0	0	6	14	23	27	27	28	28	25	25	23	18	17	15	14	0	
Dwelling (Resident) [10]	Residential	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Dwelling (Visitor) [11]	Residential (Visitor)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Education [12]	School	0	0	1	1	1	1	1	1	1	1	1	1	0	0	0	0	0	
Factory/Industry [13]	Other	0	1	2	2	3	2	3	3	3	3	3	2	1	0	0	0	0	
Gambling [14]	Retail	0	0	0	0	1	4	4	5	3	1	1	3	3	5	3	1	1	
Gymnasium [15]	Other	12	19	24	12	17	12	12	11	12	7	12	16	31	31	12	7	3	
Health Clinic [16]	Professional	0	13	27	27	45	43	51	36	53	46	43	43	38	37	33	0	0	
Hospital [17]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Minor Sports and Rec [18]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Office [19]	Professional	0	7	27	57	58	67	65	65	65	63	60	45	20	3	0	0	0	
Open Space [20]	Other	0	0	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Other [21]	Other	0	1	3	4	5	5	6	5	5	6	5	4	3	4	4	3	3	
Parking Facilities [22]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Place of Assembly [23]	Other	0	0	1	2	2	2	2	1	1	2	1	1	1	1	1	1	0	
Pub/Hotel/Tavern [24]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Restaurant [26]	Retail	0	17	17	33	50	67	84	167	117	84	67	134	334	334	201	201	134	
Restricted Retail [27]	Retail	1	3	3	11	23	28	27	28	29	26	25	23	19	17	15	14	3	
Retail [28]	Retail	56	56	56	140	448	543	538	555	560	504	493	448	420	342	297	280	56	
School [29]	School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Service Station [30]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Supermarket [31]	Retail	70	70	123	143	245	409	397	348	335	319	335	274	217	254	229	209	209	
Trade Supplies [32]	Retail	0	1	3	4	5	7	8	7	7	7	6	6	3	2	2	2	0	
University/TAFE [33]	School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Vacant [34]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Warehouse [35]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Commuter [36]	Other	74	123	196	238	243	245	245	245	243	235	216	196	184	115	81	61	25	
Future Office [37]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Future Residential (Visitor) [38]	Residential (Visitor)	9	9	9	9	18	9	18	9	9	9	9	9	9	9	22	21	18	

Sub Totals	Split																	
Long Term (Professional)	90%	0	24	71	129	155	161	160	147	167	159	154	122	62	38	30	0	0
Short Term (Professional)	10%	0	3	8	14	17	18	18	16	19	18	17	14	7	4	3	0	0
Long Term (Retail)	20%	31	35	47	74	164	222	222	239	224	202	199	189	211	213	166	154	91
Short Term (Retail)	80%	123	139	187	298	658	890	889	957	897	809	795	755	845	852	663	618	364
Long Term (Residential)	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Short Term (Residential)	100%	9	9	9	9	18	9	18	9	9	9	9	9	9	9	22	21	18
Long Term (Other)	50%	43	72	113	130	136	135	135	134	133	127	119	110	110	76	49	36	16
Short Term (Other)	50%	43	72	113	130	136	135	135	134	133	127	119	110	110	76	49	36	16
Long Term (School)	25%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Short Term (School)	75%	0	0	0	1	1	1	1	1	1	1	1	1	0	0	0	0	0

Total Parking Supply	Total	2618	2613	2613	2613	2613	2613	2613	2613	2613	2613	2613	2613	2613	2618	2618	2618	2618
	85% of Total	2225	2221	2221	2221	2221	2221	2221	2221	2221	2221	2221	2221	2221	2225	2225	2225	2225
	Total Long Term	2385	2379	2374	2286	2286	2286	2286	2286	2286	2286	2286	2286	2370	2381	2385	2385	2385
	All Other Spaces	233	234	239	327	327	327	327	327	327	327	327	327	243	237	233	233	233
Total Observed Demand	Total	172	362	643	1182	1982	2378	2267	2101	2273	2178	2021	1868	1624	1335	1121	817	476
	Total Long Term	148	315	583	1059	1799	1975	2062	2094	2048	1957	1821	1673	1472	1216	1023	738	420
	All Other Spaces	24	47	70	123	183	203	205	209	225	221	200	195	152	119	98	79	56
Total Predicted Demand	Total	250	354	552	786	1284	1570	1577	1637	1583	1454	1413	1308	1355	1268	983	866	504
	Long Term	74	131	233	334	455	519	537	520	524	489	472	421	384	327	245	191	107
	Short Term	176	223	318	452	829	1052	1060	1117	1058	964	941	888	971	941	738	675	397

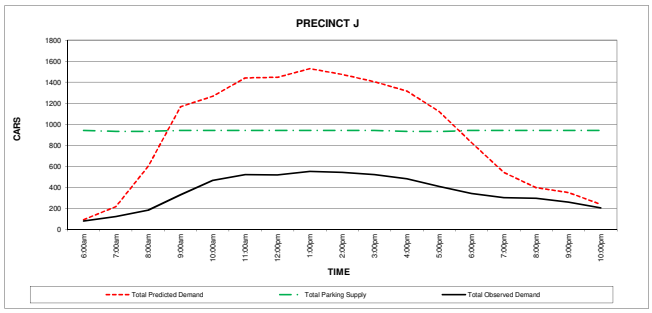


Model

Use	Restriction Type				Parking Demand														
		J																	
		6:00am	7:00am	8:00am	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	10:00pm
Aged Care Facility [1]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bank [2]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Building Construction [3]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Car Sales [4]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Child Care [5]	Professional	0	0	2	3	3	3	3	3	3	3	3	2	1	1	0	0	0
Convenience Restaurant [7]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Convenience Store [8]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Department Store [9]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dwelling (Resident) [10]	Residential	39	39	26	25	25	25	24	22	22	22	21	21	22	26	33	33	33
Dwelling (Visitor) [11]	Residential (Visitor)	8	8	8	8	15	8	15	8	8	8	8	8	8	8	19	18	15
Education [12]	School	0	1	1	5	6	6	6	6	6	6	6	4	1	0	0	0	0
Factory/Industry [13]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Gambling [14]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Gymnasium [15]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Health Clinic [16]	Professional	0	2	4	4	6	6	7	5	7	6	6	6	5	5	5	0	0
Hospital [17]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minor Sports and Rec [18]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Office [19]	Professional	0	84	335	712	729	838	813	813	813	796	754	570	251	34	0	0	0
Open Space [20]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other [21]	Other	0	0	1	2	2	3	3	3	3	3	2	2	2	2	2	1	1
Parking Facilities [22]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Place of Assembly [23]	Other	7	7	39	52	63	67	65	46	50	64	47	39	34	34	38	34	7
Pub/Hotel/Tavern [24]	Other	0	0	3	6	11	20	29	40	29	20	29	40	46	46	57	40	34
Restaurant [26]	Retail	0	17	17	33	50	67	83	167	117	83	67	133	333	333	200	200	133
Restricted Retail [27]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Retail [28]	Retail	2	2	2	6	19	23	23	23	24	21	21	19	18	14	13	12	2
School [29]	School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Service Station [30]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Supermarket [31]	Retail	1	1	2	3	5	8	8	7	6	6	6	5	4	5	4	4	4
Trade Supplies [32]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
University/TAFE [33]	School	35	35	69	122	139	148	156	174	174	156	148	122	35	26	26	9	9
Vacant [34]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Warehouse [35]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Commuter [36]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Future Office [37]	Professional	0	22	88	187	191	220	213	213	213	209	198	150	66	9	0	0	0
Future Residential (Visitor) [38]	Residential (Visitor)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Sub Totals	Split																	
		92	217	600	1167	1265	1440	1448	1528	1473	1405	1315	1120	827	543	396	351	239
Long Term (Professional)	90%	0	97	386	816	816	960	912	910	912	911	865	655	292	43	4	0	0
Short Term (Professional)	10%	0	11	43	91	91	107	104	101	104	101	96	73	32	5	0	0	0
Long Term (Retail)	20%	1	4	4	8	15	20	23	39	29	22	19	32	71	71	43	43	28
Short Term (Retail)	80%	3	16	17	34	59	78	91	157	117	89	75	126	284	282	174	173	112
Long Term (Residential)	100%	39	39	26	25	25	25	24	22	22	22	21	21	22	26	33	33	33
Short Term (Residential)	100%	8	8	8	8	15	8	15	8	8	8	8	8	8	8	19	18	15
Long Term (Other)	50%	3	4	22	30	39	45	48	44	40	44	39	40	41	41	49	38	21
Short Term (Other)	50%	3	4	22	30	39	45	48	44	40	44	39	40	41	41	49	38	21
Long Term (School)	25%	9	9	18	32	36	39	41	45	45	41	38	31	9	7	7	2	2
Short Term (School)	75%	26	27	54	95	108	116	122	135	135	122	115	94	27	20	20	7	7

Total Parking Supply	Total	942	932	932	942	942	942	942	942	942	942	932	932	942	942	942	942	942
	85% of Total	801	792	792	801	801	801	801	801	801	801	792	792	801	801	801	801	801
	Total Long Term	682	626	385	397	397	397	397	397	397	397	397	309	435	435	642	648	682
	All Other Spaces	260	306	547	635	635	635	635	635	635	635	625	623	507	507	300	294	260
Total Observed Demand	Total	80	124	185	329	467	522	518	553	544	521	481	408	341	303	296	259	205
	Total Long Term	75	113	100	170	237	251	256	257	260	242	231	181	184	171	239	225	196
	All Other Spaces	5	11	85	159	230	271	262	296	284	279	250	227	157	132	57	34	9
Total Predicted Demand	Total	92	217	600	1167	1265	1440	1448	1528	1473	1405	1315	1120	827	543	396	351	239
	Long Term	52	152	456	911	951	1088	1067	1081	1069	1041	982	779	435	188	135	116	84
	Short Term	40	65	144	257	314	353	380	447	404	363	333	341	392	355	261	235	155

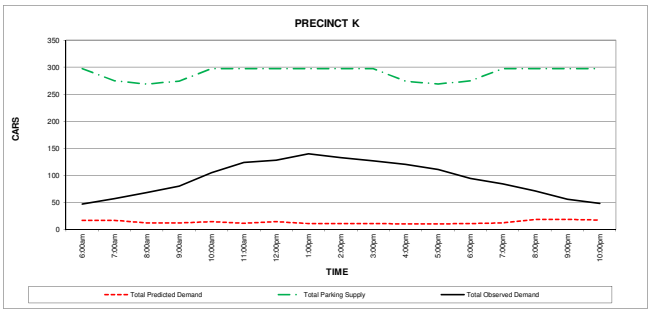


Model

Use	Restriction Type	Parking Demand																
		K																
		6:00am	7:00am	8:00am	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	10:00pm
Aged Care Facility [1]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bank [2]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Building Construction [3]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Car Sales [4]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Child Care [5]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Convenience Restaurant [7]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Convenience Store [8]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Department Store [9]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dwelling (Resident) [10]	Residential	14	14	9	9	9	9	9	8	8	8	7	7	8	9	12	12	12
Dwelling (Visitor) [11]	Residential (Visitor)	3	3	3	3	6	3	6	3	3	3	3	3	3	3	7	6	6
Education [12]	School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Factory/Industry [13]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Gambling [14]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Gymnasium [15]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Health Clinic [16]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hospital [17]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minor Sports and Rec [18]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Office [19]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Open Space [20]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other [21]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Parking Facilities [22]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Place of Assembly [23]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pub/Hotel/Tavern [24]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Restaurant [26]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Restricted Retail [27]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Retail [28]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
School [29]	School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Service Station [30]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Supermarket [31]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trade Supplies [32]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
University/TAFE [33]	School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vacant [34]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Warehouse [35]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Commuter [36]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Future Office [37]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Future Residential (Visitor) [38]	Residential (Visitor)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Sub Totals	Split																	
Long Term (Professional)	90%	17	17	12	12	15	12	14	11	11	11	10	10	11	12	19	18	17
Short Term (Professional)	10%	0	0	0	0	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	0	0	0	0
Short Term (Retail)	80%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Long Term (Residential)	100%	14	14	9	9	9	9	9	8	8	8	7	7	8	9	12	12	12
Short Term (Residential)	100%	3	3	3	3	6	3	6	3	3	3	3	3	3	3	7	6	6
Long Term (Other)	50%	0	0	0	0	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	0	0	0	0
Long Term (School)	25%	0	0	0	0	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	0	0	0	0

Total Parking Supply	Total	297	275	269	274	297	297	297	297	297	297	274	269	275	297	297	297	297
	85% of Total	252	234	229	233	252	252	252	252	252	252	233	229	234	252	252	252	252
	Total Long Term	229	207	6	6	23	23	23	23	23	23	6	6	12	34	229	229	229
	All Other Spaces	68	68	263	268	274	274	274	274	274	274	268	263	263	263	68	68	68
Total Observed Demand	Total	47	57	68	80	105	124	128	140	133	127	120	111	94	84	71	56	48
	Total Long Term	44	48	2	2	2	3	3	3	3	3	3	3	3	2	61	47	43
	All Other Spaces	3	9	66	78	103	121	125	137	130	124	117	108	91	82	10	9	5
Total Predicted Demand	Total	17	17	12	12	15	12	14	11	11	11	10	10	11	12	19	18	17
	Long Term	14	14	9	9	9	9	9	8	8	8	7	7	8	9	12	12	12
	Short Term	3	3	3	3	6	3	6	3	3	3	3	3	3	3	7	6	6

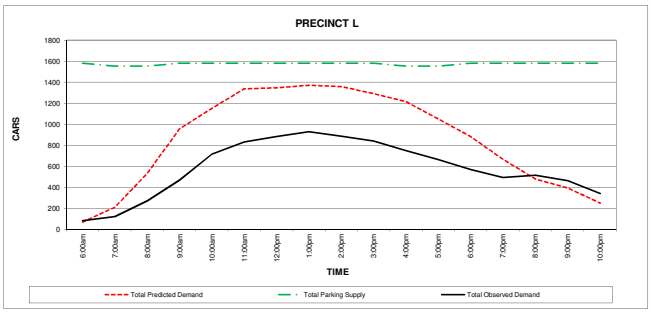


Model

Use	Restriction Type				Parking Demand													
										L								
		6:00am	7:00am	8:00am	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	10:00pm
Aged Care Facility [1]	Other	0	0	0	1	1	1	1	1	1	1	0	0	0	0	0	0	0
Bank [2]	Professional	0	1	5	11	12	12	11	11	12	12	12	8	2	0	0	0	0
Building Construction [3]	Other	1	2	4	6	6	6	6	6	6	6	6	4	2	1	1	0	0
Car Sales [4]	Retail	0	4	4	5	6	6	5	6	5	5	6	5	5	1	0	0	0
Child Care [5]	Professional	0	0	2	3	2	2	2	2	2	3	2	2	1	1	0	0	0
Convenience Restaurant [7]	Retail	2	2	2	2	2	2	2	4	1	1	1	2	1	6	5	1	1
Convenience Store [8]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Department Store [9]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dwelling (Resident) [10]	Residential	25	25	17	16	16	16	15	14	14	14	13	13	14	17	21	21	21
Dwelling (Visitor) [11]	Residential (Visitor)	5	5	5	5	10	5	10	5	5	5	5	5	5	5	12	11	10
Education [12]	School	0	5	27	37	47	54	52	48	52	52	52	36	9	2	0	0	0
Factory/Industry [13]	Other	1	2	5	7	8	8	9	8	8	8	8	5	2	1	1	0	0
Gambling [14]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Gymnasium [15]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Health Clinic [16]	Professional	0	29	58	58	99	94	110	79	116	101	94	93	82	80	72	0	0
Hospital [17]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minor Sports and Rec [18]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Office [19]	Professional	0	60	240	511	523	601	583	583	583	571	541	409	180	24	0	0	0
Open Space [20]	Other	0	0	0	1	1	1	1	1	1	1	1	1	0	0	0	0	0
Other [21]	Other	0	1	4	7	8	8	9	8	8	9	8	6	5	6	5	4	4
Parking Facilities [22]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Place of Assembly [23]	Other	4	4	23	31	38	40	39	27	30	39	28	23	20	20	23	20	4
Pub/Hotel/Tavern [24]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Restaurant [26]	Retail	0	17	17	34	51	68	85	170	119	85	68	136	339	339	203	203	136
Restricted Retail [27]	Retail	1	2	2	5	11	14	14	14	14	13	13	11	9	9	8	7	2
Retail [28]	Retail	12	12	12	29	94	114	113	116	117	105	103	94	88	71	62	59	12
School [29]	School	0	1	2	3	2	2	2	2	2	5	3	1	1	1	0	0	0
Service Station [30]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Supermarket [31]	Retail	20	20	35	41	70	116	113	99	95	91	95	78	62	72	65	59	59
Trade Supplies [32]	Retail	0	1	2	3	4	5	6	5	5	5	5	5	2	2	1	1	0
University/TAFE [33]	School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vacant [34]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Warehouse [35]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Commuter [36]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Future Office [37]	Professional	0	17	66	140	144	165	160	160	160	157	149	112	50	7	0	0	0
Future Residential (Visitor) [38]	Residential (Visitor)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Sub Totals	Split																	
Long Term (Professional)	90%	0	96	314	650	702	787	780	752	786	759	718	462	284	101	65	0	0
Short Term (Professional)	10%	0	11	37	72	78	87	87	84	87	84	80	62	32	11	7	0	0
Long Term (Retail)	20%	7	11	15	24	47	65	67	83	72	62	58	66	102	100	69	67	42
Short Term (Retail)	80%	27	46	59	95	190	259	269	331	287	246	234	265	406	401	275	267	169
Long Term (Residential)	100%	25	25	17	16	16	16	15	14	14	14	13	13	14	17	21	21	21
Short Term (Residential)	100%	5	5	5	5	10	5	10	5	5	5	5	5	5	5	12	11	10
Long Term (Other)	50%	3	5	18	26	31	32	32	26	27	32	26	20	15	14	15	13	5
Short Term (Other)	50%	3	5	18	26	31	32	32	26	27	32	26	20	15	14	15	13	5
Long Term (School)	25%	0	2	7	10	12	14	13	12	13	14	14	9	2	1	0	0	0
Short Term (School)	75%	0	5	22	31	36	41	40	37	40	42	41	28	7	3	0	0	0

Total Parking Supply	Total	1579	1554	1554	1579	1579	1579	1579	1579	1579	1579	1554	1554	1579	1579	1579	1579	1579
	85% of Total	1342	1321	1321	1342	1342	1342	1342	1342	1342	1342	1321	1321	1342	1342	1342	1342	1342
	Total Long Term	774	746	678	514	514	514	514	514	514	514	512	567	685	705	771	771	771
	All Other Spaces	805	808	876	1065	1065	1065	1065	1065	1065	1065	1042	987	894	874	808	808	808
Total Observed Demand	Total	83	122	271	471	716	833	884	928	885	842	749	664	570	494	516	464	341
	Total Long Term	42	65	76	111	195	241	276	302	294	283	269	250	241	272	357	322	235
	All Other Spaces	41	57	195	360	521	592	608	626	591	559	480	414	329	222	159	142	106
Total Predicted Demand	Total	71	210	512	955	1152	1338	1346	1369	1358	1290	1215	1050	882	666	480	392	252
	Long Term	35	139	391	726	808	913	908	887	912	880	829	670	417	233	170	101	68
	Short Term	36	71	141	229	345	425	438	482	447	410	386	380	465	434	310	291	184

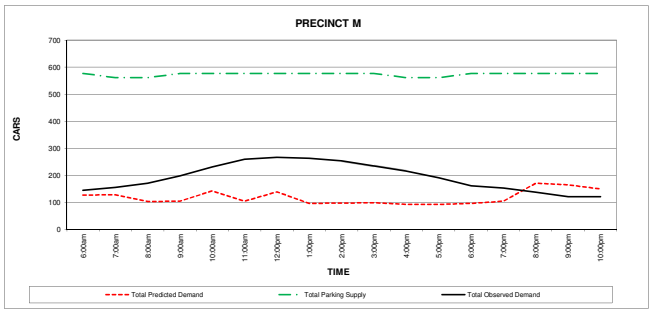


Model

Use	Restriction Type	Parking Demand																
		M																
		6:00am	7:00am	8:00am	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	10:00pm
Aged Care Facility [1]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bank [2]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Building Construction [3]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Car Sales [4]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Child Care [5]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Convenience Restaurant [7]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Convenience Store [8]	Retail	1	2	3	6	6	5	6	4	6	7	5	5	5	4	4	3	0
Department Store [9]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dwelling (Resident) [10]	Residential	90	90	61	58	58	57	55	52	51	50	48	48	52	61	75	77	76
Dwelling (Visitor) [11]	Residential (Visitor)	18	18	18	18	36	18	36	18	18	18	18	18	18	18	44	42	36
Education [12]	School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Factory/Industry [13]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Gambling [14]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Gymnasium [15]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Health Clinic [16]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hospital [17]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minor Sports and Rec [18]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Office [19]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Open Space [20]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other [21]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Parking Facilities [22]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Place of Assembly [23]	Other	1	1	3	4	5	5	5	4	4	5	4	3	3	3	3	3	1
Pub/Hotel/Tavern [24]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Restaurant [26]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Restricted Retail [27]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Retail [28]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
School [29]	School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Service Station [30]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Supermarket [31]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trade Supplies [32]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
University/TAFE [33]	School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vacant [34]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Warehouse [35]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Commuter [36]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Future Office [37]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Future Residential (Visitor) [38]	Residential (Visitor)	18	18	18	18	37	18	37	18	18	18	18	18	18	18	45	43	37

Sub Totals	Split																	
Long Term (Professional)	90%	127	128	104	105	142	104	139	96	97	98	93	92	96	105	171	165	150
Short Term (Professional)	10%	0	0	0	0	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	0	0	0	0
Short Term (Retail)	80%	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	0	0
Long Term (Residential)	100%	90	90	61	58	58	57	55	52	51	50	48	48	52	61	75	77	76
Short Term (Residential)	100%	36	36	36	36	71	36	71	36	36	36	36	36	36	36	89	84	71
Long Term (Other)	50%	0	0	2	2	2	3	3	2	2	3	2	2	1	1	1	1	0
Short Term (Other)	50%	0	0	2	2	2	3	3	2	2	3	2	2	1	1	1	1	0
Long Term (School)	25%	0	0	0	0	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	0	0	0	0

Total Parking Supply	Total	577	561	561	577	577	577	577	577	577	577	561	561	577	577	577	577	577
	85% of Total	490	477	477	490	490	490	490	490	490	490	477	477	490	490	490	490	490
	Total Long Term	543	518	214	225	225	225	225	225	225	225	210	210	235	235	539	543	543
	All Other Spaces	34	43	347	352	352	352	352	352	352	352	351	351	342	342	38	34	34
Total Observed Demand	Total	145	155	171	198	211	259	267	263	254	235	216	192	161	153	138	121	121
	Total Long Term	145	147	77	98	119	134	138	136	133	124	111	95	83	68	135	120	121
	All Other Spaces	0	8	94	100	112	125	129	127	121	111	105	96	78	85	3	1	0
Total Predicted Demand	Total	127	128	104	105	142	104	139	96	97	98	93	92	96	105	171	165	150
	Long Term	90	90	63	62	62	61	58	55	54	54	50	50	54	63	78	79	77
	Short Term	37	38	41	43	80	43	80	42	43	44	42	42	41	41	94	86	73

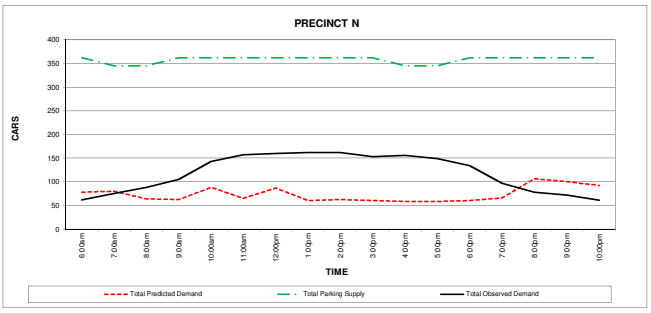


Model

Use	Restriction Type	N																
		6:00am	7:00am	8:00am	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	10:00pm
Aged Care Facility [1]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bank [2]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Building Construction [3]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Car Sales [4]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Child Care [5]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Convenience Restaurant [7]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Convenience Store [8]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Department Store [9]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dwelling (Resident) [10]	Residential	56	56	38	36	36	36	34	32	32	31	29	29	32	38	47	48	47
Dwelling (Visitor) [11]	Residential (Visitor)	11	11	11	11	22	11	22	11	11	11	11	11	11	11	27	26	22
Education [12]	School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Factory/Industry [13]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Gambling [14]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Gymnasium [15]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Health Clinic [16]	Professional	0	2	3	3	6	6	6	5	7	6	6	5	5	5	4	0	0
Hospital [17]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minor Sports and Rec [18]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Office [19]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Open Space [20]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other [21]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Parking Facilities [22]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Place of Assembly [23]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pub/Hotel/Tavern [24]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Restaurant [26]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Restricted Retail [27]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Retail [28]	Retail	0	0	0	0	1	1	1	1	1	1	1	1	1	1	1	1	0
School [29]	School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Service Station [30]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Supermarket [31]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trade Supplies [32]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
University/TAFE [33]	School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vacant [34]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Warehouse [35]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Commuter [36]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Future Office [37]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Future Residential (Visitor) [38]	Residential (Visitor)	11	11	11	11	23	11	23	11	11	11	11	11	11	11	28	26	23

Sub Totals	Split																	
Long Term (Professional)	90%	0	2	1	1	5	5	6	4	6	5	5	5	4	4	4	0	0
Short Term (Professional)	10%	0	0	0	0	1	1	1	0	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	0	0	0	0
Short Term (Retail)	80%	0	0	0	0	1	1	1	1	1	1	1	1	1	1	1	1	0
Long Term (Residential)	100%	56	56	38	36	36	36	34	32	32	31	29	29	32	38	47	48	47
Short Term (Residential)	100%	22	22	22	22	45	22	45	22	22	22	22	22	22	22	55	52	45
Long Term (Other)	50%	0	0	0	0	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	0	0	0	0
Long Term (School)	25%	0	0	0	0	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	0	0	0	0

Total Parking Supply	Total	362	345	345	362	362	362	362	362	362	362	345	345	362	362	362	362	362
	84% of Total	308	293	293	308	308	308	308	308	308	308	293	293	308	308	308	308	308
	Total Long Term	305	289	158	173	173	173	173	173	173	173	158	158	178	178	305	305	305
	All Other Spaces	57	56	187	189	189	189	189	189	189	189	187	187	184	184	57	57	57
Total Observed Demand	Total	62	75	88	105	143	157	160	162	162	153	156	149	134	97	78	72	61
	Total Long Term	62	70	53	67	97	105	111	109	108	100	98	94	85	55	70	63	56
	All Other Spaces	0	5	35	38	46	52	49	53	54	53	58	55	49	42	8	9	5
Total Predicted Demand	Total	78	80	64	62	88	65	86	61	62	61	59	58	60	66	106	100	92
	Long Term	56	57	41	39	42	41	40	37	38	37	35	35	37	42	51	48	47
	Short Term	23	23	23	23	46	24	47	24	24	24	24	24	24	24	56	53	45



Appendix I

Future Car Parking Model – Option 2

GTAconsultants

Car Parking Rates

Use	Unit (spaces per)	Size Parking Rate
Aged Care Facility [1]	sqm	0.003
Bank [2]	sqm	0.02
Building Construction [3]	sqm	0.01
Car Sales [4]	sqm	0.01
Child Care [5]	sqm	0.01
Convenience Restaurant [6]	sqm	0.07
Convenience Store [7]	sqm	0.05
Department Store [8]	sqm	0.028
Dwelling (Resident) [9]	dwelling	0.15
Dwelling (Visitor) [10]	dwelling	0.12
Education [11]	sqm	0.02
Factory/Industry [12]	sqm	0.01
Gambling [13]	sqm	0.03
Gymnasium [14]	sqm	0.075
Health Clinic [15]	sqm	0.02
Hospital [16]	sqm	0.045
Minor Sports and Rec [17]	sqm	0.01
Office [18]	sqm	0.03
Open Space [19]	sqm	0.005
Other [20]	sqm	0.005
Parking Facilities [21]	sqm	0
Place of Assembly [22]	sqm	0.015
Pub/Hotel/Tavern [23]	sqm	0.1
Restaurant [24]	sqm	0.098
Restricted Retail [25]	sqm	0.015
Retail [26]	sqm	0.025
School [27]	sqm	0.01
Service Station [28]	sqm	0
Supermarket [29]	sqm	0.05
Trade Supplies [30]	sqm	0.015
University/TAFE [31]	sqm	0.03
Vacant [32]	sqm	0
Warehouse [33]	sqm	0.003
Commuter [34]	spaces	0.5
Future Office [37]	sqm	0.02
Future Residential (Visitor) [38]	dwelling	0.12

Temporal Profiles

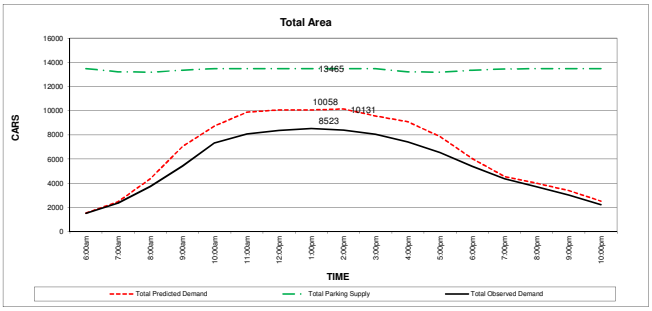
Use	Unit	Overall																
		6:00am	7:00am	8:00am	9:00am	10:00am	11:00am	12:00pm	1:00pm	2:00pm	3:00pm	4:00pm	5:00pm	6:00pm	7:00pm	8:00pm	9:00pm	10:00pm
Aged Care Facility [1]	%	56%	67%	62%	76%	96%	95%	100%	81%	74%	85%	67%	69%	68%	60%	50%	70%	62%
Bank [2]	%	0%	10%	40%	87%	99%	100%	90%	90%	97%	97%	98%	68%	16%	4%	0%	0%	0%
Building Construction [3]	%	10%	25%	57%	85%	94%	90%	100%	98%	97%	97%	97%	60%	25%	10%	10%	5%	0%
Car Sales [4]	%	0%	70%	73%	84%	98%	98%	93%	100%	97%	95%	99%	93%	84%	25%	0%	0%	0%
Child Care [5]	%	4%	4%	60%	100%	83%	80%	75%	75%	73%	96%	83%	72%	39%	20%	0%	0%	0%
Convenience Restaurant [7]	%	29%	29%	29%	29%	29%	29%	29%	64%	46%	49%	44%	36%	46%	100%	74%	56%	56%
Convenience Store [8]	%	10%	25%	50%	91%	97%	81%	95%	68%	87%	100%	81%	80%	71%	69%	62%	10%	5%
Department Store [9]	%	0%	0%	20%	50%	80%	97%	96%	99%	100%	90%	88%	80%	63%	61%	53%	50%	0%
Dwelling (Resident) [10]	%	100%	100%	68%	65%	65%	64%	61%	58%	57%	56%	53%	53%	58%	68%	84%	86%	85%
Dwelling (Visitor) [11]	%	25%	25%	25%	25%	50%	25%	50%	25%	25%	25%	25%	25%	25%	25%	61%	58%	50%
Education [12]	%	0%	10%	50%	70%	87%	100%	97%	90%	97%	97%	98%	68%	16%	4%	0%	0%	0%
Factory/Industry [13]	%	10%	25%	57%	85%	94%	90%	100%	98%	97%	97%	97%	60%	25%	10%	10%	5%	0%
Gambling [14]	%	0%	0%	0%	0%	10%	75%	75%	100%	50%	25%	25%	50%	50%	100%	50%	25%	25%
Gymnasium [15]	%	40%	62%	78%	40%	55%	39%	37%	34%	39%	23%	37%	51%	100%	100%	38%	22%	10%
Health Clinic [16]	%	0%	25%	50%	50%	85%	81%	95%	68%	100%	87%	81%	80%	71%	69%	62%	0%	0%
Hospital [17]	%	30%	40%	45%	50%	75%	90%	90%	90%	100%	90%	85%	75%	52%	38%	38%	38%	38%
Minor Sports and Rec [18]	%	20%	33%	51%	77%	97%	51%	41%	41%	44%	40%	62%	55%	100%	100%	37%	20%	20%
Office [19]	%	0%	10%	40%	85%	87%	100%	97%	97%	97%	95%	90%	68%	30%	4%	0%	0%	0%
Open Space [20]	%	0%	11%	37%	57%	70%	74%	77%	73%	72%	77%	68%	55%	43%	49%	48%	38%	37%
Other [21]	%	0%	11%	37%	57%	70%	74%	77%	73%	72%	77%	68%	55%	43%	49%	48%	38%	37%
Parking Facilities [22]	%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Place of Assembly [23]	%	10%	10%	58%	78%	94%	100%	97%	68%	74%	96%	70%	58%	51%	51%	57%	51%	10%
Pub/Hotel/Tavern [24]	%	0%	0%	5%	10%	20%	35%	50%	70%	50%	35%	50%	70%	80%	80%	100%	70%	60%
Restaurant [26]	%	0%	5%	5%	10%	15%	20%	25%	50%	35%	25%	20%	40%	100%	100%	60%	60%	40%
Restricted Retail [27]	%	5%	12%	12%	37%	80%	97%	96%	99%	100%	90%	88%	80%	65%	61%	53%	50%	12%
Retail [28]	%	10%	10%	10%	25%	80%	97%	96%	99%	100%	90%	88%	80%	75%	61%	53%	50%	10%
School [29]	%	10%	30%	50%	75%	35%	35%	35%	35%	35%	100%	60%	30%	30%	30%	0%	0%	0%
Service Station [30]	%	10%	25%	50%	91%	97%	81%	95%	68%	87%	100%	81%	80%	71%	69%	62%	10%	5%
Supermarket [31]	%	17%	17%	30%	35%	60%	100%	97%	85%	82%	78%	82%	67%	53%	62%	56%	51%	51%
Trade Supplies [32]	%	5%	18%	33%	49%	65%	81%	93%	79%	80%	87%	78%	72%	39%	30%	20%	20%	0%
University/TAFE [33]	%	8%	8%	16%	28%	32%	34%	36%	40%	40%	36%	34%	28%	8%	6%	6%	2%	2%
Vacant [34]	%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Warehouse [35]	%	10%	10%	57%	85%	91%	90%	100%	98%	97%	97%	97%	60%	25%	10%	5%	0%	0%
Commuter [36]	%	30%	50%	80%	97%	99%	100%	100%	100%	99%	96%	88%	80%	75%	47%	33%	25%	10%
Future Office [37]	%	0%	10%	40%	85%	87%	100%	97%	97%	97%	95%	90%	68%	30%	4%	0%	0%	0%
Future Residential (Visitor) [38]	%	25%	25%	25%	25%	50%	25%	50%	25%	25%	25%	25%	25%	25%	25%	61%	58%	50%

Model

Use	Restriction Type	Parking Demand																
		Total Area																
		6:00am	7:00am	8:00am	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	10:00pm
Aged Care Facility [1]	Other	6	8	7	9	11	11	11	9	8	10	8	8	8	7	6	8	7
Bank [2]	Professional	0	10	41	90	102	103	93	93	100	100	101	70	16	4	0	0	0
Building Construction [3]	Other	1	3	6	9	10	9	10	10	10	10	10	6	3	1	1	1	0
Car Sales [4]	Retail	0	14	15	17	20	20	19	21	20	20	20	19	17	5	0	0	0
Child Care [5]	Professional	1	1	9	15	12	12	11	11	11	14	12	11	6	3	0	0	0
Convenience Restaurant [7]	Retail	31	31	31	31	31	31	31	68	49	63	47	38	49	106	79	60	60
Convenience Store [8]	Retail	1	2	3	6	6	5	6	4	6	7	5	5	5	4	4	1	0
Department Store [9]	Retail	0	0	21	54	86	104	103	106	107	97	94	86	68	65	57	54	0
Dwelling (Resident) [10]	Residential	514	514	349	334	334	329	313	298	293	288	272	272	298	349	431	442	437
Dwelling (Visitor) [11]	Residential (Visitor)	103	103	103	103	205	103	205	103	103	103	103	103	103	103	251	238	205
Education [12]	School	0	17	83	116	144	165	160	149	160	160	162	112	26	7	0	0	0
Factory/Industry [13]	Other	4	11	25	38	42	40	45	44	43	43	43	27	11	4	4	2	0
Gambling [14]	Retail	0	0	0	0	1	4	4	5	3	1	1	3	3	5	3	1	1
Gymnasium [15]	Other	12	19	24	12	17	12	12	11	12	7	12	16	31	31	12	7	3
Health Clinic [16]	Professional	0	142	285	285	484	461	541	387	569	495	461	455	404	393	353	0	0
Hospital [17]	Professional	428	557	627	696	1044	1253	1253	1253	1392	1253	1184	1044	724	529	529	529	529
Minor Sports and Rec [18]	Other	1	2	3	4	5	3	2	2	2	2	3	3	6	6	2	1	1
Office [19]	Professional	0	319	1275	2710	2774	3188	3093	3093	3093	3029	2869	2168	0	0	0	0	0
Open Space [20]	Other	0	3	10	15	18	19	20	19	19	20	18	14	11	13	12	10	10
Other [21]	Other	0	4	14	21	26	28	29	27	27	29	25	21	16	18	18	14	14
Parking Facilities [22]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Place of Assembly [23]	Other	18	18	104	140	169	180	174	122	133	173	126	104	92	92	102	92	18
Pub/Hotel/Tavern [24]	Other	0	0	15	31	62	108	155	216	155	108	155	216	247	247	309	216	185
Restaurant [26]	Retail	0	60	60	121	181	241	301	603	422	301	241	482	1206	1206	723	723	482
Restricted Retail [27]	Retail	2	5	5	16	34	42	41	43	43	39	38	34	28	26	23	21	5
Retail [28]	Retail	85	85	85	213	683	828	819	845	853	768	751	683	640	521	452	427	85
School [29]	School	6	17	29	43	20	20	20	20	20	58	35	17	17	17	0	0	0
Service Station [30]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Supermarket [31]	Retail	93	93	164	191	328	547	531	465	449	427	449	367	290	339	306	279	279
Trade Supplies [32]	Retail	2	6	12	17	23	29	33	28	29	31	28	26	14	11	7	7	0
University/TAFE [33]	School	85	85	171	299	341	363	384	427	427	384	363	299	85	64	64	21	21
Vacant [34]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Warehouse [35]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Commuter [36]	Other	74	123	196	238	243	245	245	245	243	235	216	196	184	115	81	61	25
Future Office [37]	Professional	0	130	520	1105	1131	1300	1261	1261	1261	1235	1170	884	390	52	0	0	0
Future Residential (Visitor) [38]	Residential (Visitor)	71	71	71	71	141	71	141	71	71	71	71	71	71	71	172	164	141

Sub Totals	Split																	
Long Term (Professional)	90%	1527	2452	4363	7048	8729	9873	10067	10058	10131	9568	9091	7860	6024	4542	4002	3379	2509
Short Term (Professional)	10%	176	1041	2481	4410	4992	5685	5626	5588	5781	5514	5217	4169	2247	998	794	476	476
Long Term (Retail)	20%	42	116	276	490	555	632	625	610	643	613	580	463	250	111	88	53	53
Short Term (Retail)	80%	43	59	79	133	279	370	378	438	396	348	335	349	464	458	331	335	183
Long Term (Residential)	100%	171	238	318	533	1114	1481	1511	1750	1584	1394	1340	1394	1855	1831	1323	1258	730
Short Term (Residential)	100%	514	514	349	334	334	329	313	298	293	288	272	272	298	349	431	442	437
Long Term (Other)	50%	171	171	171	171	346	171	346	171	171	171	171	171	171	171	423	402	346
Short Term (Other)	50%	58	95	202	258	301	327	351	353	326	318	307	306	304	267	274	206	131
Long Term (School)	25%	58	95	202	258	301	327	351	353	326	318	307	306	304	267	274	206	131
Short Term (School)	75%	23	30	71	115	126	137	141	149	152	151	140	107	32	22	16	5	5
		68	89	212	344	379	411	424	447	456	452	420	321	97	66	48	16	16

Total Parking Supply	Total	13481	13207	13191	13345	13465	13465	13465	13465	13465	13465	13202	13183	13343	13457	13467	13467	13467
	85% of Total	11459	11226	11212	11343	11445	11445	11445	11445	11445	11445	11222	11206	11342	11438	11447	11447	11447
	Total Long Term	8955	8593	6643	5947	6046	6046	6046	6046	6046	6040	5925	5986	6910	7055	8712	8904	8938
	All Other Spaces	4526	4614	6538	7398	7419	7419	7419	7419	7419	7425	7277	7197	6433	6402	4735	4563	4529
Total Observed Demand	Total	1507	2369	3719	5424	7329	8071	8155	8521	8404	8052	7407	6443	5409	4363	3703	3007	2214
	Total Long Term	1179	1788	2061	2729	3903	4221	4375	4444	4391	4204	3908	3451	3106	2573	2752	2314	1740
	All Other Spaces	328	581	1678	2695	3426	3852	3980	4079	4013	3848	3499	3092	2303	1790	951	693	474
Total Predicted Demand	Total	1527	2452	4363	7048	8729	9873	10067	10058	10131	9568	9091	7860	6024	4542	4002	3379	2509
	Long Term	1014	1741	3182	5250	6012	6849	6810	6725	6950	6619	6272	5202	3345	2094	1846	1444	1232
	Short Term	513	711	1181	1798	2696	3025	3258	3333	3181	2950	2820	2658	2679	2448	2156	1935	1277

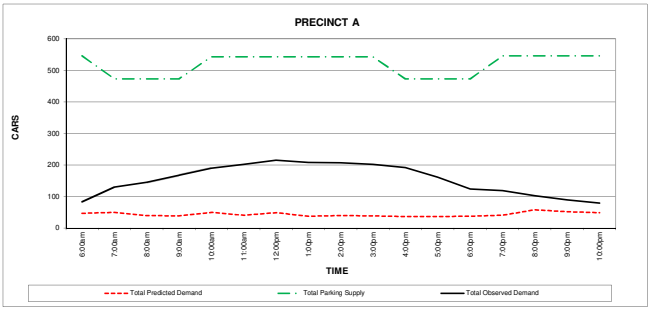


Model

Use	Restriction Type				Parking Demand													
					A													
		6:00am	7:00am	8:00am	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	10:00pm
Aged Care Facility [1]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bank [2]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Building Construction [3]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Car Sales [4]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Child Care [5]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Convenience Restaurant [7]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Convenience Store [8]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Department Store [9]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dwelling (Resident) [10]	Residential	39	39	27	26	26	25	24	23	22	22	21	21	23	27	33	34	33
Dwelling (Visitor) [11]	Residential (Visitor)	8	8	8	8	16	8	16	8	8	8	8	8	8	8	19	18	16
Education [12]	School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Factory/Industry [13]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Gambling [14]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Gymnasium [15]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Health Clinic [16]	Professional	0	2	5	5	8	8	9	7	10	8	8	8	7	7	6	0	0
Hospital [17]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minor Sports and Rec [18]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Office [19]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Open Space [20]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other [21]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Parking Facilities [22]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Place of Assembly [23]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pub/Hotel/Tavern [24]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Restaurant [26]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Restricted Retail [27]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Retail [28]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
School [29]	School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Service Station [30]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Supermarket [31]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trade Supplies [32]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
University/TAFE [33]	School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vacant [34]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Warehouse [35]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Commuter [36]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Future Office [37]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Future Residential (Visitor) [38]	Residential (Visitor)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Sub Totals	Split																	
		47	50	39	38	50	41	49	37	40	38	37	36	38	41	58	52	49
Long Term (Professional)	90%	0	2	4	4	7	7	8	6	9	8	7	7	6	6	5	0	0
Short Term (Professional)	10%	0	0	0	0	1	1	1	1	1	1	1	1	1	1	1	0	0
Long Term (Retail)	20%	0	0	0	0	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	0	0	0	0
Long Term (Residential)	100%	39	39	27	26	26	25	24	23	22	22	21	21	23	27	33	34	33
Short Term (Residential)	100%	8	8	8	8	16	8	16	8	8	8	8	8	8	8	19	18	16
Long Term (Other)	50%	0	0	0	0	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	0	0	0	0
Long Term (School)	25%	0	0	0	0	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	0	0	0	0

Total Parking Supply	Total	546	473	473	473	543	543	543	543	543	543	473	473	473	546	546	546	546
	85% of Total	464	402	402	402	462	462	462	462	462	462	402	402	402	464	464	464	464
	Total Long Term	498	420	102	50	113	113	113	113	113	113	50	50	102	180	455	498	498
	All Other Spaces	48	53	371	423	430	430	430	430	430	430	423	423	371	366	91	48	48
Total Observed Demand	Total	83	130	145	168	190	202	215	208	207	202	192	162	124	119	103	89	79
	Total Long Term	83	125	75	45	47	47	47	46	46	44	41	24	19	18	76	89	79
	All Other Spaces	0	5	70	123	143	155	168	162	161	158	151	138	105	101	27	0	0
Total Predicted Demand	Total	47	50	39	38	50	41	49	37	40	38	37	36	38	41	58	52	49
	Long Term	39	41	31	30	33	32	32	29	31	30	28	28	29	33	38	34	33
	Short Term	8	8	8	8	17	9	17	9	9	9	9	9	9	9	20	18	16

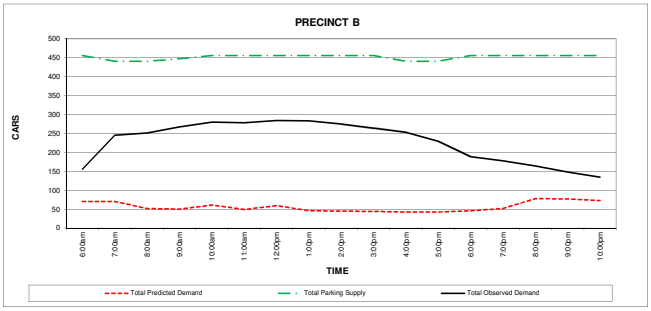


Model

Use	Restriction Type	Parking Demand																	
		B																	
		6:00am	7:00am	8:00am	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	10:00pm	
Aged Care Facility [1]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bank [2]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Building Construction [3]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Car Sales [4]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Child Care [5]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Convenience Restaurant [7]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Convenience Store [8]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Department Store [9]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Dwelling (Resident) [10]	Residential	59	59	40	38	38	37	36	34	33	33	31	31	34	40	49	50	50	
Dwelling (Visitor) [11]	Residential (Visitor)	12	12	12	12	23	12	23	12	12	12	12	12	12	12	29	27	23	
Education [12]	School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Factory/Industry [13]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Gambling [14]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Gymnasium [15]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Health Clinic [16]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hospital [17]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Minor Sports and Rec [18]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Office [19]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Open Space [20]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Other [21]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Parking Facilities [22]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Place of Assembly [23]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Pub/Hotel/Tavern [24]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Restaurant [26]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Restricted Retail [27]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Retail [28]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
School [29]	School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Service Station [30]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Supermarket [31]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Trade Supplies [32]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
University/TAFE [33]	School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Vacant [34]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Warehouse [35]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Commuter [36]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Future Office [37]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Future Residential (Visitor) [38]	Residential (Visitor)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Sub Totals	Split																		
		70	70	51	50	61	49	59	46	45	44	43	43	46	51	78	77	73	
Long Term (Professional)	90%	0	0	0	0	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	0	0	0	0	
Long Term (Retail)	20%	0	0	0	0	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	0	0	0	0	
Long Term (Residential)	100%	59	59	40	38	38	37	36	34	33	33	31	31	34	40	49	50	50	
Short Term (Residential)	100%	12	12	12	12	23	12	23	12	12	12	12	12	12	12	29	27	23	
Long Term (Other)	50%	0	0	0	0	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	0	0	0	0	
Long Term (School)	25%	0	0	0	0	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	0	0	0	0	

Total Parking Supply	Total	456	441	441	447	456	456	456	456	456	456	441	441	456	456	456	456	456	
	85% of Total	388	375	375	380	388	388	388	388	388	388	375	375	388	388	388	388	388	
	Total Long Term	424	410	194	187	196	196	196	196	196	196	187	187	310	310	417	424	424	
	All Other Spaces	32	31	247	260	260	260	260	260	260	260	254	254	146	146	39	32	32	
Total Observed Demand	Total	156	245	251	267	280	278	284	281	275	264	253	229	189	178	164	148	135	
	Total Long Term	155	244	168	165	165	161	161	158	155	147	137	121	113	104	160	148	135	
	All Other Spaces	1	1	83	102	115	117	123	125	120	117	116	108	76	74	4	0	0	
Total Predicted Demand	Total	70	70	51	50	61	49	59	46	45	44	43	43	46	51	78	77	73	
	Long Term	59	59	40	38	38	37	36	34	33	33	31	31	34	40	49	50	50	
	Short Term	12	12	12	12	23	12	23	12	12	12	12	12	12	12	29	27	23	

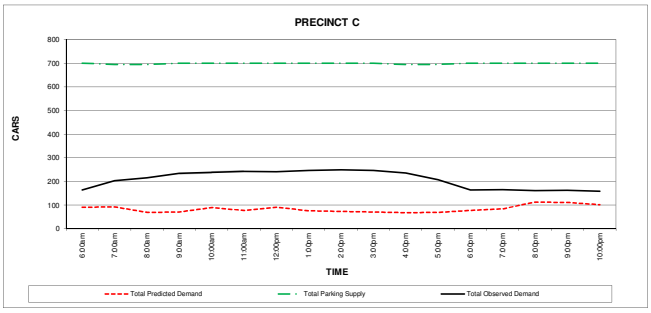


Model

Use	Restriction Type	Parking Demand																	
		C																	
		6:00am	7:00am	8:00am	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	10:00pm
Aged Care Facility [1]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bank [2]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Building Construction [3]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Car Sales [4]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Child Care [5]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Convenience Restaurant [7]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Convenience Store [8]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Department Store [9]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dwelling (Resident) [10]	Residential	75	75	51	49	49	48	46	44	43	42	40	40	44	51	63	65	64
Dwelling (Visitor) [11]	Residential (Visitor)	15	15	15	15	30	15	30	15	15	15	15	15	15	15	37	35	30
Education [12]	School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Factory/Industry [13]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Gambling [14]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Gymnasium [15]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Health Clinic [16]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hospital [17]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minor Sports and Rec [18]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Office [19]	Professional	0	0	1	2	2	2	2	1	2	2	2	1	1	0	0	0	0
Open Space [20]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other [21]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Parking Facilities [22]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Place of Assembly [23]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pub/Hotel/Tavern [24]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Restaurant [26]	Retail	0	1	1	1	2	2	3	6	4	3	2	5	11	11	7	7	5
Restricted Retail [27]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Retail [28]	Retail	1	1	1	1	5	6	6	6	6	5	5	5	4	4	3	3	1
School [29]	School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Service Station [30]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Supermarket [31]	Retail	1	1	1	1	3	4	4	4	3	3	3	3	2	3	2	2	2
Trade Supplies [32]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
University/TAFE [33]	School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vacant [34]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Warehouse [35]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Commuter [36]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Future Office [37]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Future Residential (Visitor) [38]	Residential (Visitor)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Sub Totals	Split																	
		92	93	70	70	90	78	91	76	74	71	68	69	78	84	113	112	102
Long Term (Professional)	90%	0	0	1	2	2	2	2	2	2	2	2	1	1	0	0	0	0
Short Term (Professional)	10%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Long Term (Retail)	20%	0	0	0	1	2	2	3	3	3	2	2	2	4	4	2	2	1
Short Term (Retail)	80%	1	2	2	3	7	10	10	12	11	9	9	10	14	14	10	10	6
Long Term (Residential)	100%	75	75	51	49	49	48	46	44	43	42	40	40	44	51	63	65	64
Short Term (Residential)	100%	15	15	15	15	30	15	30	15	15	15	15	15	15	15	37	35	30
Long Term (Other)	50%	0	0	0	0	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	0	0	0	0
Long Term (School)	25%	0	0	0	0	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	0	0	0	0

Total Parking Supply	Total	699	694	694	699	699	699	699	699	699	699	694	694	699	699	699	699	699
	84% of Total	594	590	590	594	594	594	594	594	594	594	590	590	594	594	594	594	594
	Total Long Term	666	661	573	573	573	573	573	573	573	573	573	573	633	633	666	666	666
	All Other Spaces	33	33	121	126	126	126	126	126	126	126	121	121	66	66	33	33	33
Total Observed Demand	Total	164	203	216	234	238	243	241	246	249	247	236	208	164	165	162	163	159
	Total Long Term	164	203	194	207	212	217	215	217	218	220	208	182	152	153	156	158	155
	All Other Spaces	0	0	22	27	26	26	26	29	31	27	28	26	12	12	6	5	4
Total Predicted Demand	Total	92	93	70	70	90	78	91	76	74	71	68	69	78	84	113	112	102
	Long Term	76	76	53	52	53	53	50	49	48	46	44	44	48	55	66	67	66
	Short Term	16	17	17	19	38	25	41	28	26	25	24	25	30	29	47	45	36

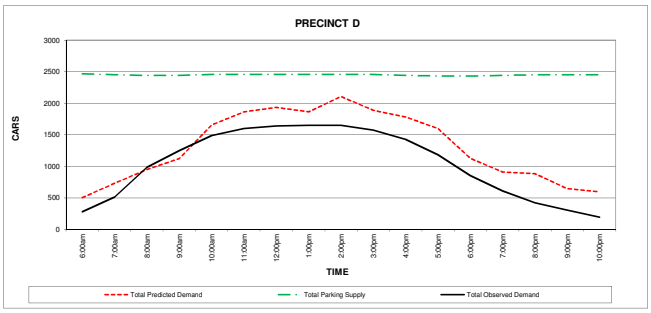


Model

Use	Restriction Type	Parking Demand																	
		D																	
		6:00am	7:00am	8:00am	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	10:00pm	
Aged Care Facility [1]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bank [2]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Building Construction [3]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Car Sales [4]	Retail	0	5	5	6	7	7	7	7	7	7	7	7	6	2	0	0	0	
Child Care [5]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Convenience Restaurant [7]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Convenience Store [8]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Department Store [9]	Retail	0	0	16	40	63	77	76	78	79	71	70	63	50	48	42	40	0	
Dwelling (Resident) [10]	Residential	21	21	14	14	14	13	13	12	12	12	11	11	12	14	18	18	18	
Dwelling (Visitor) [11]	Residential (Visitor)	4	4	4	4	8	4	8	4	4	4	4	4	4	4	10	10	8	
Education [12]	School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Factory/Industry [13]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Gambling [14]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Gymnasium [15]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Health Clinic [16]	Professional	0	83	166	166	282	269	315	226	332	289	269	266	236	229	206	0	0	
Hospital [17]	Professional	418	557	627	696	1044	1253	1253	1253	1392	1253	1184	1044	724	529	529	529	529	
Minor Sports and Rec [18]	Other	1	1	2	3	4	2	2	2	2	2	2	2	4	4	1	1	1	
Office [19]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Open Space [20]	Other	0	0	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Other [21]	Other	0	0	1	1	2	2	2	2	2	2	2	1	1	1	1	1	1	
Parking Facilities [22]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Place of Assembly [23]	Other	1	1	4	5	6	7	7	5	5	6	5	4	3	3	4	3	1	
Pub/Hotel/Tavern [24]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Restaurant [26]	Retail	0	1	1	3	4	5	7	13	9	7	5	11	27	27	16	16	11	
Restricted Retail [27]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Retail [28]	Retail	0	0	0	0	1	1	1	1	1	1	1	1	1	1	1	1	0	
School [29]	School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Service Station [30]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Supermarket [31]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Trade Supplies [32]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
University/TAFE [33]	School	51	51	101	177	203	215	228	253	253	228	215	377	51	38	38	13	13	
Vacant [34]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Warehouse [35]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Commuter [36]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Future Office [37]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Future Residential (Visitor) [38]	Residential (Visitor)	7	7	7	7	14	7	14	7	7	7	7	7	7	7	17	16	14	

Sub Totals	Split																		
Long Term (Professional)	90%	502	731	949	1123	1653	1864	1933	1864	2107	1889	1783	1599	1126	908	883	647	595	
Short Term (Professional)	10%	56	81	105	125	184	207	215	207	234	210	198	178	125	101	98	72	66	
Long Term (Retail)	20%	42	64	79	86	133	152	157	148	172	154	145	131	96	76	73	53	53	
Short Term (Retail)	80%	0	1	4	10	15	18	18	20	19	17	17	16	17	16	12	11	2	
Long Term (Residential)	100%	0	5	18	39	60	72	72	80	77	69	66	65	67	62	47	45	9	
Short Term (Residential)	100%	21	21	14	14	14	13	13	12	12	12	11	11	12	14	18	18	18	
Long Term (Other)	50%	11	11	11	11	22	11	22	11	11	11	11	11	11	11	27	25	22	
Short Term (Other)	50%	1	1	4	5	7	6	6	5	5	6	5	4	5	5	4	3	1	
Long Term (School)	25%	1	1	4	5	7	6	6	5	5	6	5	4	5	5	4	3	1	
Short Term (School)	75%	13	13	25	44	51	54	57	63	63	57	54	44	13	9	9	3	3	
		38	38	76	133	152	161	171	190	190	171	161	133	38	28	28	9	9	

Total Parking Supply	Total	2467	2453	2443	2443	2457	2457	2457	2457	2457	2457	2443	2429	2429	2443	2453	2453	2453	
	85% of Total	2097	2085	2077	2077	2088	2088	2088	2088	2088	2088	2077	2065	2065	2077	2085	2085	2085	
	Total Long Term	1166	1152	1098	981	981	981	981	981	981	981	981	981	990	1004	1048	1152	1152	
	All Other Spaces	1301	1301	1345	1462	1476	1476	1476	1476	1476	1476	1462	1448	1439	1439	1405	1301	1301	
Total Observed Demand	Total	281	515	985	1248	1486	1600	1639	1650	1648	1571	1427	1182	853	609	420	307	195	
	Total Long Term	152	294	516	516	594	629	640	652	658	639	589	494	359	253	181	160	112	
	All Other Spaces	129	221	469	732	892	971	999	998	990	932	838	688	494	356	239	147	83	
Total Predicted Demand	Total	502	731	949	1123	1653	1864	1933	1864	2107	1889	1783	1599	1126	908	883	647	595	
	Long Term	410	612	761	849	1280	1461	1505	1431	1651	1479	1394	1255	910	726	704	511	501	
	Short Term	92	119	188	274	373	403	428	433	455	410	389	344	216	182	179	136	94	

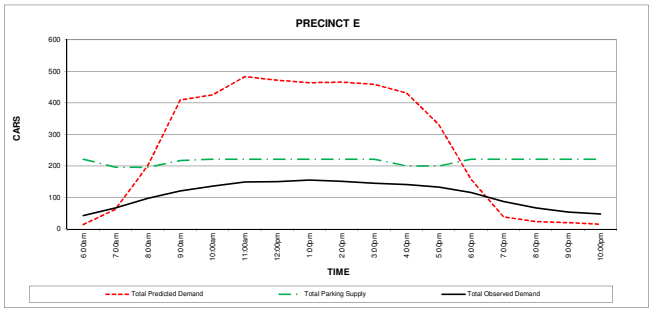


Model

Use	Restriction Type	Parking Demand																	
		E																	
		6:00am	7:00am	8:00am	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	10:00pm	
Aged Care Facility [1]	Other	5	6	5	6	8	8	8	7	6	7	6	6	6	5	4	6	5	
Bank [2]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Building Construction [3]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Car Sales [4]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Child Care [5]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Convenience Restaurant [7]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Convenience Store [8]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Department Store [9]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Dwelling (Resident) [10]	Residential	8	8	5	5	5	5	5	5	4	4	4	4	5	5	7	7	7	
Dwelling (Visitor) [11]	Residential (Visitor)	2	2	2	2	3	2	3	2	2	2	2	2	2	2	4	4	3	
Education [12]	School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Factory/Industry [13]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Gambling [14]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Gymnasium [15]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Health Clinic [16]	Professional	0	2	3	3	6	5	6	5	7	6	5	5	5	5	4	0	0	
Hospital [17]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Minor Sports and Rec [18]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Office [19]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Open Space [20]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Other [21]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Parking Facilities [22]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Place of Assembly [23]	Other	1	1	5	6	8	8	8	5	6	8	6	5	4	4	5	4	1	
Pub/Hotel/Tavern [24]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Restaurant [26]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Restricted Retail [27]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Retail [28]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
School [29]	School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Service Station [30]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Supermarket [31]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Trade Supplies [32]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
University/TAFE [33]	School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Vacant [34]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Warehouse [35]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Commuter [36]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Future Office [37]	Professional	0	46	282	387	396	455	441	441	441	432	410	309	137	18	0	0	0	
Future Residential (Visitor) [38]	Residential (Visitor)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Sub Totals	Split																	
Long Term (Professional)	90%	15	63	202	409	425	483	472	464	466	459	432	331	157	39	23	20	16
Short Term (Professional)	10%	0	42	167	352	361	414	403	401	403	394	371	283	127	20	4	0	0
Long Term (Retail)	20%	0	5	19	35	40	46	45	45	45	44	41	31	14	2	0	0	0
Short Term (Retail)	80%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Long Term (Residential)	100%	8	8	5	5	5	5	5	5	4	4	4	4	5	5	7	7	7
Short Term (Residential)	100%	2	2	2	2	3	2	3	2	2	2	2	2	2	2	4	4	3
Long Term (Other)	50%	3	3	5	6	8	8	8	6	6	7	6	5	5	5	4	5	3
Short Term (Other)	50%	3	3	5	6	8	8	8	6	6	7	6	5	5	5	4	5	3
Long Term (School)	25%	0	0	0	0	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	0	0	0	0

Total Parking Supply	Total	221	196	196	217	221	221	221	221	221	221	200	200	221	221	221	221	221
	85% of Total	188	167	167	184	188	188	188	188	188	188	170	170	188	188	188	188	188
	Total Long Term	93	68	64	67	71	71	71	71	71	71	68	68	89	89	93	93	93
	All Other Spaces	128	128	132	150	150	150	150	150	150	150	132	132	132	132	128	128	128
Total Observed Demand	Total	43	67	98	121	136	149	150	155	151	145	141	133	116	88	67	54	48
	Total Long Term	16	30	50	64	67	68	68	68	67	67	68	66	57	45	39	32	27
	All Other Spaces	27	37	48	57	69	81	82	87	84	78	73	67	59	43	28	22	21
Total Predicted Demand	Total	15	63	202	409	425	483	472	464	466	459	432	331	157	39	23	20	16
	Long Term	11	53	177	362	374	427	416	412	414	406	383	293	137	30	15	12	10
	Short Term	4	9	25	47	51	56	56	52	52	53	49	38	21	8	9	9	6

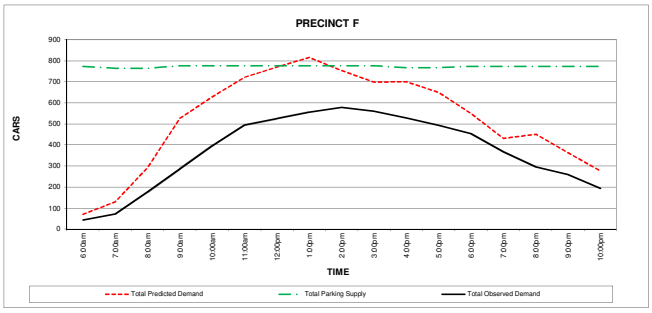


Model

Use	Restriction Type	Parking Demand																	
		F																	
		6:00am	7:00am	8:00am	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	10:00pm
Aged Care Facility [1]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bank [2]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Building Construction [3]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Car Sales [4]	Retail	0	5	5	6	6	6	6	7	6	6	6	6	6	2	0	0	0
Child Care [5]	Professional	0	0	2	3	2	2	2	2	2	2	2	2	1	1	0	0	0
Convenience Restaurant [7]	Retail	2	2	2	2	2	2	2	5	4	4	3	3	4	8	6	4	4
Convenience Store [8]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Department Store [9]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dwelling (Resident) [10]	Residential	36	36	25	24	24	23	22	21	21	20	19	19	21	25	30	31	31
Dwelling (Visitor) [11]	Residential (Visitor)	7	7	7	7	15	7	15	7	7	7	7	7	7	7	18	17	15
Education [12]	School	0	1	6	9	11	13	12	11	12	12	12	9	2	1	0	0	0
Factory/Industry [13]	Other	3	7	17	25	28	27	30	29	29	29	29	18	7	3	3	1	0
Gambling [14]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Gymnasium [15]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Health Clinic [16]	Professional	0	1	3	3	5	5	5	4	6	5	5	5	4	4	4	0	0
Hospital [17]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minor Sports and Rec [18]	Other	0	0	1	1	1	1	1	1	1	1	1	1	2	2	1	0	0
Office [19]	Professional	0	42	169	358	366	421	409	409	409	400	379	286	126	17	0	0	0
Open Space [20]	Other	0	1	2	3	3	3	4	3	3	4	3	3	2	2	2	2	2
Other [21]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Parking Facilities [22]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Place of Assembly [23]	Other	3	3	18	24	29	31	30	21	23	30	22	18	16	16	18	16	3
Pub/Hotel/Tavern [24]	Other	0	0	13	25	50	88	126	176	126	88	126	176	202	202	252	176	151
Restaurant [26]	Retail	0	5	5	9	14	19	23	47	33	23	19	37	94	94	56	56	37
Restricted Retail [27]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Retail [28]	Retail	5	5	5	14	43	52	52	54	54	49	48	43	41	33	29	27	5
School [29]	School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Service Station [30]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Supermarket [31]	Retail	2	2	3	3	6	10	9	8	8	7	8	6	5	6	5	5	5
Trade Supplies [32]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
University/TAFE [33]	School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vacant [34]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Warehouse [35]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Commuter [36]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Future Office [37]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Future Residential (Visitor) [38]	Residential (Visitor)	11	11	11	11	22	11	22	11	11	11	11	11	11	11	27	26	22

Sub Totals	Split																	
Long Term (Professional)	90%	0	19	146	327	336	384	374	373	375	367	347	264	118	19	1	0	0
Short Term (Professional)	10%	0	4	17	36	37	43	42	41	41	41	39	29	13	2	0	0	0
Long Term (Retail)	20%	2	4	4	7	14	18	19	24	21	18	17	19	30	28	19	19	10
Short Term (Retail)	80%	7	15	16	27	57	72	74	96	84	72	67	77	119	114	77	74	42
Long Term (Residential)	100%	36	36	25	24	24	23	22	21	21	20	19	19	21	25	30	31	31
Short Term (Residential)	100%	18	18	18	18	37	18	37	18	18	18	18	18	18	18	45	41	37
Long Term (Other)	50%	3	6	25	39	56	75	95	115	91	76	90	108	114	112	138	98	78
Short Term (Other)	50%	3	6	25	39	56	75	95	115	91	76	90	108	114	112	138	98	78
Long Term (School)	25%	0	0	2	2	3	3	3	3	3	3	3	2	1	0	0	0	0
Short Term (School)	75%	0	1	5	7	8	9	9	8	9	9	9	6	2	0	0	0	0

Total Parking Supply	Total	774	765	765	776	776	776	776	776	776	776	767	767	774	774	774	774	774
	84% of Total	648	650	650	660	660	660	660	660	660	660	652	652	658	658	658	658	658
	Total Long Term	262	252	195	25	25	25	25	25	25	25	25	27	206	206	262	262	262
	All Other Spaces	512	514	570	751	751	751	751	751	751	751	742	740	568	568	512	512	512
Total Observed Demand	Total	43	72	177	287	396	495	525	556	579	560	528	494	454	367	296	259	194
	Total Long Term	34	56	86	7	7	9	10	11	11	11	12	12	132	107	128	107	80
	All Other Spaces	9	16	91	280	389	486	515	545	568	549	516	482	322	260	168	152	114
Total Predicted Demand	Total	70	130	292	527	629	722	770	816	754	699	701	651	550	431	450	362	276
	Long Term	41	85	211	399	433	504	513	536	510	484	477	412	284	184	191	148	119
	Short Term	29	44	81	128	196	217	257	280	244	215	224	239	266	247	260	214	157

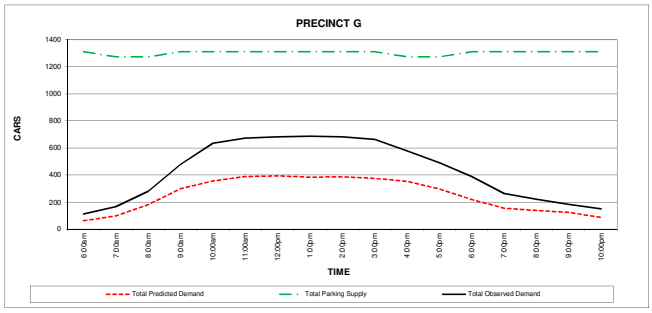


Model

Use	Restriction Type	Parking Demand																	
		G																	
		6:00am	7:00am	8:00am	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	10:00pm
Aged Care Facility [1]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bank [2]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Building Construction [3]	Other	0	1	1	2	2	2	3	3	3	3	3	2	1	0	0	0	0
Car Sales [4]	Retail	0	1	1	1	1	1	1	1	1	1	1	1	1	0	0	0	0
Child Care [5]	Professional	0	0	4	6	5	5	5	5	4	6	5	4	2	1	0	0	0
Convenience Restaurant [7]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Convenience Store [8]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Department Store [9]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dwelling (Resident) [10]	Residential	46	46	31	30	30	29	28	27	26	26	24	24	27	31	39	40	39
Dwelling (Visitor) [11]	Residential (Visitor)	9	9	9	9	18	9	18	9	9	9	9	9	9	9	22	21	18
Education [12]	School	0	5	23	32	40	46	45	41	45	45	45	31	7	2	0	0	0
Factory/Industry [13]	Other	0	1	2	3	3	3	3	3	3	3	3	2	1	0	0	0	0
Gambling [14]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Gymnasium [15]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Health Clinic [16]	Professional	0	5	9	9	16	15	17	12	18	16	15	15	13	13	11	0	0
Hospital [17]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minor Sports and Rec [18]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Office [19]	Professional	0	21	83	177	181	208	202	202	202	197	187	141	62	8	0	0	0
Open Space [20]	Other	0	0	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Other [21]	Other	0	0	1	2	2	3	3	3	2	3	2	2	1	2	2	1	1
Parking Facilities [22]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Place of Assembly [23]	Other	2	2	9	12	15	16	15	11	12	15	11	9	8	8	9	8	2
Pub/Hotel/Tavern [24]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Restaurant [26]	Retail	0	3	3	6	8	11	14	28	19	14	11	22	55	55	33	33	22
Restricted Retail [27]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Retail [28]	Retail	4	4	4	10	32	39	38	40	40	36	35	32	30	24	21	20	4
School [29]	School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Service Station [30]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Supermarket [31]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trade Supplies [32]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
University/TAFE [33]	School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vacant [34]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Warehouse [35]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Commuter [36]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Future Office [37]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Future Residential (Visitor) [38]	Residential (Visitor)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Sub Totals	Split																	
Long Term (Professional)	90%	0	23	86	173	181	206	201	197	202	197	186	144	70	20	10	0	0
Short Term (Professional)	10%	0	3	10	19	20	23	22	22	22	22	21	16	8	2	1	0	0
Long Term (Retail)	20%	1	2	2	3	8	10	11	14	12	10	10	11	17	16	11	11	5
Short Term (Retail)	80%	3	6	6	13	33	41	43	55	48	41	38	44	69	64	43	42	21
Long Term (Residential)	100%	46	46	31	30	30	29	28	27	26	26	24	24	27	31	39	40	39
Short Term (Residential)	100%	9	9	9	9	18	9	18	9	9	9	9	9	9	9	22	21	18
Long Term (Other)	50%	1	2	7	10	12	12	12	10	10	12	10	8	6	5	6	5	2
Short Term (Other)	50%	1	2	7	10	12	12	12	10	10	12	10	8	6	5	6	5	2
Long Term (School)	25%	0	1	6	8	10	12	11	10	11	11	11	8	2	0	0	0	0
Short Term (School)	75%	0	3	17	24	30	35	33	31	33	33	34	23	6	1	0	0	0

Total Parking Supply	Total	1311	1273	1273	1311	1311	1311	1311	1311	1311	1311	1273	1273	1311	1311	1311	1311	1311
	85% of Total	1114	1082	1082	1114	1114	1114	1114	1114	1114	1114	1082	1082	1114	1114	1114	1114	1114
	Total Long Term	829	774	520	489	495	495	495	495	495	489	498	500	566	566	821	829	829
	All Other Spaces	482	499	753	822	816	816	816	816	816	822	775	773	745	745	490	482	482
Total Observed Demand	Total	111	166	280	478	636	672	682	687	682	664	579	492	389	264	220	184	152
	Total Long Term	55	65	54	188	319	336	342	343	342	321	277	216	154	88	117	100	80
	All Other Spaces	56	101	226	290	317	336	340	344	340	343	302	275	235	176	103	84	71
Total Predicted Demand	Total	62	97	181	300	355	388	393	384	386	374	353	296	219	155	139	124	87
	Long Term	48	74	132	224	241	268	263	257	262	257	241	195	121	73	66	55	46
	Short Term	14	23	49	76	114	120	129	127	124	118	112	101	97	82	73	69	41

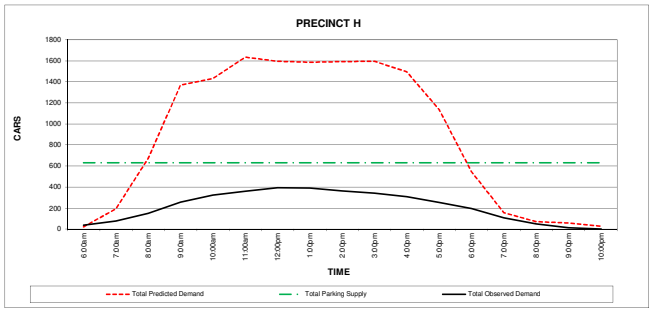


Model

Use	Restriction Type	Parking Demand																	
		H																	
		6:00am	7:00am	8:00am	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	10:00pm	
Aged Care Facility [1]	Other	1	2	1	2	2	2	2	2	2	2	2	2	2	1	1	2	1	
Bank [2]	Professional	0	2	8	18	21	21	19	19	20	20	21	14	3	1	0	0	0	
Building Construction [3]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Car Sales [4]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Child Care [5]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Convenience Restaurant [7]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Convenience Store [8]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Department Store [9]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Dwelling (Resident) [10]	Residential	7	7	5	4	4	4	4	4	4	4	4	4	4	5	6	6	6	
Dwelling (Visitor) [11]	Residential (Visitor)	1	1	1	1	3	1	3	1	1	1	1	1	1	1	3	3	3	
Education [12]	School	0	5	23	32	40	46	44	41	44	44	45	31	7	2	0	0	0	
Factory/Industry [13]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Gambling [14]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Gymnasium [15]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Health Clinic [16]	Professional	0	3	7	7	11	11	13	9	13	12	11	11	9	9	8	0	0	
Hospital [17]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Minor Sports and Rec [18]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Office [19]	Professional	0	105	421	894	915	1052	1020	1020	1020	999	947	715	316	42	0	0	0	
Open Space [20]	Other	0	2	6	9	11	11	12	11	11	12	10	8	7	8	7	6	6	
Other [21]	Other	0	1	3	5	6	6	7	6	6	7	6	5	4	4	4	3	3	
Parking Facilities [22]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Place of Assembly [23]	Other	0	0	2	3	4	4	4	3	3	4	3	2	2	2	2	2	0	
Pub/Hotel/Tavern [24]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Restaurant [26]	Retail	0	1	1	1	2	2	3	6	4	3	2	5	12	12	7	7	5	
Restricted Retail [27]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Retail [28]	Retail	5	5	5	12	40	48	48	49	50	45	44	40	37	30	26	25	5	
School [29]	School	5	16	27	40	19	19	19	19	19	53	32	16	16	16	0	0	0	
Service Station [30]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Supermarket [31]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Trade Supplies [32]	Retail	1	4	7	10	14	17	20	17	17	18	16	15	8	6	4	4	0	
University/TAFE [33]	School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Vacant [34]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Warehouse [35]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Commuter [36]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Future Office [37]	Professional	0	39	156	332	339	390	378	378	378	371	352	265	117	16	0	0	0	
Future Residential (Visitor) [38]	Residential (Visitor)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Sub Totals	Split																	
Long Term (Professional)	90%	0	115	511	1125	1158	1126	1287	1284	1289	1261	1196	405	401	61	7	0	0
Short Term (Professional)	10%	0	15	59	125	129	147	143	143	143	140	133	101	45	7	1	0	0
Long Term (Retail)	20%	1	2	1	5	11	14	14	14	14	13	13	12	11	10	8	7	2
Short Term (Retail)	80%	5	7	10	19	44	54	56	58	57	53	50	48	46	39	30	29	8
Long Term (Residential)	100%	7	7	5	4	4	4	4	4	4	4	4	4	4	5	6	6	6
Short Term (Residential)	100%	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Long Term (Other)	50%	1	2	6	9	11	12	12	11	11	12	10	9	7	8	8	6	5
Short Term (Other)	50%	1	2	6	9	11	12	12	11	11	12	10	9	7	8	8	6	5
Long Term (School)	25%	1	5	12	18	15	16	16	15	16	24	19	12	6	4	0	0	0
Short Term (School)	75%	4	15	37	54	44	48	47	45	47	73	58	35	17	13	0	0	0

Total Parking Supply	Total	632	632	632	632	632	632	632	632	632	632	632	632	632	632	632	632	632
	85% of Total	537	537	537	537	537	537	537	537	537	537	537	537	537	537	537	537	537
	Total Long Term	99	92	92	64	64	64	64	64	64	64	64	64	99	99	99	99	99
	All Other Spaces	533	540	540	568	568	568	568	568	568	568	568	568	533	533	533	533	533
Total Observed Demand	Total	17	76	151	256	321	361	395	389	362	343	308	253	196	107	51	14	1
	Total Long Term	4	13	27	30	43	45	46	48	48	46	43	40	52	21	10	5	1
	All Other Spaces	33	63	124	226	280	316	349	341	314	297	265	213	144	86	41	9	0
Total Predicted Demand	Total	21	192	673	1371	1430	1636	1595	1586	1594	1595	1494	1135	545	155	70	58	29
	Long Term	10	151	559	1162	1399	1372	1334	1328	1334	1315	1242	941	429	87	28	20	13
	Short Term	11	42	114	209	231	263	262	258	260	280	252	194	116	68	42	39	16

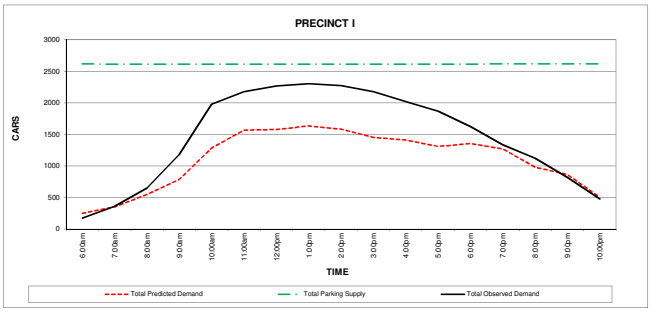


Model

Use	Restriction Type	Parking Demand																	
		1																	
		6:00am	7:00am	8:00am	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	10:00pm	
Aged Care Facility [1]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bank [2]	Professional	0	7	28	60	69	69	62	62	67	67	68	47	11	3	0	0	0	
Building Construction [3]	Other	0	0	1	1	1	1	1	1	1	1	1	1	0	0	0	0	0	
Car Sales [4]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Child Care [5]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Convenience Restaurant [7]	Retail	27	27	27	27	27	27	27	51	42	45	41	33	42	92	68	52	52	
Convenience Store [8]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Department Store [9]	Retail	0	0	6	14	23	27	27	28	28	25	25	23	18	17	15	14	0	
Dwelling (Resident) [10]	Residential	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Dwelling (Visitor) [11]	Residential (Visitor)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Education [12]	School	0	0	1	1	1	1	1	1	1	1	1	1	0	0	0	0	0	
Factory/Industry [13]	Other	0	1	2	2	3	2	3	3	3	3	3	2	1	0	0	0	0	
Gambling [14]	Retail	0	0	0	0	1	4	4	5	3	1	1	3	3	5	3	1	1	
Gymnasium [15]	Other	12	19	24	12	17	12	12	11	12	7	12	16	31	31	12	7	3	
Health Clinic [16]	Professional	0	13	27	27	45	43	51	36	53	46	43	43	38	37	33	0	0	
Hospital [17]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Minor Sports and Rec [18]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Office [19]	Professional	0	7	27	57	58	67	65	65	65	63	60	45	20	3	0	0	0	
Open Space [20]	Other	0	0	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Other [21]	Other	0	1	3	4	5	5	6	5	5	6	5	4	3	4	4	3	3	
Parking Facilities [22]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Place of Assembly [23]	Other	0	0	1	2	2	2	2	1	1	2	1	1	1	1	1	1	0	
Pub/Hotel/Tavern [24]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Restaurant [26]	Retail	0	17	17	33	50	67	84	167	117	84	67	134	334	334	201	201	134	
Restricted Retail [27]	Retail	1	3	3	11	23	28	27	28	29	26	25	23	19	17	15	14	3	
Retail [28]	Retail	56	56	56	140	448	543	538	555	560	504	493	448	420	342	297	280	56	
School [29]	School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Service Station [30]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Supermarket [31]	Retail	70	70	123	143	245	409	397	348	335	319	335	274	217	254	229	209	209	
Trade Supplies [32]	Retail	0	1	3	4	5	7	8	7	7	7	6	6	3	2	2	2	0	
University/TAFE [33]	School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Vacant [34]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Warehouse [35]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Commuter [36]	Other	74	123	196	238	243	245	245	245	243	235	216	196	184	115	81	61	25	
Future Office [37]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Future Residential (Visitor) [38]	Residential (Visitor)	9	9	9	9	18	9	18	9	9	9	9	9	9	9	22	21	18	

Sub Totals	Split																	
Long Term (Professional)	90%	0	24	71	129	155	161	160	147	167	159	154	122	62	38	30	0	0
Short Term (Professional)	10%	0	3	8	14	17	18	18	16	19	18	17	14	7	4	3	0	0
Long Term (Retail)	20%	31	35	47	74	164	222	222	239	224	202	199	189	211	213	166	154	91
Short Term (Retail)	80%	123	139	187	298	658	890	889	957	897	809	795	755	845	852	663	618	364
Long Term (Residential)	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Short Term (Residential)	100%	9	9	9	9	18	9	18	9	9	9	9	9	9	9	22	21	18
Long Term (Other)	50%	43	72	113	130	136	135	135	134	133	127	119	110	110	76	49	36	16
Short Term (Other)	50%	43	72	113	130	136	135	135	134	133	127	119	110	110	76	49	36	16
Long Term (School)	25%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Short Term (School)	75%	0	0	0	1	1	1	1	1	1	1	1	1	0	0	0	0	0

Total Parking Supply	Total	2618	2613	2613	2613	2613	2613	2613	2613	2613	2613	2613	2613	2613	2618	2618	2618	2618
	85% of Total	2225	2221	2221	2221	2221	2221	2221	2221	2221	2221	2221	2221	2221	2225	2225	2225	2225
	Total Long Term	2385	2379	2374	2286	2286	2286	2286	2286	2286	2286	2286	2286	2370	2381	2385	2385	2385
	All Other Spaces	233	234	239	327	327	327	327	327	327	327	327	327	243	237	233	233	233
Total Observed Demand	Total	172	362	643	1182	1982	2378	2267	2101	2273	2178	2021	1868	1624	1335	1121	817	476
	Total Long Term	148	315	583	1059	1799	1975	2062	2094	2048	1957	1821	1673	1472	1216	1023	738	420
	All Other Spaces	24	47	70	123	183	203	205	209	225	221	200	195	152	119	98	79	56
Total Predicted Demand	Total	250	354	552	786	1284	1570	1577	1637	1583	1454	1413	1308	1355	1268	983	866	504
	Long Term	74	131	233	334	455	519	537	520	524	489	472	421	384	327	245	191	107
	Short Term	176	223	318	452	829	1052	1060	1117	1058	964	941	888	971	941	738	675	397

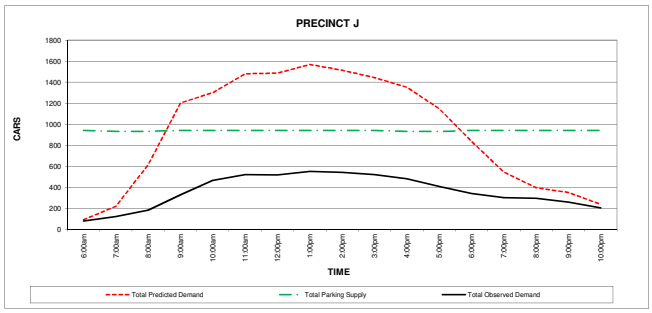


Model

Use	Restriction Type				Parking Demand													
		J																
		6:00am	7:00am	8:00am	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	10:00pm
Aged Care Facility [1]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bank [2]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Building Construction [3]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Car Sales [4]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Child Care [5]	Professional	0	0	2	3	3	3	3	3	3	3	3	2	1	1	0	0	0
Convenience Restaurant [7]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Convenience Store [8]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Department Store [9]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dwelling (Resident) [10]	Residential	39	39	26	25	25	25	24	22	22	22	21	21	22	26	33	33	33
Dwelling (Visitor) [11]	Residential (Visitor)	8	8	8	8	15	8	15	8	8	8	8	8	8	8	19	18	15
Education [12]	School	0	1	1	5	6	6	6	6	6	6	6	4	1	0	0	0	0
Factory/Industry [13]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Gambling [14]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Gymnasium [15]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Health Clinic [16]	Professional	0	2	4	4	6	6	7	5	7	6	6	6	5	5	5	0	0
Hospital [17]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minor Sports and Rec [18]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Office [19]	Professional	0	84	335	712	729	838	813	813	813	796	754	570	251	34	0	0	0
Open Space [20]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other [21]	Other	0	0	1	2	2	3	3	3	3	3	2	2	2	2	2	1	1
Parking Facilities [22]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Place of Assembly [23]	Other	7	7	39	52	63	67	65	46	50	64	47	39	34	34	38	34	7
Pub/Hotel/Tavern [24]	Other	0	0	3	6	11	20	29	40	29	20	29	40	46	46	57	40	34
Restaurant [26]	Retail	0	17	17	33	50	67	83	167	117	83	67	133	333	333	200	200	133
Restricted Retail [27]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Retail [28]	Retail	2	2	2	6	19	23	23	23	24	21	21	19	18	14	13	12	2
School [29]	School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Service Station [30]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Supermarket [31]	Retail	1	1	2	3	5	8	8	7	6	6	6	5	4	5	4	4	4
Trade Supplies [32]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
University/TAFE [33]	School	35	35	69	122	139	148	156	174	174	156	148	122	35	26	26	9	9
Vacant [34]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Warehouse [35]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Commuter [36]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Future Office [37]	Professional	0	26	104	221	226	260	252	252	252	247	234	177	78	10	0	0	0
Future Residential (Visitor) [38]	Residential (Visitor)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Sub Totals	Split																	
Long Term (Professional)	90%	0	101	400	846	868	996	967	961	967	947	897	679	302	45	4	0	0
Short Term (Professional)	10%	0	11	44	94	96	111	107	107	107	105	100	75	34	5	0	0	0
Long Term (Retail)	20%	1	4	4	8	15	20	23	39	29	22	19	32	71	71	43	43	28
Short Term (Retail)	80%	3	16	17	34	59	78	91	157	117	89	75	126	284	282	174	173	112
Long Term (Residential)	100%	39	39	26	25	25	25	24	22	22	22	21	21	22	26	33	33	33
Short Term (Residential)	100%	8	8	8	8	15	8	15	8	8	8	8	8	8	8	19	18	15
Long Term (Other)	50%	3	4	22	30	39	45	48	44	40	44	39	40	41	41	49	38	21
Short Term (Other)	50%	3	4	22	30	39	45	48	44	40	44	39	40	41	41	49	38	21
Long Term (School)	25%	9	9	18	32	36	39	41	45	45	41	38	31	9	7	7	2	2
Short Term (School)	75%	26	27	54	95	108	116	122	135	135	122	115	94	27	20	20	7	7

Total Parking Supply	Total	942	932	932	942	942	942	942	942	942	942	932	932	942	942	942	942	942
	85% of Total	801	792	792	801	801	801	801	801	801	801	792	792	801	801	801	801	801
	Total Long Term	682	626	385	397	307	307	307	307	307	307	307	309	435	435	642	648	682
	All Other Spaces	260	306	547	635	635	635	635	635	635	635	625	623	507	507	300	294	260
Total Observed Demand	Total	80	124	185	329	467	522	518	553	544	521	481	408	341	303	296	259	205
	Total Long Term	75	113	100	170	237	251	256	257	260	242	231	181	184	171	239	225	196
	All Other Spaces	5	11	85	159	230	271	262	296	284	279	250	227	157	132	57	34	9
Total Predicted Demand	Total	92	221	616	1201	1300	1480	1486	1567	1512	1443	1351	1148	839	545	396	351	239
	Long Term	52	156	471	941	982	1124	1102	1116	1104	1075	1014	803	446	189	135	116	84
	Short Term	40	65	145	260	318	357	384	451	408	367	337	344	393	355	261	235	155

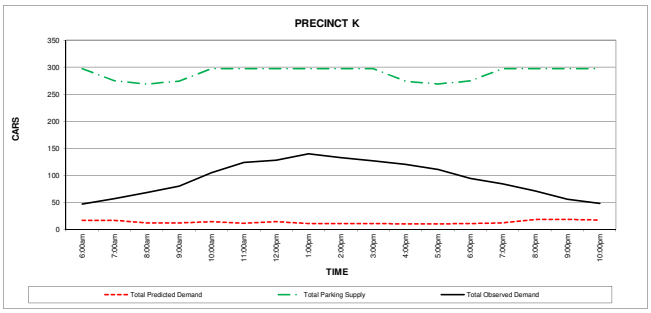


Model

Use	Restriction Type	Parking Demand																
		K																
		6:00am	7:00am	8:00am	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	10:00pm
Aged Care Facility [1]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bank [2]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Building Construction [3]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Car Sales [4]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Child Care [5]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Convenience Restaurant [7]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Convenience Store [8]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Department Store [9]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dwelling (Resident) [10]	Residential	14	14	9	9	9	9	9	8	8	8	7	7	8	9	12	12	12
Dwelling (Visitor) [11]	Residential (Visitor)	3	3	3	3	6	3	6	3	3	3	3	3	3	3	7	6	6
Education [12]	School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Factory/Industry [13]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Gambling [14]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Gymnasium [15]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Health Clinic [16]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hospital [17]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minor Sports and Rec [18]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Office [19]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Open Space [20]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other [21]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Parking Facilities [22]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Place of Assembly [23]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pub/Hotel/Tavern [24]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Restaurant [26]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Restricted Retail [27]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Retail [28]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
School [29]	School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Service Station [30]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Supermarket [31]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trade Supplies [32]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
University/TAFE [33]	School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vacant [34]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Warehouse [35]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Commuter [36]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Future Office [37]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Future Residential (Visitor) [38]	Residential (Visitor)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Sub Totals	Split																	
Long Term (Professional)	90%	17	17	12	12	15	12	14	11	11	11	10	10	11	12	19	18	17
Short Term (Professional)	10%	0	0	0	0	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	0	0	0	0
Short Term (Retail)	80%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Long Term (Residential)	100%	14	14	9	9	9	9	9	8	8	8	7	7	8	9	12	12	12
Short Term (Residential)	100%	3	3	3	3	6	3	6	3	3	3	3	3	3	3	7	6	6
Long Term (Other)	50%	0	0	0	0	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	0	0	0	0
Long Term (School)	25%	0	0	0	0	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	0	0	0	0

Total Parking Supply	Total	297	275	269	274	297	297	297	297	297	297	274	269	275	297	297	297	297
	85% of Total	252	234	229	233	252	252	252	252	252	252	233	229	234	252	252	252	252
	Total Long Term	229	207	6	6	23	23	23	23	23	23	6	6	12	34	229	229	229
	All Other Spaces	68	68	263	268	274	274	274	274	274	274	268	263	263	263	68	68	68
Total Observed Demand	Total	47	57	68	80	105	124	128	140	133	127	120	111	94	84	71	56	48
	Total Long Term	44	48	2	2	2	3	3	3	3	3	3	3	3	2	61	47	43
	All Other Spaces	3	9	66	78	103	121	125	137	130	124	117	108	91	82	10	9	5
Total Predicted Demand	Total	17	17	12	12	15	12	14	11	11	11	10	10	11	12	19	18	17
	Long Term	14	14	9	9	9	9	9	8	8	8	7	7	8	9	12	12	12
	Short Term	3	3	3	3	6	3	6	3	3	3	3	3	3	3	7	6	6

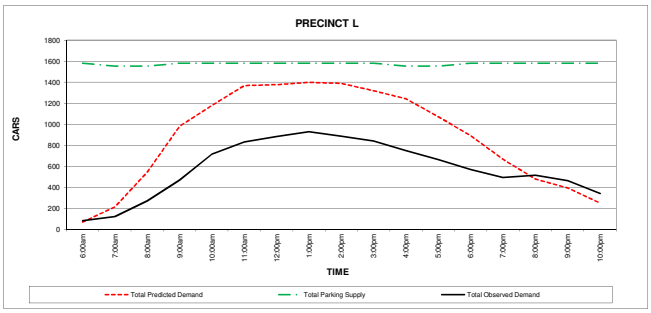


Model

Use	Restriction Type	Parking Demand																	
		L																	
		6:00am	7:00am	8:00am	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	10:00pm
Aged Care Facility [1]	Other	0	0	0	1	1	1	1	1	1	1	0	0	0	0	0	0	0
Bank [2]	Professional	0	1	5	11	12	12	11	11	12	12	12	8	2	0	0	0	0
Building Construction [3]	Other	1	2	4	6	6	6	6	6	6	6	6	4	2	1	1	0	0
Car Sales [4]	Retail	0	4	4	5	6	6	5	6	5	5	6	5	5	1	0	0	0
Child Care [5]	Professional	0	0	2	3	2	2	2	2	2	3	2	2	1	1	0	0	0
Convenience Restaurant [7]	Retail	2	2	2	2	2	2	2	4	1	1	1	2	1	6	5	1	1
Convenience Store [8]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Department Store [9]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dwelling (Resident) [10]	Residential	25	25	17	16	16	16	15	14	14	14	13	13	14	17	21	21	21
Dwelling (Visitor) [11]	Residential (Visitor)	5	5	5	5	10	5	10	5	5	5	5	5	5	5	12	11	10
Education [12]	School	0	5	27	37	47	54	52	48	52	52	52	36	9	2	0	0	0
Factory/Industry [13]	Other	1	2	5	7	8	8	9	8	8	8	8	5	2	1	1	0	0
Gambling [14]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Gymnasium [15]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Health Clinic [16]	Professional	0	29	58	58	99	94	110	79	116	101	94	93	82	80	72	0	0
Hospital [17]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minor Sports and Rec [18]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Office [19]	Professional	0	60	240	511	523	601	583	583	583	571	541	409	180	24	0	0	0
Open Space [20]	Other	0	0	0	1	1	1	1	1	1	1	1	1	0	0	0	0	0
Other [21]	Other	0	1	4	7	8	8	9	8	8	9	8	6	5	6	5	4	4
Parking Facilities [22]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Place of Assembly [23]	Other	4	4	23	31	38	40	39	27	30	39	28	23	20	20	23	20	4
Pub/Hotel/Tavern [24]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Restaurant [26]	Retail	0	17	17	34	51	68	85	170	119	85	68	136	339	339	203	203	136
Restricted Retail [27]	Retail	1	2	2	5	11	14	14	14	14	13	13	11	9	9	8	7	2
Retail [28]	Retail	12	12	12	29	94	114	113	116	117	105	103	94	88	71	62	59	12
School [29]	School	0	1	2	3	2	2	2	2	2	5	3	1	1	1	0	0	0
Service Station [30]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Supermarket [31]	Retail	20	20	35	41	70	116	113	99	95	91	95	78	62	72	65	59	59
Trade Supplies [32]	Retail	0	1	2	3	4	5	6	5	5	5	5	5	2	2	1	1	0
University/TAFE [33]	School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vacant [34]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Warehouse [35]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Commuter [36]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Future Office [37]	Professional	0	20	78	166	170	195	189	189	189	185	176	133	59	8	0	0	0
Future Residential (Visitor) [38]	Residential (Visitor)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Sub Totals	Split																	
Long Term (Professional)	90%	0	99	345	673	725	814	806	778	812	785	742	480	292	102	64	0	0
Short Term (Professional)	10%	0	11	38	75	81	90	90	86	90	87	82	64	32	11	7	0	0
Long Term (Retail)	20%	7	11	15	24	47	65	67	83	72	62	58	66	102	100	69	67	42
Short Term (Retail)	80%	27	46	59	95	190	259	269	331	287	246	234	265	406	401	275	267	169
Long Term (Residential)	100%	25	25	17	16	16	16	15	14	14	14	13	13	14	17	21	21	21
Short Term (Residential)	100%	5	5	5	5	10	5	10	5	5	5	5	5	5	5	12	11	10
Long Term (Other)	50%	3	5	18	26	31	32	32	26	27	32	26	20	15	14	15	13	5
Short Term (Other)	50%	3	5	18	26	31	32	32	26	27	32	26	20	15	14	15	13	5
Long Term (School)	25%	0	2	7	10	12	14	13	12	13	14	14	9	2	1	0	0	0
Short Term (School)	75%	0	5	22	31	36	41	40	37	40	42	41	28	7	3	0	0	0

Total Parking Supply	Total	1579	1554	1554	1579	1579	1579	1579	1579	1579	1579	1554	1554	1579	1579	1579	1579	1579
	85% of Total	1342	1321	1321	1342	1342	1342	1342	1342	1342	1342	1321	1321	1342	1342	1342	1342	1342
	Total Long Term	774	746	678	514	514	514	514	514	514	514	512	567	685	705	771	771	771
	All Other Spaces	805	808	876	1065	1065	1065	1065	1065	1065	1065	1042	987	894	874	808	808	808
Total Observed Demand	Total	83	122	271	471	716	833	884	928	885	842	749	664	570	494	516	464	341
	Total Long Term	42	65	76	111	195	241	276	302	294	283	269	250	241	272	357	322	235
	All Other Spaces	41	57	195	360	521	592	608	626	591	559	480	414	329	222	159	142	106
Total Predicted Demand	Total	71	213	544	981	1178	1368	1375	1398	1388	1318	1242	1071	891	668	480	392	252
	Long Term	35	142	402	749	831	940	934	933	938	906	853	689	425	234	170	101	68
	Short Term	36	71	142	231	347	428	441	485	449	412	388	382	466	434	310	291	184

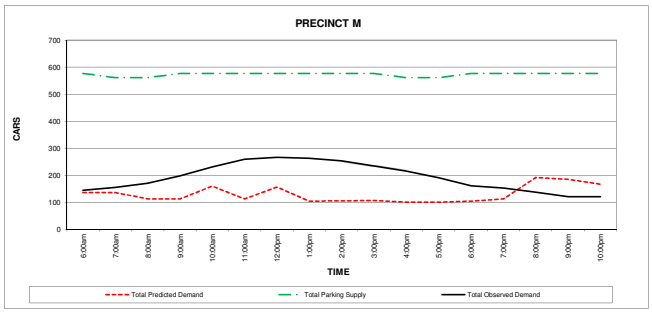


Model

Use	Restriction Type	Parking Demand																
		M																
		6:00am	7:00am	8:00am	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	10:00pm
Aged Care Facility [1]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bank [2]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Building Construction [3]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Car Sales [4]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Child Care [5]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Convenience Restaurant [7]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Convenience Store [8]	Retail	1	2	3	6	6	5	6	4	6	7	5	5	5	4	4	1	0
Department Store [9]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dwelling (Resident) [10]	Residential	90	90	61	58	58	57	55	52	51	50	48	48	52	61	75	77	76
Dwelling (Visitor) [11]	Residential (Visitor)	18	18	18	18	36	18	36	18	18	18	18	18	18	18	44	42	36
Education [12]	School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Factory/Industry [13]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Gambling [14]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Gymnasium [15]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Health Clinic [16]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hospital [17]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minor Sports and Rec [18]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Office [19]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Open Space [20]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other [21]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Parking Facilities [22]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Place of Assembly [23]	Other	1	1	3	4	5	5	5	4	4	5	4	3	3	3	3	3	1
Pub/Hotel/Tavern [24]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Restaurant [26]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Restricted Retail [27]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Retail [28]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
School [29]	School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Service Station [30]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Supermarket [31]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trade Supplies [32]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
University/TAFE [33]	School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vacant [34]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Warehouse [35]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Commuter [36]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Future Office [37]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Future Residential (Visitor) [38]	Residential (Visitor)	27	27	27	27	54	27	54	27	27	27	27	27	27	27	66	63	54

Sub Totals	Split																	
Long Term (Professional)	90%	0	0	0	0	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	0	0	0	0
Long Term (Retail)	20%	0	0	1	1	1	1	1	1	1	1	1	1	1	1	1	0	0
Short Term (Retail)	80%	1	1	3	5	5	4	5	4	5	5	4	4	4	4	3	1	0
Long Term (Residential)	100%	90	90	61	58	58	57	55	52	51	50	48	48	52	61	75	77	76
Short Term (Residential)	100%	45	45	45	45	90	45	90	45	45	45	45	45	45	45	110	104	90
Long Term (Other)	50%	0	0	2	2	2	3	3	2	2	3	2	2	1	1	1	1	0
Short Term (Other)	50%	0	0	2	2	2	3	3	2	2	3	2	2	1	1	1	1	0
Long Term (School)	25%	0	0	0	0	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	0	0	0	0

Total Parking Supply	Total	577	561	561	577	577	577	577	577	577	577	561	561	577	577	577	577	577
	85% of Total	490	477	477	490	490	490	490	490	490	490	477	477	490	490	490	490	490
	Total Long Term	543	518	214	225	225	225	225	225	225	225	210	210	235	235	539	543	543
	All Other Spaces	34	43	347	352	352	352	352	352	352	352	351	351	342	342	38	34	34
Total Observed Demand	Total	145	155	171	198	211	259	267	263	254	235	216	192	161	153	138	121	121
	Total Long Term	145	147	77	98	119	134	138	136	133	124	111	95	83	68	135	120	121
	All Other Spaces	0	8	94	100	112	125	129	127	121	111	105	96	78	85	3	1	0
Total Predicted Demand	Total	136	137	112	113	160	113	156	105	106	107	101	101	104	113	192	185	167
	Long Term	90	90	63	62	62	61	58	55	54	54	50	50	54	63	78	79	77
	Short Term	46	47	49	52	98	52	97	50	51	53	51	51	50	50	115	106	91

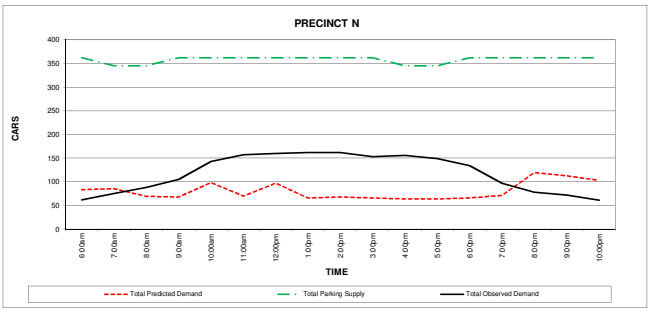


Model

Use	Restriction Type	N																
		6:00am	7:00am	8:00am	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	10:00pm
Aged Care Facility [1]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bank [2]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Building Construction [3]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Car Sales [4]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Child Care [5]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Convenience Restaurant [7]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Convenience Store [8]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Department Store [9]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dwelling (Resident) [10]	Residential	56	56	38	36	36	36	34	32	32	31	29	29	32	38	47	48	47
Dwelling (Visitor) [11]	Residential (Visitor)	11	11	11	11	22	11	22	11	11	11	11	11	11	11	27	26	22
Education [12]	School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Factory/Industry [13]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Gambling [14]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Gymnasium [15]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Health Clinic [16]	Professional	0	2	3	3	6	6	6	5	7	6	6	5	5	5	4	0	0
Hospital [17]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minor Sports and Rec [18]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Office [19]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Open Space [20]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other [21]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Parking Facilities [22]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Place of Assembly [23]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pub/Hotel/Tavern [24]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Restaurant [26]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Restricted Retail [27]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Retail [28]	Retail	0	0	0	0	1	1	1	1	1	1	1	1	1	1	1	1	0
School [29]	School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Service Station [30]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Supermarket [31]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trade Supplies [32]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
University/TAFE [33]	School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vacant [34]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Warehouse [35]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Commuter [36]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Future Office [37]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Future Residential (Visitor) [38]	Residential (Visitor)	17	17	17	17	33	17	33	17	17	17	17	17	17	17	40	38	33

Sub Totals	Split																	
Long Term (Professional)	90%	0	2	1	1	5	5	6	4	6	5	5	5	4	4	4	0	0
Short Term (Professional)	10%	0	0	0	0	1	1	1	0	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	0	0	0	0
Short Term (Retail)	80%	0	0	0	0	1	1	1	1	1	1	1	1	1	1	1	1	0
Long Term (Residential)	100%	56	56	38	36	36	36	34	32	32	31	29	29	32	38	47	48	47
Short Term (Residential)	100%	28	28	28	28	55	28	55	28	28	28	28	28	28	28	68	64	55
Long Term (Other)	50%	0	0	0	0	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	0	0	0	0
Long Term (School)	25%	0	0	0	0	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	0	0	0	0

Total Parking Supply	Total	362	345	345	362	362	362	362	362	362	362	345	345	362	362	362	362	362
	85% of Total	308	293	293	308	308	308	308	308	308	308	293	293	308	308	308	308	308
	Total Long Term	305	289	158	173	171	171	173	173	173	173	158	158	178	178	305	305	305
	All Other Spaces	57	56	187	189	189	189	189	189	189	189	187	187	184	184	57	57	57
Total Observed Demand	Total	62	75	88	105	143	157	160	162	162	153	156	149	134	97	78	72	61
	Total Long Term	62	70	53	67	97	105	111	109	108	100	98	94	85	55	70	63	56
	All Other Spaces	0	5	35	38	46	52	49	53	54	53	58	55	49	42	8	9	5
Total Predicted Demand	Total	83	85	69	68	98	70	97	66	67	66	64	64	66	71	119	113	103
	Long Term	56	57	41	39	42	41	40	37	38	37	35	35	37	42	51	48	47
	Short Term	28	28	28	28	57	29	57	29	29	29	29	29	29	29	69	65	55



Appendix J

Future Car Parking Model – Option 3

GTAconsultants

Car Parking Rates

Use	Unit (spaces per)	Size Parking Rate
Aged Care Facility [1]	sqm	0.003
Bank [2]	sqm	0.02
Building Construction [3]	sqm	0.01
Car Sales [4]	sqm	0.01
Child Care [5]	sqm	0.01
Convenience Restaurant [6]	sqm	0.07
Convenience Store [7]	sqm	0.05
Department Store [8]	sqm	0.028
Dwelling (Resident) [9]	dwelling	0.15
Dwelling (Visitor) [10]	dwelling	0.12
Education [11]	sqm	0.02
Factory/Industry [12]	sqm	0.01
Gambling [13]	sqm	0.03
Gymnasium [14]	sqm	0.075
Health Clinic [15]	sqm	0.02
Hospital [16]	sqm	0.045
Minor Sports and Rec [17]	sqm	0.01
Office [18]	sqm	0.03
Open Space [19]	sqm	0.005
Other [20]	sqm	0.005
Parking Facilities [21]	sqm	0
Place of Assembly [22]	sqm	0.015
Pub/Hotel/Tavern [23]	sqm	0.1
Restaurant [24]	sqm	0.098
Restricted Retail [25]	sqm	0.015
Retail [26]	sqm	0.025
School [27]	sqm	0.01
Service Station [28]	sqm	0
Supermarket [29]	sqm	0.05
Trade Supplies [30]	sqm	0.015
University/TAFE [31]	sqm	0.03
Vacant [32]	sqm	0
Warehouse [33]	sqm	0.003
Commuter [34]	spaces	0.5
Future Office [37]	sqm	0.03
Future Residential (Visitor) [38]	dwelling	0.12

Temporal Profiles

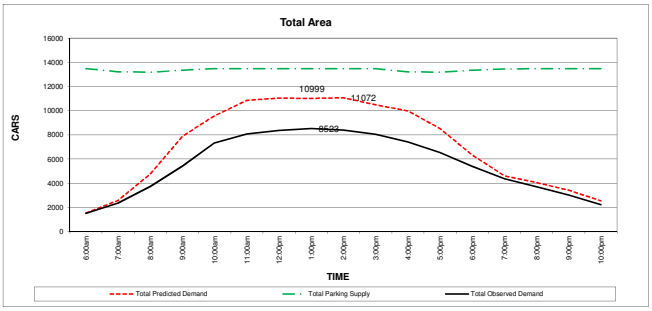
Use	Unit	Overall																
		6:00am	7:00am	8:00am	9:00am	10:00am	11:00am	12:00pm	1:00pm	2:00pm	3:00pm	4:00pm	5:00pm	6:00pm	7:00pm	8:00pm	9:00pm	10:00pm
Aged Care Facility [1]	%	56%	67%	62%	76%	96%	95%	100%	81%	74%	85%	67%	69%	68%	60%	50%	70%	62%
Bank [2]	%	0%	10%	40%	87%	99%	100%	90%	90%	97%	97%	98%	68%	16%	4%	0%	0%	0%
Building Construction [3]	%	10%	25%	57%	85%	94%	90%	100%	98%	97%	97%	97%	60%	25%	10%	10%	5%	0%
Car Sales [4]	%	0%	70%	73%	84%	98%	98%	93%	100%	97%	95%	99%	93%	84%	25%	0%	0%	0%
Child Care [5]	%	4%	4%	60%	100%	83%	80%	75%	75%	73%	96%	83%	72%	39%	20%	0%	0%	0%
Convenience Restaurant [7]	%	29%	29%	29%	29%	29%	29%	29%	64%	46%	49%	44%	36%	46%	100%	74%	56%	56%
Convenience Store [8]	%	10%	25%	50%	91%	97%	81%	95%	68%	87%	100%	81%	80%	71%	69%	62%	10%	5%
Department Store [9]	%	0%	0%	20%	50%	80%	97%	96%	99%	100%	90%	88%	80%	63%	61%	53%	50%	0%
Dwelling (Resident) [10]	%	100%	100%	68%	65%	65%	64%	61%	58%	57%	56%	53%	53%	58%	68%	84%	86%	85%
Dwelling (Visitor) [11]	%	25%	25%	25%	25%	50%	25%	50%	25%	25%	25%	25%	25%	25%	25%	61%	58%	50%
Education [12]	%	0%	10%	50%	70%	87%	100%	97%	90%	97%	97%	98%	68%	16%	4%	0%	0%	0%
Factory/Industry [13]	%	10%	25%	57%	85%	94%	90%	100%	98%	97%	97%	97%	60%	25%	10%	10%	5%	0%
Gambling [14]	%	0%	0%	0%	0%	10%	75%	75%	100%	50%	25%	25%	50%	50%	100%	50%	25%	25%
Gymnasium [15]	%	40%	62%	78%	40%	55%	39%	37%	34%	39%	23%	37%	51%	100%	100%	38%	22%	10%
Health Clinic [16]	%	0%	25%	50%	50%	85%	81%	95%	68%	100%	87%	81%	80%	71%	69%	62%	0%	0%
Hospital [17]	%	30%	40%	45%	50%	75%	90%	90%	90%	100%	90%	85%	75%	52%	38%	38%	38%	38%
Minor Sports and Rec [18]	%	20%	33%	51%	77%	97%	51%	41%	41%	44%	40%	62%	55%	100%	100%	37%	20%	20%
Office [19]	%	0%	10%	40%	85%	87%	100%	97%	97%	97%	95%	90%	68%	30%	4%	0%	0%	0%
Open Space [20]	%	0%	11%	37%	57%	70%	74%	77%	73%	72%	77%	68%	55%	43%	49%	48%	38%	37%
Other [21]	%	0%	11%	37%	57%	70%	74%	77%	73%	72%	77%	68%	55%	43%	49%	48%	38%	37%
Parking Facilities [22]	%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Place of Assembly [23]	%	10%	10%	58%	78%	94%	100%	97%	68%	74%	96%	70%	58%	51%	51%	57%	51%	10%
Pub/Hotel/Tavern [24]	%	0%	0%	5%	10%	20%	35%	50%	70%	50%	35%	50%	70%	80%	80%	100%	70%	60%
Restaurant [26]	%	0%	5%	5%	10%	15%	20%	25%	50%	35%	25%	20%	40%	100%	100%	60%	60%	40%
Restricted Retail [27]	%	5%	12%	12%	37%	80%	97%	96%	99%	100%	90%	88%	80%	65%	61%	53%	50%	12%
Retail [28]	%	10%	10%	10%	25%	80%	97%	96%	99%	100%	90%	88%	80%	75%	61%	53%	50%	10%
School [29]	%	10%	30%	50%	75%	35%	35%	35%	35%	35%	100%	60%	30%	30%	30%	0%	0%	0%
Service Station [30]	%	10%	25%	50%	91%	97%	81%	95%	68%	87%	100%	81%	80%	71%	69%	62%	10%	5%
Supermarket [31]	%	17%	17%	30%	35%	60%	100%	97%	85%	82%	78%	82%	67%	53%	62%	56%	51%	51%
Trade Supplies [32]	%	5%	18%	33%	49%	65%	81%	93%	79%	80%	87%	78%	72%	39%	30%	20%	20%	0%
University/TAFE [33]	%	8%	8%	16%	28%	32%	34%	36%	40%	40%	36%	34%	28%	8%	6%	6%	2%	2%
Vacant [34]	%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Warehouse [35]	%	10%	10%	57%	85%	91%	90%	100%	98%	97%	97%	97%	60%	25%	10%	5%	0%	0%
Commuter [36]	%	30%	50%	80%	97%	99%	100%	100%	100%	99%	96%	88%	80%	75%	47%	33%	25%	10%
Future Office [37]	%	0%	10%	40%	85%	87%	100%	97%	97%	97%	95%	90%	68%	30%	4%	0%	0%	0%
Future Residential (Visitor) [38]	%	25%	25%	25%	25%	50%	25%	50%	25%	25%	25%	25%	25%	25%	25%	61%	58%	50%

Model

Use	Restriction Type	Parking Demand																
		Total Area																
		6:00am	7:00am	8:00am	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	10:00pm
Aged Care Facility [1]	Other	6	8	7	9	11	11	11	9	8	10	8	8	8	7	6	8	7
Bank [2]	Professional	0	10	41	90	102	103	93	93	100	100	101	70	16	4	0	0	0
Building Construction [3]	Other	1	3	6	9	10	9	10	10	10	10	10	6	3	1	1	1	0
Car Sales [4]	Retail	0	14	15	17	20	20	19	21	20	20	20	19	17	5	0	0	0
Child Care [5]	Professional	1	1	9	15	12	12	11	11	11	14	12	11	6	3	0	0	0
Convenience Restaurant [7]	Retail	31	31	31	31	31	31	31	68	49	63	47	38	49	106	79	60	60
Convenience Store [8]	Retail	1	2	3	6	6	5	6	4	6	7	5	5	5	4	4	1	0
Department Store [9]	Retail	0	0	21	54	86	104	103	106	107	97	94	86	68	65	57	54	0
Dwelling (Resident) [10]	Residential	514	514	349	334	334	329	313	298	293	288	272	272	298	349	431	442	437
Dwelling (Visitor) [11]	Residential (Visitor)	103	103	103	103	205	103	205	103	103	103	103	103	103	103	251	238	205
Education [12]	School	0	17	83	116	144	165	160	149	160	160	162	112	26	7	0	0	0
Factory/Industry [13]	Other	4	11	25	38	42	40	45	44	43	43	43	27	11	4	4	2	0
Gambling [14]	Retail	0	0	0	0	1	4	4	5	3	1	1	3	3	5	3	1	1
Gymnasium [15]	Other	12	19	24	12	17	12	12	11	12	7	12	16	31	31	12	7	3
Health Clinic [16]	Professional	0	142	285	285	484	461	541	387	569	495	461	455	404	393	353	0	0
Hospital [17]	Professional	418	557	627	696	1044	1253	1253	1253	1392	1253	1184	1044	724	529	529	529	529
Minor Sports and Rec [18]	Other	1	2	3	4	5	3	2	2	2	2	3	3	6	6	2	1	1
Office [19]	Professional	0	319	1275	2710	2774	3188	3093	3093	3093	3029	2869	2168	956	128	0	0	0
Open Space [20]	Other	0	3	10	15	18	19	20	19	19	20	18	14	11	13	12	10	10
Other [21]	Other	0	4	14	21	26	28	29	27	27	29	25	21	16	18	18	14	14
Parking Facilities [22]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Place of Assembly [23]	Other	18	18	104	140	169	180	174	122	133	173	126	104	92	92	102	92	18
Pub/Hotel/Tavern [24]	Other	0	0	15	31	62	108	155	216	155	108	155	216	247	247	309	216	185
Restaurant [26]	Retail	0	60	60	121	181	241	301	603	422	301	241	482	1206	1206	723	723	482
Restricted Retail [27]	Retail	2	5	5	16	34	42	41	43	43	39	38	34	28	26	23	21	5
Retail [28]	Retail	85	85	85	213	683	828	819	845	853	768	751	683	640	521	452	427	85
School [29]	School	6	17	29	43	20	20	20	20	20	58	35	17	17	17	0	0	0
Service Station [30]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Supermarket [31]	Retail	93	93	164	191	328	547	531	465	449	427	449	367	290	339	306	279	279
Trade Supplies [32]	Retail	2	6	12	17	23	29	33	28	29	31	28	26	14	11	7	7	0
University/TAFE [33]	School	85	85	171	299	341	363	384	427	427	384	363	299	85	64	64	21	21
Vacant [34]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Warehouse [35]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Commuter [36]	Other	74	123	196	238	243	245	245	245	243	235	216	196	184	115	81	61	25
Future Office [37]	Retail	0	225	900	1913	1958	2250	2183	2183	2183	2138	2025	1530	675	90	0	0	0
Future Residential (Visitor) [38]	Residential (Visitor)	90	90	90	90	180	90	180	90	90	90	90	90	90	90	220	209	180

Sub Totals	Split																	
Long Term (Professional)	90%	1546	2567	4763	7875	9594	10843	11028	10999	11072	10490	9966	8526	6328	4599	4050	3424	2548
Short Term (Professional)	10%	176	926	2013	1416	1974	4315	4491	4153	4648	4402	4164	1371	1896	951	794	476	476
Long Term (Retail)	20%	42	103	224	380	442	502	499	484	516	489	463	375	211	106	88	53	53
Short Term (Retail)	80%	43	104	259	516	670	820	814	874	832	776	740	655	599	476	331	325	183
Long Term (Residential)	100%	171	418	1038	2063	2680	3281	3257	3496	3330	3104	2960	2618	2395	1903	1323	1258	730
Short Term (Residential)	100%	514	514	349	334	334	329	313	298	293	288	272	272	298	349	431	442	437
Long Term (Other)	50%	193	193	193	193	385	193	385	193	193	193	193	193	193	193	470	447	385
Short Term (Other)	50%	58	95	202	258	301	327	351	353	326	318	307	306	304	267	274	206	131
Long Term (School)	25%	58	95	202	258	301	327	351	353	326	318	307	306	304	267	274	206	131
Short Term (School)	75%	23	30	71	115	126	137	141	149	152	151	140	107	32	22	16	5	5
		68	89	212	344	379	411	424	447	456	452	420	321	97	66	48	16	16

Total Parking Supply	Total	13481	13207	13191	13345	13465	13465	13465	13465	13465	13465	13202	13183	13343	13457	13467	13467	13467
	85% of Total	11459	11226	11212	11343	11445	11445	11445	11445	11445	11445	11222	11206	11342	11438	11447	11447	11447
	Total Long Term	8955	8593	6643	5947	6046	6046	6046	6046	6046	6040	5925	5986	6910	7055	8712	8904	8938
	All Other Spaces	4526	4614	6538	7398	7419	7419	7419	7419	7419	7425	7277	7197	6433	6402	4735	4563	4529
Total Observed Demand	Total	1507	2369	3719	5424	7329	8071	8155	8521	8404	8052	7407	6443	5409	4363	3703	3007	2214
	Total Long Term	1179	1788	2061	2729	3903	4221	4375	4444	4391	4204	3908	3451	3106	2573	2752	2314	1740
	All Other Spaces	328	581	1658	2695	3426	3852	3980	4079	4013	3848	3499	3092	2303	1790	951	693	474
Total Predicted Demand	Total	1546	2567	4763	7875	9594	10843	11028	10999	11072	10490	9966	8526	6328	4599	4050	3424	2548
	Long Term	1014	1669	2894	4638	5406	6129	6111	6027	6251	5935	5624	4713	3129	2065	1846	1444	1232
	Short Term	532	898	1868	3237	4188	4714	4917	4973	4821	4556	4342	3813	3199	2535	2204	1980	1316

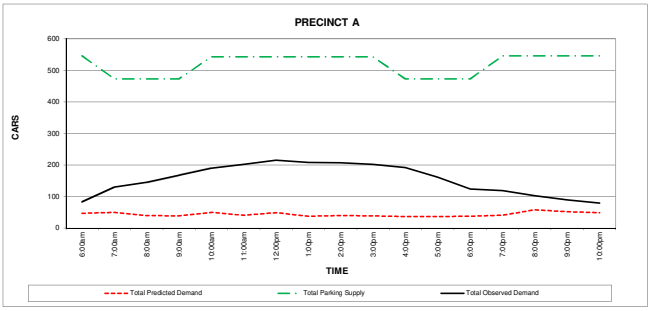


Model

Use	Restriction Type	Parking Demand																	
		A																	
		6:00am	7:00am	8:00am	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	10:00pm
Aged Care Facility [1]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bank [2]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Building Construction [3]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Car Sales [4]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Child Care [5]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Convenience Restaurant [7]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Convenience Store [8]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Department Store [9]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dwelling (Resident) [10]	Residential	39	39	27	26	26	25	24	23	22	22	21	21	23	27	33	34	33
Dwelling (Visitor) [11]	Residential (Visitor)	8	8	8	8	16	8	16	8	8	8	8	8	8	8	19	18	16
Education [12]	School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Factory/Industry [13]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Gambling [14]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Gymnasium [15]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Health Clinic [16]	Professional	0	2	5	5	8	8	9	7	10	8	8	8	7	7	6	0	0
Hospital [17]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minor Sports and Rec [18]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Office [19]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Open Space [20]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other [21]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Parking Facilities [22]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Place of Assembly [23]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pub/Hotel/Tavern [24]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Restaurant [26]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Restricted Retail [27]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Retail [28]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
School [29]	School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Service Station [30]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Supermarket [31]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trade Supplies [32]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
University/TAFE [33]	School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vacant [34]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Warehouse [35]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Commuter [36]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Future Office [37]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Future Residential (Visitor) [38]	Residential (Visitor)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Sub Totals	Split																	
		47	50	39	38	50	41	49	37	40	38	37	36	38	41	58	52	49
Long Term (Professional)	90%	0	2	4	4	7	7	8	6	9	8	7	7	6	6	5	0	0
Short Term (Professional)	10%	0	0	0	0	1	1	1	1	1	1	1	1	1	1	1	0	0
Long Term (Retail)	20%	0	0	0	0	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	0	0	0	0
Long Term (Residential)	100%	39	39	27	26	26	25	24	23	22	22	21	21	23	27	33	34	33
Short Term (Residential)	100%	8	8	8	8	16	8	16	8	8	8	8	8	8	8	19	18	16
Long Term (Other)	50%	0	0	0	0	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	0	0	0	0
Long Term (School)	25%	0	0	0	0	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	0	0	0	0

Total Parking Supply	Total	546	473	473	473	543	543	543	543	543	543	473	473	473	546	546	546	546
	85% of Total	464	402	402	402	462	462	462	462	462	462	402	402	402	464	464	464	464
	Total Long Term	498	420	102	50	113	113	113	113	113	113	50	50	102	180	455	498	498
	All Other Spaces	48	53	371	423	430	430	430	430	430	430	423	423	371	366	91	48	48
Total Observed Demand	Total	83	130	145	168	190	202	215	208	207	202	192	162	124	119	103	89	79
	Total Long Term	83	125	75	45	47	47	47	46	46	44	41	24	19	18	76	89	79
	All Other Spaces	0	5	70	123	143	155	168	162	161	158	151	138	105	101	27	0	0
Total Predicted Demand	Total	47	50	39	38	50	41	49	37	40	38	37	36	38	41	58	52	49
	Long Term	39	41	31	30	33	32	32	29	31	30	28	28	29	33	38	34	33
	Short Term	8	8	8	8	17	9	17	9	9	9	9	9	9	9	20	18	16

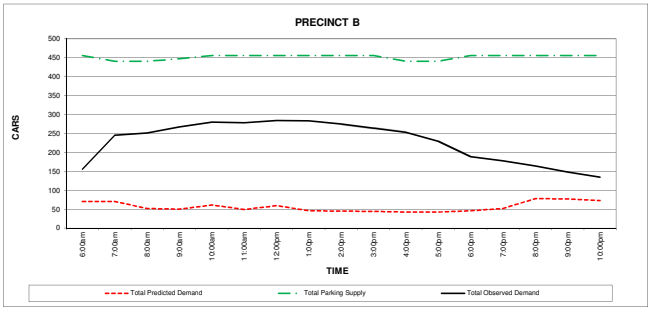


Model

Use	Restriction Type	Parking Demand																	
		B																	
		6:00am	7:00am	8:00am	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	10:00pm
Aged Care Facility [1]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bank [2]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Building Construction [3]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Car Sales [4]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Child Care [5]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Convenience Restaurant [7]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Convenience Store [8]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Department Store [9]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dwelling (Resident) [10]	Residential	59	59	40	38	38	37	36	34	33	33	31	31	34	40	49	50	50
Dwelling (Visitor) [11]	Residential (Visitor)	12	12	12	12	23	12	23	12	12	12	12	12	12	12	29	27	23
Education [12]	School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Factory/Industry [13]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Gambling [14]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Gymnasium [15]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Health Clinic [16]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hospital [17]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minor Sports and Rec [18]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Office [19]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Open Space [20]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other [21]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Parking Facilities [22]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Place of Assembly [23]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pub/Hotel/Tavern [24]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Restaurant [26]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Restricted Retail [27]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Retail [28]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
School [29]	School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Service Station [30]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Supermarket [31]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trade Supplies [32]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
University/TAFE [33]	School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vacant [34]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Warehouse [35]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Commuter [36]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Future Office [37]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Future Residential (Visitor) [38]	Residential (Visitor)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Sub Totals	Split																	
		70	70	51	50	61	49	59	46	45	44	43	43	46	51	78	77	73
Long Term (Professional)	90%	0	0	0	0	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	0	0	0	0
Long Term (Retail)	20%	0	0	0	0	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	0	0	0	0
Long Term (Residential)	100%	59	59	40	38	38	37	36	34	33	33	31	31	34	40	49	50	50
Short Term (Residential)	100%	12	12	12	12	23	12	23	12	12	12	12	12	12	12	29	27	23
Long Term (Other)	50%	0	0	0	0	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	0	0	0	0
Long Term (School)	25%	0	0	0	0	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	0	0	0	0

Total Parking Supply	Total	456	441	441	447	456	456	456	456	456	456	441	441	456	456	456	456	456
	85% of Total	388	375	375	380	388	388	388	388	388	388	375	375	388	388	388	388	388
	Total Long Term	424	410	194	187	196	196	196	196	196	196	187	187	310	310	417	424	424
	All Other Spaces	32	31	247	260	260	260	260	260	260	260	254	254	146	146	39	32	32
Total Observed Demand	Total	156	245	251	267	280	278	284	281	275	264	253	229	189	178	164	148	135
	Total Long Term	155	244	168	165	165	161	161	158	155	147	137	121	113	104	160	148	135
	All Other Spaces	1	1	83	102	115	117	123	125	120	117	116	108	76	74	4	0	0
Total Predicted Demand	Total	70	70	51	50	61	49	59	46	45	44	43	43	46	51	78	77	73
	Long Term	59	59	40	38	38	37	36	34	33	33	31	31	34	40	49	50	50
	Short Term	12	12	12	12	23	12	23	12	12	12	12	12	12	12	29	27	23

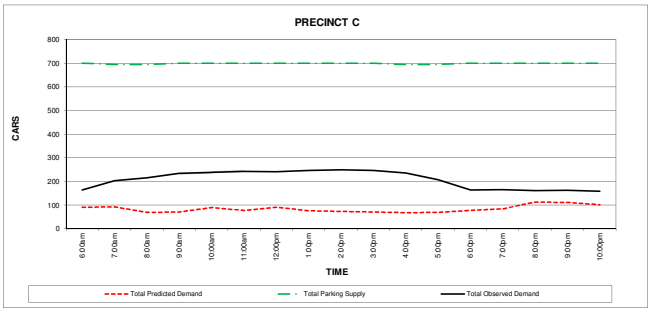


Model

Use	Restriction Type	Parking Demand																
		C																
		6:00am	7:00am	8:00am	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	10:00pm
Aged Care Facility [1]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bank [2]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Building Construction [3]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Car Sales [4]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Child Care [5]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Convenience Restaurant [7]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Convenience Store [8]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Department Store [9]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dwelling (Resident) [10]	Residential	75	75	51	49	49	48	46	44	43	42	40	40	44	51	63	65	64
Dwelling (Visitor) [11]	Residential (Visitor)	15	15	15	15	30	15	30	15	15	15	15	15	15	15	37	35	30
Education [12]	School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Factory/Industry [13]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Gambling [14]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Gymnasium [15]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Health Clinic [16]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hospital [17]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minor Sports and Rec [18]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Office [19]	Professional	0	0	1	2	2	2	2	1	2	2	2	1	1	0	0	0	0
Open Space [20]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other [21]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Parking Facilities [22]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Place of Assembly [23]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pub/Hotel/Tavern [24]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Restaurant [26]	Retail	0	1	1	1	2	2	3	6	4	3	2	5	11	11	7	7	5
Restricted Retail [27]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Retail [28]	Retail	1	1	1	1	5	6	6	6	6	5	5	5	4	4	3	3	1
School [29]	School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Service Station [30]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Supermarket [31]	Retail	1	1	1	1	3	4	4	4	3	3	3	3	2	3	2	2	2
Trade Supplies [32]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
University/TAFE [33]	School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vacant [34]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Warehouse [35]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Commuter [36]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Future Office [37]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Future Residential (Visitor) [38]	Residential (Visitor)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Sub Totals	Split																	
Long Term (Professional)	90%	0	0	1	2	2	2	2	2	2	2	2	1	1	0	0	0	0
Short Term (Professional)	10%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Long Term (Retail)	20%	0	0	0	1	2	2	3	3	3	2	2	2	4	4	2	2	1
Short Term (Retail)	80%	1	2	2	3	7	10	10	12	11	9	9	10	14	14	10	10	6
Long Term (Residential)	100%	75	75	51	49	49	48	46	44	43	42	40	40	44	51	63	65	64
Short Term (Residential)	100%	15	15	15	15	30	15	30	15	15	15	15	15	15	15	37	35	30
Long Term (Other)	50%	0	0	0	0	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	0	0	0	0
Long Term (School)	25%	0	0	0	0	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	0	0	0	0

Total Parking Supply	Total	699	694	694	699	699	699	699	699	699	699	694	694	699	699	699	699	699
	85% of Total	594	590	590	594	594	594	594	594	594	594	590	590	594	594	594	594	594
	Total Long Term	666	661	573	573	573	573	573	573	573	573	573	573	633	633	666	666	666
	All Other Spaces	33	33	121	126	126	126	126	126	126	126	121	121	66	66	33	33	33
Total Observed Demand	Total	164	203	216	234	238	243	241	246	249	247	236	208	164	165	162	163	159
	Total Long Term	164	203	194	207	212	217	215	217	218	220	208	182	152	153	156	158	155
	All Other Spaces	0	0	22	27	26	26	26	29	31	27	28	26	12	12	6	5	4
Total Predicted Demand	Total	92	93	70	70	90	78	91	76	74	71	68	69	78	84	113	112	102
	Long Term	76	76	53	52	53	53	50	49	48	46	44	44	48	55	66	67	66
	Short Term	16	17	17	19	38	25	41	28	26	25	24	25	30	29	47	45	36

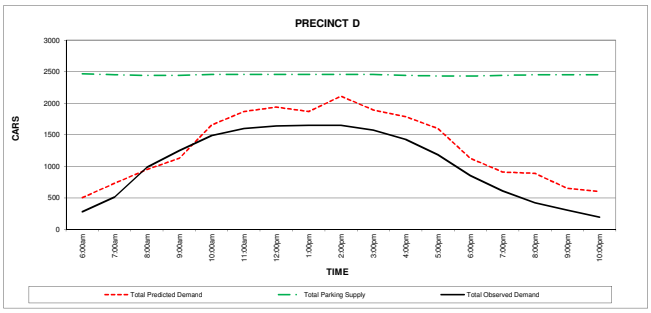


Model

Use	Restriction Type	Parking Demand																	
		D																	
		6:00am	7:00am	8:00am	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	10:00pm	
Aged Care Facility [1]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bank [2]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Building Construction [3]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Car Sales [4]	Retail	0	5	5	6	7	7	7	7	7	7	7	7	6	2	0	0	0	
Child Care [5]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Convenience Restaurant [7]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Convenience Store [8]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Department Store [9]	Retail	0	0	16	40	63	77	76	78	79	71	70	63	50	48	42	40	0	
Dwelling (Resident) [10]	Residential	21	21	14	14	14	13	13	12	12	12	11	11	12	14	18	18	18	
Dwelling (Visitor) [11]	Residential (Visitor)	4	4	4	4	8	4	8	4	4	4	4	4	4	4	10	10	8	
Education [12]	School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Factory/Industry [13]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Gambling [14]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Gymnasium [15]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Health Clinic [16]	Professional	0	83	166	166	282	269	315	226	332	289	269	266	236	229	206	0	0	
Hospital [17]	Professional	418	557	627	696	1044	1253	1253	1253	1392	1253	1184	1044	724	529	529	529	529	
Minor Sports and Rec [18]	Other	1	1	2	3	4	2	2	2	2	2	2	2	4	4	1	1	1	
Office [19]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Open Space [20]	Other	0	0	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Other [21]	Other	0	0	1	1	2	2	2	2	2	2	2	1	1	1	1	1	1	
Parking Facilities [22]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Place of Assembly [23]	Other	1	1	4	5	6	7	7	5	5	6	5	4	3	3	4	3	1	
Pub/Hotel/Tavern [24]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Restaurant [26]	Retail	0	1	1	3	4	5	7	13	9	7	5	11	27	27	16	16	11	
Restricted Retail [27]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Retail [28]	Retail	0	0	0	0	1	1	1	1	1	1	1	1	1	1	1	1	0	
School [29]	School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Service Station [30]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Supermarket [31]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Trade Supplies [32]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
University/TAFE [33]	School	51	51	101	177	203	215	228	253	253	228	215	377	51	38	38	13	13	
Vacant [34]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Warehouse [35]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Commuter [36]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Future Office [37]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Future Residential (Visitor) [38]	Residential (Visitor)	9	9	9	9	18	9	18	9	9	9	9	9	9	9	22	21	18	

Sub Totals	Split																		
Long Term (Professional)	90%	504	733	951	1125	1657	1866	1937	1866	2109	1892	1785	1601	1128	910	888	652	599	
Short Term (Professional)	10%	42	64	79	86	133	152	157	148	172	154	145	131	96	76	73	53	53	
Long Term (Retail)	20%	0	1	4	10	15	18	18	20	19	17	17	16	17	16	12	11	2	
Short Term (Retail)	80%	0	5	18	39	60	72	72	80	77	69	66	65	67	62	47	45	9	
Long Term (Residential)	100%	21	21	14	14	14	13	13	12	12	12	11	11	12	14	18	18	18	
Short Term (Residential)	100%	13	13	13	13	26	13	26	13	13	13	13	13	13	13	32	30	26	
Long Term (Other)	50%	1	1	4	5	7	6	6	5	5	6	5	4	5	5	4	3	1	
Short Term (Other)	50%	1	1	4	5	7	6	6	5	5	6	5	4	5	5	4	3	1	
Long Term (School)	25%	13	13	25	44	51	54	57	63	63	57	54	44	13	9	9	3	3	
Short Term (School)	75%	38	38	76	133	152	161	171	190	190	171	161	133	38	28	28	9	9	

Total Parking Supply	Total	2467	2453	2443	2443	2457	2457	2457	2457	2457	2457	2443	2429	2429	2443	2453	2453	2453	
	85% of Total	2097	2085	2077	2077	2088	2088	2088	2088	2088	2088	2077	2065	2065	2077	2085	2085	2085	
	Total Long Term	1166	1152	1098	981	981	981	981	981	981	981	981	981	990	1004	1048	1152	1152	
	All Other Spaces	1301	1301	1345	1462	1476	1476	1476	1476	1476	1476	1462	1448	1439	1439	1405	1301	1301	
Total Observed Demand	Total	281	515	985	1248	1486	1600	1639	1650	1648	1571	1427	1182	853	609	420	307	195	
	Total Long Term	152	294	516	516	594	629	640	652	658	639	589	494	359	253	181	160	112	
	All Other Spaces	129	221	469	732	892	971	999	998	990	932	838	688	494	356	239	147	83	
Total Predicted Demand	Total	504	733	951	1125	1657	1866	1937	1866	2109	1892	1785	1601	1128	910	888	652	599	
	Long Term	410	612	761	849	1280	1461	1505	1431	1651	1479	1394	1255	910	726	704	511	501	
	Short Term	94	121	190	276	377	405	432	435	457	412	391	346	218	184	184	141	99	

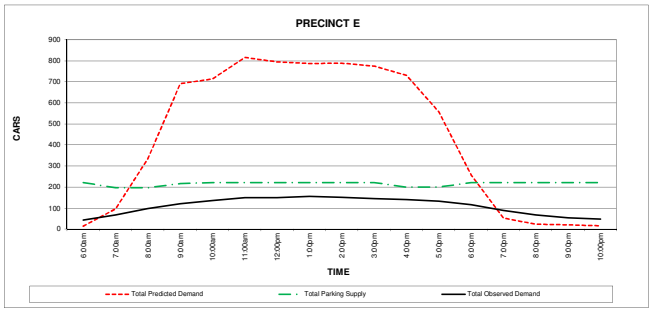


Model

Use	Restriction Type	Parking Demand																	
		E																	
		6:00am	7:00am	8:00am	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	10:00pm	
Aged Care Facility [1]	Other	5	6	5	6	8	8	8	7	6	7	6	6	6	5	4	6	5	
Bank [2]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Building Construction [3]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Car Sales [4]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Child Care [5]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Convenience Restaurant [7]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Convenience Store [8]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Department Store [9]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Dwelling (Resident) [10]	Residential	8	8	5	5	5	5	5	5	4	4	4	4	5	5	7	7	7	
Dwelling (Visitor) [11]	Residential (Visitor)	2	2	2	2	3	2	3	2	2	2	2	2	2	2	4	4	3	
Education [12]	School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Factory/Industry [13]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Gambling [14]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Gymnasium [15]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Health Clinic [16]	Professional	0	2	3	3	6	5	6	5	7	6	5	5	5	5	4	0	0	
Hospital [17]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Minor Sports and Rec [18]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Office [19]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Open Space [20]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Other [21]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Parking Facilities [22]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Place of Assembly [23]	Other	1	1	5	6	8	8	8	5	6	8	6	5	4	4	5	4	1	
Pub/Hotel/Tavern [24]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Restaurant [26]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Restricted Retail [27]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Retail [28]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
School [29]	School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Service Station [30]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Supermarket [31]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Trade Supplies [32]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
University/TAFE [33]	School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Vacant [34]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Warehouse [35]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Commuter [36]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Future Office [37]	Retail	0	79	315	669	685	788	764	764	764	748	709	536	236	32	0	0	0	
Future Residential (Visitor) [38]	Residential (Visitor)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Sub Totals	Split																	
		15	96	335	692	715	815	794	787	789	775	731	557	257	52	23	20	16
Long Term (Professional)	90%	0	1	1	1	5	5	6	4	6	5	5	5	4	4	4	0	0
Short Term (Professional)	10%	0	0	0	0	1	1	1	0	1	1	1	1	0	0	0	0	0
Long Term (Retail)	20%	0	16	63	134	137	158	153	153	153	150	142	107	47	6	0	0	0
Short Term (Retail)	80%	0	63	252	536	548	630	611	611	611	599	567	428	189	25	0	0	0
Long Term (Residential)	100%	8	8	5	5	5	5	5	5	4	4	4	4	5	5	7	7	7
Short Term (Residential)	100%	2	2	2	2	3	2	3	2	2	2	2	2	2	2	4	4	3
Long Term (Other)	50%	3	3	5	6	8	8	8	6	6	7	6	5	5	5	4	5	3
Short Term (Other)	50%	3	3	5	6	8	8	8	6	6	7	6	5	5	5	4	5	3
Long Term (School)	25%	0	0	0	0	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	0	0	0	0

Total Parking Supply	Total	221	196	196	217	221	221	221	221	221	221	200	200	221	221	221	221	221
	85% of Total	188	167	167	184	188	188	188	188	188	188	170	170	188	188	188	188	188
	Total Long Term	93	68	64	67	71	71	71	71	71	71	68	68	89	89	93	93	93
	All Other Spaces	128	128	132	150	150	150	150	150	150	150	132	132	132	132	128	128	128
Total Observed Demand	Total	43	67	98	121	136	149	150	155	151	145	141	133	116	88	67	54	48
	Total Long Term	16	30	50	64	67	68	68	68	67	67	68	66	57	45	39	32	27
	All Other Spaces	27	37	48	57	69	81	82	87	84	78	73	67	59	43	28	22	21
Total Predicted Demand	Total	15	96	335	692	715	815	794	787	789	775	731	557	257	52	23	20	16
	Long Term	11	28	76	148	155	175	171	167	169	167	156	121	61	20	15	12	10
	Short Term	4	68	259	544	560	640	623	619	619	608	575	436	196	32	9	9	6

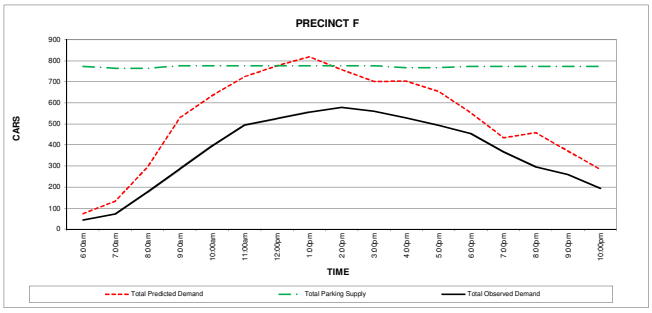


Model

Use	Restriction Type	Parking Demand																	
		F																	
		6:00am	7:00am	8:00am	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	10:00pm
Aged Care Facility [1]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bank [2]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Building Construction [3]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Car Sales [4]	Retail	0	5	5	6	6	6	6	7	6	6	6	6	6	2	0	0	0
Child Care [5]	Professional	0	0	2	3	2	2	2	2	2	2	2	2	1	1	0	0	0
Convenience Restaurant [7]	Retail	2	2	2	2	2	2	2	5	4	4	3	3	4	8	6	4	4
Convenience Store [8]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Department Store [9]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dwelling (Resident) [10]	Residential	36	36	25	24	24	23	22	21	21	20	19	19	21	25	30	31	31
Dwelling (Visitor) [11]	Residential (Visitor)	7	7	7	7	15	7	15	7	7	7	7	7	7	7	18	17	15
Education [12]	School	0	1	6	9	11	13	12	11	12	12	12	9	2	1	0	0	0
Factory/Industry [13]	Other	3	7	17	25	28	27	30	29	29	29	29	18	7	3	3	1	0
Gambling [14]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Gymnasium [15]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Health Clinic [16]	Professional	0	1	3	3	5	5	5	4	6	5	5	5	4	4	4	0	0
Hospital [17]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minor Sports and Rec [18]	Other	0	0	1	1	1	1	1	1	1	1	1	1	2	2	1	0	0
Office [19]	Professional	0	42	169	358	366	421	409	409	409	400	379	286	126	17	0	0	0
Open Space [20]	Other	0	1	2	3	3	3	4	3	3	4	3	3	2	2	2	2	2
Other [21]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Parking Facilities [22]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Place of Assembly [23]	Other	3	3	18	24	29	31	30	21	23	30	22	18	16	16	18	16	3
Pub/Hotel/Tavern [24]	Other	0	0	13	25	50	88	126	176	126	88	126	176	202	202	252	176	151
Restaurant [26]	Retail	0	5	5	9	14	19	23	47	33	23	19	37	94	94	56	56	37
Restricted Retail [27]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Retail [28]	Retail	5	5	5	14	43	52	52	54	54	49	48	43	41	33	29	27	5
School [29]	School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Service Station [30]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Supermarket [31]	Retail	2	2	3	3	6	10	9	8	8	7	8	6	5	6	5	5	5
Trade Supplies [32]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
University/TAFE [33]	School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vacant [34]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Warehouse [35]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Commuter [36]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Future Office [37]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Future Residential (Visitor) [38]	Residential (Visitor)	15	15	15	15	29	15	29	15	15	15	15	15	15	15	36	34	29

Sub Totals	Split																	
Long Term (Professional)	90%	0	19	156	327	336	384	374	373	375	367	347	264	118	19	1	0	0
Short Term (Professional)	10%	0	4	17	36	37	43	42	41	41	41	39	29	13	2	0	0	0
Long Term (Retail)	20%	2	4	4	7	14	18	19	24	21	18	17	19	30	28	19	19	10
Short Term (Retail)	80%	7	15	16	27	57	72	74	96	84	72	67	77	119	114	77	74	42
Long Term (Residential)	100%	36	36	25	24	24	23	22	21	21	20	19	19	21	25	30	31	31
Short Term (Residential)	100%	22	22	22	22	44	22	44	22	22	22	22	22	22	22	53	51	44
Long Term (Other)	50%	3	6	25	39	56	75	95	115	91	76	90	108	114	112	138	98	78
Short Term (Other)	50%	3	6	25	39	56	75	95	115	91	76	90	108	114	112	138	98	78
Long Term (School)	25%	0	0	2	2	3	3	3	3	3	3	3	2	1	0	0	0	0
Short Term (School)	75%	0	1	5	7	8	9	9	8	9	9	9	6	2	0	0	0	0

Total Parking Supply	Total	774	765	765	776	776	776	776	776	776	776	767	767	774	774	774	774	774
	84% of Total	648	640	640	660	660	660	660	660	660	660	642	642	648	648	648	648	648
	Total Long Term	262	252	195	25	25	25	25	25	25	25	25	27	206	206	262	262	262
	All Other Spaces	512	514	570	751	751	751	751	751	751	751	742	740	568	568	512	512	512
Total Observed Demand	Total	43	72	177	287	396	495	525	556	579	560	528	494	454	367	296	259	194
	Total Long Term	34	56	86	7	7	9	10	11	11	11	12	12	132	107	128	107	80
	All Other Spaces	9	16	91	280	389	486	515	545	568	549	516	482	322	260	168	152	114
Total Predicted Demand	Total	74	133	296	530	636	725	777	819	757	703	704	654	553	435	459	370	283
	Long Term	41	85	211	399	433	504	533	536	510	484	477	412	284	184	191	148	119
	Short Term	32	48	85	131	203	221	264	283	247	219	227	242	269	250	268	223	164

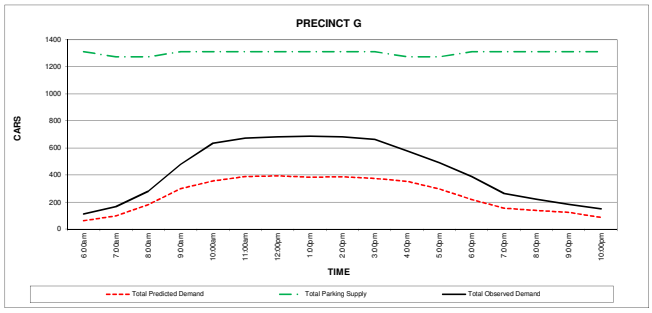


Model

Use	Restriction Type	Parking Demand																	
		G																	
		6:00am	7:00am	8:00am	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	10:00pm
Aged Care Facility [1]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bank [2]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Building Construction [3]	Other	0	1	1	2	2	2	3	3	3	3	3	2	1	0	0	0	0
Car Sales [4]	Retail	0	1	1	1	1	1	1	1	1	1	1	1	1	0	0	0	0
Child Care [5]	Professional	0	0	4	6	5	5	5	5	4	6	5	4	2	1	0	0	0
Convenience Restaurant [7]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Convenience Store [8]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Department Store [9]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dwelling (Resident) [10]	Residential	46	46	31	30	30	29	28	27	26	26	24	24	27	31	39	40	39
Dwelling (Visitor) [11]	Residential (Visitor)	9	9	9	9	18	9	18	9	9	9	9	9	9	9	22	21	18
Education [12]	School	0	5	23	32	40	46	45	41	45	45	45	31	7	2	0	0	0
Factory/Industry [13]	Other	0	1	2	3	3	3	3	3	3	3	3	2	1	0	0	0	0
Gambling [14]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Gymnasium [15]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Health Clinic [16]	Professional	0	5	9	9	16	15	17	12	18	16	15	15	13	13	11	0	0
Hospital [17]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minor Sports and Rec [18]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Office [19]	Professional	0	21	83	177	181	208	202	202	202	197	187	141	62	8	0	0	0
Open Space [20]	Other	0	0	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Other [21]	Other	0	0	1	2	2	3	3	3	2	3	2	2	1	2	2	1	1
Parking Facilities [22]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Place of Assembly [23]	Other	2	2	9	12	15	16	15	11	12	15	11	9	8	8	9	8	2
Pub/Hotel/Tavern [24]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Restaurant [26]	Retail	0	3	3	6	8	11	14	28	19	14	11	22	55	55	33	33	22
Restricted Retail [27]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Retail [28]	Retail	4	4	4	10	32	39	38	40	40	36	35	32	30	24	21	20	4
School [29]	School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Service Station [30]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Supermarket [31]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trade Supplies [32]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
University/TAFE [33]	School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vacant [34]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Warehouse [35]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Commuter [36]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Future Office [37]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Future Residential (Visitor) [38]	Residential (Visitor)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Sub Totals	Split																	
Long Term (Professional)	90%	0	23	86	173	181	206	201	197	202	197	186	144	70	20	10	0	0
Short Term (Professional)	10%	0	3	10	19	20	23	22	22	22	22	21	16	8	2	1	0	0
Long Term (Retail)	20%	1	2	2	3	8	10	11	14	12	10	10	11	17	16	11	11	5
Short Term (Retail)	80%	3	6	6	13	33	41	43	55	48	41	38	44	69	64	43	42	21
Long Term (Residential)	100%	46	46	31	30	30	29	28	27	26	26	24	24	27	31	39	40	39
Short Term (Residential)	100%	9	9	9	9	18	9	18	9	9	9	9	9	9	9	22	21	18
Long Term (Other)	50%	1	2	7	10	12	12	12	10	10	12	10	8	6	5	6	5	2
Short Term (Other)	50%	1	2	7	10	12	12	12	10	10	12	10	8	6	5	6	5	2
Long Term (School)	25%	0	1	6	8	10	12	11	10	11	11	11	8	2	0	0	0	0
Short Term (School)	75%	0	3	17	24	30	35	33	31	33	33	34	23	6	1	0	0	0

Total Parking Supply	Total	1311	1273	1273	1311	1311	1311	1311	1311	1311	1311	1273	1273	1311	1311	1311	1311	1311
	85% of Total	1114	1082	1082	1114	1114	1114	1114	1114	1114	1114	1082	1082	1114	1114	1114	1114	1114
	Total Long Term	829	774	520	489	495	495	495	495	495	489	498	500	566	566	821	829	829
	All Other Spaces	482	499	753	822	816	816	816	816	816	822	775	773	745	745	490	482	482
Total Observed Demand	Total	111	166	280	478	636	672	682	687	682	664	579	492	389	264	220	184	152
	Total Long Term	55	65	54	188	319	336	342	343	342	321	277	216	154	88	117	100	80
	All Other Spaces	56	101	226	290	317	336	340	344	340	343	302	275	235	176	103	84	71
Total Predicted Demand	Total	62	97	181	300	355	388	393	384	386	374	353	296	219	155	139	124	87
	Long Term	48	74	132	224	241	268	263	257	262	257	241	195	121	73	66	55	46
	Short Term	14	23	49	76	114	120	129	127	124	118	112	101	97	82	73	69	41

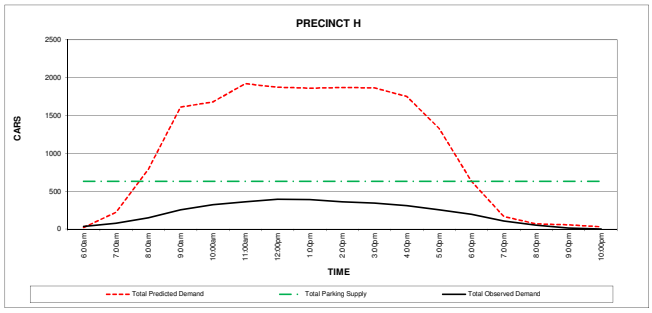


Model

Use	Restriction Type	Parking Demand																	
		H																	
		6:00am	7:00am	8:00am	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	10:00pm	
Aged Care Facility [1]	Other	1	2	1	2	2	2	2	2	2	2	2	2	2	1	1	2	1	
Bank [2]	Professional	0	2	8	18	21	21	19	19	20	20	21	14	3	1	0	0	0	
Building Construction [3]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Car Sales [4]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Child Care [5]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Convenience Restaurant [7]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Convenience Store [8]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Department Store [9]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Dwelling (Resident) [10]	Residential	7	7	5	4	4	4	4	4	4	4	4	4	4	5	6	6	6	
Dwelling (Visitor) [11]	Residential (Visitor)	1	1	1	1	3	1	3	1	1	1	1	1	1	1	3	3	3	
Education [12]	School	0	5	23	32	40	46	44	41	44	44	45	31	7	2	0	0	0	
Factory/Industry [13]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Gambling [14]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Gymnasium [15]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Health Clinic [16]	Professional	0	3	7	7	11	11	13	9	13	12	11	11	9	9	8	0	0	
Hospital [17]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Minor Sports and Rec [18]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Office [19]	Professional	0	105	421	894	915	1052	1020	1020	1020	999	947	715	316	41	0	0	0	
Open Space [20]	Other	0	2	6	9	11	11	12	11	11	12	10	8	7	8	7	6	6	
Other [21]	Other	0	1	3	5	6	6	7	6	6	7	6	5	4	4	4	3	3	
Parking Facilities [22]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Place of Assembly [23]	Other	0	0	2	3	4	4	4	3	3	4	3	2	2	2	2	2	0	
Pub/Hotel/Tavern [24]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Restaurant [26]	Retail	0	1	1	1	2	2	3	6	4	3	2	5	12	12	7	7	5	
Restricted Retail [27]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Retail [28]	Retail	5	5	5	12	40	48	48	49	50	45	44	40	37	30	26	25	5	
School [29]	School	5	16	27	40	19	19	19	19	19	53	32	16	16	16	0	0	0	
Service Station [30]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Supermarket [31]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Trade Supplies [32]	Retail	1	4	7	10	14	17	20	17	17	18	16	15	8	6	4	4	0	
University/TAFE [33]	School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Vacant [34]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Warehouse [35]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Commuter [36]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Future Office [37]	Retail	0	68	270	574	587	675	655	655	655	641	608	459	203	27	0	0	0	
Future Residential (Visitor) [38]	Residential (Visitor)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Sub Totals	Split																		
Long Term (Professional)	90%	0	100	392	827	852	975	947	941	941	928	880	666	295	47	7	0	0	
Short Term (Professional)	10%	0	11	44	92	95	108	105	105	105	103	98	74	33	5	1	0	0	
Long Term (Retail)	20%	1	15	57	120	129	149	145	145	145	141	134	104	52	15	8	7	2	
Short Term (Retail)	80%	5	61	226	478	514	594	580	581	580	566	536	415	208	60	30	29	8	
Long Term (Residential)	100%	7	7	5	4	4	4	4	4	4	4	4	4	4	5	6	6	6	
Short Term (Residential)	100%	1	1	1	1	3	1	3	1	1	1	1	1	1	1	3	3	3	
Long Term (Other)	50%	1	2	6	9	11	12	12	11	11	12	10	9	7	8	8	6	5	
Short Term (Other)	50%	1	2	6	9	11	12	12	11	11	12	10	9	7	8	8	6	5	
Long Term (School)	25%	1	5	12	18	15	16	16	15	16	24	19	12	6	4	0	0	0	
Short Term (School)	75%	4	15	37	54	44	48	47	45	47	73	58	35	17	13	0	0	0	

Total Parking Supply	Total	632	632	632	632	632	632	632	632	632	632	632	632	632	632	632	632	632	
	84% of Total	537	537	537	537	537	537	537	537	537	537	537	537	537	537	537	537	537	
	Total Long Term	99	92	92	64	64	64	64	64	64	64	64	64	99	99	99	99	99	
	All Other Spaces	533	540	540	568	568	568	568	568	568	568	568	568	533	533	533	533	533	
Total Observed Demand	Total	37	76	151	256	321	361	395	389	362	343	308	253	196	107	51	14	1	
	Total Long Term	4	13	27	30	43	45	46	48	48	46	43	40	52	21	10	5	1	
	All Other Spaces	33	63	124	226	280	316	349	341	314	297	265	213	144	86	41	9	0	
Total Predicted Demand	Total	21	221	787	1613	1678	1921	1872	1862	1870	1866	1751	1328	631	167	70	58	29	
	Long Term	10	129	472	978	1012	1156	1124	1119	1124	1110	1047	794	364	79	28	20	13	
	Short Term	11	92	315	635	667	764	748	744	746	756	703	534	267	88	42	39	16	

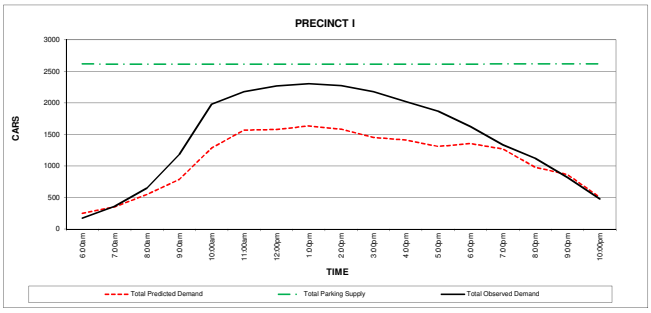


Model

Use	Restriction Type	Parking Demand																	
		1																	
		6:00am	7:00am	8:00am	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	10:00pm	
Aged Care Facility [1]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bank [2]	Professional	0	7	28	60	69	69	62	62	67	67	68	47	11	3	0	0	0	
Building Construction [3]	Other	0	0	1	1	1	1	1	1	1	1	1	1	0	0	0	0	0	
Car Sales [4]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Child Care [5]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Convenience Restaurant [7]	Retail	27	27	27	27	27	27	27	51	42	45	41	33	42	92	68	52	52	
Convenience Store [8]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Department Store [9]	Retail	0	0	6	14	23	27	27	28	28	25	25	23	18	17	15	14	0	
Dwelling (Resident) [10]	Residential	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Dwelling (Visitor) [11]	Residential (Visitor)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Education [12]	School	0	0	1	1	1	1	1	1	1	1	1	1	0	0	0	0	0	
Factory/Industry [13]	Other	0	1	2	2	3	2	3	3	3	3	3	2	1	0	0	0	0	
Gambling [14]	Retail	0	0	0	0	1	4	4	5	3	1	1	3	3	5	3	1	1	
Gymnasium [15]	Other	12	19	24	12	17	12	12	11	12	7	12	16	31	31	12	7	3	
Health Clinic [16]	Professional	0	13	27	27	45	43	51	36	53	46	43	43	38	37	33	0	0	
Hospital [17]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Minor Sports and Rec [18]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Office [19]	Professional	0	7	27	57	58	67	65	65	65	63	60	45	20	3	0	0	0	
Open Space [20]	Other	0	0	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Other [21]	Other	0	1	3	4	5	5	6	5	5	6	5	4	3	4	4	3	3	
Parking Facilities [22]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Place of Assembly [23]	Other	0	0	1	2	2	2	2	1	1	2	1	1	1	1	1	1	0	
Pub/Hotel/Tavern [24]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Restaurant [26]	Retail	0	17	17	33	50	67	84	167	117	84	67	134	334	334	201	201	134	
Restricted Retail [27]	Retail	1	3	3	11	23	28	27	28	29	26	25	23	19	17	15	14	3	
Retail [28]	Retail	56	56	56	140	448	543	538	555	560	504	493	448	420	342	297	280	56	
School [29]	School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Service Station [30]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Supermarket [31]	Retail	70	70	123	143	245	409	397	348	335	319	335	274	217	254	229	209	209	
Trade Supplies [32]	Retail	0	1	3	4	5	7	8	7	7	7	6	6	3	2	2	2	0	
University/TAFE [33]	School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Vacant [34]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Warehouse [35]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Commuter [36]	Other	74	123	196	238	243	245	245	245	243	235	216	196	184	115	81	61	25	
Future Office [37]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Future Residential (Visitor) [38]	Residential (Visitor)	9	9	9	9	18	9	18	9	9	9	9	9	9	9	22	21	18	

Sub Totals	Split																	
Long Term (Professional)	90%	0	24	71	129	155	161	160	147	167	159	154	122	62	38	30	0	0
Short Term (Professional)	10%	0	3	8	14	17	18	18	16	19	18	17	14	7	4	3	0	0
Long Term (Retail)	20%	31	35	47	74	164	222	222	239	224	202	199	189	211	213	166	154	91
Short Term (Retail)	80%	123	139	187	298	658	890	889	957	897	809	795	755	845	852	663	618	364
Long Term (Residential)	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Short Term (Residential)	100%	9	9	9	9	18	9	18	9	9	9	9	9	9	9	22	21	18
Long Term (Other)	50%	43	72	113	130	136	135	135	134	133	127	119	110	110	76	49	36	16
Short Term (Other)	50%	43	72	113	130	136	135	135	134	133	127	119	110	110	76	49	36	16
Long Term (School)	25%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Short Term (School)	75%	0	0	0	1	1	1	1	1	1	1	1	1	0	0	0	0	0

Total Parking Supply	Total	2618	2613	2613	2613	2613	2613	2613	2613	2613	2613	2613	2613	2613	2618	2618	2618	2618
	85% of Total	2225	2221	2221	2221	2221	2221	2221	2221	2221	2221	2221	2221	2221	2225	2225	2225	2225
	Total Long Term	2385	2379	2374	2286	2286	2286	2286	2286	2286	2286	2286	2286	2370	2381	2385	2385	2385
	All Other Spaces	233	234	239	327	327	327	327	327	327	327	327	327	243	237	233	233	233
Total Observed Demand	Total	172	362	643	1182	1982	2378	2267	2101	2273	2178	2021	1868	1624	1335	1121	817	476
	Total Long Term	148	315	583	1059	1799	1975	2062	2094	2048	1957	1821	1673	1472	1216	1023	738	420
	All Other Spaces	24	47	70	123	183	203	205	209	225	221	200	195	152	119	98	79	56
Total Predicted Demand	Total	250	354	552	786	1284	1570	1577	1637	1583	1454	1413	1308	1355	1268	983	866	504
	Long Term	74	131	233	334	455	519	537	520	524	489	472	421	384	327	245	191	107
	Short Term	176	223	318	452	829	1052	1060	1117	1058	964	941	888	971	941	738	675	397

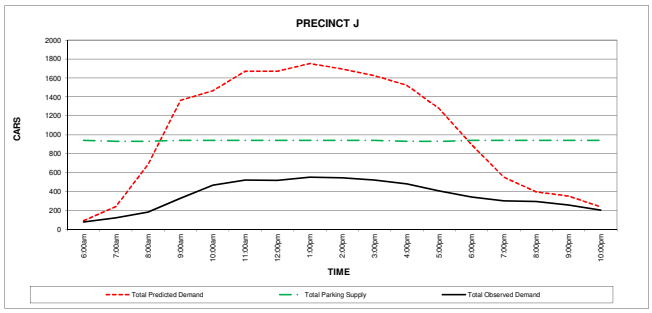


Model

Use	Restriction Type				Parking Demand													
		J																
		6:00am	7:00am	8:00am	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	10:00pm
Aged Care Facility [1]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bank [2]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Building Construction [3]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Car Sales [4]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Child Care [5]	Professional	0	0	2	3	3	3	3	3	3	3	3	2	1	1	0	0	0
Convenience Restaurant [7]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Convenience Store [8]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Department Store [9]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dwelling (Resident) [10]	Residential	39	39	26	25	25	25	24	22	22	22	21	21	22	26	33	33	33
Dwelling (Visitor) [11]	Residential (Visitor)	8	8	8	8	15	8	15	8	8	8	8	8	8	8	19	18	15
Education [12]	School	0	1	1	5	6	6	6	6	6	6	6	4	1	0	0	0	0
Factory/Industry [13]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Gambling [14]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Gymnasium [15]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Health Clinic [16]	Professional	0	2	4	4	6	6	7	5	7	6	6	6	5	5	5	0	0
Hospital [17]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minor Sports and Rec [18]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Office [19]	Professional	0	84	335	712	729	838	813	813	813	796	754	570	251	34	0	0	0
Open Space [20]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other [21]	Other	0	0	1	2	2	3	3	3	3	3	2	2	2	2	2	1	1
Parking Facilities [22]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Place of Assembly [23]	Other	7	7	39	52	63	67	65	46	50	64	47	39	34	34	38	34	7
Pub/Hotel/Tavern [24]	Other	0	0	3	6	11	20	29	40	29	20	29	40	46	46	57	40	34
Restaurant [26]	Retail	0	17	17	33	50	67	83	167	117	83	67	133	333	333	200	200	133
Restricted Retail [27]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Retail [28]	Retail	2	2	2	6	19	23	23	23	24	21	21	19	18	14	13	12	2
School [29]	School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Service Station [30]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Supermarket [31]	Retail	1	1	2	3	5	8	8	7	6	6	6	5	4	5	4	4	4
Trade Supplies [32]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
University/TAFE [33]	School	35	35	69	122	139	148	156	174	174	156	148	122	35	26	26	9	9
Vacant [34]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Warehouse [35]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Commuter [36]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Future Office [37]	Retail	0	45	180	383	392	450	437	437	437	428	405	306	135	18	0	0	0
Future Residential (Visitor) [38]	Residential (Visitor)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Sub Totals	Split																	
Long Term (Professional)	90%	0	77	307	647	664	762	740	738	740	725	687	520	212	31	4	0	0
Short Term (Professional)	10%	0	9	34	72	74	85	82	82	82	81	76	58	26	4	0	0	0
Long Term (Retail)	20%	1	13	40	85	93	110	110	127	117	108	100	93	98	74	43	43	28
Short Term (Retail)	80%	3	52	161	340	372	438	440	507	467	431	399	371	392	297	174	173	112
Long Term (Residential)	100%	39	39	26	25	25	25	24	22	22	22	21	21	22	26	33	33	33
Short Term (Residential)	100%	8	8	8	8	15	8	15	8	8	8	8	8	8	8	19	18	15
Long Term (Other)	50%	3	4	22	30	39	45	48	44	40	44	39	40	41	41	49	38	21
Short Term (Other)	50%	3	4	22	30	39	45	48	44	40	44	39	40	41	41	49	38	21
Long Term (School)	25%	9	9	18	32	36	39	41	45	45	41	38	31	9	7	7	2	2
Short Term (School)	75%	26	27	54	95	108	116	122	135	135	122	115	94	27	20	20	7	7

Total Parking Supply	Total	942	932	932	942	942	942	942	942	942	942	932	932	942	942	942	942	942
	85% of Total	801	792	792	801	801	801	801	801	801	801	792	792	801	801	801	801	801
	Total Long Term	682	626	385	397	307	307	307	307	307	307	307	309	435	435	642	648	682
	All Other Spaces	260	306	547	635	635	635	635	635	635	635	625	623	507	507	300	294	260
Total Observed Demand	Total	80	124	185	329	467	522	518	553	544	521	481	408	341	303	296	259	205
	Total Long Term	75	113	100	170	237	251	256	257	260	242	231	181	184	171	239	225	196
	All Other Spaces	5	11	85	159	230	271	262	296	284	279	250	227	157	132	57	34	9
Total Predicted Demand	Total	92	240	692	1363	1465	1670	1671	1752	1696	1623	1522	1277	896	552	396	351	239
	Long Term	52	141	413	819	857	980	963	976	964	939	884	705	402	183	135	116	84
	Short Term	40	99	279	544	608	691	708	775	732	684	638	571	493	369	261	235	155

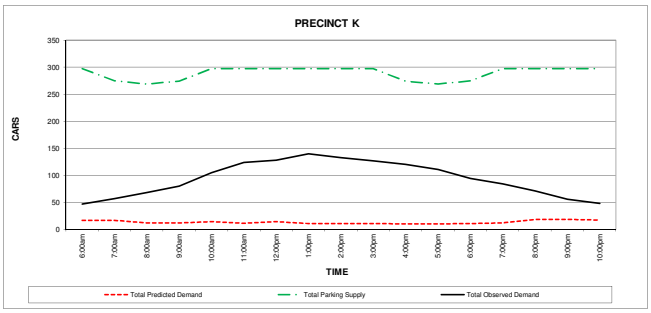


Model

Use	Restriction Type	Parking Demand																
		K																
		6:00am	7:00am	8:00am	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	10:00pm
Aged Care Facility [1]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bank [2]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Building Construction [3]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Car Sales [4]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Child Care [5]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Convenience Restaurant [7]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Convenience Store [8]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Department Store [9]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dwelling (Resident) [10]	Residential	14	14	9	9	9	9	9	8	8	8	7	7	8	9	12	12	12
Dwelling (Visitor) [11]	Residential (Visitor)	3	3	3	3	6	3	6	3	3	3	3	3	3	3	7	6	6
Education [12]	School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Factory/Industry [13]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Gambling [14]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Gymnasium [15]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Health Clinic [16]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hospital [17]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minor Sports and Rec [18]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Office [19]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Open Space [20]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other [21]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Parking Facilities [22]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Place of Assembly [23]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pub/Hotel/Tavern [24]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Restaurant [26]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Restricted Retail [27]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Retail [28]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
School [29]	School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Service Station [30]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Supermarket [31]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trade Supplies [32]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
University/TAFE [33]	School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vacant [34]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Warehouse [35]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Commuter [36]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Future Office [37]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Future Residential (Visitor) [38]	Residential (Visitor)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Sub Totals	Split																	
		17	17	12	12	15	12	14	11	11	11	10	10	11	12	19	18	17
Long Term (Professional)	90%	0	0	0	0	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	0	0	0	0
Long Term (Retail)	20%	0	0	0	0	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	0	0	0	0
Long Term (Residential)	100%	14	14	9	9	9	9	9	8	8	8	7	7	8	9	12	12	12
Short Term (Residential)	100%	3	3	3	3	6	3	6	3	3	3	3	3	3	3	7	6	6
Long Term (Other)	50%	0	0	0	0	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	0	0	0	0
Long Term (School)	25%	0	0	0	0	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	0	0	0	0

Total Parking Supply	Total	297	275	269	274	297	297	297	297	297	297	274	269	275	297	297	297	297
	85% of Total	252	214	229	233	252	252	252	252	252	252	233	229	214	252	252	252	252
	Total Long Term	229	207	6	6	23	23	23	23	23	23	6	6	12	34	229	229	229
	All Other Spaces	68	68	263	268	274	274	274	274	274	274	268	263	263	263	68	68	68
Total Observed Demand	Total	47	57	68	80	105	124	128	140	133	127	120	111	94	84	71	56	48
	Total Long Term	44	48	2	2	2	3	3	3	3	3	3	3	3	2	61	47	43
	All Other Spaces	3	9	66	78	103	121	125	137	130	124	117	108	91	82	10	9	5
Total Predicted Demand	Total	17	17	12	12	15	12	14	11	11	11	10	10	11	12	19	18	17
	Long Term	14	14	9	9	9	9	9	8	8	8	7	7	8	9	12	12	12
	Short Term	3	3	3	3	6	3	6	3	3	3	3	3	3	3	7	6	6

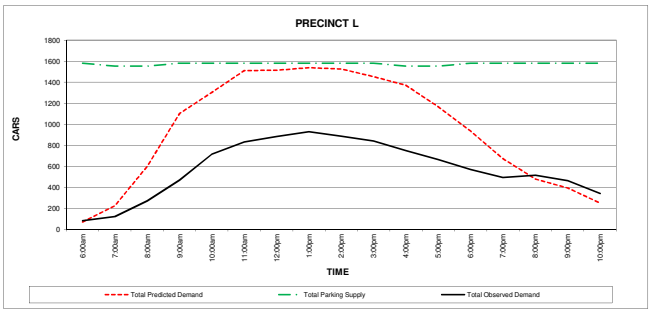


Model

Use	Restriction Type				Parking Demand													
					L													
		6:00am	7:00am	8:00am	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	10:00pm
Aged Care Facility [1]	Other	0	0	0	1	1	1	1	1	1	1	0	0	0	0	0	0	0
Bank [2]	Professional	0	1	5	11	12	12	11	11	12	12	12	8	2	0	0	0	0
Building Construction [3]	Other	1	2	4	6	6	6	6	6	6	6	6	4	2	1	1	0	0
Car Sales [4]	Retail	0	4	4	5	6	6	5	6	5	5	6	5	5	1	0	0	0
Child Care [5]	Professional	0	0	2	3	2	2	2	2	2	3	2	2	1	1	0	0	0
Convenience Restaurant [7]	Retail	2	2	2	2	2	2	2	4	1	1	1	2	1	6	5	1	1
Convenience Store [8]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Department Store [9]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dwelling (Resident) [10]	Residential	25	25	17	16	16	16	15	14	14	14	13	13	14	17	21	21	21
Dwelling (Visitor) [11]	Residential (Visitor)	5	5	5	5	10	5	10	5	5	5	5	5	5	5	12	11	10
Education [12]	School	0	5	27	37	47	54	52	48	52	52	52	36	9	2	0	0	0
Factory/Industry [13]	Other	1	2	5	7	8	8	9	8	8	8	8	5	2	1	1	0	0
Gambling [14]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Gymnasium [15]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Health Clinic [16]	Professional	0	29	58	58	99	94	110	79	116	101	94	93	82	80	72	0	0
Hospital [17]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minor Sports and Rec [18]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Office [19]	Professional	0	60	240	511	523	601	583	583	583	571	541	409	180	24	0	0	0
Open Space [20]	Other	0	0	0	1	1	1	1	1	1	1	1	1	0	0	0	0	0
Other [21]	Other	0	1	4	7	8	8	9	8	8	9	8	6	5	6	5	4	4
Parking Facilities [22]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Place of Assembly [23]	Other	4	4	23	31	38	40	39	27	30	39	28	23	20	20	23	20	4
Pub/Hotel/Tavern [24]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Restaurant [26]	Retail	0	17	17	34	51	68	85	170	119	85	68	136	339	339	203	203	136
Restricted Retail [27]	Retail	1	2	2	5	11	14	14	14	14	13	13	11	9	9	8	7	2
Retail [28]	Retail	12	12	12	29	94	114	113	116	117	105	103	94	88	71	62	59	12
School [29]	School	0	1	2	3	2	2	2	2	2	5	3	1	1	1	0	0	0
Service Station [30]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Supermarket [31]	Retail	20	20	35	41	70	116	113	99	95	91	95	78	62	72	65	59	59
Trade Supplies [32]	Retail	0	1	2	3	4	5	6	5	5	5	5	5	2	2	1	1	0
University/TAFE [33]	School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vacant [34]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Warehouse [35]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Commuter [36]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Future Office [37]	Retail	0	34	135	287	294	338	327	327	327	321	304	230	101	14	0	0	0
Future Residential (Visitor) [38]	Residential (Visitor)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Sub Totals	Split																	
Long Term (Professional)	90%	0	81	274	524	572	639	636	607	642	618	584	461	219	95	65	0	0
Short Term (Professional)	10%	0	9	30	58	64	71	71	67	71	69	65	51	27	11	7	0	0
Long Term (Retail)	20%	7	18	42	81	106	132	133	148	137	126	119	112	122	103	69	67	42
Short Term (Retail)	80%	27	73	167	325	425	529	531	592	549	503	477	448	487	411	275	267	169
Long Term (Residential)	100%	25	25	17	16	16	16	15	14	14	14	13	13	14	17	21	21	21
Short Term (Residential)	100%	5	5	5	5	10	5	10	5	5	5	5	5	5	5	12	11	10
Long Term (Other)	50%	3	5	18	26	31	32	32	26	27	32	26	20	15	14	15	13	5
Short Term (Other)	50%	3	5	18	26	31	32	32	26	27	32	26	20	15	14	15	13	5
Long Term (School)	25%	0	2	7	10	12	14	13	12	13	14	14	9	2	1	0	0	0
Short Term (School)	75%	0	5	22	31	36	41	40	37	40	42	41	28	7	3	0	0	0

Total Parking Supply	Total	1579	1554	1554	1579	1579	1579	1579	1579	1579	1579	1554	1554	1579	1579	1579	1579	1579
	85% of Total	1342	1321	1321	1342	1342	1342	1342	1342	1342	1342	1321	1321	1342	1342	1342	1342	1342
	Total Long Term	774	746	678	514	514	514	514	514	514	514	512	567	685	705	771	771	771
	All Other Spaces	805	808	876	1065	1065	1065	1065	1065	1065	1065	1042	987	894	874	808	808	808
Total Observed Demand	Total	83	122	271	471	716	833	884	928	885	842	749	664	570	494	516	464	341
	Total Long Term	42	65	76	111	195	241	276	302	294	283	269	250	241	272	357	322	235
	All Other Spaces	41	57	195	360	521	592	608	626	591	559	480	414	329	222	159	142	106
Total Predicted Demand	Total	71	227	601	1102	1302	1511	1513	1536	1526	1454	1370	1168	934	673	480	392	252
	Long Term	35	131	359	657	737	832	829	808	833	803	756	615	393	229	170	101	68
	Short Term	36	97	242	444	565	678	684	728	692	650	614	553	541	444	310	291	184

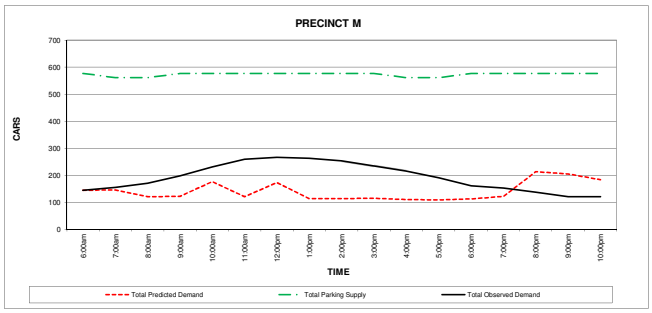


Model

Use	Restriction Type	Parking Demand																
		M																
		6:00am	7:00am	8:00am	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	10:00pm
Aged Care Facility [1]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bank [2]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Building Construction [3]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Car Sales [4]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Child Care [5]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Convenience Restaurant [7]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Convenience Store [8]	Retail	1	2	3	6	6	5	6	4	6	7	5	5	5	4	4	1	0
Department Store [9]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dwelling (Resident) [10]	Residential	90	90	61	58	58	57	55	52	51	50	48	48	52	61	75	77	76
Dwelling (Visitor) [11]	Residential (Visitor)	18	18	18	18	36	18	36	18	18	18	18	18	18	18	44	42	36
Education [12]	School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Factory/Industry [13]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Gambling [14]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Gymnasium [15]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Health Clinic [16]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hospital [17]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minor Sports and Rec [18]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Office [19]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Open Space [20]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other [21]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Parking Facilities [22]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Place of Assembly [23]	Other	1	1	3	4	5	5	5	4	4	5	4	3	3	3	3	3	1
Pub/Hotel/Tavern [24]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Restaurant [26]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Restricted Retail [27]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Retail [28]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
School [29]	School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Service Station [30]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Supermarket [31]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trade Supplies [32]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
University/TAFE [33]	School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vacant [34]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Warehouse [35]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Commuter [36]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Future Office [37]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Future Residential (Visitor) [38]	Residential (Visitor)	36	36	36	36	71	36	71	36	36	36	36	36	36	36	87	81	71

Sub Totals	Split																	
Long Term (Professional)	90%	144	145	121	122	177	122	173	114	114	115	110	109	113	122	213	205	184
Short Term (Professional)	10%	0	0	0	0	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	0	0	0	0
Short Term (Retail)	80%	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	0	0
Long Term (Residential)	100%	90	90	61	58	58	57	55	52	51	50	48	48	52	61	75	77	76
Short Term (Residential)	100%	54	54	54	54	107	54	107	54	54	54	54	54	54	54	131	124	107
Long Term (Other)	50%	0	0	2	2	2	3	3	2	2	3	2	2	1	1	1	1	0
Short Term (Other)	50%	0	0	2	2	2	3	3	2	2	3	2	2	1	1	1	1	0
Long Term (School)	25%	0	0	0	0	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	0	0	0	0

Total Parking Supply	Total	577	561	561	577	577	577	577	577	577	577	561	561	577	577	577	577	577
	85% of Total	490	477	477	490	490	490	490	490	490	490	477	477	490	490	490	490	490
	Total Long Term	543	518	214	225	225	225	225	225	225	225	210	210	235	235	539	543	543
	All Other Spaces	34	43	347	352	352	352	352	352	352	352	351	351	342	342	38	34	34
Total Observed Demand	Total	145	155	171	198	231	259	267	263	254	235	216	192	161	153	138	121	121
	Total Long Term	145	147	77	98	119	134	138	136	133	124	111	95	83	68	135	120	121
	All Other Spaces	0	8	94	100	112	125	129	127	121	111	105	96	78	85	3	1	0
Total Predicted Demand	Total	144	145	121	122	177	122	173	114	114	115	110	109	113	122	213	205	184
	Long Term	90	90	63	62	62	61	58	55	54	54	50	50	54	63	78	79	77
	Short Term	54	55	58	60	115	60	115	59	60	61	60	59	59	59	135	126	108

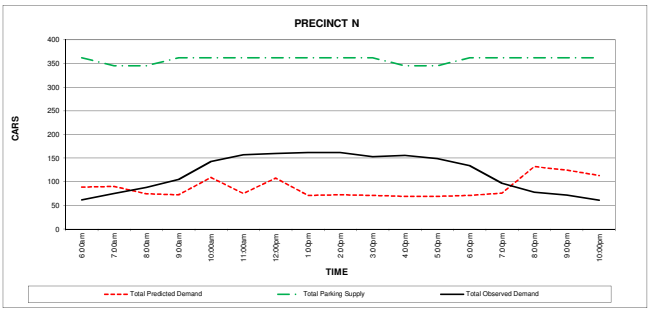


Model

Use	Restriction Type	N																
		6:00am	7:00am	8:00am	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	10:00pm
Aged Care Facility [1]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bank [2]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Building Construction [3]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Car Sales [4]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Child Care [5]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Convenience Restaurant [7]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Convenience Store [8]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Department Store [9]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dwelling (Resident) [10]	Residential	56	56	38	36	36	36	34	32	32	31	29	29	32	38	47	48	47
Dwelling (Visitor) [11]	Residential (Visitor)	11	11	11	11	22	11	22	11	11	11	11	11	11	11	27	26	22
Education [12]	School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Factory/Industry [13]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Gambling [14]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Gymnasium [15]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Health Clinic [16]	Professional	0	2	3	3	6	6	6	5	7	6	6	5	5	5	4	0	0
Hospital [17]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minor Sports and Rec [18]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Office [19]	Professional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Open Space [20]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other [21]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Parking Facilities [22]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Place of Assembly [23]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pub/Hotel/Tavern [24]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Restaurant [26]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Restricted Retail [27]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Retail [28]	Retail	0	0	0	0	1	1	1	1	1	1	1	1	1	1	1	1	0
School [29]	School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Service Station [30]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Supermarket [31]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trade Supplies [32]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
University/TAFE [33]	School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vacant [34]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Warehouse [35]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Commuter [36]	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Future Office [37]	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Future Residential (Visitor) [38]	Residential (Visitor)	22	22	22	22	44	22	44	22	22	22	22	22	22	22	53	51	44

Sub Totals	Split																	
Long Term (Professional)	90%	0	2	1	1	5	5	6	4	6	5	5	5	4	4	4	0	0
Short Term (Professional)	10%	0	0	0	0	1	1	1	0	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	0	0	0	0
Short Term (Retail)	80%	0	0	0	0	1	1	1	1	1	1	1	1	1	1	1	1	0
Long Term (Residential)	100%	56	56	38	36	36	36	34	32	32	31	29	29	32	38	47	48	47
Short Term (Residential)	100%	33	33	33	33	66	33	66	33	33	33	33	33	33	33	80	76	66
Long Term (Other)	50%	0	0	0	0	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	0	0	0	0
Long Term (School)	25%	0	0	0	0	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	0	0	0	0

Total Parking Supply	Total	362	345	345	362	362	362	362	362	362	362	345	345	362	362	362	362	362
	84% of Total	308	293	293	308	308	308	308	308	308	308	293	293	308	308	308	308	308
	Total Long Term	305	289	158	173	171	171	173	173	173	173	158	158	178	178	305	305	305
	All Other Spaces	57	56	187	189	189	189	189	189	189	189	187	187	184	184	57	57	57
Total Observed Demand	Total	62	75	88	105	143	157	160	162	162	153	156	149	134	97	78	72	61
	Total Long Term	62	70	53	67	97	105	111	109	108	100	98	94	85	55	70	63	56
	All Other Spaces	0	5	35	38	46	52	49	53	54	53	58	55	49	42	8	9	5
Total Predicted Demand	Total	89	90	74	73	109	75	108	71	73	71	69	69	71	76	132	125	113
	Long Term	56	57	41	39	42	41	40	37	38	37	35	35	37	42	51	48	47
	Short Term	33	33	33	34	67	35	68	34	35	35	34	34	34	34	81	77	66



Appendix K

Capire – Community Consultation Summary Report

REPORT

Car Parking Strategy Development for the Box Hill Central Activities Area

Workshop summary report

28-02-13

capire

Introduction

Box Hill is designated a Central Activities Area (CAA) under Victorian Government State policy. Through this designation Box Hill the focus of substantial development and investment.

The Box Hill Transit City Activity Centre Structure Plan (June 2007) is the primary guiding document for Whitehorse City Council, which promotes the use of sustainable transport and recommendations around more effective uses of the existing car parking located within the precinct.

GTA Consultants, in association with SJB Planning, SGS Economics and Planning and Capire Consulting Group (the consultant team), is undertaking a Car Parking Study and Car Parking Strategy Development for the Box Hill CAA. This project will investigate and respond to matters associated with parking to determine the extent to which it can support sustainable place making, community vitality and economic growth for the Box Hill CAA. The project will also identify any capacity constraints within the centre and identify any necessary mitigation measures required to service the level of development anticipated within the CAA.

On Tuesday 26 February the consultant team facilitated a presentation and informal workshop discussion with key Council identified stakeholders to gather local insights, concerns and ideas around current and future car parking within the CAA. Attendees included representatives from local businesses, the Centro Box Hill Shopping Centre, Box Hill TAFE, Box Hill Hospital, Eastern Health, Victoria Police and Whitehorse City Council (including two local Councillors).

This report provides a summary overview of the issues, insights and themes captured during the workshop discussion.

Summary

- Car parking in Box Hill is not just about the local community, it is a suburb which services ‘all of Melbourne’.
- A lack of ‘north to south’ public transport is placing further demands on parking locally.
- Encouraging behaviour change around public movement (e.g. walking, cycling, using public transport, etc) is a slow and often difficult process.
- The diversity of available services, businesses and retail in Box Hill means that there are very different demands on car parking.
- The lack of parking around the hospital may be affecting health service delivery.
- The local community has strong concerns about parking and likely wishes to have their say on the issue
- There are some concerns that the parking survey work undertaken to date is not truly representative of local issues.
- There appears to have been a shift northward in parking demand (over Whitehorse Road).

- New housing (apartments) often do not make adequate provision for residents parking.
- Personal safety is a concern for some drivers getting to and from their vehicle
- Car park signage could be improved to help provide better indicators of locations and capacity.
- Bicycle parking and safety needs to be considered as part of an overall strategy.
- There may be a 'perception' issue around a local lack of parking which needs to be better understood and acknowledged.

Themes

Box Hill services 'all of Melbourne'

Participants were keen to emphasise that Box Hill's CAA services a community much wider than that of the local area. Due to key services and infrastructure such as the Box Hill Hospital and TAFE, as well as the local area's well known and loved retail and food precinct, visitors to the CAA include people from all over Melbourne.

This 'secondary trade' often travels long distances to access Box Hill, with many travelling by private vehicle. As the suburb changes and is further enhanced, and its cultural credentials are acknowledged and celebrated by an even wider Melburnian audience, these stakeholders will require consideration in future planning for car parking within the CAA.

Stakeholders believe a strong understanding of where vehicles are originating from and more general traffic movements will assist in understanding the various competing demands for car paring in the CAA.

The lack of 'north to south' public transport

Some stakeholders believe that a lack of public transport provision between Melbourne's north-eastern and south-eastern suburbs is contributing to increasing demands on car parking facilities within the CAA. Students travelling to the TAFE, patients attending appointments at the hospital and residents from neighbouring suburbs to the north and south wishing to access Box Hill's diverse retail and food offerings are offered little alternative to using private vehicles to access Box Hill.

Additionally, those to the north (for example Doncaster, Templestowe) of Box Hill are often drawn to the area to access more frequent public transport to the city (specifically trains and trams), and in doing so often park their private vehicles within residential streets in order to affordably access an all day parking option.

Behaviour change

There was some acknowledgement that recent improvements in the hard and soft infrastructure around the CAA (including recent upgrades to the tram interchange on Whitehorse Road and

landscaping and amenities in the Box Hill Mall) have contributed to a stronger walking culture emerging within the local area. Improvements were still needed, especially around the amenity at the bus interchange and a need for better way-finding signage, but it was hoped this change would continue into the future as Box Hill's 'village' atmosphere continued to develop.

However stakeholders acknowledged the ongoing difficulty associated with the wider culture of private vehicle use in Melbourne (and Australia), fuelled by issues around safety, convenience and status. One stakeholder acknowledged that it was very unlikely that the many apprentice tradesmen undertaking studies within the TAFE would consider not utilising their recently acquired trucks or utes to get to and from studies.

Another stakeholder acknowledged the issues around the trend in residential areas for local residents using street parking instead of their own private driveways or garages, simply for convenience of access.

Competing demands

The very diverse nature of activities happening within the CAA means different competing demands for car parking locally.

Long term residents in nearby streets wish to have unrestricted local access to on street parking but do not wish to have the streets filled by cars looking for an 'all day' parking option. Daytime trade requires options for short term parking solutions to allow for quick and convenient access to shops and services, where as night-time restaurant trade requires parking options for longer stays.

The hospital needs a flexibility of parking to make allowances for the different stages of life and health care needs of their patients. Students at TAFE need affordable parking which allows them certainty around accessing classes. Older community members need parking spaces closer to their destinations to avoid long walks to and from their vehicles.

Additionally, issues were raised around the need for Council services (garbage collection, landscaping, etc) to have access in residential streets at various times throughout the week, and the various difficulties they encounter when there are significant volumes of vehicles parked kerbside.

Stakeholders emphasised the need to fully understand these competing needs and approach solutions accordingly.

Hospital parking and service delivery

Concerns were raised that the current parking provision at (and close to) the hospital was having a significant impact on the actual delivery of health care services within the hospital.

Patients who experience difficulty finding nearby car parks or who have to park some distance away are often then late for appointments, creating something of a 'knock-on' effect for other patients. Additionally it was acknowledged that those needing to access the hospital are often

elderly or have serious mobility issues, therefore the provision of safe and plentiful parking close to the Hospital was seen as essential.

Local residents and parking issues

Some stakeholder suggested that the local community have very strong concerns about access to parking within their residential streets, with a feeling of having to 'compete' with non residents for space becoming more and more commonplace.

It was claimed that in areas surrounding the TAFE and close to construction projects students and tradesmen regularly park in local streets, often blocking access to private properties. Even in zones where restrictions apply the trend appeared to be to regularly return to move vehicles to spaces close by during breaks in classes or work. One stakeholder however pointed out that on street parking was not provided strictly for the use of residents.

It was suggested that the local community would likely to wish to have a broader conversation about parking in Box Hill, possibly within a 'Town Hall meeting' style environment or through a presentation and discussion with specific community/residents groups.

Understanding holiday utilisation periods

Some stakeholders raised concerns around the validity of the parking study undertaken to date. The times in which the study was undertaken (early December 2012) were noted as taking place during the summer break at the TAFE. Local stakeholders strongly felt that this period would mean that the actual demand on local parking by students attending the TAFE would not have been adequately captured, especially in terms of the 'overflow' which appears to happen within nearby residential streets.

Stakeholders suggested that further work may need to be conducted to acknowledge and better understand this demand during term time. Additionally it was acknowledged that parking demands around the redevelopment of the hospital meant that currently a more 'definitive' view on local parking was difficult.

A shift northward in parking demand

There was a feeling in some stakeholders that the last few years has seen shift northward in demand for car parking. Some attributed this to increased demand for spaces in and around the TAFE and Hospital, while others contended that it may simply have been due to perceptions around a lack of parking within the Transport and Retail Precinct. It was also suggested that the significant increase in demand for public transport may have contributed to more and more people driving to the suburb to access trains and trams to the city.

New housing does not make adequate provision for parking

As the development of the Box Hill CAA continues so has the development of more 'apartment style' accommodation. Some stakeholders acknowledged that with this style of development, especially in regard to units tailored more towards student accommodation, the provision of parking was often less than the number of units within the building(s).

While it was recognised that this was designed to help with capping housing costs and to encourage residents to not own private vehicles, stakeholders felt the reality was that residents then tended to rely more and more on on-street parking.

Some suggested that more needed to be done to encourage car share operators (e.g. GoGet, Flexicar, etc) to the local area to help provide affordable and sustainable alternatives to private car ownership.

Safety during the journey to and from parking

While stakeholders acknowledged that in certain pockets of the CAA there appeared to be adequate car parking available a short walk from key local destinations, it was suggested that many drivers (especially women) were reluctant to park and walk because of safety concerns.

Representatives from the Hospital and TAFE acknowledged that that this was an emerging issue for their staff, as well and patients and students. Stakeholders suggested that parking infrastructure needed to be well lit and located within areas with high levels of pedestrian use.

Car park signage could be improved

While acknowledging that some pockets of the CAA appeared to contain underutilised car parking facilities, some stakeholders felt that there was inadequate directional signage, as well as a lack of utilisation indicators for drivers (e.g. electronic signage detailing how many free car parks were available at key parking facilities). However the value of this technology was questioned by one stakeholder.

Bicycle parking and safety needs to be considered

It was suggested that as part of the overall parking strategy consideration should be made for improved parking for bicycles, helping to further improve more sustainable people movement around the Box Hill CAA.

Perception vs. reality

Acknowledging the car parking study work undertaken to date, one stakeholder suggested that some of the issues encountered around parking in Box Hill could be attributed to public perceptions around increased parking rather than an actual issue with supply. The following situations where this could be the case were raised:

- Slight changes in specific vehicles parking in streets, often simply being unfamiliar, can lead to people sensing ‘a change’ in the area, leading to claims of ‘non residents’ cars dominating the area;
- Perceived increases in students parking in residential streets could simply be attributed more multi-car ownership within residences; and
- Car parks being dismissed as being ‘full’ due to glances from the street as opposed to a drive around to assess capacity up close.

Additionally it was suggested that current local construction work (especially around the Hospital) may have lead to some short term increases in construction related vehicles and a general disruption to usual car park supply.

Finally, it was suggested that daytime street parking is unlikely to be actually be placing a significant strain on local resident parking supply, which is in higher demand in the evenings.

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Appendix L

SGS – Box Hill Economic Impact Assessment Report

Box Hill Car Parking Study

GTA Consultants

June 2013

SGS Economics & Planning

Independent insight.

SGS Economics & Planning | Independent insight.

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This peer review has been prepared for GTA Consultants. It is based on information supplied by the Council as referred to in the report. The peer review is a professional opinion. The reviewer has no conflict of interest in relation to this matter.

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1 INTRODUCTION

1.1 The brief

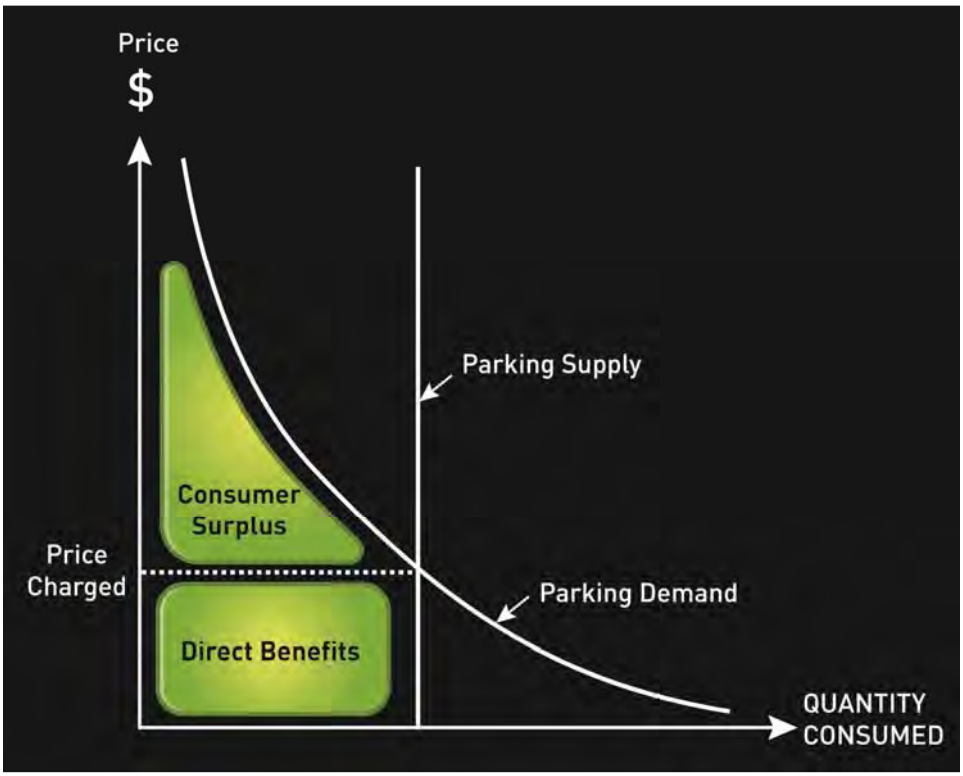
The purpose of this paper is to provide advice from an economic analyst's point of view on the merits, in terms of costs and benefits, of a suite of potential policy options for managing the parking resources in the Box Hill Centre.

1.2 A basis in economic theory

According to basic economic theory public parking spaces (on street and off-street) may be viewed as a 'resource'. Due to spatial constraints the resource represents a finite supply and when demand exceeds supply usage patterns can become very inefficient. Consumers tend to use the resource on a 'first come first served basis' and when they occupy spaces they tend to over-stay to the exclusion of other users.

The relationship between supply and demand is represented in a simple diagram as per the figure below.

FIGURE 1. SUPPLY AND DEMAND FOR PARKING



Source: SGS Economics and Planning

The annotations in the diagram are explained as follows:

1. Parking Demand – The demand curve tracks the trade-off for consumers between price paid (vertical axis) and quantity (horizontal axis) consumed. At high prices, very little will be consumed - as the consumer's 'willingness to pay' is tested. Large price variations at the high price end lead to relatively small changes in demand (termed inelastic demand). At low prices, more is consumed. Small price changes at the low price end lead to relatively large changes in demand (termed elastic demand). Hence the curve is downward sloping and concave upwards.

   In reality, there is a multiplicity of demand curves. Every individual has a different 'trade-off' profile and a different sensitivity to price change (elasticity of demand). The demand curve shown is called the 'aggregate demand curve'.

   Plotting the demand curve empirically requires surveys of changes in parking demand before and after changes in prices – all at a range of price levels. It is more common to simply apply estimates of 'own price demand elasticity' observed in other places. This of course can only be an approximation in any given situation.

2. Parking Supply – The supply curve in a market where there are no barriers to producer entry is normally upward sloping and concave upwards, for similar reasons as those above relating to demand. In the diagram the curve is shown as a vertical line which represents a situation where supply is finite and cannot respond to increases in demand. It is said to be 'inelastic'. This is close to the reality, at least in the short-term.

3. Price Charged – Where the demand and supply curves intersect there is an 'equilibrium price'. If the price charged is higher the demand, and hence quantity consumed, will be less than supply. If the price charged is lower the demand will be greater than supply.

4. Direct Benefits – The price charged represents 'willingness to pay' to access parking and hence is a measure of the benefit to the consumer. The area shown is the product of price charged and total quantity consumed giving the sum total of all benefits delivered.

5. Consumer Surplus – The area shown represents those consumers who are willing to pay more but have not been asked to as the price has been set at the equilibrium level. Consumer surplus is a measure of all of the benefits delivered but for which no payment is made.

   It follows from the points above that if a price is set above the equilibrium point parking demand will fall short of supply. The resource will be under-used resulting in 'deadweight loss'. If the price is lower, the opposite will be the case.

Not shown in the diagram is another important aspect of economic theory – 'externalities'. Externalities are those outcomes that are not accounted for in the transaction. For example, there may be a situation where parking supply and demand is in balance but the street network cannot take the traffic generated by the parking demand. Externalities can be positive, but they are most often negative (congestion or pollution are negative externalities associated with car use, for example).

2 APPLICATION OF THEORY

2.1 Pricing and parking equilibrium

The theory tells us that pricing of parking is very important. If prices are at the equilibrium 'sweet spot', resource utilisation will be at its most efficient level and community benefits will be optimised. This is provided of course there are no significant negative externalities.

It is common practice to refer to occupancy rates as an indicator of demand/ supply balance. For example, Shoup (2007)[1] argues that the ideal occupancy rate for on street parking should be 85 per cent. According to Shoup this represents an efficient use of the parking resource and contains the externalities associated with 'cruising' for parking. These externalities include increased traffic congestion, vehicle emissions and reduced safety.

The 'right' price to charge for on street parking is influenced by many factors, including changing demand and the cost of off street parking. The cost of off street parking in turn influences whether people cruise for a park. As Shoup explains:

> *"Suppose curb parking is free but all the spaces are occupied, so you have to cruise until you find a space being vacated by a departing car. Off-street parking is available but you have to pay the market price for it. How do you decide whether to cruise or to pay? If off-street parking is expensive, many drivers will hunt for curb parking, an entirely rational response to prices. Thus, by under pricing their curb parking, cities create an economic incentive to cruise".*

[1] Shoup, D (2007) Cruising for Parking.

FIGURE 2. CURB PARKING PRICES AND CRUISING

Source: Shoup, 2007

The 'right price' to charge for on street parking in a particular location will only initially be determined by trial and error. Shoup suggests that, initially, if all curb spaces are always occupied council can raise the meter rate by increments until occupancy at some hours is about 85 per cent. If spaces are still full during other hours, the council could continue to increase rates during those particular times until the occupancy is about 85 per cent all day.

The 85 per cent rule may vary from place to place. Where spaces are dedicated, such as in off-street parking garages, the occupancy rate can be much higher.

2.2 Non-price resource allocation

The foregoing discussion relates to managing or allocating parking resources using pricing. There is of course a range of non-pricing mechanisms, including:

- Time restrictions – which can vary by time of day and week.
- Discrimination in favour of specified groups – as is the case with resident priority parking or persons with mobility constraints.
- Reservation for special purposes – as is the case with taxi ranks, loading bays and the like.

In a sense these mechanisms are contrived to deal with perceived externalities that a purely price based allocation system would create. Decisions on how to manage these externalities are based on community priorities which are ultimately expressed through the political process.

2.3 Principles for parking supply management

The foregoing discussion leads to a conclusion that the first step in managing the parking resource is to decide the community's priorities for space allocation. When this is done, pricing becomes the means of balancing demand with supply to contain the externalities associated with 'cruising'.

If the 85 per cent rule (or an equivalent) is adopted the initial non-price resource allocations can be tested. If some allocations are under-used and some over-used adjustments can be made.

In order to determine the priorities for parking resource allocation it will be necessary to formulate an overall strategy for a given area where spatially differentiated policy priorities will apply. For example, short-term spaces are usually provided in shopping centres and long-term spaces further away. Loading bays are normally provided near commercial premises. Resident priority parking is provided in residential areas where there is competition from outside.

The first principle therefore is – priority is to be given to non-price parking resource allocation.

The second principle is – non-price parking resource allocation should be informed by a spatially differentiated set of allocation priorities.

The third principle is – pricing is applied to balance supply and demand within the context of the non-price parking resource allocation.

The fourth principle (as a corollary to the above) is – pricing must not be viewed as a revenue raising exercise. Revenue raised is a side benefit of the application of prices.

3 EVALUATION OF MEASURES

3.1 The 'toolkit'

The measures that have been proposed for the demand management 'toolkit' are:

- Reduced Car Parking Rates in New Developments
- 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.

These are examined below.

3.2 Reduced car parking rates in new developments

While there is a statistical correlation between car ownership rates and household car trip generation the causal relationship between car space availability and car ownership is not as clear. It could be that dwellings with low numbers of car spaces attract households with low numbers of cars and vice versa. If this is the case the level of trip generation in the wider area will be the same (or greater), whether or not certain areas have restrictions on parking supply.

It follows that if certain areas restrict parking supply to say one car space per dwelling those households with two cars will locate elsewhere. It can even be argued that the number and length of trips will be greater in such a scenario as those who have two cars are excluded from the area with high public transport accessibility. It can be argued that it is better to have households with two cars living in the area of high accessibility where they will use them less than they otherwise would.

Having said this, there is a possibility that for some households the desirability of living in a highly accessible location will overcome the perceived shortcomings of a lack of parking. Some households will sell the second car and make do with one. The question is; which is the greater number – is it those who will elect to live elsewhere and hence drive more kilometres or is it those who will elect to sell one car?

Another consideration is the fact that many households have a second car for recreational purposes or for non-commuting trips. The fact that these cars are stored in a given area does

not mean that they contribute to congestion. It is not the storage of cars that creates traffic – it is driving them.

Notwithstanding the above, consideration needs to be given to the fact that households with two cars, or those with no allocated car spaces, will seek parking exemptions for on street parking and, if permits are given, will increase the incidence of 'cruising' for car parks as short term on street parking will be taken by residents cars.

An overview of the costs and benefits of this measure is provided in the table below.

Reduced car parking rates (one per dwelling) in new developments	
Benefits	**Costs**
Some households will elect to sell one car to live in the centre.	Households desiring to maintain two cars displaced to other areas where they will use them more. More car trips generated in aggregate.
Fewer car trips generated in the centre.	Fewer dwellings in the centre than otherwise and consequent loss of urban consolidation benefits.
Free up developable space.	Potentially increased demand for on street parking by residents.
Greater support of more sustainable travel modes.	
Design flexibility.	

Potentially the balance between the costs and benefits may be influenced by application of demand management measures.

Another perspective on the issue of car parking spaces in new developments is one that says the focus should be on facing households with the cost of an additional space rather than the blunt instrument of banning them. If car spaces in a development were marketed separately to the dwelling itself the following outcomes could be achieved:

- Households would be faced with the cost of an additional space and hence would think carefully whether they needed it or not. Many would elect to not take up the space.
- Households who do not need car spaces would not be required to have one.
- Households whose needs change would have flexibility to acquire or dispose of spaces.
- There would be an affordability advantage as households would have only the number of spaces they can afford.

Therefore, an alternative to the blunt instrument of one space per dwelling, or no spaces, would be to require the purchase decisions to be separated. Whilst this will effectively allow car spaces to become a tradable commodity, this will allow supply to be better matched with demand.

Another option is a levy on the second space which would create a further disincentive to purchase. Proceeds from the levy could be applied to beneficial initiatives such as providing replacement parking for spaces lost in amenity improvement projects.

3.3 Parking restrictions

As has been argued above parking restrictions should be viewed as an exercise in non-price parking resource allocation and this should be informed by a spatially differentiated set of allocation priorities.

Parking restrictions	
Benefits	**Costs**
Efficient allocation of a scarce resource.	Many in the community perceive anything but unfettered access to free parking as a cost. However, the practical reality is that supply will fall short of demand and there are externalities to be dealt with.
Containment of negative externalities such as sufficient vacancy rates and limited cruising time. Supporting businesses and centres. Equity in access to a scarce resource. Enhanced safety. Providing for access by specialist groups – tradesman, residents, disabled, hospital etc.	Resourcing required to enforce.

3.4 Parking permit schemes

As is the case with other parking restrictions parking permit schemes should be viewed as an exercise in non-price parking resource allocation and this should be informed by a spatially differentiated set of allocation priorities.

It was argued above that restricting parking supply in the home is not clear cut as a demand management measure, especially when a blunt instrument such as a one or no space per dwelling limit is applied. Restricting spaces at the destination is a different proposition however. A perceived lack of parking at a destination can be a disincentive to use a car for the trip and public transport may be chosen as an alternative.

Parking permit schemes	
Benefits	**Costs**
In a society where the car remains the main mode of travel, reasonable access to park a car at or near the home creates significant benefits for the household.	If the provision of permits is overly generous there will be no demand management and alternative beneficial trips will be suppressed.
Fewer car trips generated in the centre.	If permits are denied to residents in new developments this can create friction between residents due to perceived discrimination.
Provides access to parking for specialist groups.	

An alternative to the conventional permit approach where a number of permits are issued to each household is a system where the first permit is free and subsequent permits are quite costly. This faces residents with a decision as to whether the next permit is worth the cost. Proceeds from the charge could be applied to beneficial initiatives such as providing replacement parking for spaces lost in amenity improvement projects.

3.5 Parking enforcement

Parking enforcement should not be viewed as a demand management measure in itself. It is in fact a means of ensuring compliance with the non-price parking resource management mechanisms. The aim of enforcement should be total compliance – not revenue raising. With total compliance there would be zero revenue.

The focus of revenue raising should instead be through measures outlined above, such as a levy on a second space in developments, higher charges for second resident permits, etc. These measures will exact behavioural changes, unlike fines which are merely punitive. The reality is however, that whilst revenue raising should not be an objective of parking enforcement, it will inevitably raise revenue as total compliance will never be 100%.

Parking enforcement	
Benefits	**Costs**
Compliance with non-price parking resource management mechanisms.	Resentment and disincentive to shop and do business in the area.
Equitable access to parking.	
Improved safety.	
Allows special needs parking access.	

3.6 Parking guidance signage

This is not a demand management measure as it actually enables the existing resources to be used more efficiently, hence effectively increasing parking supply.

Parking system signage	
Benefits	**Costs**
More efficient use of the parking resource. Reduced pressure for additional spaces in a centre. Reduced need for 'cruising'.	Capital and maintenance costs.

3.7 Parking improvements

These are initiatives to enhance the safety and amenity of parking facilities and can include improved lighting and urban design initiatives, such as those aimed at increasing passive surveillance.

Parking improvements	
Benefits	**Costs**
Enhanced amenity and safety. Greater utilisation of the resource, especially at night. Bolsters economic activity and vitality of a centre (possible 24 hour economy).	Capital and maintenance costs.

3.8 Parking pricing

As argued above parking pricing is applied to balance supply and demand within the context of the non-price parking resource allocation. Pricing must not be viewed as a revenue raising exercise. Revenue raised is a side benefit of the application of prices.

Parking pricing	
Benefits	**Costs**
Efficient resource allocation. Containment of externalities.	In economic terms parking charges are a payment for a benefit that would not otherwise be available and not a net cost.

3.9 Reduction of existing car parking supply

If this refers to parking associated with destinations in the area as opposed to origins (dwellings) any reduction in supply, or reduction in future supply relative to growth in demand, has a potential to reduce trips to the centre. The danger is of course that they may be simply diverted to other places resulting in longer trips and increased travel demand.

Reduction of existing car parking supply	
Benefits	**Costs**
Reduced traffic congestion.	Possible diversion of trips to other centres. Spill over/ amenity impacts on adjoining areas (eg. from a community perspective, into residential areas).
Enhanced pedestrian amenity and public spaces. Economic and employment multiplier benefits of converting car spaces to commercially usable spaces.	Negative impact on businesses.

3.10 Behaviour change programs/ incentives for sustainable transport modes

These include:

- green travel plans
- bicycle facilities (parking, cycleways and change facilities)
- motorcycle/ scooter parking, and
- car share schemes.

These are highly beneficial and have related benefits such as the health benefits associated with cycling. There is also a range of initiatives that can be taken including car share schemes and travel awareness campaigns. Potentially, the proceeds from charging measures outlined above may fund these incentives.

Behaviour change programs/ incentives for sustainable transport modes	
Benefits	**Costs**
Reduced traffic congestion. Reduced parking spaces freeing up development and public space.	Capital and maintenance costs.

3.11 Ranking the measures

It is difficult to rank these measures in any order of priority as they are all applicable to some extent. The critical factor is that they be applied appropriately in each particular circumstance.

- Parking pricing certainly is a very important tool that should receive attention.
- Demand management measures are also important:
  - Behaviour Change Programs
  - Incentives for Sustainable Transport Modes.
  - Reduced Car Parking Rates in New Developments
- Efficiency of resource utilisation measures require careful application:
  - Parking Restrictions
  - Parking Permit Schemes

- Parking Enforcement
- Parking Guidance Signage
- Parking Improvement

Reduction of Existing Car Parking Supply provides major benefits, particularly economic and employment multiplier effects, when applied appropriately.

4 RESUMING ROAD SPACE FOR PUBLIC USE

4.1 Background

There has been a spate of initiatives to resume road space for public use since around the 1970's. These initiatives have included:

- Kerb extensions for public safety, for example, at pedestrian crossings where site lines are important and illegal parking near the crossing poses a risk to pedestrians. The reclaimed space may in some instances be used for streetscape measures.
- Kerb extensions for hospitality uses such as alfresco dining.
- Kerb extensions for streetscape measures such as tree planting, bicycle parking, public art and street furniture.
- Footpath widening to create pedestrian amenity and traffic calming in busy strip shopping centres.
- Full or part closure of sections of road to create 'malls'.

4.2 The benefits of reclaiming road space

The benefits include:

- Enhanced safety and reduced conflicts between traffic and pedestrians.
- Traffic calming and increased safety.
- Enhanced amenity.
- Employment and economic activity multiplier effect.
- Increased commercial viability of centres and individual businesses.

Street-based centres are in competition with enclosed shopping centres which provide plentiful 'free parking' and a sometimes safer and generally more sterile internal pedestrian environment. Hence loss of parking in street based centres reduces competitiveness, while reclaiming road space has a positive effect.

Values may be ascribed to reclaimed road space in the following ways:

- Space reclaimed for amenity projects may be valued on the same basis as open space for which there are recognised shadow prices. One approach is to benchmark against the value of open space required to be set aside when land subdivision takes place. As a general rule this is five per cent of the land value. Hence open space is valued at the same rate per square metre as commercial land in the centre. A value of $2,000 per square metre is representative of average commercial land values in Box Hill.
- Space reclaimed for safety enhancement may be valued on the basis of deaths and injuries avoided, both of which have recognised shadow prices. The costs are calculated by applying Austroads average casualty costs per person ($1.7m for a fatal casualty, $400k for a serious casualty, and $16k for other injuries). Clearly, there are difficulties drawing a link

between a specific road space reclamation and reduced accidents. This is best done at the level of the whole centre.

- Space reclaimed and used for commercial purposes may be valued at the equivalent commercial value of the space which represents the community's 'willingness to pay' for the space. The above figure of $2,000 per square metre is applied.

Note that when a land value is used to represent benefits this is an estimate of the present value of a stream of benefits over an extended period of time.

It may be concluded from the foregoing that the value of road space reclaimed in Box Hill is a minimum of $2,000 per square metre whether it is for commercial or amenity purposes. There is likely to be a premium for enhanced road safety which may be conservatively estimated to be 10 per cent - total $2,200 per square metre. Hence the conversion of a 30 square metre carspace to a commercial use is estimated to unlock $66,000 in land development benefits, that is, because of the opportunity cost of land.

Development of this land for alternative uses will permit economic activity on these parcels. A recent report by Remplan on Box Hill's local economy identified a series of economic and employment multipliers associated with economic activity in the area. The report suggests that if car parking was transformed into a productive land use in Box Hill, each $1M of economic output generated by the new land use could result in increased demand for intermediate goods and services in the order of $0.26M, and each new employment position supported by the new land use could support a further 0.1FTE position through supply chain effects.

A qualification on this is that these benefits are achieved 'at the margin'. It can be expected there will be diminishing returns as more spaces are taken. This appears to be the case with some malls that have been introduced in the past where many car spaces have been lost and human activity has not responded as anticipated. Some of these projects have been reversed. It is incumbent on urban designers to strike the right balance.

4.3 The costs of reclaiming road space

Time value method

The loss of a car space in a centre should not be viewed in absolute terms. A lost space is a reduction in the total supply of spaces in the centre, which in percentage terms can be very low indeed. A lost space does not mean that the person who may have parked there is displaced to the periphery or has nowhere to park. He or she will take the next space and this causes a shuffling effect. In the end everyone is displaced by one space.

However, the shuffling effect only takes place if all spaces are fully utilised (nominally an occupancy rate of 85 per cent). If the area has spare capacity there is no significant displacement.

In a length of street where there is capacity in the parking space supply the loss of a space will result in parking in the next space. If the occupants of the car walk in the direction of the lost space they will be walking and extra eight metres or so. But if they walk in the opposite direction they will be closer by eight metres. This applies to both sides of the street. Over time the effect is a negative sum gain.

The foregoing applies to situations where there is capacity in the system and the changes are marginal. When a precinct is at capacity the shuffling effect takes place and it can be said that every place lost results in an extra eight metres of walking to and from the space to the destination – total 16 metres.

Estimating the spatial extent of the shuffle effect is a complex task with many variables coming into the equation. Some factors to consider are:

- Precincts may be relatively self-contained in terms of parking demand and supply and spaces outside the precinct may be perceived as inferior substitutes.
- There is scope for a mode change or 'visit time of day' change in response to perceptions of a shortage of parking.

In consideration of these factors it would be reasonable to assume that the shuffle effect is contained within the immediate precinct. In order to estimates the magnitude of the cost in an 'at capcity' precinct, the calculations below are presented. The assumptions are explained below.

TABLE 1. ESTIMATE OF COST OF REMOVING A CAR SPACE (AT CAPACITY PRECINCT ONLY)

Distance	16	metres
Speed	4	kilometres per hour
Time	0.004	hours
Value of Time	$11.31	per hour
Persons per Vehicle	1.2	
Trips per Day	4	
Days	365	
On-street Spaces in Precinct	40	
Cost	$3,170	per annum
Present Value 50 Years @ 8%	$35,794	

Source: SGS Economics and Planning

The assumptions in the table are:

- Loss of a car space in an 'at capacity' precinct causes a shuffle effect resulting in an increased walking distance of 16 metres for all parkers.
- The walking speed averages four kilometres per hour.
- The value of time is $11.31 per hour.[2]
- There are 1.2 persons per vehicle and there are four trips per day.
- There are 40 spaces in the precinct.

This represents a cost of $3,170 per annum or $36,000 over a 50 year timeframe when expressed in present value terms (discount rate eight per cent).

[2] Australian Transport Council. (2006), National Guidelines for Transport System Management in Australia, Commonwealth of Australia, Canberra. The standard value of $10.00 dollars per hour in 2006 was inflated with CPI.

Willingness to pay method

An alternative method that may be applied to estimate the cost of removing a car space is based on the concept shown in Figure 1 where the relationship between supply and demand is explained. By removing a car space the vertical supply curve is effectively being moved one space to the left. The table below shows a calculation of 'willingness to pay' based on parking metre fees. These are not actual fees but are estimates of what may be sustainable in the area.

The assumptions in the table are:

- The revenue per annum is $3,120.
- Consumer surplus is 50 per cent of this.

The benefit is the present value of the annual benefit over 50 years at a discount rate of eight per cent. This is indicated to be $53,000.

TABLE 2. ESTIMATE OF COST OF REMOVING A CAR SPACE – WILLINGNESS TO PAY METHOD

Price per Hour	$2
Hours per day	8
Days per Year	260
Efficiency Factor	75%
Revenue per Year	$3,120
Consumer Surplus	$1,560
Total Benefit	**$4,680**
Present Value 50 Years @ 8%	$52,837

Source: SGS Economics and Planning

4.4 Benefit cost ratio

To summarise the foregoing:

- The value of the benefits of reclaiming a car space is $66,000.
- The opportunity cost of losing a space is between $36,000 (time value method) and $53,000 (willingness to pay method).
- Hence the benefit cost ratio is between 1.8:1 and 1.2:1. In both cases it is beneficial to remove a space.

Qualifications on this result are:

- The more spaces that are being removed the less capacity there is in the parking supply and the greater the societal costs.
- As more spaces are removed there are diminishing returns in term of benefits achieved. Once community needs for amenity spaces are fulfilled additional space is of less utility.
- With increasing societal costs and diminishing benefits there will be a crossover point where costs start to exceed benefits. This has arguably occurred in some of the unsuccessful mall projects implemented in the past. However, this point should not occur when the number of spaces being removed is minimal, particularly when there is spare capacity in the parking space supply.

4.5 Applicability in particular instances

In the parking strategy particular locations have been identified for extended footpath treatments:

- Carrington Road (South Side)
- Station Street (East and West Side – North of Centro)
- Station Street (West Side – Between Carrington Road and Cambridge Street).

A decision on the appropriateness of otherwise of these proposals will depend on the likely level of usage of the space created which in turn will be a function of the nature of the abutting land uses. Provided the number of spaces lost is low and the created space is intensively used the benefits will outweigh the costs.

5 FUNDING THE STRATEGY

5.1 Demand management measures

The measures that have been proposed for the demand management 'toolkit' are:

Administrative
- Reduced Car Parking Rates in New Developments
- Parking Restrictions
- Parking Permit Schemes
- Parking Enforcement
- Parking Pricing.
- Reduction of Existing Car Parking Supply

Requiring Expenditure
- Parking Guidance Signage
- Parking Improvement (refers to maintenance)
- Behaviour Change Programs
- Incentives for Sustainable Transport Modes.

The items under the heading 'requiring expenditure' may be considered for funding under Section 163 of the Local Government Act 1989 – Special Rates and Charges. These measures are of special benefit to all residents and business owners in the centre and therefore meet the requirements for introducing such measures. The special rate or charge may recover all capital costs and ongoing maintenance and operational costs.

5.2 Capital works

To the extent that any capital works are proposed under the strategy these may also be funded under Section 163 of the Local Government Act 1989 – Special Rates and Charges, or alternatively through development contributions under Part 3B of the Planning and Environment Act 1987.

5.3 Cash-in lieu

Cash-in-lieu is a system whereby an applicant for a permit opts to discharge a parking requirement by payment of money 'in lieu'. The principles for a cash in lieu scheme are set out in Clause 52.06 of the planning scheme:

It is policy that the responsible authority consider, as appropriate - .....
In regard to cash-in-lieu contributions:
- *the principles of need, nexus, equity and accountability for the funds and for developments.*
- *the cost per calculated car parking space is to be at a rate per parking space determined, and reviewed annually, by the responsible authority*

- *the cash-in-lieu rate is to reflect a proportional cost of providing additional car parking infrastructure, having consideration for the need to encourage appropriate development and to provide consolidated car parking infrastructure in appropriate locations.*
- *cash-in-lieu contributions may be used to fund improvements to existing car parking facilities as well as for the provision of additional car parking*

The advantages of a cash-in-lieu scheme include:

- Applicants have greater flexibility in how to develop a site.
- More productive space may be achieved on a site.
- Superior urban design outcomes may be achieved, such as fewer vehicle crossovers.
- Parking supply may be moved to where it is more cost-efficient, more efficiently managed, creates less traffic congestion and is more environmentally sustainable.
- Paying cash-in lieu is an option provided to create benefits for the applicant. It should not be conceived as a new charge or tax.

When introducing a cash-in-lieu scheme care should be taken to ensure that parking rates are set at the appropriate level within the context of an overall strategy.

6 ECONOMIC IMPACTS

The question is - what are the economic impacts to Box Hill if these strategies are or are not implemented? This of course is difficult to estimate, but an indication of the likely economic benefits may be obtained by looking at the competitiveness of Box Hill in its regional context and its ability to attract investment, people and jobs.

The Box Hill Structure Plan (SGS, 2007) highlights the fact that Box Hill has several established activity 'clusters':

- The health and medical cluster in the Nelson Road/ Thames Street / Arnold Street area. Its expansion is replacing housing on many sites.
- The education cluster associated with Box Hill TAFE has three main campuses along Elgar and Whitehorse Roads. Also on Elgar Road is the Biotech and New Enterprise Scheme Centre. Student accommodation north of Whitehorse Road is associated with this education cluster.
- The community services cluster is generally spread widely although there some concentration in Carrington Road and Ellingworth Parade / Harrow Street.
- The restaurant and café cluster focused around Carrington Road, Station Street, Bank Street, and Nelson Road and including a wide range of Asian cuisines.

In the retail sector there is a potential difference in performance between a scenario where the parking situation is in balance with other competing uses for road space and one where it is not. Conceivably the difference can be in excess of five per cent of gross turnover in the retail sector. If this is the case the number of jobs involved is estimated as per the table below. The table provides an estimate of the jobs increment if retail turnover is increase by five per cent. The centre has approximately 60,000 square metres of retail floorspace and an average turnover for a centre of this type is estimated to be $6,000 per square metre per annum. This means the gross turnover is in the order of $360 million per annum.

At $100,000 per job this equates to 180 jobs. However, the jobs ratio in street based centres can be higher and with a factor of 10 per cent applied the figure becomes 198 jobs.

TABLE 3. ESTIMATE OF JOBS INCREMENT FROM FIVE PER CENT INCREASE IN RETAIL TURNOVER

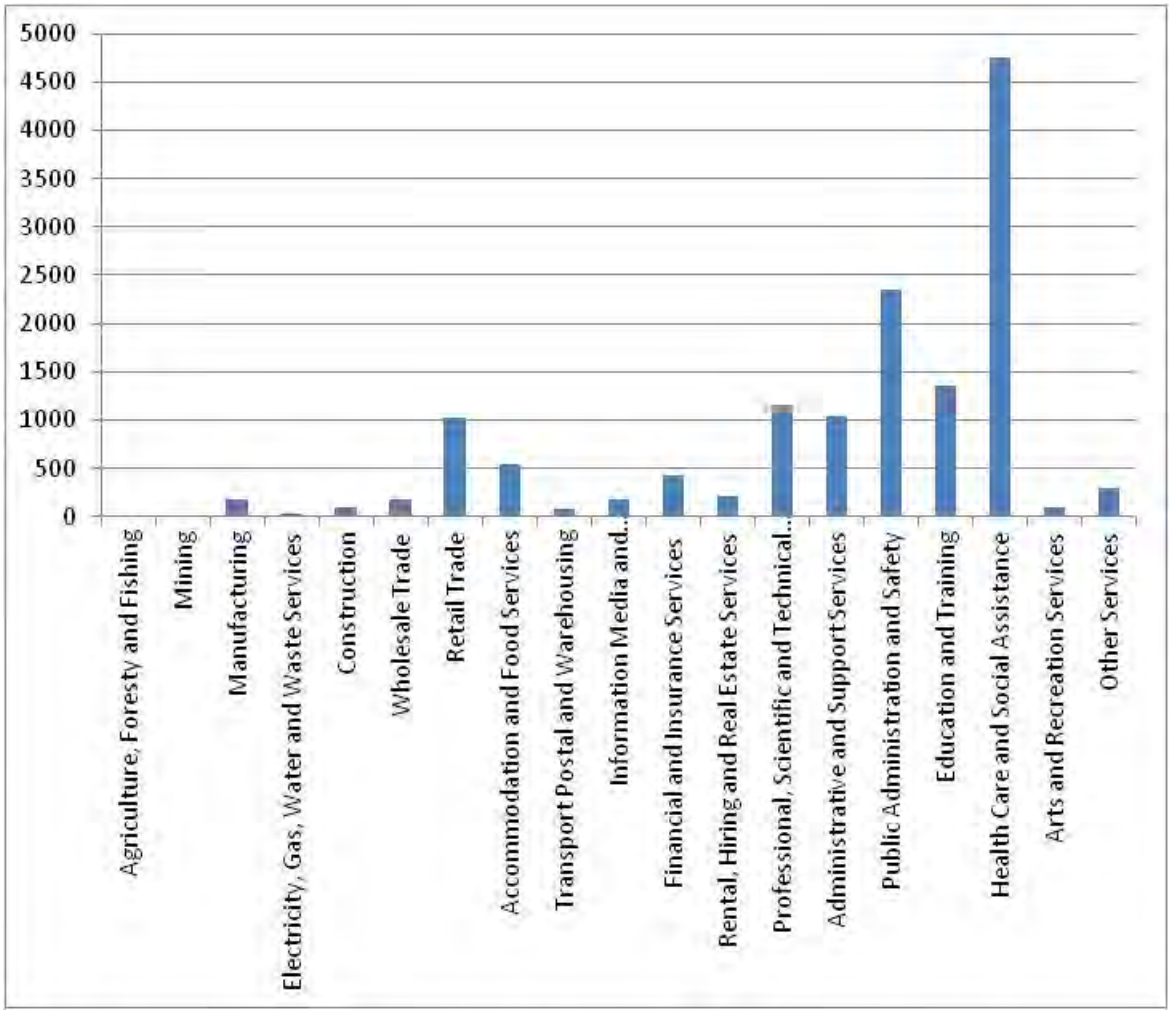
Retail Floorspace	60,000	sqm
Turnover	$6,000	per sqm pa
Gross Turnover	$360,000,000	pa
5%	$18,000,000	
Jobs @ $100,000	180	jobs
Local Multiplier	10%	
Jobs Increment	198	jobs

Source: SGS estimates

Enhanced levels of amenity and safety, combined with convenience access to the centre, will also have a positive effect on investment in the other clusters of economic activity. There will be agglomeration effects within the centre generally.

The following figure shows jobs by industry sector in Box Hill in 2011. There are 14,000 jobs in total with retailing being only sixth ranked. This provides a strong base for future employment growth and the parking strategy is an essential element in achieving this.

FIGURE 3. BOX HILL CENTRE JOBS BY INDUSTRY SECTOR 2011



Source: ABS / SGS Economics and Planning

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