



Church Street Major Activity Centre Car Parking Study

Client // Bayside City Council
Office // VIC
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1. Introduction

1.1 Background

The Church Street Major Activity Centre (MAC) is an established mixed-use area, with a strong central core of retail and office land use, residential dwellings on the periphery as well as Middle Brighton Train Station located centrally within the activity centre.

In light of Bayside City Council's meeting on 19 June 2018, the Council has sought to undertake a study of the supply of on-street and off-street parking in the activity centre and the existing and future parking demand to establish the need for additional public parking spaces in the activity centre. This is to inform decision making regarding the potential car parking yield requirements to respond to changing conditions at the Council owned carparks in Black and Well Street.

The project has evolved from a concept which considered the development of the Black Street car park site with a 3-storey mixed use development and using the proceeds to fund a multi-deck car park at the Well Street car park site. Both sites currently provide at grade car parking and are within 150m of the Middle Brighton Station and service the Church Street MAC.

It is acknowledged that Council have already done a significant amount of work with regards to the increased car parking pressures, issues and needs across the Church Street Activity Centre and its other Major Activity Centres. This provides a platform for this study to address the potential off-site car parking options and improve future parking conditions.

1.2 Scope and Purpose

The key objective of this study is to establish whether an additional off-street parking facility is warranted from a car parking perspective having regard to:

- o Existing car parking conditions in the centre
- o Future public car parking supply and demand in the centre
- o The consequence on traffic and car parking if the Black St site is to be redeveloped with a mixed-use development and the supply of car parking at the Well Street site is increased; and
- o The potential car parking yield should the Well St site be redeveloped with a multi-deck car park, and its potential influence on parking trends and behaviour.

1.3 Study Area

The Church Street Major Activity Centre is located 12km south-east of the Melbourne CBD in Brighton and covers an area of approximately 0.50km² within the Bayside City Council.

The activity centre is an established mixed-use area, with a strong central core of retail and office land use, residential dwellings on the periphery as well as Middle Brighton Train Station located centrally within the activity centre.

The activity centre is shown in Figure 1.1 (represented by Precincts 1 – 12).

For the purposes of this study it was considered beneficial to extend the scope of the study area beyond the formal boundaries of the activity centre to further understand the extent of parking overspill into surrounding areas.

As such, Figure 1.1 displays the boundaries of the study area which includes the Major Activity Centre (Precincts 1 – 12) and the additional area of influence (Precincts 13 – 15).

As illustrated, the study area has been divided into 15 precincts. The division of the study area into a number of smaller precincts assists to understand the nature of parking demand across the area and its interaction with adjacent land uses.

Precincts 1 to 6 form the core commercial zoned areas of the activity centre whilst precinct 7 to 15 form the periphery of the activity centre, which are largely residential in nature.

Figure 1.1: Study Area Boundary

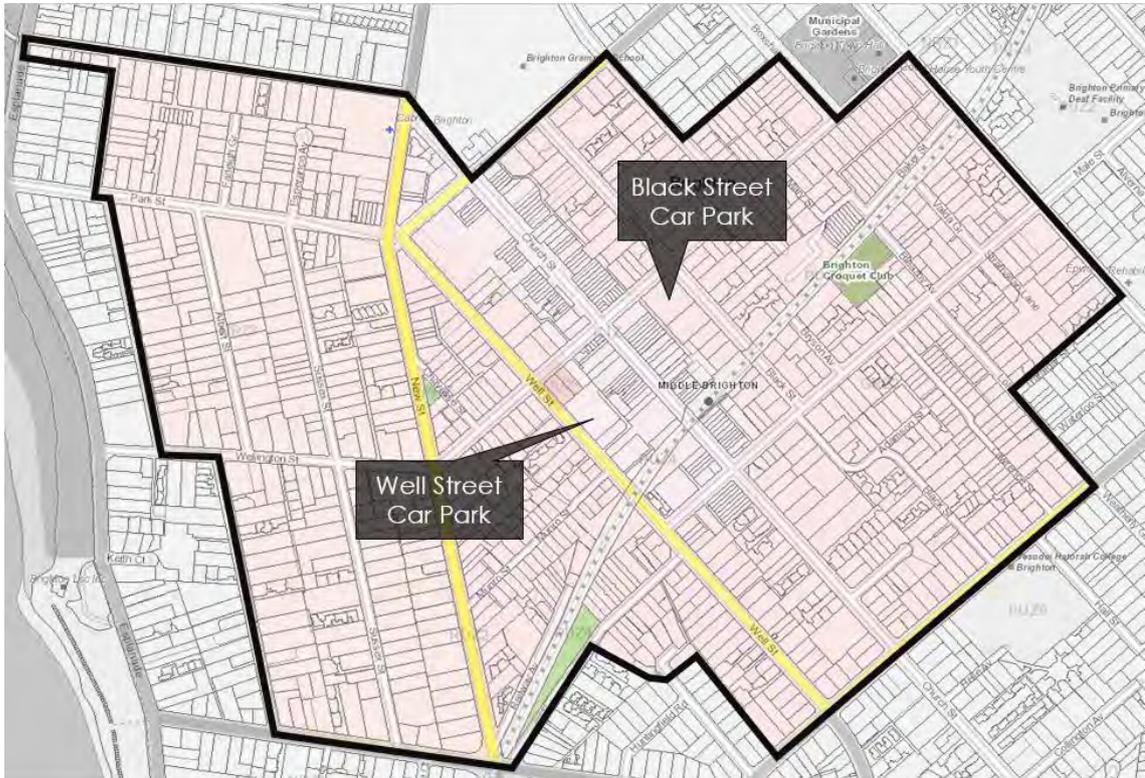


As noted above, a specific consideration as part of this study is the potential redevelopment of the Well Street and Black Street car parks and the associated impacts to parking demand and local traffic. The location of these existing car parks is illustrated in Figure 1.2.

The Black Street site is in a Residential Precinct with a mandatory height limit of 11m (3 storeys) and includes a site area of 2,511 square metres.

The Well Street site is within an Office and Mixed Use Precinct with a discretionary height limit of 9 metres (2 storeys) to Well Street and 11 metres (3 storeys) to any other street. The site comprises an area of 3,556 square metres.

Figure 1.2: Well Street and Black Street Car Parks



1.4 References

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

- Bayside City Council Integrated Transport Strategy 2018 – 2028
- Future Management of Car Parking in Bayside, Discussion Paper, May 2017
- Church Street Activity Centre Car Parking Background Report, August 2016
- Bayside Planning Scheme
- Parking survey data undertaken on Thursday 23 August 2018 and Saturday 18 August 2018
- Other documents as nominated

2. Strategic Context

2.1 Bayside Integrated Transport Strategy

The Bayside City Council prepared an Integrated Transport Strategy (ITS) 2018 – 2028 to establish strategic direction to guide transport planning decisions within Council over the next 10 years.

The ITS is a key strategic document which emphasises the importance of moving towards sustainable transport options within the context of the City of Bayside. The ITS considers the existing issues within the area and sets out the core for vision.

The ITS sets out the Councils strategic transport vision as follows:

“The transport system will meet the needs of the community through the provision of a sustainable, well-connected, safe, accessible and convenient transport options that positively contribute to a strong economy, the health and wellbeing of the community and a low carbon future within Bayside”

The ITS goes further to identify the following 6 key goals to drive the strategic transport direction of the Council. These are reproduced below for reference:

- **Enabling Sustainable Transport Choices:** Council will raise awareness of sustainable transport options as more convenient alternatives to vehicle trips in the community and support initiatives that increase transport choice and reduce transport emissions
- **Improving Local Accessibility:** Council will prioritise walking and cycling as the preferred modes of transport for short trips in Bayside
- **Better Public Transport:** Council will advocate to the State government for improved public transport access to, within and from Bayside
- **User Friendly Street:** Council will treat streets as places where people live, work and play and provide access for a range of users in order to deliver a safe, accessible and efficient transport system
- **Integrated Transport and Land Use:** Council will work to ensure that land use and development supports sustainable transport use
- **Optimising Parking Opportunities:** Council will maximise the utilisation of existing parking space and balance the needs of drivers to ensure sufficient parking opportunities are available for those who need it

‘Optimising Parking Opportunities’ is one objective that clearly resonates with the purpose of this study. More broadly, if managed carefully, parking can form an important tool to enable other modes of transport and enhance the Activity Centre.

In relation to this study, the above vision and goals identified within the ITS have been used as a lens to align the parking management outcomes with the direction of the strategic goals. The themes of the ITS are discussed throughout this study with Section 5 detailing the relationship to the recommendations and the objectives of the ITS.

2.2 Black St & Well St Car Park Development Feasibility Study

In 2018 Bayside City Council commissioned Hill PDA to prepare a feasibility study for the redevelopment of the Black Street and Well Street car parks. The purpose of the report was to explore the development options for the two Council-owned sites in Brighton. The conclusions of

the study included four design concepts for the two car parks. These have been reproduced below for reference.

- **Option 1:** Black Street Development (0 Public Spaces, 73 Private Spaces) + Well Street Car Park (286 Public Spaces, 22 Private Spaces) and Shops;
- **Option 2:** Black Street Development (60 Public Spaces, 73 Private Spaces) + Well Street Car Park (286 Public Spaces, 22 Private Spaces) and Shops;
- **Option 3:** Black Street Development (60 Public Spaces, 73 Private Spaces) + Well Street Car Park (376 Public Spaces, 22 Private Spaces) and Shops; and
- **Option 4:** Black Street Development (0 Public Spaces, 73 Private Spaces).

For the purpose of this study it has been assumed that no additional spaces would be included on the Well Street Site and no public spaces would be included on the Black Street site. This produced a 'worst case scenario' with the maximum amount of parking displaced within the centre.

2.3 Retail, Commercial and Employment Strategy

The Bayside Retail, Commercial and Employment Strategy 2016, prepared by SGS Economics and Planning outlines the future economic role of the Church Street MAC and outlines a potential 6,700 square metres of additional retail floor space and 1,500 square metres of additional commercial floor space required in the centre by 2031.

Table 2.1 identifies the existing and future predicted (2031) floor space for the centre as set out in this document.

Table 2.1: Church Street Major Activity Centre - Existing and Future Floor Space

Use	Existing (2015) Floor Space	Future (2031) Floor Space Projections
Commercial	9,752	11,200
Retail	27,900	34,600

It is understood that these are Council's current adopted projections for the centre.

3. Existing Parking Characteristics

3.1 Preamble

As part of this study an inventory¹ of parking supply and restrictions has been prepared across the study area. Car parking demand surveys have also been undertaken at hourly intervals between the times of 7:00am and 10:00pm on the following dates:

- Saturday 18 August 2018
- Thursday 23 August 2018

The results of these surveys are described within the following sections.

Operational notes relating to the surveys are provided for reference in Appendix A.

3.2 Supply

A total of 3,264 parking spaces were recorded within the study area. This total number includes all unrestricted and restricted parking, including vehicles parking in no stopping zones and private car parking. Although 'no stopping zones' are not legally allowed to be used as parking spaces. They were included in the data collection to provide an accurate presentation of demand within the area. Figure 3.1 below details the location of parking supply by precinct. Figure 3.1

The breakdown of parking supply by restriction for each precinct is presented in Table 3.1.

Full parking supply and restriction details for the study area are provided within Appendix B.

¹ GTA Consultants commissioned Traffic Focus to prepare the car parking inventory and undertake car parking demand surveys as described throughout this report.

Figure 3.1: Existing Parking Supply



Table 3.1: Parking Supply by Restriction

Precinct	<1 hour	1P	2P	3P-4P	Unrestricted	Disabled	Other	No Stopping	Private	Total Supply [1]
1	7	104	187	0	116	5	10	1	96	526
2	1	2	8	0	7	0	4	5	40	67
3	4	22	191	0	12	7	7	1	23	267
4	0	0	114	39	0	0	3	0	34	190
5	1	22	1	0	0	0	5	0	29	58
6	0	0	32	0	0	0	1	0	0	33
7	0	21	129	0	84	0	6	25	78	343
8	0	0	121	25	65	1	0	0	0	212
9	0	0	11	45	141	4	0	14	9	224
10	2	6	68	26	77	1	0	16	12	208
11	0	0	104	0	70	0	0	8	5	187
12	0	0	58	10	139	2	2	13	5	229
13	0	109	55	0	122	7	0	2	0	295
14	0	116	40	0	62	3	0	0	63	284
15	0	60	16	0	65	0	0	0	0	141
Total	15	462	1,135	145	960	30	38	85	394	3,264

Within this total supply (3,264 spaces), the core commercial area (Precincts 1 – 6) contains 1,141 spaces (representing approximately 35% of the total supply). The surrounding precincts located on the periphery (Precincts 7 – 15) contain a total of 2,123 spaces (representing approximately 65% of the total supply).

3.3 Demand

3.3.1 Overall Demand

Car parking surveys indicated the following peak car parking demands within the overall study area:

- Thursday – 2,352 spaces (representing a parking occupancy of 72%)
- Saturday – 1,635 spaces (representing a parking occupancy of 50%)

These demands clearly indicate Thursday to represent the peak day for the study area. The weekday results will therefore represent the key focus of consideration throughout this report.

By way of context a car parking occupancy in the order 85% represents the theoretical capacity of the area. While demands can exist beyond an occupancy level of 85%, this occupancy level represents the typical limit beyond which vehicle circulation increases in order to find a car parking space.

Fully parking demand details for the study area are provided within Appendix B.

3.3.2 Temporal Distributions

Figure 3.2 illustrates the temporal demand and distribution of parking throughout the survey period for both the Thursday and Saturday.

Peak car parking demand within the study area occurred on the Thursday at 1.00pm. Parking demands on the Saturday peaked at midday.

The nature of parking increasing throughout the morning, peaking throughout the middle of the day and decreasing across the afternoon is typical for a strip shopping precinct such as Church Street and generally consistent with the nature of land uses contained within the centre.

Figure 3.2: Total Study Area Parking Demand



The nature of parking demands at 7:00am in the morning (typically before retail and commercial staff and customers arrive) and at 9:00pm in the evening on both a Thursday and Saturday would typically indicate a baseline demand within the study area being generated by on-street resident parking. The increased demand on a Thursday (compared to the Saturday) could also be reflective of the early arrival of rail commuters.

3.3.3 Precinct Demand

Figure 3.3 and Figure 3.4 identifies the distribution of car parking occupancies across study area precincts.

This generally highlights the core commercial precincts (Precincts 1 – 6) being at capacity at peak times with parking spilling into surrounding residential areas. This is logical considering this is where the predominant retail and office land uses are located. In addition, these precincts are in close proximity to the train station which will result in a high demand of unrestricted parking being utilised by train patrons.

However, when analysing the study area as a whole area, the data indicates that there is existing parking capacity outside of the centre of the Activity Centre with parking generally having moderate demands in the peripheral precincts.

Differing approaches can be taken to the provision of car parking particularly around activity centres where an interface exists between residential and commercial uses.

The use of peripheral area parking around activity centres is a common occurrence to support the core areas which often results in intrusion into surrounding residential areas.

While traditional residential areas are sought to be protected from commercial intrusion, those adjacent to an Activity Centre cannot necessarily expect the same level of amenity as those in outer residential areas. Indeed the benefits of living close to an Activity Centre must also be considered in the context of a lower level of amenity.

This approach is reinforced in the VCAT decision referenced earlier within this report of *Naylor v Boroondara CC [2005] VCAT 1082 (1 June 2005)*. On the question of residential amenity for people living directly adjacent to activity centres, it is the view of VCAT that *“people living adjacent to major Activity Centres and commercial areas cannot expect the same level of amenity as those living in the residential hinterland.”*

Different approaches are however sometimes adopted by Councils which hold the view that it is not appropriate for any commercial parking, particularly long term parking, to occur along residential frontages.

In light of this, a number of options could be considered as to how existing and more specifically future car parking demands and supplies could be managed which are set out in the following sections.

Figure 3.3: Thursday 23 August Peak Survey Results

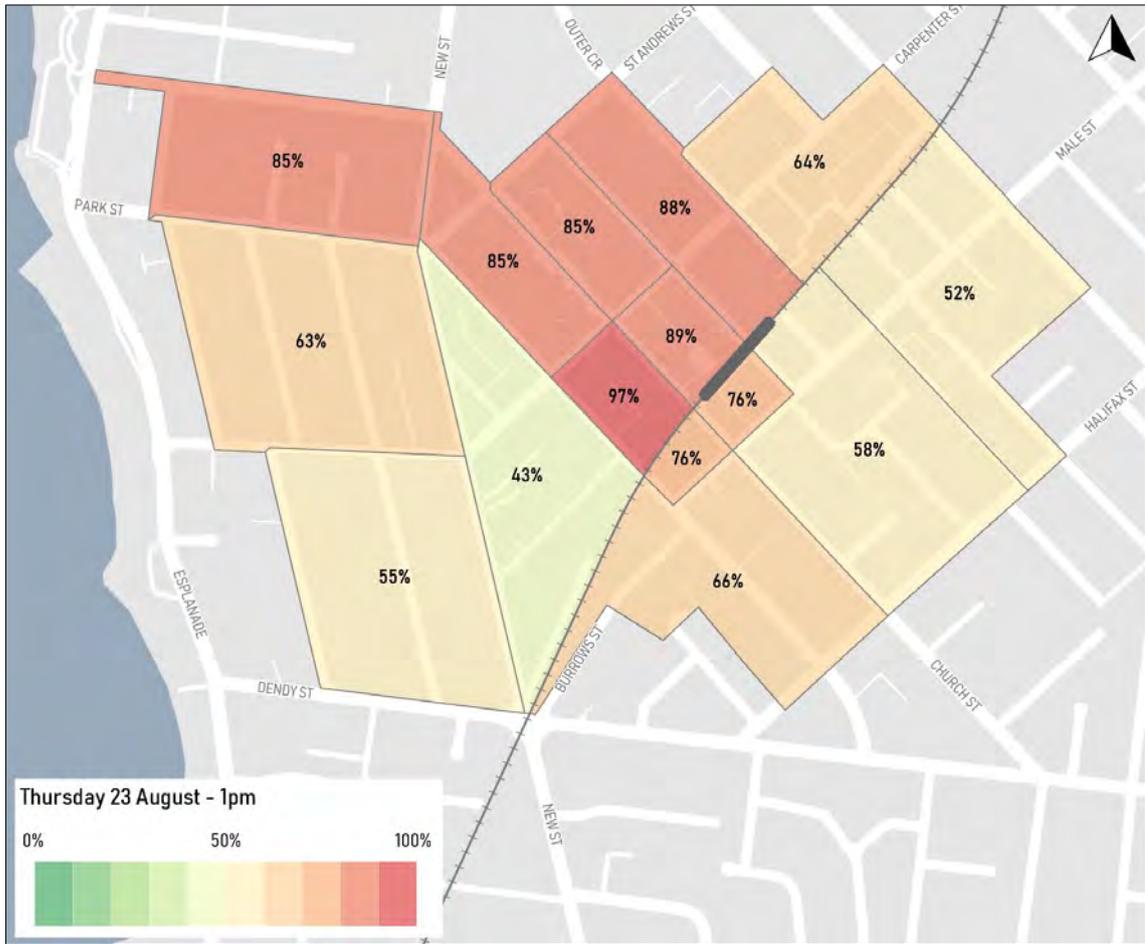
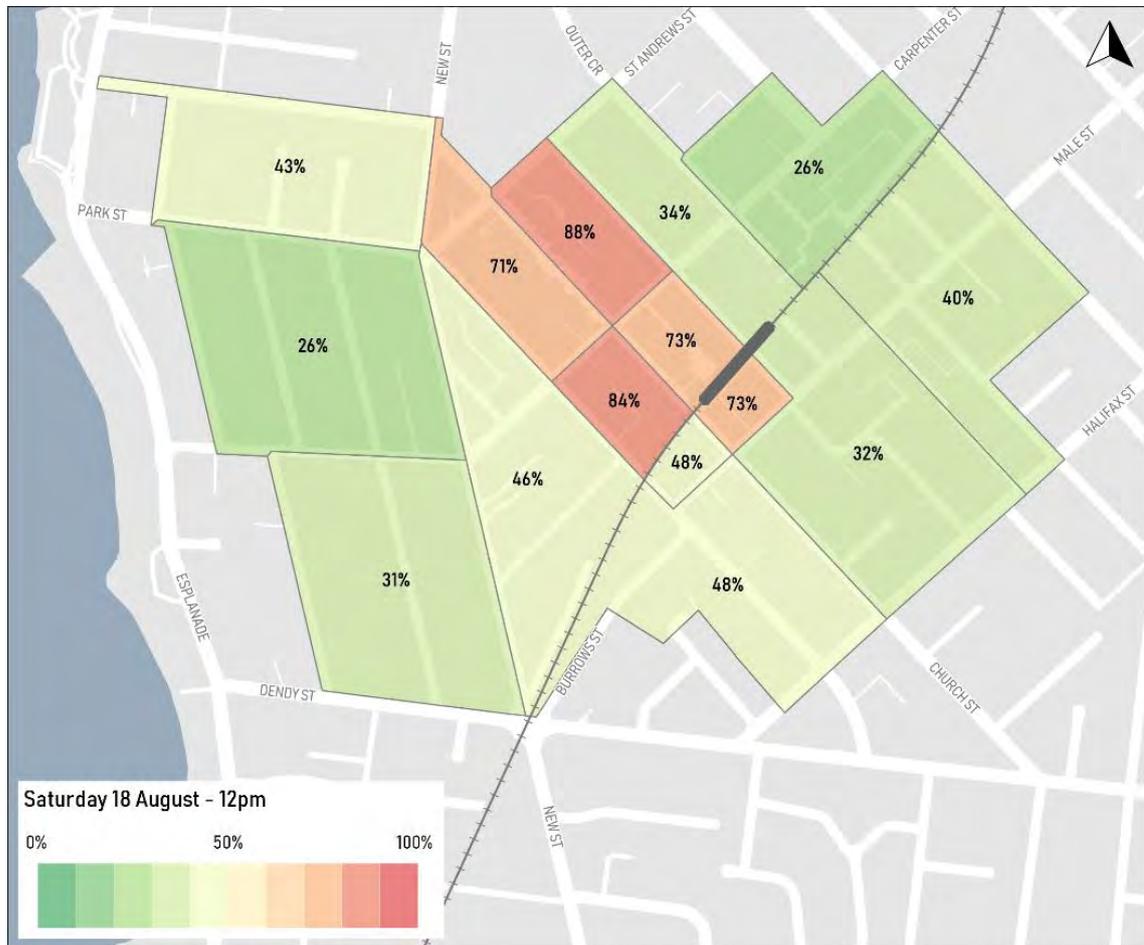


Figure 3.4: Saturday 18 August 2018 Peak Demand Survey Results



3.3.4 Demand by Restriction

Table 3.2 identifies parking across the study area by restriction type.

Table 3.2: Thursday Peak Parking Demand by Restriction

Restrictions	Core Precincts			Periphery Precincts			Total Study Area		
	Supply	Demand	%	Supply	Demand	%	Supply	Demand	%
<1 hour	13	11	85%	2	0	0%	15	11	73%
1P	150	144	96%	312	186	60%	462	330	71%
2P	533	506	95%	602	338	56%	1135	844	74%
3P-4P	39	39	100%	106	62	58%	145	101	70%
Unrestricted	135	116	86%	825	646	78%	960	762	79%
Disabled	12	12	100%	18	14	78%	30	26	87%
Other	30	10	33%	8	2	25%	38	12	32%
No Stopping	7	3	43%	78	19	24%	85	22	26%
Private	222	160	72%	172	84	49%	394	244	62%
Total	1141	1001	88%	2123	1351	64%	3261	2352	72%

Data on restrictions indicates that all parking within the core commercial precincts is generally at capacity regardless of degree of restriction (i.e. both long term and short-term parking is fully occupied during the peak).

The data for the precincts located on the periphery of the Activity Centre indicates that there is a strong demand across all restriction types, however capacity does remain with demands generally remaining below the 85% capacity level (with the exception of Disabled Parking). The general consistency of demands across all restriction types results in no specific recommendations to restriction modifications.

3.3.5 Existing Parking Generation

As a means of assisting the consideration of future car parking generation, a broad level assessment has been undertaken of the existing land use floor space of the centre and how the application of standard statutory car parking rates to the existing floor space compares to existing surveyed car parking demands.

Data on existing land uses has been obtained from the Bayside Retail, Commercial and Employment Strategy 2016, prepared by SGS Economics and Planning as outlined earlier in Section 2.3.

Table 3.3 applies the Victorian Planning Provision Column B parking rates (Clause 52.06) for Office and Shop land uses to the land use floor space data for the activity centre.

Table 3.3: Existing Land Use Parking Generation

Use	Size (sqm)	Statutory Parking Rate	Statutory Parking Requirement
Commercial	9,752	3.0 per 100 sqm	292
Retail [1]	27,900	3.5 per 100 sqm	1,066
Total			1,358 spaces

[1] It has been assumed that supermarket land uses make up in the order of 6,000 sqm of the overall retail floor space to which a rate of 5 spaces per 100 sqm has been applied.

Table 3.3 indicates the retail and commercial land uses of the Church Street Major Activity Centre would have a typical statutory parking requirement in the order of 1,358 parking spaces. It is noted that some floor space growth may have already occurred between the collation of 2015 floor space data and now, causing some growth of the predicted parking demand.

By way of comparison the survey data indicates the study area generates a peak parking demand in the order 2,352 spaces. This demand however includes within it, on-street residential parking demands, and rail commuter parking demands which is not captured in the parking calculation of Table 3.3.

Having regard to the 7:00am demand of the precinct as discussed earlier that may be attributed at least in part to residential and rail commuter demands, the surveyed parking demands associated within the retail and commercial land uses could be reduced by some 800 – 1,000 parking spaces.

On this basis a reasonable alignment could appear between existing parking generations by retail and commercial land uses and Column B parking rates from Clause 52.06 of the Victorian Planning Provisions.

As such Column B car parking rates could represent an appropriate starting point for the calculation of future car parking demands as discussed in later sections of this report.

4. Future Parking Influences

This section identifies the main influences that will determine the demand for parking within the Activity Centre in the future. This includes:

- Future growth in commercial and retail land uses;
- Proposed redevelopment of the Well Street and Black Street sites, and
- Initiatives implemented from the Integrated Transport Strategy.

4.1 Future Land Growth

As identified within the Bayside Retail, Commercial and Employment Strategy 2016, the Church Street MAC has a potential to generate some 6,700 square metres of additional retail floor space and 1,500 square metres of additional commercial floor space by 2031.

The resultant parking demand (based on Column B statutory requirements) have been calculated below in Table 4.1.

It should be noted, that for the purposes of this study it has been assumed that parking demand generated by residential land use will predominantly be contained on-site. As such, this has not been considered in the below assessment.

Table 4.1: 2031 Statutory Parking Requirements

Comparison Years	Use	Size Increase	Statutory Parking Rate	Additional Statutory Parking Requirement
2015 - 2031	Commercial	1,500	3 per 100 sqm	45
2015 - 2031	Retail	6,700	3.5per 100 sqm	234
Total				279 spaces

The application of the Clause 52.06 Column B statutory parking requirements indicates an increase of 279 parking spaces for the activity centre through to the year 2031.

It is noted that the extent of car parking growth is based on the change in floor space between 2015 and 2031. Some floor space growth could be expected to have occurred between 2015 and 2018 and as such some of the car parking growth may be captured within the existing parking demands surveyed in the centre. This is not expected to be significant but could be best informed by Council.

4.1.1 Redevelopment of the Well Street and Black Street Car Parks

As discussed earlier, one of the fundamental components of this study is the implications of the potential redevelopment of the existing Well Street and Black Street car parks.

Currently Well Street (located in Precinct 3) contains 135 spaces² and Black Street (located within Precinct 4) contains 93 car spaces.

Data from the parking surveys have been reproduced below to illustrate the demands of each car park.

² Of the total 135 spaces within the Well Street car park, 107 spaces are on Council owned land with the remainder located on privately owned land.

Figure 4.1: Well Street Car Park Survey Data

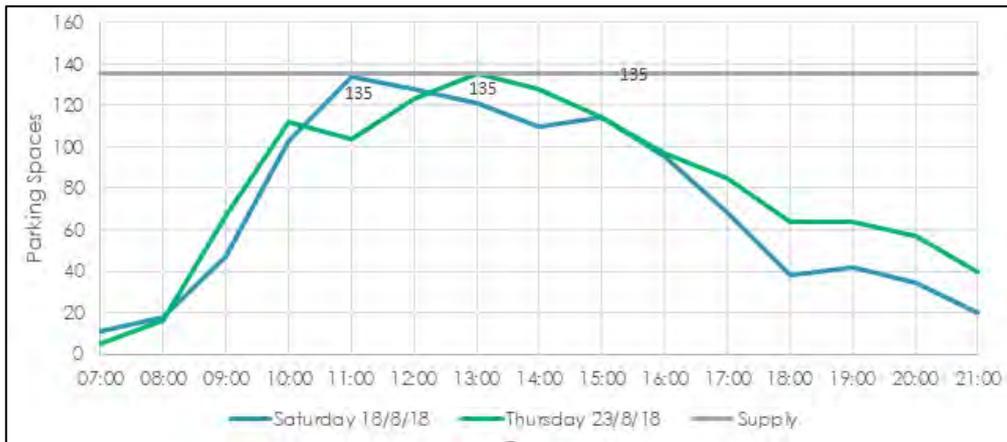
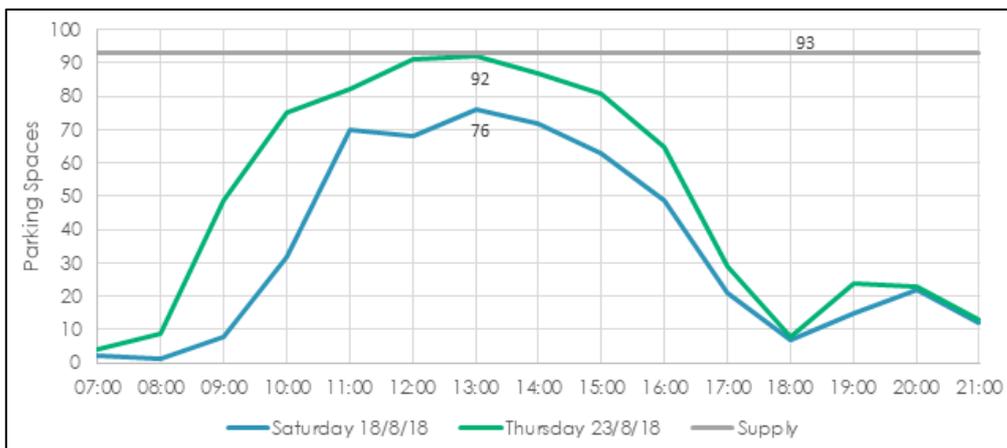


Figure 4.2: Black Street Car Park Survey Data



As can be seen in the above figures, Well Street car park reaches capacity at 1:00pm on Thursday and reaches capacity at 11:00am on the Saturday. The Black Street car park reaches capacity on the Thursday at 1:00pm and reaches over 80% capacity on the Saturday.

This demonstrates that both car parks are at full capacity. Therefore, if either car park were removed, the demand they currently generate would be redistributed onto the already saturated surrounding area.

4.2 Integrated Transport Aspirations

The Bayside City Council Integrated Transport Strategy (ITS) 2018 – 2028 establishes a strategic direction to guide transport planning decisions within Council over the next 10 years. The ITS identifies the following 6 key goals to drive the strategic direction of the Council. These are reproduced below for reference:

- **Enabling Sustainable Transport Choices:** Council will raise awareness of sustainable transport options as more convenient alternatives to vehicle trips in the community and support initiatives that increase transport choice and reduce transport emissions
- **Improving Local Accessibility:** Council will prioritise walking and cycling as the preferred modes of transport for short trips in Bayside
- **Better Public Transport:** Council will advocate to the State government for improved public transport access to, within and from Bayside

- **User Friendly Street:** Council will treat streets as places where people live, work and play and provide access for a range of users in order to deliver a safe, accessible and efficient transport system
- **Integrated Transport and Land Use:** Council will work to ensure that land use and development supports sustainable transport use
- **Optimising Parking Opportunities:** Council will maximise the utilisation of existing parking space and balance the needs of drivers to ensure sufficient parking opportunities are available for those who need it

In relation to this study, the approach to managing future parking can be directly aligned to the goals of the ITS.

While the ITS does not identify mode shift targets, as a principle it could be expected that car parking demands would over time reduce due to a number of factors such as:

- Improvements and focus on encouraging active transport modes.
- Changes in the transport system through technology advancements relating to autonomous vehicles
- The increase in prevalence of ride sharing and mobility as a service platforms.
- Densification of resident populations reducing the need to drive to major activity centres.

4.3 Parking Generation Summary

On the basis of the above, the generation of parking by future additional land uses could be anticipated today, to represent an additional demand of some 279 parking spaces. This is based on applying current statutory rates to the total additional floor space increase predicted to occur from 2015, making this a conservative (on the high side) estimation of required parking provisions.

The redevelopment of the Black Street car park would displace some 93 parking spaces which are highly utilised at peak times.

Mode shift aspirations, future technology and continued residential densification all however are likely to act to reduce demands for car parking in coming years.

As a result of the above, caution would be recommended in adopting and providing the full car parking demands of 372 spaces (279 + 93) identified above.

5. Managing Future Parking Demand

As identified in Section 4, future additional land use growth and displaced parking from the redevelopment of the Black Street car park site could result in a need to accommodate some additional 372 parking spaces by 2031 in the Church Street MAC.

In addition, the potential Black Street development would also likely generate a demand for more parking. For the purpose of this study it has been assumed that any residential demand would be accommodated within the bounds of that site. Should however commercial or retail floor space be included within a redevelopment of the Black Street car park site (or indeed any other site) and parking associated with their uses also be included within the site, this would reduce the car parking requirement of 279 spaces being provided in a communal facility.

As discussed in Section 3, the data indicates that parking within the core commercial area (Precincts 1 – 6) of the Activity Centre currently reaches capacity on both the weekdays and weekends.

As such there is no (at best limited) capacity to absorb these commercially generated parking demands within the core commercial precincts of the activity centre.

A number of options must therefore be considered across the parking management spectrum (ranging from the extremes of building more car parking to relying on Travel Demand Management measures) to establish how best to manage the future parking demands of the centre. These are considered in the following along with how each responds to the overarching Municipal Integrated Transport Strategy.

5.1 Option 1: Build Parking to Accommodate Demand

An option to manage the future demand for parking within the precinct is to simply provide more parking, most likely at the Well Street car park site. As discussed earlier an increase in the order of 350 car spaces would accommodate the predicted 2031 demand without placing additional pressure on surrounding on-street parking supplies.

5.2 The design concepts provided as part of the Well Street and Black Street Parking Feasibility Study (2018) included three options with additional parking at Well Street: Option 2: Build Parking and Repurpose On-Street Parking

Similar to Option 1, another option is to develop additional parking on the Well Street site to accommodate the future parking demands. The aim however under this option would be to include a specific intention to strategically repurpose over time existing on-street parking within the area for alternative uses such as sustainable modes of transport (e.g. bus lanes, cycle lanes, wider footpaths etc.).

This option therefore, while creating more parking, could be considered to represent a key opportunity to achieve future change within the activity centre to provide for sustainable transport alternatives.

Such consolidation of parking into a precinct parking facility would assist to concentrate traffic movements and reduce vehicle circulation attempting to find available parking.

Careful consideration however needs to be made for this option, as adding car parking to an area will generally encourage car driving and influence behaviour to be more car focused. As such, an expectation of the level of parking will be developed which may make the strategic vision of removing on-street parking in the long term difficult to implement. This would need to be made clear at the outset.

5.3 Option 3: Absorb Parking Within Periphery

As discussed, in Section 3 of this study, survey data indicates that all parking within the core commercial area is at capacity during peak times regardless of the degree of restriction. However, capacity exists within precincts on the periphery of the activity centre.

Capacity levels are such that the level of additional parking demand could be accommodated within these precincts.

As such, an option to resolve the parking demand within the centre of the activity centre is to 'do nothing' and not provide any additional parking to accommodate the future demand. This will result in parking demand naturally being pushed out to areas in the periphery of the centre.

This option aligns with the direction outline in the ITS as it would utilise existing parking (rather than creating more parking). However, this option requires an acceptance that residential amenity will be, to an extent, reduced with more people using the activity centre parking on residential streets.

Should the extent of parking growth occur as predicted by 2031 and no further parking be provided as part of any development, activity centre parking would be approaching the 85% capacity level.

On-street parking restrictions could however be further managed by Council to prioritise parking to those who spend time and money within the centre over those who park and leave the centre (such as rail commuters).

In an environment where a number of unknowns exist such as whether land use growth will occur in line with that predicted, the extent of mode shift that will occur and the changing nature of transport task, this approach could reflect the conservative option with respect to infrastructure investment.

6. Traffic Impact Considerations

6.1 Traffic Generation

Additional land use growth and parking events within the activity centre will result in the generation of additional traffic movements.

The relocation of parking from the Black Street or Well Street car park sites while not generating additional traffic movements would result in the redistribution of traffic throughout the Church Street Activity Centre road network.

New development on either the Black Street or Wells Street car park sites could be expected to generally replace the traffic currently generated by the site's car park use.

As a whole, 372 parking spaces (as identified in Section 4) in a retail setting could be reasonably expected to turnover every 2 hours resulting in, across the course of a day, some 3,000 – 5,000 vehicle movements per day.

6.2 Traffic Impact

Such vehicle movements, as estimated above, when distributed across the activity centre would be expected to generally be accommodated with limited impact.

Should a majority of movements be focussed on a new Well Street car park facility the impact will be more notable to the localised area. The Well Street car park site however represents the most appropriate opportunity to accommodate such increases in traffic movement having a connector road cross section, rail underpass, a commercial interface and network connections to the broader road network.

Naturally detailed traffic analysis would be required to be prepared to support any land use development and determine any specific capacity requirements.

7. Conclusions

7.1 Existing Conditions

Data indicated that the key commercial zoned areas of the Activity Centre generally reach capacity at peak times. Parking capacity, however currently exists within the precincts located on the periphery of the Activity Centre.

7.2 Future Conditions

In order to assess the future demand for parking, a number of influences were considered. These include:

- **Future growth in commercial and retail land uses:** Growth in commercial and retail land uses suggests an increased provision of 279 parking bays.
- **Proposed redevelopment of the Well Street and Black Street sites:** Redevelopment of the Black Street site could result in the displacement of an addition 93 car spaces. Currently Well Street contains 135 spaces which are fully utilised.
- **Integrated Transport Strategy:** The ITS identifies the following 6 key goals to drive the strategic direction of the Council. These have been considered as part of the recommended options.

The above future considerations result in the potential for an additional demand of 93 car spaces (under a do-nothing scenario) and an additional demand of 372 car spaces³ (if Black Street is redeveloped without replacing the existing parking and there is no change to Well Street).

7.3 Recommendations

Existing parking located within the commercial area of the Activity Centre is at capacity. Future demand for parking cannot therefore be accommodated within this area. The report includes consideration of three different options to address the future provision requirements for parking.

- **Option 1** – Build more parking to accommodate demand. However, there is need to consider the traffic implications associated with providing more parking and that this option does not support the aspirations for a mode shift towards sustainable transport
- **Option 2** – Build more parking now with the ultimate goal to repurpose existing on-street parking for sustainable modes. Traffic generated by the parking would be isolated from areas within the Activity Centre which could ultimately facilitate a mode shift towards sustainable transport within some areas of the Activity Centre. However, adding car parking to an area will generally encourage car driving and influence behaviour to be more car focused.
- **Option 3** – Absorb within the surrounding the parking demand within the centre of the activity centre. However, this option would mean more people parking in residential streets which could impact the amenity of the area.

³ This is a sum of the future demand for 279 spaces and the 93 spaces displaced from the Black Street redevelopment.

7.4 Summary

Having regard to the lack of parking capacity within the commercial area of the Activity Centre and the above options, Council will need to consider the different aspects of each option and which would be most palatable to resolve the existing and future parking demand issues.

Appendix A

Car Parking Survey Operational Notes

A.1 Car Parking Survey Operational Notes

Weather Conditions

- Weather conditions are not considered to have affected the observed car parking demands.

Road Works

- On Thursday 23 August 2018, some road works were being completed within the study area which might have had a minor impact on some parking space availabilities (approx. 50 spaces).
- The reduction of spaces in the context of the overall activity centre supply could be considered minor and is not considered a fundamental issue in the context of this study.
- For quality purposes recent Nearmap imagery dated 22 March 2018 was used to cross reference and confirm how these spaces would typically be used and any other abnormalities that may have existed in the area.
- The results of this cross reference indicated that the parking behaviour recorded during the surveys was similar to what could be observed on Nearmap.
- As such, the survey results are robust for the purposes of this study.
- Further validation was also completed through, a comparison between the parking data within the Church Street Activity Centre Car Parking Background Report which was commissioned by Council in August 2016. The data included in this report were broadly similar to those found in this study (factoring in marginally different survey areas, road works and other irregularities). This further confirmed the most recent survey data to be appropriate for this study.

Appendix B

Car Parking Inventory and Survey Results

Bayside City Council - OCCUPANCY STUDY

Brighton Activity Centre

Saturday, 18 August 2018

7:00 AM

to 10:00 PM

ZONE	Time Limit	STREET, Description (Parking Type) [Side of Street]	Cap.	% Occupancy of Zone				% Occupancy of Zone														
				Average	Peak	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00		
1	2 Hours	Black Street, On-street parallel parking from Carpenter St to St Andrews St (2 Hours) [W]	30	17	56%	26	87%	7	8	11	17	21	26	19	23	19	17	12	15	18	20	18
1	2 Hours	Black Street, On-street parallel parking from St Andrews St to Carpenter St (2 Hours) [E]	25	13	52%	23	92%	4	3	13	15	16	20	17	23	18	12	9	9	12	13	12
1	No Standing	Carpenter Street, On-street parallel parking from 2P area to 2P area (No Standing) [W]	3	0	0%	0	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	2 Hours	Carpenter Street, On-street parallel parking from 2P area to Black St (2 Hours) [W]	3	2	80%	3	100%	2	2	3	3	3	3	3	3	3	3	1	1	2	2	2
1	2 Hours	Carpenter Street, On-street parallel parking from Church St to Laneway (2 Hours) [W]	3	4	73%	5	100%	0	2	4	5	4	5	5	5	5	4	3	4	4	4	4
1	Staff	Carpenter Street Laneway 3, Informal parking behind shops (Staff) [W]	13	2	16%	4	31%	1	1	3	3	4	4	4	4	3	2	0	0	0	0	0
1	Staff	Carpenter Street Laneway 3, Informal parking behind shops (Staff) [E]	6	4	71%	6	100%	6	5	5	4	5	4	4	5	5	4	4	3	3	3	3
1	Loading Zone	Church Street, On-street angled parking from 1/4P to crosswalk (Mail Zone/15 mins) [E]	1	1	60%	1	100%	0	0	0	1	1	0	1	1	1	0	0	1	1	1	1
1	Disabled	Church Street, On-street angled parking after crosswalk (Disabled) [W]	1	1	73%	1	100%	1	0	0	1	1	1	1	1	1	1	0	1	1	1	1
1	1 Hour	Church Street, On-street angled parking after crosswalk to parallel bays (1 Hour) [W]	19	16	86%	19	100%	2	7	19	19	19	19	19	19	19	12	19	19	19	19	15
1	Disabled	Church Street, On-street angled parking after crosswalk to parallel bays (Disabled) [W]	1	1	53%	1	100%	0	0	1	1	0	1	1	1	1	0	0	1	1	0	0
1	1 Hour	Church Street, On-street angled parking from 1/4P area to 1/4P area (1 Hour) [E]	12	10	79%	12	100%	1	3	5	12	11	11	12	11	12	11	9	11	11	11	12
1	15 minutes	Church Street, On-street angled parking from 1P area to Loading Zone (15 minutes) [E]	2	1	73%	2	100%	0	0	1	1	2	2	2	2	2	2	1	1	2	2	2
1	1 Hour	Church Street, On-street angled parking from Carpenter St to Crosswalk (1 Hour) [W]	14	11	81%	14	100%	2	0	13	14	14	14	14	14	14	14	3	14	14	14	12
1	1 Hour	Church Street, On-street angled parking from Disabled space to tree (1 Hour) [E]	3	2	82%	4	133%	0	0	2	3	3	3	3	3	3	3	1	3	3	4	3
1	Disabled	Church Street, On-street angled parking from Laneway to 1P area (Disabled) [E]	1	1	73%	1	100%	0	0	1	0	1	1	1	1	1	1	0	1	1	1	1
1	1 Hour	Church Street, On-street angled parking from Laneway to Laneway (1 Hour) [E]	16	14	88%	16	100%	1	4	16	16	16	16	16	16	16	15	16	16	16	15	15
1	1 Hour	Church Street, On-street angled parking from St Andrews St to Laneway (1 Hour) [E]	9	8	93%	9	100%	2	9	9	9	9	9	9	9	9	9	8	9	9	9	8
1	2 Hours	Church Street, On-street angled parking from St Andrews St to New St (2 Hours) [E]	18	14	80%	18	100%	5	1	15	18	17	15	18	18	17	18	17	17	18	18	3
1	15 minutes	Church Street, On-street angled parking from tree to 1P area (15 minutes) [E]	1	1	80%	1	100%	0	0	0	1	1	1	1	1	1	1	1	1	1	1	1
1	1 Hour	Church Street, On-street angled parking to Carpenter St (1 Hour) [W]	12	11	93%	12	100%	4	10	12	12	12	12	12	12	12	12	12	12	12	12	9
1	Loading Zone	Church Street, On-street parallel parking after crosswalk (Loading Zone/15 mins 1 Hour) [E]	1	1	80%	1	100%	0	0	1	1	1	1	1	1	1	1	0	1	1	1	1
1	1 Hour	Church Street, On-street parallel parking from angled parks to St Andrews St (1 Hour) [W]	3	2	71%	3	100%	0	2	2	2	2	2	2	2	2	2	2	3	3	3	3
1	Loading Zone	Church Street, On-street parallel parking from angled parks to St Andrews St (Loading Zone/1 Hour) [W]	2	2	90%	2	100%	1	0	2	2	2	2	2	2	2	2	2	2	2	2	2
1	1 Hour	Church Street, On-street parallel parking from angled parks to St Andrews St (1 Hour) [W]	4	4	88%	4	100%	2	1	4	3	4	4	4	4	4	4	3	4	4	4	4
1	15 minutes	Church Street, On-street parallel parking from angled parks to St Andrews St (15 minutes) [W]	1	1	73%	1	100%	0	1	1	1	0	0	1	1	1	0	1	1	1	1	1
1	1 Hour	Church Street, On-street parallel parking from Loading Zone to Carpenter St (1 Hour) [E]	6	4	73%	6	100%	0	0	2	6	6	6	6	6	6	6	3	6	6	6	6
1	2 Hours	Church Street, On-street parallel parking from St Andrews St to New St (2 Hours) [W]	11	9	79%	11	100%	2	4	3	10	11	11	11	10	9	11	8	11	11	11	8
1	Staff	Church Street Staff Parking, Informal staff parking behind shops (Staff) [W]	8	4	53%	8	100%	1	1	2	4	8	8	8	8	8	7	6	2	1	0	0
1	Ticket	Coles Underground OSCP, 90 degree parking - adjacent to shop entrance (Ticket) [E]	2	1	33%	2	100%	0	0	0	1	2	1	1	1	1	0	1	0	1	1	0
1	Ticket	Coles Underground OSCP, 90 degree parking - along back wall (Ticket) [E]	17	5	31%	9	53%	0	0	0	3	8	8	8	9	7	7	8	1	7	6	7
1	Ticket	Coles Underground OSCP, 90 degree parking - at end of back wall (Ticket) [E]	2	1	37%	2	100%	0	0	2	1	1	2	1	2	1	0	0	1	0	0	0
1	Ticket	Coles Underground OSCP, 90 degree parking - Row 1 - facing side wall (Ticket) [E]	19	8	42%	18	95%	0	0	0	1	9	12	18	15	11	12	8	5	11	11	6
1	Disabled	Coles Underground OSCP, 90 degree parking - Row 1 - facing side wall (Disabled) [E]	2	1	43%	2	100%	0	1	0	1	1	1	1	1	2	1	0	2	0	1	1
1	Ticket	Coles Underground OSCP, 90 degree parking - Row 2 - midblock (Ticket) [W]	26	13	49%	21	81%	0	0	2	4	17	16	16	21	21	19	12	9	20	19	14
1	Ticket	Coles Underground OSCP, 90 degree parking - Row 3 - midblock (Ticket) [E]	25	12	50%	20	80%	0	1	0	8	17	20	15	20	18	14	10	15	18	19	12
1	Ticket	Coles Underground OSCP, 90 degree parking - Row 4 - to EXIT (Ticket) [W]	6	1	14%	3	50%	0	0	0	1	1	2	2	3	1	1	1	0	0	0	1
1	Ticket	Coles Underground OSCP, 90 degree parking - Row 4 - to fire reel (Ticket) [W]	15	3	22%	7	47%	0	0	4	1	3	2	4	7	6	6	3	1	7	3	3
1	Ticket	Coles Underground OSCP, 90 degree parking - Row 4 - to stairs (Ticket) [W]	4	1	35%	3	75%	0	0	0	0	3	3	3	2	2	3	1	1	1	1	1
1	Client	Cosmetic Surgery OSCP, Customer parking behind Cosmetic Surgery (Locked on Saturday) (Patient) [E]	11	0	0%	0	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	Client	National Pharmacy OSCP, National Pharmacy Off-street car park (Client) [N]	9	1	15%	3	33%	1	1	1	1	1	2	2	2	1	3	1	1	1	1	1
1	Client	National Pharmacy OSCP, National Pharmacy Off-street car park (Client) [S]	11	2	20%	4	36%	0	1	3	3	4	4	4	3	3	3	1	0	0	0	0
1	Work Zone	New Street, On-street parallel parking from Park St to Ped Crossing (Work Zone) [W]	5	2	39%	5	100%	0	0	0	0	0	2	5	4	5	3	3	3	3	1	0
1	2 Hours	New Street, On-street parallel parking from Ped Crossing to Normanby St (8am-6pm) [W]	4	3	65%	3	75%	1	2	2	3	3	3	3	3	3	3	3	3	3	3	1
1	5 minutes	New Street, On-street parallel parking from Ped Crossing to Normanby St (5 Minutes) [W]	1	0	33%	1	100%	0	0	0	1	0	1	1	0	0	0	0	1	0	0	1
1	1 Hour	New Street, On-street parallel parking from St Andrews St to Church St (1 Hour) [E]	6	2	37%	5	83%	0	0	4	3	2	5	4	5	3	2	0	0	1	2	2
1	2 Hours	St Andrews Street, On-street parallel parking between Coles CP Entrance & Exit (2 Hours) [W]	2	2	83%	2	100%	0	2	1	2	2	2	1	2	2	2	2	2	2	2	1
1	2 Hours	St Andrews Street, On-street parallel parking, from Church St to TravelWorld driveway (2 Hours) [S]	2	2	83%	2	100%	0	1	2	2	2	2	2	2	1	1	2	2	2	2	2
1	2 Hours	St Andrews Street, On-street parallel parking, from Coles CP Exit to New St (2 Hours) [E]	3	2	51%	3	100%	0	0	1	2	3	2	1	2	3	1	1	1	2	2	2
1	15 minutes	St Andrews Street, On-street parallel parking, from New St to Church St (15 mins) [N]	2	1	67%	2	100%	0	0	0	1	1	2	1	2	2	1	2	2	2	2	2
1	2 Hours	St Andrews Street, On-street parallel parking, from New St to Church St RAB (2 Hours) [N]	8	6	71%	8	100%	0	0	6	6	7	5	8	7	6	5	6	7	8	7	7
1	Private	Travel World Staff Parking, TravelWorld undercover staff parking (Private) [S]	6	3	49%	5	83%	0	3	4	3	5	5	5	4	4	5	3	2	1	0	0
1	Private	Trinity Uniting Church OSCP, Trinity Uniting Church Off-street Car Park (Private) [W]	25	1	4%	2	8%	1	1	2	1	2	2	2	2	1	1	0	0	0	0	0
1	Bus	Well Street, Bus Zone (Bus Zone) [E]	1	1	87%	3	300%	0	0	1	0	0	1	1	0	0	0	1	3	2	2	2
1	2 Hours	Well Street, On-street parallel parking from Bus Zone to Carpenter St (2 Hours) [E]	13	8	59%	12	92%	2	2	2	6	11	10	8	12	9	8	6	8	11	12	8
1	2 Hours	Well Street, On-street parallel parking from Carpenter St to New St RAB (LEFT ONLY) (2 Hours) [W]	24	18	75%	24	100%	3	3	11	14	19	19	20	24	23	18	23	24	22	23	23
1	2 Hours	Well Street, On-street parallel parking, from St Andrews St to Well St OSCP (2 Hours) [E]	11	9	78%	11	100%	3	4	5	5	11	9	11	11	10	10	9	11	11	9	10
1	2 Hours	Well Street OSCP No.5, 90 degree marked parking at North end (2 Hours) [E]	2	2	90%	2	100%	0	1	2	2	2	2	2	2	2	2	2	2	2	2	2
1	2 Hours	Well Street OSCP No.5, 90 degree marked parking at South end (2 Hours) [E]	2	2	77%	2	100%	0	0	1	2	2	2	2	2	2	2	2	2	2	2	2
1	2 Hours	Well Street OSCP No.5, 90 degree marked parking on East side (2 Hours) [E]	14	11	80%	14	100%	1	3	7	12	14	14	13	14	14	13	14	14	14	12	10
1	2 Hours	Well Street OSCP No.5, 90 degree marked parking on West																				

Bayside City Council - OCCUPANCY STUDY

Brighton Activity Centre

Saturday, 18 August 2018

7:00 AM

to 10:00 PM

ZONE	Time Limit	STREET, Description (Parking Type) [Side of Street]	Cap.	% Occupancy of Zone		% Occupancy of Zone															
				Average	Peak	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	
2	UnRestricted	St Andrews Street, On-street parallel parking outside Op Shop & Tennis Club, to 2min area (Unrestricted) [W]	7	7	98%	7	7	7	7	7	7	7	7	7	7	7	7	7	7	6	6
2	No Standing	St Andrews Street, On-street parallel parking, from Black St to 1/4P Loading Zone (No Standing) [E]	1	0	33%	1	100%	0	0	1	0	0	1	1	0	0	0	0	0	1	1
2	1 Hour	St Andrews Street, On-street parallel parking, from Black St to No Standing (1 Hour) [E]	2	2	93%	2	100%	0	2	2	2	2	2	2	2	2	2	2	2	2	2
2	No Standing	St Andrews Street, On-street parallel parking, outside Brighton Grammar (School Zone) [W]	4	2	62%	3	75%	1	3	2	3	3	3	3	3	3	2	3	3	1	1
3	Disabled	Church Street, Angled disabled space after 1P area (Disabled) [W]	1	0	47%	1	100%	0	0	1	1	1	1	0	0	0	0	0	1	1	1
3	15 minutes	Church Street, On-street angled parking after crosswalk (15 minutes) [W]	2	2	90%	2	100%	1	1	2	2	2	2	2	2	2	2	2	2	1	2
3	1 Hour	Church Street, On-street angled parking from 1P area to Disabled Space (1 Hour) [W]	6	6	98%	6	100%	6	6	6	6	6	6	6	6	6	6	6	6	6	6
3	1 Hour	Church Street, On-street angled parking from Disabled space to Crosswalk (1 Hour) [W]	4	4	93%	5	125%	3	4	4	4	4	4	3	4	4	3	4	3	4	5
3	Taxi Zone	Church Street, On-street angled parking from Rail Line to 1P area (Taxi Zone) [W]	3	1	29%	3	100%	0	0	0	0	1	0	2	1	0	3	3	0	1	2
3	15 minutes	Church Street, On-street parallel parking after crosswalk (15 minutes) [E]	2	2	83%	2	100%	0	1	2	2	2	1	2	2	2	2	2	1	2	2
3	1 Hour	Church Street, On-street parallel parking after crosswalk (1 Hour) [E]	2	2	80%	2	100%	1	1	2	2	2	1	2	2	2	2	1	0	2	2
3	Loading Zone	Church Street, On-street parallel parking from 1P Zone to Loading Zone (Loading Zone/15 mins 1 Hour) [E]	2	2	97%	2	100%	2	2	2	1	2	2	2	2	2	2	2	2	2	2
3	1 Hour	Church Street, On-street parallel parking from Carpenter St to Crosswalk (1 Hour) [E]	8	7	87%	8	100%	3	5	7	8	8	8	8	7	8	7	5	8	8	6
3	1 Hour	Church Street, On-street parallel parking from Loading Zone to Rail Crossing (1 Hour) [E]	2	2	90%	2	100%	0	2	2	2	2	1	2	2	2	2	2	2	2	2
3	Client	Melbourne Pathology OSCP, Off-street car park - BOTH SIDES (Patient) []	12	2	18%	8	67%	0	2	7	8	8	4	3	0	0	0	0	0	0	0
3	Bus	Well Street, Bus Zone (Bus Zone) [W]	1	0	7%	1	100%	0	0	0	0	0	0	1	0	0	0	0	0	0	0
3	UnRestricted	Well Street, On-street parallel parking from Dentist driveway to Carpenter St (LEFT ONLY) (Unrestricted) [W]	2	2	93%	2	100%	2	2	2	2	2	2	2	1	2	2	2	2	2	2
3	UnRestricted	Well Street, On-street parallel parking from Munro St to Dentist driveway (LEFT ONLY) (Unrestricted) [W]	8	8	98%	8	100%	8	8	8	8	8	8	8	8	8	8	8	8	7	7
3	UnRestricted	Well Street, On-street parallel parking from Rail Overpass to Munro St (LEFT ONLY) (Unrestricted) [W]	2	2	90%	2	100%	2	2	2	2	2	2	2	2	2	1	1	1	2	2
3	No Standing	Well Street, On-street parallel parking from Woolworths to Rail Overpass - NO Standing (No Standing) [E]	1	0	0%	0	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	2 Hours	Well Street, On-street parallel parking, between Pathology driveway & Woolworths driveway (2 Hours) [E]	1	0	40%	1	100%	0	0	0	0	1	1	1	1	1	0	0	0	0	0
3	2 Hours	Well Street, On-street parallel parking, between Woolworths driveways (2 Hours) [W]	1	1	67%	1	100%	0	0	0	1	1	1	1	1	1	1	1	1	0	0
3	2 Hours	Well Street, On-street parallel parking, between Woolworths driveways (2 Hours) [E]	1	0	47%	1	100%	0	0	0	1	1	1	1	0	1	1	0	0	0	1
3	2 Hours	Well Street, On-street parallel parking, from Carpenter St to Pathology driveway (2 Hours) [E]	3	2	58%	3	100%	0	1	2	3	3	2	0	3	1	1	2	2	2	1
3	2 Hours	Well Street, On-street parallel parking, outside Woolworths Underground OSCP (2 Hours) [E]	2	1	47%	2	100%	1	1	1	1	2	2	1	2	0	2	0	0	1	0
3	2 Hours	Woolworths OSCP, 90 degree marked parking - Row 1 (2 Hours) [W]	16	7	42%	16	100%	0	0	4	12	16	16	12	10	16	8	4	1	1	0
3	Disabled	Woolworths OSCP, 90 degree marked parking - Row 1 (Disabled) [W]	1	0	33%	1	100%	0	0	0	1	1	0	1	1	1	0	0	0	0	0
3	2 Hours	Woolworths OSCP, 90 degree marked parking - Row 2 (2 Hours) [E]	15	7	47%	15	100%	0	1	8	13	15	15	14	10	14	7	3	2	1	1
3	2 Hours	Woolworths OSCP, 90 degree marked parking - Row 3 (2 Hours) [W]	15	8	51%	15	100%	4	5	5	12	15	15	12	11	12	9	5	3	2	2
3	2 Hours	Woolworths OSCP, 90 degree marked parking - Row 4 (2 Hours) [E]	13	7	52%	13	100%	1	1	2	11	13	13	13	12	9	9	5	1	3	5
3	2 Hours	Woolworths OSCP, 90 degree marked parking - Row 5 (2 Hours) [W]	15	8	51%	14	93%	3	2	5	12	14	13	14	13	11	6	2	3	2	2
3	2 Hours	Woolworths OSCP, 90 degree marked parking - Row 6 (2 Hours) [E]	14	7	49%	14	100%	0	0	1	11	14	12	12	13	10	9	7	6	3	3
3	2 Hours	Woolworths OSCP, 90 degree marked parking - Row 7 (2 Hours) [W]	15	10	64%	15	100%	1	1	6	11	15	14	15	13	12	15	14	6	9	6
3	Disabled	Woolworths OSCP, 90 degree marked parking - Row 8 (Disabled) [E]	2	0	17%	2	100%	0	0	0	1	2	2	0	0	0	0	0	0	0	0
3	2 Hours	Woolworths OSCP, 90 degree marked parking - Row 8 (2 Hours) [E]	13	8	64%	13	100%	2	4	7	9	13	13	13	11	12	12	11	6	6	5
3	2 Hours	Woolworths OSCP, 90 degree marked parking - Row 9 (2 Hours) [W]	16	11	69%	16	100%	0	4	9	10	16	15	16	15	15	15	13	11	14	10
3	Loading Zone	Woolworths OSCP, 90 degree marked parking, South-East side of toilet block (Loading Zone - 2 Hours) [E]	1	0	7%	1	100%	0	0	0	0	0	0	0	1	0	0	0	0	0	0
3	2 Hours	Woolworths OSCP, 90 degree marked parking, South-East side of toilet block (2 Hours) [E]	4	1	22%	3	75%	0	0	1	0	1	2	1	2	2	3	0	0	0	0
3	2 Hours	Woolworths OSCP, Angled parking - North-West side of toilet block (2 Hours) [W]	1	0	27%	1	100%	0	0	0	0	1	0	0	1	0	1	0	0	0	0
3	Disabled	Woolworths OSCP, Angled parking - North-West side of toilet block (Disabled) [W]	1	0	20%	1	100%	0	0	0	0	1	0	0	1	1	0	0	0	0	0
3	Staff	Woolworths OSCP, Informal driveway/behind shop parking (Staff) [W]	5	3	52%	5	100%	1	1	1	4	4	4	5	4	4	4	3	1	1	1
3	Staff	Woolworths OSCP, Informal parking behind shops (Staff) [E]	6	1	9%	1	17%	0	1	1	1	1	1	1	1	1	0	0	0	0	0
3	2 Hours	Woolworths Underground OSCP, 90 degree marked parking - Row 10 (2 Hours) [W]	12	5	39%	11	92%	1	2	5	7	9	11	7	6	8	6	5	2	1	1
3	2 Hours	Woolworths Underground OSCP, 90 degree marked parking - Row 11 (2 Hours) [E]	9	4	44%	8	89%	2	3	3	5	8	8	7	5	7	5	3	0	1	2
3	2 Hours	Woolworths Underground OSCP, 90 degree marked parking - Row 12 (2 Hours) [W]	9	6	64%	8	89%	7	8	8	7	6	7	5	4	3	3	4	4	7	6
3	2 Hours	Woolworths Underground OSCP, 90 degree marked parking - Row 13 (2 Hours) [E]	2	1	73%	2	100%	2	2	2	2	2	2	2	2	2	2	0	0	0	0
3	2 Hours	Woolworths Underground OSCP, 90 degree marked parking, along the back wall (2 Hours) [W]	8	3	37%	7	88%	0	1	2	3	6	7	4	4	5	4	4	1	1	1
3	2 Hours	Woolworths Underground OSCP, 90 degree marked parking, at Exit, facing Well St (2 Hours) [W]	6	4	59%	6	100%	2	2	3	4	6	4	5	4	5	5	2	4	3	2
3	Disabled	Woolworths Underground OSCP, 90 degree marked parking, at Exit, facing Well St (Disabled) [W]	2	0	23%	2	100%	0	0	0	0	2	2	0	1	0	2	0	0	0	0
4	2 Hours	Black Street, On-street parallel parking from Carpenter St to end (2 Hours) [E]	8	3	33%	6	75%	2	2	1	4	4	4	4	4	6	2	1	1	1	1
4	2 Hours	Black Street, On-street parallel parking from end to Carpenter St (2 Hours) [E]	8	4	49%	7	88%	6	5	3	7	6	3	4	4	3	5	3	3	2	3
4	2 Hours	Black Street OSCP, 90 degree marked parking - Row 5 - midblock (2 Hours) [E]	15	7	48%	14	93%	0	0	3	6	14	12	14	14	12	7	5	3	6	8
4	2 Hours	Black Street OSCP, 90 degree marked parking - Row 6 - facing Western wall (2 Hours) [W]	16	7	43%	15	94%	0	1	1	4	12	13	13	14	15	9	6	1	3	6
4	2 Hours	Black Street OSCP, 90 degree marked parking - Row 1 - facing Black St (2 Hours) [E]	17	4	21%	15	88%	0	0	0	3	8	10	15	8	7	2	1	0	0	0
4	2 Hours	Black Street OSCP, 90 degree marked parking - Row 2 - midblock (2 Hours) [W]	15	5	35%	12	80%	2	0	3	5	12	10	12	10	7	9	2	1	1	3
4	2 Hours	Black Street OSCP, 90 degree marked parking - Row 3 - midblock (2 Hours) [W]	15	6	39%	12	80%	0	0	1	7	12	11	12	11	11	10	4	0	3	3
4	2 Hours	Black Street OSCP, 90 degree marked parking - Row 4 - midblock (2 Hours) [E]	15	6	40%	15	100%	0	0	0	7	12	12	10	15	11	12	3	2	2	2
4	2 Hours	Carpenter Street, On-street parallel parking - against Rows 2 & 3 (2 Hours) [E]	1	1	80%	1	100%	0	1	1	1	1	1	0	1	1	1	0	1	1	1
4	2 Hours	Carpenter Street, On-street parallel parking - against Rows 4 & 5 (2 Hours) [E]	1	1	93%	1	100%	1	1	1	1	1	1	1	1	1	1	1	1	1	1
4	2 Hours	Carpenter Street, On-street parallel parking from Laneway to Church St (2 Hours) [E]	3	2	71%	3	100%	0	1	3	2	3	3	3	3	3	1	0	3	3	1
4	Loading Zone	Carpenter Street, On-street parallel parking from Laneway to Church St (15 minutes) [E]	3	1	31%	3	100%	0	0	1	0	0	1	2	0	0	0	3	1	2	2
4	4 Hours	Carpenter Street Laneway (b/w Black & Church Sts), 90 degree marked parking - facing Southern wall (4 Hours) [S]	4	3	83%	5	125%	1	2	4	3	5	5	5	4	2	4	3	2	3	4
4	4 Hours	Carpenter Street Laneway (b/w Black & Church Sts), 90 degree marked parking - facing Western wall (4 Hours) [W]	6																		

Bayside City Council - OCCUPANCY STUDY

Brighton Activity Centre

Saturday, 18 August 2018

7:00 AM

to 10:00 PM

ZONE	Time Limit	STREET, Description (Parking Type) [Side of Street]	Cap.	% Occupancy of Zone		% Occupancy of Zone																	
				Average	Peak	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00			
4	Staff	Carpenter Street Laneway (b/w Black & Church Sts), Informal parking behind shops (Staff) [W]	30	12	41%	23	77%	7	7	12	17	20	21	23	21	16	14	9	6	2	4	4	
5	Bus	Church Street, Bus Zone to Male St (Bus Zone) [E]	1	0	20%	2	200%	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0
5	1 Hour	Church Street, On-street angled parking from Male St to Rail Line (1 Hour) [W]	9	8	93%	10	111%	4	6	9	9	9	8	9	9	9	9	8	10	9	9	9	
5	1 Hour	Church Street, On-street parallel parking from Rail Crossing to Bus Zone (1 Hour) [E]	2	2	90%	2	100%	1	0	2	2	2	2	2	2	2	2	2	2	2	2	2	
5	Loading Zone	Church Street, On-street parallel parking from Male St to Rail Line (Loading Zone) [W]	2	1	63%	2	100%	0	0	2	1	0	1	1	1	2	2	1	2	2	2	2	
5	Private	Laneway, Informal Laneway Parking (Private) [E]	4	1	25%	2	50%	0	0	1	1	1	1	1	1	2	2	1	1	1	1	1	
5	Client	Male Street, Off-street parking outside Commonwealth Financial Planning (Client) [W]	2	0	7%	2	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	
5	1 Hour	Male Street, On-street parallel parking from Laneway to Church St RAB (1 Hour) [W]	3	2	80%	3	100%	0	2	2	2	3	2	3	3	2	2	3	3	3	3	3	
5	Loading Zone	Male Street, On-street parallel parking from Laneway to Church St RAB (15 minutes) [E]	1	0	27%	1	100%	0	0	0	0	1	0	0	0	0	0	0	1	1	0	1	
5	Bus	Male Street, On-street parallel parking from Laneway to Church St RAB (Bus Zone) [E]	1	0	0%	0	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5	1 Hour	Male Street, On-street parallel parking from Laneway to Well St (1 Hour) [E]	3	3	96%	5	167%	0	0	1	3	3	3	4	2	5	4	3	3	4	4	4	
5	1 Hour	Male Street, On-street parallel parking from Laneway to Well St (1 Hour) [E]	5	4	79%	5	100%	1	3	2	2	4	3	5	5	5	5	4	5	5	5	5	
5	15 minutes	Male Street, On-street parallel parking from Laneway to Well St (15 minutes) [W]	1	0	33%	1	100%	0	1	0	0	0	0	0	1	1	0	0	0	1	1	1	
5	Client	Well St Cosmetic Dentistry OSCP, Off-street angled parking, against wall (Patient) [E]	7	5	66%	7	100%	1	1	1	4	3	4	3	5	7	6	6	7	7	7	7	
5	Client	Well St Cosmetic Dentistry OSCP, Off-street parallel parking, against rail line (Patient) [W]	5	3	57%	6	120%	1	1	1	1	1	1	1	2	4	5	5	6	4	5	5	
5	Client	Well St Cosmetic Dentistry OSCP, Off-street parallel parking, against wall (Patient) [E]	3	2	60%	3	100%	2	2	2	1	1	1	0	0	0	3	3	3	3	3	3	
5	Client	Well Street, Off-street 90 degree parking in front of Office Block (after Ped-X) (Patient) [E]	8	0	3%	1	13%	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	
5	2 Hours	Well Street, On-street parallel parking just after Dentistry Driveway (2 Hours) [E]	1	1	100%	1	100%	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
6	2 Hours	Black Street, On-street parallel parking from Male St to end (2 Hours) [W]	8	3	43%	6	75%	0	0	2	5	6	4	5	2	5	4	5	2	2	5	4	
6	2 Hours	Black Street, On-street parallel parking from Male St to end (2 Hours) [E]	8	3	40%	6	75%	2	2	1	3	6	6	4	3	4	3	1	3	3	4	3	
6	Bus	Male Street, On-street parallel parking from Church St to Black St (Bus Zone) [W]	1	0	0%	0	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6	2 Hours	Male Street, On-street parallel parking from Church St to Black St (2 Hours) [W]	7	4	60%	7	100%	1	1	4	6	7	6	4	4	3	3	6	5	5	4	4	
6	2 Hours	Male Street, On-street parallel parking from Church St to Black St (2 Hours) [E]	9	7	73%	8	89%	1	3	7	8	8	8	7	6	5	7	8	8	8	7	8	
7	Client	Brighton Medical Clinic OSCP, Off-street parking in front of Brighton Medical Clinic (Patient) [E]	10	2	21%	7	70%	0	1	2	6	6	7	1	2	2	1	1	2	1	0	0	
7	UnRestricted	Carpenter Street, On-street parallel parking from Chavasse St to New St (Unrestricted) [W]	3	3	84%	3	100%	1	1	3	3	3	3	3	2	2	2	3	3	3	3	3	
7	UnRestricted	Carpenter Street, On-street parallel parking from Chavasse St to No.10 driveway (Unrestricted) [E]	7	5	70%	7	100%	7	6	6	6	6	6	6	6	5	2	3	3	3	2	2	
7	UnRestricted	Carpenter Street, On-street parallel parking from Chavasse St to Well St (Unrestricted) [W]	10	6	61%	8	80%	7	8	8	7	8	8	5	6	7	7	5	4	4	4	4	
7	2 Hours	Carpenter Street, On-street parallel parking from Church St to Laneway (2 Hours) [E]	4	3	85%	4	100%	1	3	4	4	3	4	4	4	4	4	4	4	4	4	3	
7	2 Hours	Carpenter Street, On-street parallel parking from Laneway to Church St (2 Hours) [W]	2	2	87%	2	100%	0	2	2	2	2	1	2	2	2	2	1	2	2	2	2	
7	Loading Zone	Carpenter Street, On-street parallel parking from Laneway to Church St (Loading Zone - 15 minutes) [W]	2	1	33%	2	100%	0	0	1	1	1	0	1	0	1	0	0	0	2	2	1	
7	2 Hours	Carpenter Street, On-street parallel parking from Laneway to Well St (2 Hours) [E]	5	3	61%	5	100%	1	2	3	4	5	4	4	4	3	3	3	1	3	3	3	
7	UnRestricted	Carpenter Street, On-street parallel parking from No.10 driveway to New St (Unrestricted) [E]	8	4	52%	8	100%	3	5	8	7	8	8	6	6	6	2	3	0	0	0	0	
7	2 Hours	Carpenter Street, On-street parallel parking from Well St to Laneway (2 Hours) [W]	7	6	79%	7	100%	0	6	6	7	7	7	6	6	7	6	3	5	6	6	5	
7	Staff	Carpenter Street Laneway 1, Parallel parking behind shop No.30 - Behind Fence (Staff) [W]	3	0	7%	1	33%	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	
7	Staff	Carpenter Street Laneway 1, Parallel parking behind shop No.30 - Behind Fence (Staff) [W]	7	1	21%	5	71%	0	0	3	5	3	3	3	2	0	0	0	0	0	0	0	
7	Staff	Carpenter Street Laneway 1, Parking behind shop No.30 (Staff) [E]	10	4	42%	7	70%	0	2	4	5	4	6	6	7	7	5	6	3	4	2	2	
7	Staff	Carpenter Street Laneway 2, Informal parking behind shops (Staff) [W]	25	10	40%	24	96%	1	0	8	9	24	21	22	19	14	8	2	1	0	0	0	
7	Staff	Carpenter Street Laneway 2, Informal parking behind shops (Staff) [E]	16	5	33%	12	75%	0	4	5	7	7	10	12	10	9	6	1	0	0	0	0	
7	Staff	Carpenter Street Laneway 2, Informal parking behind shops along back wall (Staff) [W]	3	1	22%	2	67%	0	0	2	1	1	1	1	1	1	1	1	0	0	0	0	
7	UnRestricted	Chavasse Street, On-street parallel parking from New St to Carpenter St (Unrestricted) [E]	13	7	52%	12	92%	2	3	8	10	11	11	12	10	8	7	8	4	3	2	2	
7	2 Hours	Chavasse Street, On-street parallel parking from New St to Carpenter St (2 Hours) [W]	13	2	14%	4	31%	1	1	1	3	4	3	3	4	3	1	1	1	0	0	1	
7	2 Hours	Munro Street, On-street parallel parking from Well St to New St (2 Hours) [E]	15	10	65%	13	87%	13	12	11	10	9	8	8	9	8	8	8	12	11	9	10	
7	2 Hours	Munro Street, On-street parallel parking from Well St to New St (2 Hours) [W]	17	10	60%	12	71%	12	11	10	10	10	11	9	10	9	10	9	12	10	10	10	
7	Bus	New Street, Bus Zone (Bus Zone) [W]	1	0	0%	0	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7	1 Hour	New Street, On-street parallel parking from 2P area to Thirsty Camel driveway (LEFT ONLY) (1 Hour) [W]	8	1	10%	3	38%	1	1	1	1	0	0	0	0	1	1	0	1	1	1	1	
7	2 Hours	New Street, On-street parallel parking from Bus Zone to 1P area (LEFT ONLY) (2 Hours) [W]	12	2	21%	4	33%	1	1	1	2	3	3	3	2	2	3	4	3	3	3	3	
7	UnRestricted	New Street, On-street parallel parking from Carpenter St to Gatehouse Place (Unrestricted) [E]	6	2	27%	3	50%	0	0	1	3	3	2	2	2	1	1	1	2	2	2	2	
7	Bus	New Street, On-street parallel parking from Chavasse St to Carpenter St (Bus Zone) [E]	1	0	0%	0	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7	UnRestricted	New Street, On-street parallel parking from Chavasse St to Carpenter St (Unrestricted) [E]	6	1	17%	2	33%	0	0	0	1	2	1	2	2	1	1	1	1	1	1	1	
7	UnRestricted	New Street, On-street parallel parking from Dendy St to Wellington St (LEFT ONLY) (Unrestricted) [W]	6	1	14%	3	50%	0	0	0	0	0	0	0	0	1	1	1	2	2	3	3	
7	Bus	New Street, On-street parallel parking from Dendy St to Wellington St (LEFT ONLY) (Bus Zone) [W]	1	0	0%	0	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7	2 Hours	New Street, On-street parallel parking from Dendy St to Wellington St (LEFT ONLY) (2 Hours) [W]	25	8	31%	12	48%	9	10	8	12	7	5	5	7	4	6	9	9	9	9	9	
7	UnRestricted	New Street, On-street parallel parking from Gatehouse Pl to Robyn Court (Unrestricted) [E]	4	2	45%	3	75%	1	3	3	3	3	3	2	1	1	2	1	1	1	1	1	
7	UnRestricted	New Street, On-street parallel parking from Munro St to Railway Ave (LEFT ONLY) (Unrestricted) [E]	10	5	50%	8	80%	4	3	3	3	2	4	5	7	6	8	8	7	6	5	4	
7	Bus	New Street, On-street parallel parking from Munro St to Railway Ave (LEFT ONLY) (Bus Zone) [E]	1	0	0%	0	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7	UnRestricted	New Street, On-street parallel parking from Munro St to Railway Ave (LEFT ONLY) (Unrestricted) [E]	4	2	50%	2	50%	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
7	UnRestricted	New Street, On-street parallel parking from Robyn Cr to Munro St (LEFT ONLY) (Unrestricted) [E]	7	3	49%	6	86%	4	4	4	5	6	4	5	5	4	3	2	2	1	1	1	
7	1 Hour	New Street, On-street parallel parking from Thirsty Camel Exit to Park St RAB (1 Hour) [W]	3	0	7%	1	33%	0	0	0	0	0	1	0	0	0	0	0	0	1	0	1	
7	1 Hour	New Street, On-street parallel parking from Well St to Chavasse St (LEFT ONLY) (1 Hour) [E]	10	4	44%	7	70%	4	4	4	5	5	2	3	5	4	3	4	4	7	6	6	
7	2 Hours	New Street, On-street parallel parking from Wellington St to Bus Zone (LEFT ONLY) (2 Hours) [W]	4	1	25%	1	25%	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
7	2 Hours	Railway Avenue, On-street parallel parking from New St to end (2 Hours) [W]	25	6	26%	8	32%	7	6	7	8	7	7	7	5	7	5	4	7	6	6	7	
7	No Standing	Railway Avenue, On-street parallel parking from New St to end (No Standing) [E]	25	0	0%	0	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7	Client	Well Street Dentist OSCP, Dentist office just before Carpenter St RAB (Patient) [W]	4	0	12%	2	50%	0	0	1	2	2	2	0	0	0	0	0	0	0	0	0	
8	UnRestricted	Burrows Street, On-street parallel parking from Dendy St RAB to Well St (Unrestricted) [W]	25	6	23%	8	32%	3	8	6	7	8	8	8	7	6	8	7	3	3	3	3	
8	2 Hours	Burrows Street, On-street parallel parking from Well St to Dendy St RAB (Unrestricted) [E]	27	10	37%	13	48%	9	7	12	11	10	6	8	10	11	12	13	11	10	10	9	
8	2 Hours	Church Street, On-street parallel parking after disabled space to Male St (2 Hours) [E]	4	3	70%	4	100%	0	1	2	3	2	3	3	4	4	4						

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to 10:00 PM

ZONE	Time Limit	STREET, Description (Parking Type) [Side of Street]	Cap.	% Occupancy of Zone		% Occupancy of Zone																
				Average	Peak	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00		
8	Disabled	Church Street, On-street parallel parking after Plastic Surgeon driveway (Disabled) [E]	1	0	47%	1	100%	0	0	0	0	1	1	1	1	0	1	1	0	1	0	0
8	2 Hours	Church Street, On-street parallel parking from Bemmersyde Ave to Plastic Surgeon driveway (2 Hours) [E]	16	9	54%	15	94%	6	5	5	15	10	13	11	6	9	9	10	8	9	7	6
8	UnRestricted	Church Street, On-street parallel parking from Halifax St to Bemmersyde Ave (Unrestricted) [E]	8	4	53%	5	63%	5	5	4	5	4	4	5	4	4	4	4	4	3	4	4
8	2 Hours	Church Street, On-street parallel parking from Halifax St to Male St (2 Hours) [W]	30	20	67%	30	100%	16	16	17	30	24	21	24	19	19	17	18	21	19	20	21
8	UnRestricted	Halifax Street, On-street parallel parking from Church St to Well St (Unrestricted) [E]	11	3	30%	5	45%	4	4	4	4	5	4	4	2	2	2	3	2	3	3	3
8	UnRestricted	Halifax Street, On-street parallel parking from Church St to Well St (Unrestricted) [W]	10	2	19%	3	30%	3	3	2	3	2	2	3	3	1	1	1	1	1	1	1
8	UnRestricted	Halifax Street, On-street parallel parking from Huntingfield Rd to Well St (LEFT ONLY) (Unrestricted) [W]	11	2	16%	3	27%	2	2	2	2	2	3	1	2	2	2	3	1	1	1	1
8	2 Hours	Halifax Street, On-street parallel parking from Well St to Huntingfield Rd (LEFT ONLY) (2 Hours) [E]	10	2	25%	3	30%	3	3	3	3	2	2	2	2	2	3	2	2	2	3	3
8	2 Hours	Well Street, On-street parallel parking from Burrows St to Rail Overpass (LEFT ONLY) (2 Hours) [W]	4	3	87%	4	100%	2	3	3	3	4	3	4	4	4	4	3	3	4	4	4
8	4 Hours	Well Street, On-street parallel parking from Halifax St to Burrows St (LEFT ONLY) (4 Hours) [W]	25	11	46%	15	60%	9	11	12	15	10	13	11	12	13	13	10	10	9	10	10
8	2 Hours	Well Street, On-street parallel parking from Male St to Halifax St RAB (LEFT ONLY) (2 Hours) [E]	30	17	58%	23	77%	15	22	20	22	23	18	21	17	19	19	13	14	12	13	14
9	Client	Carpenter St Orthodontist OSCP, Orthodontist OSCP (Patient) [W]	4	0	3%	1	25%	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0
9	Client	Carpenter St Orthodontist OSCP, Orthodontist OSCP (Patient) [E]	5	0	0%	0	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9	2 Hours	Carpenter Street, On-street parallel parking from Black St to Orthodontist driveway (2 Hours) [W]	4	2	55%	4	100%	1	2	3	4	4	4	4	3	3	3	2	0	0	0	0
9	UnRestricted	Carpenter Street, On-street parallel parking from Lindsay St to Black St (Unrestricted) [E]	8	5	59%	8	100%	4	4	6	4	8	8	8	4	6	4	4	2	3	3	3
9	2 Hours	Carpenter Street, On-street parallel parking from Orthodontist driveway to Lindsay St (2 Hours) [W]	7	4	64%	7	100%	2	2	5	6	7	7	7	6	4	4	4	3	3	3	4
9	4 Hours	Lindsay Street, On-street parallel parking from Carpenter St to Emily St (4 Hours) [W]	11	3	27%	6	55%	0	0	3	2	1	2	4	4	6	4	6	5	3	2	3
9	UnRestricted	Lindsay Street, On-street parallel parking from Carpenter St to Emily St (Unrestricted) [E]	10	3	32%	6	60%	2	2	6	2	3	4	4	4	3	3	3	3	3	3	3
9	4 Hours	Lindsay Street, On-street parallel parking from Emily St to St Andrews St (4 Hours) [W]	15	4	24%	9	60%	0	0	7	2	4	5	6	3	8	9	3	2	2	2	2
9	UnRestricted	Lindsay Street, On-street parallel parking from Emily St to St Andrews St (Unrestricted) [E]	16	7	44%	10	63%	4	5	2	8	8	9	9	10	10	8	6	6	6	8	6
9	4 Hours	Lindsay Street, On-street parallel parking from Railway CP Entrance to Carpenter St (4 Hours) [W]	8	4	50%	6	75%	2	2	3	3	3	6	5	6	4	5	5	4	4	4	4
9	UnRestricted	Lindsay Street, On-street parallel parking from Railway CP Entrance to Carpenter St (Unrestricted) [E]	8	3	35%	5	63%	2	3	3	4	4	4	3	5	4	3	2	2	1	1	1
9	Disabled	Lindsay Street Rail OSCP, 90 degree parking - along Western wall (Disabled) [W]	1	0	0%	0	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9	UnRestricted	Lindsay Street Rail OSCP, 90 degree parking - along Western wall (Unrestricted) [W]	13	1	11%	2	15%	1	2	2	2	2	2	1	1	1	1	1	1	1	1	1
9	UnRestricted	Lindsay Street Rail OSCP, 90 degree parking - along Western wall (Unrestricted) [W]	1	0	0%	0	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9	UnRestricted	Lindsay Street Rail OSCP, 90 degree parking - Row 1, against North wall, after Lindsay St Exit (Unrestricted) [W]	8	1	8%	2	25%	2	2	2	1	1	1	0	0	0	0	0	0	0	0	0
9	3 Hours	Lindsay Street Rail OSCP, 90 degree parking - Row 1, against North wall, to Lindsay St Exit (3 Hours) [W]	11	0	1%	1	9%	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
9	UnRestricted	Lindsay Street Rail OSCP, 90 degree parking - Row 2, midblock (Unrestricted) [E]	7	0	5%	1	14%	1	1	1	0	1	1	0	0	0	0	0	0	0	0	0
9	UnRestricted	Lindsay Street Rail OSCP, 90 degree parking - Row 2, midblock (Unrestricted) [E]	9	0	0%	0	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9	UnRestricted	Lindsay Street Rail OSCP, 90 degree parking - Row 3, midblock (Unrestricted) [E]	18	0	3%	1	6%	1	1	1	1	1	1	1	0	0	0	0	0	0	0	0
9	UnRestricted	Lindsay Street Rail OSCP, 90 degree parking - Row 4, midblock (Unrestricted) [E]	18	0	2%	1	6%	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0
9	UnRestricted	Lindsay Street Rail OSCP, 90 degree parking - Row 5, midblock (Unrestricted) [W]	11	2	19%	4	36%	2	2	2	2	3	4	4	4	2	2	1	1	1	1	0
9	UnRestricted	Lindsay Street Rail OSCP, 90 degree parking - Row 6, against Southern wall (Unrestricted) [E]	4	0	0%	0	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9	Disabled	Lindsay Street Rail OSCP, 90 degree parking - Row 6, against Southern wall (Disabled) [E]	2	0	0%	0	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9	UnRestricted	Lindsay Street Rail OSCP, 90 degree parking - Row 6, against Southern wall (Unrestricted) [E]	5	2	32%	3	60%	2	2	2	2	3	2	2	2	2	1	0	1	1	1	1
9	No Standing	St Andrews Street, On-street parallel parking, after No Standing to Lindsay St (School Zone) [W]	5	2	45%	5	100%	0	0	0	3	4	4	3	4	4	3	5	1	1	1	1
9	Disabled	St Andrews Street, On-street parallel parking, after No Standing to Lindsay St (Disabled) [W]	1	0	0%	0	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9	UnRestricted	St Andrews Street, On-street parallel parking, from Lindsay St to School Crossing (Unrestricted) [E]	5	3	61%	4	80%	3	3	3	3	4	4	4	4	4	4	2	2	2	2	2
9	No Standing	St Andrews Street, On-street parallel parking, from School Crossing to Black St (School Zone) [E]	5	3	56%	5	100%	0	0	0	3	2	5	4	5	5	5	4	3	2	2	2
9	No Standing	St Andrews Street, On-street parallel parking, o/s Brighton Grammar, either side of school crossing (School Zone) [W]	4	3	65%	4	100%	0	0	0	3	3	3	3	4	4	3	3	3	4	3	3
10	UnRestricted	Baker Street, On-street parallel parking from Wilson St to Mary St (Unrestricted) [E]	26	8	31%	11	42%	11	10	9	7	7	7	8	6	8	7	8	7	7	9	9
10	3 Hours	Baker Street, On-street parallel parking from Wilson St to Mary St (3 Hours) [W]	26	3	12%	6	23%	4	4	4	3	2	4	1	3	1	2	4	3	2	6	3
10	Permit	Boxshall Street, 90 degree indented parking from Emily St to kerb (Permit Zone) [E]	12	3	23%	7	58%	0	0	0	4	5	7	6	6	7	5	1	1	0	0	0
10	UnRestricted	Boxshall Street, 90 degree indented parking from kerb to Carpenter St (Unrestricted) [E]	18	7	39%	17	94%	5	4	5	6	7	7	11	17	14	8	6	4	4	4	4
10	Disabled	Boxshall Street, 90 degree indented parking from kerb to Carpenter St (Disabled) [E]	1	0	0%	0	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10	UnRestricted	Boxshall Street, On-street parallel parking between indented parking spaces (Unrestricted) [E]	2	0	0%	0	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10	2 Hours	Boxshall Street, On-street parallel parking from Emily St to Carpenter St (2 Hours) [W]	9	2	19%	4	44%	1	1	1	2	1	1	1	4	4	1	1	2	2	2	2
10	UnRestricted	Carpenter Street, On-street parallel parking from Boxshall St to Wilson St (Unrestricted) [W]	12	4	32%	12	100%	1	1	1	2	2	1	2	2	6	4	3	1	2	8	12
10	2 Hours	Carpenter Street, On-street parallel parking from Boxshall St to Wilson St (2 Hours) [E]	13	5	37%	8	62%	2	2	1	1	3	2	2	6	8	7	7	6	7	8	7
10	2 Hours	Carpenter Street, On-street parallel parking from Lindsay St to Boxshall St (2 Hours) [W]	10	3	35%	6	60%	2	2	3	3	2	2	4	5	3	3	4	4	4	6	5
10	2 Hours	Carpenter Street, On-street parallel parking from Mary St to Boxshall St (2 Hours) [E]	8	4	47%	7	88%	4	6	3	7	4	4	3	5	3	4	4	3	2	2	2
10	UnRestricted	Carpenter Street, On-street parallel parking from Mary St to Lindsay St (Unrestricted) [E]	6	1	18%	4	67%	1	4	1	3	2	2	1	1	1	0	0	0	0	0	0
10	2 Hours	Emily Street, On-street parallel parking from Lindsay St to Boxshall St (2 Hours) [W]	20	9	45%	14	70%	12	13	14	8	6	10	7	6	8	10	6	11	9	8	8
10	No Parking	Emily Street, On-street parallel parking from Lindsay St to Boxshall St (No Parking) [E]	15	0	0%	0	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10	2 Hours	Mary Street, On-street parallel parking from Baker St to Carpenter St (2 Hours) [W]	8	3	34%	4	50%	3	3	2	2	2	1	2	2	2	2	4	4	4	4	4
10	No Standing	Mary Street, On-street parallel parking from Baker St to Carpenter St (No Standing) [E]	8	0	0%	0	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10	UnRestricted	Wilson Street, On-street parallel parking from Carpenter St to Baker St (Unrestricted) [W]	8	4	51%	8	100%	4	4	2	3	2	3	4	5	4	5	3	4	3	8	7
10	15 minutes	Wilson Street, On-street parallel parking from Carpenter St to Baker St (15 minutes) [W]	2	0	10%	1	50%	0	0	0	0	1	0	0	0	0	0	0	0	1	1	0
10	UnRestricted	Wilson Street, On-street parallel parking from Carpenter St to Male St (Unrestricted) [E]	5	3	52%	4	80%	4	3	3	3	1	0	1	3	3	3	3	3	3	4	2
10	1 Hour	Wilson Street, On-street parallel parking from Carpenter St to Male St (1 Hour) [E]	6	4	67%	6	100%	5	5	5	3	3	3	3	4	4	3	3	3	4	6	6
11	2 Hours	Adamson Street, On-street parallel parking from Black St to end (2 Hours) [W]	7	6	83%	7	100%	6	5	5	5	6	3	5	5	6	7	7	7	7	7	6
11	No Standing	Adamson Street, On-street parallel parking from Black St to end (No Standing) [E]	1	0	0%	0	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11	Client	Bayside Plastic Surgery OSCP, Patient Parking (Patient/Client) [E]	5	0	1%	1	20%	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
11	2 Hours	Bemmersyde Ave, On-street parallel parking from Church St to end (2 Hours) [W]	8	1	11%	6	75%	0	0	1	6	2	1	0	0	0	0	0	1	1	1	1
11	2 Hours	Bemmersyde Ave, On-street parallel parking from Church St to end (2 Hours) [E]	8	1	13%	2	25%	2	1	0	2	1	1	1	1	1	1	1	1	1	1	1
11	No Standing	Black Street, On-street parallel parking from Adamson St to Halifax St (No Standing) [E]	1	0	0%	0	0%	0	0													

Bayside City Council - OCCUPANCY STUDY

Brighton Activity Centre

Saturday, 18 August 2018

7:00 AM

to 10:00 PM

ZONE	Time Limit	STREET, Description (Parking Type) [Side of Street]	Cap.	Average	% Occupancy of Zone	Peak	% Occupancy of Zone	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00
11	No Standing	Black Street, On-street parallel parking from Male St to Adamson St (No Standing) [E]	1	0	13%	1	100%	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0
11	2 Hours	Black Street, On-street parallel parking from Male St to No Standing on bend (2 Hours) [W]	8	3	39%	6	75%	2	2	2	5	3	1	1	2	4	3	2	3	6	6	5
11	2 Hours	Black Street, On-street parallel parking from No Standing on bend to Halifax St (2 Hours) [W]	10	3	28%	4	40%	3	2	3	2	2	2	3	4	3	4	3	2	2	2	3
11	2 Hours	Bryson Avenue, On-street parallel parking from Male St to end (2 Hours) [W]	8	2	22%	4	50%	1	1	2	3	4	3	3	1	1	3	2	1	1	0	0
11	2 Hours	Bryson Avenue, On-street parallel parking from Male St to end (2 Hours) [E]	8	1	18%	2	25%	1	1	1	1	2	2	2	2	2	2	2	1	1	0	1
11	2 Hours	Halifax Street, On-street parallel parking from Black St to Church St (2 Hours) [W]	12	3	22%	4	33%	3	3	3	3	2	3	4	3	4	2	1	2	3	2	2
11	UnRestricted	Halifax Street, On-street parallel parking from Hall St to Church St (Unrestricted) [E]	20	1	7%	3	15%	1	1	3	2	1	1	2	1	1	1	1	1	1	1	2
11	No Standing	Halifax Street, On-street parallel parking from Hall St to Church St (School Zone) [E]	5	0	0%	0	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11	2 Hours	Halifax Street, On-street parallel parking from Hall St to Church St (2 Hours) [E]	5	1	19%	3	60%	1	1	1	1	1	0	3	0	0	1	1	1	1	1	1
11	UnRestricted	Halifax Street, On-street parallel parking from Lawrence St to Black St (Unrestricted) [W]	8	1	10%	2	25%	1	1	1	0	2	1	2	1	1	1	0	0	1	0	0
11	UnRestricted	Lawrence Street, On-street indented parking from Halifax St to Male St (Unrestricted) [W]	14	6	45%	13	93%	13	9	12	10	5	6	6	7	4	3	3	3	4	5	5
11	UnRestricted	Lawrence Street, On-street indented parking from Halifax St to Male St (Unrestricted) [E]	14	10	68%	11	79%	11	10	10	11	8	11	11	10	9	10	9	9	8	8	8
11	UnRestricted	Lawrence Street, On-street parallel parking from Halifax St to Male St (Unrestricted) [W]	14	9	67%	13	93%	13	8	9	7	9	8	6	7	9	10	10	10	11	12	12
11	2 Hours	Lawrence Street, On-street parallel parking from Halifax St to Male St (2 Hours) [E]	14	10	68%	13	93%	13	13	10	8	6	7	5	7	9	9	10	9	10	12	13
11	2 Hours	Male Street, On-street parallel parking from Black St to Bryson Ave (2 Hours) [W]	5	1	15%	3	60%	0	0	1	0	3	3	1	0	0	0	0	0	1	1	1
11	2 Hours	Male Street, On-street parallel parking from Black St to Lawrence St (2 Hours) [E]	11	6	52%	8	73%	6	5	4	3	6	5	6	8	6	6	6	5	7	7	5
12	4 Hours	Bleazby Avenue, On-street parallel parking from Male St to end (4 Hours) [W]	10	1	6%	2	20%	0	0	1	1	2	1	1	1	1	1	0	0	0	0	0
12	UnRestricted	Bleazby Avenue, On-street parallel parking from Male St to end (Unrestricted) [E]	10	4	35%	9	90%	0	0	1	7	7	7	8	9	8	1	1	1	1	1	1
12	UnRestricted	Halifax Street, On-street parallel parking from Loller St to Lawrence St (Unrestricted) [W]	6	2	26%	3	50%	1	1	1	1	1	1	1	1	1	1	2	2	3	3	3
12	UnRestricted	Halifax Street, On-street parallel parking from Weatherly Gr to Hall St (Unrestricted) [E]	8	1	17%	3	38%	2	3	2	0	0	0	1	0	1	1	1	1	2	3	3
12	UnRestricted	Loller Street, On-street parallel parking from Male St to Halifax St (Unrestricted) [W]	25	14	57%	23	92%	12	12	9	13	16	13	8	11	10	12	16	16	20	23	23
12	UnRestricted	Loller Street, On-street parallel parking from Male St to Trafalgar St (Unrestricted) [E]	11	8	75%	9	82%	8	7	9	9	8	7	9	9	8	8	8	8	8	9	7
12	UnRestricted	Loller Street, On-street parallel parking from Trafalgar St to Halifax St (Unrestricted) [E]	10	6	65%	10	100%	7	7	6	6	6	7	3	5	4	5	4	7	10	10	10
12	UnRestricted	Male Street, On-street parallel parking from Bleazby Ave to Valda Gr (Unrestricted) [W]	6	1	14%	3	50%	0	0	0	0	0	2	3	3	3	1	1	0	0	0	0
12	2 Hours	Male Street, On-street parallel parking from Bryson Ave to Bleazby Ave (2 Hours) [W]	12	4	29%	5	42%	5	5	5	4	2	3	2	3	4	2	4	4	3	3	4
12	UnRestricted	Male Street, On-street parallel parking from Lawrence St to Strathallan La (Unrestricted) [E]	8	4	44%	5	63%	3	3	3	3	5	5	4	3	4	4	4	3	3	3	3
12	2 Hours	Male Street, On-street parallel parking from Lawrence St to Loller St (2 Hours) [E]	5	2	40%	3	60%	2	2	2	2	1	1	3	3	2	2	2	2	2	2	2
12	UnRestricted	Male Street, On-street parallel parking from Strathallan La to Wilson St (Unrestricted) [E]	5	0	0%	3	60%	0	3	0	0	1	1	1	1	0	0	0	0	0	0	0
12	Bus	Male Street, On-street parallel parking from Strathallan La to Wilson St (Bus Zone) [E]	1	0	0%	0	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12	UnRestricted	Male Street, On-street parallel parking from Strathallan La to Wilson St (Unrestricted) [E]	5	1	11%	1	20%	0	0	1	0	1	1	1	1	1	1	0	1	0	0	0
12	UnRestricted	Male Street, On-street parallel parking from Valda Gr to Wilson St (Unrestricted) [W]	4	1	18%	2	50%	0	0	0	0	1	1	2	1	1	1	2	2	0	0	0
12	Bus	Male Street, On-street parallel parking from Valda Gr to Wilson St (Bus Zone) [W]	1	0	0%	0	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12	UnRestricted	Male Street, On-street parallel parking from Valda Gr to Wilson St (Unrestricted) [W]	5	1	17%	2	40%	0	1	1	0	0	0	1	2	2	1	1	1	1	1	1
12	UnRestricted	Trafalgar Street, On-street parallel parking from Loller St to end (Unrestricted) [W]	7	3	42%	4	57%	4	3	4	3	2	2	2	2	2	2	3	4	2	4	4
12	UnRestricted	Trafalgar Street, On-street parallel parking from Loller St to end (Unrestricted) [E]	7	2	33%	3	43%	2	2	2	2	2	2	2	2	2	2	3	3	3	3	3
12	2 Hours	Valda Grove, On-street parallel parking from Male St to end (2 Hours) [W]	11	2	16%	3	27%	1	1	1	1	1	1	2	3	3	3	2	2	2	2	2
12	UnRestricted	Valda Grove, On-street parallel parking from Male St to end (Unrestricted) [E]	11	4	33%	5	45%	5	4	4	3	3	4	4	3	5	4	3	3	3	3	4
12	Disabled	Wilson Street, Disabled Spaces in front of Epworth (Disabled) [E]	2	1	30%	2	100%	1	0	0	1	1	2	1	1	1	1	0	0	0	0	0
12	UnRestricted	Wilson Street, On-street parallel parking from Baker St to Male St (Unrestricted) [W]	4	2	62%	4	100%	4	4	2	2	3	2	2	2	1	2	2	0	3	4	4
12	No Standing	Wilson Street, On-street parallel parking from Baker St to Male St (School Zone) [W]	3	1	22%	2	67%	1	1	1	1	1	0	0	0	0	0	0	0	0	2	2
12	UnRestricted	Wilson Street, On-street parallel parking from Baker St to Male St (Unrestricted) [W]	3	1	22%	2	67%	1	1	1	1	0	0	0	0	1	1	0	0	0	2	2
12	UnRestricted	Wilson Street, On-street parallel parking from Carpenter St to Male St (Unrestricted) [E]	4	3	73%	3	75%	3	3	3	3	3	3	3	3	3	3	3	3	2	3	3
12	No Standing	Wilson Street, On-street parallel parking from Carpenter St to Male St (School Zone) [E]	5	1	23%	3	60%	1	1	1	1	1	1	1	1	1	1	1	1	1	3	1
12	2 Hours	Wilson Street, On-street parallel parking from Male St to Disabled Spaces (2 Hours (Authorised Vehicles Excepted)) [W]	15	7	48%	9	60%	8	6	6	7	8	8	7	9	8	7	6	6	8	7	6
12	2 Hours	Wilson Street, On-street parallel parking from Male St to Disabled Spaces (2 Hours (Authorised Vehicles Excepted)) [W]	15	9	59%	11	73%	10	10	11	11	11	10	9	9	9	8	7	5	6	9	8
12	Private	Wilson Street Church OSCP, Church off-street parking (Private) [S]	5	1	28%	4	80%	0	0	0	1	1	2	4	4	4	3	2	1	0	0	0
13	UnRestricted	Cabrini OSCP (Lower), against Southern wall (15 min free) [S]	13	1	8%	6	46%	1	1	1	1	1	1	6	0	4	0	0	0	0	0	0
13	UnRestricted	Cabrini OSCP (Lower), against Western Wall (15 min free) [W]	8	4	46%	6	75%	6	5	5	5	5	5	6	0	4	3	3	3	0	0	
13	Disabled	Cabrini OSCP (Lower), against Western Wall (disabled) [W]	1	0	0%	0	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13	Disabled	Cabrini OSCP (Lower), on Left before UP Ramp (disabled) [N]	1	0	0%	0	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13	UnRestricted	Cabrini OSCP (Lower), on Left before UP Ramp (15 min free) [N]	2	1	43%	1	50%	1	1	1	1	1	1	1	1	1	1	1	1	1	0	0
13	UnRestricted	Cabrini OSCP (Lower), On Northern wall (ramp side) (15 min free) [N]	9	0	0%	0	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13	UnRestricted	Cabrini OSCP (Lower), parallel parks against wall (15 min free) [W]	2	0	0%	0	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13	UnRestricted	Cabrini OSCP (Lower), Under ramp (15 min free) [W]	4	0	0%	0	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13	Disabled	Cabrini OSCP (Upper), beside exit (disabled) [N]	1	0	0%	0	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13	UnRestricted	Cabrini OSCP (Upper), beside exit (15 min free) [N]	1	0	0%	0	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13	Disabled	Cabrini OSCP (Upper), On Eastern wall (disabled) [E]	2	0	0%	0	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13	UnRestricted	Cabrini OSCP (Upper), On Eastern wall (15 min free) [E]	11	4	39%	9	82%	4	4	4	4	4	5	4	9	8	7	4	4	4	0	0
13	UnRestricted	Cabrini OSCP (Upper), on Northern side (15 min free) [N]	9	3	30%	5	56%	4	4	4	4	4	5	5	3	1	1	1	2	2	0	0
13	UnRestricted	Cabrini OSCP (Upper), on Southern Wall (15 min free) [S]	13	5	40%	11	85%	5	5	7	6	7	11	8	10	7	6	3	2	1	0	0
13	UnRestricted	Cabrini OSCP (Upper), On Western Wall (15 min free) [W]	8	5	59%	7	88%	6	5	5	5	6	6	5	7	6	5	5	5	5	0	0
13	Disabled	Cabrini OSCP (Upper), On Western Wall (disabled) [W]	2	0	0%</																	

Bayside City Council - OCCUPANCY STUDY

Brighton Activity Centre

Saturday, 18 August 2018

7:00 AM

to 10:00 PM

ZONE	Time Limit	STREET, Description (Parking Type) (Side of Street)	Cap.	Average	% Occupancy of Zone	Peak	% Occupancy of Zone	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00
13	2 Hours	Fairleigh Grove, On-street parallel parking from Park St to end (2 Hours) [W]	12	2	21%	5	42%	2	2	2	1	1	2	2	2	2	2	2	2	5	5	5
13	UnRestricted	Fairleigh Grove, On-street parallel parking from Park St to end (Unrestricted) [E]	12	2	16%	3	25%	2	2	2	2	3	1	1	2	2	2	2	2	2	2	2
13	No Standing	Normanby Street, No Standing - AMBULANCE EXCEPTED (No Standing) [S]	1	0	0%	0	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13	1 Hour	Normanby Street, On-street parallel parking from New St to ROWY (1 Hour) [N]	25	9	36%	12	48%	8	8	9	12	6	10	9	10	9	10	12	10	6	10	7
13	1 Hour	Normanby Street, On-street parallel parking from New St to Webb St (1 Hour) [S]	30	20	66%	23	77%	20	20	22	22	22	23	21	23	21	19	19	16	17	15	15
13	1 Hour	Normanby Street, On-street parallel parking from ROW to Esplanade (1 Hour) [N]	15	4	27%	10	67%	4	5	4	10	4	7	5	4	3	2	2	2	4	2	2
13	1 Hour	Normanby Street, On-street parallel parking from Webb St to Esplanade (1 Hour) [S]	9	5	53%	9	100%	7	5	5	7	6	9	4	6	3	4	2	3	3	3	4
13	UnRestricted	Park Street, On-street parallel parking from Albert St to Sussex St (Unrestricted) [S]	8	3	43%	5	63%	2	2	2	3	3	4	4	5	4	4	4	4	4	4	3
13	2 Hours	Park Street, On-street parallel parking from Esplanade Ave to New St RAB (2 Hours) [N]	10	7	67%	9	90%	2	3	6	8	8	8	6	9	9	7	5	7	7	8	7
13	2 Hours	Park Street, On-street parallel parking from Fairleigh Gr to Esplanade Ave (2 Hours) [N]	7	3	39%	5	71%	1	1	0	0	2	4	4	4	4	5	5	3	3	3	2
13	UnRestricted	Park Street, On-street parallel parking from New St RAB to Sussex St (Unrestricted) [S]	10	9	90%	11	110%	7	7	8	10	10	10	10	9	9	8	7	8	11	11	10
13	UnRestricted	Park Street, On-street parallel parking from Victoria St to Albert St (Unrestricted) [S]	8	3	32%	4	50%	2	3	2	1	2	3	3	1	2	1	3	3	4	4	4
13	2 Hours	Park Street, On-street parallel parking from Webb St to Fairleigh Gr (2 Hours) [N]	16	2	15%	4	25%	3	4	3	2	2	3	3	4	3	2	1	1	2	1	1
13	1 Hour	Webb Street, On-street parallel parking from Normanby St to Park St (1 Hour) [E]	15	2	12%	4	27%	1	1	1	1	1	1	1	1	1	1	2	3	3	4	4
13	1 Hour	Webb Street, On-street parallel parking from Normanby St to Park St (1 Hour) [W]	15	5	33%	10	67%	5	5	2	2	2	3	4	5	2	3	5	10	9	10	8
14	1 Hour	Albert Street, On-street parallel parking from Park St to Wellington St (1 Hour) [E]	25	3	13%	5	20%	3	5	2	4	2	1	1	4	4	4	4	4	4	4	4
14	1 Hour	Albert Street, On-street parallel parking from Park St to Wellington St (1 Hour) [W]	25	6	22%	7	28%	5	6	4	6	5	5	4	4	6	5	6	7	7	7	7
14	2 Hours	Sussex Street, On-street parallel parking from Park St to Wellington St (2 Hours) [E]	30	9	29%	13	43%	10	10	10	13	10	9	9	8	6	8	6	8	8	8	8
14	UnRestricted	Sussex Street, On-street parallel parking from Park St to Wellington St (Unrestricted) [W]	30	10	34%	15	50%	9	14	13	11	15	15	14	6	7	7	6	8	10	9	8
14	Client	Thirsty Camel & Hotel OSCP, 90 degree marked parking - Row 1 (Client) [S]	17	1	7%	3	18%	0	0	0	0	0	2	3	2	2	3	2	1	1	1	1
14	Client	Thirsty Camel & Hotel OSCP, 90 degree marked parking - Row 2 to break (Client) [N]	3	1	31%	2	67%	0	0	2	2	2	2	1	1	1	1	1	1	0	0	0
14	Client	Thirsty Camel & Hotel OSCP, 90 degree marked parking - Row 2 to crosswalk (Client) [N]	3	0	11%	1	33%	0	0	0	0	0	0	0	0	0	0	1	1	1	1	1
14	Client	Thirsty Camel & Hotel OSCP, 90 degree marked parking - Row 2 to end (Client) [N]	5	1	16%	3	60%	0	0	0	0	0	0	0	0	0	0	3	3	3	2	1
14	Client	Thirsty Camel & Hotel OSCP, 90 degree marked parking - Row 3 to break (Client) [S]	8	3	42%	8	100%	0	0	0	1	1	3	1	2	4	6	6	8	7	7	0
14	Client	Thirsty Camel & Hotel OSCP, 90 degree marked parking - Row 3 to exit (Client) [S]	1	0	7%	1	100%	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
14	Client	Thirsty Camel & Hotel OSCP, 90 degree marked parking - Row 4 to break (Client) [N]	4	3	70%	4	100%	2	2	1	1	1	3	4	2	4	3	3	4	4	4	4
14	Client	Thirsty Camel & Hotel OSCP, 90 degree marked parking - Row 4 to exit (Client) [N]	8	4	54%	6	75%	3	4	2	2	2	5	4	6	5	5	3	6	6	6	6
14	Client	Thirsty Camel & Hotel OSCP, 90 degree marked parking along Western wall (Client) [W]	14	4	30%	11	79%	2	2	2	2	1	3	3	4	4	5	3	5	7	11	10
14	Disabled	Thirsty Camel & Hotel OSCP, 90 degree marked parking at Hotel Entrance (Client) [W]	3	1	24%	2	67%	0	0	0	0	1	2	1	0	0	0	1	1	2	2	1
14	1 Hour	Victoria Street, On-street parallel parking from Wellington St to Park St (1 Hour) [W]	25	10	42%	16	64%	5	6	7	10	8	7	8	8	10	9	16	16	15	16	16
14	1 Hour	Victoria Street, On-street parallel parking from Wellington St to Park St (1 Hour) [E]	25	12	49%	21	84%	9	9	10	8	8	9	11	9	8	9	18	21	19	19	18
14	1 Hour	Wellington Street, On-street parallel parking from Albert St to Victoria St (1 Hour) [N]	8	1	18%	4	50%	0	0	0	0	0	0	1	1	1	0	4	4	4	4	3
14	1 Hour	Wellington Street, On-street parallel parking from Manor St to Victoria St (1 Hour) [S]	8	4	53%	9	113%	2	2	2	1	1	3	3	3	6	7	8	9	8	8	8
14	UnRestricted	Wellington Street, On-street parallel parking from Albert St to Victoria St (Unrestricted) [N]	8	2	19%	2	25%	1	1	1	2	2	2	1	1	1	1	2	2	2	2	2
14	2 Hours	Wellington Street, On-street parallel parking from Sussex St to Manor St (2 Hours) [S]	10	2	17%	3	30%	0	0	0	0	0	2	2	2	3	3	2	3	3	3	3
14	UnRestricted	Wellington Street, On-street parallel parking from Sussex St to New St (Unrestricted) [N]	12	2	19%	3	25%	2	2	3	3	3	3	3	2	2	1	2	2	2	2	2
14	UnRestricted	Wellington Street, On-street parallel parking from Sussex St to New St (Unrestricted) [S]	12	1	7%	2	17%	1	1	0	0	0	0	0	2	2	2	2	1	1	0	0
15	UnRestricted	Dendy Street, On-street parallel parking from Roundabout to Sussex St (RIGHT ONLY) (Unrestricted) [N]	6	0	0%	0	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15	UnRestricted	Dendy Street, On-street parallel parking from Sussex St to Manor St (RIGHT ONLY) (Unrestricted) [N]	15	1	4%	2	13%	1	0	0	1	2	0	0	0	0	0	0	2	2	1	1
15	1 Hour	Manor Street, On-street parallel parking from Dendy St to Wellington St (1 Hour) [W]	30	14	48%	16	53%	14	16	14	14	14	12	14	13	14	13	16	16	16	16	13
15	1 Hour	Manor Street, On-street parallel parking from Dendy St to Wellington St (1 Hour) [E]	30	12	40%	14	47%	13	10	14	12	11	11	10	10	14	13	7	13	12	14	14
15	UnRestricted	Sussex St, On-street parallel parking from P area to Dendy St (Unrestricted) [E]	14	4	28%	5	36%	1	1	4	3	5	4	5	4	5	4	3	3	5	4	4
15	2 Hours	Sussex St, On-street parallel parking from Wellington St to 2P area (2 Hours) [E]	16	5	31%	7	44%	3	4	4	4	6	6	7	7	5	5	5	3	3	7	6
15	UnRestricted	Sussex St, On-street parallel parking from Wellington St to Dendy St (Unrestricted) [W]	30	10	33%	13	43%	10	6	13	10	10	11	8	7	9	11	8	9	11	13	13
TOTAL by ZONE 1			526	294	56%	403	77%	56	91	221	284	358	376	373	403	373	354	270	297	345	335	277
TOTAL by ZONE 2			67	42	63%	59	88%	11	19	45	50	56	59	55	54	55	47	40	30	29	27	
TOTAL by ZONE 3			267	144	54%	240	90%	55	76	123	191	240	225	211	189	198	175	137	84	97	92	70
TOTAL by ZONE 4			190	84	44%	154	81%	27	30	62	97	143	139	154	144	128	109	60	27	42	58	41
TOTAL by ZONE 5			58	33	57%	46	79%	11	17	24	27	30	28	29	31	39	44	41	41	46	44	44
TOTAL by ZONE 6			33	17	53%	27	82%	4	6	14	22	27	24	20	15	17	17	20	18	18	20	19
TOTAL by ZONE 7			343	124	36%	166	48%	83	102	132	156	166	159	153	155	140	122	112	96	100	91	90
TOTAL by ZONE 8			212	94	44%	123	58%	77	90	92	123	107	101	106	93	96	99	96	84	80	80	82
TOTAL by ZONE 9			224	53	24%	76	34%	30	34	52	56	67	76	73	70	71	62	52	39	37	37	36
TOTAL by ZONE 10			208	62	30%	81	39%	59	62	54	57	50	54	60	81	73	63	54	57	60	80	70
TOTAL by ZONE 11			187	64	34%	77	41%	77	63	68	69	63	59	61	60	61	63	59	56	68	68	65
TOTAL by ZONE 12			229	85	37%	100	44%	81	80	77												

Bayside City Council - OCCUPANCY STUDY

Brighton Activity Centre

Thursday, 23 August 2018

7:00 AM

to 10:00 PM

ZONE	Time Limit	STREET, Description (Parking Type) (Side of Street)	Cap.	% Occupancy of Zone		% Occupancy of Zone																
				Average	Peak	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00		
1	2 Hours	Black Street, On-street parallel parking from Carpenter St to St Andrews St (2 Hours) [W]	30	16	54%	25	83%	6	7	9	15	23	17	25	24	20	21	10	9	22	21	13
1	2 Hours	Black Street, On-street parallel parking from St Andrews St to Carpenter St (2 Hours) [E]	25	16	63%	25	100%	4	7	8	13	21	23	23	25	18	17	9	10	22	22	13
1	No Standing	Carpenter Street, On-street parallel parking from 2P area to 2P area (No Standing) [W]	1	0	7%	1	100%	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
1	2 Hours	Carpenter Street, On-street parallel parking from 2P area to Black St (2 Hours) [W]	3	2	71%	3	100%	2	2	3	3	3	3	2	3	2	3	1	1	2	2	0
1	2 Hours	Carpenter Street, On-street parallel parking from Church St to Laneway (2 Hours) [W]	5	4	89%	5	100%	2	5	5	5	5	5	5	4	5	5	3	5	5	3	3
1	Staff	Carpenter Street Laneway 3, Informal parking behind shops (Staff) [W]	13	6	43%	12	92%	0	0	9	9	9	8	12	8	8	7	2	2	0	0	0
1	Staff	Carpenter Street Laneway 3, Informal parking behind shops (Staff) [E]	6	4	71%	5	83%	2	4	5	5	4	4	4	5	5	5	4	5	4	4	4
1	Loading Zone	Church Street, On-street angled parking from 1/4P to crosswalk (Mail Zone/15 mins) [E]	1	0	40%	1	100%	0	1	0	1	0	0	1	0	0	0	0	1	1	1	1
1	Disabled	Church Street, On-street angled parking after crosswalk (Disabled) [W]	1	1	53%	1	100%	0	0	1	1	1	1	1	1	1	0	1	0	0	0	0
1	1 Hour	Church Street, On-street angled parking after crosswalk to parallel bays (1 Hour) [W]	19	17	91%	19	100%	8	11	19	19	18	19	19	19	19	19	16	19	19	19	15
1	Disabled	Church Street, On-street angled parking after crosswalk to parallel bays (Disabled) [W]	1	1	73%	1	100%	0	0	1	1	1	1	1	1	0	1	1	1	1	0	1
1	1 Hour	Church Street, On-street angled parking from 1/4P area to 1/4P area (1 Hour) [E]	12	10	80%	12	100%	1	2	12	10	12	11	12	11	12	9	8	8	12	12	12
1	15 minutes	Church Street, On-street angled parking from 1P area to Loading Zone (15 minutes) [E]	2	1	67%	2	100%	0	0	2	1	2	1	2	2	1	1	1	1	2	2	1
1	1 Hour	Church Street, On-street angled parking from Carpenter St to Crosswalk (1 Hour) [W]	14	13	92%	14	100%	4	14	14	14	14	14	14	14	14	12	14	14	14	14	9
1	1 Hour	Church Street, On-street angled parking from Disabled space to tree (1 Hour) [E]	3	3	84%	4	133%	0	2	3	2	3	3	3	3	3	3	3	4	4	3	0
1	Disabled	Church Street, On-street angled parking from Laneway to 1P area (Disabled) [E]	1	1	60%	1	100%	0	0	0	0	1	1	1	1	0	1	1	1	1	1	0
1	1 Hour	Church Street, On-street angled parking from Laneway to Laneway (1 Hour) [E]	16	14	89%	16	100%	3	7	16	15	16	15	16	15	16	15	16	15	16	16	16
1	1 Hour	Church Street, On-street angled parking from St Andrews St to Laneway (1 Hour) [E]	9	9	96%	9	100%	5	9	9	9	9	9	9	9	9	9	9	9	9	8	9
1	2 Hours	Church Street, On-street angled parking from St Andrews St to New St (2 Hours) [E]	18	16	89%	18	100%	4	6	18	18	18	18	17	18	18	18	18	18	18	18	16
1	15 minutes	Church Street, On-street angled parking from tree to 1P area (15 minutes) [E]	1	1	67%	1	100%	0	0	1	1	1	1	1	1	1	0	0	1	1	1	0
1	1 Hour	Church Street, On-street angled parking to Carpenter St (1 Hour) [W]	12	11	88%	12	100%	9	8	11	10	12	11	11	10	12	12	12	12	12	10	7
1	Loading Zone	Church Street, On-street parallel parking after crosswalk (Loading Zone/15 mins/1 Hour) [E]	1	1	60%	1	100%	0	1	1	1	0	1	0	1	1	0	0	0	1	1	1
1	1 Hour	Church Street, On-street parallel parking from angled parks to St Andrews St (1 Hour) [W]	3	2	78%	3	100%	2	2	3	2	3	3	3	2	3	3	1	2	2	2	2
1	Loading Zone	Church Street, On-street parallel parking from angled parks to St Andrews St (Loading Zone/1 Hour) [W]	2	1	63%	2	100%	1	1	0	2	1	1	2	2	1	1	0	2	2	2	1
1	1 Hour	Church Street, On-street parallel parking from angled parks to St Andrews St (1 Hour) [W]	4	4	95%	4	100%	4	3	4	4	4	4	4	4	4	2	4	4	4	4	4
1	15 minutes	Church Street, On-street parallel parking from angled parks to St Andrews St (15 minutes) [W]	1	1	93%	1	100%	1	1	1	1	1	1	1	1	1	0	1	1	1	1	1
1	1 Hour	Church Street, On-street parallel parking from Loading Zone to Carpenter St (1 Hour) [E]	6	5	78%	6	100%	1	4	6	6	6	6	6	6	6	5	5	2	4	4	3
1	2 Hours	Church Street, On-street parallel parking from St Andrews St to New St (2 Hours) [W]	11	9	85%	11	100%	1	1	11	11	11	11	11	11	11	9	10	11	10	11	11
1	Staff	Church Street Staff Parking, Informal staff parking behind shops (Staff) [W]	8	4	55%	6	75%	6	5	6	6	6	6	6	6	5	4	3	3	2	2	0
1	Ticket	Coles Underground OSCP, 90 degree parking - adjacent to shop entrance (Ticket) [E]	2	1	33%	2	100%	0	0	1	0	0	2	1	2	2	1	0	1	0	0	0
1	Ticket	Coles Underground OSCP, 90 degree parking - along back wall (Ticket) [E]	17	6	37%	15	88%	0	0	2	5	8	11	15	14	12	7	4	2	5	5	4
1	Ticket	Coles Underground OSCP, 90 degree parking - at end of back wall (Ticket) [E]	2	1	67%	2	100%	0	0	2	2	2	2	2	2	2	2	2	2	0	0	0
1	Ticket	Coles Underground OSCP, 90 degree parking - Row 1 - facing side wall (Ticket) [E]	19	8	43%	17	89%	0	0	0	8	14	14	17	16	11	9	5	3	10	9	6
1	Disabled	Coles Underground OSCP, 90 degree parking - Row 1 - facing side wall (Disabled) [E]	2	2	77%	12	600%	0	0	0	0	1	1	2	2	12	1	0	0	2	2	0
1	Ticket	Coles Underground OSCP, 90 degree parking - Row 2 - midblock (Ticket) [W]	26	13	51%	23	88%	0	0	2	15	20	23	23	22	16	14	6	14	15	13	13
1	Ticket	Coles Underground OSCP, 90 degree parking - Row 3 - midblock (Ticket) [E]	25	14	57%	25	100%	0	3	11	18	21	19	25	24	15	16	14	6	14	16	11
1	Ticket	Coles Underground OSCP, 90 degree parking - Row 4 - to EXIT (Ticket) [W]	6	1	14%	5	83%	0	0	0	0	1	1	1	2	5	0	0	0	1	1	1
1	Ticket	Coles Underground OSCP, 90 degree parking - Row 4 - to fire reel (Ticket) [W]	15	5	30%	15	100%	0	0	1	3	7	7	10	12	15	3	1	0	3	2	4
1	Ticket	Coles Underground OSCP, 90 degree parking - Row 4 - to stairs (Ticket) [W]	4	1	27%	3	75%	0	0	0	0	3	2	3	3	3	2	0	0	0	0	0
1	Client	Cosmetic Surgery OSCP, Customer parking behind Cosmetic Surgery (Locked on Saturday) (Patient) [E]	11	4	39%	8	73%	0	1	6	8	8	8	7	6	5	7	8	0	0	0	0
1	Client	National Pharmacy OSCP, National Pharmacy Off-street car park (Client) [N]	9	5	51%	7	78%	1	1	4	6	7	7	6	6	7	5	5	4	5	3	2
1	Client	National Pharmacy OSCP, National Pharmacy Off-street car park (Client) [S]	11	6	52%	10	91%	1	1	4	7	10	9	9	9	8	5	5	5	5	4	3
1	Work Zone	New Street, On-street parallel parking from Park St to Ped Crossing (Work Zone) [W]	5	1	24%	6	120%	0	0	1	0	0	0	1	1	1	0	2	1	5	6	0
1	2 Hours	New Street, On-street parallel parking from Ped Crossing to Normanby St (8am-6pm) [W]	4	3	67%	3	75%	1	3	3	3	3	3	3	3	3	2	2	3	3	2	2
1	5 minutes	New Street, On-street parallel parking from Ped Crossing to Normanby St (5 Minutes) [W]	1	0	40%	1	100%	0	1	0	1	0	1	0	1	1	0	0	0	0	0	1
1	1 Hour	New Street, On-street parallel parking from St Andrews St to Church St (1 Hour) [E]	6	4	66%	6	100%	5	5	5	5	6	5	3	5	3	4	2	2	4	4	1
1	2 Hours	St Andrews Street, On-street parallel parking between Coles CP Entrance & Exit (2 Hours) [W]	2	2	83%	2	100%	1	1	2	2	2	2	2	1	1	2	2	1	2	2	2
1	2 Hours	St Andrews Street, On-street parallel parking, from Church St to TravelWorld driveway (2 Hours) [S]	2	2	90%	2	100%	1	1	2	2	2	2	2	2	2	2	2	2	2	2	1
1	2 Hours	St Andrews Street, On-street parallel parking, from Coles CP Exit to New St (2 Hours) [E]	3	3	89%	3	100%	2	3	3	3	3	3	3	2	3	2	2	3	3	2	2
1	15 minutes	St Andrews Street, On-street parallel parking, from New St to Church St (15 mins) [N]	2	2	77%	2	100%	0	1	2	1	2	2	2	2	2	2	0	2	2	2	1
1	2 Hours	St Andrews Street, On-street parallel parking, from New St to Church St RAB (2 Hours) [N]	8	7	88%	8	100%	2	7	8	8	8	8	8	8	8	6	6	7	6	7	6
1	Private	Travel World Staff Parking, TravelWorld undercover staff parking (Private) [S]	6	4	73%	6	100%	1	5	6	6	6	6	6	6	6	5	5	2	2	1	1
1	Private	Trinity Uniting Church OSCP, Trinity Uniting Church Off-street Car Park (Private) [W]	25	4	14%	9	36%	0	1	1	2	2	2	9	9	6	1	1	0	6	7	6
1	Bus	Well Street, Bus Zone (Bus Zone) [E]	1	1	64%	3	300%	0	0	0	0	0	0	0	0	0	0	0	1	2	3	3
1	2 Hours	Well Street, On-street parallel parking from Bus Zone to Carpenter St (2 Hours) [E]	13	10	75%	13	100%	10	11	11	10	12	12	13	13	9	10	4	7	10	7	7
1	2 Hours	Well Street, On-street parallel parking from Carpenter St to New St RAB (LEFT ONLY) (2 Hours) [W]	24	19	79%	25	104%	15	14	22	20	21	23	24	22	25	20	13	9	21	21	15
1	2 Hours	Well Street, On-street parallel parking, from St Andrews St to Well St OSCP (2 Hours) [E]	11	9	80%	11	100%	5	6	10	11	10	11	11	11	7	9	7	5	11	11	7
1	2 Hours	Well Street OSCP No.5, 90 degree marked parking at North end (2 Hours) [E]	2	2	90%	2	100%	0	2	2	1	2	2	2	2	2	2	2	2	2	2	2
1	2 Hours	Well Street OSCP No.5, 90 degree marked parking at South end (2 Hours) [E]	2	2	87%	2	100%	1	1	2	1	2	1	2	2	2	2	2	2	2	2	2
1	2 Hours	Well Street OSCP No.5, 90 degree marked parking on East side (2 Hours) [E]	14	11	81%	14	100%	1	2	8	12	14	14	14	14	14	11	14	14	14	14	1

Bayside City Council - OCCUPANCY STUDY

Brighton Activity Centre

Thursday, 23 August 2018

7:00 AM

to 10:00 PM

ZONE	Time Limit	STREET, Description (Parking Type) [Side of Street]	Cap.	% Occupancy of Zone		% Occupancy of Zone																
				Average	Peak	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00		
2	Loading Zone	St Andrews Street, On-street parallel parking from No Standing to Church St (Loading Zone - 15 minutes) [E]	3	1	29%	2	67%	0	0	1	0	1	1	2	0	1	0	0	1	2	2	2
2	UnRestricted	St Andrews Street, On-street parallel parking outside Op Shop & Tennis Club, to 2min area (Unrestricted) [W]	7	7	99%	7	100%	7	7	7	7	7	7	7	7	7	7	7	7	7	7	6
2	No Standing	St Andrews Street, On-street parallel parking, from Black St to 1/4P Loading Zone (No Standing) [E]	1	0	7%	1	100%	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
2	1 Hour	St Andrews Street, On-street parallel parking, from Black St to No Standing (1 Hour) [E]	2	2	87%	2	100%	0	1	2	2	2	2	2	2	2	1	2	2	2	2	2
2	No Standing	St Andrews Street, On-street parallel parking, outside Brighton Grammar (School Zone) [W]	4	2	47%	4	100%	0	0	1	3	3	3	2	0	0	1	4	4	4	3	1
3	Disabled	Church Street, Angled disabled space after 1P area (Disabled) [W]	1	1	80%	1	100%	1	1	1	0	0	1	1	1	1	0	1	1	1	1	1
3	15 minutes	Church Street, On-street angled parking after crosswalk (15 minutes) [W]	2	2	87%	2	100%	2	0	2	2	2	2	2	1	2	2	2	2	2	2	1
3	1 Hour	Church Street, On-street angled parking from 1P area to Disabled Space (1 Hour) [W]	6	6	92%	6	100%	6	5	5	5	6	6	6	6	6	6	6	6	6	6	6
3	1 Hour	Church Street, On-street angled parking from Disabled space to Crosswalk (1 Hour) [W]	4	4	93%	4	100%	4	2	4	3	4	4	4	4	3	4	4	4	4	4	4
3	Taxi Zone	Church Street, On-street angled parking from Rail Line to 1P area (Taxi Zone) [W]	3	1	24%	3	100%	0	0	0	1	0	3	1	0	0	1	1	2	1	1	0
3	15 minutes	Church Street, On-street parallel parking after crosswalk (15 minutes) [E]	2	2	83%	2	100%	1	1	2	1	2	2	2	1	2	2	1	2	2	2	2
3	1 Hour	Church Street, On-street parallel parking after crosswalk (1 Hour) [E]	2	2	83%	2	100%	1	2	2	1	2	2	1	1	2	2	2	1	2	2	2
3	Loading Zone	Church Street, On-street parallel parking from 1P Zone to Loading Zone (Loading Zone/15 mins 1 Hour) [E]	2	1	53%	2	100%	1	1	1	0	2	1	1	1	0	0	1	2	2	1	2
3	1 Hour	Church Street, On-street parallel parking from Carpenter St to Crosswalk (1 Hour) [E]	8	7	90%	8	100%	6	4	8	7	8	8	8	8	8	8	8	8	7	8	7
3	1 Hour	Church Street, On-street parallel parking from Loading Zone to Rail Crossing (1 Hour) [E]	2	2	93%	2	100%	2	2	2	2	2	1	2	2	2	1	2	2	2	2	2
3	Client	Melbourne Pathology OSCP, Off-street car park - BOTH SIDES (Patient) [I]	12	6	52%	11	92%	0	4	8	8	8	10	10	11	10	9	7	6	2	0	1
3	Bus	Well Street, Bus Zone (Bus Zone) [W]	1	0	0%	0	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	UnRestricted	Well Street, On-street parallel parking from Dentist driveway to Carpenter St (LEFT ONLY) (Unrestricted) [W]	2	1	67%	2	100%	2	2	2	2	2	2	1	2	2	1	1	1	0	0	0
3	UnRestricted	Well Street, On-street parallel parking from Munro St to Dentist driveway (LEFT ONLY) (Unrestricted) [W]	8	8	99%	9	113%	8	9	9	8	9	8	9	8	7	8	8	7	7	7	7
3	UnRestricted	Well Street, On-street parallel parking from Rail Overpass to Munro St (LEFT ONLY) (Unrestricted) [W]	2	2	100%	2	100%	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
3	No Standing	Well Street, On-street parallel parking from Woolworths to Rail Overpass - NO Standing (No Standing) [E]	1	0	0%	0	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	2 Hours	Well Street, On-street parallel parking, between Pathology driveway & Woolworths driveway (2 Hours) [E]	1	1	87%	1	100%	0	1	0	1	1	1	1	1	1	1	1	1	1	1	1
3	2 Hours	Well Street, On-street parallel parking, between Woolworths driveways (2 Hours) [W]	1	1	73%	1	100%	1	0	1	1	1	1	1	1	0	1	1	1	1	0	0
3	2 Hours	Well Street, On-street parallel parking, between Woolworths driveways (2 Hours) [E]	1	1	73%	1	100%	0	0	0	1	1	1	1	1	1	1	0	1	1	1	1
3	2 Hours	Well Street, On-street parallel parking, from Carpenter St to Pathology driveway (2 Hours) [E]	3	2	69%	3	100%	0	3	3	3	3	3	3	3	3	3	1	1	1	1	1
3	2 Hours	Well Street, On-street parallel parking, outside Woolworths Underground OSCP (2 Hours) [E]	2	2	83%	2	100%	0	1	0	2	2	2	2	2	2	2	2	2	2	2	2
3	2 Hours	Woolworths OSCP, 90 degree marked parking - Row 1 (2 Hours) [W]	16	9	55%	16	100%	1	4	7	12	13	16	16	14	14	11	10	6	3	3	1
3	Disabled	Woolworths OSCP, 90 degree marked parking - Row 1 (Disabled) [W]	1	1	73%	1	100%	0	0	1	1	1	1	1	1	1	1	1	1	0	1	0
3	2 Hours	Woolworths OSCP, 90 degree marked parking - Row 2 (2 Hours) [E]	15	9	60%	16	107%	1	3	8	13	13	16	15	14	12	12	10	9	5	2	1
3	2 Hours	Woolworths OSCP, 90 degree marked parking - Row 3 (2 Hours) [W]	15	8	55%	15	100%	0	1	3	12	14	12	15	13	12	11	15	5	5	3	3
3	2 Hours	Woolworths OSCP, 90 degree marked parking - Row 4 (2 Hours) [E]	13	7	55%	13	100%	0	0	5	10	11	12	13	13	11	9	4	2	6	6	5
3	2 Hours	Woolworths OSCP, 90 degree marked parking - Row 5 (2 Hours) [W]	15	8	53%	15	100%	1	2	8	12	14	11	15	15	8	10	3	2	6	7	6
3	2 Hours	Woolworths OSCP, 90 degree marked parking - Row 6 (2 Hours) [E]	14	8	59%	14	100%	1	1	5	10	10	12	14	14	11	7	8	8	9	8	6
3	2 Hours	Woolworths OSCP, 90 degree marked parking - Row 7 (2 Hours) [W]	15	9	61%	15	100%	0	1	9	13	9	14	15	14	15	11	9	7	9	5	6
3	Disabled	Woolworths OSCP, 90 degree marked parking - Row 8 (Disabled) [E]	2	1	40%	2	100%	0	0	1	2	0	2	2	2	1	0	0	0	1	1	0
3	2 Hours	Woolworths OSCP, 90 degree marked parking - Row 8 (2 Hours) [E]	13	9	66%	13	100%	1	2	8	11	6	11	13	12	13	10	9	9	9	8	6
3	2 Hours	Woolworths OSCP, 90 degree marked parking - Row 9 (2 Hours) [W]	16	12	76%	16	100%	0	2	12	16	13	16	16	16	15	16	15	11	13	6	6
3	Loading Zone	Woolworths OSCP, 90 degree marked parking, South-East side of toilet block (Loading Zone - 2 Hours) [E]	1	1	73%	1	100%	0	1	1	1	1	1	1	1	1	1	1	1	0	0	0
3	2 Hours	Woolworths OSCP, 90 degree marked parking, South-East side of toilet block (2 Hours) [E]	4	3	67%	4	100%	0	0	4	4	4	4	4	4	4	4	4	4	0	0	0
3	2 Hours	Woolworths OSCP, Angled parking - North-West side of toilet block (2 Hours) [W]	1	0	33%	1	100%	0	0	1	0	0	0	1	1	1	1	0	0	0	0	0
3	Disabled	Woolworths OSCP, Angled parking - North-West side of toilet block (Disabled) [W]	1	0	20%	1	100%	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0
3	Staff	Woolworths OSCP, Informal driveway/behind shop parking (Staff) [W]	5	3	64%	5	100%	1	1	2	3	5	5	5	5	5	4	4	1	1	1	1
3	Staff	Woolworths OSCP, Informal parking behind shops (Staff) [E]	6	4	69%	6	100%	0	0	6	6	6	6	6	6	6	6	6	6	1	1	0
3	2 Hours	Woolworths Underground OSCP, 90 degree marked parking - Row 10 (2 Hours) [W]	12	8	63%	12	100%	2	5	8	10	11	12	12	12	10	9	9	6	3	2	2
3	2 Hours	Woolworths Underground OSCP, 90 degree marked parking - Row 11 (2 Hours) [E]	9	7	73%	9	100%	4	4	9	9	9	9	9	9	7	8	6	2	2	2	2
3	2 Hours	Woolworths Underground OSCP, 90 degree marked parking - Row 12 (2 Hours) [W]	9	7	73%	9	100%	6	8	9	9	9	9	9	7	9	6	5	4	2	1	1
3	2 Hours	Woolworths Underground OSCP, 90 degree marked parking - Row 13 (2 Hours) [E]	2	2	100%	2	100%	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
3	2 Hours	Woolworths Underground OSCP, 90 degree marked parking, along the back wall (2 Hours) [W]	8	6	71%	8	100%	0	3	6	7	8	8	8	8	8	7	7	3	2	2	2
3	2 Hours	Woolworths Underground OSCP, 90 degree marked parking, at Exit, facing Well St (2 Hours) [W]	6	5	78%	6	100%	2	3	6	6	6	6	6	5	6	6	6	5	5	1	1
3	Disabled	Woolworths Underground OSCP, 90 degree marked parking, at Exit, facing Well St (Disabled) [W]	2	1	30%	2	100%	0	0	0	0	1	2	2	2	1	1	0	0	0	0	0
4	2 Hours	Black Street, On-street parallel parking from Carpenter St to end (2 Hours) [E]	8	4	47%	6	75%	2	5	2	3	6	4	3	4	4	3	3	3	3	5	5
4	2 Hours	Black Street, On-street parallel parking from end to Carpenter St (2 Hours) [E]	8	4	54%	8	100%	2	6	3	3	6	7	5	4	3	1	3	2	5	8	7
4	2 Hours	Black Street OSCP, 90 degree marked parking - Row 5 - midblock (2 Hours) [E]	15	10	68%	15	100%	1	3	15	14	15	15	15	15	15	15	6	2	8	9	5
4	2 Hours	Black Street OSCP, 90 degree marked parking - Row 6 - facing Western wall (2 Hours) [W]	16	11	66%	16	100%	1	3	15	14	14	16	15	15	15	14	11	4	9	8	4
4	2 Hours	Black Street OSCP, 90 degree marked parking - Row 1 - facing Black St (2 Hours) [E]	17	6	38%	17	100%	0	0	3	10	14	15	17	15	12	6	1	0	1	1	1
4	2 Hours	Black Street OSCP, 90 degree marked parking - Row 2 - midblock (2 Hours) [W]	15	6	40%	15	100%	1	1	3	7	10	15	15	14	13	7	2	0	0	2	1
4	2 Hours	Black Street OSCP, 90 degree marked parking - Row 3 - midblock (2 Hours) [W]	15	8	54%	15	100%	1	2	7	15	15	15	15	13	13	12	5	0	4	2	2
4	2 Hours	Black Street OSCP, 90 degree marked parking - Row 4 - midblock (2 Hours) [E]	15	8	50%	15	100%	0	0	6	15	14	15	15	15	13	11	4	2	2	1	0
4	2 Hours	Carpenter Street, On-street parallel parking - against Rows 2 & 3 (2 Hours) [E]	1	1	73%	1	100%	0	1	1	1	0	1	1	1	1	1	0	1	1	1	0
4	2 Hours	Carpenter Street, On-street parallel parking - against Rows 4 & 5 (2 Hours) [E]	1	1	67%	1	100%	0	1	0	1	1	0	1	1	1	1	0	0			

Bayside City Council - OCCUPANCY STUDY

Brighton Activity Centre

Thursday, 23 August 2018

7:00 AM

to 10:00 PM

ZONE	Time Limit	STREET, Description (Parking Type) [Side of Street]	Cap.	% Occupancy of Zone		% Occupancy of Zone															
				Average	Peak	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	
4	4 Hours	Carpenter Street Laneway (b/w Black & Church Sts), 90 degree marked parking - Row 2 - midblock (4 Hours) [W]	7	6	87%	7	100%	3	5	7	7	7	7	7	7	6	6	4	7	6	5
4	Staff	Carpenter Street Laneway (b/w Black & Church Sts), Informal parking behind shops (Staff) [W]	30	13	44%	23	77%	7	9	20	18	19	23	20	20	17	16	13	6	4	4
5	Bus	Church Street, Bus Zone to Male St (Bus Zone) [E]	1	0	13%	1	100%	1	0	0	0	0	0	0	0	0	1	0	0	0	0
5	1 Hour	Church Street, On-street angled parking from Male St to Rail Line (1 Hour) [W]	9	8	84%	9	100%	0	4	8	7	9	9	9	9	8	9	9	9	9	6
5	1 Hour	Church Street, On-street parallel parking from Rail Crossing to Bus Zone (1 Hour) [E]	2	2	93%	2	100%	1	2	2	2	2	2	1	2	2	2	2	2	2	2
5	Loading Zone	Church Street, On-street parallel parking from Male St to Rail Line (Loading Zone) [W]	2	1	53%	2	100%	2	0	0	1	1	2	1	2	1	2	0	2	0	0
5	Private	Laneway, Informal Laneway Parking (Private) [E]	4	1	30%	3	75%	0	0	0	1	1	1	2	2	2	1	2	3	1	1
5	Client	Male Street, Off-street parking outside Commonwealth Financial Planning (Client) [W]	2	0	0%	0	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	1 Hour	Male Street, On-street parallel parking from Laneway to Church St RAB (1 Hour) [W]	3	2	80%	3	100%	1	2	1	3	2	3	2	3	3	3	3	3	3	1
5	Loading Zone	Male Street, On-street parallel parking from Laneway to Church St RAB (15 minutes) [E]	1	0	40%	1	100%	0	0	0	1	0	0	0	1	0	0	1	0	1	1
5	Bus	Male Street, On-street parallel parking from Laneway to Church St RAB (Bus Zone) [E]	1	0	13%	1	100%	0	0	0	0	0	0	1	0	0	0	0	1	0	0
5	1 Hour	Male Street, On-street parallel parking from Laneway to Well St (1 Hour) [E]	3	4	122%	5	167%	1	1	2	3	4	5	4	4	5	5	4	4	5	4
5	1 Hour	Male Street, On-street parallel parking from Laneway to Well St (1 Hour) [W]	5	4	83%	5	100%	0	5	4	3	5	5	5	5	4	4	4	5	5	3
5	15 minutes	Male Street, On-street parallel parking from Laneway to Well St (15 minutes) [W]	1	1	53%	1	100%	0	0	1	1	0	0	1	1	1	1	1	1	0	0
5	Client	Well St Cosmetic Dentistry OSCP, Off-street angled parking, against wall (Patient) [E]	7	5	74%	7	100%	1	2	4	4	6	7	7	6	6	6	6	7	6	4
5	Client	Well St Cosmetic Dentistry OSCP, Off-street parallel parking, against rail line (Patient) [W]	5	3	57%	5	100%	1	1	1	2	2	3	5	4	3	4	3	4	4	3
5	Client	Well St Cosmetic Dentistry OSCP, Off-street parallel parking, against wall (Patient) [E]	3	1	49%	3	100%	0	0	0	2	2	2	2	2	1	2	3	2	2	1
5	Client	Well Street, Off-street 90 degree parking in front of Office Block (after Ped-X) (Patient) [E]	8	3	39%	6	75%	0	3	6	5	6	5	4	4	4	3	3	0	0	0
5	2 Hours	Well Street, On-street parallel parking just after Dentistry Driveway (2 Hours) [E]	1	1	100%	1	100%	0	1	1	1	1	1	1	1	1	1	1	1	0	0
6	2 Hours	Black Street, On-street parallel parking from Male St to end (2 Hours) [W]	8	4	48%	6	75%	0	1	4	4	6	4	6	5	4	3	5	4	5	3
6	2 Hours	Black Street, On-street parallel parking from Male St to end (2 Hours) [E]	8	5	58%	8	100%	1	3	1	6	8	5	4	6	4	6	6	5	6	3
6	Bus	Male Street, On-street parallel parking from Church St to Black St (Bus Zone) [W]	1	0	7%	1	100%	0	0	0	0	0	0	0	0	0	0	0	1	0	0
6	2 Hours	Male Street, On-street parallel parking from Church St to Black St (2 Hours) [W]	7	5	70%	7	100%	0	0	4	5	7	5	7	6	5	6	7	6	3	6
6	2 Hours	Male Street, On-street parallel parking from Church St to Black St (2 Hours) [E]	9	6	70%	8	89%	1	1	8	7	8	8	8	6	5	5	8	6	7	8
7	Client	Brighton Medical Clinic OSCP, Off-street parking in front of Brighton Medical Clinic (Patient) [E]	10	3	25%	6	60%	0	0	2	3	4	4	6	3	5	5	3	2	0	1
7	UnRestricted	Carpenter Street, On-street parallel parking from Chavasse St to New St (Unrestricted) [W]	3	3	96%	4	133%	2	2	3	3	3	3	4	3	3	2	3	3	3	3
7	UnRestricted	Carpenter Street, On-street parallel parking from Chavasse St to No.10 driveway (Unrestricted) [E]	7	5	72%	7	100%	5	5	6	7	7	7	5	6	7	7	4	3	4	1
7	UnRestricted	Carpenter Street, On-street parallel parking from Chavasse St to Well St (Unrestricted) [W]	10	6	58%	8	80%	8	8	8	8	8	8	7	6	4	3	5	5	3	3
7	2 Hours	Carpenter Street, On-street parallel parking from Church St to Laneway (2 Hours) [E]	4	4	93%	4	100%	4	4	4	4	4	4	4	3	4	4	3	4	4	2
7	2 Hours	Carpenter Street, On-street parallel parking from Laneway to Church St (2 Hours) [W]	2	2	100%	2	100%	2	2	2	2	2	2	2	2	2	2	2	2	2	2
7	Loading Zone	Carpenter Street, On-street parallel parking from Laneway to Church St (Loading Zone - 15 minutes) [W]	2	1	67%	2	100%	2	2	2	2	2	2	2	0	2	0	1	0	2	1
7	2 Hours	Carpenter Street, On-street parallel parking from Laneway to Well St (2 Hours) [E]	5	4	83%	5	100%	3	5	5	5	5	5	5	5	4	4	3	3	3	2
7	UnRestricted	Carpenter Street, On-street parallel parking from No.10 driveway to New St (Unrestricted) [E]	8	5	67%	8	100%	5	5	8	8	8	8	8	8	7	4	3	0	0	0
7	2 Hours	Carpenter Street, On-street parallel parking from Well St to Laneway (2 Hours) [W]	7	5	70%	7	100%	2	7	7	7	7	7	7	5	4	2	5	4	3	4
7	Staff	Carpenter Street Laneway 1, Parallel parking behind shop No.30 - Behind Fence (Staff) [W]	3	0	0%	0	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	Staff	Carpenter Street Laneway 1, Parallel parking behind shop No.30 - Behind Fence (Staff) [W]	7	0	0%	0	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	Staff	Carpenter Street Laneway 1, Parking behind shop No.30 (Staff) [E]	10	2	21%	6	60%	2	2	2	2	2	2	2	2	6	4	3	2	0	0
7	Staff	Carpenter Street Laneway 2, Informal parking behind shops (Staff) [W]	25	0	0%	0	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	Staff	Carpenter Street Laneway 2, Informal parking behind shops (Staff) [E]	16	0	0%	0	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	Staff	Carpenter Street Laneway 2, Informal parking behind shops along back wall (Staff) [W]	3	0	0%	0	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	UnRestricted	Chavasse Street, On-street parallel parking from New St to Carpenter St (Unrestricted) [E]	13	9	70%	13	100%	6	9	11	12	12	12	13	12	12	10	7	5	5	5
7	2 Hours	Chavasse Street, On-street parallel parking from New St to Carpenter St (2 Hours) [W]	13	3	25%	10	77%	0	3	3	3	7	4	10	9	6	2	1	0	0	0
7	2 Hours	Munro Street, On-street parallel parking from Well St to New St (2 Hours) [E]	15	12	79%	17	113%	17	12	9	11	12	13	11	9	8	9	12	11	14	14
7	2 Hours	Munro Street, On-street parallel parking from Well St to New St (2 Hours) [W]	17	5	30%	8	47%	8	8	7	6	4	3	4	3	5	3	5	4	6	5
7	Bus	New Street, Bus Zone (Bus Zone) [W]	1	0	0%	0	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	1 Hour	New Street, On-street parallel parking from 2P area to Thirsty Camel driveway (LEFT ONLY) (1 Hour) [W]	8	1	8%	3	38%	0	0	0	1	1	1	3	0	0	0	0	1	1	1
7	2 Hours	New Street, On-street parallel parking from Bus Zone to 1P area (LEFT ONLY) (2 Hours) [W]	12	3	21%	6	50%	2	2	1	2	6	3	5	5	2	0	2	2	2	2
7	UnRestricted	New Street, On-street parallel parking from Carpenter St to Gatehouse Place (Unrestricted) [E]	6	5	77%	6	100%	1	6	6	6	6	6	6	6	6	5	6	3	2	2
7	Bus	New Street, On-street parallel parking from Chavasse St to Carpenter St (Bus Zone) [E]	1	0	0%	0	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	UnRestricted	New Street, On-street parallel parking from Chavasse St to Carpenter St (Unrestricted) [E]	6	4	73%	7	117%	1	4	7	6	7	6	6	7	5	6	4	3	2	1
7	UnRestricted	New Street, On-street parallel parking from Dendy St to Wellington St (LEFT ONLY) (Unrestricted) [W]	6	0	3%	1	17%	0	0	0	0	0	0	0	0	0	0	0	1	1	1
7	Bus	New Street, On-street parallel parking from Dendy St to Wellington St (LEFT ONLY) (Bus Zone) [W]	1	0	0%	0	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	2 Hours	New Street, On-street parallel parking from Dendy St to Wellington St (LEFT ONLY) (2 Hours) [W]	25	10	42%	17	68%	8	7	14	13	17	12	14	14	11	8	8	9	7	8
7	UnRestricted	New Street, On-street parallel parking from Gatehouse Pl to Robyn Court (Unrestricted) [E]	4	2	58%	3	75%	1	2	3	3	3	3	3	3	3	3	1	1	2	1
7	UnRestricted	New Street, On-street parallel parking from Munro St to Railway Ave (LEFT ONLY) (Unrestricted) [E]	10	6	64%	10	100%	3	3	5	8	10	10	9+	9	9	8	7	5	4	4
7	Bus	New Street, On-street parallel parking from Munro St to Railway Ave (Bus Zone) [E]	1	0	0%	0	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	UnRestricted	New Street, On-street parallel parking from Munro St to Railway Ave (LEFT ONLY) (Unrestricted) [E]	4	1	30%	2	50%	2	2	2	2	2	2	0	1	0	0	1	1	1	1
7	UnRestricted	New Street, On-street parallel parking from Robyn Cr to Munro St (LEFT ONLY) (Unrestricted) [E]	7	5	70%	7	100%	3	4	6	5	6	6	6	6	7	5	5	4	3	3
7	1 Hour	New Street, On-street parallel parking from Thirsty Camel Exit to Park St RAB (1 Hour) [W]	3	1	20%	3	100%	0	0	0	0	0	1	1	0	0	1	1	0	0	2
7	1 Hour	New Street, On-street parallel parking from Well St to Chavasse St (LEFT ONLY) (1 Hour) [E]	10	5	53%	9	90%	3	3	3	6	4	9	5	6	5	4	5	8	9	5
7	2 Hours	New Street, On-street parallel parking from Wellington St to Bus Zone (LEFT ONLY) (2 Hours) [W]	4	1	33%	3	75%	1	1	2	1	1	1	3	3	2	1	1	0	1	1
7	2 Hours	Railway Avenue, On-street parallel parking from New St to end (2 Hours) [W]	25	7	28%	11	44%	6	5	5	5	5	3	3	6	6	7	7	10	11	8
7	No Standing	Railway Avenue, On-street parallel parking from New St to end (No Standing) [E]	25	0	0%	0	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	Client	Well Street Dentist OSCP, Dentist office just before Carpenter St RAB (Patient) [W]	4	2	45%	4	100%	0	0	4	3	4	3	2	1	3	2	1	2	1	1
8	UnRestricted	Burrows Street, On-street parallel parking from Dendy St RAB to Well St (Unrestricted) [W]	25	23	90%	34	136%	10	19	34	33	34	31	32	32	28	26	23	15	7	8
8	2 Hours	Burrows Street, On-street parallel parking from Well St to Dendy St RAB (Unrestricted) [E]	27	8	31%	14	52%	5	2	10	3	6	7	7	9	14	9	12	12	10	8

Bayside City Council - OCCUPANCY STUDY

Brighton Activity Centre

Thursday, 23 August 2018

7:00 AM

to 10:00 PM

ZONE	Time Limit	STREET, Description (Parking Type) (Side of Street)	Cap.	% Occupancy of Zone		% Occupancy of Zone																
				Average	Peak	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00		
8	2 Hours	Church Street, On-street parallel parking after disabled space to Male St (2 Hours) [E]	4	3	67%	4	100%	0	2	3	3	3	3	3	3	3	4	3	4	3	2	1
8	Disabled	Church Street, On-street parallel parking after Plastic Surgeon driveway (Disabled) [E]	1	0	47%	1	100%	0	0	0	1	0	1	1	1	0	1	1	0	1	0	0
8	2 Hours	Church Street, On-street parallel parking from Bemmersyde Ave to Plastic Surgeon driveway (2 Hours) [E]	16	11	67%	16	100%	5	7	10	16	16	11	13	10	8	11	9	10	13	12	9
8	UnRestricted	Church Street, On-street parallel parking from Halifax St to Bemmersyde Ave (Unrestricted) [E]	8	5	57%	6	75%	4	6	6	6	6	6	6	6	6	5	6	4	2	1	2
8	2 Hours	Church Street, On-street parallel parking from Halifax St to Male St (2 Hours) [W]	30	21	71%	25	83%	13	18	23	25	24	25	24	24	19	25	19	20	21	21	18
8	UnRestricted	Halifax Street, On-street parallel parking from Church St to Well St (Unrestricted) [E]	11	7	65%	11	100%	4	9	10	9	10	9	8	11	8	9	8	3	3	3	3
8	UnRestricted	Halifax Street, On-street parallel parking from Church St to Well St (Unrestricted) [W]	10	3	29%	4	40%	3	4	4	3	4	4	4	4	3	1	0	1	2	2	2
8	UnRestricted	Halifax Street, On-street parallel parking from Huntingfield Rd to Well St (LEFT ONLY) (Unrestricted) [W]	11	3	29%	6	55%	1	1	4	6	4	5	5	4	4	2	3	3	2	2	2
8	2 Hours	Halifax Street, On-street parallel parking from Well St to Huntingfield Rd (LEFT ONLY) (2 Hours) [E]	10	3	28%	4	40%	3	3	2	2	4	4	2	3	3	4	3	2	3	2	2
8	2 Hours	Well Street, On-street parallel parking from Burrows St to Rail Overpass (LEFT ONLY) (2 Hours) [W]	4	3	78%	4	100%	2	3	3	3	4	3	3	4	3	4	3	4	3	3	2
8	4 Hours	Well Street, On-street parallel parking from Halifax St to Burrows St (LEFT ONLY) (4 Hours) [W]	25	14	55%	22	88%	4	10	15	20	21	22	18	18	13	15	14	14	9	7	7
8	2 Hours	Well Street, On-street parallel parking from Male St to Halifax St RAB (LEFT ONLY) (2 Hours) [E]	30	15	50%	20	67%	9	10	12	20	16	18	14	15	17	16	14	14	17	16	16
9	Client	Carpenter St Orthodontist OSCP, Orthodontist OSCP (Patient) [W]	4	2	42%	4	100%	0	2	3	3	3	3	3	4	2	2	0	0	0	0	0
9	Client	Carpenter St Orthodontist OSCP, Orthodontist OSCP (Patient) [E]	5	2	32%	3	60%	0	3	2	3	2	2	3	3	2	3	0	1	0	0	0
9	2 Hours	Carpenter Street, On-street parallel parking from Black St to Orthodontist driveway (2 Hours) [W]	4	2	42%	4	100%	1	0	2	2	1	4	3	2	2	2	0	0	2	2	2
9	UnRestricted	Carpenter Street, On-street parallel parking from Lindsay St to Black St (Unrestricted) [E]	8	6	69%	7	88%	7	7	5	6	7	7	7	6	6	7	5	4	3	3	3
9	2 Hours	Carpenter Street, On-street parallel parking from Orthodontist driveway to Lindsay St (2 Hours) [W]	7	2	35%	4	57%	3	3	3	2	4	3	4	3	1	3	2	1	1	2	2
9	4 Hours	Lindsay Street, On-street parallel parking from Carpenter St to Emily St (4 Hours) [W]	11	4	40%	11	100%	0	2	3	8	10	11	9	9	8	3	1	0	0	1	1
9	UnRestricted	Lindsay Street, On-street parallel parking from Carpenter St to Emily St (Unrestricted) [E]	10	7	70%	10	100%	3	8	9	10	10	10	10	9	10	7	5	5	3	3	3
9	4 Hours	Lindsay Street, On-street parallel parking from Emily St to St Andrews St (4 Hours) [W]	15	7	47%	12	80%	5	6	8	11	12	11	12	12	8	6	3	3	2	4	3
9	UnRestricted	Lindsay Street, On-street parallel parking from Emily St to St Andrews St (Unrestricted) [E]	16	9	54%	12	75%	7	11	12	11	11	11	12	12	6	7	8	8	6	5	2
9	4 Hours	Lindsay Street, On-street parallel parking from Railway CP Entrance to Carpenter St (4 Hours) [W]	8	4	44%	5	63%	3	4	4	2	5	5	5	4	3	3	2	4	3	3	3
9	UnRestricted	Lindsay Street, On-street parallel parking from Railway CP Entrance to Carpenter St (Unrestricted) [E]	8	4	56%	7	88%	1	6	6	7	7	6	7	6	5	3	4	2	2	3	2
9	Disabled	Lindsay Street Rail OSCP, 90 degree parking - along Western wall (Disabled) [W]	1	0	47%	1	100%	0	0	1	1	1	1	1	1	1	0	0	0	0	0	0
9	UnRestricted	Lindsay Street Rail OSCP, 90 degree parking - along Western wall (Unrestricted) [W]	13	10	75%	13	100%	8	13	13	13	13	13	13	12	13	13	10	6	3	3	1
9	UnRestricted	Lindsay Street Rail OSCP, 90 degree parking - along Western wall (Unrestricted) [W]	1	0	40%	1	100%	0	0	0	1	1	1	1	1	1	0	0	0	0	0	0
9	UnRestricted	Lindsay Street Rail OSCP, 90 degree parking - Row 1, against North wall, after Lindsay St Exit (Unrestricted) [W]	8	5	68%	8	100%	0	5	8	8	8	8	8	8	8	6	4	1	1	1	1
9	3 Hours	Lindsay Street Rail OSCP, 90 degree parking - Row 1, against North wall, to Lindsay St Exit (3 Hours) [W]	11	8	70%	11	100%	1	11	11	11	11	11	11	10	11	11	9	5	3	0	0
9	UnRestricted	Lindsay Street Rail OSCP, 90 degree parking - Row 2, midblock (Unrestricted) [E]	7	5	70%	7	100%	0	7	7	7	7	7	7	7	7	7	7	1	1	1	0
9	UnRestricted	Lindsay Street Rail OSCP, 90 degree parking - Row 2, midblock (Unrestricted) [E]	9	7	74%	9	100%	1	9	9	9	9	9	9	9	9	9	6	2	1	0	0
9	UnRestricted	Lindsay Street Rail OSCP, 90 degree parking - Row 3, midblock (Unrestricted) [E]	18	13	72%	18	100%	2	18	18	18	18	18	18	18	18	18	16	11	1	1	1
9	UnRestricted	Lindsay Street Rail OSCP, 90 degree parking - Row 4, midblock (Unrestricted) [W]	18	13	70%	18	100%	5	18	18	18	18	18	18	18	18	17	15	4	2	1	1
9	UnRestricted	Lindsay Street Rail OSCP, 90 degree parking - Row 5, midblock (Unrestricted) [W]	11	8	76%	11	100%	10	11	11	11	11	11	11	11	11	10	6	0	0	0	0
9	UnRestricted	Lindsay Street Rail OSCP, 90 degree parking - Row 6, against Southern wall (Unrestricted) [E]	4	3	77%	4	100%	4	4	4	4	4	4	4	4	4	4	2	0	0	0	0
9	Disabled	Lindsay Street Rail OSCP, 90 degree parking - Row 6, against Southern wall (Disabled) [E]	2	0	0%	0	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9	UnRestricted	Lindsay Street Rail OSCP, 90 degree parking - Row 6, against Southern wall (Unrestricted) [E]	5	4	73%	5	100%	5	5	5	5	5	5	5	5	4	3	3	0	0	0	0
9	No Standing	St Andrews Street, On-street parallel parking, after No Standing to Lindsay St (School Zone) [W]	5	2	41%	5	100%	0	0	0	2	2	3	4	2	1	1	5	2	5	3	1
9	Disabled	St Andrews Street, On-street parallel parking, after No Standing to Lindsay St (Disabled) [W]	1	0	47%	1	100%	0	0	0	0	0	1	1	1	1	0	0	0	1	1	1
9	UnRestricted	St Andrews Street, On-street parallel parking, from Lindsay St to School Crossing (Unrestricted) [E]	5	4	75%	5	100%	4	4	5	4	4	4	3	4	3	4	3	3	4	4	3
9	No Standing	St Andrews Street, On-street parallel parking, from School Crossing to Black St (School Zone) [E]	5	2	41%	5	100%	0	0	1	1	4	4	5	4	0	0	0	2	4	4	2
9	No Standing	St Andrews Street, On-street parallel parking, o/s Brighton Grammar, either side of school crossing (School Zone) [W]	4	2	50%	4	100%	0	0	1	2	3	3	3	0	0	0	2	4	4	3	2
10	UnRestricted	Baker Street, On-street parallel parking from Wilson St to Mary St (Unrestricted) [E]	26	20	78%	26	100%	8	11	25	26	24	24	25	26	23	22	20	20	17	12	12
10	3 Hours	Baker Street, On-street parallel parking from Wilson St to Mary St (3 Hours) [W]	26	6	22%	13	50%	3	2	5	4	4	4	5	3	6	6	6	7	13	10	7
10	Permit	Boxshall Street, 90 degree indented parking from Emily St to kerb (Permit Zone) [E]	12	6	48%	11	92%	0	0	3	11	10	10	7	8	10	10	8	4	2	2	1
10	UnRestricted	Boxshall Street, 90 degree indented parking from kerb to Carpenter St (Unrestricted) [E]	18	14	78%	18	100%	3	5	15	17	18	18	16	17	16	14	12	10	13	18	18
10	Disabled	Boxshall Street, 90 degree indented parking from kerb to Carpenter St (Disabled) [E]	1	0	13%	1	100%	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
10	UnRestricted	Boxshall Street, On-street parallel parking between indented parking spaces (Unrestricted) [E]	2	1	33%	1	50%	1	1	1	1	1	1	1	1	1	0	0	0	0	0	0
10	2 Hours	Boxshall Street, On-street parallel parking from Emily St to Carpenter St (2 Hours) [W]	9	5	56%	9	100%	3	3	1	1	8	5	2	7	5	4	6	6	7	9	8
10	UnRestricted	Carpenter Street, On-street parallel parking from Boxshall St to Wilson St (Unrestricted) [W]	12	9	74%	12	100%	3	1	8	11	10	10	12	12	11	10	5	6	12	12	11
10	2 Hours	Carpenter Street, On-street parallel parking from Boxshall St to Wilson St (2 Hours) [E]	13	8	58%	13	100%	6	3	5	8	11	8	12	11	3	4	3	6	11	13	10
10	2 Hours	Carpenter Street, On-street parallel parking from Lindsay St to Boxshall St (2 Hours) [W]	10	5	51%	9	90%	3	2	7	7	9	5	7	8	4	4	4	3	3	3	3
10	2 Hours	Carpenter Street, On-street parallel parking from Mary St to Boxshall St (2 Hours) [E]	8	6	80%	8	100%	4	7	6	7	8	5	8	8	4	7	8	7	3	6	8
10	UnRestricted	Carpenter Street, On-street parallel parking from Mary St to Lindsay St (Unrestricted) [E]	6	2	40%	5	83%	1	5	4	4	4	3	4	4	3	1	0	0	0	0	0
10	2 Hours	Emily Street, On-street parallel parking from Lindsay St to Boxshall St (2 Hours) [W]	20	13	66%	16	80%	12	14	14	13	13	14	16	14	15	11	11	13	12	12	12
10	No Parking	Emily Street, On-street parallel parking from Lindsay St to Boxshall St (No Parking) [E]	15	0	0%	0	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10	2 Hours	Mary Street, On-street parallel parking from Baker St to Carpenter St (2 Hours) [W]	8	4	56%	8	100%	4	4	5	6	8	4	8	5	4	5	4	4	2	2	2
10	No Standing	Mary Street, On-street parallel parking from Baker St to Carpenter St (No Standing) [E]	1	0	7%	1	100%	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
10	UnRestricted	Wilson Street, On-street parallel parking from Carpenter St to Baker St (Unrestricted) [W]	8	5	62%	7	88%	3	0	4	4	6	4	5	6	6	6	5	6	7	6	6
10	15 minutes	Wilson Street, On-street parallel parking from Carpenter St to Baker St (15 minutes) [W]	2	1	47%	2	100%	0	1	2	0	0	0	0	0	1	2	2	2	2	2	2
10	UnRestricted	Wilson Street, On-street parallel parking from Carpenter St to Male St (Unrestricted) [E]	5	4	85%	5	100%	2	4	4	4	5	5	4	4	3	4	5	5	5	5	5
10	1 Hour	Wilson Street, On-street parallel parking from Carpenter St to Male St (1 Hour) [E]	6	4	72%	6	100%	1	6	5	4	4	4	2	2	5	4	4	6	6	6	6
11	2 Hours	Adamson Street, On-street parallel parking from Black St to end (2 Hours) [W]	7	3	48%	5	71%	5	3	3	4	5	2	4	2	1	2	3	4	4	4	4
11	No Standing	Adamson Street, On-street parallel parking from Black St to end (No Standing) [E]	1	0	0%	0	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11	Client	Bayside Plastic Surgery OSCP, Patient Parking (Patient/Client) [E]	5	2	49%	5	100%	0	0	5	5	4	5	5	4	3	3	1	1	0	1	0
11	2 Hours	Bemmersyde Ave, On-street parallel parking from Church St to end (2 Hours) [W]	8	0	3%	1	13%	1	1	0	0	0	0	0	0	0	0	0	0	0	1	0
11	2 Hours	Bemmersyde Ave, On-street parallel parking from Church St to end (2 Hours) [E]	8	3	40%	4	50%	2	3	4	4	4	4	4	4	4	4	4	3	1	2	1

Bayside City Council - OCCUPANCY STUDY

Brighton Activity Centre

Thursday, 23 August 2018

7:00 AM

to 10:00 PM

ZONE	Time Limit	STREET, Description (Parking Type) (Side of Street)	Cap.	% Occupancy of Zone		% Occupancy of Zone																
				Average	Peak	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00		
13	2 Hours	Esperance Ave, On-street parallel parking from Park St to end (2 Hours) [E]	10	6	55%	9	90%	5	6	8	9	8	8	8	7	5	4	2	3	4	3	3
13	2 Hours	Fairleigh Grove, On-street parallel parking from Park St to end (2 Hours) [W]	12	4	33%	8	67%	6	5	5	5	8	5	3	3	2	2	3	2	4	3	4
13	UnRestricted	Fairleigh Grove, On-street parallel parking from New St to end (Unrestricted) [E]	12	7	61%	10	83%	5	8	9	9	9	10	10	10	10	9	5	4	5	4	3
13	No Standing	Normanby Street, No Standing - AMBULANCE EXCEPTED (No Standing) [S]	1	0	0%	0	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13	1 Hour	Normanby Street, On-street parallel parking from New St to ROWY (1 Hour) [N]	25	18	73%	29	116%	5	19	25	21	24	22	21	29	23	17	11	9	21	19	9
13	1 Hour	Normanby Street, On-street parallel parking from New St to Webb St (1 Hour) [S]	30	25	84%	32	107%	25	27	32	30	29	32	30	28	25	22	19	16	25	23	14
13	1 Hour	Normanby Street, On-street parallel parking from ROW to Esplanade (1 Hour) [N]	15	7	48%	10	67%	10	7	9	7	7	8	10	10	7	7	3	4	6	7	7
13	1 Hour	Normanby Street, On-street parallel parking from Webb St to Esplanade (1 Hour) [S]	9	5	55%	8	89%	5	5	5	4	7	6	6	5	6	8	5	2	4	3	3
13	UnRestricted	Park Street, On-street parallel parking from Albert St to Sussex St (Unrestricted) [S]	8	6	71%	9	113%	5	0	9	9	9	9	8	9	9	8	3	2	2	1	2
13	2 Hours	Park Street, On-street parallel parking from Esperance Ave to New St RAB (2 Hours) [N]	10	7	68%	10	100%	5	10	9	9	8	8	9	9	8	5	3	5	6	6	2
13	2 Hours	Park Street, On-street parallel parking from Fairleigh Gr to Esperance Ave (2 Hours) [N]	7	3	47%	6	86%	2	1	4	6	6	5	6	6	4	3	0	0	1	2	3
13	UnRestricted	Park Street, On-street parallel parking from New St RAB to Sussex St (Unrestricted) [S]	10	10	98%	11	110%	11	11	10	11	11	11	11	10	9	8	8	8	10	10	8
13	UnRestricted	Park Street, On-street parallel parking from Victoria St to Albert St (Unrestricted) [S]	8	7	86%	11	138%	4	9	7	10	10	11	11	10	11	8	4	2	2	2	2
13	2 Hours	Park Street, On-street parallel parking from Webb St to Fairleigh Gr (2 Hours) [N]	16	5	30%	9	56%	3	4	4	4	5	4	9	6	6	6	7	5	4	2	2
13	1 Hour	Webb Street, On-street parallel parking from Normanby St to Park St (1 Hour) [E]	15	6	38%	10	67%	7	7	4	5	6	5	10	10	6	5	3	2	2	3	10
13	1 Hour	Webb Street, On-street parallel parking from Normanby St to Park St (1 Hour) [W]	15	6	43%	12	80%	7	7	7	7	7	7	6	5	4	5	5	6	7	12	12
14	1 Hour	Albert Street, On-street parallel parking from Park St to Wellington St (1 Hour) [E]	25	8	30%	14	56%	5	8	9	10	10	14	11	14	7	8	7	4	2	3	2
14	1 Hour	Albert Street, On-street parallel parking from Park St to Wellington St (1 Hour) [W]	25	10	38%	14	56%	14	10	10	10	13	13	14	12	8	8	7	7	6	6	6
14	2 Hours	Sussex Street, On-street parallel parking from Park St to Wellington St (2 Hours) [E]	30	14	48%	18	60%	15	15	18	17	17	17	17	18	13	12	9	9	13	12	12
14	UnRestricted	Sussex Street, On-street parallel parking from Park St to Wellington St (Unrestricted) [W]	30	20	66%	31	103%	20	27	28	27	30	29	31	29	24	16	13	8	7	5	4
14	Client	Thirsty Camel & Hotel OSCP, 90 degree marked parking - Row 1 (Client) [S]	17	8	49%	16	94%	0	5	10	11	14	16	15	13	15	12	5	3	4	2	0
14	Client	Thirsty Camel & Hotel OSCP, 90 degree marked parking - Row 2 to break (Client) [N]	3	3	89%	3	100%	0	3	3	3	3	3	3	3	3	2	2	3	3	3	3
14	Client	Thirsty Camel & Hotel OSCP, 90 degree marked parking - Row 2 to crosswalk (Client) [N]	3	2	71%	3	100%	0	1	2	3	3	3	3	3	3	2	1	2	2	2	2
14	Client	Thirsty Camel & Hotel OSCP, 90 degree marked parking - Row 2 to end (Client) [N]	5	3	51%	5	100%	0	0	2	4	4	5	5	4	2	2	1	1	3	3	2
14	Client	Thirsty Camel & Hotel OSCP, 90 degree marked parking - Row 3 to break (Client) [S]	8	2	30%	6	75%	0	0	0	1	1	1	6	4	4	2	1	4	4	4	4
14	Client	Thirsty Camel & Hotel OSCP, 90 degree marked parking - Row 3 to exit (Client) [S]	1	0	7%	1	100%	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
14	Client	Thirsty Camel & Hotel OSCP, 90 degree marked parking - Row 4 to break (Client) [N]	4	2	42%	4	100%	0	0	0	1	0	1	4	3	1	1	1	3	4	3	3
14	Client	Thirsty Camel & Hotel OSCP, 90 degree marked parking - Row 4 to exit (Client) [N]	8	5	64%	8	100%	3	4	3	3	6	6	6	8	5	6	4	4	8	7	4
14	Client	Thirsty Camel & Hotel OSCP, 90 degree marked parking along Western wall (Client) [W]	14	5	36%	11	79%	0	1	1	1	3	6	11	7	8	5	4	6	10	8	4
14	Disabled	Thirsty Camel & Hotel OSCP, 90 degree marked parking at Hotel Entrance (Client) [W]	3	1	47%	3	100%	1	1	1	1	1	1	2	1	1	3	2	2	2	1	1
14	1 Hour	Victoria Street, On-street parallel parking from Wellington St to Park St (1 Hour) [W]	25	9	35%	14	56%	7	7	11	12	14	13	10	9	7	9	10	11	4	5	4
14	1 Hour	Victoria Street, On-street parallel parking from Wellington St to Park St (1 Hour) [E]	25	11	43%	13	52%	12	11	13	12	12	9	13	11	10	10	12	10	9	9	10
14	1 Hour	Wellington Street, On-street parallel parking from Albert St to Victoria St (1 Hour) [N]	8	1	11%	3	38%	3	3	0	0	3	0	0	0	1	2	1	0	0	0	0
14	1 Hour	Wellington Street, On-street parallel parking from Manor St to Victoria St (1 Hour) [S]	8	3	38%	5	63%	5	3	5	3	4	4	3	3	1	1	3	3	3	3	2
14	UnRestricted	Wellington Street, On-street parallel parking from Sussex St to Albert St (Unrestricted) [N]	8	4	48%	8	100%	2	4	7	7	8	8	7	0	6	3	2	1	1	1	1
14	2 Hours	Wellington Street, On-street parallel parking from Sussex St to Manor St (2 Hours) [S]	10	2	19%	4	40%	2	1	2	2	3	3	2	1	1	0	0	2	4	3	3
14	UnRestricted	Wellington Street, On-street parallel parking from Sussex St to New St (Unrestricted) [N]	12	7	61%	12	100%	5	12	12	10	12	11	12	3	10	6	7	3	2	2	3
14	UnRestricted	Wellington Street, On-street parallel parking from Sussex St to New St (Unrestricted) [S]	12	2	21%	4	33%	2	4	4	4	2	2	4	4	4	1	0	0	2	2	2
15	UnRestricted	Dendy Street, On-street parallel parking from Roundabout to Sussex St (RIGHT ONLY) (Unrestricted) [N]	6	1	9%	2	33%	1	1	2	1	0	0	1	1	0	0	0	0	0	1	0
15	UnRestricted	Dendy Street, On-street parallel parking from Sussex St to Manor St (RIGHT ONLY) (Unrestricted) [N]	15	1	7%	3	20%	0	0	1	3	1	2	1	0	0	1	1	1	2	1	1
15	1 Hour	Manor Street, On-street parallel parking from Dendy St to Wellington St (1 Hour) [W]	30	20	66%	27	90%	18	23	26	25	27	26	26	18	19	17	13	13	15	15	16
15	1 Hour	Manor Street, On-street parallel parking from Dendy St to Wellington St (1 Hour) [E]	30	16	55%	22	73%	14	19	17	22	19	17	15	17	15	13	14	14	17	18	15
15	UnRestricted	Sussex St, On-street parallel parking from P area to Dendy St (Unrestricted) [E]	14	3	25%	6	43%	6	3	4	1	6	0	5	0	4	5	5	3	4	3	3
15	2 Hours	Sussex St, On-street parallel parking from Wellington St to 2P area (2 Hours) [E]	16	5	31%	11	69%	4	1	0	7	6	11	4	8	1	8	7	8	4	3	2
15	UnRestricted	Sussex St, On-street parallel parking from Wellington St to Dendy St (Unrestricted) [W]	30	15	50%	26	87%	4	5	13	23	24	24	26	21	22	22	14	11	7	6	5
TOTAL by ZONE 1	ZONE ONE		526	333	63%	453	86%	113	176	309	359	418	416	447	453	415	366	288	259	363	351	266
TOTAL by ZONE 2	ZONE TWO		67	43	64%	58	87%	11	19	48	54	58	57	57	55	50	44	41	34	30	28	
TOTAL by ZONE 3	ZONE THREE		267	175	66%	259	97%	59	83	173	220	223	248	259	246	229	207	189	161	128	112	91
TOTAL by ZONE 4	ZONE FOUR		190	107	56%	171	90%	23	56	120	145	159	171	169	163	153	129	84	41	66	71	51
TOTAL by ZONE 5	ZONE FIVE		58	37	63%	47	81%	8	21	30	36	41	45	44	47	42	42	44	44	43	36	26
TOTAL by ZONE 6	ZONE SIX		33	20	60%	29	88%	2	5	17	22	29	22	25	23	18	20	26	22	21	23	21
TOTAL by ZONE 7	ZONE SEVEN		343	122	35%	158	46%	97	113	137	144	158	150	147	143	139	117	113	96	95	94	83
TOTAL by ZONE 8	ZONE EIGHT		212	118	56%	152	72%	63	94	136	150	152	149	140	144	129	135	117	103	94	92	78
TOTAL by ZONE 9	ZONE NINE		224	134	60%	196	88%	70	157	169	180	191	194	196	189	164	153	129	87	53	49	34
TOTAL by ZONE 10	ZONE TEN		208	114	55%	142	68%	57	69	114	128	142	129	134	135	124	119	105	104	119	123	111
TOTAL by ZONE 11	ZONE ELEVEN		187	88	47%	108	58%	74	86	103	102	108	101	108	107	90	91	79	68	69	69	66
TOTAL by ZONE 12	ZONE TWELVE		229	97	42%	121	53%	71	95	113	115	121	121	119	114	110	97	82	68	73	77	80
TOTAL by ZONE 13	ZONE THIRTEEN		295	186	63%	250	85%	176	216	<												

Saturday the 18th of August, 2018 - Whole Precinct Parking Occupancy

Saturday 18/8/18																	
Zone	Whole Precinct	Supply	Time														
			7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00
Restriction	<1 hour	15	1	4	6	9	9	10	10	10	12	11	9	10	12	12	13
			7%	27%	40%	60%	60%	67%	67%	67%	80%	73%	60%	67%	80%	80%	87%
	1P	462	139	175	233	259	241	247	249	256	253	247	241	270	287	293	270
			30%	38%	50%	56%	52%	53%	54%	55%	55%	53%	52%	58%	62%	63%	58%
	2P	1135	283	323	439	621	711	688	682	676	655	603	501	459	502	508	439
			25%	28%	39%	55%	63%	61%	60%	60%	58%	53%	44%	40%	44%	45%	39%
	3P-4P	145	24	28	60	57	58	66	65	65	66	66	50	31	35	44	39
			17%	19%	41%	39%	40%	46%	45%	46%	46%	46%	34%	21%	24%	30%	27%
	Unrestricted	960	276	278	305	321	385	393	388	401	366	333	289	270	320	324	295
		29%	29%	32%	33%	40%	41%	40%	42%	38%	35%	30%	28%	33%	34%	31%	
Disabled	30	2	1	3	7	13	14	8	9	8	7	4	4	7	6	4	
		7%	3%	10%	23%	43%	47%	27%	30%	27%	23%	13%	13%	23%	20%	13%	
Other	38	3	2	12	7	9	10	21	13	15	15	17	17	22	20	16	
		8%	5%	32%	18%	24%	26%	55%	34%	39%	39%	45%	45%	58%	53%	42%	
No Stopping	85	3	5	5	14	14	18	15	18	18	15	15	11	11	13	11	
		4%	6%	6%	16%	16%	21%	18%	21%	21%	18%	18%	13%	13%	15%	13%	
Private	394	32	49	108	140	171	189	178	176	170	161	126	91	73	70	67	
		8%	12%	27%	36%	43%	48%	45%	45%	43%	41%	32%	23%	19%	18%	17%	
Sum	Sum	3264	763	865	1171	1435	1611	1635	1616	1624	1563	1458	1252	1163	1269	1290	1154
	Sum Check	3264	763	865	1171	1435	1611	1635	1616	1624	1563	1458	1252	1163	1269	1290	1154

Saturday the 18th of August, 2018 - Zone 1 Parking Occupancy

Saturday 18/8/18																	
Zone	1	Supply	Time														
			7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00
Restriction	<1 hour	7	0	1	2	5	4	6	6	6	6	5	4	6	6	6	7
			0%	14%	29%	71%	57%	86%	86%	86%	86%	71%	57%	86%	86%	86%	100%
	1P	104	14	36	88	99	98	101	99	101	100	98	69	93	98	100	89
			13%	35%	85%	95%	94%	97%	95%	97%	96%	94%	66%	89%	94%	96%	86%
	2P	187	30	39	94	132	158	160	154	173	156	147	123	141	156	153	123
			16%	21%	50%	71%	84%	86%	82%	93%	83%	79%	66%	75%	83%	82%	66%
	3P-4P	0	0	0	0	0	0	0	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	116	0	1	8	20	61	66	68	80	68	62	44	33	65	60	44
		0%	1%	7%	17%	53%	57%	59%	69%	59%	53%	38%	28%	56%	52%	38%	
Disabled	5	1	1	2	3	3	4	4	4	5	3	2	3	3	3	2	
		20%	20%	40%	60%	60%	80%	80%	80%	100%	60%	40%	60%	60%	60%	40%	
Other	10	1	0	4	4	4	6	10	8	9	7	7	8	9	7	6	
		10%	0%	40%	40%	40%	60%	100%	80%	90%	70%	70%	80%	90%	70%	60%	
No Stopping	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%	
Private	96	10	13	23	21	30	33	32	31	29	32	21	13	8	6	6	
		10%	14%	24%	22%	31%	34%	33%	32%	30%	33%	22%	14%	8%	6%	6%	
Sum	Sum	526	56	91	221	284	358	376	373	403	373	354	270	297	345	277	
	Sum Check	526	56	91	221	284	358	376	373	403	373	354	270	297	345	335	277

Saturday the 18th of August, 2018 - Zone 2 Parking Occupancy

Zone	2	Supply	Time																													
			7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00															
Restriction	<1 hour	1	0	0	0	0	0	1	0	0	1	1	1	1	1	1	1	0%	0%	0%	0%	0%	100%	0%	0%	100%	100%	100%	100%	100%	100%	100%
	1P	2	0	2	2	2	2	2	2	2	2	2	2	2	2	2	2	0%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
	2P	8	1	2	7	7	7	8	8	8	6	8	6	7	7	7	6	13%	25%	88%	88%	88%	100%	100%	100%	75%	100%	75%	88%	88%	88%	75%
	3P-4P	0	0	0	0	0	0	0	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	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	6	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	86%	86%
	Disabled	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	Other	4	0	0	2	0	0	0	2	1	0	1	1	1	1	2	3	0%	0%	50%	0%	0%	0%	50%	25%	0%	25%	25%	50%	75%	50%	
	No Stopping	5	1	3	3	3	3	4	4	3	3	3	2	3	3	2	2	20%	60%	60%	60%	60%	80%	80%	60%	60%	60%	40%	60%	60%	40%	40%
	Private	40	2	5	24	31	37	37	36	34	35	33	28	19	8	8	8	5%	13%	60%	78%	93%	93%	90%	85%	88%	83%	70%	48%	20%	20%	20%
Sum	Sum	67	11	19	45	50	56	59	59	55	54	55	47	40	30	29	16%	28%	67%	75%	84%	88%	88%	82%	81%	82%	70%	60%	45%	43%	40%	
	Sum Check	67	11	19	45	50	56	59	59	55	54	55	47	40	30	29	27															

Saturday the 18th of August, 2018 - Zone 3 Parking Occupancy

Zone	3	Supply	Time																														
			7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00																
Restriction	<1 hour	4	1	2	4	4	4	3	4	4	4	4	4	4	3	4	4	25%	50%	100%	100%	100%	75%	100%	100%	100%	100%	75%	100%	100%			
	1P	22	13	18	21	22	22	20	21	22	21	20	20	15	22	23	19	59%	82%	95%	100%	100%	91%	95%	100%	91%	91%	68%	100%	105%	86%		
	2P	191	26	38	74	136	179	174	159	141	152	128	94	52	56	49	32	14%	20%	39%	71%	94%	91%	83%	74%	80%	67%	49%	27%	29%	26%	17%	
	3P-4P	0	0	0	0	0	0	0	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	12	12	12	12	12	12	12	12	12	11	11	12	11	11	10	11	11	100%	100%	100%	100%	100%	100%	100%	92%	92%	100%	92%	92%	83%	92%	92%
	Disabled	7	0	0	1	3	7	5	1	3	2	2	0	0	1	1	1	0%	0%	14%	43%	100%	71%	14%	43%	29%	29%	0%	0%	14%	14%	14%	
	Other	7	2	2	2	1	3	2	5	3	3	5	5	2	3	4	2	29%	29%	29%	14%	43%	29%	71%	43%	43%	71%	71%	29%	43%	57%	29%	
	No Stopping	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%	
	Private	23	1	4	9	13	13	9	9	5	5	4	3	1	1	1	1	4%	17%	39%	57%	57%	39%	39%	22%	22%	17%	13%	4%	4%	4%	4%	
Sum	Sum	267	55	76	123	191	240	225	211	189	198	175	137	84	97	92	70	21%	28%	46%	72%	90%	84%	79%	71%	74%	66%	51%	31%	36%	34%	26%	
	Sum Check	267	55	76	123	191	240	225	211	189	198	175	137	84	97	92	70																

Saturday the 18th of August, 2018 - Zone 4 Parking Occupancy

Zone	4	Supply	Time															
			7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	
Restriction	<1 hour	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	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	114	11	11	17	47	85	80	89	84	77	61	28	12	23	31	18	
			10%	10%	15%	41%	75%	70%	78%	74%	68%	54%	25%	11%	20%	27%	16%	
	3P-4P	39	9	11	30	31	36	35	37	36	33	32	18	7	14	21	17	
			23%	28%	77%	79%	92%	90%	95%	92%	85%	82%	46%	18%	36%	54%	44%	
	Unrestricted	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
			0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Disabled	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Other	3	0	0	1	0	0	1	2	0	0	0	3	1	2	2	2	2	
		0%	0%	33%	0%	0%	33%	67%	0%	0%	0%	100%	33%	67%	67%	67%	67%	
No Stopping	0	0	0	0	0	0	0	0	0	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	34	7	8	14	19	22	23	26	24	18	16	11	7	3	4	4	4	
		21%	24%	41%	56%	65%	68%	76%	71%	53%	47%	32%	21%	9%	12%	12%	12%	
Sum	Sum	190	27	30	62	97	143	139	154	144	128	109	60	27	42	58	41	
	Sum Check	190	27	30	62	97	143	139	154	144	128	109	60	27	42	58	41	

Saturday the 18th of August, 2018 - Zone 5 Parking Occupancy

Zone	5	Supply	Time															
			7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	
Restriction	<1 hour	1	0	1	0	0	0	0	0	0	1	1	0	0	0	1	1	
			0%	100%	0%	0%	0%	0%	0%	0%	100%	100%	0%	0%	0%	100%	100%	
	1P	22	6	11	16	18	21	19	22	21	23	22	22	20	24	23	23	
			27%	50%	73%	82%	95%	86%	100%	95%	105%	100%	100%	91%	109%	105%	105%	
	2P	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
			100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
	3P-4P	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
			0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Disabled	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Other	5	0	0	2	1	1	1	1	1	2	2	1	5	4	2	3	3	
		0%	0%	40%	20%	20%	20%	20%	20%	40%	40%	20%	100%	80%	40%	60%	60%	
No Stopping	0	0	0	0	0	0	0	0	0	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	29	4	4	5	7	7	7	5	8	12	18	17	15	17	17	16	16	
		14%	14%	17%	24%	24%	24%	17%	28%	41%	62%	59%	52%	59%	59%	59%	55%	
Sum	Sum	58	11	17	24	27	30	28	29	31	39	44	41	41	46	44	44	
	Sum Check	58	11	17	24	27	30	28	29	31	39	44	41	41	46	44	44	

Saturday the 18th of August, 2018 - Zone 6 Parking Occupancy

Zone	6	Supply	Time															
			7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	
Restriction	<1 hour	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	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	32	4	6	14	22	27	24	20	15	17	17	20	18	18	20	19	19
			13%	19%	44%	69%	84%	75%	63%	47%	53%	53%	63%	56%	56%	63%	59%	59%
	3P-4P	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Disabled	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Other	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%	
No Stopping	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Sum	Sum	33	4	6	14	22	27	24	20	15	17	17	20	18	18	20	19	
	Sum Check	33	4	6	14	22	27	24	20	15	17	17	20	18	18	20	19	

Saturday the 18th of August, 2018 - Zone 7 Parking Occupancy

Zone	7	Supply	Time															
			7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	
Restriction	<1 hour	0	0	0	0	0	0	0	0	0	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	21	5	5	5	6	5	3	6	5	4	4	5	4	9	7	8	8
			24%	24%	24%	29%	24%	14%	29%	24%	19%	19%	24%	19%	43%	33%	38%	38%
	2P	129	46	55	54	63	58	54	52	55	50	47	49	53	55	53	54	54
			36%	43%	42%	49%	45%	42%	40%	43%	39%	36%	38%	41%	43%	41%	42%	42%
	3P-4P	0	0	0	0	0	0	0	0	0	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	84	31	35	46	50	54	52	50	50	45	41	36	31	28	27	25	25
		37%	42%	55%	60%	64%	62%	60%	60%	54%	49%	43%	37%	33%	32%	30%	30%	
Disabled	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Other	6	0	0	1	1	1	0	1	0	1	0	0	0	2	2	1	1	
		0%	0%	17%	17%	17%	0%	17%	0%	17%	0%	0%	0%	33%	33%	17%	17%	
No Stopping	25	0	0	0	0	0	0	0	0	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	78	1	7	26	36	48	50	44	45	40	30	22	8	6	2	2	2	
		1%	9%	33%	46%	62%	64%	56%	58%	51%	38%	28%	10%	8%	3%	3%	3%	
Sum	Sum	343	83	102	132	156	166	159	153	155	140	122	112	96	100	91	90	
	Sum Check	343	83	102	132	156	166	159	153	155	140	122	112	96	100	91	90	

Saturday the 18th of August, 2018 - Zone 8 Parking Occupancy

Zone	8	Supply	Time														
			7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00
Restriction	<1 hour	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	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	121	51	57	62	87	75	66	73	62	68	68	64	63	58	59	60
			42%	47%	51%	72%	62%	55%	60%	51%	56%	56%	53%	52%	48%	49%	50%
	3P-4P	25	9	11	12	15	10	13	11	12	13	13	13	10	10	9	10
			36%	44%	48%	60%	40%	52%	44%	48%	52%	52%	52%	40%	40%	36%	40%
	Unrestricted	65	17	22	18	21	21	21	21	18	15	17	18	11	11	12	12
			26%	34%	28%	32%	32%	32%	32%	28%	23%	26%	28%	17%	17%	18%	18%
Disabled	1	0	0	0	0	1	1	1	1	0	1	1	0	1	0	0	
		0%	0%	0%	0%	100%	100%	100%	100%	0%	100%	100%	0%	100%	0%	0%	
Other	0	0	0	0	0	0	0	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 Stopping	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Sum	Sum	212	77	90	92	123	107	101	106	93	96	99	96	84	80	80	82
	Sum Check	212	77	90	92	123	107	101	106	93	96	99	96	84	80	80	82

Saturday the 18th of August, 2018 - Zone 9 Parking Occupancy

Zone	9	Supply	Time														
			7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00
Restriction	<1 hour	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	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	11	3	4	8	10	11	11	11	9	7	7	6	3	3	3	4
			27%	36%	73%	91%	100%	100%	100%	82%	64%	64%	55%	27%	27%	27%	36%
	3P-4P	45	2	2	13	7	8	13	15	13	18	18	15	11	9	8	9
			4%	4%	29%	16%	18%	29%	33%	29%	40%	40%	33%	24%	20%	18%	20%
	Unrestricted	141	25	28	31	30	39	40	37	34	32	26	19	18	18	20	17
			18%	20%	22%	21%	28%	28%	26%	24%	23%	18%	13%	13%	13%	14%	12%
Disabled	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%	
Other	0	0	0	0	0	0	0	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 Stopping	14	0	0	0	9	9	12	10	13	13	11	12	7	7	6	6	
		0%	0%	0%	64%	64%	86%	71%	93%	93%	79%	86%	50%	50%	43%	43%	
Private	9	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	
		0%	0%	0%	0%	0%	0%	0%	11%	11%	0%	0%	0%	0%	0%	0%	
Sum	Sum	224	30	34	52	56	67	76	73	70	71	62	52	39	37	37	36
	Sum Check	224	30	34	52	56	67	76	73	70	71	62	52	39	37	37	36

Saturday the 18th of August, 2018 - Zone 10 Parking Occupancy

Zone	10	Supply	Time														
			7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00
Restriction	<1 hour	2	0	0	0	0	1	0	0	0	0	0	0	0	1	1	0
			0%	0%	0%	0%	50%	0%	0%	0%	0%	0%	0%	0%	50%	50%	0%
	1P	6	5	5	5	3	3	3	3	4	4	3	3	3	4	6	6
			83%	83%	83%	50%	50%	50%	50%	67%	67%	50%	50%	50%	67%	100%	100%
	2P	68	24	27	24	23	18	20	23	30	27	27	25	30	28	30	28
			35%	40%	35%	34%	26%	29%	34%	44%	40%	40%	37%	44%	41%	44%	41%
	3P-4P	26	4	4	4	3	2	4	1	3	1	2	4	3	2	6	3
			15%	15%	15%	12%	8%	15%	4%	12%	4%	8%	15%	12%	8%	23%	12%
	Unrestricted	77	26	26	21	24	21	20	27	38	34	26	21	20	25	37	33
			34%	34%	27%	31%	27%	26%	35%	49%	44%	34%	27%	26%	32%	48%	43%
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%	
Other	0	0	0	0	0	0	0	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 Stopping	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%	
Private	12	0	0	0	4	5	7	6	6	7	5	1	1	0	0	0	
		0%	0%	0%	33%	42%	58%	50%	50%	58%	42%	8%	8%	0%	0%	0%	
Sum	Sum	208	59	62	54	57	50	54	60	81	73	63	54	57	60	80	70
	Sum Check	208	59	62	54	57	50	54	60	81	73	63	54	57	60	80	70

Saturday the 18th of August, 2018 - Zone 11 Parking Occupancy

Zone	11	Supply	Time														
			7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00
Restriction	<1 hour	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	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	104	38	34	33	39	38	31	34	33	36	38	36	33	43	41	38
			37%	33%	32%	38%	37%	30%	33%	32%	35%	37%	35%	32%	41%	39%	37%
	3P-4P	0	0	0	0	0	0	0	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	70	39	29	35	30	25	27	27	26	24	25	23	23	25	27	27
			56%	41%	50%	43%	36%	39%	39%	37%	34%	36%	33%	33%	36%	39%	39%
Disabled	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Other	0	0	0	0	0	0	0	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 Stopping	8	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	
		0%	0%	0%	0%	0%	0%	0%	13%	13%	0%	0%	0%	0%	0%	0%	
Private	5	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	
		0%	0%	0%	0%	0%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Sum	Sum	187	77	63	68	69	63	59	61	60	61	63	59	56	68	68	65
	Sum Check	187	77	63	68	69	63	59	61	60	61	63	59	56	68	68	65

Saturday the 18th of August, 2018 - Zone 12 Parking Occupancy

Zone	12	Supply	Time														
			7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00
Restriction	<1 hour	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	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	58	26	24	25	25	23	23	23	27	26	22	21	19	21	23	22
			45%	41%	43%	43%	40%	40%	40%	47%	45%	38%	36%	33%	36%	40%	38%
	3P-4P	10	0	0	1	1	2	1	1	1	1	1	0	0	0	0	0
			0%	0%	10%	10%	20%	10%	10%	10%	10%	10%	0%	0%	0%	0%	0%
	Unrestricted	139	52	54	49	53	60	59	54	58	58	50	54	55	61	72	71
			37%	39%	35%	38%	43%	42%	39%	42%	42%	36%	39%	40%	44%	52%	51%
Disabled	2	1	0	0	1	1	2	1	1	1	1	0	0	0	0	0	
		50%	0%	0%	50%	50%	100%	50%	50%	50%	50%	0%	0%	0%	0%	0%	
Other	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%	
No Stopping	13	2	2	2	2	2	2	1	1	1	1	1	1	1	5	3	
		15%	15%	15%	15%	15%	15%	8%	8%	8%	8%	8%	8%	8%	38%	23%	
Private	5	0	0	0	1	2	4	4	4	3	2	1	0	0	0	0	
		0%	0%	0%	20%	40%	80%	80%	80%	60%	40%	20%	0%	0%	0%	0%	
Sum	Sum	229	81	80	77	83	90	91	84	92	90	77	75	83	100	96	
	Sum Check	229	81	80	77	83	90	91	84	92	90	77	77	75	83	100	96

Saturday the 18th of August, 2018 - Zone 13 Parking Occupancy

Zone	13	Supply	Time														
			7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00
Restriction	<1 hour	0	0	0	0	0	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	109	45	44	43	54	41	53	44	49	39	39	42	44	42	44	40
			41%	40%	39%	50%	38%	49%	40%	45%	36%	36%	39%	40%	39%	40%	37%
	2P	55	9	11	12	12	15	19	17	21	18	16	15	13	19	20	17
			16%	20%	22%	22%	27%	35%	31%	38%	33%	29%	27%	24%	35%	36%	31%
	3P-4P	0	0	0	0	0	0	0	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	122	42	39	44	44	48	54	54	56	46	40	34	34	37	21	19
			34%	32%	36%	36%	39%	44%	44%	46%	38%	33%	28%	28%	30%	17%	16%
Disabled	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%	
Other	0	0	0	0	0	0	0	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 Stopping	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%	
Private	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Sum	Sum	295	96	94	99	110	104	126	115	126	103	95	91	91	98	85	76
	Sum Check	295	96	94	99	110	104	126	115	126	103	95	91	91	98	85	76

Saturday the 18th of August, 2018 - Zone 14 Parking Occupancy

Zone	14	Supply	Time														
			7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00
Restriction	<1 hour	0	0	0	0	0	0	0	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	116	24	28	25	29	24	23	28	29	32	33	55	60	58	58	56
			21%	24%	22%	25%	21%	20%	24%	25%	28%	28%	47%	52%	50%	50%	48%
	2P	40	10	10	10	13	10	11	11	10	9	11	8	11	11	11	11
			25%	25%	25%	33%	25%	28%	28%	25%	23%	28%	20%	28%	28%	28%	28%
	3P-4P	0	0	0	0	0	0	0	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	62	13	18	17	16	20	20	18	12	12	12	11	13	15	13	12
			21%	29%	27%	26%	32%	32%	29%	19%	19%	19%	18%	21%	24%	21%	19%
Disabled	3	0	0	0	0	1	2	1	0	0	0	1	1	2	2	1	
		0%	0%	0%	0%	33%	67%	33%	0%	0%	0%	33%	33%	67%	67%	33%	
Other	0	0	0	0	0	0	0	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 Stopping	0	0	0	0	0	0	0	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	63	7	8	7	8	7	18	16	18	20	21	22	27	30	32	30	
		11%	13%	11%	13%	11%	29%	25%	29%	32%	33%	35%	43%	48%	51%	48%	
Sum	Sum	284	54	64	59	66	62	74	74	69	73	77	97	112	116	116	110
	Sum Check	284	54	64	59	66	62	74	74	69	73	77	97	112	116	116	110

Saturday the 18th of August, 2018 - Zone 15 Parking Occupancy

Zone	15	Supply	Time														
			7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00
Restriction	<1 hour	0	0	0	0	0	0	0	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	60	27	26	28	26	25	23	24	23	28	26	23	29	28	30	27
			45%	43%	47%	43%	42%	38%	40%	38%	47%	43%	38%	48%	47%	50%	45%
	2P	16	3	4	4	4	6	6	7	7	5	5	5	3	3	7	6
			19%	25%	25%	25%	38%	38%	44%	44%	31%	31%	31%	19%	19%	44%	38%
	3P-4P	0	0	0	0	0	0	0	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	65	12	7	17	14	17	15	13	11	14	15	11	14	18	18	18
			18%	11%	26%	22%	26%	23%	20%	17%	22%	23%	17%	22%	28%	28%	28%
Disabled	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Other	0	0	0	0	0	0	0	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 Stopping	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Sum	Sum	141	42	37	49	44	48	44	44	41	47	46	39	46	49	55	51
	Sum Check	141	42	37	49	44	48	44	44	41	47	46	39	46	49	55	51

Thursday the 23rd of August, 2018 - Zone 2 Parking Occupancy

Zone	2	Supply	Time																
			7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00		
Restriction	<1 hour	1	0	0	1	1	1	0	0	1	1	1	1	1	1	1	1	1	1
			0%	0%	100%	100%	100%	0%	0%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
	1P	2	0	1	2	2	2	2	2	2	2	2	1	2	2	2	2	2	2
			0%	50%	100%	100%	100%	100%	100%	100%	100%	100%	50%	100%	100%	100%	100%	100%	100%
	2P	8	2	6	7	6	7	8	7	7	7	7	7	6	7	7	7	7	6
			25%	75%	88%	75%	88%	100%	88%	88%	88%	88%	88%	88%	75%	88%	88%	88%	75%
	3P-4P	0	0	0	0	0	0	0	0	0	0	0	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	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	6
		100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	86%	
Disabled	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Other	4	0	0	1	0	1	1	2	0	1	0	0	1	2	2	2	2	2	
		0%	0%	25%	0%	25%	25%	50%	0%	25%	0%	0%	25%	50%	50%	50%	50%	50%	
No Stopping	5	0	0	1	3	3	3	3	2	0	0	1	4	5	3	3	1	1	
		0%	0%	20%	60%	60%	60%	60%	40%	0%	0%	20%	80%	100%	60%	20%	20%	20%	
Private	40	2	5	29	35	37	36	36	36	37	34	26	20	10	8	10	10	10	
		5%	13%	73%	88%	93%	90%	90%	90%	93%	85%	65%	50%	25%	20%	25%	25%	25%	
Sum	Sum	67	11	19	48	54	58	57	57	55	55	50	44	41	34	30	28	28	
	Sum Check	67	11	19	48	54	58	57	57	55	55	50	44	41	34	30	28	28	

Thursday the 23rd of August, 2018 - Zone 3 Parking Occupancy

Zone	3	Supply	Time															
			7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	
Restriction	<1 hour	4	3	1	4	3	4	4	4	2	4	4	3	4	4	4	4	3
			75%	25%	100%	75%	100%	100%	100%	50%	100%	100%	75%	100%	100%	100%	100%	75%
	1P	22	19	15	21	18	22	21	21	21	21	22	20	18	21	19	19	19
			86%	68%	95%	82%	100%	95%	95%	95%	95%	100%	91%	82%	95%	86%	86%	86%
	2P	191	22	46	114	164	160	178	191	181	167	147	131	104	88	71	55	55
			12%	24%	60%	86%	84%	93%	100%	95%	87%	77%	69%	54%	46%	37%	29%	29%
	3P-4P	0	0	0	0	0	0	0	0	0	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	12	12	13	13	12	13	12	12	12	11	11	11	10	9	9	9	9
		100%	108%	108%	100%	108%	100%	100%	100%	92%	92%	92%	83%	75%	75%	75%	75%	
Disabled	7	1	1	3	4	2	7	7	6	4	2	2	2	2	3	1	1	
		14%	14%	43%	57%	29%	100%	100%	86%	57%	29%	29%	29%	29%	43%	14%	14%	
Other	7	1	2	2	2	3	5	3	2	1	2	3	5	3	2	2	2	
		14%	29%	29%	29%	43%	71%	43%	29%	14%	29%	43%	71%	43%	29%	29%	29%	
No Stopping	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%	
Private	23	1	5	16	17	19	21	21	22	21	20	17	16	4	2	2	2	
		4%	22%	70%	74%	83%	91%	91%	96%	91%	87%	74%	70%	17%	9%	9%	9%	
Sum	Sum	267	59	83	173	220	223	248	259	246	229	207	189	161	128	112	91	91
	Sum Check	267	59	83	173	220	223	248	259	246	229	207	189	161	128	112	91	91

Thursday the 23rd of August, 2018 - Zone 4 Parking Occupancy

Zone	4	Supply	Time															
			7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	
Restriction	<1 hour	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	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	114	9	25	58	86	98	106	105	100	93	75	38	15	37	40	27	
			8%	22%	51%	75%	86%	93%	92%	88%	82%	66%	33%	13%	32%	35%	24%	
	3P-4P	39	7	22	39	38	39	39	39	39	35	30	18	23	25	20		
			18%	56%	100%	97%	100%	100%	100%	100%	100%	90%	77%	46%	59%	64%	51%	
	Unrestricted	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
Disabled	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
Other	3	0	0	1	0	0	0	1	1	1	0	0	0	2	2	0		
		0%	0%	33%	0%	0%	0%	33%	33%	33%	0%	0%	0%	67%	67%	0%		
No Stopping	0	0	0	0	0	0	0	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	34	7	9	22	21	22	26	24	23	20	19	16	8	4	4	4		
		21%	26%	65%	62%	65%	76%	71%	68%	59%	56%	47%	24%	12%	12%	12%		
Sum	Sum	190	23	56	120	145	159	171	169	163	153	129	84	41	66	71	51	
			12%	29%	63%	76%	84%	90%	89%	86%	81%	68%	44%	22%	35%	37%	27%	
	Sum Check	190	23	56	120	145	159	171	169	163	153	129	84	41	66	71	51	

Thursday the 23rd of August, 2018 - Zone 5 Parking Occupancy

Zone	5	Supply	Time														
			7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00
Restriction	<1 hour	1	0	0	1	1	0	0	1	1	1	1	1	1	0	0	0
			0%	0%	100%	100%	0%	0%	100%	100%	100%	100%	100%	100%	0%	0%	0%
	1P	22	3	14	17	18	22	24	21	23	23	22	22	23	24	23	16
			14%	64%	77%	82%	100%	109%	95%	105%	105%	100%	100%	105%	109%	105%	73%
	2P	1	0	1	1	1	1	1	1	1	1	1	1	1	1	0	0
			0%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	0%	0%
	3P-4P	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Disabled	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Other	5	3	0	0	2	1	2	1	4	1	2	4	0	4	1	1	
		60%	0%	0%	40%	20%	40%	20%	80%	20%	40%	80%	0%	80%	20%	20%	
No Stopping	0	0	0	0	0	0	0	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	29	2	6	11	14	17	18	20	18	16	16	16	19	14	12	9	
		7%	21%	38%	48%	59%	62%	69%	62%	55%	55%	55%	66%	48%	41%	31%	
Sum	Sum	58	8	21	30	36	41	45	44	47	42	42	44	44	43	36	26
			14%	36%	52%	62%	71%	78%	76%	81%	72%	72%	76%	76%	74%	62%	45%
	Sum Check	58	8	21	30	36	41	45	44	47	42	42	44	44	43	36	26

Thursday the 23rd of August, 2018 - Zone 6 Parking Occupancy

Zone	6	Supply	Time															
			7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	
Restriction	<1 hour	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	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	32	2	5	17	22	29	22	25	23	18	20	26	21	21	23	21	21
			6%	16%	53%	69%	91%	69%	78%	72%	56%	63%	81%	66%	66%	72%	66%	66%
	3P-4P	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Disabled	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Other	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%
No Stopping	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Sum	Sum	33	2	5	17	22	29	22	25	23	18	20	26	22	21	23	21	21
			6%	15%	52%	67%	88%	67%	76%	70%	55%	61%	79%	67%	64%	70%	64%	64%
	Sum Check	33	2	5	17	22	29	22	25	23	18	20	26	22	21	23	21	21

Thursday the 23rd of August, 2018 - Zone 7 Parking Occupancy

Zone	7	Supply	Time															
			7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	
Restriction	<1 hour	0	0	0	0	0	0	0	0	0	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	21	3	3	3	7	5	11	9	6	5	6	5	5	9	12	9	9
			14%	14%	14%	33%	24%	52%	43%	29%	24%	29%	24%	24%	43%	57%	43%	43%
	2P	129	53	56	59	59	70	57	68	64	55	42	51	48	53	54	47	47
			41%	43%	46%	46%	54%	44%	53%	50%	43%	33%	40%	37%	41%	42%	42%	36%
	3P-4P	0	0	0	0	0	0	0	0	0	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	84	37	50	65	68	71	71	58	67	63	58	49	37	30	26	26	26
		44%	60%	77%	81%	85%	85%	69%	80%	75%	69%	58%	44%	36%	31%	31%	31%	
Disabled	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Other	6	2	2	2	2	2	2	2	0	2	0	1	0	2	1	0	0	
		33%	33%	33%	33%	33%	33%	33%	0%	33%	0%	17%	0%	33%	17%	0%	0%	
No Stopping	25	0	0	0	0	0	0	0	0	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	78	2	2	8	8	10	9	10	6	14	11	7	6	1	1	1	1	
		3%	3%	10%	10%	13%	12%	13%	8%	18%	14%	9%	8%	1%	1%	1%	1%	
Sum	Sum	343	97	113	137	144	158	150	147	143	139	117	113	96	95	94	83	
			28%	33%	40%	42%	46%	44%	43%	42%	41%	34%	33%	28%	28%	27%	24%	24%
	Sum Check	343	97	113	137	144	158	150	147	143	139	117	113	96	95	94	83	

Thursday the 23rd of August, 2018 - Zone 8 Parking Occupancy

Zone	8	Supply	Time																
			7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00		
Restriction	<1 hour	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	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	121	37	45	63	72	73	71	66	68	67	73	63	66	70	68	56		
			31%	37%	52%	60%	60%	59%	55%	56%	55%	60%	52%	55%	58%	56%	46%		
	3P-4P	25	4	10	15	20	21	22	18	18	13	15	14	14	9	7	7		
			16%	40%	60%	80%	84%	88%	72%	72%	52%	60%	56%	56%	36%	28%	28%		
	Unrestricted	65	22	39	58	57	58	55	55	57	49	46	39	23	14	17	15		
		34%	60%	89%	88%	89%	85%	85%	88%	75%	71%	60%	35%	22%	26%	23%			
Disabled	1	0	0	0	1	0	1	1	1	0	1	1	0	1	0	0			
		0%	0%	0%	100%	0%	100%	100%	100%	0%	100%	100%	0%	100%	0%	0%			
Other	0	0	0	0	0	0	0	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 Stopping	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%			
Sum	Sum	212	63	94	136	150	152	149	140	144	129	135	117	103	94	92	78		
			30%	44%	64%	71%	72%	70%	66%	68%	61%	64%	55%	49%	44%	43%	37%		
	Sum Check	212	63	94	136	150	152	149	140	144	129	135	117	103	94	92	78		

Thursday the 23rd of August, 2018 - Zone 9 Parking Occupancy

Zone	9	Supply	Time																
			7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00		
Restriction	<1 hour	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	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	11	4	3	5	4	5	7	7	5	3	5	2	1	3	4	4		
			36%	27%	45%	36%	45%	64%	64%	45%	27%	45%	18%	9%	27%	36%	36%		
	3P-4P	45	9	23	26	32	38	38	36	36	30	23	15	12	8	8	7		
			20%	51%	58%	71%	84%	84%	80%	80%	67%	51%	33%	27%	18%	18%	16%		
	Unrestricted	141	57	126	130	132	133	132	133	130	124	119	105	65	28	26	17		
		40%	89%	92%	94%	94%	94%	94%	92%	88%	84%	74%	46%	20%	18%	12%			
Disabled	4	0	0	1	1	1	2	2	2	2	0	0	0	1	1	1			
		0%	0%	25%	25%	25%	50%	50%	50%	50%	0%	0%	0%	25%	25%	25%			
Other	0	0	0	0	0	0	0	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 Stopping	14	0	0	2	5	9	10	12	9	1	1	7	8	13	10	5			
		0%	0%	14%	36%	64%	71%	86%	64%	7%	7%	50%	57%	93%	71%	36%			
Private	9	0	5	5	6	5	5	6	7	4	5	0	1	0	0	0			
		0%	56%	56%	67%	56%	56%	67%	78%	44%	56%	0%	11%	0%	0%	0%			
Sum	Sum	224	70	157	169	180	191	194	196	189	164	153	129	87	53	49	34		
			31%	70%	75%	80%	85%	87%	88%	84%	73%	68%	58%	39%	24%	22%	15%		
	Sum Check	224	70	157	169	180	191	194	196	189	164	153	129	87	53	49	34		

Thursday the 23rd of August, 2018 - Zone 10 Parking Occupancy

Zone	10	Supply	Time																
			7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00		
Restriction	<1 hour	2	0	1	2	0	0	0	0	0	0	0	0	1	2	2	2	2	2
			0%	50%	100%	0%	0%	0%	0%	0%	0%	50%	100%	100%	100%	100%	100%	100%	100%
	1P	6	1	6	5	4	4	4	2	2	5	4	4	6	6	6	6	6	6
			17%	100%	83%	67%	67%	67%	33%	33%	83%	67%	67%	100%	100%	100%	100%	100%	100%
	2P	68	32	33	38	42	55	45	51	52	39	39	36	38	39	45	43	43	43
			47%	49%	56%	62%	81%	66%	75%	76%	57%	57%	53%	56%	57%	66%	66%	63%	63%
	3P-4P	26	3	2	5	4	4	4	5	3	6	6	6	7	13	10	7	7	7
			12%	8%	19%	15%	15%	15%	19%	12%	23%	23%	23%	27%	50%	38%	27%	27%	27%
	Unrestricted	77	21	27	61	67	68	65	68	70	64	59	49	47	57	58	52	52	52
		27%	35%	79%	87%	88%	84%	88%	91%	83%	77%	64%	61%	74%	75%	68%	68%	68%	
Disabled	1	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	
		0%	0%	0%	0%	100%	100%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Other	0	0	0	0	0	0	0	0	0	0	0	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 Stopping	16	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	
		0%	0%	0%	0%	0%	0%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Private	12	0	0	3	11	10	10	7	8	10	10	8	4	2	2	1	1	1	
		0%	0%	25%	92%	83%	83%	58%	67%	83%	83%	67%	33%	17%	17%	8%	8%	8%	
Sum	Sum	208	57	69	114	128	142	129	134	135	124	119	105	104	119	123	111	111	
	Sum Check	208	57	69	114	128	142	129	134	135	124	119	105	104	119	123	111	111	

Thursday the 23rd of August, 2018 - Zone 11 Parking Occupancy

Zone	11	Supply	Time																
			7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00		
Restriction	<1 hour	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	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	104	43	44	51	51	55	51	57	57	44	51	42	37	37	37	36	36	36
			41%	42%	49%	49%	53%	49%	55%	55%	42%	49%	40%	36%	36%	36%	35%	35%	35%
	3P-4P	0	0	0	0	0	0	0	0	0	0	0	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	70	31	42	45	44	47	43	43	43	40	36	36	30	32	31	30	30	30
		44%	60%	64%	63%	67%	61%	61%	61%	57%	51%	51%	43%	46%	44%	43%	43%	43%	
Disabled	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Other	0	0	0	0	0	0	0	0	0	0	0	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 Stopping	8	0	0	2	2	2	2	3	3	3	1	0	0	0	0	0	0	0	
		0%	0%	25%	25%	25%	25%	38%	38%	38%	13%	0%	0%	0%	0%	0%	0%	0%	
Private	5	0	0	5	5	4	5	5	4	3	3	1	1	0	1	0	0	0	
		0%	0%	100%	100%	80%	100%	100%	80%	60%	60%	20%	20%	0%	20%	0%	0%	0%	
Sum	Sum	187	74	86	103	102	108	101	108	107	90	91	79	68	69	69	66	66	
	Sum Check	187	74	86	103	102	108	101	108	107	90	91	79	68	69	69	66	66	

Thursday the 23rd of August, 2018 - Zone 12 Parking Occupancy

Zone	12	Supply	Time															
			7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	
Restriction	<1 hour	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	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	58	11	18	27	27	33	23	31	33	30	30	26	13	16	15	16	16
			19%	31%	47%	47%	57%	40%	53%	57%	52%	52%	45%	22%	28%	26%	28%	28%
	3P-4P	10	1	2	2	3	3	3	3	3	2	2	1	1	1	1	1	1
			10%	20%	20%	30%	30%	30%	30%	30%	20%	20%	10%	10%	10%	10%	10%	10%
	Unrestricted	139	56	75	78	80	80	86	77	71	74	62	54	51	49	54	56	56
		40%	54%	56%	58%	58%	62%	55%	51%	53%	45%	39%	37%	35%	39%	40%	40%	
Disabled	2	0	0	2	2	1	0	2	2	1	0	0	0	1	1	0	0	
		0%	0%	100%	100%	50%	0%	100%	100%	50%	0%	0%	0%	50%	50%	0%	0%	
Other	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%	
No Stopping	13	3	0	4	3	4	6	3	1	1	2	1	3	6	6	7	7	
		23%	0%	31%	23%	31%	46%	23%	8%	8%	15%	8%	23%	46%	46%	54%	54%	
Private	5	0	0	0	0	0	3	3	4	2	1	0	0	0	0	0	0	
		0%	0%	0%	0%	0%	60%	60%	80%	40%	20%	0%	0%	0%	0%	0%	0%	
Sum	Sum	229	71	95	113	115	121	121	119	114	110	97	82	68	73	77	80	
	Sum Check	229	71	95	113	115	121	121	119	114	110	97	82	68	73	77	80	

Thursday the 23rd of August, 2018 - Zone 13 Parking Occupancy

Zone	13	Supply	Time														
			7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00
Restriction	<1 hour	0	0	0	0	0	0	0	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	109	59	72	82	74	80	80	83	87	71	64	46	38	64	62	55
			54%	66%	75%	68%	73%	73%	76%	80%	65%	59%	42%	35%	59%	57%	50%
	2P	55	21	26	30	33	35	30	35	31	25	20	15	15	19	16	14
			38%	47%	55%	60%	64%	55%	64%	56%	45%	36%	27%	27%	35%	29%	25%
	3P-4P	0	0	0	0	0	0	0	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	122	95	114	122	125	124	125	125	124	111	91	59	45	45	17	15
		78%	93%	100%	102%	102%	102%	102%	102%	91%	75%	48%	37%	37%	14%	12%	
Disabled	7	1	4	6	6	7	7	7	7	7	3	3	3	3	0	0	
		14%	57%	86%	86%	100%	100%	100%	100%	100%	43%	43%	43%	43%	0%	0%	
Other	0	0	0	0	0	0	0	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 Stopping	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%	
Private	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Sum	Sum	295	176	216	240	238	246	242	250	249	214	178	123	101	131	95	84
	Sum Check	295	176	216	240	238	246	242	250	249	214	178	123	101	131	95	84

Thursday the 23rd of August, 2018 - Zone 14 Parking Occupancy

Zone	14	Supply	Time															
			7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	
Restriction	<1 hour	0	0	0	0	0	0	0	0	0	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	116	46	42	48	47	56	53	51	49	33	37	41	36	24	26	24	
			40%	36%	41%	41%	48%	46%	44%	42%	28%	32%	35%	31%	21%	22%	21%	
	2P	40	17	16	20	19	20	20	19	19	14	12	9	11	17	15	15	
			43%	40%	50%	48%	50%	50%	48%	48%	35%	30%	23%	28%	43%	38%	38%	
	3P-4P	0	0	0	0	0	0	0	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	62	29	47	51	48	52	50	54	36	44	26	22	12	12	10	10	
		47%	76%	82%	77%	84%	81%	87%	58%	71%	42%	35%	19%	19%	16%	16%		
Disabled	3	1	1	1	1	1	1	2	1	1	3	2	2	2	1	1		
		33%	33%	33%	33%	33%	33%	67%	33%	33%	100%	67%	67%	67%	33%	33%		
Other	0	0	0	0	0	0	0	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 Stopping	0	0	0	0	0	0	0	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	63	3	14	21	27	34	41	53	45	41	33	20	24	39	32	22		
		5%	22%	33%	43%	54%	65%	84%	71%	65%	52%	32%	38%	62%	51%	35%		
Sum	Sum	284	96	120	141	142	163	165	179	150	133	111	94	85	94	84	72	
			34%	42%	50%	50%	57%	58%	63%	53%	47%	39%	33%	30%	33%	30%	25%	
	Sum Check	284	96	120	141	142	163	165	179	150	133	111	94	85	94	84	72	

Thursday the 23rd of August, 2018 - Zone 15 Parking Occupancy

Zone	15	Supply	Time														
			7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00
Restriction	<1 hour	0	0	0	0	0	0	0	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	60	32	42	43	47	46	43	41	35	34	30	27	27	32	33	31
			53%	70%	72%	78%	77%	72%	68%	58%	57%	50%	45%	45%	53%	55%	52%
	2P	16	4	1	0	7	6	11	4	8	1	8	7	8	4	3	2
			25%	6%	0%	44%	38%	69%	25%	50%	6%	50%	44%	50%	25%	19%	13%
	3P-4P	0	0	0	0	0	0	0	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	65	11	9	20	28	31	26	33	22	26	28	20	15	13	11	9
		17%	14%	31%	43%	48%	40%	51%	34%	40%	43%	31%	23%	20%	17%	14%	
Disabled	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Other	0	0	0	0	0	0	0	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 Stopping	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Sum	Sum	141	47	52	63	82	83	80	78	65	61	66	54	50	49	47	42
			33%	37%	45%	58%	59%	57%	55%	46%	43%	47%	38%	35%	35%	33%	30%
	Sum Check	141	47	52	63	82	83	80	78	65	61	66	54	50	49	47	42

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