



# Church Street Major Activity Centre Car Parking Study

**Client //** Bayside City Council  
**Office //** VIC  
**Reference //** V157090  
**Date //** 12/10/18



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### Quality Record

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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:

- Existing car parking conditions in the centre
- Future public car parking supply and demand in the centre
- 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
- 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 0.50km<sup>2</sup> 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).

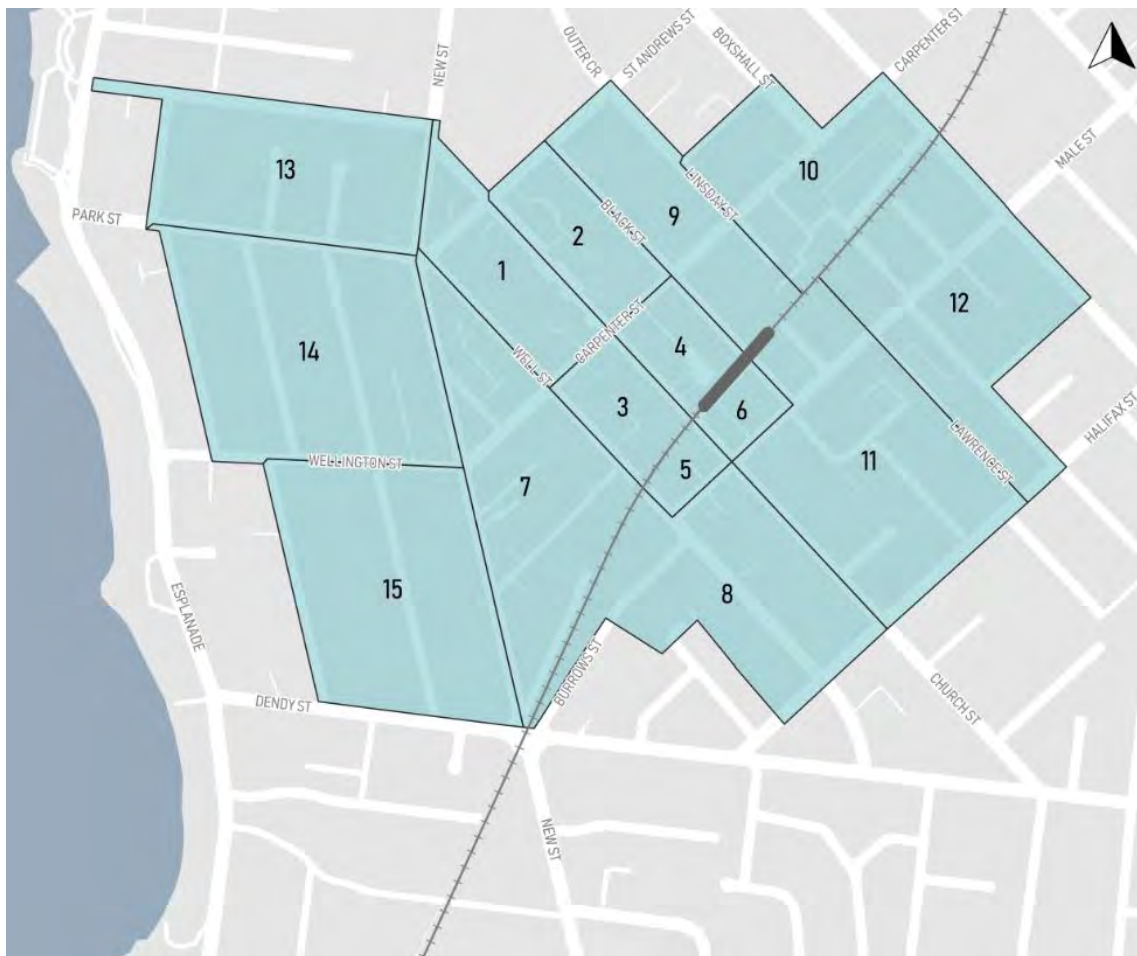
For the purposes of this study it was considered beneficial to extend the scope of the study area beyond the formal boundaries of the activity centre to further understand the extent of parking overspill into surrounding areas.

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.



A detailed map of the central area of Brighton, UK, showing the proposed parking area for the new bus station. The area is outlined in black and includes streets like Park St, Church St, and Well St. Two callouts identify 'Black Street Car Park' and 'Well Street Car Park'. The map also shows the Brighton Grosvenor Club and the Brighton Cemetery.

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

- 3

## 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 Council's 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

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### 3.1 Preamble

As part of this study an inventory<sup>1</sup> 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.

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<sup>1</sup> 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

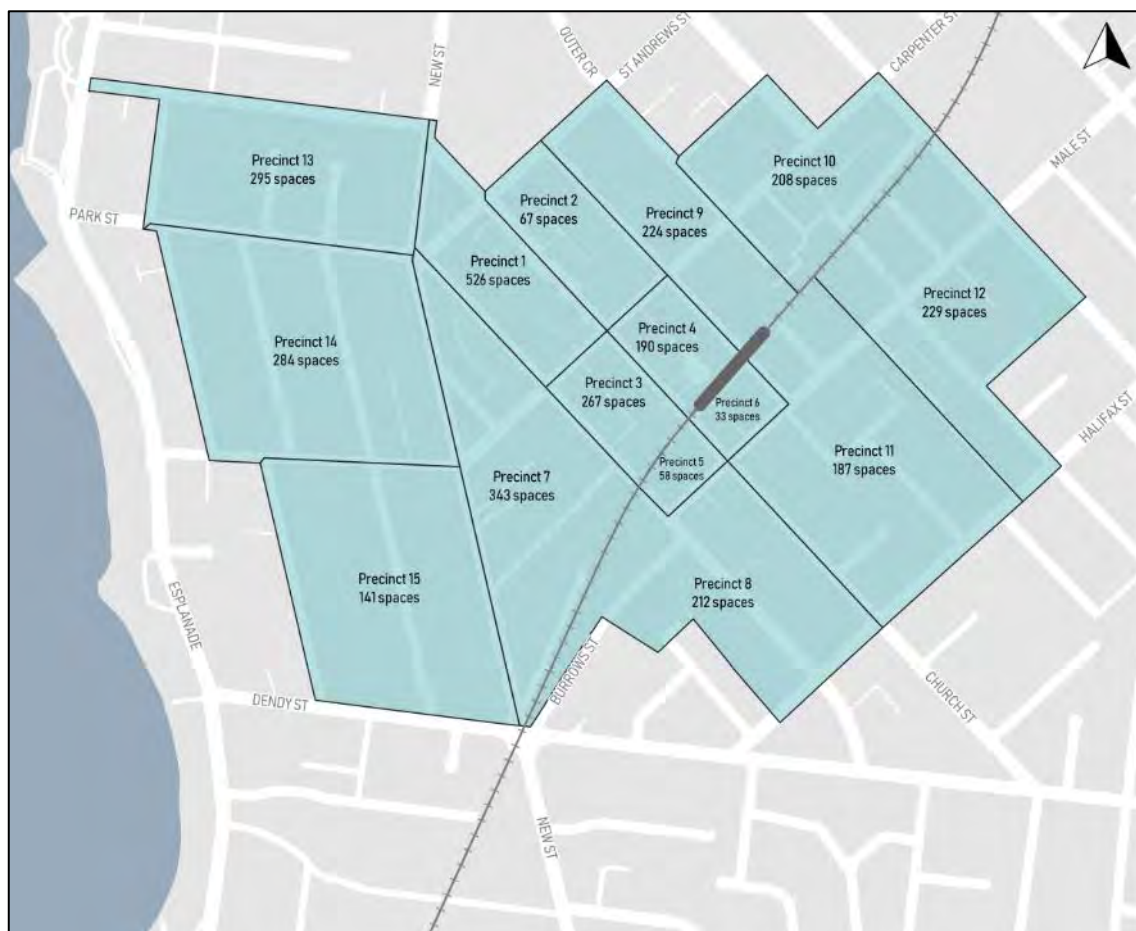


Table 3.1: Parking Supply by Restriction

| 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              |
| <b>Total</b> | <b>15</b> | <b>462</b> | <b>1,135</b> | <b>145</b> | <b>960</b>   | <b>30</b> | <b>38</b> | <b>85</b>   | <b>394</b> | <b>3,264</b>     |



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.

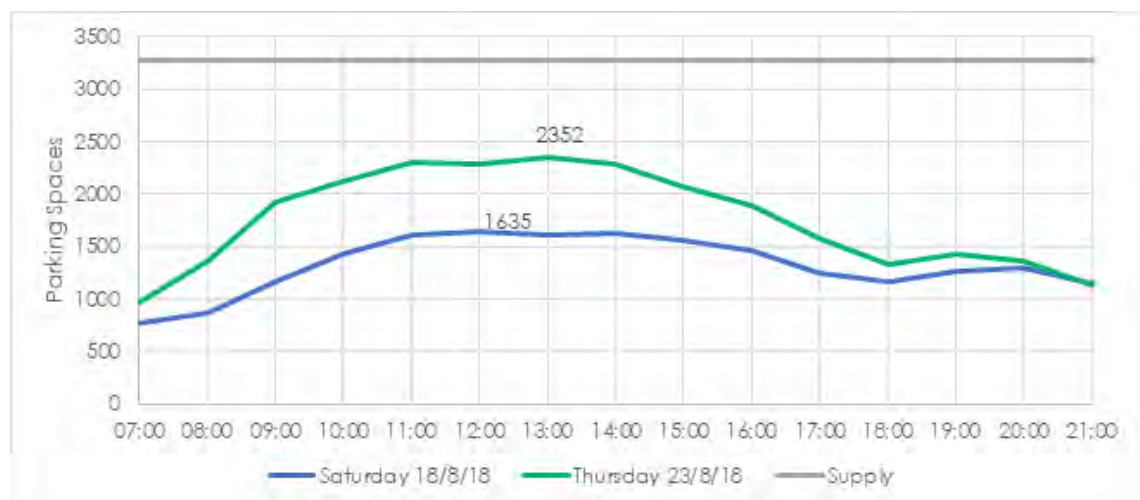
#### 3.3.2 Temporal Distributions

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

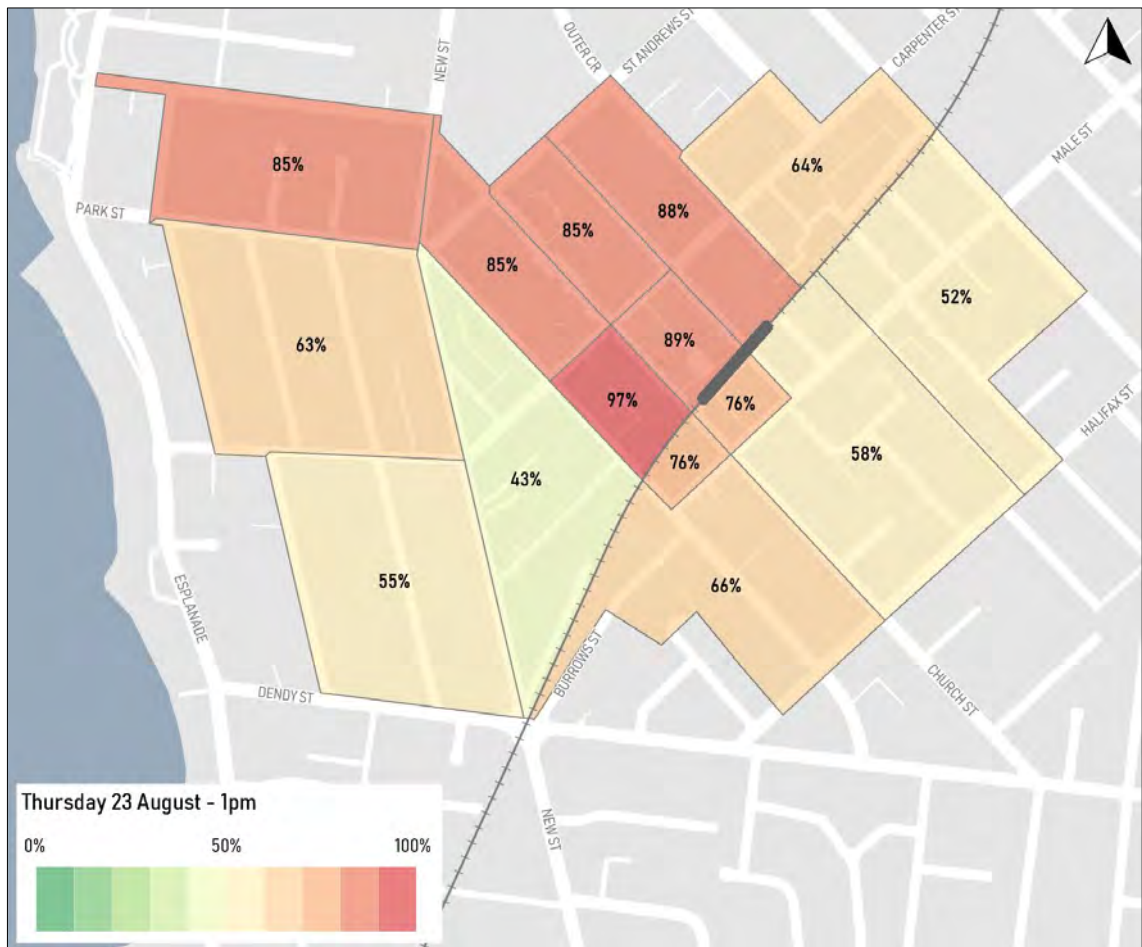
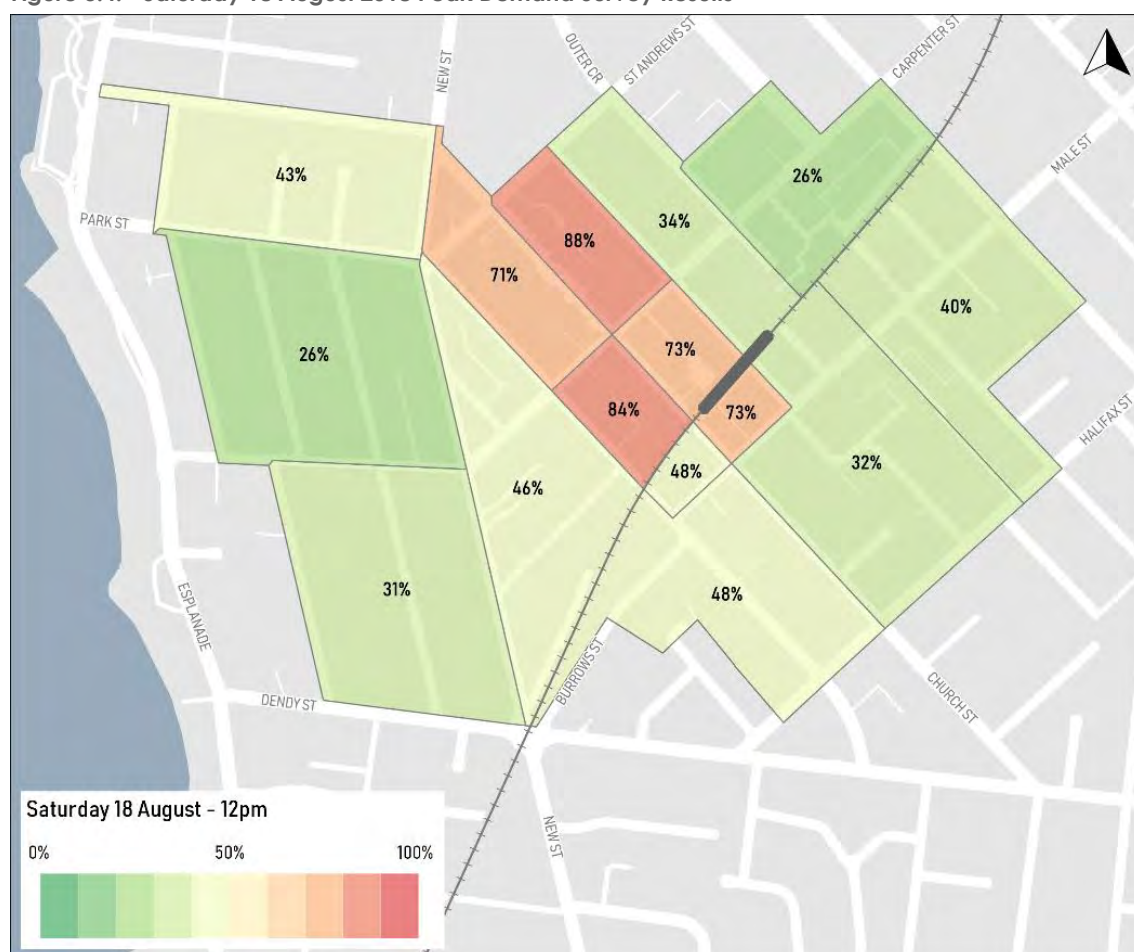




Figure 3.4: Saturday 18 August 2018 Peak Demand Survey Results



### 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%        |
| <b>Total</b> | <b>1141</b>    | <b>1001</b> | <b>88%</b> | <b>2123</b>         | <b>1351</b> | <b>64%</b> | <b>3261</b>      | <b>2352</b> | <b>72%</b> |

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                         |
| <b>Total</b> |            |                        | <b>1,358 spaces</b>           |

[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                                      |
| <b>Total</b>     |            |               |                        | <b>279 spaces</b>                        |

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 spaces<sup>2</sup> 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.

<sup>2</sup> 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

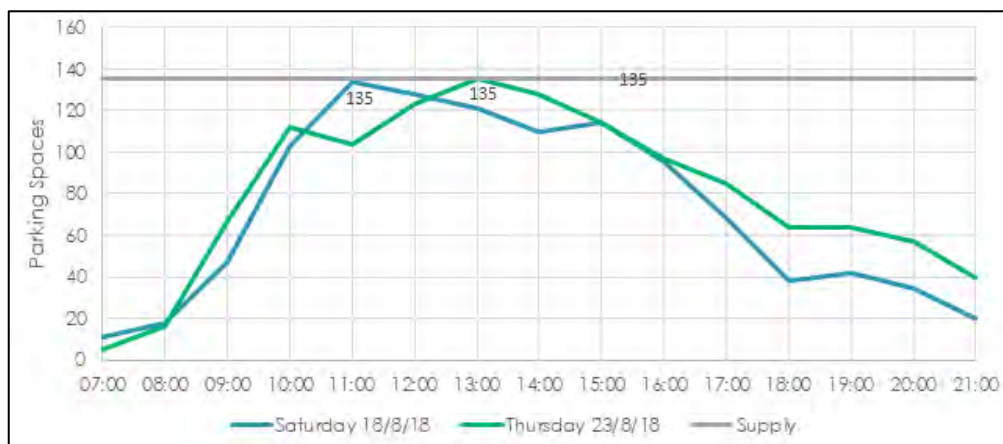
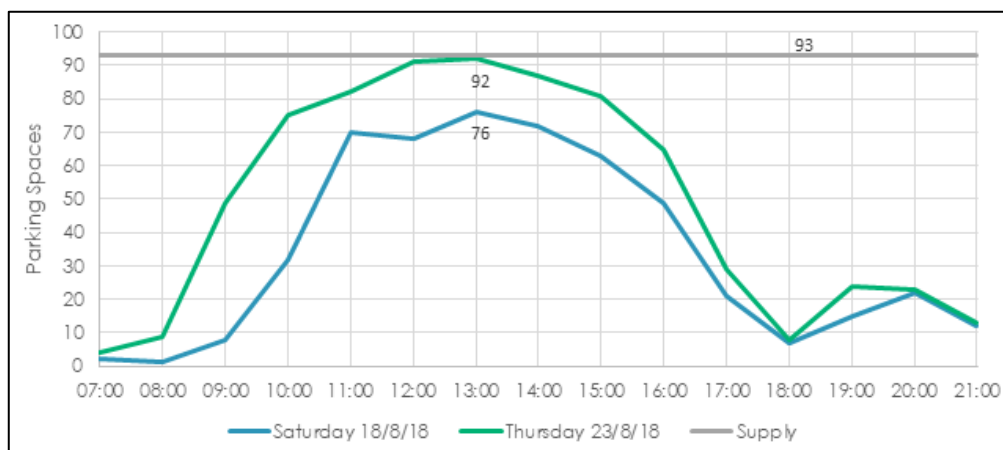


Figure 4.2: Black Street Car Park Survey Data



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 spaces<sup>3</sup> (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.

<sup>3</sup> 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

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### 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

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### 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. | 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 |
|------|--------------|---|------|---------|---------------------|------|---------------------|------|------|------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| 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]                      | 1    | 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       | 79%                 | 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     | 4     | 5     | 5     | 4     | 4     | 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     | 1     | 0     | 0     | 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     | 1     | 0     | 1     | 1     | 0     |
| 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    | 19    | 12    | 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     | 1     | 0     | 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    | 16    | 15    | 16    | 16    | 16    | 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     | 8     | 3     |
| 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     | 1     | 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       | 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     | 1     | 0     | 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    | 12    |
| 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    | 14    |
| 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     | 4     | 3     | 3     | 3     | 1     | 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    | 23    | 18    | 23    | 24    | 22    | 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    | 14    | 13    | 14    | 14    | 12    | 10    |
| 1    | 2 Hours      | Well Street OSCP No.5, 90 degree marked parking on West side (2 Hours) [W]                                  | 10   | 8       | 81%                 | 10   | 100%                | 0    | 1    | 5    | 8     | 10    | 10    | 10    | 10    | 10    | 10    | 10    | 10    | 10    | 10    | 8     |
| 1    | Staff        | Well Street OSCP No.5, Informal parking behind shops (Staff) [W]  | 7    | 2       | 34%                 | 5    | 71%                 | 0    | 0    | 3    | 2     | 2     | 4     | 3     | 3     | 3     | 5     | 2     | 3     | 2     | 2     | 2     |
| 2    | 2 Hours      | Carpenter Street, On-street parallel parking from Laneway to No Standing Zone (2 Hours) [W]                 | 2    | 1       | 50%                 | 2    | 100%                | 0    | 0    | 1    | 1     | 1     | 2     | 2     | 2     | 1     | 2     | 0     | 1     | 1     | 1     | 0     |
| 2    | Staff        | Church Street Laneway Parking, Informal staff parking behind shops (Staff) [E]                              | 40   | 23      | 58%                 | 37   | 93%                 | 2    | 5    | 24   | 31    | 37    | 37    | 36    | 34    | 35    | 33    | 28    | 19    | 8     | 8     | 8     |
| 2    | Bus          | St Andrews Street, Bus Zone, after Black St (Bus Zone) [E]  | 1    | 0       | 0%                  | 0    | 0%                  | 0    | 0    | 0    | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| 2    | 15 minutes   | St Andrews Street, On-street parallel parking from 2P area to P area (15 minutes) [W]                       | 1    | 1       | 53%                 | 1    | 100%                | 0    | 0    | 0    | 0     | 0     | 1     | 0     | 0     | 1     | 1     | 1     | 1     | 1     | 1     | 1     |
| 2    | 2 Hours      | St Andrews Street, On-street parallel parking from Church St to 1/4P area (2 Hours) [W]                     | 6    | 5       | 89%                 | 6    | 100%                | 1    | 2    | 6    | 6     | 6     | 6     | 6     | 6     | 6     | 6     | 6     | 6     | 6     | 6     | 6     |
| 2    | Loading Zone | St Andrews Street, On-street parallel parking from No Standing to Church St (Loading Zone - 15 minutes) [E] | 3    | 1       | 33%                 | 3    | 100%                | 0    | 0    | 2    | 0     | 0     | 0     | 2     | 1     | 0     | 1     | 1     | 1     | 2     | 3     | 2     |

# 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 |
|------|--------------|---|------|---------|---------------------|------|---------------------|------|------|------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| 2    | UnRestricted | St Andrews Street, On-street parallel parking outside Op Shop & Tennis Club, to 2min area (Unrestricted) [W]            | 7    | 7       | 98%                 | 7    | 100%                | 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     | 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     |
| 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     | 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     | 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     | 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     | 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     |
| 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     | 0     |
| 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     | 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     | 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    | 2     | 2     | 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     | 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     | 2     |
| 3    | Client       | Melbourne Pathology OSCP, Off-street car park - BOTH SIDES (Patient) [I]  | 12   | 2       | 18%                 | 8    | 67%                 | 0    | 2    | 7    | 8     | 8     | 4     | 3     | 0     | 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     | 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     | 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     | 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     | 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     | 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     | 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     | 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     | 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     | 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     | 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     | 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     | 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     | 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     | 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     | 4     |
| 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    | 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     | 2     |
| 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     | 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     | 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     | 0     |
| 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     |
| 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     | 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    | 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     | 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     | 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     | 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     | 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     | 0     |
| 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     | 1     |
| 3    | 2 Hours      | Woolworths Underground OSCP, 90 degree marked parking - Row 12 (2 Hours) [W]  | 9    | 6       | 64%                 | 8    | 89%                 | 7    | 8    | 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     | 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     | 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     | 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     | 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     | 2     |
| 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     | 2     |
| 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     |
| 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     |
| 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     | 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     | 1     |
| 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     | 2     |
| 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     | 1     |
| 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     | 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     | 0     |
| 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     | 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     | 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     | 3     |
| 4    | 4 Hours      | Carpenter Street Laneway (b/w Black & Church Sts), 90 degree marked parking - facing Western wall (4 Hours) [W]         | 6    | 4       | 60%                 | 6    | 100%                | 0    | 1    | 6    | 5     | 6     | 5     | 5     | 6     | 5     | 5     | 2     | 1     | 2     | 3     | 2     |
| 4    | Staff        | Carpenter Street Laneway (b/w Black & Church Sts), 90 degree marked parking - facing Western wall (TAB & Whitties St)   | 4    | 2       | 38%                 | 3    | 75%                 | 0    | 1    | 2    | 2     | 2     | 2     | 3     | 3     | 2     | 2     | 1     | 1     | 0     | 0     | 0     |
| 4    | 4 Hours      | Carpenter Street Laneway (b/w Black & Church Sts), 90 degree marked parking - Row 1 - facing Eastern wall (4 Hours) [E] | 22   | 13      | 59%                 | 21   | 95%                 | 8    | 8    | 13   | 17    | 19    | 19    | 21    | 19    | 20    | 17    | 8     | 3     | 5     | 10    | 8     |
| 4    | 4 Hours      | Carpenter Street Laneway (b/w Black & Church Sts), 90 degree marked parking - Row 2 - midblock (4 Hours) [W]            | 7    | 5       | 65%                 | 7    | 100%                | 0    | 0    | 7    | 6     | 6     | 6     | 6     | 7     | 6     | 6     | 5     | 1     | 4     | 4     | 4     |



# 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 |
|------|--------------|--|------|---------|---------------------|------|---------------------|------|------|------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| 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     | 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) [W]                           | 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     | 7     | 8     | 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     | 3     | 2     | 2     | 2     | 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     | 6     | 5     | 2     | 3     | 3     | 3     | 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     | 1     | 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    | 22    | 19    | 14    | 8     | 2     | 1     | 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     | 9     | 6     | 1     | 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     | 9     | 12    | 10    | 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     | 3     | 0     | 0     | 1     | 1     | 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   | 2       | 21%                 | 4    | 33%                 | 1    | 1    | 1    | 2     | 3     | 3     | 3     | 3     | 2     | 2     | 3     | 4     | 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 Crt 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     | 4     | 4     | 3     | 2     | 3     |

# 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 |
|------|--------------|---|------|---------|---------------------|------|---------------------|------|------|------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| 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     | 2     | 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     | 4     | 3     | 3     | 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    | 13    | 10    | 10    | 9     | 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     | 8     | 6     | 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     | 2     | 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) [W]                                      | 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     | 1     | 0     | 1     | 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     | 6     | 4     | 3     | 1     | 2     | 8     | 12    | 11    |
| 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     | 6     | 8     | 7     | 7     | 6     | 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]                               | 1    | 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     | 0     | 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    | 0    | 0     | 0     | 0     | 0     | 0     | 0     | 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     | 3     | 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     | 2     | 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 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     | 12    | 13    | 12    |
| 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     | 9     | 7     | 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 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       | 9%                  | 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     | 1     | 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   | No Standing  | Wilson Street, On-street parallel parking from Carpenter St to Male St (School Zone) [E]                               | 5    | 0       | 0%                  | 0    | 0%                  | 0    | 0    | 0    | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| 12   | 2 Hours      | Wilson Street, On-street parallel parking from Male St to Disabled Spaces (2 Hours (Authorised Vehicles Excepted)) [E] | 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     | 8     | 7     | 5     | 6     | 9     | 8     | 8     |
| 12   | Private      | Wilson Street Church OSCP, Church off-street parking (Private) [S]   | 5    | 1       | 28%                 | 4    | 80%                 | 0    | 0    | 0    | 1     | 2     | 4     | 4     | 4     | 3     | 2     | 1     | 0     | 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     | 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%                  | 0    | 0%                  | 0    | 0    | 0    | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| 13   | UnRestricted | Cabrini OSCP (Upper), On Western Wall to Staff only area (15 min free) [W]   | 4    | 1       | 33%                 | 3    | 75%                 | 2    | 0    | 3    | 2     | 2     | 2     | 2     | 3     | 2     | 1     | 1     | 0     | 0     | 0     | 0     |
| 13   | No Standing  | Esperance Ave, On-street parallel parking from Park St to end (No Standing) [W]  | 1    | 0       | 0%                  | 0    | 0%                  | 0    | 0    | 0    | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| 13   | 2 Hours      | Esperance Ave, On-street parallel parking from Park St to end (2 Hours) [E]  | 10   | 1       | 14%                 | 3    | 30%                 | 1    | 1    | 1    | 1     | 2     | 2     | 2     | 2     | 0     | 0     | 2     | 0     | 2     | 3     | 2     |

# 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    | 23    | 21    | 23    | 21    | 19    | 19    | 16    | 17    | 15    | 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     | 6     | 9     | 9     | 7     | 5     | 7     | 7     | 8     | 7     | 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    | 0    | 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     | 7     |
| 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     | 1     | 3     | 3     | 3     | 6     | 7     | 8     | 9     | 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     | 2     | 1     | 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    | 0     | 1     | 2     | 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       | 26%                 | 5    | 36%                 | 1    | 1    | 4    | 3     | 5     | 4     | 5     | 4     | 5     | 4     | 3     | 5     | 4     | 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    | 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   | 83    | 90    | 91    | 84    | 92    | 90    | 77    | 77    | 75    | 83    | 100   | 96    |
| TOTAL by ZONE 13 |              |   | 295  | 101     | 34%                 | 126  | 43%                 | 96   | 94   | 99   | 110   | 104   | 126   | 115   | 126   | 103   | 95    | 91    | 91    | 98    | 85    | 76    |
| TOTAL by ZONE 14 |              |   | 284  | 82      | 29%                 | 116  | 41%                 | 54   | 64   | 59   | 66    | 62    | 74    | 74    | 69    | 73    | 77    | 97    | 112   | 116   | 116   | 110   |
| TOTAL by ZONE 15 |              |   | 141  | 45      | 32%                 | 55   | 39%                 | 42   | 37   | 49   | 44    | 48    | 44    | 44    | 41    | 47    | 46    | 39    | 46    | 49    | 55    | 51    |
| TOTAL            |              |   | 3264 | 1325    | 41%                 | 1635 | 50%                 | 763  | 865  | 1171 | 1435  | 1611  | 1635  | 1616  | 1624  | 1563  | 1458  | 1252  | 1163  | 1269  | 1290  | 1154  |
| Available Spaces |              |   |      | 1939    | 59%                 | 1629 | 50%                 | 2501 | 2399 | 2093 | 1829  | 1653  | 1629  | 1648  | 1640  | 1701  | 1806  | 2012  | 2101  | 1995  | 1974  | 2110  |



# 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. | 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 |
|------|--------------|--|------|---------|---------------------|------|---------------------|------|------|------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| 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     | 2     | 3     | 2     | 3     | 1     | 1     | 2     | 2     | 0     | 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     | 5     | 3     | 5     | 5     | 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     | 5     | 5     | 5     | 4     | 5     | 4     | 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     | 0     | 1     | 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     | 0     | 1     | 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     | 1     | 0     | 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     | 12    | 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     | 2     | 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    | 9     | 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    | 16    | 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     | 8     | 9     | 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    | 17    | 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     | 1     | 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) [E]                   | 1    | 1       | 60%                 | 1    | 100%                | 0    | 1    | 1    | 1     | 0     | 1     | 0     | 1     | 1     | 0     | 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       | 78%                 | 3    | 100%                | 2    | 2    | 3    | 2     | 3     | 3     | 2     | 3     | 3     | 1     | 2     | 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     | 1     | 0     | 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    | 16    | 14    | 6     | 14    | 15    | 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     | 3     | 2     | 3     | 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     | 2     | 0     | 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     | 8     | 6     | 6     | 7     | 6     | 7     |
| 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     | 3     | 6     | 5     | 5     | 2     | 2     | 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    | 14    | 11    | 14    | 14    | 14    | 10    |
| 1    | 2 Hours      | Well Street OSCP No.5, 90 degree marked parking on West side (2 Hours) [W]                             | 10   | 8       | 83%                 | 10   | 100%                | 0    | 2    | 6    | 9     | 10    | 10    | 10    | 10    | 10    | 10    | 10    | 10    | 10    | 10    | 8     |
| 1    | Staff        | Well Street OSCP No.5, Informal parking behind shops (Staff) [W]                                       | 7    | 3       | 44%                 | 5    | 71%                 | 0    | 1    | 4    | 5     | 5     | 4     | 4     | 5     | 4     | 4     | 3     | 2     | 2     | 2     | 1     |
| 2    | 2 Hours      | Carpenter Street, On-street parallel parking from Laneway to No Standing Zone (2 Hours) [W]            | 2    | 1       | 57%                 | 2    | 100%                | 0    | 1    | 1    | 1     | 1     | 2     | 2     | 2     | 2     | 1     | 1     | 0     | 1     | 1     | 1     |
| 2    | Staff        | Church Street Laneway Parking, Informal staff parking behind shops (Staff) [E]                         | 40   | 24      | 60%                 | 37   | 93%                 | 2    | 5    | 29   | 35    | 37    | 36    | 36    | 36    | 37    | 34    | 26    | 20    | 10    | 8     | 10    |
| 2    | Bus          | St Andrews Street, Bus Zone, after Black St (Bus Zone) [E]   | 1    | 0       | 0%                  | 0    | 0%                  | 0    | 0    | 0    | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| 2    | 15 minutes   | St Andrews Street, On-street parallel parking from 2P area to P area (15 minutes) [W]                  | 1    | 1       | 73%                 | 1    | 100%                | 0    | 0    | 1    | 1     | 1     | 0     | 0     | 1     | 1     | 1     | 1     | 1     | 1     | 1     | 1     |
| 2    | 2 Hours      | St Andrews Street, On-street parallel parking from Church St to 1/4P area (2 Hours) [W]                | 6    | 5       | 89%                 | 6    | 100%                | 2    | 5    | 6    | 5     | 6     | 6     | 5     | 5     | 5     | 6     | 6     | 6     | 6     | 6     | 5     |

# 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. | 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 |
|------|--------------|---|------|---------|---------------------|------|---------------------|------|------|------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| 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     | 3     | 2     | 0     | 0     | 1     | 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     | 2     | 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     | 7     | 8     | 7     | 5     |
| 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     | 2     | 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    | 16    | 15    | 16    | 15    | 11    | 13    | 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     | 1     | 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     | 5     | 4     | 4     | 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     | 4     | 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     | 9     | 7     | 8     | 6     | 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     | 6     | 5     | 4     | 2     | 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     | 7     | 3     | 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     | 4     | 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    | 15    | 14    | 13    | 7     | 2     | 0     | 0     | 2     |
| 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     | 1     | 1     | 1     |
| 4    | 2 Hours      | Carpenter Street, On-street parallel parking from Laneway to Church St (2 Hours) [E]                                    | 3    | 3       | 84%                 | 3    | 100%                | 1    | 3    | 3    | 3     | 3     | 3     | 3     | 3     | 3     | 3     | 3     | 1     | 3     | 2     | 1     |
| 4    | Loading Zone | Carpenter Street, On-street parallel parking from Laneway to Church St (15 minutes) [E]                                 | 3    | 1       | 18%                 | 2    | 67%                 | 0    | 0    | 1    | 0     | 0     | 0     | 1     | 1     | 1     | 0     | 0     | 0     | 2     | 2     | 0     |
| 4    | 4 Hours      | Carpenter Street Laneway (b/w Black & Church Sts), 90 degree marked parking - facing Southern wall (4 Hours) [S]        | 4    | 3       | 85%                 | 4    | 100%                | 1    | 4    | 4    | 4     | 4     | 4     | 4     | 4     | 4     | 3     | 4     | 2     | 3     | 3     | 3     |
| 4    | 4 Hours      | Carpenter Street Laneway (b/w Black & Church Sts), 90 degree marked parking - facing Western wall (4 Hours) [W]         | 6    | 5       | 79%                 | 6    | 100%                | 0    | 3    | 6    | 5     | 6     | 6     | 6     | 6     | 6     | 6     | 6     | 3     | 3     | 5     | 4     |
| 4    | Staff        | Carpenter Street Laneway (b/w Black & Church Sts), 90 degree marked parking - facing Western wall (TAB & Whitties St)   | 4    | 2       | 48%                 | 4    | 100%                | 0    | 0    | 2    | 3     | 3     | 3     | 4     | 3     | 3     | 3     | 3     | 2     | 0     | 0     | 0     |
| 4    | 4 Hours      | Carpenter Street Laneway (b/w Black & Church Sts), 90 degree marked parking - Row 1 - facing Eastern wall (4 Hours) [E] | 22   | 16      | 72%                 | 22   | 100%                | 3    | 10   | 22   | 22    | 22    | 22    | 22    | 22    | 22    | 20    | 14    | 9     | 10    | 11    | 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. | 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 |
|------|--------------|--|------|---------|---------------------|------|---------------------|------|------|------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| 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     | 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     | 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     | 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     | 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     | 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     | 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     | 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     | 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     | 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     | 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     | 0     | 1     | 0     | 0     | 0     | 1     | 0     | 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     | 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     | 4     | 4     | 4     | 5     | 5     | 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     | 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     | 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     | 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     | 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     | 0     |
| 5    | 2 Hours      | Well Street, On-street parallel parking just after Dentistry Driveway (2 Hours) [E]                          | 1    | 1       | 80%                 | 1    | 100%                | 0    | 1    | 1    | 1     | 1     | 1     | 1     | 1     | 1     | 1     | 1     | 1     | 0     | 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     | 4     |
| 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     | 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     | 1     | 0     | 0     | 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     |
| 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     | 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     | 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     | 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     | 2     |
| 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     | 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     | 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     | 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     | 2     | 0     | 1     | 0     | 2     | 1     | 0     | 0     |
| 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     | 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     | 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     | 3     |
| 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     | 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     | 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     | 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     | 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     | 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     | 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     | 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     | 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    | 15    |
| 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     | 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     | 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     | 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     | 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     | 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    | 4       | 73%                 | 7    | 117%                | 1    | 4    | 7    | 6     | 7     | 6     | 6     | 7     | 5     | 6     | 4     | 3     | 2     | 1     | 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     | 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     | 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     |
| 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     | 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     | 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    | 1       | 30%                 | 2    | 50%                 | 2    | 2    | 2    | 2     | 2     | 2     | 0     | 1     | 0     | 0     | 1     | 1     | 1     | 1     | 1     |
| 7    | UnRestricted | New Street, On-street parallel parking from Robyn Crt to Munro St (LEFT ONLY) (Unrestricted) [E]             | 7    | 5       | 70%                 | 7    | 100%                | 3    | 4    | 6    | 5     | 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     | 3     |
| 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     | 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     | 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    | 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     | 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     | 0     |
| 8    | UnRestricted | Burrows Street, On-street parallel parking from Dendy St to Well St (Unrestricted) [W]                       | 25   | 23      | 90%                 | 34   | 136%                | 10   | 19   | 34   | 33    | 34    | 31    | 32    | 32    | 28    | 26    | 23    | 15    | 7     | 8     | 6     |
| 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    | 12    | 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. | 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 |
|------|--------------|---|------|---------|---------------------|------|---------------------|------|------|------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| 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     | 5     | 6     | 4     | 2     | 1     | 2     | 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     | 4     | 3     | 1     | 0     | 1     | 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     | 4     | 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     | 6     | 7     | 6     | 5     | 3     | 4     | 2     | 2     | 3     | 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     | 8     | 6     | 4     | 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     | 9     | 6     | 2     | 1     | 0     |
| 9    | UnRestricted | Lindsay Street Rail OSCP, 90 degree parking - Row 3, midblock (Unrestricted) [W]                                      | 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) [E]                                      | 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     | 5     | 4     | 3     | 3     | 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     | 3     | 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    | 22    | 20    | 20    | 17    | 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     | 3     | 4     | 3     | 4     | 3     | 3     | 1     | 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    | 15    | 11    | 11    | 13    | 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     | 0     | 1     | 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     | 0     | 1     | 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     | 5     | 4     | 4     | 3     | 4     | 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     | 4     | 5     | 2     | 4     | 2     | 1     | 2     | 3     | 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. | 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 Adamson St to Halifax St (No Standing) [E]                               | 1    | 0       | 0%                  | 0    | 0%                  | 0    | 0    | 0    | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| 11   | No Standing  | Black Street, On-street parallel parking from Male St to Adamson St (No Standing) [E]                                  | 1    | 0       | 0%                  | 0    | 0%                  | 0    | 0    | 0    | 0     | 0     | 0     | 0     | 0     | 0     | 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    | 4       | 55%                 | 7    | 88%                 | 3    | 2    | 3    | 3     | 7     | 4     | 7     | 7     | 4     | 4     | 4     | 6     | 4     | 3     | 5     |
| 11   | 2 Hours      | Black Street, On-street parallel parking from No Standing on bend to Halifax St (2 Hours) [W]                          | 10   | 5       | 50%                 | 8    | 80%                 | 8    | 6    | 8    | 7     | 5     | 6     | 8     | 6     | 1     | 3     | 3     | 3     | 4     | 4     | 3     |
| 11   | 2 Hours      | Bryson Avenue, On-street parallel parking from Male St to end (2 Hours) [W]  | 8    | 3       | 33%                 | 4    | 50%                 | 2    | 2    | 3    | 3     | 4     | 3     | 3     | 3     | 3     | 3     | 3     | 2     | 1     | 2     | 2     |
| 11   | 2 Hours      | Bryson Avenue, On-street parallel parking from Male St to end (2 Hours) [E]  | 8    | 2       | 23%                 | 3    | 38%                 | 1    | 2    | 2    | 3     | 2     | 3     | 2     | 3     | 2     | 2     | 1     | 1     | 1     | 1     | 1     |
| 11   | 2 Hours      | Halifax Street, On-street parallel parking from Black St to Church St (2 Hours) [W]                                    | 12   | 4       | 33%                 | 7    | 58%                 | 3    | 3    | 4    | 4     | 4     | 5     | 4     | 6     | 5     | 7     | 6     | 2     | 2     | 2     | 2     |
| 11   | UnRestricted | Halifax Street, On-street parallel parking from Hall St to Church St (Unrestricted) [E]                                | 20   | 11      | 56%                 | 18   | 90%                 | 5    | 13   | 18   | 18    | 18    | 17    | 17    | 16    | 15    | 12    | 10    | 4     | 3     | 2     | 1     |
| 11   | No Standing  | Halifax Street, On-street parallel parking from Hall St to Church St (School Zone) [E]                                 | 5    | 1       | 24%                 | 3    | 60%                 | 0    | 0    | 2    | 2     | 2     | 2     | 3     | 3     | 3     | 1     | 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       | 20%                 | 2    | 40%                 | 1    | 1    | 2    | 2     | 1     | 2     | 2     | 2     | 1     | 1     | 0     | 0     | 0     | 0     | 0     |
| 11   | UnRestricted | Halifax Street, On-street parallel parking from Lawrence to Black St (Unrestricted) [W]                                | 8    | 2       | 23%                 | 3    | 38%                 | 1    | 1    | 1    | 2     | 3     | 2     | 2     | 2     | 1     | 2     | 2     | 2     | 2     | 2     | 2     |
| 11   | UnRestricted | Lawrence Street, On-street indented parking from Halifax St to Male St (Unrestricted) [W]                              | 14   | 6       | 45%                 | 7    | 50%                 | 7    | 7    | 6    | 7     | 6     | 5     | 6     | 6     | 7     | 6     | 6     | 5     | 6     | 7     | 7     |
| 11   | UnRestricted | Lawrence Street, On-street indented parking from Halifax St to Male St (Unrestricted) [E]                              | 14   | 9       | 62%                 | 10   | 71%                 | 7    | 8    | 9    | 7     | 9     | 9     | 9     | 9     | 8     | 7     | 8     | 10    | 10    | 10    | 10    |
| 11   | UnRestricted | Lawrence Street, On-street parallel parking from Halifax St to Male St (Unrestricted) [W]                              | 14   | 10      | 73%                 | 13   | 93%                 | 11   | 13   | 11   | 10    | 11    | 10    | 9     | 9     | 10    | 9     | 10    | 9     | 11    | 10    | 10    |
| 11   | 2 Hours      | Lawrence Street, On-street parallel parking from Halifax St to Male St (2 Hours) [E]                                   | 14   | 11      | 78%                 | 14   | 100%                | 12   | 14   | 12   | 9     | 10    | 9     | 12    | 13    | 12    | 12    | 9     | 8     | 11    | 10    | 11    |
| 11   | 2 Hours      | Male Street, On-street parallel parking from Black St to Bryson Ave (2 Hours) [W]                                      | 5    | 3       | 56%                 | 5    | 100%                | 3    | 3    | 2    | 5     | 5     | 4     | 3     | 3     | 2     | 3     | 3     | 1     | 2     | 2     | 1     |
| 11   | 2 Hours      | Male Street, On-street parallel parking from Black St to Lawrence St (2 Hours) [E]                                     | 11   | 7       | 64%                 | 11   | 100%                | 2    | 4    | 8    | 7     | 8     | 9     | 8     | 8     | 8     | 11    | 6     | 7     | 7     | 6     | 6     |
| 12   | 4 Hours      | Bleazby Avenue, On-street parallel parking from Male St to end (4 Hours) [W]   | 10   | 2       | 19%                 | 3    | 30%                 | 1    | 2    | 2    | 3     | 3     | 3     | 3     | 3     | 2     | 2     | 1     | 1     | 1     | 1     | 1     |
| 12   | UnRestricted | Bleazby Avenue, On-street parallel parking from Male St to end (Unrestricted) [E]                                      | 10   | 4       | 39%                 | 9    | 90%                 | 3    | 4    | 3    | 7     | 8     | 9     | 5     | 4     | 0     | 3     | 1     | 3     | 2     | 3     | 4     |
| 12   | UnRestricted | Halifax Street, On-street parallel parking from Loller St to Lawrence St (Unrestricted) [W]                            | 6    | 2       | 28%                 | 4    | 67%                 | 2    | 3    | 2    | 2     | 3     | 1     | 1     | 0     | 1     | 1     | 4     | 2     | 1     | 1     | 1     |
| 12   | UnRestricted | Halifax Street, On-street parallel parking from Weatherly Gr to Hall St (Unrestricted) [E]                             | 8    | 2       | 23%                 | 3    | 38%                 | 3    | 3    | 1    | 1     | 1     | 3     | 1     | 1     | 1     | 1     | 2     | 2     | 1     | 3     | 3     |
| 12   | UnRestricted | Loller Street, On-street parallel parking from Male St to Halifax St (Unrestricted) [W]                                | 25   | 10      | 38%                 | 15   | 60%                 | 15   | 14   | 9    | 9     | 7     | 7     | 7     | 6     | 7     | 7     | 9     | 9     | 11    | 13    | 14    |
| 12   | UnRestricted | Loller Street, On-street parallel parking from Male St to Trafalgar St (Unrestricted) [E]                              | 11   | 8       | 77%                 | 11   | 100%                | 5    | 7    | 9    | 10    | 11    | 11    | 11    | 11    | 11    | 11    | 9     | 5     | 5     | 5     | 6     |
| 12   | UnRestricted | Loller Street, On-street parallel parking from Trafalgar St to Halifax St (Unrestricted) [E]                           | 10   | 5       | 49%                 | 8    | 80%                 | 5    | 5    | 5    | 5     | 4     | 5     | 5     | 4     | 4     | 4     | 4     | 6     | 6     | 6     | 8     |
| 12   | UnRestricted | Male Street, On-street parallel parking from Bleazby Ave to Valda Gr (Unrestricted) [W]                                | 6    | 3       | 48%                 | 5    | 83%                 | 1    | 3    | 4    | 4     | 4     | 4     | 4     | 4     | 5     | 4     | 3     | 1     | 1     | 1     | 0     |
| 12   | 2 Hours      | Male Street, On-street parallel parking from Bryson Ave to Bleazby Ave (2 Hours) [W]                                   | 12   | 4       | 34%                 | 9    | 75%                 | 4    | 3    | 3    | 5     | 9     | 5     | 5     | 6     | 3     | 3     | 3     | 2     | 3     | 4     | 4     |
| 12   | UnRestricted | Male Street, On-street parallel parking from Lawrence St to Strathallan La (Unrestricted) [E]                          | 8    | 5       | 63%                 | 8    | 100%                | 2    | 5    | 7    | 8     | 7     | 7     | 8     | 7     | 7     | 5     | 3     | 4     | 2     | 2     | 2     |
| 12   | 2 Hours      | Male Street, On-street parallel parking from Lawrence to Loller St (2 Hours) [E]                                       | 5    | 2       | 37%                 | 3    | 60%                 | 2    | 2    | 2    | 2     | 1     | 2     | 2     | 2     | 3     | 2     | 1     | 1     | 2     | 2     | 2     |
| 12   | UnRestricted | Male Street, On-street parallel parking from Strathallan La to Wilson St (Unrestricted) [E]                            | 5    | 2       | 49%                 | 5    | 100%                | 2    | 4    | 2    | 4     | 4     | 4     | 5     | 3     | 4     | 2     | 1     | 2     | 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    | 3       | 63%                 | 5    | 100%                | 3    | 3    | 5    | 4     | 4     | 3     | 3     | 4     | 4     | 3     | 3     | 2     | 2     | 2     | 2     |
| 12   | UnRestricted | Male Street, On-street parallel parking from Valda Gr to Wilson St (Unrestricted) [W]                                  | 4    | 1       | 32%                 | 3    | 75%                 | 0    | 2    | 2    | 2     | 2     | 2     | 3     | 3     | 2     | 1     | 0     | 0     | 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    | 3       | 61%                 | 5    | 100%                | 3    | 4    | 5    | 4     | 5     | 5     | 5     | 5     | 5     | 3     | 2     | 0     | 0     | 0     | 0     |
| 12   | UnRestricted | Trafalgar Street, On-street parallel parking from Loller St to end (Unrestricted) [W]                                  | 7    | 3       | 43%                 | 5    | 71%                 | 3    | 4    | 5    | 4     | 3     | 3     | 2     | 2     | 3     | 3     | 3     | 2     | 2     | 3     | 3     |
| 12   | UnRestricted | Trafalgar Street, On-street parallel parking from Loller St to end (Unrestricted) [E]                                  | 7    | 3       | 37%                 | 5    | 71%                 | 3    | 3    | 2    | 2     | 2     | 5     | 2     | 2     | 2     | 2     | 2     | 3     | 3     | 3     | 3     |
| 12   | 2 Hours      | Valda Grove, On-street parallel parking from Male St to end (2 Hours) [W]  | 11   | 3       | 25%                 | 6    | 55%                 | 1    | 2    | 4    | 6     | 6     | 4     | 2     | 2     | 3     | 4     | 2     | 1     | 2     | 1     | 2     |
| 12   | UnRestricted | Valda Grove, On-street parallel parking from Male St to end (Unrestricted) [E]   | 11   | 5       | 41%                 | 7    | 64%                 | 4    | 2    | 7    | 6     | 6     | 7     | 5     | 5     | 7     | 4     | 3     | 3     | 3     | 3     | 3     |
| 12   | Disabled     | Wilson Street, Disabled Spaces in front of Epworth (Disabled) [E]  | 2    | 1       | 40%                 | 2    | 100%                | 0    | 0    | 2    | 2     | 1     | 0     | 2     | 2     | 1     | 0     | 0     | 1     | 1     | 0     | 0     |
| 12   | UnRestricted | Wilson Street, On-street parallel parking from Baker St to Male St (Unrestricted) [W]                                  | 4    | 3       | 80%                 | 4    | 100%                | 2    | 3    | 4    | 2     | 3     | 3     | 4     | 4     | 4     | 3     | 2     | 4     | 4     | 4     | 2     |
| 12   | No Standing  | Wilson Street, On-street parallel parking from Baker St to Male St (School Zone) [W]                                   | 3    | 1       | 24%                 | 3    | 100%                | 1    | 0    | 0    | 0     | 0     | 1     | 0     | 0     | 0     | 0     | 0     | 1     | 3     | 2     | 3     |
| 12   | UnRestricted | Wilson Street, On-street parallel parking from Baker St to Male St (Unrestricted) [W]                                  | 3    | 2       | 69%                 | 3    | 100%                | 0    | 2    | 3    | 3     | 3     | 3     | 3     | 3     | 3     | 2     | 1     | 1     | 2     | 1     | 1     |
| 12   | UnRestricted | Wilson Street, On-street parallel parking from Carpenter St to Male St (Unrestricted) [E]                              | 4    | 3       | 80%                 | 4    | 100%                | 0    | 4    | 3    | 3     | 3     | 4     | 3     | 3     | 4     | 3     | 2     | 4     | 4     | 4     | 4     |
| 12   | No Standing  | Wilson Street, On-street parallel parking from Carpenter St to Male St (School Zone) [E]                               | 5    | 1       | 25%                 | 3    | 60%                 | 2    | 0    | 1    | 2     | 1     | 2     | 2     | 2     | 0     | 0     | 1     | 2     | 3     | 3     | 3     |
| 12   | No Standing  | Wilson Street, On-street parallel parking from Carpenter St to Male St (School Zone) [E]                               | 5    | 1       | 27%                 | 3    | 60%                 | 0    | 0    | 3    | 1     | 3     | 3     | 1     | 1     | 1     | 2     | 1     | 1     | 1     | 1     | 1     |
| 12   | 2 Hours      | Wilson Street, On-street parallel parking from Male St to Disabled Spaces (2 Hours (Authorised Vehicles Excepted)) [E] | 15   | 6       | 43%                 | 11   | 73%                 | 2    | 6    | 7    | 7     | 6     | 5     | 9     | 11    | 10    | 10    | 10    | 4     | 4     | 2     | 4     |
| 12   | 2 Hours      | Wilson Street, On-street parallel parking from Male St to Disabled Spaces (2 Hours (Authorised Vehicles Excepted)) [W] | 15   | 8       | 53%                 | 13   | 87%                 | 2    | 5    | 11   | 7     | 11    | 7     | 13    | 12    | 11    | 11    | 10    | 5     | 5     | 6     | 4     |
| 12   | Private      | Wilson Street Church OSCP, Church off-street parking (Private) [S]   | 5    | 1       | 17%                 | 4    | 80%                 | 0    | 0    | 0    | 0     | 0     | 3     | 3     | 4     | 2     | 1     | 0     | 0     | 0     | 0     | 0     |
| 13   | UnRestricted | Cabrini OSCP (Lower), against Southern wall (15 min free) [S]  | 13   | 9       | 67%                 | 13   | 100%                | 10   | 13   | 13   | 13    | 13    | 13    | 13    | 13    | 9     | 8     | 5     | 4     | 4     | 0     | 0     |
| 13   | UnRestricted | Cabrini OSCP (Lower), against Western Wall (15 min free) [W]   | 8    | 5       | 67%                 | 8    | 100%                | 8    | 8    | 8    | 8     | 8     | 8     | 8     | 8     | 5     | 4     | 2     | 2     | 3     | 0     | 0     |
| 13   | Disabled     | Cabrini OSCP (Lower), against Western Wall (disabled) [W]  | 1    | 1       | 73%                 | 1    | 100%                | 0    | 0    | 1    | 1     | 1     | 1     | 1     | 1     | 1     | 1     | 1     | 1     | 1     | 0     | 0     |
| 13   | Disabled     | Cabrini OSCP (Lower), on Left before UP Ramp (disabled) [N]  | 1    | 1       | 60%                 | 1    | 100%                | 0    | 0    | 1    | 1     | 1     | 1     | 1     | 1     | 1     | 1     | 1     | 0     | 0     | 0     | 0     |
| 13   | UnRestricted | Cabrini OSCP (Lower), on Left before UP Ramp (15 min free) [N]   | 2    | 1       | 67%                 | 2    | 100%                | 2    | 2    | 2    | 2     | 2     | 2     | 2     | 2     | 0     | 1     | 1     | 1     | 1     | 0     | 0     |
| 13   | UnRestricted | Cabrini OSCP (Lower), On Northern wall (ramp side) (15 min free) [N]   | 9    | 7       | 74%                 | 11   | 122%                | 3    | 10   | 11   | 11    | 10    | 10    | 10    | 10    | 9     | 7     | 4     | 3     | 2     | 0     | 0     |
| 13   | UnRestricted | Cabrini OSCP (Lower), parallel parks against wall (15 min free) [W]  | 2    | 1       | 60%                 | 2    | 100%                | 0    | 2    | 2    | 2     | 2     | 2     | 2     | 2     | 2     | 1     | 1     | 0     | 0     | 0     | 0     |
| 13   | UnRestricted | Cabrini OSCP (Lower), Under ramp (15 min free) [W]   | 4    | 2       | 62%                 | 4    | 100%                | 1    | 4    | 4    | 4     | 4     | 4     | 4     | 4     | 4     | 3     | 1     | 0     | 0     | 0     | 0     |
| 13   | Disabled     | Cabrini OSCP (Upper), beside exit (disabled) [N]   | 1    | 1       | 53%                 | 1    | 100%                | 0    | 1    | 1    | 1     | 1     | 1     | 1     | 1     | 1     | 0     | 0     | 0     | 0     | 0     | 0     |
| 13   | UnRestricted | Cabrini OSCP (Upper), beside exit (15 min free) [N]  | 1    | 1       | 67%                 | 1    | 100%                | 0    | 1    | 1    | 1     | 1     | 1     | 1     | 1     | 1     | 1     | 1     | 0     | 0     | 0     | 0     |
| 13   | Disabled     | Cabrini OSCP (Upper), On Eastern wall (disabled) [E]   | 2    | 1       | 60%                 | 2    | 100%                | 0    | 2    | 2    | 2     | 2     | 2     | 2     | 2     | 2     | 0     | 0     | 1     | 1     | 0     | 0     |
| 13   | UnRestricted | Cabrini OSCP (Upper), On Eastern wall (15 min free) [E]  | 11   | 8       | 72%                 | 11   | 100%                | 11   | 11   | 11   | 11    | 11    | 11    | 11    | 11    | 11    | 10    | 7     | 5     | 2     | 0     | 0     |
| 13   | UnRestricted | Cabrini OSCP (Upper), on Northern side (15 min free) [N]   | 9    | 7       | 79%                 | 10   | 111%                | 10   | 10   | 10   | 10    | 10    | 10    | 10    | 10    | 9     | 8     | 5     | 3     | 2     | 0     | 0     |
| 13   | UnRestricted | Cabrini OSCP (Upper), on Southern Wall (15 min free) [S]   | 13   | 9       | 72%                 | 13   | 100%                | 13   | 13   | 13   | 13    | 12    | 12    | 12    | 12    | 12    | 10    | 6     | 6     | 6     | 0     | 0     |
| 13   | UnRestricted | Cabrini OSCP (Upper), On Western Wall (15 min free) [W]  | 8    | 6       | 74%                 | 8    | 100%                | 8    | 8    | 8    | 7     | 8     | 8     | 8     | 8     | 7     | 6     | 4     | 4     | 5     | 0     | 0     |
| 13   | Disabled     | Cabrini OSCP (Upper), On Western Wall (disabled) [W]   | 2    | 1       | 60%                 | 2    | 100%                | 1    | 1    | 1    | 1     | 2     | 2     | 2     | 2     | 2     | 1     | 1     | 1     | 1     | 0     | 0     |
| 13   | UnRestricted | Cabrini OSCP (Upper), On Western Wall to Staff only area (15 min free) [W]   | 4    | 3       | 70%                 | 4    | 100%                | 4    | 4    | 4    | 4     | 4     | 4     | 4     | 4     | 4     | 2     | 2     | 1     | 1     | 0     | 0     |
| 13   | No Standing  | Esperance Ave, On-street parallel parking from Park St to end (No Standing) [W]  | 1    | 0       | 0%                  | 0    | 0%                  | 0    | 0    | 0    | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 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. | 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      | 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 Park 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     | 9     | 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     | 5     | 6     | 7     | 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     | 3     | 2     | 2     | 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     | 1     | 2     | 1     | 1     | 3     | 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     | 0     | 1     | 2     | 1     | 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   | 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  | 240  | 238  | 246  | 242  | 250  | 249  | 214  | 178  | 123  | 101  | 131  | 95   | 84   |
| TOTAL by ZONE 14 | ZONE FOURTEEN | 284  | 122  | 43% | 179  | 63% | 96  | 120  | 141  | 142  | 163  | 165  | 179  | 150  | 133  | 111  | 94   | 85   | 94   | 84   | 72   |
| TOTAL by ZONE 15 | ZONE FIFTEEN  | 141  | 61   | 43% | 83   | 59% | 47  | 52   | 63   | 82   | 83   | 80   | 78   | 65   | 61   | 66   | 54   | 50   | 49   | 47   | 42   |
| TOTAL            |               | 3264 | 1757 | 54% | 2352 | 72% | 967 | 1362 | 1913 | 2117 | 2292 | 2290 | 2352 | 2283 | 2076 | 1881 | 1571 | 1330 | 1432 | 1353 | 1133 |

Available Spaces

|      |     |     |     |      |      |      |      |     |     |     |     |      |      |      |      |      |      |      |
|------|-----|-----|-----|------|------|------|------|-----|-----|-----|-----|------|------|------|------|------|------|------|
| 1507 | 46% | 912 | 28% | 2297 | 1902 | 1351 | 1147 | 972 | 974 | 912 | 981 | 1188 | 1383 | 1693 | 1934 | 1832 | 1911 | 2131 |
|------|-----|-----|-----|------|------|------|------|-----|-----|-----|-----|------|------|------|------|------|------|------|

## 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%   | 45%   | 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  |
|                  |                |        | 23%  | 27%  | 36%  | 44%   | 49%   | 50%   | 50%   | 50%   | 48%   | 45%   | 38%   | 36%   | 39%   | 40%   | 35%   |
|                  | 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

| 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   | 335   | 277   |
|             |              |        | 11%  | 17%  | 42%  | 54%   | 68%   | 71%   | 71%   | 77%   | 71%   | 67%   | 51%   | 56%   | 66%   | 64%   | 53%   |
|             | 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%  | 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     | 6     | 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%    | 0%    | 0% |
|             | Other        | 4      | 0    | 0    | 2    | 0     | 0     | 0     | 2     | 1     | 0     | 1     | 1     | 1     | 2     | 3     | 2     |    |
|             |              |        | 0%   | 0%   | 50%  | 0%    | 0%    | 0%    | 50%   | 25%   | 0%    | 25%   | 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    | 27    |    |
|             |              |        | 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     | 3     | 4     | 3     | 4     |
|             |              |        | 25%  | 50%  | 100% | 100%  | 100%  | 75%   | 100%  | 100%  | 100%  | 100%  | 100%  | 75%   | 100%  | 75%   | 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%  | 95%   | 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    | 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%    |
|             | 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%    |
|             | 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%    |
|             | 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%    |
|             | Other        | 3      | 0    | 0    | 1    | 0     | 0     | 1     | 2     | 0     | 0     | 0     | 3     | 1     | 2     | 2     | 2     |
|             |              | 0%     | 0%   | 33%  | 0%   | 0%    | 33%   | 67%   | 0%    | 0%    | 0%    | 100%  | 33%   | 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%    |       |
| Private     | 34           | 7      | 8    | 14   | 19   | 22    | 23    | 26    | 24    | 18    | 16    | 11    | 7     | 3     | 4     | 4     |       |
|             | 21%          | 24%    | 41%  | 56%  | 65%  | 68%   | 76%   | 71%   | 53%   | 47%   | 32%   | 21%   | 9%    | 12%   | 12%   |       |       |
| Sum         | Sum          | 190    | 27   | 30   | 62   | 97    | 143   | 139   | 154   | 144   | 128   | 109   | 60    | 27    | 42    | 58    | 41    |
|             | Sum Check    | 190    | 14%  | 16%  | 33%  | 51%   | 75%   | 73%   | 81%   | 76%   | 67%   | 57%   | 32%   | 14%   | 22%   | 31%   | 22%   |
|             |              | 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%    |
| 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%    |
| Other       | 5            | 0      | 0    | 2    | 1    | 1     | 1     | 1     | 1     | 2     | 2     | 1     | 5     | 4     | 2     | 3     |       |
|             |              | 0%     | 0%   | 40%  | 20%  | 20%   | 20%   | 20%   | 20%   | 40%   | 40%   | 20%   | 100%  | 80%   | 40%   | 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%    |       |
| Private     | 29           | 4      | 4    | 5    | 7    | 7     | 7     | 5     | 8     | 12    | 18    | 17    | 15    | 17    | 17    | 16    |       |
|             |              | 14%    | 14%  | 17%  | 24%  | 24%   | 24%   | 17%   | 28%   | 41%   | 62%   | 59%   | 52%   | 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%    |
|             | 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%    |
|             | 2P           | 32     | 4    | 6    | 14   | 22    | 27    | 24    | 20    | 15    | 17    | 17    | 20    | 18    | 18    | 20    | 19    |
|             |              | 13%    | 19%  | 44%  | 69%  | 84%   | 75%   | 63%   | 47%   | 53%   | 53%   | 63%   | 56%   | 56%   | 63%   | 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%    |
|             | 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%    |
|             | 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%    |
|             | 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%    |
| 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%    |       |
| 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%    |       |
| Sum         | Sum          | 33     | 4    | 6    | 14   | 22    | 27    | 24    | 20    | 15    | 17    | 17    | 20    | 18    | 18    | 20    | 19    |
|             | Sum Check    | 33     | 12%  | 18%  | 42%  | 67%   | 82%   | 73%   | 61%   | 45%   | 52%   | 52%   | 61%   | 55%   | 55%   | 61%   | 58%   |
|             | 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%    |    |
|             | 1P           | 21        | 5    | 5    | 5    | 6     | 5     | 3     | 6     | 5     | 4     | 4     | 5     | 4     | 9     | 7     | 8     |    |
|             |              |           | 24%  | 24%  | 24%  | 29%   | 24%   | 14%   | 29%   | 24%   | 19%   | 19%   | 24%   | 19%   | 43%   | 33%   | 38%   |    |
|             | 2P           | 129       | 46   | 55   | 54   | 63    | 58    | 54    | 52    | 55    | 50    | 47    | 49    | 53    | 55    | 53    | 54    |    |
|             |              |           | 36%  | 43%  | 42%  | 49%   | 45%   | 42%   | 40%   | 43%   | 39%   | 36%   | 38%   | 41%   | 43%   | 41%   | 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%    |    |
|             | Unrestricted | 84        | 31   | 35   | 46   | 50    | 54    | 52    | 50    | 50    | 45    | 41    | 36    | 31    | 28    | 27    | 25    |    |
|             |              |           | 37%  | 42%  | 55%  | 60%   | 64%   | 62%   | 60%   | 60%   | 54%   | 49%   | 43%   | 37%   | 33%   | 32%   | 30%   |    |
| Restriction | 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        | 6         | 0    | 0    | 1    | 1     | 1     | 0     | 1     | 0     | 1     | 0     | 0     | 0     | 2     | 2     | 1     |    |
|             |              |           | 0%   | 0%   | 17%  | 17%   | 17%   | 0%    | 17%   | 0%    | 17%   | 0%    | 0%    | 0%    | 33%   | 33%   | 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%    |    |
|             | Private      | 78        | 1    | 7    | 26   | 36    | 48    | 50    | 44    | 45    | 40    | 30    | 22    | 8     | 6     | 2     | 2     |    |
|             |              |           | 1%   | 9%   | 33%  | 46%   | 62%   | 64%   | 56%   | 58%   | 51%   | 38%   | 28%   | 10%   | 8%    | 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    |
|             |              |        | 36%  | 42%  | 43%  | 58%   | 50%   | 48%   | 50%   | 44%   | 45%   | 47%   | 45%   | 40%   | 38%   | 38%   | 39%   |
|             | 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    |
|             |              |        | 13%  | 15%  | 23%  | 25%   | 30%   | 34%   | 33%   | 31%   | 32%   | 28%   | 23%   | 17%   | 17%   | 17%   | 16%   |
|             | 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    |
|             |              |        | 28%  | 30%  | 26%  | 27%   | 24%   | 26%   | 29%   | 39%   | 35%   | 30%   | 26%   | 27%   | 29%   | 38%   | 34%   |
|             | 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    |
|             |              |        | 41%  | 34%  | 36%  | 37%   | 34%   | 32%   | 33%   | 32%   | 33%   | 34%   | 32%   | 30%   | 36%   | 36%   | 35%   |
|             | 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    | 77    | 75    | 83    | 100   | 96    |
|             |              |        | 35%  | 35%  | 34%  | 36%   | 39%   | 40%   | 37%   | 40%   | 39%   | 34%   | 34%   | 33%   | 36%   | 44%   | 42%   |
|             | 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%    | 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%    | 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% |
|             | 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%    | 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          | 295    | 96   | 94   | 99   | 110   | 104   | 126   | 115   | 126   | 103   | 95    | 91    | 91    | 98    | 85    | 76    |    |
|             |              |        | 33%  | 32%  | 34%  | 37%   | 35%   | 43%   | 39%   | 43%   | 35%   | 32%   | 31%   | 31%   | 33%   | 29%   | 26%   |    |
|             | 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%   |
| Restriction | 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     |
| Sum         | 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%   |
| Restriction | 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     |
| Sum         | 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 - Whole Precinct Parking Occupancy

| Thursday 23/8/18 |                |        |      |      |      |       |       |       |       |       |       |       |       |       |       |       |       |
|------------------|----------------|--------|------|------|------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| 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     | 4    | 5    | 14   | 10    | 11    | 10    | 11    | 11    | 13    | 12    | 10    | 10    | 13    | 13    | 10    |
|                  |                |        | 27%  | 33%  | 93%  | 67%   | 73%   | 67%   | 73%   | 73%   | 87%   | 80%   | 67%   | 67%   | 87%   | 87%   | 67%   |
|                  | 1P             | 462    | 205  | 262  | 323  | 313   | 340   | 338   | 330   | 323   | 295   | 283   | 254   | 248   | 279   | 281   | 240   |
|                  |                |        | 44%  | 57%  | 70%  | 68%   | 74%   | 73%   | 71%   | 70%   | 64%   | 61%   | 55%   | 54%   | 60%   | 61%   | 52%   |
|                  | 2P             | 1135   | 315  | 406  | 623  | 740   | 817   | 798   | 844   | 826   | 722   | 689   | 569   | 497   | 579   | 559   | 463   |
|                  |                |        | 28%  | 36%  | 55%  | 65%   | 72%   | 70%   | 74%   | 73%   | 64%   | 61%   | 50%   | 44%   | 51%   | 49%   | 41%   |
|                  | 3P-4P          | 145    | 24   | 59   | 87   | 97    | 105   | 106   | 101   | 99    | 90    | 81    | 66    | 52    | 54    | 51    | 42    |
|                  |                |        | 17%  | 41%  | 60%  | 67%   | 72%   | 73%   | 70%   | 68%   | 62%   | 56%   | 46%   | 36%   | 37%   | 35%   | 29%   |
|                  | Unrestricted   | 960    | 378  | 552  | 669  | 719   | 760   | 753   | 762   | 736   | 694   | 599   | 491   | 362   | 343   | 314   | 284   |
|                  |                |        | 39%  | 58%  | 70%  | 75%   | 79%   | 78%   | 79%   | 77%   | 72%   | 62%   | 51%   | 38%   | 36%   | 33%   | 30%   |
| Restriction      | Disabled       | 30     | 3    | 6    | 15   | 17    | 17    | 23    | 26    | 24    | 19    | 11    | 10    | 10    | 14    | 9     | 4     |
|                  |                |        | 10%  | 20%  | 50%  | 57%   | 57%   | 77%   | 87%   | 80%   | 63%   | 37%   | 33%   | 33%   | 47%   | 30%   | 13%   |
|                  | Other          | 38     | 7    | 7    | 8    | 10    | 8     | 12    | 12    | 12    | 9     | 5     | 10    | 11    | 24    | 21    | 11    |
|                  |                |        | 18%  | 18%  | 21%  | 26%   | 21%   | 32%   | 32%   | 32%   | 24%   | 13%   | 26%   | 29%   | 63%   | 55%   | 29%   |
|                  | No Stopping    | 85     | 3    | 0    | 9    | 13    | 19    | 21    | 22    | 15    | 5     | 4     | 9     | 15    | 24    | 19    | 13    |
|                  |                |        | 4%   | 0%   | 11%  | 15%   | 22%   | 25%   | 26%   | 18%   | 6%    | 5%    | 11%   | 18%   | 28%   | 22%   | 15%   |
|                  | Private        | 394    | 28   | 65   | 165  | 198   | 215   | 229   | 244   | 237   | 219   | 197   | 152   | 125   | 102   | 86    | 66    |
|                  |                |        | 7%   | 16%  | 42%  | 50%   | 55%   | 58%   | 62%   | 60%   | 56%   | 50%   | 39%   | 32%   | 26%   | 22%   | 17%   |
|                  | Sum            | 3264   | 967  | 1362 | 1913 | 2117  | 2292  | 2290  | 2352  | 2283  | 2066  | 1881  | 1571  | 1330  | 1432  | 1353  | 1133  |
|                  |                |        | 30%  | 42%  | 59%  | 65%   | 70%   | 70%   | 72%   | 70%   | 63%   | 58%   | 48%   | 41%   | 44%   | 41%   | 35%   |
| Sum              | Sum Check      | 3264   | 967  | 1362 | 1913 | 2117  | 2292  | 2290  | 2352  | 2283  | 2066  | 1881  | 1571  | 1330  | 1432  | 1353  | 1133  |

## Thursday the 23rd of August, 2018 - Zone 1 Parking Occupancy

| Thursday 23/8/18 |              |        |      |      |      |       |       |       |       |       |       |       |       |       |       |       |       |
|------------------|--------------|--------|------|------|------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| 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      | 1    | 3    | 6    | 5     | 6     | 6     | 6     | 7     | 7     | 5     | 3     | 2     | 6     | 6     | 4     |
|                  |              |        | 14%  | 43%  | 86%  | 71%   | 86%   | 86%   | 86%   | 100%  | 100%  | 71%   | 43%   | 29%   | 86%   | 86%   | 57%   |
|                  | 1P           | 104    | 42   | 67   | 102  | 96    | 103   | 100   | 100   | 98    | 101   | 98    | 85    | 91    | 100   | 96    | 78    |
|                  |              |        | 40%  | 64%  | 98%  | 92%   | 99%   | 96%   | 96%   | 94%   | 97%   | 94%   | 82%   | 88%   | 96%   | 92%   | 75%   |
|                  | 2P           | 187    | 58   | 81   | 133  | 147   | 170   | 168   | 177   | 177   | 158   | 159   | 115   | 113   | 167   | 161   | 121   |
|                  |              |        | 31%  | 43%  | 71%  | 79%   | 91%   | 90%   | 95%   | 95%   | 84%   | 85%   | 61%   | 60%   | 89%   | 86%   | 65%   |
|                  | 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    | 3    | 19   | 51    | 76    | 81    | 97    | 97    | 81    | 56    | 40    | 20    | 47    | 48    | 39    |
|                  |              |        | 0%   | 3%   | 16%  | 44%   | 66%   | 70%   | 84%   | 84%   | 70%   | 48%   | 34%   | 17%   | 41%   | 41%   | 34%   |
| Restriction      | Disabled     | 5      | 0    | 0    | 2    | 2     | 4     | 4     | 5     | 5     | 4     | 2     | 2     | 3     | 4     | 3     | 1     |
|                  |              |        | 0%   | 0%   | 40%  | 40%   | 80%   | 80%   | 100%  | 100%  | 80%   | 40%   | 40%   | 60%   | 80%   | 60%   | 20%   |
|                  | Other        | 10     | 1    | 3    | 2    | 4     | 1     | 2     | 3     | 5     | 3     | 1     | 2     | 4     | 11    | 13    | 6     |
|                  |              |        | 10%  | 30%  | 20%  | 40%   | 10%   | 20%   | 30%   | 50%   | 30%   | 10%   | 20%   | 40%   | 110%  | 130%  | 60%   |
|                  | No Stopping  | 1      | 0    | 0    | 0    | 0     | 1     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
|                  |              |        | 0%   | 0%   | 0%   | 0%    | 100%  | 0%    | 0%    | 0%    | 0%    | 0%    | 0%    | 0%    | 0%    | 0%    | 0%    |
|                  | Private      | 96     | 11   | 19   | 45   | 54    | 57    | 55    | 59    | 64    | 51    | 45    | 41    | 26    | 28    | 24    | 17    |
|                  |              |        | 11%  | 20%  | 47%  | 56%   | 59%   | 57%   | 61%   | 67%   | 53%   | 47%   | 43%   | 27%   | 29%   | 25%   | 18%   |
|                  | Sum          | 526    | 113  | 176  | 309  | 359   | 418   | 416   | 447   | 453   | 405   | 366   | 288   | 259   | 363   | 351   | 266   |
|                  |              |        | 21%  | 33%  | 59%  | 68%   | 79%   | 79%   | 85%   | 86%   | 77%   | 70%   | 55%   | 49%   | 69%   | 67%   | 51%   |
| Sum              | Sum Check    | 526    | 113  | 176  | 309  | 359   | 418   | 416   | 447   | 453   | 405   | 366   | 288   | 259   | 363   | 351   | 266   |



### 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     |     |
|             |              |        | 0%   | 0%   | 100% | 100%  | 100%  | 0%    | 0%    | 100%  | 100%  | 100%  | 100%  | 100%  | 100%  | 100%  | 100%  |     |
|             | 1P           | 2      | 0    | 1    | 2    | 2     | 2     | 2     | 2     | 2     | 2     | 1     | 2     | 2     | 2     | 2     | 2     |     |
|             |              |        | 0%   | 50%  | 100% | 100%  | 100%  | 100%  | 100%  | 100%  | 100%  | 50%   | 100%  | 100%  | 100%  | 100%  | 100%  |     |
|             | 2P           | 8      | 2    | 6    | 7    | 6     | 7     | 8     | 7     | 7     | 7     | 7     | 7     | 6     | 7     | 7     | 6     |     |
|             |              |        | 25%  | 75%  | 88%  | 75%   | 88%   | 100%  | 88%   | 88%   | 88%   | 88%   | 88%   | 75%   | 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%  |
|             | Unrestricted | 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%  | 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%  |
|             | Other        | 4      | 0    | 0    | 1    | 0     | 1     | 1     | 2     | 0     | 1     | 0     | 0     | 1     | 2     | 2     | 2     | 2   |
|             |              |        | 0%   | 0%   | 25%  | 0%    | 25%   | 25%   | 50%   | 0%    | 25%   | 0%    | 0%    | 25%   | 50%   | 50%   | 50%   | 50% |
| No Stopping | 5            | 0      | 0    | 1    | 3    | 3     | 3     | 3     | 2     | 0     | 0     | 1     | 4     | 5     | 3     | 3     | 1     |     |
|             |              | 0%     | 0%   | 20%  | 60%  | 60%   | 60%   | 60%   | 40%   | 0%    | 0%    | 20%   | 80%   | 100%  | 60%   | 20%   | 20%   |     |
| Private     | 40           | 2      | 5    | 29   | 35   | 37    | 36    | 36    | 36    | 37    | 34    | 26    | 20    | 10    | 8     | 10    | 10    |     |
|             |              | 5%     | 13%  | 73%  | 88%  | 93%   | 90%   | 90%   | 90%   | 93%   | 85%   | 65%   | 50%   | 25%   | 20%   | 25%   | 25%   |     |
| Sum         | Sum          | 67     | 11   | 19   | 48   | 54    | 58    | 57    | 57    | 55    | 55    | 50    | 44    | 41    | 34    | 30    | 28    |     |
|             |              |        | 16%  | 28%  | 72%  | 81%   | 87%   | 85%   | 85%   | 82%   | 82%   | 75%   | 66%   | 61%   | 51%   | 45%   | 42%   | 42% |
|             | Sum Check    | 67     | 11   | 19   | 48   | 54    | 58    | 57    | 57    | 55    | 55    | 50    | 44    | 41    | 34    | 30    | 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     | 3     |     |
|             |              |        | 75%  | 25%  | 100% | 75%   | 100%  | 100%  | 100%  | 50%   | 100%  | 100%  | 75%   | 100%  | 100%  | 100%  | 75%   |     |
|             | 1P           | 22     | 19   | 15   | 21   | 18    | 22    | 21    | 21    | 21    | 21    | 21    | 22    | 20    | 18    | 21    | 19    |     |
|             |              |        | 86%  | 68%  | 95%  | 82%   | 100%  | 95%   | 95%   | 95%   | 95%   | 95%   | 100%  | 91%   | 82%   | 95%   | 86%   |     |
|             | 2P           | 191    | 22   | 46   | 114  | 164   | 160   | 178   | 191   | 181   | 167   | 147   | 131   | 104   | 88    | 71    | 55    |     |
|             |              |        | 12%  | 24%  | 60%  | 86%   | 84%   | 93%   | 100%  | 95%   | 87%   | 77%   | 69%   | 54%   | 46%   | 37%   | 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    |     |
|             |              |        | 22%  | 31%  | 65%  | 82%   | 84%   | 93%   | 97%   | 92%   | 86%   | 78%   | 71%   | 60%   | 48%   | 42%   | 34%   | 34% |
|             | Sum Check    | 267    | 59   | 83   | 173  | 220   | 223   | 248   | 259   | 246   | 229   | 207   | 189   | 161   | 128   | 112   | 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%    |
|             | 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           | 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    | 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%    |
|             | 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           | 32     | 2    | 5    | 17   | 22    | 29    | 22    | 25    | 23    | 18    | 20    | 26    | 21    | 21    | 23    | 21    |
|             |              |        | 6%   | 16%  | 53%  | 69%   | 91%   | 69%   | 78%   | 72%   | 56%   | 63%   | 81%   | 66%   | 66%   | 72%   | 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 | 0      | 0    | 0    | 0    | 0     | 0     | 0     | 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       | 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%    | 100%  | 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          | 33     | 2    | 5    | 17   | 22    | 29    | 22    | 25    | 23    | 18    | 20    | 26    | 22    | 21    | 23    | 21    |
|             |              |        | 6%   | 15%  | 52%  | 67%   | 88%   | 67%   | 76%   | 70%   | 55%   | 61%   | 79%   | 67%   | 64%   | 70%   | 64%   |
|             | Sum Check    | 33     | 2    | 5    | 17   | 22    | 29    | 22    | 25    | 23    | 18    | 20    | 26    | 22    | 21    | 23    | 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%    |     |
|             | 1P           | 21     | 3    | 3    | 3    | 7     | 5     | 11    | 9     | 6     | 5     | 6     | 5     | 5     | 9     | 12    | 9     |     |
|             |              |        | 14%  | 14%  | 14%  | 33%   | 24%   | 52%   | 43%   | 29%   | 24%   | 29%   | 24%   | 24%   | 43%   | 57%   | 43%   |     |
|             | 2P           | 129    | 53   | 56   | 59   | 59    | 70    | 57    | 68    | 64    | 55    | 42    | 51    | 48    | 53    | 54    | 47    |     |
|             |              |        | 41%  | 43%  | 46%  | 46%   | 54%   | 44%   | 53%   | 50%   | 43%   | 33%   | 40%   | 37%   | 41%   | 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%    |
|             | 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    | 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     | 1     | 2     | 2     | 2     | 2     |
|             |              |        | 0%   | 50%  | 100% | 0%    | 0%    | 0%    | 0%    | 0%    | 0%    | 50%   | 100%  | 100%  | 100%  | 100%  | 100%  |
|             | 1P           | 6      | 1    | 6    | 5    | 4     | 4     | 4     | 2     | 2     | 5     | 4     | 4     | 6     | 6     | 6     | 6     |
|             |              |        | 17%  | 100% | 83%  | 67%   | 67%   | 67%   | 33%   | 33%   | 83%   | 67%   | 67%   | 100%  | 100%  | 100%  | 100%  |
|             | 2P           | 68     | 32   | 33   | 38   | 42    | 55    | 45    | 51    | 52    | 39    | 39    | 36    | 38    | 39    | 45    | 43    |
|             |              |        | 47%  | 49%  | 56%  | 62%   | 81%   | 66%   | 75%   | 76%   | 57%   | 57%   | 53%   | 56%   | 57%   | 66%   | 63%   |
|             | 3P-4P        | 26     | 3    | 2    | 5    | 4     | 4     | 4     | 5     | 3     | 6     | 6     | 6     | 7     | 13    | 10    | 7     |
|             |              |        | 12%  | 8%   | 19%  | 15%   | 15%   | 15%   | 19%   | 12%   | 23%   | 23%   | 23%   | 27%   | 50%   | 38%   | 27%   |
|             | Unrestricted | 77     | 21   | 27   | 61   | 67    | 68    | 65    | 68    | 70    | 64    | 59    | 49    | 47    | 57    | 58    | 52    |
|             |              |        | 27%  | 35%  | 79%  | 87%   | 88%   | 84%   | 88%   | 91%   | 83%   | 77%   | 64%   | 61%   | 74%   | 75%   | 68%   |
|             | Disabled     | 1      | 0    | 0    | 0    | 0     | 1     | 1     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
|             |              |        | 0%   | 0%   | 0%   | 0%    | 100%  | 100%  | 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     | 1     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
|             |              |        | 0%   | 0%   | 0%   | 0%    | 0%    | 0%    | 6%    | 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     |
|             |              |        | 0%   | 0%   | 25%  | 92%   | 83%   | 83%   | 58%   | 67%   | 83%   | 83%   | 67%   | 33%   | 17%   | 17%   | 8%    |
| Sum         | Sum          | 208    | 57   | 69   | 114  | 128   | 142   | 129   | 134   | 135   | 124   | 119   | 105   | 104   | 119   | 123   | 111   |
|             | Sum Check    | 208    | 57   | 69   | 114  | 128   | 142   | 129   | 134   | 135   | 124   | 119   | 105   | 104   | 119   | 123   | 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%    |
|             | 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%    |
|             | 2P           | 104    | 43   | 44   | 51   | 51    | 55    | 51    | 57    | 57    | 44    | 51    | 42    | 37    | 37    | 37    | 36    |
|             |              | 41%    | 42%  | 49%  | 49%  | 53%   | 49%   | 55%   | 55%   | 42%   | 49%   | 40%   | 36%   | 36%   | 36%   | 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%    |
|             | Unrestricted | 70     | 31   | 42   | 45   | 44    | 47    | 43    | 43    | 43    | 40    | 36    | 36    | 30    | 32    | 31    | 30    |
|             |              | 44%    | 60%  | 64%  | 63%  | 67%   | 61%   | 61%   | 61%   | 57%   | 51%   | 51%   | 43%   | 46%   | 44%   | 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%    |
|             | 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%    |
|             | No Stopping  | 8      | 0    | 0    | 2    | 2     | 2     | 2     | 3     | 3     | 3     | 1     | 0     | 0     | 0     | 0     | 0     |
|             |              | 0%     | 0%   | 25%  | 25%  | 25%   | 25%   | 38%   | 38%   | 38%   | 13%   | 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%   | 100% | 100% | 80%   | 100%  | 100%  | 80%   | 60%   | 60%   | 20%   | 20%   | 0%    | 20%   | 0%    |       |
| Sum         | Sum          | 187    | 74   | 86   | 103  | 102   | 108   | 101   | 108   | 107   | 90    | 91    | 79    | 68    | 69    | 69    | 66    |
|             | Sum Check    | 187    | 74   | 86   | 103  | 102   | 108   | 101   | 108   | 107   | 90    | 91    | 79    | 68    | 69    | 69    | 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%    |
|             | 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     | 11   | 18   | 27   | 27    | 33    | 23    | 31    | 33    | 30    | 30    | 26    | 13    | 16    | 15    | 16    |
|             |              |        | 19%  | 31%  | 47%  | 47%   | 57%   | 40%   | 53%   | 57%   | 52%   | 52%   | 45%   | 22%   | 28%   | 26%   | 28%   |
|             | 3P-4P        | 10     | 1    | 2    | 2    | 3     | 3     | 3     | 3     | 3     | 2     | 2     | 1     | 1     | 1     | 1     | 1     |
|             |              |        | 10%  | 20%  | 20%  | 30%   | 30%   | 30%   | 30%   | 30%   | 20%   | 20%   | 10%   | 10%   | 10%   | 10%   | 10%   |
|             | Unrestricted | 139    | 56   | 75   | 78   | 80    | 80    | 86    | 77    | 71    | 74    | 62    | 54    | 51    | 49    | 54    | 56    |
|             |              |        | 40%  | 54%  | 56%  | 58%   | 58%   | 62%   | 55%   | 51%   | 53%   | 45%   | 39%   | 37%   | 35%   | 39%   | 40%   |
|             | Disabled     | 2      | 0    | 0    | 2    | 2     | 1     | 0     | 2     | 2     | 1     | 0     | 0     | 0     | 1     | 1     | 0     |
|             |              |        | 0%   | 0%   | 100% | 100%  | 50%   | 0%    | 100%  | 100%  | 50%   | 0%    | 0%    | 0%    | 50%   | 50%   | 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     | 3    | 0    | 4    | 3     | 4     | 6     | 3     | 1     | 1     | 2     | 1     | 3     | 6     | 6     | 7     |
|             |              |        | 23%  | 0%   | 31%  | 23%   | 31%   | 46%   | 23%   | 8%    | 8%    | 15%   | 8%    | 23%   | 46%   | 46%   | 54%   |
|             | Private      | 5      | 0    | 0    | 0    | 0     | 0     | 3     | 3     | 4     | 2     | 1     | 0     | 0     | 0     | 0     | 0     |
|             |              |        | 0%   | 0%   | 0%   | 0%    | 0%    | 60%   | 60%   | 80%   | 40%   | 20%   | 0%    | 0%    | 0%    | 0%    | 0%    |
| Sum         | Sum          | 229    | 71   | 95   | 113  | 115   | 121   | 121   | 119   | 114   | 110   | 97    | 82    | 68    | 73    | 77    | 80    |
|             |              |        | 31%  | 41%  | 49%  | 50%   | 53%   | 53%   | 52%   | 50%   | 48%   | 42%   | 36%   | 30%   | 32%   | 34%   | 35%   |
|             | 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    |
|             |              |        | 60%  | 73%  | 81%  | 81%   | 83%   | 82%   | 85%   | 84%   | 73%   | 60%   | 42%   | 34%   | 44%   | 32%   | 28%   |
|             | 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%    |
|             | 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    |

#### Melbourne

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