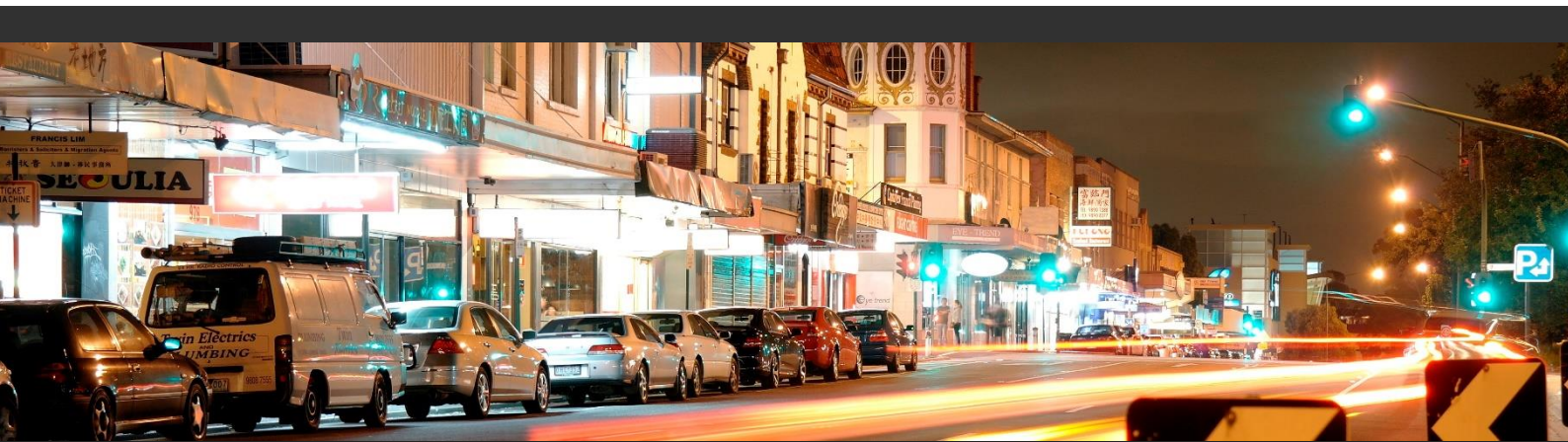


## ***7 Selwyn Street, Elsternwick***

Traffic and Transport Expert Evidence



210321PAN001B-F



8 June 2021

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### DOCUMENT INFORMATION

Prepared for	HWL Ebsworth on behalf of Jewish Arts Quarter		
File Name	210321PAN001B-F	Report Date	8 June 2021
Prepared by	Valentine Gnanakone	Assisted by	Heshan Somaratne
Signature		Signature	

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## CONTENTS

<b>1</b>	<b>PRACTICE NOTE .....</b>	<b>5</b>
<b>2</b>	<b>INTRODUCTION.....</b>	<b>7</b>
<b>3</b>	<b>HISTORY OF THE PROPOSAL.....</b>	<b>7</b>
<b>4</b>	<b>PREVIOUS INVOLVEMENT .....</b>	<b>8</b>
<b>5</b>	<b>EXISTING CONDITIONS .....</b>	<b>8</b>
<b>5.1</b>	<b>Site Location .....</b>	<b>8</b>
<b>5.2</b>	<b>Planning Zones and Overlays.....</b>	<b>10</b>
<b>5.3</b>	<b>Road Network.....</b>	<b>11</b>
<b>5.4</b>	<b>Sustainable Transport .....</b>	<b>14</b>
5.4.1	Public Transport .....	14
5.4.2	Bicycle Facilities .....	16
5.4.3	Pedestrian Accessibility .....	16
<b>5.5</b>	<b>Walkability .....</b>	<b>17</b>
<b>6</b>	<b>ELSTERNWICK CULTURAL PRECINCT.....</b>	<b>18</b>
<b>7</b>	<b>DEVELOPMENT PROPOSAL.....</b>	<b>19</b>
<b>7.1</b>	<b>Overview.....</b>	<b>19</b>
<b>7.2</b>	<b>Operation.....</b>	<b>19</b>
<b>7.3</b>	<b>Access .....</b>	<b>19</b>
<b>8</b>	<b>LOADING .....</b>	<b>20</b>
<b>9</b>	<b>BICYCLE PARKING .....</b>	<b>21</b>
<b>10</b>	<b>CAR PARKING .....</b>	<b>22</b>
<b>10.1</b>	<b>Statutory Car Parking Requirements.....</b>	<b>22</b>
10.1.1	Car Parking Requirements – Clause 52.06 .....	22
10.1.2	Proposed Car Parking Provision .....	22
<b>10.2</b>	<b>Car Parking Review .....</b>	<b>23</b>
10.2.1	Overview .....	23
10.2.2	Variation of Car Parking Demand .....	23
10.2.3	Likelihood of Multipurpose Trips .....	23
10.2.4	Availability of Public Transport in Area .....	24
10.2.5	Pedestrian and Cyclist Access to the site .....	24
10.2.6	Provision of Bicycle Parking & End of Trip Facilities .....	24
10.2.7	On-Street Parking Restrictions.....	24
10.2.8	Impact of Parking Supply on Traffic Congestion .....	25
<b>10.3</b>	<b>Anticipated Car Parking Demand.....</b>	<b>25</b>
10.3.1	Office .....	25
10.3.2	Museum & Theatre .....	26
10.3.3	Retail/Café .....	26
<b>10.4</b>	<b>Allowing Fewer Spaces to be Provided .....</b>	<b>26</b>
10.4.1	Any Relevant Planning Policy or Incorporated Plan .....	27
10.4.2	Parking Deficiency Associated with the Existing Use of the Land .....	27
<b>10.5</b>	<b>Review of Car Parking Provision.....</b>	<b>27</b>
10.5.1	Existing Car Parking .....	27
<b>10.6</b>	<b>Adequacy of Proposed Car Parking Provision.....</b>	<b>31</b>
<b>11</b>	<b>CONCLUSIONS.....</b>	<b>32</b>

## TABLES

Table 1	Public Transport Provision.....	15
Table 2	Site Facilities.....	17
Table 3	Clause 52.34 – Bicycle Parking Requirements.....	21
Table 4	Clause 52.34 – Bicycle Facility Requirements.....	21
Table 5	Clause 52.06 – “Column B” Car Parking Requirements .....	22

## FIGURES

Figure 1	Site Location.....	8
Figure 2	Site Context (Thu 29 April 2021).....	9
Figure 3	Planning Scheme Zones.....	10
Figure 4	Principal Public Transport Network Area Map .....	10
Figure 5	Selwyn Street looking north .....	11
Figure 6	Sinclair Street looking east.....	12
Figure 7	Glen Huntly Road looking west.....	13
Figure 8	Public Transport Provision.....	14
Figure 9	Strategic Cycling Corridors.....	16
Figure 10	Pedestrian Walk-Time Map.....	17
Figure 11	Approved Selwyn Street Proposal.....	18
Figure 12	Survey Area .....	28
Figure 13	Parking Occupancy Profile – Thursday 13 <sup>th</sup> May 2021 .....	28
Figure 14	Parking Occupancy Profile – Saturday 15 <sup>th</sup> May 2021 .....	29
Figure 15	Parking Occupancy Profile – Sunday 16 <sup>th</sup> May 2021 .....	30

## APPENDICES

<b>APPENDIX A</b>	<b>DETAILED PARKING SURVEY DATA.....</b>	<b>33</b>
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# 1 PRACTICE NOTE

File Number	P1539/2020, P1631/2020, P1637/2020 & P1644/2020
Date of this Report	8 June 2021
Address of Property	7 Selwyn Street, Elsternwick
Date(s) of any inspection	20 May 2021
The party for whom the report has been prepared	This report has been prepared at the request of the HWL Ebsworth on behalf of Jewish Arts Quarter
The person from whom the expert received instructions	Mr. David Vorchheimer of HWL Ebsworth

I have reviewed the practice note and agree to be bound by the requirements therein.

In accordance with the practice note, my qualifications, experience and expertise to provide my opinions on this matter are summarised below:

Name:	Valentine Premkumar Gnanakone
Address:	56 Down Street Collingwood Victoria 3066
Professional Qualifications:	Bachelor of Engineering (Civil), RMIT University 2003 Master of Business Administration (MBA), Deakin University 2013
Professional Registration:	Board of Professional Engineers of Queensland – Registered Professional Engineer of Queensland (RPEQ) VicRoads Accredited Road Safety Auditor
Professional Experience:	Director, <b>onemilegrid</b> , 2014 – present Associate, Cardno, 2011 – 2014 Senior Traffic Engineer, Cardno, 2007 – 2011 Engineer, Grogan Richards, 2004 – 2007
Areas of Expertise:	Car parking and traffic engineering design and compliance. Traffic advice and assessment of land use and development proposals to local and state planning authorities, government agencies, corporations and developers for a variety of projects including low, medium & high density residential, commercial, retail, industrial, institutional, service orientated and mixed-use projects. Preparation and presentation of expert evidence before VCAT and Planning Panels.

Expertise to Prepare this Report:	My professional qualifications, training and experience over a number of years on all forms of development qualifies me to comment on the car parking and traffic implications of the proposal.
Relationship to the Applicant:	I do not have any private or business relationship with the applicant.
Instructions:	I have been requested by HWL Ebsworth on behalf of Jewish Arts Quarter to provide my expert opinions in relation to the car parking and traffic implications of the proposal.
Facts, Matters, and Assumptions Relied Upon:	Glen Eira Planning Scheme Plans prepared by Mcildowie Partners Traffic and Parking Report Prepared by Ratio (27 March 2020) Integrated Transport & Access Plan (ITAP) prepared by Ratio (1 May 2020) Council Officers Report dated 1 September 2020 Council Notice of Decision to Grant a Permit dated 4 September 2020 Car Parking surveys undertaken by Trans Traffic Survey
Identity of Persons Undertaking the Work:	Valentine Gnanakone, Director <b>onemilegrid</b> (BE Civil, MBA) Assisted by: Heshan Somaratne, Engineer <b>onemilegrid</b> (BE Civil)

*I have made all the inquiries that I believe are desirable and appropriate and that no matters of significance which I regard as relevant have to my knowledge been withheld from the Committee.*



---

Valentine Gnanakone  
Director – Senior Traffic Engineer  
**onemilegrid**

## 2 INTRODUCTION

---

My name is Valentine Gnanakone and I am Director at **onemilegrid** where I practise as a traffic engineer.

I have been requested by the permit applicant to undertake an assessment of the proposed mixed-use development at 7 Selwyn Street, Elsternwick and present expert evidence on the traffic and parking implications of the proposal to the Priority Projects Standing Advisory Committee (Committee).

In the course of preparing this report on the proposal, I have inspected the site and its environs, reviewed collected data and assessed the traffic and parking implications of the proposal. In addition, I have reviewed the Council Officer's report on the application, the Council Notice of Decision to Grant a Permit and Statement of Grounds relevant to the proposal.

## 3 HISTORY OF THE PROPOSAL

---

An application to develop the site for a nine-storey building with three levels of basement, which comprises a performing arts centre, a museum (and associated administration areas) and coworking spaces in the form of offices was submitted to Council (Planning application GE/DP-33539/2020). A Traffic Impact Assessment and Integrated Transport and Access Plan was prepared by Ratio as part of the application.

The application was considered by Council and a Notice of Decision to Grant a Planning Permit subject to conditions was issued. Relevant to my consideration of the application are the following conditions (among others) pertaining to patronage restrictions and hours of operation:

*(b) Patron Numbers specified with a maximum of 300 patrons for the museum and a maximum of 300 patrons for the place of assembly, except with the prior written approval of the Responsible Authority;*

*(c) Operating hours of each component of the use as follows, except with the prior written approval of the Responsible Authority:*

*(i) Museum – 8am to 5pm, Sunday to Friday (closed on Saturdays); and*

*(ii) Place of Assembly – (Performing Arts Centre):*

- 5pm to 10pm, Monday to Friday
- 1pm to 10pm, Saturday and Sunday
- 8am to 5pm, Monday to Friday in association with the museum

Council's Transport Planning team assessed the application and had no objection to the proposal including the waiver of car parking subject to some additional requirements for the Integrated Transport and Access Plan (ITAP) which have been included as conditions.

Following the Notice of Decision, objectors pursuant to Section 82 of the Planning and Environment Act, lodged an application for review against Council's decision, subject to a number of grounds including the lack of on-site car parking.

My opinions on the car parking and traffic implications of the proposal are as follows.



## 4 PREVIOUS INVOLVEMENT

It should be noted that my firm is one of the selected consultants on the 'panel' to undertake traffic engineering works for Council. My firm has been engaged on various projects throughout the municipality undertaking development application referrals, design reviews and most recently a Network Impact Analysis which assessed the impact of the various options for the changes to the road network associated with the Elsternwick Cultural Precinct.

I was not involved in the work undertaken by my firm associated with the Elsternwick Cultural Precinct.

In addition, I was engaged by Council for the VCAT hearing for the proposed mixed-use development opposite the site as 10-16 Selwyn Street and presented expert evidence to the Tribunal on that application.

Neither myself or other members of my firm have had any prior involvement with the current application for the subject site.

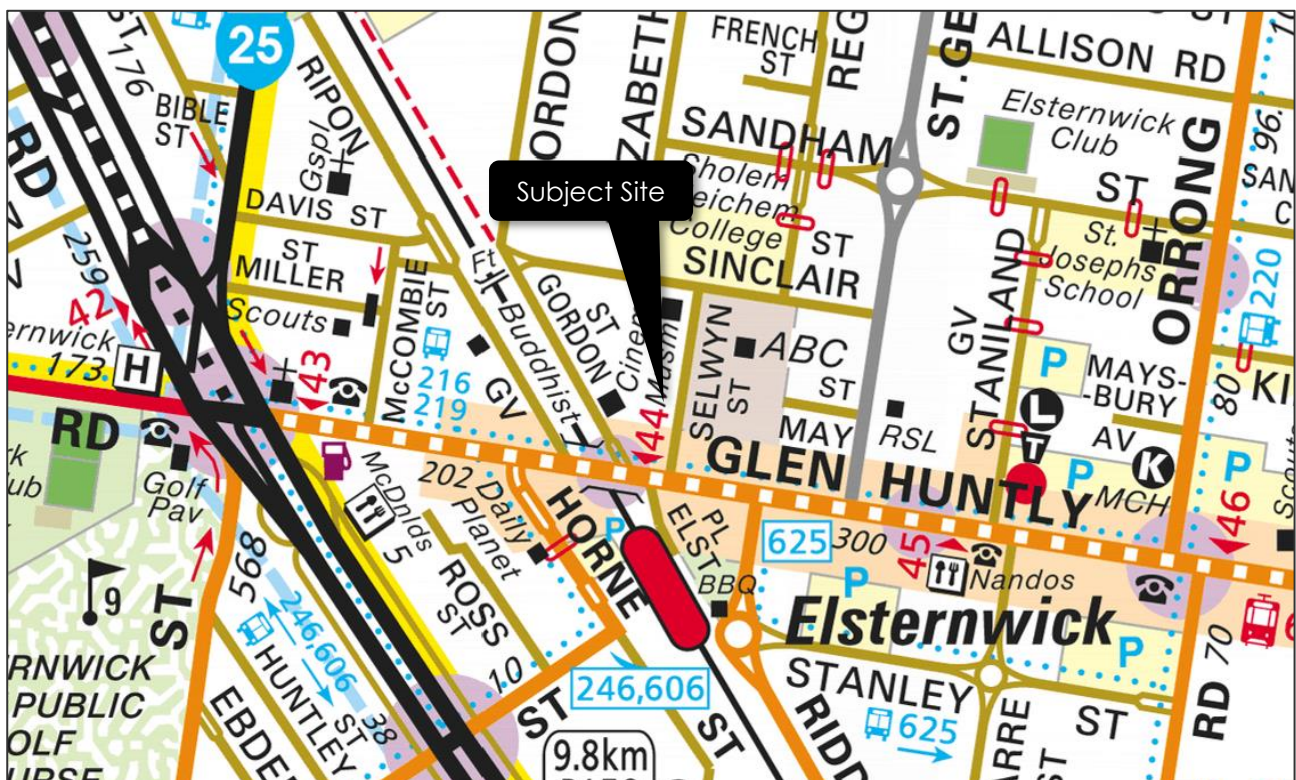
## 5 EXISTING CONDITIONS

### 5.1 Site Location

The subject site is located at 7 Selwyn Street, Elsternwick, and is located on the western side of Selwyn Street, approximately 50 metres north of Glen Huntly Road, as shown in Figure 1.

The site is irregular in shape with a frontage of approximately 32.7 metres to Selwyn Street and a total site area of approximately 699 m<sup>2</sup>.

**Figure 1 Site Location**



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The site is currently occupied by the Kadimah Jewish Cultural Centre which comprises a two-storey building that operates as a community centre and includes a library and event space. Vehicular access to the site is available in the northeast corner of the site via a double-width crossover from Selwyn Street leading to an at-grade car park which includes 11 car spaces. I understand that the existing centre comprises of a total floor area of approximately 700 square metres and caters for up to 180 patrons.

Land uses in the surrounding area are mixed and consist of commercial, retail and food uses along Glen Huntly Road within the Elsternwick Activity Centre whilst residential uses are located to the east of the site. Of note, the Jewish Holocaust Centre (currently under construction as part of a redevelopment) is located directly to the north of the site, the Sholem Aleichem College is located approximately 100 metres further north and Elsternwick Railway Station is located less than 100 metres to the south.

The site is located within the Elsternwick Cultural Precinct which is planned to undergo change to enhance the pedestrian connectivity and civic spaces around Selwyn Street, among other things.

An aerial view of the subject site is provided in Figure 2.

**Figure 2 Site Context (Thu 29 April 2021)**

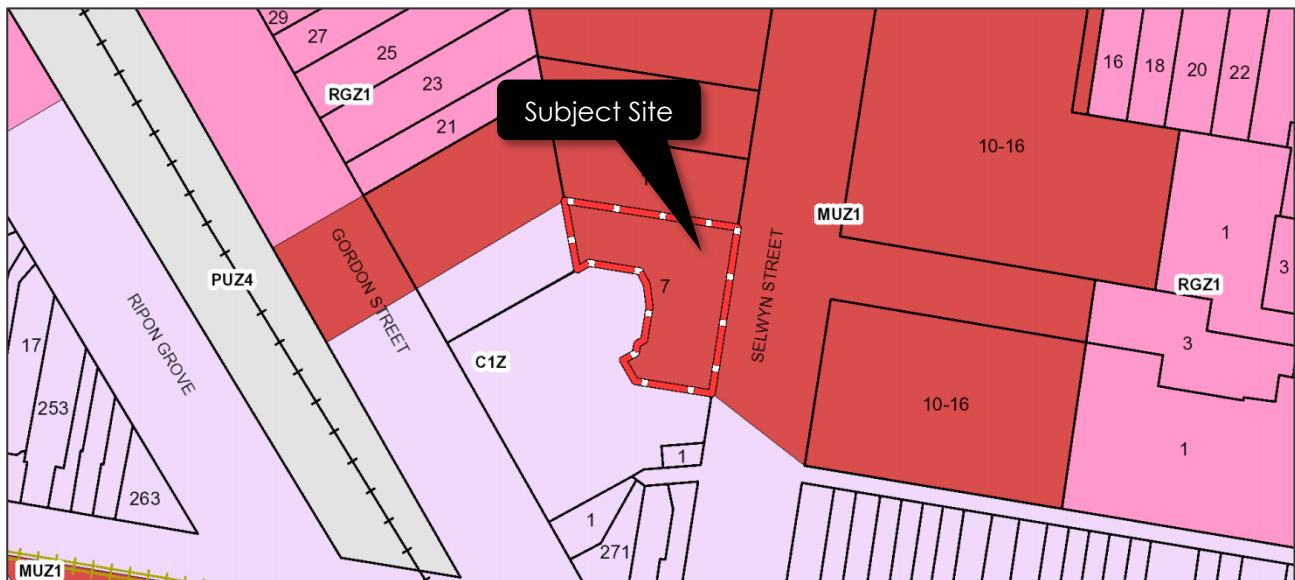


Copyright Nearmap

## 5.2 Planning Zones and Overlays

It is shown in Figure 3 that the site is located within a Mixed-Use Zone – Schedule 1 (MUZ1).

**Figure 3 Planning Scheme Zones**



The site is subject to the following Planning Overlays:

- Parking Overlay – Schedule 2-3 (PO2-3);
- Design and Development Overlay – Schedule 10 (DDO10); and
- Heritage Overlay – Schedule (HO72).

Furthermore, the Principal Public Transport Network (PPTN) Area Map for the surrounding area is shown in Figure 4, which identifies that the site falls within the PPTN Area.

**Figure 4 Principal Public Transport Network Area Map**





## 5.3 Road Network

**Selwyn Street** is classified as a local street controlled by Glen Eira City Council aligned in a north to south direction from Glen Huntly Road through to Sinclair Street.

Selwyn Street operates with a wide pavement offering traffic movements in both directions clear of kerbside parallel parking on both sides of the road. Kerbside parking is subject to a mix of restrictions, with largely 2 and 4 hour restricted parking during business hours. At the time of my inspection, some parking on the west side was subject to Works Zone restrictions associated with the Jewish Holocaust Centre construction.

The cross-section of Selwyn Street at the frontage of the site is shown in Figure 5.

**Figure 5 Selwyn Street looking north**



A 40km/h speed limit applies to Selwyn Street in the vicinity of the site. At the intersection with Sinclair Street and Glen Huntly Road, Selwyn Street is the secondary road giving way to traffic on Glen Huntly Road.

**Sinclair Street** is classified as a local street controlled by Glen Eira City Council aligned in an east to west direction from Gordon Street through to St Georges Road.

Sinclair Street operates within a wide pavement offering traffic movements in both directions clear of kerbside parallel parking. On-street parking is generally subject to time restrictions (2 and 4 hours during business hours) and permit parking.

A view of Sinclair Street in the vicinity of the site is provided in Figure 6.

**Figure 6 Sinclair Street looking east**



**Glen Huntly Road** is a Council controlled major road aligned east to west in the vicinity of the site. Glen Huntly Road provides for traffic movements in both directions, kerbside parking and centrally located tram lines which share the traffic lanes.

Kerbside parking is subject to a mix of restrictions during business hours.

A view of Glen Huntly Road in the vicinity of the site is provided in Figure 7.

**Figure 7** Glen Huntly Road looking west





## 5.4 Sustainable Transport

### 5.4.1 Public Transport

The site has excellent access to public transport with all three modes (bus, train and tram) being available in the vicinity of the site. Specifically, the site is located approximately 100 metres from Elsternwick Railway Station which is located on the Sandringham line and has a journey time to Flinders Street station of approximately 20-minutes, with peak hour service frequency of 8-minutes, and a frequency of 10-minutes throughout the majority of the day.

The site is also served by Tram route 67 (Melbourne University - Carnegie) which provides a light rail connection to the Melbourne CBD and beyond. This route operates on a 10-minute headway. The nearest stop is located along Glen Huntly Road, approximately 100m from the site.

The site is also serviced by six bus routes and two night bus routes, all within 750 m walking distance.

The full public transport provision in the vicinity of the site is shown in Figure 8 and detailed in Table 1.

**Figure 8 Public Transport Provision**





**Table 1 Public Transport Provision**

<i>Mode</i>	<i>Route No.</i>	<i>Route Description</i>	<i>Nearest Stop/Station</i>
Train		Sandringham Line	Elsternwick Station
Tram	67	Melbourne University - Carnegie	Elsternwick Railway Station/ Glenhuntly Road #44
Bus	246	Elsternwick - Clifton Hill via St Kilda	Elsternwick Station/ Horne Street
	603	Brighton Beach - Alfred Hospital via Elsternwick Station	
	604	Gardenvale - Alfred Hospital via Toorak Station	Glenhuntly Road/ Orrong Road
	606	Elsternwick Station - Fishermans Bend	Elsternwick Station/ Horne Street
	623	Glen Waverley - St Kilda via Mount Waverley & Chadstone & Carnegie	Gordon Street/ Glen Eira Road
	625	Elsternwick - Chadstone via Ormond & Oakleigh	Riddell Parade/ Glenhuntly Road
	978	Night Bus - Elsternwick - Ormond - Huntingdale - Mulgrave - Dandenong (returns via Princes Hwy)	Elsternwick Station/ Horne Street
	979	Night Bus - Elsternwick - Bentleigh - Clarinda - Keysborough - Dandenong	

## 5.4.2 Bicycle Facilities

### 5.4.2.1 Strategic Cycling Corridors

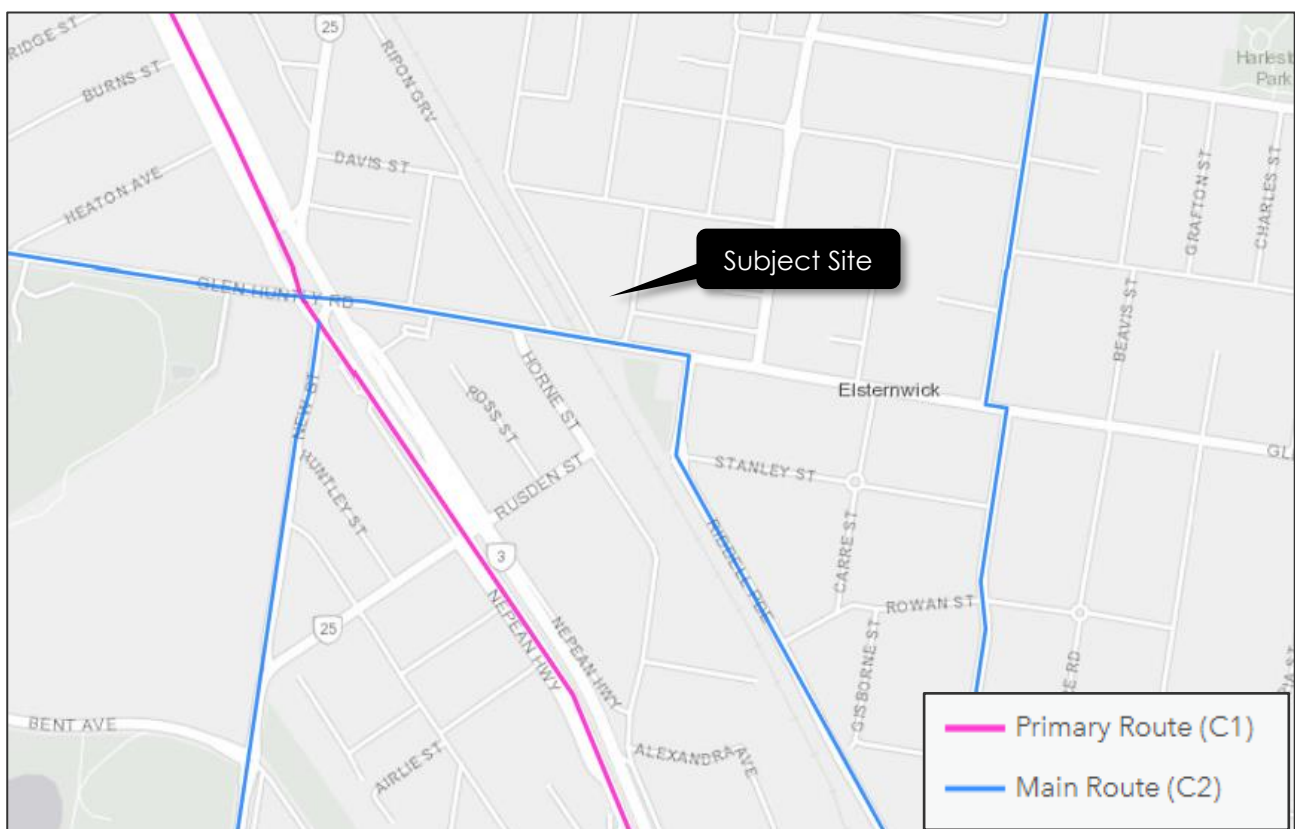
*"Strategic Cycling Corridors are important routes for cycling for transport and link up important destinations including the Central City, National Employment and Innovations Clusters, Metropolitan Activity Centres and other destinations of metropolitan and regional significance".*

Strategic Cycling Corridors (SCC) are considered to be the arterials for bicycles, and have been designed to provide connected, low stress and safe routes, intended primarily for the use of cyclists for transport (rather than recreation).

The SCCs commonly used in the vicinity, consists of Nepean Highway, used as a Primary Route (C1), and Glenhuntly Road, Orrong Road, New Street and Riddell Parade, all used as Main Routes (C2).

The SCCs in the vicinity of the site are shown in Figure 9.

**Figure 9 Strategic Cycling Corridors**

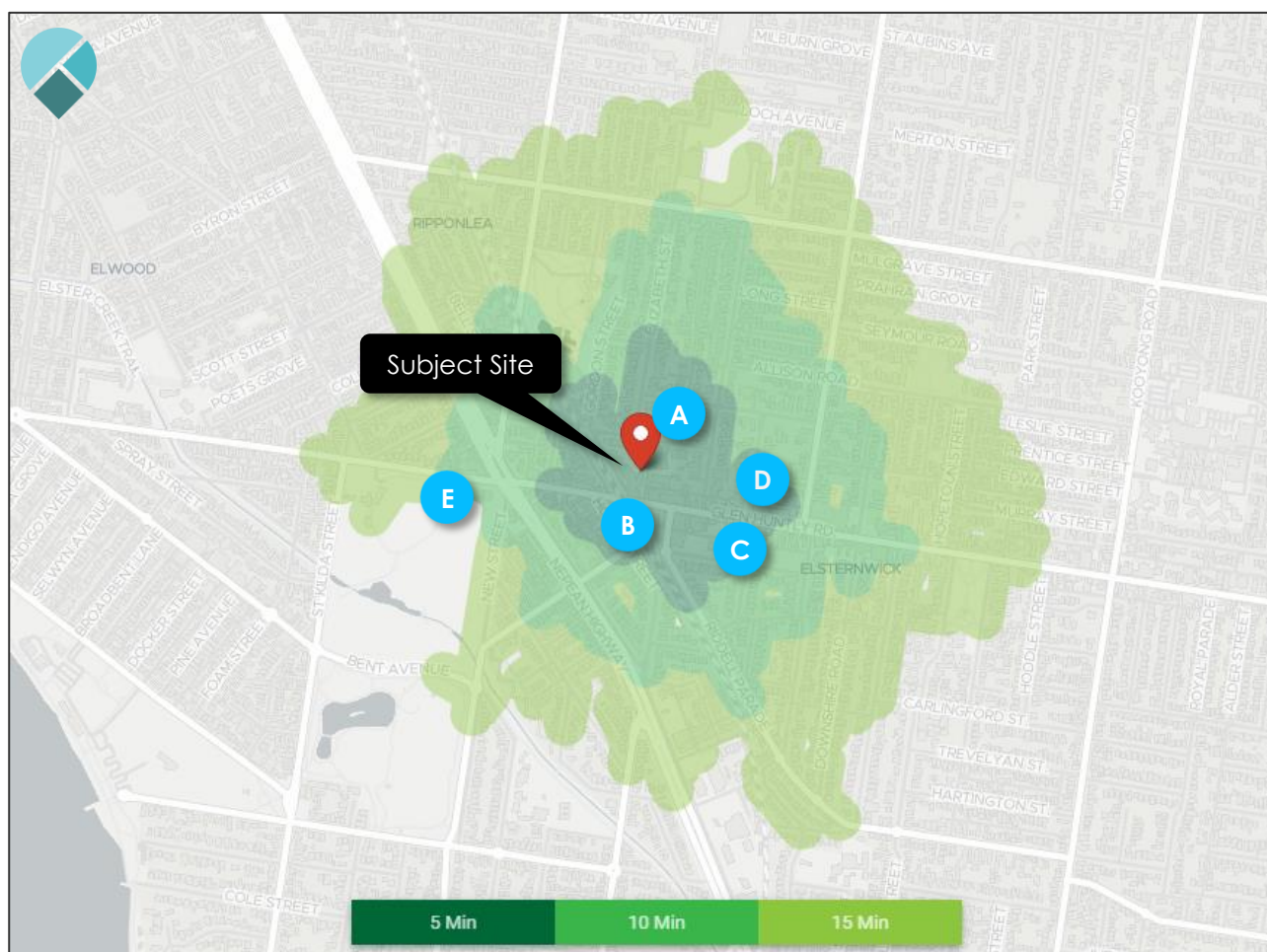


## 5.4.3 Pedestrian Accessibility

In addition to having excellent access to public transport modes, the site is well-located for pedestrian accessibility, with a number of complimentary uses located within 10 - 15 minutes' walk of the site.

Figure 10 shows a pedestrian walk time map for the site, with the major facilities in the vicinity of the site identified in Table 2.

**Figure 10 Pedestrian Walk-Time Map**



Courtesy of [Targomo](#)

**Table 2 Site Facilities**

Ref	Facility	Approx. Distance
A	Sholem Aleichem College	110m
B	Elsternwick Railway Station	120m
C	Elsternwick Shopping Centre	300m
D	Elsternwick Library	400m
E	Elsternwick Park	600m

## 5.5 Walkability

Walkability is a measure of how friendly an area is to walking. Walkability has many health, environmental, and economic benefits. Factors influencing walkability include the presence or absence and quality of footpaths or other pedestrian rights-of-way, traffic and road conditions, land use patterns, building accessibility, and safety.

The site has a Walk Score rating of 97/100 and is very walkable, with most errands for office staff able to be accomplished on foot during their workday thus not requiring a private car.

## 6 ELSTERNWICK CULTURAL PRECINCT

As part of the Elsternwick Structure Plan, Selwyn Street was identified as part of the strategic vision to be established as a new Cultural Precinct.

The proposal contemplates truncating Selwyn Street to provide for a pedestrian friendly cultural space.

A draft of the Structure Plan was first made public on 30 October 2017 and was ultimately adopted by Council on 27 February 2018.

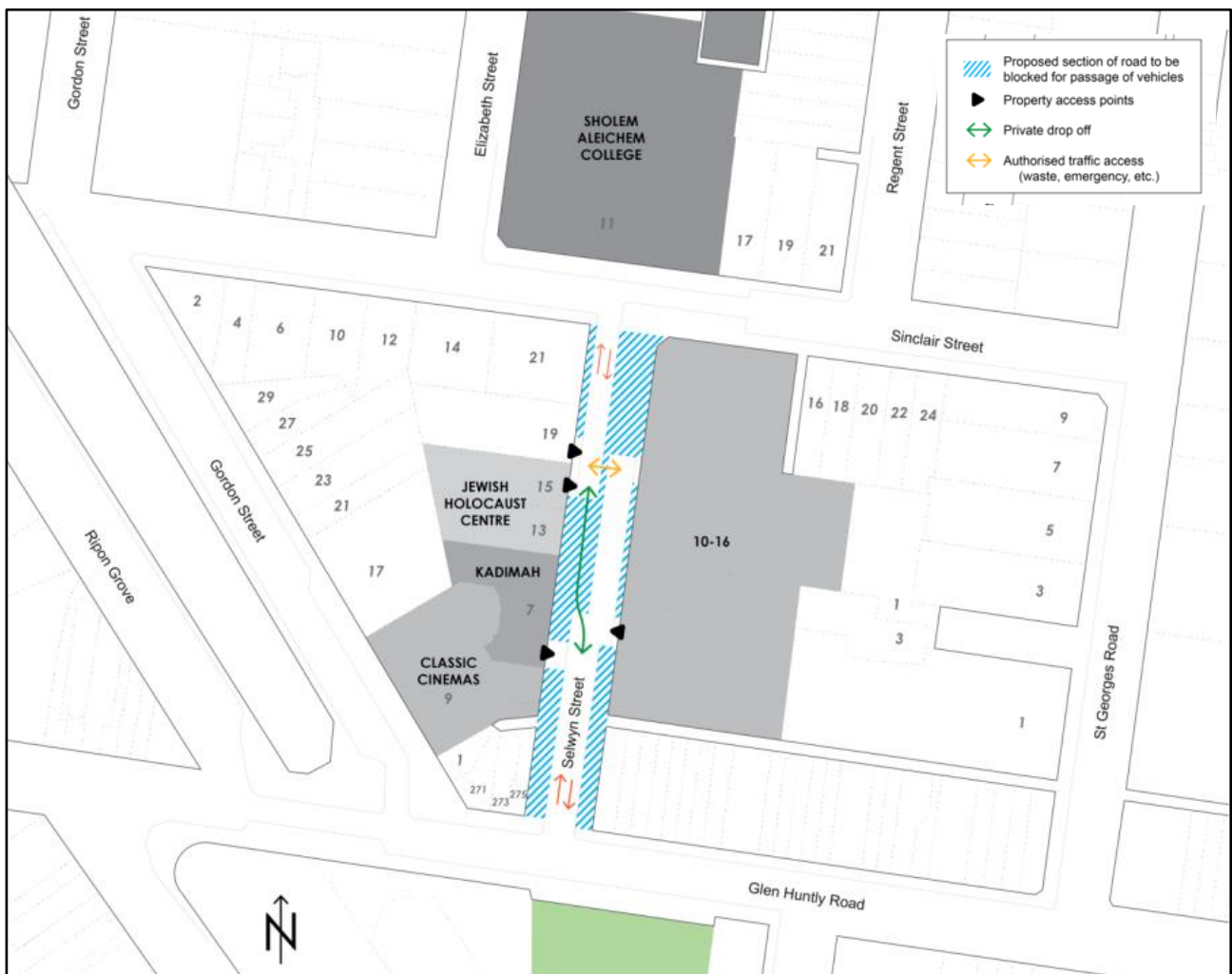
Since that time, Council has engaged further with the community and prepared an alternative proposal for the Selwyn Street closure.

The proposal to close Selwyn Street was considered at a Council Meeting on 30 April 2019 and a motion carried to support the closure.

My firm has provided traffic engineering design input to the project team reviewing the design options for the future composition of Selwyn Street. I was not involved with the project, however I understand that a final option is being considered by Council.

A view of the current available high-level plan that was subject to the Council decision (30 April 2019) is provided in Figure 11.

**Figure 11 Approved Selwyn Street Proposal**



## 7 DEVELOPMENT PROPOSAL

---

### 7.1 Overview

The application seeks to demolish the existing building on-site and construct a purpose build mixed-use development to be operated by the Jewish Arts Quarter to create for an improved facility for the community. The development will include a nine-storey building with three levels of basement, which comprises a performing arts centre, a museum (and associated administration areas) and coworking spaces in the form of offices. Specially, I understand that the development will comprise the following: -

- Performing Arts Theatre – The theatre is proposed to utilise the three basement levels and is to consist of a total floor area of 751 m<sup>2</sup> and accommodate up to 300 patrons and 20 theatre staff.
- Museum Exhibition Space - The proposed exhibition space is to comprise of exhibition and storage spaces and a learning workshop. It is to utilise the first 3 floors of the building including the Ground Floor, Level 1, and Level 2. The total floor area of the Museum Exhibition Spaces is approximately 1,259 m<sup>2</sup> and accommodates up to 300 patrons.
- Co-working Office Spaces – The proposed co-working office spaces comprise of a total floor area of 1,631 m<sup>2</sup> across the top 5 levels, and includes:
  - ✦ Ancillary Café – Situated on Level 3 exclusively for staff in the co-working offices, comprising of 97 m<sup>2</sup>; and
  - ✦ Terrace – Situated on Level 3, comprising of 130 m<sup>2</sup>.
- Café – Ground floor with a floor area of 80 m<sup>2</sup>;
- Retail – The proposed retail store in the building comprises of a floor area of 33 m<sup>2</sup>;
- Bicycle Parking – 40 Bicycle Parking spaces are proposed to be provided within the bicycle storage room located on the mezzanine level, accessed via a goods lift (including end of trip facilities).

### 7.2 Operation

The proposed uses will operate within the following hours:

- Museum;
  - ✦ 8:00am to 5:00pm (Closed on Saturday).
- Performing Arts Centre (Theatre); and
  - ✦ 5:00pm to 10:00pm (Monday to Friday);
  - ✦ 1:00pm to 10:00pm (Saturday and Sunday); and
  - ✦ 8:00am to 5:00pm (Monday to Friday, in association with the Museum).
- Co-working office spaces.
  - ✦ 8:00am to 6:00pm (Monday to Sunday)

The maximum number of patrons for the Museum and Performing Arts Centre is to be 300 for each use (total of 600).

I have been advised that during the day on weekdays, the museum will allow for 'walk ins' however the majority of visitors during the week will be from school groups that will catch the train or bus (chartered or public) to the site, thus not generating a car parking demand.

### 7.3 Access

Pedestrian Access to the development is provided via Selwyn Street.

No on-site car parking will be provided for staff or patrons.

## 8 LOADING

---

Clause 65 (Decision Guidelines) of the Glen Eira Planning Scheme outlines the provision of loading requirements, and states the following:

*"Before deciding on an application or approval of a plan, the responsible authority must consider, as appropriate:*

- *The adequacy of loading and unloading facilities and any associated amenity, traffic flow and road safety impacts."*

Based on the uses proposed on-site I expect that loading and unloading activities will be related to the delivery of goods for the café and retail tenancies, museum, theatre and occasionally the delivery of goods for the office use (likely to be couriers). For the majority of deliveries, these can be scheduled to ensure that they can be managed and moved within the site as required. I note that the development plans include a loading area which is accessed directly from Selwyn Street and has direct access to a goods lift which services the above and below ground levels. A waste room is also located within the loading area. Access to the loading area by vehicles is not permitted, with goods wheeled from the street into the loading area.

Given the likely frequency of deliveries to the site, in my view it is not practical or necessary to provide an on-site loading bay for vehicles. The loading area provided is 41 square metres and will allow for the corralling of goods away from the public realm. It is expected that the majority of deliveries will occur via small vans and utility vehicles, which can utilise the existing on-street parking in the area.

The provision for loading is therefore considered appropriate for the proposed use.



## 9 BICYCLE PARKING

The bicycle parking requirements for the subject site are identified in Clause 52.34 of the Glen Eira Planning Scheme, which specifies the following requirements for the different components of the proposed development.

**Table 3 Clause 52.34 – Bicycle Parking Requirements**

Component	No/Area	Requirement	Total
Museum (Place of Assembly)	1,160 m <sup>2</sup>	1 space per 1,500m <sup>2</sup> for employees 2 + 1 space per 1,500m <sup>2</sup> for visitors	1 3
Learning Workshop (Place of Assembly)	99 m <sup>2</sup>	1 space per 1,500m <sup>2</sup> for employees 2 + 1 space per 1,500m <sup>2</sup> for visitors	0 2
Theatre (Place of Assembly)	751 m <sup>2</sup>	1 space per 1,500m <sup>2</sup> for employees 2 + 1 space per 1,500m <sup>2</sup> for visitors	1 3
Co-working Office Space	1,631 m <sup>2</sup>	1 space per 300m <sup>2</sup> for employees 1 space per 1000m <sup>2</sup> for visitors	5 2
Retail & Café (Shop)	113 m <sup>2</sup>	1 space per 600m <sup>2</sup> for employees 1 space per 500m <sup>2</sup> for visitors	0 0
<b>Total</b>		<b>Employees</b> <b>Visitors</b>	<b>7</b> <b>10</b>

Furthermore, where 5 or more employee bicycle spaces are provided, employee facilities are required in accordance with Clause 52.34 of the Glen Eira Planning Scheme, as identified below.

**Table 4 Clause 52.34 – Bicycle Facility Requirements**

Facility	Employee Bicycle Spaces	Requirement	Total
Showers/Change Rooms	7 spaces	1 shower for the first 5 employee bicycle spaces; plus 1 to each 10 employee bicycle spaces thereafter	1

*Showers must have access to a communal change room, or combined shower and change room*

Based on the above calculations, a total of 17 bicycle spaces are required for the proposed development, plus one shower / change room.

It is proposed to provide a total of 40 bicycle parking spaces within the mezzanine floor, available for both employee and patron use. It is considered appropriate for visitor bicycle parking to be provided within the mezzanine, as building staff may simply allow visitor access to the bicycle parking. That said, as part of the improvements to Selwyn Street, I expect that visitor bicycle parking opportunities will be provided in the precinct.

The proposal includes 30 'Ned Kelly' style rails mounted along two walls, and four floor mounted 'Arc de Triomphe' hoops provided within the bicycle storage room located on the mezzanine level, accessible via the goods lift.

Considering the above, the proposed provision of bicycle exceeds the requirements of the Planning Scheme and is therefore considered appropriate.

Additionally, the proposed development has a requirement of one shower and one change room facility. The proposal is to provide four showers, in separate male and female change rooms, within the bicycle storage room.

The provision of bicycle facilities (in the form of showers and change rooms) meets the requirements of the Planning Scheme and is therefore considered appropriate.

## 10 CAR PARKING

### 10.1 Statutory Car Parking Requirements

#### 10.1.1 Car Parking Requirements – Clause 52.06

The car parking requirements for the subject site are identified in Clause 52.06 of the Glen Eira Planning Scheme. The site is subject to a Parking Overlay – Precinct 2-3 Schedule (PO2-3), however, it only specifies rates for student housing developments and therefore is not relevant to the subject proposal.

Furthermore, as the site is located within the PPTN area, the Column B car parking rates apply to the proposed development, as shown below.

**Table 5 Clause 52.06 – “Column B” Car Parking Requirements**

Use	No/Area	Rate	Car Parking Measure	Total
Museum & Learning Workshop Space (Place of Assembly)	300 patrons	0.3	to each patron permitted	90
Theatre (Place of Assembly)	300 patrons	0.3	to each patron permitted	90
Co-working office space	1,631 m <sup>2</sup>	3	to each 100m <sup>2</sup> of net floor area	48
Retail/Café (Shop)	113 m <sup>2</sup>	3.5	to each 100m <sup>2</sup> of leasable floor area	3
<b>Total</b>				<b>231</b>

Based on the above calculations, a total of 231 parking spaces are required for the proposed development.

#### 10.1.2 Proposed Car Parking Provision

No parking is proposed on-site and as such, the application seeks a full waiver in car parking of 231 spaces when compared to the Planning Scheme requirements.

In this regard, Clause 52.06-7 of the Glen Eira Planning Scheme indicates that an application to reduce (including reduce to zero) the requirement for car spaces must be accompanied by a Car Parking Demand Assessment. The Assessment must assess the car parking demand likely to be generated by the proposed development, having consideration to:

- The likelihood of multi-purpose trips within the locality which are likely to be combined with a trip to the land in connection with the proposed use.
- The variation of car parking demand likely to be generated by the proposed use over time.
- The short-stay and long-stay car parking demand likely to be generated by the proposed use.
- The availability of public transport in the locality of the land.
- The convenience of pedestrian and cyclist access to the land.
- The provision of bicycle parking and end of trip facilities for cyclists in the locality of the land.
- The anticipated car ownership rates of likely or proposed visitors to or occupants (residents or employees) of the land.
- Any empirical assessment or case study.

Practice Note 22 (June 2015) specifies that the provisions for reducing car parking requirements draw a distinction between the assessment of the likely demand for parking spaces (the Car Parking Demand Assessment), and whether it is appropriate to allow the supply of fewer spaces than assessed by the car parking demand assessment. These are two separate considerations, one

technical while the other is more strategic. Different factors are taken into account in each consideration.

Accordingly, the applicant must satisfy the responsible authority that the provision of car parking is appropriate on the basis of a two-step process, which has regard to:

- The car parking demand likely to be generated by the use; and
- Whether it is appropriate to allow fewer spaces to be provided than the likely demands generated.

An assessment of the likely parking demands and the appropriateness of reducing the car parking provision below them is set out below.

## **10.2 Car Parking Review**

### **10.2.1 Overview**

As noted above, the Planning Scheme allows for a reduction in car parking below not only the statutory rates but also the demand assessment acknowledging that in certain locations, a reduced provision of car parking is appropriate.

I have undertaken a review of the likely elements which will contribute to the resultant car parking demand generated by the proposed development. One of the key considerations in this regard is to encourage the utilisation of other modes of transport to complete journeys that would have otherwise completed by car. The benefits of using alternate modes of transport are quite significant in locations such as the subject site where car parking is constrained.

It is noted that as part of this development, the applicant has committed to the preparation of an Integrated Transport and Access Plan (ITAP) which will establish principles and measurable guides to reduce the desire for attendees visiting the site to do so by private car. The ITAP was prepared for the application with recommendations for modifications recommended by Council Officers as part of conditions of the permit.

### **10.2.2 Variation of Car Parking Demand**

The proposed development is to comprise of four major components to the building, all of which will have a varying peak operating period throughout the week. Of note, office employees typically generate a peak demand during business hours, whilst the museum, learning workshop and theatre will more likely create peak demand in the weekday evenings and weekend periods.

I understand that whilst a total of 600 patrons are sought in the two main spaces across the site, it is highly unlikely that the theatre and museum would both be at capacity simultaneously.

### **10.2.3 Likelihood of Multipurpose Trips**

The Elsternwick Activity Centre provides a range of facilities and services, mainly along Glen Huntly Road, and it is expected that visitors may combine their trip to the site with visits to the Activity Centre, such as cafés, restaurants and other retail and entertainment outlets.

This will be particularly prevalent with office staff or museum patrons who are likely to make a multipurpose trip such as to a café or shop. Similarly of an evening, patrons to the theatre may choose to dine at one of the many restaurants in the area prior to the show.

#### **10.2.4 Availability of Public Transport in Area**

As discussed in Section 5.4.1, the site has excellent public transport accessibility. The site is located approximately 100 metres from Elsternwick Railway Station, is serviced by trams and bus services, all of which provide access to a wide range of public transport options for staff and visitors coming to/from the site, resulting in reduced reliance on the use of private motor vehicles.

#### **10.2.5 Pedestrian and Cyclist Access to the site**

Pedestrian footpaths are provided on both sides of the road passing through the site. The proposed main pedestrian access to the site is to provide a clear, safe and direct link to and from the surrounding pedestrian network.

Additionally, the site has good access to the local bicycle network, which provide a viable means of alternative transport, to further reduce the reliance on the use of motor vehicles to the site.

In addition, as part of the Elsternwick Cultural Precinct upgrade works, improvements to the pedestrian and cycling amenity in the area is proposed particularly on Selwyn Street along the site frontage.

#### **10.2.6 Provision of Bicycle Parking & End of Trip Facilities**

It is proposed to provide for 40 bicycle parking spaces, made up of wall mounted 'Ned Kelly' style rails and floor mounted 'Arc de Triomphe' style hoops which are located on the mezzanine level, accessed via a goods lift. It is noted that this provision of bicycle parking is well in excess of the statutory requirements detailed within Clause 52.34.

To supplement the proposed bicycle parking provision, locker, shower and change room facilities will be provided for use by employees located within the same area as the bicycle parking.

In addition, it is proposed to provide four bicycle parking spaces within two floor mounted 'Arc de Triomphe' hoops on the footpath at the frontage of the site, subject to Council approval.

The provision of these facilities will ensure that staff and visitors have a suitable alternative transport mode for travelling to/from the site.

#### **10.2.7 On-Street Parking Restrictions**

For developments with reduced parking supply, and where on-street parking in the area is unrestricted, it is often observed that long term employee parking may occur on-street. Conversely, where on-street parking surrounding a development with a reduced parking supply is restricted or well utilised, staff are encouraged to utilise alternative transport modes, knowing that long-term parking is generally unavailable in the area if they are not provided with an on-site parking space.

A review of parking restrictions in the area surrounding the proposed development indicates that on-street parking is heavily restricted, and any unrestricted spaces are very well utilised, and as such, there is limited opportunity for long term staff parking in the area.

These restrictions, coupled with the excellent accessibility of the site by alternative transport modes is therefore expected to ensure that staff of the development will utilise alternative modes of transport, as they will not be able to conveniently park their vehicle long-term on-street in the vicinity of the site.

## 10.2.8 Impact of Parking Supply on Traffic Congestion

Car parking and traffic are naturally directly related, with the more car parking provided on-site generating a higher level of traffic.

It is noted that office uses typically generate higher levels of traffic during the commuter peaks and therefore reduced parking rates will result in a reduced impact to traffic conditions in the area.

In addition, a recent VCAT decision (Ronge v Moreland CC [2017] VCAT 550 (9 May 2017)) highlighted the value of reduced car parking provision with regard to traffic congestion, identifying the potential adverse impact of providing parking to comply with Clause 52.06, as below:

<http://www.austlii.edu.au/au/cases/vic/VCAT/2017/550.html>

*"Our roads are already congested and will be unimaginably so if a 'business-as-usual' approach is accepted through until 2050. The stark reality is that the way people move around Melbourne will have to radically change, particularly in suburbs so well served by different modes of public transport and where cycling and walking are practical alternatives to car based travel.*

*A car parking demand assessment is called for by Clause 52.06-6 [now Clause 52.06-7] when there is an intention to provide less car parking than that required by Clause 52.06-5.*

*However, discussion around existing patterns of car parking is considered to be of marginal value given the strong policy imperatives about relying less on motor vehicles and more on public transport, walking and cycling. Census data from 2011 or 2016 is simply a snapshot in time, a base point, but such data should not be given much weight in determining what number of car spaces should be provided in future, for dwellings with different bedroom numbers.*

*Policy tells us the future must be different.*

*Oversupplying parking, whether or not to comply with Clause 52.06, has the real potential to undermine the encouragement being given to reduce car based travel in favour of public transport, walking and cycling."*

*"One of the significant benefits of providing less car parking is a lower volume of vehicle movements and hence a reduced increase in traffic movements . . ."*

## 10.3 Anticipated Car Parking Demand

### 10.3.1 Office

It has been my experience that office car parking demands are a direct function of supply. Where parking is provided for staff, staff tend to drive. Where parking is not readily available, staff are encouraged to assess other options such as cycling and public transport as the attractiveness and convenience of travelling to the site via private vehicle is substantially reduced.

I acknowledge that some demands may be generated however as no parking is provided on-site and long-term opportunities are generally not available in the vicinity of the site, those staff that have a desire to drive to the site will need to seek other parking opportunities. These could include leasing a car space nearby.

### 10.3.2 Museum & Theatre

#### Museum

It is my understanding that during the week, the museum will be visited largely by school groups that will travel to the site by train or bus (chartered or public) to the site thus not generating a car parking demand.

Naturally, there will be a demand generated at other times of a weekend and during school holidays and the like. At these times, visitors will still have the opportunity to visit the site via alternate modes of transport, and considering the location of the site, a reduced rate of 0.1 - 0.2 spaces per patron is considered representative of the demands generated. This rate considers shared trips, car-pooling and the use of public transport. Application of this rate to the 300 patrons in the museum equates to a demand for 30 - 60 car spaces.

#### Theatre

The theatre is expected to peak of an evening and due to the variety of uses available and potential for shared trips, a similar reduced rate of 0.1 - 0.2 spaces per patron will be adopted, equating to a demand for 30 - 60 spaces.

#### Overview

I have been advised that it is highly unlikely that both the theatre and museum will be operating capacity simultaneously. It is expected that there could be up to 450 patrons on-site at the one-time spread across the two spaces likely to occur of a weekend. Application of the abovementioned rate of 0.1 - 0.2 spaces per patron equates to a demand for 45 - 90 car spaces.

### 10.3.3 Retail/Café

The car parking demand generated by a retail / café use is comprised of both staff and customers.

In relation to staff demand, similar to the office use, it is expected that with no on-site parking provided, and with low availability and reliability of long-term parking in the vicinity of the site, staff will utilise alternative modes of transport to access the site.

In regard to customers, it has been my experience these type of shops and café tenancies rarely generate a trip to an activity centre specifically. More often than not, customers come to the area as a whole and select a shop or café once in the area. Therefore, I do not expect these tenancies to generate a specific parking demand in their own right. Nonetheless, should a customer drive specifically to one of these tenancies, short term parking is available in the vicinity of the site to accommodate any demands which do eventuate.

## 10.4 Allowing Fewer Spaces to be Provided

Clause 52.06-7 sets out the factors to be considered when determining the appropriateness of allowing fewer car parking spaces to be provided. Some of the relevant factors for this case are listed below:

- The Car Parking Demand Assessment;
- Any relevant local planning policy or incorporated plan;
- The availability of alternative car parking in the locality of the land including:
  - ✦ Public car parks intended to serve the land; and
  - ✦ On-street parking in non-residential zones.
- Any car parking deficiency associated with the existing use of the land;
- Access to or provision of alternative transport modes to and from the land; and
- Any other relevant consideration.



## 10.4.1 Any Relevant Planning Policy or Incorporated Plan

### 10.4.1.1 Elsternwick Structure Plan

As discussed above in Section 6, the Elsternwick Structure Plan aligns and contemplates redesigning Selwyn Street so that pedestrians are the priority to “ensure safe and inviting access to the cultural precinct” along with enhanced pedestrian crossing opportunities across Glen Huntly Road.

### 10.4.1.2 Elsternwick Cultural Precinct Plan

The Elsternwick Cultural Precinct Plan proposes a number of improvements to the area which aim to enhance the pedestrian experience within the precinct. Of note, the plan proposes to significantly increase the footpath area and priority on Selwyn Street toward pedestrians which changes the focus from the private motor vehicle to pedestrians and cyclists.

## 10.4.2 Parking Deficiency Associated with the Existing Use of the Land

The existing Jewish Cultural Centre comprises of a total floor area of approximately 700 m<sup>2</sup> and caters for up to 180 patrons. I understand that the existing centre operates as a library and cultural centre for the surrounding community albeit somewhat dated hence the proposed redevelopment.

The existing centre has a small car park to the north of the site which is used for deliveries, waste collection and car parking. The car parking is not typically ‘advertised’ to the public and is largely used by staff only. I estimate that 11 vehicles could be parked in this area.

As per my assessment of the new museum and theatre floor space, adopting a rate of 0.2 spaces per patron to the current permission of 180 equates to a demand for 36 spaces. Allowing for the existing 11 spaces, the site has an existing on-street reliance of 25 spaces.

## 10.5 Review of Car Parking Provision

### 10.5.1 Existing Car Parking

Car parking in the area is made up largely of on-street parking coupled with an off street car park to the south of Glen Huntly Road. Parking is largely restricted throughout the activity centre to encourage a high turnover of car parking spaces (time restrictions) and to also protect residents with permit zones in place. Of note, a substantial level of on-street parking converts to a permit zone after 6pm. I understand that Council already actively manages on-street car parking in the area to balance the competing needs of the commercial, entertainment and education uses within the Activity Centre.

In order to understand existing car parking conditions in the vicinity of the site, my firm commissioned Trans Traffic Survey to undertake car parking occupancy surveys in the vicinity of the site during the following periods:

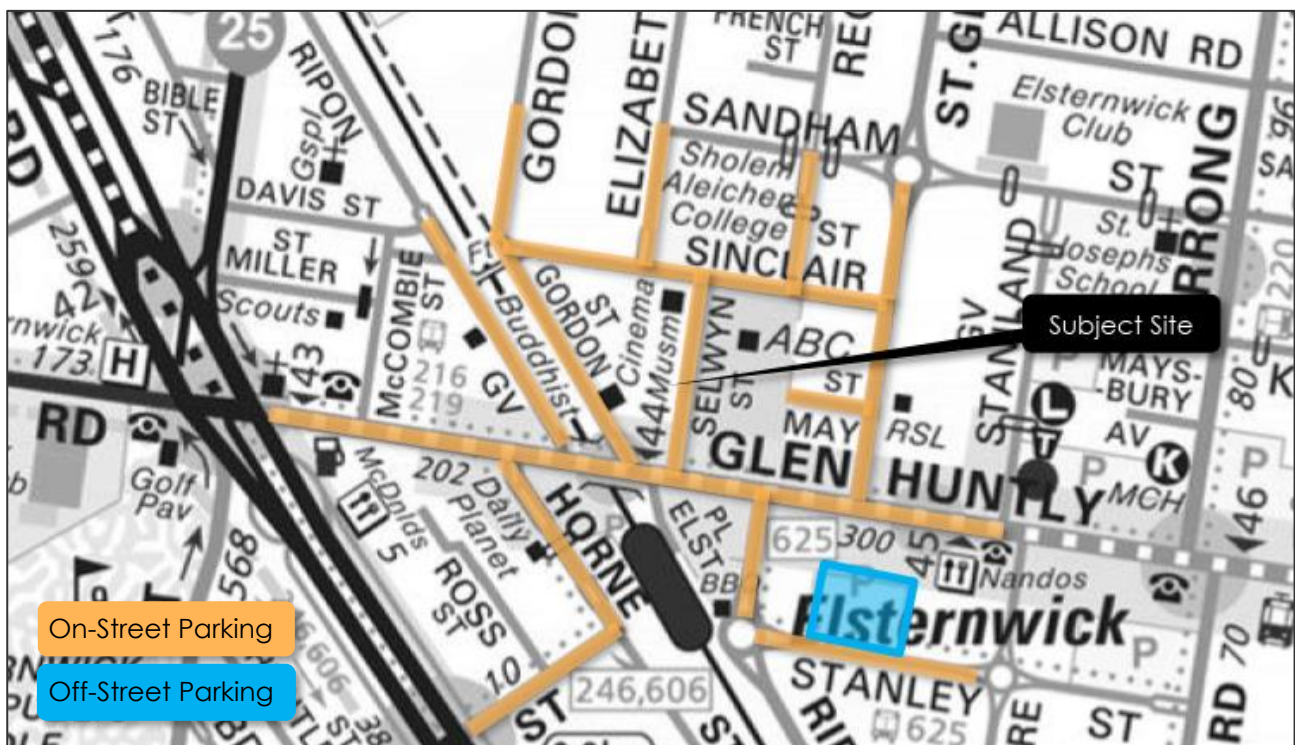
- Thursday 13th May 2021, between 9:00am and 8:00pm;
- Saturday 15th May 2021, between 9:00am and 8:00pm; and
- Sunday 16th May 2021, between 9:00am and 8:00pm.

The survey area shown in Figure 12, aimed to capture parking behaviour in locations likely to be utilised by visitors to the site.

I note that any car parking subject to less than 15-minute timed restrictions, or that was otherwise subject to restrictions that would not be conducive for users of the development (e.g. Permit Zone, Works Zone, Bus Zone) were excluded from the results.

Detailed survey data is provided in Appendix A.

**Figure 12 Survey Area**

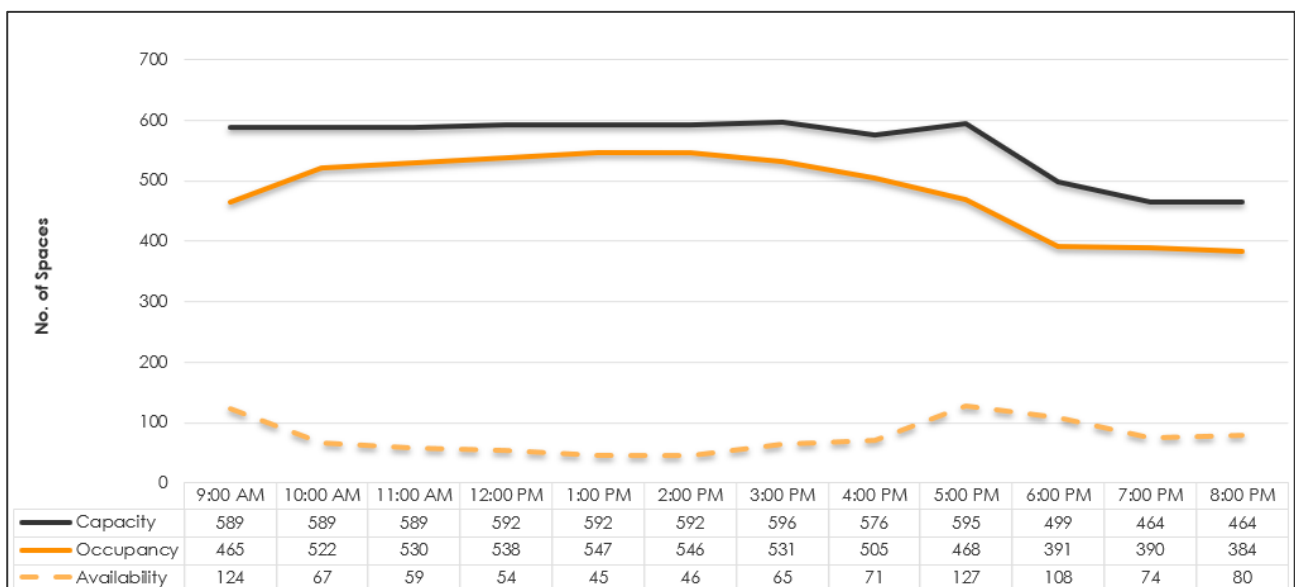


On the Thursday, car parking occupancy was observed at its highest during the middle of the day and lowest in the evening. From the morning, occupancy increase steadily until the afternoon, then decreased into the evening.

Peak occupancy occurred at 1:00pm, at which time 547 of the 592 supplied spaces were occupied, leaving a minimum of 45 spaces available for use. Parking utilisation varied between 92% and 78% of capacity.

The parking occupancy profile is shown in Figure 13 below.

**Figure 13 Parking Occupancy Profile – Thursday 13<sup>th</sup> May 2021**

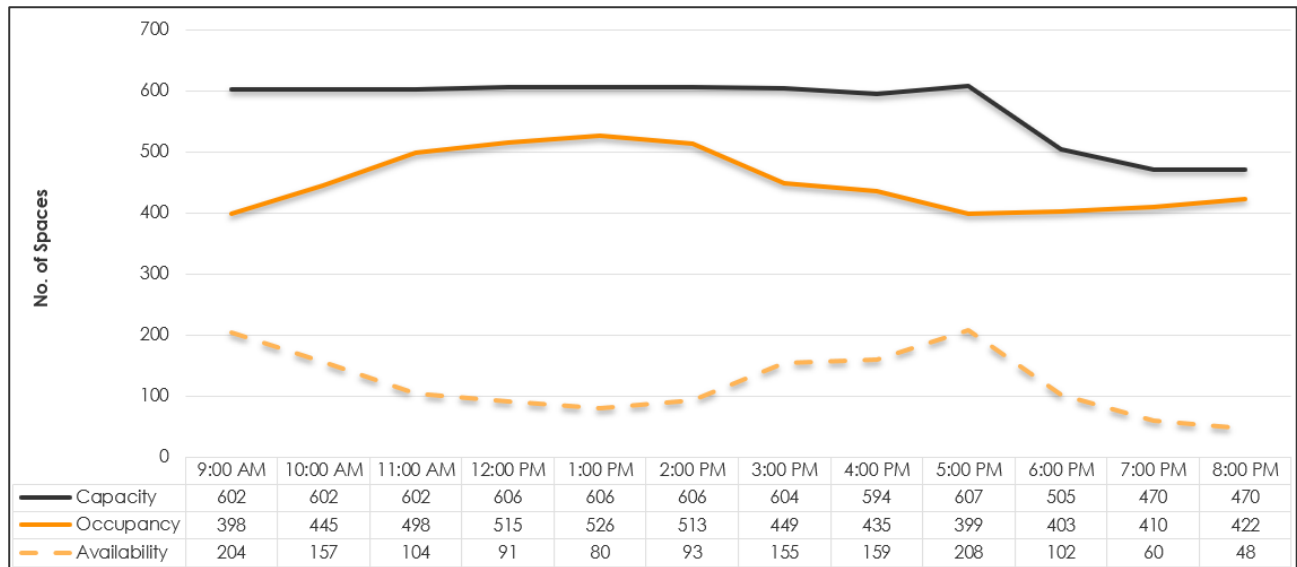


On the Saturday, car parking occupancy was observed at its highest during the middle of the day and lowest in the evening. Occupancy steadily increased from the morning till the afternoon, then decreased into the late afternoon/early evening, and finally saw a slight increase into the final hours of the survey.

Peak occupancy occurred at 1:00pm at which 526 of the 606 supplied spaces were occupied, leaving 80 spaces available for use. Notwithstanding the above, due to the permit zones which come into effect at 6:00pm, minimum parking availability occurred at 8pm with 48 spaces available. Parking utilisation varied between 90% and 66% of capacity.

The parking occupancy profile is shown in Figure 14 below.

**Figure 14 Parking Occupancy Profile – Saturday 15<sup>th</sup> May 2021**

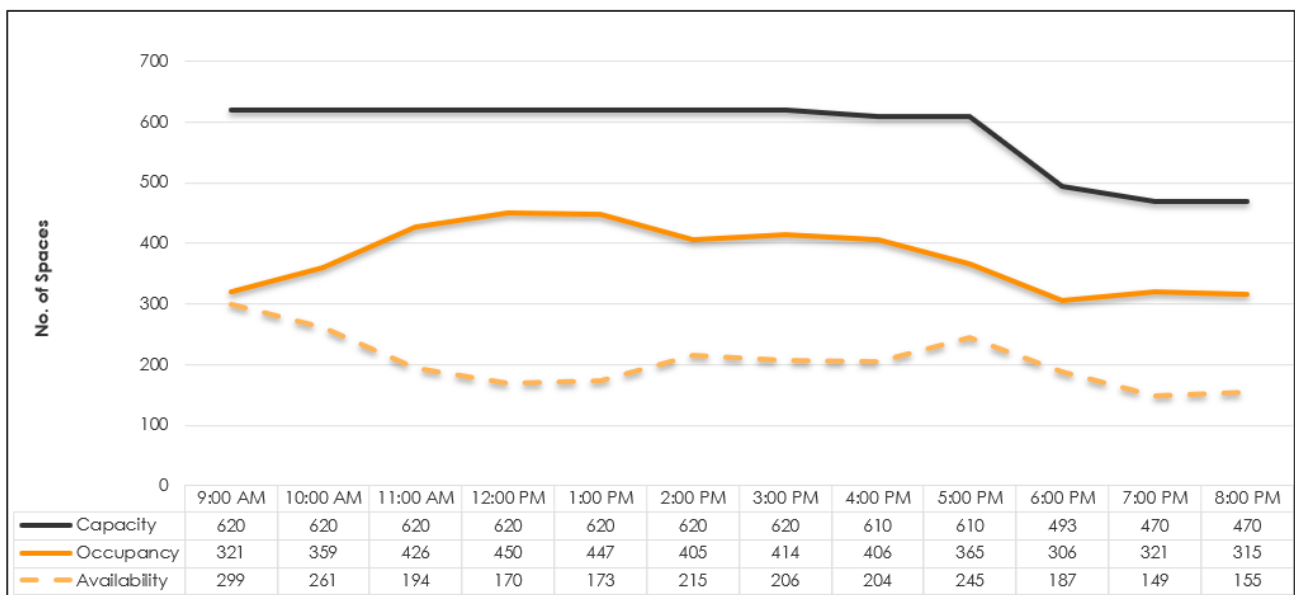


On the Sunday, car parking occupancy was observed to increase from the morning till midday, then decreased into the afternoon / evening.

Peak occupancy occurred at 12:00pm at which 450 of the 620 supplied spaces were occupied, leaving 170 spaces available for use. Similar to the Saturday, it is noted that this was not observed to be the time of minimum availability, with the 7:00pm count showing a minimum availability of 149 spaces as the supply had reduced to 470 spaces due to permit zones. Parking utilisation varied between 73% and 52% of capacity.

The parking occupancy profile is shown in Figure 15 below.

**Figure 15 Parking Occupancy Profile – Sunday 16<sup>th</sup> May 2021**



As shown above, car parking in the area is well utilised with limited availability at peak times. These parking conditions are commonplace within activity centres where parking is a shared resource by the variety of uses and operations within the centre. A high utilisation of parking with appropriate parking management (restrictions etc) illustrates a vibrant centre that is making the most of the communal parking resources.

The demand assessment I have undertaken has determined that the limited long term parking opportunities in the vicinity will force a change in behaviour of office staff during the day and as such they will need to seek alternate modes of transport or parking. This is evident by the limited parking opportunities during the day.

Of an evening, the surveys indicate that there is limited parking available however those that chose to drive will have the opportunity to find a space nearby which may mean having to park a little further afield toward Orrong Road for example. As part of the application, it is proposed to prepare an ITAP which will provide for initiatives and measurable responses to ensure that an integrated approach to travel to the site is reached. This includes green travel initiatives for both staff and guests.

In addition, residents will not be impacted by any overflow of car parking as all residential streets in the vicinity of the site are managed to protect residents with a large quantum of permit zones in place after 6pm.

## 10.6 Adequacy of Proposed Car Parking Provision

No car parking is proposed on-site for the proposed development. It is my view that no parking is appropriate for this development, for the following reasons:

- The site has excellent access to public transport, and the surrounding bicycle network, which will reduce the reliance on using private motor vehicles to gain access to/from the site.
- The site is located within the Elsternwick Activity Centre, which includes a wide range of uses which peak at different times of the day and week, with shared car parking resources.
- The over provision of bicycle parking will encourage the use of sustainable transport modes and reduce the dependence on private motor vehicle use.
- Due to the restrictions on parking in the area, staff will be encouraged to change their travel behaviour.
- Any staff that do require a car space have the ability to lease a space in the area.
- The removal of parking has subsequent benefits to traffic generation in the precinct.
- Reduced parking and reduced traffic promote sustainable options within the precinct and pedestrian and cyclist activity.
- Whilst the surveys demonstrate limited parking availability, resident parking will be protected through the current permit zones which are in place from 6pm and enforced by Council.
- Any guests that chose to drive to the site may need to park slightly further afield from the site.
- The measures implemented in the ITAP will provide for a robust and suitable program to reduce vehicular travel to the site which will result in significant benefits to the area.

## 11 CONCLUSIONS

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Based on the plans prepared by McIlldowie Partners, it is proposed to construct a 9-level mixed-use building, operated by the Jewish Arts Quarter to create for an improved facility for the community. The development will include a performing arts centre, a museum (and associated administration areas) and coworking spaces in the form of offices.

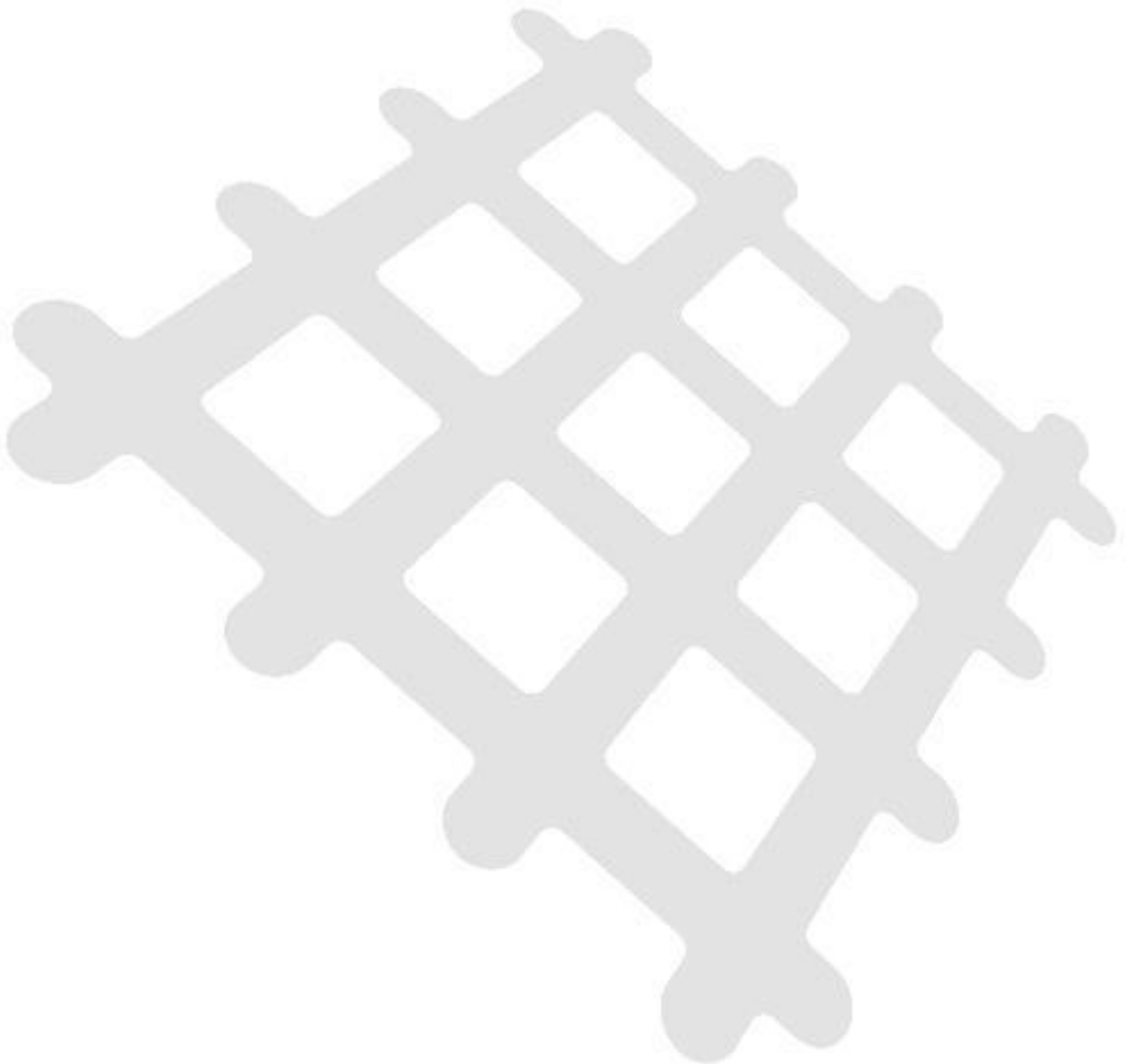
A loading area is proposed on the ground floor, whilst 40 bicycle spaces are proposed on a mezzanine level. No car parking is proposed on-site.

Based on the foregoing assessment, a summary of my opinions follows:

- The site has excellent access to public transport;
- There is a desire in locations such as the subject site to promote the use of sustainable transport modes;
- The proposed loading arrangements are suitable for the development's needs;
- The development includes an over provision of bicycle parking and end of trip facilities;
- The provision of no car parking on-site in my view is appropriate considering:
  - ✦ The site has excellent access to public transport;
  - ✦ The site is located within the Elsternwick Activity Centre, which includes a wide range of uses.
  - ✦ The over provision of bicycle parking will encourage the use of sustainable transport modes and reduce the dependence on private motor vehicle use.
  - ✦ Due to the restrictions on parking in the area, office will be encouraged to change their travel behaviour.
  - ✦ Any staff that do require a car space have the ability to lease a space in the area.
  - ✦ The removal of parking has subsequent benefits to traffic generation in the precinct.
  - ✦ Reduced parking and reduced traffic promote sustainable options within the precinct and pedestrian and cyclist activity.
  - ✦ Resident parking is protected by restrictions which are enforced by Council.
  - ✦ A detailed and robust ITAP is proposed as part of the development to address sustainable transport options for travel to the site.



# ***Appendix A     Detailed Parking Survey Data***



## Parking Survey Results – Thursday 13<sup>th</sup> May 2021

Area	Street	Section	Side	Restriction 1		Restriction 2		Supply	Parking Occupancy														Avg	Max
				Type	Times	Type	Times		9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM				
Glen Huntly Rd	From Nepean Hwy To Mccombie St	N	2P	8am-6pm Mon-Fri, 8am-12pm Sat	Bus Zone	9am-4pm Mon-Fri, 8am-12pm Sat	4	4	4	3	4	4	4	4	4	4	4	4	3	3.8	4			
			S	No Stopping			7am-9am, 4pm-6pm Mon-Fri	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
		N	2P	8am-6pm Mon-Sat			17	15	16	15	17	16	16	16	15	16	16	15	15.8	17				
			Permit Zone Carshare	1			0	1	1	1	1	1	1	1	1	1	1	1	0.9	1				
	S	Loading Zone	8am-6pm Mon-Sat	1			0	1	1	1	1	1	1	1	0	1	1	1	0.8	1				
		2P	8am-6pm Mon-Fri, 8am-12pm Sat	7			6	7	7	6	7	7	6	6	6	6	6	6	6.3	7				
		2P Disabled		1			0	1	0	0	1	1	1	1	0	0	1	1	0.6	1				
		Loading Zone		1			1	1	1	1	1	1	1	1	1	1	1	0	0.9	1				
	From Ripon Gv To Selwyn St	N	No Stopping	7am-9am, 4pm-6pm Mon-Fri	2P	9am-4pm Mon-Fri, 8am-12pm Sat	1	0	1	1	1	1	1	1	0	0	0	0	0.5	1				
		S	No Stopping				0	0	0	0	0	0	0	0	0	0	0	0	0	0				
From Selwyn St To St Georges Rd	N	1P	8am-6pm Mon-Sat				17	15	16	15	17	16	15	16	16	16	17	17	16	16	17			
			8am-6pm Mon-Sat				5	5	5	5	5	5	5	5	5	5	5	5	5	5	5			
		S	1P				8am-6pm Mon-Sat	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	
			Loading Zone				8am-6pm Mon-Fri	1	0	1	1	1	0	0	1	1	1	1	1	1	1	0.8	1	
	1/4P	8am-6pm Mon-Sat	2				2	2	1	1	2	2	1	1	0	1	2	2	1.4	2				
		Taxi Zone	4				1	0	0	1	1	1	1	1	1	1	1	1	1	0.8	1			
	From St Georges Rd To Stainland Gv	N	1P				8am-6pm Mon-Sat		9	8	9	8	9	9	7	7	6	7	8	8	7.9	9		
		S	1P				8am-6pm Mon-Sat	12	9	10	12	11	11	12	12	11	10	11	12	12	11.1	12		
	Riddell Pde	From Stanley St To Glen Huntly Rd	W	2P	8am-6pm Mon-Fri, 8am-12pm Sat			18	15	17	18	18	17	18	17	16	14	16	17	17	16.7	18		
				P Disabled	1			1	0	0	1	1	1	1	0	0	1	1	0.7	1				
E			2P	8am-6pm Mon-Fri, 8am-12pm Sat	9			8	8	9	9	8	8	9	9	9	9	9	8.7	9				
			Works Zone	7am-5pm Mon-Sat	1			1	0	0	1	1	1	1	1	1	1	1	0.8	1				
Stanley St		S	Permit Zone	7pm-12 Midnight	23			12	15	14	15	16	14	13	13	13	12	13	13	13.6	16			
			5P	8am-6pm Mon-Fri	6			5	5	6	6	6	6	6	6	5	5	4	5.5	6				
N		Bus Zone	8am-3pm Mon-Fri	2	0			0	0	0	0	0	0	0	0	0	1	1	0.2	1				
		No Stopping	8am-3pm Mon-Fri	1	0			0	0	0	0	0	0	0	0	0	0	0	0	0				
Stanley St Carpark				2P	8am-7pm Mon-Fri	Permit Zone	7pm-12 Midnight	12	9	11	10	11	11	12	11	11	10	9	9	10.3	12			
				2P	8am-6pm Mon-Sat			32	31	31	32	32	32	30	28	26	27	28	30.1	32				
	1P		6:30am-9:30am Mon-Fri	12	10			12	12	11	12	12	12	11	10	10	11	11	11.2	12				
			4P	8am-6pm Mon-Sat	25			25	25	24	25	25	25	23	21	19	19	19	22.9	25				
	2P Disabled		2	0	1			1	1	1	1	1	1	0	0	0	0	0.6	1					
		P Disabled	1	0	0			0	0	1	1	1	1	1	1	1	0	0.6	1					
	Works Zone	7am-5pm Mon-Sat	5	1	0			0	0	0	0	0	0	0	0	0	0	0.1	1					
		2P	8am-6pm Mon-Fri, 8am-12pm Sat	7	7			7	7	7	7	7	7	7	7	7	7	7	7	7				
	Home St	From Glen Huntly Rd To Rusden St	W	Permit Zone Carshare		1	0	1	1	1	1	1	1	1	1	1	1	0.8	1					
				Loading Zone	7am-6pm Mon-Fri, 8am-12pm Sat	2	0	1	1	1	1	1	1	0	0	1	1	0.8	1					
E			Bus Zone	1	0	0	0	0	0	0	0	1	1	1	1	0	0.3	1						
			Bus Zone	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
2P		8am-6pm Mon-Fri, 8am-12pm Sat	2	0	2	2	2	2	2	2	1	0	1	2	2	1.5	2							
		2P	8am-6pm Mon-Fri, 8am-12pm Sat	8	7	8	8	8	8	8	8	7	8	8	8	7.8	8							
Sinclair St		S	2P	8am-6pm Mon-Fri, 8am-12pm Sat	Permit Zone	6pm-Midnight	10	9	10	10	9	10	10	10	10	9	9	9.6	10					
			Permit Zone	6pm-12 midnight	10	7	7	8	6	7	8	7	7	7	6	6	6	6.8	8					
N		No Stopping	8am-9am, 3:30pm-4:15pm School Days	2P	8am-6pm Mon-Fri, 8am-3pm Sat	2	0	1	1	1	1	1	0	0	0	0	0	0.4	1					
		No Parking	3pm-5:30pm Sat	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0.1	1					
From Selwyn St To St Georges Rd	S	Permit Zone	6pm-12 midnight	2P	8am-6pm Mon-Sat	7	4	5	6	6	5	6	6	6	6	6	6	5	5.6	6				
		Loading Zone	9am-2:30pm School Days	P Disable	8-9am 3:30-4:15pm School Days	1	0	0	0	0	0	0	0	0	0	0	0	0	0					
		2P	8am-6pm Mon-Sat	Permit Zone	6pm-12 Midnight	11	7	8	9	9	9	9	9	9	9	8	8	7	8.4	9				
			4P	8am-6pm Mon-Sat	4	4	4	4	4	4	4	4	3	3	3	3	3	3.7	4					
	N	No Parking	8-9am 3:30-4:15pm School Days	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0.1	1					
		No Parking	8am-9am, 3:30pm-4:15pm School Days	4P	9am-3:30pm Mon-Fri	4	0	2	2	2	3	3	0	0	0	0	0	1	3					
	2P	8am-6pm Mon-Sat	Permit Zone	6pm-12 Midnight	4	4	4	3	3	4	4	4	4	4	4	4	4	3	3.8	4				
		4P	8am-6pm Mon-Sat	7	6	7	7	6	7	6	7	6	7	6	5	5	5	6.2	7					
	St Georges Rd	W	2P	8am-6pm Mon-Sat	Permit Zone	6pm-12 Midnight	7	5	6	5	7	6	6	5	5	5	5	4	5.3	7				
			2P	8am-6pm Mon-Sat			6	6	6	5	5	6	6	6	6	5	5	5	5	5.5	6			
E	2P	8am-6pm Mon-Sat	22	14			17	18	19	19	18	17	17	17	17	16	15	17	19					
	2P	8am-6pm Mon-Sat	2	0			1	2	2	2	2	2	1	0	0	1	1	1.2	2					
From Sinclair St To Sandham St	W	4P	8am-6pm Mon-Sat	Permit Zone	6pm-12 Midnight	8	5	5	6	6	6	5	5	5	4	4	4	4	4.9	6				
		E	4P	8am-6pm Mon-Sat	10	7	8	8	7	8	8	8	7	6	7	7	7	7.3	8					
May St	From St Georges Rd To End	S	Unrestricted			2	2	2	2	2	2	2	2	2	2	2	2	1.9	2					
		N	Unrestricted	4	2	3	4	4	4	4	4	4	3	4	4	4	3.7	4						
Selwyn St	From Glen Huntly Rd To Sinclair St	W	2P	8am-6pm Mon-Sat	2P	8am-12pm Sat	5	4	5	5	5	5	5	5	4	5	5	5	4.8	5				
			P Disabled	1			0	0	0	1	1	1	0	0	0	0	0	0	0.3	1				
		Loading Zone	8am-5pm Mon-Fri	2			2	2	2	1	1	1	1	0	0	1	2	1.2	2					
			Works Zone	7am-5pm Mon-Sat			7	3	3	3	3	3	3	2	2	3	3	3	2.8	3				
	E	2P	8am-6pm Mon-Sat	3			3	3	3	3	3	2	3	3	3	3	3	2.9	3					
		4P	8am-6pm Mon-Sat	13			13	13	12	13	13	13	12	12	12	12	12	12.4	13					
	No Parking		1	1			0	0	0	0	0	0	0	0	1	1	1	0	0.4	1				
		P 45min	8am-6pm Mon-Sat	7			5	5	6	7	6	7	7	6	6	6	5	6.1	7					
	From Ripon Gv To Davis St	E	P angle		51	40	45	49	51	50	51	51	49	47	46	48	49	48	51					
			Permit Zone	6pm-12 Midnight	9	7	8	7	8	8	8	8	8	7	6	6	6	7.3	8					
Gordon St	From Glen Huntly Rd To Sinclair St	W	Permit Zone	6pm-12 Midnight	2P	8am-6pm Mon-Sat	5	4	4	5	5	4	4	4	4	4	4	4	4.2	5				
			2P	8am-6pm Mon-Sat			6	4	5	6	6	6	6	6	6	6	5	5.7	6					
		1/4P	8am-6pm Mon-Fri, 8am-1pm Sat	1			1	1	1	0	1	1	1	1	1	1	1	1	0.9	1				
			Permit Zone Carshare	1			0	1	1	1	1	1	1	1	1	1	1	1	0.9	1				
	2P	8am-6pm Mon-Fri, 8am-1pm Sat	11	9			11	11	11	11	11	11	10	9	10	10	10	10.3	11					
		4P	8am-6pm Mon-Fri, 8am-1pm Sat	12			11	12	11	12	12	12	11	10	11	12	12	11.5	12					
	P angle		29	27			29	29	27	29	28	27	26	27	28	28	27.8	29						
		No Parking	7am-12noon Tue Authorised Vehicles Excepted	3			2	2	1	1	0	0	1	1	0	1	2	2	1	2				
	E	1P	8am-4pm	Permit Zone	4pm-11pm	10	7	8	9	9	9	9	9	9	8	7	7	7	8.2	9				
		2P	8am-6pm Mon-Fri, 8am-12pm Sat	2	1	2	2	2	2	2	2	2	1	1	2	2	1.8	2						
From Sinclair St To #39			2P	8am-6pm Mon-Sat	P 5min	6pm-12 Midnight	3	3	3	2	3	3	3	3	3	3	3	3	2.9	3				
			4P Disabled	1			1	1	1	1	1	1	1	1	1	1	1	1	1	1				
		Loading Zone	8am-12 Midnight Mon-Sat	2			2	1	0	1	1	1	1	1	0	0	1	1	0.8	2				
			No Parking				1	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	Unrestricted		13	11	12	13	12	12	13	13	13	12	12	12	11	12.2	13							
		Loading Zone	8am-6pm Mon-Fri	1	0	0	0	1	1	1	0	0	0	0	0	0	0.3	1						
	E	Permit Zone	6pm-12 midnight	1P	8am-6pm Mon-Fri	5	5	5	4	4	5	4	4	3	3	3	3	3.9	5					
		2P	8am-12pm Mon-Fri	1P	12pm-6pm Mon-Fri	5	3	4	5	5	5	5	5	4	5	5	5	4.7	5					
	Elizabeth St	From Sandham St To Sinclair St	W	8am-6pm Mon-Fri	Permit Zone	6pm-12 Midnight	9	6	7	9	8	8	7	7	7	7	6	6	6	7	9			
				2P			8am-12pm Mon-Fri	2	0	2	2	2	2	2	1	0	0	1	2	1.3	2			
E	4P	8am-6pm Mon-Fri	3	3			3	3	3	3	3	2	1	0	2	3	2.4	3						
	1/4P	8-9am 3:30-4:15pm Schol Days	4P	9am-3:30pm Mon-Fri			4	0	2	2	3	3	3	3	3	2	2	2.3	3					
Regent St	From Sinclair St To Sandham St	W	2P	8am-12pm Mon-Fri	Permit Zone																			

Parking Survey Results – Saturday 15<sup>th</sup> May 2021

Area	Street	Section	Side	Restriction 1		Restriction 2		Supply	Parking Occupancy												Avg	Max		
				Type	Times	Type	Times		9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM				
Glen Huntly Rd	From Nepean Hwy To Mccombie St	N	2P	8am-6pm Mon-Fri, 8am-12pm Sat				4	3	3	3	3	3	3	4	4	4	4	4	3.5	4			
			S	No Stopping	7am-9am, 4pm-6pm Mon-Fri	Bus Zone	9am-4pm Mon-Fri, 8am-12pm Sat	2	0	1	1	1	2	2	0	0	0	1	2	1	0.9	2		
			From Mccombie St To Ripon Gv	N	2P	8am-6pm Mon-Sat			17	13	14	16	17	17	16	17	16	15	16	17	16	15.8	17	
					Permit Zone Carshare				1	1	1	1	1	1	0	1	1	0	1	1	1	0.8	1	
				Loading Zone	8am-6pm Mon-Sat			1	1	0	1	1	1	1	0	0	0	1	1	1	1	0.7	1	
				S	2P	8am-6pm Mon-Fri, 8am-12pm Sat			7	4	5	6	6	6	6	5	5	4	6	7	7	5.6	7	
					2P Disabled				1	1	0	1	1	1	1	0	1	1	1	1	1	1	0.8	1
					Loading Zone				1	1	1	1	1	1	0	0	1	1	1	0	1	0.8	1	
					No Stopping	7am-9am, 4pm-6pm Mon-Fri	2P	9am-4pm Mon-Fri, 8am-12pm Sat	1	0	1	1	1	1	0	0	1	1	1	0	1	0.7	1	
					No Stopping				0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Glen Huntly Rd	From Ripon Gv To Selwyn St	N	1P	8am-6pm Mon-Sat				17	13	13	15	16	16	15	15	14	13	15	17	16	14.8	17		
			S	1P	8am-6pm Mon-Sat			5	2	3	4	4	4	4	4	3	4	5	5	3.8	5			
			From Selwyn St To St Georges Rd	N	1P	8am-6pm Mon-Sat			3	2	3	3	3	3	3	3	2	3	3	3	2.8	3		
					Loading Zone	8am-6pm Mon-Fri			1	0	1	1	1	1	0	0	0	0	0	0	1	0.4	1	
				1/4P	8am-6pm Mon-Sat			2	2	1	1	0	1	2	2	1	0	1	2	2	1.3	2		
				Taxi Zone				4	0	1	1	0	0	0	0	0	0	2	4	4	1	4		
			From St Georges Rd To Stainland Gv	N	1P	8am-6pm Mon-Sat			9	8	8	9	9	9	8	9	9	8	9	9	9	8.7	9	
					S	1P	8am-6pm Mon-Sat			12	9	10	11	12	12	11	11	10	11	11	11	10.8	12	
					No Stopping			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
			Riddell Pde	From Stanley St To Glen Huntly Rd	W	2P	8am-6pm Mon-Fri, 8am-12pm Sat				18	13	15	17	18	18	18	16	15	14	15	16	17	16
P Disabled							1	1	0	0	0	1	1	0	0	0	0	0	1	0.3	1			
	E	2P				8am-6pm Mon-Fri, 8am-12pm Sat			9	9	9	9	9	8	9	9	9	9	9	9	8.9	9		
		Works Zone				7am-5pm Mon-Sat			1	0	0	1	1	1	0	1	1	0	1	1	1	0.7	1	
Stanley St	S	Permit Zone				7pm-12 Midnight			23	12	13	14	15	16	16	18	18	17	15	12	12	14.8	18	
		5P				8am-6pm Mon-Fri			6	6	6	6	6	6	6	6	5	6	6	6	6	5.9	6	
	N	Bus Zone				8am-3pm Mon-Fri			2	0	1	1	0	0	0	1	1	0	0	0	2	0.5	2	
		No Stopping				8am-3pm Mon-Fri			1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Stanley St Carpark						2P	8am-7pm Mon-Fri	Permit Zone	7pm-12 Midnight	12	8	9	10	11	11	11	8	8	7	9	11	11	9.5	11
						2P	8am-6pm Mon-Sat			32	20	22	25	28	27	26	25	25	29	32	29	26.1	32	
			1P	6:30am-9:30am Mon-Fri			12	6	7	8	9	10	10	12	11	10	11	12	12	9.8	12			
			4P	8am-6pm Mon-Sat			25	15	18	21	23	23	23	21	19	17	21	24	24	20.8	24			
			2P Disabled				2	1	0	1	2	2	2	1	2	2	2	2	0	1.4	2			
			P Disabled				1	0	0	0	0	0	0	1	1	0	0	0	0	0.2	1			
			Works Zone	7am-5pm Mon-Sat			5	0	0	0	0	0	0	0	0	0	1	1	0	0.2	1			
			Home St	W	2P	8am-6pm Mon-Fri, 8am-12pm Sat			7	4	5	6	6	6	6	7	7	7	7	7	7	6.3	7	
					Permit Zone Carshare				1	0	1	1	0	1	1	0	1	1	1	1	1	0.8	1	
					Loading Zone	7am-6pm Mon-Fri, 8am-12pm Sat			2	0	1	1	0	1	2	2	2	1	1	0	2	1.1	2	
Rusden St	From Nepean Hwy To Home St	W	Bus Zone				1	1	0	0	0	1	1	0	1	1	1	1	0	0.6	1			
			E	Bus Zone				4	2	0	0	0	0	0	0	0	0	0	0	0	0.2	2		
				N	2P	8am-6pm Mon-Fri, 8am-12pm Sat			2	0	2	2	1	2	2	2	1	0	0	2	1.2	2		
					2P	8am-6pm Mon-Fri, 8am-12pm Sat			8	6	6	7	8	8	8	8	7	6	7	8	8	7.3	8	
			S	2P	8am-6pm Mon-Fri, 8am-12pm Sat	Permit Zone	6pm-Midnight	10	6	7	8	9	9	9	10	10	9	10	10	10	8.9	10		
			Sinclair St	S	Permit Zone	6pm-12 midnight	2P	8am-6pm Mon-Fri	10	4	4	5	5	5	5	3	3	3	4	5	5	4.3	5	
					No Stopping	8am-9am, 3:30pm-4:15pm School Days			2	0	1	2	2	1	0	0	1	2	2	2	1	1.2	2	
				N	No Parking	3pm-5:30pm Sat	2P	8am-6pm Mon-Fri, 8am-3pm Sat	2	1	1	1	1	2	2	0	0	0	1	1	1	0.9	2	
					Permit Zone	6pm-12 midnight	2P	8am-6pm Mon-Sat	7	3	4	5	5	6	6	3	3	3	4	5	5	4.3	6	
					Loading Zone	9am-2:30pm School Days	P Disable	8-9am 3:30-4:15pm School Days	1	1	0	1	1	1	1	0	1	1	1	1	0	0.8	1	
From Selwyn St To St Georges Rd	S		2P	8am-6pm Mon-Sat	Permit Zone	6pm-12 Midnight	11	6	7	8	9	9	9	6	6	6	7	8	9	7.5	9			
			4P	8am-6pm Mon-Sat			4	3	3	4	4	4	4	1	1	0	2	3	3	2.7	4			
				N	No Parking	8-9am 3:30-4:15pm School Days			1	0	0	0	1	1	0	0	0	0	0	0	0.2	1		
					No Parking	8am-9am, 3:30pm-4:15pm School Days	4P	9am-3:30pm Mon-Fri	4	3	3	4	4	4	4	3	3	3	3	3	3	3.3	4	
				W	2P	8am-6pm Mon-Sat	Permit Zone	6pm-12 Midnight	4	4	4	4	4	4	4	3	3	3	4	4	4	3.8	4	
					4P	8am-6pm Mon-Sat			7	6	6	7	7	7	7	4	4	4	5	6	7	5.8	7	
			St Georges Rd	W	2P	8am-6pm Mon-Sat			7	5	6	7	7	7	7	6	6	6	6	6	6	6.3	7	
					2P	8am-6pm Mon-Sat	Permit Zone	6pm-12 Midnight	6	6	6	6	6	6	6	6	6	5	6	6	6	5.9	6	
					2P	8am-6pm Mon-Sat			22	14	17	18	19	19	19	14	14	14	17	20	21	17.2	21	
					4P	8am-6pm Mon-Sat			2	0	1	2	2	1	0	1	1	0	1	2	1	1	2	
From Sinclair St To Sandham St	W		4P	8am-6pm Mon-Sat	Permit Zone	6pm-12 Midnight	8	3	3	4	4	4	4	7	7	6	5	3	3	4.4	7			
			E	4P	8am-6pm Mon-Sat			10	7	8	9	10	10	10	6	6	5	7	9	8	7.9	10		
			S	Unrestricted			2	0	2	1	0	0	0	2	2	2	2	2	2	2	1.3	2		
			N	Unrestricted			4	0	2	2	1	1	0	3	3	3	2	0	2	1.6	3			
Selwyn St	From Glen Huntly Rd To Sinclair St	W	2P	8am-6pm Mon-Sat				5	4	5	5	5	5	5	5	5	5	5	5	4.9	5			
			P Disabled				1	1	1	1	1	1	1	0	1	1	1	0	1	0.8	1			
				E	Loading Zone	8am-5pm Mon-Fri	2P	8am-12pm Sat	2	0	1	1	0	0	0	2	2	2	2	2	1.2	2		
					Works Zone	7am-5pm Mon-Sat			7	3	3	3	3	3	3	4	4	4	6	7	7	4.2	7	
				E	2P	8am-6pm Mon-Sat			3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	
					4P	8am-6pm Mon-Sat			13	9	11	12	13	13	12	13	12	10	11	12	13	11.8	13	
					No Parking				1	1	0	0	0	0	0	0	0	0	1	1	0	0.3	1	
					P 45min	8am-6pm Mon-Sat			7	5	5	6	6	6	6	2	1	0	3	5	5	4.2	6	
					P angle				51	26	32	36	39	39	39	31	29	27	32	36	39	33.8	39	
			Gordon St	From Glen Huntly Rd To Sinclair St	W	Permit Zone	6pm-12 Midnight	2P	8am-6pm Mon-Sat	9	6	6	7	7	8	8	0	0	0	4	7	7	5	8
Permit Zone	6pm-12 Midnight						5	3	3	4	4	4	4	2	1	0	2	3	3	2.8	4			
2P	8am-6pm Mon-Sat						6	3	4	5	5	5	5	2	1	0	3	5	5	3.6	5			
1/4P	8am-6pm Mon-Fri, 8am-1pm Sat						1	1	0	0	0	0	0	1	1	0	0	0	1	0.3	1			
Permit Zone Carshare							1	0	1	1	0	0	0	0	1	1	1	0	1	0.5	1			
	E	2P				8am-6pm Mon-Fri, 8am-1pm Sat			11	11	11	11	11	11	11	10	9	10	11	11	10.7	11		
		4P				8am-6pm Mon-Fri, 8am-1pm Sat			12	11	11	12	12	12	11	12	12	11	11	11	12	11.5	12	
		P angle							29	25	26	28	29	28	27	29	29	29	29	29	28.1	29		
	E	No Parking				7am-12noon Tue Authorised Vehicles Excepted			3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	
		1P				8am-4pm	Permit Zone	4pm-11pm	10															

Parking Survey Results – Sunday 16<sup>th</sup> May 2021

Area	Street	Section	Side	Restriction 1		Restriction 2		Supply	Parking Occupancy													Avg	Max
				Type	Times	Type	Times		9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM			
Glen Huntly Rd	From Nepean Hwy To Mccombie St	N	2P	8am-6pm Mon-Fri, 8am-12pm Sat				4	3	3	4	4	4	3	4	4	3	3	4	4	3.6	4	
		S	No Stopping	7am-9am, 4pm-6pm Mon-Fri	Bus Zone	9am-4pm Mon-Fri, 8am-12pm Sat	2	0	0	1	2	2	1	1	0	0	0	1	0	0.8	2		
	From Mccombie St To Ripon Gv	N	2P	8am-6pm Mon-Sat				17	10	12	15	17	16	15	17	17	16	16	16	16	15.3	17	
			Permit Zone Carshare				1	0	1	1	1	1	1	1	1	1	1	1	0	0.8	1		
			Loading Zone	8am-6pm Mon-Sat				1	1	0	0	1	1	1	1	0	0	1	1	0.6	1		
		S	2P	8am-6pm Mon-Fri, 8am-12pm Sat				7	6	6	7	7	7	6	7	7	7	7	7	6.8	7		
			2P Disabled					1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
			Loading Zone					1	0	0	1	1	1	0	0	1	1	1	1	0	0.6	1	
			No Stopping	7am-9am, 4pm-6pm Mon-Fri	2P	9am-4pm Mon-Fri, 8am-12pm Sat	1	0	1	1	0	0	0	0	1	1	1	1	0	0.5	1		
			No Stopping				0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	From Ripon Gv To Selwyn St	N	No Stopping					0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		S	No Stopping					0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	From Selwyn St To St Georges Rd	N	1P	8am-6pm Mon-Sat				17	14	15	16	17	17	16	17	17	16	16	17	17	16.3	17	
		S	1P	8am-6pm Mon-Sat				5	3	4	5	5	5	5	5	5	5	5	5	4.8	5		
			1P	8am-6pm Mon-Sat				3	3	3	3	3	3	3	3	2	2	2	2	0	2.5	3	
			Loading Zone	8am-6pm Mon-Fri				1	1	0	0	0	1	1	1	1	1	1	1	0.8	1		
			1/4P	8am-6pm Mon-Sat				2	0	0	0	0	1	1	2	2	2	2	2	1	1.1	2	
			Taxi Zone					4	3	3	3	2	2	2	2	2	2	3	3	2.4	3		
	From St Georges Rd To Stainland Gv	N	1P	8am-6pm Mon-Sat				9	6	7	8	9	9	9	9	8	7	8	9	8.2	9		
		S	1P	8am-6pm Mon-Sat				12	9	9	11	12	12	11	11	11	10	10	10	10.6	12		
Riddell Pde	From Stanley St To Glen Huntly Rd	W	2P	8am-6pm Mon-Fri, 8am-12pm Sat			18	13	15	16	17	16	15	16	15	14	15	17	17	15.5	17		
			P Disabled				1	0	0	1	1	1	0	0	1	1	0	0	0	0.4	1		
		2P	8am-6pm Mon-Fri, 8am-12pm Sat				9	3	3	3	3	3	3	3	3	3	4	5	5	3.4	5		
		Works Zone	7am-5pm Mon-Sat				1	1	1	1	0	0	0	0	1	1	0	0	0	0.4	1		
Stanley St	From Carre St To Riddell Pl	S	Permit Zone	7pm-12 Midnight			23	5	6	7	8	7	6	7	7	6	6	7	7	6.6	8		
		N	5P	8am-6pm Mon-Fri				6	4	4	5	5	5	4	4	3	3	4	4	4.1	5		
		Bus Zone	8am-3pm Mon-Fri				2	2	0	0	0	1	1	2	1	0	0	1	0	0.7	2		
		No Stopping	8am-3pm Mon-Fri				1	0	1	1	0	0	0	0	0	0	0	0	0.2	1			
Stanley St Carpark		2P	8am-7pm Mon-Fri	Permit Zone	7pm-12 Midnight		12	4	5	6	6	6	5	3	3	2	4	6	6	4.7	6		
		2P	8am-6pm Mon-Sat				32	24	24	26	28	25	22	25	23	20	23	26	27	24.4	28		
		1P	6:30am-9:30am Mon-Fri				12	6	7	8	9	8	7	6	6	5	6	8	8	7	9		
		4P	8am-6pm Mon-Sat				25	5	6	7	8	8	7	8	8	7	12	17	19	9.3	19		
		2P Disabled					2	0	0	0	0	0	0	0	0	0	0	1	0	0.1	1		
		P Disabled					1	1	0	1	1	1	0	0	0	0	0	0	1	0.4	1		
Home St	From Glen Huntly Rd To Rusden St	W	Works Zone	7am-5pm Mon-Sat			5	1	2	3	3	2	0	0	0	0	0	0	0	0.9	3		
			2P	8am-6pm Mon-Fri, 8am-12pm Sat				7	6	6	7	7	7	7	7	6	6	7	7	6.7	7		
		Permit Zone Carshare					1	0	1	1	0	1	1	1	1	0	0	1	0	0.6	1		
		Loading Zone	7am-6pm Mon-Fri, 8am-12pm Sat				2	0	2	1	0	1	1	1	1	0	0	1	0	0.7	2		
		Bus Zone					1	0	0	0	0	0	0	0	1	1	0	0	1	0.3	1		
		Bus Zone					4	0	0	0	0	0	0	0	1	2	1	0	0	0.3	2		
Rusden St	From Nepean Hwy To Home St	N	2P	8am-6pm Mon-Fri, 8am-12pm Sat			2	0	1	2	2	2	2	2	1	0	1	2	0	1.3	2		
		S	2P	8am-6pm Mon-Fri, 8am-12pm Sat	Permit Zone	6pm-Midnight	10	6	6	7	8	8	8	8	8	7	7	8	8	7.4	8		
Sinclair St	From Gordon St To Selwyn St	S	2P	8am-6pm Mon-Fri, 8am-12pm Sat	Permit Zone	6pm-Midnight	10	6	7	9	10	10	9	9	9	8	8	8	9	8.5	10		
			Permit Zone	6pm-12 midnight	2P	8am-6pm Mon-Fri	10	4	4	5	5	5	4	3	3	3	4	6	6	4.3	6		
		No Stopping	8am-9am, 3:30pm-4:15pm School Days				2	0	2	1	0	0	0	0	1	2	1	0	2	0.8	2		
		No Parking	3pm-5:30pm Sat	2P	8am-6pm Mon-Fri, 8am-3pm Sat	2	0	0	1	2	1	0	0	0	0	0	0	0	1	0.4	2		
		Permit Zone	6pm-12 midnight	2P	8am-6pm Mon-Sat		7	4	4	5	5	5	4	4	4	3	4	5	5	4.3	5		
		Loading Zone	9am-2:30pm School Days	P Disable	8-9am 3:30-4:15pm School Days		1	1	0	1	1	1	0	0	1	1	0	0	0	0.5	1		
	From Selwyn St To St Georges Rd	S	2P	8am-6pm Mon-Sat	Permit Zone	6pm-12 Midnight	11	5	5	6	7	7	6	5	5	5	5	6	6	5.7	7		
			4P	8am-6pm Mon-Sat				4	3	3	3	3	3	3	3	2	2	2	0	2.5	3		
		No Parking	8-9am 3:30-4:15pm School Days				1	1	0	1	1	1	0	0	0	1	1	0	0	0.6	1		
	N	No Parking	8am-9am, 3:30pm-4:15pm School Days	4P	9am-3:30pm Mon-Fri		4	1	0	0	0	1	2	2	2	2	2	2	0	1.2	2		
		2P	8am-6pm Mon-Sat	Permit Zone	6pm-12 Midnight		4	0	0	1	1	2	2	2	1	0	1	2	0	1	2		
		4P	8am-6pm Mon-Sat				7	3	4	5	5	5	4	4	4	3	3	3	3	3.8	5		
St Georges Rd	From Glen Huntly Rd To Sinclair St	W	2P	8am-6pm Mon-Sat			7	4	5	6	6	6	5	5	5	5	5	5	5	5.2	6		
			2P	8am-6pm Mon-Sat	Permit Zone	6pm-12 Midnight	6	3	4	5	5	5	4	4	4	4	4	4	4	4.2	5		
		2P	8am-6pm Mon-Sat				22	16	17	20	22	20	18	19	17	15	16	18	19	18.1	22		
		4P	8am-6pm Mon-Sat				2	0	1	1	0	0	0	0	1	2	1	0	0	0.5	2		
	From Sinclair St To Sandham St	W	4P	8am-6pm Mon-Sat	Permit Zone	6pm-12 Midnight	8	3	3	4	4	4	4	4	4	3	4	4	4	3.7	4		
			4P	8am-6pm Mon-Sat				10	0	0	0	0	1	2	2	3	3	3	3	1.7	3		
May St	From St Georges Rd To End	S	Unrestricted				2	1	2	1	0	1	2	2	1	0	1	2	1	1.2	2		
		N	Unrestricted				4	3	3	4	4	4	3	4	4	4	4	4	4	3.8	4		
Selwyn St	From Glen Huntly Rd To Sinclair St	W	2P	8am-6pm Mon-Sat			5	4	4	5	5	5	5	5	5	5	5	5	5	4.8	5		
			P Disabled				1	1	1	1	1	1	1	1	1	0	0	1	1	0.8	1		
		Loading Zone	8am-5pm Mon-Fri	2P	8am-12pm Sat		2	0	0	1	2	2	2	2	2	2	2	2	0	1.4	2		
		Works Zone	7am-5pm Mon-Sat				7	2	2	2	1	1	0	0	1	2	1	0	0	1	2		
		2P	8am-6pm Mon-Sat				3	0	2	3	3	3	3	3	3	3	3	3	3	2.7	3		
		4P	8am-6pm Mon-Sat				13	5	6	7	8	7	6	6	6	5	6	7	8	6.4	8		
		No Parking					1	0	1	1	0	0	0	0	0	1	1	0	0	0.3	1		
		P 45min	8am-6pm Mon-Sat				7	4	4	5	5	5	4	4	4	4	3	3	3	4	5		
		P angle					51	31	36	41	46	44	41	37	37	37	22	7	8	32.3	46		
		Permit Zone	6pm-12 Midnight	2P	8am-6pm Mon-Sat		9	5	6	7	8	7	6	7	7	6	6	7	7	6.6	8		
		Permit Zone	6pm-12 Midnight				5	3	3	4	4	4	3	4	4	4	4	3	3	3.5	4		
		2P	8am-6pm Mon-Sat				6	3	4	5	5	5	4	4	4	4	4	4	4	4.2	5		
Gordon St	From Glen Huntly Rd To Sinclair St	W	1/4P	8am-6pm Mon-Fri, 8am-1pm Sat			1	1	0	1	1	1	0	1	1	1	1	1	1	0.8	1		
			Permit Zone Carshare				1	0	0	0	0	0	0	0	0	0	0	0	0	0.1	1		
		2P	8am-6pm Mon-Fri, 8am-1pm Sat				11	9	9	10	11	11	11	11	11	10	10	10	10	10.3	11		
		4P	8am-6pm Mon-Fri, 8am-1pm Sat				12	9	9	11	12	12	11	11	11								