

CASTLEMAINE TOWN CENTRE

PARKING STUDY

PARKING REPORT

Prepared by:
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For:
MOUNT ALEXANDER SHIRE COUNCIL
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1. INTRODUCTION

Andrew O'Brien and Associates Pty Ltd was commissioned by the Mount Alexander Shire Council to undertake a parking study of the Castlemaine Town Centre.

The study area was bounded by Templeton Street, Kennedy Street, Forest Street and Urquart Street, with more detailed analysis conducted in the inner core precinct bounded by Lyttleton Street, Barker Street, Forest Street and Hargraves Street.

The objectives developed for the Castlemaine Parking Study are to:

- Conduct a "parking inventory" of the designated survey area to provide a current record of all on-street and public off-street parking areas and existing parking restrictions;
- Conduct parking surveys within the designated area in order to highlight areas of under-utilisation and excessive demand;
- Determine current "problem" areas with respect to parking, particularly in the inner core precinct, and the likely effects of the proposed supermarket development on the availability of existing parking spaces;
- Provide short term (immediate) options to address parking issues and longer term opportunities.

2. DATA COLLECTION AND SURVEY METHODOLOGY

Traffic data collection was carried out by the methodologies outlined below.

2.1 DAY TIME PARKING USAGE SURVEYS

A "parking patrol" survey was conducted by a team of surveyors to determine:

- The number of on-street spaces in each street;
- The number of off-street spaces in each street;
- Occupancy of each space approximately each hour;
- Turnover of each parking space each hour (by recording partial number plates and comparing them to those recorded in the same space an hour earlier);
- Overstaying;
- The extent of illegal parking - which is a measure of the pressure for parking spaces.

Figure 1 shows the survey area.

3. SURVEY RESULTS

3.1 PARKING SUPPLY

Daytime parking usage surveys were conducted in November 1996. Details of parking supply and restrictions on all surveyed streets and car parks were collected during an initial "inventory" circuit. A breakdown of the parking supply and restrictions is detailed in Appendix A.

Location	No Limit	1/4 Hour	1/2 Hour	1 Hour	90 Min	2 Hour	Load-ing Zone	Dis-abled	Other*
Forest St	78	-	5	-	-	-	3	-	-
Barker St	-	2	10	30	-	-	3	2	-
Mostyn St	95	-	48	8	83	5	4	4	7
Lyttleton St	77	-	33	6	90	-	1	4	7
Templeton St	126	3	6	-	55	-	2	2	2
Mechanics La	7	-	-	-	6	-	2	-	1
Hargraves St	25	-	17	-	45	-	-	-	8
Frederick St	4	-	-	4	6	-	2	1	-
Urquart St	25	-	-	-	-	-	-	-	9
Rear of Town Hall	8	-	-	-	-	1	-	1	-
Between Town Hall and Education Centre	12	-	-	-	-	-	-	1	1
Continuing Education Parking	38	-	-	-	-	-	-	-	-
Market Car Park	100	-	2	-	-	-	1	3	-
Stoneman's Car Park	-	-	-	-	25	-	-	-	-
Total	595	5	121	48	310	6	18	18	35

* Taxi Zone, Police Business Only, Fire Vehicles, Welfare Organisation Vehicles, Bus Zone

Table 1 : On Street Parking Supply and Restrictions - Castlemaine

3.2 DAYTIME PARKING USAGE SURVEYS

Daytime parking patrol surveys were conducted on Friday 15 and Friday 22 November 1996 between 9:00am and 5:00pm. The last four characters of number plates of parked vehicles were recorded in the on-street and off-street parking spaces every hour in order to determine parking usage and turnover. The results of the survey are provided in Appendix A.

3.3 DAYTIME PARKING DEMANDS

A summary of average parking occupancies is provided in Figure 2.

Forest Street

West of Barker Street, parking along Forest Street is predominantly unrestricted, with a small amount of half hour parking on the north side. Land uses along this section are mainly residential and therefore most parking was generated by the local dwellings.

Parking between Barker Street and Hargraves Street consists of parallel bays, all of which are unrestricted except for three caravan parking bays adjacent to the public convenience facilities, which have a half hour time limit. Parking along the north side was reasonably well utilised with an average recorded occupancy of 69%. Along the south side, land uses do not generate a high demand for parking and as such, parking occupancies were low (average of 28%). Parking durations were a combination of short and long term.

The unrestricted parking on Forest Street between Wheeler Street and Urquart Street was moderately utilised. Parking durations in the unrestricted sections were generally medium term (around 2 hours) and the loading zones were utilised throughout the course of the survey.

Mostyn Street

Parking along Mostyn Street between Barker Street and Kennedy Street consists of short term parking at the east end of the street and unrestricted parking for the remainder. Parked vehicles were mainly concentrated in the short term bays due to their convenient accessibility to the core activity zone east of Barker Street. Along the north side, there is a combination of 1 hour and unrestricted parking, both of which were reasonably well utilised (around 60 % average occupancy for both types of parking). The 90 minute parking in the centre of the road at the Barker Street end was also well utilised with an average occupancy of 73% and capacity reached at around 11:00am. Usage of the unrestricted parking bays was much lower (average occupancy of 36%). On the south side, occupancy of the unrestricted spaces was low (33%) but the five short term spaces were near capacity for most of the survey period.

Mostyn Street, between Barker Street and Hargraves Street forms part of the core activity zone within the Castlemaine township. Parking supply is predominantly

short term (1/2P) on the north and south sides with 90 minute parking in the centre of the road. As expected, parking turnover was high and there was little recorded abuse of parking restrictions.

East of Hargraves Street, Mostyn Street provides 1/2 hour, 90 minute, 2 hour and unrestricted parking. Parking demand in this section was moderate, with average occupancies around 60 - 70 %. Durations of stay in the unrestricted sections range from under one hour to all day, indicating that this section is used partly for employee parking and partly by users of the local facilities.



Mostyn Street - East of Hargraves Street

Lyttleton Street

Parking along Lyttleton Street between Barker Street and Kennedy Street is structured in a similar fashion to that in the adjacent section of Mostyn Street with short term parking at the Barker Street end and unrestricted parking near Kennedy Street. On the north side, there is a combination of 90 minute and unrestricted parking which were both well utilised. The centre of the road parking provides thirty six 90 minute spaces and fourteen unrestricted spaces. Demand for long term parking in this section was moderate while demand for the short term spaces was high. On the south side, parking is unrestricted near Kennedy Street and short term (1/2 hour and 1 hour) near Barker Street. Parking demand was generally moderate.

The north side of Lyttleton Street, between Barker Street and Frederick Street

provides seven 1/2 hour parallel parking spaces which experienced high demand over the survey period. Demand to the east between Frederick Street and Hargraves Street is significantly less with average parking occupancies of around 60% for the 90 minute parking and 38% for the 1/2 hour parking. Centre of the road parking in the section between Barker Street and Hargraves Street is predominantly 90 minute with some 1/2 hour parking near the Barker Street end. Parking occupancies along this section were at or near capacity for the duration of the survey. On the south side, the 1/2 hour parking was at or near capacity during the survey and the demand for the 90 minute spaces was similarly high with average occupancies around 75%.



Lyttleton Street at Frederick Street

The section of Lyttleton Street between Hargraves Street and Urquart Street provides 33 unrestricted parking spaces. Parking demand was low on the north side (average occupancy of 38%) and moderate on the south side (average occupancy of 63%).

Templeton Street

Parking demand in Templeton Street between Barker Street and Kennedy Street was moderate to high during the survey period. Both the short term (1/4 hour and 90 minute) and unrestricted parking spaces experienced average parking occupancies between 43% and 92%. Results further indicate that illegal parking occurred in the No Standing zone on the north side.



Templeton Street - West of Barker Street

Templeton Street, on the north side, between Barker Street and Hargraves Street, has 90 min , 30 minute and unrestricted parking. Parking demand along this section was moderate in the 30 minute spaces (average occupancy of 60%) and low in the 90 minute and unrestricted parking spaces (41% and 31% respectively). The south side of Templeton Street, between Barker Street and Hargraves Street has 90 minute and unrestricted parking. Parking demand was moderate to high in both sections but the facility did not reach capacity during the survey period.

East of Hargraves Street, parking is unrestricted and results indicate low parking demand. Parking occupancies on the north and south side did not exceed 24% at any time during the survey.

Barker Street

Barker Street between Forest Street and Templeton Street is predominantly retail and forms part of the core activity zone of the township. Parking supply on the west side is a combination of 1/2 hour and 1 hour parking. Parking demand was high, particularly south of Lyttleton Street which was at or near capacity for much of the survey period. Survey results also indicate some overstaying in the 1 hour parking bays.

On the east side of Barker Street, parking is predominantly 1 hour with some 15 minute parking. Demand is moderate to high with some overstaying recorded

between Lyttleton Street and Mostyn Street.

Mechanics Lane

Parking is permitted in Mechanics Lane but signage is poor, confusing and in some cases, contradictory. The north side appears to allow 90 minute parking in six unmarked parking bays and these were well utilised during the survey (average of 5 vehicles parked). On the south side, an average of 2 vehicles were parked during the course of the survey.

Frederick Street

Frederick Street, between Templeton Street and Lyttleton Street provides six 90 minute parking spaces on the east side. Parking demand along this section was moderate with an average occupancy of 63% during the survey. South of Lyttleton Street, parking on the west side is in the form of parallel parking bays with a combination of short and long term parking restrictions. Parking demand was moderate in the unrestricted bays and high in the short term bays.

Hargraves Street

Parking on the west side of Hargraves Street is in the form of angle bays. North of Lyttleton Street, no restrictions apply and use of these spaces was moderate/low (50% average occupancy during the survey). South of Lyttleton Street, parking is 1/2P until Mostyn Street and 90 minute until Forest Street. Both sections experienced moderate parking demand during the survey (average occupancies of 62% and 55% respectively).

Parking on the east side of Hargraves Street is predominantly 90 minute and results indicate occupancies of around 50% during most of the survey. There is a small amount of unrestricted parking, however survey results indicate that the majority of vehicles parked in these spaces were parked for one hour or less.

Urquart Street

Parking along Urquart Street between Lyttleton Street and Forest Street is unrestricted, except for section adjacent to the School Crossing which are No Standing. Overall, parking occupancies were low and parking durations did not often exceed one hour.

4. DISCUSSIONS WITH COUNCIL

The consultant has held discussions with Council Commissioners and Senior Council Officers to gain a better understanding of parking related problems within the study area. A summary of the main issues raised is outlined below.

- Local traders are concerned about the availability of nearby long term parking facilities following the development of the supermarket and changes to parking restrictions in the adjacent council car park;
- Traders in Mostyn Street East are concerned about the lack of convenient parking facilities in Mostyn Street East for staff and customers;
- Desire to develop additional parking opportunities in the core retail area.

5. PARKING SUPPLY OPTIONS

5.1 SITE IDENTIFICATION

In terms of cost effectiveness, it is usually more beneficial to provide on-street parking in preference to off-street parking - the cost of land acquisition being the major contributing factor. On-street parking is also readily accessible and always publicly available, unlike some off-street car parks which can be remote from the uses which they serve and difficult to access.

In the Castlemaine Town Centre the streets are generally very wide (i.e. 30 metre road reserves with 20 metre pavements) which provides opportunity for a considerable supply of on-street parking. Furthermore, there are only limited opportunities to provide major off-street car parks in the core of the Castlemaine township without compromising the historical integrity of the streetscape.

5.2 ADDITIONAL ON-STREET PARKING SUPPLY

The creation of 90° centre-of-road parking with kerbside parallel parking along those streets that currently have kerbside 60° angle parking (eg. Hargraves Street between Forest Street and Lyttleton Street) provides a significant increase in parking availability and also improves pedestrian safety and reduces vehicle speeds.

The use of centre-of-road parking and adjacent kerbside parallel parking is already a traditional feature of a number of streets within the Castlemaine township and this can be readily applied in other appropriate streets.

At this stage it is recommended that only the section of Hargraves Street between Forest Street and Lyttleton Street be converted to centre-of-the road parking, as this should provide adequate additional and convenient parking supply. In the

longer term Templeton Street could be considered for similar treatment.

Hargraves Street

The relatively steep gutter profile on both sides of Hargraves Street and the presence of ramp crossings over the gutter especially on the east side between Forest and Mostyn Streets, reduces the attractiveness of parallel parking close to the kerb and allowance will need to be made for vehicles to parallel park up to about 1m away from the kerb.

The existing trees and surrounding tree guards along the west side of Hargraves Street between Forest and Lyttleton Streets will need to be relocated closer to the kerb to provide adequate clearance for vehicles accessing the centre-of-road bays.

Mostyn Street East

The extension of centre-of-road parking in Mostyn Street East is constrained by the current construction of the channel along the south side from Urquart Street to the start of the existing centre of road parking area, plus the presence of street trees, which prevents parallel parking close to the kerb.

As an interim solution, 60° angle parking could be introduced along the south side of Mostyn Street East between Urquart Street and the centre-of-road bays, in a similar manner to the existing angle parking on the north side of this section of Mostyn Street East.

5.3 ADDITIONAL OFF-STREET PARKING OPTIONS

The potential for creating additional off-street parking supply has also been explored. Possible sites for the incorporation of formalised parking areas include:

Informal car park at rear of Town Hall

This car park is currently grassed and under utilised. It could possibly be formalised into a sealed and linemarked car park, principally for the use of Council staff, which would free up a number of unrestricted on-street parking spaces in Lyttleton Street and Frederick Street, which are currently used by Council staff and visitors.

Further investigations are required on the ownership of this land and future possible users.



Informal Car Park at Rear of Council Building

Informal Car Park Off Wheeler Street

The existing gravel car park on the east side of Wheeler Street, just south of Forest Street, is currently inefficiently used for long term parking for nearby businesses in Forest Street and shorter term parking for adjacent facilities, including the tennis courts.

The current gravel surface suits the nature of the car park and this could be retained. Cars could continue to park informally adjacent to the large trees on the south side, with the option of allowing waiting buses to store along the north side. This would require a bus turn around area at the east terminus of the car park.

6. GENERAL PARKING POLICY

Currently most of the on-street parking restrictions in the town centre contain a mix of 30 minute kerbside and 90 minute centre-of-road parking applying during the period 9:00am to 5:00pm Monday to Friday and 9:00am to 12 noon Saturday. There are also sections of unrestricted parking both on-street and within the large council car park at the rear of the Market building.

The surveys indicate that the 30 minute bays generally experience high levels of overstaying, whilst the 90 minute bays reflect desired parking times.

The current time period of most restrictions applies from 9:00am to 5:00pm Monday to Friday and 9:00am to 12 noon Saturday. Consequently peak tourist activity times on Saturday afternoons and Sundays would not be covered by any parking restrictions. It is recommended that all time limit parking restrictions in the Town Centre Precinct apply from 8:00am to 6:00pm seven days per week.

The following general principles are recommended for changes to parking restrictions in the Castlemaine Town Centre area:

Parallel kerbside parking in core retail streets

(eg. Hargraves Street, Mostyn Street, Lyttleton Street, Barker Street, Forest Street, Frederick Street).

One Hour Parking 8:00am to 6:00pm all days. Short sections of 15 minute parking (1/4P) should be applied adjacent to high demand activities (eg. banks, newsagents, milk bars, video libraries, etc.).

Centre-of-road Parking in core retail streets

(eg. Hargraves Street, Mostyn Street, Lyttleton Street)

Two Hour Parking 8:00am to 6:00pm all days.

Kerbside Parking in non-core streets

(eg. Templeton Street and remote sections of Mostyn Street, Lyttleton Street, Hargraves Street, etc.)

Two Hour Parking 8:00am to 6:00pm Monday to Friday, with unrestricted parking in areas of low traffic demand.

Centre-of-road parking in non-core streets

(eg. Remote areas of Mostyn Street, Lyttleton Street and Hargraves Street).

Unrestricted parking to cater for long term trader parking demands.

Major off-street car parks

(eg. Council car park at rear of Market Building and Stoneman's car park off Frederick Street).

Two Hour Parking 8:00am to 6:00pm all days, enforced by Parking Area signs.

Other off-street car parks

(eg. informal car park behind Town Hall and off Wheeler Street)

If the car park at the rear of the Town Hall becomes sealed and linemarked and formally operated by Council, it should be reserved for Council staff and visitors.

The Wheeler Street car park should remain unrestricted except for a possible Bus Zone along the north side for waiting buses.



Informal Car Park off Wheeler Street

7. MISCELLANEOUS PARKING SUGGESTIONS

Disabled parking bays

The new symbolic signs should be introduced and the yellow bay linemarking should be replaced with blue linemarking plus a blue disabled logo.

Loading Zones

A number of existing Loading Zones have specified time limits (eg. 15 minutes, 20 minutes, etc). These should be removed and replaced with the new Loading Zone signs, which inherently restrict commercial vehicles to 15 minutes, whilst loading and unloading. Time periods could be applied if they do not apply on weekends.

Long Parking Bays

The existing caravan parking bays along the north side off Forest Street should be retained in their current location.

Bus Parking

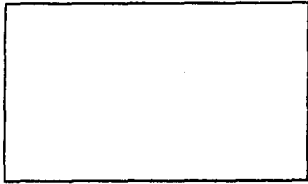
Bus Zones should be established along the east side of Barker Street adjacent to Victory Park for tourist buses setting down/picking up patrons in the town centre. Waiting buses could store at the car park off Wheeler Place for any periods longer than 30 minutes.

Parking Directional Signs

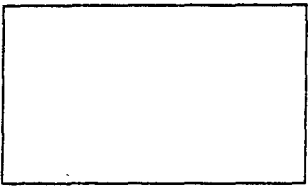
Improved parking identification signs should be introduced in Forest Street to highlight the location and number of parking spaces at the Council car park at the rear of the Market Building. The signs should be white on blue.



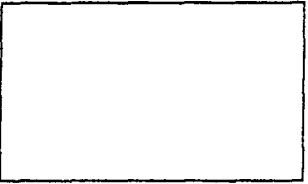
Templeton Street



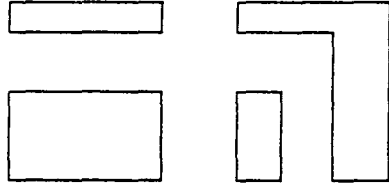
Lyttleton Street



Mostyn Street

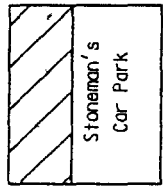


Forest Street



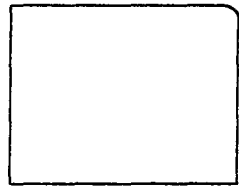
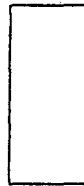
Barker Street

Frederick Street

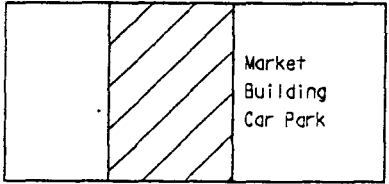


Stoneman's
Car Park

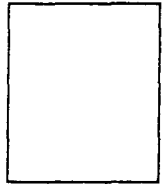
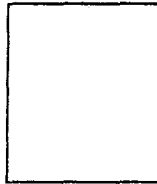
Hargraves Street



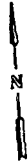
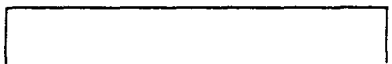
Urquhart Street



Market
Building
Car Park



Wheeler Street



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Survey Area

SCALE OF METRES



FILE NO.
1459BASE.DGN

SITE NO.

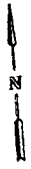
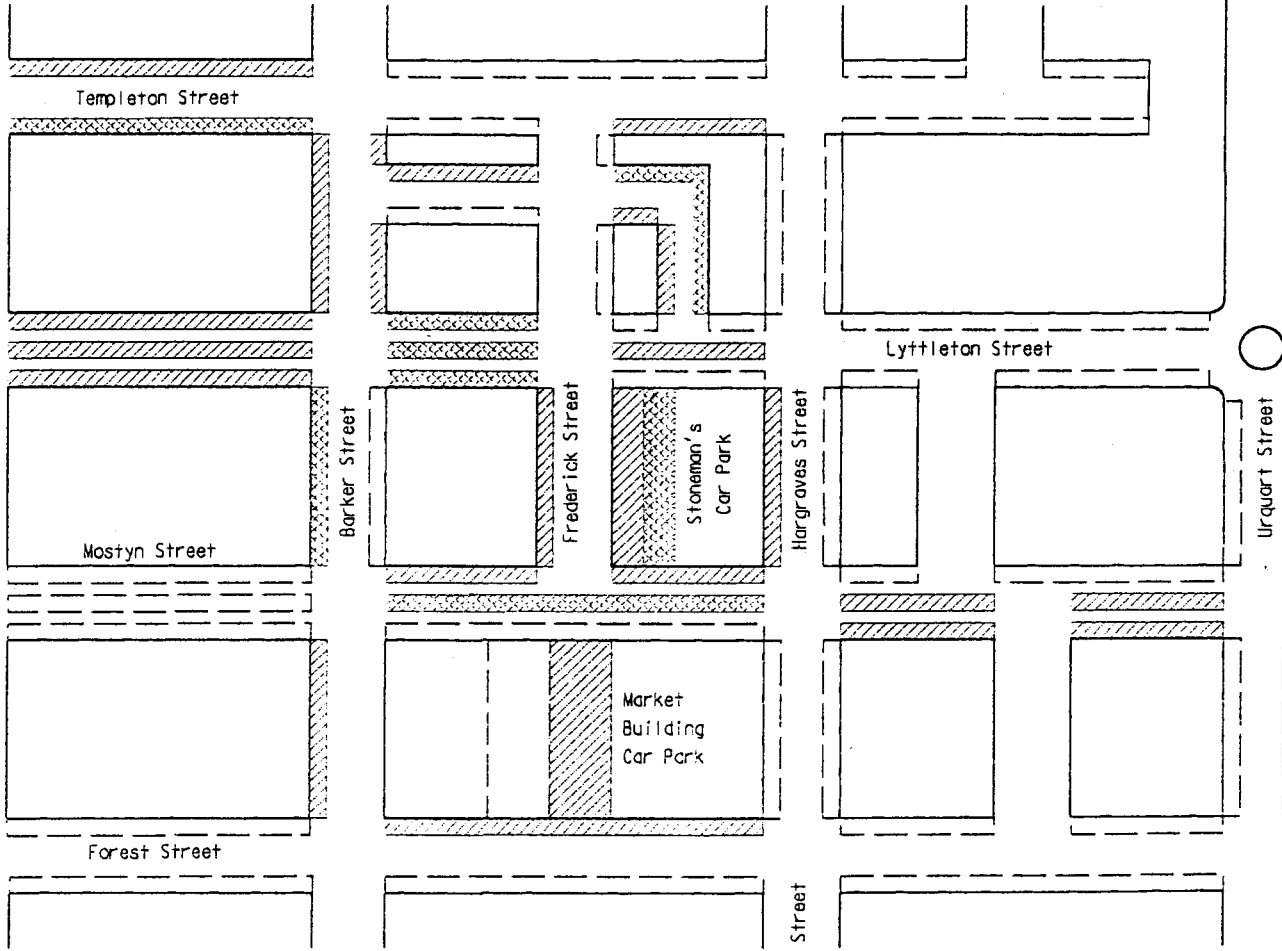
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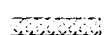
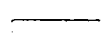
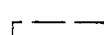
SHEET NO.

DESIGNER T. PANTAS ENGINEER R. FARLIE

DRAWING NO.
FIGURE 1

ISSUE



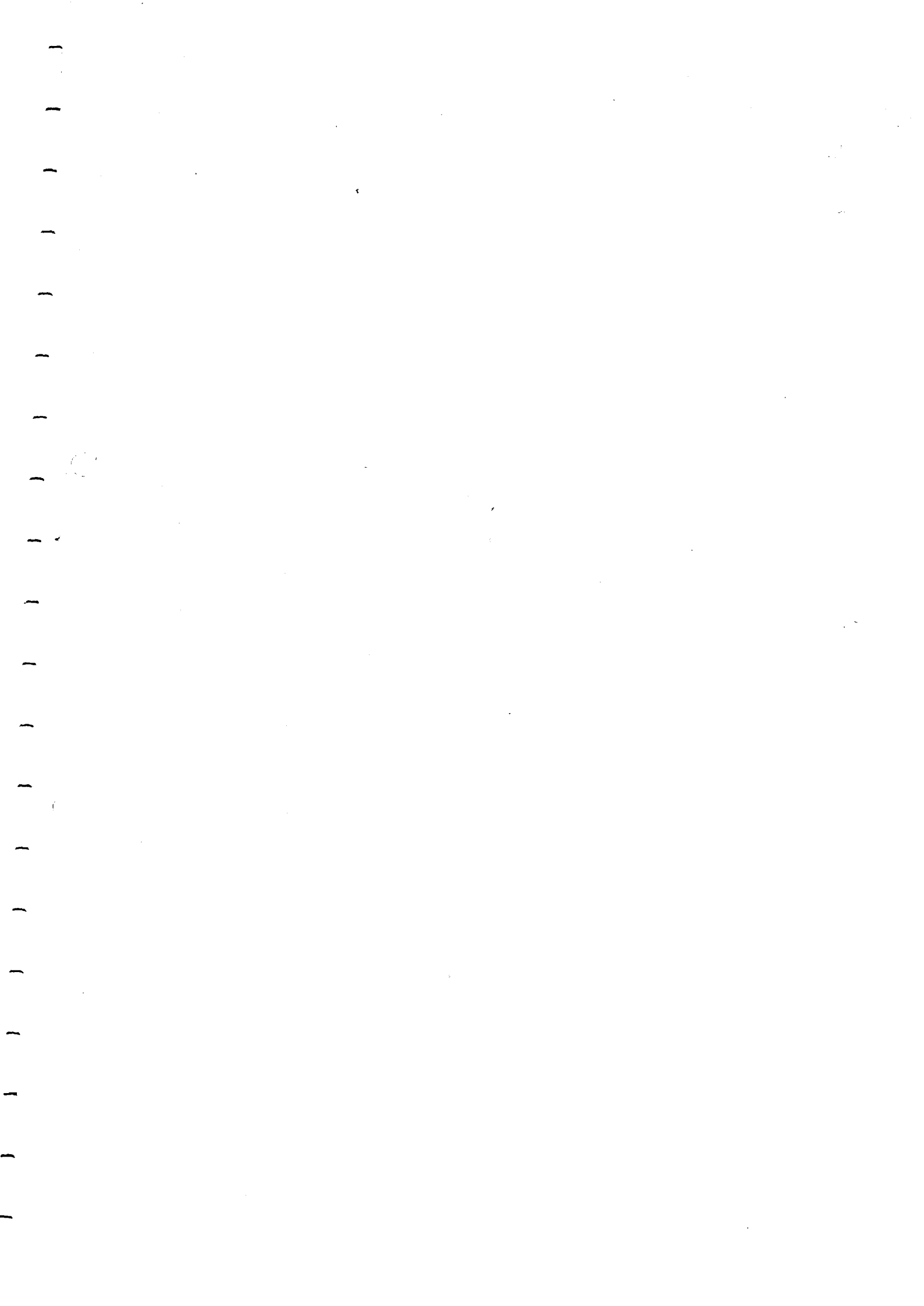
 > 80%
 60% - 80%
 < 60%

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Average Parking Occupancy Rates

DESIGNER	T. PANTAS	ENGINEER	R. FAIRLIE
SCALE OF METRES	FILE NO. 1459BASE.DGN	SITE NO.	CONTRACT NO.
		SHEET NO.	DRAWING NO. FIGURE 2
			ISSUE



Appendix A

Location	Restriction	Supply	Duration (No. of Circuits)								Average Duration
			1	2	3	4	5	6	7	8	
	1/2 P (parallel)	6	36	0	0	0	0	0	0	0	1.0
	1/2 Loading Zone, 9-5 Mon-Fri, 9-12 Sat	1	7	0	0	0	0	0	0	0	1.0
	1/2 P (parallel), 9-5 Mon-Fri, 9-12 Sat, Motor Cycles 90°	12	49	0	0	0	0	0	0	0	1.0
	1/2 P (parallel), 9-5 Mon-Fri, 9-12 Sat	5	22	0	0	0	0	0	0	0	1.0
Mostyn St (centre) - between Hargraves St and Barker St	90min P (90°), 9-5 Mon-Fri, 9-12 Sat	50	291	13	2	0	0	0	0	0	1.1
Mostyn St (south side) - between Hargraves St and Barker St	Taxi Zone	3	4	0	0	0	0	0	0	0	1.0
	1/2 P (parallel)	5	25	0	1	0	0	0	0	0	1.1
	1/2 P (parallel - meter)	3	10	1	0	0	0	0	0	0	1.1
	1/2 P (parallel), 9-5 Mon-Fri, 9-12 Sat	8	23	4	0	0	0	0	0	0	1.1
Mostyn St (north side) - between Hargraves St and Urquhart St	1/2 P, 9-5 Mon-Fri, 9-12 Sat	4	14	0	0	0	0	0	0	1	1.5
	No Parking, 9-5 Mon-Fri, 9-12 Sat	4	2	0	0	0	0	0	0	0	1.0
	2P, 9-5 Mon-Fri, 9-12 Sat	5	14	0	1	1	0	0	0	0	1.3
	Unrestricted	5	5	0	0	0	0	0	2	0	2.7
Mostyn St (south side) - between Hargraves St and Urquhart St	Unrestricted	15	13	0	1	2	1	0	0	6	3.3
Mostyn St (centre) - between Hargraves St and Urquhart St	Unrestricted	6	9	4	0	0	0	0	0	2	2.2
	90min P, 9-5 Mon-Fri, 9-12 Sat	17	30	4	4	2	0	3	1	1	2.0
Lyttleton St (north side) - between Kennedy St and Barker St	90min P, 9-5 Mon-Fri, 9-12 Sat	8	30	5	0	1	0	0	0	0	1.2
	Unrestricted	15	10	6	0	2	3	0	3	0	2.8
	Loading Zone	1	1	0	0	0	0	0	0	0	1.0
Lyttleton St (centre) - between Kennedy St and Barker St	Unrestricted	36	17	7	9	8	1	1	8	0	3.1

Location	Restriction	Supply	Duration (No. of Circuits)								Average Duration
			1	2	3	4	5	6	7	8	
Forest St (south side) - between Kennedy St and Barker St	Unrestricted	17	2	0	4	0	0	2	3	0	4.3
Forest St (north side) - between Kennedy St and Barker St	1/2 P (parallel), 9-5 Mon-Fri, 9-12 Sat	2	9	0	0	0	0	0	0	0	1.0
	No Standing	1	2	0	0	0	0	0	0	0	1.0
Forest St (south side) - between Barker St and Wheeler St	Parallel	14	13	2	1	0	0	0	0	1	1.6
Forest St (north side) - between Barker St and Wheeler St	Parallel	16	19	7	3	0	0	3	0	3	2.4
	1/2 P, 9-5 Mon-Fri, 9-12 Sat, Caravans only	3	5	0	0	0	0	0	0	0	1.0
Forest St (north side) - between Hargraves St and Urquhart St	Loading Zone, 9-5 Mon-Fri, 9-12 Sat	3	4	0	0	0	0	0	0	0	1.0
	Unrestricted	17	18	4	1	1	0	2	0	1	2.0
Forest St (south side) - between Hargraves St and Urquhart St	Unrestricted	14	14	3	1	0	1	0	1	1	2.0
Mostyn St (north side) - between Kennedy St and Barker St	1P, 9-5 Mon-Fri, 9-12 Sat	8	26	2	0	1	0	0	0	0	1.2
	Unrestricted	16	4	3	4	2	0	0	5	0	3.6
	Disabled	1	1	0	0	0	0	0	0	0	1.0
Mostyn St (centre) - between Kennedy St and Barker St	90min P, 9-5 Mon-Fri, 9-12 Sat	16	70	4	0	1	0	0	0	0	1.1
	Unrestricted	37	17	5	0	3	1	0	7	0	2.8
Mostyn St (south side) - between Kennedy St and Barker St	1/2 P, 9-5 Mon-Fri, 9-12 Sat	5	13	1	0	0	0	0	1	0	1.5
	Loading Zone, 9-5 Mon-Fri, 9-12 Sat	2	0	0	0	0	0	0	0	0	
	Unrestricted	16	8	3	3	0	0	0	2	0	2.3
Mostyn St (north side) - between Hargraves St and Barker St	Loading Zone, 9-5 Mon-Fri, 9-12 Sat	1	0	1	0	0	0	0	0	0	2.0
	1/2 P, Disabled, 9-5 Mon-Fri, 9-12 Sat	3	7	2	0	0	0	0	0	0	1.2

Location	Restriction	Supply	Occupancy								Max Occ	%	Av Occ	%
			9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM				
Urquhart St (east side) - between Lyttleton St and Forest St	Unrestricted	11	0	1	1	0	0	0	9	1	9	82	1.5	14
	School Crossing - No standing whilst flags displayed	5	1	1	1	0	0	0	4	0	4	80	0.9	18

Location	Restriction	Supply	Occupancy								Max Occ	%	Av Occ	%
			9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM				
Lyttleton St (north side) - between Hargraves St and Urquhart St	Unrestricted	16	5	5	7	7	7	6	6	5	7	44	6.0	38
Lyttleton St (south side) - between Hargraves St and Urquhart St	Unrestricted	17	8	12	13	12	11	12	11	7	13	76	10.8	63
Templeton St (north side) - between Kennedy St and Barker St	1/4 P, 9-5 Mon-Fri, 9-12 Sat	3	2	-	3	0	0	2	1	1	3	100	1.3	43
	90 min P (45°), 9-5 Mon-Fri, 9-12 Sat	16	8	-	16	12	11	7	13	5	16	100	10.3	64
	P (45o)	4	2	-	2	4	4	2	3	4	4	100	3.0	75
	P (90o)	13	8	-	11	9	12	11	12	7	12	92	10.0	77
	Disabled	1	1	-	0	1	1	0	1	0	1	100	0.6	57
	No Standing	4	0	-	0	1	2	2	0	0	2	50	0.7	18
Templeton St (south side) - between Kennedy St and Barker St	90 min P (45°), 9-5 Mon-Fri, 9-12 Sat	20	17	-	14	15	14	14	19	17	19	95	15.7	79
	P (45o)	13	12	-	12	10	13	13	12	12	13	100	12.0	92
	P (90o)	10	3	-	4	9	10	8	9	9	10	100	7.4	74
Templeton St (south side) - between Hargraves St and Frederick St	Unrestricted	27	15	23	20	15	20	20	13	9	23	85	16.9	63
Templeton St (north side) - between Hargraves St and Barker St	90min P (90°), 9-5 Mon-Fri, 9-12 Sat	12	3	6	7	5	4	1	4	9	9	75	4.9	41
	30min P (90°), 9-5 Mon-Fri, 9-12 Sat	6	2	3	4	5	0	4	5	6	6	100	3.6	60
	90° Unrestricted	25	7	9	10	7	7	9	7	5	10	40	7.6	31
	Loading Zone	2	0	0	0	0	0	0	0	0	0	0	0.0	0
Templeton St (north side) - east of Hargraves St	Unrestricted	18	4	2	2	1	1	2	3	2	4	22	2.1	12
Templeton St (south side) - east of Hargraves St	Unrestricted	16	2	3	6	4	4	1	1	1	6	38	2.8	17
Barker St (west side) - between Forest St and Mostyn St	1P (parallel), 9-5 Mon-Fri, 9-12 Sat	9	3	-	9	8	7	7	4	8	9	100	6.6	73
	Disabled	1	1	-	1	0	0	0	0	0	1	100	0.3	29

Location	Restriction	Supply	Occupancy								Max Occ	%	Av Occ	%
			9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM				
	90min P, 9-5 Mon-Fri, 9-12 Sat	14	12	-	14	14	13	12	14	14	14	100	13.3	95
Lyttleton St (south side) - between Kennedy St and Barker St	1/2 P, 9-5 Mon-Fri, 9-12 Sat	3	3	-	1	2	3	2	1	1	3	100	1.9	62
	1P, 9-5 Mon-Fri, 9-12 Sat	6	3	-	5	6	2	2	4	5	6	100	3.9	64
	Unrestricted	15	10	-	10	10	12	7	6	6	12	80	8.7	58
	Disabled	2	0	-	0	0	1	1	0	2	2	100	0.6	29
Lyttleton St (north side) - between Frederick St and Hargraves St	90min P (parallel), 9-5 Mon-Fri, 9-12 Sat	10	3	5	8	8	7	7	4	6	8	80	6.0	60
	1/2 P (parallel), 9-5 Mon-Fri, 9-12 Sat	4	2	2	2	1	2	1	2	0	2	50	1.5	38
Lyttleton St (north side) - between Barker St and Frederick St	1/2 P (parallel), 9-5 Mon-Fri, 9-12 Sat	7	5	7	6	7	7	7	6	5	7	100	6.3	89
	Disabled	1	0	0	0	0	0	0	1	0	1	100	0.1	13
Lyttleton St (centre) - between Frederick St and Hargraves St	90min P (90°), 9-5 Mon-Fri, 9-12 Sat	21	4	20	20	21	17	18	16	12	21	100	16.0	76
	Police Business Only	5	2	1	1	3	2	2	2	3	3	60	2.0	40
Lyttleton St (centre) - between Barker St and Frederick St	90min P (90°), 9-5 Mon-Fri, 9-12 Sat	7	3	7	7	6	7	7	7	6	7	100	6.3	89
	1/2 P (90°), 9-5 Mon-Fri, 9-12 Sat	11	8	11	10	11	10	11	10	11	11	100	10.3	93
Lyttleton St (south side) - between Frederick St and Hargraves St	90min P (parallel), 9-5 Mon-Fri, 9-12 Sat	8	4	6	6	5	5	4	4	3	6	75	4.6	58
	Police Business Only	2	1	1	1	2	2	1	2	1	2	100	1.4	69
	Disabled	1	0	0	1	0	0	0	0	0	1	100	0.1	13
Lyttleton St (south side) - between Barker St and Frederick St	1/2 P, 9-5 Mon-Fri, 9-12 Sat	8	7	4	8	8	8	8	7	8	8	100	7.3	91
Templeton St (south side) - between Frederick St and Barker St	90min P (angle), 9-5 Mon-Fri, 9-12 Sat	7	6	4	6	4	4	5	5	6	6	86	5.0	71
	90min disabled	1	0	0	1	0	1	0	0	0	1	100	0.3	25
	No Standing - Fire vehicles excepted	2	0	0	0	0	0	1	0	0	1	50	0.1	6

Location	Restriction	Supply	Occupancy								Max Occ	%	Av Occ	%
			9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM				
	1/2 P (parallel)	6	6	-	5	5	5	4	6	6	6	100	5.3	88
	1/2 Loading Zone, 9-5 Mon-Fri, 9-12 Sat	1	1	-	1	1	1	1	1	1	1	100	1.0	100
	1/2 P (parallel), 9-5 Mon-Fri, 9-12 Sat, Motor Cycles 90°	12	4	-	6	8	7	7	9	6	9	75	6.7	56
	1/2 P (parallel), 9-5 Mon-Fri, 9-12 Sat	5	2	-	4	4	4	1	4	3	4	80	3.1	63
Mostyn St (centre) - between Hargraves St and Barker St	90min P (90°), 9-5 Mon-Fri, 9-12 Sat	50	47	-	42	47	46	46	47	48	48	96	46.1	92
Mostyn St (south side) - between Hargraves St and Barker St	Taxi Zone	3	0	-	0	1	0	3	0	0	3	100	0.6	19
	1/2 P (parallel)	5	3	-	4	3	5	4	4	5	5	100	4.0	80
	1/2 P (parallel - meter)	3	1	-	1	2	2	2	1	1	2	67	1.4	48
	1/2 P (parallel), 9-5 Mon-Fri, 9-12 Sat	8	3	-	4	6	4	4	6	5	6	75	4.6	57
Mostyn St (north side) - between Hargraves St and Urquhart St	1/2 P, 9-5 Mon-Fri, 9-12 Sat	4	1	4	4	1	2	4	3	3	4	100	2.8	69
	No Parking, 9-5 Mon-Fri, 9-12 Sat	4	1	0	0	0	0	1	0	0	1	25	0.3	6
	2P, 9-5 Mon-Fri, 9-12 Sat	5	1	1	3	1	3	3	5	4	5	100	2.6	53
	Unrestricted	5	2	3	2	4	3	2	3	0	4	80	2.4	48
Mostyn St (south side) - between Hargraves St and Urquhart St	Unrestricted	15	7	8	9	11	10	11	10	8	11	73	9.3	62
Mostyn St (centre) - between Hargraves St and Urquhart St	Unrestricted	6	2	3	4	4	6	5	6	4	6	100	4.3	71
	90min P, 9-5 Mon-Fri, 9-12 Sat	17	6	8	13	11	16	16	11	10	16	94	11.4	67
Lyttleton St (north side) - between Kennedy St and Barker St	90min P, 9-5 Mon-Fri, 9-12 Sat	8	4	-	6	8	7	6	6	7	8	100	6.3	79
	Unrestricted	15	5	-	9	13	11	10	9	9	13	87	9.4	63
	Loading Zone	1	0	-	0	0	0	0	0	1	1	100	0.1	14
Lyttleton St (centre) - between Kennedy St and Barker St	Unrestricted	36	18	-	22	27	27	24	18	21	27	75	22.4	62

Location	Restriction	Supply	Occupancy								Max Occ	%	Av Occ	%
			9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM				
Forest St (south side) - between Kennedy St and Barker St	Unrestricted	17	7	-	7	8	5	7	7	6	8	47	6.7	39
Forest St (north side) - between Kennedy St and Barker St	1/2 P (parallel), 9-5 Mon-Fri, 9-12 Sat	2	1	-	1	1	2	2	2	0	2	100	1.3	64
	No Standing	1	0	-	0	1	0	1	0	0	1	100	0.3	29
Forest St (south side) - between Barker St and Wheeler St	Parallel	14	3	-	5	3	4	4	4	4	5	36	3.9	28
Forest St (north side) - between Barker St and Wheeler St	Parallel	16	7	-	11	10	15	12	11	11	15	94	11.0	69
	1/2 P, 9-5 Mon-Fri, 9-12 Sat, Caravans only	3	0	-	1	1	2	0	0	1	2	67	0.7	24
Forest St (north side) - between Hargraves St and Urquhart St	Loading Zone, 9-5 Mon-Fri, 9-12 Sat	3	0	0	1	0	1	0	0	2	2	67	0.5	17
	Unrestricted	17	6	5	8	7	8	9	7	4	9	53	6.8	40
Forest St (south side) - between Hargraves St and Urquhart St	Unrestricted	14	3	9	10	6	6	4	4	1	10	71	5.4	38
Mostyn St (north side) - between Kennedy St and Barker St	1P, 9-5 Mon-Fri, 9-12 Sat	8	4	-	6	4	5	7	3	5	7	88	4.9	61
	Unrestricted	16	11	-	10	9	7	9	9	10	11	69	9.3	58
	Disabled	1	1	-	0	0	0	0	0	0	1	100	0.1	14
Mostyn St (centre) - between Kennedy St and Barker St	90min P, 9-5 Mon-Fri, 9-12 Sat	16	11	-	16	10	11	9	12	13	16	100	11.7	73
	Unrestricted	37	10	-	15	16	11	13	12	16	16	43	13.3	36
Mostyn St (south side) - between Kennedy St and Barker St	1/2 P, 9-5 Mon-Fri, 9-12 Sat	5	1	-	4	3	4	3	4	3	4	80	3.1	63
	Loading Zone, 9-5 Mon-Fri, 9-12 Sat	2	0	-	0	0	0	0	0	0	0	0	0.0	0
	Unrestricted	16	6	-	6	6	5	5	4	5	6	38	5.3	33
Mostyn St (north side) - between Hargraves St and Barker St	Loading Zone, 9-5 Mon-Fri, 9-12 Sat	1	0	-	0	0	0	1	1	0	1	100	0.3	29
	1/2 P, Disabled, 9-5 Mon-Fri, 9-12 Sat	3	1	-	3	0	2	2	2	1	3	100	1.6	52