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PARKING DEMAND ASSESSMENT

509 PITTWATER RD, BROOKVALE NSW 2100

Proposed Gym Development

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INTRODUCTION

AusWide Consulting was engaged by URBIS to prepare a Parking Demand Assessment as requested by the Northern Beaches City Council at 509 Pittwater Rd, Brookvale NSW 2100. This report will assess the implications of the proposed new gym development on existing traffic, parking and transport conditions surrounding the site. The following items have been included in the subsequent sections of this report:

- ◆ public and active transport accessibility at the site,
- ◆ number of car parking spaces required for the development,
- ◆ expected traffic generation rates and their impact on the surrounding road network,
- ◆ car parking inventory and demand survey to determine the impacts of the proposed new development of the on/off-street public parking spaces provided within the vicinity,
- ◆ conclusions of the above findings.

During the course of preparing this assessment, the subject site and its environment have been inspected, and all relevant traffic and parking data collected and analysed.

BACKGROUND AND EXISTING CONDITIONS

The subject site is located at Pittwater Rd, in the suburb of Brookvale, approximately 15 km north of Sydney's CBD. This district is located within the City of Northern Beaches. The use of the land immediately surrounding the subject site is primarily commercial and retail in nature, which comprises of banks, offices, restricted retail, cafes and restaurants. The subject property is bounded by developed land to the west, north and south, and Pittwater Road to the east. The subject site is occupied by a two-storey commercial building which is adjacent to a footpath. The site has a primary point of entry situated at Pittwater Road. There is one spacious car park provided on-site with 15 car parking bays, located at the rear of the building with 9 car spaces directly allocated to the subject site. The tenancy was previously occupied by a medical centre.

The road cross-section at the site includes three traffic lanes in each direction, footpath for pedestrian use and public car parking on both sides of the road. The subject site is located in a high pedestrian activity zone where 60 km/h is permanently posted. Along Pittwater Road, there is a significant number of on-street parking bays, some of them, located directly in front of the site. The Warringah Local Environmental Plan 2011 identifies the subject site within the Business Development Zone (B5).

Figure 1: presents an aerial photograph of the subject site

Figure 2: shows the site from a street map perspective

Figure 3: shows photographs of the subject site as seen from Pittwater Road

Figure 4: presents a photo of Pittwater Road and Chard Dr intersection



Figure 1: Location of the subject site as seen from an aerial view perspective, source: Google Maps

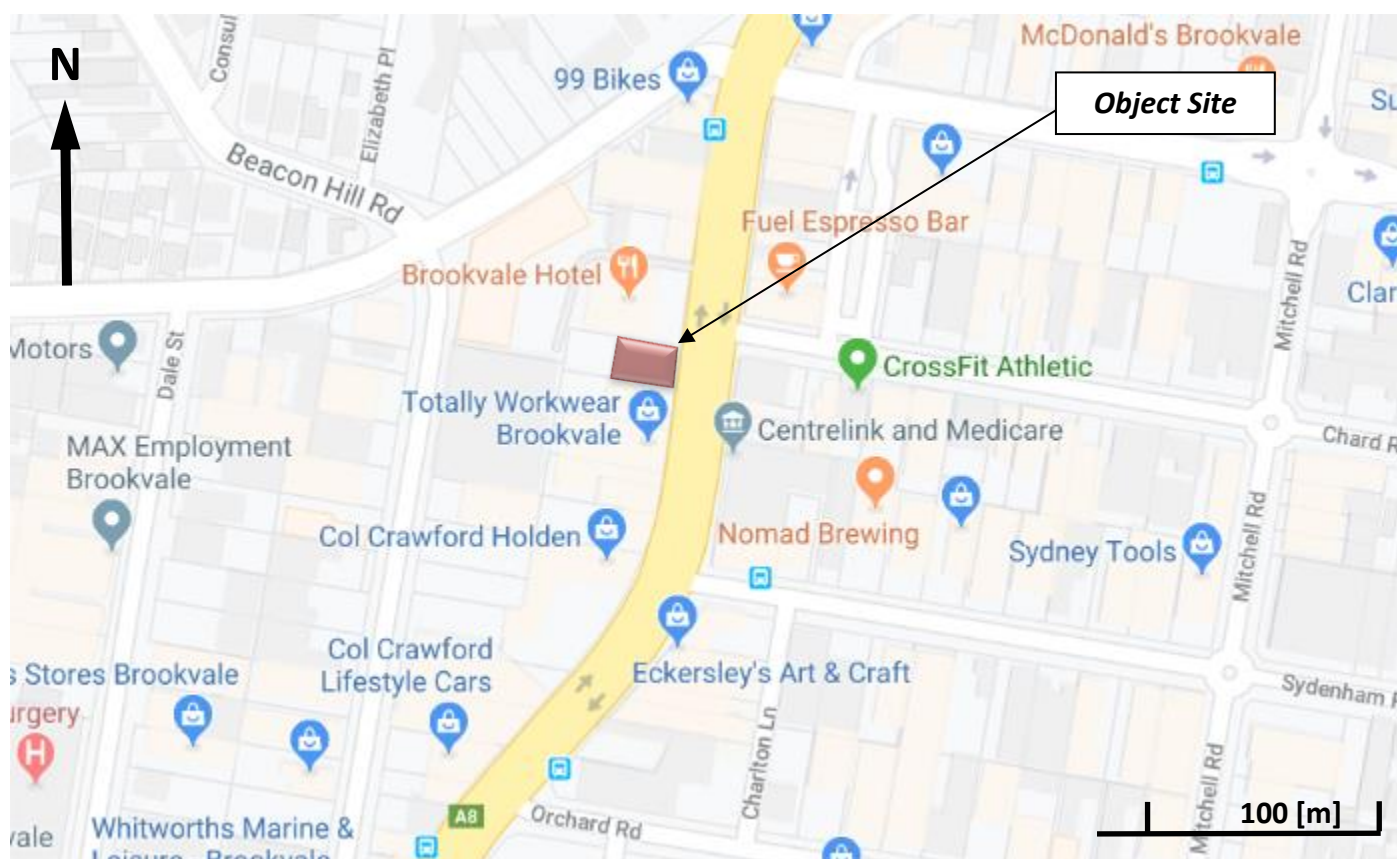


Figure 2: Location of the subject site as seen from a street view perspective, source: Google Maps



Figure 3: Photograph of the proposed site as seen from Pittwater Road, source: Google Maps



Figure 4: Photograph of Pittwater Road and Chard Dr intersection, source: Google Maps

PUBLIC TRANSPORT

The subject site is located in an area that has excellent access to public transport facilities with a number of bus services located within walking distance of the site. The following section summarises the services, available in the area surrounding the site. **Figure 5** illustrates, in a map, the public transport services available within the subject area.

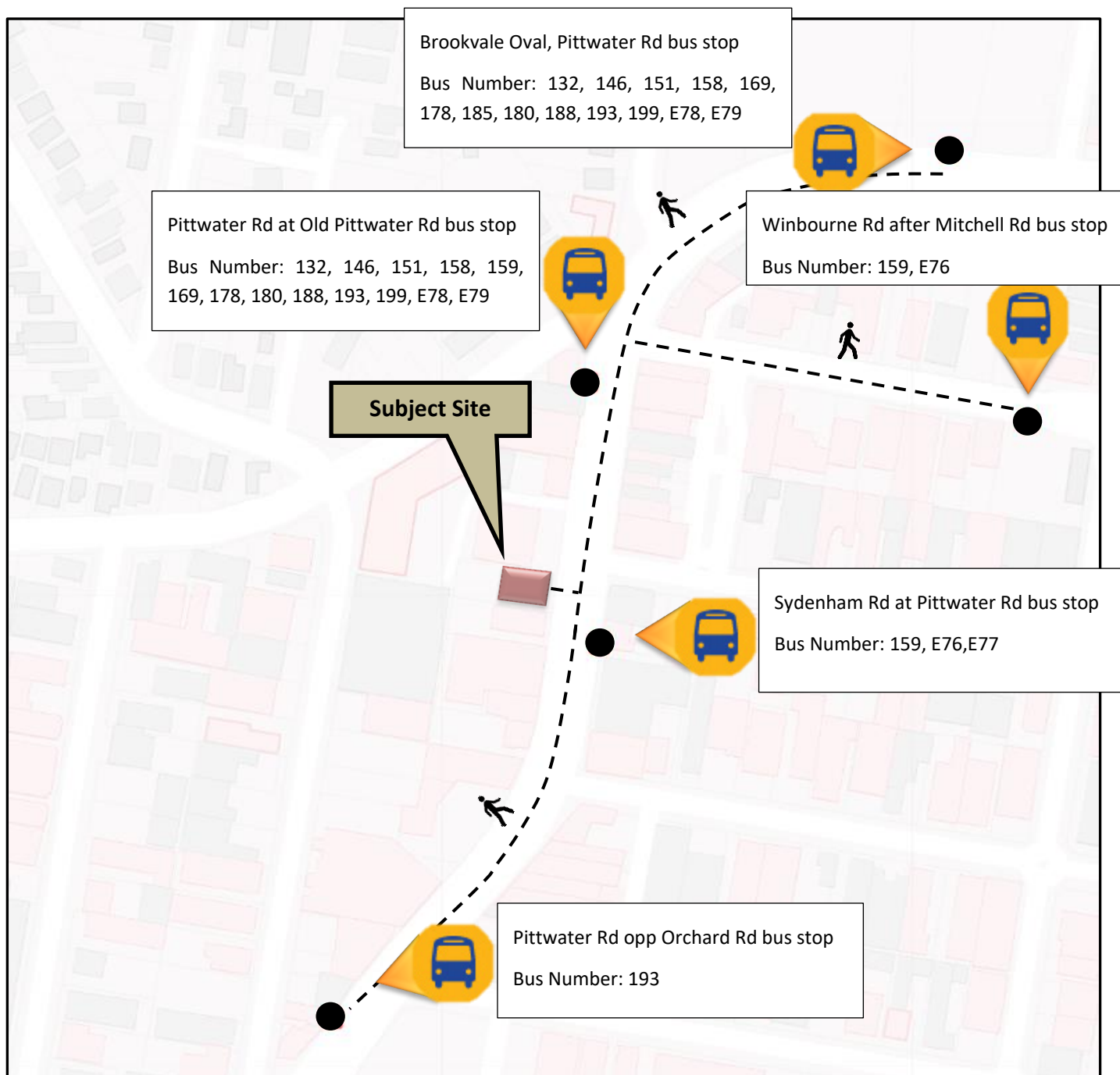


Figure 5: Public transport services available in the vicinity of the subject site

From inspecting the locality, it was noted that the subject site is within walking distance to Pittwater Rd at Old Pittwater Rd bus stop (100 m, 1 - minute walk), Sydenham Rd at Pittwater Rd bus stop (100 m, 1 - minute walk), and several other bus stops located around the subject site. These facilities are serviced by the following bus routes:

BUS ROUTES:

132, 146, 151, 158, 169, 178, 185, 180, 188, 193, 199, E78, E79

This total quantity of bus routes, some of which pass within 100 m (Pittwater Rd at Old Pittwater Rd bus stop) of the subject site, covers a significant portion of both the local area and the greater Sydney region, and provide medium to high - frequency services.

In light of the above, it was concluded that the site lies within an area with a great access to bus service facilities with a number of services available in the immediate vicinity of the site. As such, public transport will most likely be a dominant form of travel for clients and staff of the proposed gym development.

WALKABILITY

The locality was assessed for nearby features that would encourage staff and patrons to walk/cycle. Reference is made to the 15 minute walking catchment area outlined in **Figure 6**.

The 'walkability' of a site is a measure of its proximity to other facilities by walking and can be ascertained from www.walkscore.com. The subject site is rated as “Walker’s Paradise” (meaning that daily errands do not require a car) and with a score of 90 out of 100 (obtained from the ‘Walk Score’ web tool), provides a significantly higher ranking to the average Sydney metropolitan score of 63 out of 100. This location is in the Brookvale neighbourhood in Sydney. Nearby parks include Brookvale Park, Harbord Park and John Fisher Park.

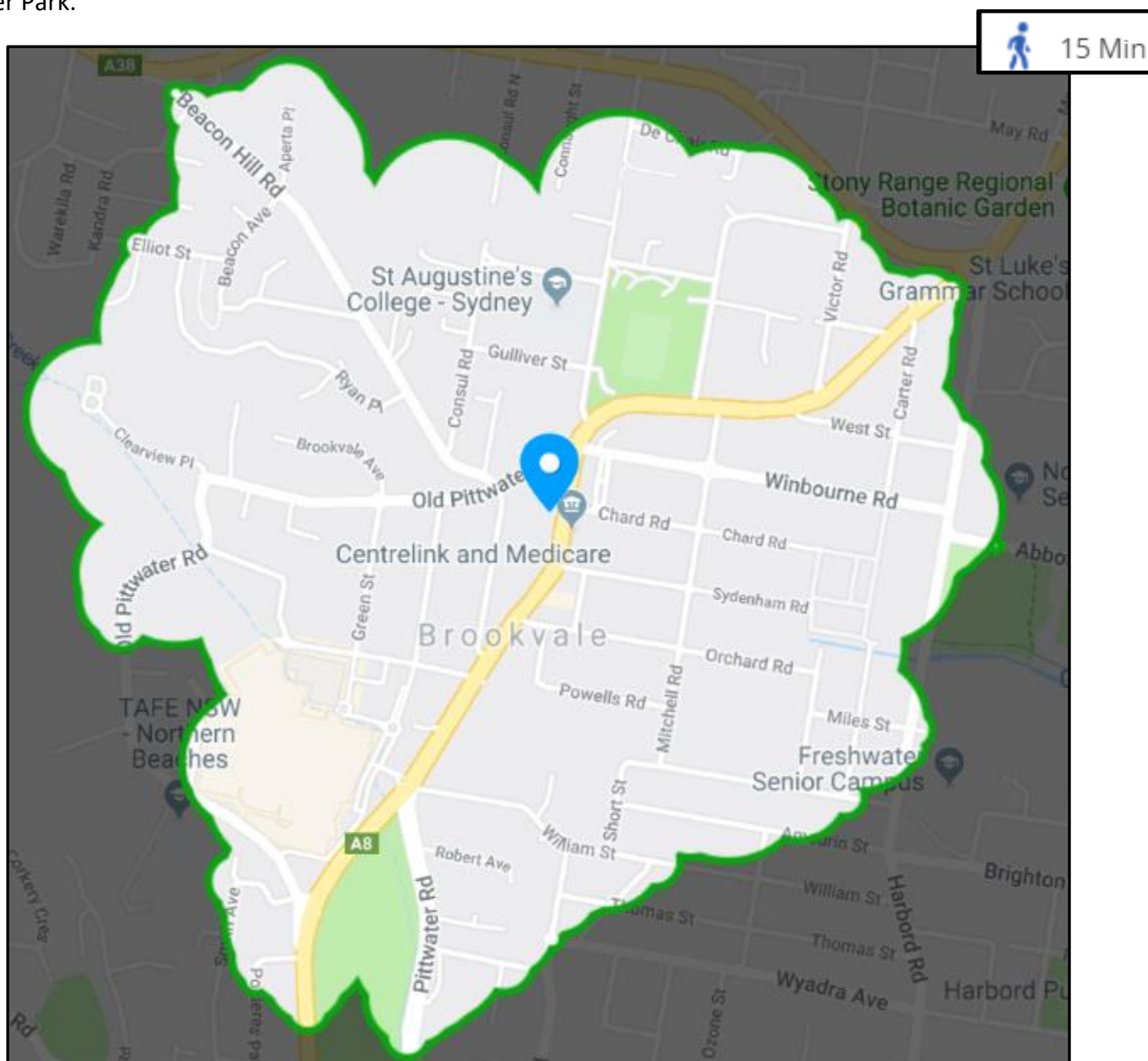


Figure 6: 15-minute walking catchment area, source: www.walkscore.com

The average Walk Score reduces car dependence and is a good indicator in assessing suitability for providing car parking waiver.

BICYCLE NETWORK

The subject site has good access to Sydney's extensive bicycle network. On-road bicycle lanes are extending along the length of Pittwater Road, William Street and more. These lanes provide a connection to the Capital City, nearby residential areas and local beaches. In addition, there are several informal bicycle routes that stretch in the area.

A view of the bicycle network in the vicinity of the subject site has been shown in in **Figure 7**.

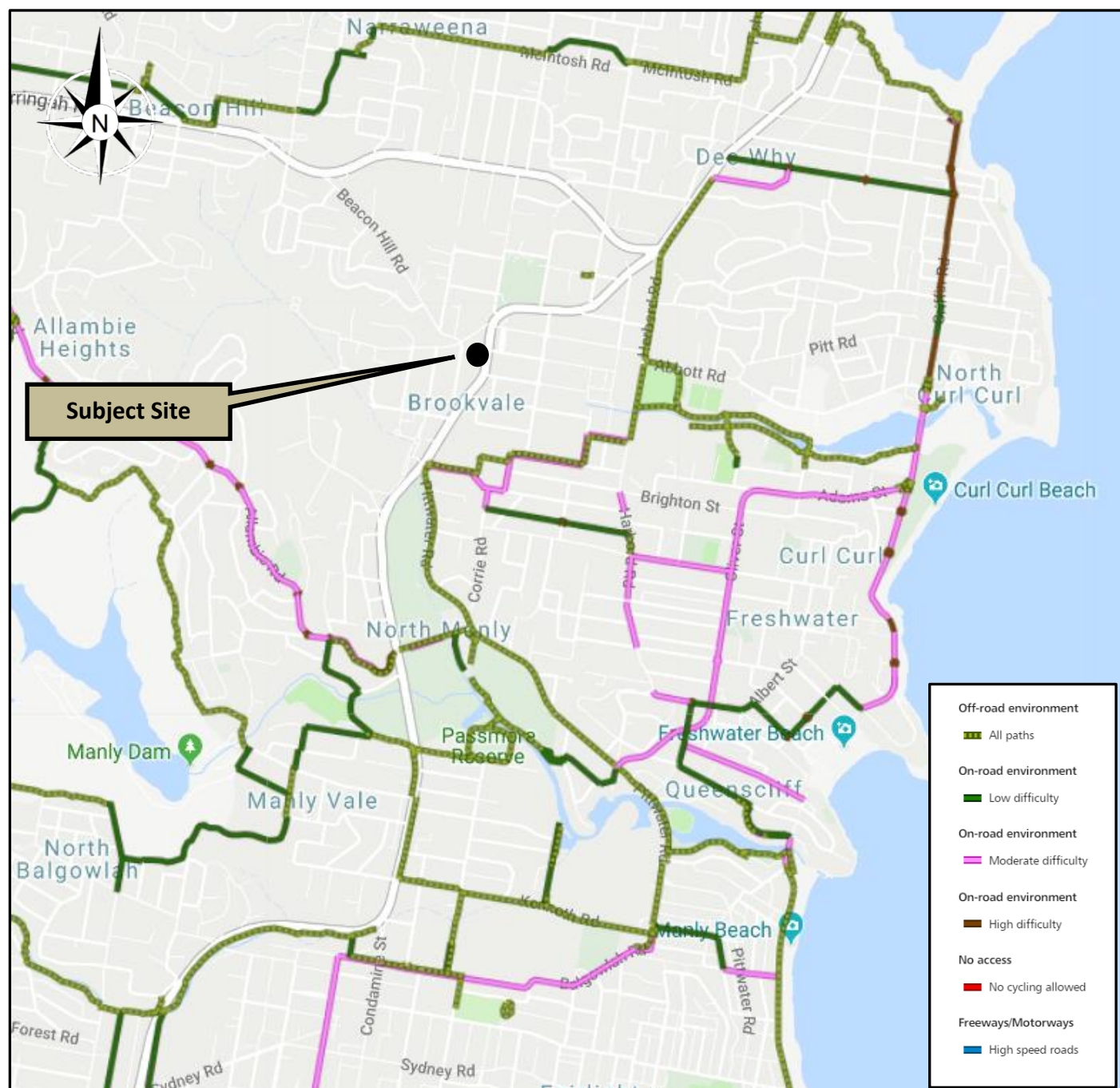


Figure 7: Cycling Routes Map, source: https://www.rms.nsw.gov.au/maps/cycleway_finder

PROPOSED DEVELOPMENT

The proposal relates to the use of the internal floor area of approximately 360 square meters as a part of a change of use development application. The proposed use for the tenancy is a class-based gym. It will not be open access and members will only attend to do classes. It is expected that the maximum number of staff at peak times will be 4. The proposed gym will have daytime opening hours: 5:00 am - 8:30 pm (Monday - Friday) and 8:00 am – 6:00 pm (Saturday - Sunday). During peak periods there could be up to 24 clients in attendance at one time. Nevertheless, the number of people on-site throughout the day will average out to be around 10 people per hour. An on-site car park has been proposed with a provision for 15 car parking spaces with 9 car spaces directly allocated to the subject site.

It should be noted that the model of the gym is to have classes only. Thus, no one is attending the gym outside of the times that classes are scheduled. It is assumed that the expected peak time for the proposed gym will be around 5:30 am – 8:30 am and 5:30 pm - 8:30 pm.

It must also be noted that the "Target Market" for the training facility is aimed at local residents and the employees from surrounding businesses. As such, the target market "catchment" is relatively small and patrons either walking or cycling are anticipated to outweigh those driving.

NUMBER OF CAR PARKING SPACES REQUIRED FOR THE DEVELOPMENT

As per the 'Warringah Development Control Plan (2011)' document, the proposed land use is categorised under "Gymnasium". The parking requirement for such land use, within Metropolitan regional areas is given at a rate of 4.5 spaces per 100 square metres. Given the total floor area of approximately 360 square metres, this equates to 16 (rounded down) car parking spaces for the proposed training development.

$$\left(\frac{4.5 \text{ car spaces} \times 360 \text{ m}^2}{100 \text{ m}^2} \right).$$

An empirical assessment of the car parking demand was carried out on the basis of a maximum of 28 people on the subject site. Due to the frequent and convenient bus services within 1 min walk of the site, it is expected that on average at least 50%¹ of the total 28 people would use public transport. So, with 14 people using public transport, the remaining 14 people would drive, walk or cycle to the site. If conservatively it is assumed that all 14 people travel by car and that some form of car-sharing will lead to the documented average car occupancy in Sydney of 1.29 persons/car². The number of cars driving to the site would be 11 (14 people/1.29 person/car= 11 cars - rounded up). The empirical assessment of car parking demand leads to 11 spaces.

Assessing the situation either way (using the RTA Guide or the empirical assessment), it is evident that the proposed modification requires 11 - 16 car parking spaces. An on-site car park has been proposed with provision for 9 car parking spaces, thereby resulting in a shortfall of 11 car parking spaces.

However, it is unlikely that the premises will reach patron capacity at all times. The requirement for parking of patron capacity may be considered excessive and does not represent its operation at all times. Furthermore, based on previous assessment, public transport is expected to be a dominant form of travel for clients. This conclusion consequently indicates that the car park requirement can be lower than this presented above.

¹ Source: The Age- Cars still rule in Melbourne (7 July 2015)

² Source: Working Paper ITLS-WP-09-21, University of Sydney by John K. Stanley, David A. Hensher and Chris Loader (Sept.2009)

TRAFFIC IMPACT ASSESSMENT

The proposed site is classed under “*Gymnasiums*” in the RTA Guide to Traffic Generating Development (2002). This document provides a peak hour vehicle trip rate of 3 trips per 100 square metres gross floor area for a typical gymnasium in a metropolitan regional area. As such, the proposed site will generate 11 ($3\text{veh/h}/100\text{m}^2 \times 360\text{m}^2/100$) vehicular trips during the peak hours.

This number of trips during each peak hour is rather insignificant as it represents 1 vehicle every 5 - 6 minutes during each peak hour (assuming 100% in during the AM peak hour and 100% out during the PM peak hour and a uniform distribution of trips across each hour).

It is evident that the vehicular traffic generation of the proposed training development is considerably low. Also, given the location of the proposed subject site modification, some patrons are likely to arrive at the premises by walking, cycling, running or by public transport.

The peak hour traffic generated by this development is 11 trips and it would have a less than minor effect on the traffic already present on Pittwater Road and other nearby roads.

As such, it is clear that the additional development traffic represents a very small fraction of the existing traffic volumes and therefore the additional traffic generated from the proposal is unlikely to generate any material impact on the existing traffic operations in the vicinity.

CROSS UTILISATION TRIPS

Since the proposed development is located within a commercial and retail area, some of the clients will also use the other services and attractions available in the vicinity. Therefore, a part of these trips are deemed to be trips that are already visiting another part of the area and thus have cross purposes for being there resulting in cross utilisation.

The following section presents the survey results gathered by a site parking examination for the availability and occupancy of the on/off - street parking spaces within the vicinity of the site.

CAR PARKING DEMAND SURVEY

As a part of this study, a parking utilization surveys were undertaken to determine the public parking occupancy on:

- 📍 Thursday 25th July (6:00 am – 9:00 am; 5:00 pm – 8:00 pm),
- 📍 Friday 26th July (6:00 am – 9:00 am; 5:00 pm – 8:00 pm),
- 📍 Saturday 27th July (6:00 am – 9:00 am; 5:00 pm – 8:00 pm).

The survey area considered all the on/off-street parking spaces available within an approximately 250 m radius of the site (generally regarded as the walking distance to the site). The survey area was carefully chosen to represent the areas where the patrons are most likely to park their vehicles. The survey area map and the full results of this survey are presented in **Appendix: A – E**. The following sections summarise and discuss these results.

ON - STREET PUBLIC PARKING

There are a total of 192 on-street public parking spaces within a 250 m radius of the proposed site. The parking observations showed that generally, the occupancy is in between 38 – 61% on Thursday, 36 - 54% on Friday and 35 - 49% on Saturday, respectively. As such, this occupancy is therefore considered as a medium. The highest occupancy was recorded on Thursday at 9:00 am (61%). However, even at the peak time, there was a significant number of vacant spaces within a 250 m distance to the subject site. Generally, demand rarely exceeds 50% during weekdays and 45% on Saturday. Nevertheless, at most times, the average occupancy is around 45% (Weekdays), which indicates a significant volume of vacant car park spaces within walking distance to the subject site, and consequently, the patrons can utilize these unoccupied parking spaces if needed.

OFF - STREET PUBLIC PARKING

In addition to the above outlined on - street parking spaces, there is one, off – street public parking lot within a 250 m of the proposed site (Winbourne Rd off-street car park). Therefore, the patrons/customers of the proposed gym can utilise these parking spaces in addition to the on - street parking provided in the vicinity of the site. This off - street parking facility is outlined in **Appendix: E** and **Appendix: A** indicates the location of it on a map.

There are a total of 75 off-street parking spaces within a 250 m radius of the subject site. At the peak times, Thursday (9:00 am) and Friday (8:00 am), the survey indicated that 88% of the available off-street parking inventory is occupied by vehicles. This off-street car park represents a moderate car park occupancy over the time of the survey. Generally, demand rarely exceeds 65%. The average occupancy is around 40% on Saturday and below 60% throughout weekdays. This survey consequently indicates that there are a significant volume of vacant car park spaces within walking distance to the subject site.

From the car parking demand figures gathered from the survey, it is clear that the on/off- street parking supply can conveniently accommodate the parking demand of 7 car spaces for the proposed gym development as calculated in the previous section. However, given the locality, it is expected that patrons will also use the other services and attractions available in the vicinity. Therefore, a part of these trips are deemed to be trips that are already visiting another part of the area and thus have cross purposes for being there resulting in cross utilisation.

CONCLUSIONS

Based on the assessment presented in this report, it is considered that:

- ◆ The development of the property at 509 Pittwater Rd, Brookvale NSW 2100 is for a gym development operating seven days a week.
- ◆ There is great public transport with stops within 1 min walk of the proposed development and this will reduce the need for driving and therefore the parking demand on - site.
- ◆ The site has a high walkability score of 90, which indicates that “daily errands do not require a car”. This score provides a significantly higher ranking to the average Sydney metropolitan score 63 out of 100.
- ◆ The subject site has good access to Sydney’s extensive bicycle network.
- ◆ The proposed site will generate additional, but low levels of, trips in the weekday PM peak hours. These trips can be accommodated at the nearby intersections without affecting intersection performance or increasing delays and queues.
- ◆ Using the recommended parking rates presented in the RTA Guide (upper value), the subject site requires 16 car parking spaces. There are 9 car parking spaces allocated to the site. It is therefore acknowledged that the on-site parking provision falls short by 7 car spaces.
- ◆ Nonetheless, to justify this estimated shortfall, the immediate locality was assessed for available parking. A total of 192 on-street and 75 off- street public car spaces were identified.
- ◆ The parking survey results indicated that there is sufficient public on/off – street parking spaces within a 250 m radius of the proposed site, therefore the patrons can utilize these spaces if needed.
- ◆ As such, it was concluded that the parking shortfall of 7 car spaces produced by the subject proposal would generate no noticeable parking impacts or will not exhaust the overall parking availability in the area.

In conclusion, this study indicates that the proposed gym development is not envisaged to have adverse impacts on the surrounding traffic or parking conditions. As such, this proposed modification has been endorsed in a traffic and parking context.

APPENDIX A: PARKING INVENTORY AND DEMAND SURVEY, ON/OFF - STREET PUBLIC PARKING – SURVEY AREA



Legend:

- northbound
- southbound
- eastbound
- westbound



Winbourne Rd - off-street car park

APPENDIX B: ON - STREET PUBLIC PARKING, INVENTORY AND DEMAND, THURSDAY 25TH JULY

Location				Parking	Demand								
Street	Between		Side	Restriction	Supply	6:00am	7:00am	8:00am	9:00am	5:00pm	6:00pm	7:00pm	8:00pm
Pittwater Rd	Orchard Rd	- Old Pittwater Rd	N	BUS LANE (3-7pm), 1P: 8:30am -3pm (Mon-Fri), 8:30am-12:30pm (Sat)	46	19	31	33	32	-	-	-	10
	Old Pittwater Rd	- Alfred Rd	N	no stopping	-	-	-	-	-	-	-	-	-
	Alfred Rd	- 50 m northbound	N	BUS LANE (3-7pm)	6	3	4	3	3	-	-	-	2
	50 m northbound	- Winbourne Rd	S	no stopping	-	-	-	-	-	-	-	-	-
Sydenham Rd	Winbourne Rd	- Chard Rd	S	BUS LANE (6-10am), 1P: 10am -6pm (Mon-Fri), 8:30am-12:30pm (Sat)	14	-	-	-	-	10	9	9	7
	Chard Rd	- Sydenham Rd	S	BUS LANE (6-10am), 1P: 10am -6pm (Mon-Fri), 8:30am-12:30pm (Sat)	6	-	-	-	-	3	4	3	2
	Sydenham Rd	- Orchard Rd	S	BUS LANE (6-10am), 1P: 10am -6pm (Mon-Fri), 8:30am-12:30pm (Sat)	8	-	-	-	-	7	5	3	3
	Pittwater Rd	- 150m eastbound	E	1P: 8:00am - 6:00pm	17	8	12	13	14	10	11	9	8
Chard Rd	110m eastbound	- Charlton Ln	W	1P: 8:30am -3pm (Mon-Fri), 8:30am-12:30pm (Sat)	11	3	7	8	9	8	7	8	6
	Charlton Ln	- Pittwater Rd	W	1P: 8:30am -3pm (Mon-Fri), 8:30am-12:30pm (Sat)	2	1	1	2	2	2	1	1	-
	Pittwater Rd	- Mitchell Rd	E	1P: 8:00am - 6:00pm	25	5	20	19	18	10	8	9	9
	Mitchell Rd	- Pittwater Rd	W	1P: 8:30am -3pm (Mon-Fri), 8:30am-12:30pm (Sat)	24	11	17	18	18	13	12	10	8
Winbourne Rd	Pittwater Rd	- 120m eastbound	E	1P: 8:30am -6pm (Mon-Fri), 8:30am-12:30pm (Sat)	11	5	6	7	8	9	8	7	7
	120m eastbound	- Pittwater Rd	W	1P: 8:30am -6pm (Mon-Fri), 8:30am-12:30pm (Sat)	8	4	5	5	6	5	4	5	3
Old Pittwater Rd	Pittwater Rd	- Roger St	S	no stopping	-	-	-	-	-	-	-	-	-
	Roger St	- Pittwater Rd	N	no stopping	-	-	-	-	-	-	-	-	-
Alfred Rd	Pittwater Rd	- Gulliver St	N	no restriction	6	4	3	2	2	2	4	5	4
	Gulliver St	- Pittwater Rd	S	2P: 8:30am -6pm (Mon-Fri), 8:30am-12:30pm (Sat)	8	3	4	5	6	3	3	5	3
					192	66	110	115	118	82	76	74	72
						34%	57%	60%	61%	43%	40%	39%	38%

AM PM

E- eastbound, N – northbound, S – southbound, W - westbound

APPENDIX C: ON - STREET PUBLIC PARKING, INVENTORY AND DEMAND, FRIDAY 26TH JULY

Location				Parking	Demand								
Street	Between		Side	Restriction	Supply	6:00am	7:00am	8:00am	9:00am	5:00pm	6:00pm	7:00pm	8:00pm
Pittwater Rd	Orchard Rd	-	Old Pittwater Rd	N	BUS LANE (3-7pm), 1P: 8:30am -3pm (Mon-Fri), 8:30am-12:30pm (Sat)	46	17	25	26	25	-	-	12
	Old Pittwater Rd	-	Alfred Rd	N	no stopping	-	-	-	-	-	-	-	-
	Alfred Rd	-	50 m northbound	N	BUS LANE (3-7pm)	6	3	3	2	2	-	-	3
	50 m northbound	-	Winbourne Rd	S	no stopping	-	-	-	-	-	-	-	-
Sydenham Rd	Winbourne Rd	-	Chard Rd	S	BUS LANE (6-10am), 1P: 10am -6pm (Mon-Fri), 8:30am-12:30pm (Sat)	14	-	-	-	9	8	8	9
	Chard Rd	-	Sydenham Rd	S	BUS LANE (6-10am), 1P: 10am -6pm (Mon-Fri), 8:30am-12:30pm (Sat)	6	-	-	-	3	3	4	3
	Sydenham Rd	-	Orchard Rd	S	BUS LANE (6-10am), 1P: 10am -6pm (Mon-Fri), 8:30am-12:30pm (Sat)	8	-	-	-	6	6	4	3
	Pittwater Rd	-	150m eastbound	E	1P: 8:00am - 6:00pm	17	7	10	11	12	11	10	9
Chard Rd	110m eastbound	-	Charlton Ln	W	1P: 8:30am -3pm (Mon-Fri), 8:30am-12:30pm (Sat)	11	4	6	7	8	6	6	6
	Charlton Ln	-	Pittwater Rd	W	1P: 8:30am -3pm (Mon-Fri), 8:30am-12:30pm (Sat)	2	1	2	2	2	2	1	1
	Pittwater Rd	-	Mitchell Rd	E	1P: 8:00am - 6:00pm	25	6	14	15	9	8	7	7
Winbourne Rd	Mitchell Rd	-	Pittwater Rd	W	1P: 8:30am -3pm (Mon-Fri), 8:30am-12:30pm (Sat)	24	10	16	17	15	13	9	7
	Pittwater Rd	-	120m eastbound	E	1P: 8:30am -6pm (Mon-Fri), 8:30am-12:30pm (Sat)	11	5	5	6	7	8	9	7
Old Pittwater Rd	120m eastbound	-	Pittwater Rd	W	1P: 8:30am -6pm (Mon-Fri), 8:30am-12:30pm (Sat)	8	4	4	4	5	4	5	4
	Pittwater Rd	-	Roger St	S	no stopping	-	-	-	-	-	-	-	-
Alfred Rd	Roger St	-	Pittwater Rd	N	no stopping	-	-	-	-	-	-	-	-
	Pittwater Rd	-	Gulliver St	N	no restriction	6	2	3	2	2	3	3	2
	Gulliver St	-	Pittwater Rd	S	2P: 8:30am -6pm (Mon-Fri), 8:30am-12:30pm (Sat)	8	3	3	4	4	3	4	4
						192	62	91	96	104	82	75	77
							32%	47%	50%	54%	43%	39%	40%

AM PM

E- eastbound, N – northbound, S – southbound, W - westbound

APPENDIX D: ON - STREET PUBLIC PARKING, INVENTORY AND DEMAND, SATURDAY 27TH JULY

Location					Parking	Demand								
Street	Between			Side	Restriction	Supply	6:00am	7:00am	8:00am	9:00am	5:00pm	6:00pm	7:00pm	8:00pm
Pittwater Rd	Orchard Rd	-	Old Pittwater Rd	N	BUS LANE (3-7pm), 1P: 8:30am -3pm (Mon-Fri), 8:30am-12:30pm (Sat)	46	15	16	18	18	16	18	19	18
	Old Pittwater Rd	-	Alfred Rd	N	no stopping	-	-	-	-	-	-	-	-	-
	Alfred Rd	-	50 m northbound	N	BUS LANE (3-7pm)	6	2	2	3	3	3	4	4	4
	50 m northbound	-	Winbourne Rd	S	no stopping	-	-	-	-	-	-	-	-	-
	Winbourne Rd	-	Chard Rd	S	BUS LANE (6-10am), 1P: 10am -6pm (Mon-Fri), 8:30am-12:30pm (Sat)	14	6	5	8	7	8	8	6	7
	Chard Rd	-	Sydenham Rd	S	BUS LANE (6-10am), 1P: 10am -6pm (Mon-Fri), 8:30am-12:30pm (Sat)	6	2	2	2	2	1	2	3	2
	Sydenham Rd	-	Orchard Rd	S	BUS LANE (6-10am), 1P: 10am -6pm (Mon-Fri), 8:30am-12:30pm (Sat)	8	4	3	4	5	6	5	5	4
Sydenham Rd	Pittwater Rd	-	150m eastbound	E	1P: 8:00am - 6:00pm	17	7	11	10	11	10	10	9	8
	110m eastbound	-	Charlton Ln	W	1P: 8:30am -3pm (Mon-Fri), 8:30am-12:30pm (Sat)	11	4	5	5	6	6	6	7	6
	Charlton Ln	-	Pittwater Rd	W	1P: 8:30am -3pm (Mon-Fri), 8:30am-12:30pm (Sat)	2	1	1	1	1	1	1	1	1
Chard Rd	Pittwater Rd	-	Mitchell Rd	E	1P: 8:00am - 6:00pm	25	5	11	12	11	12	10	8	9
	Mitchell Rd	-	Pittwater Rd	W	1P: 8:30am -3pm (Mon-Fri), 8:30am-12:30pm (Sat)	24	11	12	16	15	14	13	10	9
Winbourne Rd	Pittwater Rd	-	120m eastbound	E	1P: 8:30am -6pm (Mon-Fri), 8:30am-12:30pm (Sat)	11	3	4	3	3	3	4	4	4
	120m eastbound	-	Pittwater Rd	W	1P: 8:30am -6pm (Mon-Fri), 8:30am-12:30pm (Sat)	8	3	2	5	3	3	3	1	3
Old Pittwater Rd	Pittwater Rd	-	Roger St	S	no stopping	-	-	-	-	-	-	-	-	-
	Roger St	-	Pittwater Rd	N	no stopping	-	-	-	-	-	-	-	-	-
Alfred Rd	Pittwater Rd	-	Gulliver St	N	no restriction	6	2	2	3	2	3	3	3	3
	Gulliver St	-	Pittwater Rd	S	2P: 8:30am -6pm (Mon-Fri), 8:30am-12:30pm (Sat)	8	2	1	5	2	2	2	1	3
						192	67	77	95	89	88	89	81	81
							35%	40%	49%	46%	46%	46%	42%	42%
E- eastbound, N – northbound, S – southbound, W - westbound														

E- eastbound, N – northbound, S – southbound, W - westbound

APPENDIX E: OFF - STREET PARKING, INVENTORY AND DEMAND

	DESCRIPTION	SUPPLY	DEMAND							
THURSDAY 25 TH JULY	SURVEY TIME		6:00am	7:00am	8:00am	9:00am	5:00pm	6:00pm	7:00pm	8:00pm
	Winbourne Rd off-street car park	75	25	49	65	66	42	32	15	15
		100%	33%	65%	87%	88%	56%	43%	20%	20%
FRIDAY 26 TH JULY	SURVEY TIME		6:00am	7:00am	8:00am	9:00am	5:00pm	6:00pm	7:00pm	8:00pm
	Winbourne Rd off-street car park	75	31	52	66	64	59	41	40	35
		100%	41%	69%	88%	85%	79%	55%	53%	47%
SATURDAY 27 TH JULY	SURVEY TIME		6:00am	7:00am	8:00am	9:00am	5:00pm	6:00pm	7:00pm	8:00pm
	Winbourne Rd off-street car park	75	22	22	32	45	32	33	28	24
		100%	29%	29%	43%	60%	43%	44%	37%	32%

AM

PM