



Lot 613 Varley St, Lesmurdie
Proposed Community Centre
Parking Assessment Report



Prepared for:
Lesmurdie Baptist Church

July 2020

Lot 613 Varley St, Lesmurdie

Prepared for: Lesmurdie Baptist Church
 Prepared by: Paul Ghantous
 Date: 10 July 2020
 Project number: U20.012

Version control

Version No.	Date	Prepared by	Revision description	Issued to
U20.012.r01	10/07/20	Paul Ghantous	FINAL	Town Planning Innovations



Urbii Consulting Pty Ltd
 ABN 34 630 529 476
 PO BOX 4315
 BALDIVIS WA 6171
 T: + 61 433 858 164
 E: customer@urbii.com.au
 W: www.urbii.com.au

© Urbii 2020. Copyright in the whole and every part of this document belongs to Urbii and may not be used, sold, transferred, copied or reproduced in whole or in part in any manner or form or in or on any media to any person other than by agreement with Urbii. This document is produced by Urbii solely for the benefit and use by the client in accordance with the terms of the engagement. Urbii does not and shall not assume any responsibility or liability whatsoever to any third party arising out of any use or reliance by any third party on the content of this document.

Contents

1	INTRODUCTION	5
2	EXISTING SITUATION	7
2.1	Site description	7
2.2	Road network	10
2.3	Walking and cycling	12
2.4	Public transport	13
3	PROPOSED DEVELOPMENT	15
4	PARKING ASSESSMENT	16
4.1	Parking demand	16
4.2	Parking supply	19
4.3	Parking assessment	20
	APPENDICES	21

Figures

Figure 1: Subject site location	6
Figure 2: Subject site photo	7
Figure 3: Existing LBC from Brady Road	8
Figure 4: Caretaker residence.....	8
Figure 5: Clarege retirement homes	9
Figure 6: Pax Hill Park	9
Figure 7: Varley Street looking north from Brady Road.....	10
Figure 8: Brady Road looking right from Varley Street.....	11
Figure 9: Brady Road looking left from Varley Street	11
Figure 10: 10min walking catchment and reachable streets	12
Figure 11: Department of Transport cycling map	13
Figure 12: Public transport map (Timetable 94)	14
Figure 13: Proposed development	15
Figure 14: Total estimated parking demand by day and time.....	18
Figure 15: Projected parking demand profile on Sundays	18
Figure 16: Projected parking demand profile on Fridays.....	19
Figure 17: Estimated existing informal parking supply	20

Tables

Table 1: Assumed daily parking demand distributions (visitors).....	24
Table 2: Calculated parking demand (visitors)	25
Table 3: Assumed daily parking demand distributions (staff)	26
Table 4: Calculated parking demand (staff)	27

Appendices

Appendix A: Proposed development plan	21
Appendix B: Parking demand model.....	23

1 Introduction

This Parking Assessment Report has been prepared by Urbii on behalf of Lesmurdie Baptist Church (LBC) with regards to the proposed community centre at Lot 613 Varley St, Lesmurdie, in the City of Kalamunda.

The subject site is situated on the eastern side of Varley Street, at the end of the culdesac. As detailed in Figure 1, Varley Street accommodates residential uses and the Lesmurdie Baptist Church (LBC) along its western frontage, and a public open space / playground on the eastern frontage. The subject site is presently vacant. Further to the east there is a Guides Australia Hall with at grade car parking.

A development application has been lodged with the City of Kalamunda for the above-mentioned site. It is proposed to develop the site into a multipurpose community building, to facilitate a range of uses including social and community services, financial services, Counselling, health services and training rooms.

The City Engineer has requested a report from a qualified traffic consultant that justifies the car parking provided and the proposed reciprocal parking arrangements.

Urbii has been engaged to undertake the parking study, with the scope of work including parking demand modelling, parking supply assessment and documentation of alternative transport options.

The findings of the parking study are documented in this Parking Assessment Report.



5



Figure 1: Subject site location

2 Existing situation

2.1 Site description

The subject site is presently vacant with vegetation (Figure 2). The Lesmurdie Baptist Church is located on the western side of Varley Street at the corner of Brady Road (Figure 3). Informal car parking is accessed from Brady Road and Varley Street for the church. Two caretaker residential units are in place north of the church (Figure 4) and Clarege retirement homes are located at the north-western end of Varley Street, providing 8 small dwellings (Figure 5). Pax Hill Park is located south of the subject site, with a playground and pedestrian walkways through the park (Figure 6).



Figure 2: Subject site photo



7



Figure 3: Existing LBC from Brady Road



Figure 4: Caretaker residence



Figure 5: Clarege retirement homes



Figure 6: Pax Hill Park

2.2 Road network

Varley Street is an approximately 100m long culdesac road (Figure 7). It is classified as an access road in the Main Roads WA road hierarchy. Access roads are the responsibility of Local Government and are for provision of vehicle access to abutting properties. The default built-up area speed limit of 50km/h applies. No traffic counts are available for Varley Street however it is a short section of road which does not carry any through traffic. Any traffic on the road will mostly be for accessing adjacent properties. Based on site observations, it appears to be a low speed and low traffic road.



Figure 7: Varley Street looking north from Brady Road

Varley Street forms a T-intersection with Brady Road to the south. Onsite observations confirmed satisfactory sightlines at the intersection, as shown in Figures 8 & 9.



Figure 8: Brady Road looking right from Varley Street



Figure 9: Brady Road looking left from Varley Street

2.3 Walking and cycling

A footpath is currently provided on the eastern side of Varley Street. This path connects to the existing footpath running along the northern side of Brady Road. Walking paths are provided within Pax Hill Park, which connect between Varley Street, Brady Road, the proposed development, and Guides Australia to the east.

Geospatial analysis was undertaken to estimate the 10 minutes walking catchment to the proposed development. As shown in Figure 10, there is a catchment of residential properties located within 10 minutes' walk of the development. Residents within the catchment will benefit from having community facilities provided within walking distance which they can visit without the need for making a car trip.

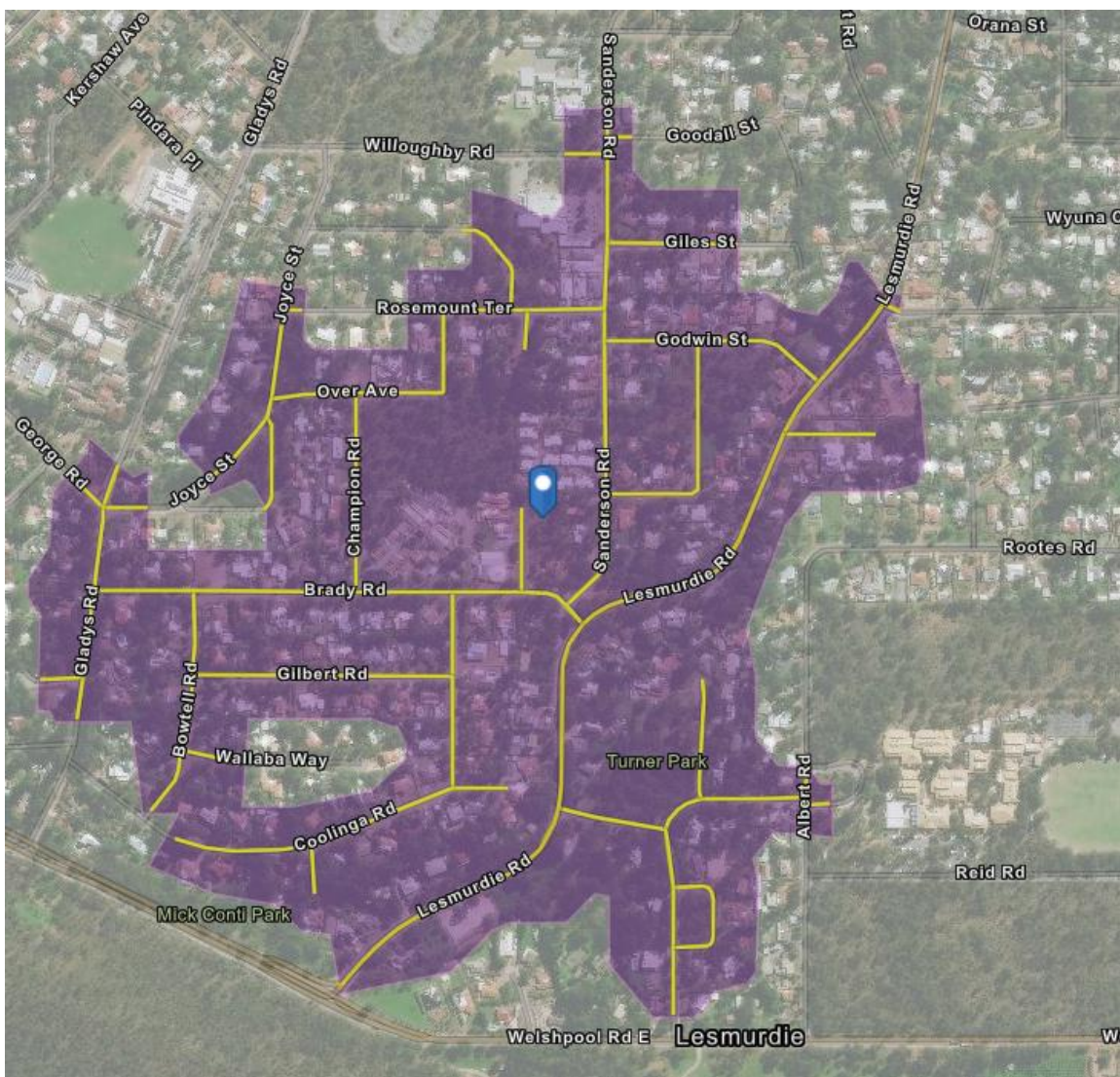


Figure 10: 10min walking catchment and reachable streets

The Department of Transport Perth Bicycle Network Map (see Figure 11) shows the existing cyclist connectivity to the subject site.

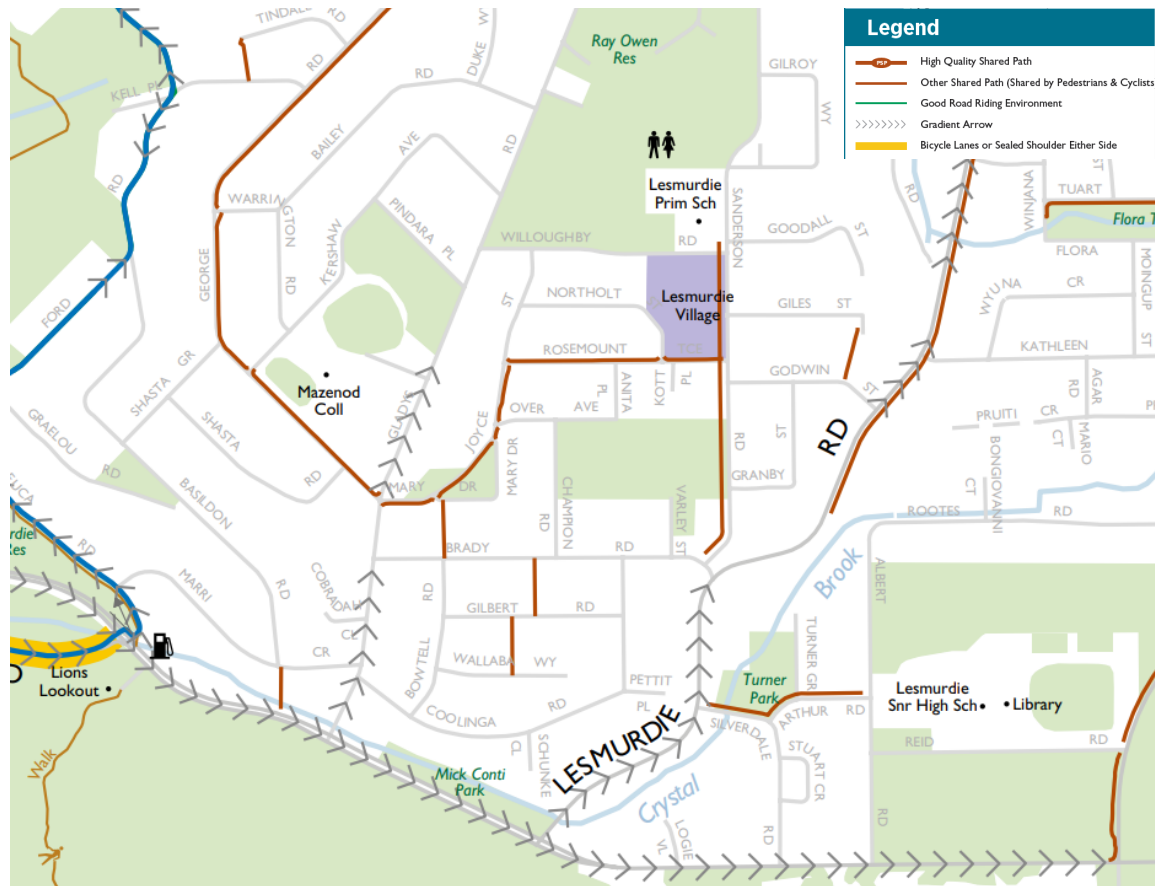


Figure 11: Department of Transport cycling map

2.4 Public transport

Bus routes 279 and 283 are accessible within walking distance of the subject site. The closest bus stops are on Lesmurdie Road. Bus 279 runs on school days after in school in the afternoon. Bus 283 runs throughout the day between Perth and Kalamunda (Figure 12).

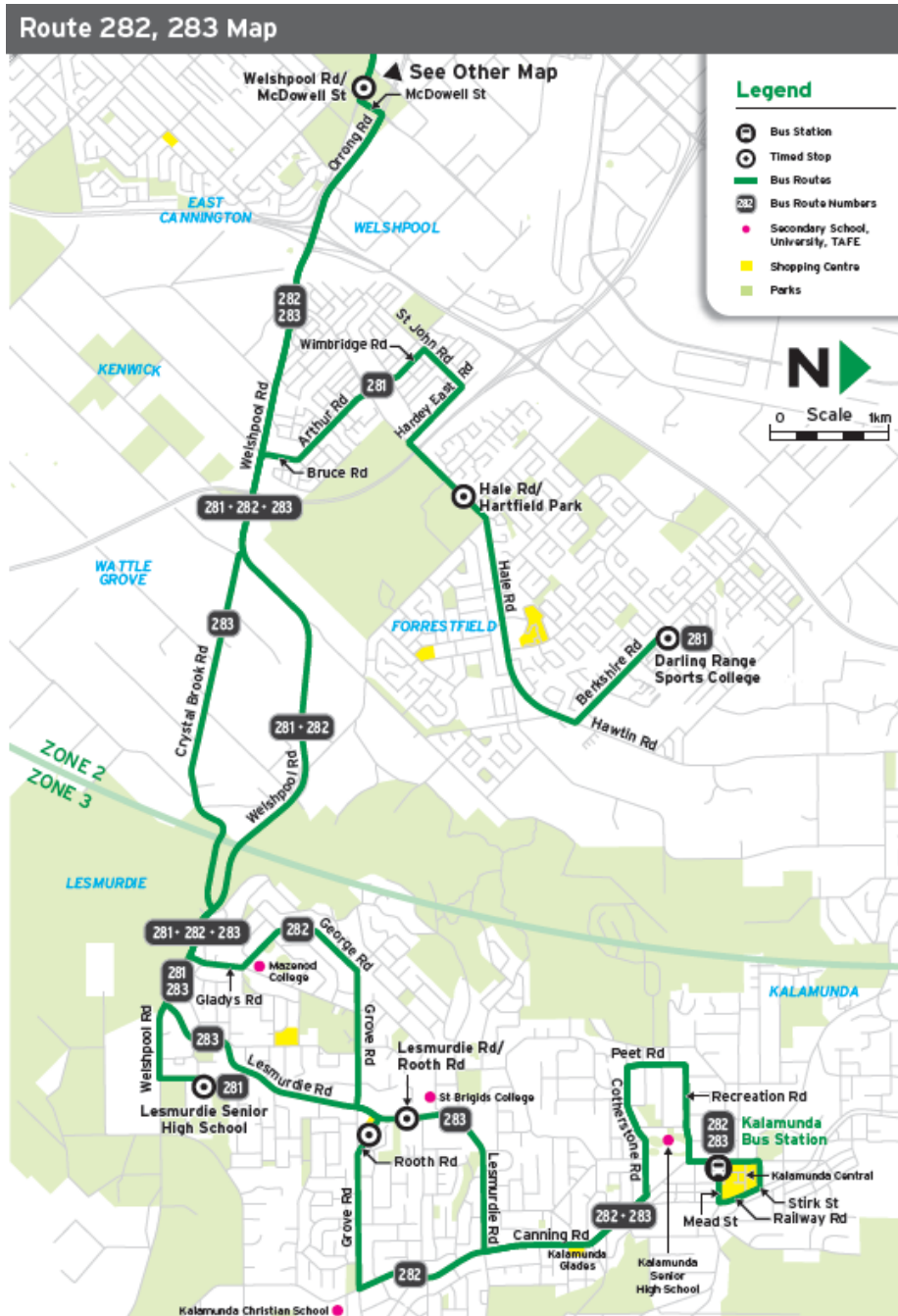


Figure 12: Public transport map (Timetable 94)

3 Proposed development

It is proposed to develop the site into a multipurpose community building, to facilitate a range of uses including social and community services, financial services, counselling, health services and training rooms. Some of the community activities are already being facilitated at the existing church and will be moved to the new facility.

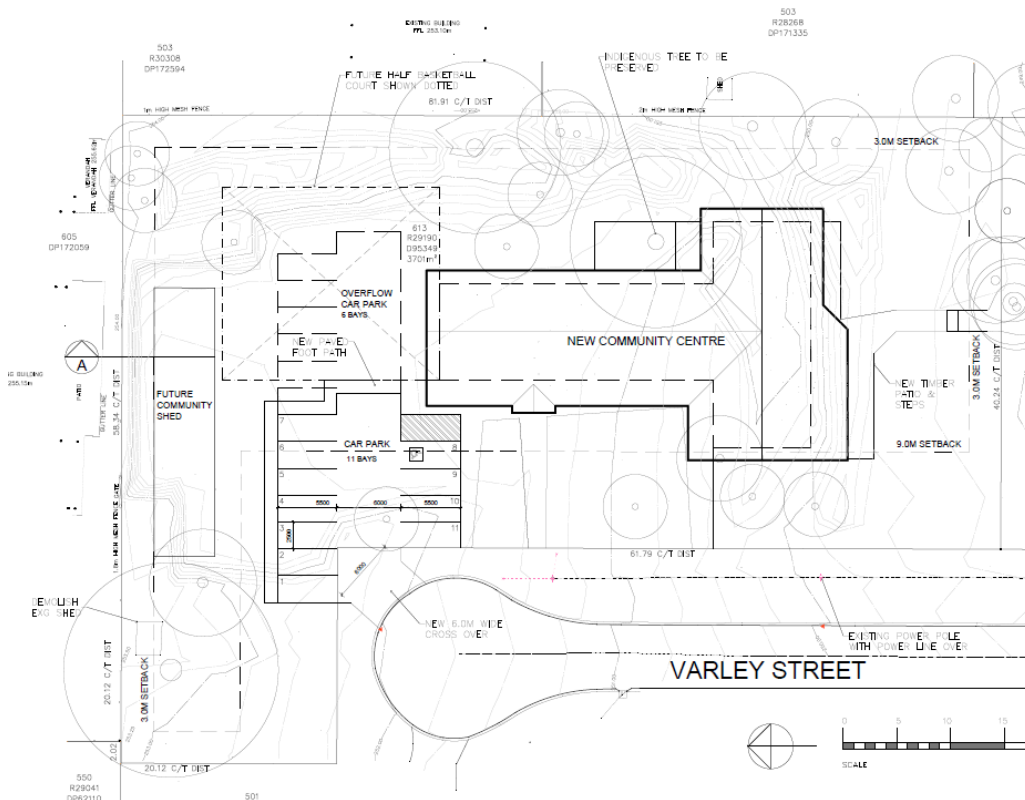


Figure 13: Proposed development

The proposed development plan shown in Figure 13 and Appendix A has been revised to address comments raised by the City of Kalamunda engineering department. Formal on-street parking has been removed and the on-site car park layout has been redesigned so no parking bays are directly accessed off the culdesac. One crossover is proposed to connect the car park to Varley Street. The car park provides 11 formal line marked bays. There is potential to accommodate between 5 to 6 extra vehicles as informal overflow parking adjacent to the car park.

4 Parking assessment

4.1 Parking demand

Due to COVID-19, most of the existing Church and community activities are temporarily on hold. As Urbii is unable to undertake a parking survey of existing activity and demand, detailed operational information was obtained from LBC for the purpose of calculating parking demand. It is established that the residential dwellings on Varley Street have their own parking on-site and that is excluded from this analysis.

A parking demand model was prepared using the following methodology:

1. Detail the operating days and times for each land use component.
2. Review visitor and staff information for each land use.
3. Calculate the maximum parking demand for each land use.
4. Apply a temporal distribution for each land use to establish how parking demand varies throughout the day for each separate land use.
5. Combine the total parking demand for each hour of the day.
6. Identify the peak parking demand day and time.

The parking demand model was run over several iterations to test alternative operating hours for the hall hire. The model was used as a tool to assist with parking demand management, to make sure that the entire locality had enough access to parking, with reciprocal parking arrangements. Some of the activities alternate fortnightly, the worst-case fortnight was adopted for analysis.

The peak parking demand calculations for each use are detailed as follows:

Café

- Maximum seating for 40 people and 4 staff. Open MON-SUN at various times.
- Assume max 80% occupancy, 80% of people travel by car and 1.5 people per car.
- $40 \times 0.8 \times 0.8 / 1.5 =$ maximum 17 bays for customers.
- Assume all four staff need a parking bay.

General community use (counselling, health services, aged services)

- On average around 61 visitors per day, or around 7 visitors per hour.
- 9am to 5pm MON-FRI and 9am to 1pm SAT.
- Assume all 7 visitors need a parking bay each hour.
- 13 staff.
- Assume 80% mode share for private car. 10 bays for staff.

Hall hire

- After 6pm to 9pm MON-FRI, 2pm-9pm SAT, 12pm to 9pm SUN.
- Max 74 people MON-SAT, Max 114 people SUN.
- 1 car bay per 3 people. Max 25 cars MON-SAT, Max 38 cars SUN.

Church kindy

- 24 children morning drop-off and midday pick-up on TUE and THU.
- Using Poisson queue modelling, the peak number of cars onsite during pick-up/drop-off would be 14 cars.
- 3 staff assumed that they all require parking – 3 cars.

Youth group

- 45 children drop-off and pick-up on TUE and FRI evenings.
- Using Poisson queue modelling, the peak number of cars onsite during pick-up is 12 cars and at drop-off would be 6 cars.
- 8 leaders assumed that they all require parking – 8 cars.

Midweek escape

- 9am to 12pm WED
- 40 people, 1.5 persons per car is 27 cars.

Music and movement

- 9am to 12pm FRI.
- 25 to 35 adults with 50 children – assume parking demand for 30 cars.
- Staff parking demand of 6 cars for 6 staff.

Church

- Sundays – morning service and evening service. (Parking information based on advice from the church).
- Peak of 75 cars in the morning.
- Peak of 30 cars in the evening.

Temporal parking demand distribution was estimated and applied to the above land use components and a total parking demand profile was developed. Extracts from the parking demand model are included in Appendix B.

The combined estimated parking demand for the church and proposed community centre is plotted in Figure 14. The highest parking demand of **86 bays** is expected on Sundays at 10:00am. Parking demand is generally highest on Sunday, with a dip in the early afternoon, before increasing again in the evenings (Figure 15). Fridays are the busiest weekdays, with an estimated peak parking demand of 62 bays (Figure 16).

It should be noted that the model was developed in an iterative feedback loop process to reduce overall parking demand. For example the hall hire was going to operate all day on Sundays but the model showed that this coincides with the peak church parking time during Sunday mornings, therefore the hall hire time was changed to after 12pm on Sunday, to reduce the total parking demand in the locality.



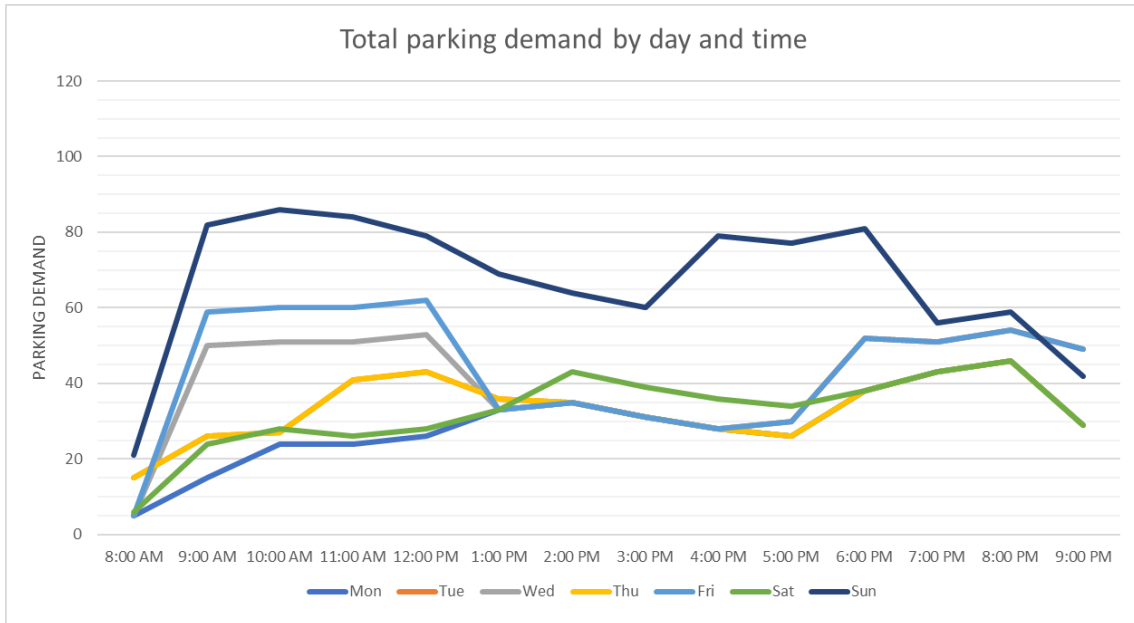


Figure 14: Total estimated parking demand by day and time



Figure 15: Projected parking demand profile on Sundays

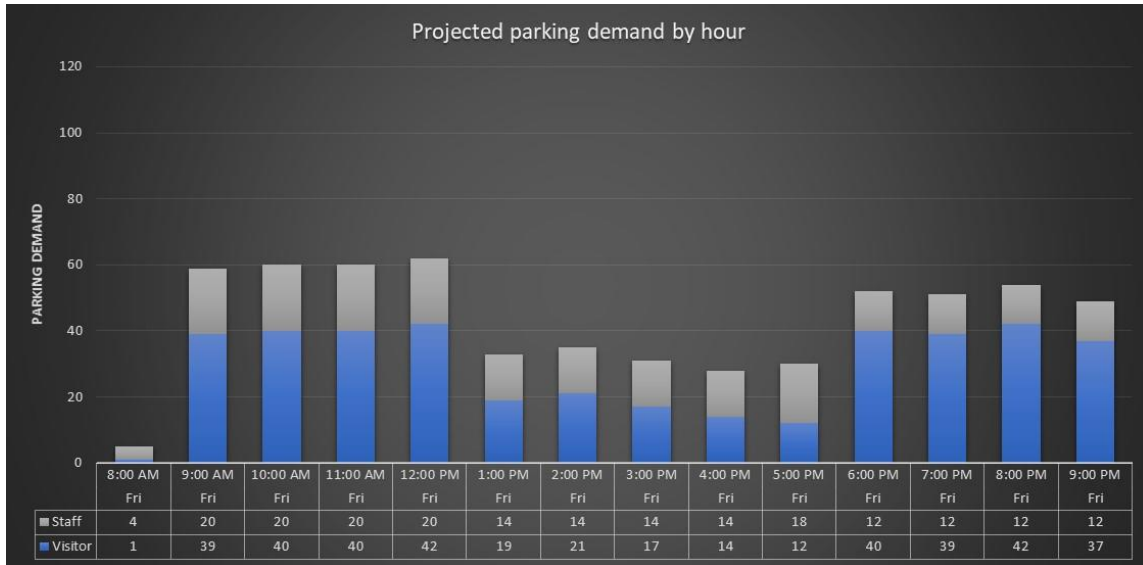


Figure 16: Projected parking demand profile on Fridays

4.2 Parking supply

The total car parking supply in the study area is estimated as following:

- On-site formal parking – 11 bays
- On-site overflow parking – assumed 5 spaces
- Existing informal parking at the church site and on Varley Street – 81 spaces
- Guides Australia car park – 17 bays

The estimated existing informal parking of 81 spaces is shown in Figure 17. The estimated total parking supply in the study area is potentially **97 to 114 spaces**, depending if the Guides Australia car park was included as reciprocal car parking on Sundays.



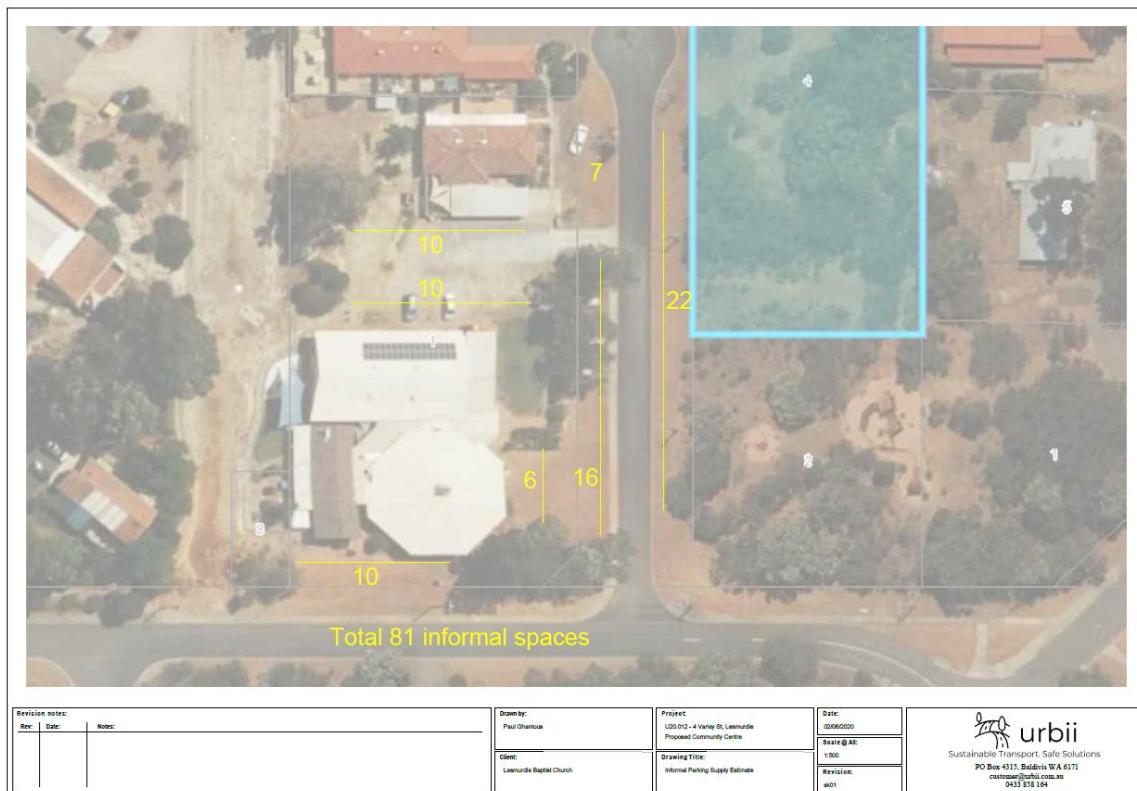


Figure 17: Estimated existing informal parking supply

Source: measurements taken from a scaled aerial

4.3 Parking assessment

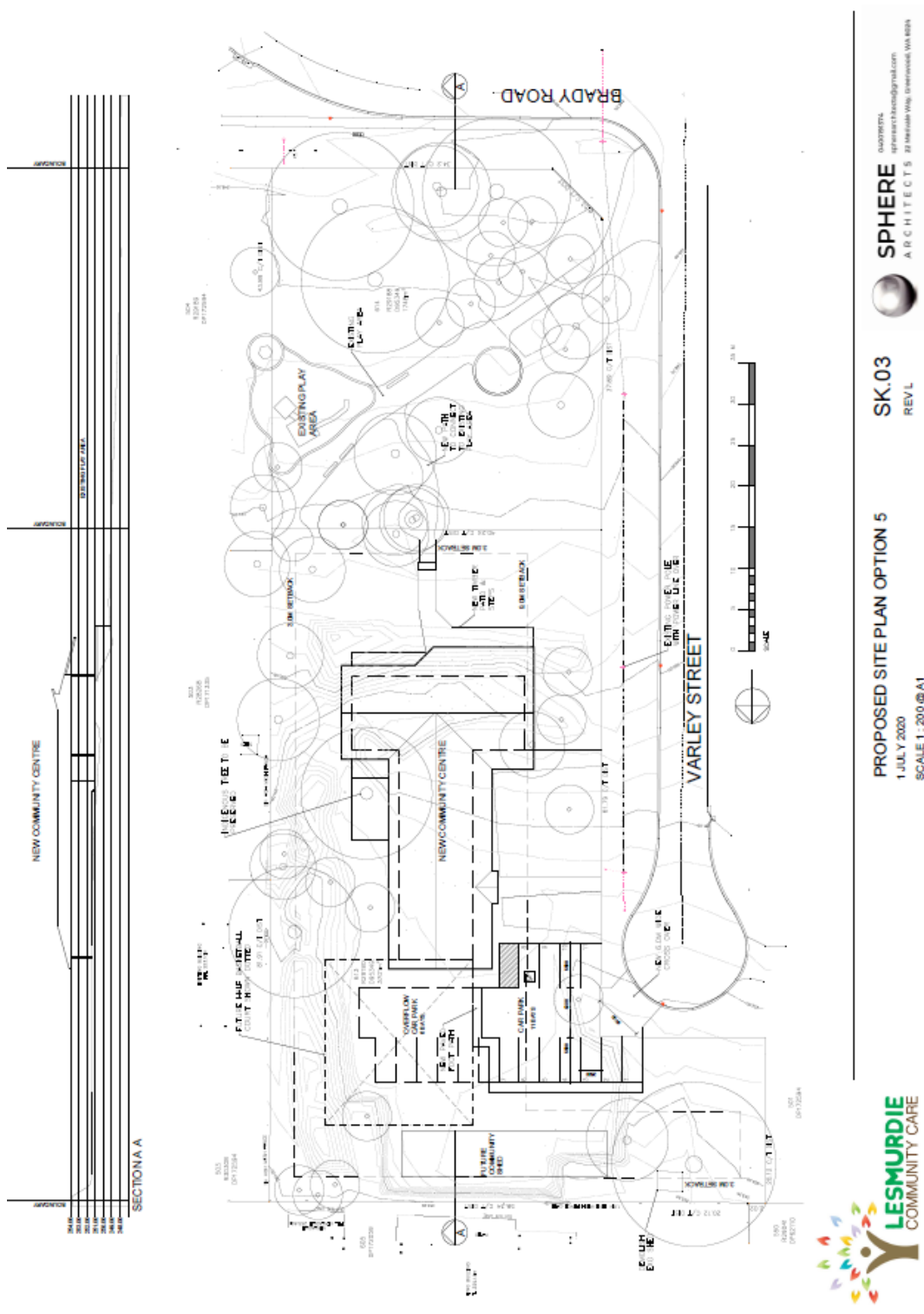
Based on the parking demand modelling, there is an estimated peak demand for 86 car parking spaces on Sunday at 10:00am. There will be an estimated parking supply of between 97 to 114 spaces during that time for reciprocal parking use. Therefore, the parking assessment indicates that all car parking will be contained to Varley Street in the post development situation, with no overflow to other streets in the surrounding area.

The peak parking demand scenario is expected on Sundays during church services. During the rest of the week, total parking demand will be lower, at a maximum of 62 spaces. This can be accommodated without informal verge parking on the eastern side of Varley Street or use of the Guides Australia car park.

Appendices

Appendix A: Proposed development plan





PROPOSED SITE PLAN OPTION 5
 1 JULY 2020
 SCALE 1:200 @ A1

SK.03
 REV. L

SPHERE ARCHITECTS
 spherearchitects@gmail.com
 32 Melrose Way, Greenwell, WA 6058

Appendix B: Parking demand model



Table 1: Assumed daily parking demand distributions (visitors)

Day	Time	Restaurant	General Community	Hall Use - MON-SAT	Hall Use - SUN	Kindy	Youth Group	Mid-week Escape	Music and Movement	Church
		17	7	25	38	14	12	27	30	75
Monday	8:00 AM	5%	0%	0%	0%	0%	0%	0%	0%	0%
Monday	9:00 AM	10%	100%	0%	0%	0%	0%	0%	0%	0%
Monday	10:00 AM	15%	100%	0%	0%	0%	0%	0%	0%	0%
Monday	11:00 AM	20%	100%	0%	0%	0%	0%	0%	0%	0%
Monday	12:00 PM	30%	100%	0%	0%	0%	0%	0%	0%	0%
Monday	1:00 PM	70%	100%	0%	0%	0%	0%	0%	0%	0%
Monday	2:00 PM	80%	100%	0%	0%	0%	0%	0%	0%	0%
Monday	3:00 PM	60%	100%	0%	0%	0%	0%	0%	0%	0%
Monday	4:00 PM	40%	100%	0%	0%	0%	0%	0%	0%	0%
Monday	5:00 PM	30%	100%	0%	0%	0%	0%	0%	0%	0%
Monday	6:00 PM	50%	0%	100%	0%	0%	0%	0%	0%	0%
Monday	7:00 PM	80%	0%	100%	0%	0%	0%	0%	0%	0%
Monday	8:00 PM	100%	0%	100%	0%	0%	0%	0%	0%	0%
Monday	9:00 PM	0%	0%	100%	0%	0%	0%	0%	0%	0%
Tuesday	8:00 AM	5%	0%	0%	0%	50%	0%	0%	0%	0%
Tuesday	9:00 AM	10%	100%	0%	0%	0%	0%	0%	0%	0%
Tuesday	10:00 AM	15%	100%	0%	0%	0%	0%	0%	0%	0%
Tuesday	11:00 AM	20%	100%	0%	0%	100%	0%	0%	0%	0%
Tuesday	12:00 PM	30%	100%	0%	0%	100%	0%	0%	0%	0%
Tuesday	1:00 PM	70%	100%	0%	0%	0%	0%	0%	0%	0%
Tuesday	2:00 PM	80%	100%	0%	0%	0%	0%	0%	0%	0%
Tuesday	3:00 PM	60%	100%	0%	0%	0%	0%	0%	0%	0%
Tuesday	4:00 PM	40%	100%	0%	0%	0%	0%	0%	0%	0%
Tuesday	5:00 PM	30%	100%	0%	0%	0%	0%	0%	0%	0%
Tuesday	6:00 PM	50%	0%	100%	0%	0%	50%	0%	0%	0%
Tuesday	7:00 PM	80%	0%	100%	0%	0%	0%	0%	0%	0%
Tuesday	8:00 PM	100%	0%	100%	0%	0%	0%	0%	0%	0%
Tuesday	9:00 PM	0%	0%	100%	0%	0%	100%	0%	0%	0%
Wednesday	8:00 AM	5%	0%	0%	0%	0%	0%	0%	0%	0%
Wednesday	9:00 AM	10%	100%	0%	0%	0%	0%	100%	0%	0%
Wednesday	10:00 AM	15%	100%	0%	0%	0%	0%	100%	0%	0%
Wednesday	11:00 AM	20%	100%	0%	0%	0%	0%	100%	0%	0%
Wednesday	12:00 PM	30%	100%	0%	0%	0%	0%	100%	0%	0%
Wednesday	1:00 PM	70%	100%	0%	0%	0%	0%	0%	0%	0%
Wednesday	2:00 PM	80%	100%	0%	0%	0%	0%	0%	0%	0%
Wednesday	3:00 PM	60%	100%	0%	0%	0%	0%	0%	0%	0%
Wednesday	4:00 PM	40%	100%	0%	0%	0%	0%	0%	0%	0%
Wednesday	5:00 PM	30%	100%	0%	0%	0%	0%	0%	0%	0%
Wednesday	6:00 PM	50%	0%	100%	0%	0%	0%	0%	0%	0%
Wednesday	7:00 PM	80%	0%	100%	0%	0%	0%	0%	0%	0%
Wednesday	8:00 PM	100%	0%	100%	0%	0%	0%	0%	0%	0%
Wednesday	9:00 PM	0%	0%	100%	0%	0%	0%	0%	0%	0%
Thursday	8:00 AM	5%	0%	0%	0%	50%	0%	0%	0%	0%
Thursday	9:00 AM	10%	100%	0%	0%	0%	0%	0%	0%	0%
Thursday	10:00 AM	15%	100%	0%	0%	0%	0%	0%	0%	0%
Thursday	11:00 AM	20%	100%	0%	0%	100%	0%	0%	0%	0%
Thursday	12:00 PM	30%	100%	0%	0%	100%	0%	0%	0%	0%
Thursday	1:00 PM	70%	100%	0%	0%	0%	0%	0%	0%	0%
Thursday	2:00 PM	80%	100%	0%	0%	0%	0%	0%	0%	0%
Thursday	3:00 PM	60%	100%	0%	0%	0%	0%	0%	0%	0%
Thursday	4:00 PM	40%	100%	0%	0%	0%	0%	0%	0%	0%
Thursday	5:00 PM	30%	100%	0%	0%	0%	0%	0%	0%	0%
Thursday	6:00 PM	50%	0%	100%	0%	0%	0%	0%	0%	0%
Thursday	7:00 PM	80%	0%	100%	0%	0%	0%	0%	0%	0%
Thursday	8:00 PM	100%	0%	100%	0%	0%	0%	0%	0%	0%
Thursday	9:00 PM	0%	0%	100%	0%	0%	0%	0%	0%	0%
Friday	8:00 AM	5%	0%	0%	0%	0%	0%	0%	0%	0%
Friday	9:00 AM	10%	100%	0%	0%	0%	0%	0%	100%	0%
Friday	10:00 AM	15%	100%	0%	0%	0%	0%	0%	100%	0%
Friday	11:00 AM	20%	100%	0%	0%	0%	0%	0%	100%	0%
Friday	12:00 PM	30%	100%	0%	0%	0%	0%	0%	100%	0%
Friday	1:00 PM	70%	100%	0%	0%	0%	0%	0%	0%	0%
Friday	2:00 PM	80%	100%	0%	0%	0%	0%	0%	0%	0%
Friday	3:00 PM	60%	100%	0%	0%	0%	0%	0%	0%	0%
Friday	4:00 PM	40%	100%	0%	0%	0%	0%	0%	0%	0%
Friday	5:00 PM	30%	100%	0%	0%	0%	0%	0%	0%	0%
Friday	6:00 PM	50%	0%	100%	0%	0%	50%	0%	0%	0%
Friday	7:00 PM	80%	0%	100%	0%	0%	0%	0%	0%	0%
Friday	8:00 PM	100%	0%	100%	0%	0%	0%	0%	0%	0%
Friday	9:00 PM	0%	0%	100%	0%	0%	100%	0%	0%	0%
Saturday	8:00 AM	10%	0%	0%	0%	0%	0%	0%	0%	0%
Saturday	9:00 AM	20%	100%	0%	0%	0%	0%	0%	0%	0%
Saturday	10:00 AM	40%	100%	0%	0%	0%	0%	0%	0%	0%
Saturday	11:00 AM	30%	100%	0%	0%	0%	0%	0%	0%	0%
Saturday	12:00 PM	40%	100%	0%	0%	0%	0%	0%	0%	0%
Saturday	1:00 PM	70%	100%	0%	0%	0%	0%	0%	0%	0%
Saturday	2:00 PM	80%	0%	100%	0%	0%	0%	0%	0%	0%
Saturday	3:00 PM	60%	0%	100%	0%	0%	0%	0%	0%	0%
Saturday	4:00 PM	40%	0%	100%	0%	0%	0%	0%	0%	0%
Saturday	5:00 PM	30%	0%	100%	0%	0%	0%	0%	0%	0%
Saturday	6:00 PM	50%	0%	100%	0%	0%	0%	0%	0%	0%
Saturday	7:00 PM	80%	0%	100%	0%	0%	0%	0%	0%	0%
Saturday	8:00 PM	100%	0%	100%	0%	0%	0%	0%	0%	0%
Saturday	9:00 PM	0%	0%	100%	0%	0%	0%	0%	0%	0%
Sunday	8:00 AM	10%	0%	0%	0%	0%	0%	0%	0%	20%
Sunday	9:00 AM	20%	0%	0%	0%	0%	0%	0%	0%	100%
Sunday	10:00 AM	40%	0%	0%	0%	0%	0%	0%	0%	100%
Sunday	11:00 AM	30%	0%	0%	0%	0%	0%	0%	0%	100%
Sunday	12:00 PM	40%	0%	0%	100%	0%	0%	0%	0%	40%
Sunday	1:00 PM	70%	0%	0%	100%	0%	0%	0%	0%	20%
Sunday	2:00 PM	80%	0%	0%	100%	0%	0%	0%	0%	10%
Sunday	3:00 PM	60%	0%	0%	100%	0%	0%	0%	0%	10%
Sunday	4:00 PM	40%	0%	0%	100%	0%	0%	0%	0%	40%
Sunday	5:00 PM	30%	0%	0%	100%	0%	0%	0%	0%	40%
Sunday	6:00 PM	50%	0%	0%	100%	0%	0%	0%	0%	40%
Sunday	7:00 PM	80%	0%	0%	100%	0%	0%	0%	0%	0%
Sunday	8:00 PM	100%	0%	0%	100%	0%	0%	0%	0%	0%
Sunday	9:00 PM	0%	0%	0%	100%	0%	0%	0%	0%	0%

Table 2: Calculated parking demand (visitors)

Day	Time	Restaurant	General Community	Hall Use - MON-SAT	Hall Use - SUN	Kindy	Youth Group	Mid-week Escape	Music and Movement	Church	Total
		17	7	25	38	14	12	27	30	75	82
Monday	8:00 AM	1	0	0	0	0	0	0	0	0	1
Monday	9:00 AM	2	7	0	0	0	0	0	0	0	9
Monday	10:00 AM	3	7	0	0	0	0	0	0	0	10
Monday	11:00 AM	3	7	0	0	0	0	0	0	0	10
Monday	12:00 PM	5	7	0	0	0	0	0	0	0	12
Monday	1:00 PM	12	7	0	0	0	0	0	0	0	19
Monday	2:00 PM	14	7	0	0	0	0	0	0	0	21
Monday	3:00 PM	10	7	0	0	0	0	0	0	0	17
Monday	4:00 PM	7	7	0	0	0	0	0	0	0	14
Monday	5:00 PM	5	7	0	0	0	0	0	0	0	12
Monday	6:00 PM	9	0	25	0	0	0	0	0	0	34
Monday	7:00 PM	14	0	25	0	0	0	0	0	0	39
Monday	8:00 PM	17	0	25	0	0	0	0	0	0	42
Monday	9:00 PM	0	0	25	0	0	0	0	0	0	25
Tuesday	8:00 AM	1	0	0	0	7	0	0	0	0	8
Tuesday	9:00 AM	2	7	0	0	0	0	0	0	0	9
Tuesday	10:00 AM	3	7	0	0	0	0	0	0	0	10
Tuesday	11:00 AM	3	7	0	0	14	0	0	0	0	24
Tuesday	12:00 PM	5	7	0	0	14	0	0	0	0	26
Tuesday	1:00 PM	12	7	0	0	0	0	0	0	0	19
Tuesday	2:00 PM	14	7	0	0	0	0	0	0	0	21
Tuesday	3:00 PM	10	7	0	0	0	0	0	0	0	17
Tuesday	4:00 PM	7	7	0	0	0	0	0	0	0	14
Tuesday	5:00 PM	5	7	0	0	0	0	0	0	0	12
Tuesday	6:00 PM	9	0	25	0	0	6	0	0	0	40
Tuesday	7:00 PM	14	0	25	0	0	0	0	0	0	39
Tuesday	8:00 PM	17	0	25	0	0	0	0	0	0	42
Tuesday	9:00 PM	0	0	25	0	0	12	0	0	0	37
Wednesday	8:00 AM	1	0	0	0	0	0	0	0	0	1
Wednesday	9:00 AM	2	7	0	0	0	0	27	0	0	36
Wednesday	10:00 AM	3	7	0	0	0	0	27	0	0	37
Wednesday	11:00 AM	3	7	0	0	0	0	27	0	0	37
Wednesday	12:00 PM	5	7	0	0	0	0	27	0	0	39
Wednesday	1:00 PM	12	7	0	0	0	0	0	0	0	19
Wednesday	2:00 PM	14	7	0	0	0	0	0	0	0	21
Wednesday	3:00 PM	10	7	0	0	0	0	0	0	0	17
Wednesday	4:00 PM	7	7	0	0	0	0	0	0	0	14
Wednesday	5:00 PM	5	7	0	0	0	0	0	0	0	12
Wednesday	6:00 PM	9	0	25	0	0	0	0	0	0	34
Wednesday	7:00 PM	14	0	25	0	0	0	0	0	0	39
Wednesday	8:00 PM	17	0	25	0	0	0	0	0	0	42
Wednesday	9:00 PM	0	0	25	0	0	0	0	0	0	25
Thursday	8:00 AM	1	0	0	0	7	0	0	0	0	8
Thursday	9:00 AM	2	7	0	0	0	0	0	0	0	9
Thursday	10:00 AM	3	7	0	0	0	0	0	0	0	10
Thursday	11:00 AM	3	7	0	0	14	0	0	0	0	24
Thursday	12:00 PM	5	7	0	0	14	0	0	0	0	26
Thursday	1:00 PM	12	7	0	0	0	0	0	0	0	19
Thursday	2:00 PM	14	7	0	0	0	0	0	0	0	21
Thursday	3:00 PM	10	7	0	0	0	0	0	0	0	17
Thursday	4:00 PM	7	7	0	0	0	0	0	0	0	14
Thursday	5:00 PM	5	7	0	0	0	0	0	0	0	12
Thursday	6:00 PM	9	0	25	0	0	0	0	0	0	34
Thursday	7:00 PM	14	0	25	0	0	0	0	0	0	39
Thursday	8:00 PM	17	0	25	0	0	0	0	0	0	42
Thursday	9:00 PM	0	0	25	0	0	0	0	0	0	25
Friday	8:00 AM	1	0	0	0	0	0	0	0	0	1
Friday	9:00 AM	2	7	0	0	0	0	0	30	0	39
Friday	10:00 AM	3	7	0	0	0	0	0	30	0	40
Friday	11:00 AM	3	7	0	0	0	0	0	30	0	40
Friday	12:00 PM	5	7	0	0	0	0	0	30	0	42
Friday	1:00 PM	12	7	0	0	0	0	0	0	0	19
Friday	2:00 PM	14	7	0	0	0	0	0	0	0	21
Friday	3:00 PM	10	7	0	0	0	0	0	0	0	17
Friday	4:00 PM	7	7	0	0	0	0	0	0	0	14
Friday	5:00 PM	5	7	0	0	0	0	0	0	0	12
Friday	6:00 PM	9	0	25	0	0	6	0	0	0	40
Friday	7:00 PM	14	0	25	0	0	0	0	0	0	39
Friday	8:00 PM	17	0	25	0	0	0	0	0	0	42
Friday	9:00 PM	0	0	25	0	0	12	0	0	0	37
Saturday	8:00 AM	2	0	0	0	0	0	0	0	0	2
Saturday	9:00 AM	3	7	0	0	0	0	0	0	0	10
Saturday	10:00 AM	7	7	0	0	0	0	0	0	0	14
Saturday	11:00 AM	5	7	0	0	0	0	0	0	0	12
Saturday	12:00 PM	7	7	0	0	0	0	0	0	0	14
Saturday	1:00 PM	12	7	0	0	0	0	0	0	0	19
Saturday	2:00 PM	14	0	25	0	0	0	0	0	0	39
Saturday	3:00 PM	10	0	25	0	0	0	0	0	0	35
Saturday	4:00 PM	7	0	25	0	0	0	0	0	0	32
Saturday	5:00 PM	5	0	25	0	0	0	0	0	0	30
Saturday	6:00 PM	9	0	25	0	0	0	0	0	0	34
Saturday	7:00 PM	14	0	25	0	0	0	0	0	0	39
Saturday	8:00 PM	17	0	25	0	0	0	0	0	0	42
Saturday	9:00 PM	0	0	25	0	0	0	0	0	0	25
Sunday	8:00 AM	2	0	0	0	0	0	0	0	15	17
Sunday	9:00 AM	3	0	0	0	0	0	0	0	75	78
Sunday	10:00 AM	7	0	0	0	0	0	0	0	75	82
Sunday	11:00 AM	5	0	0	0	0	0	0	0	75	80
Sunday	12:00 PM	7	0	0	38	0	0	0	0	30	75
Sunday	1:00 PM	12	0	0	38	0	0	0	0	15	65
Sunday	2:00 PM	14	0	0	38	0	0	0	0	8	60
Sunday	3:00 PM	10	0	0	38	0	0	0	0	8	56
Sunday	4:00 PM	7	0	0	38	0	0	0	0	30	75
Sunday	5:00 PM	5	0	0	38	0	0	0	0	30	73
Sunday	6:00 PM	9	0	0	38	0	0	0	0	30	77
Sunday	7:00 PM	14	0	0	38	0	0	0	0	0	52
Sunday	8:00 PM	17	0	0	38	0	0	0	0	0	55
Sunday	9:00 PM	0	0	0	38	0	0	0	0	0	38



Table 3: Assumed daily parking demand distributions (staff)

Day	Time	Restaurant	General Community	Hall Use - MON-SAT	Hall Use - SUN	Kindy	Youth Group	Mid-week Escape	Music and Movement	Church
		4	10	0	0	3	8	0	6	0
Monday	8:00 AM	100%	0%	0%	0%	0%	0%	0%	0%	0%
Monday	9:00 AM	100%	100%	0%	0%	0%	0%	0%	0%	0%
Monday	10:00 AM	100%	100%	0%	0%	0%	0%	0%	0%	0%
Monday	11:00 AM	100%	100%	0%	0%	0%	0%	0%	0%	0%
Monday	12:00 PM	100%	100%	0%	0%	0%	0%	0%	0%	0%
Monday	1:00 PM	100%	100%	0%	0%	0%	0%	0%	0%	0%
Monday	2:00 PM	100%	100%	0%	0%	0%	0%	0%	0%	0%
Monday	3:00 PM	100%	100%	0%	0%	0%	0%	0%	0%	0%
Monday	4:00 PM	100%	100%	0%	0%	0%	0%	0%	0%	0%
Monday	5:00 PM	100%	100%	0%	0%	0%	0%	0%	0%	0%
Monday	6:00 PM	100%	0%	0%	0%	0%	0%	0%	0%	0%
Monday	7:00 PM	100%	0%	0%	0%	0%	0%	0%	0%	0%
Monday	8:00 PM	100%	0%	0%	0%	0%	0%	0%	0%	0%
Monday	9:00 PM	100%	0%	0%	0%	0%	0%	0%	0%	0%
Tuesday	8:00 AM	100%	0%	0%	0%	100%	0%	0%	0%	0%
Tuesday	9:00 AM	100%	100%	0%	0%	100%	0%	0%	0%	0%
Tuesday	10:00 AM	100%	100%	0%	0%	100%	0%	0%	0%	0%
Tuesday	11:00 AM	100%	100%	0%	0%	100%	0%	0%	0%	0%
Tuesday	12:00 PM	100%	100%	0%	0%	100%	0%	0%	0%	0%
Tuesday	1:00 PM	100%	100%	0%	0%	100%	0%	0%	0%	0%
Tuesday	2:00 PM	100%	100%	0%	0%	0%	0%	0%	0%	0%
Tuesday	3:00 PM	100%	100%	0%	0%	0%	0%	0%	0%	0%
Tuesday	4:00 PM	100%	100%	0%	0%	0%	0%	0%	0%	0%
Tuesday	5:00 PM	100%	100%	0%	0%	0%	50%	0%	0%	0%
Tuesday	6:00 PM	100%	0%	0%	0%	0%	100%	0%	0%	0%
Tuesday	7:00 PM	100%	0%	0%	0%	0%	100%	0%	0%	0%
Tuesday	8:00 PM	100%	0%	0%	0%	0%	100%	0%	0%	0%
Tuesday	9:00 PM	100%	0%	0%	0%	0%	100%	0%	0%	0%
Wednesday	8:00 AM	100%	0%	0%	0%	0%	0%	0%	0%	0%
Wednesday	9:00 AM	100%	100%	0%	0%	0%	0%	0%	0%	0%
Wednesday	10:00 AM	100%	100%	0%	0%	0%	0%	0%	0%	0%
Wednesday	11:00 AM	100%	100%	0%	0%	0%	0%	0%	0%	0%
Wednesday	12:00 PM	100%	100%	0%	0%	0%	0%	0%	0%	0%
Wednesday	1:00 PM	100%	100%	0%	0%	0%	0%	0%	0%	0%
Wednesday	2:00 PM	100%	100%	0%	0%	0%	0%	0%	0%	0%
Wednesday	3:00 PM	100%	100%	0%	0%	0%	0%	0%	0%	0%
Wednesday	4:00 PM	100%	100%	0%	0%	0%	0%	0%	0%	0%
Wednesday	5:00 PM	100%	100%	0%	0%	0%	0%	0%	0%	0%
Wednesday	6:00 PM	100%	0%	0%	0%	0%	0%	0%	0%	0%
Wednesday	7:00 PM	100%	0%	0%	0%	0%	0%	0%	0%	0%
Wednesday	8:00 PM	100%	0%	0%	0%	0%	0%	0%	0%	0%
Wednesday	9:00 PM	100%	0%	0%	0%	0%	0%	0%	0%	0%
Thursday	8:00 AM	100%	0%	0%	0%	100%	0%	0%	0%	0%
Thursday	9:00 AM	100%	100%	0%	0%	100%	0%	0%	0%	0%
Thursday	10:00 AM	100%	100%	0%	0%	100%	0%	0%	0%	0%
Thursday	11:00 AM	100%	100%	0%	0%	100%	0%	0%	0%	0%
Thursday	12:00 PM	100%	100%	0%	0%	100%	0%	0%	0%	0%
Thursday	1:00 PM	100%	100%	0%	0%	100%	0%	0%	0%	0%
Thursday	2:00 PM	100%	100%	0%	0%	0%	0%	0%	0%	0%
Thursday	3:00 PM	100%	100%	0%	0%	0%	0%	0%	0%	0%
Thursday	4:00 PM	100%	100%	0%	0%	0%	0%	0%	0%	0%
Thursday	5:00 PM	100%	100%	0%	0%	0%	0%	0%	0%	0%
Thursday	6:00 PM	100%	0%	0%	0%	0%	0%	0%	0%	0%
Thursday	7:00 PM	100%	0%	0%	0%	0%	0%	0%	0%	0%
Thursday	8:00 PM	100%	0%	0%	0%	0%	0%	0%	0%	0%
Thursday	9:00 PM	100%	0%	0%	0%	0%	0%	0%	0%	0%
Friday	8:00 AM	100%	0%	0%	0%	0%	0%	0%	0%	0%
Friday	9:00 AM	100%	100%	0%	0%	0%	0%	0%	100%	0%
Friday	10:00 AM	100%	100%	0%	0%	0%	0%	0%	100%	0%
Friday	11:00 AM	100%	100%	0%	0%	0%	0%	0%	100%	0%
Friday	12:00 PM	100%	100%	0%	0%	0%	0%	0%	100%	0%
Friday	1:00 PM	100%	100%	0%	0%	0%	0%	0%	0%	0%
Friday	2:00 PM	100%	100%	0%	0%	0%	0%	0%	0%	0%
Friday	3:00 PM	100%	100%	0%	0%	0%	0%	0%	0%	0%
Friday	4:00 PM	100%	100%	0%	0%	0%	0%	0%	0%	0%
Friday	5:00 PM	100%	100%	0%	0%	0%	50%	0%	0%	0%
Friday	6:00 PM	100%	0%	0%	0%	0%	100%	0%	0%	0%
Friday	7:00 PM	100%	0%	0%	0%	0%	100%	0%	0%	0%
Friday	8:00 PM	100%	0%	0%	0%	0%	100%	0%	0%	0%
Friday	9:00 PM	100%	0%	0%	0%	0%	100%	0%	0%	0%
Saturday	8:00 AM	100%	0%	0%	0%	0%	0%	0%	0%	0%
Saturday	9:00 AM	100%	100%	0%	0%	0%	0%	0%	0%	0%
Saturday	10:00 AM	100%	100%	0%	0%	0%	0%	0%	0%	0%
Saturday	11:00 AM	100%	100%	0%	0%	0%	0%	0%	0%	0%
Saturday	12:00 PM	100%	100%	0%	0%	0%	0%	0%	0%	0%
Saturday	1:00 PM	100%	100%	0%	0%	0%	0%	0%	0%	0%
Saturday	2:00 PM	100%	0%	0%	0%	0%	0%	0%	0%	0%
Saturday	3:00 PM	100%	0%	0%	0%	0%	0%	0%	0%	0%
Saturday	4:00 PM	100%	0%	0%	0%	0%	0%	0%	0%	0%
Saturday	5:00 PM	100%	0%	0%	0%	0%	0%	0%	0%	0%
Saturday	6:00 PM	100%	0%	0%	0%	0%	0%	0%	0%	0%
Saturday	7:00 PM	100%	0%	0%	0%	0%	0%	0%	0%	0%
Saturday	8:00 PM	100%	0%	0%	0%	0%	0%	0%	0%	0%
Saturday	9:00 PM	100%	0%	0%	0%	0%	0%	0%	0%	0%
Sunday	8:00 AM	100%	0%	0%	0%	0%	0%	0%	0%	0%
Sunday	9:00 AM	100%	0%	0%	0%	0%	0%	0%	0%	0%
Sunday	10:00 AM	100%	0%	0%	0%	0%	0%	0%	0%	0%
Sunday	11:00 AM	100%	0%	0%	0%	0%	0%	0%	0%	0%
Sunday	12:00 PM	100%	0%	0%	0%	0%	0%	0%	0%	0%
Sunday	1:00 PM	100%	0%	0%	0%	0%	0%	0%	0%	0%
Sunday	2:00 PM	100%	0%	0%	0%	0%	0%	0%	0%	0%
Sunday	3:00 PM	100%	0%	0%	0%	0%	0%	0%	0%	0%
Sunday	4:00 PM	100%	0%	0%	0%	0%	0%	0%	0%	0%
Sunday	5:00 PM	100%	0%	0%	0%	0%	0%	0%	0%	0%
Sunday	6:00 PM	100%	0%	0%	0%	0%	0%	0%	0%	0%
Sunday	7:00 PM	100%	0%	0%	0%	0%	0%	0%	0%	0%
Sunday	8:00 PM	100%	0%	0%	0%	0%	0%	0%	0%	0%
Sunday	9:00 PM	100%	0%	0%	0%	0%	0%	0%	0%	0%

Table 4: Calculated parking demand (staff)

Day	Time	Restaurant	General Community	Hall Use - MON-SAT	Hall Use - SUN	Kindy	Youth Group	Mid-week Escape	Music and Movement	Church	Total
		4	10	0	0	3	8	0	6	0	20
Monday	8:00 AM	4	0	0	0	0	0	0	0	0	4
Monday	9:00 AM	4	10	0	0	0	0	0	0	0	14
Monday	10:00 AM	4	10	0	0	0	0	0	0	0	14
Monday	11:00 AM	4	10	0	0	0	0	0	0	0	14
Monday	12:00 PM	4	10	0	0	0	0	0	0	0	14
Monday	1:00 PM	4	10	0	0	0	0	0	0	0	14
Monday	2:00 PM	4	10	0	0	0	0	0	0	0	14
Monday	3:00 PM	4	10	0	0	0	0	0	0	0	14
Monday	4:00 PM	4	10	0	0	0	0	0	0	0	14
Monday	5:00 PM	4	10	0	0	0	0	0	0	0	14
Monday	6:00 PM	4	0	0	0	0	0	0	0	0	4
Monday	7:00 PM	4	0	0	0	0	0	0	0	0	4
Monday	8:00 PM	4	0	0	0	0	0	0	0	0	4
Monday	9:00 PM	4	0	0	0	0	0	0	0	0	4
Tuesday	8:00 AM	4	0	0	0	3	0	0	0	0	7
Tuesday	9:00 AM	4	10	0	0	3	0	0	0	0	17
Tuesday	10:00 AM	4	10	0	0	3	0	0	0	0	17
Tuesday	11:00 AM	4	10	0	0	3	0	0	0	0	17
Tuesday	12:00 PM	4	10	0	0	3	0	0	0	0	17
Tuesday	1:00 PM	4	10	0	0	3	0	0	0	0	17
Tuesday	2:00 PM	4	10	0	0	0	0	0	0	0	14
Tuesday	3:00 PM	4	10	0	0	0	0	0	0	0	14
Tuesday	4:00 PM	4	10	0	0	0	0	0	0	0	14
Tuesday	5:00 PM	4	10	0	0	0	4	0	0	0	18
Tuesday	6:00 PM	4	0	0	0	0	8	0	0	0	12
Tuesday	7:00 PM	4	0	0	0	0	8	0	0	0	12
Tuesday	8:00 PM	4	0	0	0	0	8	0	0	0	12
Tuesday	9:00 PM	4	0	0	0	0	8	0	0	0	12
Wednesday	8:00 AM	4	0	0	0	0	0	0	0	0	4
Wednesday	9:00 AM	4	10	0	0	0	0	0	0	0	14
Wednesday	10:00 AM	4	10	0	0	0	0	0	0	0	14
Wednesday	11:00 AM	4	10	0	0	0	0	0	0	0	14
Wednesday	12:00 PM	4	10	0	0	0	0	0	0	0	14
Wednesday	1:00 PM	4	10	0	0	0	0	0	0	0	14
Wednesday	2:00 PM	4	10	0	0	0	0	0	0	0	14
Wednesday	3:00 PM	4	10	0	0	0	0	0	0	0	14
Wednesday	4:00 PM	4	10	0	0	0	0	0	0	0	14
Wednesday	5:00 PM	4	10	0	0	0	0	0	0	0	14
Wednesday	6:00 PM	4	0	0	0	0	0	0	0	0	4
Wednesday	7:00 PM	4	0	0	0	0	0	0	0	0	4
Wednesday	8:00 PM	4	0	0	0	0	0	0	0	0	4
Wednesday	9:00 PM	4	0	0	0	0	0	0	0	0	4
Thursday	8:00 AM	4	0	0	0	3	0	0	0	0	7
Thursday	9:00 AM	4	10	0	0	3	0	0	0	0	17
Thursday	10:00 AM	4	10	0	0	3	0	0	0	0	17
Thursday	11:00 AM	4	10	0	0	3	0	0	0	0	17
Thursday	12:00 PM	4	10	0	0	3	0	0	0	0	17
Thursday	1:00 PM	4	10	0	0	3	0	0	0	0	17
Thursday	2:00 PM	4	10	0	0	0	0	0	0	0	14
Thursday	3:00 PM	4	10	0	0	0	0	0	0	0	14
Thursday	4:00 PM	4	10	0	0	0	0	0	0	0	14
Thursday	5:00 PM	4	10	0	0	0	0	0	0	0	14
Thursday	6:00 PM	4	0	0	0	0	0	0	0	0	4
Thursday	7:00 PM	4	0	0	0	0	0	0	0	0	4
Thursday	8:00 PM	4	0	0	0	0	0	0	0	0	4
Thursday	9:00 PM	4	0	0	0	0	0	0	0	0	4
Friday	8:00 AM	4	0	0	0	0	0	0	0	0	4
Friday	9:00 AM	4	10	0	0	0	0	0	6	0	20
Friday	10:00 AM	4	10	0	0	0	0	0	6	0	20
Friday	11:00 AM	4	10	0	0	0	0	0	6	0	20
Friday	12:00 PM	4	10	0	0	0	0	0	6	0	20
Friday	1:00 PM	4	10	0	0	0	0	0	0	0	14
Friday	2:00 PM	4	10	0	0	0	0	0	0	0	14
Friday	3:00 PM	4	10	0	0	0	0	0	0	0	14
Friday	4:00 PM	4	10	0	0	0	0	0	0	0	14
Friday	5:00 PM	4	10	0	0	0	4	0	0	0	18
Friday	6:00 PM	4	0	0	0	0	8	0	0	0	12
Friday	7:00 PM	4	0	0	0	0	8	0	0	0	12
Friday	8:00 PM	4	0	0	0	0	8	0	0	0	12
Friday	9:00 PM	4	0	0	0	0	8	0	0	0	12
Saturday	8:00 AM	4	0	0	0	0	0	0	0	0	4
Saturday	9:00 AM	4	10	0	0	0	0	0	0	0	14
Saturday	10:00 AM	4	10	0	0	0	0	0	0	0	14
Saturday	11:00 AM	4	10	0	0	0	0	0	0	0	14
Saturday	12:00 PM	4	10	0	0	0	0	0	0	0	14
Saturday	1:00 PM	4	10	0	0	0	0	0	0	0	14
Saturday	2:00 PM	4	0	0	0	0	0	0	0	0	4
Saturday	3:00 PM	4	0	0	0	0	0	0	0	0	4
Saturday	4:00 PM	4	0	0	0	0	0	0	0	0	4
Saturday	5:00 PM	4	0	0	0	0	0	0	0	0	4
Saturday	6:00 PM	4	0	0	0	0	0	0	0	0	4
Saturday	7:00 PM	4	0	0	0	0	0	0	0	0	4
Saturday	8:00 PM	4	0	0	0	0	0	0	0	0	4
Saturday	9:00 PM	4	0	0	0	0	0	0	0	0	4
Sunday	8:00 AM	4	0	0	0	0	0	0	0	0	4
Sunday	9:00 AM	4	0	0	0	0	0	0	0	0	4
Sunday	10:00 AM	4	0	0	0	0	0	0	0	0	4
Sunday	11:00 AM	4	0	0	0	0	0	0	0	0	4
Sunday	12:00 PM	4	0	0	0	0	0	0	0	0	4
Sunday	1:00 PM	4	0	0	0	0	0	0	0	0	4
Sunday	2:00 PM	4	0	0	0	0	0	0	0	0	4
Sunday	3:00 PM	4	0	0	0	0	0	0	0	0	4
Sunday	4:00 PM	4	0	0	0	0	0	0	0	0	4
Sunday	5:00 PM	4	0	0	0	0	0	0	0	0	4
Sunday	6:00 PM	4	0	0	0	0	0	0	0	0	4
Sunday	7:00 PM	4	0	0	0	0	0	0	0	0	4
Sunday	8:00 PM	4	0	0	0	0	0	0	0	0	4
Sunday	9:00 PM	4	0	0	0	0	0	0	0	0	4

