



Port Stephens Council

Nelson Bay Traffic and Parking Study Update

September 2017

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Appendices

Appendix A – Parking Survey Results

1. Introduction

1.1 Overview

In 2011, GHD was engaged by Port Stephens Council (PSC) to undertake a traffic and parking study of the Nelson Bay Town Centre. The aim of this study was to gain a detailed understanding of the current and future needs within the area, and use this information to inform the draft Nelson Bay 2030 Strategy. To achieve this, the study reviewed the existing traffic and car parking, identified network issues and provided recommendations for addressing the issues identified.

Currently, PSC is reviewing the development strategy for Nelson Bay. The transportation network is a key concern for the community and it is appropriate that the current traffic and parking data be used to inform decisions about the future capacity of the Town Centre.

The purpose of this investigation is to review the GHD Traffic and Parking Study (finalised in 2013), confirm that the information provided is still relevant and assess whether the recommendations outlined will support the planned future growth of the town centre.

1.2 Objectives

The key objectives of the Nelson Bay Transport and Parking Study Update are:

- To investigate the capability of the road and transport network under a typical peak traffic conditions
- To identify deficiencies in the transport network and parking limitations
- To confirm that demographic projections are based on the latest available data
- To identify any significant changes in the transport network since the 2013 report was prepared, that may have affected the findings of the previous report
- To assess whether the transport measure strategies recommended in the 2013 report are still relevant

1.3 Previous report

The Nelson Bay Town Centre Traffic and Parking Study was finalised by GHD in 2013, and included surveys of traffic volumes and parking activity of the Town Centre from November 2011. Analysis of this data was used to develop key strategies and improvement options that considered both existing operational needs and potential impacts from the revitalising of Nelson Bay. These were developed with a focus on managing travel and supporting the future growth of Nelson Bay. Four strategies were developed, with associated recommendations as follows:

- Road network strategy
- Parking strategy
- Public transport strategy
- Walking and cycling strategy

1.3.1 Road network strategy

The road network strategy aims to provide an attractive, efficient and safe road network for all. It aims to provide for economic activity and land use change, manage seasonal demand, protect core activity areas, provide for pedestrians, cyclists and public transport, and maintain safety and amenity. The following strategies and action plans were developed for Nelson Bay:

- RNM 1 – Revised road hierarchy, which includes:
 - RNM 1a – Dowling Street Town Centre Bypass
 - RNM 1b – Realignment of Magnus Street with the Dowling Street and Fingal Street intersection
 - RNM 1c – Reprioritising movement at intersections along the Dowling Street bypass;
 - RNM 1d – Downgrade Victoria Parade
 - RNM 1e – Downgrade Stockton Street
- RNM 2 – Investigate the feasibility of Yacaaba Street extension
- RNM 3 – Investigate the feasibility of upgrading Nelson Bay Road or a new Fingal Bypass
- RNM 4 – Reduce signposted speed limit in the main streets
- RNM 5 – Reduce historical crash rates by upgrading traffic management
- RNM 6 – Introduce town centre gateway treatments
- RNM 7 – Construct a roundabout at Church Street with Donald Street

1.3.2 Parking strategy

The aim of the parking strategy is to assist with the management of traffic flow within the town centre, encourage movement between the town centre and the foreshore, improve parking operations during higher demand periods and increase pedestrian activity within the town centre. The following strategies and action plans were developed for Nelson Bay to address the above aims:

- P 1 – Improve direction signage and access to Donald Street car parks
- P 2 – Provide for long-term parking in the town centre and promote connectivity with the foreshore
- P 3 – Improve town centre off-street parking facilities
- P 4 – improve parking enforcement during high season and major events
- P 5 – expand paid parking coverage
- P 6 – Provide a park-and-ride site for major events and high seasons
- P 7 – Provide advance warning and parking information signage to better manage event demand
- P 8 – Develop a town centre parking management plan
- P 9 – Alternative uses for Season 94 contribution
- P 10 – Consider maximum car parking requirements

1.3.3 Public transport strategy

The main focus of the public transport strategy is to improve the quality of public transport service to encourage more people to use the system, and help manage traffic growth and vehicle demand within Nelson Bay. The public transport strategy aims to meet the following requirements:

- PT 1 – Public Transport Service Plan
- PT 2 – Improve the attractiveness of the public transport interchange
- PT 3 – Investigate the feasibility of introducing park-and-ride
- PT 4 – Public transport accessibility
- PT 5 – Fare-free route service for public transport

1.3.4 Active transport strategy

The active transport strategy aims to encourage pedestrian and cycling activity in the town centre through access improvements, by creating and structuring the urban network so that it is safe and convenient to travel by walking or cycling, and by protecting areas of the town centre from an increase in traffic in order to help improve mode share for the Tomaree Peninsula. The following strategies and action plans were developed for Nelson Bay to help address the above aims:

- AT 1 – Improve wayfinding and identification signage
- AT 2 – Provide additional pedestrian crossing facilities
- AT 3 – Widen footpaths along Stockton Street to promote and encourage Main Street activities
- AT 4 - Develop a PAMP and improve the condition and provision of footpaths
- AT 5 - Close Stockton Street north to traffic during event days and high season periods
- AT 6 - Improve town centre walking environment
- AT 7 – Increase the visibility of cycling through developing a bike plan and expanding the cycle network

2. Local and regional context

2.1 Planning policy and strategy

The following section outlines some of regional and local planning strategies that have been adopted since the previous study was prepared.

2.1.1 Nelson Bay Town Centre and Foreshore Strategy 2012

The Nelson Bay Town Centre and Foreshore Strategy aims to guide the future growth of Nelson Bay by further developing the town centre and foreshore area. It is hoped that this development will stimulate and diversify job growth, offer improvements in the quality of the environment, spread the level of business activity across the year, and make Nelson Bay more attractive to tourists, the business community and residents.

The development of the Strategy involved extensive community consultation. This consultation provided much of the basis of the Strategy, and helped to identify a number of key issues, including traffic management and parking arrangements during high season, as well as the need for a holistic approach for the future planning of Nelson Bay.

The Strategy document provides a multidisciplinary analysis that results in a vision for change and details the key initiatives and strategies that will guide the Town Centre and Foreshore. The Strategy not only recommends planning controls for future developments and guidance for the revitalisation of the public domain, it also identifies the critical stages and considerations in delivering the Strategy's vision.

2.1.2 Port Stephens Development Control Plan 2014

A new Port Stephens Development Control Plan (DCP) was released in 2014, replacing the previous DCP (2007).

Parts B9 'Road Network and Parking' and D5 'Nelson Bay Centre' are particularly relevant for considering traffic and parking issues in Nelson Bay. Part B9 outlines controls for the provision of transport infrastructure and parking. This part requires new development to:

- Ensure that the impacts of traffic generating development are considered, and that the road networks existing level of service is maintained.
- Provide adequate on-site parking, loading and servicing spaces where possible. When these cannot be provided, alternative off-site arrangement must be sought, including:
 - Parking provision on another site in proximity
 - Change of use
 - Making a contribution towards development of public parking spaces
- Encourage active lifestyles through convenient and accessible public transport options.
- Adhere to design standards for access to developments, internal roads and circulation aisles, and parking areas.

Part D5 outlines controls for the development of Nelson Bay town centre including a focus on pedestrian access, mobility and streetscape controls. This part requires new development to:

- Encourage pedestrian movement throughout the entire centre without discontinuity
- Maintain and enhance important views

- Promote interconnected streets and avoid terminating arcades, which is identified to be particularly desirable within the core town centre area
- To design town centre streetscapes that allows for attractive, safe and functional outdoor environments

2.1.3 Port Stephens Local Environmental Plan 2013

The Port Stephens Local Environmental Plan (LEP) is the primary legal document for controlling land use in the LGA. It describes what is permissible in each of the land use zones of the LGA, and the development controls that apply. Figure 2-1 describes the land use zones in the Nelson Bay Town Centre and Foreshore.

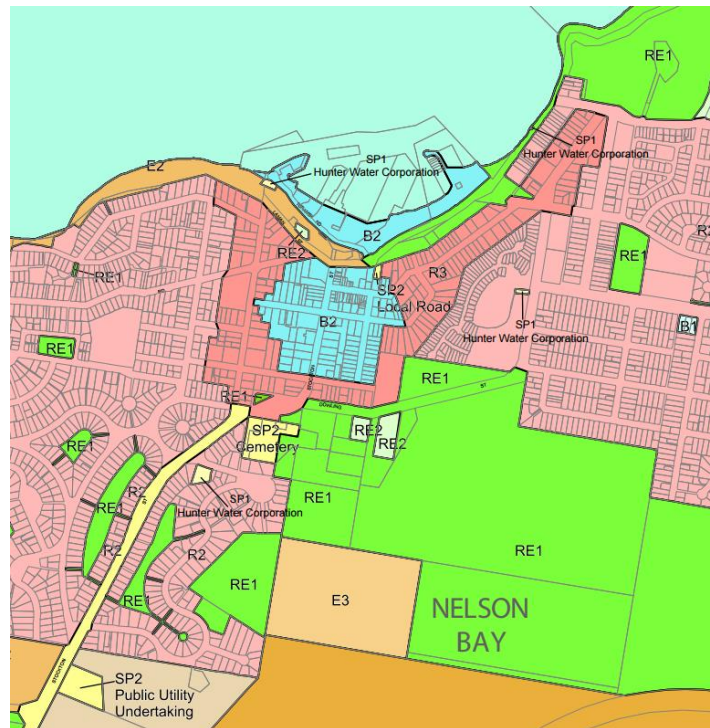


Figure 2-1 Port Stephens LEP Zone Map 2013 – Nelson Bay Town Centre and Foreshore

Source: Port Stephens LEP Zone Map, LZN_055D

There are five main zones within Nelson Bay:

- The Nelson Bay Town Centre and Marina are predominantly zoned as a Local Centre (B2). They are characterised by a mix of business, retail, entertainment, and community uses.
- The area surrounding the Town Centre is zoned for medium density residential (R3). Here, there is a mixture of dwelling houses, dual occupancy housing, and higher density residential development and tourist accommodation.
- Further from the town centre lies a low density residential land (R2). This zone is characterised by a mix of one and two storey dwelling houses, as well as dual occupancies.
- Outside the medium density residential zone (R3), and along the foreshore, the areas are zoned for public recreation (RE1). This is characterised by active and passive recreation areas, and generally relates to land reserved for the public.

- Close to the foreshore, land is zoned as Environmental Conservation (E2). This area has high ecological, scientific, cultural or aesthetic value outside national parks and nature reserves.
- Other areas in Nelson Bay have been zoned as Environmental Management (E3), Special Activities (SP1) and Infrastructure (SP2).
 - E3 land has special ecological, scientific, cultural or aesthetic attributes or environmental hazards/process that require careful consideration/management.
 - Areas classified as SP1 provides for special land activities, such as the established public and private infrastructure not provided for in other zones.
 - SP2 is a 'special purpose' zone used to both provide infrastructure and protect infrastructure from development that is not compatible with or that may detract from the provision of the infrastructure.

2.2 Demographic data

2.2.1 Demographic projections

Travel zones are small geographic areas defined by the Bureau of Transport Statistics (BTS), which range in size across the metropolitan area due to land use densities. The BTS produces population, employment and traffic forecasts at the travel zone level, which is what has been used to obtain Nelson Bay demographic projections.

The demographic projections made for Nelson Bay in 2009 used '2006 NSW travel zones'. As the density of urban areas change over time, new travel zone systems need to be implemented to accommodate these. In this current update, two '2011' travel zones were used to obtain demographic projections. These zones were the most similar to the 2006 travel zones used previously.

Any difference between the 2009 and 2014 population forecasts, employment forecasts and travel patterns should not be solely contributed to the new data release, but also due to the changed Nelson Bay boundary.

2.3 Population

The 2016 Census of Population and Housing¹ indicated that the total number of people usually resident in Port Stephens in 2016 was 69,556. This represents an increase of 9,072 people (15%) from the 2006 total of 60,484 people.

2.3.1 Population forecasts

Population forecast data for the Nelson Bay Town Centre has been collated from information provided in 'Population Forecasts – September 2014 Release, Bureau of Transport Statistics' and is provided in Figure 2-2. This data indicates that the population for Nelson Bay in 2011 was 5,561, and was expected to grow to 7,105 people by 2031, an increase of 1.2% per annum.

From Figure 2-2 it can be seen that the 2014 population forecast is similar, although slightly lower, to that predicted in 2009. However, the rate of growth into the future is lower than what was assumed previously. Comparison of these forecasts with actual Census population counts for 2011 and 2016 indicates that the actual number of people may be slightly less than previously anticipated, but that growth trends are consistent.

¹ Port Stephens Council, *Community Profile*, <http://www.communityprofile.com.au/portstephens/population/age>, Accessed 23/06/17

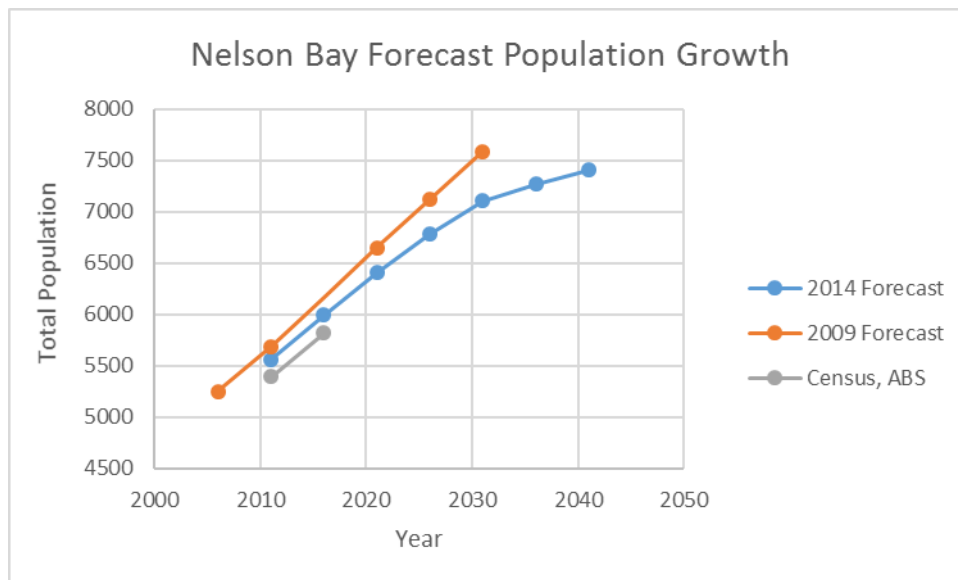


Figure 2-2 Nelson Bay Forecast Population Growth

Source: *Population Forecasts – September 2014 Release, Bureau of Transport Statistics (BTS), Population Forecasts – October 2009 Release, BTS, and 2011 and 2016 Census of Population and Housing, the Australian Bureau of Statistics*

2.4 Employment

2.4.1 Employment Forecasts

Employment data for the Nelson Bay Town Centre has been collated from information provided in ‘Employment Forecasts – September 2014 Release, Bureau of Transport Statistics (BTS)’ and is provided in Figure 2-3.

This data indicates that 2,138 jobs were available in Nelson Bay in 2011, and 2,252 jobs in 2016. This is expected to grow to 2,743 jobs by 2036, an increase of 1.1% per annum.

The ‘Lower Hunter Regional Strategy’ (NSW Department of Planning, 2006) predicted that by 2031, 1500 jobs would be created in the Tomaree Peninsula and Nelson Bay – with approximately 50% of these predicted jobs being created in Nelson Bay. The more recent Hunter Regional Plan (2016) does not include these specific predictions.

The majority of new employment is currently linked to normal weekday job creation, which may not necessarily result in growth in current seasonal peaks. As an outcome, planned growth may not require increases in network capacity, which is typically associated with seasonal traffic demand. These estimates of growth are consistent with those made in the 2013 GHD report, shown in Figure 2-3, although delayed.

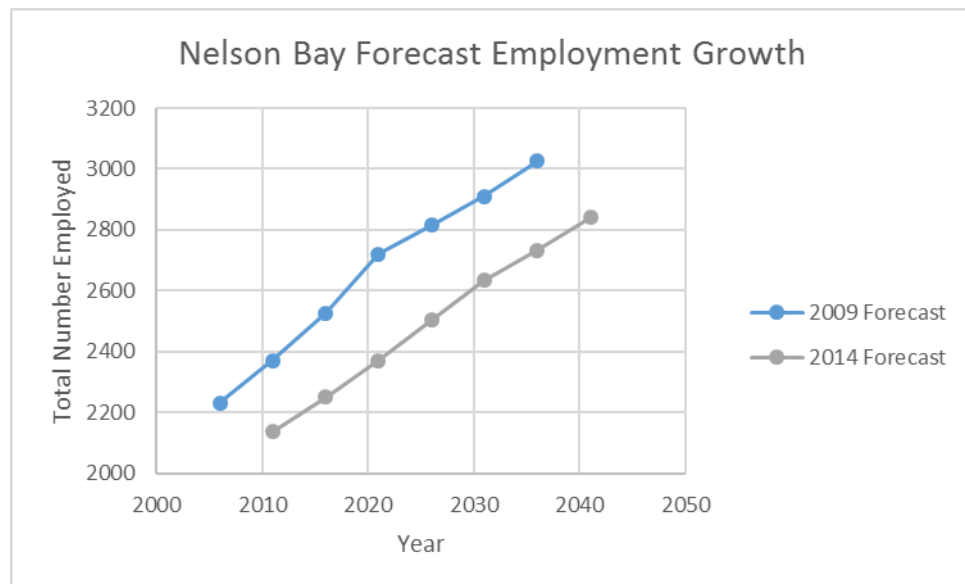


Figure 2-3 Nelson Bay Forecast Employment Growth

Source: *Employment Forecasts – September 2014 Release, Bureau of Transport Statistics (BTS), and Employment Forecasts – October 2009 Release, BTS*

2.5 Travel characteristics

The travel characteristics of people who reside in Nelson Bay have been assessed based on information available from the Bureau of Transport Statistics and census data.

2.5.1 Travel patterns

Figure 2-4 provides a summary of the place of work for residents of Nelson Bay. The data indicates that around 32% of the population in Nelson Bay live and work in Nelson Bay. Although this has decreased by 8% since 2006, these findings still highlight that with a balanced growth in residents and employment there is potential for a proportion of Nelson Bay residents to choose not travel to work by private vehicle, and instead select an alternative travel mode.

Other notable journey to work trends from Nelson Bay include trips to Corlette or Salamander Bay Shopping Centre (9%), Salamander Bay (8%), Shoal Bay (7% identified as Zenith Beach in the survey information), Williamtown RAAF Base (6%) and Anna Bay (3%). The majority of these locations are within a 5 km radius of Nelson Bay or in the case of Anna Bay within 10 km, and are served by existing bus services. It is also acknowledged that public transport is an option, however there is significant convenience and journey travel time advantages from travel by private vehicle in comparison to public transport.

It is noted that the objectives of both the HRP 2016 and Nelson Bay Town Centre and Foreshore Strategy 2012 are to encourage more people to access Nelson Bay by walking or cycling and as a result minimise the impact on parking or road upgrades. This data set indicates that there is potential to manage growth through creating jobs and encouraging population growth within Nelson Bay, which may reduce the overall need to supply additional infrastructure.

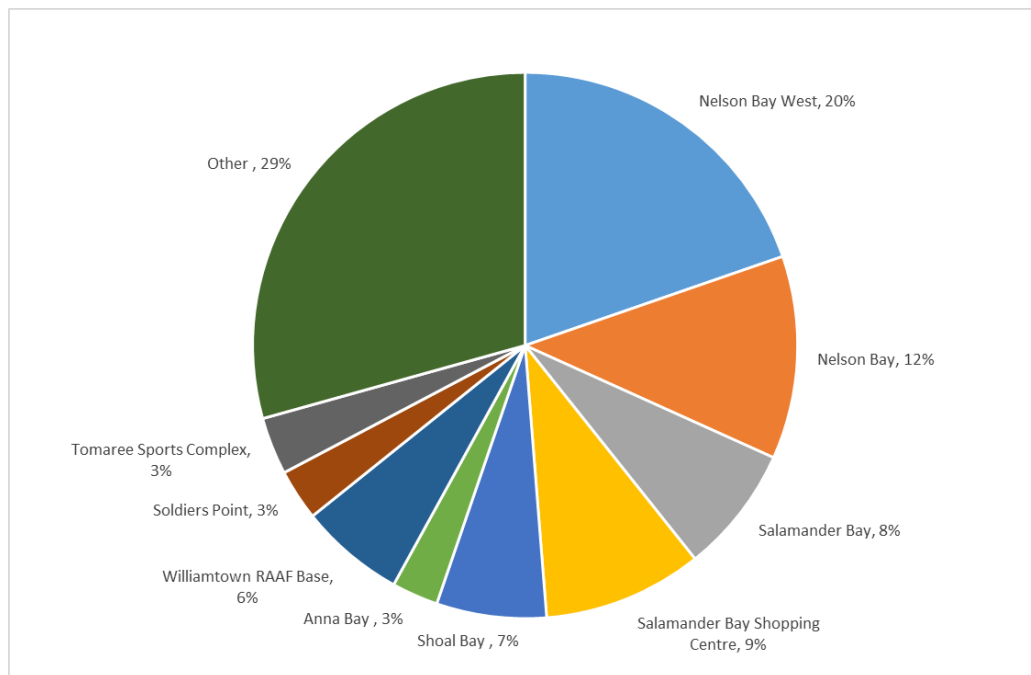


Figure 2-4 Employment Destinations for Nelson Bay Residents

Source: Bureau of Transport Statistics, Journey to Work (travel zones 6510 and 6512), 2011

2.5.2 Mode choice

Figure 2-5 provides a summary of the Journey-to-Work (JTW) travel modes for people residing in Nelson Bay (at the time of preparation of this report, 2016 census JTW data was not available).

- The data indicates that approximately 71% of people who live in Nelson Bay travel to work using a private vehicle (either as a passenger or driver). This is a 5% increase from 2006.
- The proportion of commuters travelling to work via public transport decreased by 1%.
- There was a 3% decline in commuters travelling to work via 'other modes', such as bicycle and walking.

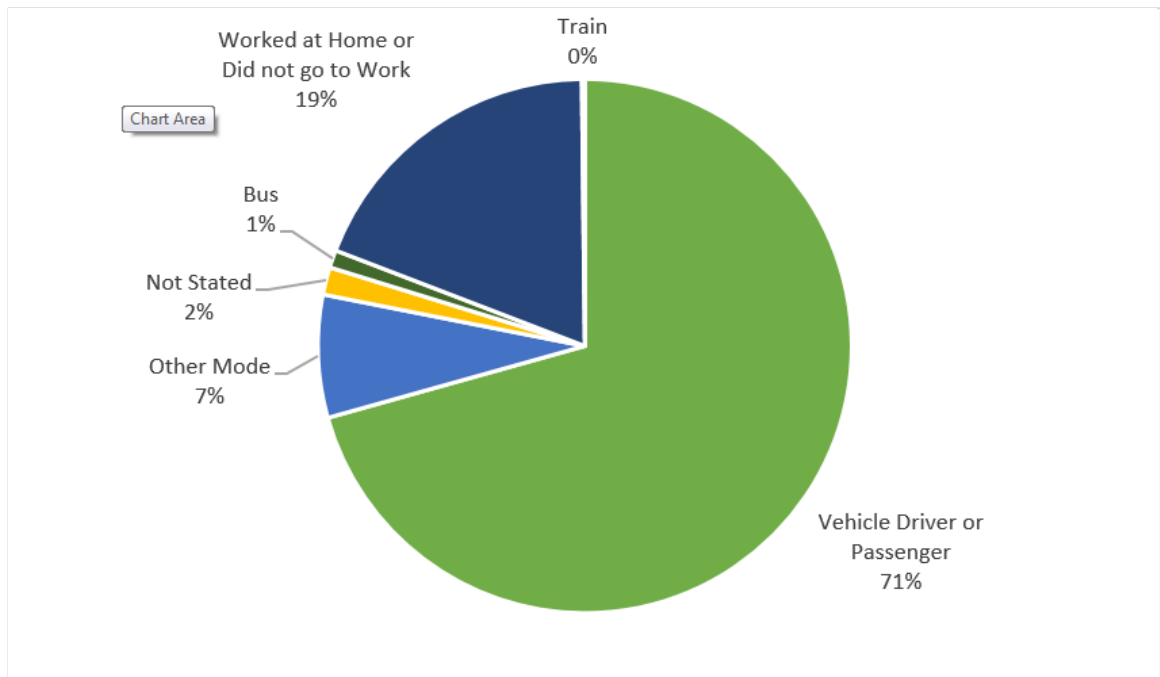


Figure 2-5 Nelson Bay Journey-to-Work Travel Mode

Source: Australian Bureau of Statistics (*Method of Travel to Work*), 2011

Like the 2006 data, this information confirms the dominance of private cars for travel by Nelson Bay residents.

2.6 Network demand

Nelson Bay is an urban centre that is heavily reliant on the tourism industry, and as a result, seasonal traffic patterns and associated land use expansion and change will influence how the network is required to perform. Traffic volumes and parking activity are subject to significant seasonal influences, with peaks in late December/early January, at Easter, and when events occur during other school holiday periods.

The Port Stephens Tourist Plan 2030 indicated that parking and access are major issues for the peak season and when major events are held in Nelson Bay. It indicated that demand exceeds supply during these periods and recommends that a traffic management plan should be adopted to help prioritise movement and address access and parking needs for local businesses and residents.

2.6.1 Peak demand

Easter attracts a higher than normal traffic demand in Nelson Bay and the surrounding area. This demand is in excess of that generated during the normal commuter peak periods, and its timing is unlikely to impact on the commuter peak period. Obtaining information from this period provides a good understanding of the capacity limitations of the current network and the location of over and underutilised infrastructure.

For this current engagement, traffic and parking surveys were undertaken at various times before and during the Easter period, as described in Section 3.

3. Data sources

3.1 Data collection

A range of new traffic and parking data was collected by Port Stephens Council for the purpose of this assessment.

3.1.1 Traffic surveys

Classified 'tube count' surveys were undertaken at various mid-block locations from Tuesday 4 – Saturday 22 April 2017. This period encompassed the Easter school Holiday period (8 – 25 April), as well as the four-day Easter Weekend (14 April - 17 April). The tube counts recorded traffic activity continuously at Church Street, Government Road, Dowling Street, Magnus Street, Stockton Street, and Victoria Parade. The locations of the traffic surveys are shown in Figure 3-1.



Figure 3-1 Traffic Survey Locations

Source: Port Stephens Council, 2017

3.1.2 Parking Surveys

Parking surveys were undertaken on Wednesday 12 April 2017 and Saturday 15 April 2017, as representative of school holidays and the Easter weekend respectively. This weekend was chosen in order to gain an understanding of the utilisation of parking resources in Nelson Bay during periods of increased demand, such as an event weekend or school holiday period.

A parking survey was also undertaken on Wednesday 2 August 2017. This day was chosen in order to gain an understanding of the utilisation of parking resources in Nelson Bay during a typical weekday. Parking surveys were undertaken by recording the number of vehicles parked in each location every hour, which was then compared to the capacity of each area. In the Town Centre, surveys were taken at following locations:

- Donald Street
- Stockton Street
- Magnus Street

- Yacaaba Street
- Tomaree Street
- Donald Street Car Park East (multi-storey car park)
- Donald Street Car Park West (open car park)
- Donald Street Woolworths Car Park
- Donald Street Cinema Car Park
- Stockton Street Bowling Club Car Park
- Yacaaba Temporary Car Park
- Government Road Temporary Car Park

The location of the town centre parking surveys are shown in Figure 3-2.



Figure 3-2 Parking Survey Coverage Town Centre

Source: Parking survey locations obtained from the Port Stephens Council, 2017.

At the Foreshore, surveys were taken at the following locations:

- Laman Street
- Victoria Parade
- Teramby Road
- Teramby Street Marina Car Park (East)
- Teramby Street Marina Car Park (West)
- Teramby Street Fisherman's Co-Op Car Park
- Teramby Street Public Wharf Car Park

The location of these parking surveys are shown in Figure 3-3.



Figure 3-3 Parking Survey Coverage Foreshore

Source: Parking survey locations obtained from the Port Stephens Council, 2017.

3.2 Parking survey changes

The key differences between the 2017 parking survey and the survey from November 2011 used in the 2013 report have been highlighted below:

- The 2017 study broadened the area of the parking survey undertaken. Rather than just assessing the utilisation of parking in the town centre, it also assessed the utilisation of the foreshore area.
- Since the 2011 parking survey was undertaken, the capacity of the Donald Street East multi-storey car park reduced from 174 spaces to 60, due to structural problems in the car park building.
- To replace the capacity lost at Donald Street East, two new temporary car parks were introduced into the town centre – one located in Yacaaba Street, and other in Government Road. These car parks provide an additional 121 car spaces, a net increase in 7 off-street spaces.
- Additional parking supply has been provided in the Woolworths carpark associated with the redevelopment of that site. Some 130 additional spaces are now available in that location, although the car park now services a much larger supermarket facility than existed previously.
- The 2017 on-street parking survey had minor differences to the one undertaken in 2011. However the surveys are considered comparable for the purpose of this study.

3.3 Tube count locations

The 2017 Dowling Street and Church Street traffic survey locations were different to those taken in 2011.

The 2011 count for Dowling Street was taken east of the entrance to the golf course. The 2017 survey was taken between Church Street and Stockton Street, where traffic volumes are naturally higher due to the additional land uses in this area.

In 2011, the count for Church Street was taken between Stockton Street and Tomaree Street, while in 2017 it was taken between Tomaree Street and Donald Street. This may impact the ability to compare the results, although the difference in volumes between these two locations is expected to be low.

4. Network evaluation

The performance of critical sections of the Nelson Bay town centre road network have been assessed based on traffic data obtained during the survey period and compared to similar data reported in the 2013 report.

4.1 Traffic volumes

This section provides a comparison of total daily traffic volumes and the daily traffic profile for a weekend event day.

4.1.1 Daily traffic volume data

Table 4-1 provides a comparison of the total daily traffic volumes from April 2017 for a typical weekday and the Easter weekend. Table 4-2 and Table 4-3 provide a comparison of these volumes, against similar data from 2011.

Table 4-1 Daily Two-way Traffic Flows April 2017

Road	Typical Weekday	Easter Weekend	School Holidays
Government Road	7996	-	10056 (+26%)
Church Street	7171	9225 (+29%)	7788 (+9%)
Magnus Street	3282	4142 (+26%)	3565 (+9%)
Dowling Street	8605	10137 (+18%)	8678 (+1%)
Stockton Street	7848	9223 (+18%)	7986 (+2%)
Victoria Parade	7901	11390 (+44%)	9072 (+15%)

The above information indicates that daily traffic levels were significantly higher over the Easter weekend than for a typical working day.

Table 4-2 Typical Weekday Daily Traffic Flow - 2011 and 2017 Comparison

Road	Typical Weekday (2011)	Typical Weekday (2017)	Difference
Government Road	8320	7996	- 4%
Church Street	6218	7171	+15%
Magnus Street	2827	3282	+16%
Dowling Street	5713	8605	+51%
Victoria Parade	-	7848	-

The above information indicates that traffic volumes on Dowling Street are significantly higher than observed in 2011, although some of this increase would be due to the different location for the 2017 count (see Section 3.3). The changes in volume on Church Street and Magnus Street is most likely associated with general growth in traffic activity in the area and changes made to Victoria Parade.

Table 4-3 Event Daily Traffic Flow – 2011 and 2017 Comparison

Road	Saturday Event (2011)	Sunday Event (2011)	Easter Saturday (2017)	Easter Sunday (2017)
Government Road	11806	11271	-	-
Church Street	7700	7503	11198 (+45%)	9675 (+29%)
Magnus Street	3548	2901	5441 (+53%)	4247 (+20%)
Dowling Street	-	-	12457	10575
Victoria Parade	-	-	13852	11324

Table 4-3 indicates that both Easter Saturday and Sunday 2017 were significantly busier than the special event weekend (Tastes at the Bay) surveyed in November 2011.

4.1.2 Peak hour traffic flows

Table 4-4 provides a comparison of the peak hour traffic volumes from April 2017. Table 4-5 and Table 4-6 provide a comparison of this data against similar surveys from 2011.

Table 4-4 Peak Hour Two-way Traffic Flows (April 2017)

Road	Typical Weekday	Easter Weekend	School Holidays
Government Road	703	-	946 (+35%)
Church Street	641	949 (+48%)	742 (+16%)
Magnus Street	316	438 (+38%)	336 (+6%)
Dowling Street	771	1102 (+43%)	791 (+3%)
Stockton Street	691	1035 (+50%)	774 (+12%)
Victoria Parade	697	1102 (+58%)	839 (+20%)

The above information indicates that peak hour volumes on Easter Saturday were significantly higher (up to 58%) than for a typical working day. School holiday volumes were up to 35% higher than a typical weekday in some locations, although the increase in traffic was not spread evenly across the study area.

Table 4-5 Typical Weekday Peak Hour Traffic Flow – 2011 and 2017 Comparison

Road	Typical Weekday (2011)	Typical Weekday (2017)	Difference
Government Road	709	703	-1%
Church Street	493	641	+23%
Magnus Street	284	316	+10%
Dowling Street	567	771	+36%
Stockton Street	-	691	-
Victoria Parade	-	697	-

The above information indicates that peak hourly volumes have not increased directly in proportion to the daily volumes reported in Table 4-2, although the differences are broadly similar.

Table 4-6 Event Day Peak Hour Traffic Flow – 2011 and 2017 Comparison

Road	Daily Traffic Flow			
	Saturday Event (2011)	Saturday Event (2011)	Easter Saturday (2017)	Easter Sunday (2017)
Government Road	1102	1040	-	-
Church Street	814	684	1280 (+57%)	941 (+38%)
Magnus Street	312	351	600 (+92%)	470 (+34%)
Dowling Street	-	-	1463	1188
Stockton Street	-	-	2396	2280
Victoria Parade	-	-	962	1395

The 2017 Easter Weekend peak hour volumes are again substantially higher than the peak hour volumes from the 2011 event. This may be reflective of the nature of the 2011 event, with more defined start and end times and a specific activity, compared to the Easter Weekend with more people “coming and going” rather than attending a specific event in the town.

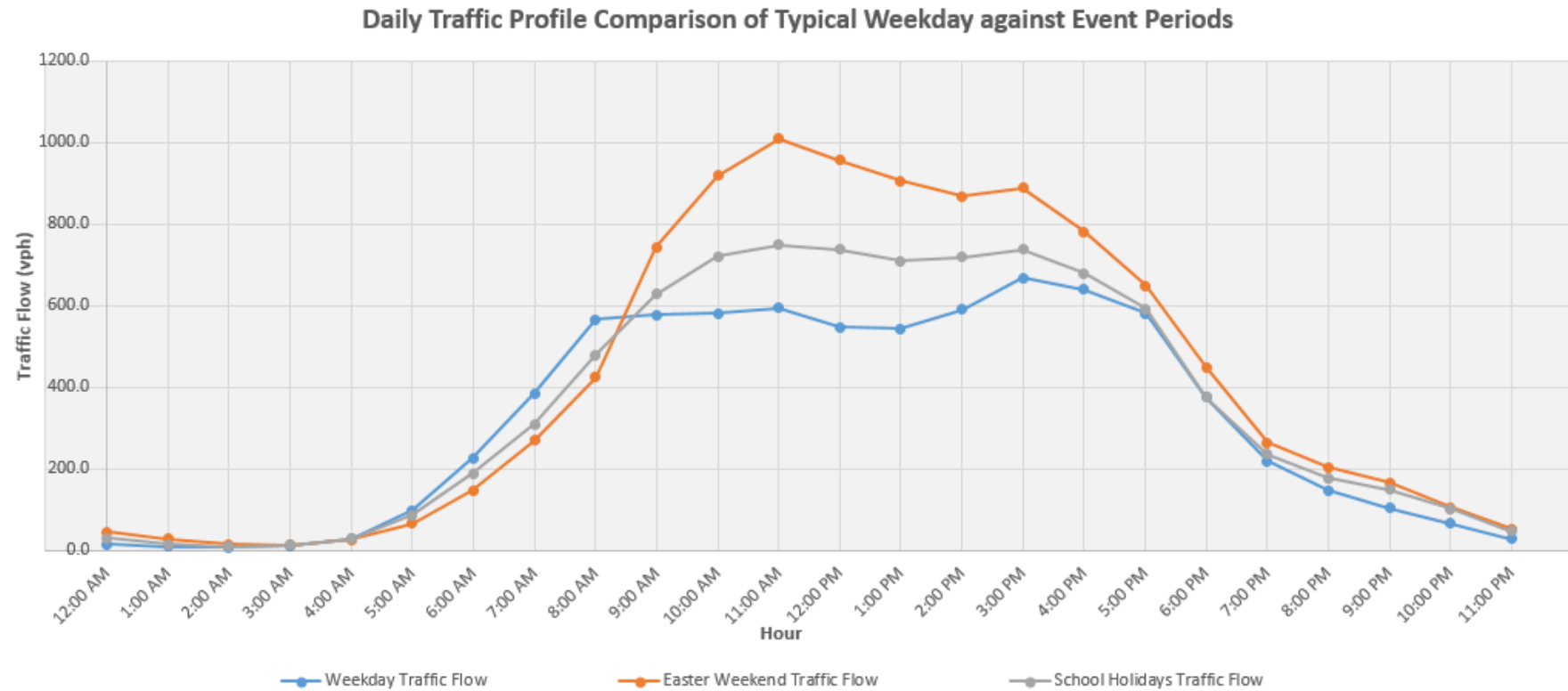


Figure 4-1 Daily Traffic Profiles April 2017

Note: Traffic profile displays the average two way traffic volume at four separate locations and is presented for each hour of the day. Each profile represents an average of the data collected.

Figure 4-1 shows that on a typical weekday the profile of traffic is relatively flat, with only a small afternoon peak. During school holidays the volume of traffic increases, although the peak is less pronounced. The Easter Weekend profile shows a noticeable peak in the late morning, with a smaller peak in the mid-afternoon.

4.2 Intersection operation

The operation of key intersections in the town centre was reviewed, with reference to turn movement counts undertaken in 2011, and estimated growth in traffic volumes to 2017, as discussed in Section 4.1. For several of the intersections, a direct comparison of volumes was not possible, and so a uniform growth rate has been applied to all intersection approaches. Note that the intersection operation assessed previously was for the event weekend in November 2011. Whilst a comparison with Easter Saturday conditions is most appropriate in this context, it is expected that this is not representative of “normal” conditions.

Table 4-7 Intersection Operation

Intersection	Control	2011 LOS	Assumed growth 2011 to 2017	2017 LOS	2017 Average Delay (sec)
Church Street/ Donald Street	Give Way	B	57% (all approaches)	F	>200
Stockton Street/ Donald Street	Stop	D	57% (all approaches)	F	>200
Stockton Street/ Tomaree Street	Give Way	A	57% (all approaches)	B	17
Yacaaba Street/ Donald Street	Stop	A	57% (all approaches)	A	12
Yacaaba Street/ Magnus Street	Stop	A	92% (Magnus St), 57% (Yacaaba St)	C	29

The intersections of Church Street and Stockton Street with Donald Street were modelled as experiencing significant delays for turning movements under 2017 peak conditions. The nature of these intersections, with give way and stop sign control respectively, is such that the ability to accommodate large volumes of traffic is limited, with few gaps in through traffic available for turning traffic to use. It may be appropriate to consider alternative intersection controls, such as traffic signals, at these locations, due to their ability to accommodate both high volumes of turning traffic and pedestrians.

4.3 Road safety

Road crash information for the Nelson Bay town centre was analysed using the data provided by Port Stephens Council for the five year period (2011 – 2016). A summary of the data is provided in Figure 4-2.

The key features observed from the data are as follows:

- 35 crashes occurred during the five-year study period on the town centre road network.
- 57% of the recorded crashes resulted in an injury, but no fatalities were recorded during this period.
- 66% of crashes occurred at intersections.
- 37% (13) of all crashes occurred in Donald Street.
- 26% (9) of all crashes occurred in Stockton Street.

- 20% (7) of all crashes occurred at the Donald Street/Magnus Street intersection.
- 3 of the crashes (9%) involved pedestrians, with crashes recorded at the intersections of Stockton Street with Donald Street, Teramby Road with Victoria Parade, and Victoria Parade with Shoal Bay Road.
- 31 (89%) of all crashes occurred during daylight.



Figure 4-2 Town Centre Crash History (2011-2016)

When comparing this crash data against data reviewed in the 2013 report (obtained from 2005-2010), a number of trends are observed:

- There is still a significantly high proportion of crashes occurring at intersections, although this has decreased from 80% to 66%.
- A high proportion of crashes are occurring on Stockton Street, although this has been reduced from 50% to 26%.
- The number of pedestrians involved in crashes has reduced from 6 (20%) crashes to 3 (9%). No cyclists were involved in crashes during 2011 - 2016, compared to a single cyclist crash during the 2005 – 2010 period.
- The number of crashes occurring on Donald Street has increased from 5 (10%) to 13 (37%). Where previously there were no crashes recorded at the Donald Street/Magnus Street intersection, there were seven crashes in the most recent 5-year period.
- This data indicates that the number of crashes occurring at the Tomaree Street and Stockton Street intersection declined from 7 crashes (2005 – 2010) to 2 crashes (2011 – 2016). This data suggests that reviewing the traffic management arrangements at the Stockton Street with Tomaree Street intersection, a recommendations of the 2013 report, has been effective at improving safety.

4.4 Parking

This section presents the results of parking utilisation survey data and assesses key differences from 2011.

4.4.1 Parking utilisation

Parking surveys undertaken at Easter 2017 and August 2017 have been analysed to understand parking utilisation rates in key parking locations that support the town centre and foreshore of Nelson Bay. The following results show the average and maximum (peak) utilisation rates for various locations.

4.4.2 Town centre parking

Table 4-8 Analysis of Parking Survey Counts - Town Centre

	On-Street Parking					
Location	% Average Utilisation – School Holidays	% Average Utilisation – Easter Weekend	% Average Utilisation – Typical Weekday	% Maximum Utilisation – School Holidays	% Maximum Utilisation – Easter Weekend	% Maximum Utilisation – Typical Weekday
Donald Street	84%	83%	64%	100%	100%	78%
Magnus Street	79%	92%	64%	104%	104%	78%
Stockton Street	88%	86%	70%	100%	100%	89%
Yacaaba Street	74%	78%	69%	98%	102%	90%
Tomaree Street	70%	59%	59%	100%	100%	100%
Total	78%	80%	65%	100%	101%	87%

Source: Parking surveys obtained from Port Stephens Council, undertaken on an event day (Easter Weekend – Saturday April 15, 2017), on a school holiday (Wednesday April 12, 2017), and on a typical weekday (Wednesday August 2, 2017)

Note: Utilisation is based on parking occupancy surveys undertaken every hour between 08:30 to 16:30.

Table 4-9 Analysis of Parking Survey Counts - Town Centre

Location	Off-Street Parking					
	% Average Utilisation – School Holidays	% Average Utilisation – Easter Weekend	% Average Utilisation – Typical Weekday	% Maximum Utilisation – School Holidays	% Maximum Utilisation – Easter Weekend	% Maximum Utilisation – Typical Weekday
Donald Street East	87%	86%	82%	99%	100%	93%
Donald Street West	88%	90%	77%	100%	100%	99%
Woolworths Car Park	86%	92%	59%	96%	100%	85%
Cinema Car Park	52%	63%	44%	79%	92%	58%
Bowling Club Car Park	23%	45%	30%	36%	80%	45%
Yacaaba Temporary Car Park	91%	93%	72%	100%	100%	87%
Government Road Temporary Car Park	87%	78%	78%	100%	102%	100%
Total	73%	78%	63%	87%	96%	81%

Source: Parking surveys obtained from Port Stephens Council, on an event day (Easter Weekend – Saturday April 15, 2017), on a school holiday (Wednesday April 12, 2017) and on a typical weekday (Wednesday August 2, 2017).

Note: Utilisation is based on parking occupancy surveys undertaken every hour between 08:30 to 16:30 during the above event and typical week day.

In summary the parking appraisal indicated the following:

- During the school holiday day, Donald Street, Stockton Street, Magnus Street, Tomaree Street, Donald Street Car Park West, Yacaaba temporary car park, and Government Road temporary car park all reached capacity. Other locations were close to capacity.
- During the Easter Weekend, Magnus Street, Donald Street West car park, Woolworths car park, Yacaaba car park, and Stockton Street were the most popular parking areas. During peak demand periods, the only car parking areas that didn't reach capacity were the Donald Street Cinema car park and Stockton Street Bowling Club bowling club.
- On-street car parking in Donald, Stockton, Magnus and Yacaaba Street recorded high average utilisation rates due to their proximity to town centre facilities.
- During a typical weekday, Tomaree Street and Government Road temporary car park reached capacity, while the Donald Street Car Park West was close to capacity.

Note that a utilisation rate over 100% indicates some informal and/or illegal parking in non-marked areas.

4.4.3 Town Centre Parking – 2011 and 2017 Comparison

Table 4-10 and Table 4-11 provide a comparison of parking surveys taken on peak days in both 2011 and 2017.

Table 4-10 Analysis of 2011 and 2017 On-Street Parking Survey Counts

Location	% Average Utilisation – 2011 – Tastes at the Bay	% Average Utilisation – 2017 - Easter Weekend	% Maximum Utilisation – 2011 – Tastes at the Bay	% Maximum Utilisation – 2017 - Easter Weekend
Donald Street	76%	83% (+7%)	95%	100% (+5%)
Magnus Street	81%	92% (+11%)	92%	104% (+12%)
Stockton Street	75%	86% (+11%)	89%	100% (+11%)
Yacaaba Street	62%	78% (+16%)	82%	102% (+20%)
Tomaree Street	-	59%	-	100%
Total	73%	80% (+7%)	88%	101% (+13%)

Source: Parking surveys undertaken on Easter Weekend – Saturday April 15 2017, and the Tastes at the Bay – Saturday 5 November 2011.

Note: Utilisation is based on parking occupancy surveys undertaken every hour between 09:00 to 17:00 during the 5 November 2011, and between 08:30 and 16:30 on 15 April 2017. (+13%) represents the percentage increase in between 2011 and 2017.

Table 4-11 Analysis of 2011 and 2017 Off-Street Parking Survey Counts

Location	% Average Utilisation – 2011 – Tastes at the Bay	% Average Utilisation – 2017 - Easter Weekend	% Maximum Utilisation – 2011 – Tastes at the Bay	% Maximum Utilisation – 2017 - Easter Weekend
Donald Street East	45%	86 (+41%)	74 %	100 (+26%)
Donald Street West	86%	90 (+4%)	100%	100 (0%)
Woolworths Car Park	-	92%	-	100%
Cinema Car Park	-	63%	-	92%
Bowling Club Car Park	-	45%	-	80%
Yacaaba Temporary Car Park	-	93%	-	100%
Government Road Temporary Car Park	-	78%	-	102%
Total	65%	78% (+13%)	86%	96% (+10%)

Source: Parking surveys undertaken on Easter Weekend – Saturday April 15 2017, and the Tastes at the Bay – Saturday 5 November 2011.

Note: Utilisation is based on parking occupancy surveys undertaken every hour between 09:00 to 17:00 during the 5 November 2011, and between 08:30 and 16:30 on 15 April 2017. (+10%) represents the percentage increase in between 2011 and 2017.

The above information indicates that in 2017, all parking areas in the town centre are busier than they were in 2011, and for a longer period of time. It is noted that due to the reduction in capacity of the Donald Street East car park, a direct comparison of the utilisation of this location should be treated with caution.

4.4.4 Foreshore parking

Table 4-12 Analysis of Parking Survey Counts - Foreshore

Location	On-Street Parking					
	% Average Utilisation – School Holidays	% Average Utilisation – Easter Weekend	% Average Utilisation – Typical Weekday	% Maximum Utilisation – School Holidays	% Maximum Utilisation – Easter Weekend	% Maximum Utilisation – Typical Weekday
Laman Street	72%	97%	51%	91%	100%	77%
Victoria Parade (Magnus to Teramby Road)	53%	60%	53%	80%	100%	100%
Victoria Parade (Teramby Road to Shoal Bay Rd)	3%	90%	4%	5%	101%	8%
Teramby Road	62%	86%	40%	79%	104%	71%
Total	48%	83%	37%	64%	101%	64%

Source: Parking surveys obtained from Port Stephens Council, on an event day (Easter Weekend – Saturday April 15, 2017), school holidays (Wednesday April 12, 2017) and typical weekday (Wednesday August 2, 2017)

Note: Utilisation is based on parking occupancy surveys undertaken every hour between 09:00 to 16:00 during the above event day; and from 09:00 to 15:00 on the typical weekday.

Utilisation of parking in Victoria Parade between Teramby Road and Shoal Bay Road was very low during the ordinary school holiday survey, due to there being capacity at the Marina car park. On the Easter Weekend, when the Marina car park was full, overflow parking occurred on Victoria Parade.

Table 4-13 Analysis of Parking Survey Counts - Foreshore

Location	Off-Street Parking					
	% Average Utilisation – School Holidays	% Average Utilisation – Easter Weekend	% Average Utilisation – Typical Weekday	% Maximum Utilisation – School Holidays	% Maximum Utilisation – Easter Weekend	% Maximum Utilisation – Typical Weekday
Marina Car Park	30%	94%	27%	46%	101%	43%
Marina Car Park (East)	55%	91%	55%	83%	100%	87%
Marina Car Park (West)	61%	90%	16%	79%	100%	40%
Public Wharf Car Park	29%	85%	20%	49%	102%	31%
Fisherman's Co-op Car Park	55%	89%	57%	80%	100%	78%
Total	46%	90%	35%	67%	101%	56%

Source: Parking surveys obtained from Port Stephens Council, on an event day (Easter Weekend – Saturday April 15, 2017), on school holidays (Wednesday April 12, 2017) and on a typical weekday (Wednesday August 2, 2017)

Note: Utilisation is based on parking occupancy surveys undertaken every hour between 09:00 to 16:00 during the above event day; and from 09:00 to 15:00 on the typical weekday.

In summary the parking appraisal indicated the following:

- On the school holiday day, foreshore parking had spare capacity both on-street and off-street. No parking areas reached capacity during the survey period. However, during the Easter Weekend, all parking areas reached capacity.
- Laman Street, Teramby Road, and the Marina West car park were the most highly utilised parking areas on the school holiday day. On the Easter weekend, Laman Street, Marina car park, and Victoria Parade (Teramby to Shoal Bay Rd) were the most highly utilised.
- There is spare capacity on-street in Victoria Parade, from Magnus Street to Teramby Road during peak demand periods. This may reflect the shorter time restrictions that apply to these spaces.
- During the typical weekday, Victoria Parade (Magnus Street to Teramby Road) reached capacity. There was spare capacity off-street.

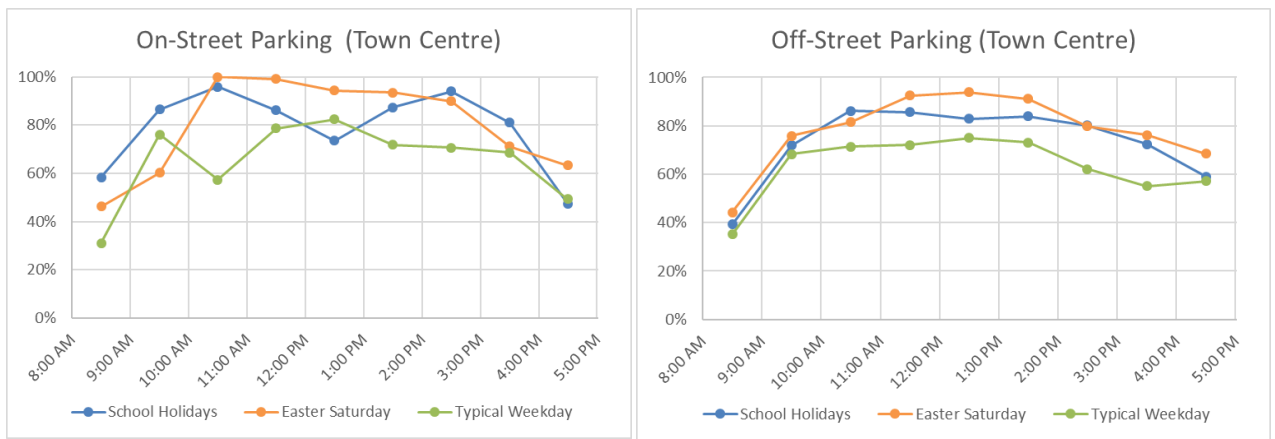


Figure 4-3 Daily Off and On-Street Parking Utilisation Rates – Town Centre

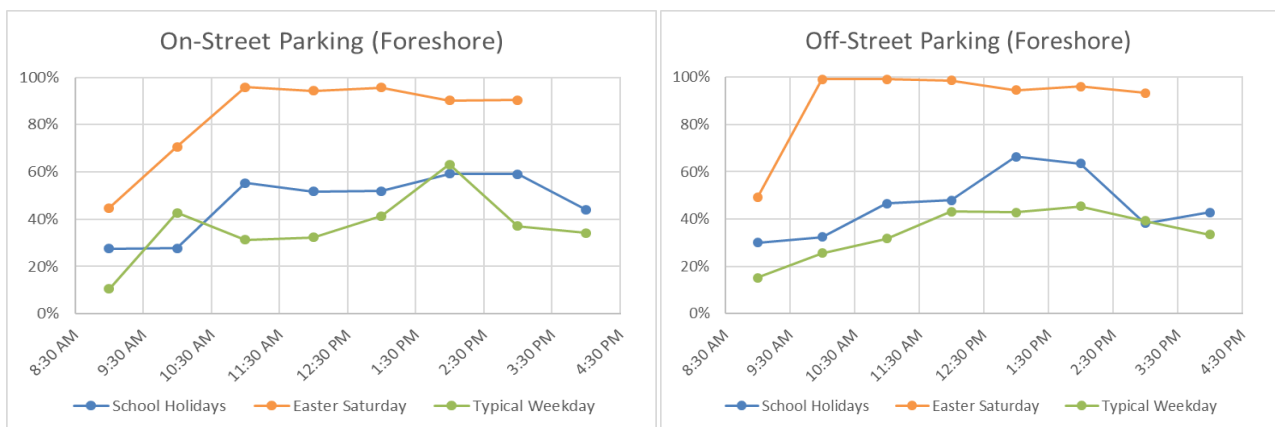


Figure 4-4 Daily Off and On-Street Parking Utilisation Rates – Foreshore

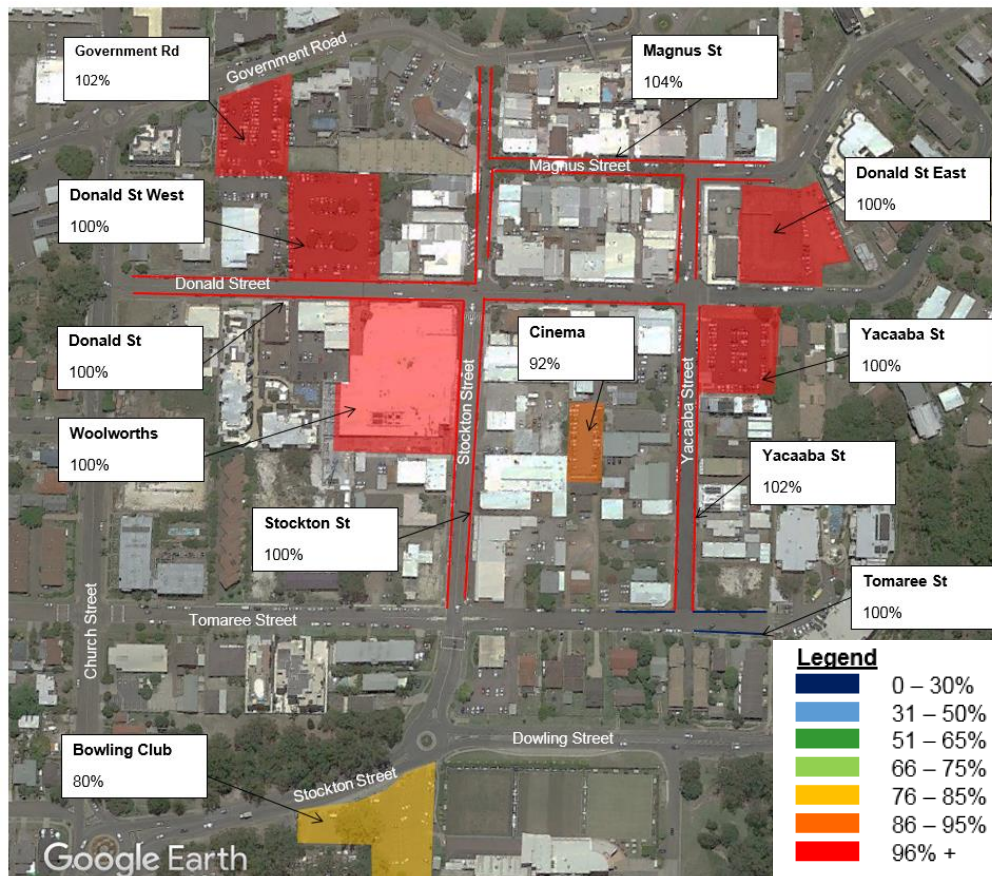


Figure 4-5 Maximum Parking Utilisation Rates – Town Centre

Source: Parking surveys provided Port Stephens Council undertaken on Easter Weekend, April 15, 2017.



Figure 4-6 Maximum Parking Utilisation Rates – Foreshore

Source: Parking surveys provided by Port Stephens Council undertaken on Easter Weekend, April 15, 2017.

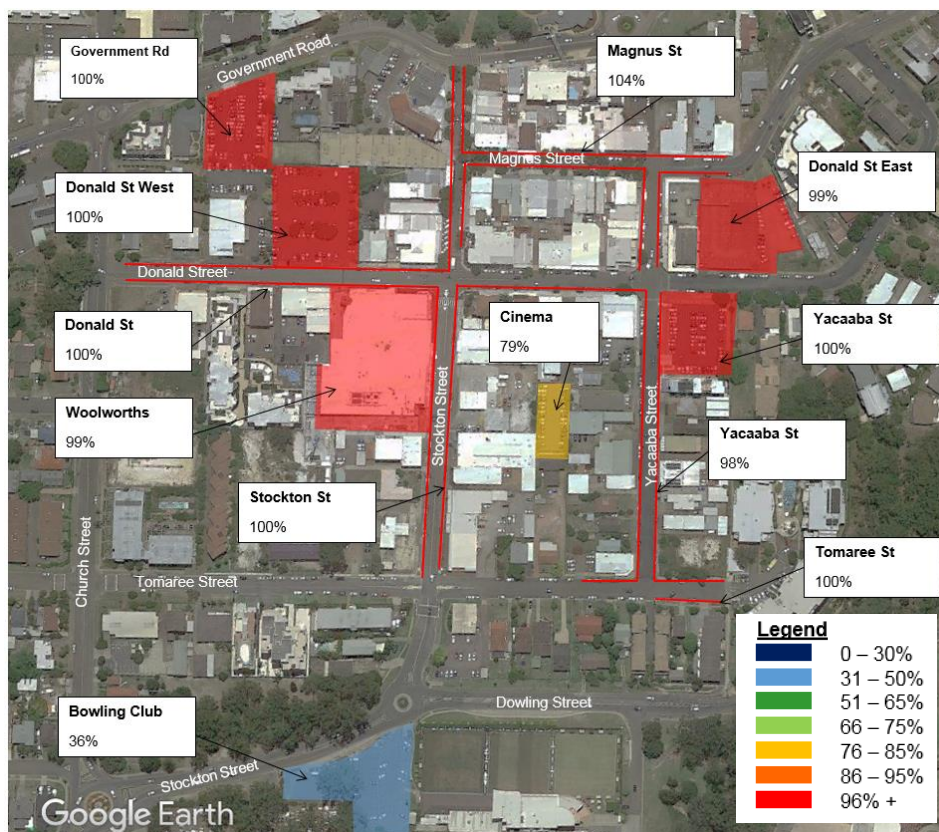


Figure 4-7 Maximum Parking Utilisation Rates – Town Centre

Source: Parking surveys provided by Port Stephens Council undertaken on April 12, 2017.



Figure 4-8 Maximum Parking Utilisation Rates – Foreshore

Source: Parking surveys provided by Port Stephens Council undertaken on April 12, 2017.

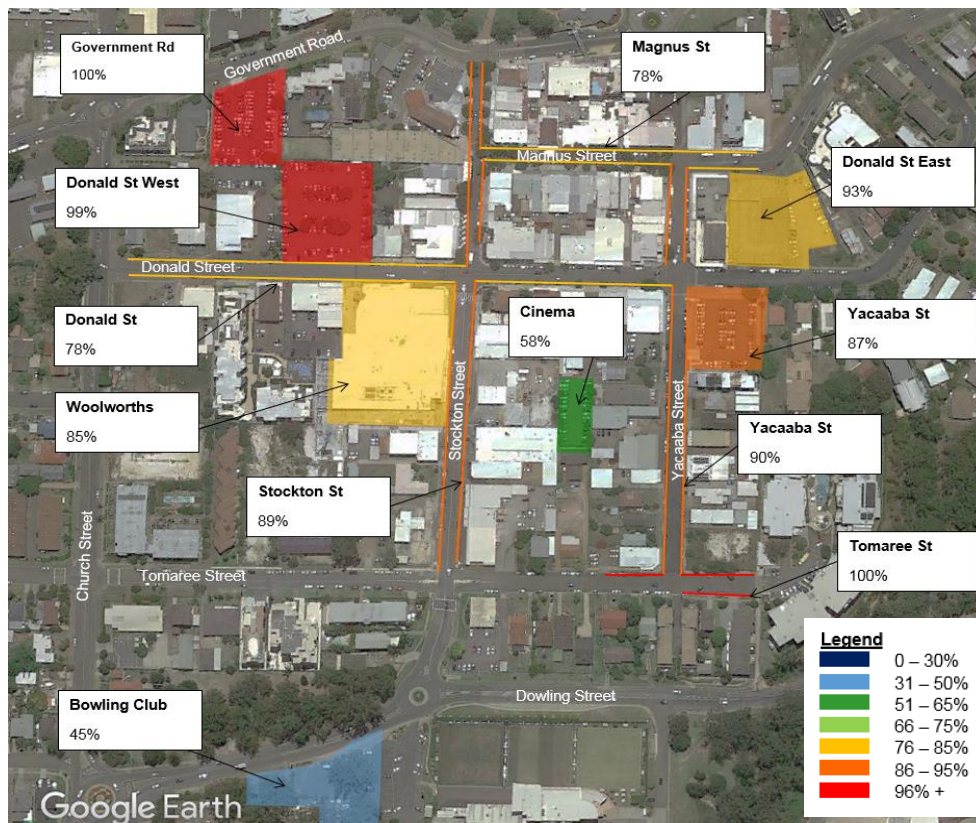


Figure 4-9 Maximum Parking Utilisation Rates – Town Centre

Source: Parking surveys provided by Port Stephens Council undertaken on August 2, 2017.



Figure 4-10 Maximum Parking Utilisation Rates – Foreshore

Source: Parking surveys provided by Port Stephens Council undertaken on August 2, 2017.

4.5 Summary

Based on the surveys and analysis undertaken, the following key points were noted:

- Road Network
 - When comparing typical weekday traffic flows from 2011 and 2017, the only road that didn't have an increase in daily traffic, or peak hour traffic, was Government Road.
 - Easter weekend increased the daily traffic flow and peak hour flow for all roads in Nelson Bay when compared to a typical weekday.
 - Intersection operation in 2017 was significantly worse than in 2011 in some locations. Alternative intersection controls could be considered at some locations to better accommodate high volumes.
- Crash History
 - Donald Street and Stockton Street recorded the highest crash rates in Nelson Bay town centre, representing approximately 63% of all crashes.
 - Approximately 20% of all crashes occurred at the intersection between Donald Street and Magnus Street.
- Parking
 - During the Easter Weekend, spare capacity was only available at all times for the Cinema and Bowling Club car parks. All other parking areas in the town centre, and all areas near the foreshore reached maximum capacity.
 - During the Easter Weekend in the town centre, Magnus Street, Donald Street West car park, Woolworths car park, and the Yacaaba temporary car park had an average utilisation of 90% or above. Similarly, on the foreshore, Laman Street, the Marina car park, and the Marina East car park, performed with an average utilisation rate of 91% or above.
 - During the school holidays, spare capacity was identified at all times for each parking area in the foreshore.
 - During the school holidays, Stockton Street, Donald Street, and the Yacaaba Street car park were the most highly utilised parking destinations in the town centre, with an average utilisation level of 88% or above.
 - Laman Street, Teramby Road and the Marina West car park were identified to be the most highly utilised parking areas in the Foreshore on a school holiday, performing with an average utilisation level of 61% or above.
 - During a typical weekday, Victoria Parade (between Magnus Street and Teramby Road), was the only location in the Foreshore to reach maximum capacity.
 - During a typical weekday, Tomaree Street and the Government Road temporary car park reached maximum capacity. For all other parking areas in the town centre, spare capacity was available at all times.

5. The strategy

This section outlines whether improvement options proposed in the 2013 GHD report are still relevant, and if necessary, provides new recommendations for traffic and parking in Nelson Bay.

5.1 Transport improvement framework

The strategic planning principles and local regional transport objectives for supporting the future growth and transformation of Nelson Bay are highlighted and summarised below:

Table 5-1 Transport Improvement Strategies

GHD Strategy (2013)	Objective	Comment
Parking Management Strategy Improvement Options	Assist with the management of traffic flow within the town centre, encourage movement between the town centre and the foreshore, and increase pedestrian activity within the town centre.	
Strategy P 1	Improve direction signage and access to Donald Street Car Parks.	Still relevant.
Strategy P 2	Provide long-term parking in town centre to promote access to foreshore.	Still relevant. Additional permanent capacity is required to replace the Donald Street (East) car park.
Strategy P 3	Improve town centre off-street parking facilities.	Still relevant. Additional permanent capacity is required to replace the Donald Street (East) car park.
Strategy P 4	Improve parking enforcement during event days.	Still relevant.
Strategy P 5	Expand paid parking coverage.	Still relevant.
Strategy P 6	Provide a high season/event day parking (Park-and-Ride).	Still relevant.
Strategy P 7	Provide advance parking information signage.	Still relevant.
Strategy P 8	Develop a Town Centre Parking Management Plan.	Still relevant.
Strategy P 9	Alternative Uses for Section 94 Contributions.	Still relevant.
Strategy P 10	Consider Maximum Car Parking Requirements.	Still relevant.

GHD Strategy (2013)	Objective	Comment
Road Network Management	These improvements aim to provide an attractive, efficient and safe road network for all users.	
Strategy RNM 1	Revise Road Hierarchy.	Still relevant.
Strategy RNM 1a	Improve and promote Dowling Street – Trafalgar Street as an interim bypass.	Still relevant.
Strategy RNM 1b	Develop Dowling Street and Magnus Street as a permanent bypass.	Still relevant.
Strategy RNM 1c	Reprioritise movement at bypass intersections.	Still relevant.
Strategy RNM 1d	Downgrade Victoria Parade.	Recent changes to Victoria Parade have reduced speed and volume of traffic using it as evidence by traffic count data.
Strategy RNM 1e	Downgrade Stockton Street.	Still relevant.
Strategy RNM 2	Investigate the feasibility of introducing the Yacaaba Street extension.	Yacaaba Street extension has progressed beyond investigation and planning is well underway with expected delivery in the next few years.
Strategy RNM 3	Investigate upgrade needs for Nelson Bay Road and the Fingal Bypass.	Still relevant.
Strategy RNM 4	Reduce signposted speed limits in main streets.	Still relevant.
Strategy RNM 5	Reduce crash rates by upgrading traffic management.	Crash profile has changed, but overall action still relevant.
Strategy RNM 6	Introduce town centre gateway treatments.	Still relevant.
Strategy RNM 7	Upgrade intersection of Church St with Donald St to a roundabout.	Still relevant.
Public Transport Strategy	The main focus of this strategy is to improve the quality of public transport service, encouraging more people to use public transport and help manage traffic growth and vehicle demand within Nelson Bay.	

GHD Strategy (2013)	Objective	Comment
Strategy PT 1	Public Transport Service Planning.	Still relevant.
Strategy PT 2	Improve the attractiveness of the public transport interchange.	Still relevant.
Strategy PT 3	Investigate the feasibility of introducing a Park-and-Ride.	Increased importance for peak holiday periods.
Strategy PT 4	Public transport accessibility.	Still relevant.
Strategy PT 5	Fare-free zone for public transport.	Still relevant.
Active Transport Strategy	These improvements aim to encourage pedestrian and cycling activity in the town centre through access improvements and protecting areas of the town centre from increase in traffic to help improve mode share and the environmental outcomes for the Tomaree Peninsula.	
Strategy AT 1	Improve wayfinding and identification signage.	Still relevant.
Strategy AT 2	Provide additional pedestrian crossing facilities.	Still relevant.
Strategy AT 3	Widen footpaths along Stockton Street to promote and encourage Main Street activities.	Still relevant.
Strategy AT 4	Develop a PAMP and improve the condition and provision of footpaths.	PAMP revision is currently underway.
Strategy AT 5	Close Stockton Street north to traffic during event days and high season periods.	Still relevant.
Strategy AT 6	Improve town centre walking environment.	Still relevant.
Strategy AT 7	Increase the visibility of cycling through developing a bike plan and expanding the cycle network.	Still relevant.
Strategy AT 8	Include a section on bicycle parking in Port Stephens DCP.	Still relevant.

GHD Strategy (2013)	Objective	Comment
Strategy AT 9	Improve and encourage access by active transport by providing bicycle parking facilities.	Still relevant.

Appendices

Appendix A – Parking Survey Results

						Number of Spaces Occupied																
STREET	SIDE OF STREET	SECTION	Parking Restriction	Time Restrictions	Number of Spaces Available	8:30	9:00	9:30	10:00	10:30	11:00	11:30	12:00	12:30	13:00	13:30	14:00	14:30	15:00	15:30	16:00	16:30
Laman	North	End to Government	90° Angle	Unrestricted	24		6		13		14		20		23		22		22		14	
Laman	North	End to Government	Parallel	Unrestricted	7		7		8		8		9		5		6		6		3	
Laman	South	End to Government	Parallel	Unrestricted	16		6		8		9		8		13		15		15		9	
Victoria	North	Magnus to Teramby	1/4P	Loading Zone 5-8am	3		1		1		1		0		1		0		0		2	
Victoria	South	Magnus to Teramby	1/4P	8.30am-6pm, M-F, 8.30am-12.30pm Sat	5		1		0		4		3		2		4		4		3	
Teramby	North	Victoria to End	1/4P	8.30am-6pm, M-F, 8.30am-12.30pm Sat	2		0		0		2		2		2		0		2		2	
Teramby	North	Victoria to End	4P	8.30am-4.30pm	13		3		4		6		4		10		6		4		4	
Teramby	North	Victoria to End	Loading Zone	6am-6pm			0		1		1		1		1		0		0		1	
Teramby	North	Victoria to End	4P - 90° angle	8.30am-4.30pm	13		11		9		12		12		10		11		11		11	
Victoria	North	Teramby to Shoal Bay Road	Motorbike		4		0		0		0		0		0		0		0		0	
Victoria	North	Teramby to Shoal Bay Road	4P - 60° angle	8.30am-4.30pm	19		0		0		1		2		3		5		0		0	
Victoria	North	Teramby to Shoal Bay Road	4P - Parallel	8.30am-4.30pm	6		0		0		1		0		0		1		1		0	
Victoria	North	Teramby to Shoal Bay Road	Motorbike		4		1		0		0		0		0		0		0		0	
Victoria	North	Teramby to Shoal Bay Road	4P - 60° angle	8.30am-4.30pm	15		0		2		1		1		0		0		0		0	
Victoria	North	Teramby to Shoal Bay Road	Bus Zone				0		1		1		3		2		2		5		0	
Victoria	North	Teramby to Shoal Bay Road	4P - 60° angle	8.30am-4.30pm	17		0		1		2		0		0		1		0		0	
Victoria	North	Teramby to Shoal Bay Road	4P - 60° angle	8.30am-4.30pm	14		0		2		0		2		0		1		0		1	
Victoria	North	Teramby to Shoal Bay Road	4P - Parallel	8.30am-4.30pm	31		0		0		1		0		0		1		0		0	
Victoria	South	Shoal Bay Road to Teramby	4P - Parallel	8.30am-4.30pm	30		0		0		1		0		0		0		2		0	
Victoria	South	Shoal Bay Road to Teramby	4P - Parallel	8.30am-4.30pm	28		0		0		0		0		0		0		0		0	
Victoria	South	Shoal Bay Road to Teramby	4P - 60° angle	8.30am-4.30pm	22		0		0		0		2		0		0		0		0	
Victoria	South	Shoal Bay Road to Teramby	4P - Parallel	8.30am-4.30pm	5		0		0		0		0		0		0		4		0	
Marina Car Park	South		4P - 90° angle	8.30am-4.30pm	25		5		2		2		3		4		5		1		1	
Marina Car Park	West		4P - 90° angle	8.30am-4.30pm	10		0		2		2		3		2		2		13		3	
Marina Car Park	North		4P - 90° angle	8.30am-4.30pm	18		0		9		12		14		15		16		0		0	
Marina Car Park	East		Mobility		2		1		1		0		0		0		0		0		0	
Marina Car Park	East		4P - 90° angle	8.30am-4.30pm	9		4		4		3		4		5		5		7		1	
Marina Car Park	South	Centre	4P - 90° angle	8.30am-4.30pm	15		4		0		1		1		4		4		0		2	
Marina Car Park	West	Centre	4P - 90° angle	8.30am-4.30pm	7		1		1		0		1		2		3		1		2	
Marina Car Park	North	Centre	4P - 90° angle	8.30am-4.30pm	15		1		9		8		7		14		11		11		2	
Marina Car Park	East	Centre	4P - 90° angle	8.30am-4.30pm	5		1		2		1		3		3		2		3		0	
Public Wharf Car Park	North		Mobility		2		1		1		2		2		2		2		2		6	
Public Wharf Car Park	North		8P - 90° angle	8.30am-4.30pm	31		9		7		9		13		15		12		11		0	
Public Wharf Car Park	South		8P - 90° angle	8.30am-4.30pm	26		3		2		3		5		12		12		8		0	
Teramby		Marina Car Park (east)	4P ticket	8.30am-4.30pm	30		11		10		12		13		24		22		15		25	
Teramby		Marina Car Park (west)	4P ticket	8.30am-4.30pm	52		23		24		40		36		40		41		12		36	
Teramby		Fishermans Co-op car park			54		17		20		35		32		43		41		26		22	
Total					525	0	100	0	124	0	160	0	174	0	214	0	212	0	160	0	128	0
% Capacity						0.0%	19.0%	0.0%	23.6%	0.0%	30.5%	0.0%	33.1%	0.0%	40.8%	0.0%	40.4%	0.0%	30.5%	0.0%	24.4%	0.0%
Sub-Total					54	0	17	0	20	0	35	0	32	0	43	0	41	0	26	0	22	0
% of Sub-Total Capacity						0.0%	31.5%	0.0%	37.0%	0.0%	64.8%	0.0%	59.3%	0.0%	79.6%	0.0%	75.9%	0.0%	48.1%	0.0%	40.7%	0.0%
% of Total Capacity						0.0%	20.2%	0.0%	24.9%	0.0%	33.7%	0.0%	35.6%	0.0%	44.4%	0.0%	43.7%	0.0%	32.1%	0.0%	25.9%	0.0%

						Number of Spaces Occupied																	
STREET	SIDE OF STREET	SECTION	Parking Restriction	Time Restrictions	Number of Spaces	8:30	9:00	9:30	10:00	10:30	11:00	11:30	12:00	12:30	13:00	13:30	14:00	14:30	15:00	15:30	16:00	16:30	
Donald	North	Church to Stockton	1P	8.30am-6pm, M-F, 8.30am-12.30pm Sat	14	5		11		14		12		11		12		13		14		12	
Donald	North	Stockton to Yacaaba	1P	8.30am-6pm, M-F, 8.30am-12.30pm Sat	8	7		7		8		5		7		7		8		8		7	
Donald	North	Stockton to Yacaaba	1/4P	8.30am-6pm, M-F, 8.30am-12.30pm Sat	1	1		1		1		1		1		1		1		1		1	
Donald	South	Yacaaba to Stockton	1P	8.30am-6pm, M-F, 8.30am-12.30pm Sat	6	6		5		6		5		6		6		6		6		4	
Donald	South	Yacaaba to Stockton	Loading Zone		2	1		0		1		0		2		0		2		0		2	
Donald	South	Stockton to Church	1/2P	8.30am-5pm all days	7	0		4		7		5		3		7		7		6		7	
Donald	South	Stockton to Church	1P	8.30am-6pm, M-F, 8.30am-12.30pm Sat	4	2		2		4		3		2		4		4		4		3	
Stockton	West	Tomaree to Donald	1P	8.30am-6pm, M-F, 8.30am-12.30pm Sat	18	7		18		18		16		12		17		17		16		16	
Stockton	East	Tomaree to Donald	1P	8.30am-6pm, M-F, 8.30am-12.30pm Sat	16	9		15		16		13		13		14		16		15		12	
Stockton	West	Donald to Magnus	1P	8.30am-6pm, M-F,	7	7		7		7		7		7		7		6		7		5	
Stockton	East	Donald to Magnus	1/4P	8.30am-6pm, M-F,	4	2		3		4		3		4		4		4		4		2	
Stockton	West	Donald to Victoria	Mobility		1	0		1		1		0		1		3		4		4		0	
Stockton	West	Magnus to Victoria	1P	8.30am-6pm, M-F, 9am-4pm Sat-Sun	5	4		4		5		5		4		5		4		5		2	
Stockton	East	Victoria to Magnus	1P	8.30am-6pm, M-F, 9am-4pm Sat-Sun	6	6		4		6		6		5		5		4		6		5	
Magnus	North	Stockton to Yacaaba	Loading Zone		5	0		2		2		0		1		1		0		1		0	
Magnus	North	Stockton to Yacaaba	1P	8.30am-6pm, M-F, 8.30am-12.30pm Sat		4		5		5		5		5		5		4		5		3	
Magnus	South	Stockton to Yacaaba	Mobility			0		2		2		0		2		2		2		2		0	
Magnus	South	Stockton to Yacaaba	1/4P	8.30am-6pm, M-F, 9am-4pm Sat-Sun		2	0		2		2		2		2		2		2		2		0
Magnus	South	Stockton to Yacaaba	1P	8.30am-6pm, M-F, 8.30am-12.30pm Sat	7	6		7		7		6		6		7		6		6		5	
Magnus	North	Yacaaba to Donald	1P	8.30am-6pm, M-F, 8.30am-12.30pm Sat	3	2		3		4		1		4		4		4		3		1	
Magnus	South	Yacaaba to Donald	1P	8.30am-6pm, M-F, 8.30am-12.30pm Sat	4	2		4		4		2		1		0		0		1		1	
Yacaaba	East	Magnus to Donald	1P	8.30am-6pm, M-F, 8.30am-12.30pm Sat	5	5		6		5		5		6		6		5		6		1	
Yacaaba	West	Magnus to Donald	Loading Zone			0		1		0		0		1		2		0		1		0	
Yacaaba	West	Magnus to Donald	1P	8.30am-6pm, M-F, 8.30am-12.30pm Sat	4	4		4		4		4		3		4		4		4		3	
Yacaaba	East	Donald to Tomaree	2P	8.30am-6pm, M-F, 8.30am-12.30pm Sat	18	9		12		13		18		15		16		17		7		8	
Yacaaba	West	Donald to Tomaree	2P	8.30am-6pm, M-F, 8.30am-12.30pm Sat	21	6		10		14		19		20		19		21		11		5	
Tomaree	North	Yacaaba to end	Loading Zone	5am-8am M&F	4	0		1		3		3		1		2		2		1		0	
Tomaree	South	Yacaaba to end	Loading Zone	5am-8am M&F	2	0		2		2		2		0		0		1		0		0	
Tomaree	North	Yacaaba to Stockton	1P	8.30am-6pm, M-F, 8.30am-12.30pm Sat	3	2		3		3		3		1		2		3		2		0	
Government	South	Donald Street Car park (east)	Unrestricted		90	51		88		89		88		83		86		85		71		61	
		Donald Street Car park (west)	3P	8.30am-6pm, M-F	94	42		81		93		92		93		94		93		86		67	
		Temporary car park	Unrestricted		61	55		57		61		60		61		60		61		53		29	
		Temporary car park	Unrestricted		60	25		55		60		59		57		58		58		55		45	
Donald		Woolworths car park	3P		190	76		177		181		183		182		181		175		166		158	
Donald		Cinema car park			24	0		5		19		18		18		17		15		12		9	
Stockton		Bowling Club car park	Unrestricted		75	1		15		23		27		17		23		12		15		23	
Total					484	270	0	427	0	471	0	450	0	440	0	462	0	464	0	413	0	307	
% Capacity						55.8%	0.0%	88.2%	0.0%	97.3%	0.0%	93.0%	0.0%	90.9%	0.0%	95.5%	0.0%	95.9%	0.0%	85.3%	0.0%	63.4%	
Sub-Total					289	77	0	197	0	223	0	228	0	217	0	221	0	202	0	193	0	190	
% of Sub-Total Capacity						26.6%	0.0%	68.2%	0.0%	77.2%	0.0%	78.9%	0.0%	75.1%	0.0%	76.5%	0.0%	69.9%	0.0%	66.8%	0.0%	65.7%	
% of Total Capacity						44.9%	0.0%	80.7%	0.0%	89.8%	0.0%	87.7%	0.0%	85.0%	0.0%	88.4%	0.0%	86.2%	0.0%	78.4%	0.0%	64.3%	

						Number of Spaces Occupied																	
STREET	SIDE OF STREET	SECTION	Parking Restriction	Time Restrictions	Number of Spaces Available	8:30	9:00	9:30	10:00	10:30	11:00	11:30	12:00	12:30	13:00	13:30	14:00	14:30	15:00	15:30	16:00	16:30	
Laman	North	End to Government	90° Angle	Unrestricted	24		6		13		14		20		23		22		22		14		
Laman	North	End to Government	Parallel	Unrestricted	7		7		8		8		9		5		6		6		3		
Laman	South	End to Government	Parallel	Unrestricted	16		6		8		9		8		13		15		15		9		
Victoria	North	Magnus to Teramby	1/4P	Loading Zone 5-8am																			
Victoria	South	Magnus to Teramby	1/4P	8.30am-6pm, M-F, 8.30am-12.30pm Sat	5		1		0		4		3		2		4		4		3		
Teramby	North	Victoria to End	1/4P	8.30am-6pm, M-F, 8.30am-12.30pm Sat	2		0		0		2		2		2		0		2		2		
Teramby	North	Victoria to End	4P	8.30am-4.30pm	13		3		4		6		4		10		6		4		4		
Teramby	North	Victoria to End	Loading Zone	6am-6pm																			
Teramby	North	Victoria to End	4P - 90° angle	8.30am-4.30pm	13		11		9		12		12		10		11		11		11		
Victoria	North	Teramby to Shoal Bay Road	Motorbike																				
Victoria	North	Teramby to Shoal Bay Road	4P - 60° angle	8.30am-4.30pm	19		0		0		1		2		3		5		0		0		
Victoria	North	Teramby to Shoal Bay Road	4P - Parallel	8.30am-4.30pm	6		0		0		1		0		0		1		1		0		
Victoria	North	Teramby to Shoal Bay Road	Motorbike																				
Victoria	North	Teramby to Shoal Bay Road	4P - 60° angle	8.30am-4.30pm	15		0		2		1		1		0		0		0		0		
Victoria	North	Teramby to Shoal Bay Road	Bus Zone																				
Victoria	North	Teramby to Shoal Bay Road	4P - 60° angle	8.30am-4.30pm	17		0		1		2		0		0		1		0		0		
Victoria	North	Teramby to Shoal Bay Road	4P - 60° angle	8.30am-4.30pm	14		0		2		0		2		0		1		0		1		
Victoria	North	Teramby to Shoal Bay Road	4P - Parallel	8.30am-4.30pm	31		0		0		1		0		0		1		0		0		
Victoria	South	Shoal Bay Road to Teramby	4P - Parallel	8.30am-4.30pm	30		0		0		1		0		0		0		2		0		
Victoria	South	Shoal Bay Road to Teramby	4P - Parallel	8.30am-4.30pm	28		0		0		0		0		0		0		0		0		
Victoria	South	Shoal Bay Road to Teramby	4P - 60° angle	8.30am-4.30pm	22		0		0		0		2		0		0		0		0		
Victoria	South	Shoal Bay Road to Teramby	4P - Parallel	8.30am-4.30pm	5		0		0		0		0		0		0		4		0		
Marina Car Park	South		4P - 90° angle	8.30am-4.30pm	25		5		2		2		3		4		5		1		1		
Marina Car Park	West		4P - 90° angle	8.30am-4.30pm	10		0		2		2		3		2		2		13		3		
Marina Car Park	North		4P - 90° angle	8.30am-4.30pm	18		0		9		12		14		15		16		0		0		
Marina Car Park	East		Mobility		2		1		1		0		0		0		0		0		0		
Marina Car Park	East		4P - 90° angle	8.30am-4.30pm	9		4		4		3		4		5		5		7		1		
Marina Car Park	South	Centre	4P - 90° angle	8.30am-4.30pm	15		4		0		1		1		4		4		0		2		
Marina Car Park	West	Centre	4P - 90° angle	8.30am-4.30pm	7		1		1		0		1		2		3		1		2		
Marina Car Park	North	Centre	4P - 90° angle	8.30am-4.30pm	15		1		9		8		7		14		11		11		2		
Marina Car Park	East	Centre	4P - 90° angle	8.30am-4.30pm	5		1		2		1		3		3		2		3		0		
Public Wharf Car Park	North		Mobility		2		1		1		2		2		2		2		2		6		
Public Wharf Car Park	North		8P - 90° angle	8.30am-4.30pm	31		9		7		9		13		15		12		11		0		
Public Wharf Car Park	South		8P - 90° angle	8.30am-4.30pm	26		3		2		3		5		12		12		8		0		
Teramby		Marina Car Park (east)	4P ticket	8.30am-4.30pm	30		11		10		12		13		24		22		15		25		
Teramby		Marina Car Park (west)	4P ticket	8.30am-4.30pm	52		23		24		40		36		40		41		12		36		
Teramby		Fishermans Co-op car park	Unrestricted		54		17		20		35		32		43		41		26		22		
Total					514	0	98	0	121	0	157	0	170	0	210	0	210	0	155	0	125	0	
% Capacity						0.0%	19.1%	0.0%	23.5%	0.0%	30.5%	0.0%	33.1%	0.0%	40.9%	0.0%	40.9%	0.0%	30.2%	0.0%	24.3%	0.0%	
Sub-Total					54	0	17	0	20	0	35	0	32	0	43	0	41	0	26	0	22	0	
% of Sub-Total Capacity						0.0%	31.5%	0.0%	37.0%	0.0%	64.8%	0.0%	59.3%	0.0%	79.6%	0.0%	75.9%	0.0%	48.1%	0.0%	40.7%	0.0%	
% of Total Capacity						0.0%	20.2%	0.0%	24.8%	0.0%	33.8%	0.0%	35.6%	0.0%	44.5%	0.0%	44.2%	0.0%	31.9%	0.0%	25.9%	0.0%	

						Number of Spaces Occupied																
STREET	SIDE OF STREET	SECTION	Parking Restriction	Time Restrictions	Number of Spaces Available	8:30	9:00	9:30	10:00	10:30	11:00	11:30	12:00	12:30	13:00	13:30	14:00	14:30	15:00	15:30	16:00	16:30
Donald	North	Church to Stockton	1P	8.30am-6pm, M-F, 8.30am-12.30pm Sat	14	5		11		14		12		11		12		13		14		12
Donald	North	Stockton to Yacaaba	1P	8.30am-6pm, M-F, 8.30am-12.30pm Sat	8	7		7		8		5		7		7		8		8		7
Donald	North	Stockton to Yacaaba	1/4P	8.30am-6pm, M-F, 8.30am-12.30pm Sat	1	1		1		1		1		1		1		1		1		1
Donald	South	Yacaaba to Stockton	1P	8.30am-6pm, M-F, 8.30am-12.30pm Sat	6	6		5		6		5		6		6		6		6		4
Donald	South	Yacaaba to Stockton	Loading Zone																			
Donald	South	Stockton to Church	1/2P	8.30am-5pm all days	7	0		4		7		5		3		7		7		6		7
Donald	South	Stockton to Church	1P	8.30am-6pm, M-F, 8.30am-12.30pm Sat	4	2		2		4		3		2		4		4		4		3
Stockton	West	Tomaree to Donald	1P	8.30am-6pm, M-F, 8.30am-12.30pm Sat	18	7		18		18		16		12		17		17		16		16
Stockton	East	Tomaree to Donald	1P	8.30am-6pm, M-F, 8.30am-12.30pm Sat	16	9		15		16		13		13		14		16		15		12
Stockton	West	Donald to Magnus	1P	8.30am-6pm, M-F,	7	7		7		7		7		7		7		6		7		5
Stockton	East	Donald to Magnus	1/4P	8.30am-6pm, M-F,	4	2		3		4		3		4		4		4		4		2
Stockton	West	Donald to Victoria	Mobility		1	0		1		1		0		1		3		4		4		0
Stockton	West	Magnus to Victoria	1P	8.30am-6pm, M-F, 9am-4pm Sat-Sun	5	4		4		5		5		4		5		4		5		2
Stockton	East	Victoria to Magnus	1P	8.30am-6pm, M-F, 9am-4pm Sat-Sun	6	6		4		6		6		5		5		4		6		5
Magnus	North	Stockton to Yacaaba	Loading Zone																			
Magnus	North	Stockton to Yacaaba	1P	8.30am-6pm, M-F, 8.30am-12.30pm Sat	5	4		5		5		5		5		5		4		5		3
Magnus	South	Stockton to Yacaaba	Mobility		2	0		2		2		0		2		2		2		2		0
Magnus	South	Stockton to Yacaaba	1/4P	8.30am-6pm, M-F, 9am-4pm Sat-Sun	2	0		2		2		2		2		2		2		2		0
Magnus	South	Stockton to Yacaaba	1P	8.30am-6pm, M-F, 8.30am-12.30pm Sat	7	6		7		7		6		6		7		6		6		5
Magnus	North	Yacaaba to Donald	1P	8.30am-6pm, M-F, 8.30am-12.30pm Sat	3	2		3		4		1		4		4		4		3		1
Magnus	South	Yacaaba to Donald	1P	8.30am-6pm, M-F, 8.30am-12.30pm Sat	4	2		4		4		2		1		0		0		1		1
Yacaaba	East	Magnus to Donald	1P	8.30am-6pm, M-F, 8.30am-12.30pm Sat	5	5		6		5		5		6		6		5		6		1
Yacaaba	West	Magnus to Donald	Loading Zone																			
Yacaaba	West	Magnus to Donald	1P	8.30am-6pm, M-F, 8.30am-12.30pm Sat	4	4		4		4		4		3		4		4		4		3
Yacaaba	East	Donald to Tomaree	2P	8.30am-6pm, M-F, 8.30am-12.30pm Sat	18	9		12		13		18		15		16		17		7		8
Yacaaba	West	Donald to Tomaree	2P	8.30am-6pm, M-F, 8.30am-12.30pm Sat	21	6		10		14		19		20		19		21		11		5
Tomaree	North	Yacaaba to end	Loading Zone	5am-8am M&F																		
Tomaree	South	Yacaaba to end	Loading Zone	5am-8am M&F																		
Tomaree	North	Yacaaba to Stockton	1P	8.30am-6pm, M-F, 8.30am-12.30pm Sat	3	2		3		3		3		1		2		3		2		0
Government	South	Donald Street Car park (east)	Unrestricted		90	51		88		89		88		83		86		85		71		61
		Donald Street Car park (west)	3P	8.30am-6pm, M-F	94	42		81		93		92		93		94		93		86		67
		Temporary car park	Unrestricted		61	55		57		61		60		61		60		61		53		29
		Temporary car park	Unrestricted		60	25		55		60		59		57		58		58		55		45
Donald	Yacaaba	Woolworths car park	3P		76		177		181		183		182		181		175		166		158	
Donald		Cinema car park	Unrestricted		0		5		19		18		18		17		15		12		9	
Stockton		Bowling Club car park	Unrestricted		75	1		15		23		27		17		23		12		15		23
Total						269	0	421	0	463	0	445	0	435	0	457	0	459	0	410	0	305
% Capacity						56.5%	0.0%	88.4%	0.0%	97.3%	0.0%	93.5%	0.0%	91.4%	0.0%	96.0%	0.0%	96.4%	0.0%	86.1%	0.0%	64.1%
Sub-Total						77	0	197	0	223	0	228	0	217	0	221	0	202	0	193	0	190
% of Sub-Total Capacity						26.6%	0.0%	68.2%	0.0%	77.2%	0.0%	78.9%	0.0%	75.1%	0.0%	76.5%	0.0%	69.9%	0.0%	66.8%	0.0%	65.7%
% of Total Capacity						45.2%	0.0%	80.8%	0.0%	89.7%	0.0%	88.0%	0.0%	85.2%	0.0%	88.6%	0.0%	86.4%	0.0%	78.8%	0.0%	64.7%

						Number of Spaces Occupied																
STREET	SIDE OF STREET	SECTION	Parking Restriction	Time Restrictions	Number of Spaces Available	8:30	9:00	9:30	10:00	10:30	11:00	11:30	12:00	12:30	13:00	13:30	14:00	14:30	15:00	15:30	16:00	16:30
Laman	North	End to Government	90° Angle	Unrestricted	27		27		27		27		27		25		26		25			
Laman	North	End to Government	Parallel	Unrestricted	7		7		7		7		7		7		7		7			
Laman	South	End to Government	Parallel	Unrestricted	16		15		16		16		16		14		13		16			
Victoria	North	Magnus to Teramby	1/4P	Loading Zone 5-8am			0		1		3		3		0		2		3			
Victoria	South	Magnus to Teramby	1/4P	8.30am-6pm, M-F, 8.30am-12.30pm Sat	5		0		0		4		4		5		4		4			
Teramby	North	Victoria to End	1/4P	8.30am-6pm, M-F, 8.30am-12.30pm Sat	2		1		1		2		2		1		1		1			
Teramby	North	Victoria to End	4P	8.30am-4.30pm	13		0		10		14		12		12		12		13			
Teramby	North	Victoria to End	Loading Zone	6am-6pm			0		1		0		1		1		2		1			
Teramby	North	Victoria to End	4P - 90° angle	8.30am-4.30pm	13		8		13		13		13		13		13		13			
Victoria	North	Teramby to Shoal Bay Road	Motorbike		6		0		2		3		6		3		3		3			
Victoria	North	Teramby to Shoal Bay Road	4P - 60° angle	8.30am-4.30pm	19		14		18		19		19		19		18		17			
Victoria	North	Teramby to Shoal Bay Road	4P - Parallel	8.30am-4.30pm	6		5		6		6		7		6		6		6			
Victoria	North	Teramby to Shoal Bay Road	Motorbike		4		0		0		0		4		0		0		0			
Victoria	North	Teramby to Shoal Bay Road	4P - 60° angle	8.30am-4.30pm	15		16		16		15		15		15		15		15			
Victoria	North	Teramby to Shoal Bay Road	Bus Zone		5		0		0		5		8		5		8		0			
Victoria	North	Teramby to Shoal Bay Road													1		1		1			
Victoria	North	Teramby to Shoal Bay Road	4P - 60° angle	8.30am-4.30pm	17		4		17		17		17		17		17		15			
Victoria	North	Teramby to Shoal Bay Road	4P - 60° angle	8.30am-4.30pm	14		4		14		14		14		14		14		14			
Victoria	North	Teramby to Shoal Bay Road	4P - Parallel	8.30am-4.30pm	31		6		26		31		31		28		29		26			
Victoria	South	Shoal Bay Road to Teramby	4P - Parallel	8.30am-4.30pm	30		7		30		30		30		29		27		22			
Victoria	South	Shoal Bay Road to Teramby	4P - Parallel	8.30am-4.30pm	28		23		28		28		28		27		26		26			
Victoria	South	Shoal Bay Road to Teramby	4P - 60° angle	8.30am-4.30pm	22		12		21		22		22		22		22		20			
Victoria	South	Shoal Bay Road to Teramby	4P - Parallel	8.30am-4.30pm	5		0		5		5		5		5		4		5			
Marina Car Park	South		4P - 90° angle	8.30am-4.30pm	25		11		25		25		25		25		24		25			
Marina Car Park	West		4P - 90° angle	8.30am-4.30pm	10		3		10		10		10		9		10		10			
Marina Car Park	North		4P - 90° angle	8.30am-4.30pm	18		15		18		18		18		18		18		18			
Marina Car Park	East		Mobility		2		2		2		1		2		2		1		1			
Marina Car Park	East		4P - 90° angle	8.30am-4.30pm	9		7		9		9		9		9		9		8			
Marina Car Park	South	Centre	4P - 90° angle	8.30am-4.30pm	15		6		16		15		15		15		15		17			
Marina Car Park	West	Centre	4P - 90° angle	8.30am-4.30pm	7		3		7		7		7		7		7		7			
Marina Car Park	North	Centre	4P - 90° angle	8.30am-4.30pm	15		15		15		15		15		15		15		15			
Marina Car Park	East	Centre	4P - 90° angle	8.30am-4.30pm	5		5		5		5		5		5		5		5			
Public Wharf Car Park	North		Mobility		1		0		2		1		1		1		1		1			
Public Wharf Car Park	North		8P - 90° angle	8.30am-4.30pm	31		12		31		31		30		31		30		24			
Public Wharf Car Park	South		8P - 90° angle	8.30am-4.30pm																		
Public Wharf Car Park	South		8P - 90° angle	8.30am-4.30pm	26		11		26		26		23		23		21		19			
Teramby		Marina Car Park (east)	4P ticket		30		14		30		30		30		28		30		30			
Teramby		Marina Car Park (west)	4P ticket		52		22		52		52		52		50		50		50			
Teramby		Fishermans Co-op car park			54		29		50		52		54		48		52		51			
				Total	531	0	275	0	507	0	526	0	533	0	507	0	506	0	483	0	0	0
				% Capacity		0.0%	51.8%	0.0%	95.5%	0.0%	99.1%	0.0%	100.4%	0.0%	95.5%	0.0%	95.3%	0.0%	91.0%	0.0%	0.0%	0.0%
				Sub-Total	54	0	29	0	50	0	52	0	54	0	48	0	52	0	51	0	0	0
				% of Sub-Total Capacity		0.0%	53.7%	0.0%	92.6%	0.0%	96.3%	0.0%	100.0%	0.0%	88.9%	0.0%	96.3%	0.0%	94.4%	0.0%	0.0%	0.0%
				% of Total Capacity		0.0%	52.0%	0.0%	95.2%	0.0%	98.8%	0.0%	100.3%	0.0%	94.9%	0.0%	95.4%	0.0%	91.3%	0.0%	0.0%	0.0%

						Number of Spaces Occupied																
STREET	SIDE OF STREET	SECTION	Parking Restriction	Time Restrictions	Number of Spaces	8:30	9:00	9:30	10:00	10:30	11:00	11:30	12:00	12:30	13:00	13:30	14:00	14:30	15:00	15:30	16:00	16:30
Donald	North	Church to Stockton	1P	8.30am-6pm, M-F, 8.30am-12.30pm Sat	14	7		13		14		13		14		14		12		10		8
Donald	North	Stockton to Yacaaba	1P	8.30am-6pm, M-F, 8.30am-12.30pm Sat	8	3		6		8		8		8		8		8		8		8
Donald	North	Stockton to Yacaaba	1/4P	8.30am-6pm, M-F, 8.30am-12.30pm Sat	1	1		1		1		1		1		1		1		1		1
Donald	South	Yacaaba to Stockton	1P	8.30am-6pm, M-F, 8.30am-12.30pm Sat	6	4		5		6		6		6		6		6		4		4
Donald	South	Yacaaba to Stockton	Loading Zone		2	1		2		2		2		2		2		1		0		2
Donald	South	Stockton to Church	1/2P	8.30am-5pm all days	7	3		3		7		7		7		5		7		4		2
Donald	South	Stockton to Church	1P	8.30am-6pm, M-F, 8.30am-12.30pm Sat	4	1		0		4		4		4		4		4		2		4
Stockton	West	Tomaree to Donald	1P	8.30am-6pm, M-F, 8.30am-12.30pm Sat	18	10		12		18		18		18		16		17		16		14
Stockton	East	Tomaree to Donald	1P	8.30am-6pm, M-F, 8.30am-12.30pm Sat	16	3		8		16		15		16		15		11		14		12
Stockton	West	Donald to Magnus	1P	8.30am-6pm, M-F,	7	7		6		7		7		7		6		7		7		7
Stockton	East	Donald to Magnus	1/4P	8.30am-6pm, M-F,	4	4		4		4		4		3		3		3		4		3
Stockton	West	Donald to Victoria	Mobility		1	0		1		1		1		1		1		1		0		0
Stockton	West	Magnus to Victoria	1P	8.30am-6pm, M-F, 9am-4pm Sat-Sun	5	5		6		5		5		5		4		4		5		4
Stockton	East	Victoria to Magnus	1P	8.30am-6pm, M-F, 9am-4pm Sat-Sun	6	6		6		6		6		6		5		6		4		5
Magnus	North	Stockton to Yacaaba	Loading Zone			1		3		2		0		2		3		2		2		0
Magnus	North	Stockton to Yacaaba		1P	8.30am-6pm, M-F, 8.30am-12.30pm Sat	5	3		5		5		5		5		4		4		4	
Magnus	South	Stockton to Yacaaba	Mobility		2	2		1		2		2		2		1		1		1		1
Magnus	South	Stockton to Yacaaba		1/4P	8.30am-6pm, M-F, 9am-4pm Sat-Sun	2	2		2		2		2		2		2		2		2	
Magnus	South	Stockton to Yacaaba	1P	8.30am-6pm, M-F, 8.30am-12.30pm Sat	7	4		7		7		7		7		6		7		7		7
Magnus	North	Yacaaba to Donald	1P	8.30am-6pm, M-F, 8.30am-12.30pm Sat	3	3		3		3		3		4		3		2		4		4
Magnus	South	Yacaaba to Donald	1P	8.30am-6pm, M-F, 8.30am-12.30pm Sat	4	4		3		4		4		4		4		4		4		1
Yacaaba	East	Magnus to Donald	1P	8.30am-6pm, M-F, 8.30am-12.30pm Sat	5	4		5		6		5		6		6		6		5		5
Yacaaba	West	Magnus to Donald	Loading Zone			1		0		1		2		2		1		1		1		2
Yacaaba	West	Magnus to Donald		1P	8.30am-6pm, M-F, 8.30am-12.30pm Sat	4	3		4		4		4		4		4		4		4	
Yacaaba	East	Donald to Tomaree	2P	8.30am-6pm, M-F, 8.30am-12.30pm Sat	18	7		10		18		18		18		17		16		12		9
Yacaaba	West	Donald to Tomaree	2P	8.30am-6pm, M-F, 8.30am-12.30pm Sat	21	7		12		20		21		21		20		13		11		8
Tomaree	North	Yacaaba to end	Loading Zone	5am-8am M&F	4	2		2		4		4		4		4		3		2		2
Tomaree	South	Yacaaba to end	Loading Zone	5am-8am M&F	2	0		1		2		2		2		2		2		2		2
Tomaree	North	Yacaaba to Stockton	1P	8.30am-6pm, M-F, 8.30am-12.30pm Sat	3	0		0		3		3		2		3		3		1		1
		Donald Street Car park (east)	Unrestricted		90	36		76		88		90		88		89		84		78		67
		Donald Street Car park (west)	3P	8.30am-6pm, M-F	94	47		90		94		94		94		91		89		88		77
Government	South	Temporary car park	Unrestricted		61	48		58		60		60		61		60		55		56		50
Yacaaba	West	Temporary car park	Unrestricted		60	25		51		60		60		61		59		43		35		28
Donald		Woolworths car park	3P		190	96		190		190		190		184		179		186		182		181
Donald		Cinema car park			24	7		12		13		22		22		17		14		15		13
Stockton		Bowling Club car park	Unrestricted		75	15		15		15		43		52		60		39		33		34
				Total	484	254	0	406	0	484	0	483	0	487	0	469	0	429	0	398	0	347
				% Capacity		52.5%	0.0%	83.9%	0.0%	100.0%	0.0%	99.8%	0.0%	100.6%	0.0%	96.9%	0.0%	88.6%	0.0%	82.2%	0.0%	71.7%
				Sub-Total	289	118	0	217	0	218	0	255	0	258	0	256	0	239	0	230	0	228
				% of Sub-Total Capacity		40.8%	0.0%	75.1%	0.0%	75.4%	0.0%	88.2%	0.0%	89.3%	0.0%	88.6%	0.0%	82.7%	0.0%	79.6%	0.0%	78.9%
				% of Total Capacity		48.1%	0.0%	80.6%	0.0%	90.8%	0.0%	95.5%	0.0%	96.4%	0.0%	93.8%	0.0%	86.4%	0.0%	81.2%	0.0%	74.4%

Number of Spaces Occupied																						
STREET	SIDE OF STREET	SECTION	Parking Restriction	Time Restrictions	Number of Spaces Available	8:30	9:00	9:30	10:00	10:30	11:00	11:30	12:00	12:30	13:00	13:30	14:00	14:30	15:00	15:30	16:00	16:30
Laman	North	End to Government	90° Angle	Unrestricted	27		27		27		27		27		25		26		25			
Laman	North	End to Government	Parallel	Unrestricted	7		7		7		7		7		7		7		7			
Laman	South	End to Government	Parallel	Unrestricted	16		15		16		16		16		14		13		16			
Victoria	North	Magnus to Teramby	1/4P	Loading Zone 5-8am																		
Victoria	South	Magnus to Teramby	1/4P	8.30am-6pm, M-F, 8.30am-12.30pm Sat	5		0		0		4		4		5		4		4			
Teramby	North	Victoria to End	1/4P	8.30am-6pm, M-F, 8.30am-12.30pm Sat	2		1		1		2		2		1		1		1			
Teramby	North	Victoria to End	4P	8.30am-4.30pm	13		0		10		14		12		12		12		13			
Teramby	North	Victoria to End	Loading Zone	6am-6pm																		
Teramby	North	Victoria to End	4P - 90° angle	8.30am-4.30pm	13		8		13		13		13		13		13		13			
Victoria	North	Teramby to Shoal Bay Road	Motorbike																			
Victoria	North	Teramby to Shoal Bay Road	4P - 60° angle	8.30am-4.30pm	19		14		18		19		19		19		18		17			
Victoria	North	Teramby to Shoal Bay Road	4P - Parallel	8.30am-4.30pm	6		5		6		6		7		6		6		6			
Victoria	North	Teramby to Shoal Bay Road	Motorbike																			
Victoria	North	Teramby to Shoal Bay Road	4P - 60° angle	8.30am-4.30pm	15		16		16		15		15		15		15		15			
Victoria	North	Teramby to Shoal Bay Road	Bus Zone																			
Victoria	North	Teramby to Shoal Bay Road	Unrestricted												1		1		1			
Victoria	North	Teramby to Shoal Bay Road	4P - 60° angle	8.30am-4.30pm	17		4		17		17		17		17		17		15			
Victoria	North	Teramby to Shoal Bay Road	4P - 60° angle	8.30am-4.30pm	14		4		14		14		14		14		14		14			
Victoria	North	Teramby to Shoal Bay Road	4P - Parallel	8.30am-4.30pm	31		6		26		31		31		28		29		26			
Victoria	South	Shoal Bay Road to Teramby	4P - Parallel	8.30am-4.30pm	30		7		30		30		30		29		27		22			
Victoria	South	Shoal Bay Road to Teramby	4P - Parallel	8.30am-4.30pm	28		23		28		28		28		27		26		26			
Victoria	South	Shoal Bay Road to Teramby	4P - 60° angle	8.30am-4.30pm	22		12		21		22		22		22		22		20			
Victoria	South	Shoal Bay Road to Teramby	4P - Parallel	8.30am-4.30pm	5		0		5		5		5		5		4		5			
Marina Car Park	South		4P - 90° angle	8.30am-4.30pm	25		11		25		25		25		25		24		25			
Marina Car Park	West		4P - 90° angle	8.30am-4.30pm	10		3		10		10		10		9		10		10			
Marina Car Park	North		4P - 90° angle	8.30am-4.30pm	18		15		18		18		18		18		18		18			
Marina Car Park	East		Mobility		2		2		2		1		2		2		1		1			
Marina Car Park	East		4P - 90° angle	8.30am-4.30pm	9		7		9		9		9		9		9		8			
Marina Car Park	South	Centre	4P - 90° angle	8.30am-4.30pm	15		6		16		15		15		15		15		17			
Marina Car Park	West	Centre	4P - 90° angle	8.30am-4.30pm	7		3		7		7		7		7		7		7			
Marina Car Park	North	Centre	4P - 90° angle	8.30am-4.30pm	15		15		15		15		15		15		15		15			
Marina Car Park	East	Centre	4P - 90° angle	8.30am-4.30pm	5		5		5		5		5		5		5		5			
Public Wharf Car Park	North		Mobility		1		0		2		1		1		1		1		1			
Public Wharf Car Park	North		8P - 90° angle	8.30am-4.30pm	31		12		31		31		30		31		30		24			
Public Wharf Car Park	South		8P - 90° angle	8.30am-4.30pm																		
Public Wharf Car Park	South		8P - 90° angle	8.30am-4.30pm	26		11		26		26		23		23		21		19			
Teramby		Marina Car Park (east)	4P ticket		30		14		30		30		30		28		30		30			
Teramby		Marina Car Park (west)	4P ticket		52		22		52		52		52		50		50		50			
Teramby		Fishermans Co-op car park	Unrestricted		54		29		50		52		54		48		52		51			
				Total	516	0	275	0	503	0	515	0	511	0	498	0	491	0	476	0	0	0
				% Capacity		0.0%	53.3%	0.0%	97.5%	0.0%	99.8%	0.0%	99.0%	0.0%	96.5%	0.0%	95.2%	0.0%	92.2%	0.0%	0.0%	0.0%
				Sub-Total	54	0	29	0	50	0	52	0	54	0	48	0	52	0	51	0	0	0
				% of Sub-Total Capacity		0.0%	53.7%	0.0%	92.6%	0.0%	96.3%	0.0%	100.0%	0.0%	88.9%	0.0%	96.3%	0.0%	94.4%	0.0%	0.0%	0.0%
				% of Total Capacity		0.0%	53.3%	0.0%	97.0%	0.0%	99.5%	0.0%	99.1%	0.0%	95.8%	0.0%	95.3%	0.0%	92.5%	0.0%	0.0%	0.0%

Number of Spaces Occupied																						
STREET	SIDE OF STREET	SECTION	Parking Restriction	Time Restrictions	Number of Spaces Available	8:30	9:00	9:30	10:00	10:30	11:00	11:30	12:00	12:30	13:00	13:30	14:00	14:30	15:00	15:30	16:00	16:30
Donald	North	Church to Stockton	1P	8.30am-6pm, M-F, 8.30am-12.30pm Sat	14	7		13		14		13		14		14		12		10		8
Donald	North	Stockton to Yacaaba	1P	8.30am-6pm, M-F, 8.30am-12.30pm Sat	8	3		6		8		8		8		8		8		8		8
Donald	North	Stockton to Yacaaba	1/4P	8.30am-6pm, M-F, 8.30am-12.30pm Sat	1	1		1		1		1		1		1		1		1		1
Donald	South	Yacaaba to Stockton	1P	8.30am-6pm, M-F, 8.30am-12.30pm Sat	6	4		5		6		6		6		6		6		4		4
Donald	South	Yacaaba to Stockton	Loading Zone																			
Donald	South	Stockton to Church	1/2P	8.30am-5pm all days	7	3		3		7		7		7		5		7		4		2
Donald	South	Stockton to Church	1P	8.30am-6pm, M-F, 8.30am-12.30pm Sat	4	1		0		4		4		4		4		4		2		4
Stockton	West	Tomaree to Donald	1P	8.30am-6pm, M-F, 8.30am-12.30pm Sat	18	10		12		18		18		18		16		17		16		14
Stockton	East	Tomaree to Donald	1P	8.30am-6pm, M-F, 8.30am-12.30pm Sat	16	3		8		16		15		16		15		11		14		12
Stockton	West	Donald to Magnus	1P	8.30am-6pm, M-F,	7	7		6		7		7		7		6		7		7		7
Stockton	East	Donald to Magnus	1/4P	8.30am-6pm, M-F,	4	4		4		4		4		3		3		3		4		3
Stockton	West	Donald to Victoria	Mobility		1	0		1		1		1		1		1		1		0		0
Stockton	West	Magnus to Victoria	1P	8.30am-6pm, M-F, 9am-4pm Sat-Sun	5	5		6		5		5		5		4		4		5		4
Stockton	East	Victoria to Magnus	1P	8.30am-6pm, M-F, 9am-4pm Sat-Sun	6	6		6		6		6		6		5		6		4		5
Magnus	North	Stockton to Yacaaba	Loading Zone																			
Magnus	North	Stockton to Yacaaba	1P	8.30am-6pm, M-F, 8.30am-12.30pm Sat	5	3		5		5		5		5		4		4		4		5
Magnus	South	Stockton to Yacaaba	Mobility		2	2		1		2		2		2		1		1		1		1
Magnus	South	Stockton to Yacaaba	1/4P	8.30am-6pm, M-F, 9am-4pm Sat-Sun	2	2		2		2		2		2		2		2		2		2
Magnus	South	Stockton to Yacaaba	1P	8.30am-6pm, M-F, 8.30am-12.30pm Sat	7	4		7		7		7		7		6		7		7		7
Magnus	North	Yacaaba to Donald	1P	8.30am-6pm, M-F, 8.30am-12.30pm Sat	3	3		3		3		3		4		3		2		4		4
Magnus	South	Yacaaba to Donald	1P	8.30am-6pm, M-F, 8.30am-12.30pm Sat	4	4		3		4		4		4		4		4		4		1
Yacaaba	East	Magnus to Donald	1P	8.30am-6pm, M-F, 8.30am-12.30pm Sat	5	4		5		6		5		6		6		6		5		5
Yacaaba	West	Magnus to Donald	Loading Zone																			
Yacaaba	West	Magnus to Donald	1P	8.30am-6pm, M-F, 8.30am-12.30pm Sat	4	3		4		4		4		4		4		4		4		2
Yacaaba	East	Donald to Tomaree	2P	8.30am-6pm, M-F, 8.30am-12.30pm Sat	18	7		10		18		18		18		17		16		12		9
Yacaaba	West	Donald to Tomaree	2P	8.30am-6pm, M-F, 8.30am-12.30pm Sat	21	7		12		20		21		21		20		13		11		8
Tomaree	North	Yacaaba to end	Loading Zone	5am-8am M&F																		
Tomaree	South	Yacaaba to end	Loading Zone	5am-8am M&F																		
Tomaree	North	Yacaaba to Stockton	1P	8.30am-6pm, M-F, 8.30am-12.30pm Sat	3	0		0		3		3		2		3		3		1		1
Donald Street Car park (east)			Unrestricted		90	36		76		88		90		88		89		84		78		67
Donald Street Car park (west)			3P	8.30am-6pm, M-F	94	47		90		94		94		94		91		89		88		77
Government	South	Temporary car park	Unrestricted		61	48		58		60		60		61		60		55		56		50
Yacaaba	West	Temporary car park	Unrestricted		60	25		51		60		60		61		59		43		35		28
Donald		Woolworths car park	3P		190	96		190		190		190		184		179		186		182		181
Donald		Cinema car park	Unrestricted		24	7		12		13		22		22		17		14		15		13
Stockton		Bowling Club car park	Unrestricted		75	15		15		15		43		52		60		39		33		34
Total					476	249	0	398	0	473	0	473	0	475	0	457	0	420	0	391	0	339
% Capacity						52.3%	0.0%	83.6%	0.0%	99.4%	0.0%	99.4%	0.0%	99.8%	0.0%	96.0%	0.0%	98.2%	0.0%	82.1%	0.0%	71.2%
Sub-Total					289	118	0	217	0	218	0	255	0	258	0	256	0	239	0	230	0	228
% of Sub-Total Capacity						40.8%	0.0%	75.1%	0.0%	75.4%	0.0%	88.2%	0.0%	89.3%	0.0%	88.6%	0.0%	92.7%	0.0%	79.6%	0.0%	78.9%
% of Total Capacity						48.0%	0.0%	80.4%	0.0%	90.3%	0.0%	95.2%	0.0%	95.8%	0.0%	93.2%	0.0%	86.1%	0.0%	81.2%	0.0%	74.1%

						Number of Spaces Occupied																
STREET	SIDE OF STREET	SECTION	Parking Restriction	Time Restrictions	Number of Spaces Available	8:30	9:00	9:30	10:00	10:30	11:00	11:30	12:00	12:30	13:00	13:30	14:00	14:30	15:00	15:30	16:00	16:30
Laman	North	End to Government	90° Angle	Unrestricted	24		3		12		16		14		12		19		7		3	
Laman	North	End to Government	Parallel	Unrestricted	7		3		5		6		7		4		4		4		4	
Laman	South	End to Government	Parallel	Unrestricted	16		5		8		8		8		9		13		8		8	
Victoria	North	Magnus to Teramby	1/4P	Loading Zone 5-8am	3		0		0		0		0		1		1		0		0	
Victoria	South	Magnus to Teramby	1/4P	8.30am-6pm, M-F, 8.30am-12.30pm Sat	5		0		4		1		2		2		5		3		4	
Teramby	North	Victoria to End	1/4P	8.30am-6pm, M-F, 8.30am-12.30pm Sat	2		1		2		2		0		1		1		0		1	
Teramby	North	Victoria to End	4P	8.30am-4.30pm	13		3		4		4		5		6		13		3		2	
Teramby	North	Victoria to End	Loading Zone	6am-6pm			0		0		3		1		2		2		0		0	
Teramby	North	Victoria to End	4P - 90° angle	8.30am-4.30pm	13		1		4		5		2		11		6		9		3	
Victoria	North	Teramby to Shoal Bay Road	Motorbike		4		0		0		0		0		0		0		0		0	
Victoria	North	Teramby to Shoal Bay Road	4P - 60° angle	8.30am-4.30pm	19		0		2		0		2		7		0		5		5	
Victoria	North	Teramby to Shoal Bay Road	4P - Parallel	8.30am-4.30pm	6		0		0		0		0		0		2		0		0	
Victoria	North	Teramby to Shoal Bay Road	Motorbike		4		0		0		0		0		0		5		0		0	
Victoria	North	Teramby to Shoal Bay Road	4P - 60° angle	8.30am-4.30pm	15		0		1		0		1		0		0		0		1	
Victoria	North	Teramby to Shoal Bay Road	Bus Zone				0		0		3		3		4		0		5		0	
Victoria	North	Teramby to Shoal Bay Road	4P - 60° angle	8.30am-4.30pm	17		0		0		0		0		0		1		0		1	
Victoria	North	Teramby to Shoal Bay Road	4P - 60° angle	8.30am-4.30pm	14		0		0		3		0		5		1		0		0	
Victoria	North	Teramby to Shoal Bay Road	4P - Parallel	8.30am-4.30pm	31		0		0		0		0		0		1		0		0	
Victoria	South	Shoal Bay Road to Teramby	4P - Parallel	8.30am-4.30pm	30		1		0		1		2		0		2		2		0	
Victoria	South	Shoal Bay Road to Teramby	4P - Parallel	8.30am-4.30pm	28		0		0		0		0		1		0		1		0	
Victoria	South	Shoal Bay Road to Teramby	4P - 60° angle	8.30am-4.30pm	22		0		0		0		0		2		0		0		0	
Victoria	South	Shoal Bay Road to Teramby	4P - Parallel	8.30am-4.30pm	5		0		0		0		0		0		2		2		0	
Marina Car Park	South		4P - 90° angle	8.30am-4.30pm	25		0		0		0		0		2		5		3		1	
Marina Car Park	West		4P - 90° angle	8.30am-4.30pm	10		0		1		1		2		4		15		15		1	
Marina Car Park	North		4P - 90° angle	8.30am-4.30pm	18		8		5		0		10		14		1		1		5	
Marina Car Park	East		Mobility		2		0		1		7		2		0		5		4		3	
Marina Car Park	East		4P - 90° angle	8.30am-4.30pm	9		8		0		1		3		5		3		1		1	
Marina Car Park	South	Centre	4P - 90° angle	8.30am-4.30pm	15		0		0		3		1		4		4		4		1	
Marina Car Park	West	Centre	4P - 90° angle	8.30am-4.30pm	7		2		1		0		0		3		11		9		8	
Marina Car Park	North	Centre	4P - 90° angle	8.30am-4.30pm	15		2		2		0		7		11		2		3		2	
Marina Car Park	East	Centre	4P - 90° angle	8.30am-4.30pm	5		0		2		5		2		2		0		0		0	
Public Wharf Car Park	North		Mobility		2		0		0		2		1		0		8		7		4	
Public Wharf Car Park	North		8P - 90° angle	8.30am-4.30pm	31		6		10		8		10		8		0		0		0	
Public Wharf Car Park	South		8P - 90° angle	8.30am-4.30pm	26		4		4		4		7		3		3		5		1	
Teramby		Marina Car Park (east)	4P ticket	8.30am-4.30pm	30		4		12		12		13		26		26		21		18	
Teramby		Marina Car Park (west)	4P ticket	8.30am-4.30pm	52		10		18		19		21		0		0		0		0	
Teramby		Fishermans Co-op car park			54		4		10		23		41		36		42		37		42	
				Total	525	0	65	0	108	0	137	0	167	0	185	0	161	0	122	0	77	0
				% Capacity		0.0%	12.4%	0.0%	20.6%	0.0%	26.1%	0.0%	31.8%	0.0%	35.2%	0.0%	30.7%	0.0%	23.2%	0.0%	14.7%	0.0%
				Sub-Total	54	0	4	0	10	0	23	0	41	0	36	0	42	0	37	0	42	0
				% of Sub-Total Capacity		0.0%	7.4%	0.0%	18.5%	0.0%	42.6%	0.0%	75.9%	0.0%	66.7%	0.0%	77.8%	0.0%	68.5%	0.0%	77.8%	0.0%
				% of Total Capacity		0.0%	11.9%	0.0%	20.4%	0.0%	27.6%	0.0%	35.9%	0.0%	38.2%	0.0%	35.1%	0.0%	27.5%	0.0%	20.6%	0.0%

						Number of Spaces Occupied																
STREET	SIDE OF STREET	SECTION	Parking Restriction	Time Restrictions	Number of Spaces Available	8:30	9:00	9:30	10:00	10:30	11:00	11:30	12:00	12:30	13:00	13:30	14:00	14:30	15:00	15:30	16:00	16:30
Donald	North	Church to Stockton	1P	8.30am-6pm, M-F, 8.30am-12.30pm Sat	14	3		10		11		11		14		11		10		13		12
Donald	North	Stockton to Yacaaba	1P	8.30am-6pm, M-F, 8.30am-12.30pm Sat	8	7		5				7		4		5		8		6		4
Donald	North	Stockton to Yacaaba	1/4P	8.30am-6pm, M-F, 8.30am-12.30pm Sat	1	1		1				1		0		1		1		0		1
Donald	South	Yacaaba to Stockton	1P	8.30am-6pm, M-F, 8.30am-12.30pm Sat	6	5		5				5		5		6		5		3		2
Donald	South	Yacaaba to Stockton	Loading Zone		2	0		1				1		0		0		1		0		0
Donald	South	Stockton to Church	1/2P	8.30am-5pm all days	7	0		2		4		2		5		5		1		3		5
Donald	South	Stockton to Church	1P	8.30am-6pm, M-F, 8.30am-12.30pm Sat	4	1		1		2		2		3		3		1		3		3
Stockton	West	Tomaree to Donald	1P	8.30am-6pm, M-F, 8.30am-12.30pm Sat	18	7		12				13		16		16		16		17		14
Stockton	East	Tomaree to Donald	1P	8.30am-6pm, M-F, 8.30am-12.30pm Sat	16	8		11				13		13		14		14		11		14
Stockton	West	Donald to Magnus	1P	8.30am-6pm, M-F,	7	5		6		7		7		7		5		6		5		6
Stockton	East	Donald to Magnus	1/4P	8.30am-6pm, M-F,	4	2		3		3		2		4		4		1		1		4
Stockton	West	Donald to Victoria	Mobility		1	0		0		0		0		0		1		1		1		0
Stockton	West	Magnus to Victoria	1P	8.30am-6pm, M-F, 9am-4pm Sat-Sun	5	3		4		5		2		4		5		5		2		4
Stockton	East	Victoria to Magnus	1P	8.30am-6pm, M-F, 9am-4pm Sat-Sun	6	3		5		5		2		5		6		2		4		3
Magnus	North	Stockton to Yacaaba	Loading Zone			1		0		0		2		1		1		1		1		2
Magnus	North	Stockton to Yacaaba	1P	8.30am-6pm, M-F, 8.30am-12.30pm Sat	5	0		3		4		4		4		4		5		3		4
Magnus	South	Stockton to Yacaaba	Mobility		2	0		1		1		1		0		0		1		1		1
Magnus	South	Stockton to Yacaaba	1/4P	8.30am-6pm, M-F, 9am-4pm Sat-Sun	2	0		1		1		1		1		1		1		1		1
Magnus	South	Stockton to Yacaaba	1P	8.30am-6pm, M-F, 8.30am-12.30pm Sat	7	0		5		6		4		6		6		7		5		4
Magnus	North	Yacaaba to Donald	1P	8.30am-6pm, M-F, 8.30am-12.30pm Sat	3	4		3		2		3		3		2		3		3		3
Magnus	South	Yacaaba to Donald	1P	8.30am-6pm, M-F, 8.30am-12.30pm Sat	4	2		3		2		2		2		3		1		2		1
Yacaaba	East	Magnus to Donald	1P	8.30am-6pm, M-F, 8.30am-12.30pm Sat	5	4		4		3		6		5		3		1		5		2
Yacaaba	West	Magnus to Donald	Loading Zone			0		2		0		1		1		1		0		0		0
Yacaaba	West	Magnus to Donald	1P	8.30am-6pm, M-F, 8.30am-12.30pm Sat	4	3		3		3		3		4		3		3		4		4
Yacaaba	East	Donald to Tomaree	2P	8.30am-6pm, M-F, 8.30am-12.30pm Sat	18	6		13		13		16		15		17		12		11		5
Yacaaba	West	Donald to Tomaree	2P	8.30am-6pm, M-F, 8.30am-12.30pm Sat	21	5		18		16		18		14		20		15		13		8
Tomaree	North	Yacaaba to end	Loading Zone	5am-8am M&F	4	0		0		2		4		2		0		0		0		0
Tomaree	South	Yacaaba to end	Loading Zone	5am-8am M&F	2	1		2		3		2		2		1		1		1		0
Tomaree	North	Yacaaba to Stockton	1P	8.30am-6pm, M-F, 8.30am-12.30pm Sat	3	0		3		2		3		3		1		2		2		0
		Donald Street Car park (east)	Unrestricted		90	38		80		84		83		83		82		75		75		64
		Donald Street Car park (west)	3P	8.30am-6pm, M-F	94	30		82		82		74		93		89		76		56		73
Government	South	Temporary car park	Unrestricted		61	36		53		52		52		49		47		39		34		31
Yacaaba	West	Temporary car park	Unrestricted		60	14		54		60		59		59		57		52		36		30
Donald		Woolworths car park	3P		190	110		114		121		161		124		133		82		76		88
Donald		Cinema car park			24	7		11		11		9		13		11		9		11		14
Stockton		Bowling Club car park	Unrestricted		75	2		14		18		21		27		28		29		31		34
				Total	484	189	0	396	0	373	0	406	0	427	0	420	0	367	0	322	0	305
				% Capacity		39.0%	0.0%	81.8%	0.0%	77.1%	0.0%	83.9%	0.0%	88.2%	0.0%	86.8%	0.0%	75.8%	0.0%	66.5%	0.0%	63.0%
				Sub-Total	289	119	0	139	0	150	0	191	0	164	0	172	0	120	0	118	0	136
				% of Sub-Total Capacity		41.2%	0.0%	48.1%	0.0%	51.9%	0.0%	66.1%	0.0%	56.7%	0.0%	59.5%	0.0%	41.5%	0.0%	40.8%	0.0%	47.1%
				% of Total Capacity		39.8%	0.0%	69.2%	0.0%	67.7%	0.0%	77.2%	0.0%	76.5%	0.0%	76.6%	0.0%	63.0%	0.0%	56.9%	0.0%	57.1%

						Number of Spaces Occupied																
STREET	SIDE OF STREET	SECTION	Parking Restriction	Time Restrictions	Number of Spaces Available	8:30	9:00	9:30	10:00	10:30	11:00	11:30	12:00	12:30	13:00	13:30	14:00	14:30	15:00	15:30	16:00	16:30
Donald	North	Church to Stockton	1P	8.30am-6pm, M-F, 8.30am-12.30pm Sat	14	3		10		11		11		14		11		10		13		12
Donald	North	Stockton to Yacaaba	1P	8.30am-6pm, M-F, 8.30am-12.30pm Sat	8	7		5				7		4		5		8		6		4
Donald	North	Stockton to Yacaaba	1/4P	8.30am-6pm, M-F, 8.30am-12.30pm Sat	1	1		1				1		0		1		1		0		1
Donald	South	Yacaaba to Stockton	1P	8.30am-6pm, M-F, 8.30am-12.30pm Sat	6	5		5				5		5		6		5		3		2
Donald	South	Yacaaba to Stockton	Loading Zone																			
Donald	South	Stockton to Church	1/2P	8.30am-5pm all days	7	0		2		4		2		5		5		1		3		5
Donald	South	Stockton to Church	1P	8.30am-6pm, M-F, 8.30am-12.30pm Sat	4	1		1		2		2		3		3		1		3		3
Stockton	West	Tomaree to Donald	1P	8.30am-6pm, M-F, 8.30am-12.30pm Sat	18	7		12				13		16		16		16		17		14
Stockton	East	Tomaree to Donald	1P	8.30am-6pm, M-F, 8.30am-12.30pm Sat	16	8		11				13		13		14		14		11		14
Stockton	West	Donald to Magnus	1P	8.30am-6pm, M-F,	7	5		6		7		7		7		5		6		5		6
Stockton	East	Donald to Magnus	1/4P	8.30am-6pm, M-F,	4	2		3		3		2		4		4		1		1		4
Stockton	West	Donald to Victoria	Mobility		1	0		0		0		0		0		1		1		1		0
Stockton	West	Magnus to Victoria	1P	8.30am-6pm, M-F, 9am-4pm Sat-Sun	5	3		4		5		2		4		5		5		2		4
Stockton	East	Victoria to Magnus	1P	8.30am-6pm, M-F, 9am-4pm Sat-Sun	6	3		5		5		2		5		6		2		4		3
Magnus	North	Stockton to Yacaaba	Loading Zone																			
Magnus	North	Stockton to Yacaaba	1P	8.30am-6pm, M-F, 8.30am-12.30pm Sat	5	0		3		4		4		4		4		5		3		4
Magnus	South	Stockton to Yacaaba	Mobility		2	0		1		1		1		0		0		1		1		1
Magnus	South	Stockton to Yacaaba	1/4P	8.30am-6pm, M-F, 9am-4pm Sat-Sun	2	0		1		1		1		1		1		1		1		1
Magnus	South	Stockton to Yacaaba	1P	8.30am-6pm, M-F, 8.30am-12.30pm Sat	7	0		5		6		4		6		6		7		5		4
Magnus	North	Yacaaba to Donald	1P	8.30am-6pm, M-F, 8.30am-12.30pm Sat	3	4		3		2		3		3		2		3		3		3
Magnus	South	Yacaaba to Donald	1P	8.30am-6pm, M-F, 8.30am-12.30pm Sat	4	2		3		2		2		2		3		1		2		1
Yacaaba	East	Magnus to Donald	1P	8.30am-6pm, M-F, 8.30am-12.30pm Sat	5	4		4		3		6		5		3		1		5		2
Yacaaba	West	Magnus to Donald	Loading Zone																			
Yacaaba	West	Magnus to Donald	1P	8.30am-6pm, M-F, 8.30am-12.30pm Sat	4	3		3		3		3		4		3		3		4		4
Yacaaba	East	Donald to Tomaree	2P	8.30am-6pm, M-F, 8.30am-12.30pm Sat	18	6		13		13		16		15		17		12		11		5
Yacaaba	West	Donald to Tomaree	2P	8.30am-6pm, M-F, 8.30am-12.30pm Sat	21	5		18		16		18		14		20		15		13		8

Number of Spaces Occupied																						
STREET	SIDE OF STREET	SECTION	Parking Restriction	Time Restrictions	Number of Spaces Available	8:30	9:00	9:30	10:00	10:30	11:00	11:30	12:00	12:30	13:00	13:30	14:00	14:30	15:00	15:30	16:00	16:30
Laman	North	End to Government	90° Angle	Unrestricted	24		3		12		16		14		12		19		7		3	
Laman	North	End to Government	Parallel	Unrestricted	7		3		5		6		7		4		4		4		4	
Laman	South	End to Government	Parallel	Unrestricted	16		5		8		8		8		9		13		8		8	
Victoria	North	Magnus to Teramby	1/4P	Loading Zone 5-8am																		
Victoria	South	Magnus to Teramby	1/4P	8.30am-6pm, M-F, 8.30am-12.30pm Sat	5		0		4		1		2		2		5		3		4	
Teramby	North	Victoria to End	1/4P	8.30am-6pm, M-F, 8.30am-12.30pm Sat	2		1		2		2		0		1		1		0		1	
Teramby	North	Victoria to End	4P	8.30am-4.30pm	13		3		4		4		5		6		13		3		2	
Teramby	North	Victoria to End	Loading Zone	6am-6pm																		
Teramby	North	Victoria to End	4P - 90° angle	8.30am-4.30pm	13		1		4		5		2		11		6		9		3	
Victoria	North	Teramby to Shoal Bay Road	Motorbike																			
Victoria	North	Teramby to Shoal Bay Road	4P - 60° angle	8.30am-4.30pm	19		0		2		0		2		7		0		5		5	
Victoria	North	Teramby to Shoal Bay Road	4P - Parallel	8.30am-4.30pm	6		0		0		0		0		0		2		0		0	
Victoria	North	Teramby to Shoal Bay Road	Motorbike																			
Victoria	North	Teramby to Shoal Bay Road	4P - 60° angle	8.30am-4.30pm	15		0		1		0		1		0		0		0		1	
Victoria	North	Teramby to Shoal Bay Road	Bus Zone																			
Victoria	North	Teramby to Shoal Bay Road	4P - 60° angle	8.30am-4.30pm	17		0		0		0		0		0		1		0		1	
Victoria	North	Teramby to Shoal Bay Road	4P - 60° angle	8.30am-4.30pm	14		0		0		3		0		5		1		0		0	
Victoria	North	Teramby to Shoal Bay Road	4P - Parallel	8.30am-4.30pm	31		0		0		0		0		0		1		0		0	
Victoria	South	Shoal Bay Road to Teramby	4P - Parallel	8.30am-4.30pm	30		1		0		1		2		0		2		2		0	
Victoria	South	Shoal Bay Road to Teramby	4P - Parallel	8.30am-4.30pm	28		0		0		0		0		1		0		1		0	
Victoria	South	Shoal Bay Road to Teramby	4P - 60° angle	8.30am-4.30pm	22		0		0		0		0		2		0		0		0	
Victoria	South	Shoal Bay Road to Teramby	4P - Parallel	8.30am-4.30pm	5		0		0		0		0		0		2		2		0	
Marina Car Park	South		4P - 90° angle	8.30am-4.30pm	25		0		0		0		0		2		5		3		1	
Marina Car Park	West		4P - 90° angle	8.30am-4.30pm	10		0		1		1		2		4		15		15		1	
Marina Car Park	North		4P - 90° angle	8.30am-4.30pm	18		8		5		0		10		14		1		1		5	
Marina Car Park	East		Mobility		2		0		1		7		2		0		5		4		3	
Marina Car Park	East		4P - 90° angle	8.30am-4.30pm	9		8		0		1		3		5		3		1		1	
Marina Car Park	South	Centre	4P - 90° angle	8.30am-4.30pm	15		0		0		3		1		4		4		4		1	
Marina Car Park	West	Centre	4P - 90° angle	8.30am-4.30pm	7		2		1		0		0		3		11		9		8	
Marina Car Park	North	Centre	4P - 90° angle	8.30am-4.30pm	15		2		2		0		7		11		2		3		2	
Marina Car Park	East	Centre	4P - 90° angle	8.30am-4.30pm	5		0		2		5		2		2		0		0		0	
Public Wharf Car Park	North		Mobility		2		0		0		2		1		0		8		7		4	
Public Wharf Car Park	North		8P - 90° angle	8.30am-4.30pm	31		6		10		8		10		8		0		0		0	
Public Wharf Car Park	South		8P - 90° angle	8.30am-4.30pm	26		4		4		4		7		3		3		5		1	
Teramby		Marina Car Park (east)	4P ticket	8.30am-4.30pm	30		4		12		12		13		26		26		21		18	
Teramby		Marina Car Park (west)	4P ticket	8.30am-4.30pm	52		10		18		19		21		0		0		0		0	
Teramby		Fishermans Co-op car park			54		4		10		23		41		36		42		37		42	
			Total		514	0	65	0	108	0	131	0	163	0	178	0	153	0	117	0	77	0
			% Capacity			0.0%	12.6%	0.0%	21.0%	0.0%	25.5%	0.0%	31.7%	0.0%	34.6%	0.0%	29.8%	0.0%	22.8%	0.0%	15.0%	0.0%
			Sub-Total		54	0	4	0	10	0	23	0	41	0	36	0	42	0	37	0	42	0
			% of Sub-Total Capacity			0.0%	7.4%	0.0%	18.5%	0.0%	42.6%	0.0%	75.9%	0.0%	66.7%	0.0%	77.8%	0.0%	68.5%	0.0%	77.8%	0.0%
			% of Total Capacity			0.0%	12.1%	0.0%	20.8%	0.0%	27.1%	0.0%	35.9%	0.0%	37.7%	0.0%	34.3%	0.0%	27.1%	0.0%	21.0%	0.0%

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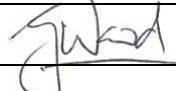
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Revision	Author	Reviewer		Approved for Issue		
		Name	Signature	Name	Signature	Date
0	A. Luttrell	T. Bickerstaff		G. Wood		7/09/17

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