PARKING MANAGEMENT PLAN

208C CAMBRIDGE STREET, WEMBLEY WA 6014

Proposed Cafe

Prepared for: Amy Lindsay
Date Prepared: June 2020
Revision: 1.0
Town of Cambridge Development Application #: TBA
INDEX

INTRODUCTION ................................................................................................................................. 3

BACKGROUND AND EXISTING CONDITIONS .................................................................................. 3
  Figure 1: Location of the subject site ............................................................................................ 4
  Figure 2: Aerial view of subject site ............................................................................................ 4

PUBLIC TRANSPORT .......................................................................................................................... 5
  Figure 3: Public Transport Map ...................................................................................................... 5
  Table 1: Public transport service details ....................................................................................... 6

WALKABILITY ..................................................................................................................................... 7
  Figure 4: 15 Minute walking catchment area, ................................................................................ 7

PROPOSED DEVELOPMENT .................................................................................................................. 8

NUMBER OF CAR PARKING SPACES REQUIRED FOR THE DEVELOPMENT ................................. 9
  Table 2: Proposed Development Car Parking Requirement Summary ........................................ 9

PARKING MANAGEMENT PLAN ......................................................................................................... 9
  Number of Car Parking Bays and Bicycle Parking Spaces .............................................................. 9
  Public Parking Availability ............................................................................................................ 9
  Public Transport Availability and Pedestrian and Cycling Facilities ............................................ 9
  Strategies to be Employed to Manage Parking Demand On-Site .................................................. 10

NUMBER OF BICYCLE SPACES REQUIRED FOR THE DEVELOPMENT ........................................ 11
  Table 3: Proposed Development Bicycle Parking Requirement Summary .................................... 11

TRAFFIC IMPACT ASSESSMENT ........................................................................................................ 12

CROSS UTILISATION TRIPS ............................................................................................................... 13

CAR PARKING DEMAND SURVEY .................................................................................................... 14
  ON-STREET PUBLIC PARKING ANALYSIS .................................................................................. 14
    On-Street Public Parking Survey Results ...................................................................................... 14

CONCLUSIONS ................................................................................................................................... 15

APPENDIX A: PARKING INVENTORY AND DEMAND SURVEY, ON/OFF - STREET PUBLIC PARKING – SURVEY AREA .................................................................................................................. 16

APPENDIX B: ON - STREET PUBLIC PARKING, INVENTORY AND DEMAND, FRIDAY 12th JUNE .......... 17

APPENDIX C: ON - STREET PUBLIC PARKING, INVENTORY AND DEMAND, SATURDAY 13th JUNE .......... 18

APPENDIX D: ON - STREET PUBLIC PARKING, INVENTORY AND DEMAND, SUNDAY 14th JUNE .......... 19
INTRODUCTION

Auswide Consulting was engaged by Amy Lindsay to prepare a Parking Management Plan at 208C Cambridge Street, Wembley WA 6014. This report will assess the implications of the proposed development changes on existing traffic, parking and transport conditions surrounding the site. The following items have been included in the subsequent sections of this report:

- Public and active transport accessibility at the site,
- Number of car parking spaces required for the development,
- Parking Management Plan
- Expected traffic generation rates and their impact on the surrounding road network,
- Car parking demand survey
- Conclusions of the above findings.

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

BACKGROUND AND EXISTING CONDITIONS

The subject site is located on Cambridge Street in the suburb of Wembley, which is approximately 5km north-west from Perth’s CBD. The site falls within the Town of Cambridge. The use of the land immediately surrounding the subject site is primarily commercial and residential in nature, which mainly comprises of restaurants, retailers and medical facilities. The subject property is bounded by Cambridge St to the south with existing developments in the surrounding directions.

Cambridge St is a road under the Town’s jurisdiction. The road cross-section at the site includes 4 lanes (eastbound and westbound) with on-street parking and pedestrian footpaths available on both sides. The subject site is located within a medium pedestrian activity zone.

Figure 1: presents an aerial view of the subject site showing surrounding suburbs

Figure 2: presents an aerial view of the subject site showing surrounding roads and businesses
Figure 1: Location of the subject site, source: Google Maps

Figure 2: Aerial view of subject site, source: Google Maps
PUBLIC TRANSPORT

The subject site is in an area that has great access to public transport services that is within walking distance to the site. The closest public transport stop to the site, Cambridge St after Gregory St, is approximately 43m away which is a 1-minute walk. This stop provides several bus routes and services throughout the day. The following table will summarise the frequency of these services.

![Public Transport Map](source: transperth.wa.gov.au)
The above bus and train service details show that the development site has great access to public transport options. Given the number of services provided, it is likely that some patrons and staff will use these services to travel to and from the site.

**Table 1: Public transport service details**

<table>
<thead>
<tr>
<th>Service</th>
<th>Location</th>
<th>Distance from subject site [m]</th>
<th>Walking time [min]</th>
<th>Origin</th>
<th>Destination</th>
<th>Route Description</th>
<th>AM Peak (7-9 am)</th>
<th>PM Peak (4-6 pm)</th>
<th>Off peak</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>BUS SERVICES</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>81</td>
<td>Cambridge St after Gregory St</td>
<td>43</td>
<td>1</td>
<td>Perth</td>
<td>City Beach</td>
<td>Via Oceanic Dr &amp; Cambridge St</td>
<td>4</td>
<td>6</td>
<td>1 service per hour</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>City Beach</td>
<td>Perth</td>
<td>6</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>82</td>
<td>Cambridge St after Gregory St</td>
<td>43</td>
<td>1</td>
<td>Perth</td>
<td>City Beach</td>
<td>Via the Boulevard &amp; Cambridge St</td>
<td>4</td>
<td>5</td>
<td>1 service per hour</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>City Beach</td>
<td>Perth</td>
<td>7</td>
<td>4</td>
<td></td>
</tr>
<tr>
<td>83</td>
<td>Cambridge St after Gregory St</td>
<td>43</td>
<td>1</td>
<td>Perth</td>
<td>City Beach</td>
<td>Via Empire Ave, Grantham St &amp; Cambridge St</td>
<td>3</td>
<td>6</td>
<td>1 service per hour</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>City Beach</td>
<td>Perth</td>
<td>8</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td>84</td>
<td>Cambridge St after Gregory St</td>
<td>43</td>
<td>1</td>
<td>Perth</td>
<td>Wembley Downs</td>
<td>Via Hale Rd, Grantham St &amp; Cambridge St</td>
<td>3</td>
<td>6</td>
<td>1 service per hour</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Wembley Downs</td>
<td>Perth</td>
<td>7</td>
<td>3</td>
<td></td>
</tr>
<tr>
<td>85</td>
<td>Cambridge St after Gregory St</td>
<td>43</td>
<td>1</td>
<td>Perth</td>
<td>Glendalough Station</td>
<td>Via Herdsman Pde &amp; Cambridge St</td>
<td>4</td>
<td>6</td>
<td>2 services per hour</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Glendalough Station</td>
<td>Perth</td>
<td>8</td>
<td>8</td>
<td></td>
</tr>
<tr>
<td><strong>TRAIN SERVICES</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fremantle Line</td>
<td>Subiaco Station</td>
<td>650</td>
<td>8</td>
<td>Perth</td>
<td>Fremantle</td>
<td>-</td>
<td>13</td>
<td>12</td>
<td>4 services per hour</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Fremantle</td>
<td>Perth</td>
<td>-</td>
<td>12</td>
<td>12</td>
<td></td>
</tr>
</tbody>
</table>

208C Cambridge Street, Wembley WA 6014  
by AusWide Consulting
WALKABILITY

The locality was assessed for nearby features that would encourage staff and patrons to walk/cycle. Reference is made to the 15 minute walking catchment area outlined in Figure 4.

The ‘walkability’ of a site is a measure of its proximity to other facilities by walking and can be ascertained from www.walkscore.com. The subject site is rated as “Very Walkable” (meaning that most errands can be accomplished on foot) and with a score of 87 out of 100 (obtained from the ‘Walk Score’ web tool), it provides a higher ranking to the average Perth metropolitan score of 50 out of 100.

Figure 4: 15 Minute walking catchment area, source: www.walkscore.com
PROPOSED DEVELOPMENT

The proposed development at 208C Cambridge St, Wembley WA 6014 is for a cafe.

The information provided by the client and plans are as follows;

- The proposed operating hours for the site is;
  - Wednesday – Sunday (7:00am – 3:00pm)
  - Expected peak time of 10:00am – 2:00pm

- Maximum capacity of 16 patrons comprising of 10 indoor and 6 outdoor seating.

- Maximum of 3 staff however typical operation will only have 2 on-site.

- Total GFA of the site is 60sqm.
  - Indoor seating area is 19.94sqm
  - Outdoor seating area is 4.5sqm

- 14 shared on-site car parking spaces are available at the rear of the building. These spaces are shared with the surrounding businesses with no disabled parking spaces marked.
NUMBER OF CAR PARKING SPACES REQUIRED FOR THE DEVELOPMENT

Within the Town of Cambridge Local Planning Policy 3.13 Parking, the development’s land use is classified as a cafe. The table below summarises the rate obtained from the local planning policy as well as the car parking requirement for the proposed development.

<table>
<thead>
<tr>
<th>Land Use</th>
<th>Given Rate from Planning Policy</th>
<th>Car Parking Required</th>
<th>Parking Spaces Available</th>
<th>Car Parking Shortfall</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cafe</td>
<td>1 space per 5sqm of seating area including alfresco area.</td>
<td>As the total seating GFA is 24.44sqm, the total car parking requirement is 5 (rounded up) spaces.</td>
<td>Currently a shortfall of 2 spaces (as advised by client)</td>
<td>Total shortfall of 7 parking spaces</td>
</tr>
</tbody>
</table>

*Table 2: Proposed Development Car Parking Requirement Summary*

As observed in the table above, the development has a resulted car parking shortfall. With a requirement of 5 car parking spaces and an existing shortfall of 2 spaces, there is a resulted total shortfall of 7 car parking spaces. In accordance to Clause 8.2 of the Town of Cambridge LPP3.13, as there is a car parking shortfall for the development, a Parking Management Plan is required.

PARKING MANAGEMENT PLAN

Number of Car Parking Bays and Bicycle Parking Spaces

A total of 5 car parking bays are required for the café development which will included staff and visitor parking spaces. It has been advised that 3 parking spaces are to be allocated to staff with the remaining will be visitor/disabled parking spaces. The tenant of the site is also expected to be responsible for the management of the on-site car parking spaces. As displayed in *Table 3 (Page 10)*, only 2 short-stay bicycle parking spaces are required for the development as the minimum requirement for long-stay spaces are not met.

Public Parking Availability

To accommodate for this shortfall, a car parking demand survey of parking spaces within 250m of the subject site was conducted with the overall results displayed on *Page 14* within this report. All enforced car parking restrictions and the on-street parking provision will be outlined within *Appendix A – D*.

Public Transport Availability and Pedestrian and Cycling Facilities

Outlined on *Pages 5 and 6* within this report are the public transport options that surround the proposed development. It is evident that the site is within an area with great access to public transport and it is likely that some patrons will use public transport to travel to and from the site.

As the site is within an area where ample footpaths and provided, pedestrians are able to easily access the site.
As outlined on Page 11, no long-stay bicycle parking spaces are required for the development. In accordance to Clause 3.1 of the Town of Cambridge LPP3.13, no end of trip facilities are required.

**Strategies to be Employed to Manage Parking Demand On-Site**

As there is already an existing shortfall of car parking spaces for the site, some incentives and strategies may need to be implemented to encourage employees and patrons to choose alternative means of transport other than vehicles. A few examples of incentives and strategies for staff that may be implemented are;

- If staff reside close to one another, an incentive to car pool may be implemented to reduce the car parking demand for the development.
- Installing additional bicycle parking facilities which will encourage staff and patrons to cycle to the site.
- Rewarding staff for taking public transport and not driving their vehicles to the site. This can be monthly incentives of free food, bonus pay, staff outings, etc.
NUMBER OF BICYCLE SPACES REQUIRED FOR THE DEVELOPMENT

The bicycle provision requirements are determined in accordance with the Town of Cambridge LPP 3.13. The table below summarises the bicycle parking requirement for each land use with the rates provided within this document.

<table>
<thead>
<tr>
<th>Land Use</th>
<th>Given Rate from LPP3.13</th>
<th>Bicycle Parking Required</th>
<th>Dedicated Parking Spaces Provided</th>
<th>Bicycle Parking Shortfall</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cafe</td>
<td>1 space per 100sqm NFA</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Minimum of 2 spaces</td>
<td></td>
<td>0 dedicated spaces</td>
<td>2 spaces shortfall</td>
</tr>
<tr>
<td></td>
<td>1 space per 100sqm NFA</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>As the development is less than 100sqm, the site will require 2 short-stay bicycle parking spaces</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Table 3: Proposed Development Bicycle Parking Requirement Summary

As observed in the table above, it is evident that the development will require 2 mandatory short-stay bicycle parking spaces. This can be accommodated with a bicycle rail (providing 2 spaces) installed on-site.
TRAFFIC IMPACT ASSESSMENT

Through observation of the RTA Guide to Traffic Generating Development (2002), the development land use is classified as a “restaurant”. The traffic generation rates for the development is as follows;

- Daily Vehicle Trips = 60 per 100sqm GFA
- Evening Peak Hour Vehicle Trips = 5 per 100sqm GFA

As the proposed development will have a total GFA of 60sqm, the daily vehicle trips are calculated to be 36 daily trips and the evening peak hour vehicle trips are calculated to be 3 peak hour trips.

These rates are likely to vary on a day to day basis depending on the number of patrons that choose to walk or cycle to the site, however the trips generated from the site are still expected to be low.
CROSS UTILISATION TRIPS

As the site is located within a commercial and residential area, trips to and from the site are expected to be cross-utilised with trips towards other destinations. It is likely that some trips generated from the site will be mixed with trips towards some of the other services available around the area.
CAR PARKING DEMAND SURVEY

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

- Friday 12th June (7:00am – 10:00am)
- Saturday 13th June (11:00am – 2:00pm)
- Sunday 14th June (12:00pm – 3:00pm)

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

ON-STREET PUBLIC PARKING ANALYSIS

There is an approximate total of 103 on-street parking spaces that were surveyed within a 250m walking distance of the site.

On-Street Public Parking Survey Results

The parking observations showed that there are approximately 103 on-street available parking spaces within 250m of the subject site.

Generally, the occupancy for these spaces are between 12.6 – 38.8% on Friday, 47.6 – 55.3% on Saturday and 45.6 – 56.3% on Sunday.

These percentages indicate low-medium occupancy throughout the survey times with the highest occupancy (56.3%) observed at 2:00pm on Sunday. The average occupancy for this area is 42.6% with demand rarely exceeding 55%.
CONCLUSIONS

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

- The proposed development at 208C Cambridge St, Wembley WA 6014 is for a café.

- The site has good access to the local area through public transport. It is likely that some patrons of the site will take public transport to travel to and from the site.

- The site has walkability score of 87, which indicates that “most errands can be accomplished on foot”. This score provides a higher ranking to the average Perth metropolitan score of 50 out of 100.

- When considering the land use, it is expected that trips generated for the site will be cross-utilised trips. As the site is in a commercial and residential area, it is likely the trips to and from the site will be part of trips towards other destinations.

- The proposed development will generate additional, but low levels of trips throughout the day. It is expected that these trips can be accommodated at the nearby intersections without affecting intersection performance or increasing delays and queues.

- Using the recommended parking rates presented within the respective council’s planning scheme, the proposed site would require a total of 5 parking spaces to be compliant with the requirement. As the site has an existing shortfall of 2 parking spaces, there is a total shortfall of 7 spaces. As there is a shortfall, a parking management plan is required.

- As part of the parking management plan, a car parking demand survey was conducted to determine available parking within 250m of the subject site. Assessing the locality of the site, there are approximately 103 on-street car parking spaces available. The parking survey results indicated that there are sufficient car spaces available for patrons and staff to utilise.

In conclusion, this study indicates that the proposed development is not envisaged to have adverse impacts on the surrounding traffic or parking conditions. Therefore, the proposed development should be supported on traffic and parking grounds.
APPENDIX A: PARKING INVENTORY AND DEMAND SURVEY, ON/OFF - STREET PUBLIC PARKING – SURVEY AREA

Legend:
- northbound
- southbound
- eastbound
- westbound
## APPENDIX B: ON-STREET PUBLIC PARKING, INVENTORY AND DEMAND, FRIDAY 12th JUNE

<table>
<thead>
<tr>
<th>LOCATION</th>
<th>PARKING</th>
<th>DEMAND</th>
</tr>
</thead>
<tbody>
<tr>
<td>Street</td>
<td>Between</td>
<td>Side</td>
</tr>
<tr>
<td>Cambridge St</td>
<td>Harborne St - Connolly St</td>
<td>E</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
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<td></td>
<td></td>
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<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Connolly St</td>
<td>Harborne St W</td>
<td></td>
</tr>
<tr>
<td>Gregory St</td>
<td>Cambridge St - Barrett St N</td>
<td></td>
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<td></td>
<td></td>
<td></td>
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<tr>
<td>Station St</td>
<td>Cambridge St - Barrett St N</td>
<td></td>
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<td></td>
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</tbody>
</table>

E- eastbound, N – northbound, S – southbound, W – westbound
# APPENDIX C: ON-STREET PUBLIC PARKING, INVENTORY AND DEMAND, SATURDAY 13th JUNE

<table>
<thead>
<tr>
<th>LOCATION</th>
<th>STREET</th>
<th>BETWEEN</th>
<th>SIDE</th>
<th>DEMAND</th>
<th>PARKING</th>
<th>SUPPLY</th>
<th>11:00am</th>
<th>12:00pm</th>
<th>1:00pm</th>
<th>2:00pm</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cambridge St</td>
<td>Harborne St</td>
<td>-</td>
<td>Connolly St</td>
<td>E Clearway Mon – Sat (7:30am – 9:00am) 2P Mon – Sat (9:00am – 4:15pm)</td>
<td>4</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Clearway Mon – Sat (7:30am – 9:00am) 2P Mon – Sat (9:00am – 6:15pm)</td>
<td>2</td>
<td>2</td>
<td>1</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Clearway Mon – Sat (7:30am – 9:00am) 1/4P All Other Times</td>
<td>6</td>
<td>3</td>
<td>2</td>
<td>3</td>
<td>3</td>
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<tr>
<td></td>
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<td></td>
<td></td>
<td></td>
<td>Clearway (7:30am – 9:00am) 2P Ticket Mon – Sat (9:00am – 4:15pm)</td>
<td>12</td>
<td>6</td>
<td>5</td>
<td>6</td>
<td>7</td>
</tr>
<tr>
<td></td>
<td>Connolly St</td>
<td>-</td>
<td>Harborne St</td>
<td>W Clearway Mon – Fri (4:15pm – 6:00pm) 2P Ticket Parking Mon – Sat (9:00am – 4:15pm)</td>
<td>10</td>
<td>4</td>
<td>5</td>
<td>5</td>
<td>6</td>
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<td></td>
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<td></td>
<td></td>
<td>Clearway Mon – Fri (4:15pm – 6:00pm) 2P Ticket Mon – Fri (8:00am – 4:15pm) 2P Ticket Sat (8:00am – 12:00pm)</td>
<td>15</td>
<td>6</td>
<td>8</td>
<td>8</td>
<td>9</td>
</tr>
<tr>
<td>Gregory St</td>
<td>Cambridge St</td>
<td>-</td>
<td>Barrett St</td>
<td>N 1/4P Mon – Fri (8:00am – 5:30pm) 1/4P Sat (8:00am – 12:00pm)</td>
<td>2</td>
<td>2</td>
<td>2</td>
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<td></td>
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<td>2P Mon – Fri (8:00am – 5:30pm) 2P Sat (8:00am – 12:00pm)</td>
<td>5</td>
<td>2</td>
<td>3</td>
<td>3</td>
<td>3</td>
</tr>
<tr>
<td></td>
<td>Barrett St</td>
<td>-</td>
<td>Cambridge St</td>
<td>S 2P Mon – Fri (8:00am – 5:30pm) 2P Sat (8:00am – 12:00pm)</td>
<td>5</td>
<td>3</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td></td>
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<td></td>
<td></td>
<td></td>
<td>1P Mon – Fri (8:00am – 5:30pm) 1P Sat (8:00am – 12:00pm)</td>
<td>2</td>
<td>1</td>
<td>2</td>
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<td></td>
<td></td>
<td>1/4P Mon – Fri (8:00am – 5:30pm) 1/4P Sat (8:00am – 12:00pm)</td>
<td>1</td>
<td>-</td>
<td>-</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>Station St</td>
<td>Cambridge St</td>
<td>-</td>
<td>Barrett St</td>
<td>N 2P Ticket Mon – Fri (8:00am – 5:30pm) 2P Ticket Sat (8:00am – 12:00pm)</td>
<td>8</td>
<td>3</td>
<td>3</td>
<td>4</td>
<td>5</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Barrett St</td>
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<td>Cambridge St</td>
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E- eastbound, N – northbound, S – southbound, W – westbound

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### APPENDIX D: ON - STREET PUBLIC PARKING, INVENTORY AND DEMAND, SUNDAY 14th JUNE

<table>
<thead>
<tr>
<th>LOCATION</th>
<th>Parking</th>
<th>Street</th>
<th>Between</th>
<th>Side</th>
<th>Restriction</th>
<th>Supply</th>
<th>12:00pm</th>
<th>1:00pm</th>
<th>2:00pm</th>
<th>3:00pm</th>
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| Cambridge St | Clearway Mon – Sat (7:30am – 9:00am)  
2P Mon – Sat (9:00am – 4:15pm)  
Clearway Mon – Sat (7:30am – 9:00am)  
2P Mon – Sat (9:00am – 6:15pm)  
Clearway Mon – Sat (7:30am – 9:00am)  
1/4P All Other Times  
Clearway (7:30am – 9:00am)  
2P Ticket Mon – Sat (9:00am – 4:15pm)  
Clearway Mon – Fri (4:15pm – 6:00pm)  
2P Ticket Mon – Fri (8:00am – 4:15pm)  
2P Ticket Sat (8:00am – 12:00pm) | Harborne St - Connolly St | E | 4 | 2 | 3 | 3 | 2 |
| Cambridge St | Clearway Mon – Fri (4:15pm – 6:00pm)  
2P Ticket Mon – Fri (8:00am – 4:15pm)  
2P Ticket Sat (8:00am – 12:00pm) | Harborne St - Connolly St | W | 12 | 5 | 4 | 5 | 6 |
| Gregory St | Clearway Mon – Fri (4:15pm – 6:00pm)  
2P Ticket Mon – Fri (8:00am – 4:15pm)  
2P Ticket Sat (8:00am – 12:00pm) | Cambridge St - Barrett St | N | 15 | 6 | 7 | 6 | 6 |
| Barrett St | Clearway Mon – Fri (8:00am – 5:30pm)  
2P Mon – Fri (8:00am – 5:30pm)  
2P Sat (8:00am – 12:00pm) | Cambridge St - Barrett St | S | 5 | 3 | 2 | 2 | 2 |
| Station St | Clearway Mon – Fri (8:00am – 5:30pm)  
1/4P Mon – Fri (8:00am – 5:30pm)  
1/4P Sat (8:00am – 12:00pm)  
1/4P Mon – Fri (8:00am – 5:30pm)  
1/4P Sat (8:00am – 12:00pm) | Cambridge St - Barrett St | N | 1 | 1 | - | 1 | - |
| Barrett St | Clearway Mon – Fri (8:00am – 5:30pm)  
2P Ticket Mon – Fri (8:00am – 5:30pm)  
2P Ticket Sat (8:00am – 12:00pm) | Barrett St - Cambridge St | S | 13 | 6 | 8 | 8 | 7 |
| Cambridge St | Clearway Mon – Fri (8:00am – 5:30pm)  
2P Ticket Mon – Fri (8:00am – 5:30pm)  
2P Ticket Sat (8:00am – 12:00pm) | Cambridge St - Salvoa Rd | S | 12 | 7 | 7 | 9 | 5 |

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

<table>
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<tbody>
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208C Cambridge St, Wembley WA 6014  
by Auswide Consulting