



**PROPOSED REFURBISHMENT OF THE  
PASADENA HOTEL DEVELOPMENT,  
1858 PITTWATER ROAD, CHURCH POINT**

**TRAFFIC AND PARKING ASSESSMENT**

30 April 2016  
Ref: 16022

Prepared by

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# 1. Introduction

This report has been prepared to form part of a DA submission to Pittwater Council for the proposed refurbishment of the Pasadena Hotel development located at 1858 Pittwater Road, Church Point (Figures 1 and 2).

The Pasadena development is located on the north-eastern corner of the intersection of Pittwater Road, McCarrs Creek Road and the unformed northern section of Quarter Sessions Road. The site comprises two allotments:

Lot 142 in DP 752046, known as 1858 Pittwater Road, Church Point. It has an area of 634.4m<sup>2</sup> and a frontage to Pittwater Road of 32.685m.

Lot 3 in DP 1148738, being Crown Land located to the north and east of Lot 142 and held by the Applicant under lease from the Crown. It has an area of 811.9m<sup>2</sup>.

The site is currently occupied by a part-two/part-three storey building known as “Pasadena”. The lower 2 floors of the building are constructed of rendered concrete, and the second floor level, which has a much smaller floor plate than the lower floors, is of weatherboard construction with an iron roof. The existing building is currently vacant.

John Coady Consulting Pty Ltd is instructed that:

- use of the site for restaurant, retail and motel uses was first approved by Warringah Shire Council in 1961. The site continues to have the benefit of *existing use rights* in respect of that consent, as modified
- pursuant to consents issued in respect of subsequent modification applications, the *approved* “Pasadena” development has the following characteristics:
  - a motel comprising 13 rooms plus a caretaker’s flat (ie a total of 14 accommodation units)
  - a total restaurant floorarea of 428m<sup>2</sup> comprising 228m<sup>2</sup> (indoor) and 200m<sup>2</sup> (outdoor). Those dining areas are subject to a maximum of 138 seats
  - 3 retail tenancies with a total floorarea of 211m<sup>2</sup>
  - provision of 7 carparking spaces on the site.

- neither the 1961 consent nor the consents issued in respect of the subsequent modification applications imposed conditions limiting the hours of operation of the activities on the site. The only limitations on trading hours are those imposed by the current liquor licence for the existing restaurant which are:

Monday – Saturday	5.00am – 12.00 midnight
Sunday	10.00am – 10.00pm
Good Friday	12.00 noon – 10.00pm
Xmas Day	12.00 noon – 10.00pm
New Year’s Eve	Normal opening times until 2.00am on New Year’s Day

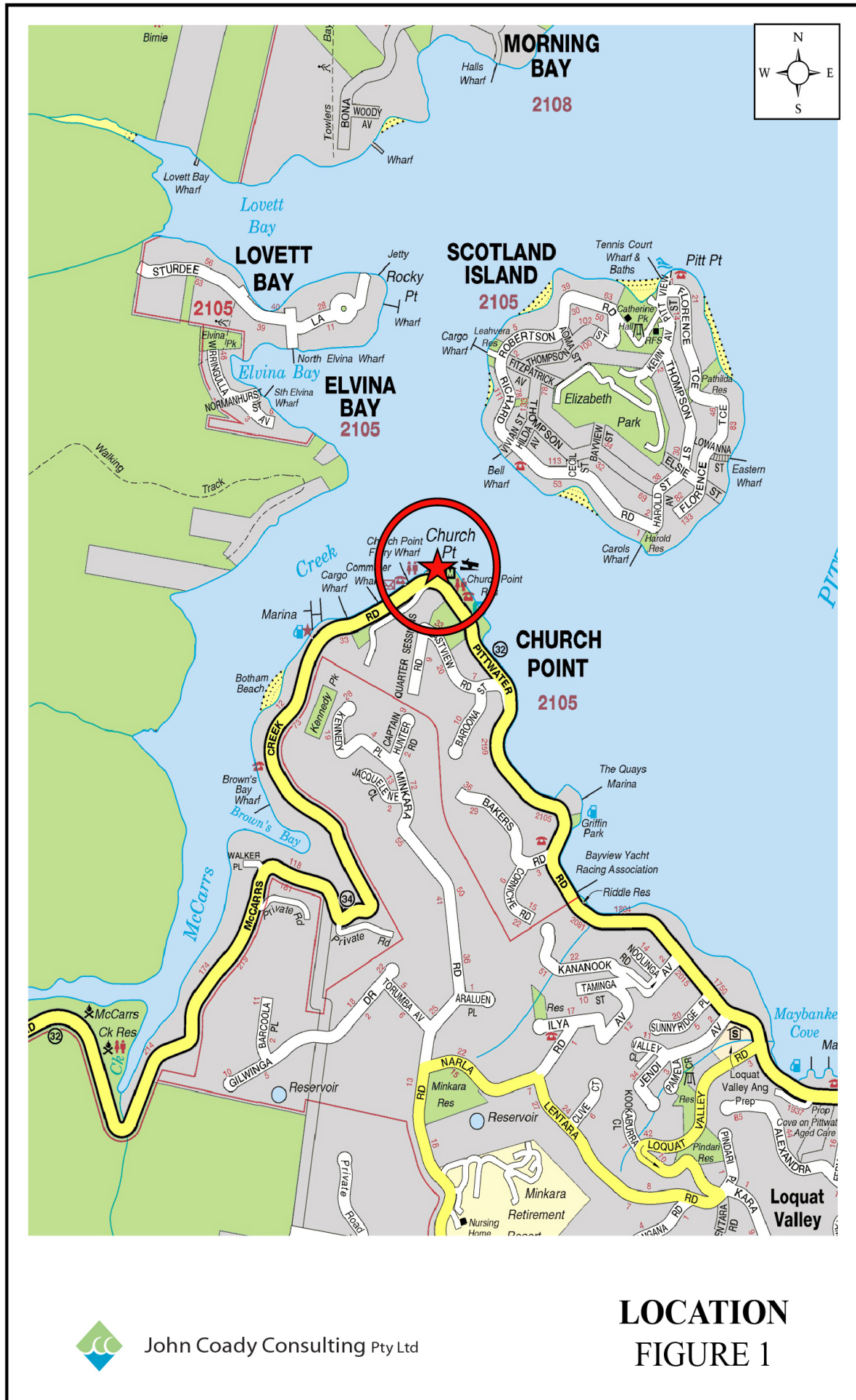
Relevantly, the liquor licence does not prevent the dining facilities in “Pasadena” trading longer hours, but restricts the consumption of alcohol to those hours.

The proposed development as a consequence of the refurbishment of the existing “Pasadena” building comprises:

- a total of 14 motel rooms on the first floor level of the building, with a reception/lobby/office and amenities on the ground floor level of the building
- a total dining area of 332m<sup>2</sup> plus a kitchen (135m<sup>2</sup>) also on the ground floor level of the building
- 1 x retail shop with a total floorarea of approximately 87m<sup>2</sup> on the Pittwater Road frontage of the ground floor level of the building
- provision for 9 off-street parking spaces on the site.

Architectural plans of the proposed refurbishment of the “Pasadena” prepared by Humphrey+Edwards are reproduced in Appendix A to this report.

The purpose of this report is to assess the traffic and parking implications of the proposed development.





## 2. Public Transport

The “Pasadena” development site is located adjacent to the public transport interchange which accommodates bus services which run along McCarrs Creek Road – Pittwater Road, and ferries and water taxis which stop at the Church Point Wharf.

Bus services which run along McCarrs Creek Road – Pittwater Road and stop immediately adjacent to the “Pasadena” comprise:

**Route 155 Bayview Garden Village to Manly** via Mona Vale, Narrabeen Peninsula, Narrabeen, Collaroy, Dee and Brookvale. Evening service between McCarrs Creek, Church Point, Mona Vale and Manly (although the timetable indicates that some services also stop at McCarrs Creek and Church Point). Service operates daily.

**Route 156 McCarrs Creek to Manly** via Church Point, Mona Vale, Narrabeen, Collaroy, Dee Why and Brookvale. Service operates daily.

**Route E86 McCarrs Creek to City – Wynyard and EXPRESS (PrePay only)** via Church Point, Bayview, Mona Vale, Narrabeen, Collaroy and Dee Why. Service operates Monday to Friday peak hours.

The Church Point Ferry Wharf is located adjacent to the “Pasadena” development. The Church Point Ferry departs from the wharf for stops on Scotland Island and the western foreshore including:

Scotland Island	Bell, Carols, Eastern and Tennis Court Wharfs.
Western Foreshore	Elvina Bay, Halls Wharf (access to Morning Bay), and Lovett Bay.

The Church Point Ferry services is an essential part of the Pittwater community and residents living offshore rely on the ferry service for access to the bus service via the interchange.

The service operates 7 days a week, including public holidays.

Finally, water taxis also operate from the Church Point Wharf and are used extensively for commuting between Church Point and Scotland Island and the western foreshore.



### 3. Parking

Table 1 in Part B6.6 of *Pittwater 21 DCP* (14 November 2015) specifies the following requirements for the retail and restaurant/café components of the proposal:

Retail	1 space per 30m <sup>2</sup> GLA
Restaurants	1 space per 30m <sup>2</sup> GLA

The RTA Guidelines<sup>1</sup> specify the following recommended number of off-street carparking spaces for motels:

1 space for each motel unit, plus
1 space per 2 employees

Application of those requirements to the proposed development yields a total parking requirement of 34 spaces, calculated as follows:

Retail	87m <sup>2</sup>	1 space : 30m <sup>2</sup>	3 spaces
Restaurant/Cafe	477m <sup>2</sup>	1 space : 30m <sup>2</sup>	16 spaces
Motel	14 rooms	1 space : room 1 space per 2 employees	14 spaces 1 space
<b>Total</b>			<b>34 spaces</b>

The parking requirement of 14 spaces to accommodate the parking demand generated by motel guests most likely overstates the *typical* motel guest parking demand potential which is affected by the occupancy levels achieved by the motel component of the proposed development, and the travel mode of motel guests. In this respect, it is unlikely that the motel will be filled to capacity on every day of the year, and it is also unlikely that all of the motel guests will necessarily travel to/from the site via a private car. Accordingly, while the motel guest parking demand could well be 14 spaces from time to time, particularly in holiday periods, it is more likely to be in the range of 5 – 8 spaces most of the time. Also, the parking demand potential of the restaurant/café component of the proposed development will vary at different times of the day, and on different times of the week with the anticipated, typical occupancy levels set out below:

<sup>1</sup> RTA “Guide to Traffic Generating Developments. Section 5 – Parking Requirements for Specific Landuses” October 2002



<b>Restaurant/Café – Anticipated Occupancy Levels</b>				
	<b>Mon-Thu</b>	<b>Fri</b>	<b>Sat</b>	<b>Sun</b>
Breakfast	30%	40%	60%	60%
Lunch	30%	50%	60%	70%
Dinner	40%	70%	85%	70%

*The typical occupancy levels reflect the number of patrons typically in the restaurant/café at any time during the 3 dining periods. They are not intended to show the number of covers, or guests served, during each dining period which would be higher. For example, during a 3-hour breakfast period, say between 6.30-9.30am, the average duration of patron visits might only be, say, 30 minutes. Accordingly, while the number of patrons on the premises at any given time might only be 40% of capacity, the number of patrons served over the 3-hour breakfast period might be double that, or equivalent to 80% of capacity (or more). Similarly, the shorter average dining duration of patrons in the café is likely to result in faster turnover of those patrons with the consequence that the total number of patrons served is likely to be significantly higher than the typical occupancy indicated by the table.*

Those anticipated, typical occupancy levels indicate:

- an on-site breakfast patronage of 40 - 55 persons on weekdays, and 80 persons on Saturday and Sunday
- an on-site lunchtime patronage of 40 - 70 persons on weekdays, and 80-100 persons on weekends
- an on-site dinner patronage of 55 persons on Monday – Thursday, 100 persons on Friday and Sunday, and 120 persons on Saturday.

The *average* travel mode of restaurant patrons will be influenced by:

- the proportion of motel guests who will also be patrons of the restaurant. This could account for, say, 10 - 25 restaurant patrons during the breakfast, lunch and dinner periods
- the anticipated strong patronage that will be provided by local residents and off-shore resident who will not drive a car to/from the site.

In these circumstances, the proportion of restaurant/café patrons driving a car to/from the “Pasadena” is likely to be similar to the proportion who travel by private car to/from restaurants and/or pubs in the inner city suburbs of Sydney. Surveys of pubs conducted by John Coady Consulting Pty Ltd (and its predecessor company Project Planning Associates Pty Ltd) suggest that the *average* patron car driver rate of the restaurant/café component of the proposed development is likely to be in the order of 15%.

The patron parking demand potential of the restaurant/cafe component of the proposed development is therefore:

- during the breakfast period, 6 – 8 vehicles on weekdays, and 12 vehicles on weekend days
- during the lunch period, 6 – 10 vehicles on weekdays, and 12 – 15 vehicles on weekend days
- during the dinner period, 8 vehicles on Monday – Thursday nights, 15 vehicles on Friday and Saturday nights, and 18 vehicles on Saturday night.

The restaurant component of the proposed development is also likely to generate a staff parking demand in the range 1 – 3 spaces, depending upon the dining period on different days of the week.

Finally, it is highly likely that some of the patron parking demand potential of the restaurant will be generated by existing visitors to the Church Point area, particularly on weekends, such that the new or additional parking demand generated by the refurbished “Pasadena” will be less than the estimated parking demand potential.

The refurbishment proposal of the “Pasadena” development makes provision for a total of 9 on-site parking spaces to serve the proposed development.

A further 13 x 90° time limited parking spaces and a loading zone are situated on-street in Pittwater Road along the frontage of the “Pasadena” building, with 9 x 90° parking space subject to a ONE HOUR parking limit between 8.30am – 7.00pm every day, and the remaining 4 x 90° parking spaces subject to a 30 MINUTE time limit every day between 7.00am – 8.00pm. The LOADING ZONE operates between 8.00am – 6.00pm every day such that between 6.00pm – 8.00am the LOADING ZONE can be used as an additional parking space.

In addition, there are 4 on-street parallel parking spaces subject to a 5 MINUTE time limit immediately to the west of the “Pasadena” along with an additional parking space allocated as a MAIL ZONE.

The Church Point Reserve public carpark, which operates on a paid (TICKET) parking basis, is located to the immediate east of the “Pasadena”. That public carpark has capacity to accommodate a total of 279 vehicles, with 9 of those parking spaces within the immediate vicinity of the “Pasadena” building allocated for 4 HOUR parking between 9.30am – 7.00pm every day. That parking time limit reduces the attractiveness of these 9 parking spaces for off-shore residents.

Finally, John Coady Consulting Pty Ltd is instructed that:

- at a Council meeting in March 2016, Pittwater Council approved a tender for a new 120 space carpark at Church Point
- with a budget of just over \$10 million approved, the project will also include a new seawall, boardwalk and the realignment of McCarrs Creek Road
- construction work is expected to commence in May 2016. The Council hopes to have the seawall, boardwalk and road realignment completed by February 2017, and the carpark by August 2017.

There is currently a total of 377 – 382 public parking spaces (on-street and off-street) in the Church Point area. That total will increase to 497 – 502 on-street and off-street spaces in the area following construction of the approved new 120 space carpark at Church Point. To provide an indication of the availability of parking spaces in the immediate vicinity of the “Pasadena” and in more distant public carparks, surveys of parking accumulations were undertaken at hourly intervals between 8.00am – midnight on Friday, 29<sup>th</sup> November and Saturday, 30 November 2013 as follows:

Church Point Reserve Carpark  
 On-Street Parking along the frontage of the “Pasadena”  
 Loading Zone and 5 Minute parking zone  
 Kitchener Park  
 Rowland Reserve/Bayview Park

The results of the parking accumulation surveys are set out in Appendix B revealing that:

#### **Church Point Reserve Carpark**

- on the Friday surveyed, there was ample parking availability during the daytime (up till around 6.00 – 7.00pm) after which time the public carpark was effectively filled to capacity
- on the Saturday surveyed, there was ample parking availability in the morning (up till midday), limited parking availability at 1.00 – 2.00pm, after which time the public carpark was effectively filled to capacity

#### **On-Street Parking in the 1P and 1/2P 90° parking spaces along the frontage of the “Pasadena” building**

While there was limited parking availability in these parking spaces during the daytime on both the Friday and Saturday surveyed, they were regularly filled to capacity after 5.00 – 6.00pm on both survey days.

**Loading Zone and 5 MINUTE parking zone**

- while there was limited parking availability in these zones during the daytime, they were regularly filled to capacity after 6.00pm on both survey days

**Kitchener Park**

- this carpark was substantially underutilised throughout the survey periods on both days

**Rowland Reserve/Bayview Park**

- these carpark were substantially underutilised throughout the survey periods on both days.

Taking into account the assessment of the parking requirements and parking demand potential of various components of the proposed development, and the availability of parking spaces in the parking facilities in the area at different times of the day and week, it is concluded that:

- it is clear that the on-site parking provision of 9 spaces is not adequate to accommodate the total parking demand potential of the refurbished “Pasadena” development
- the 9 on-site parking spaces are most appropriately used to accommodate the parking demand potential of the motel accommodation incorporated in the proposed development (5 – 8 spaces), with the remaining parking spaces (1 – 3 spaces) adequate to accommodate the workforce parking demand generated by the proposed development. *Dual and complementary* use of those 9 parking spaces by motel guests and the workforce of the proposed development is practicable because the motel guest parking demand will be known in advance enabling all or part of the workforce parking demand to be directed elsewhere during periods of high motel guest parking demand
- the relatively minor parking demand generated by the retail shop component of the proposed development should be capable of being accommodated in the 12, time-limited on-street parking spaces along the frontage of the “Pasadena” and in the 9 x 4P parking spaces in the Church Point Reserve public carpark located in the immediate vicinity of the “Pasadena” building
- with regard to the patron parking demand generated by the restaurant incorporated in the refurbished “Pasadena” development:
  - it is likely that the breakfast parking demand will be able to be accommodated in the Church Point Reserve public carpark throughout the week. It is also likely

that the lunchtime parking demand should be able to be accommodated in the Church Point Reserve public carpark on weekdays. However, some restaurant patrons arriving late for lunch (after midday) could have difficulty finding a parking space in the Church Point Reserve public carpark on weekend days

- dinnertime restaurant patrons are likely to have difficulty finding an available parking space in the Church Point Reserve public carpark throughout the week.

The excess parking demand potential of the refurbished “Pasadena” development is therefore likely to be in the order of:

- 5 – 6 parking spaces during the lunch period on weekend days
- during the dinner period, 5 – 6 vehicles on Monday – Thursday nights, up to 10 vehicles on Friday and Sunday nights, and 10 – 13 vehicles on Saturday night.

This excess parking demand potential can be accommodated in the new 120 space carpark to be constructed at Church Point by Pittwater Council.

In these circumstances, it can be concluded that the proposed refurbishment of the “Pasadena” development has no unacceptable parking implications.

## 4. Traffic

The classifications assigned to the road network which serves and passes through Church Point identifies McCarrs Creek Road – Pittwater Road as a State Road (Figure 3).

The existing traffic and parking controls on Pittwater Road in the immediate vicinity of the “Pasadena” development are shown on Figure 4.

An indication of the traffic generation potential of the refurbished “Pasadena” development is provided by the RTA Guidelines<sup>2</sup> which specifies the following typical weekday peak period traffic generation rates for the different components of the proposed development which provide guidance on the likely weekday PM peak period traffic generation potential of those components:

Retail	The RTA Guidelines specify a weekday PM peak period traffic generation rate for <i>specialty shops</i> in shopping centres of 4.6 – 5.6 vtpH per 100m <sup>2</sup> GLA. However, the traffic generation potential of the retail shop incorporated in the refurbishment proposal is likely to be significantly less than that of a retail shop located within a large shopping centre development, and a weekday PM peak period traffic generation potential of 3 vtpH per 100m <sup>2</sup> has been adopted for the retail floorspace incorporated in the refurbished “Pasadena” development.
Motel	The RTA Guidelines recommend a weekday PM peak period traffic generation potential for motels of 0.4 vtpH per accommodation unit, and that rate has been adopted for the motel component of the refurbished “Pasadena” development.
Restaurant	The RTA Guidelines specify a weekday PM peak period traffic generation rate of 5 vtpH per 100m <sup>2</sup> GLA for restaurants, and that rate has been adopted for the restaurant component of the “Pasadena” refurbishment proposal.

The weekday PM peak period traffic generation potential of the refurbished “Pasadena” development is therefore in the order of 33 vtpH, calculated as follows:

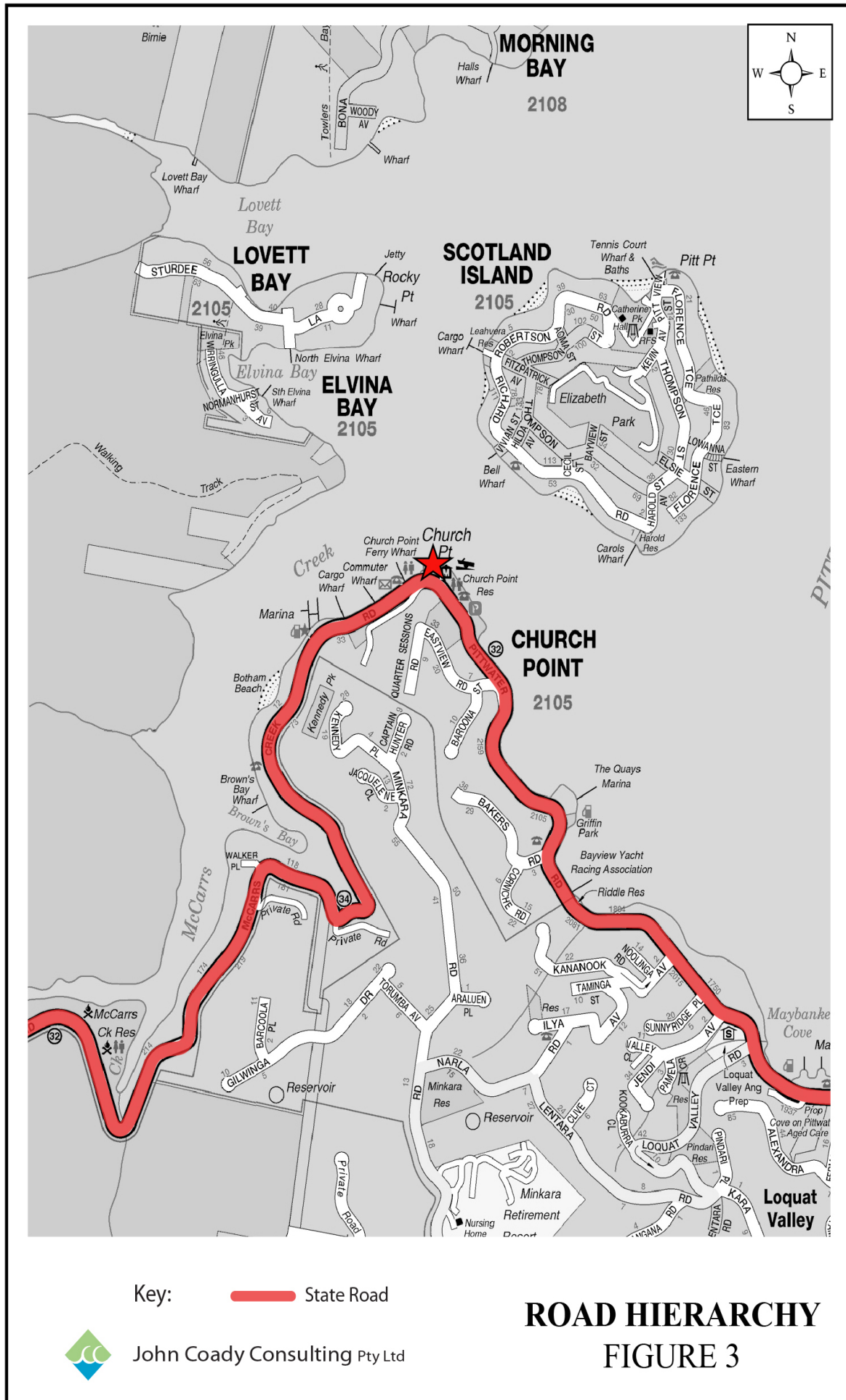
Projected Weekday PM Peak Period Traffic Generation Potential		
	Traffic Generation Rate	Traffic Generation
Retail (87m <sup>2</sup> GLA)	3 vtpH per 100m <sup>2</sup> GLA	3 vtpH
Motel (14 units)	0.4 vtpH per unit	6 vtpH
Restaurant (477m <sup>2</sup> GFA)	5 vtpH per 100m <sup>2</sup> GFA	24 vtpH
<b>Total</b>		<b>33 vtpH</b>

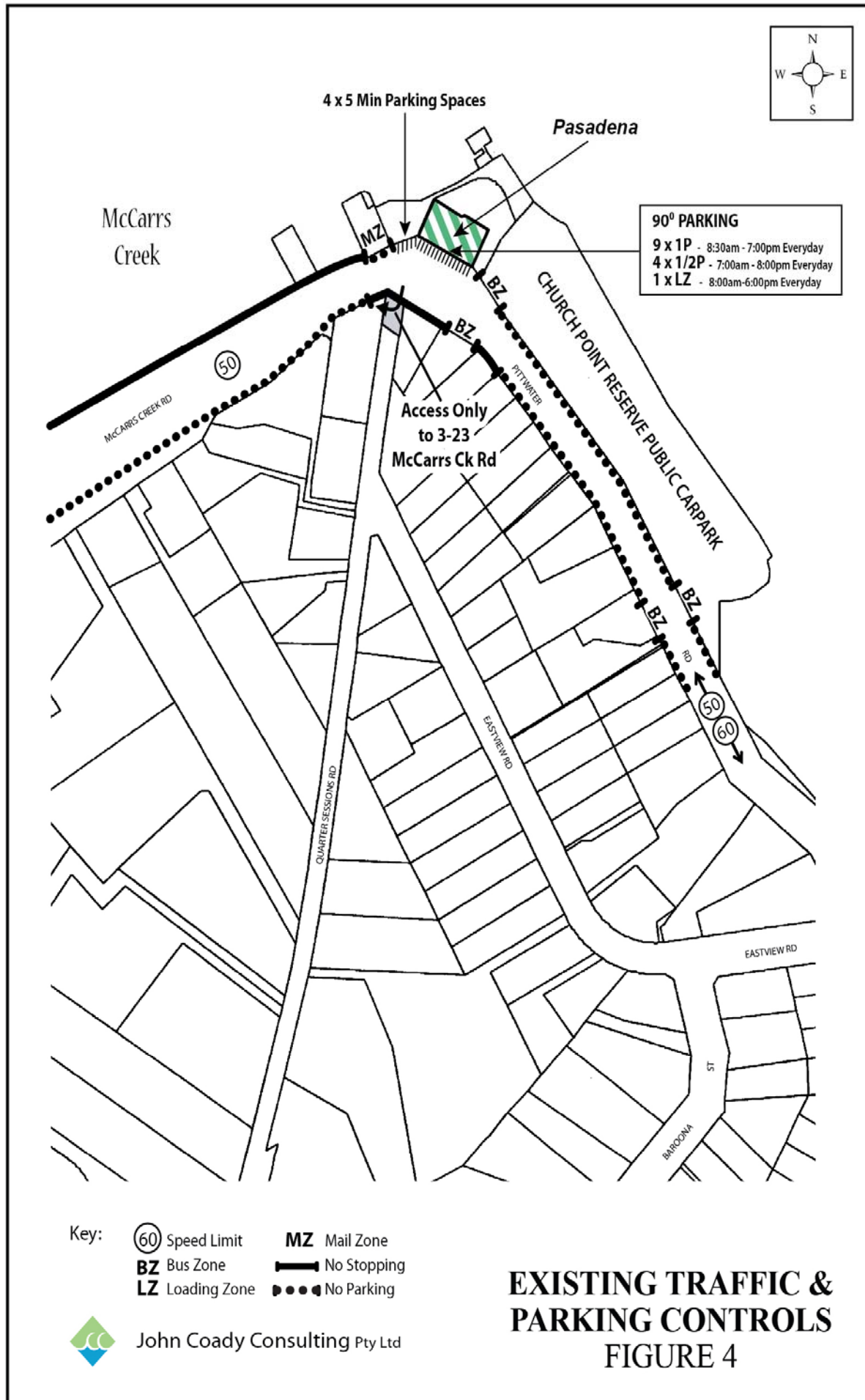
<sup>2</sup> RTA “Guide to Traffic Generating Developments. Section 3 – Landuse Traffic Generation” October 2002

It will be readily appreciated that this projected weekday PM peak period traffic generation potential of the refurbished “Pasadena” development is relatively minor, and not of a level likely to result in any unacceptable traffic implications.

In the circumstances, it can be concluded that the proposed refurbishment of the “Pasadena” development has no unacceptable traffic implications in terms of either road network capacity or traffic-related environmental effect.

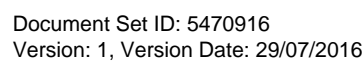






# **Appendix A**

## **Plans of Proposed Development**





Row	Date	Amendment
1	10/09/18	Provisional Issue



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## Preliminary

Project	<b>The Pasadena</b>
Location	1855 Pittwater Road, Church Point
Client	<b>ALTUS PTY LTD</b>
Drawing	<b>Area Calculation - Existing &amp; Proposed</b>

Scale @ A1	1:200	Drawn by	Checked by
Scale @ A3	1:400	Author	Checker
Project Issue Date	Sheet Issue Date		10/05/16
Project Number	Drawing Number	Revision	
2306	DA7001	1	

Area Schedule	Name	Area
	Dining Pavilion	180 m <sup>2</sup>
	Kitchen	135 m <sup>2</sup>
	Dining Area	152 m <sup>2</sup>
	Retail	87 m <sup>2</sup>
	Foyer	36 m <sup>2</sup>
	Toilets	41 m <sup>2</sup>
	Staff	24 m <sup>2</sup>
	Grand total	654 m <sup>2</sup>

- Dining Area  
Dining Pavillion  
Foyer  
Kitchen  
Retail  
Staff  
Toilets



1 Gmd Lvl SFL  
DA7301 1:200

## **Appendix B**

# **Results of Patron Accumulation Surveys**

**R.O.A.R. DATA***Reliable, Original & Authentic Results*

Ph.88196847, Fax 88196849, Mob.0418-239019



Client : John coady Consulting  
 Job No/Name : 4917 CHURCH POINT Parking  
 Day/Date : Friday 29th November 2013

Location	Restriction	Cap	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	2400
Kitchener Park	Unrestricted	128	68	105	109	121	120	128	123	111	106	70	59	30	25	23	22	18	16
	Disabled	2	0	1	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0
	4P	16	0	14	16	9	11	7	4	7	7	7	3	1	1	1	1	0	0
Upper Ground near Golf Ave	4P	72	7	8	8	9	6	1	1	5	10	5	3	6	8	7	6	5	4
	Disabled	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0
<b>Total</b>		<b>220</b>	<b>75</b>	<b>128</b>	<b>134</b>	<b>140</b>	<b>138</b>	<b>137</b>	<b>129</b>	<b>123</b>	<b>123</b>	<b>82</b>	<b>65</b>	<b>37</b>	<b>34</b>	<b>32</b>	<b>30</b>	<b>24</b>	<b>20</b>
Rowland Reserve	Ticket	228	3	2	6	4	5	2	4	6	3	3	3	3	4	3	3	3	2
	Disabled	6	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
	1P	28	12	15	20	17	16	3	1	6	6	8	10	1	1	0	0	0	0
<b>Total</b>		<b>262</b>	<b>15</b>	<b>17</b>	<b>26</b>	<b>22</b>	<b>22</b>	<b>5</b>	<b>5</b>	<b>12</b>	<b>9</b>	<b>11</b>	<b>13</b>	<b>4</b>	<b>5</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>2</b>
Bayview Park	8P	44	3	9	12	4	3	8	6	4	3	6	4	1	3	3	4	3	2
	Disabled	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>		<b>45</b>	<b>3</b>	<b>9</b>	<b>12</b>	<b>4</b>	<b>3</b>	<b>8</b>	<b>6</b>	<b>4</b>	<b>3</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>3</b>	<b>3</b>	<b>4</b>	<b>3</b>	<b>2</b>
Church Point Reserve	Ticket	264	182	177	149	143	136	152	164	163	182	196	247	264	264	263	263	264	264
	Disabled	6	6	6	4	4	2	3	5	5	5	5	5	5	5	5	5	5	5
	4P	9	4	3	4	5	8	9	4	3	4	6	8	9	9	8	9	9	9
<b>Total</b>		<b>279</b>	<b>192</b>	<b>186</b>	<b>157</b>	<b>152</b>	<b>146</b>	<b>164</b>	<b>173</b>	<b>171</b>	<b>191</b>	<b>207</b>	<b>260</b>	<b>278</b>	<b>278</b>	<b>276</b>	<b>277</b>	<b>278</b>	<b>278</b>
Church Point On-Street	1P	9	7	8	8	7	6	7	6	7	6	9	9	9	9	9	9	7	5
	1/2P	4	2	3	3	1	3	3	3	2	3	4	3	4	3	2	2	2	2
	Loading Zone	2	1	1	1	1	1	1	1	0	1	1	2	2	2	2	1	0	0
	5min	2	1	2	0	1	0	2	1	0	1	0	2	2	2	2	1	1	0
<b>Total</b>		<b>17</b>	<b>11</b>	<b>14</b>	<b>12</b>	<b>10</b>	<b>10</b>	<b>13</b>	<b>11</b>	<b>9</b>	<b>11</b>	<b>14</b>	<b>16</b>	<b>17</b>	<b>16</b>	<b>15</b>	<b>13</b>	<b>10</b>	<b>7</b>
<b>Total Vehicles Parked</b>		<b>823</b>	<b>296</b>	<b>354</b>	<b>341</b>	<b>328</b>	<b>319</b>	<b>327</b>	<b>324</b>	<b>319</b>	<b>337</b>	<b>320</b>	<b>358</b>	<b>337</b>	<b>336</b>	<b>329</b>	<b>327</b>	<b>318</b>	<b>309</b>
<b>Number of Vacant Spaces</b>			527	469	482	495	504	496	499	504	486	503	465	486	487	494	496	505	514
<b>% of Capacity Used</b>			<b>36.0%</b>	<b>43.0%</b>	<b>41.4%</b>	<b>39.9%</b>	<b>38.8%</b>	<b>39.7%</b>	<b>39.4%</b>	<b>38.8%</b>	<b>40.9%</b>	<b>38.9%</b>	<b>43.5%</b>	<b>40.9%</b>	<b>40.8%</b>	<b>40.0%</b>	<b>39.7%</b>	<b>38.6%</b>	<b>37.5%</b>

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Location	Restriction	Cap	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	2400
Kitchener Park	Unrestricted	128	65	67	73	57	34	36	33	28	26	24	21	20	19	19	18	16	16
	Disabled	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4P	16	7	9	4	3	4	6	5	8	12	8	9	0	0	0	0	0	0
Upper Ground near Golf Ave	4P	72	3	9	10	8	4	5	5	6	14	8	11	3	5	6	3	3	2
	Disabled	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
<b>Total</b>		<b>220</b>	<b>75</b>	<b>85</b>	<b>88</b>	<b>68</b>	<b>42</b>	<b>47</b>	<b>43</b>	<b>42</b>	<b>52</b>	<b>41</b>	<b>41</b>	<b>23</b>	<b>24</b>	<b>25</b>	<b>21</b>	<b>19</b>	<b>18</b>
Rowland Reserve	Ticket	228	16	21	30	36	30	32	56	53	57	14	21	16	15	13	14	13	10
	Disabled	6	0	0	1	1	0	1	2	2	3	1	0	0	0	0	0	0	0
	1P	28	25	27	26	23	27	25	18	28	27	26	20	11	4	1	1	0	0
<b>Total</b>		<b>262</b>	<b>41</b>	<b>48</b>	<b>57</b>	<b>60</b>	<b>57</b>	<b>58</b>	<b>76</b>	<b>83</b>	<b>87</b>	<b>41</b>	<b>41</b>	<b>27</b>	<b>19</b>	<b>14</b>	<b>15</b>	<b>13</b>	<b>10</b>
Bayview Park	8P	44	23	25	28	31	25	33	37	42	32	10	4	7	3	2	2	2	1
	Disabled	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>		<b>45</b>	<b>23</b>	<b>25</b>	<b>28</b>	<b>31</b>	<b>26</b>	<b>33</b>	<b>37</b>	<b>42</b>	<b>32</b>	<b>10</b>	<b>4</b>	<b>7</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>1</b>
Church Point Reserve	Ticket	264	241	233	233	218	219	258	255	264	260	262	264	264	264	264	262	264	264
	Disabled	6	6	5	5	5	5	5	3	5	6	6	6	6	6	6	6	6	6
	4P	9	6	6	4	5	6	9	9	8	7	8	9	9	9	9	8	7	7
<b>Total</b>		<b>279</b>	<b>253</b>	<b>244</b>	<b>242</b>	<b>228</b>	<b>230</b>	<b>272</b>	<b>267</b>	<b>277</b>	<b>273</b>	<b>276</b>	<b>279</b>	<b>279</b>	<b>279</b>	<b>279</b>	<b>276</b>	<b>277</b>	<b>277</b>
Church Point On-Street	1P	9	6	5	5	5	5	8	6	9	6	7	8	9	9	9	9	8	8
	1/2P	4	4	4	2	2	3	4	4	4	3	4	4	4	4	4	4	3	4
	Loading Zone	2	1	1	0	0	0	1	2	0	1	1	2	2	2	2	1	0	0
	5min	2	2	1	0	1	0	0	0	1	2	1	2	2	2	2	0	0	0
<b>Total</b>		<b>17</b>	<b>13</b>	<b>11</b>	<b>7</b>	<b>8</b>	<b>8</b>	<b>13</b>	<b>12</b>	<b>14</b>	<b>12</b>	<b>13</b>	<b>16</b>	<b>17</b>	<b>17</b>	<b>17</b>	<b>14</b>	<b>11</b>	<b>12</b>
<b>Total Vehicles Parked</b>		<b>823</b>	<b>405</b>	<b>413</b>	<b>422</b>	<b>395</b>	<b>363</b>	<b>423</b>	<b>435</b>	<b>458</b>	<b>456</b>	<b>381</b>	<b>381</b>	<b>353</b>	<b>342</b>	<b>337</b>	<b>328</b>	<b>322</b>	<b>318</b>
<b>Number of Vacant Spaces</b>			418	410	401	428	460	400	388	365	367	442	442	470	481	486	495	501	505
<b>% of Capacity Used</b>			<b>49.2%</b>	<b>50.2%</b>	<b>51.3%</b>	<b>48.0%</b>	<b>44.1%</b>	<b>51.4%</b>	<b>52.9%</b>	<b>55.7%</b>	<b>55.4%</b>	<b>46.3%</b>	<b>46.3%</b>	<b>42.9%</b>	<b>41.6%</b>	<b>40.9%</b>	<b>39.9%</b>	<b>39.1%</b>	<b>38.6%</b>