



J L Murphy Reserve, Port Melbourne

Car Parking Impact Assessment Report

Client:

Port Phillip City Council

Project No. 166147

Draft Report – 17/07/17

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EXECUTIVE SUMMARY

Trafficworks has been engaged by Port Phillip City Council to undertake a car parking impact assessment of the proposed upgrade of the pavilion facilities at J L Murphy Reserve in Port Melbourne.

A car parking impact assessment was undertaken to establish the existing car parking provision and impact of visitors to the reserve on the surrounding road network.

An empirical assessment of the car parking demand for the J L Murphy Reserve established that there is likely to be a peak car parking demand of approximately 300 spaces on a Sunday.

Car parking occupancy surveys undertaken on a Sunday to coincide with peak sporting activities, indicated that there was a minimum of 487 car parking spaces available (north of Williamstown Road).

Hence, it is considered that the car parking demand of the reserve is adequately met without occupying all available on-street car parking spaces generally available within 400m of the reserve. The low level of car parking within the surrounding area generally ensures that visitors/patrons will have a high probability of finding a car parking space near to the reserve and parking would not generally be considered an issue.

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ATTACHMENT A – CAR PARKING OCCUPANCY SURVEY

1 INTRODUCTION

Trafficworks has been engaged by Port Phillip City Council to undertake a car parking impact assessment of the proposed upgrade of the pavilion facilities at J L Murphy Reserve in Port Melbourne.

A car parking impact assessment was undertaken to establish the existing car parking provision and impact of visitors to the reserve on the surrounding road network.

2 EXISTING CONDITIONS

2.1 Site Location and Existing Land Use

The J L Murphy Reserve is a multi-sport hub located in Port Melbourne, bounded by Williamstown Road to the south, Plummer Street to the north and Graham Street to the east. The reserve currently comprises soccer, baseball and Australian Rules football / cricket grounds, a small playground and picnic area and general recreation passive open space.

The reserve is located within a Public Parks and Recreation Zone (PPRZ), with residential properties located to the south (general residential zone 1) and industrial / factory properties within a Capital City Zone (CCZ1) located to the north, east and west of the reserve.

The subject site and surrounding area is shown in Figure 1, with land use zoning within Port Phillip City Council shown in Figure 2.

Figure 1: Location Plan (reproduced with permission from Melway Publishing Pty Ltd)

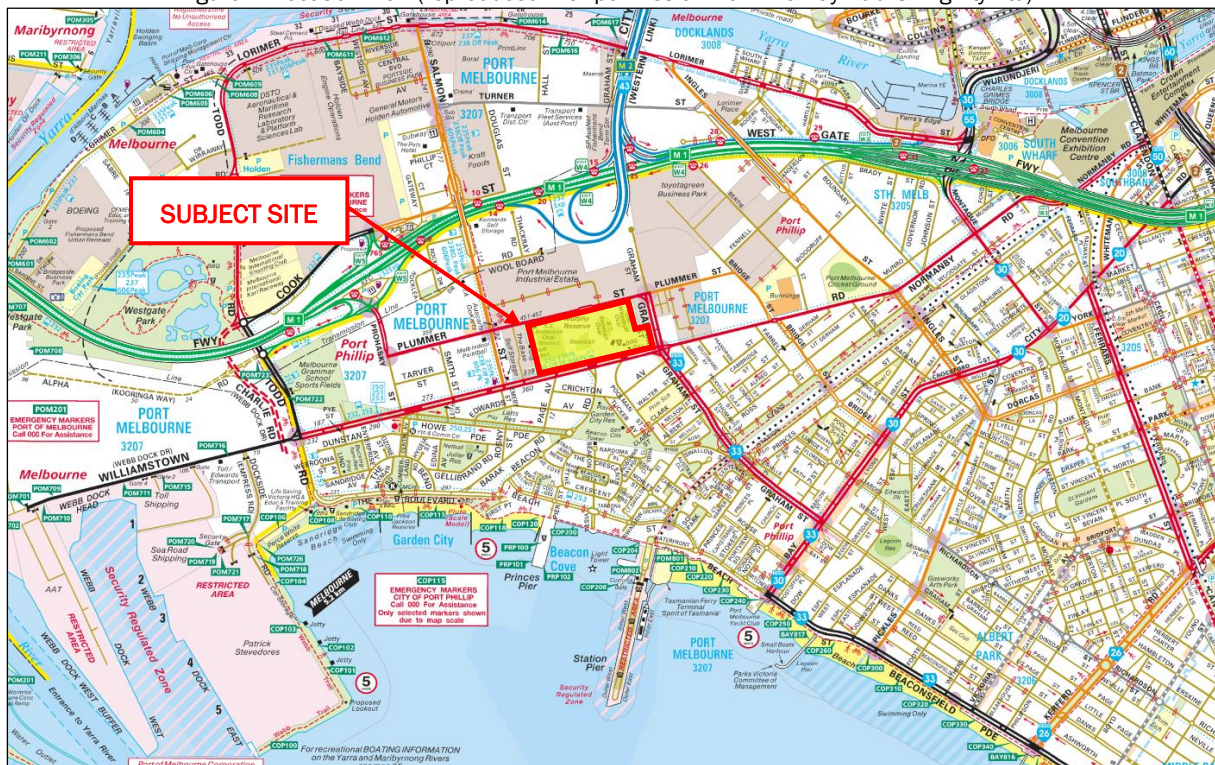
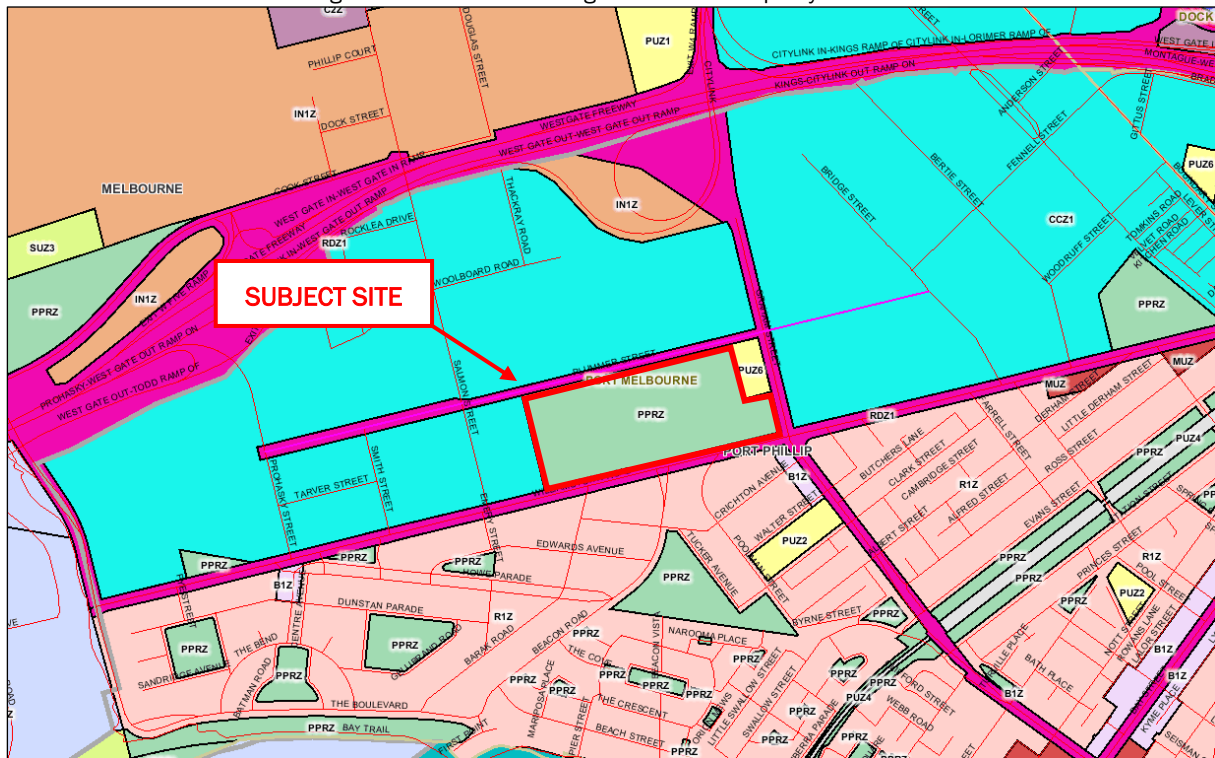


Figure 2: Land Use Planning within Port Phillip City Council



There are currently two pavilions located within the reserve, utilised by the Port Melbourne Soccer Club and the Port Melbourne Baseball Club / Port Melbourne Football Club. Each pavilion provides change rooms and amenities for umpires and players of organised sporting activities.

There is an off-street car parking area accessed from Plummer Street, which provides 24 formalised car parking spaces. This car parking area is gated and is for the use of Port Melbourne Soccer Club officials only (refer to Figure 3). There is also additional informal car parking within the gated area located adjacent to the pavilion (assumed to accommodate approximately 15 vehicles). It is assumed that this car parking area is used by players of the Port Melbourne Soccer Club (refer to Figure 4).

Figure 3: Existing gated car parking area for Port Melbourne Soccer Club officials



Figure 4: Informal car parking area adjacent to Port Melbourne Soccer Club pavilion



There is no off-street car parking provided at the Port Melbourne Baseball Club / Port Melbourne Football Club pavilion, however there is a one-way circular driveway access, which may accommodate the player and equipment drop-offs (refer to Figure 5).

Figure 5: Driveway access at the Port Melbourne Baseball Club / Port Melbourne Football Club pavilion



2.2 Road Network

2.2.1 Williamstown Road

Williamstown Road is a secondary arterial road generally aligned in an east-west direction. It provides a connection to Clarendon Street in Southbank to the east (as Normanby Road) and a connection to the Westgate Freeway via Todd Road and the Port of Melbourne via Webb Dock Drive to the west.

Williamstown Road is configured as a four-lane two-way divided road and provides bicycle lanes and kerbside car parking lanes in each direction. Bus services operate along Williamstown Road, with bus stops located along the J L Murphy Reserve frontage. A speed limit of 60km/h applies to Williamstown Road.

2.2.2 Plummer Street

Plummer Street is a secondary arterial road generally aligned in an east-west direction. It provides a connection to Graham Street to the east and a connection to the Westgate Freeway via Prohasky Street to the west.

In the vicinity of J L Murphy Reserve, Plummer Street is configured as a three-lane two-way undivided road, providing two eastbound traffic lanes and one westbound traffic lane. A kerbside car parking lane is provided on the northern side of the carriageway with kerbside parking restricted on the southern side of the carriageway. A speed limit of 60km/h applies to Williamstown Road.

2.2.3 Graham Street

Graham Street is a secondary arterial road generally aligned in a north-south direction. It provides a connection to Plummer Street to the north and a connection to Bay Street and Pickles Street to the south. Graham Street is configured as a four-lane two-way divided road and provides kerbside car parking lanes in each direction. A speed limit of 60km/h applies to Williamstown Road.

2.3 Existing Car Parking

There is currently a significant supply of on-street car parking located in close proximity to the reserve, including spaces along the Williamstown Road and Graham Street frontages of the site.

To inform this assessment, a car parking occupancy survey of the on-street car parking spaces generally within 400m of the subject site was undertaken. The survey was conducted at hourly intervals on Wednesday 21 June 2017 between 3.00pm – 10.00pm and on Sunday 25 June 2017 between 8.00am – 7.00pm.

This survey was undertaken to identify the car parking demand on a typical weekday and the car parking demand on a typical weekend day to coincide with sporting activities. This survey was used to reveal the periods of peak parking demand.

A review of the football and soccer fixtures played at the reserve indicated that all teams played home games on Sunday 25 June 2017, reflecting peak use of the reserve. Hence, the car parking occupancy surveys undertaken will have captured the peak car parking demand associated with the reserve.

The description of driver demand for car parking spaces is generally based on parking occupancy percentages, as shown in Table 1.

Table 1: Parking occupancy and conditions description.

Parking Space Occupancy	Description of Parking Demand and Parking Conditions
≥ 90%	Very high level of parking demand with the car park appearing “full” and visitors/patrons needing to circulate to find any unoccupied spaces. Delays occur and some frustration results in the unavailability of parking.
80% – 89%	High level of parking demand. Difficulty finding parking, motorists may circulate around searching for unoccupied spaces. Visitors/patrons are unlikely to find spaces near their destination and may become annoyed with the lack of convenient parking.
70% – 79%	Moderate / high level of parking demand. Customers/patrons should generally find spaces with ease. Visitors/patrons may be able to find spaces near their destination. However, some annoyance at a perceived lack of parking may be experienced from time to time.
50% – 69%	Moderate level of parking demand. Generally, parking conditions are considered satisfactory. Generally easy to find spaces when and where they are required.
< 50%	Low level of parking demand. Visitors/patrons have a high probability of finding a space near their destination. Generally, parking would not be considered an issue by customers.

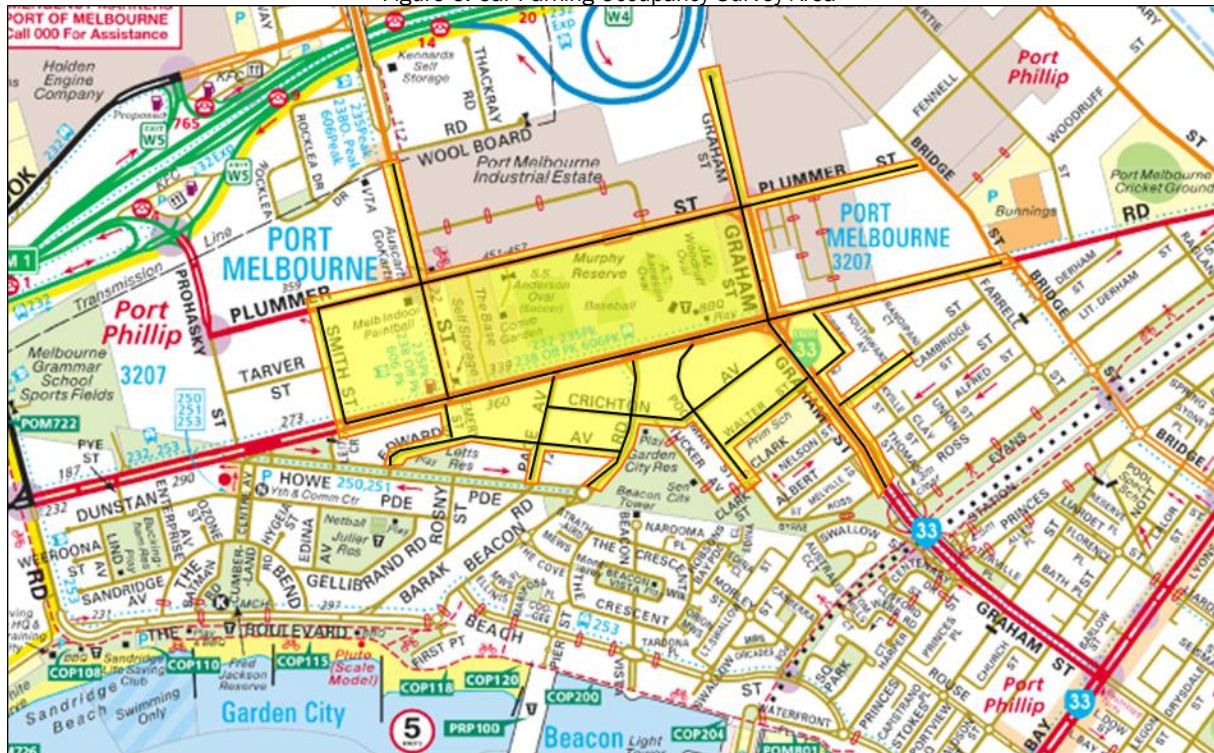
The surveyed area is shown in Figure 6 and comprises on-street car parking in the following areas:

- Williamstown Road, between Smith Street and Bridge Street
- Plummer Street, between Smith Street and Bridge Street
- Graham Street, from Ross Street to the northern end of Graham Street
- Salmon Street, between Williamstown Road and Woolboard Road
- Smith Street, between Williamstown Road and Plummer Street
- Poolman Street, between Williamstown Road and Clarke Street
- Beacon Road, between Williamstown Road and Howe Parade
- Page Avenue, between Williamstown Road and Howe Parade
- Emery Street, between Williamstown Road and Edwards Avenue
- Edwards Avenue, between Beacon Road and Howe Parade
- Crichton Avenue, between Graham Street and Page Avenue
- Walter Street, between Graham Street and Poolman Street
- Griffin Court, between Williamstown Road and Graham Street
- Clark Street, between Graham Street and Frangipani Court.

The reserve is located between two distinct types of land use. The surveyed area to the south of Williamstown Road is comprised of residential properties, whereas the area to the north of Williamstown Road is comprised of commercial / industrial properties.

Commercial / industrial land uses have peak car parking demands at different times to the reserve. Hence, on-street car parking available predominantly for commercial / industrial properties can be shared and used by visitors/patrons to the reserve during peak periods for the reserve.

Figure 6: Car Parking Occupancy Survey Area



The following range of car parking provisions and controls currently apply within the surveyed area:

- Unrestricted parking
- Time limited parking (P5 minute, 1/4P, 1/2P, 1P, 2P)
- Disabled parking
- No Stopping area
- Bus zone

For the purpose of this assessment, spaces designated as bus zones and no stopping areas have been excluded from the parking supply.

The results of the car parking occupancy survey are summarised in Tables 2 and 3, with graphical representations of the results shown in Figures 7 and 8. Full survey results are shown in Attachment A.

Table 2: Maximum car parking occupancy by zone on a Wednesday

Zone	Location (residential area south of Williamstown Road)	Parking Spaces	Maximum Observed Occupancy			
			Percentage	Time	Occupied Spaces	Unoccupied Spaces
A	Edwards Ave	102	25%	7:00pm - 8:00pm 9:00pm - 10:00pm	26	76
B	Emery St	17	35%	3:00pm - 5:00pm	6	11
C	Page Ave	39	41%	8:00pm - 10:00pm	16	23
D	Crichton Ave	87	21%	3:00pm - 4:00pm	18	69
E	Beacon Rd	48	31%	5:00pm - 8:00pm	15	33
F	Poolman St	51	12%	3:00pm - 9:00pm	6	45
H	Graham St	55	64%	5:00pm - 6:00pm	35	20
J	Walter St	23	91%	3:00pm - 4:00pm	21	2
L	Griffin Ct	15	80%	9:00pm - 10:00pm	12	3
M	Clark St	66	97%	9:00pm - 10:00pm	64	2
Total (south of Williamstown Rd)		503	35%	7.00pm – 9.00pm	175	328
Zone	Location (north of Williamstown Road)	Parking Spaces	Maximum Observed Occupancy			
			Percentage	Time	Occupied Spaces	Unoccupied Spaces
N	Williamstown Rd	236	48%	3:00pm - 4:00pm	114	122
O	Smith St	79	35%	3:00pm - 4:00pm	28	51
P	Salmon St	83	52%	3:00pm - 4:00pm	43	40
R	Graham St	155	69%	3:00pm - 4:00pm	107	48
S	Plummer St	138	80%	3:00pm - 4:00pm	110	28
Total (north of Williamstown Rd)		691	58%	3:00pm - 4:00pm	402	289
Total		1,194	46%	3:00pm - 4:00pm	552	642

Table 3: Maximum car parking occupancy by zone on a Sunday

Zone	Location (residential area south of Williamstown Road)	Parking Spaces	Maximum Observed Occupancy			
			Percentage	Time	Occupied Spaces	Unoccupied Spaces
A	Edwards Ave	102	19%	6:00pm - 7:00pm	19	83
B	Emery St	17	24%	8:00am - 1:00pm 6:00pm - 7:00pm	4	13
C	Page Ave	39	46%	10:00am - 11:00am	18	21
D	Crichton Ave	87	20%	5:00pm - 7:00pm	17	70
E	Beacon Rd	48	90%	10:00am - 11:00am	43	5
F	Poolman St	51	24%	10:00am - 11:00am	12	39
H	Graham St	55	60%	2:00pm - 3:00pm	33	22
J	Walter St	23	48%	10:00am - 11:00am	11	12
L	Griffin Ct	15	80%	8:00am - 10:00am	12	3
M	Clark St	66	83%	6:00pm - 7:00pm	55	11
Total (south of Williamstown Rd)		503	40%	10.00am – 11.00am	201	302
Zone	Location (north of Williamstown Road)	Parking Spaces	Maximum Observed Occupancy			
			Percentage	Time	Occupied Spaces	Unoccupied Spaces
N	Williamstown Rd	236	48%	12:00pm - 1:00pm	113	123
O	Smith St	79	22%	1:00pm - 2:00pm	17	62
P	Salmon St	83	28%	2:00pm - 4:00pm	23	60
R	Graham St	155	12%	1:00pm - 2:00pm	18	137
S	Plummer St	138	29%	10:00am - 12:00pm	40	98
Total (north of Williamstown Rd)		691	30%	1:00pm - 2:00pm	204	487
Total		1,194	32%	10:00am – 11:00am	387	807

Figure 7: Car parking occupancy summary on a Wednesday (total survey area)

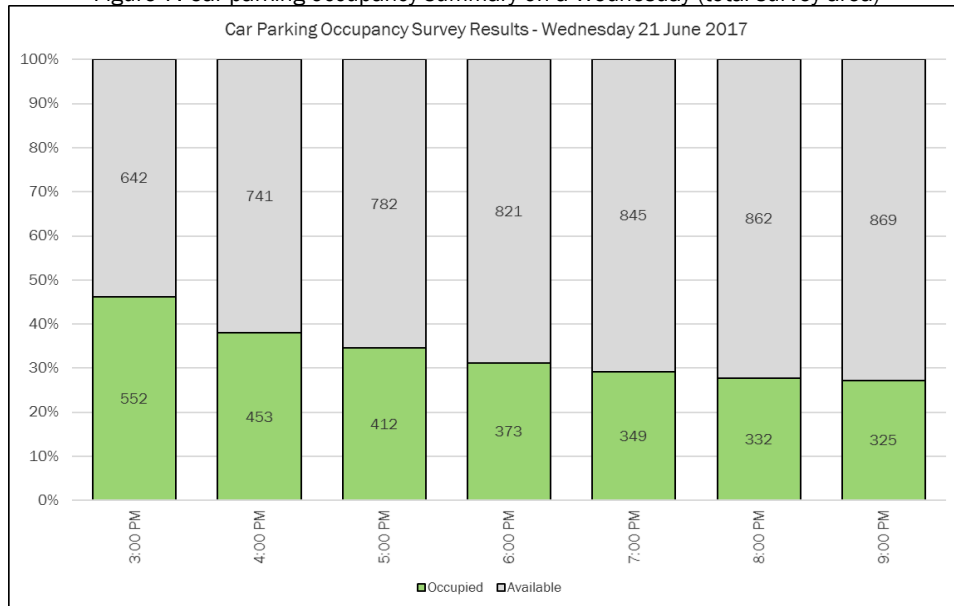
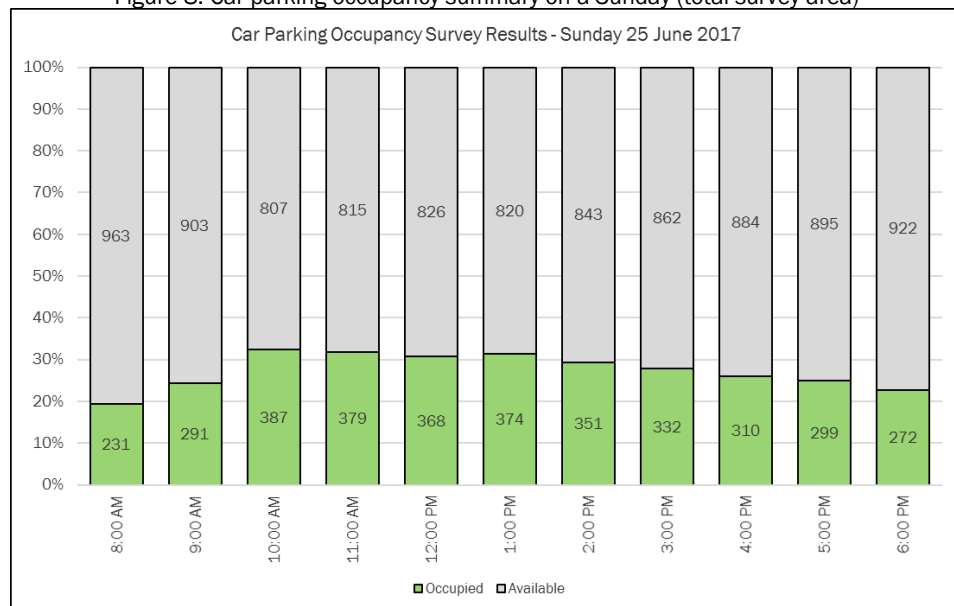


Figure 8: Car parking occupancy summary on a Sunday (total survey area)



Key observations from the car parking occupancy survey are as follows:

- On Wednesday 21 June, between 3.00pm – 10.00pm:
 - while the car parking occupancy rates within individual zones reach 97% (Clark Street), the overall maximum parking occupancy rate is 46%. This relates to a low level of parking demand, where visitors/patrons have a high probability of finding a space near the reserve. Generally, parking would not be considered an issue by visitors/patrons.
 - the maximum overall parking demand in the surveyed area occurred between 3.00pm – 4.00pm, with a minimum of 642 car parking spaces available at any time
 - Should car parking within the residential areas south of Williamstown Road be excluded from the assessment, the maximum overall parking demand occurred

between 3.00pm – 4.00pm, with a minimum of 289 car parking spaces available at any time.

- On Sunday 25 June, between 8.00am – 7.00pm:
 - while the car parking occupancy rates within individual zones reach 90% (Beacon Road), the overall maximum parking occupancy rate is 32%. This relates to a low level of parking demand, where visitors/patrons have a high probability of finding a space near the reserve. Generally, parking would not be considered an issue by visitors/patrons.
 - the maximum overall parking demand in the surveyed area occurred between 10.00am – 11.00am, with a minimum of 807 car parking spaces available at any time
 - Should car parking within the residential areas south of Williamstown Road be excluded from the assessment, the maximum overall parking demand occurred between 1.00pm – 2.00pm, with a minimum of 487 car parking spaces available at any time.
- To assess if visitors/patrons are parking within the residential area to the south of Williamstown Road to access the reserve, a comparison has been made between the car parking occupancies on a Wednesday and a Sunday. This comparison reveals:
 - The level of car parking is generally either consistent or lower on a Sunday than on a Wednesday, indicating low levels of reserve related parking in this location (if any).
 - the level of car parking is consistently low along Edwards Avenue, Emery Street, Page Street, Crichton Avenue and Poolman Street
 - the level of car parking is consistently high along Graham Street, Griffin Court and Clark Street
 - the level of car parking is significantly lower along Walter Street (48% in comparison to 91% occupied). This coincided with Port Melbourne Primary School's pick-up time.
 - The exception to this is along Beacon Road, where the car parking occupancy is significantly higher on a Sunday than on a Wednesday (90% in comparison to 31% occupied). This could be attributed to visitors to the Garden City Reserve, or to the J L Murphy Reserve.

2.4 Public Transport and Bicycle Facilities

The J L Murphy Reserve is well located in respect to public transport, with the Port Melbourne Light Rail located within 650m of the reserve and bus routes operating along Williamstown Road, with bus stops located along the J L Murphy Reserve frontage. Public transport services operating in close proximity to the reserve are as follows:

- Light Rail line 109, between Port Melbourne and Box Hill
- Bus route 234, between Garden City and Queen Victoria Market
- Bus route 235, between Queen Victoria Market and Fishermans Bend
- Bus route 606, between Elsternwick Station to Fishermans Bend

Furthermore, there are on-street bicycle lanes located along Williamstown Road which connect with the wider on-road and off-road bicycle network. Bicycle facilities provide connections to Southbank, Melbourne CBD, Docklands and Melbourne's south-eastern suburbs (via the Bay Trail).

Additional wider connections from Melbourne's east along the Capital City Trail and Yarra Trail are also available via Southbank.

Figure 9 shows the Travel Smart map for Port Phillip City Council, inclusive of public transport routes and bicycle facilities.

Figure 9: Port Phillip City Council - Travel Smart Map



The public transport and bicycle facilities located in close vicinity to J L Murphy Reserve reduces the reliance on cars and facilitates the use of alternative modes of transport to access the reserve for organised sport competitions and general recreation purposes.

3 PROPOSED DEVELOPMENT

3.1 Proposed Development Summary

The proposal is to upgrade to existing pavilion at the J L Murphy Reserve.

In recent times, there has been growth in the amount of formal sport played at the reserve, with a new soccer pitch and the introduction of a winter baseball competition. This growth has highlighted the lack of player and umpire facilities provided at the existing pavilion.

Hence, the proposed pavilion extension will include:

- new player change rooms (for male and female use)
- new umpire facilities
- new externally accessible storage
- refurbishment of the existing change rooms, umpires' facilities, office and storage areas to comply with DDA and health regulations.

Note that these upgrades are proposed at the existing pavilion centrally located in the reserve. This pavilion is currently used by the Port Melbourne Baseball Club (Mariners), Port Melbourne Football Club (Colts) and Port Melbourne Cricket Club.

There are no changes proposed to the existing pavilion located at the western end of the reserve, which is solely used by Port Melbourne Soccer Club (Sharks). Furthermore, no changes are proposed to the reserve access or to the off-street car parking provided within the gated soccer club area.

4 CAR PARKING

4.1 Statutory Car Parking Requirements

Clause 52.06 of the Port Phillip City Council Planning Scheme sets out the requirements for the provision of car parking for a variety of land uses. However, it does not outline the statutory car parking requirement for a “Minor Sports and Recreational facility” land use, which applies to J L Murphy Reserve. As a result, car parking is to be provided to the satisfaction of Council and an empirical assessment of the car parking demand for the reserve has been undertaken.

4.2 Empirical Car Parking Demand Assessment

An empirical assessment of the car parking requirements within J L Murphy Reserve has been undertaken to consider patrons participating in organised sports (soccer, baseball and Australian Rules football¹). This assessment is based on estimated numbers of players and officials.

Table 4 indicates the schedule at J L Murphy Reserve and estimated numbers of participants and officials / umpires / coaches in attendance at each organised sports event.

Table 4: Estimated participant numbers for organised sports

Sport	Match Times	Number of players and officials / umpires
Soccer	Seniors – Friday 8:30pm Under 20s – Friday 6:30pm Under 18s – Sunday 2:30pm Under 14s – Sunday 2:30pm (pitch 2) Under 16s – Sunday 12:30pm Under 13s – Sunday 12:30pm (pitch 2) Under 15s – Sunday 10:30am Under 12s – Sunday 10:30am (pitch 2)	15 players per team, plus 4 coaching / support staff 3 umpires / pitch
Baseball	Seniors – Saturday 2:40pm Reserves – Saturday 12:15pm Juniors – Saturday 9:00am	11 players per team, plus 4 coaching / support staff 1 umpire 3 volunteer umpires
Australian Rules Football	Seniors – Saturday 2:00pm Reserves – Saturday 12:00pm Juniors – Sunday between 8:35am – 3.00pm (between 3 and 9 games are played per day, with concurrent games occurring on 2 ovals. Timeslots vary depending on scheduled matches, but generally occur at 8:45am, 10:00am, 11:15am, 12:30pm, 1:45pm, 3:00pm)	22 players per team, plus 4 coaching / support staff 6 umpires

¹ Soccer, baseball and Australian Rules football are played in winter (between approximately March to September). In the summer months, cricket and baseball are played. Winter sports are considered to have a greater impact on traffic and parking than summer sports.

Based on the above sporting schedules and the estimated participant numbers, the peak period at the reserve is considered to occur on a Sunday between 9.00am – 3.30pm. This coincides with the junior soccer and junior Australian Rules football competitions, with both competitions running two matches concurrently on adjacent ovals / pitches.

- Soccer matches on two pitches = 82 people in attendance + spectators²
 - 4 teams (15 players, plus 4 coaching / support staff)
 - 6 umpires (3 per pitch)
- Australian Rules Football on two ovals = 116 people in attendance + spectators³
 - 4 teams (22 players, plus 4 coaching / support staff)
 - 12 umpires (6 per oval)

Furthermore, it is assumed that there will be an overlap of players between consecutive games (i.e. a peak attendance of eight football teams and eight soccer teams at one time). Umpires are assumed to officiate consecutive games.

Table 5 provides a high level empirical assessment of the car parking demand, applying the visitor/patron numbers above and the following assumptions:

- 10% of players, coaches and umpires will use public transport, walk or cycle to the reserve³
- 40% of players will car pool to the reserve (with 2 players per car).

² Given the peak attendance is for junior soccer and junior football competitions, it is assumed that spectators will arrive with players and will not increase the demand for car parking.

³ Journey to work data for Port Melbourne residents from the 2011 the Census indicates that approximately 65% of people travel by car and 35% of people travel by public transport, bicycle, walking or other methods (including taxi and motorcycle). Hence, it has been conservatively assumed that 10% of people attending the reserve will use public transport, walk or cycle.

Table 5: J L Murphy Reserve empirical parking demand assessment

Land Use	Sport	Players / Staff / Umpires	Cars per visitor/patron	Car parking requirement (spaces)
Minor Sports and Recreation Facility	Soccer	120 players (8 teams x 15 players)	0.72 cars / player (90% by car, 40% car pool)	87
		32 coaching/support staff (8 teams x 4 staff)	0.9 cars / staff	29
		6 umpires	0.9 cars / staff	6
	Australian Rules Football	176 players (8 teams x 22 players)	0.72 cars / player (90% by car, 40% car pool)	127
		32 coaching/support staff (8 teams x 4 staff)	0.9 cars / staff	29
		12 umpires	0.9 cars / staff	11
TOTAL				289

This empirical assessment established that there is likely to be a peak car parking demand of 289 spaces for the J L Murphy Reserve on a Sunday. For the purposes of this assessment, the peak car parking demand is assumed to be approximately 300.

Considering that the surveys indicated a minimum of 487 car parking spaces were available on Sunday 25 June (north of Williamstown Road), it is considered that the car parking demand of the reserve is adequately met, while retaining a low level of parking throughout the surrounding area. Generally, visitors/patrons to the reserve will have a high probability of finding a car parking space near to the reserve and parking would not generally be considered an issue.

5 CONCLUSIONS

Trafficworks has been engaged by Port Phillip City Council to undertake a car parking impact assessment of the proposed upgrade of the pavilion facilities at J L Murphy Reserve in Port Melbourne.

An empirical assessment of the car parking demand for the J L Murphy Reserve established that there is likely to be a peak car parking demand of approximately 300 spaces on a Sunday.

Car parking occupancy surveys undertaken on a Sunday to coincide with peak sporting activities, indicated that there was a minimum of 487 car parking spaces available (north of Williamstown Road).

Hence, it is considered that the car parking demand of the reserve is adequately met without occupying all available on-street car parking spaces generally available within 400m of the reserve. The low level of car parking within the surrounding area generally ensures that visitors/patrons will have a high probability of finding a car parking space near to the reserve and parking would not generally be considered an issue.

ATTACHMENT A – CAR PARKING OCCUPANCY SURVEY

Survey Ref No:	4760
Job Name:	JL Murphy Reserve
Location:	Plummer St
Suburb:	Port Melbourne
Map Reference:	
Comments:	

Survey Date:	Sun, 25-Jun-17
Survey Start Time:	3:00 PM
Survey End Time:	9:00 PM
Survey Interval:	1:00

Area	Street	Section	Side	Type	Restrictions	Supply	Check	Parking Occupancy										Avg	Max
								3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM					
A01	Edwards Ave	Emery St to Howe Pde	North	Unrestricted		14	14	6	6	6	7	8	8	10				7	10
A02	Edwards Ave	Emery St to Howe Pde	South	Unrestricted		21	21	0	0	0	0	0	0	0				-	-
A03	Edwards Ave	Page Ave to Emery St	North	Unrestricted		17	17	3	5	5	6	8	7	7				6	8
A04	Edwards Ave	Page Ave to #30 Edwards Ave and Letts Reserve	South	Unrestricted		20	20	0	0	0	2	3	3	3				2	3
A05	Edwards Ave	Beacon Rd to Page Ave	North	Unrestricted		15	15	0	0	0	2	2	1	1				1	2
A06	Edwards Ave	Beacon Rd to Page Ave	South	Unrestricted		15	15	5	3	3	3	5	4	5				4	5
B01	Emery St	Edwards Ave to Williamstown Rd	West	Unrestricted		8	8	5	5	4	4	3	1	1				3	5
B02	Emery St	Edwards Ave to Williamstown Rd	East	Unrestricted		9	9	1	1	1	0	0	0	0				0	1
C01	Page Ave	Edwards Ave to Howe Ave	West	Unrestricted		7	7	1	1	2	3	5	6	6				3	6
C02	Page Ave	Edwards Ave to Howe Ave	East	Unrestricted		8	8	2	3	3	2	2	1	1				2	3
C03	Page Ave	Williamstown Rd to Edwards Ave	West	Unrestricted		11	11	0	0	0	0	0	0	0				-	-
C04	Page Ave	Crichton Ave to Edwards Ave	East	Unrestricted		8	8	2	2	2	5	6	7	7				4	7
C05	Page Ave	Williamstown Rd to Crichton Ave	East	Unrestricted		5	5	0	0	0	0	2	2	2				1	2
D01	Crichton Ave	Page Ave to Beacon Rd	North	Unrestricted		14	14	0	1	1	1	1	1	1				1	1
D02	Crichton Ave	Page Ave to Beacon Rd	South	Unrestricted		12	12	3	2	1	3	4	3	3				3	4
D03	Crichton Ave	Beacon Rd to Poolman St	North	Unrestricted		11	11	0	0	0	0	0	0	0				0	0
D04	Crichton Ave	Beacon Rd to Poolman St	South	Unrestricted		10	10	2	1	0	0	0	0	0				2	0
D05	Crichton Ave	Poolman St to Graham St	North	Unrestricted		21	21	10	10	9	9	8	8	7				9	10
D06	Crichton Ave	Poolman St to Graham St	South	Unrestricted		19	19	3	3	3	3	2	3	2				3	3
E01	Beacon Rd	Edwards Ave to Roundabout	West	Unrestricted		3	3	1	1	1	2	1	2	2				1	2
E01	Beacon Rd	Edwards Ave to Roundabout	West	No Standing		5	5	0	0	0	0	0	0	0				-	-
E02	Beacon Rd	Footpath of Garden City Reserve to Roundabout	East	Unrestricted		5	5	0	0	0	0	0	0	0				-	-
E02	Beacon Rd	Footpath of Garden City Reserve to Roundabout	East	No Standing		6	6	0	0	0	0	0	0	0				-	-
E03	Beacon Rd	Crichton Ave to Footpath of Garden City Reserve	East	Unrestricted		11	11	0	0	0	1	2	0	0				0	2
E04	Beacon Rd	Crichton Ave to Edwards Ave	West	Unrestricted		8	8	2	2	2	1	2	1	2				2	2
E05	Beacon Rd	Williamstown Rd to Crichton Ave	West	Unrestricted		11	11	4	4	4	3	3	2	2				3	4
E05	Beacon Rd	Williamstown Rd to Crichton Ave	West	Bus Stop		1	1	0	0	0	0	0	0	0				-	-
E06	Beacon Rd	Williamstown Rd to Crichton Ave	East	Bus Stop		1	1	0	0	0	0	0	0	0				-	-
E06	Beacon Rd	Williamstown Rd to Crichton Ave	East	Unrestricted		10	10	4	6	8	8	7	8	7				7	8
F01	Poolman St	Crichton Ave to Clark St	West	Unrestricted		14	14	2	2	1	1	1	1	1				1	2
F02	Poolman St	Walter St to Clark St	East	No Standing on Naturestrip - Fines Apply		0	0	0	0	0	0	0	0	0				-	-
F03	Poolman St	#55/57 Poolman St to Crichton Ave	West	Unrestricted		5	5	2	2	3	3	3	3	3				3	3
F04	Poolman St	Crichton Ave to Walter St	East	Unrestricted		10	10	2	2	1	1	1	2	1				1	2
F05	Poolman St	Williamstown Rd to #55/57 Poolman St	West	Unrestricted		9	9	0	1	0	1	1	0	0				0	1
F06	Poolman St	#56/58 Poolman St to Crichton Ave	East	Unrestricted		5	5	0	0	0	0	0	0	0				-	-
F07	Poolman St	Williamstown Rd to #56/58 Poolman St	East	Unrestricted		8	8	0	0	0	0	0	0	0				-	-
H01	Graham St	Albert St to Ross St	West	Unrestricted		6	6	4	4	4	5	3	2	2				3	5
H02	Graham St	Albert St to Ross St	East	Unrestricted		9	9	7	7	7	7	5	4	3				6	7
H03	Graham St	Clark St to Albert St	West	1/4P	9am-9pm	1	1	0	0	0	0	0	0	0				-	-
H03	Graham St	Clark St to Albert St	West	2P	8am-6pm M-F	10	10	10	9	9	8	8	7	5				8	10
H04	Graham St	Clark St to Albert St	East	1P	8am-6pm M-F	6	6	5	5	5	4	5	3	2				4	5
H04	Graham St	Clark St to Albert St	East	P5Min	6am-9pm	1	1	0	0	0	0	0	0	0				-	-
H05	Graham St	Walter St to Clark St	West	Bus Zone		2	2	0	0	0	0	0	0	0				-	-
H06	Graham St	Butchers Ln to Clark St	East	Unrestricted		2	2	0	0	0	0	1	0	0				0	1
H07	Graham St	Williamstown Rd to Walter St	West	P15Min	8am-6pm M-F	2	2	2	2	2	2	2	2	2				2	2
H07	Graham St	Williamstown Rd to Walter St	West	1/4P	8am-6pm M-F	3	3	0	0	0	0	0	0	0				-	-
H07	Graham St	Williamstown Rd to Walter St	West	2P	8am-6pm M-F	6	6	0	3	5	5	6	6	5				4	6
H08	Graham St	Williamstown Rd to Butchers Ln	East	Unrestricted		9	9	1	2	3	2	1	2	1				2	3
H08	Graham St	Williamstown Rd to Butchers Ln	East	Bus Zone		1	1	0	0	0	0	0	0	0				-	-
J01	Walter St	Poolman St to Graham St	North	Unrestricted		23	23	21	15	8	9	7	5	4				10	21
J02	Walter St	Poolman St to Graham St	South	No Standing		0	0	0	0	0	0	0	0	0				-	-
L01	Griffin Crt	Bend to Williamstown Rd	West	No Standing		0	0	0	0	0	0	0	0	0				-	-
L02	Griffin Crt	Bend to Williamstown Rd	East	Unrestricted		10	10	9	9	8	8	7	8	9				8	9
L03	Griffin Crt	Graham St to bend of Crt	North	No Standing		0	0	0	0	0	0	0	0	0				-	-
L04	Griffin Crt	Graham St to bend of Crt	South	Unrestricted		5	5	0	1	2	2	2	2	3				2	3
M01	Clark St	Graham St to Frangipani Crt	North	P90 Angle		37	37	14	15	15	20	25	32	37				23	37
M01	Clark St	Graham St to Frangipani Crt	North	P Parallel		8	8	5	6	6	5	6	8	8				6	8
M02	Clark St	Graham St to #152/154 Clark St	South	Unrestricted		18	18	12	13	13	14	15	18	17				15	18
M02	Clark St	Graham St to #152/154 Clark St	South	P Disabled Only		1	1	0	0	0	0	0	0	0				-	-
M02	Clark St	Graham St to #152/154 Clark St	South	P5Min	7:30am-9:30am, 4pm-6pm M-F	2	2	0	2	0	2	2	2	2				1	2
N01	Williamstown Rd	Leith Cres to Emery St	South	Unrestricted		22	22	7	7	8	10	12	12	13				10	13
N02	Williamstown Rd	Smith St to Salmon St	North	Unrestricted		23	23	7	6	5	4	2	1	1				4	7
N03	Williamstown Rd	Emery St to Page Ave	South	Unrestricted		21	21	9	9	9	8	7	6	6				8	9
N04	Williamstown Rd	Salmon St to East border of 343 Williamstown Rd	North	Bus Stop		1	1	0	0	0	0	0	0	0				-	-
N04	Williamstown Rd	Salmon St to East border of 343 Williamstown Rd	North	Unrestricted		4	4	0	1	1	2	2	1	1				1	2
N05	Williamstown Rd	Page Ave to Beacon Rd	South	Unrestricted		11	11	6	6	7	6	6	7	7				6	7
N05	Williamstown Rd	Page Ave to Beacon Rd	South	Bus Stop		1	1	0	0	0	0	0	0	0				-	-
N06	Williamstown Rd	East border of 343 Williamstown Rd to Beacon Rd	North	Bus Zone		1	1	0	0	0	0	0	0	0				-	-
N06	Williamstown Rd	East border of 343 Williamstown Rd to Beacon Rd	North	Unrestricted		33	33	5	5	5	20	31	27	23				17	31
N07	Williamstown Rd	Beacon Rd to Poolman St	South	Unrestricted		9	9	1	3	6	6	5	5	5				4	6
N08	Williamstown Rd	Beacon Rd to Graham St	North	Bus Stop		2	2	0	0	0	0	0	0	0				-	-
N08	Williamstown Rd	Beacon Rd to Graham St	North	No Standing	Ambulance Accepted	1	1	0	0	0	0	0	0	0				-	-
N08	Williamstown Rd	Beacon Rd to Graham St	North	Unrestricted		22	22	6	7	8	5	2	1	1				4	8
N09	Williamstown Rd	Poolman St to Graham St	South	Unrestricted		11	11	3	3	3	3	5	5	5				4	5
N09	Williamstown Rd	Poolman St to Graham St	South	Bus Stop		1	1	0	0	0	0	0	0	0				-	-

N10	Williamstown Rd	Graham St to #435/437 Williamstown Rd	North	No Standing	Medical Vehicles Excepted	0	0	0	0	0	0	0	0	0	0	-	-	
N10	Williamstown Rd	Graham St to #435/437 Williamstown Rd	North	Bus Zone		1	1	0	0	0	0	0	0	0	0	0	-	-
N11	Williamstown Rd	Graham St to Southward Ave	South	No Standing		0	0	0	0	0	0	0	0	0	0	0	-	-
N12	Williamstown Rd	#435/437 Williamstown Rd to #463/469 Williamstown Rd	North	P 60 Angle		37	37	35	30	32	10	6	4	2			17	35
N13	Williamstown Rd	Southward Ave to Farrell St	South	Bus Zone		1	1	0	0	0	0	0	0	0	0	0	-	-
N13	Williamstown Rd	Southward Ave to Farrell St	South	No Standing		2	2	0	0	0	0	0	0	0	0	0	-	-
N13	Williamstown Rd	Southward Ave to Farrell St	South	Unrestricted		16	16	12	8	6	4	3	3	3			6	12
N14	Williamstown Rd	#463/469 Williamstown Rd to Bridge St	North	Bus Zone		1	1	0	0	0	0	0	0	0	0	0	-	-
N14	Williamstown Rd	#463/469 Williamstown Rd to Bridge St	North	P 60 Angle		21	21	19	10	8	5	3	3	3	2		7	19
N14	Williamstown Rd	#463/469 Williamstown Rd to Bridge St	North	P Parallel		6	6	4	3	2	2	1	1	2			2	4
O01	Smith St	Williamstown Rd to Traver St	West	Unrestricted		7	7	2	3	4	2	0	0	0		2	4	
O02	Smith St	Williamstown Rd to Traver St	East	P 90 Angle		34	34	2	3	5	3	0	0	0		2	5	
O03	Smith St	Traver St to Plummer St	West	Unrestricted		9	9	8	4	0	1	3	4	4		3	8	
O04	Smith St	Traver St to Plummer St	East	P 90 Angle		29	29	16	6	0	3	4	2	4		5	16	
P01	Salmon St	Plummer St to Williamstown Rd	West	Bus Stop		1	1	0	0	0	0	0	0	0		-	-	
P01	Salmon St	Plummer St to Williamstown Rd	West	Unrestricted		5	5	3	2	2	3	3	2	3		3	3	
P02	Salmon St	Plummer St to Williamstown Rd	East	P Angle	8am-6pm M-F	19	19	10	8	6	7	7	8	8		8	10	
P02	Salmon St	Plummer St to Williamstown Rd	East	2P Angle		7	7	7	6	6	5	6	6	6		6	7	
P02	Salmon St	Plummer St to Williamstown Rd	East	Unrestricted		16	16	3	3	1	3	14	14	13		7	14	
P03	Salmon St	Plummer St to Carpark Entrance South of 69 Salmon St	West	Unrestricted		6	6	4	4	5	3	0	0	0		2	5	
P04	Salmon St	Plummer St to Carpark Entrance South of 62A Salmon St	East	Unrestricted		5	5	4	3	3	2	2	1	0		2	4	
P05	Salmon St	Carpark Entrance South of 69 Salmon St to Rocklea Dr	West	Unrestricted		15	15	7	4	3	2	0	0	0		2	7	
P06	Salmon St	Carpark Entrance South of 62A Salmon St to Woolboard Rd	East	P 60 Angle		10	10	8	5	3	1	0	0	0		2	8	
R01	Graham St	Williamstown Rd to Plummer St	West	Unrestricted		24	24	4	3	3	2	1	1	1		2	4	
R02	Graham St	Williamstown Rd to Plummer St	East	Unrestricted		17	17	4	4	2	1	0	0	0		2	4	
R03	Graham St	Plummer St to Carpark Entrance of 481A	West	P 90 Angle		41	41	40	20	12	10	6	5	4		14	40	
R04	Graham St	Plummer St to South Border of 522 Graham St	East	P 90 Angle	42	42	39	14	7	8	6	5	8		12	39		
R05	Graham St	Carpark Entrance of 481A to Carpark Entrance of 541 Graham St	West	P 90 Angle	15	15	4	3	3	0	0	1	1		2	4		
R06	Graham St	South Border of 522 Graham St to Carpark Entrance	East	P 90 Angle	16	16	16	10	6	3	1	1	1		5	16		
S01	Plummer St	Smith St to Salmon St	South	Unrestricted	8am-6pm M-F	21	21	5	5	4	3	2	2	2		3	5	
S02	Plummer St	Carpark Entrance between 351/359 Plummer St to Salmon St	North	1/2P		3	3	0	0	1	1	0	0	0		0	1	
S02	Plummer St	Carpark Entrance between 351/359 Plummer St to Salmon St	North	No Standing		0	0	0	0	0	0	0	0	0		-	-	
S03	Plummer St	Salmon St to Footpath between Port Melbourne SC and J.L. Murphy Reserve	South	No Standing		0	0	0	0	0	0	0	0	0		-	-	
S04	Plummer St	Salmon St to Carpark Entrance of 437 Plummer St	North	Unrestricted		17	17	17	15	15	16	16	15	14		15	17	
S04	Plummer St	Salmon St to Carpark Entrance of 437 Plummer St	North	No Standing		0	0	0	0	0	0	0	0	0		-	-	
S05	Plummer St	Footpath between Port Melbourne SC and J.L. Murphy Reserve to Graham St	South	No Standing		23	23	22	21	16	18	21	19	17		19	22	
S06	Plummer St	Carpark Entrance of 437 Plummer St to #461/465 Plummer St	North	Unrestricted		20	20	13	10	11	15	18	16	15		14	18	
S07	Plummer St	#461/465 Plummer St to Graham St	North	Unrestricted		0	0	0	0	0	0	0	0	0		-	-	
S08	Plummer St	Carpark Entrance of 578 Plummer St to Graham St	South	Unrestricted		26	26	25	24	22	15	4	3	2		14	25	
S09	Plummer St	2nd Carpark Entrance West of 577 Plummer St to Graham St	North	Unrestricted	30	30	30	28	26	10	8	8	7		17	30		
S10	Plummer St	Brigde St to Carpark Entrance of 578 Plummer St	South	Unrestricted	10	10	10	8	7	5	2	1	0		5	10		
S11	Plummer St	Brigde St to 2nd Carpark Entrance West of 577 Plummer St	North	Unrestricted	11	11	10	8	8	3	0	0	0		4	10		
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Survey Ref No:	4760
Job Name:	JL Murphy Reserve
Location:	Plummer St
Suburb:	Port Melbourne
Map Reference:	
Comments:	

Survey Date:	Sun, 25-Jun-17
Survey StartTime:	8:00 AM
Survey End Time:	6:00 PM
Survey Interval:	1:00

Area	Street	Section	Side	Type	Restrictions	Supply	Check	Parking Occupancy											
								8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	Avg	Max.
A01	Edwards Ave	Emery St to Howe Pde	North	Unrestricted		14	14	11	9	8	8	9	10	12	12	12	12	10	12
A02	Edwards Ave	Emery St to Howe Pde	South	Unrestricted		21	21	0	0	0	0	0	0	0	0	0	0	-	-
A03	Edwards Ave	Page Ave to Emery St	North	Unrestricted		17	17	9	10	11	11	13	13	12	11	11	11	1	1
A04	Edwards Ave	Page Ave to #30 Edwards Ave and Letts Reserve	South	Unrestricted		20	20	0	0	0	0	1	1	1	1	1	1	1	1
A05	Edwards Ave	Beacon Rd to Page Ave	North	Unrestricted		15	15	0	0	0	0	0	0	0	0	0	0	-	-
A06	Edwards Ave	Beacon Rd to Page Ave	South	Unrestricted		15	15	6	6	7	7	6	6	5	5	5	6	6	7
B01	Emery St	Edwards Ave to Williamstown Rd	West	Unrestricted		8	8	4	4	4	4	4	3	3	3	3	4	4	4
B02	Emery St	Edwards Ave to Williamstown Rd	East	Unrestricted		9	9	0	0	0	0	0	0	0	0	0	0	-	-
C01	Page Ave	Edwards Ave to Howe Ave	West	Unrestricted		7	7	2	2	2	2	2	2	2	2	2	3	4	2
C02	Page Ave	Edwards Ave to Howe Ave	East	Unrestricted		8	8	3	4	4	4	4	3	3	3	3	3	3	4
C03	Page Ave	Williamstown Rd to Edwards Ave	West	Unrestricted		11	11	0	0	0	0	0	0	0	0	0	0	-	-
C04	Page Ave	Crichton Ave to Edwards Ave	East	Unrestricted		8	8	2	6	7	5	2	2	2	2	2	2	3	7
C05	Page Ave	Williamstown Rd to Crichton Ave	East	Unrestricted		5	5	0	4	5	4	3	3	4	3	2	2	2	3
D01	Crichton Ave	Page Ave to Beacon Rd	North	Unrestricted		14	14	0	1	3	3	2	2	1	1	0	0	1	3
D02	Crichton Ave	Page Ave to Beacon Rd	South	Unrestricted		12	12	3	3	3	3	3	3	4	4	6	6	4	6
D03	Crichton Ave	Beacon Rd to Poolman St	North	Unrestricted		11	11	0	0	0	0	0	0	0	0	0	0	-	-
D04	Crichton Ave	Beacon Rd to Poolman St	South	Unrestricted		10	10	0	0	0	0	0	0	0	0	0	0	-	-
D05	Crichton Ave	Poolman St to Graham St	North	Unrestricted		21	21	8	8	8	8	7	7	6	6	7	8	7	8
D06	Crichton Ave	Poolman St to Graham St	South	Unrestricted		19	19	2	2	2	2	2	2	2	3	3	3	2	3
E01	Beacon Rd	Edwards Ave to Roundabout	West	Unrestricted		3	3	0	2	3	1	0	0	0	0	0	0	1	3
E01	Beacon Rd	Edwards Ave to Roundabout	West	No Standing		5	5	0	0	0	0	0	0	0	0	0	0	-	-
E02	Beacon Rd	Footpath of Garden City Reserve to Roundabout	East	Unrestricted		5	5	1	5	5	2	1	1	0	0	1	1	2	5
E02	Beacon Rd	Footpath of Garden City Reserve to Roundabout	East	No Standing		6	6	0	0	0	0	0	0	0	0	0	0	-	-
E03	Beacon Rd	Crichton Ave to Footpath of Garden City Reserve	East	Unrestricted		11	11	0	5	10	6	4	3	2	1	0	0	3	10
E04	Beacon Rd	Crichton Ave to Edwards Ave	West	Unrestricted		8	8	1	5	7	6	3	3	2	1	1	1	3	7
E05	Beacon Rd	Williamstown Rd to Crichton Ave	West	Unrestricted		11	11	4	8	11	10	9	8	6	3	2	2	6	11
E05	Beacon Rd	Williamstown Rd to Crichton Ave	West	Bus Stop		1	1	0	0	0	0	0	0	0	0	0	0	-	-
E06	Beacon Rd	Williamstown Rd to Crichton Ave	East	Bus Stop		1	1	0	0	0	0	0	0	0	0	0	0	-	-
E06	Beacon Rd	Williamstown Rd to Crichton Ave	East	Unrestricted		10	10	7	7	7	8	7	10	8	5	2	1	6	11
F01	Poolman St	Crichton Ave to Clark St	West	Unrestricted		14	14	0	0	0	0	0	0	1	1	1	1	0	1
F02	Poolman St	Walter St to Clark St	East	No Standing on Naturestrip - Fines Apply		0	0	0	0	0	0	0	0	0	0	0	0	-	-
F03	Poolman St	#55/57 Poolman St to Crichton Ave	West	Unrestricted		5	5	0	0	0	0	0	0	0	0	0	0	-	-
F04	Poolman St	Crichton Ave to Walter St	East	Unrestricted		10	10	4	4	4	3	2	2	3	3	2	2	3	4
F05	Poolman St	Williamstown Rd to #56/57 Poolman St	West	Unrestricted		9	9	2	4	6	3	2	3	4	2	0	0	2	6
F06	Poolman St	#56/58 Poolman St to Crichton Ave	East	Unrestricted		5	5	0	1	1	0	0	1	1	1	1	1	0	1
F07	Poolman St	Williamstown Rd to #56/58 Poolman St	East	Unrestricted		8	8	0	1	1	1	1	1	1	1	1	1	1	1
H01	Graham St	Albert St to Ross St	West	Unrestricted		6	6	4	4	3	3	3	5	6	6	6	6	5	6
H02	Graham St	Albert St to Ross St	East	Unrestricted		9	9	9	8	8	8	8	8	8	7	7	7	8	9
H03	Graham St	Clark St to Albert St	West	1/4P	9am-9pm	1	1	0	0	0	0	0	0	0	0	0	0	-	-
H03	Graham St	Clark St to Albert St	West	2P	8am-6pm M-F	10	10	8	7	5	6	8	9	8	7	6	6	7	9
H04	Graham St	Clark St to Albert St	East	1P	8am-6pm M-F	6	6	5	3	3	2	4	5	5	6	6	4	6	6
H04	Graham St	Clark St to Albert St	East	P5Min	6am-9pm	1	1	0	0	0	0	0	0	0	0	0	0	-	-
H05	Graham St	Walter St to Clark St	West	Bus Zone		2	1	0	0	0	0	0	0	0	0	0	0	-	-
H06	Graham St	Butchers Ln to Clark St	East	Unrestricted		2	2	2	2	1	1	1	1	1	1	1	1	1	2
H07	Graham St	Williamstown Rd to Walter St	West	P15Min	8am-6pm M-F	2	2	0	0	0	0	0	0	0	0	0	0	-	-
H07	Graham St	Williamstown Rd to Walter St	West	1/4P	8am-6pm M-F	3	3	0	0	0	0	0	0	0	0	0	0	-	-
H07	Graham St	Williamstown Rd to Walter St	West	2P	8am-6pm M-F	1	1	0	1	2	2	1	1	1	1	1	1	1	2
H08	Graham St	Williamstown Rd to Butchers Ln	East	Unrestricted		9	9	3	3	4	4	3	3	4	4	4	5	4	5
H08	Graham St	Williamstown Rd to Butchers Ln	East	Bus Zone		1	1	0	0	0	0	0	0	0	0	0	0	-	-
J01	Walter St	Poolman St to Graham St	North	Unrestricted		23	23	6	8	11	10	9	9	8	8	8	8	8	11
J02	Walter St	Poolman St to Graham St	South	No Standing		0	0	0	0	0	0	0	0	0	0	0	0	-	-
L01	Griffin Crt	Bend to Williamstown Rd	West	No Standing		0	0	0	0	0	0	0	0	0	0	0	0	-	-
L02	Griffin Crt	Bend to Williamstown Rd	East	Unrestricted		10	10	9	9	8	8	8	8	8	6	6	7	8	9
L03	Griffin Crt	Graham St to bend of Crt	North	No Standing		0	0	0	0	0	0	0	0	0	0	0	0	-	-
L04	Griffin Crt	Graham St to bend of Crt	South	Unrestricted		5	5	3	3	2	2	3	3	3	3	3	3	3	3
M01	Clark St	Graham St to Frangipani Crt	North	P90 Angle		37	37	23	25	28	27	26	26	26	29	34	36	29	37
M01	Clark St	Graham St to Frangipani Crt	North	P Parallel		8	8	7	6	5	6	6	5	3	3	3	5	6	7
M02	Clark St	Graham St to #152/154 Clark St	South	Unrestricted		18	18	13	13	13	12	12	13	13	12	11	12	12	13
M02	Clark St	Graham St to #152/154 Clark St	South	P Disabled Only		1	1	0	0	0	0	0	0	0	0	0	0	-	-
M02	Clark St	Graham St to #152/154 Clark St	South	P5Min	7:30am-9:30am, 4pm-6pm M-F	2	2	0	0	0	0	0	0	0	0	0	0	-	-
N01	Williamstown Rd	Leith Cres to Emery St	South	Unrestricted		22	22	7	8	8	9	9	10	8	7	7	7	6	10
N02	Williamstown Rd	Smith St to Salmon St	North	Unrestricted		23	23	1	1	1	1	1	1	2	2	1	1	2	1
N03	Williamstown Rd	Emery St to Page Ave	South	Unrestricted		21	21	11	12	17	17	16	15	15	14	14	13	10	14
N04	Williamstown Rd	Salmon St to East border of 343 Williamstown Rd	North	Bus Stop		1	1	0	0	0	0	0	0	0	0	0	0	-	-
N04	Williamstown Rd	Salmon St to East border of 343 Williamstown Rd	North	Unrestricted		4	4	0	0	4	4	4	4	4	4	4	3	4	4
N05	Williamstown Rd	Page Ave to Beacon Rd	North	Unrestricted		11	11	6	7	9	10	10	10	8	7	8	8	10	10
N05	Williamstown Rd	Page Ave to Beacon Rd	South	Bus Stop		1	1	0	0	0	0	0	0	0	0	0	0	-	-
N06	Williamstown Rd	East border of 343 Williamstown Rd to Beacon Rd	North	Bus Zone		1	1	0	0	0	0	0	0	0	0	0	0	-	-
N06	Williamstown Rd	East border of 343 Williamstown Rd to Beacon Rd	North	Unrestricted		33	33	16	21	32	32	31	30	21	21	15	15	11	22
N07	Williamstown Rd	Beacon Rd to Poolman St	South	Unrestricted		9	9	2	2	7	8	7	7	7	7	6	6	5	6
N08	Williamstown Rd	Beacon Rd to Graham St	North	Bus Stop		2	2	0	0	0	0	0	0	0	0	0	0	-	-
N08	Williamstown Rd	Beacon Rd to Graham St	North	No Standing	Ambulance Accepted	1	1	0	0	0	0	0	0	0	0	0	0	-	-
N08	Williamstown Rd	Beacon Rd to Graham St	North	Unrestricted		22	22	12	19	17	18	17	17	15	14	13	13	10	15
N09	Williamstown Rd	Poolman St to Graham St	South	Unrestricted		11	11	2	3	3	3	6	7	5	4	4	4	3	4
N09	Williamstown Rd	Poolman St to Graham St	South	Bus Stop		1	1	0	0	0	0	0	0	0	0	0	0	-	-
N10	Williamstown Rd	Graham St to #435/437 Williamstown Rd	North	No Standing		0	0	0	0	0	0	0	0	0	0	0	0	-	-
N10	Williamstown Rd	Graham St to #435/437 Williamstown Rd	North	Bus Zone		1	1	0	0	0	0	0	0	0	0	0	0	-	-
N11	Williamstown Rd	Graham St to Southward Ave	South	No Standing		0	0	0	0	0	0	0	0	0	0	0	0	-	-
N12	Williamstown Rd	#435/437 Williamstown Rd to #463/469 Williamstown Rd	North	P 60 Angle		37	37	1	1	2	3	3	3	2	2	1	1	2	3
N13	Williamstown Rd	Southward Ave to Farrell St	South	Bus Zone		1	1	0	0	0	0	0	0	0	0	0	0	-	-
N13	Williamstown Rd	Southward Ave to Farrell St	South	No Standing	Medical Vehicles Excepted	2	2	0	0	0	0	0	0	0	0	0	0	-	-
N14	Williamstown Rd	#463/469 Williamstown Rd to Bridge St	North	Bus Zone		16	16	1	1	3	3	3	2	2	1	1	1	2	3
N14	Williamstown Rd	#463/469 Williamstown Rd to Bridge St	North	Bus Stop		1	1	0	0	0	0	0	0	0	0	0	0	-	-
N14	Williamstown Rd	#463/469 Williamstown Rd to Bridge St	North	P 60 Angle		21	21	0	0	0	0	1	2	2	1	1	1	1	2
N14	Williamstown Rd	#463/469 Williamstown Rd to Bridge St	North	P Parallel		6	6	2	4	4	4	4	4	4	4	4	4	1	4
Q01	Smith St	Williamstown Rd to Traver St	West	Unrestricted		7	7	0	0	0	0	0	0	0	0	0	0	-	-

O03	Smith St	Williamstown Rd to Traver St	East	P 90 Angle		34	34	0	0	0	0	0	0	0	0	0	0	0	-	-	
O03	Smith St	Traver St to Plummer St	West	Unrestricted		9	9	3	4	7	7	8	7	7	7	6	6	4	6	8	
O04	Smith St	Traver St to Plummer St	East	P 90 Angle		29	29	4	5	8	8	10	8	8	7	7	3	7	10		
P01	Salmon St	Plummer St to Williamstown Rd	West	Bus Stop		1	1	0	0	0	0	0	0	0	0	0	0	-	-		
P01	Salmon St	Plummer St to Williamstown Rd	West	Unrestricted		5	5	0	1	5	5	6	2	1	1	1	1	2	7		
P02	Salmon St	Plummer St to Williamstown Rd	East	P Angle		19	19	1	6	7	4	3	5	5	3	3		4	7		
P02	Salmon St	Plummer St to Williamstown Rd	East	2P Angle	8am-6pm M-F	7	7	0	0	0	2	2	2	2	2	2	0	1	2		
P02	Salmon St	Plummer St to Williamstown Rd	East	Unrestricted		16	16	0	0	0	7	8	6	6	5	3	3	3	8		
P03	Salmon St	Plummer St to Carpark Entrance South of 69 Salmon St	West	Unrestricted		6	6	0	1	1	2	3	4	6	6	4	4	3	6		
P04	Salmon St	Plummer St to Carpark Entrance South of 62A Salmon St	East	Unrestricted		5	5	0	0	0	1	1	1	1	1	1	1	1	1		
P05	Salmon St	Carpark Entrance South of 69 Salmon St to Rockies Dr	West	Unrestricted		15	15	1	1	1	1	2	2	2	1	1	1	2	2		
P06	Salmon St	Carpark Entrance South of 62A Salmon St to Woolboard Rd	East	P 60 Angle		10	10	0	0	0	0	0	0	0	0	0	0	-	-		
R01	Graham St	Williamstown Rd to Plummer St	West	Unrestricted		24	24	3	7	7	7	8	10	8	7	5	4	4	6	10	
R02	Graham St	Williamstown Rd to Plummer St	East	Unrestricted		17	17	0	0	0	0	0	0	0	0	0	0	-	-		
R03	Graham St	Plummer St to Carpark Entrance of 481A	West	P 90 Angle		41	41	1	2	3	3	3	3	4	4	4	2	3	4		
R04	Graham St	Plummer St to South Border of 522 Graham St	East	P 90 Angle		42	42	0	0	0	0	0	0	0	0	0	0	-	-		
R05	Graham St	Carpark Entrance of 481A to Carpark Entrance of 541 Graham St	West	P 90 Angle		15	15	1	1	3	4	4	4	4	5	5	3	3	5		
R06	Graham St	South Border of 522 Graham St to Carpark Entrance	East	P 90 Angle		16	16	1	1	2	2	0	1	1	1	2	2	1	2		
S01	Plummer St	Smith St to Salmon St	South	Unrestricted		21	21	1	1	1	1	1	1	1	1	1	1	1	1		
S02	Plummer St	Carpark Entrance between 351/359 Plummer St to Salmon St	North	1/2P	8am-6pm M-F	3	3	1	1	1	1	3	3	3	3	2	2	-	-		
S02	Plummer St	Carpark Entrance between 351/359 Plummer St to Salmon St	North	No Standing		0	0	0	0	0	0	0	0	0	0	0	0	2	3		
S03	Plummer St	Salmon St to Footpath between Port Melbourne SC and JL Murphy Reserve	South	No Standing		0	0	1	1	0	0	0	0	0	0	1	0	0	0		
S04	Plummer St	Salmon St to Carpark Entrance of 437 Plummer St	North	Unrestricted		17	17	1	1	14	14	15	15	15	15	12	10	7	11	15	
S04	Plummer St	Salmon St to Carpark Entrance of 437 Plummer St	North	No Standing		0	0	0	0	0	0	0	0	0	0	0	0	-	-		
S05	Plummer St	Footpath between Port Melbourne SC and JL Murphy Reserve to Graham St	South	No Standing		23	23	2	2	20	20	13	8	12	13	12	10	6	11	20	
S06	Plummer St	Carpark Entrance of 437 Plummer St to #461/465 Plummer St	North	Unrestricted		20	20	0	0	20	20	14	13	14	14	15	12	8	12	20	
S07	Plummer St	#461/465 Plummer St to Graham St	North	Unrestricted		0	0	0	0	0	0	0	0	0	0	0	0	-	-		
S08	Plummer St	Carpark Entrance of 578 Plummer St to Graham St	South	Unrestricted		26	26	1	1	0	0	1	0	0	0	0	0	0	0	0	
S09	Plummer St	2nd Carpark Entrance West of 577 Plummer St to Graham St	North	Unrestricted		30	30	2	3	3	3	2	2	3	3	2	2	2	3	3	
S10	Plummer St	Brigde St to Carpark Entrance of 578 Plummer St	South	Unrestricted		10	10	1	2	1	1	1	1	1	1	1	1	1	1	2	
S11	Plummer St	Brigde St to 2nd Carpark Entrance West of 577 Plummer St	North	Unrestricted		11	11	0	0	0	0	0	0	1	1	1	0	0	1	1	
Totals						1246	1245	242	303	418	410	394	395	376	357	331	319	289	0	348.5	514
Available Spaces						1003	942	827	835	851	850	869	888	914	926	956	1245	896.5	731		
Capacity						1245	1245	1245	1245	1245	1245	1245	1245	1245	1245	1245	1245	1245	1245	1245	1245

