

# Traffix Group

## Traffic and Parking Assessment

Tandarra Drive Precinct, Ringwood

Prepared for  
Maroondah City Council

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## 1. Introduction

Traffic Group has been engaged by Maroondah City Council to undertake a traffic and parking assessment for the Tandarra Drive Precinct in Ringwood.

This report includes a review of existing parking conditions within the precinct, provides an assessment of the increased demand for on-street parking in the precinct associated with increased construction activity at the nearby Yarra Valley Grammar School and outlines recommendations and principles to mitigate the impact of this increased parking demand.

## 2. Background

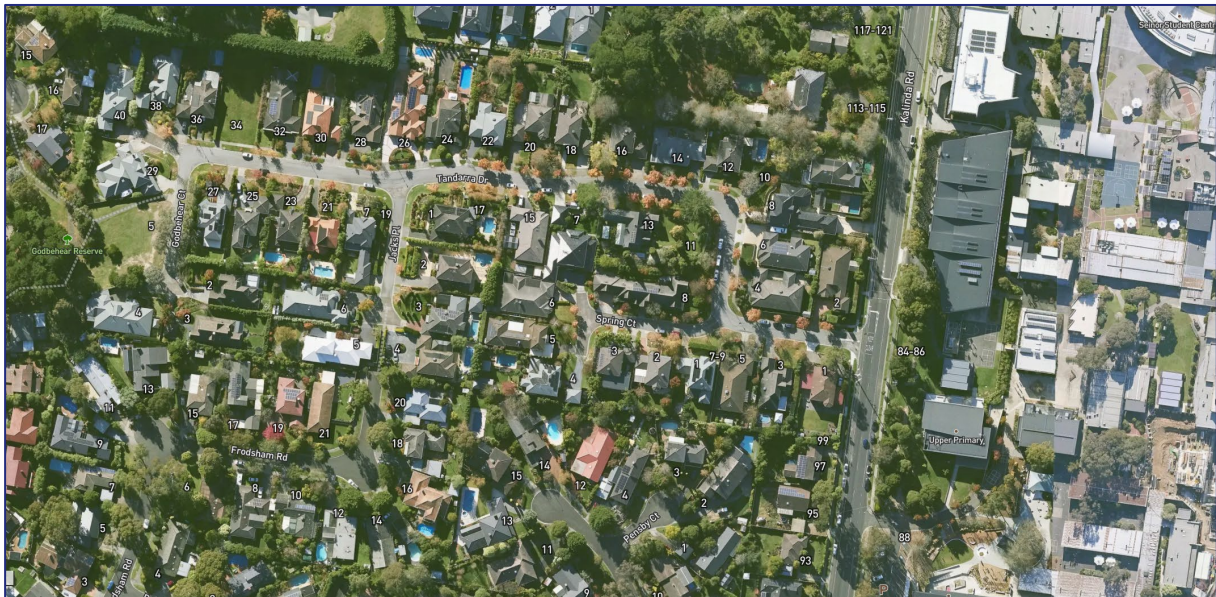
### 2.1. Study Area

The study area of this assessment includes Tandarra Drive and adjoining courts in Ringwood, as shown on a locality map at Figure 1 and on an aerial photograph at Figure 2.



Source: Melway Publishing Pty Ltd

Figure 1: Locality Map



Source: <https://web.metromap.com.au/> (Image Date 15 May 2024)

Figure 2: Aerial Photograph – Study Area

The streets within the study area include:

- Tandarra Drive,
- Spring Court,
- Jacks Place, and
- Godbehear Court.

**Tandarra Drive** is a local access road that is generally orientated in an east-west direction to the west of Kalinda Road with the exception of a short north-south S-bend section approximately 65m west of Canterbury Road. Tandarra Drive generally consists of a 7m wide carriageway with semi-mountable kerb on each side.

Parking on Tandarra Drive is generally unrestricted, with the exception of signed No Stopping restrictions on the south side of Tandarra Drive between Kalinda Road and Spring Court and around each of the bends.

Tandarra Drive is the only access road into the precinct, and provides access to Spring Court, Jacks Place and Godbehear Court.

**Spring Court** is a 65m long cul-de-sac located to the west side of Tandarra Drive at the southern end of the S-bend. It consists of a 5.5m wide carriageway with a hammerhead style turning facility at the western end. Part-time No Stopping restrictions apply to the hammerhead on Monday mornings to facilitate waste collection. Otherwise, parking is currently unrestricted.

**Jacks Place** is a 65m long cul-de-sac located to the south of Tandarra Crescent. It consists of a 5.5m wide carriageway with a hammerhead style turning facility at the southern end. Parking is generally unrestricted within Jacks Place. There is also a pedestrian connection at the southern end of Jacks Place into Frodsham Road.

**Godbehear Court** is a 65m long cul-de-sac located to the south side of Tandarra Crescent at the western end. It consists of a 5.5m wide carriageway with a hammerhead style turning facility at the southern end. Parking is generally unrestricted within Godbehear Court. The Godbehear Reserve is located on the western side of Godbehear Court with pedestrian connections through to other streets to the west.

## 2.2. Existing Parking Conditions

### 2.2.1. Parking Pressures and Community Concerns

The Tandarra Drive precinct experiences parking pressures associated with the nearby Yarra Valley Grammar School on Kalinda Road, including parents parking during peak periods, all-day staff vehicles and potentially year 12 students and all-day construction worker vehicles.

This has resulted in residents having concerns about being able to park their own vehicles in convenient locations, difficulty entering and exiting properties and at times difficulty navigating between parked vehicles.

### 2.2.2. Parking Survey Results and Observations

Parking surveys were undertaken across three days to determine the existing level of parking occurring within the precinct. The parking surveys were undertaken at the following times:

- Wednesday 19 June 2024 8:15am - 9:00am to coincide with AM school peak period,
- Thursday 20 June 2024 2:00pm - 2:15pm to represent non-peak parking conditions, and
- Friday 21 June 2024 2:30pm – 3:45pm to coincide with PM school peak period.

Full parking survey results are attached at Appendix A, and peak occupancies recorded during each period are summarised in Table 1.

Table 1: Parking Survey Results

Street	Capacity <sup>1</sup>	AM Peak Occupancy	Mid-day Occupancy	PM Peak Occupancy
Tandarra Drive	58	22	19	33
Spring Court	8	7	3	7
Jacks Place	7	0	0	0
Godbehear Court	8	1	0	2
<b>Total</b>	<b>81</b>	<b>30 (37%)</b>	<b>22 (27%)</b>	<b>42 (52%)</b>

<sup>1</sup> The capacities represented Table 1 for each of the courts represent the capacity on the side with the most parking spaces, noting that a 5.5m carriageway does not realistically allow for simultaneous parking on both sides.

Parking occupancies were observed to be highest during the PM school peak period between 3:15pm and 3:45pm, when parents are waiting to pick up students from Yarra Valley Grammar School. During this period high-parking occupancies were observed on Tandarra Drive between Kalinda Road and Jacks Place and within Spring Court. Within Jacks Place, Godbehear Court and on Tandarra Drive west of Jacks Place on street parking was observed to be minimal and appeared to be related to the adjoining residential properties.

Parking activity during the middle of the day appeared to be the lowest of the surveyed periods, with parking observed in similar areas to the PM peak period, but at more moderate occupancy levels. This included gaps between parked vehicles, rather than continuous parking within the spaces closest to Kalinda Road, suggesting that much of this parking was related to adjacent residential properties or that the gaps between parked vehicles occurred when resident vehicles left after school staff had already parked their vehicles for the day.

Unlike on-street parking on nearby Kalinda Road, Parkgate Drive or Ashcombe Drive, which were observed to have a high-level of construction worker vehicle parking, it did not appear that construction worker vehicles currently contributed to much of the parking demand within the Tandarra Drive precinct.

During the site inspections, on-street parking was not observed to be resulting in any significant access or safety issues. However, some minor congestion was observed in the vicinity of the S-bend when a vehicle was parked on the east side of Tandarra Drive within the S-bend, as vehicles were required to wait for a vehicle in the opposing direction to navigate the S-bend.

### **3. Yarra Valley Grammar School Construction Traffic Impact Assessment**

#### **3.1. Anticipated Increase in Parking Demand**

Yarra Valley Grammar School has advised Council that there is currently up to 40 construction workers on-site at any given time associated with current construction activities on site. They have also advised that this number will increase to up to 80 workers on site at any given time commencing Term 3 2024 as works intensify.

Noting that construction staff often require vehicles to carry tools to the site and the absence of convenient public transport options, it can be conservatively assumed that each additional construction worker will generate demand for one additional parking space.

Accordingly, it is expected that the additional construction activity will generate demand for approximately 40 additional parking spaces within close proximity to the school, on top of the existing construction related parking demand.

We understand that the school has made arrangements with the nearby church on the corner of Plymouth Road and Bemboka Road to allow long-term parking associated with the school to occur on the church site, however this is understood to have had poor uptake.

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On-site observations suggest that construction workers prefer to park on-street to the south of the school, closer to the construction site and without needing to cross Plymouth Road, a busy arterial road.

Existing long-term (all-day) parking was observed to be occurring with high-occupancy of unrestricted parking spaces up to 350m to 400m from the construction site access. This parking was generally observed to be occurring in four locations, Kalinda Road, Parkgate Drive (including a small amount of parking on Woodchurch Close), Ashcombe Drive and Tandarra Drive, as presented in Figure 3.



Figure 3: Observed Extent of High Occupancy Long-term Parking

We consider that the additional demand of 40 parking spaces will extend further into the four areas outlined above. Whilst long-term parking opportunities may currently be slightly closer on Parkgate Drive and Ashcombe Drive, we note that part-time No Stopping restrictions are proposed to be installed on the south side of Parkgate Drive between Kalinda Road and Barnston Place. This may result in the on-street parking along Parkgate Drive extending closer to the distance from the construction site as the existing extent of parking on Tandarra Drive.

Accordingly, it is conservatively assumed that approximately 25% of the anticipated 40 vehicle parking demand, or 10 additional vehicles, could occur within the Tandarra Drive precinct.



### 3.2. Anticipated Impacts on Tandarra Precinct

As outlined in the previous section, we conservatively estimate that there could be an increase of up to 10 construction vehicles parking within the Tandarra Drive precinct as a result of an increase in construction activity at Yarra Valley Grammar School.

Construction vehicles are expected to arrive early in the morning and would generally park within the precinct on either Spring Court or Tandarra Drive between the S-bend and Jacks Place.

We understand that part-time No Stopping restrictions are proposed to be installed on the north side of Spring Court, which should limit the amount of additional parking that can occur in Spring Court, and result in the majority of additional parking in the precinct occurring on Tandarra Drive to the east of Jacks Place.

An existing parking occupancy of approximately 14 vehicles was observed to occur on Tandarra Drive between the S-bend and Jacks Place during the AM peak period. Accordingly, we expect that this could increase to up to 24 vehicles following the increase in construction workers on-site at Yarra Valley Grammar School. This would represent occupancies of greater than 70% within this section and would result in slightly worse conditions throughout the day than are currently experienced during the PM school peak period.

This may result in motorists having difficulty passing a vehicle in the opposing direction and may result in difficulty for some motorists reversing out of their driveways when vehicles are parked opposite. We do not expect that all-day parking would extend beyond Jacks Place, as a result of the increase in construction activity.

During the PM school period, parking occupancy in this section of Tandarra Drive was observed to increase by approximately 11 vehicles associated with picking up students from Yarra Valley Grammar School. With the increase in all day parking within this section of Tandarra Drive, we expect that the parking during the PM peak period may extend along Tandarra Drive to the east of Jacks Place and into Jacks Place.

The number of vehicles parked on Jacks Place and on Tandarra Drive to the east of Jacks Place is not anticipated to be significant, and therefore traffic impacts are expected to be limited and isolated in nature, within these sections of road.

However, high parking occupancies along the length of Tandarra Drive may exacerbate difficulties for vehicles passing in opposing directions during the PM school peak period as there are limited opportunities to pass and limited sight distance due to the vertical alignment as well as the S-bend at the eastern end.

## **4. Recommendations and Principles**

### **4.1. Overarching Principles**

Parking within the City of Maroondah is managed in accordance with the Maroondah Parking Framework ( <https://www.maroondah.vic.gov.au/Residents-property/Parking-and-traffic/Maroondah-Parking-Framework>), which outlines Council's vision for parking within the municipality as well as high level principles and directions for the management of parking.

Two of the directions most applicable to the management of on-street parking within residential areas include:

- Applying a balanced, transparent, contemporary approach that reflects best practice; and
- Implementing efficient and effective operational arrangements that support fair access to parking and enforce the strategic outcomes sought through parking management or permit schemes.

A balanced approach to parking that supports fair access to parking, recognises that on-street parking occurs on public land and is not exclusively for the use of directly adjoining properties but should also cater for external visitors and customers of nearby businesses and services. However, it must also ensure that external parking pressures do not result in safety or access issues and that a reasonable level of on-street parking is available for use by adjoining residential properties.

### **4.2. Restriction Types Potential and Limitations**

On-street parking is generally managed through the use of parking restriction signage. Parking restrictions that may be appropriate for managing on-street parking within residential areas include:

- Time based parking restrictions (i.e. 1P or 2P),
- No Stopping restrictions,
- No Parking restrictions, and
- Permit Zone restrictions.

On-street parking can also be managed through the use of paid parking, however it is not considered appropriate within a residential area like the Tandarra Drive precinct and is generally better suited to parking within commercial areas.

Different types of parking restrictions are well suited to address different parking related issues. However, each restriction type also has potential drawbacks that must be considered prior to implementation. The potential applications and drawbacks of each of the above restriction types are outlined below:

#### **Time based parking 'P' restrictions**

Time based parking restrictions allow vehicles to park for a duration up to the signposted time. This will commonly be for a duration of one or two hours, but can also be for shorter or

longer durations in specific cases. A primary application of time-based parking restrictions is to ensure availability of parking spaces when there may be a high demand for all day parking.

In the case of the Tandarra Drive precinct, time-based restrictions would address concerns about all-day staff and construction worker parking, but will not mitigate concerns about short term parking during the PM school pick up peak period.

Residential permit schemes can be implemented to allow resident's vehicles with parking permits to stay longer than the time permitted on the sign.

### **'No Stopping' restrictions**

No Stopping restrictions prevent vehicles from stopping along a specified length of road. No Stopping restrictions are best used to address safety and access issues. This may include carriageways with insufficient width for vehicles in opposing directions to pass or locations where there is insufficient sight distance.

Whilst No Stopping restrictions would prevent all day staff and construction worker parking and also short-term school pick up related parking, they also prevent residents from being able to park along the specified length of road. Residential parking permits do not allow vehicles to park within No Stopping zones. Accordingly, the impact to residents of No Stopping restrictions can be significant and should only be used to address access or safety issues.

However, if access issues only occur at specific times, i.e. on waste collection morning or during times with high traffic and parking demands, No Stopping restrictions can be applied on a part-time basis to lessen the impact on residents.

### **'No Parking' restrictions**

No Parking restrictions prevent vehicles from stopping along a specified length of road unless for the purpose of dropping off, or picking up, passengers or goods, and occur within a period of not more than 2 minutes and without leaving the vehicle unattended. The primary application of No Parking restrictions is for high turnover drop off and pick up zones.

Accordingly, these restrictions are most commonly implemented close to the frontage of a trip generator such as a school and would generally not be implemented within areas that are exclusively residential.

### **'Permit Zone' restrictions**

Permit Zone restrictions restrict parking along a specified length of road to only vehicles that are displaying an applicable parking permit. Permit Zone restrictions will generally only be implemented when there is an extremely high external demand for parking that can not be managed via the use of time-based parking restrictions.

Whilst Permit Zone restrictions would prevent both short-term and long-term parking associated with the Yarra Valley Grammar School, they can also have detrimental effects on residents as residents may own more vehicles than they are eligible for permits and visitors and contractors are also unable to park within a Permit Zone unless they have a visitor permit.

### 4.3. Recommended Restriction Changes

We understand that Council is in the process of implementing part-time No Stopping restrictions along the north side of Spring Court, to ensure access is maintained along the narrow 5.5m wide carriageway during peak times.

In addition to this proposed restriction, we recommend that the following restrictions are considered for implementation to address existing resident concerns and mitigate against further impacts as a result of increased construction activity at Yarra Valley Grammar School:

1. Implement a 'No Stopping 8:15-9:15am & 2:30-4pm School Days' restriction on the east side of Tandarra Drive within the S-bend to ensure access, due to the limited sight distance towards approaching vehicles at this location,
2. Implement a '2P 9am-3:30pm School Days' restriction on the west side of Tandarra Drive within the S-bend to ensure convenient parking is available for residents (with parking permits) due to the loss of parking as a result of the implementation of No Stopping restrictions on the north side of Spring Court and east side of Tandarra Drive, and
3. Implement a '2P 9am-3:30pm School Days' restriction along the north side of Tandarra Drive between number 12 Tandarra Drive and number 26 Tandarra Drive (opposite Jacks Place) to ensure there are opportunities for residents to park during the day and that there are regular opportunities for vehicles in opposing directions to pass.

We expect that the implementation of the part-time No Stopping restriction on the east side of Tandarra Drive will ensure access is maintained through this section with minimal impact on the overall supply of parking for residents as there is only one parking space located on the eastern side of Tandarra Drive that will be lost and that the implementation of a 2P restriction on the west side of Tandarra Drive will ensure availability of convenient parking spaces for residents with a residential parking permit.

The implementation of the 2P restriction along the north side of Tandarra Drive east of Jacks Place is considered most appropriate as the higher proportion of existing all-day parking was observed along the south side and that the implementation of a 2P restriction on the north side allows for students to walk along the footpath when being picked up from school.

Whilst there was no evidence of all-day non-resident parking occurring on Jacks Place or on Tandarra Drive west of Jacks Place, the implementation of 2P parking along the north side of Tandarra Drive may displace some of the long-term parking that would have occurred on the north side of Tandarra Drive further to the west. However, it is also possible that as this location is further from the school, some or all of this parking may be displaced to another location outside of the Tandarra Drive precinct, such as further to the south along Kalinda Road or to the church carpark, noting that there are understood to be arrangements between the church and school.

Accordingly, Tandarra Drive to the west of Jacks Place and Jacks Place should be monitored to ensure that the implementation of the 2P restriction on Tandarra Drive does not result in adverse impacts within these locations. If adverse impacts are observed, the 2P restriction could be extended further to the west along Tandarra Drive and a part-time No Stopping restriction could be considered along one side of Jacks Place to ensure access along the 5.5m wide carriageway is not restricted. If required, restricting the east side of Jacks Place is preferable as there are more parking spaces available along the west side of the carriageway.

These recommended and potential parking restriction changes are presented in Figure 4 with a solid line and dashed line respectively.

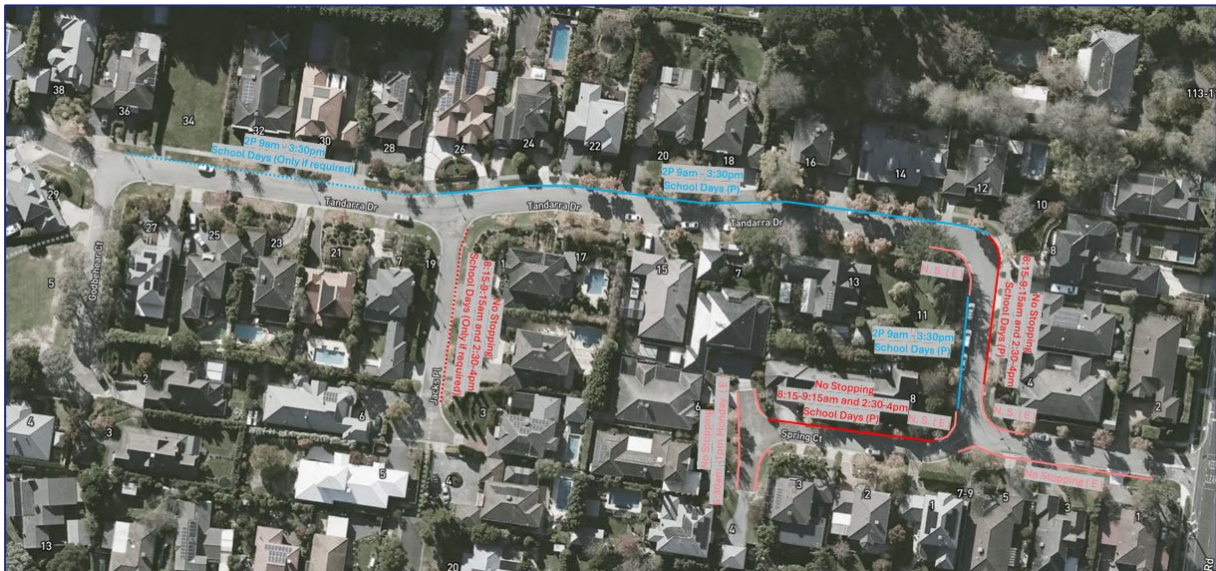


Figure 4: Recommended Restrictions and Locations for Future Consideration

Similar principles of introducing part-time No Stopping restrictions in locations with reduced sight distance or narrow carriageways, and 2P restrictions on one side of standard width streets where high external demand for all day parking is impacting residents, could be applied to other similar locations within the wider Yarra Valley Grammar School area.

The need to retain these restrictions following the completion of construction activity at Yarra Valley Grammar School should be reviewed, as the parking pressures may reduce and restrictions may no longer be required at this time.

## 5. Conclusions

Having undertaken a traffic and parking assessment of the Tandarra Drive precinct and expected parking impacts of increased construction activity at Yarra Valley Grammar School, we consider that:

- a) The Tandarra Drive precinct experiences parking pressures associated with the nearby Yarra Valley Grammar School on Kalinda Road, including parents parking during peak periods, all-day staff vehicles and potentially all-day construction worker vehicles
- b) Parking occupancies were observed to be highest during the PM school peak period between 3:15pm and 3:45pm, when parents are waiting to pick up students from Yarra Valley Grammar School, with the existing external demand for on-street parking limited to Tandarra Drive east of Jacks Place and in Spring Court.
- c) Existing on-street parking was not observed to be resulting in any significant access or safety issues, with only some minor congestion was observed in the vicinity of the S-bend when vehicles were parked on both sides of the road between the bends.
- d) We anticipate that the expected increase in construction activity at Yarra Valley Grammar School will generate demand for approximately 40 additional parking spaces within close proximity to the school, which may include demand for up to 10 additional parking spaces within the Tandarra Drive precinct.
- e) An increase of 10 parked vehicles on Tandarra Drive is likely to result in higher parking occupancies throughout the day on Tandarra Drive between the bend and Jacks Place, with conditions in the middle of the day likely to be similar to the existing conditions during the PM school peak period.
- f) With the increase in all day parking on Tandarra Drive we expect that the parking during the PM school peak period may extend further along Tandarra Drive to the west of Jacks Place and into Jacks Place.
- g) An increased length of high parking occupancies may exacerbate difficulties for vehicles to pass, due to the extended length of parking with few opportunities to pass opposing vehicles.
- h) We recommend that the following restrictions be considered for implementation to address existing resident concerns and mitigate against further impacts as a result of increased construction activity at Yarra Valley Grammar School:
  - i. A 'No Stopping 8:15-9:15am & 2:30-4pm School Days' restriction on the north side of Spring Court as proposed by Council.
  - ii. A 'No Stopping 8:15-9:15am & 2:30-4pm School Days' restriction on the east side of Tandarra Drive between the bends.
  - iii. A '2P 9am-3:30pm School Days' restriction along the west side of Tandarra Drive between the bends.
  - iv. A '2P 9am-3:30pm School Days' restriction along the north side of Tandarra Drive between number 12 Tandarra Drive and number 26 Tandarra Drive.

- i) These restrictions may potentially result in displacement of parking demand further west on Tandarra Drive or into Jacks Place. Accordingly, Tandarra Drive west of Jacks Place and Jacks place should be monitored for any adverse impacts and if required consider implementing the following restrictions:
  - i. A 'No Stopping 8:15-9:15am & 2:30-4pm School Days' restriction on the east side of Jacks Place.
  - ii. A '2P 9am-3:30pm School Days' restriction along the north side of Tandarra Drive to the west of Jacks Place.
- j) The need to retain these restrictions should be reviewed following the completion of construction activity at Yarra Valley Grammar School as restrictions may no longer be required at this time.

Should you have any questions or require further information in relation to this assessment please contact Joshua Dunstone at our Melbourne office.

### **TRAFFIX GROUP PTY LTD**



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# Appendix A

## Parking Survey Results



Surveyed By: A. Montgomerie & J. Dunstone

Survey Dates & Times: See below

Location	Restriction	Capacity Min - Max	AM School Peak Wednesday 19 June 2024			Between School Peaks Thursday 20 June 2024	PM School Peak Friday 21 June 2024				
			8:15 - 8:30	8:30 - 8:45	8:45-9:00	2:00-2:15	2:30-2:45	2:45-3:00	3:00-3:15	3:15-3:30	3:30-3:45
<b>ON-STREET CARPARKING</b>											
<b>TANDARRA DRIVE</b>											
<b>North / East Side</b>											
Kalinda Road to 25m west of Kalinda Road	No Stopping	-	0	0	0	0	0	0	0	0	0
25m west of Kalinda Road to 10m east of bend #1.	Unrestricted	4	3	3	3	2	4	4	4	4	3
10m east of bend #1 to 10m north of bend #1.	No Stopping	-	0	0	0	0	0	0	1	0	0
10m north of bend #1 to bend #2	Unrestricted	1	1	1	1	0	1	1	1	1	2
Bend #2 to Opposite Jacks Place	Unrestricted	18	2	2	3	5	3	3	4	11	11
Opposite Jacks Place to #36 Tandarra Dr Driveway	Unrestricted	9	1	1	1	0	1	1	1	1	1
<b>South / West Side</b>											
Kalinda Road to 25m west of Kalinda Road	No Stopping (Statutory)	-	0	0	0	0	0	0	0	0	0
25m west of Kalinda Road to 25m east of Spring Court.	No Stopping	-	0	0	0	0	0	0	0	0	0
25m east of Spring Court to 5m north of Spring Court	No Stopping	-	0	0	0	0	0	0	0	0	0
5m north of Spring Court to 5m south of Bend #2.	Unrestricted	5	4	3	2	3	3	3	4	4	4
5m south of Bend #2 to 10m west of Bend #2	No Stopping	-	0	0	0	0	0	0	0	0	0
10m west of Bend #2 to 10m east of Jacks Place	Unrestricted	15	11	11	9	9	7	7	7	10	9
10m east of Jacks Place to 10m west of Jacks Place	No Stopping (Statutory)	-	0	0	0	0	0	0	0	0	0
10m west of Jacks Place to 10m east of Godbehear Court	Unrestricted	6	0	0	0	0	2	2	2	2	2
10m east of Godbehear Court to Godbehear Court	No Stopping (Statutory)	-	0	0	0	0	0	0	0	0	0
<b>TANDARRA DRIVE</b>	<b>Capacity</b>	<b>58</b>	<b>58</b>	<b>58</b>	<b>58</b>	<b>58</b>	<b>58</b>	<b>58</b>	<b>58</b>	<b>58</b>	<b>58</b>
	<b>Total Number of Cars Parked</b>		<b>22</b>	<b>21</b>	<b>19</b>	<b>19</b>	<b>21</b>	<b>21</b>	<b>24</b>	<b>33</b>	<b>32</b>
	<b>Total Number of Vacant Spaces</b>		<b>36</b>	<b>37</b>	<b>39</b>	<b>39</b>	<b>37</b>	<b>37</b>	<b>34</b>	<b>25</b>	<b>26</b>
	<b>Percentage Occupancy</b>		<b>38%</b>	<b>36%</b>	<b>33%</b>	<b>33%</b>	<b>36%</b>	<b>36%</b>	<b>41%</b>	<b>57%</b>	<b>55%</b>

Surveyed By: A. Montgomerie & J. Dunstone

Survey Dates & Times: See below

Location	Restriction	Capacity Min - Max	AM School Peak Wednesday 19 June 2024			Between School Peaks Thursday 20 June 2024	PM School Peak Friday 21 June 2024				
			8:15 - 8:30	8:30 - 8:45	8:45-9:00	2:00-2:15	2:30-2:45	2:45-3:00	3:00-3:15	3:15-3:30	3:30-3:45
<b>SPRING COURT</b>											
<b>North Side</b>											
Tandarra Drive to 10m west of Tandarra Drive	No Stopping	-	0	0	0	0	0	0	0	0	0
10m west of Tandarra Drive to Hammerhead	Unrestricted	5	1	1	1	0	0	0	1	1	2
<b>South Side</b>											
Tandarra Drive to 10m west of Tandarra Drive	No Stopping	-	0	0	0	0	0	0	0	0	0
10m west of Tandarra Drive to Hammerhead	Unrestricted	4	3	2	2	1	1	1	2	3	3
<b>Hammerhead</b>											
West Side	No Stopping - 6:30am -1pm Monday	3	3	3	3	2	2	2	2	2	2
East Side (North)	No Stopping - 6:30am -1pm Monday	-	0	0	0	0	0	0	0	0	0
East Side (South)	No Stopping - 6:30am -1pm Monday	-	0	0	0	0	0	0	0	0	0
<b>SPRING COURT</b>	<b>Capacity</b>	12	12	12	12	12	12	12	12	12	12
	<b>Total Number of Cars Parked</b>		7	6	6	3	3	3	5	6	7
	<b>Total Number of Vacant Spaces</b>		5	6	6	9	9	9	7	6	5
	<b>Percentage Occupancy</b>		58%	50%	50%	25%	25%	25%	42%	50%	58%
<b>JACKS PLACE</b>											
<b>East Side</b>											
Tandarra Drive to 10m south of Tandarra Drive	No Stopping (Statutory)	-	0	0	0	0	0	0	0	0	0
10m south of Tandarra Drive to Hammerhead	Unrestricted	3	0	0	0	0	0	0	0	0	0
10m east of bend #1 to 10m north of bend #1.	No Stopping	-	0	0	0	0	0	0	0	0	0
<b>West Side</b>											
Tandarra Drive to 10m south of Tandarra Drive	No Stopping (Statutory)	-	0	0	0	0	0	0	0	0	0
10m south of Tandarra Drive to Hammerhead	Unrestricted	5	0	0	0	0	0	0	0	0	0
<b>Hammerhead</b>											
West Side	Unrestricted	1	0	0	0	0	0	0	0	0	0
East Side	Unrestricted	1	0	0	0	0	0	0	0	0	0
<b>JACKS PLACE</b>	<b>Capacity</b>	10	10	10	10	10	10	10	10	10	10
	<b>Total Number of Cars Parked</b>		0	0	0	0	0	0	0	0	0
	<b>Total Number of Vacant Spaces</b>		10	10	10	10	10	10	10	10	10
	<b>Percentage Occupancy</b>		0%	0%	0%	0%	0%	0%	0%	0%	0%

Surveyed By: A. Montgomerie & J. Dunstone

Survey Dates & Times: See below

Location	Restriction	Capacity Min - Max	AM School Peak Wednesday 19 June 2024			Between School Peaks Thursday 20 June 2024	PM School Peak Friday 21 June 2024				
			8:15 - 8:30	8:30 - 8:45	8:45-9:00	2:00-2:15	2:30-2:45	2:45-3:00	3:00-3:15	3:15-3:30	3:30-3:45
<b>GODBEHEAR COURT</b>											
<b>East Side</b>											
Tandarra Drive to 10m south of Tandarra Drive	No Stopping (Statutory)	-	0	0	0	0	0	0	0	0	0
10m south of Tandarra Drive to Hammerhead	Unrestricted (subject to no parking opposite)	6	1	1	1	0		0	0	0	0
<b>West Side</b>											
Tandarra Drive to 10m south of Tandarra Drive	No Stopping (Statutory)	-	0	0	0	0	0	0	0	0	0
10m south of Tandarra Drive to Hammerhead	Unrestricted (subject to no parking opposite)	5	0	0	0	0	1	1	0	0	0
<b>Hammerhead</b>											
West Side	Unrestricted	1	0	0	0	0	1	1	1	1	1
East Side	Unrestricted	1	0	0	0	0	0	0	0	0	0
<b>GODBEHEAR COURT</b>	<b>Capacity</b>	<b>13</b>	<b>13</b>	<b>13</b>	<b>13</b>	<b>13</b>	<b>13</b>	<b>13</b>	<b>13</b>	<b>13</b>	<b>13</b>
	<b>Total Number of Cars Parked</b>		<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>1</b>
	<b>Total Number of Vacant Spaces</b>		<b>12</b>	<b>12</b>	<b>12</b>	<b>13</b>	<b>11</b>	<b>11</b>	<b>12</b>	<b>12</b>	<b>12</b>
	<b>Percentage Occupancy</b>		<b>8%</b>	<b>8%</b>	<b>8%</b>	<b>0%</b>	<b>15%</b>	<b>15%</b>	<b>8%</b>	<b>8%</b>	<b>8%</b>
<b>KALINDA ROAD</b>											
<b>West Side</b>											
Driveway #97 Kalinda Road to 30m north of Tandarra Drive	No Stopping	-	0	0	0	0	0	0	0	0	
30m north of Tandarra Drive to 75m south of Plymouth Road	No Parking 8-8:45am & 3:30-4pm School Days	17	5	0	1	2	11	11	15	7	5
<b>KALINDA ROAD</b>	<b>Capacity</b>	<b>17</b>	<b>17</b>	<b>17</b>	<b>17</b>	<b>17</b>	<b>17</b>	<b>17</b>	<b>17</b>	<b>17</b>	<b>17</b>
	<b>Total Number of Cars Parked</b>		<b>5</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>11</b>	<b>11</b>	<b>15</b>	<b>7</b>	<b>5</b>
	<b>Total Number of Vacant Spaces</b>		<b>12</b>	<b>17</b>	<b>16</b>	<b>15</b>	<b>6</b>	<b>6</b>	<b>2</b>	<b>10</b>	<b>12</b>
	<b>Percentage Occupancy</b>		<b>29%</b>	<b>0%</b>	<b>6%</b>	<b>12%</b>	<b>65%</b>	<b>65%</b>	<b>88%</b>	<b>41%</b>	<b>29%</b>
<b>Car Parking Supply</b>											
		<b>110</b>	<b>110</b>	<b>110</b>	<b>110</b>	<b>110</b>	<b>110</b>	<b>110</b>	<b>110</b>	<b>110</b>	<b>110</b>
<b>Total Number of Cars Parked</b>			<b>35</b>	<b>28</b>	<b>27</b>	<b>24</b>	<b>37</b>	<b>37</b>	<b>45</b>	<b>47</b>	<b>45</b>
<b>Total Number of Vacant Spaces</b>			<b>75</b>	<b>82</b>	<b>83</b>	<b>86</b>	<b>73</b>	<b>73</b>	<b>65</b>	<b>63</b>	<b>65</b>
<b>Percentage Occupancy</b>			<b>32%</b>	<b>25%</b>	<b>25%</b>	<b>22%</b>	<b>34%</b>	<b>34%</b>	<b>41%</b>	<b>43%</b>	<b>41%</b>