

Research Report

**Evaluation of
Australia's Inaugural
Car Free Day**

For:

City of Fremantle

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1 Introduction

1.1 Background

The first Australian Car Free Day was held in the City of Fremantle on 29 November 2000. Car Free Day's are already an annual event in many countries around the world. Normally held on 21 or 22 September every year throughout Europe and the rest of the world, this year an estimated 70 million people from 760 towns and cities across Europe participated in this event. Other cities throughout North and South America and Japan also participated. Australia has not participated before, and this year the City of Fremantle supported by a local community advisory group aimed to hold the first car free day as part of their wider sustainability agenda.

The objectives of the day included:

- encouraging behaviour change towards reduced car use;
- increasing awareness of environmental issues such as air pollution, noise pollution and congestion caused by private cars;
- recognition of the health benefits of walking and cycling;
- creating more space for pedestrians and cyclists;
- encouraging more people to experience available public transport options;
- encouraging a greater sense of community and safety within Fremantle;
- demonstrating the benefit to business of reduced car traffic in Fremantle;
- supporting the Fremantle Council City Plan objective for a sustainable city;
- supporting and encouraging other communities to recognise the benefits of similar events.

An important component of the event was to conduct research to assess and evaluate the success of the event in meeting the above objectives. A wide range of methodologies were established and applied in order to produce this evaluation. This report provides the outcomes of that research.

1.2 Report Structure

The report is set out in eight sections. Sections two through seven each report one of the research evaluations conducted. In each section the research methodology is set out, followed by the research findings. Section eight draws final conclusions on the event outcomes in relation to the objectives for the event.

2 Intercept Survey

2.1 Methodology

An intercept survey was designed to gain information on the day of the event about travel behaviour change, the level of awareness about the day and attitudes to such an event. The aim was to intercept shoppers and commuters within the Fremantle central area. A random sample of a 300 people was to be drawn, stratified by a range of time periods spread across the day, and by location to include a mix of central area locations such as the rail station, Woolstores Shopping Centre and the “cappuccino strip”.

Twelve volunteer surveyors were enlisted; of these seven had previous experience. A training session was held, and an experienced professional from Socialdata supervised surveyors.

The intercept survey questionnaire was piloted, and subsequently modified as a result to ensure it would perform in relation to the research objectives. A copy of the questionnaire is found at Appendix 1.

2.2 Findings

Sample

A total of 301 respondents were surveyed across six locations (Table 1), across the whole day between 08.30 and 18.30.

Table 1: Respondents by Survey Location

Survey Location	Percent (n=301)
Café Strip	27
Mall	11
Market St	7
Town Hall	20
Train Station	18
Woolstores	17

Awareness of the Event

Just under half of respondents (46%) had heard about the Car Free Day. Newspaper and radio coverage were the most successful means of publicising the event with 37% of respondents in each case. One quarter of respondents had heard about the day via word of mouth, and 13% via a leaflet. The web site did not elicit any response.

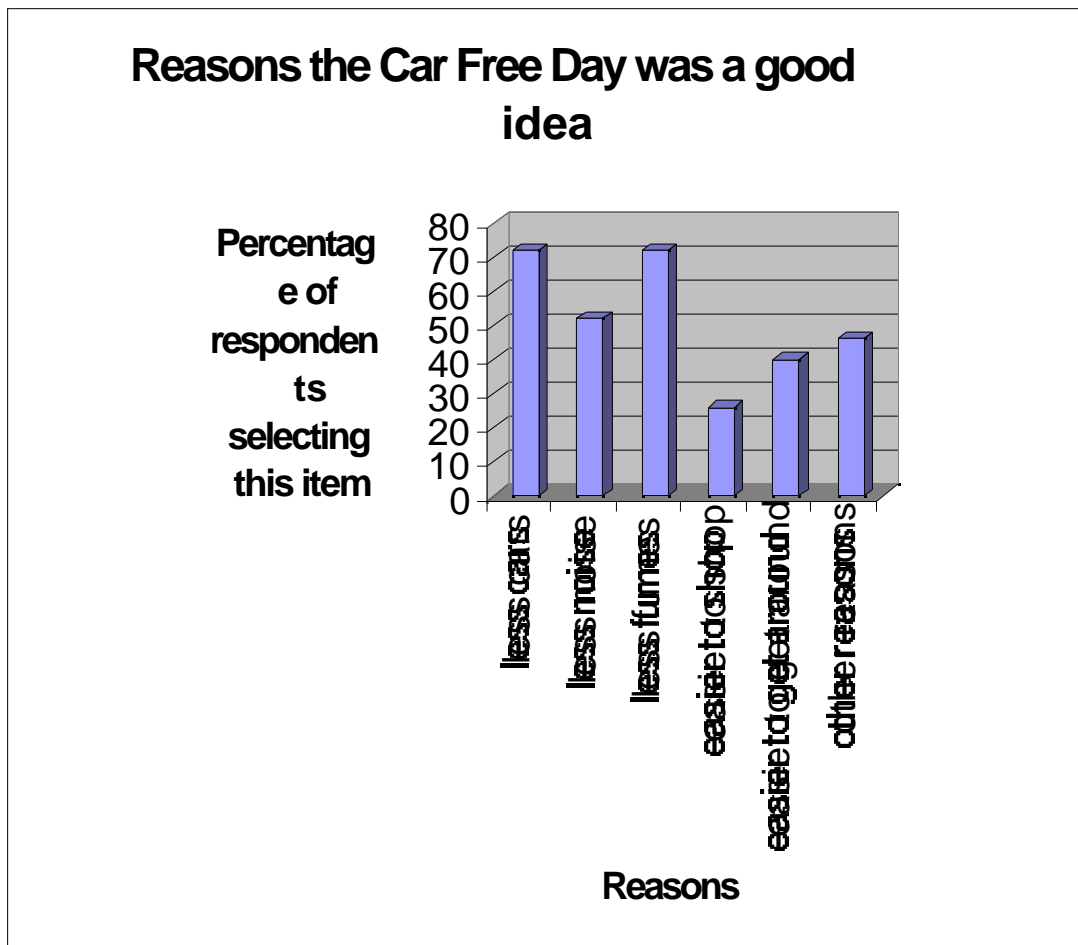
Attitudes to the Event

A significant majority of respondents (83%) considered the event a good idea, with only 4% not considering it a good idea, and 12% remaining unsure about the idea of the event.

For those respondents who thought the event was a good idea, the majority cited less cars and less fumes as reasons for supporting the idea, and over half thought the event a good idea because there was less noise. Just under half counted ease of access as a

reason, while a quarter thought the event a good idea because it was easier to shop (Figure One).

Figure 1

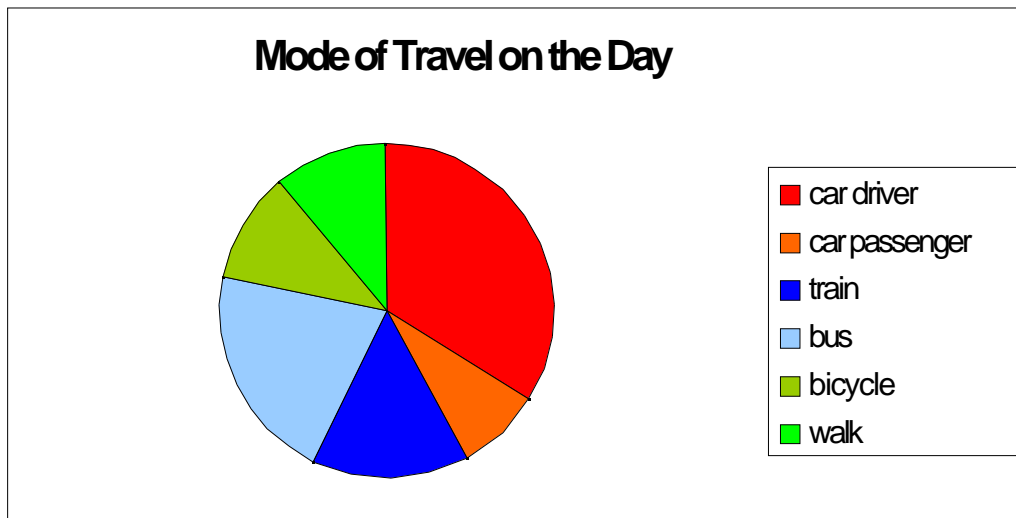


Travel Behaviour Change

Figure 2 shows the mode of travel on the day of the event. 42% of all respondents arrived by car – the majority of these as car driver. A high proportion used public transport (36%), with bus users particularly high. Cyclists and pedestrians also accounted for a significant share (11% each). The comparison of this mode split against the Perth Metropolitan Inner Region enables some measure of the mode shift with 76% using car for their journey to work, 11% using public transport, 2% cycling and 5% walking (WAPC, 1999).

12% of respondents indicated that they changed their mode of travel as a result of the event, with the highest proportion of mode changers being bicycle users – with 37% of all bicycle users on the day changing their mode of transport to bike as a result of the event. Focussing on car drivers only – 71% indicated that this was their usual mode of transport.

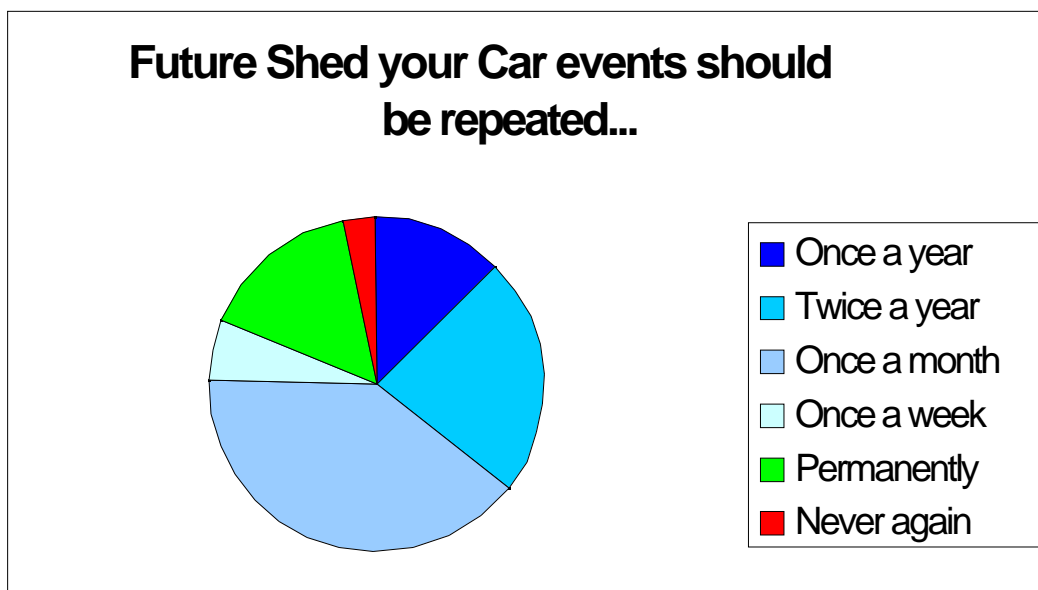
Figure 2



Almost one third of all respondents lived in Fremantle suburbs (32%), a further 13% were from Melville suburbs, and 12% from the City of Cockburn. Only 10% of those surveyed came to Fremantle especially for the event, yet despite this the majority of the sample thought the event a good idea (see above).

97% of the sample thought the event should be repeated again, a significant majority suggested it should occur on a monthly basis (40%), and 16% thought the car free street should be a permanent feature (Figure 3). When analysed by mode of transport the pattern is similar across groups. The only significant differences being that of those who thought the event should never be repeated the majority were car users (although the number of respondents in this category is quite small); and more bus and cycle users compared to other modes thought the event should be repeated once a month.

Figure 3:



3 Observation Survey

3.1 Methodology

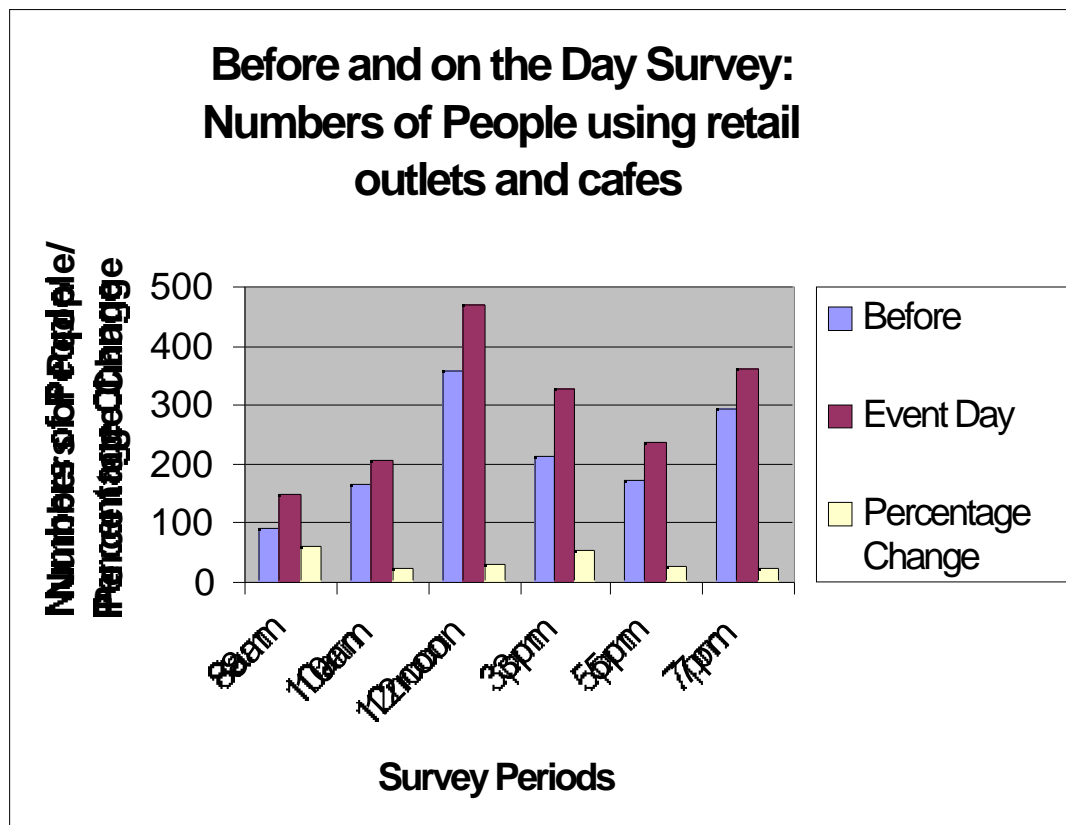
An observation survey was designed to gain information the week before the event and on the day of the event about the level of use of retail and café facilities in the central area (the area effected by the road closure). The aim was to establish an objective measure of use to ascertain whether shoppers and café users reduce in numbers as a result of more limited access by car. This objective measure could then be compared against any evidence provided by the retailers – a minority of whom suggest that reducing car access will have a negative effect on business. A sample of cafes and retail outlets along Market Street, South Terrace and Henderson Mall were selected. The details of individual establishments and the results have been kept confidential to protect commercial sensitivities. Establishments were surveyed at fixed times across the day.

One volunteer surveyor conducted the survey on both days in order to maintain a common methodology.

3.2 Findings

Overall there were 35% more people using the establishments on the event day than in the previous week. The range varied from a 61% increase at 8am to a 23% increase at 7pm. The details are shown in figure four.

Figure Four:



4 Traffic and Parking Surveys

4.1 Traffic Volumes

A traffic count was conducted on South Terrace between Collie and Essex Streets to indicate the change in traffic volume on Shed Your Car Day. The count commenced on Tuesday 21 November and concluded on Friday 30 November 2000. Both directions of flow were separately recorded. Unfortunately, the southbound counter tubes were defective and only northbound vehicle flows were recorded. Summary data from the traffic count is shown in the table below:

Table 2: Traffic Volumes – South Terrace (northbound)

Day	Date	AM Peak hour	PM Peak Hour	7am-7pm	24 hour
Wednesday	22 November	369	359	3,910	5,095
Thursday	23 November	389	406	4,048	5,426
Friday	24 November	384	388	4,023	5,750
Saturday	25 November	339	366	3,515	5,352
Sunday	26 November	293	335	3,150	4,621
Monday	27 November	353	378	3,720	4,563
Tuesday	28 November	384	354	3,681	4,582
Wednesday	29 November	122	37	425	1,467
Thursday	30 November	359	365	3,886	5,151
<i>Average weekday</i>		373	375	3,878	5,095
<i>% reduction on SYC Day</i>		67%	90%	89%	71%

On Shed Your Car Day:

- The northbound morning peak hour traffic volume was about one third of the typical weekday peak hour volume;
- The northbound afternoon peak hour traffic volume was about 10% of the typical weekday peak hour volume;
- With only buses and delivery vehicles permitted between 7am and 7pm, the traffic volume during this period was about 11% of the typical weekday traffic volume.

4.2 Parking Surveys

Surveys of occupancy of major city centre and adjacent car parks were conducted on Shed Your Car Day and on the preceding Wednesday. These surveys were conducted at 1pm to allow comparison with previous surveys carried out at 1pm at the same locations during 1997 and 1998. The survey results are shown at Appendix 1.

In comparing Shed Your Car Day to the previous Wednesday:

- Overall parking levels reduced marginally (by about 1%),

- Occupancy levels in Point Street Car Park reduced by 12% - City of Fremantle staff car park here and a number participated in the Workplace Challenge;
- Occupancy levels at the Esplanade Car Park reduced by about 40% possibly due in part to the participation of nearby Esplanade Hotel and Department of Transport (Maritime Division) staff in the Work Place Challenge;
- Occupancy levels in Victoria Quay parking areas were about 8% lower, possibly due in part to participation of Fremantle Port Authority staff in the Workplace Challenge;
- Occupancy levels at Queensgate and Fishing Boat Harbour were higher, offsetting the reductions elsewhere due to the Workplace Challenge;
- There was little change in occupancy levels at most other surveyed car parks;
- There was an 8% increase in use of free kerbside parking serviced by the Fremantle CAT (the west side of Marine Terrace, south of Mews Road and Ord Street, between Ellen and Finnerty Streets).

5 Environmental Monitoring

5.1 Methodology

Air quality monitoring was carried out along Market St in Fremantle on Tuesday November 28, 2000 (a normal day with normal traffic levels) as well as on Shed Your Car Day, Wednesday November 29, 2000 where only buses, cyclists and pedestrians entered the monitoring area. Weather conditions, most importantly wind, on both days was very similar allowing a comparison of 10-micron particulate levels for the two days.

The equipment used was a 'Dust Trak' which actively monitors the number of particles 10 microns and less in diameter. Other equipment was used to measure NO₂, CO₂ and NO levels but unfortunately these could not be recovered from the instrument.

5.2 Findings

While air quality monitoring was carried out throughout Shed Your Car Day the only corresponding period, which can be compared, are from 8.42am to 9.29am between Tuesday Nov 28 and Wednesday Nov 29. During this limited time period there was a 26.8% reduction in pm₁₀ and also a reduction in maximum emissions of 11.6%.

Maximum emissions tended to increase considerably throughout the day. On both days there was very little wind experienced during the recording periods and the increase in pollutants can be attributed to a build up of particles in the air shed surrounding Market St.

Next year monitoring equipment will be secured in Market St to record data for several days including 'Shed Your Car Day' to provide a more detailed assessment of air quality and it's largest contributors surrounding Fremantle's Cappuccino strip. The data will also include NO₂, CO₂ and CO emissions for all periods throughout the day.

6 Workplace Challenge

Workplaces in Fremantle generate a significant number of car-trips. However, they are also able to encourage the use of travel alternatives. In recognition of this fact, a Workplace Challenge was organised as a part of Shed Your Car Day.

6.1 Methodology

Six workplaces were approached to participate in the inaugural Workplace Challenge. Workplaces were contacted on the basis of size: only organisations with relatively large work forces (and therefore, the potential to make the largest changes) were invited to participate. All workplaces that were approached agreed to be part of the Challenge. The goal of the Challenge was for as many staff as possible to leave their cars at home and either walk, cycle or catch public transport to and from work instead. Car-pooling was also an acceptable alternative to driving a car alone. The workplace with the highest proportion of staff pledging not to drive on Shed Your Car Day was recognised with a special award.

Staff who intended to participate were asked to fill in a Pledge form, which stated their commitment to travel to work without their car on Shed Your Car Day. Pledge forms also asked respondents to record:

- The name of their workplace;
- Their usual mode of transport to work;
- Their intended mode of travel on Shed Your Car Day;
- An estimate of distance travelled from home to work (one way);
- Their name, daytime phone number and a signature;
- Other comments related to reducing car use and promoting travel alternatives in Fremantle.

Pledge forms were completed and returned prior to the event. Consequently, participation in the manner specified on returned forms relied on an honour system. The findings below assume that each Pledge represents one participant on the day. However this may not be a reasonable assumption in some cases, and therefore, the findings detailed below should be assumed to be indicative only.

6.2 Findings

A total of 316 people returned a Pledge form, thereby committing them to participating in the Workplace Challenge. This compares favourably to the Heart Foundation's Statewide 'Walk To Work' day, which generated a total of 267 pledges.

Table 3: Workplace Challenge Pledges

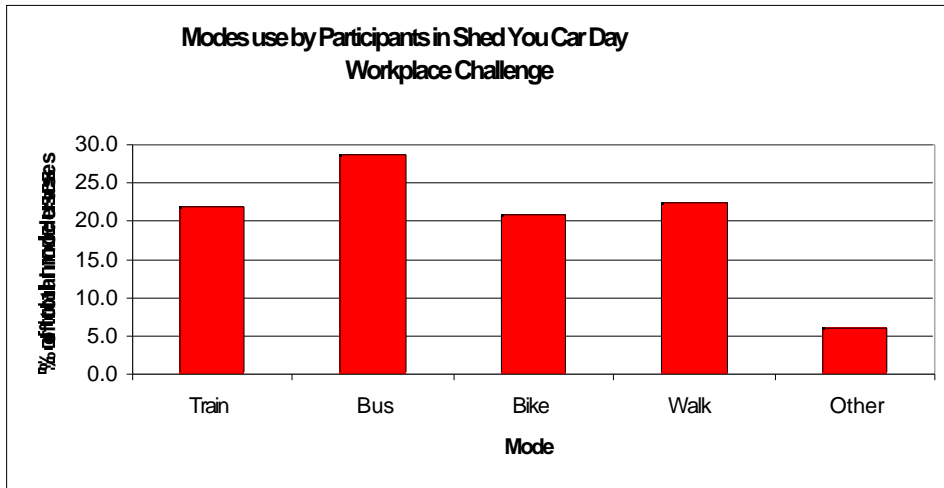
Workplace	Fremantle Hospital and Health Service	City of Fremantle	Fremantle Port Authority	Esplanade Hotel	Transport - Maritime Division	Notre Dame University
Pledges	52	68	52	44	53	47
Pledges as % of Total Pledges	16.4	21.5	16.4	13.9	16.7	14.8
Total employees per workplace	1500	207	127	78	137	87
Pledges as percentage of total workplace employees	3.4%	32.8%	40.9%	56.4%	38.6%	54%

Table 3 summarises the number of pledges (ie assumed participants) by workplace.

Travel mode and mode shifting

Figure 5 indicates the travel mode for participants. Bus was the most popular mode used by participants (29%); walking, train and cycling were used to similar levels (22.%, 22% and 21% respectively). 'Other' was the mode which was used the least (6%), the most common activity classified as 'other' was car-pooling.

Figure 5



NB. Participants may have used more than one mode.

Figure 6 shows the extent of mode shifting to non-car modes by participants in the day. The normal choice for transport to work includes 220 trips by car, all of these were replaced on the event day. Instead transport to work was by train, bus, bike and walking, in the range of 72 to 98 trips. The mode shifting was spread fairly evenly across these four modes, with trips by bus being the most frequent choice.

Figure 6

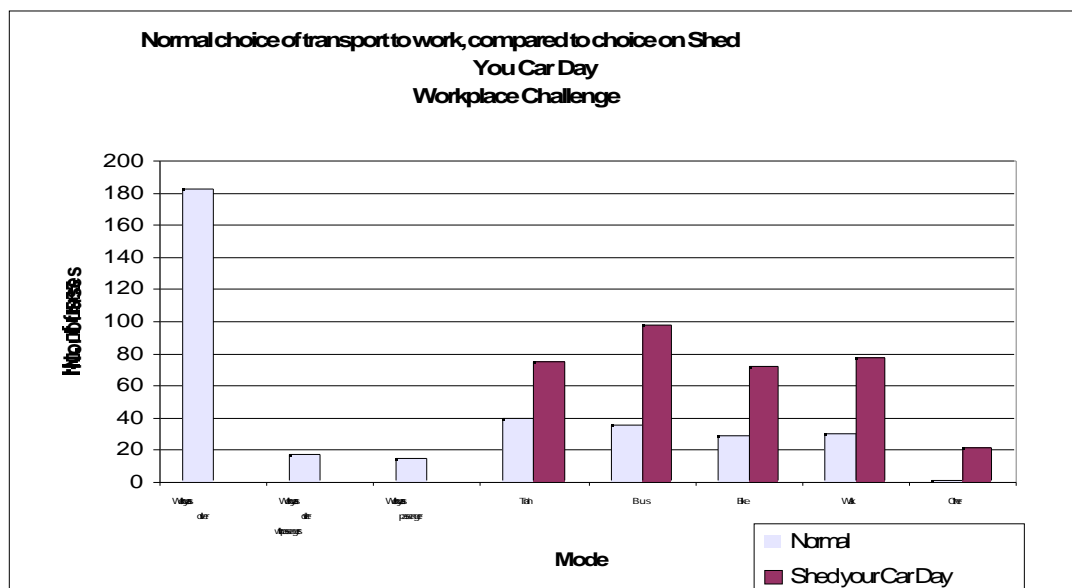


Figure 7 shows the breakdown of modes used by each workplace. Notre Dame had the highest percentage of participants using the train (33%). The Esplanade Hotel has the highest percentage of participants using the bus (52%). Fremantle Hospital and Health Service had the highest percentage of bicycle use (31%). The City of Fremantle had the highest percentage of walkers (32%). Fremantle Port Authority used ‘other’ modes (most commonly car-pooling) more frequently than any other participating workplace.

Figure 7

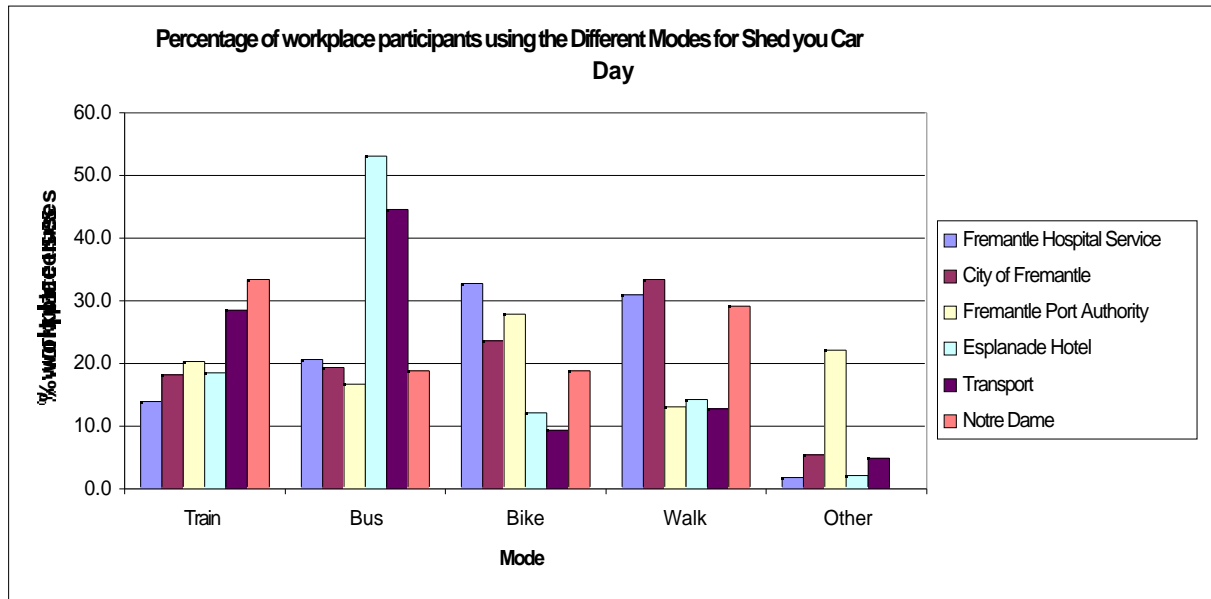


Figure 8 shows the modes used by each workplace as a percentage of mode uses by participants from that workplace.

Figure 8

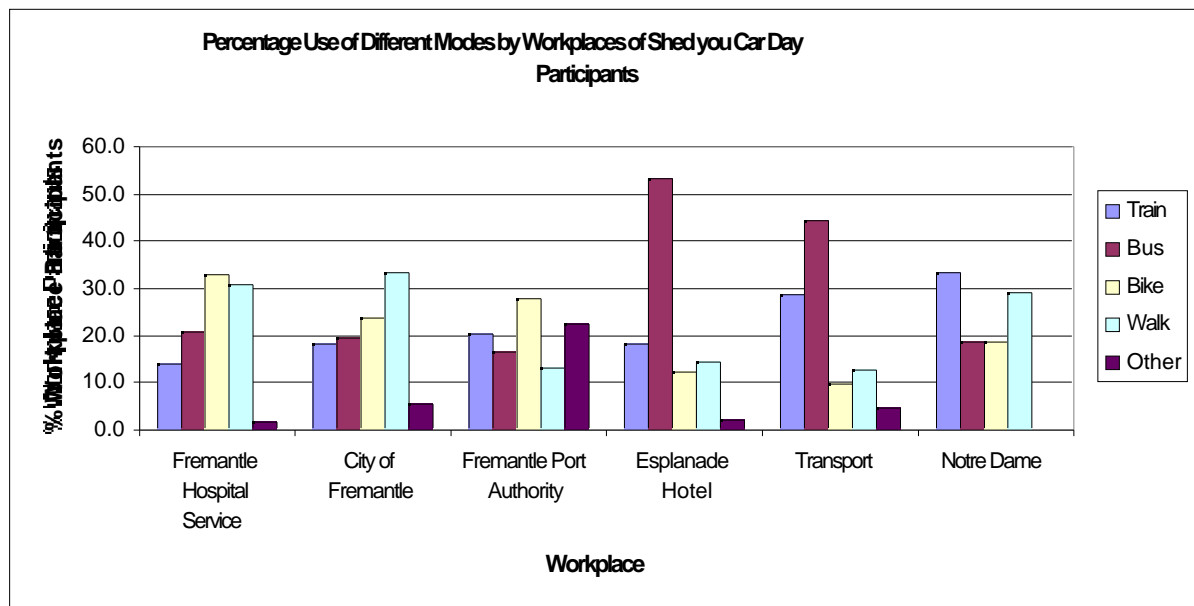


Table 4 shows the stated distance travelled (one way) by participants using non-car modes on Shed Your Car Day.

Table 4

Workplace	Distance (one way) by workplace (km)	No. participants	Average distance travelled one way - by participant (km)
Fremantle Hospital and Health Service	581	52	11.2
City of Fremantle	915	68	13.5
Fremantle Port Authority	722	52	13.9
Esplanade Hotel	760	44	17.3
Transport -Maritime Division	1093	53	20.6
Notre Dame University	730	47	15.5
Total	4801	316	15.2

Table 5 shows distance travelled on Shed Your Car Day by those who normally travel as a single occupant car driver. By choosing to leave their car at home these participants have a large impact on the reduction in total vehicle kilometres travelled (VKT), and therefore on reducing emissions. An estimated total of 2900 vehicle kilometres were saved.

Table 5: Workplace Challenge – Savings in VKT achieved through car travel reduction.

Workplace	Normal VKT travelled by single occupant car drivers who shifted mode on event day
Fremantle Hospital and Health Service	312
City of Fremantle	437
Fremantle Port Authority	484
Esplanade Hotel	643
Transport	715
University of Notre Dame Australia	309
Total VKT REDUCTION	2900

Emission Savings through mode shifting

Table 6 summarises the estimated emission savings based on those participants who normally travel as single occupant car driver shifting mode on event day.

Table 6

Workplace	Carbon Dioxide (kg)	Total Hydrocarbons (g)	Nitrogen Oxides (g)	Carbon Monoxide (g)	Particulate Matter PM10
Fremantle Hospital and Health Service	62.3	404.95	591.85	4672.5	115.26
City of Fremantle	87.4	568.1	830.3	6555	161.69
Fremantle Port Authority	96.7	628.55	918.65	7252.5	178.9
Esplanade Hotel	128.5	835.25	1220.75	9637.5	237.73
Transport	143.0	929.5	1358.5	10725	264.55
University of Notre Dame Australia	61.72	400.53	586.34	4629	114.18
Total	579.62 kg	3.77 kg	5.51 kg	43.47 kg	1.07 kg

NB Emission rates for carbon dioxide from Environment Australia 1997. Emission rates for urban air pollutants from Bruce James, personal communication.

7 Retailers Survey

7.1 Methodology

On Thursday 30 November at the Fremantle Cappuccino Strip Business Association meeting the Association conducted a survey of businesses. It is understood that all 16 participants completed a questionnaire survey at the meeting. This group approach may have affected the result.

7.2 Findings

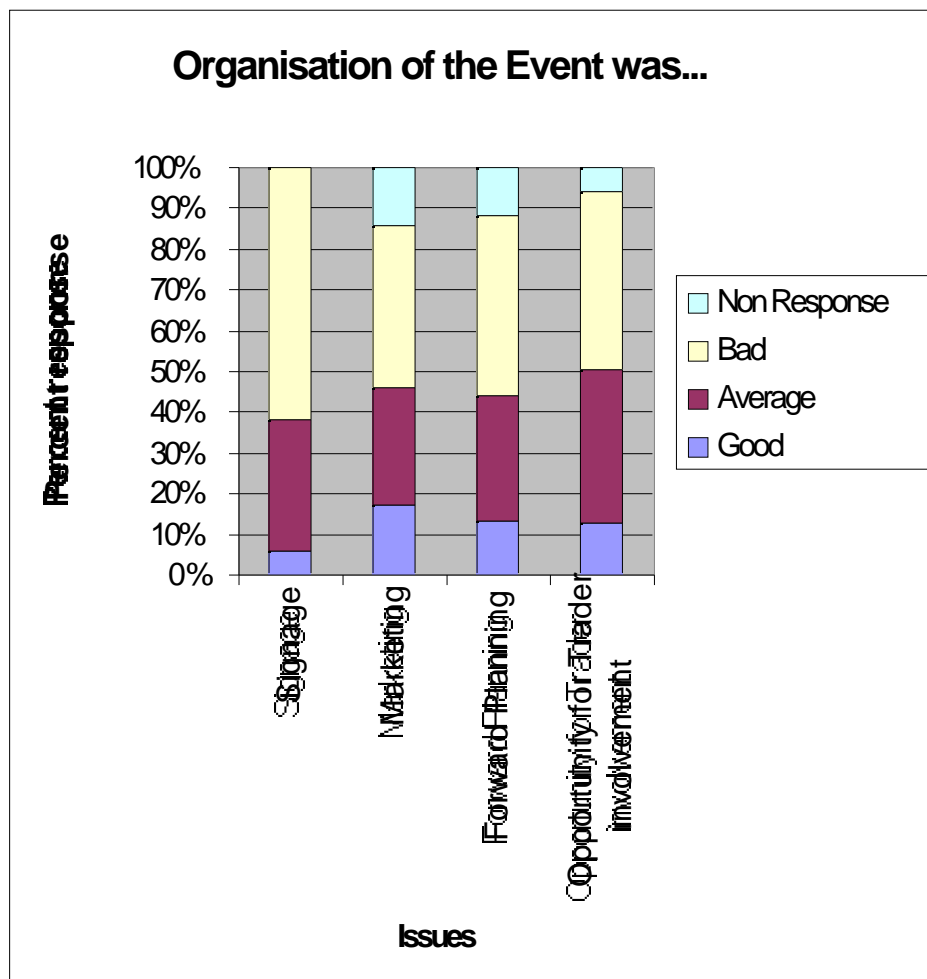
Effect of the Event on Business Turnover

An equal number reported either that turnover remained the same on the day or that there was a drop in turnover (44% or 7 businesses each). Those reporting a drop in turnover ranged from between 10% and 75% - however the majority of these businesses reported about a 10% drop. The one small business reporting the 75% drop was particularly negative about the whole event.

Support for future Car Free Days

Overall half of all respondents would support a future event (50%), and 37% or 6 businesses would not wish to see the event occur again (13% or 2 businesses did not respond). Of those in support of a future event the majority suggested it should occur once a month.

Figure 9



Organisation

Respondents were asked about their beliefs on the success of the organization under four items. Figure nine shows the results. Overall almost all believed the event was badly organised, for three of the four items, and two thirds believed signage was badly organised.

Customers Response to the Event

A large number of businesses did not respond to this item (38% or 6 businesses). Of those that did respond: 4 businesses thought the majority of their customers thought the event was bad, 3 businesses thought it good, and 2 thought it was 'ugly'.

Other Issues

Respondents were asked an open question regarding other issues about the event they wished to raise. A range of issues were forthcoming, the key issue being the need for more advertising and awareness raising before the event. On the day - one suggested more events be organised, including for children, another that buses used the street as a speedway. One response said the event should happen more often, another said it was not good for business; one questioned who benefited from the event. One suggested the event should be held at the weekend.

8 Conclusions

An evaluation of the success of the inaugural Shed Your Car event is achieved by assessing the research results against the objectives of the day. It is clear that the event has been a success when measured against all objectives.

Encouraging behaviour change towards reduced car use:

A comparison of the mode share by those surveyed on the event day with the figures given for the Perth inner metropolitan Region demonstrates a clear shift away from car use (76% compared to 42%). Of those surveyed 12% indicated that they had changed mode because of the event. The workplace challenge was also successful in encouraging travel behaviour change, with a reduction of some 220 car trips saving some 2900 vehicle kilometres. The Bike to Breakfast also attracted over 200 cyclists into the city.

Increasing awareness of environmental issues such as air pollution, noise pollution and congestion caused by private cars:

The intercept survey confirmed the level of awareness about the need for such an event with 83% supporting the event and the majority citing less cars and less fumes as the reason for this. Most of those surveyed in the intercept survey (97%) thought the event should be repeated in the future; 16% thought a car free street should be a permanent feature, 40% said it should be so on a monthly basis. The environmental monitoring survey confirmed that there was a reduction in emissions on the day. The reduction in VKT achieved through the workplace challenge is estimated to have reduced carbon dioxide emissions by 579.62 kg.

Recognition of the health benefits of walking and cycling:

This was promoted through the workplace challenge publicity, and through the Cycle Instead Bike to Breakfast.

Creating more space for pedestrians and cyclists:

The road closure clearly created more space for cyclists and pedestrians on the day. The intercept survey, workplace challenge, and Bike to Breakfast all indicate increases in the number of cyclists and pedestrians on the event day.

Encouraging more people to experience available public transport options:

The organisers of the event ensured that there was no disruption to bus services through the road closure as buses were permitted to access this street. The workplace challenge organisers and co-ordinators promoted access to the city by public transport. The results of the workplace challenge clearly indicate a doubling of train use, and almost 3 times as much bus use on the event day.

Encouraging a greater sense of community and safety within Fremantle:

This is less easy to measure. One measure is evidenced by the impressive response of local businesses in their support and sponsorship of the event through the donation of prizes, and support for the bike to breakfast. The Workplace Challenge and the Bike to Breakfast were also successful in bringing the community together.

Demonstrating the benefit to business of reduced car traffic in Fremantle:

The observation survey showed overwhelmingly that more people were attracted to the city's establishments on the event day with a range of 61% and 23% increase in patronage in local cafes and shops along South Terrace. The survey of car parks showed only a marginal reduction in use (1%), demonstrating that it is possible to close the main city centre street with no dis-benefit to those wishing to access the city by car. The intercept survey clearly demonstrated the level of importance the community placed on street closure with 97% wanting a repeat of the event. In the retailers survey (16 businesses) there was little evidence of dis-benefit from the event: 7 reported no change in turnover, 7 reported a drop in turnover, but for the majority this was 10% or less.

Supporting the Fremantle Council City Plan objective for a sustainable city:

This event clearly fits within the City's objective for a sustainable city with environmental benefits achieved through car travel reduction, economic benefits achieved through increased patronage of the city shops and cafes, and social benefits of more people using the streets and city centre.

Supporting and encouraging other communities to recognise the benefits of similar events:

The publicity surrounding the event would have had some benefit in supporting and encouraging other communities to recognise the benefits of the event, although it is evident from the retailers survey and the intercept survey that more could be done to publicise and market the event. The web site established for the Shed Your Car event also provides detailed information and links, which would be a direct benefit in the achievement of this objective.

References

Western Australian Planning Commission (1999) Future Perth Indicators.

Appendix 1 Intercept Survey – Questionnaire

Hello I'm <name> from the Fremantle Community. I have a few quick questions.

1 Have you heard that today is "Shed your Car Day" in Fremantle?

Yes How did you hear about it?

Local Paper
Leaflet/Flyer
Web Site
Word of mouth
Other (specify) _____

No

2 Do you think this event is a good idea?

Yes Why do you think it is a good idea? (tick as many reasons as necessary)

Less cars
Less noise
Less fumes
Easier to shop
Easier to get around
Other (specify) _____

No Why not? _____
Not sure

3 Did you come into Fremantle by car today?

Yes as car driver
Yes as car passenger
No – I came by train
No – I came by bus
No – I cycled
No – I walked

4 Is this how you usually get to Fremantle?

Yes

No Did you change your mode of travel as a result of the Shed Your Car event?

Yes
No

It varies

5 Which suburb do you live in? _____

6 Did you come into Fremantle especially for this event?

Yes

No

7 Is the event an idea that should be repeated? (Use show card)

Yes – once a year
Yes – once a month
Yes – twice a year
Never again

THANK YOU FOR YOUR TIME

Appendix 2

Acknowledgements

The author wishes to acknowledge the input made to this report by:

- David Nicolson of the City of Fremantle - traffic and parking section,
- Lean Ebbelaar - environmental monitoring section,
- John Pinkard and Elizabeth Lillis workplace challenge section.

Thanks also go to Helen Grey-Smith and her colleagues at Socialdata for their input in co-ordinating the survey volunteers and for data entry. The questionnaire was designed by Carey Curtis, who also undertook the analysis of the data.

Thanks must go to Kevin White and Murdoch University for equipment and time input for Environmental Monitoring.

Appendix 3 Fremantle City Centre Car Park Surveys

Car Park	Location	Capacity	Fri 2-May-97 1pm	Sat1 3-May-97 1pm	Fri2 16-Jan-98 1pm	Sat2 17-Jan-98 1pm	Fr 1-May-97 1pm
1	Parry Street	163	148	154	163	153	
2	Marine Terrace	78	64	62	77	78	
3	Ellen Street	81	n/a	n/a	46	35	
4	Cnr Queen & Holdsworth	16	5	6	5	8	
6	Point Street	320	215	73	253	45	
7	Bannister Street	25	23	24	25	24	
9	Queensgate	850	568	456	756	512	
10	Fremantle Oval	79	77	35	79	64	
11	Esplanade	210	67	93	127	112	
12	Beach Street	139	61	65	83	28	
12A	Beach Street	50	44	13	47	14	
12B	Beach Street (free)3	280	n/a	n/a	228	116	
13	Fremantle Malls	64	62	63	62	64	
14	Aquatic Centre	162	n/a	n/a	82	54	
15	Cnr High & Josephson	16	14	11	11	13	
16	Parry St opposite Markets	22	13	17	22	17	
17	Adelaide Street	70	70	66	70	45	
18	East Street Jetty	155	n/a	n/a	n/a	n/a	
19	Roundhouse	90	54	11	64	16	
20	Cnr Essex & Marine	30	26	30	29	22	
21	Marine Terrace	67	53	23	57	23	
21A	Marine Terrace	27	22	9	21	8	
22	Cliff Street	18	19	2	11	13	
23	Pakenham Street (permit)	30	19	16	21	7	
24	Cnr Parry & William	15	15	15	15	15	
26	Woolstores (free/private)	293	299	270	293	195	
27	Transperth park'n'ride	99	98	40	n/a	n/a	
28	cnr Alma & South Tce	58	n/a	n/a	n/a	n/a	
29	Fremantle Prison	130	40	39	109	15	
30	Holdsworth Street9	125	67	66	100	56	
31	Fishing Boat Harbour4	357	146	180	252	235	
41	Arthur Head	40	23	3	16	4	
42	Victoria Quay (various)10	876	438	331	447	323	
43	Fast Eddy's	18	15	19	19	13	
44	Cnr Queen & Cantonment6	200	134	120	190	163	
55	Pakenham Street (south)7	28	n/a	n/a	n/a	n/a	
56	Norfolk Street7	20	n/a	n/a	n/a	n/a	
57	High/Cliff Streets7	30	n/a	n/a	n/a	n/a	
Collie St	Collie Street (private)8	150	285	182	250	211	
Total		5481	3184	2494	4030	2701	:

- Note
- 1 Port Centenary celebration the following day
Parking in front of A Shed & B Shed closed to public (approx 235 bays)
 - 2 Fremantle Clipper Service in operation
 - 3 Car Sellers Market in operation on Saturdays
 - 4 Only sub-areas 1-12 surveyed in May 97 - capacity of 275 bays. Private parking areas not included
Changes to parking layout under construction in January 1998
 - 5 Fremantle CAT service in operation
 - 6 Managed by Secure Car Parking from July 2000
 - 7 Commenced operation in 1999
 - 8 Capacity reduced from 250 to 150 in 1999 to allow construction of Millenium Cinemas

- 9 Closed in 1999 to allow construction of Justice Centre
- 10 Maritime Museum under construction (November 2000) - car park reduced in size and contrac