



**Technical Note:** No 1a

**Date:** 15/04/2026

**Project No:** t26.090

**Project:** Midland Gate Shopping Centre – Cale Street Dining Precinct

**Subject:** Review of the Parking and Traffic Impacts

## 1. Introduction

This Technical Note (TN) has been prepared by Transcore in relation to the proposed activation, landscaping and public-realm enhancement to the Cale Street Dining Precinct (the subject site) at Midland Gate Shopping Centre, Midland in the City of Swan.

The objective of the proposal is to improve comfort, legibility, amenity within the existing built envelope through targeted landscaping, seating, lighting, signage and public-realm interventions. The proposal includes removal of seven (7) on-street parking bays including one ACROD bay on Cale Street and replacing them with streetside landscaping and upgrading the existing pedestrian strip and dining seating areas.

The subject site is located on the eastern side of Cale Street between Great Eastern Highway to the south and Farmers Market Lane to the north. The location of the subject site is shown in **Figure 1**, and the layout of the proposal is shown in **Figure 2**.

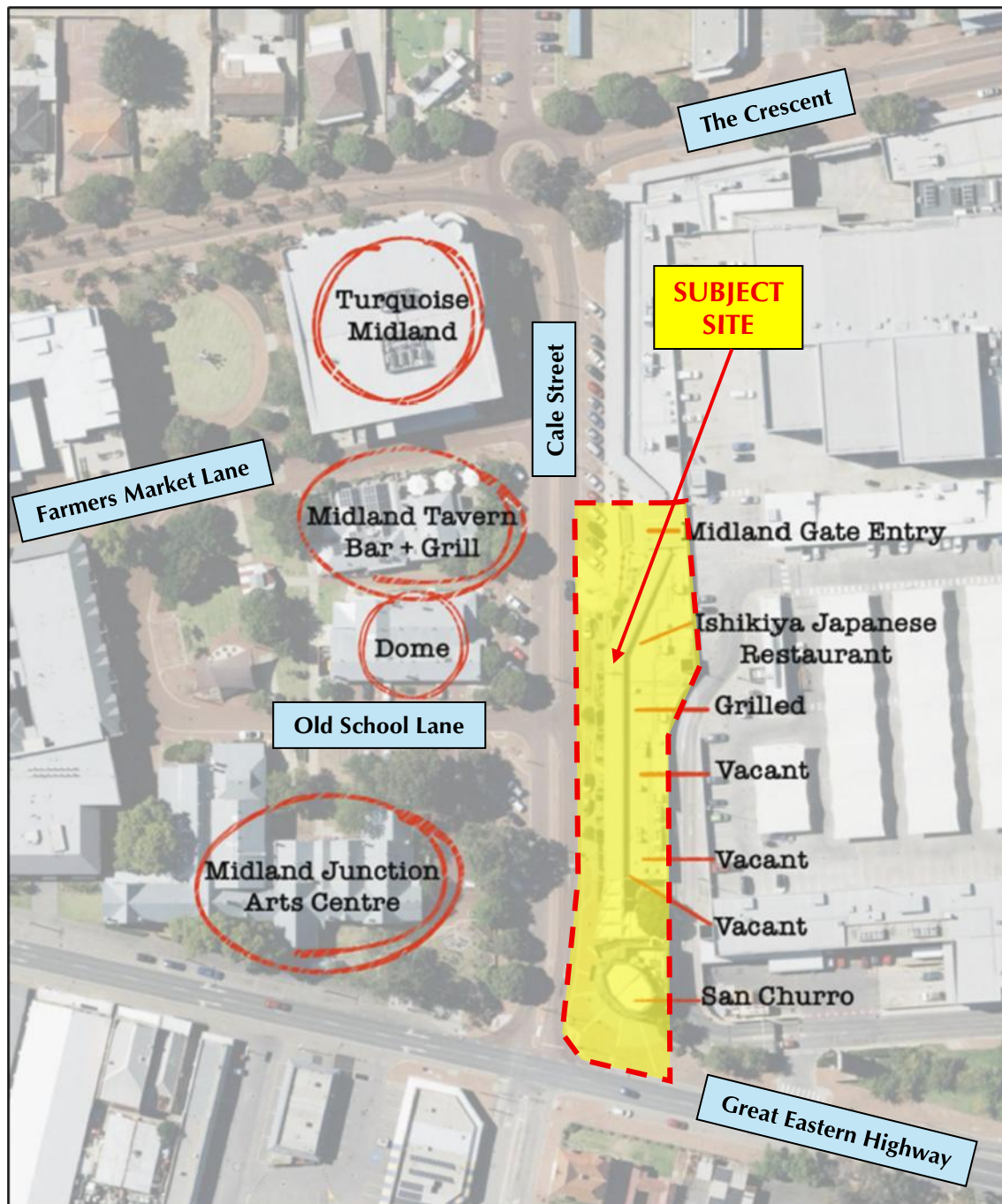


Figure 1. Location of the subject site



Figure 2. Proposed layout

## 2. Removal of existing on-street parking bays

Based on the information provided, it is our understanding that a total of seven (7) existing on-street parallel parking bays, including one ACROD bay on Cale Street are proposed to be removed in order to accommodate the proposal. The locations of the existing on-street parking bays proposed to be removed as part of the proposed enhancement are shown in **Figure 3**.

Based on Google Street View imagery from August 2020, it is understood that the first on-street parallel parking space designated as an ACROD bay is limited to 15 minutes only, while all other on-street parking bays are restricted to one hour of customer parking.

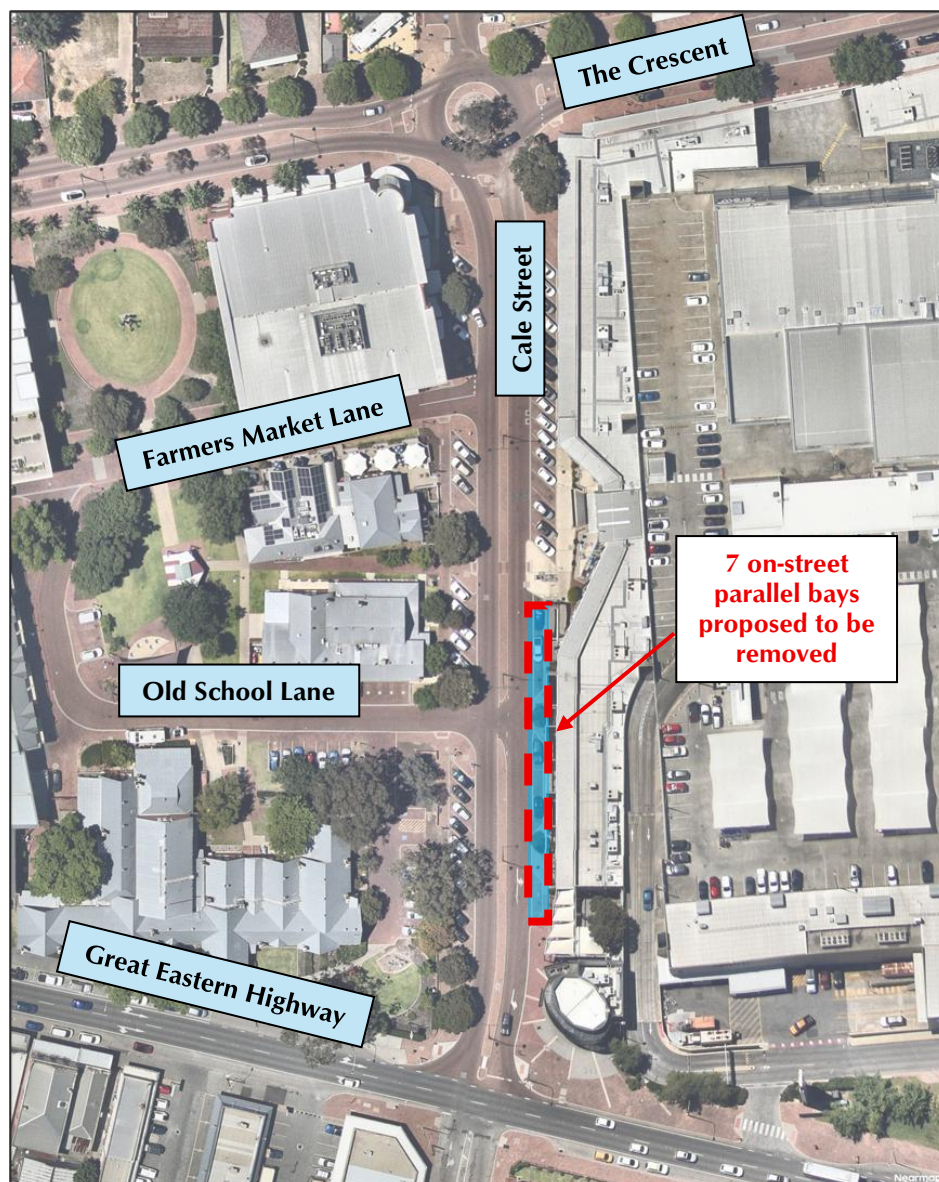


**Figure 3. Locations of the on-street parking bays to be removed**

### 3. On-Street Parking Utilisation

In order to understand the existing parking demand at the subject site, Transcore reviewed the parking utilisations based on the available aerial imageries over the last three (3) year period from 2023 January to 2026 January. The results of the utilisation with the available percentages over this period is summarised in **Table 1** and presented in **Figure 4**.

**Table 1. Historical parking utilisations**

| Date (Day)              | Total | Utilisation | Availability | Availability % |
|-------------------------|-------|-------------|--------------|----------------|
| 18 Jan 2023 (Wednesday) | 7     | 7           | 0            | 0%             |
| 26 Feb 2023 (Sunday)    | 7     | 5           | 2            | 29%            |
| 30 Apr 2023 (Sunday)    | 7     | 5           | 2            | 29%            |
| 31 Aug 2023 (Thursday)  | 7     | 6           | 1            | 14%            |
| 14 Oct 2023 (Saturday)  | 7     | 6           | 1            | 14%            |
| 8 Dec 2023 (Friday)     | 7     | 6           | 1            | 14%            |
| 5 Feb 2024 (Monday)     | 7     | 6           | 1            | 14%            |
| 5 Apr 2024 (Friday)     | 7     | 6           | 1            | 14%            |
| 1 Jun 2024 (Saturday)   | 7     | 5           | 2            | 29%            |
| 2 Sep 2024 (Monday)     | 7     | 5           | 2            | 29%            |
| 16 Sep 2024 (Monday)    | 7     | 6           | 1            | 14%            |
| 29 Oct 2024 (Tuesday)   | 7     | 1           | 6            | 86%            |
| 7 Dec 2024 (Saturday)   | 7     | 6           | 1            | 14%            |
| 1 Feb 2025 (Saturday)   | 7     | 5           | 2            | 29%            |
| 17 Mar 2025 (Monday)    | 7     | 6           | 1            | 14%            |
| 9 July 2025 (Wednesday) | 7     | 7           | 0            | 0%             |
| 21 Sep 2025 (Sunday)    | 7     | 5           | 2            | 29%            |
| 28 Nov 2025 (Friday)    | 7     | 4           | 3            | 43%            |
| 21 Jan 2026 (Wednesday) | 7     | 3           | 4            | 57%            |
| Average                 |       | 5           | 2            | 25%            |

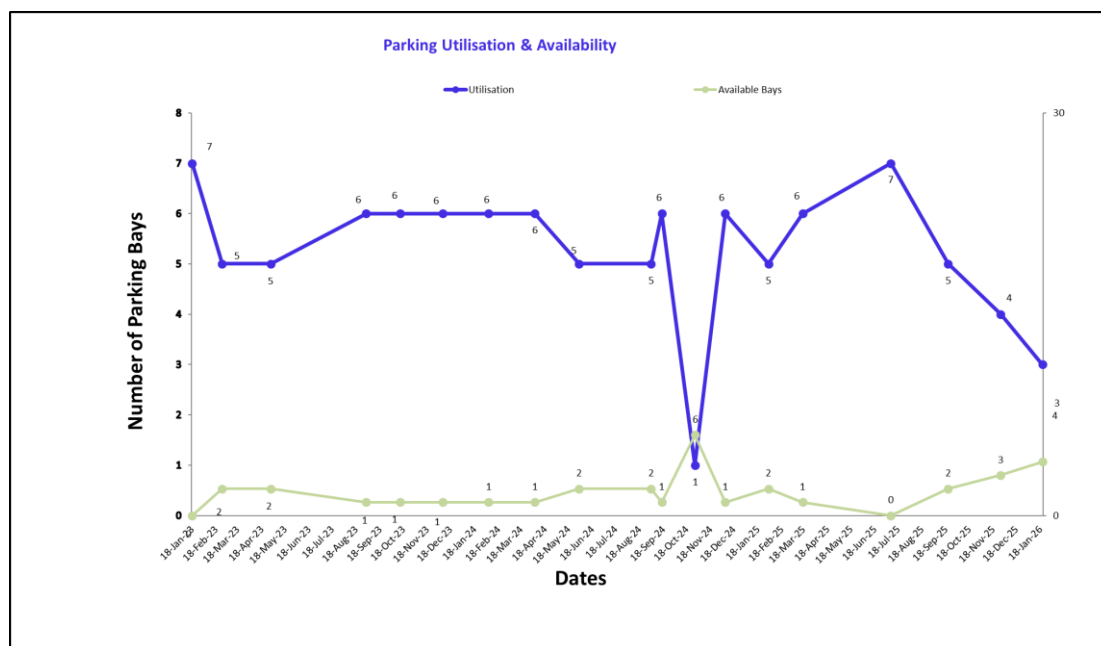


**Figure 4. Parking utilisations and availabilities**

The desktop review of the parking utilisation at the subject site indicates the following:

- The average available parking bays during this reviewed period was 2 bays, with an average availability rate of about 25%; and,
- The average utilisation rate was about 75%.

#### 4. Midland Parking Review (July 2022)

Transcore undertook the Midland Parking Strategy review in July 2022 for Midland City Centre and the adjacent Midland Oval precincts which includes the subject site for City of Swan. The review highlighted that the Midland precincts have more of a “parking management” problem than a “parking supply” problem.

Further, the review suggested that *“the City needs to change away from the traditional ‘predict and provide’ approach to the supply of parking which seeks to accommodate virtually all demand for private car access at a free or heavily subsidised rates. The economic, environmental and social costs of unlimited parking provision are unsustainable and integrated transport/ access planning is essential.”*

The review concluded that it is far easier, more flexible and less expensive to make better use of existing parking facilities and capacities in the precincts, than to create additional parking.

## 5. Available Parking Opportunities

Midland Parking Review (July 2022) report further states that the expansion of Midland Gate Shopping Centre was completed in 2019, and it was observed that there was ample parking available for both customers and employees, except during occasional peak periods, particularly around midday Saturday. The rooftop parking area, which provides over 400 bays, is rarely at full capacity, as confirmed by desktop investigations.

In addition, more on-street parking opportunities are still available on The Crescent (approximately 120m walking distance to the north of the subject site), as well as the on-street angled parking bays adjacent to the subject site on Cale Street, near the entrance of Midland Gate Shopping Centre.

Therefore, it is considered that the available public parking opportunities within the locality including on-street and off-street (roof parking) would be able to sufficiently accommodate the loss of parking bays resulted from the removal of seven (7) on-street parking bays along Cale Street.

Further it is contended that many visitors to the precinct visit more than one destination and as a result may walk to the dining precinct.

## 6. Provision of Bike Parking

As part of the development proposal, it is recommended that provision of on-street bicycle racks should be investigated within the site, ideally to be located near the shopping centre entrance to encourage active transport and enhance the overall walking and cycling experience in the area.

## 7. Recommendations

The removal of on-street parking bays is expected to generally improve traffic flow. In this instance, it would improve the southbound traffic flow on Cale Street in the locality by reducing the frequency of vehicles entering and exiting parking spaces, which can be considered disruption to the flow of traffic.

However, the reduction in on-street parking bays may also result in increased vehicle speeds due to less interactions and disruptions to traffic flow. Provision of appropriate Local Area Traffic Management (LATM) measures support reducing the vehicle speed and pedestrian connectivity. It is anticipated that the proposal would generate higher volumes of pedestrian activity and crossings between both sides of Cale Street as the western side of Cale Street accommodates restaurants, an art centre, and on-street parking, all of which contribute to high pedestrian activity in the locality.

Therefore, it is recommended that appropriate local traffic management measure such as vertical deflection devices to reduce vehicle speeds and also enhance pedestrian safety in the area should be considered.

One such measure for consideration is a raised road hump – wombat crossing be installed at the existing crossing facility on Cale Street located between Farmers Market Lane and Old School Lane as part of the proposed enhancement project. An indicative layout is provided in **Figure 5**.

This type of traffic management measure would reduce the vehicle speeds within the precinct and improve safety. Further, it may also discourage the through (rat-running) traffic and significantly improve the activities, connectivity and safety of pedestrians and cyclists in the area.

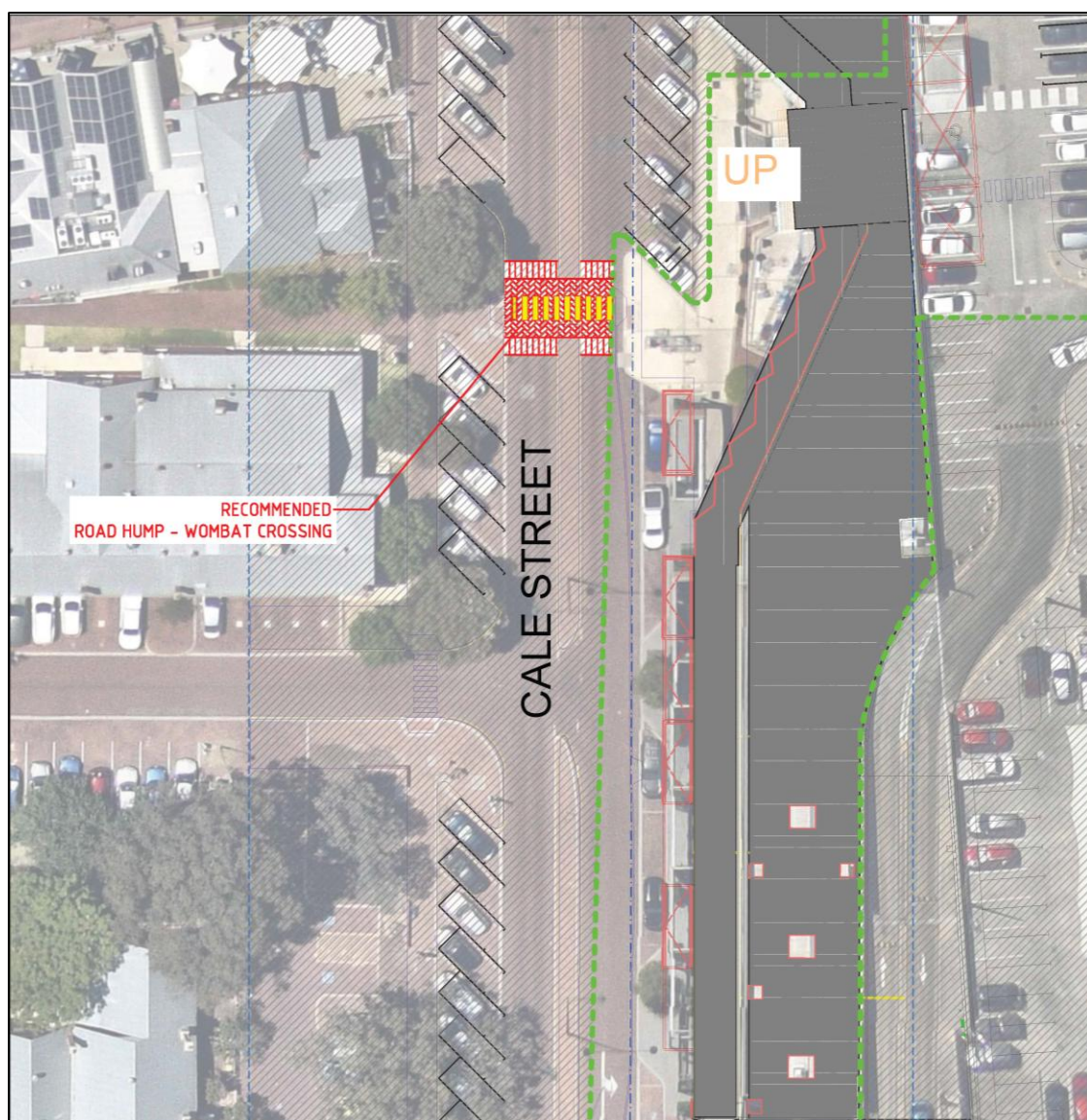


**Figure 5. Recommended road hump – wombat crossing layout & location (indicative)**

## 8. Conclusion

This Technical Note (TN) has been prepared by Transcore in relation to the proposed activation, landscaping and public-realm enhancement to the Cale Street Dinning Precinct (the subject site) at Midland Gate Shopping Centre, Midland in the City of Swan. The proposal includes removal of seven (7) on-street parking bays and replacing them with streetside landscaping and upgrading the existing pedestrian strip and dining seating areas.

Based on the desktop reviews undertaken by Transcore, , it is concluded that the available public parking opportunities within the locality would be able to sufficiently accommodate the loss of parking bays resulted from the removal of seven (7) on-street parking bays along Cale Street.

It is recommended that on-street bicycle racks should be considered within the precinct, ideally located near the shopping centre entrance to encourage active transport and enhance the overall walking and cycling experience in the area.

It is also recommended that a traffic management measures such as a road hump – wombat crossing at the existing crossing facility on Cale Street located between Farmers Market Lane and Old School Lane should be considered to reduce the vehicle speeds in the vicinity and to improve the activities, connectivity and safety of pedestrians and cyclists in the area.