



#### JHCPB Joint Venture

## **Construction Parking and Access Strategy**

#### RIC-JHC-MPL-00-PL-250-005

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# WestConnex Rozelle Interchange

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#### **Glossary / Abbreviations**

Abbreviation	Expanded text
AM Peak	Morning peak period in the CBD. The four-hour period between 6.00am and 10.00am was
AIM Peak	analysed and nominates the 120-minute period between 7.00am and 9.00am as the most critical.
AR	Acceleration Rate: For site gate geometry is 3km/h for each 1.0m of travel on flat sealed surfaces.
AS	Australian Standards
Austroads	The suite of Austroads design guides, in particular Part 3 – Geometric Design and Part 6 – Roadside Design, Safety and Barriers.
Capacity	The nominal maximum number of vehicles that can travel along a road in a given time.
CEMP	Construction Environmental Management Plan
СоА	Condition of Approval
CPAS, Strategy	Construction Parking and Access Strategy (this document)
CSSI	Critical State Significant Infrastructure (SSI 7485)
Heavy vehicle	Classified as a Class 3 vehicle (a two-axle truck) or larger, in accordance with the Austroads Vehicle Classification System.
DPIE	Department of Planning, Industry and Environment
EIS	WestConnex M4-M5 Link Environmental Impact Statement
EP&A Act	Environmental Planning and Assessment Act 1979
Iron Cove Link	A tunnel connection between the Anzac Bridge and Victoria Road, east of Iron Cove Bridge
JHCPB	John Holland CPB Contractors Joint Venture
Local Road	Any public road used by construction traffic for the works that are council controlled, which provide for local circulation and access
M4	Means M4 Motorway
M5	Means M5 Motorway
PM Peak	Afternoon peak period in the CBD. The four-hour period between 3.00pm and 7.00pm was analysed and nominates the 120-minute period 4.00pm to 6.00pm as the most critical.
PMP	Pedestrian Movement Plan
Project	Design and Construction of the Rozelle Interchange Project
REMM	Revised environmental management measure
RMS	Roads and Maritime Services
ROL	Road Occupancy Licence(s): A permit which allows the applicant to use or occupy a specified road space at approved times, provided that certain conditions are met.
Rozelle Interchange	An interchange at Lilyfield and Rozelle, including a connection to the proposed future Western Harbour Tunnel and Beaches Link project
SPIR	M4-M5 Link Submissions and Preferred Infrastructure Report
TfNSW	Transport for New South Wales
TTAMP	Traffic and Transport and Access Management Sub -Plan
TTLG	Traffic & Transport Liaison Group



#### 1. Introduction

#### 1.1. Context

This Construction Parking and Access Strategy (CPAS or Strategy) has been prepared for the Rozelle Interchange (the Project) to address the requirements of the Minister's Conditions of Approval (CoA), the WestConnex M4-M5 Link Environmental Impact Statement (EIS), the Revised Environmental Management Measures (REMMs) listed in the WestConnex M4-M5 Link Submissions and Preferred Infrastructure Report (SPIR) and all applicable legislation.

#### 1.2. Background and Project description

The M4-M5 Link EIS assessed impacts of the Project on local roads, including the availability of on-street parking, within chapter 8. As part of the EIS development, a Traffic and transport technical working paper (Appendix H of the EIS) was prepared to address the Secretary's Environmental Assessment Requirements (SEARs) issued by the NSW Department of Planning, Industry and Environment (DPIE).

#### 1.3. Scope of the Strategy

The scope of this Strategy is to describe how John Holland CPB Contractors Joint Venture (JHCPB) will mitigate impacts resulting from on- and off-street parking changes during construction of the Project outside the approved Project footprint. Parking spaces that will be removed from within the Project footprint have been identified in Annexure C but are not within the scope of this Strategy. The scope of this Strategy is prescribed by the Minister's Conditions of Approval (CoA), the WestConnex M4-M5 Link Environmental Impact Statement (EIS), and the Revised Environmental Management Measures (REMMs) listed in the WestConnex M4-M5 Link Submissions and Preferred Infrastructure Report (SPIR).

### 2. Purpose and objectives

#### 2.1. Purpose

The purpose of this Strategy is to identify and mitigate impacts resulting from on and off-street parking changes during construction of the Project.

#### 2.2. Objectives

The objectives of this strategy are to:

- Determine the existing on-street parking capacity in the area surrounding the Project's construction sites,
- Identify on-street parking required to be removed as part of the Project (long term temporary and permanent) outside the Project footprint,
- Identify the demand for construction workforce parking, and how this demand could be met to minimise impacts to the surrounding community,
- Outline measures to reduce the demand for construction workforce parking by encouraging the uptake of public transport, carpooling and active transport, and
- Describe how monitoring and any corrective actions would be implemented to assess the effectiveness of management measures.



#### 3. Environmental requirements

#### 3.1. Ministers Conditions of Approval

The Ministers Conditions of Approval (CoA) relevant to this Strategy are listed in Table 1 below. A cross reference is also included to indicate where the condition is addressed in this Strategy.

Table 1 Ministers Conditions of Approval relevant to this Strategy

CoA No.	Requirement	How addressed / document reference
E54	A Construction Parking and Access Strategy must be prepared and implemented to identify and mitigate impacts resulting from on- and off-street parking changes during construction of the CSSI. The Strategy must include, but not necessarily be limited to:	This Strategy has been prepared in accordance with this condition and describes how JHCPB will mitigate impacts resulting from on- and off-street parking changes.
E54 (a)	confirmation and timing of the removal of on- and off-street parking associated with construction of the CSSI	On and off-street parking removal is described in Section 4.3. No removal of off-street parking is currently proposed.
E54 (b)	parking surveys of all parking spaces to be removed to determine current demand during peak, off-peak, school drop off and pickup, and weekend periods	Methodology for car parking surveys is provided in Section 4.1, and a summary of the results is included in Section 4.2. For the detailed parking survey information please refer to Annexure B.
E54 (c)	consultation with affected stakeholders utilising existing on- and off-street parking stock which will be impacted as a result of construction	Consultation has been undertaken with affected stakeholders utilising on street parking as outlined in Section 3.3.
E54 (d)	assessment of the impacts of changes to on- and off-street parking stock taking into consideration outcomes of consultation with affected stakeholders	The impacts of changes to on-street parking have been identified through the parking surveys carried out prior to construction as described in Section 4.1. Section 4.3 summarises the impact of on-street parking removal. The outcomes of consultation with affected stakeholders are outlined in Section 3.3.
E54 (e)	identification of mitigation measures to manage impacts to stakeholders as a result of on- and off- street parking changes including, but not necessarily limited to, staged removal and replacement of parking, provision of alternative parking arrangements, managed staff parking arrangements and working with relevant council(s) to introduce parking restrictions adjacent to work sites and compounds	<ul> <li>Mitigation measures to manage impacts of changes to on-street parking are described in Section 6, including:</li> <li>Staged removal of parking</li> <li>Alternative parking arrangements</li> <li>managed staff parking arrangements,</li> <li>working with Inner West Council to consider the introduction of parking restrictions adjacent to work sites and compounds</li> <li>The monitoring and reporting described in Section 9 will also assist in managing impacts to stakeholders.</li> </ul>
E54 (f)	provision of a shuttle bus service(s) to transport workers to site(s) and details of the shuttle bus service(s), including service timing and frequency	As described in Section 7, JHCPB has implemented a shuttle bus.
E54 (g)	mechanisms for monitoring, over appropriate intervals, to determine the effectiveness of implemented mitigation measures	Inspections to be carried out on local streets where parking has been temporarily removed



		(as a result of Project construction activities), are described in Section 9.1.
E54 (h)	provision of contingency measures should the results of mitigation monitoring indicate implemented measures are ineffective	As described in Section 9.4, contingency measures would be investigated if it is determined that the corrective actions implemented (where monitoring or community complaints identify non-conformances with this Strategy) are ineffective
E54 (i)	provision of reporting of monitoring results to the Secretary and relevant council(s) at three (3) monthly intervals.	Reporting requirements, including the provision of monitoring results to Inner West Council and the Secretary of DPIE, are outlined in Section 9.3.
E54	The Construction Parking and Access Strategy must be submitted to the Secretary for approval at least one (1) month prior to the commencement of any works that impact parking.	The submission of this Strategy to the Secretary is prescribed in Section 3.3.

#### 3.2. Revised Environmental Management Measures

The Revised Environmental Management Measures (REMMs) relevant to this Strategy are listed in Table 2 below. A cross reference is also included to indicate where the requirement is addressed in this Strategy.

Table 2 REMMs relevant to this Strategy

REMM No.	Requirement	Document Reference
TT04	The car parking strategy described in the CTAMP will:	Section 4.3.11
	Quantify construction workforce parking demand around project work sites and ancillary facilities during site establishment and the construction phase generally	
	Identify public transport options and other management measures (such as carpooling and shuttle-buses) to reduce construction workforce parking demand	Section 8.3 (carpooling)
		Section 7 (shuttle bus)
		Section 7.1 (public transport)
		Section 8.4 (active transport)
	Identify all locations that will be used for construction workforce parking (including potential use of government owned land and other potential areas near to the construction ancillary facilities)	Section 8.1 (onsite parking)
		Section 8.7 (off- site parking)
	Identify potential offsite areas that could be used for construction workforce parking that would be investigated and secured for use during construction where required and possible	Section 8.7
	Identify parking exclusion zones, in consultation with potentially affected stakeholders, around construction sites and facilities where construction workforce parking would be restricted.	Section 8.5
	The strategy will also be developed in consultation with the M4 East and New M5 contractors to identify opportunities to use existing parking arrangements	Section 3.3.1



	associated with those projects during their respective construction periods and once those periods are completed.	
TT11	Develop and adopt robust community and stakeholder communication protocols regarding altered traffic conditions.	Section 3.3 Communication Strategy (Table 3)

#### 3.3. Consultation

This Strategy has been submitted to Department of Planning, Industry and Environment (DPIE) for approval at least one month prior to the commencement of any works that impact parking.

#### **3.3.1.** Consultation with WestConnex contractors

JHCPB has consulted with the M4-M5 Link Mainline Tunnels contractor, to determine if there are parking arrangements associated with the works that could be utilised on a temporary or ongoing basis. Consultation will not be undertaken with the M4 East contractor as the M4 East is now operational, nor the New M5 contractor as New M5 works between St Peters and Kingsgrove are too remote from Rozelle Interchange to be of benefit to the Project. Consultation with the M4-M5 Link Mainline Tunnels contractor determined that the project is also too remote from Rozelle interchange to provide any tangible benefit. Should circumstances change, consultation will be revisited.

#### 3.3.2. Traffic and Transport Liaison Group meetings

As described in Section 6.2.3 of the TTAMP, JHCPB has established a Traffic and Transport Liaison Group (TTLG) for the Project. The TTLG will meet at least once every month, or at another frequency that is acceptable to all members of the group. Issues relating to traffic and transport, including any issues regarding construction workforce parking, may be raised and possible management measures discussed.

#### 3.3.3. Communicating changes to parking

JHCPB acknowledges that impacts on parking availability are a concern of the community surrounding the Project. Changes to parking associated with construction of the Project would be communicated to affected stakeholders (e.g. residents and business owners) as outlined in the Communication Strategy. Communication tools will include (but not be limited to):

- Letterbox drops regarding permanent/long term temporary parking removal, construction updates/newsletters,
- Door-knocking,
- Community information sessions,
- Email updates and provision of information on Project website, and
- Variable Message Signage (VMS) and static signage.

A summary of consultation and how key issues have been addressed in this document is included in Appendix D.

A key response to consultation will be to ensure parking is only removed at the times when work is occurring, which may be shorter than the durations identified in this document.

#### 3.3.4. Consultation with Council

Consultation is being undertaken with Inner West Council (IWC) in accordance with CoA E54(e). The Project is consulting with IWC to mitigate and manage impacts to stakeholders as a result of on and off-street parking changes including introducing parking restrictions adjacent to work sites and compounds.



Expanding the residential parking scheme around the Project work sites was discussed with IWC at a Project Consultation meeting held at Council offices on 28 February 2019.

The Project met with the IWC Traffic Engineer at the JHCPB office on 15 May 2019; discussions included a residential parking scheme.

A meeting with Jamie Parker, Member of the NSW Parliament for Balmain, was held of 15 July 2019, where parking restrictions were discussed. Mr. Parker acknowledged support for a residential parking scheme. A residential parking scheme was again discussed with IWC at Council chambers on 20 June 2019. On 6 August 2019 IWC stated the Council is working towards implementing a residential parking scheme.

A summary of consultation and how key issues have been addressed in this document is included in Appendix D.



#### 4. Existing Environment

#### 4.1. Parking survey methodology

#### 4.1.1. Survey location

In accordance with CoA E54(b) parking surveys have been carried out of all parking spaces to be removed to determine the current demand during peak, off-peak, school drop off and pickup and weekend periods.

In addition to this requirement, parking surveys have been carried out by JHCPB on roads in close proximity of Rozelle civil and tunnel site (C5), The Crescent civil site (C6) and Victoria Road civil site (C7), these three sites will be grouped and referred to as 'Rozelle Interchange construction sites'. Iron Cove Link civil site (C8), located approximately 1.1 kilometres north of the Rozelle Interchange construction sites, was surveyed separately, this is represented in Figure 1. This additional information has allowed a better understanding of occupancy levels in the surrounding areas.

All nominated roads subject to the parking survey were initially inspected by staff to note parking restrictions (i.e. untimed, one hour restriction, disabled parking, loading zone, etc.) and to measure the length of allowable parking spaces on each side of the road. Based on the parking space lengths measured on site, the maximum number of allowable parking spaces on each street were determined in accordance with Australian Standard – Parking facilities, Part 5: On-street parking (AS 2890.5 – 1993). During the survey period, staff surveyed the nominated area by vehicle in teams of two in hourly increments, documenting the number of occupied spaces.

These surveys were carried out between the 17 March and the 2 April 2019, during this period schools were operating, sport was undertaken at local parks and there were no public holidays or other special events.

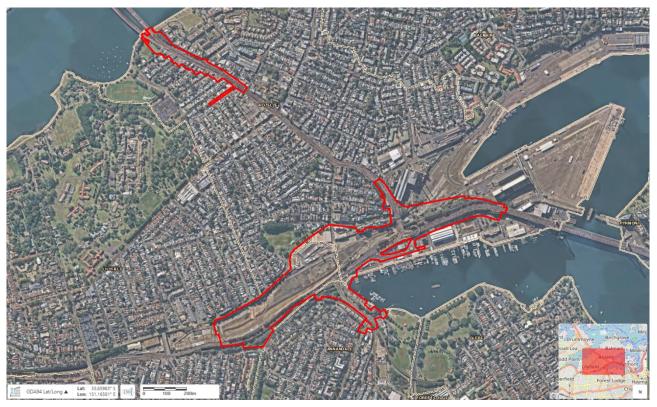


Figure 1 Project construction footprint areas

The Rozelle Interchange construction sites encompass a large area and have therefore been split into two separate survey areas, being North and South.



Streets surrounding the Project footprint with timing restrictions noted have been included in the parking surveys and are represented in Figure 2, Figure 3 and Figure 4. For the purposes of the parking surveys, there are three separate areas that have been surveyed to determine parking occupancy on streets in close proximity of the of the Rozelle Interchange construction sites:

- Rozelle Interchange construction sites North,
- Rozelle Interchange construction sites South, and
- Iron Cove Link civil site.

Please refer to Annexure B for full resolution images.





Figure 2 Rozelle Interchange construction sites North





Figure 3 Rozelle Interchange construction sites South





Figure 4 Parking surveys in the vicinity of Iron Cove Link civil site (1 of 2)



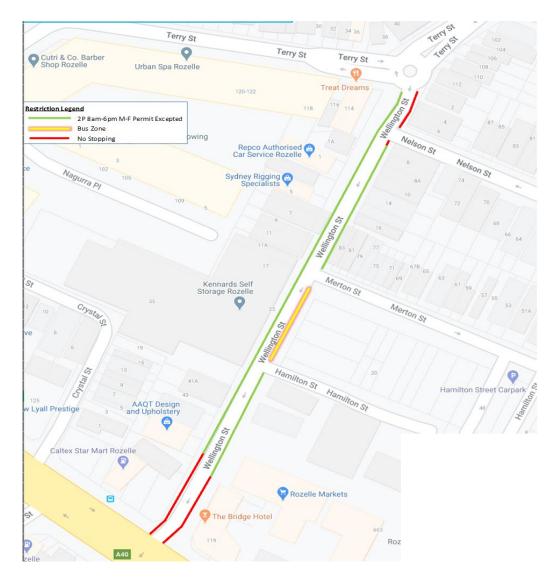


Figure 5 Parking surveys in the vicinity of Iron Cove Link civil site (2 of 2)



#### 4.1.2. Calculating parking occupancy

Parking occupancy is defined as the ratio of number of occupied car spaces to the total number of spaces available.

To determine the number of spaces available on each local street, the number of available parking spaces was counted, and all parking controls/restrictions (i.e. untimed, one hour restriction, disabled parking, loading zone, etc) were recorded.

To determine the number of occupied car spaces, the number of parked vehicles in each street once every hour during each defined survey period (refer to Section 4.2) were recorded.

Parking occupancy (%) =	number of parked cars
	number of parking spaces

#### 4.2. Pre-construction parking survey results summary

#### 4.2.1. Rozelle Interchange construction sites North

On-street parking surveys were undertaken to calculate the parking occupancy on streets within close proximity (approximately 250m) of the Rozelle Interchange construction sites North. Table 3 summarises the parking occupancy across the area at different time periods.

The overall parking occupancy for all parking types (restricted and unrestricted) at Rozelle Interchange construction sites North, based on all times of the day across 7 days, is 59% with approximately 889 car spaces available at any given time. Table 3 shows a further breakdown of parking occupancy rates at different times of the week.

Time Period	Time Assessed	Occupied Car Spaces	Unoccupied Car Spaces	Total Car Spaces	Parking Occupancy	
Peak (Morning)	Weekdays 6am to 10am	1247	937	2184	57%	
Peak (Night)	Weekdays 3pm to 7pm	1319	865	2184	60%	
Off-peak	Weekdays 10am to 3pm	1234	950	2184	57%	
School drop- off	Weekdays 8am to 10am	1214	970	2184	56%	
School pick- up	Weekdays 2pm- 4pm	1244	940	2184	57%	
Weekend	Weekends 9am to 4pm	1269	896	2184	59%	

Table 3 Parking survey results: Summary of all types of parking at Rozelle Interchange construction sites North

The overall parking occupancy for unrestricted parking at Rozelle Interchange construction sites North, based on all times of the day across 7 days, is 59% with approximately 614 unrestricted car spaces available at any given time. Table 4 shows a further breakdown of unrestricted parking occupancy rates at different times of the week.



Time Period	Time Assessed	Occupied Car Spaces	Unoccupied Car Spaces	Total Car Spaces	Parking Occupancy	
Peak (Morning)	Weekdays 6am to 10am	847	648	1495	57%	
Peak (Night)	Weekdays 3pm to 7pm	882	613	1495	59%	
Off-peak	Weekdays 10am to 3pm	830	665	1495	56%	
School drop- off	Weekdays 8am to 10am	822	673	1495	55%	
School pick- up	Weekdays 2pm- 4pm	835	660	1495	56%	
Weekend	Weekends 9am to 4pm	875	620	1495	59%	

Table 4 Parking survey results: Summary unrestricted parking at Rozelle Interchange construction sites North

#### 4.2.2. Rozelle Interchange construction sites South

On-street parking surveys were undertaken to calculate the parking occupancy on streets within close proximity (approximately 250m) of the Rozelle Interchange construction sites South. Table 5 summarises the parking occupancy across the area at different time periods.

The overall parking occupancy for all parking types (restricted and unrestricted) at Rozelle Interchange construction sites South, based on all times of the day across 7 days, is 59% with approximately 843 car spaces available at any given time. Table 5 shows a further breakdown of parking occupancy rates at different times of the week.

Time Period	ne Period Time Assessed Occupied Car Unoccupied Car Spaces Spaces		Total Car Spaces	Parking Occupancy	
Peak (Morning)	Weekdays 6am to 10am	1216	824	2040	60%
Peak (Night)	Weekdays 3pm to 7pm	1152	888	2040	56%
Off-peak	Weekdays 10am to 3pm	1133	907	2040	56%
School drop- off	Weekdays 8am to 10am	1174	866	2040	58%
School pick- up	Weekdays 2pm- 4pm	1124	916	2040	55%
Weekend	Weekends 9am to 4pm	1190	833	2040	58%

Table 5 Parking survey results: Summary of all types of parking at Rozelle Interchange construction sites South

The overall parking occupancy for unrestricted parking at Rozelle Interchange construction sites South, based on all times of the day across 7 days, is 59% with approximately 696 unrestricted car spaces available at any given time. Table 6 shows a further breakdown of unrestricted parking occupancy rates at different times of the week.



Time Period			oied Car Unoccupied Car aces Spaces		Parking Occupancy	
Peak (Morning)	Weekdays 6am to 10am	1017	670	1687	60%	
Peak (Night)	Weekdays 3pm to 7pm	953	734	1687	56%	
Off-peak	Weekdays 10am to 3pm	942	745	1687	56%	
School drop- off	Weekdays 8am to 10am	982	705	1687	58%	
School pick- up	Weekdays 2pm- 4pm	934	753	1687	55%	
Weekend	Weekends 9am to 4pm	961	717	1687	57%	

Table 6 Parking survey results: Summary unrestricted parking at Rozelle Interchange construction sites South

#### 4.2.3. Iron Cove Link site

On-street parking surveys were undertaken to calculate the parking occupancy on streets within close proximity (approximately 250m West) of the Iron Cove Link site. Table 7 summarises the parking occupancy across the area at different time periods.

The overall parking occupancy for all parking types (restricted and unrestricted) at the Iron Cove Link site, based on all times of the day across 7 days, is 62% with approximately 283 car spaces available at any given time. Table 7 shows a further breakdown of parking occupancy rates at different times of the week.

Time Period	Time Assessed	Occupied Car Spaces	Unoccupied Car Spaces	Total Car Spaces	Parking Occupancy
Peak (Morning)	Weekdays 6am to 10am	429	308	737	58%
Peak (Night)	Weekdays 3pm to 7pm	452	285	737	61%
Off-peak	Weekdays 10am to 3pm	436	301	737	59%
School drop- off	Weekdays 8am to 10am	416	321	737	56%
School pick- up	Weekdays 2pm- 4pm	433	304	737	59%
Weekend	Weekends 9am to 4pm	503	218	737	68%

Table 7 Parking survey results: Summary of all types of parking at Iron Cove Link site

The overall parking occupancy for unrestricted parking at The Iron Cove Link site, based on all times of the day across 7 days, is 45% with approximately 261 unrestricted car spaces available at any given time. Table 8 shows a further breakdown of unrestricted parking occupancy rates at different times of the week.



Time Period			Unoccupied Car Spaces	Total Car Spaces	Parking Occupancy
Peak (Morning)	Weekdays 6am to 10am	266	207	473	56%
Peak (Night)	Weekdays 3pm to 7pm	283	190	473	60%
Off-peak	Weekdays 10am to 3pm	261	212	473	55%
School drop- off	Weekdays 8am to 10am	255	218	473	54%
School pick- up	Weekdays 2pm- 4pm	267	206	473	57%
Weekend	Weekends 9am to 4pm	316	157	473	67%

Table 8 Parking survey results: Summary unrestricted parking at Iron Cove Link Site

#### 4.3. Public on-street parking removal

Construction of the Project will involve the temporary and permanent loss of some on-street parking, due to local road closures, and site establishment and construction activities outside of the approved Project footprint (refer to Table 9). On-street parking removed within the approved Project footprint is identified in Annexure C.

This Strategy includes the long term temporary or permanent impacts the Project will have on parking spaces. The long-term temporary removal of car spaces has been classified as those spaces being removed for a continuous period greater than one week. The removal of parking spaces for short term temporary works required for low-impact utilities have been addressed in the Utilities Management Strategy.

Other parking spaces to be removed for short-term temporary works have been classified as parking that will be removed for less than one week. These have not been included in this Strategy and do not require approval from DPIE. The removal of these parking spaces will be managed and mitigated by:

- Providing notification to the affected communities about long term temporary parking impacts in which feedback will be sought regarding specific impacts such as unique access requirements to enable JHCPB to devise suitable alternate arrangements,
- Minimising short term on-street parking removal to the extent required,
- Property access will be maintained in consultation with property owners, and
- For any utility works on main arterial roads, a Road Occupancy Licence (ROL) and coordination with the Sydney Coordination Office (SCO)/Traffic Management Centre (TMC) would be required.

WestConnex Rozelle Interchange

Table 9 Summary of on-street parking removal (subject to approval)

Location	Construction activity	Temporary (long term) or permanent loss	Duration	Existing available parking (both sides)	Existing parking occupancy*	Parking Type	Number of parking spaces to be removed
Hornsey Street (Rozelle)	Long term temporary removal of car spaces intermittently for utility works and retaining wall construction.	Temporary	November 2019 – February 2021	68	76%	2 hour Parking (8am-6pm Mon-Fri)	2
Quirk Street (Rozelle)	Long term temporary removal of car spaces intermittently for utility works.	Temporary	April 2020 – December 2020	95	56%	2 hour Parking (8am-6pm Mon-Fri)	Parking Reinstated
Terry Street (Iron Cove)	The long term temporary removal of twelve car parking spaces are required in order to facilitate utility works.	Temporary	January 2020 – March 2021	18	59%	<ul> <li>1/₂ hour Parking (6am – 7pm Mon-Fri)</li> <li>2 hour Parking (8am- 10pm Mon-Sun)</li> </ul>	12
Wellington Street (Iron Cove)	The long term temporary removal of five car parking spaces are required in order to facilitate utility works.	Temporary	February 2020 – March 2021	39	67%	2 hour Parking (8am- 6pm Mon-Fri)	5
Yara Avenue (Iron Cove)	Eight car parking spaces are required in order to facilitate utility works.	Temporary	January 2020 – February 2021	34	93%	Unrestricted Parking	8
Clubb Street (Iron Cove)	The long term temporary removal of two car spaces will be required to allow vehicles to enter and exit the construction site safely during demolition works and for special deliveries during site establishment works.	Temporary	November 2019-May 2021	46	65%	Unrestricted Parking	2
Clubb Street (Iron Cove)	The long term temporary removal of 6 car spaces for approximately 2 weeks to tie-in new pavement works with the street.	Temporary	November 2019- May 2021	46	65%	Unrestricted Parking	6
Toelle Street (Iron Cove)	Two car spaces are within the laneway off Toelle Street. An additional three car spaces will be temporarily (long term) removed to allow vehicles to enter and exit the construction site safely.	Temporary	November 2019 – August 2023	50	59%	Unrestricted Parking	5



## Rozelle Interchange

Toelle Street (Iron Cove)	The removal of 16 car parking spaces to facilitate utility works (no more than six car parking spaces at a time).	Temporary	November 2020 – April 2021	50	59%	Unrestricted Parking	16
Springside Street (Iron Cove)	Ten car park spaces are temporarily required for utility works on Springside Street.	Temporary	March 2020 – August 2020	51	69%	Unrestricted Parking	Parking Reinstated
Callan Street (Iron Cove)	The removal of a car space to allow vehicles to enter and exit the construction site safely, as well as an additional twelve car spaces for utility works.	Temporary	November 2019 – August 2023	43	54%	Unrestricted Parking	13
Callan Street between McCleer Street and Victoria Road (Iron Cove)	The removal of two car space to allow for the realigned intersection integrating into the street.	Permanent	November 2019	16	43%	Unrestricted Parking	2
Byrnes Street (Iron Cove)	The removal of a car space to allow vehicles to enter and exit the construction site safely.	Temporary	November 2019 – May 2021	31	64%	Unrestricted Parking	3
Manning Street between Toelle Street and Callan Street (Iron Cove)	The removal of 14 spaces to allow vehicles to enter Manning Street from Callan Street and to facilitate utility works in the area.	Temporary	September 2020 – May 2021	143	38%	Unrestricted Parking	14
Manning Street between Moodie Street and Darling Street.	The removal of 6 spaces to allow vehicles to enter Manning Street from Callan Street and to facilitate utility works in the area.	Temporary	October 2020 – March 2021	143	38%	Unrestricted Parking	6
Brenan Street (The Crescent)	The removal of two car parking spaces to facilitate vehicle movements in and out of the site entrance.	Temporary	May 2020 – May 2021	67	17%	No parking (7am to 6pm, mv under 4.5 GVM excepted)	2
Brenan Street (The Crescent)	The removal of 5 car parking spaces to facilitate utility works.	Temporary	October 2020 – April 2021	67	17%	No parking (7am to 6pm, mv under 4.5 GVM excepted)	5
Brenan Street (The Crescent)	The removal of 20 car parking spaces to facilitate utility works.	Temporary	October 2020 – December 2020	67	17%	No parking (7am to 6pm, mv under 4.5 GVM excepted)	Parking Reinstated



Chapman Road (The Crescent)	The removal of 9 car parking spaces to facilitate civil works.	Temporary	February 2021-March 2021	39	47%	Loading Zone 2P (8am-6pm Mon- Fri)	9
Total:						110	

\*Existing occupancy is calculated using the 7-Day average results from the parking survey undertaken, these results can be found in Appendix B for each street.

The indicative parking loss from affected construction activities is shown in Table 9, with a breakdown of parking spaces to be removed. The existing parking supply and parking occupancy was calculated during parking surveys carried out prior to construction based on a 7-day average using the method described in section 4.1. Detailed results from the car parking survey are detailed in Annexure B.

For a summary of parking spaces to be removed not subject to approval within this CPAS, please refer to Annexure C.



#### 4.3.1. Hornsey Street (Rozelle)

While undertaking utility works, restricted parking along Hornsey Street will be temporarily removed to enable the Project works (refer to Figure 6). This will include the:

- Long term temporary, intermittent removal of 2 car spaces outside the Project footprint,
- Permanent removal of 3 car spaces within the Project footprint (refer to Annexure C).

This street has a 76% occupancy based on the 7-Day average results from the Parking Survey. The survey also identified that approximately 52 of the 68 car spaces available on Hornsey Street are currently being occupied on a regular basis. Therefore, by temporarily removing these car spaces located outside the Project footprint it is anticipated that there will be negligible impact due to approximately 13 alternative car spaces being available on the same street. JHCPB will implement the mitigation measures in Section 6 of this strategy to further reduce the impact of removing these car spaces.

A more detailed analysis of occupancy has been undertaken from the parking survey results and is summarised in Table 10.



Figure 6 Hornsey Street parking spaces to be removed

Time Period	Time Assessed	Occupied Car Spaces	Unoccupied Car Spaces	Total Car Spaces	Parking Occupancy
Peak (Morning)	Weekdays 6am to 10am	45	23	68	66%
Peak (Night)	Weekdays 3pm to 7pm	56	12	68	82%
Off-peak	Weekdays 10am to 3pm	44	24	68	64%
School drop-off	Weekdays 8am to 10am	40	28	68	59%
School pick-up	Weekdays 2pm-4pm	46	22	68	68%
Weekend	Weekends 9am to 4pm	57	11	68	84%

Table 10 Detailed parking occupancy analysis on Hornsey Street

#### 4.3.2. Clubb Street (Iron Cove)

While undertaking the site establishment works, unrestricted parking along Clubb Street will be permanently and temporarily removed to accommodate the revised alignment of Victoria Road (refer to Figure 7). This will include the:

- Long term temporary removal of 2 car spaces outside the Project footprint during site establishment,
- Long term temporary removal of 6 car spaces outside the Project footprint for pavement tiein placement for approximately 2 weeks,
- Removal of 11 permanent car spaces within the Project footprint (refer to Annexure C)

This street has a 65% occupancy based on the 7-Day average results from the Parking Survey. The survey also identified that approximately 30 of the 46 car spaces available on Clubb Street are currently being occupied on a regular basis. Therefore, by removing these car spaces and taking duration into consideration it is anticipated that there will be minor impact due to alternative car spaces being available on the same street. JHCPB will implement the mitigation measures in Section 6 of this Strategy to further reduce the impact.

A more detailed analysis of parking occupancy has been undertaken from the parking survey results and is summarised in Table 11.



Figure 7 Clubb Street parking spaces to be removed



Time Period	Time Assessed	Occupied Car Spaces	Unoccupied Car Spaces	Total Car Spaces	Parking Occupancy
Peak (Morning)	Weekdays 6am to 10am	29	17	46	63%
Peak (Night)	Weekdays 3pm to 7pm	28	18	46	62%
Off-peak	Weekdays 10am to 3pm	25	21	46	55%
School drop-off	Weekdays 8am to 10am	24	22	46	53%
School pick-up	Weekdays 2pm-4pm	27	19	46	59%
Weekend	Weekends 9am to 4pm	32	14	46	70%

Table 11 Detailed parking occupancy analysis on Clubb Street

#### 4.3.3. Toelle Street (Iron Cove)

While undertaking site establishment and construction works, unrestricted parking along Toelle Street will be temporarily and permanently removed to enable the Project works (refer to Figure 8). This will include the removal of;

- Long term temporary removal of 21 car spaces for the Project duration outside the Project footprint,
- Permanent removal of 9 car spaces within the Project footprint (refer to Annexure C).

This street has a 59% occupancy based on the 7-Day average results from the parking survey. The survey also identified that approximately 30 of the 50 car spaces available on Toelle Street are currently being occupied on a regular basis. Therefore, by temporarily removing these car spaces, and by only removing 6 car parking spaces at a time, it is anticipated that there will be negligible impact due to alternative car spaces being available on the same street. JHCPB will implement the mitigation measures in Section 6 of this strategy to further reduce the impact.

A more detailed analysis of parking occupancy has been undertaken from the parking survey results and is summarised in Table 12.



Figure 8 Toelle Street parking spaces to be removed



Time Period	Time Assessed	Occupied Car Spaces	Unoccupied Car Spaces	Total Car Spaces	Parking Occupancy
Peak (Morning)	Weekdays 6am to 10am	29	21	50	58%
Peak (Night)	Weekdays 3pm to 7pm	31	19	50	62%
Off-peak	Weekdays 10am to 3pm	29	21	50	58%
School drop-off	Weekdays 8am to 10am	28	22	50	56%
School pick-up	Weekdays 2pm-4pm	31	19	50	61%
Weekend	Weekends 9am to 4pm	28	22	50	56%

Table 12 Detailed parking occupancy analysis in Toelle Street

#### 4.3.4. Callan Street (Iron Cove)

While undertaking site establishment and construction works, unrestricted parking along Callan Street (between McCleer Street and Victoria Road) will be permanently and temporarily removed to enable the Project works (refer to Figure 9). This will include the;

- Long term temporary removal of 3 car spaces for the Project duration outside the Project footprint,
- Permanent removal of 2 car spaces outside the Project footprint for the realigned intersection,
- Permanent removal of 3 car spaces within the Project footprint (refer to Annexure C),
- Long term temporary removal of 12 car spaces to facilitate utility works.

This street has a 64% occupancy based on the 7-Day average results from the parking survey. The survey also identified that approximately 31 of the 49 car spaces available on Callan Street are currently being occupied on a regular basis. Therefore, by temporarily removing these car spaces it is anticipated that there will be negligible impact due to alternative car spaces being available on the same street. JHCPB will implement the mitigation measures in Section 6 of this strategy to further reduce the impact.

A more detailed analysis of parking occupancy has been undertaken from the parking survey results and is summarised in Table 13.





Figure 9 Location of Callan Street location of parking spaces to be removed

Time Period	Time Assessed	Occupied Car Spaces	Unoccupied Car Spaces	Total Car Spaces	Parking Occupancy
Peak (Morning)	Weekdays 6am to 10am	23	20	43	53%
Peak (Night)	Weekdays 3pm to 7pm	23	20	43	53%
Off-peak	Weekdays 10am to 3pm	20	23	43	47%
School drop-off	Weekdays 8am to 10am	21	22	43	49%
School pick-up	Weekdays 2pm-4pm	21	22	43	49%
Weekend	Weekends 9am to 4pm	23	20	43	53%

Table 13 Detailed parking occupancy analysis in Callan Street

#### 4.3.5. Byrnes Street (Iron Cove)

While undertaking the site establishment and construction works, unrestricted parking along Byrnes Street will be permanently and temporarily removed to enable the Project works and provide space for public vehicles to turn in the altered cul-de-sac (refer to Figure 10). This will include the;

- Long term temporary removal of 3 car spaces until the altered cul-de-sac is complete outside the Project footprint,
- Permanent removal of 4 car spaces within the Project footprint (refer to Annexure C).

This street has a 64% occupancy based on the 7-Day average results from the parking survey. The results from the parking survey also show that approximately 20 of the 31 car spaces available on Byrnes Street are currently being occupied on a regular basis. Therefore, by temporarily removing these car spaces it is anticipated that there will be negligible impact due to alternative car



spaces being available on average in the same street. JHCPB will implement the mitigation measures in Section 6 of this strategy to further reduce the impact.

A more detailed analysis of parking occupancy has been undertaken from the parking survey results and is summarised in Table 14.



Figure 10 Location of Byrnes Street location of parking spaces to be removed

Time Period	Time Assessed	Occupied Car Spaces	Unoccupied Car Spaces	Total Car Spaces	Parking Occupancy
Peak (Morning)	Weekdays 6am to 10am	19	12	31	62%
Peak (Night)	Weekdays 3pm to 7pm	20	11	31	66%
Off-peak	Weekdays 10am to 3pm	17	14	31	55%
School drop-off	Weekdays 8am to 10am	18	13	31	58%
School pick-up	Weekdays 2pm-4pm	18	13	31	57%
Weekend	Weekends 9am to 4pm	21	10	31	68%

Table	14 Detailed	narking	occupancy	analysis	in R	vrnes.	Street
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#### 4.3.6. Manning Street (Iron Cove)

To ensure ease of access to King Georges Park and to undertake utility works, restricted parking along Manning Street will be temporarily removed to enable the Project works (refer to Figure 11). This will include the:

- Long term temporary removal of 14 car spaces outside the Project footprint between Toelle Street and Callan Street.
- Long term temporary removal of 6 car spaces outside the Project footprint between Moodie Street and Darling Street.

This street has a 38% occupancy based on the results from the Parking Survey. The survey also identified that approximately 55 of the 143 car spaces available on Manning Street are currently being occupied on a regular basis. Therefore, by temporarily removing these car spaces it is anticipated that there will be negligible impact due to alternative car spaces being available on average in the same street or in close proximity on neighbouring streets. JHCPB will implement the mitigation measures in Section 6 of this strategy to further reduce the impact of removing these car spaces.

A more detailed analysis of occupancy has been undertaken from the parking survey results and is summarised in the table below.



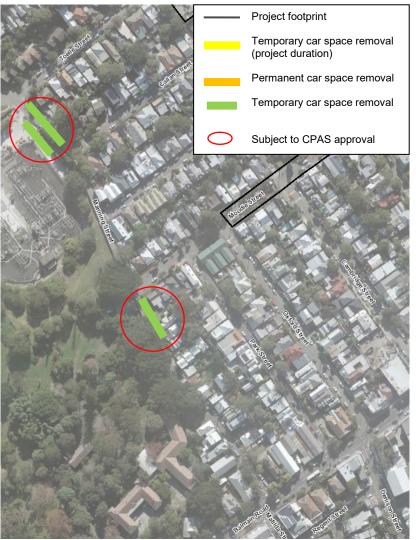


Figure 11 Manning Street car parking removal locations

Time Period	Time Assessed	Occupied Car Spaces	Unoccupied Car Spaces	Total Car Spaces	Parking Occupancy
Peak (Morning)	Weekdays 6am to 10am	44	99	143	31%
Peak (Night)	Weekdays 3pm to 7pm	57	86	143	40%
Off-peak	Weekdays 10am to 3pm	47	96	143	33%
School drop-off	Weekdays 8am to 10am	42	101	143	29%
School pick-up	Weekdays 2pm-4pm	48	95	143	34%
Weekend	Weekends 9am to 4pm	72	71	143	50%

Table 15 Detailed	l parking	l occupancy	analysis in	Manning Street
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#### 4.3.7. Terry Street (Iron Cove)

While undertaking utility works, restricted parking along Terry Street will be temporarily removed to enable the Project works (refer to Figure 12). This will include the:

• Long term temporary removal of 12 car spaces outside the Project footprint.

This street has a 59% occupancy based on the results from the Parking Survey. The survey also identified that approximately 11 of the 18 car spaces available on Terry Street are currently being occupied on a regular basis. Therefore, by temporarily removing these car spaces it is anticipated that there will be negligible impact due to alternative car spaces being available on average in the same street or in close proximity on neighbouring streets. JHCPB will implement the mitigation measures in Section 6.1.3 of this strategy to further reduce the impact of removing these car spaces.

A more detailed analysis of occupancy has been undertaken from the parking survey results and is summarised in Table 16.



Figure 12 Terry Street car parking removal locations

Time Period	Time Assessed	Occupied Car Spaces	Unoccupied Car Spaces	Total Car Spaces	Parking Occupan
Peak (Morning)	Weekdays 6am to 10am	9	9	18	50%
Peak (Night)	Weekdays 3pm to 7pm	10	8	18	56%
Off-peak	Weekdays 10am to 3pm	9	9	18	50%

Table 16 Detailed parking occupancy analysis in Terry Street

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School drop-off	Weekdays 8am to 10am	8	10	18	44%
School pick-up	Weekdays 2pm-4pm	9	9	18	50%

#### 4.3.8. Wellington Street (Iron Cove)

While undertaking utility works, restricted parking along Wellington Street will be temporarily removed to enable the Project works (refer to Figure 13). This will include the:

• Long term temporary removal of 5 car spaces outside the Project footprint.

This street has a 67% occupancy based on the results from the Parking Survey. The survey also identified that approximately 26 of the 39 car spaces available on Wellington Street are currently being occupied on a regular basis, even during school drop off and pick up times. Therefore, by temporarily removing these car spaces it is anticipated that there will be a minor impact due to alternative car spaces being available on average in the same street. JHCPB will implement the mitigation measures in Section 6.1.3 of this strategy to further reduce the impact of removing these car spaces.

A more detailed analysis of occupancy has been undertaken from the parking survey results and is summarised in Table 17.



Figure 13 Wellington Street car parking removal locations



Time Period	Time Assessed	Occupied Car Spaces	Unoccupied Car Spaces	Total Car Spaces	Parking Occupancy
Peak (Morning)	Weekdays 6am to 10am	25	14	39	64%
Peak (Night)	Weekdays 3pm to 7pm	29	10	39	74%
Off-peak	Weekdays 10am to 3pm	30	9	39	77%
School drop-off	Weekdays 8am to 10am	30	9	39	77%
School pick-up	Weekdays 2pm-4pm	31	8	39	79%

Table 17 Detailed parking occupancy analysis in Wellington Street

#### 4.3.9. Yara Avenue (Iron Cove)

While undertaking utility works, restricted parking along Yara Avenue will be temporarily removed to enable the Project works (refer to Figure 14). This will include the:

• Long term temporary removal of 8 car spaces outside the Project footprint.

This street has a 93% occupancy based on the 7-Day average results from the Parking Survey. The survey also identified that approximately 31 of the 34 car spaces available on Yara Avenue are currently being occupied on a regular basis. Therefore, by temporarily removing these car spaces it is anticipated that there will be a minor impact due to alternative car spaces being available on average in the same street. JHCPB will implement the mitigation measures in Section 6.1.3 of this strategy to further reduce the impact of removing these car spaces.

A more detailed analysis of occupancy has been undertaken from the parking survey results and is summarised in Table 18.



Figure 14 Yara Avenue car parking removal locations

Time Period	Time Assessed	Occupied Car Spaces	Unoccupied Car Spaces	Total Car Spaces	Parking Occupancy
Peak (Morning)	Weekdays 6am to 10am	31	3	34	91%
Peak (Night)	Weekdays 3pm to 7pm	32	2	34	94%
Off-peak	Weekdays 10am to 3pm	32	2	34	94%
School drop-off	Weekdays 8am to 10am	32	2	34	94%
School pick-up	Weekdays 2pm-4pm	32	2	34	94%
Weekend	Weekends 9am to 4pm	32	2	34	94%

Table 18 Detailed parking occupancy analysis in Yara Avenue

#### 4.3.10. Brenan Street (The Crescent)

While undertaking works on the Whites Creek Link bridge and a utility under bore, restricted parking along Brenan Street will be temporarily removed to enable Project works (refer to the figure below). This will include the long term temporary removal (staged) of 27 car spaces outside the Project footprint, broken down as follows:

- Long term temporary removal of 2 car spaces outside the project footprint, between May 2020 and May 2021;
- Long term temporary removal of 5 car spaces outside the Project footprint, between September 2020 and May 2021;

This street has a 17% occupancy based on the 7-Day average results from the Parking Survey. The survey also identified that approximately 11 of the 67 car spaces available on Brenan Street are currently being occupied on a regular basis. By temporarily removing these car spaces it is anticipated that there will be negligible impact due to alternative car spaces being available on average in the same street.

The works are being staged, as is the removal of the car spaces in order to minimise the on-street parking impacts to nearby residents. Two (2) spaces will be removed between May 2020 and May 2021, five (5) spaces will be removed between September 2020 and May 2021. Refer to Figure 15 for further information.

JHCPB will implement the mitigation measures in Section 6.1.3 of this strategy to further reduce the impact of removing these car spaces.

A more detailed analysis of occupancy has been undertaken from the parking survey results and is summarised in the table below.





Figure 15 Brenan Street car parking removal locations

Table 19 Detaile	d parking	occupancy	analysis l	in Brenan St
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Time Period	Time Assessed	Occupied Car Spaces	Unoccupied Car Spaces	Total Car Spaces	Parking Occupancy
Peak (Morning)	Weekdays 6am to 10am	11	56	67	16%
Peak (Night)	Weekdays 3pm to 7pm	12	55	67	17%
Off-peak	Weekdays 10am to 3pm	10	57	67	15%
School drop-off	Weekdays 8am to 10am	10	57	67	15%
School pick-up	Weekdays 2pm-4pm	10	57	67	15%
Weekend	Weekends 9am to 4pm	15	52	67	22%



#### 4.3.11. Chapman Street (The Crescent)

While undertaking civil works, restricted parking along Chapman Street will be temporarily removed to enable the Project works (refer to Figure 16). This will include the:

• Long term temporary removal of 9 car spaces outside the Project footprint, between February 2021 and March 2021.

This street has a 47% occupancy based on the 7-Day average results from the Parking Survey. The survey also identified that approximately 5 of the 44 car spaces available on Chapman Street are currently being occupied on a regular basis. Therefore, by temporarily removing these car spaces it is anticipated that there will be a minor impact due to alternative car spaces being available on average in the same street. JHCPB will implement the mitigation measures in Section 6 of this strategy to further reduce the impact of removing these car spaces.

A more detailed analysis of occupancy has been undertaken from the parking survey results and is summarised in Table 20.

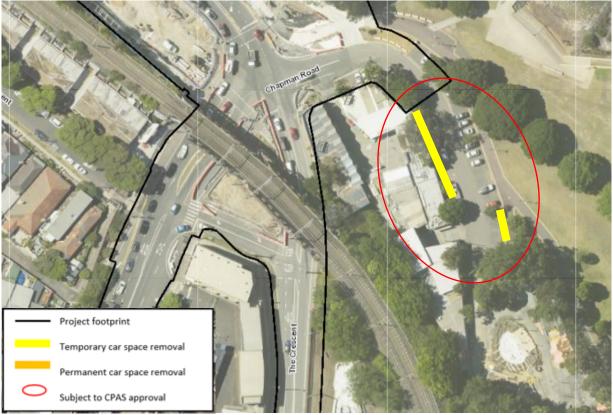


Figure 16 Chapman Street car parking removal locations

Table 20 Detailed	parking	occupancv	analvsis i	n Chapman	Street

Time Period	Time Assessed	Occupied Car Spaces	Unoccupied Car Spaces	Total Car Spaces	Parking Occupancy
Peak (Morning)	Weekdays 6am to 10am	20	24	44	45%
Peak (Night)	Weekdays 3pm to 7pm	26	18	44	59%
Off-peak	Weekdays 10am to 3pm	24	20	44	54%



School drop-off	Weekdays 8am to 10am	22	22	44	50%
School pick-up	Weekdays 2pm-4pm	26	18	44	59%
Weekend	Weekends 9am to 4pm	12	32	44	27%

## 5. Construction workforce parking demand

Worker parking on local streets is a key issue resulting from construction of the M4-M5 Link Rozelle Interchange. Reduced unoccupied street parking spaces, as a result of parking demand generated by the Project, can impact local residents. The Project will identify and implement reasonable and feasible strategies to lessen this impact.

The construction workforce will comprise of trades and construction personnel, subcontracted construction personnel and engineering, functional and administrative staff. The size of the workforce will vary across the duration of the construction program with a reduction in personnel for evening and night shifts. The total day shift peak construction workforce for the Project is anticipated to be around 950 workers. The total afternoon shift peak construction workforce is anticipated to be around 240 workers, and the total night shift peak construction workforce is anticipated to be around 270. This is generally in accordance with the EIS (AECOM 2017).

JHCPB analysed the induction records of 20,915 personnel from the M4 East Project and New M5 Project, including details on the mode of transport utilised to travel to work, with:

- 61.7% of personnel using public transport (12,904 people),
- 0.1% of personnel walking to work (23 people), and
- 38.2% of personnel using their own private vehicle (7,988 people).

JHCPB anticipates the level of accessibility to public transport to be the same. Based on this large data set the Rozelle Interchange Project has forecast 39% of personnel will use private vehicles to travel to work. All projects have similar accessibility to bus and rail routes. The Project shares a boundary with Rozelle Bay light rail station, is 400m from Lilyfield light rail station and is serviced by a well provisioned bus route from the CBD, with a typical trip time of 11 minutes from Town Hall Train Station.

As 39% of the Project's staff and labour force are forecasted to drive to construction sites, they would therefore require parking, although it is noted that the number of construction personnel requiring parking would vary over the duration of the construction program. The overall number of light vehicles accessing the sites has reduced by 80 one-way movements per day, in comparison to the forecasted numbers in the EIS. This is due to the reduction of workforce required at the Iron Cove Link civil site.

Expected peak travel periods for the construction workforce, associated with various construction activities, are outlined in Table 21.

Construction Activity	Construction hours	Indicative shift times	Expected peak travel periods
Surface works	7.00am and 6.00pm Monday to Friday 8.00am and 1.00pm on Saturdays.	<ul> <li>6:45am or 7:00am- 5:00pm Monday to Friday</li> <li>7:45am or 8:00am -1:00pm Saturdays</li> </ul>	<ul> <li>6:00am-7:00am and 5:00pm- 6:00pm Monday to Friday</li> <li>7:00am-8:00am and 1:00pm- 2:00pm Saturdays</li> </ul>

Table 21 Expected peak travel periods of construction workforce



Tunnelling and underground excavation	24 hours a day, up to seven days a week.	<ul><li>Day shift: 6:30am-17:30pm</li><li>Night shift: 17:30pm-4:30am</li></ul>	<ul> <li>Day shift workers: 5am- 6:30am, 17:30pm-19:00pm</li> <li>Night shift workers: 16:00pm- 17:30pm, 4:30am-6:00am</li> </ul>
Underground construction and tunnel fit out	24 hours a day, up to seven days a week.	<ul><li>Day shift: 6:30am-17:30pm</li><li>Night shift: 17:00pm-4:30am</li></ul>	<ul> <li>Day shift workers: 5:00am- 6:30am, 17:30pm-19:00pm</li> <li>Night shift workers: 16:00pm- 17:30pm, 4:30am-6:00am</li> </ul>



# 6. Mitigation measures to manage impacts to stakeholders as a result of on- and off-street parking changes

#### 6.1. Staged removal of parking

Planning for any works that require long-term temporary or permanent parking removal will consider and implement staged removal of parking. This will involve assessing the minimum area that is required for each stage of the works and adjusting the worksite footprint accordingly.

#### 6.2. Alternative parking arrangements

In some cases, residents and/or business-owners affected by the long term temporary loss of onstreet parking during construction (as outlined in section 4.3) will be offered alternative parking locations. Stakeholders to be directly affected by the long-term temporary loss of on-street parking would be identified prior to the removal of parking, and potential alternative parking arrangements would be developed in consultation with the affected stakeholder taking into account local available options. This would occur at least five days prior to the removal of parking.

#### 6.3. Managed staff parking arrangements

In areas affected by the long-term temporary loss of on- and off-street parking during construction adjacent street parking shall be signed to indicate resident parking only – no worker parking.

#### 6.4. Introduction of parking restrictions near construction sites

The use of a residential parking scheme creates workforce parking exclusion zones as the parking restrictions strongly discourage workers parking cars in restricted zones. While much of the local road network surrounding the Project is characterised by existing parking restrictions (e.g. 2 hour limits between 8am and 6pm, permit-holders excepted), there are opportunities to temporarily convert areas of unlimited street parking to restricted residential permit areas during construction, or increase existing restrictions, to minimise workforce parking in such areas. JHCPB commenced exploring these opportunities with Inner West Council (IWC) in February 2019 and will continue to actively work with the Council towards this aim. IWC has stated the Council is working towards a residents parking scheme to mitigate the potential impact of construction workers parking in residential streets.

### 7. Provision of a shuttle bus service

A shuttle bus will connect the principal work areas of Rozelle Rail Yards, Iron Cove site, Project Office (Rhodes) and dedicated off-site parking.

In addition to the timetable being communicated to Project personnel a tracking app will allow Project personnel to monitor the location of the shuttle.

An example of the timetable is in Figure 17. This timetable changes following feedback from Project personnel.

## WestConnex Rozelle Interchange

	Superyacht Marina	Gordon St	Tunnel Site A	Rhodes	Gordon St	Tunnel Site A
9	6.00am	6.10am	6.15am	6.50am	7.20am	7.25am
MORNING	7.35am	7.45am	7.50am	8.20am	8.50am	8.55am*
6						
2		9.25pm	9.30am	10.00am	10.30am	10.35am
DAY		10.40am	10.45am	11.15am	11.45am	11.50am
OF D		11.55am	12.00pm	12.30pm	1.00pm	1.05pm
		1.10pm	1.15pm	1.45pm	2.15pm	2.20pm*
MIDDLE						
Σ		2.50pm	2.55pm	3.25pm	3.50pm	3.55pm
	Last Bus to Rhode		4.05pm	4.35pm	5.05pm	5.10pm
5 NG	5.20pm	5.25pm		Last Bus to Rozelle		
EVENING	5.35pm	5.45pm				
Ъ	5.55pm*					

\*drop off only

Figure 17 - Example shuttle bus timetable

### 7.1. Utilisation of public transport

JHCPB will encourage the construction workforce to use public transport through the recruitment and onboarding process, as well as through toolbox talks, in order to reduce the number of private vehicles travelling to and from the Project.

The Project is located in close proximity to the following public transport services:

- Sydney buses: Victoria Road is a major transport corridor that supports numerous bus routes connecting to Sydney CBD (including Town Hall and Central train stations). This is accommodated by a designated bus lane in the citybound direction during the AM peak period:
  - Bus stops on Victoria Road in Rozelle, located in proximity to Iron Cove civil site, Victoria Road civil site and the eastern end of Rozelle civil and tunnel site, generally operate between 6am and 12am, and
  - Bus stops on the Crescent in Annandale, located in proximity to The Crescent civil site and Rozelle civil and tunnel site, generally operate between 6:00am and 11:30pm.
- Light Rail: The Central to Dulwich Hill Light Rail Line (L1) is located adjacent to City West Link with a stop at Rozelle Bay, in close proximity to both the Rozelle civil and tunnel site and The Crescent civil site. The stop at Lilyfield could also be utilised by workers accessing the Rozelle civil and tunnel site. L1 between Central and Lilyfield runs every 10-15 minutes:
  - Sunday to Thursday from 6:00am to 11:00pm
  - Friday and Saturday from 6:00am to midnight.

The table below provides a summary of the available public transport services near the Project. Public transport service routes are shown in the figure below.



Table 22 Public transport services

Construction site	Public transport ser	transport services	
Rozelle civil and tunnel site (C5)	Sydney Buses (stop located on Victoria Road near Hornsey Street)	To and from CBD (Central Station): 433 To and from CBD (Town Hall Station): 441, 442, M50, 504, To other destinations: 433 (Balmain), 441 (Birchgrove), 442 (Balmain), 504 (Chiswick).	10mins - 15mins
	Light Rail (Rozelle Bay or Lilyfield Station)	To and from CBD (Central Station): L1 To and from Dulwich Hill: L1	12mins
Victoria Road civil site (C6)	Sydney Buses (stop located on Victoria Road near Hornsey Street)	To and from CBD (Central Station):433 To and from CBD (Town Hall Station): 441, 442, M50, 504 To other destinations: 433 (Balmain), 441 (Birchgrove), 442 (Balmain), 504 (Chiswick).	10mins - 15mins
The Crescent civil site (C7)	Sydney Buses (stops on The Crescent)	To and from CBD (Central Station):433	10mins - 15mins
	Light Rail (Rozelle Bay Station)	To and from CBD (Central Station): L1 To and from Dulwich Hill: L1	12mins
Iron Cove civil site (C8)	Sydney Buses (stop located on Victoria Road near Terry Street)	To and from CBD (Town Hall Station):M50, M52, 504, To other destinations: 433 (Balmain), 441 (Birchgrove), 442 (Balmain), 504 (Chiswick).	10mins - 15mins



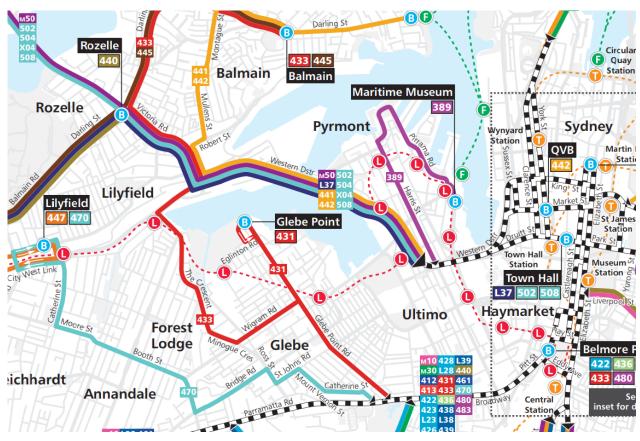


Figure 18 Public transport services in proximity to the Project

Public transport information such as maps and timetables of local bus and light rail services will be provided to Project personnel during site inductions and at all site offices.

# 8. Strategy elements unrelated to on- and off-street parking changes

#### 8.1. Establishment of on-site parking

Site establishment works at construction sites will involve the construction of car parking areas for light vehicles. There may however be some limited times during construction when some parking spaces will not be permitted due to safety requirements during demolition and other short-term works. During these periods the long term temporary removal of parking will be communicated to all staff and sub-contractors during toolbox talks, and the use of public transport and carpooling will be encouraged.

#### 8.1.1.1. Rozelle civil and tunnel site

Parking at the Rozelle civil and tunnel site will be maximised. Space not required for construction of the Project will be assessed and made available for parking as construction progresses. Whilst the full construction workforce forecast in Section 6 above is not currently mobilised to the Project the Project will seek to maximise spaces in anticipation of peak workforce in early 2021. In addition to the 210 spaces available for worker parking on the site, the Project is aggressively pursuing a

Construction Parking and Access Strategy



lease on unutilised NSW Ports land adjacent to the Rozelle civil and tunnel site for an additional 500 parking spaces.

Following investigation required by E160, the Project has been able to retain the heritage buildings at 78 and 84 Lilyfield Rd for future community use. This area was indicated for worker parking in the EIS, consequently approximately 30 parking spaces that were dependant on the demolition of these heritage listed buildings will not be available at this location. The other key area shown in the EIS for worker parking, with potential to accommodate approximately 50 spaces, is currently a construction site to treat contaminated material excavated from the Rozelle Rail Yards. At the completion of these works the area will be assessed for parking suitability. Construction on the site is dynamic and changes will present opportunities to provide additional parking.

The Rozelle civil and tunnel site will be the key construction compound for the Project due to its location to the other ancillary facility sites and the size of the ancillary facility.

#### 8.1.1.2. Victoria Road civil site

Due to spatial constraints, this site will have no parking available within this very small compound, parking will be available on the Rozelle civil and tunnel site which is in close proximity to the Victoria Road civil site. The whole of the compound is subject to construction of a bus bay and pedestrian access ramp. The Rozelle civil and tunnel site offices at 68 Lilyfield Rd are 200m from the Victoria Road civil site. There is 30m that separates the Rozelle civil and tunnel site from the Victoria Road civil site for workers travelling on foot.

#### 8.1.1.3. The Crescent civil site

Due to spatial constraints, this site will have limited parking available within this compound as the entirety of the site is utilised for construction. There is currently capacity for 3 vehicles to park in the construction area. The size of parking stock will vary during each construction stage. There is currently a lease on 20 parking spots at the nearby Super Yacht Marina. This quantity was determined from worker parking requests. The Crescent civil site is adjacent to the Rozelle Bay light rail station and across the road from the Rozelle civil and tunnel site. The area around The Crescent civil site offices cannot be utilised for parking due to restrictions in the Planning Approval. Parking in this location is being sought through a modification to the Planning Approval.

#### 8.1.1.4. Iron Cove Link civil site

The Iron Cove Link civil site currently has capacity for two parking spaces. This varies as the works progress. To ease impacts on on-street parking JHCPB will encourage personnel to utilise public transport options and request they use the parking area adjacent to Manning Street on weekdays which can accommodate approximately 40 cars. JHCPB has confirmed with Inner West Council that workers will be directed not to park at Manning Street on weekends.

#### 8.2. Tools of trade

The sites will also allow for storage areas for workers who require tools of trade. By providing this space, the number of vehicles required to bring these tools to site every day will be minimised.

#### 8.3. Car pooling

Carpooling is strongly encouraged by the Project for providing sustainability and community benefits. Site toolboxes will be utilised to encourage Project personnel on the same shifts to coordinate with personnel comfortable with carpooling from similar locations. Those who demonstrate a commitment to carpooling will be provided with a permit to park on the Rozelle civil and tunnel site for the day, where capacity allows. This permit will be awarded at the site gates by the security personnel, with the vehicle will be required to have more than 60% occupancy in order to enter the site.



#### 8.4. Utilisation of active transport

JHCPB will encourage the construction workforce to use active methods of transport such as walking and cycling to reduce the usage of private vehicles. Bicycle parking facilities would be provided at each construction site and end-of-trip facilities would be provided within Rozelle civil and tunnel site (C5).

The local area surrounding the Project has a well-established walking and cycling network with dedicated cycle lanes and footpaths in the surrounding local roads, adjoined to shared paths along major arterial roads (Victoria Road and The Crescent). The figure below shows bicycle routes in close proximity to the Project, including:

- The shared path provided along Victoria Road, The Crescent East, The Crescent South, Anzac Bridge, James Craig Road, and
- The on-road cycleway along Lilyfield Road.

JHCPB has procured electric bicycles for staff who attend meetings in the community to further mitigate the Projects impact on street parking.



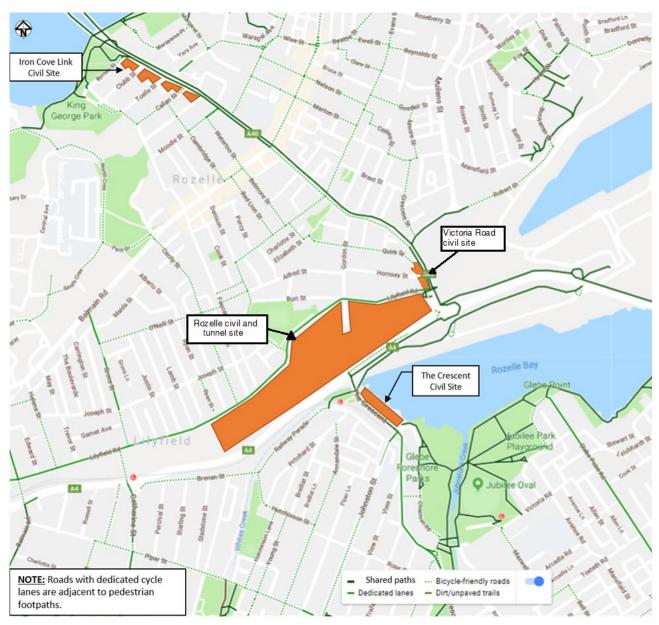


Figure 19 Bicycle routes in close proximity to the Project.

#### 8.5. Communicate parking restrictions to workers

Parking restrictions around construction sites will be communicated to construction workforce personnel through site inductions where they will be supplied with the Project Worker Code of Conduct, toolbox talks, and pre-start meetings as required. In addition, the following rules will be communicated to staff:

- Arrive and depart construction sites quietly and drive respectfully when travelling to and from the Project,
- Always check street signs for parking restrictions before leaving your vehicle, and
- If approached by a member of the public, be respectful and refer them to the Community Information Line.

Parking exclusions zones (i.e. "no parking areas") around construction sites will be clearly shown on maps provided at site offices, and on flyers to be issued at the induction as needed.



Educational initiatives will be provided to workers during inductions, pre-start meetings and toolbox talks, advising workers of carpooling incentives, and the availability of public transport and the shuttle bus service.

Where workers are impacting the amenity of residents, not complying with the Project Worker Code of Conduct, or repeatedly behaving or parking inappropriately they may be required to reattend the Project induction which will include detail on the alternative parking options. Stronger sanctions, up to and including dismissal, may be implemented for repeat offenders at the discretion of the Project Manager.

#### 8.6. Sub-contractor obligations

JHCPB will encourage the construction workforce to use public transport in order to reduce the number of private vehicles travelling to and from the Project. As part of this initiative, subcontractors will be required to provide employee transport strategies as part of the procurement process.

#### 8.7. Dedicated off-site parking

Satellite car parking has been leased at the closest public car park; the Superyacht Marina, off James Craig Drive, Rozelle.

This satellite parking location is serviced by the Project shuttle bus, connecting it to the Project work areas.

The Satellite parking is a;

- 9 minute walk to The Crescent (C6) site offices
- 10 minute walk to the Victoria Rd (C7) civil site
- 12 minute walk to the Gordon St offices for the Rozelle Rail yard (C5) site

As changes in the surrounding areas occur locations will continue to be investigated for offstreetcar parking opportunities and any successful locations will be included in any subsequent revisions of this Strategy. Project dedicated parking outside the EIS listed ancillary facilities that utilises a site not already zoned to operate as a parking facility may be subject to a modification application to the Planning Approval requiring the Planning Ministers approval.

#### 8.8. Demand Reduction

The Project is basing all personnel not required to be located at the construction sites in offices away from the works area. This provides a demand reduction of approximately 600 design and support services staff from travelling to the construction sites.



## 9. Monitoring and Reporting

#### 9.1. Monitoring of mitigation measures

Monitoring to assess the effectiveness of this Strategy would be carried out by the Project on local streets where parking has been temporarily removed (as a result of Project construction activities).

Monitoring will involve fortnightly inspections to confirm the following;

- 1. Parking is removed in a staged manner
- 2. Where alternative parking arrangements have been provided the arrangement is implemented
- 3. Site inspections of works which required parking removal to inspect for presence of worker cars
- 4. Compliance with parking restrictions

In addition to the above monitoring to monitor the impacts of on and off-street parking changes, monitoring will be undertaken to monitor the number of workers parking on local streets. This monitoring will continue for the lesser of;

- 6 months, or
- Implementation of a resident parking scheme, at which point worker parking options in local streets near the Project will be limited.

Monitoring will be undertaken by a monthly survey of workers at the morning pre-start meeting.

#### 9.2. Corrective actions

Where monitoring or community complaints identify non-conformances with this strategy, corrective actions shall be undertaken through the Project's non-conformance works procedure. Corrective actions would be documented as per the procedure. Where practicable, non-conformances and corresponding corrective actions would be communicated to the workforce and reinforced through various communications including but not limited to:

- Project toolbox and pre-start meetings,
- Project alerts,
- Investigation and implementation of alternative methods to reinforce the parking strategy,
- Investigation and implementation of other viable options for staff to use public transport,
- Where the owner of an offending vehicle can be identified, issuing warning notices,
- Reassessment and planning of works to further minimise site vehicles on affected streets, and
- Documenting actions in weekly and monthly internal reports.

#### 9.3. Reporting

A quarterly summary report would be provided to the Inner West Council, TfNSW and DPIE regarding the outcomes of the monitoring undertaken for the preceding quarter.

Details of non-conformances and corrective actions will be summarised.

#### 9.4. Contingency measures

Contingency measures would be dependent upon the issues/non-conformances identified during monitoring, and the effectiveness of corrective actions implemented, as per Sections 9.1 and 9.2, respectively.

Contingency measures would be investigated if it is determined that the corrective actions implemented are ineffective, and may include:



- Investigating additional off-site parking for the construction workforce,
- Revising site induction and toolbox talk content to better encourage the use of active and public transport and communicate designated and prohibited locations for construction workforce parking,
- Amending carpooling communications to encourage an increase in participation rates, and
- Implementing disciplinary process for repeated non-conformance.

#### 9.5. Update and amendment of this Strategy

Any revisions to this Strategy will be in accordance with the process outlined in Section 3.13 of the CEMP and as required, be provided to TfNSW, the Environmental Representative and other relevant stakeholders for review and comment and forwarded to the Secretary of DPIE for approval.

A copy of the updated Strategy and changes will be distributed to all relevant stakeholders in accordance with the approved document control procedure (refer to Section 3.13 of the CEMP).



### Annexure A Other Conditions of Approval and Revised Environmental Management Measures Relevant to this Plan

Table 23 Other Conditions of Approval relevant to the development of this Strategy.

CoA No.	Requirement	Where addressed
E43	During construction, where bus stops are required to be temporarily closed or relocated, such closure must not occur until relocated bus stops are functioning, have similar capacity and are relocated within a 400 metre walking distance of the existing bus stop. Closures and relocation of bus stops during construction must be undertaken in consultation with Transport for NSW and relevant council(s). Wayfinding signage must be provided directing commuters to adjacent or relocated bus stops. Footpaths must be provided to any relocated bus stops such that accessibility standards are met.	TTAMP Section 5.8
E44	Prior to the commencement of operation of the CSSI, all bus stops temporarily closed or relocated must be reinstated in a manner that provides equal or improved capacity and accessibility (including footpaths) in consultation with Transport for NSW and relevant council(s).	TTAMP Section 5.8
E52	Construction vehicles (including staff vehicles) associated with the CSSI must be managed to: (a) minimise parking on public roads;	This strategy and the TTAMP
	(a) minimise parking on public roads, (b) minimise idling and queuing on public roads; and	
	(c) ensure spoil haulage vehicles must adhere to the nominated haulage routes identified in the Traffic and Transport CEMP.	
E56	An independent Road Safety Audit(s) is to be undertaken by an appropriately qualified and experienced person during detailed design to assess the safety performance of new or modified local road, parking, pedestrian and cycle infrastructure provided as part of the CSSI (including ancillary facilities) to ensure that they meet the requirements of relevant design, engineering and safety guidelines, including Austroads Guide to Traffic Management. Audit findings and recommendations must be actioned prior to construction of the relevant infrastructure and must be made available to the Secretary on request.	Section 6.4.1 of the TTAMP



## Annexure B Parking Survey Data Summary

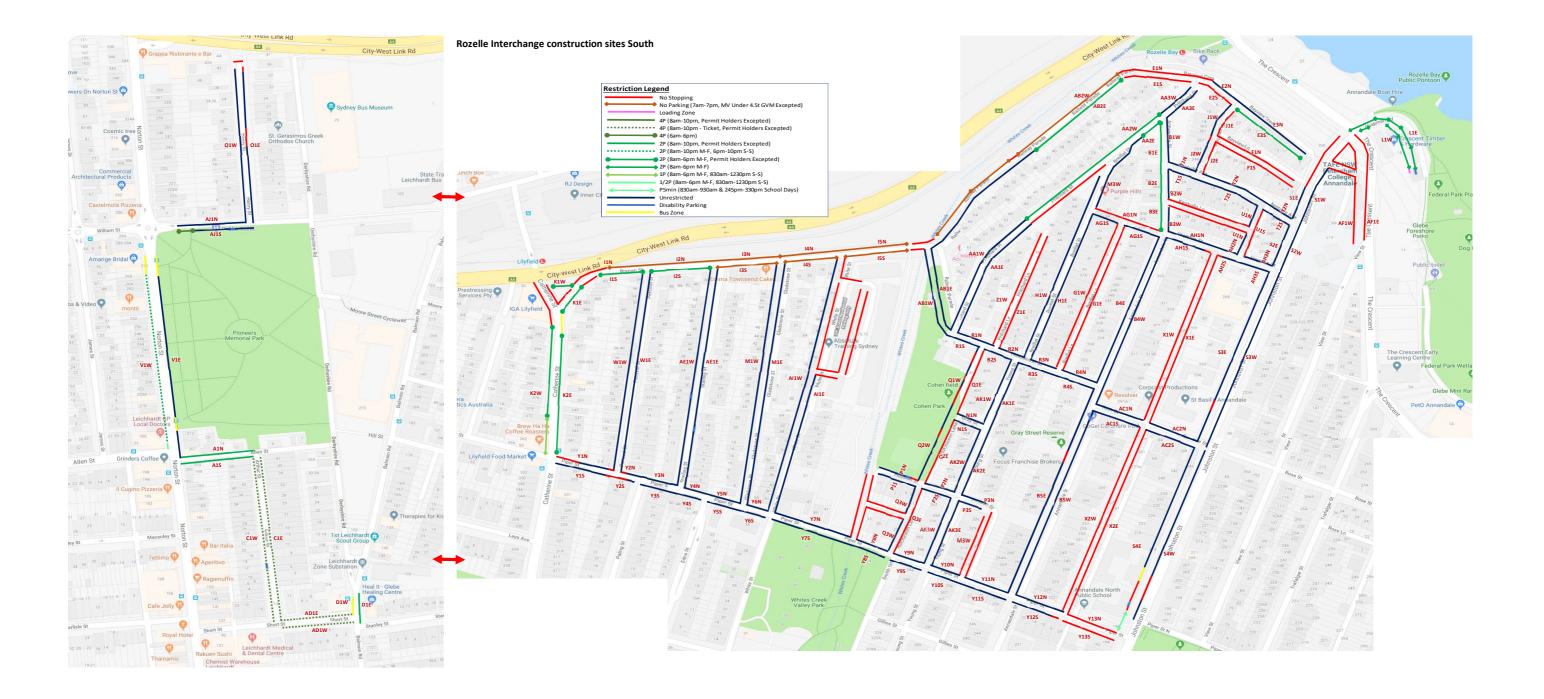


#### **Rozelle Interchange construction sites North**

#### All Parking Spaces

Rozelle Interchange construction sites North occupancy results – Weekdays

ozene interchange construction s			-		1											
Total Area Capacity	Capac	-	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900
	2184		1371	1223	1230	1213	1200	1236	1254	1245	1249	1219	1265	1309	1390	141:
	Unoccupied	763	813	961	954	971	984	948	930	939	935	965	919	875	794	77
	Percentage Ocupp		63%	56%	56%	56%	55%	57%	57%	57%	57%	56%	58%	60%	64%	65
zelle Interchange construction	sites North occupa	cy results – So	aturday													
Total Area Capacity	Capac		600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	19
	2184		1391	1378	1254	1219	1263	1240	1296	1237	1282	1309	1331	1384	1398	14
	Unoccupied	732	774	787	911	946	902	925	869	928	883	856	834	781	767	74
	Percentage Ocupp	ed 66%	64%	64%	58%	56%	58%	57%	60%	57%	59%	60%	61%	64%	65%	65
zelle Interchange construction	sites North occupan	cy results – Su	nday													
Total Area Capacity	Capac	ty 500	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	19
Total Area capacity	2184	1485	1451	1383	1323	1293	1247	1191	1226	1236	1259	1297	1381	1399	1437	14
	Unoccupied	680	714	782	842	872	918	974	939	929	906	868	784	766	728	69
	Percentage Ocupp	e <b>d</b> 69%	67%	64%	61%	60%	58%	55%	57%	57%	58%	60%	64%	65%	66%	68
zelle Interchange construction s	sites North occupa	cy results – 7	Day													
Total Area Co	Capac	ty 500	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	19
Total Area Capacity	2184	1430	1384	1267	1246	1225	1215	1230	1255	1242	1253	1242	1289	1331	1396	14
	Unoccupied	754	800	917	938	959	969	954	929	942	931	942	895	853	788	7
	Percentage Ocupp	ed 65%	63%	58%	57%	56%	56%	56%	57%	57%	57%	57%	59%	61%	64%	6
zelle Interchange construction	Capac		600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	19
Total Area Capacity	149		935	834	833	824	810	837	846	831	838	819	848	873	926	94
	Unoccupied	512	560	661	662	671	685	658	649	664	657	676	647	622	569	5
	Percentage Ocupp		63%	56%	56%	55%	54%	56%	57%	56%	56%	55%	57%	58%	62%	63
zelle Interchange construction :				5070	5070	3370	3470	5070	3770	50/0	5070	3370	5770	3070	0270	0.
	Capac		600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	19
Total Area Capacity	149	-	980	966	856	837	869	856	897	857	884	907	922	956	969	9
	Unoccupied	487	515	500	639	658	626	639	598	638	611	588	573	530	526	5
	Percentage Ocuppi		66%	65%	57%	56%	58%	57%	60%	57%	59%	61%	62%	64%	65%	66
zelle Interchange construction	•			0370	5770	5070	3070	5770	0070	5770	3370	01/0	02/0	0470	0370	
-	Capac		600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	19
Total Area Capacity	149	-	1009	964	923	895	870	823	834	845	857	890	953	968	994	10
	Unoccupied	455	486	531	572	600	625	672	661	650	638	605	535	500	501	4
	Percentage Ocupp		67%	64%	62%	60%	58%	55%	56%	57%	57%	60%	64%	65%	66%	68
zelle Interchange construction :				0470	0270	0070	5070	5570	3070	5770	51/0	0070	0470	0370	0070	00
zene mierenunge constructions	Capac	,	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	19
Total Area Capacity	149		952	871	849	836	827	838	851	837	847	842	873	899	942	
	Unoccupied	501	543	624	646	659	668	657	644	658	648	653	622	596	553	95 53
	· · ·															
	Percentage Ocupp	ed 67%	64%	58%	57%	56%	55%	56%	57%	56%	57%	56%	58%	60%	63%	64



#### **Rozelle Interchange construction sites South**

#### All Parking Spaces

#### Rozelle Interchange construction sites South occupancy results – Weekdays

Total Area Capacity	Capacity	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	20
Total Area Capacity	2040	1276	1281	1235	1153	1135	1135	1118	1144	1142	1126	1103	1128	1173	1231	13
	Unoccupied	764	759	805	887	905	905	923	896	898	914	937	912	867	809	65
	Percentage Ocuppied	63%	63%	61%	57%	56%	56%	55%	56%	56%	55%	54%	55%	57%	60%	68
elle Interchange construction	sites South occupancy re	sults – Sat	urday													
Total Area Capacity	Capacity	500	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	19
Total Area Capacity	2040	1277	1274	1263	1244	1208	1192	1152	1103	1144	1177	1168	1220	1198	1248	11
	Unoccupied	763	766	777	796	832	848	888	937	896	863	872	820	842	792	9
	Percentage Ocuppied	63%	62%	62%	61%	59%	58%	56%	54%	56%	58%	57%	60%	59%	61%	5
elle Interchange construction	sites South occupancy re	sults – Sun	day													
Total Area Capacity	Capacity	500	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1
Total Area capacity	2040	1286	1315	1303	1285	1249	1229	1186	1191	1160	1177	1181	1200	1187	1244	1
	Unoccupied	754	725	737	755	791	811	854	849	880	863	859	840	853	796	e
	Percentage Ocuppied	63%	64%	64%	63%	61%	60%	58%	58%	57%	58%	58%	59%	58%	61%	7
elle Interchange construction	sites South occupancy re	sults – 7 D	ay													
Total Area Capacity	Capacity	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2
Total Area capacity	2040	1277	1284	1248	1184	1161	1156	1132	1144	1144	1140	1122	1154	1178	1235	1
	Unoccupied	763	756	792	856	879	884	908	896	896	900	918	886	862	805	
	Percentage Ocuppied	63%	63%	61%	58%	57%	57%	55%	56%	56%	56%	55%	57%	58%	61%	6
Total Area Capacity	Capacity	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2
Total Area Capacity	1687	1074	1067	1033	965	947	941	928	953	947	937	917	932	967	1013	1
	Unoccupied	613	620	654	722	740	746	759	734	740	750	770	755	720	674	5
	Percentage Ocuppied	64%	63%	61%	57%	56%										
elle Interchange construction	sites South occupancy re	culto Cat				5670	56%	55%	57%	56%	56%	54%	55%	57%	60%	e
		suits – sui	urday			5070	56%	55%	57%	56%	56%	54%	55%	57%	60%	e
Total Area Canacity	Capacity	500	urday 600	700	800	900	56% 1000	55% <b>1100</b>	57% 1200	56% 1300	56% 1400	54%	55% 1600	57% <b>1700</b>	60% 1800	
Total Area Capacity	Capacity 1687		,	<b>700</b> 1055												1
Total Area Capacity		500	600		800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1
	1687 Unoccupied Percentage Ocuppied	<b>500</b> 1083 604 64%	600 1073 614 64%	1055	<b>800</b> 1025	<b>900</b> 1002	<b>1000</b> 980	<b>1100</b> 925	<b>1200</b> 889	<b>1300</b> 930	<b>1400</b> 948	<b>1500</b> 948	<b>1600</b> 990	<b>1700</b> 978	<b>1800</b> 1019	1
	1687 Unoccupied Percentage Ocuppied	<b>500</b> 1083 604 64%	600 1073 614 64% day	1055 632 63%	800 1025 662 61%	900 1002 685 59%	<b>1000</b> 980 707 58%	<b>1100</b> 925 762 55%	<b>1200</b> 889 798 53%	<b>1300</b> 930 757 55%	<b>1400</b> 948 739 56%	<b>1500</b> 948 739 <b>56%</b>	<b>1600</b> 990 697 59%	<b>1700</b> 978 709 58%	<b>1800</b> 1019 668 60%	1 1 6
elle Interchange construction	1687 Unoccupied Percentage Ocuppied sites South occupancy re Capacity	500 1083 604 64% sults – Sun 500	600 1073 614 64% day 600	1055 632 63% 700	800 1025 662 61% 800	900 1002 685 59% 900	1000 980 707 58% 1000	1100 925 762 55% 1100	1200 889 798 53% 1200	1300 930 757 55% 1300	1400 948 739 56% 1400	1500 948 739 56% 1500	1600 990 697 59% 1600	1700 978 709 58% 1700	1800 1019 668 60% 1800	1
	1687 Unoccupied Percentage Ocuppied sites South occupancy re Capacity 1687	<b>500</b> 1083 604 <b>64%</b> <i>sults – Sun</i> <b>500</b> 1094	600 1073 614 64% day 600 1103	1055 632 63% 700 1083	800 1025 662 61% 800 1064	900 1002 685 59% 900 1026	1000 980 707 58% 1000 998	1100 925 762 55% 1100 970	1200 889 798 53% 1200 970	1300 930 757 55% 1300 940	1400 948 739 56% 1400 944	1500 948 739 56% 1500 941	1600 990 697 59% 1600 974	1700 978 709 58% 1700 983	1800 1019 668 60% 1800 1039	1 1 5 6 1
elle Interchange construction	1687 Unoccupied Percentage Ocuppied sites South occupancy re Capacity 1687 Unoccupied	<b>500</b> 1083 604 <b>64%</b> sults – Sun <b>500</b> 1094 593	600 1073 614 64% day 600 1103 584	1055 632 63% 700 1083 604	800 1025 662 61% 800 1064 623	900 1002 685 59% 900 1026 661	1000 980 707 58% 1000 998 689	1100 925 762 55% 1100 970 717	1200 889 798 53% 1200 970 717	<b>1300</b> 930 757 <b>5</b> 5% <b>1300</b> 940 747	1400 948 739 56% 1400 944 743	1500 948 739 56% 1500 941 746	<b>1600</b> 990 697 <b>59%</b> <b>1600</b> 974 713	1700 978 709 58% 1700 983 704	1800 1019 668 60% 1800 1039 648	1 1 9 6 1 1
elle Interchange construction : Total Area Capacity	1687 Unoccupied Percentage Ocuppied sites South occupancy re Capacity 1687 Unoccupied Percentage Ocuppied	500 1083 604 64% sults – Sun 500 1094 593 65%	600 1073 614 64% day 600 1103 584 65%	1055 632 63% 700 1083	800 1025 662 61% 800 1064	900 1002 685 59% 900 1026	1000 980 707 58% 1000 998	1100 925 762 55% 1100 970	1200 889 798 53% 1200 970	1300 930 757 55% 1300 940	1400 948 739 56% 1400 944	1500 948 739 56% 1500 941	1600 990 697 59% 1600 974	1700 978 709 58% 1700 983	1800 1019 668 60% 1800 1039	1 1 9 6 1 1
elle Interchange construction . Total Area Capacity	1687 Unoccupied Percentage Ocuppied sites South occupancy re Capacity 1687 Unoccupied Percentage Ocuppied sites South occupancy re	500 1083 604 64% sults – Sun 500 1094 593 65% sults – 7 D	600 1073 614 64% day 600 1103 584 65% ay	1055 632 63% 700 1083 604 64%	800 1025 662 61% 800 1064 623 63%	900 1002 685 59% 900 1026 661 61%	1000 980 707 58% 1000 998 689 59%	1100 925 762 55% 1100 970 717 57%	1200 889 798 53% 1200 970 717 58%	1300           930           757           55%           1300           940           747           56%	1400 948 739 56% 1400 944 743 56%	1500 948 739 56% 1500 941 746 56%	1600 990 697 59% 1600 974 713 58%	1700 978 709 58% 1700 983 704 58%	1800           1019           668           60%           1039           648           62%	1 1 5 6
elle Interchange construction Total Area Capacity	1687 Unoccupied Percentage Ocuppied sites South occupancy re Capacity 1687 Unoccupied Percentage Ocuppied sites South occupancy re Capacity	500 1083 604 64% sults – Sun 500 1094 593 65% sults – 7 D 600	600 1073 614 64% day 600 1103 584 65% ay 700	1055 632 63% 700 1083 604 64% 800	800 1025 662 61% 800 1064 623 63% 900	900 1002 685 59% 900 1026 661 61% 1000	1000 980 707 58% 1000 998 689 59%	1100 925 762 55% 1100 970 717 57%	1200 889 798 53% 1200 970 717 58%	1300 930 757 55% 1300 940 747 56%	1400 948 739 56% 1400 944 743 56%	1500 948 739 56% 1500 941 746 56%	1600 990 697 59% 1600 974 713 58%	1700 978 709 58% 1700 983 704 58%	1800 1019 668 60% 1800 1039 648 62%	6 19 17 5 6 19 17 17 17 17 17 17 17 17 17 17 17 17 17
elle Interchange construction Total Area Capacity elle Interchange construction	I 1687 Unoccupied Percentage Ocuppied Sites South occupancy re Capacity 1687 Unoccupied Percentage Ocuppied Sites South occupancy re Capacity 1687	500 1083 604 501ts – Sun 500 1094 593 65% 501ts – 7 D 600 1077	600 1073 614 64% day 600 1103 584 65% ay 700 1073	1055 632 63% 700 1083 604 64% 800 1043	800 1025 662 61% 800 1064 623 63% 900 987	900 1002 685 59% 900 1026 661 61% 1000 965	1000 980 707 58% 1000 998 689 59% 1100 954	1100 925 762 55% 1100 970 717 57% 1200 933	1200 889 798 53% 1200 970 717 58% 1300 946	1300 930 757 55% 1300 940 747 56% 1400 943	1400 948 739 56% 1400 944 743 56% 1500 939	1500 948 739 56% 1500 941 746 56% 1600 924	1600 990 697 59% 1600 974 713 58% 1700 946	1700 978 709 58% 1700 983 704 58% 1800 971	1800 1019 668 60% 1800 1039 648 62% 1900 1017	19 11 5 6 19 11 4 7 7 20 11
elle Interchange construction Total Area Capacity elle Interchange construction	1687 Unoccupied Percentage Ocuppied sites South occupancy re Capacity 1687 Unoccupied Percentage Ocuppied sites South occupancy re Capacity	500 1083 604 64% sults – Sun 500 1094 593 65% sults – 7 D 600	600 1073 614 64% day 600 1103 584 65% ay 700	1055 632 63% 700 1083 604 64% 800	800 1025 662 61% 800 1064 623 63% 900	900 1002 685 59% 900 1026 661 61% 1000	1000 980 707 58% 1000 998 689 59%	1100 925 762 55% 1100 970 717 57%	1200 889 798 53% 1200 970 717 58%	1300 930 757 55% 1300 940 747 56%	1400 948 739 56% 1400 944 743 56%	1500 948 739 56% 1500 941 746 56%	1600 990 697 59% 1600 974 713 58%	1700 978 709 58% 1700 983 704 58%	1800 1019 668 60% 1800 1039 648 62%	1 1 6 1 1 2 7



#### Iron Cove Site

#### All Parking Spaces

Iron Cove site occupancy results – Weekdays

Total Area Capacity	Capacity	500	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	190
Total Area Capacity	737	440	456	442	404	412	433	427	424	457	452	421	425	465	473	476
	Unoccupied	297	281	295	333	325	304	310	313	280	285	316	312	272	264	26
	Percentage Ocuppied	60%	62%	60%	55%	56%	59%	58%	57%	62%	61%	57%	58%	63%	64%	65
Cove site occupancy results –	Saturday		-							-						
Total Area Capacity	Capacity	500	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	190
Total Area Capacity	737	450	465	478	468	480	484	484	474	490	500	485	506	473	472	47
	Unoccupied	287	272	259	269	257	253	253	263	247	237	252	231	264	265	26
	Percentage Ocuppied	61%	63%	65%	64%	65%	66%	66%	64%	66%	68%	66%	69%	64%	64%	64
Cove site occupancy results -	Sunday															
Total Area Capacity	Capacity	500	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	19
Total Alea Capacity	737	448	463	467	482	542	531	507	511	506	523	525	504	502	463	4
	Unoccupied	289	274	270	255	195	206	230	226	231	214	212	233	235	274	26
	Percentage Ocuppied	61%	63%	63%	65%	74%	72%	69%	69%	69%	71%	71%	68%	68%	63%	64
Cove site occupancy results –	7 Day															
Total Area Capacity	Capacity	500	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	19
Total Area Capacity	737	442	459	451	424	440	454	447	443	469	469	445	448	471	471	4
	Unoccupied	295	278	286	313	297	283	290	294	268	268	292	289	266	266	2
	Percentage Ocuppied	60%	62%	61%	58%	60%	62%	61%	60%	64%	64%	60%	61%	64%	64%	6
Cove site occupancy results –	Weekdays															
Cove site occupancy results –	Weekdays Capacity	500	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	19
Cove site occupancy results – Total Area Capacity		<b>500</b> 280	600 287	<b>700</b> 275	<b>800</b> 253	<b>900</b> 254	<b>1000</b> 259	<b>1100</b> 255	<b>1200</b> 249	<b>1300</b> 268	<b>1400</b> 274	<b>1500</b> 263	<b>1600</b> 265	<b>1700</b> 298	<b>1800</b> 297	
· · ·	Capacity															2
· · ·	Capacity 473	280	287	275	253	254	259	255	249	268	274	263	265	298	297	2 1
· · ·	Capacity 473 Unoccupied Percentage Ocuppied	280 193	287 186	275 198	253 220	254 219	259 214	255 218	249 224	268 205	274 199	263 210	265 208	298 175	297 176	2 1
Total Area Capacity Cove site occupancy results –	Capacity 473 Unoccupied Percentage Ocuppied	280 193	287 186	275 198	253 220	254 219	259 214	255 218	249 224	268 205	274 199	263 210	265 208	298 175	297 176	2 1 6
Total Area Capacity	Capacity 473 Unoccupied Percentage Ocuppied Saturday	280 193 59%	287 186 61%	275 198 58%	253 220 53%	254 219 54%	259 214 55%	255 218 54%	249 224 53%	268 205 57%	274 199 58%	263 210 56%	265 208 56%	298 175 63%	297 176 63%	2 1 6
Total Area Capacity Cove site occupancy results –	Capacity 473 Unoccupied Percentage Ocuppied Saturday Capacity	280 193 59% 500	287 186 61%	275 198 58% 700	253 220 53% 800	254 219 54% 900	259 214 55%	255 218 54% 1100	249 224 53% 1200	268 205 57% 1300	274 199 58% 1400	263 210 56% 1500	265 208 56% 1600	298 175 63% 1700	297 176 63% 1800	2: 1; 6; 19 2;
Total Area Capacity Cove site occupancy results –	Capacity 473 Unoccupied Percentage Ocuppied Saturday Capacity 473	280 193 59% 500 285	287 186 61% 600 295	275 198 58% 700 303	253 220 53% 800 289	254 219 54% 900 290	259 214 55% 1000 288	255 218 54% 1100 289	249 224 53% <b>1200</b> 285	268 205 57% 1300 294	274 199 58% 1400 302	263 210 56% 1500 297	265 208 56% 1600 308	298 175 63% 1700 288	297 176 63% 1800 288	2 1 6 19 2 1
Total Area Capacity Cove site occupancy results –	Capacity 473 Unoccupied Percentage Ocuppied Saturday Capacity 473 Unoccupied Percentage Ocuppied	280 193 59% 500 285 188	287 186 61% 600 295 178	275 198 58% 700 303 170	253 220 53% 800 289 184	254 219 54% 900 290 183	259 214 55% 1000 288 185	255 218 54% 1100 289 184	249 224 53% 1200 285 188	268 205 57% 1300 294 179	274 199 58% 1400 302 171	263 210 56% 1500 297 176	265 208 56% 1600 308 165	298 175 63% 1700 288 185	297 176 63% 1800 288 185	2: 1: 6: 19 2: 1:
Total Area Capacity Cove site occupancy results – Total Area Capacity Cove site occupancy results –	Capacity 473 Unoccupied Percentage Ocuppied Saturday Capacity 473 Unoccupied Percentage Ocuppied	280 193 59% 500 285 188	287 186 61% 600 295 178	275 198 58% 700 303 170	253 220 53% 800 289 184	254 219 54% 900 290 183	259 214 55% 1000 288 185	255 218 54% 1100 289 184	249 224 53% 1200 285 188	268 205 57% 1300 294 179	274 199 58% 1400 302 171	263 210 56% 1500 297 176	265 208 56% 1600 308 165	298 175 63% 1700 288 185	297 176 63% 1800 288 185	21 13 63 19 23 14 63
Total Area Capacity Cove site occupancy results – Total Area Capacity	Capacity 473 Unoccupied Percentage Ocuppied Saturday Capacity 473 Unoccupied Percentage Ocuppied Sunday	280 193 59% 500 285 188 60%	287 186 61% 600 295 178 62%	275 198 58% 700 303 170 64%	253 220 53% 800 289 184 61%	254 219 54% 900 290 183 61%	259 214 55% 1000 288 185 61%	255 218 54% 1100 289 184 61%	249 224 53% 1200 285 188 60%	268 205 57% 1300 294 179 62%	274 199 58% 1400 302 171 64%	263 210 56% <b>1500</b> 297 176 63%	265 208 56% 1600 308 165 65%	298 175 63% 1700 288 185 61%	297 176 63% 1800 288 185 61%	29 13 69 19 20 13 60 19
Total Area Capacity Cove site occupancy results – Total Area Capacity Cove site occupancy results –	Capacity 473 Unoccupied Percentage Ocuppied Saturday Capacity 473 Unoccupied Percentage Ocuppied Sunday Capacity	280 193 59% 500 285 188 60% 500	287 186 61% 600 295 178 62% 600	275 198 58% 700 303 170 64% 700	253 220 53% 800 289 184 61% 800	254 219 54% 900 290 183 61% 900	259 214 55% 1000 288 185 61%	255 218 54% 1100 289 184 61%	249 224 53% 1200 285 188 60% 1200	268 205 57% 1300 294 179 62%	274 199 58% 1400 302 171 64%	263 210 56% 1500 297 176 63%	265 208 56% 1600 308 165 65%	298 175 63% 1700 288 185 61% 1700	297 176 63% 1800 288 185 61% 1800	2: 13 6: 19 2: 13 6: 15 2: 15 2: 2:
Total Area Capacity Cove site occupancy results – Total Area Capacity Cove site occupancy results –	Capacity 473 Unoccupied Percentage Ocuppied Saturday Capacity 473 Unoccupied Percentage Ocuppied Sunday Capacity 473	280 193 59% 500 285 188 60% 500 284	287 186 61% 295 178 62% 600 289	275 198 58% 700 303 170 64% 700 297	253 220 53% 800 289 184 61% 800 304	254 219 54% 900 290 183 61% 900 364	259 214 55% 1000 288 185 61% 1000 365	255 218 54% 1100 289 184 61% 1100 344	249 224 53% 1200 285 188 60% 1200 328	268 205 57% 1300 294 179 62% 1300 310	274 199 58% 1400 302 171 64% 1400 329	263 210 56% 1500 297 176 63% 1500 332	265 208 56% 1600 308 165 65% 1600 325	298 175 63% 1700 288 185 61% 1700 324	297 176 63% 1800 288 185 61% 1800 283	2: 13 63 19 23 13 63 19 63 19 24 11 10 11
Total Area Capacity Cove site occupancy results – Total Area Capacity Cove site occupancy results – Total Area Capacity	Capacity 473 Unoccupied Percentage Ocuppied Saturday Capacity 473 Unoccupied Percentage Ocuppied Sunday Capacity 473 Unoccupied Percentage Ocuppied	280 193 59% 500 285 188 60% 500 284 189	287 186 61% 295 178 62% 600 289 184	275 198 58% 700 303 170 64% 700 297 176	253 220 53% 800 289 184 61% 800 304 169	254 219 54% 900 290 183 61% 900 364 109	259 214 55% 1000 288 185 61% 1000 365 108	255 218 54% 1100 289 184 61% 1100 344 129	249 224 53% 1200 285 188 60% 1200 328 145	268 205 57% 1300 294 179 62% 1300 310	274 199 58% 1400 302 171 64% 1400 329 144	263 210 56% 1500 297 176 63% 1500 332 141	265 208 56% 1600 308 165 65% 1600 325 148	298 175 63% 1700 288 185 61% 1700 324 149	297 176 63% 1800 288 185 61% 1800 283 190	2: 13 63 19 23 13 63 19 63 19 24 11 10 11
Total Area Capacity Cove site occupancy results - Total Area Capacity Cove site occupancy results - Total Area Capacity Cove site occupancy results -	Capacity 473 Unoccupied Percentage Ocuppied Saturday Capacity 473 Unoccupied Percentage Ocuppied Sunday Capacity 473 Unoccupied Percentage Ocuppied	280 193 59% 500 285 188 60% 500 284 189	287 186 61% 295 178 62% 600 289 184	275 198 58% 700 303 170 64% 700 297 176	253 220 53% 800 289 184 61% 800 304 169	254 219 54% 900 290 183 61% 900 364 109	259 214 55% 1000 288 185 61% 1000 365 108	255 218 54% 1100 289 184 61% 1100 344 129	249 224 53% 1200 285 188 60% 1200 328 145	268 205 57% 1300 294 179 62% 1300 310	274 199 58% 1400 302 171 64% 1400 329 144	263 210 56% 1500 297 176 63% 1500 332 141	265 208 56% 1600 308 165 65% 1600 325 148	298 175 63% 1700 288 185 61% 1700 324 149	297 176 63% 1800 288 185 61% 1800 283 190	29 11 61 19 24 61 14 61 19 24 14 61
Total Area Capacity Cove site occupancy results – Total Area Capacity Cove site occupancy results – Total Area Capacity	Capacity       473       Unoccupied       Percentage Ocuppied       Saturday       Capacity       473       Unoccupied       Percentage Ocuppied       Sunday       Capacity       473       Unoccupied       Percentage Ocupied       Parcentage Ocupied       Percentage Ocupied       7 Day	280 193 59% 500 285 188 60% 500 284 189 60%	287 186 61% 295 178 62% 600 289 184 61%	275 198 58% 700 303 170 64% 700 297 176 63%	253 220 53% 800 289 184 61% 800 304 169 64%	254 219 54% 900 290 183 61% 900 364 109 77%	259 214 55% 1000 288 185 61% 1000 365 108 77%	255 218 54% 1100 289 184 61% 1100 344 129 73%	249 224 53% 285 188 60% 1200 328 145 69%	268 205 57% 1300 294 179 62% 1300 310 163 66%	274 199 58% 1400 302 171 64% 1400 329 144 70%	263 210 56% 1500 297 176 63% 1500 332 141 70%	265 208 56% 1600 308 165 65% 1600 325 148 69%	298 175 63% 1700 288 185 61% 1700 324 149 68%	297 176 63% 1800 288 185 61% 1800 283 190 60%	19 29 18 61 19 28 18 61 19 28 18 61
Total Area Capacity Cove site occupancy results - Total Area Capacity Cove site occupancy results - Total Area Capacity Cove site occupancy results -	Capacity       473       Unoccupied       Percentage Ocuppied       Saturday       Capacity       473       Unoccupied       Percentage Ocuppied       Sunday       Capacity       473       Unoccupied       Percentage Ocuppied       A73       Unoccupied       Percentage Ocuppied       7 Day	280 193 59% 285 188 60% 500 284 189 60%	287 186 61% 295 178 62% 600 289 184 61%	275 198 58% 700 303 170 64% 700 297 176 63% 700	253 220 53% 800 289 184 61% 800 304 169 64%	254 219 54% 900 290 183 61% 900 364 109 77%	259 214 55% 288 185 61% 1000 365 108 77%	255 218 54% 1100 289 184 61% 1100 344 129 73%	249 224 53% 1200 285 188 60% 1200 328 145 69%	268 205 57% 1300 294 179 62% 1300 310 163 66%	274 199 58% 1400 302 171 64% 1400 329 144 70%	263 210 56% 1500 297 176 63% 1500 332 141 70%	265 208 56% 1600 308 165 65% 1600 325 148 69%	298 175 63% 1700 288 185 61% 1700 324 149 68%	297 176 63% 1800 288 185 61% 1800 283 190 60%	29 18 61 19 28 18 61 19 28 18 61 19 28 18 61 19 28 18 19 28 18 19 28 18 19 28 18 18 19 28 18 18 19 28 18 18 18 19 28 18 18 18 18 18 18 18 18 18 1

# **Rozelle Interchange construction sites North - Gordon Street** *Gordon Street occupancy results – Weekdays*

		ncy results -				1		1			1		1	1	1	1		1	1
Location	Side	Map Code	Between	Capacity	500	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900
		S1E	Victoria and Prince	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		S2E	Prince and Quirk	2	1	1	1	1	1	1	2	2	2	1	1	1	0	1	1
	East	S3E	Quirk and Hornsey	9	8	7	4	4	6	4	4	4	4	4	4	5	5	7	8
		S4E	Hornsey and Alfred	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		S5E	Alfred and Lilyfield	8	3	2	3	3	2	3	3	2	2	2	2	2	3	5	5
Gordon St		S6E	South of Lilyfield	11	3	4	7	6	7	7	7	7	7	7	7	7	7	6	6
(Street "S")		S1W	Victoria and Prince	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		S2W	Prince and Quirk	5	0	0	0	0	1	2	1	0	0	0	0	0	0	3	4
	West	S3W	Quirk and Hornsey	9	8	6	6	5	5	5	4	5	5	5	4	5	5	7	7
	west	S4W	Hornsey and Alfred	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		S5W	Alfred and Lilyfield	6	4	4	3	3	1	1	3	3	3	2	2	2	3	3	4
		S6W	South of Lilyfield	8	1	3	7	7	7	8	7	6	6	6	7	7	7	6	5
			Total	58	28	29	31	29	29	30	31	30	28	28	27	28	30	39	39
				Unoccupied	30	29	27	29	29	28	27	28	30	30	31	30	28	19	19
			Percenta	age Ocuppied	48%	49%	53%	50%	50%	52%	53%	51%	49%	48%	47%	48%	52%	67%	67%
Gordon Str	eet occupa	ncy results -	- Saturday																
Location	Side	Map Code	Between	Capacity	500	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900
		S1E	Victoria and Prince	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		S2E	Prince and Quirk	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		\$3E	Quirk and Hornsey	9	8	7	7	3	6	4	7	5	4	4	3	3	4	5	5
	East	S4E	Hornsey and Alfred	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		S5E	Alfred and Lilyfield	8	3	3	3	4	4	4	3	3	3	2	2	2	2	4	4
Gordon St		SGE	South of Lilyfield	11	6	6	6	6	6	7	5	5	5	5	5	5	5	5	5
(Street "S")		S1W	Victoria and Prince	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		S2W	Prince and Quirk	5	0	0	0	1	3	3	3	3	2	3	3	3	1	1	2
		S3W	Quirk and Hornsey	9	8	8	8	7	8	7	6	5	7	7	7	6	5	5	5
	West	S4W	Hornsey and Alfred	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		54W	Alfred and Lilyfield	6	4	4	4	4	4	5	2	3	2	2	1	1	2	2	2
		S6W	South of Lilyfield	8	2	1	1	1	4	1	1	1	1	1	1	1	1	1	1
		5674	Total	58	31	29	29	26	32	31	27	25	24	24	22	21	20	23	24
			TOLAT	Unoccupied	27					27									
			Dorconte	age Ocuppied		29	29	32	26		31	33	34	34	36	37	38	35	34
Cardon Ctr		nou roculto		age Ocuppieu	53%	50%	50%	45%	55%	53%	47%	43%	41%	41%	38%	36%	34%	40%	41%
Location	Side	ncy results -	1	Courseiter	500	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900
Location	Side	Map Code S1E	Between Victoria and Prince	Capacity 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		S1E S2E		2	1	1	0	1	0	0	0	0	0	2	0	1	0	0	0
			Prince and Quirk			1				5	-		7						
	East	S3E	Quirk and Hornsey	9	7		7	6	6		4	7		6	6	7	7	5	5
		S4E	Hornsey and Alfred	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		S5E	Alfred and Lilyfield	8	2	2	2	3	3	3	4	4	4	3	3	2	2	2	2
Gordon St		S6E	South of Lilyfield	11	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Street "S")		S1W	Victoria and Prince	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		S2W	Prince and Quirk	5	1	2	2	1	1	1	1	2	1	1	2	1	2	2	1
	West	S3W	Quirk and Hornsey	9	8	8	6	5	5	7	7	7	8	8	8	8	6	8	8
		S4W	Hornsey and Alfred	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		S5W	Alfred and Lilyfield	6	3	2	2	2	3	2	3	3	2	5	5	2	3	3	2
		S6W	South of Lilyfield	8	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
			Total	58	27	27	24	23	23	23	24	28	27	30	29	26	25	25	23
				Unoccupied	31	31	34	35	35	35	34	30	31	28	29	32	33	33	35
			Percenta	age Ocuppied	47%	47%	41%	40%	40%	40%	41%	48%	47%	52%	50%	45%	43%	43%	40%

Gordon Street occupancy results – 7 Day

Location	Side	Map Code	Between	Capacity	500	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900
		S1E	Victoria and Prince	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		S2E	Prince and Quirk	2	1	1	1	1	1	1	1	1	1	1	1	1	0	1	1
	East	S3E	Quirk and Hornsey	9	8	7	5	4	6	4	4	5	4	4	4	5	5	7	7
	Last	S4E	Hornsey and Alfred	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		S5E	Alfred and Lilyfield	8	3	2	3	3	2	3	3	3	2	2	2	2	3	4	4
Gordon St		S6E	South of Lilyfield	11	4	4	6	6	6	6	6	7	6	6	6	6	6	6	5
(Street "S")		S1W	Victoria and Prince	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		S2W	Prince and Quirk	5	0	0	0	0	1	2	1	1	1	1	1	1	1	3	3
	West	S3W	Quirk and Hornsey	9	8	7	6	5	5	6	5	5	6	5	5	5	5	7	7
	west	S4W	Hornsey and Alfred	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		S5W	Alfred and Lilyfield	6	4	4	3	3	2	2	3	3	3	2	2	2	3	3	3
		S6W	South of Lilyfield	8	1	3	5	5	5	6	5	5	5	5	5	5	5	5	4
			Total	58	28	28	30	28	29	29	29	29	28	27	27	27	28	35	34
				Unoccupied	30	30	28	30	29	29	29	29	30	31	31	31	30	23	24
			Percenta	age Ocuppied	48%	49%	51%	48%	49%	50%	50%	50%	48%	47%	46%	46%	48%	60%	59%

# Rozelle Interchange construction sites North - Hornsey Street Hornsey Street occupancy results - Weekdays

nonisey su	eer occupt	incy results	- WEEKUUYS																
Location	Side	Map Code	Between	Capacity	500	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900
Hornsey St	East	Z1E	Gordon and Victoria	39	31	33	25	23	22	24	27	26	26	27	26	27	30	37	38
(Street "Z")	West	Z1W	Gordon and Victoria	29	27	27	20	19	16	17	17	18	19	18	17	22	25	28	28
			Total	68	58	60	45	42	38	40	44	44	45	45	43	49	56	65	65
				Unoccupied	10	8	23	26	30	28	24	24	23	23	25	19	12	3	3
			Percenta	age Ocuppied	85%	88%	66%	61%	56%	59%	65%	64%	66%	66%	64%	73%	82%	95%	96%
Hornsey Sti	reet occupa	ancy results	– Saturday																
Location	Side	Map Code	Between	Capacity	500	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900
Hornsey St	North	Z1N	Gordon and Victoria	39	38	35	35	33	33	33	28	29	31	30	33	32	34	34	35
(Street "Z")	South	Z1S	Gordon and Victoria	29	27	25	25	26	23	23	24	25	24	25	29	28	27	25	26
			Total	68	65	60	60	59	56	56	52	54	55	55	62	60	61	59	61
				Unoccupied	3	8	8	9	12	12	16	14	13	13	6	8	7	9	7
			Percenta	age Ocuppied	96%	88%	88%	87%	82%	82%	76%	79%	81%	81%	91%	88%	90%	87%	90%
Hornsey Sti	reet occupa	ncy results	– Sunday																
Location	Side	Map Code	Between	Capacity	500	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900
Hornsey St	North	Z1N	Gordon and Victoria	39	36	35	35	33	30	32	32	34	33	31	34	33	35	35	35
(Street "Z")	South	Z1S	Gordon and Victoria	29	29	29	27	24	28	25	25	27	25	24	26	23	24	24	25
			Total	68	65	64	62	57	58	57	57	61	58	55	60	56	59	59	60
				Unoccupied	3	4	6	11	10	11	11	7	10	13	8	12	9	9	8
			Percenta	age Ocuppied	96%	94%	91%	84%	85%	84%	84%	90%	85%	81%	88%	82%	87%	87%	88%
Hornsey Sti	reet occupa	ancy results	– 7 Day																
Location	Side	Map Code	Between	Capacity	500	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900
Hornsey St	East	Z1E	Gordon and Victoria	39	33	33	28	26	25	26	28	27	28	28	28	29	32	36	37
(Street "Z")	West	Z1W	Gordon and Victoria	29	27	27	22	21	19	19	19	20	21	20	20	23	25	27	27
			Total	68	60	61	50	46	43	45	47	48	48	48	48	52	57	63	64
				Unoccupied	8	7	18	22	25	23	21	20	20	20	20	16	11	5	4
			Percenta	age Ocuppied	88%	89%	73%	68%	64%	66%	69%	70%	71%	71%	71%	76%	84%	93%	94%

#### **Rozelle Interchange construction sites North - Lilyfield Road**

Lilyfield Road occupancy results – Weekdays

Location	Side	Map Code	Between	Capacity	500	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900
		AH1N	Henry and Perry	9	7	8	5	6	6	6	6	6	6	6	6	5	4	4	5
		AH2N	Perry and Rayner	8	6	6	7	5	5	5	6	6	6	6	7	5	4	4	4
		AH3N	Rayner and Balmain	12	12	9	9	10	10	10	9	10	10	10	9	9	8	8	9
		AH4N	Balmain and Edward	3	2	2	2	2	1	1	1	1	1	1	1	1	0	1	1
		AH5N	Edward and Helena	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		AH6N	Helena and Trevor	8	0	0	4	2	2	3	3	3	3	3	3	2	2	1	1
		AH7N	Trevor and Catherine	12	3	4	4	9	9	8	7	8	8	8	7	7	6	5	4
		AH8N	Catherine and Grove	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		AH9N	Grove and Halloran	5	1	2	3	3	3	2	4	4	4	3	3	3	4	3	2
		AH10N	Halloran and Halloran/Justin	3	0	1	0	1	2	2	2	2	2	3	3	2	2	1	1
	North	AH11N	Halloran/Justin and Justin	3	2	2	2	2	2	3	3	2	2	2	2	2	2	2	2
		AH12N	Justin and Justin/Lamb	3	2	2	2	2	2	3	2	2	2	2	2	2	2	2	2
		AH13N	Justin/Lamb and Lamb	4	3	3	3	3	3	3	3	3	2	2	2	2	3	3	3
		AH14N	Lamb and Lamb/Ryan	15	14	12	10	8	7	8	8	8	6	7	7	7	8	9	9
		AH17N	Ryan/Cecily and Cecily	5	3	2	3	2	2	1	1	2	2	2	2	2	2	1	1
		AH18N	Cecily and Foucart Ln	5	4	3	1	1	1	1	1	1	1	1	1	1	1	1	1
		AH19N	Foucart Ln and Foucart St	4	2	2	0	0	0	1	0	1	1	1	1	1	1	2	1
		AH20N	Foucart St and Denison	17	10	10	8	9	9	10	9	9	10	10	11	10	10	10	10
		AH21N	Denison and Gordon	36	12	14	24	30	32	29	32	31	31	30	28	27	25	20	16
ilyfield Rd		AH22N	Gordon and Victoria	39	27	22	25	23	22	22	21	23	24	25	25	26	28	28	29
(Street		AH1S	Henry and Derbyshire	8	6	5	5	3	3	3	4	6	6	6	6	6	5	5	6
"AH")		AH2S	Derbyshire and Rayner	10	10	9	6	8	9	7	7	7	8	8	7	7	7	9	9
		AH3S	Rayner and Balmain	16	14	15	14	13	14	13	13	13	13	13	13	12	13	14	14
		AH4S	Balmain and Edward	6	4	4	3	3	2	3	3	3	3	4	3	4	5	5	5
		AH5S	Edward and Helena	12	3	3	3	3	3	3	3	4	4	3	3	3	3	3	3
		AH6S	Helena and Trevor	11	3	4	4	5	5	5	6	6	7	6	6	6	6	6	6
				23	4	6	9	13	15	14	15	15			15	14	14	9	6
		AH7S	Trevor and Catherine										16	16					
		AH8S	Catherine and Grove	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		AH9S	Grove and Halloran	8	4	5	6	8	8	8	8	8	8	8	6	6	5	4	3
	South	AH10S	Halloran and Halloran/Justin	7	3	5	5	6	6	6	6	6	6	6	6	5	4	3	2
		AH11S	Halloran/Justin and Justin	7	0	0	0	1	3	1	1	2	2	2	2	1	2	1	0
		AH12S	Justin and Justin/Lamb	7	1	4	5	5	5	4	5	5	4	4	3	2	1	2	2
		AH13S	Justin/Lamb and Lamb	7	1	1	1	2	2	2	2	3	2	2	2	2	1	1	1
		AH14S	Lamb and Lamb/Ryan	23	6	5	5	5	5	5	6	6	5	5	4	4	4	3	3
		AH17S	Ryan/Cecily and Cecily	7	1	1	1	1	1	1	1	1	0	0	0	0	0	0	0
		AH18S	Cecily and Foucart Ln	7	0	0	1	1	1	1	1	1	1	1	1	1	1	1	1
		AH19S	Foucart Ln and Foucart St	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
		AH20S	Foucart St and Denison	27	1	2	2	1	2	2	2	3	4	3	3	2	3	3	3
		AH21S	Denison and Gordon	23	8	6	17	17	17	17	20	20	20	21	20	18	15	12	11
		AH22S	Gordon and Victoria	40	34	36	32	32	29	28	34	34	34	34	34	34	35	35	37
			Total	446	213	214	232	244	246	241	255	264	265	264	254	242	235	219	211
				Unoccupied	233	232	214	202	200	205	191	182	181	182	192	204	211	227	235
				age Ocuppied	48%	48%	52%	55%	55%	54%	57%	59%	59%	59%	57%	54%	53%	49%	47%
ilyfield Rod	ad occupan	cy results –	Saturday																
Location	Side	Map Code	Between	Capacity	500	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900
		AH1N	Henry and Perry	9	5	4	5	7	7	9	8	8	8	7	6	6	6	6	6
		AH2N	Perry and Rayner	8	6	6	5	6	7	6	6	6	6	7	6	6	7	5	5
		AH3N	Rayner and Balmain	12	11	11	10	12	12	12	9	10	10	6	10	10	9	10	10
		AH4N	Balmain and Edward	3	1	1	2	2	2	2	1	2	1	3	1	1	2	2	2
		AH5N	Edward and Helena	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
					0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
		AH6N	Helena and Trevor	8	0	0	1 1	0	0	0	0	0	0	0	0	0	0	0	0

Lilyfield Rd (Street "AH")  Lilyfield Rd (Street AH15 AH22N AH22N AH22N AH25 AH45 AH45 AH45 AH45 AH45 AH45 AH45 AH4	Bits         Grove and Halloran           ON         Halloran and Halloran/Justin           IN         Halloran/Justin and Justin           2NJ         Justin and Justin/Lamb           3NJ         Justin/Lamb and Lamb           4N         Lamb and Ryan/Cecily           7N         Ryan/Cecily and Cecily           8N         Cecily and Foucart Ln           9N         Foucart Ln and Foucart St           ON         Foucart St and Denison           1N         Denison and Gordon           2N         Gordon and Victoria           1S         Henry and Derbyshire           2S         Derbyshire and Rayner           3S         Rayner and Balmain           4S         Balmain and Edward           5S         Edward and Helena           5S         Edward and Helena           5S         Grove and Halloran           0S         Halloran And Halloran           1S         Halloran Justin           2S         Justin/Lamb and Lamb           3S         Justin And Justin/Lamb Lamb           3S         Justin And Justin/Lemb           3S         Justin/Lamb and Lamb           3S         Justin/Lamb and Lamb           3S	0           3           3           4           15           5           4           17           36           39           8           10           16           6           11           23           7           7           7           23           7           23           7           23           7           23           7	0 2 0 2 3 3 14 3 3 4 10 6 5 5 10 6 6 5 10 16 6 5 1 1 1 0 0 0 2 2 0 0 0 0 0 0 0 0 0	0 2 0 2 3 3 3 3 3 4 7 8 23 6 6 1 5 5 6 1 1 5 5 6 1 1 2 0 0 0 0 0 0 0 0 0 0 0	0 2 3 3 11 3 3 3 4 9 8 8 20 5 5 5 5 5 6 6 2 2 2 0 1 1 2 2 1 1 2 2 1	0 4 1 2 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 10 11 22 4 4 10 11 22 2 3 3 0 0 3 3 2 2 1 2	0 1 2 2 3 11 3 3 2 10 15 23 4 10 16 4 5 2 2 2 0 3 3 0 0	0 1 2 2 2 11 3 3 3 3 3 3 3 3 3 3 3 3 3	0 3 2 2 2 2 111 3 3 3 0 9 9 8 30 9 9 8 30 5 5 9 9 5 3 6 2 2 8 8 0 6 6	0 4 2 2 11 2 3 3 0 9 8 30 5 5 9 9 15 3 6 6 2 4 4 0 6	0 4 1 2 2 10 2 3 3 0 10 6 25 5 5 10 6 25 5 10 15 2 2 5 2 2 4 0	0 3 3 1 0 2 11 2 3 3 3 10 6 28 28 5 5 10 15 4 5 1 15 4 5 1 1 3 3 0	0 2 1 3 3 0 2 3 3 0 9 9 8 8 28 28 28 28 28 28 28 28 28 28 28 28	0 2 1 0 1 2 10 2 2 0 0 10 9 30 5 9 15 5 9 15 4 5 2 1	0 4 2 2 3 11 2 3 0 10 10 5 10 16 6 6 6 1 1 2	0 4 1 2 3 3 11 2 3 3 0 10 5 28 6 10 5 28 6 10 5 6 6 10 5 6 6 10	0 4 2 2 3 10 2 3 3 0 11 5 28 6 10 16 5 6 1 1 12 2
Lliyfield Rd (Street "AH") South AH10N AH10N AH11N AH12N AH13N AH13N AH13N AH14N AH12N AH19N AH20N AH21N AH22N AH20N AH21N AH22N AH20N AH20N AH21N AH20N AH21N AH20N AH20N AH15 AH20N AH20N AH20N AH15 AH20N AH2	Delocation           NN         Halloran and Halloran/Justin           1N         Halloran/Justin and Justin/Lamb           2N         Justin and Justin/Lamb and Lamb           3N         Justin/Lamb and Lamb           4N         Lamb and Ryan/Cecily           7N         Ryan/Cecily and Foucart Ln           9N         Foucart Ln and Foucart Ln           9N         Foucart Ln and Foucart Ln           9N         Foucart St and Denison           11N         Denison and Gordon           2N         Gordon and Victoria           125         Henry and Derbyshire           25         Derbyshire and Rayner           25         Edward and Helena           25         Edward and Helena           25         Edward and Catherine           25         Trevor and Catherine           25         Trevor and Catherine           25         Grove and Halloran           26         Grove and Halloran           27         Trevor and Latherine           28         Grove and Halloran/Justin           29         Justin Lamb and Lamb           21         Justin Lamb and Lamb           23         Justin Lamb and Lamb           24	3           3           3           4           15           5           4           17           36           39           8           10           16           6           12           11           23           0           8           7           7           7           7           23	0 0 2 3 3 4 4 10 6 6 26 5 10 16 6 5 10 16 6 5 1 1 1 1 0 0 0 2 2 0 0 0 0 0 0 0 0	0 0 2 3 3 3 3 3 3 3 4 7 7 8 23 6 6 10 15 5 6 6 11 2 2 0 0 0 2 2 0 0 0 0 0	1 0 2 3 3 3 3 3 3 3 3 3 4 9 9 8 20 5 5 10 10 15 5 6 6 2 2 2 0 0 11 1 2 2 1	1 1 2 3 8 3 3 3 3 10 11 22 4 10 14 4 5 2 3 0 0 3 2 1 1	1 2 2 3 11 3 3 3 2 10 15 23 4 10 15 23 4 4 5 22 2 2 0 0 3 3 3 3	0 2 2 111 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3	2 0 2 111 3 3 0 9 9 8 30 5 9 9 15 3 6 6 2 2 8 8 0	2 0 2 2 3 0 9 9 8 30 5 9 15 3 6 6 2 4 0	1 0 2 2 3 0 10 6 25 5 5 10 15 2 5 5 2 4	3 1 0 2 11 2 3 3 3 10 6 28 5 10 15 4 5 1 3	1 0 1 3 3 0 2 3 3 0 9 8 8 28 28 5 5 9 9 15 4 4 4 4 2 2 1	1 0 1 2 2 2 0 10 9 30 5 9 30 5 9 15 4 5 2 2 1	1 2 2 3 11 2 3 3 0 10 10 6 5 10 16 6 6 6 6	1 2 2 3 11 2 3 0 0 10 5 28 6 10 15 6 6 6 6 1	2 2 2 3 10 2 3 3 0 11 5 5 28 6 10 16 5 6 6 1 1 2
Lilyfield Rd (Street "AH")  Lilyfield Rd (Street AH2S AH2S AH3S AH4S AH4S AH3S AH4S AH4S AH4S AH4S AH4S AH4S AH4S AH4	ON         Halloran and Halloran/Justin           IN         Halloran/Justin and Justin           IN         Halloran/Justin and Justin           IN         Justin and Justin/Lamb           Justin And Justin/Lamb and Lamb         Justin/Lamb and Lamb           AN         Lamb and Ryan/Cecily           Ryan/Cecily and Cecily         Ryan/Cecily and Foucart Ln           9N         Foucart Ln and Foucart St           ON         Foucart St and Denison           IN         Denison and Gordon           2N         Gordon and Victoria           1S         Henry and Derbyshire           2S         Derbyshire and Rayner           3S         Rayner and Balmain           4S         Balmain and Edward           5S         Edward and Helena           5S         Edrorn and Trevor           7S         Trevor and Catherine           3S         Catherine and Grove           3S         Grove and Halloran           1S         Halloran and Halloran/Justin           1S         Justin/Lamb and Lamb           3S         Justin/Lamb and Lamb           3S         Justin/Lamb and Lamb           3S         Justin/Lamb and Lamb           3S         J	3           3           3           4           15           5           4           17           36           39           8           10           16           6           12           11           23           0           8           7           7           7           7           23	0 0 2 3 3 4 14 3 3 4 10 6 6 26 5 10 16 6 5 10 16 6 5 1 1 1 1 0 0 0 0 2 2 0 0 0 0 0 0 0	0 0 2 3 3 3 3 3 3 3 4 7 7 8 23 6 6 10 15 5 6 6 11 2 2 0 0 0 2 2 0 0 0 0 0	1 0 2 3 3 3 3 3 3 3 3 3 4 9 9 8 20 5 5 10 10 15 5 6 6 2 2 2 0 0 11 1 2 2 1	1 2 3 8 3 3 3 3 10 11 22 4 10 11 14 4 4 5 5 2 2 3 3 0 0 3 3 2 1	1 2 2 3 11 3 3 3 2 10 15 23 4 10 15 23 4 4 5 22 2 2 0 0 3 3 3 3	0 2 2 111 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3	2 0 2 111 3 3 0 9 9 8 30 5 9 9 15 3 6 6 2 2 8 8 0	0 2 2 11 2 3 0 9 9 30 5 9 9 15 3 6 6 2 4 0	0 2 2 10 2 3 0 10 6 6 5 5 10 15 2 2 5 2 4	3 1 0 2 11 2 3 3 3 10 6 28 5 10 15 4 5 1 3	1 0 1 3 3 0 2 3 3 0 9 8 8 28 28 5 5 9 9 15 4 4 4 4 2 2 1	1 0 1 2 2 2 0 10 9 30 5 9 30 5 9 15 4 5 2 2 1	2 2 3 11 2 3 3 0 10 6 29 5 5 10 16 6 6 6 1	2 2 3 11 2 3 0 10 5 28 6 10 10 15 6 6 6 1	2 2 3 10 2 3 0 11 5 5 28 6 10 16 5 6 1 1 2
Lilyfield Rd (Street "AH")  Lilyfield Rd (Street "AH")  Interfection I	Justin and Justin/Lamb           Justin/Lamb and Lamb           Justin/Lamb and Lamb           Lamb and Ryan/Cecily           Ryan/Cecily and Cecily           Cecily and Foucart Ln           SN         Cecily and Foucart Ln           SN         Foucart Ln and Foucart St           ON         Foucart St and Denison           IN         Denison and Gordon           IN         Denison and Victoria           SS         Rayner and Balmain           SA         Balmain and Edward           SS         Edward and Helena           SS         Helena and Trevor           SS         Gatherine and Grove           SS         Grove and Halloran           SS         Halloran and Halloran           SS         Halloran and Justin           SS         Justin/Lamb and Lamb           SS         Lamb and Ryan/Cecily           SS         Lamb and Ryan/Cecily	3           4           15           5           4           17           36           39           8           10           16           6           12           11           23           0           7           7           7           7           7           23	2 3 14 3 3 4 10 6 26 26 5 10 16 6 5 10 16 6 5 1 1 1 0 0 0 2 0 0 0 0 0 0 0 0 0 0 0 0 0	2 3 13 3 3 4 7 8 23 6 10 15 5 6 1 2 0 0 0 2 0 0 0 0 0 0 0 0 0 0 0 0 0	2 3 111 3 3 4 9 9 8 20 5 5 10 5 5 6 6 2 2 2 2 0 1 1 2 1	2 3 8 3 3 10 11 22 4 10 11 22 4 4 10 14 4 5 2 2 3 3 0 0 3 3 2 1	2 3 111 3 2 10 15 23 4 10 15 23 4 5 2 2 2 2 2 2 0 3 3 3	2 2 111 3 3 3 3 10 9 24 6 10 16 4 4 2 3 3 0 0 4	2 2 111 3 3 0 9 9 8 30 5 5 9 9 15 3 3 6 6 2 2 8 0	2 2 111 2 3 0 9 9 8 30 5 9 9 15 3 6 6 2 2 4	2 2 10 2 3 0 10 6 25 5 10 15 25 5 2 2 4	0 2 11 2 3 3 10 6 28 5 10 15 15 4 4 5 1 1 3	1 3 10 2 3 0 9 8 8 28 28 5 9 15 15 4 4 2 1	1 2 10 2 2 0 10 9 30 5 9 15 4 5 2 2 1	2 3 11 2 3 0 10 6 29 5 5 10 16 6 6 6	2 3 11 2 3 0 10 5 28 6 10 15 6 6 6 6 1	2 3 10 2 3 0 11 5 28 6 10 16 5 6 6 10 16 5 6 1 1
Lilyfield Rd (Street "AH")  Lilyfield Rd (Street "AH")  Lilyfield Rd (Street "AH")  Interpret State (Street "AH")  Interpret State (Street)  Interpr	3N         Justin/Lamb and Lamb           4N         Lamb and Ryan/Cecily           7N         Ryan/Cecily and Cecily           7N         Ryan/Cecily and Cecily           8N         Cecily and Foucart L           9N         Foucart L n and Foucart St           0N         Foucart St and Denison           1N         Denison and Gordon           2N         Gordon and Victoria           1S         Henry and Derbyshire           2D         Derbyshire and Rayner           3S         Rayner and Balmain           4S         Balmain and Edward           5S         Edward and Helena           5S         Helena and Trevor           7S         Trevor and Catherine           3S         Grove and Halloran           3S         Grove and Halloran           3S         Halloran And Halloran/Justin           1s         Halloran/Justin and Justin           2S         Justin/Lamb and Lamb           4S         Lamb and Ryan/Cecily           3S         Justin/Lamb and Lamb           4S         Lamb and Ryan/Cecily	4           15           5           4           17           36           39           8           10           16           6           112           111           23           0           8           7           7           7           7           23	3 14 3 4 10 6 26 5 10 16 6 5 1 1 1 0 0 0 2 0 0 0 0 0 0 0 0 0 0 0 0 0	3 13 3 3 4 7 8 23 6 10 15 5 6 1 2 0 0 0 2 0 0 0 0 0 0 0 0 0 0 0 0 0	3 11 3 4 9 8 20 5 10 15 5 6 2 2 2 0 1 1 2 1 1 2 1	3 8 3 3 10 11 22 4 10 14 4 5 2 2 3 0 0 3 3 2 1	3 11 3 2 10 15 23 4 10 16 4 5 2 2 2 0 3 3 3	2 11 3 3 10 9 24 6 10 16 4 4 2 3 0 4 4	2 11 3 0 9 9 8 30 5 5 9 15 3 6 6 2 2 8	2 11 2 3 0 9 9 8 30 5 5 9 15 3 6 6 2 2 4	2 10 2 3 0 10 6 25 5 10 15 25 5 2 2 4	2 11 2 3 10 6 28 5 10 15 4 4 5 1 1 3	3 10 2 3 9 9 8 28 28 5 9 15 4 4 4 2 1	2 10 2 0 10 9 30 5 9 15 4 5 2 1	3 11 2 3 0 10 6 29 5 10 16 6 6 6 1	3 11 2 3 0 10 5 28 6 10 15 6 6 6 1	3 10 2 3 0 11 5 28 6 10 16 5 6 1 2
Lilyfield Rd (Street "AH")  Lilyfield Rd (Street "AH")  Lilyfield Rd (Street "AH")  Interpret State (Street "AH")  Interpret State (Street)  Interpr	3N         Justin/Lamb and Lamb           4N         Lamb and Ryan/Cecily           7N         Ryan/Cecily and Cecily           7N         Ryan/Cecily and Cecily           8N         Cecily and Foucart L           9N         Foucart L n and Foucart St           0N         Foucart St and Denison           1N         Denison and Gordon           2N         Gordon and Victoria           1S         Henry and Derbyshire           2D         Derbyshire and Rayner           3S         Rayner and Balmain           4S         Balmain and Edward           5S         Edward and Helena           5S         Helena and Trevor           7S         Trevor and Catherine           3S         Grove and Halloran           3S         Grove and Halloran           3S         Halloran And Halloran/Justin           1s         Halloran/Justin and Justin           2S         Justin/Lamb and Lamb           4S         Lamb and Ryan/Cecily           3S         Justin/Lamb and Lamb           4S         Lamb and Ryan/Cecily	4           15           5           4           17           36           39           8           10           16           6           112           111           23           0           8           7           7           7           7           23	14 3 3 4 10 6 5 5 10 16 6 5 1 1 1 0 0 0 2 0 0 0 0 0 0 0	13           3           4           7           8           23           6           10           15           5           6           1           2           0           0           2           0           0           0           0           0           0           0           0           0           0	11           3           4           9           8           20           5           10           15           5           6           2           0           1           2           1           2           1	3 8 3 3 10 11 22 4 10 14 4 5 2 2 3 0 0 3 3 2 1	3 11 3 2 10 15 23 4 10 16 4 5 2 2 2 0 3 3 3	11 3 3 3 9 24 6 10 16 4 4 2 3 0 4	111 3 0 9 8 30 5 9 9 15 3 6 6 2 2 8 0	2 11 2 3 0 9 9 8 30 5 5 9 15 3 6 6 2 2 4	2 10 2 3 0 10 6 25 5 10 15 25 5 2 2 4	11 2 3 3 10 6 28 5 10 15 4 5 1 1 5 1 1 3	3 10 2 3 9 9 8 28 28 5 9 15 4 4 4 2 1	2 10 2 0 10 9 30 5 9 15 4 5 2 1	11 2 3 0 10 6 29 5 5 10 16 6 6 1	3 11 2 3 0 10 5 28 6 10 15 6 6 6 1	3 10 2 3 0 11 5 28 6 10 16 5 6 1 2
Lilyfield Rd (Street "AH") AH12N AH12N AH12N AH20N AH20N AH20N AH22N AH22N AH22 AH35 AH45 AH56 AH56 AH56 AH56 AH56 AH56 AH56 AH56 AH56 AH56 AH56	AN         Lamb and Ryan/Cecily           Ryan/Cecily and Cecily           RN         Cecily and Foucart Ln           SN         Cecily and Foucart Ln           SN         Foucart Ln and Foucart St           ON         Foucart St and Denison           IN         Denison and Gordon           2N         Gordon and Victoria           1S         Henry and Derbyshire           2S         Derbyshire and Rayner           3S         Rayner and Balmain           4S         Balmain and Edward           5S         Helena and Trevor           7S         Trevor and Catherine           3S         Grove and Halloran           0S         Halloran And Halloran/Justin           1S         Justin/Lamb and Lamb           3S         Justin/Lamb and Lamb           3S         Justin/Lamb and Lamb           3S         Lamb and Ryan/Cecily           7S         Ryan/Cecily and Cecily	15           5           4           17           36           39           8           10           16           62           12           11           23           0           8           7           7           7           23	14 3 3 4 10 6 5 5 10 16 6 5 1 1 1 0 0 0 2 0 0 0 0 0 0 0	13           3           4           7           8           23           6           10           15           5           6           1           2           0           0           2           0           0           0           0           0           0           0           0           0           0	11           3           4           9           8           20           5           10           15           5           6           2           0           1           2           1           2           1	8           3           3           10           11           22           4           10           14           4           5           2           3           0           3           2           10           14           4           5           2           3           0           3           2           1	111 3 3 2 100 15 23 4 100 16 4 5 2 2 2 2 2 0 3 3 3	11 3 3 3 9 24 6 10 16 4 4 2 3 0 4	111 3 0 9 8 30 5 9 15 3 6 6 2 2 8 0	11 2 3 0 9 8 30 5 9 9 15 3 6 6 2 2 4	10 2 3 0 10 6 25 5 10 15 2 2 5 2 4	11 2 3 3 10 6 28 5 10 15 4 5 1 1 5 1 1 3	10 2 3 0 9 8 28 28 5 9 15 4 4 4 2 1	10 2 2 0 9 30 5 9 15 4 5 2 2 1	11 2 3 0 10 6 29 5 5 10 16 6 6 1	11 2 3 0 10 5 28 6 10 15 6 6 1	10 2 3 0 11 5 28 6 10 16 5 6 1 1 2
Lilyfield Rd (Street "AH")  Lilyfield Rd (Street "AH")  AH12N  AH19N  AH20N  AH21N  AH21N  AH21N  AH21N  AH25  AH35  AH35  AH35  AH45  AH55  AH35  AH45  AH55  AH35  AH35  AH15  AH15  AH15  AH15  AH125  AH125  AH13  AH125  AH125  AH125  AH125  AH125  AH25  AH125  AH25  AH25 AH25	7N     Ryan/Cecily and Cecily       8N     Cecily and Foucart Ln       9N     Foucart Ln and Foucart St       0N     Foucart In and Foucart St       1N     Denison and Gordon       2N     Gordon and Octoria       1S     Henry and Derbyshire       2S     Derbyshire and Rayner       3S     Rayner and Balmain       4S     Balmain and Edward       5S     Edward and Helena       5S     Grove and Trevor       75     Trevor and Catherine       3S     Grove and Halloran       0S     Halloran Justin       2S     Justin And Justin/Lamb       3S     Justin/Lamb and Lamb       3S     Justin And Justin/Lemb       3S     Justin/Lamb and Lamb       3S     Lamb and Ryan/Cecily       78     Ryan/Cecily and Cecily	5           4           17           36           39           8           10           16           6           11           23           0           8           7           7           7           23	3 3 4 10 6 5 10 16 6 5 1 1 1 1 0 0 0 2 0 0 0 0 0 0 0	3 3 4 7 8 23 6 10 15 5 6 6 1 1 2 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	3 3 4 9 20 5 10 15 5 6 2 2 2 0 0 11 2 2 1	3 3 3 10 11 22 4 10 14 4 5 5 2 3 0 0 3 3 2 1	3 3 2 10 15 23 4 10 16 4 5 2 2 2 0 0 3 3 3	3           3           10           9           24           6           10           16           4           2           3           0           4           2           3           0           4	3 3 0 9 8 30 5 5 9 15 3 6 6 2 2 8	2 3 0 9 8 30 5 5 9 15 3 6 2 2 4	2 3 0 10 6 25 5 10 15 2 5 2 5 2 4	2 3 3 10 6 28 5 10 15 4 5 4 5 1 1 3	2 3 0 9 8 28 28 5 9 9 15 4 4 4 2 1	2 2 0 10 9 30 5 9 9 5 4 5 4 5 2 1	2 3 0 10 6 29 5 10 16 6 6 1	2 3 0 10 5 28 6 10 15 6 6 6 1	2 3 0 11 5 28 6 10 16 5 6 1 2
Lilyfield Rd (Street "AH")  Lilyfield Rd (Street "AH")  AH22N  AH22N  AH22N  AH22N  AH22N  AH25  AH35  AH35  AH45  AH35  AH45  AH55  AH45  AH55  AH35  AH45  AH55  AH35  AH45  AH15  AH15  AH12S  AH12	8N         Cecily and Foucart Ln           9N         Foucart Ln and Foucart St           0N         Foucart St and Denison           1N         Denison and Gordon           2N         Gordon and Victoria           1S         Henry and Derbyshire           2S         Derbyshire and Rayner           3S         Rayner and Balmain           4S         Balmain and Edward           5S         Edward and Helena           5S         Edward and Helena           5S         Trevor and Catherine           3S         Grove and Halloran           0S         Halloran And Halloran/Justin           1S         Halloran Justin/Lamb           3S         Justin/Lamb and Lamb           3S         Justin/Lamb and Lamb           3S         Edward Ryan/Cecily           7S         Ryan/Cecily and Cecily	5           4           17           36           39           8           10           16           6           12           11           23           0           8           7           7           7           7           23	3 4 10 6 26 5 10 16 6 5 1 1 1 1 0 0 0 2 0 0 0 0 0 0	3 4 7 8 23 6 10 15 5 6 1 1 2 0 0 0 0 2 2 0 0 0 0 0 0 0	3 4 9 8 20 5 5 6 6 2 2 2 0 0 1 1 2 2 1	3 3 10 11 22 4 10 14 4 5 2 2 3 3 0 0 3 3 2 2 1	3 2 10 15 23 4 10 16 4 5 2 2 2 2 0 3 3 3 3	3 3 10 9 24 6 10 16 4 4 4 2 3 0 0 4	3 0 9 8 30 5 9 15 3 6 6 2 2 8 0	3 0 9 8 30 5 9 15 3 6 2 2 4	3 0 10 6 25 5 10 15 2 5 2 2 4	3 3 10 6 28 5 10 15 4 5 1 3	3 0 9 8 28 5 9 15 4 4 4 2 1	2 0 10 9 30 5 9 9 15 4 5 2 1	3 0 10 6 29 5 10 16 6 6 1	3 0 10 5 28 6 10 15 6 6 6 1	3 0 11 5 28 6 10 16 5 5 6 1 1 2
Lilyfield Rd (Street "AH")  Lilyfield Rd (Street "AH")  AH22N  AH22N  AH22N  AH22N  AH22N  AH25  AH35  AH45  AH35  AH45  AH5  AH5  AH5  AH5  AH5  AH5  A	9N         Foucart Ln and Foucart St           0N         Foucart St and Denison           1N         Denison and Gordon           2N         Gordon and Victoria           1S         Henry and Derbyshire           2S         Derbyshire and Rayner           3S         Rayner and Balmain           4S         Balmain and Edward           5S         Edward and Helena           5S         Trevor and Catherine           3S         Catherine and Trevor           9S         Grove and Halloran           0S         Halloran and Halloran           1S         Halloran du Justin           1S         Justin/Lamb and Lamb           4S         Lamb and Ryan/Cecily           7S         Ryan/Cecily and Cecily	4           17           36           39           8           10           16           6           12           11           23           0           8           7           7           7           7           23	4 10 6 5 10 6 6 5 1 1 1 1 0 0 0 2 0 0 0 0 0 0	4 7 8 23 6 10 15 5 6 11 2 0 0 0 0 2 2 0 0 0 0 0	4 9 8 20 5 5 10 15 5 6 2 2 2 0 1 1 2 2 1	3 10 11 22 4 10 14 4 5 2 2 3 0 0 3 2 2 1	2 10 15 23 4 10 16 4 5 2 2 2 0 3 3 3 3	3 10 9 24 6 10 16 4 4 4 2 3 0 0 4	0 9 8 30 5 9 15 3 6 2 2 8 0	0 9 8 30 5 9 15 3 6 2 2 4	0 10 6 25 5 10 15 2 5 5 2 4	3 10 6 28 5 10 15 4 5 1 3	0 9 8 28 5 9 15 4 4 4 2 1	0 10 9 30 5 9 15 4 5 2 1	0 10 6 29 5 10 16 6 6 6 1	0 10 5 28 6 10 15 6 6 6 1	0 11 5 28 6 10 16 5 6 1 1 2
Lilyfield Rd (Street "AH")  AH21N AH21N AH21N AH22N AH22N AH22N AH25 AH25 AH35 AH45 AH35 AH45 AH55 AH65 AH75 AH65 AH75 AH15 AH15 AH125 AH1	ON         Foucart St and Denison           1N         Denison and Gordon           2N         Gordon and Victoria           1S         Henry and Derbyshire           2S         Derbyshire and Rayner           3S         Rayner and Balmain           4S         Balmain and Edward           5S         Edward and Helena           5S         Helena and Trevor           7S         Trevor and Catherine           3S         Catherine and Grove           3S         Grove and Halloran           0S         Halloran and Halloran/Justin           1S         Halloran Justin/Lamb           3S         Justin/Lamb and Lamb           4S         Lamb and Ryan/Cecily           7S         Ryan/Cecily and Cecily	17           36           39           8           10           6           12           11           23           0           8           7           7           7           7           23           24	10 6 26 5 10 6 6 5 1 1 1 0 0 0 2 0 0 0 0 0 0	7 8 23 6 10 15 5 6 1 1 2 0 0 0 0 2 2 0 0 0	9 8 20 5 10 15 5 6 2 2 2 0 1 1 1 2 1	10 11 22 4 10 14 4 5 2 3 0 0 3 3 2 1	10 15 23 4 10 16 4 5 2 2 2 0 3 3 3	10 9 24 6 10 16 4 4 2 3 0 0 4	9 8 30 5 9 15 3 6 2 8 8 0	9 8 30 5 9 15 3 6 2 2 4 0	10 6 25 5 10 15 2 5 5 2 2 4	10 6 28 5 10 15 4 5 1 3	9 8 28 5 9 15 4 4 2 1	10 9 30 5 9 15 4 5 2 1	10 6 29 5 10 16 6 6 6 1	10 5 28 6 10 15 6 6 6 1	11 5 28 6 10 16 5 6 1 1 2
Lilyfield Rd (Street "AH")  AH21N AH22N AH22N AH22N AH22N AH25 AH35 AH45 AH45 AH45 AH45 AH45 AH5 AH65 AH75 AH85 AH65 AH75 AH85 AH105 AH105 AH125	IN         Denison and Gordon           2N         Gordon and Victoria           2N         Gordon and Victoria           1S         Henry and Derbyshire           Derbyshire and Rayner         Balmain           3S         Rayner and Balmain           3S         Rayner and Balmain           3S         Rayner and Balmain           3S         Edward and Helena           3S         Helena and Trevor           7S         Trevor and Catherine           3S         Grove and Halloran           3S         Halloran and Halloran           3S         Halloran and Halloran/Justin           1S         Halloran/Justin and Justin           2S         Justin And Justin/Lamb           3S         Justin/Lamb and Lamb           4S         Lamb and Ryan/Cecily           7S         Ryan/Cecily and Cecily           8S         Cecily and Foucart Ln	36           39           8           10           6           12           11           23           0           8           7           7           7           7           7           23	6 26 5 10 16 6 5 1 1 0 0 2 0 0 0 0 0 0	8 23 6 10 15 5 6 1 2 0 0 0 2 2 0 0 0 0 0	8 20 5 10 15 5 6 2 2 2 0 1 1 2 2 1	11 22 4 10 14 4 5 2 3 3 0 3 2 2 3 2 1	15 23 4 10 16 4 5 2 2 0 3 3 3	9 24 6 10 16 4 2 3 0 0 4	8 30 5 9 15 3 6 2 2 8 0	8 30 5 9 15 3 6 2 2 4 0	6 25 5 10 15 2 5 2 2 4	6 28 5 10 15 4 5 1 3	8 28 5 9 15 4 4 2 1	9 30 5 9 15 4 5 2 1	6 29 5 10 16 6 6 1	5 28 6 10 15 6 6 6 1	5 28 6 10 16 5 6 1 2
Lilyfield Rd (Street "AH")  AH22N  AH22N  AH22N  AH15  AH25  AH35  AH35  AH35  AH5  AH5  AH5  AH6  AH75  AH85  AH05  AH105  AH105  AH115  AH125  AH135  AH145  AH125  AH125 AH125  AH125	Renry and Victoria           IS         Henry and Derbyshire           Derbyshire and Rayner         Balmain           SS         Rayner and Balmain           SS         Balmain and Edward           SS         Edward and Helena           SS         Helena and Trevor           Trevor and Catherine         Catherine and Grove           SS         Grove and Halloran           OS         Halloran And Halloran/Justin           SS         Justin and Justin/Lamb           SS         Justin/Lamb and Lamb           SS         Justin/Lecily           Ts         Ryan/Cecily and Cecily	39           8           10           16           7           7           7           7           7           7           23	26 5 10 16 6 5 1 1 1 0 0 2 2 0 0 0 0	23 6 10 15 5 6 6 1 1 2 0 0 0 2 0 0 0 0 0	20 5 10 15 5 6 2 2 0 1 1 2 1	22 4 10 14 5 2 3 0 3 0 3 2 1	23 4 10 16 4 5 2 2 2 0 3 3 3	24 6 10 16 4 2 3 0 0 4	30 5 9 15 3 6 2 8 8 0	30 5 9 15 3 6 2 4 0	25 5 10 15 2 5 2 4	28 5 10 15 4 5 1 3	28 5 9 15 4 4 2 1	30 5 9 15 4 5 2 1	29 5 10 16 6 6 1	28 6 10 15 6 6 6 1	28 6 10 16 5 6 1 2
(Street "AH") AH2ZN AH2ZN AH2ZN AH2S AH3S AH4S AH3S AH4S AH4S AH4S AH5S AH4S AH5 AH4S AH5 AH1S AH1S AH2S AH2S AH1S AH2S AH1S AH2S AH1S AH2S AH2S AH1S AH2S AH	15     Henry and Derbyshire       25     Derbyshire and Rayner       26     Derbyshire and Rayner       35     Rayner and Balmain       45     Balmain and Edward       55     Edward and Helena       55     Helena and Trevor       75     Trevor and Catherine       36     Garove and Halloran       05     Halloran and Halloran/Justin       15     Halloran/Justin and Justin/Lamb       25     Justin And Justin/Lamb and Lamb       24     Lamb and Ryan/Cecily       75     Ryan/Cecily and Cecily	8           10           16           6           11           23           0           8           7           7           7           7           23	5 10 16 5 1 1 0 0 0 2 0 0 0 0 0 0	6 10 15 5 6 1 2 0 0 0 2 2 0 0 0 0 0	5 10 15 5 6 2 2 0 1 1 2 1	4 10 14 5 2 3 0 3 2 1	4 10 16 4 5 2 2 0 3 3 3	6 10 16 4 2 3 0 4	5 9 15 3 6 2 8 8 0	5 9 15 3 6 2 4 0	5 10 15 2 5 2 4	5 10 15 4 5 1 3	5 9 15 4 2 1	5 9 15 4 5 2 1	5 10 16 6 6 1	6 10 15 6 6 1	6 10 16 5 6 1 2
An y AH25 AH35 AH35 AH45 AH35 AH45 AH45 AH45 AH45 AH45 AH45 AH45 AH45 AH45 AH45 AH45 AH35 AH45 AH15 AH135 AH105 AH135 AH135 AH135 AH145 AH135 AH125 AH225 AH25	225     Derbyshire and Rayner       335     Rayner and Balmain       345     Balmain and Edward       355     Edward and Helena       356     Helena and Trevor       357     Trevor and Catherine       358     Gatherine and Grove       359     Grove and Halloran       350     Halloran and Halloran/Justin       351     Justin and Justin/Lamb       352     Justin/Lamb and Lamb       353     Kyan/Cecily       354     Lamb and Ryan/Cecily       355     Sceliy and Foucart Ln	10           16           6           12           11           23           0           8           7           7           7           7           23	10 16 5 1 1 0 0 2 0 0 0 0	10 15 5 6 1 2 0 0 2 0 0 2 0 0	10 15 5 2 2 0 1 2 1 2 1	10 14 4 5 2 3 0 3 2 2 1	10 16 4 5 2 2 0 3 3 3	10 16 4 2 3 0 4	9 15 3 6 2 8 0	9 15 3 6 2 4 0	10 15 2 5 2 4	10 15 4 5 1 3	9 15 4 4 2 1	9 15 4 5 2 1	10 16 6 6 1	10 15 6 6 1	10 16 5 6 1 2
AH3S AH4S AH3S AH4S AH5S AH5S AH6S AH7S AH10S AH10S AH10S AH10S AH10S AH11S AH12S AH12S AH12S AH14S AH13S AH14S AH15S AH14S AH15S AH12S AH12S AH12S AH12S AH12S AH2S AH2S AH2S AH2S AH20S AH21S AH22S AH21S AH22S AH21S AH22S AH21A AH22S AH21A AH22S AH21A AH21A AH21A AH22S AH21A AH23A AH21A AH23A AH3A AH	35     Rayner and Balmain       45     Balmain and Edward       55     Edward and Helena       55     Helena and Trevor       75     Trevor and Catherine       35     Grove and Halloran       05     Halloran and Halloran       05     Halloran and Halloran       15     Halloran/Justin and Justin       25     Justin And Justin/Lamb       35     Justin/Lamb and Amb       35     Lamb and Ryan/Cecily       75     Ryan/Cecily and Foucart Ln	16           6           12           11           23           0           8           7           7           7           7           23	16 6 5 1 0 0 2 0 0 0 0	15 5 6 1 2 0 0 2 0 0 2 0 0	15 5 6 2 0 1 2 0 1 1 2 1	14 4 5 2 3 0 3 2 2 1	16 4 5 2 2 0 3 3	16 4 2 3 0 4	15 3 6 2 8 0	15 3 6 2 4 0	15 2 5 2 4	15 4 5 1 3	15 4 4 2 1	15 4 5 2 1	16 6 6 1	15 6 6 1	16 5 6 1 2
AH4S AH5S AH6S AH7S AH6S AH7S AH8S AH8S AH9S AH10S AH10S AH11S AH12S AH12S AH13S AH12S AH13S AH14S AH175 AH18S AH19S AH20S AH20S AH22S AH22S AH22S AH22S AH22S AH22S AH24 AH1N	45     Balmain and Edward       55     Edward and Helena       56     Helena and Trevor       75     Trevor and Catherine       85     Catherine and Grove       95     Grove and Halloran       05     Halloran and Halloran/Justin       15     Halloran and Halloran/Justin       15     Halloran/Justin and Justin       25     Justin Lamb and Lamb       45     Lamb and Ryan/Cecily       75     Ryan/Cecily and Foucart Ln	6           12           11           23           0           8           7           7           7           7           23	6 5 1 0 2 0 0 0 0	5 6 1 2 0 0 2 2 0 0 0	5 6 2 0 1 2 1 2	4 5 2 3 0 3 2 1	4 5 2 2 0 3 3	4 4 2 3 0 4	3 6 2 8 0	3 6 2 4 0	2 5 2 4	4 5 1 3	4 4 2 1	4 5 2 1	6 6 1	6 6 1	5 6 1 2
Lilyfield Rood occupancy results - AH25 AH65 AH75 AH85 AH95 AH95 AH105 AH105 AH115 AH125 AH135 AH145 AH125 AH135 AH145 AH125 AH125 AH205 AH215 AH205 AH215 AH225 AH225 AH215 AH225 AH225 AH215 AH225 AH25 AH	55     Edward and Helena       55     Helena and Trevor       56     Trevor and Catherine       57     Trevor and Catherine       58     Catherine and Grove       59     Grove and Halloran       05     Halloran and Halloran/Justin       15     Halloran/Justin and Justin/Lamb       25     Justin and Justin/Lamb       35     Justin/Lamb and Lamb       45     Lamb and Ryan/Cecily       75     Ryan/Cecily and Cecily       85     Cecily and Foucart Ln	12           11           23           0           8           7           7           7           7           23	5 1 0 2 0 0 0 0 0	6 1 2 0 2 2 0 0 0	6 2 0 1 2 1 2	5 2 3 0 3 2 1	5 2 2 0 3 3	4 2 3 0 4	6 2 8 0	6 2 4 0	5 2 4	5 1 3	4 2 1	5 2 1	6 1	6 1	6 1 2
AH6S AH75 AH8S AH95 AH95 AH105 AH105 AH105 AH125 AH135 AH145 AH125 AH135 AH145 AH175 AH185 AH145 AH175 AH185 AH125 AH205	55     Helena and Trevor       75     Trevor and Catherine       85     Catherine and Grove       95     Grove and Halloran       95     Halloran and Halloran/Justin       95     Halloran/Justin and Justin       15     Halloran/Justin and Justin/Lamb       35     Justin And Justin/Lamb       35     Justin/Lamb and Lamb       34     Lamb and Ryan/Cecily       75     Ryan/Cecily and Cecily       85     Cecily and Foucart Ln	11           23           0           8           7           7           7           7           23	1 1 0 2 0 0 0 0	1 2 0 2 2 0 0	2 2 0 1 2 1	2 3 0 3 2 1	2 2 0 3 3	2 3 0 4	2 8 0	2 4 0	2 4	1 3	2	2	1	1	1 2
South AH15 AH85 AH95 AH105 AH105 AH115 AH125 AH135 AH145 AH135 AH145 AH15 AH15 AH15 AH15 AH15 AH15 AH125 AH205 AH215 AH225 AH225 AH215 AH225	75     Trevor and Catherine       85     Catherine and Grove       95     Grove and Halloran       95     Halloran and Halloran/Justin       15     Halloran/Justin and Justin       15     Justin and Justin/Lamb       35     Justin/Lamb and Lamb       34     Lamb and Ryan/Cecily       75     Ryan/Cecily and Cecily	23 0 8 7 7 7 7 7 23	1 0 2 0 0 0 0	2 0 2 0 0	2 0 1 2 1	3 0 3 2 1	2 0 3 3	3 0 4	8 0	4 0	4	3	1	1			2
AH85 AH95 AH105 AH115 AH125 AH125 AH135 AH135 AH145 AH135 AH145 AH175 AH185 AH195 AH185 AH195 AH205 AH215 AH225 AH225 AH225 AH225 AH225 AH215 AH225 AH225 AH215 AH225 AH225 AH225 AH215 AH225 AH225 AH225 AH225 AH225 AH215 AH225 AH225 AH225 AH225 AH225 AH215 AH225 AH25 AH	8S     Catherine and Grove       9S     Grove and Halloran       0S     Halloran and Halloran/Justin       1S     Halloran/Justin and Justin       2S     Justin and Justin/Lamb       3S     Justin/Lamb and Lamb       4S     Lamb and Ryan/Cecily       7S     Ryan/Cecily and Cecily       8S     Cecily and Foucart Ln	0 8 7 7 7 7 7 7 23	0 0 2 0 0 0	0 0 2 0 0	0 1 2 1	0 3 2 1	0 3 3	0	0	0					2		
Lilyfield Road occupancy results - Location Side Map Code	BS     Grove and Halloran       0S     Halloran and Halloran/Justin       1S     Halloran/Justin and Justin       2S     Justin and Justin/Lamb       3S     Justin/Lamb and Lamb       4S     Lamb and Ryan/Cecily       7S     Ryan/Cecily and Cecily       8S     Cecily and Foucart Ln	8 7 7 7 7 7 23	0 2 0 0 0	0 2 0 0	1 2 1	3 2 1	3	4			0	0	0			2	· · · · · · · · · · · · · · · · · · ·
Lilyfield Road occupanty results - AH10S AH11S AH12S AH13S AH14S AH14S AH17S AH19S AH20S AH21S AH20S AH21S A	05     Halloran and Halloran/Justin       15     Halloran/Justin and Justin       25     Justin and Justin/Lamb       35     Justin/Lamb and Lamb       45     Lamb and Ryan/Cecily       75     Ryan/Cecily and Cecily       85     Cecily and Foucart Ln	7 7 7 7 7 23	2 0 0 0	2 0 0	2	2	3		6	ç	0	0		0	0	0	0
Lilyfield Road occupantr results - Lilyfield Road occupantr results - Lilyfield Road occupantr results - AH135 AH135 AH135 AH135 AH135 AH135 AH135 AH135 AH135 AH235 AH235 AH235 AH215	Halloran/Justin and Justin Justin and Justin/Lamb Justin/Lamb and Lamb Lamb and Ryan/Cecily Ryan/Cecily and Cecily Science Cecily and Foucart Ln	7 7 7 23	0 0 0	0	1	1	-	1		0	8	5	5	6	8	8	8
Lilyfield Road occupancy results - AH125 AH135 AH145 AH135 AH145 AH175 AH205 AH205 AH215 AH225 AH225 AH215 AH225	25 Justin and Justin/Lamb 35 Justin/Lamb and Lamb 45 Lamb and Ryan/Cecily 75 Ryan/Cecily and Cecily 85 Cecily and Foucart Ln	7 7 23	0	0			0		1	4	1	6	3	2	1	1	1
Lilyfield Road occupancy results - AH135 AH145 AH155 AH155 AH205 AH215 AH225 AH225 AH225 AH215 AH225	3S     Justin/Lamb and Lamb       4S     Lamb and Ryan/Cecily       7S     Ryan/Cecily and Cecily       8S     Cecily and Foucart Ln	7 23	0		0			0	0	0	0	1	0	1	0	1	1
Lilyfield Road occupancy results - Location Side Map Code	4S Lamb and Ryan/Cecily 7S Ryan/Cecily and Cecily 8S Cecily and Foucart Ln	23		0		0	0	0	0	0	0	0	0	0	0	0	0
Lilyfield Road occupancy results - Location Side Map Code AH1N	7S Ryan/Cecily and Cecily 8S Cecily and Foucart Ln		~	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lilyfield Road occupancy results - Location Side Map Code AH1N	8S Cecily and Foucart Ln	7	6	6	6	6	6	5	4	4	3	4	3	4	4	4	4
Lilyfield Road occupancy results - Location Side Map Code AH1N			1	1	1	0	1	1	1	1	1	0	0	1	1	1	1
Lilyfield Road occupancy results - Location Side Map Code AH1N	95 Foucart I n and Foucart St	7	0	0	1	1	0	0	0	2	0	4	1	2	1	1	2
Lilyfield Road occupancy results Location Side Map Code AH1N		6	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
Lilyfield Road occupancy results Location Side Map Code AH1N	0S Foucart St and Denison	27	1	0	3	3	1	0	1	1	1	1	1	1	1	1	1
Lilyfield Road occupancy results - Location Side Map Code	15 Denison and Gordon	23	9	9	9	9	8	7	7	7	6	7	7	7	7	7	7
Location Side Map Code	25 Gordon and Victoria	40	36	33	33	30	29	25	19	24	29	29	28	29	28	30	30
Location Side Map Code	То	al 446	197	188	193	197	203	193	193	200	187	196	181	190	199	199	197
Location Side Map Code		Unoccupied	249	258	253	249	243	253	253	246	259	250	265	256	247	247	249
Location Side Map Code	Perce	ntage Ocuppied	44%	42%	43%	44%	46%	43%	43%	45%	42%	44%	41%	43%	45%	45%	44%
AH1N	lts – Sunday																
	Code Between	Capacity	500	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900
AH2N	IN Henry and Perry	9	7	7	6	5	6	5	4	5	5	5	6	6	6	6	6
741214	2N Perry and Rayner	8	8	8	7	6	6	6	7	7	8	8	7	4	5	6	5
AH3N	BN Rayner and Balmain	12	9	9	9	8	8	8	10	10	10	10	9	9	10	11	10
AH4N	IN Balmain and Edward	3	2	2	2	2	2	2	2	2	2	2	1	2	2	2	1
AH5N	N Edward and Helena	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AH6N		8	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
AH7N		12	2	2	2	0	2	4	6	6	5	6	5	4	5	5	5
AH8N		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AH9N		5	3	3	3	3	3	2	2	3	5	3	2	1	1	2	2
AH10N North	0N Halloran and Halloran/Justin	3	1	1	1	0	1	0	0	0	0	0	0	0	0	0	0
AH11N			2	2	2	1	1	1	1	1	1	0	0	0	0	1	1
AH12N		3		2	2	2	2	2	2	2	2	2	3	2	2	2	3
AH13N	2N Justin and Justin/Lamb	3	2		3	2	3	2	2	2	3	3	3			3	3
AH14N	2N Justin and Justin/Lamb		2	3	3	3	-					-	3	3	3	3	
	2N     Justin and Justin/Lamb       3N     Justin/Lamb and Lamb	3	-		3 12	8	8	10	10	9	10	12	11	3 10	3 10	11	12
AH17N	2N     Justin and Justin/Lamb       3N     Justin/Lamb and Lamb       4N     Lamb and Ryan/Cecily	3	3	3			-	10 2	10 2	9 2	10 2				-		12 2
AH17N AH18N	2N     Justin and Justin/Lamb       3N     Justin/Lamb and Lamb       4N     Lamb and Ryan/Cecily       7N     Ryan/Cecily and Cecily	3 4 15	3 13	3 13	12	8	8					12	11	10	10	11	

1		AH20N	Foucart St and Denison	17	10	10	10	10	10	10	10	9	9	9	9	10	10	10	10
		AH21N	Denison and Gordon	36	9	8	8	7	8	8	8	5	6	7	7	7	7	7	7
lilyfield Rd		AH21N AH22N	Gordon and Victoria	30	30	30	29	29	29	28	28	28	26	25	25	26	26	30	30
(Street		-	1	8	6	5	5			5	4	6	5	3	5	4	5	4	
"AH")		AH1S	Henry and Derbyshire					5	5										5
		AH2S	Derbyshire and Rayner	10	9	9	9	7	8	8	8	8	8	8	8	8	8	9	9
		AH3S	Rayner and Balmain	16	14	15	14	13	10	10	13	11	10	10	14	15	15	15	15
		AH4S	Balmain and Edward	6	5	4	5	3	3	4	4	2	2	3	3	3	4	4	4
		AH5S	Edward and Helena	12	5	5	6	7	5	5	5	6	5	7	7	6	6	6	7
		AH6S	Helena and Trevor	11	2	2	2	1	3	3	3	2	2	1	2	2	2	1	1
		AH7S	Trevor and Catherine	23	2	2	2	2	3	3	3	4	4	4	3	3	3	4	4
		AH8S	Catherine and Grove	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		AH9S	Grove and Halloran	8	1	1	1	2	3	3	3	6	5	5	4	4	4	4	5
	South	AH105	Halloran and Halloran/Justin	7	2	2	2	2	1	1	1	2	2	2	2	2	2	2	2
		AH11S	Halloran/Justin and Justin	7	2	2	2	1	2	2	2	0	0	0	0	0	0	2	1
		AH12S	Justin and Justin/Lamb	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		AH13S	Justin/Lamb and Lamb	7	1	1	1	0	0	1	0	0	1	1	2	2	2	2	2
		AH14S	Lamb and Ryan/Cecily	23	6	6	4	4	7	8	4	5	2	3	5	5	3	4	5
		AH17S	Ryan/Cecily and Cecily	7	2	2	1	1	1	1	1	1	1	1	1	1	1	2	2
		AH18S	Cecily and Foucart Ln	7	0	0	0	0	2	2	2	2	2	2	0	0	0	2	2
		AH19S	Foucart Ln and Foucart St	6	0	0	2	2	1	1	0	1	1	2	2	2	2	2	2
		AH20S	Foucart St and Denison	27	1	1	0	0	0	1	1	2	3	3	3	2	3	3	2
		AH21S	Denison and Gordon	23	9	9	9	9	9	3	9	8	0	9	8	10	10	11	10
		AH22S	Gordon and Victoria	40	33	32	31	32	29	28	24	26	28	30	30	32	32	30	30
			Total	446	211	205	199	183	187	181	183	186	178	192	190	190	194	207	207
				Unoccupied	235	241	247	263	259	265	263	260	268	254	256	256	252	239	239
												400/	400/	43%	43%	43%	43%	46%	46%
			Percent	age Ocuppied	47%	46%	45%	41%	42%	41%	41%	42%	40%	4570	4570	45%			4070
ilyfield Roa	ıd occupan	cy results –		age Ocuppied	47%	46%	45%	41%	42%	41%	41%	42%	40%	43%	43%	43%	1370	10/0	4078
	<i>id occupan</i> Side	cy results – Map Code		age Ocuppied Capacity	47% 500	46% 600	45% 700	41% 800	42% 900	41%	41% 1100	1200	40%	43% 1400	1500	1600	1700	1800	
ilyfield Roo Location			7 Day																
		Map Code	7 Day Between	Capacity	500	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900
		Map Code AH1N	7 Day Between Henry and Perry	Capacity 9	<b>500</b> 7	<b>600</b> 7	<b>700</b>	<b>800</b> 6	<b>900</b> 6	<b>1000</b> 7	<b>1100</b> 6	<b>1200</b> 6	<b>1300</b> 6	<b>1400</b> 6	<b>1500</b> 6	<b>1600</b> 5	<b>1700</b> 4	<b>1800</b> 5	<b>1900</b> 5
		Map Code AH1N AH2N	7 Day Between Henry and Perry Perry and Rayner	Capacity 9 8	<b>500</b> 7 6	<b>600</b> 7 6	<b>700</b> 5 7	<b>800</b> 6 6	900 6 5	<b>1000</b> 7 5	<b>1100</b> 6 6	<b>1200</b> 6 6	<b>1300</b> 6 7	<b>1400</b> 6 7	<b>1500</b> 6 7	<b>1600</b> 5 5	<b>1700</b> 4 5	<b>1800</b> 5 5	<b>1900</b> 5 5
		Map Code AH1N AH2N AH3N	7 Day Between Henry and Perry Perry and Rayner Rayner and Balmain	Capacity 9 8 12	<b>500</b> 7 6 11	600 7 6 10	<b>700</b> 5 7 9	800 6 6 10	<b>900</b> 6 5 10	1000 7 5 10	1100 6 6 9	1200 6 6 10	1300 6 7 10	<b>1400</b> 6 7 9	<b>1500</b> 6 7 9	1600 5 5 9	<b>1700</b> 4 5 9	<b>1800</b> 5 5 9	<b>1900</b> 5 5 10
		Map Code AH1N AH2N AH3N AH4N	7 Day Between Henry and Perry Perry and Rayner Rayner and Balmain Balmain and Edward	Capacity 9 8 12 3	<b>500</b> 7 6 11 2	600 7 6 10 2	700 5 7 9 2	800 6 6 10 2	900 6 5 10 1	1000 7 5 10 1	1100 6 6 9 1	1200 6 6 10 1	1300 6 7 10 1	1400 6 7 9 1	1500 6 7 9 1	1600 5 5 9 1	1700 4 5 9 1	1800 5 5 9 1	1900 5 5 10 1
		Map Code AH1N AH2N AH3N AH4N AH5N	7 Day Between Henry and Perry Perry and Rayner Rayner and Balmain Balmain and Edward Edward and Helena	Capacity 9 8 12 3 0	<b>500</b> 7 6 11 2 0	600 7 6 10 2 0	700 5 7 9 2 0	800 6 10 2 0	900 6 5 10 1 0	1000 7 5 10 1 0	1100 6 9 1 0	1200 6 6 10 1 0	1300 6 7 10 1 0	1400 6 7 9 1 0	1500 6 7 9 1 0	1600 5 5 9 1 0	1700 4 5 9 1 0	1800 5 5 9 1 0	1900 5 5 10 1 0
		Map Code AH1N AH2N AH3N AH4N AH5N AH6N	7 Day Between Henry and Perry Perry and Rayner Rayner and Balmain Balmain and Edward Edward and Helena Helena and Trevor	Capacity 9 8 12 3 0 8	500 7 6 11 2 0 0	600 7 6 10 2 0 0	700 5 7 9 2 0 3	800 6 6 10 2 0 1	900 6 5 10 1 0 1	1000 7 5 10 1 0 2	1100 6 9 1 0 2	1200 6 6 10 1 0 2	1300 6 7 10 1 0 2	1400 6 7 9 1 0 2	1500 6 7 9 1 0 2	1600 5 5 9 1 0 2	1700 4 5 9 1 0 1	1800 5 5 9 1 0 1	1900 5 5 10 1 0 1
		Map Code           AH1N           AH2N           AH3N           AH4N           AH4N           AH5N           AH6N           AH7N	7 Day Between Henry and Perry Perry and Rayner Rayner and Balmain Balmain and Edward Edward and Helena Helena and Trevor Trevor and Catherine	Capacity 9 8 12 3 0 8 8 12	500 7 6 11 2 0 0 0 2	600 7 6 10 2 0 0 0 3	700 5 7 9 2 0 3 4	800 6 10 2 0 1 7	900 6 5 10 1 0 1 7	1000 7 5 10 1 0 2 7	1100 6 9 1 0 2 7	1200 6 6 10 1 0 2 7	1300 6 7 10 1 0 2 7	1400 6 7 9 1 0 2 7	1500 6 7 9 1 0 2 6	1600 5 5 9 1 0 2 6	1700 4 5 9 1 0 1 6	1800 5 5 9 1 0 1 5 5	1900 5 5 10 1 0 1 4
	Side	Map Code AH1N AH2N AH3N AH4N AH5N AH6N AH7N AH8N	7 Day Between Henry and Perry Perry and Rayner Rayner and Balmain Balmain and Edward Edward and Helena Helena and Trevor Trevor and Catherine Catherine and Grove	Capacity 9 8 12 3 0 8 12 8 12 0	500 7 6 11 2 0 0 0 2 0 0	600 7 6 10 2 0 0 0 3 0 0	700 5 7 9 2 0 3 4 0	800 6 10 2 0 1 7 0	900 6 5 10 1 0 1 7 0	1000 7 5 10 1 0 2 7 0	1100 6 9 1 0 2 7 0	1200 6 6 10 1 2 7 0	1300 6 7 10 1 0 2 7 0	1400 6 7 9 1 0 2 7 7 0	1500 6 7 9 1 0 2 6 0	1600 5 5 9 1 0 2 6 0	1700 4 5 9 1 0 1 6 0	1800 5 5 9 1 0 1 1 5 0	1900 5 5 10 1 0 1 4 0
		Map Code           AH1N           AH2N           AH3N           AH3N           AH4N           AH5N           AH6N           AH7N           AH8N           AH9N	7 Day Between Henry and Perry Perry and Rayner Rayner and Balmain Balmain and Edward Edward and Helena Helena and Trevor Trevor and Catherine Catherine and Grove Grove and Halloran	Capacity 9 8 12 3 0 8 12 0 8 12 0 5	500 7 6 11 2 0 0 2 0 0 1	600 7 6 10 2 0 0 3 0 3 0 2	700 5 7 9 2 0 3 4 0 3 3 3	800 6 10 2 0 1 7 0 3	900 6 5 10 1 0 1 7 0 3	1000 7 5 10 1 2 7 0 2	1100 6 9 1 0 2 7 0 3	1200 6 6 10 1 2 7 0 4	1300 6 7 10 1 2 7 0 4	1400 6 7 9 1 0 2 7 0 3	1500 6 7 9 1 0 2 6 0 3	1600 5 5 9 1 0 2 6 0 3	1700 4 5 9 1 0 1 6 0 3	1800 5 5 9 1 0 1 5 0 3	1900 5 5 10 1 1 4 0 2
	Side	Map Code AH1N AH2N AH3N AH4N AH5N AH6N AH6N AH7N AH8N AH9N AH10N	7 Day Between Henry and Perry Perry and Rayner Rayner and Balmain Balmain and Edward Edward and Helena Helena and Trevor Trevor and Catherine Catherine and Grove Grove and Halloran Halloran and Halloran/Justin	Capacity 9 8 12 3 0 8 12 12 0 5 5 3	500 7 6 11 2 0 0 0 2 0 0 1 1 0	600 7 6 10 2 0 0 0 3 3 0 2 1	700 5 7 9 2 0 3 4 0 3 3 3 0 3 3	800 6 6 10 2 0 1 1 7 0 0 3 1	900 6 5 10 1 0 1 7 0 3 3 2	1000 7 5 10 1 0 2 7 0 0 2 1	1100 6 9 1 0 2 7 0 0 3 2 2	1200 6 6 10 1 2 7 0 0 4 2	1300 6 7 10 1 0 2 7 7 0 4 2	1400 6 7 9 1 0 2 7 0 3 3 2	1500 6 7 9 1 0 2 6 6 0 3 3 2	1600 5 5 9 1 0 2 6 6 0 3 3 2	1700 4 5 9 1 0 1 6 0 3 1 1	1800 5 5 9 1 0 1 1 5 0 0 3 1	1900 5 5 10 1 1 4 0 2 2 1
	Side	Map Code AH1N AH2N AH3N AH3N AH5N AH5N AH5N AH6N AH6N AH9N AH10N AH11N	7 Day Between Henry and Perry Perry and Rayner Rayner and Balmain Balmain and Edward Edward and Helena Helena and Trevor Trevor and Catherine Catherine and Grove Grove and Halloran Halloran and Halloran/Justin Halloran/Justin and Justin	Capacity           9           8           12           0           5           3	500 7 6 11 2 0 0 2 0 0 2 0 1 0 2 2 0	600 7 6 10 2 0 0 3 3 0 2 1 1 2	700 5 7 9 2 0 3 3 4 4 0 3 3 0 2	800 6 10 2 0 1 1 7 0 3 3 1 2	900 6 5 10 1 1 7 7 0 3 2 2 2	1000 7 5 10 1 0 2 7 7 0 0 2 1 1 2	1100 6 9 1 0 2 7 7 0 3 3 2 2 2	1200 6 6 10 1 0 2 7 7 0 4 2 2 2	1300 6 7 10 1 0 2 7 7 0 4 2 2 2	1400 6 7 9 1 0 2 7 7 0 3 3 2 2 2	1500 6 7 9 1 2 2 6 6 0 3 3 2 2 1	1600 5 5 9 1 2 2 6 6 0 3 3 2 2 1	1700 4 5 9 1 1 0 1 6 0 3 3 1 2	1800 5 5 9 1 0 1 5 5 0 3 1 2	1900 5 5 10 1 1 4 0 2 1 1 2
	Side	Map Code           AH1N           AH2N           AH3N           AH4N           AH5N           AH6N           AH6N           AH7N           AH8N           AH9N           AH10N           AH11N           AH12N	7 Day Between Henry and Perry Perry and Rayner Rayner and Balmain Balmain and Edward Edward and Helena Helena and Trevor Trevor and Catherine Catherine and Grove Grove and Halloran Halloran and Halloran/Justin Halloran,Justin and Justin Justin and Justin/Lamb	Capacity           9           8           12           0           5           3           3           3	500 7 6 11 2 0 0 2 0 0 1 1 0 2 2 2 2	600 7 6 10 2 0 0 0 3 0 2 2 1 1 2 2 2	700 5 7 9 2 2 0 3 3 4 0 3 3 0 0 2 2 2	800 6 6 10 2 0 1 1 7 7 0 3 3 1 2 2 2	900 6 5 10 1 1 7 7 0 3 3 2 2 2 2	1000 7 5 10 1 1 2 7 7 0 2 2 1 1 2 2 3	1100         6           6         9           1         0           2         7           0         3           2         2           2         2	1200         6           6         6           10         1           0         2           7         0           4         2           2         2           2         2	1300           6           7           10           1           0           2           7           0           4           2           2           2           2           2           2           2           2           2           2           2	1400 6 7 9 1 0 2 7 0 3 2 2 2	1500 6 7 9 1 1 0 2 6 6 0 3 3 2 2 1 1 2	1600           5           5           9           1           0           2           6           0           3           2           11           2           2           3           2           1           2	1700 4 5 9 9 1 1 0 1 6 0 3 3 1 2 2 2	1800           5           5           9           1           0           1           5           0           3           1           2           2	1900 5 5 10 1 1 4 0 2 1 1 2 2 2
	Side	Map Code           AH1N           AH2N           AH3N           AH4N           AH4N           AH5N           AH6N           AH7N           AH8N           AH9N           AH10N           AH11N           AH12N           AH10N           AH11N           AH12N	7 Day Between Henry and Perry Perry and Rayner Rayner and Balmain Balmain and Edward Edward and Helena Helena and Trevor Trevor and Catherine Catherine and Grove Grove and Halloran Halloran and Halloran/Justin Halloran/Justin and Justin Justin and Justin/Lamb Justin/Lamb and Lamb	Capacity           9           8           12           0           8           12           0           3           0           5           3           3           3           3           3           3           4	500 7 6 11 2 0 0 0 2 0 1 1 0 2 2 2 2 3	600 7 6 10 2 0 0 0 3 3 0 2 1 1 2 2 2 3	700 5 7 9 2 2 0 3 4 0 3 3 0 2 2 2 2 3	800 6 6 10 2 0 1 7 7 0 3 1 1 2 2 2 2 3	900 6 5 10 1 1 7 0 3 2 2 2 2 2 3	1000 7 5 10 1 1 0 2 7 7 0 2 2 1 1 2 3 3 3	1100           6           9           1           0           2           7           0           3           2           2           2           2           3           2           2           2           3	1200 6 6 10 1 1 0 2 7 0 4 2 2 2 2 2	1300           6           7           10           2           7           0           2           7           0           2           2           2           2           2           2           2           2           2           2           2           2           2	1400 6 7 9 1 0 2 7 0 3 3 2 2 2 2 2 2	1500 6 7 9 1 1 0 2 6 6 0 0 3 2 2 1 1 2 2 3	1600           5           5           9           1           0           2           6           0           3           2           1           2           2           3           2           1           2           2           2           2           2           2           2           2           2           2           2	1700 4 5 9 1 1 0 1 6 0 3 1 1 2 2 2 3	1800           5           5           9           1           0           1           5           0           3           1           2           3	1900 5 5 10 1 1 4 0 2 1 2 2 2 3
	Side	Map Code           AH1N           AH2N           AH3N           AH4N           AH5N           AH6N           AH5N           AH6N           AH7N           AH8N           AH9N           AH10N           AH10N           AH11N           AH12N           AH13N           AH14N	7 Day Between Henry and Perry Perry and Rayner Rayner and Balmain Balmain and Edward Edward and Helena Helena and Trevor Trevor and Catherine Catherine and Grove Grove and Halloran Halloran and Halloran Halloran,Justin Halloran/Justin and Justin Justin and Justin/Lamb Justin/Lamb and Lamb	Capacity           9           8           12           0           8           12           0           3           3           3           3           3           3           3           3           3           3           4           15	500 7 6 11 2 0 0 0 2 0 1 1 0 2 2 2 2 2 3 14	600 7 6 10 2 0 0 0 0 3 3 0 2 2 1 1 2 2 2 3 12	700 5 7 9 2 0 3 4 0 3 3 0 2 2 2 2 3 10	800 6 6 10 2 0 1 1 7 7 0 3 3 1 1 2 2 2 3 8	900 6 5 10 1 0 1 7 0 3 2 2 2 2 2 2 3 8	1000 7 5 10 0 2 7 7 0 2 2 1 1 2 3 3 3 9	1100           6           9           1           0           2           7           0           3           2           2           2           2           2           2           2           3           9	1200 6 6 10 0 2 7 7 0 4 2 2 2 2 2 2 2 2 2 8	1300           6           7           10           2           7           0           4           2           2           2           2           2           2           2           2           2           2           2           2           7	1400 6 7 9 1 0 2 7 0 3 3 2 2 2 2 2 2 9	1500 6 7 9 1 0 0 2 6 6 0 0 3 3 2 2 1 1 2 2 3 8	1600 5 5 9 1 0 2 6 0 0 3 3 2 2 1 1 2 2 2 8	1700 4 5 9 0 1 0 0 1 6 6 0 3 1 2 2 2 3 9	1800           5           9           1           0           1           5           0           1           2           2           3           9           9	1900 5 5 10 1 1 4 0 2 1 2 2 2 3 10
	Side	Map Code           AH1N           AH2N           AH3N           AH4N           AH4N           AH5N           AH6N           AH6N           AH7N           AH8N           AH9N           AH10N           AH10N           AH11N           AH12N           AH12N           AH13N           AH14N	7 Day Between Henry and Perry Perry and Rayner Rayner and Balmain Balmain and Edward Edward and Helena Helena and Tervor Trevor and Catherine Catherine and Grove Grove and Halloran Halloran and Halloran Halloran/Justin and Justin Iustin and Justin/Lamb Justin/Lamb and Lamb Lamb and Lamb/Ryan	Capacity           9           8           12           3           0           8           12           3           3           3           3           3           3           3           3           3           3           3           4           15           5	500 7 6 11 2 0 0 0 2 0 1 1 0 2 2 2 2 3 14 3	600 7 6 10 2 0 0 0 0 3 0 2 1 1 2 2 2 3 12 2 2	700 5 7 9 0 0 3 4 0 3 3 0 2 2 2 2 2 3 10 3 3	800 6 6 10 2 0 1 1 7 0 3 3 1 2 2 2 2 3 8 8 2	900 6 5 10 0 1 7 0 3 2 2 2 2 2 2 2 3 8 8 2	1000 7 5 10 0 2 7 7 0 2 2 1 1 2 2 3 3 3 9 1	1100           6           9           1           0           2           7           0           3           2           2           2           2           3           9           1	1200 6 6 10 1 0 2 7 0 4 2 2 2 2 2 8 2	1300           6           7           10           1           0           2           7           0           4           2           2           2           2           2           2           7           0           4           2           2           7           2           7           2	1400 6 7 9 1 0 2 2 7 0 3 2 2 2 2 2 2 2 2 9 9 2	1500 6 7 9 1 0 0 2 6 6 0 0 3 3 2 2 1 1 2 2 3 8 8 2	1600 5 5 9 1 0 0 2 6 0 0 3 3 2 1 1 2 2 2 2 8 8 2	1700 4 5 9 1 0 0 1 1 6 0 3 3 1 1 2 2 2 3 9 9 2	1800           5           5           9           1           0           1           5           0           3           1           2           2           3           9           1	1900 5 5 10 1 1 4 0 2 1 2 2 3 10 10
	Side	Map Code           AH1N           AH2N           AH3N           AH4N           AH5N           AH6N           AH7N           AH8N           AH7N           AH8N           AH9N           AH10N           AH11N           AH12N           AH13N           AH13N           AH13N           AH17N           AH18N	7 Day Between Henry and Perry Perry and Rayner Rayner and Balmain Balmain and Edward Edward and Helena Helena and Trevor Trevor and Catherine Catherine and Grove Grove and Halloran Halloran and Halloran/Justin Halloran and Halloran/Justin Halloran/Justin and Justin/ Justin/Lamb and Lamb Justin/Lamb and Lamb Lamb and Lamb/Ryan Ryan/Cecily and Cecily Cecily and Foucart Ln	Capacity 9 8 12 3 0 8 12 0 5 5 3 3 3 3 3 3 3 4 15 5 5 5	500 7 6 11 2 0 0 2 0 0 1 1 0 2 2 2 2 3 3 14 3 3 4	600 7 6 10 2 0 0 3 0 2 2 1 1 2 2 2 3 12 2 2 3 3	700 5 7 9 9 2 0 3 4 4 0 3 3 0 2 2 2 2 3 10 3 3 1	800 6 6 10 2 0 1 1 7 0 3 3 1 1 2 2 2 3 8 8 2 2 1	900 6 5 10 1 1 7 0 3 3 2 2 2 2 2 2 3 8 8 2 2 1	1000 7 5 10 1 2 7 7 0 2 2 1 1 2 3 3 3 9 9 1 1	1100         6           6         6           9         1           0         2           7         0           3         2           2         2           2         3           9         1           1         1	1200         6           6         6           10         1           0         2           7         0           4         2           2         2           2         2           8         2           2         2	1300         6           7         0           1         0           2         7           0         4           2         2           2         2           7         7           2         2           2         2           2         2           2         2           2         2           2         2           2         2           2         2           2         2           2         2           2         2           2         2           2         2           2         2           2         2           2         2	1400 6 7 9 1 0 2 7 0 3 2 2 2 2 2 2 9 9 2 2 1	1500         6           7         9           1         0           2         6           0         3           2         1           2         3           8         2           1         2	1600           5           5           9           1           0           2           6           0           3           2           1           2           3           2           1           2           3           2           1           2           2           3           2           1	1700 4 5 9 9 1 1 0 1 1 6 0 3 3 1 1 2 2 2 2 3 3 9 9 2 2 1	1800           5           5           9           1           0           1           5           3           1           2           3           9           1           1           2           3           9           1           1	1900 5 5 10 1 1 4 0 2 1 2 2 2 3 10 10 1
Location	Side	Map Code           AH1N           AH2N           AH3N           AH4N           AH5N           AH4N           AH5N           AH6N           AH7N           AH8N           AH9N           AH10N           AH10N           AH10N           AH11N           AH12N           AH11N           AH12N           AH13N           AH14N           AH17N           AH18N           AH19N	7 Day Between Henry and Perry Perry and Rayner Rayner and Balmain Balmain and Edward Edward and Helena Helena and Trevor Trevor and Catherine Catherine and Grove Grove and Halloran/Justin Halloran and Halloran/Justin Halloran and Halloran/Justin Halloran/Justin and Justin/Justin Justin/Lamb and Lamb Lamb and Lamb/Ryan Ryan/Cecily and Cecily Cecily and Foucart Ln	Capacity 9 8 12 3 0 8 12 0 5 5 3 3 3 3 3 4 15 5 5 5 5 5 4	500           7         6           11         2           0         0           2         0           0         2           0         1           0         2           2         3           14         3           4         2	600 7 6 2 0 0 3 0 3 0 2 2 1 2 2 3 1 2 2 3 3 12 2 3 3 2	700 5 7 9 2 2 0 3 3 4 0 3 3 0 2 2 2 2 3 10 10 1 1	800         6           6         6           10         2           0         1           7         0           3         1           2         2           3         3           1         2           2         3           8         2           1         1           1         1	900 6 5 10 1 1 7 0 1 7 0 3 3 2 2 2 2 2 2 3 3 8 8 2 1 1	1000 7 5 10 1 1 2 7 7 0 2 2 1 2 2 1 2 3 3 3 9 9 1 1 1 1	1100         6           6         9           1         0           2         7           0         3           2         2           2         2           3         9           1         1           0         0	1200         6           6         6           10         1           0         2           7         0           4         2           2         2           2         2           2         2           8         2           2         2           1         1	1300           6           7           10           1           0           2           7           0           4           2           2           2           2           2           2           2           2           2           2           2           2           2           2           2           2           2           0	1400 6 7 9 1 0 2 7 0 3 3 2 2 2 2 2 9 9 2 1 1 1	1500           6           7           9           1           0           2           6           0           3           2           1           2           3           2           1           2           3           8           2           1           1	1600           5           5           9           1           0           2           6           0           3           2           1           2           3           2           1           2           3           2           1           2           8           2           1           1	1700 4 5 9 9 1 1 0 1 1 6 0 1 1 6 0 3 3 1 2 2 2 2 3 9 9 2 2 1 1	1800           5           5           9           1           0           1           5           7           8           9           1           2           2           3           9           1           1           1           1           1           1	1900 5 5 10 1 0 1 4 0 2 1 1 2 2 3 3 10 0 1 1 1 1
lucation livfield Rd	Side	Map Code           AH1N           AH2N           AH3N           AH4N           AH4N           AH4N           AH4N           AH5N           AH6N           AH7N           AH8N           AH9N           AH10N           AH10N           AH11N           AH12N           AH13N           AH14N           AH17N           AH18N           AH17N           AH18N           AH12N           AH12N	7 Day Between Henry and Perry Perry and Rayner Rayner and Balmain Balmain and Edward Edward and Helena Helena and Trevor Trevor and Catherine Catherine and Grove Grove and Halloran Halloran and Halloran/Justin Halloran/Justin and Justin Justin and Justin/Lamb Justin/Lamb and Lamb Lamb and Lamb/Ryan Ryan/Cecily and Foucart Ln Foucart Ln and Foucart St Foucart St and Denison Denison and Gordon	Capacity           9           8           12           0           5           3           3           4           15           5           4           17           36	500 7 6 11 2 0 0 2 0 0 2 0 1 2 0 2 2 2 3 3 14 3 3 4 4 3 2 2 10 11	600 7 6 10 0 0 3 0 2 1 1 2 2 2 2 3 3 12 2 2 3 3 12 2 2 3 3 12 2 10 12	700 5 7 9 2 2 0 3 4 4 0 3 3 2 2 2 2 2 3 10 3 3 11 1 9 9 20	800         6           6         6           10         2           0         1           7         0           3         1           2         2           3         2           2         3           8         2           1         1           10         24	900 6 5 10 1 1 7 7 0 3 2 2 2 2 2 2 2 3 8 8 2 2 1 1 1 1 1 0 0 2 6	1000 7 5 10 2 7 7 0 2 7 7 0 2 1 1 2 3 3 3 9 9 1 1 1 1 1 1 1 0 2 3	1100           6           9           1           0           2           7           0           3           2           2           2           3           9           1           0           3           9           1           0           9           1           0           9           25	1200           6           10           1           0           2           7           0           4           2           2           2           2           2           2           2           2           2           2           3           2           3           2           3           2           3           3           4           5           6           6           7 <td>1300           6           7           10           2           7           0           2           7           0           4           2           2           2           2           2           2           2           2           0           10           10</td> <td>1400 6 7 9 9 1 0 2 7 0 2 7 0 3 3 2 2 2 2 2 2 2 2 9 9 2 2 1 1 10 24</td> <td>1500 6 7 9 1 1 0 2 6 0 3 2 1 2 1 2 3 8 2 1 1 1 10 22 3 8 2 1 1 1 1 1 1 1 1 1 1 1 1 1</td> <td>1600           5           9           1           0           2           6           0           3           2           1           2           6           0           3           2           8           2           1           10           22</td> <td>1700 4 5 9 1 1 0 1 6 0 1 1 6 0 3 1 2 2 2 2 3 9 9 2 2 1 1 1 1 1 0 0 20</td> <td>1800           5           9           1           0           1           5           0           3           1           2           3           9           1           1           1           1           1           10           16</td> <td>1900000           5           5           10           1           1           0           1           4           0           2           1           2           2           3           10           1           1           1           1           10           13</td>	1300           6           7           10           2           7           0           2           7           0           4           2           2           2           2           2           2           2           2           0           10           10	1400 6 7 9 9 1 0 2 7 0 2 7 0 3 3 2 2 2 2 2 2 2 2 9 9 2 2 1 1 10 24	1500 6 7 9 1 1 0 2 6 0 3 2 1 2 1 2 3 8 2 1 1 1 10 22 3 8 2 1 1 1 1 1 1 1 1 1 1 1 1 1	1600           5           9           1           0           2           6           0           3           2           1           2           6           0           3           2           8           2           1           10           22	1700 4 5 9 1 1 0 1 6 0 1 1 6 0 3 1 2 2 2 2 3 9 9 2 2 1 1 1 1 1 0 0 20	1800           5           9           1           0           1           5           0           3           1           2           3           9           1           1           1           1           1           10           16	1900000           5           5           10           1           1           0           1           4           0           2           1           2           2           3           10           1           1           1           1           10           13
ilyfield Rd (Street =	Side	Map Code           AH1N           AH2N           AH3N           AH4N           AH5N           AH6N           AH5N           AH6N           AH7N           AH8N           AH9N           AH10N           AH10N           AH11N           AH12N           AH13N           AH14N           AH17N           AH18N           AH17N           AH18N           AH12N           AH20N           AH20N           AH21N	7 Day Between Henry and Perry Perry and Rayner Rayner and Balmain Balmain and Edward Edward and Helena Helena and Trevor Trevor and Catherine Catherine and Grove Grove and Halloran Halloran and Halloran/Justin Halloran/Justin and Justin Halloran/Justin and Justin Justin and Justin/Lamb Justin/Lamb and Lamb Lamb and Lamb/Ryan Ryan/Cecily and Focart Ln Foucart Ln and Foucart St Foucart St and Denison Denison and Gordon	Capacity           9           8           12           0           8           12           0           3           12           0           3           3           3           3           3           3           3           3           4           15           5           4           17           36           39	<b>500</b> 7 6 11 2 0 0 2 0 1 2 0 2 2 2 2 3 14 3 4 4 2 10 11 1 27	600 7 6 10 2 0 0 0 0 3 3 0 2 1 1 2 2 3 12 2 2 3 12 2 2 3 12 2 10 12 2 3	700 5 7 9 2 0 3 4 4 0 3 3 0 2 2 2 2 3 10 3 1 1 9 9 20 225	800         6           6         6           10         2           0         1           7         0           3         1           2         2           3         1           2         2           3         1           1         1           1         1           10         24           24         24	900 6 5 10 1 7 7 0 3 2 2 2 2 2 2 2 3 8 8 2 2 1 1 10 0 26 23	1000 7 5 10 2 7 7 0 2 1 1 2 3 3 3 9 9 1 1 1 1 1 1 0 2 3 2 3 2 3	1100           6           9           100           2           7           0           3           2           2           2           2           3           9           1           0           9           12           23           24	1200         6           6         6           10         1           0         2           7         0           4         2           2         2           2         2           2         2           1         9           24         25	1300           6           7           10           2           7           0           2           2           2           2           2           2           0           10           2           2           0           10           24           24           24	1400 6 7 9 1 0 2 7 0 3 2 2 2 2 9 2 1 1 10 24 25	1500 6 7 9 1 0 2 6 0 3 2 1 2 3 8 2 1 1 10 22 26	1600           5           9           1           0           2           6           0           3           2           1           2           3           2           1           2           1           10           22           26	1700 4 5 9 1 0 1 6 6 0 3 1 1 2 2 2 2 3 9 9 2 2 1 1 1 10 20 28	1800           5           9           1           0           1           5           0           3           1           2           3           9           1           10           16           28	1900000           5           5           10           11           0           11           10           11           11           11           11           11           11           11           12
location living the second sec	Side	Map Code           AH1N           AH2N           AH3N           AH4N           AH5N           AH6N           AH5N           AH6N           AH7N           AH8N           AH9N           AH10N           AH10N           AH10N           AH11N           AH12N           AH13N           AH14N           AH17N           AH18N           AH19N           AH18N           AH22N           AH21S	7 Day Between Henry and Perry Perry and Rayner Rayner and Balmain Balmain and Edward Edward and Helena Helena and Trevor Trevor and Catherine Catherine and Grove Grove and Halloran Halloran d Halloran Halloran and Halloran Halloran/Justin Halloran/Justin and Justin Justin and Justin/Lamb Justin/Lamb and Lamb Lamb and Lamb/Ryan Ryan/Cecily and Gecily Cecily and Foucart Ln Foucart St and Denison Denison and Gordon Gordon and Victoria	Capacity 9 8 12 3 0 8 12 0 5 5 3 3 3 3 3 3 3 3 3 5 5 5 5 4 15 5 5 4 12 0 5 5 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3	500           7         6           111         2           0         0           2         0           11         1           0         2           0         2           11         2           2         3           14         3           4         2           10         11           27         6	600 7 6 10 2 0 0 0 2 1 3 2 2 1 2 2 3 12 2 3 12 2 3 12 10 12 23 5 5	700 5 7 9 9 2 0 3 4 4 0 3 3 2 2 2 2 2 3 3 10 3 11 1 1 9 9 20 20 25 5	800 6 6 10 2 0 1 1 7 0 3 3 1 2 2 2 2 2 3 3 8 2 2 1 1 1 1 1 1 2 4 2 4 2 4 3	900 6 5 10 1 1 0 1 7 0 3 3 2 2 2 2 2 2 3 3 8 8 2 2 1 1 1 1 0 26 23 3 3	1000 7 5 10 1 2 7 0 2 2 1 1 2 3 3 3 3 9 9 1 1 1 1 1 1 2 3 2 3 2 3 4	1100         6           6         9           9         1           0         2           7         0           3         2           2         2           3         9           1         1           0         9           1         1           0         9           2         2           3         2           2         2           3         9           1         1           0         9           25         24           4         4	1200           6           6           10           1           0           2           7           0           4           2           2           2           2           2           2           2           2           2           2           2           3           9           24           25           6	1300           6           7           10           2           7           0           2           2           2           2           2           2           2           1           1           1           1           2           2           1 <td>1400 6 7 9 1 0 2 7 0 3 2 2 2 2 9 2 1 1 10 24 25 5</td> <td>1500           6           7           9           1           0           2           6           0           3           2           1           2           3           2           1           2           3           8           2           1           10           22           26           6</td> <td>1600           5           5           9           1           0           2           6           0           3           2           1           2           1           2           3           2           1           1           10           22           26           5</td> <td>1700 4 5 9 1 0 1 0 1 0 1 2 2 3 3 9 2 2 1 1 1 0 2 2 3 5 5</td> <td>1800           5           5           9           1           0           1           5           3           1           2           3           9           1           1           1           10           16           28           5</td> <td>190005 55 100 11 1 1 0 1 1 1 2 2 2 2 2 2 2 2 2 2</td>	1400 6 7 9 1 0 2 7 0 3 2 2 2 2 9 2 1 1 10 24 25 5	1500           6           7           9           1           0           2           6           0           3           2           1           2           3           2           1           2           3           8           2           1           10           22           26           6	1600           5           5           9           1           0           2           6           0           3           2           1           2           1           2           3           2           1           1           10           22           26           5	1700 4 5 9 1 0 1 0 1 0 1 2 2 3 3 9 2 2 1 1 1 0 2 2 3 5 5	1800           5           5           9           1           0           1           5           3           1           2           3           9           1           1           1           10           16           28           5	190005 55 100 11 1 1 0 1 1 1 2 2 2 2 2 2 2 2 2 2
ilyfield Rd (Street =	Side	Map Code           AH1N           AH2N           AH3N           AH4N           AH4N           AH4N           AH4N           AH5N           AH6N           AH7N           AH8N           AH7N           AH8N           AH10N           AH10N           AH11N           AH12N           AH13N           AH17N           AH18N           AH20N           AH20N           AH21N           AH22N           AH22N           AH22S	7 Day Between Henry and Perry Perry and Rayner Rayner and Balmain Balmain and Edward Edward and Helena Helena and Trevor Trevor and Catherine Catherine and Grove Grove and Halloran Halloran and Halloran/Justin Halloran and Halloran/Justin Halloran/Justin and Justin/ Justin/Lamb and Lamb Justin/Lamb and Lamb Justin/Lamb and Lamb Cecily and Foucart Ln Foucart Ln and Foucart St Foucart St and Denison Denison and Gordon Gordon and Victoria Henry and Derbyshire	Capacity           9           8           12           3           0           8           12           3           3           3           4           15           5           4           17           36           39           8           10	500           7           6           11           2           0           2           0           1           0           2           3           14           3           4           2           10           11           27           6           10	600 7 6 2 0 0 3 0 2 2 1 1 2 2 2 3 3 2 2 3 2 2 3 3 2 2 3 3 2 2 3 3 2 2 3 3 2 2 3 3 2 2 3 3 5 5 9	700 5 7 9 9 2 0 3 4 4 0 3 3 0 2 2 2 2 2 3 3 10 3 11 1 1 9 9 20 25 5 5 7	800         6           6         0           10         2           0         1           7         0           3         1           2         2           3         1           2         2           3         1           1         1           10         2           24         3           8         2	900 6 5 10 1 1 7 0 3 3 2 2 2 2 2 2 2 2 2 2 3 8 8 2 2 1 1 1 10 0 26 6 3 3 9	1000           7           5           10           1           0           2           7           0           2           1           2           3           3           9           1           10           23           4           8	1100         6           6         6           9         1           0         2           7         0           3         2           2         2           2         3           9         1           1         0           9         2           2         3           9         1           1         2           2         2           3         3           2         2           3         3           9         1           1         1           0         9           25         24           4         8	1200           6           10           1           0           2           7           0           4           2           2           2           2           2           2           2           2           2           2           2           2           3           2           2           3           2           2           3           3           4           5           6           8	1300         6           7         0           1         0           2         7           0         4           2         2           2         2           2         2           2         2           2         2           2         2           10         2           24         2           8         8	1400 6 7 9 1 0 2 7 0 3 2 2 2 2 2 9 2 1 1 10 24 25 5 8	1500           6           7           9           1           0           2           6           0           3           2           1           2           3           2           1           10           22           26           6           8	1600           5           5           9           1           0           2           6           0           3           2           1           2           1           2           1           1           10           22           26           5           7	1700 4 5 9 9 1 1 0 1 6 0 3 3 1 1 2 2 2 2 2 3 3 9 9 2 2 1 1 1 0 20 2 8 5 5 8	1800           5           5           9           1           0           1           2           2           3           1           1           2           3           1           1           1           10           16           28           5           9	1900 55 55 10 11 11 0 11 11 22 22 22 22 11 11 11 11 11 11 11
ilyfield Rd (Street =	Side	Map Code           AH1N           AH2N           AH3N           AH4N           AH5N           AH4N           AH5N           AH6N           AH7N           AH8N           AH9N           AH10N           AH10N           AH11N           AH12N           AH13N           AH13N           AH14N           AH13N           AH12N           AH13N           AH14N           AH12N           AH12N           AH2ON           AH20N           AH20N           AH22N           AH22N           AH2S           AH3S	7 Day Between Henry and Perry Perry and Rayner Rayner and Balmain Balmain and Edward Edward and Helena Helena and Trevor Trevor and Catherine Catherine and Grove Grove and Halloran Halloran and Halloran/Justin Halloran and Halloran/Justin Halloran and Halloran/Justin Halloran and Halloran/Justin Justin/Lamb and Lamb Lamb and Lamb/Ryan Ryan/Cecily and Cecily Cecily and Foucart Ln Foucart St and Denison Denison and Gordon Gordon and Victoria Henry and Derbyshire Derbyshire and Rayner Rayner and Balmain	Capacity           9           8           12           0           8           12           3           3           3           3           4           15           5           4           17           36           39           8           10           16	500           7         6           11         2           0         0           2         0           1         1           0         2           2         2           3         4           2         10           11         2           6         10           15         5	600 7 6 10 2 0 0 3 0 2 1 2 2 1 2 2 3 3 2 2 3 3 2 2 3 12 2 3 3 12 2 3 3 5 9 9 15	700           5           7           9           2           0           3           4           0           3           0           2           2           3           0           2           3           10           3           11           9           20           25           5           7           14	800         6           6         6           10         2           0         1           7         0           3         1           2         2           3         1           2         2           3         1           1         1           2         2           3         3           8         2           1         10           24         3           8         13	900         6           5         10           1         0           1         7           0         3           2         2           2         2           3         2           2         3           8         2           1         10           26         2           3         9           14         14	1000           7           5           10           1           0           2           7           0           2           1           2           3           9           1           1           10           23           24           8           13	1100         6           6         6           9         1           0         2           7         0           3         2           2         2           2         3           9         1           1         0           9         25           24         4           8         13	1200         6           6         6           10         1           0         2           7         0           4         2           2         2           2         2           2         2           2         2           3         2           2         2           6         5           6         8           13         1	1300         6           7         0           1         0           2         7           0         -           2         -           2         -           2         -           2         -           2         -           2         -           2         -           2         -           10         -           24         -           25         -           8         -	1400 6 7 9 1 0 2 7 0 3 2 2 2 2 2 9 9 2 1 10 24 10 24 25 5 8 13	1500           6           7           9           1           0           2           6           0           3           2           1           2           3           2           1           2           3           2           1           10           22           6           8           13	1600           5           5           9           1           0           2           6           0           3           2           1           2           1           2           1           2           8           2           1           10           22           5           7           13	1700           4           5           9           1           0           1           6           0           3           1           2           2           3           9           2           1           10           20           2           5           8           14	1800           5           5           9           1           0           1           5           0           3           1           2           2           3           9           1           1           10           16           2           2           3           9           14	190000           5           5           10           11           0           11           4           0           11           2           12           2           33           100           11           11           11           11           11           11           11           13           26           9           9           14
ilyfield Rd (Street =	Side	Map Code           AH1N           AH2N           AH3N           AH4N           AH5N           AH4N           AH5N           AH4N           AH5N           AH4N           AH5N           AH4N           AH10N           AH10N           AH11N           AH11N           AH12N           AH11N           AH11N           AH12N           AH13N           AH14N           AH19N           AH12N           AH21N           AH22N           AH23           AH33           AH4S	7 Day Between Henry and Perry Perry and Rayner Rayner and Balmain Balmain and Edward Edward and Helena Helena and Trevor Trevor and Catherine Catherine and Grove Grove and Halloran/Justin Halloran and Halloran/Justin Halloran and Halloran/Justin Halloran and Halloran/Justin Justin/Lamb and Lamb Justin/Lamb and Lamb Lamb and Lamb/Rayan Ryan/Cecily and Cecily Cecily and Foucart Ln Foucart St and Denison Denison and Gordon Gordon and Victoria Henry and Derbyshire Derbyshire and Rayner Rayner and Balmain	Capacity           9           8           12           0           8           12           3           3           3           3           3           3           3           3           3           3           4           15           5           4           17           36           39           8           10           16           6	500           7         6           11         2           0         0           2         0           0         2           0         2           2         3           14         3           4         2           10         11           27         6           100         15           5         5	600           7           6           10           2           0           3           0           2           1           2           3           0           2           3           12           2           3           2           3           12           23           5           9           15           4	700           5           7           9           2           0           3           4           0           3           0           2           2           3           0           2           2           3           10           3           11           1           9           20           25           5           7           14	800         6           6         6           10         2           0         1           7         0           3         1           2         2           3         1           2         2           3         1           1         1           1         1           10         24           24         3           8         13           3         3	900         6           5         10           1         0           1         7           0         3           2         2           2         3           8         2           1         10           26         23           3         9           14         2	1000           7           5           10           1           0           2           7           0           2           1           2           3           9           1           1           10           23           23           4           8           13           3	1100         6           6         6           9         1           0         2           7         0           3         2           2         2           3         9           1         1           0         9           2         2           3         9           1         1           0         9           25         24           4         8           13         3	1200         6           6         6           10         1           0         2           7         0           4         2           2         2           2         2           2         2           2         2           2         2           2         2           3         3	1300           6           7           10           1           0           2           7           0           4           2           2           2           2           2           2           2           2           2           0           10           24           5           8           13           3	1400 6 7 9 1 0 2 7 0 3 2 2 2 2 2 2 2 2 2 2 2 2 2	1500           6           7           9           1           0           2           6           0           3           2           1           2           3           2           1           2           3           8           2           1           10           22           26           6           8           13           3	1600           5           9           1           0           2           6           0           3           2           1           2           3           2           1           2           8           2           1           10           22           6           7           7           13	1700           4           5           9           1           0           1           6           0           3           1           2           3           9           2           3           9           2           1           10           20           28           5           8           14           5	1800           5           5           9           1           0           1           5           0           3           1           2           2           3           9           1           1           1           1           10           16           28           9           14           5	1900000           5           5           11           0           11           0           11           11           12           2           2           33           100           11           11           11           11           11           11           12           99           99           1144           5
ilyfield Rd (Street =	Side	Map Code           AH1N           AH2N           AH3N           AH4N           AH4N           AH4N           AH5N           AH6N           AH7N           AH8N           AH9N           AH10N           AH10N           AH11N           AH11N           AH11N           AH11N           AH11N           AH11N           AH11N           AH11N           AH12N           AH13N           AH19N           AH12N           AH12N           AH13N           AH22N           AH21N           AH22N           AH21N           AH22N           AH21N           AH22N           AH23           AH25           AH45           AH5	7 Day Between Henry and Perry Perry and Rayner Rayner and Balmain Balmain and Edward Edward and Helena Helena and Trevor Trevor and Catherine Catherine and Grove Grove and Halloran/ Halloran and Halloran/Justin Halloran and Halloran/Justin Halloran and Halloran/Justin Justin/Lamb and Lamb Justin/Lamb and Lamb Lamb and Lamb/Ryan Ryan/Cecily and Cecily Cecily and Foucart Ln Foucart Ln and Foucart St Foucart St and Denison Denison and Gordon Gordon and Victoria Henry and Derbyshire Derbyshire and Rayner Rayner and Balmain Balmain and Edward Edward and Helena	Capacity           9           8           12           0           8           12           0           5           3           3           4           15           5           4           17           36           39           8           10           16           6           12	500           7         6           11         2           0         0           2         0           1         0           2         2           3         14           3         4           2         10           111         27           6         10           15         5           4         4	600           7           6           10           2           0           3           0           2           11           2           2           3           12           2           3           12           2           3           2           10           12           23           5           9           15           4	700           5           7           9           2           0           3           4           0           3           0           2           2           3           10           3           11           9           20           25           7           14           4           4	800         6           6         6           10         2           0         1           7         0           3         3           1         2           2         3           8         2           1         1           10         24           24         3           8         13           3         4	900         6           5         10           1         1           0         1           7         0           3         2           2         2           3         2           1         1           10         2           2         3           8         2           1         10           26         23           3         9           14         2           4         1	1000           7           5           10           1           0           2           7           0           2           1           2           3           3           9           1           10           23           23           4           8           13           3           3	1100         6           6         9           1         0           2         7           0         3           2         2           2         2           3         9           1         0           9         1           0         9           1         0           9         2           24         4           8         13           3         4	1200         6           6         6           10         1           0         2           7         0           4         2           2         2           2         2           2         2           2         2           2         2           3         3	1300           6           7           10           2           7           0           2           7           0           4           2           2           2           2           2           0           10           2           2           0           10           2           0           10           24           5           8           13           3           4	1400 6 7 9 1 1 0 2 7 0 3 2 2 2 2 2 2 2 9 2 2 1 1 10 24 25 5 8 8 13 4 4 4	1500           6           7           9           1           0           2           6           0           3           2           11           2           3           8           2           11           10           22           26           6           8           13           3           4	1600           5           9           1           0           2           6           0           3           2           11           2           8           2           8           2           11           10           22           26           5           7           13           4           4	1700           4           5           9           1           0           1           6           0           3           1           2           3           9           2           1           10           20           28           5           8           14           5           4	1800           5           5           9           1           0           1           5           0           3           1           2           3           9           1           1           10           16           28           9           144           5           4	1900000           5           5           1           1           0           1           4           0           2           3           100           1           2           3           100           1           1           100           13           29           6           9           6           9           4
Location Location	Side	Map Code           AH1N           AH2N           AH3N           AH4N           AH4N           AH4N           AH4N           AH5N           AH6N           AH7N           AH8N           AH9N           AH10N           AH10N           AH11N           AH12N           AH13N           AH14N           AH17N           AH18N           AH17N           AH18N           AH17N           AH18N           AH12N           AH12N           AH12N           AH12N           AH12N           AH20N           AH21N           AH22N           AH21N           AH22N           AH23           AH35           AH435           AH65	7 Day Between Henry and Perry Perry and Rayner Rayner and Balmain Balmain and Edward Edward and Helena Helena and Trevor Trevor and Catherine Catherine and Grove Grove and Halloran Halloran and Halloran/Justin Halloran/Justin and Justin Justin and Justin/Lamb Justin/Lamb and Lamb Lamb and Lamb/Ryan Ryan/Cecily and Foucart Ln Foucart Ln and Foucart St Foucart St and Denison Denison and Gordon Gordon and Victoria Henry and Derbyshire Derbyshire and Rayner Rayner and Balmain Balmain and Edward Edward and Helena	Capacity           9           8           12           0           8           12           0           3           3           3           3           3           3           4           15           5           4           17           36           39           8           10           16           6           12           11	<b>500</b> 7 6 11 2 0 0 2 0 1 2 2 2 3 3 14 3 2 2 3 14 3 4 3 14 3 5 5 4 3 3	600           7           6           10           2           0           3           0           2           11           2           2           3           12           2           3           12           2           3           12           23           5           9           15           4           4           3	700           5           7           9           2           0           3           4           0           3           0           2           2           3           10           3           11           9           20           25           7           14           4           4           3	800           6           10           2           0           1           7           0           3           1           2           2           3           8           2           11           10           24           3           8           13           3           4	900 6 5 10 1 7 0 3 2 2 2 2 2 2 2 2 3 8 8 2 2 3 3 8 8 2 1 1 1 10 0 26 23 3 9 9 14 2 2 4 4	1000           7           5           10           1           0           2           7           0           2           11           2           3           9           1           10           23           23           4           8           13           3           3           3           3           3           3           3           3           3	1100           6           9           1           0           2           7           0           3           2           2           2           2           2           2           2           2           2           3           9           1           0           9           25           24           4           8           13           3           4           5	1200           6           10           11           0           2           7           0           4           2           2           2           2           2           2           2           2           2           2           2           3           4           5	1300           6           7           10           2           7           0           2           2           2           2           2           2           2           2           2           3           4           5           8           13           4           5           3           4           5	1400 6 7 9 1 0 2 7 0 3 2 2 2 2 2 2 2 2 2 2 2 2 3 2 2 3 2 2 3 2 2 3 3 2 5 8 8 1 3 4 4 4 5 5 5 8 1 1 1 1 1 1 1 1 1 1 1 1 1	1500           6           7           9           1           0           2           6           0           3           2           1           2           3           8           2           1           10           22           26           6           8           13           4           5	1600           5           9           1           0           2           6           0           3           2           6           0           3           2           8           2           8           2           11           10           22           26           5           7           13           4           4	1700           4           5           9           1           0           1           6           0           3           1           2           2           3           9           2           3           9           2           1           10           20           28           5           8           14           5           4           5	1800           5           9           1           0           1           5           0           3           1           2           3           9           1           1           1           10           16           28           5           9           14           5           4	190000           5           5           10           1           0           1           0           1           0           1           0           1           2           3           10           1           10           11           10           13           29           6           9           6           9           14           25
Lilyfield Rd (Street =	Side	Map Code           AH1N           AH2N           AH3N           AH4N           AH4N           AH4N           AH5N           AH6N           AH7N           AH8N           AH9N           AH10N           AH10N           AH11N           AH11N           AH11N           AH11N           AH11N           AH11N           AH11N           AH11N           AH12N           AH13N           AH19N           AH12N           AH12N           AH13N           AH22N           AH21N           AH22N           AH21N           AH22N           AH21N           AH22N           AH23           AH25           AH45           AH5	7 Day Between Henry and Perry Perry and Rayner Rayner and Balmain Balmain and Edward Edward and Helena Helena and Trevor Trevor and Catherine Catherine and Grove Grove and Halloran/ Halloran and Halloran/Justin Halloran and Halloran/Justin Halloran and Halloran/Justin Justin/Lamb and Lamb Justin/Lamb and Lamb Lamb and Lamb/Ryan Ryan/Cecily and Cecily Cecily and Foucart Ln Foucart Ln and Foucart St Foucart St and Denison Denison and Gordon Gordon and Victoria Henry and Derbyshire Derbyshire and Rayner Rayner and Balmain Balmain and Edward Edward and Helena	Capacity           9           8           12           0           8           12           0           5           3           3           4           15           5           4           17           36           39           8           10           16           6           12	500           7         6           11         2           0         0           2         0           1         0           2         2           3         14           3         4           2         10           111         27           6         10           15         5           4         4	600           7           6           10           2           0           3           0           2           11           2           2           3           12           2           3           12           2           3           2           10           12           23           5           9           15           4	700           5           7           9           2           0           3           4           0           3           0           2           2           3           10           3           11           9           20           25           7           14           4           4	800         6           6         6           10         2           0         1           7         0           3         3           1         2           2         3           8         2           1         1           10         24           24         3           8         13           3         4	900         6           5         10           1         1           0         1           7         0           3         2           2         2           3         2           1         1           10         2           2         3           8         2           1         10           26         23           3         9           14         2           4         1	1000           7           5           10           1           0           2           7           0           2           1           2           3           3           9           1           10           23           23           4           8           13           3           3	1100         6           6         9           1         0           2         7           0         3           2         2           2         2           3         9           1         0           9         1           0         9           1         0           9         2           24         4           8         13           3         4	1200         6           6         6           10         1           0         2           7         0           4         2           2         2           2         2           2         2           2         2           2         2           3         3	1300           6           7           10           2           7           0           2           7           0           4           2           2           2           2           2           0           10           2           2           0           10           2           0           10           24           5           8           13           3           4	1400 6 7 9 1 1 0 2 7 0 3 2 2 2 2 2 2 2 9 2 2 1 1 10 24 25 5 8 8 13 4 4 4	1500           6           7           9           1           0           2           6           0           3           2           11           2           3           8           2           11           10           22           26           6           8           13           3           4	1600           5           9           1           0           2           6           0           3           2           1           2           8           2           8           2           1           10           22           26           5           7           13           4           4	1700           4           5           9           1           0           1           6           0           3           1           2           3           9           2           1           10           20           28           5           8           14           5           4	1800           5           5           9           1           0           1           5           0           3           1           2           3           9           1           1           10           16           28           9           144           5           4	1900000           5         5           10         1           1         0           4         0           2         2           3         10           1         1           10         1           11         1           10         1           11         1           10         1           11         1           10         1           13         29           6         9           9         1           4         5           4         4

	AH9S	Grove and Halloran	8	3	4	5	6	6	7	7	7	8	7	5	5	5	5	4
South	AH105	Halloran and Halloran/Justin	7	3	4	4	5	5	5	5	5	5	6	5	4	3	2	2
3000	AH11S	Halloran/Justin and Justin	7	0	0	0	1	3	1	1	1	1	1	1	1	1	1	1
	AH12S	Justin and Justin/Lamb	7	1	3	3	3	3	3	4	3	3	3	2	2	1	1	1
	AH13S	Justin/Lamb and Lamb	7	1	1	1	1	1	2	2	2	2	2	2	1	1	1	1
	AH14S	Lamb and Lamb/Ryan	23	6	6	5	5	5	5	5	6	4	5	4	4	4	3	3
	AH17S	Ryan/Cecily and Cecily	7	1	1	1	1	1	1	1	1	0	0	0	1	0	0	0
	AH18S	Cecily and Foucart Ln	7	0	0	1	1	1	1	1	1	1	2	1	1	1	1	1
	AH19S	Foucart Ln and Foucart St	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
	AH20S	Foucart St and Denison	27	1	2	2	1	1	1	2	2	3	3	2	2	3	3	2
	AH21S	Denison and Gordon	23	9	7	15	15	15	14	17	16	15	17	16	15	13	11	10
	AH22S	Gordon and Victoria	40	34	35	32	32	29	28	30	31	33	33	33	33	34	34	35
		Total	446	210	209	222	229	231	225	236	243	241	244	234	227	224	215	208
			Unoccupied	236	237	224	217	215	221	210	203	205	202	212	219	222	231	238
		Percent	age Ocuppied	47%	47%	50%	51%	52%	51%	53%	55%	54%	55%	52%	51%	50%	48%	47%

#### Iron Cove Site - Clubb Street

1		y results – V	, ,			1	1			1		1		1	1	1			1
Location	Side	Map Code	Between	Capacity	500	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900
Clubb St	North	D1N	Manning and Victoria	23	18	17	15	12	12	11	12	11	11	11	11	11	12	13	15
(Street "D")	South	D1S	Manning and Victoria	23	20	20	19	14	12	12	12	13	15	16	16	15	15	16	17
			Total	46	38	37	34	26	24	23	24	24	27	27	27	26	27	29	33
				Unoccupied	8	9	12	20	22	23	22	22	19	19	19	20	19	17	13
			Percentag	ge Ocuppied	82%	80%	74%	57%	52%	50%	52%	53%	58%	60%	60%	57%	59%	63%	71%
Clubb Stree	t occupanc	y results – S	aturday																
Location	Side	Map Code	Between	Capacity	500	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900
Clubb St	North	D1N	Manning and Victoria	23	18	17	18	15	14	15	13	14	13	13	14	15	15	15	15
(Street "D")	South	D1S	Manning and Victoria	23	19	18	18	15	13	12	16	18	16	13	15	13	14	16	16
			Total	46	37	35	36	30	27	27	29	32	29	26	29	28	29	31	31
				Unoccupied	9	11	10	16	19	19	17	14	17	20	17	18	17	15	15
			Percentag	ge Ocuppied	80%	76%	78%	65%	59%	59%	63%	70%	63%	57%	63%	61%	63%	67%	67%
Clubb Stree	t occupanc	y results – S	unday																
Location	Side	Map Code	Between	Capacity	500	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900
Clubb St	North	D1N	Manning and Victoria	23	19	19	18	16	20	19	17	18	13	16	15	15	16	16	17
(Street "D")	South	D1S	Manning and Victoria	23	20	20	20	22	21	21	20	20	14	19	19	18	19	17	17
			Total	46	39	39	38	38	41	40	37	38	27	35	34	33	35	33	34
				Unoccupied	7	7	8	8	5	6	9	8	19	11	12	13	11	13	12
			Percentag	ge Ocuppied	85%	85%	83%	83%	89%	87%	80%	83%	59%	76%	74%	72%	76%	72%	74%
Clubb Stree	t occupanc	y results – 7	' Day																
Location	Side	Map Code	Between	Capacity	500	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900
Clubb St	North	D1N	Manning and Victoria	23	18	18	16	13	13	13	13	13	12	12	12	12	13	14	15
(Street "D")	South	D1S	Manning and Victoria	23	20	19	19	15	14	13	14	15	15	16	16	15	15	16	17
			Total	46	38	37	35	29	27	26	26	27	27	28	29	27	29	30	33
				Unoccupied	8	9	11	17	19	20	20	19	19	18	17	19	17	16	13
			Percentag	ge Ocuppied	82%	80%	76%	62%	58%	57%	57%	60%	59%	61%	62%	59%	62%	65%	71%

#### Iron Cove Site - Toelle Street

oelle Stree	t occupanc	y results – V	Neekdays																
Location	Side	Map Code	Between	Capacity	500	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900
Toelle St	North	L1N	Manning and Victoria	24	12	11	11	10	10	11	11	10	11	12	12	12	12	12	9
(Street "L")	South	L1S	Manning and Victoria	26	20	20	19	17	18	17	18	17	17	18	18	20	21	19	21
			Total	50	32	32	30	28	29	28	29	27	28	30	30	32	33	30	30
				Unoccupied	18	18	20	22	21	22	21	23	22	20	20	18	17	20	20
			Percentag	ge Ocuppied	64%	64%	59%	55%	57%	56%	59%	55%	56%	61%	60%	63%	65%	60%	61%
Toelle Stree	t occupanc	y results – S	Saturday																
Location	Side	Map Code	Between	Capacity	500	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900
Toelle St	North	L1N	Manning and Victoria	24	9	9	8	9	9	5	5	5	8	8	12	11	11	11	11
(Street "L")	South	L1S	Manning and Victoria	26	20	20	20	19	17	18	15	16	18	18	20	21	20	20	20
			Total	50	29	29	28	28	26	23	20	21	26	26	32	32	31	31	31
				Unoccupied	21	21	22	22	24	27	30	29	24	24	18	18	19	19	19
			Percentag	ge Ocuppied	58%	58%	56%	56%	52%	46%	40%	42%	52%	52%	64%	64%	62%	62%	62%
Toelle Stree	t occupanc	y results – S	Sunday																
Location	Side	Map Code	Between	Capacity	500	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900
Toelle St	North	L1N	Manning and Victoria	24	8	8	8	7	10	11	11	7	10	10	10	10	10	11	12
(Street "L")	South	L1S	Manning and Victoria	26	21	21	21	18	22	24	25	15	19	20	21	20	21	20	19
			Total	50	29	29	29	25	32	35	36	22	29	30	31	30	31	31	31
				Unoccupied	21	21	21	25	18	15	14	28	21	20	19	20	19	19	19
			Percentag	ge Ocuppied	58%	58%	58%	50%	64%	70%	72%	44%	58%	60%	62%	60%	62%	62%	62%
Toelle Stree	t occupanc	y results – 7	7 Day																
Location	Side	Map Code	Between	Capacity	500	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900
Toelle St	North	L1N	Manning and Victoria	24	11	11	10	10	10	10	10	9	11	11	12	12	11	11	10
(Street "L")	South	L1S	Manning and Victoria	26	20	20	19	18	19	18	19	17	17	18	19	20	21	19	21
			Total	50	31	31	29	27	29	28	29	26	28	30	30	31	32	30	31
				Unoccupied	19	19	21	23	21	22	21	24	22	20	20	19	18	20	19

#### Iron Cove Site - Byrnes Street

Location	Side	Map Code	Between	Capacity	500	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900
Byrnes St	North	A1N	Manning and Elizabeth	17	10	10	12	11	9	8	9	10	10	10	9	11	13	12	10
Street "A")	South	A1S	Manning and Elizabeth	14	11	11	9	9	8	9	7	7	8	7	8	9	10	10	11
			Total	31	21	21	21	20	17	17	16	17	18	17	17	20	23	22	21
		Unoccupied		10	10	10	11	14	14	15	14	13	14	14	11	8	9	10	
			Percentage Ocuppied		69%	68%	66%	64%	56%	55%	52%	54%	58%	55%	54%	63%	74%	70%	68%
Byrnes Stre	et occupan	cy results – S	Saturday																
Location	Side	Map Code	Between	Capacity	500	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900
Byrnes St	North	A1N	Manning and Elizabeth	17	11	11	10	9	9	9	10	10	13	13	14	14	12	13	13
Street "A")	South	A1S	Manning and Elizabeth	14	10	10	8	8	7	6	7	7	6	8	10	11	12	11	11
			Total	31	21	21	18	17	16	15	17	17	19	21	24	25	24	24	24
			Unoccupied		10	10	13	14	15	16	14	14	12	10	7	6	7	7	7
			Percentage Ocuppied		68%	68%	58%	55%	52%	48%	55%	55%	61%	68%	77%	81%	77%	77%	77%
Byrnes Stre		cy results – S	,			1	1	1	1	1	1				1	1	1	1	1
Location	Side	Map Code	Between	Capacity	500	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900
Byrnes St	North	A1N	Manning and Elizabeth	17	10	10	10	12	16	15	12	12	13	14	11	12	13	12	11
Street "A")	South	A1S	Manning and Elizabeth	14	11	11	9	9	10	14	7	7	9	11	10	10	11	11	11
			Total	31	21	21	19	21	26	29	19	19	22	25	21	22	24	23	22
			Unoccupied		10	10	12	10	5	2	12	12	9	6	10	9	7	8	9
			Percentage Ocuppied		68%	68%	61%	68%	84%	94%	61%	61%	71%	81%	68%	71%	77%	74%	71%
,		cy results – 7	,									1							1
Location	Side	Map Code	Between	Capacity	500	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900
Byrnes St	North	A1N	Manning and Elizabeth	17	10	10	11	11	10	9	9	10	11	11	10	11	13	12	11
Street "A")	South	A1S	Manning and Elizabeth	14	11	11	9	9	8	9	7	7	8	8	8	9	10	10	11
			Total	31	21	21	20	20	18	18	17	17	19	19	18	21	23	22	22
				Unoccupied ge Ocuppied	10	10	11	11	13	13	14	14	12	12	13	10	8	9	9
					69%	68%	65%	63%	59%	59%	54%	55%	60%	61%	59%	67%	75%	71%	70%

#### Iron Cove Site - Callan Street

Location	Side	Map Code	Between	Capacity	500	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900
Callan St (Street "B")		B1N	Manning and McCleer	14	8	8	8	7	7	7	7	6	7	7	6	7	7	7	9
	North	A1E	McCleer and Victoria	8	5	5	4	4	4	4	3	3	3	3	3	3	3	3	4
	South	B1S	Manning and McCleer	13	10	10	9	8	7	7	6	6	7	7	7	7	9	10	10
	South	A1E	McCleer and Victoria	8	4	3	3	3	3	3	3	3	3	4	4	3	3	5	4
			Total	43	27	26	25	22	21	21	19	19	21	21	20	20	22	25	27
			Unoccupied		16	17	18	21	22	22	24	24	22	22	23	23	21	18	16
			Percentage Ocuppied		62%	61%	58%	52%	48%	49%	44%	44%	48%	50%	47%	47%	52%	57%	62%
Callan Stree	et occupan	cy results – .	Saturday																
Location	Side	Map Code	Between	Capacity	500	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900
	North	B1N	Manning and McCleer	14	10	10	9	9	9	10	11	7	6	7	7	8	7	7	7
Callan St		A1E	McCleer and Victoria	8	5	5	5	4	5	3	2	2	3	3	2	4	3	3	3
(Street "B")	South	B1S	Manning and McCleer	13	11	11	10	10	9	9	8	9	10	11	12	12	11	10	10
		A1E	McCleer and Victoria	8	5	5	4	4	4	4	4	2	2	2	3	4	4	4	4
			Total	43	31	31	28	27	27	26	25	20	21	23	24	28	25	24	24
				Unoccupied	12	12	15	16	16	17	18	23	22	20	19	15	18	19	19
				ge Ocuppied	72%	72%	65%	63%	63%	60%	58%	47%	49%	53%	56%	65%	58%	56%	56%
Callan Stree		cy results – .				1		1	1	1	1			1	1	1	1		
Location	Side	Map Code	Between	Capacity	500	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900
	North	B1N	Manning and McCleer	14	9	8	8	8	8	6	6	5	6	8	8	7	8	9	7
Callan St		A1E	McCleer and Victoria	8	4	4	3	4	3	1	1	0	1	2	1	1	1	1	3
(Street "B")	South	B1S	Manning and McCleer	13	10	11	11	10	10	9	9	8	12	10	11	10	11	12	13
		A1E	McCleer and Victoria	8	4	4	4	5	5	5	5	2	2	2	2	3	5	5	5
			Total	43	27	27	26	27	26	21	21	15	21	22	22	21	25	27	28
				Unoccupied	16	16	17	16	17	22	22	28	22	21	21	22	18	16	15
			Percentage Ocuppied		63%	63%	60%	63%	60%	49%	49%	35%	49%	51%	51%	49%	58%	63%	65%
		cy results –	,			1													-
Location	Side	Map Code	Between	Capacity	500	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900
	North	B1N	Manning and McCleer	14	8	8	8	8	7	7	8	6	7	7	7	7	7	7	8
Callan St (Street "B")		A1E	McCleer and Victoria	8	5	5	4	4	4	3	3	3	3	3	3	3	3	3	4
street "B")	South	B1S	Manning and McCleer	13	10	10	10	9	8	8	6	7	8	8	8	8	9	10	10
		A1E	McCleer and Victoria	8	4	4	3	4	4	3	3	3	3	3	3	3	4	5	4
			Total	43	27	27	25	24	22	22	20	18	21	22	21	21	23	25	26
		Unoccupied		16	16	18	19	21	21	23	25	22	21	22	22	20	18	17	
				e Ocuppied	64%	63%	59%	55%	52%	50%	47%	43%	49%	50%	49%	50%	54%	58%	61%

#### **Rozelle Interchange construction sites South - Chapman Street**

napman stree						1	1	1		1	1	1	1		1	1	1	1	
Location	Side	Map Code	Between	Capacity	500	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900
Chapman Rd	East	L1E	East of Crescent	28	5	13	11	13	19	20	18	14	14	14	15	15	16	13	14
(Street "L")	West	L1W	East of Crescent	16	1	5	3	3	5	6	5	5	4	4	4	4	3	3	4
			Total	44	6	19	14	15	24	26	23	19	18	18	18	19	19	17	18
			Unoccupied		38	25	30	29	20	18	21	25	26	26	26	25	25	27	26
			Percentage Ocuppied		13%	43%	32%	35%	55%	59%	52%	43%	42%	41%	42%	42%	43%	38%	40%
Chapman Stree	t occupanc	y results – S	aturday																
Location	Side	Map Code	Between	Capacity	500	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900
Chapman Rd	East	L1E	East of Crescent	28	3	3	11	12	13	22	23	23	25	25	19	25	18	11	13
(Street "L")	West	L1W	East of Crescent	16	1	0	2	4	3	4	8	7	10	10	6	5	3	1	2
			Total	44	4	3	13	16	16	26	31	30	35	35	25	30	21	12	15
				Unoccupied	40	41	31	28	28	18	13	14	9	9	19	14	23	32	29
			Percenta	age Ocuppied	9%	7%	30%	36%	36%	59%	70%	68%	80%	80%	57%	68%	48%	27%	34%
Chapman Stree	t occupanc	y results – S	unday								*					•			
Location	Side	Map Code	Between	Capacity	500	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900
Chapman Rd	East	L1E	East of Crescent	28	4	17	23	22	24	22	22	27	27	28	28	28	16	11	13
(Street "L")	West	L1W	East of Crescent	16	0	5	11	12	12	13	11	13	13	16	15	16	4	2	3
			Total	44	4	22	34	34	36	35	33	40	40	44	43	44	20	13	16
				Unoccupied	40	22	10	10	8	9	11	4	4	0	1	0	24	31	28
			Percenta	age Ocuppied	9%	50%	77%	77%	82%	80%	75%	91%	91%	100%	98%	100%	45%	30%	36%
Chapman Stree	t occupanc	y results – 7	' Day																
Location	Side	Map Code	Between	Capacity	500	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900
Chapman Rd	East	L1E	East of Crescent	28	5	12	13	14	19	20	19	17	17	18	17	20	16	13	13
(Street "L")	West	L1W	East of Crescent	16	1	5	4	4	6	7	6	6	6	7	6	6	3	3	4
			Total	44	5	17	17	18	25	27	26	24	24	24	23	26	19	15	17
				Unoccupied	39	27	27	26	19	17	18	20	20	20	21	18	25	29	27
			Percenta	age Ocuppied	12%	39%	38%	41%	56%	62%	58%	54%	54%	55%	52%	59%	44%	35%	39%

Chapman Street occupancy results – Weekdays

#### Iron Cove Site - Moodie Street

Location	Side	Map Code	Between	Capacity	500	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900
		H1E	Manning and Park	5	4	4	4	5	3	4	3	3	4	4	4	4	5	5	5
		H2E	Park and Oxford	4	2	2	3	2	2	3	3	3	3	2	1	2	2	3	2
	East	H3E	Oxford and McCleer	11	3	5	5	5	4	6	5	5	6	5	5	6	5	5	4
		H4E	McCleer and Waterloo	9	9	9	8	8	8	8	8	8	9	8	9	8	8	8	8
Moodie St		H5E	Waterloo and Victoria	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Street "H")		H1W	Manning and Park	4	2	3	3	3	2	2	3	2	3	3	3	3	3	3	2
		H2W	Park and Oxford	2	1	1	1	1	1	1	2	1	2	2	1	2	2	2	2
	West	H3W	Oxford and Cambridge	5	4	4	4	4	3	3	4	4	4	4	4	4	4	4	4
		H4W	Cambridge and Waterloo	7	5	6	5	6	5	5	5	5	6	5	4	5	5	4	6
		H5W	Waterloo and Victoria	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
			Total	47	31	32	34	33	30	32	32	32	36	34	31	33	34	33	33
				Unoccupied	16	15	13	14	17	15	15	15	11	13	16	14	13	14	14
			Percentag	ge Occupied	66%	69%	71%	71%	65%	69%	69%	69%	76%	71%	66%	70%	72%	71%	71%
Moodie St	reet occupa	ncy results ·	– Saturday																
Location	Side	Map Code	Between	Capacity	500	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900
		H1E	Manning and Park	5	4	4	5	5	3	3	3	3	5	5	5	5	5	5	5
		H2E	Park and Oxford	4	2	3	3	3	2	2	1	1	3	2	2	1	1	2	2
	East	H3E	Oxford and McCleer	11	5	5	4	4	5	3	3	3	8	6	8	6	4	5	5
		H4E	McCleer and Waterloo	9	8	9	9	9	9	8	9	9	9	9	9	8	8	9	9
Moodie St		H5E	Waterloo and Victoria	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Street "H")		H1W	Manning and Park	4	3	2	3	2	3	3	3	3	3	4	2	1	1	4	4
		H2W	Park and Oxford	2	1	1	1	1	0	1	2	2	2	2	2	1	1	1	1
	West	H3W	Oxford and Cambridge	5	6	5	5	6	6	4	4	3	4	4	6	6	6	5	5
		H4W	Cambridge and Waterloo	7	5	5	4	6	6	5	5	6	7	7	7	6	7	7	7
		H5W	Waterloo and Victoria	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
			Total	47	34	34	34	36	34	29	30	30	41	39	41	34	33	38	38
				Unoccupied	13	13	13	11	13	18	17	17	6	8	6	13	14	9	9
				ge Occupied	72%	72%	72%	77%	72%	62%	64%	64%	87%	83%	87%	72%	70%	81%	81%
Лооdie St	reet occupa	ncv results -																	
Location	Side	Map Code	Between	Capacity	500	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900
		H1E	Manning and Park	5	4	4	4	3	3	4	3	4	5	4	5	5	5	5	5
		H2E	Park and Oxford	4	1	2	1	1	2				2	3	2	2	3	2	3
	East	H3E	Oxford and McCleer							3	2	1	2	5					
				11	6	6	5	4	4	3	2	1 4	6	7	6	5	5	5	5
		H4E		11 9	6 9	6 9	5	4		-	-	-		-	6 9	-	5	5	
Moodie St		H4E H5E	McCleer and Waterloo						4	7	4	4	6	7		5			5
				9	9	9	9	9	4 9	7 8	4	4	6 8	7 9	9	5	8	7	5 8
		H5E H1W	McCleer and Waterloo Waterloo and Victoria Manning and Park	9 0 4	9 0	9 0 4	9 0	9 0	4 9 0	7 8 0	4 8 0 3	4 9 0 2	6 8 0	7 9 0	9 0	5 8 0	8 0	7 0	5 8 0
	West	H5E H1W H2W	McCleer and Waterloo Waterloo and Victoria Manning and Park Park and Oxford	9 0 4 2	9 0 3	9 0	9 0 3	9 0 3	4 9 0 4	7 8 0 3 1	4 8 0	4 9 0 2 0	6 8 0 4 2	7 9 0 4 2	9 0 4 2	5 8 0 3 1	8 0 3 2	7 0 3 2	5 8 0 2 2
	West	H5E H1W H2W H3W	McCleer and Waterloo Waterloo and Victoria Manning and Park Park and Oxford Oxford and Cambridge	9 0 4 2 5	9 0 3 2	9 0 4 2	9 0 3 2	9 0 3 1	4 9 0 4 1	7 8 0 3	4 8 0 3 0	4 9 0 2	6 8 0 4	7 9 0 4 2 3	9 0 4	5 8 0 3	8 0 3	7 0 3 2 5	5 8 0 2
	West	H5E H1W H2W H3W H4W	McCleer and Waterloo Waterloo and Victoria Manning and Park Park and Oxford Oxford and Cambridge Cambridge and Waterloo	9 0 4 2	9 0 3 2 4 7	9 0 4 2 4 7	9 0 3 2 4 7	9 0 3 1 4 7	4 9 0 4 1 4 7	7 8 0 3 1 5 4	4 8 0 3 0 4 4	4 9 0 2 0 3 5	6 8 0 4 2 3 6	7 9 0 4 2 3 5	9 0 4 2 5 6	5 8 0 3 1 5 6	8 0 3 2 5 6	7 0 3 2 5 5 5	5 8 0 2 2 2 5 4
	West	H5E H1W H2W H3W	McCleer and Waterloo Waterloo and Victoria Manning and Park Park and Oxford Oxford and Cambridge Cambridge and Waterloo Waterloo and Victoria	9 0 4 2 5 7 0	9 0 3 2 4 7 0	9 0 4 2 4 7 0	9 0 3 2 4 7 0	9 0 3 1 4 7 0	4 9 0 4 1 4 7 0	7 8 0 3 1 5 4 0	4 8 0 3 0 4 4 0	4 9 0 2 0 3 5 0	6 8 0 4 2 3 6 0	7 9 0 4 2 3 5 5 0	9 0 4 2 5 6 0	5 8 0 3 1 5 6 0	8 0 3 2 5 6 0	7 0 3 2 5 5 5 0	5 8 0 2 2 5 4 0
	West	H5E H1W H2W H3W H4W	McCleer and Waterloo Waterloo and Victoria Manning and Park Park and Oxford Oxford and Cambridge Cambridge and Waterloo Waterloo and Victoria Total	9 0 4 2 5 7 0 47	9 0 3 2 4 7 0 36	9 0 4 2 4 7	9 0 3 2 4 7	9 0 3 1 4 7 0 32	4 9 0 4 1 4 7 0 34	7 8 0 3 1 5 4 0 35	4 8 0 3 0 4 4 4 0 28	4 9 0 2 0 3 5 0 28	6 8 0 4 2 3 6	7 9 0 4 2 3 5 0 37	9 0 4 2 5 6	5 8 0 3 1 5 6 0 35	8 0 3 2 5 6 0 37	7 0 3 2 5 5 5 0 34	5 8 0 2 2 5 4 0 34
	West	H5E H1W H2W H3W H4W	McCleer and Waterloo Waterloo and Victoria Manning and Park Park and Oxford Oxford and Cambridge Cambridge and Waterloo Waterloo and Victoria Total	9 0 4 2 5 7 0 47 <b>Unoccupied</b>	9 0 3 2 4 7 0 36 11	9 0 4 2 4 7 0 38 9	9 0 3 2 4 7 0 35 12	9 0 3 1 4 7 0 32 15	4 9 0 4 1 4 7 0 34 13	7 8 0 3 1 5 4 0 35 12	4 8 0 3 0 4 4 0 28 19	4 9 0 2 0 3 5 0 28 19	6 8 0 4 2 3 6 0 36 11	7 9 0 4 2 3 5 0 37 10	9 0 4 2 5 6 0 39 8	5 8 0 3 1 5 6 0 35 12	8 0 3 2 5 6 0 37 10	7 0 3 2 5 5 0 34 13	5 8 0 2 2 5 4 0 34 13
Street "H")		H5E H1W H2W H3W H4W H5W	McCleer and Waterloo Waterloo and Victoria Manning and Park Park and Oxford Oxford and Cambridge Cambridge and Waterloo Waterloo and Victoria Total Percentag	9 0 4 2 5 7 0 47	9 0 3 2 4 7 0 36	9 0 4 2 4 7 0 38	9 0 3 2 4 7 0 35	9 0 3 1 4 7 0 32	4 9 0 4 1 4 7 0 34	7 8 0 3 1 5 4 0 35	4 8 0 3 0 4 4 4 0 28	4 9 0 2 0 3 5 0 28	6 8 0 4 2 3 6 0 36	7 9 0 4 2 3 5 0 37	9 0 4 2 5 6 0 39	5 8 0 3 1 5 6 0 35	8 0 3 2 5 6 0 37	7 0 3 2 5 5 5 0 34	5 8 0 2 2 5 4 0 34
Street "H")	West	H5E H1W H2W H3W H4W H5W	McCleer and Waterloo Waterloo and Victoria Manning and Park Park and Oxford Oxford and Cambridge Cambridge and Waterloo Waterloo and Victoria Total Percentag - 7 Day	9 0 4 2 5 7 0 47 Unoccupied ge Occupied	9 0 3 2 4 7 0 36 11	9 0 4 2 4 7 0 38 9	9 0 3 2 4 7 0 35 12	9 0 3 1 4 7 0 32 15	4 9 0 4 1 4 7 0 34 13	7 8 0 3 1 5 4 0 35 12	4 8 0 3 0 4 4 0 28 19	4 9 0 2 0 3 5 0 28 19	6 8 0 4 2 3 6 0 36 11	7 9 0 4 2 3 5 0 37 10	9 0 4 2 5 6 0 39 8	5 8 0 3 1 5 6 0 35 12	8 0 3 2 5 6 0 37 10	7 0 3 2 5 5 0 34 13	5 8 0 2 2 5 4 0 34 13
Street "H") Лoodie St	reet occupa	H5E H1W H2W H3W H4W H5W	McCleer and Waterloo Waterloo and Victoria Manning and Park Park and Oxford Oxford and Cambridge Cambridge and Waterloo Waterloo and Victoria Total Percentag - 7 Day Between	9 0 4 2 5 7 0 47 Unoccupied ge Occupied	9 0 3 2 4 7 0 36 11 77% 500	9 0 4 2 4 7 0 38 9 81%	9 0 3 2 4 7 0 35 12 74%	9 0 3 1 4 7 0 32 15 68%	4 9 0 4 1 4 7 0 34 13 72%	7 8 0 3 1 5 4 0 35 12 74%	4 8 0 3 0 4 4 4 4 0 28 19 60%	4 9 0 2 0 3 5 0 28 19 60%	6 8 0 4 2 3 6 0 36 11 77% 1300	7 9 0 4 2 3 5 0 37 10 79%	9 0 4 2 5 6 0 39 8 8 3%	5 8 0 3 1 5 6 0 35 12 74%	8 0 3 2 5 6 0 37 10 79% <b>1700</b>	7 0 3 2 5 5 0 34 13 72%	5 8 0 2 2 5 4 0 34 13 72%
Street "H") Лoodie St	reet occupa	H5E H1W H2W H3W H4W H5W	McCleer and Waterloo Waterloo and Victoria Manning and Park Park and Oxford Oxford and Cambridge Cambridge and Waterloo Waterloo and Victoria Total Percentag - 7 Day Between Manning and Park	9 0 4 2 5 7 0 4 7 <b>Unoccupied</b> ge Occupied	9 0 3 2 4 7 0 36 11 77% 500 4	9 0 4 2 4 7 0 338 9 81% 600 4	9 0 3 2 4 7 0 35 12 72 700 4	9 0 3 1 4 7 0 32 15 5 68% 800 4	4 9 0 4 1 4 7 0 3 4 13 72% 900 3	7 8 0 3 1 5 4 0 5 5 4 0 5 5 12 74% <b>1000</b> 4	4 8 0 3 0 4 4 4 0 28 19 60% 50%	4 9 0 2 0 3 5 0 28 19 60%	6 8 0 4 2 3 6 0 3 6 11 177% 77% 1300 4	7 9 0 4 2 3 5 0 37 10 79% 1400 4	9 0 4 2 5 6 0 3 9 8 8 8 8 3%	5 8 0 3 1 5 6 0 35 12 74% 1600 4	8 0 3 2 5 6 0 3 7 10 79% 79%	7 0 3 2 5 5 0 3 4 13 72% <b>1800</b> 5	5 8 0 2 2 5 4 0 34 13 72% <b>1900</b> 5
	reet occupa Side	H5E H1W H2W H3W H4W H5W h5W H5W	McCleer and Waterloo Waterloo and Victoria Manning and Park Park and Oxford Oxford and Cambridge Cambridge and Waterloo Waterloo and Victoria Total Percentag - 7 Day Between Manning and Park Park and Oxford	9 0 4 2 5 7 0 47 47 47 Unoccupied ge Occupied ge Occupied 5 5 4	9 0 3 2 4 7 0 36 11 77% 500 4 2	9 0 4 2 4 7 0 338 9 81% <b>600</b> 4 2	9 0 3 2 4 7 0 35 12 7 2 7 4 8 700 4 3	9 0 3 1 4 7 0 32 15 68% 800 4 2	4 9 0 4 1 4 7 0 34 13 72% 900 3 3 2	7 8 0 3 1 5 4 0 35 7 4 0 35 12 74%	4 8 0 3 0 4 4 4 0 28 19 60% 50%	4 9 0 2 0 3 5 0 28 19 28 19 9 60%	6 8 0 4 2 3 6 0 36 11 77% 110 77%	7 9 0 4 2 3 5 0 37 0 37 10 79% 9 1400 4 2	9 0 4 2 5 6 0 39 8 8 8 8 8 8 8 8 8 8 9 6 9 9 9 9 9 9 9	5 8 0 3 1 5 6 0 35 12 74% 1600 4 2	8 0 3 2 5 6 0 3 7 10 79% 79%	7 0 3 2 5 5 5 0 34 13 72% 72%	5 8 0 2 2 5 4 0 34 13 72% <b>1900</b> 5 2
Street "H") Лoodie St	reet occupa	H5E H1W H2W H3W H4W H5W	McCleer and Waterloo Waterloo and Victoria Manning and Park Park and Oxford Oxford and Cambridge Cambridge and Waterloo Waterloo and Victoria Total Percentag - 7 Day Between Manning and Park	9 0 4 2 5 7 0 4 7 <b>Unoccupied</b> ge Occupied	9 0 3 2 4 7 0 36 11 77% 500 4	9 0 4 2 4 7 0 338 9 81% 600 4	9 0 3 2 4 7 0 35 12 72 700 4	9 0 3 1 4 7 0 32 15 5 68% 800 4	4 9 0 4 1 4 7 0 3 4 13 72% 900 3	7 8 0 3 1 5 4 0 5 5 4 0 5 5 12 74%	4 8 0 3 0 4 4 4 0 28 19 60% 50%	4 9 0 2 0 3 5 0 28 19 60%	6 8 0 4 2 3 6 0 3 6 11 11 77% 8 77% 1300 4	7 9 0 4 2 3 5 0 37 10 79% 1400 4	9 0 4 2 5 6 0 3 9 8 8 8 8 3%	5 8 0 3 1 5 6 0 35 12 74% 1600 4	8 0 3 2 5 6 0 3 7 10 79% 79%	7 0 3 2 5 5 0 34 13 72% <b>1800</b> 5	5 8 0 2 2 5 4 0 34 13 72% <b>1900</b> 5

(Street "H")		H1W	Manning and Park	4	3	3	3	3	2	3	3	2	3	3	3	2	3	3	3
		H2W	Park and Oxford	2	1	1	1	1	1	1	2	1	2	2	2	1	2	2	2
	West	H3W	Oxford and Cambridge	5	4	4	4	4	4	4	4	4	4	4	4	4	4	5	4
		H4W	Cambridge and Waterloo	7	5	6	5	6	6	5	5	5	6	6	5	5	6	4	6
		H5W	Waterloo and Victoria	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
			Total	47	32	33	34	33	31	32	31	31	37	35	34	33	34	34	34
				Unoccupied	15	14	13	14	16	15	16	16	10	12	13	14	13	13	13
			Percenta	ge Occupied	68%	71%	72%	71%	67%	68%	67%	67%	78%	74%	71%	71%	73%	73%	72%

#### Iron Cove Site - Springside Street

Location	Side	Map Code	Between	Capacity	500	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900
		K1N	Manning and McCleer	15	13	11	10	9	9	8	8	7	9	9	10	10	9	8	10
Springside	North	K2N	McCleer and Victoria	13	8	8	8	7	6	7	7	7	7	8	9	8	7	8	8
St (Street "K")	South	K1S	Manning and McCleer	11	11	12	11	10	9	9	8	9	7	7	7	8	8	9	10
,	South	K2S	McCleer and Victoria	12	9	9	8	7	6	7	7	7	8	7	8	8	8	9	9
			Total	51	42	41	38	33	30	30	31	30	30	32	34	33	33	34	36
				Unoccupied	9	10	13	18	21	21	20	21	21	19	17	18	18	17	15
			Percentag	ge Occupied	83%	80%	75%	65%	58%	60%	60%	60%	60%	62%	66%	65%	64%	66%	71%
pringside S	Street occu	ipancy result	ts – Saturday																
Location	Side	Map Code	Between	Capacity	500	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900
Cardanaida	North	K1N	Manning and McCleer	15	14	14	15	13	11	10	9	12	8	10	12	11	12	12	12
Springside St		K2N	McCleer and Victoria	13	10	9	8	6	8	9	9	9	9	8	8	8	6	8	8
(Street "K")	South	K1S	Manning and McCleer	11	12	12	12	10	9	11	10	11	9	10	9	9	10	8	8
		K2S	McCleer and Victoria	12	9	8	8	8	8	7	8	9	7	6	6	6	7	8	8
			Total	51	45	43	43	37	36	37	36	41	33	34	35	34	35	36	36
				Unoccupied	6	8	8	14	15	14	15	10	18	17	16	17	16	15	15
				ge Occupied	88%	84%	84%	73%	71%	73%	71%	80%	65%	67%	69%	67%	69%	71%	71%
		ipancy result				1													1
Location	Side	Map Code	Between	Capacity	500	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900
Springside	North	K1N	Manning and McCleer	15	11	12	11	13	12	8	8	11	8	12	11	10	9	10	10
St		K2N	McCleer and Victoria	13	9	9	8	5	5	6	6	7	8	6	7	9	9	9	9
(Street "K")	South	K1S	Manning and McCleer	11	14	14	14	12	12	11	11	10	7	10	8	10	9	9	10
		K2S	McCleer and Victoria	12	10	10	10	11	10	9	9	9	10	11	10	10	11	11	11
			Total	51	44	45	43	41	39	34	34	37	33	39	36	39	38	39	40
				Unoccupied	7	6	8	10	12	17	17	14	18	12	15	12	13	12	11
Security and shares	C+		· · · · · · · · · · · · · · · · · · ·	ge Occupied	86%	88%	84%	80%	76%	67%	67%	73%	65%	76%	71%	76%	75%	76%	78%
		ipancy result	,	<b>.</b>	500	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900
Location	Side	Map Code	Between	Capacity		12				8	8	9	1300	1400	1500	1600		9	
Springside	North	K1N K2N	Manning and McCleer McCleer and Victoria	15	13 9	9	11 8	10 6	9	8	8	9 7	8	8	8	8	10	8	10 8
St		K2N K1S		13	12	12	12	10	9	9	9	10	8	8	8	8	9	8	10
(Street "K")	South	K1S K2S	Manning and McCleer McCleer and Victoria	11	9	9	9	8	9 7	9 7	7	10	8	8	8	8	8	9	9
		N23	Total	51	43	42	39	35	32	32	32	33	31	33	34	8 34	34	35	37
				Unoccupied	43	42	39 12	35 16	19	32 19	32 19	33 18	20	18	34 17	34 17	34 17	16	14
							1 12	1 10	1 13	1 13	1 13	1 10	1 20	10	1 1/	1 1/	1 1/	1 10	14
				ge Occupied	84%	82%	77%	68%	62%	62%	62%	64%	61%	65%	67%	67%	66%	68%	72%

#### Iron Cove Site - Terry Street

Terry Street o	occupancy result	s – Wednesda	v

Location	Side	Between	Restriction	Capacity	0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
			No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
			1P 8am-10pm Mon-Sun	2	0	0	0	0	2	2	1	1	1	1	2	1	0	1	2	1	1	1	2	2	1	1	0	0
			No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
			No Parking	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	East	Nagurra and Victoria	2P 8am-10pm Mon-Sun	2	2	2	2	2	2	2	2	2	2	2	1	0	0	1	1	0	1	1	1	1	2	1	0	1
Terry St			Disability Parking	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
			1/2P 6am-7pm Mon-Fri	2	1	1	1	1	1	1	1	0	1	0	0	0	0	2	0	0	0	0	0	1	1	0	0	0
			No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
[			No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	West	Nagurra and Victoria	2P 8am-6pm Mon-Fri	11	9	9	8	8	7	7	8	7	6	3	5	10	7	7	9	3	8	6	11	11	11	10	9	9
		VICtoria	Bus Zone	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
			No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
			Total	18	12	12	11	11	12	12	12	10	10	6	8	11	7	11	12	4	10	8	14	15	15	12	9	10
				Unoccupied	6	6	7	7	6	6	6	8	8	12	10	7	11	7	6	14	8	10	4	3	3	6	9	8
			Percent	age Ocuppied	67%	67%	61%	61%	67%	67%	67%	56%	56%	33%	44%	61%	39%	61%	67%	22%	56%	44%	78%	83%	83%	67%	50%	56%

#### Iron Cove Site - Yara Avenue

Location	Side	Map Code	Between	Capacity	500	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900
Yara Ave	North	P1N	Warayama and Margaret	14	14	14	13	14	14	14	14	13	14	14	14	14	14	13	13
Street "P")	South	P1S	Warayama and Margaret	20	17	17	17	16	19	19	19	18	18	19	18	19	19	18	17
			Total	34	31	31	30	30	32	33	33	31	32	33	32	32	33	31	30
				Unoccupied	3	3	4	4	2	1	1	3	2	1	2	2	1	3	4
			Percentag	ge Occupied	91%	91%	89%	88%	95%	96%	97%	92%	95%	96%	94%	95%	96%	91%	88%
ara Avenu	e occupano	y results – S	Saturday																
Location	Side	Map Code	Between	Capacity	500	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900
Yara Ave	North	P1N	Warayama and Margaret	14	13	13	14	14	13	14	14	13	14	14	14	14	14	14	14
Street "P")	South	P1S	Warayama and Margaret	20	18	17	17	19	17	19	19	19	19	18	16	16	15	19	19
			Total	34	31	30	31	33	30	33	33	32	33	32	30	30	29	33	33
				Unoccupied	3	4	3	1	4	1	1	2	1	2	4	4	5	1	1
			Percentag	ge Occupied	91%	88%	91%	97%	88%	97%	97%	94%	97%	94%	88%	88%	85%	97%	97%
ara Avenu	e occupano	y results – S	Sunday																
Location	Side	Map Code	Between	Capacity	500	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900
Yara Ave	North	P1N	Warayama and Margaret	14	11	11	12	11	11	14	12	12	14	14	14	14	14	14	14
Street "P")	South	P1S	Warayama and Margaret	20	19	19	19	18	17	19	17	17	19	19	18	19	19	19	18
			Total	34	30	30	31	29	28	33	29	29	33	33	32	33	33	33	32
				Unoccupied	4	4	3	5	6	1	5	5	1	1	2	1	1	1	2
			Percentag	ge Occupied	88%	88%	91%	85%	82%	97%	85%	85%	97%	97%	94%	97%	97%	97%	94%
ara Avenu	e occupano	y results – 7	7 Day																
Location	Side	Map Code	Between	Capacity	500	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900
Yara Ave	North	P1N	Warayama and Margaret	14	13	13	13	14	13	14	14	13	14	14	14	14	14	14	13
Street "P")	South	P1S	Warayama and Margaret	20	18	18	17	17	18	19	19	18	19	19	18	18	18	18	17
			Total	34	31	31	31	30	31	33	32	31	32	33	32	32	32	32	31
					2	3	2	4	3				2	1				2	3
				Unoccupied	3	3	3	4	3	1	2	3	2	1	2	2	2	2	5

### Rozelle Interchange construction sites South - Johnston Street

Application         S1E         The Crescent and Kentville         17         5         10         14         14         15         15         15         15         14           S2E         Kentville and Weynton         21         6         9         12         14         15         15         15         15         16         16           Johnston S1         S3E         Weynton and Rose         50         35         34         36         34         34         33         34         33         34         33         34         33         34         33         34         35         34         34         35         34         34         34         33         34         33         34         35         34         34         35         34         34         34         34         34         35         34         34         35         34         34         34         34         35         34         34         34         34         35         34         34         35         34         34         35         34         34         35         34         35         34         35         34         35         34         36	12			1700	1800	1900
East         S3E         Weynton and Rose         50         35         34         36         35         34         33         34         33           Johnston St         S4E         Rose and Piper         51         27         27         26         28         27         26         27         27         27		12	10	10	8	7
East         S3E         Weynton and Rose         50         35         34         36         35         34         33         34         33           Johnston St         S4E         Rose and Piper         51         27         27         26         28         27         26         27         27         27	11	12	11	9	9	9
S4E         Rose and Piper         51         27         27         26         28         27         26         27         27	31	30	29	31	31	34
	26	27	28	28	26	28
	7	6	6	6	5	7
S2W Kentville and Weynton 6 6 6 6 6 5 5 4 5 5 5	5	5	5	4	5	5
West         S3W         Weynton and Rose         56         22         24         24         26         27         28         27         27         26	25	26	26	26	25	26
SAW Rose and Piper 34 27 24 24 23 24 23 22 22 21	23	22	21	21	22	25
Total         243         135         140         148         149         154         152         150         152         148	139	138	136	135	131	142
Unoccupied         108         103         95         94         89         91         93         91         95	104	105	107	108	1112	101
Percentage Occupied         56%         58%         61%         61%         63%         63%         62%         62%         61%	57%	57%	56%	55%	54%	59%
iohnston Street occupancy results – Saturday	5776	5778	50%	5578	J478	3370
	1400	1500	1600	1700	1800	1900
	1400	8	4	3	3	4
East S2E Kentville and Weynton 21 7 6 10 10 11 12 12 13 14	10	9	7	5	4	5
S3E         Weynton and Rose         50         33         34         38         36         34         32         34         30         33	28	30	29	32	35	38
Johnston St         S4E         Rose and Piper         51         29         27         25         23         25         21         22         18         20           (Street "S")         S1W         The Crescent and Kentville         8         5         4         4         5         5         5         6         5	22	25	25	27	30	34
	5	5	4	2	0	0
S2W         Kentville and Weynton         6         5         5         4         6         4         3         3         5         4	4	4	4	4	4	5
S3W         Weynton and Rose         56         22         23         22         20         16         16         15         17         15	16	19	20	20	20	23
S4W         Rose and Piper         34         22         24         21         21         18         17         21         19         21	21	19	20	23	27	27
Total         243         127         127         141         137         129         121         128         122         128	118	119	113	116	123	136
Unoccupied 116 116 102 106 114 122 115 121 115	125	124	130	127	120	107
Percentage Occupied         52%         58%         56%         53%         50%         53%         50%         53%         50%         53%	49%	49%	47%	48%	51%	56%
S276 S276 S276 S276 S276 S376 S376 S376 S376 S376 S376 S376 S3						
ohnston Street occupancy results – Sunday						
Independence of the second sec	1400		1600	1700	1800	1900
Stee         Map Code         Between         Capacity         500         600         700         800         900         1000         1100         1200         1300           Location         S1E         The Crescent and Kentville         17         3         2         8         8         10         7         6         6         4	5	5	8	13	10	11
Solution Street occupancy results - Sunday         Solution         Map Code         Between         Capacity         500         600         700         800         900         1000         1100         1200         1300           Location         Side         Map Code         Between         Capacity         500         600         700         800         900         1000         1100         1200         1300           Location         Site         The Crescent and Kentville         17         3         2         8         8         10         7         6         6         4           Site         Kentville and Weynton         21         3         3         6         4         6         3         3         5	5	5	8	13 14	10 14	11 16
Side         Map Code         Between         Capacity         500         600         700         800         900         1000         1100         1200         1300           Location         Side         Map Code         Between         Capacity         500         600         700         800         900         1000         1100         1200         1300           Location         Sile         The Crescent and Kentville         17         3         2         8         8         10         7         6         6         4           S2E         Kentville and Weynton         21         3         3         6         4         6         3         3         3         5	5	5	8	13	10	11
Solution Street occupies/Life         Sunday         Solution         Side         Map Code         Between         Capacity         Solution         Good         700         800         900         1000         1100         1200         1300           Location         Side         Map Code         Between         Capacity         500         600         700         800         900         1000         1100         1200         1300           Location         Side         The Crescent and Kentville         17         3         2         8         8         100         7         6         6         4         6         3         3         5         5         5         5         5         3         3         5         5         5         5         3         3         3         5         5         3         3         5         3         3         5         3         3         5         3         3         5         3         3         5         3         3         5         3         3         5         3         3         3         3         3         3         3         3         3         3         3         3 <td< td=""><td>5</td><td>5</td><td>8</td><td>13 14</td><td>10 14</td><td>11 16</td></td<>	5	5	8	13 14	10 14	11 16
Solution Street occupies/Life         Sunday         Solution         Side         Map Code         Between         Capacity         Solution         Good         700         800         900         1000         1100         1200         1300           Location         Side         Map Code         Between         Capacity         500         600         700         800         900         1000         1100         1200         1300           Location         Side         The Crescent and Kentville         17         3         2         8         8         100         7         6         6         4         6         3         3         5         5         5         5         5         3         3         5         5         5         5         3         3         3         5         5         3         3         5         3         3         5         3         3         5         3         3         5         3         3         5         3         3         5         3         3         5         3         3         3         3         3         3         3         3         3         3         3         3 <td< td=""><td>5 3 34</td><td>5 4 27</td><td>8 4 25</td><td>13 14 32</td><td>10 14 34</td><td>11 16 40</td></td<>	5 3 34	5 4 27	8 4 25	13 14 32	10 14 34	11 16 40
Side         Map Code         Between         Capacity         500         600         700         800         900         1000         1100         1200         1300           Location         Side         Map Code         Between         Capacity         500         600         700         800         900         1000         1100         1200         1300           Location         Side         Map Code         Between         Capacity         500         600         700         800         900         1000         1100         1200         1300           Joint Side         Site         The Crescent and Kentville         17         3         2         8         8         10         7         6         6         4           Site         The Crescent and Kentville         17         3         2         8         8         10         7         6         6         6         3         3         5           Joint Site         Site         Kentville and Weynton         21         3         3         3         3         3         3         3         3         3         3         3         3         3	5 3 34 22	5 4 27 19	8 4 25 20	13 14 32 26	10 14 34 24	11 16 40 29
Solution Street occupies/Life         Sunday         Solution         Side         Map Code         Between         Capacity         Solution         Good         700         800         900         1000         1100         1200         1300           Location         Side         Map Code         Between         Capacity         Solution         600         700         800         900         1000         1100         1200         1300           Location         Side         The Crescent and Kentville         17         3         2         8         8         100         7         6         6         4           Size         Kentville and Weynton         21         3         3         6         4         6         3         3         3         5           Size         Weynton and Rose         50         38         38         39         38         36         34         34         36         38           Johnston St         SitW         The Crescent and Kentville         8         5         5         4         4         6         6         7         6         6         7         6         6         7         6         6         7 <td< td=""><td>5 3 34 22 7</td><td>5 4 27 19 5</td><td>8 4 25 20 6</td><td>13 14 32 26 7</td><td>10 14 34 24 5</td><td>11 16 40 29 6</td></td<>	5 3 34 22 7	5 4 27 19 5	8 4 25 20 6	13 14 32 26 7	10 14 34 24 5	11 16 40 29 6
Solution Street occupies/ results - Sunday         Solution         Map Code         Between         Capacity         Solution         Good         700         800         900         1000         1100         1200         1300           Location         Side         Map Code         Between         Capacity         Solution         600         700         800         900         1000         1100         1200         1300           Location         Side         Map Code         Between         Capacity         Solution         600         700         800         900         1000         1100         1200         1300           Location         Size         The Crescent and Kentville         17         3         2         8         8         100         7         6         6         4           Size         Kentville and Weynton         21         3 </td <td>5 3 34 22 7 4</td> <td>5 4 27 19 5 4</td> <td>8 4 25 20 6 4</td> <td>13 14 32 26 7 3</td> <td>10 14 34 24 5 4</td> <td>11 16 40 29 6 5</td>	5 3 34 22 7 4	5 4 27 19 5 4	8 4 25 20 6 4	13 14 32 26 7 3	10 14 34 24 5 4	11 16 40 29 6 5
Side         Map Code         Between         Capacity         500         600         700         800         900         1000         1100         1200         1300           Location         Side         Map Code         Between         Capacity         500         600         700         800         900         1000         1100         1200         1300           Location         Side         The Crescent and Kentville         17         3         2         8         8         100         7         6         6         4         6         3         3         5         5         5         4         6         3         3         3         5         3         3         5         3         3         5         3         3         5         3	5 3 34 22 7 4 25	5 4 27 19 5 4 4 23	8 4 25 20 6 4 4 21	13 14 32 26 7 3 3 23	10 14 34 24 5 4 18	111 16 40 29 6 5 5 20 32
Non-store scales         Non-store scales           Location         Side         Map Code         Between         Capacity         S00         600         700         800         900         1000         1100         1200         1300           Location         Side         Map Code         Between         Capacity         S00         600         700         800         900         1000         1100         1200         1300           Location         Side         The Crescent and Kentville         17         3         2         8         8         100         7         6         6         4           S2E         Kentville and Weynton         21         3         3         6         4         6         3         3         3         5           S3E         Weynton and Rose         S0         38         38         39         38         36         34         34         36         38           Johnston S1         S4E         Rose and Piper         S1         26         26         26         28         30         24         20         19         20           (Street "S")         S4W         Rose and Piper         S1 <td>5 3 34 22 7 4 25 19</td> <td>5 4 27 19 5 4 23 4 23 19</td> <td>8           4           25           20           6           4           21           24</td> <td>13           14           32           26           7           3           23           22</td> <td>10 14 34 24 5 4 18 27</td> <td>111 16 40 29 6 5 5 20 32</td>	5 3 34 22 7 4 25 19	5 4 27 19 5 4 23 4 23 19	8           4           25           20           6           4           21           24	13           14           32           26           7           3           23           22	10 14 34 24 5 4 18 27	111 16 40 29 6 5 5 20 32
Solution Structure subserview         solution soluti solution solution solution solution solution solution solution s	5 3 34 22 7 4 25 19 119	5 4 27 19 5 4 23 19 106	8           4           25           20           6           4           21           24           112	13           14           32           26           7           3           23           22           140	10 14 34 24 5 4 18 27 136	111 16 40 29 6 5 20 32 159 84
Side       Map Code       Between       Capacity       S00       600       700       800       900       1000       1100       1200       1300         Location       Side       Map Code       Between       Capacity       S00       600       700       800       900       1000       1100       1200       1300         Location       File       The Crescent and Kentville       17       3       2       8       8       10       7       6       6       4       6       3       3       3       5         Johnston St       File       Kentville and Weynton       21       3       3       6       4       6       3       3       3       5         Johnston St       S2E       Kentville and Meynton       21       3       3       6       4       6       3       3       3       5         Johnston St       S2E       Kentville and Meynton       51       26       26       28       30       24       20       19       20         [Street "S"       S2W       Kentville and Weynton       6       6       6       6       6       6       6       3       3       3	5           33           22           7           4           25           19           119           124	5 4 27 19 5 4 23 19 106 137	8           4           25           20           6           4           21           24           112           131	13           14           32           26           7           3           23           22           140           103	10 14 34 24 5 4 18 27 136 107	<ul> <li>16</li> <li>40</li> <li>29</li> <li>6</li> <li>5</li> <li>20</li> <li>32</li> <li>159</li> </ul>
Notice versities - Sunday         Location       Side       Map Code       Between       Capacity       S00       600       700       800       900       1000       1100       1200       1300         Location       Side       Map Code       Between       Capacity       S00       600       700       800       900       1000       1100       1200       1300         Location       Side       Map Code       Between       Capacity       S00       600       700       800       900       1000       1100       1200       1300         Loons       Side       The Crescent and Kentville       17       3       2       8       8       10       7       6       6       4         Side       Kentville and Weynton       21       3       3       6       4       6       3       3       3       5         Johnston St       Site       Revisite and Meynton       51       26       26       26       28       30       24       30       33       3       3         Johnston St       Site       Rose and Piper       51       26       26       26       6       6       6	5           33           22           7           4           25           19           119           124	5 4 27 19 5 4 23 19 106 137 44%	8           4           25           20           6           4           21           24           112           131	13           14           32           26           7           3           23           22           140           103	10 14 34 24 5 4 18 27 136 107	111 16 40 29 6 5 5 20 32 159 84
Solve is a strain of the strain of t	5 33 22 7 4 25 19 119 119 124 49%	5 4 27 19 5 4 23 19 106 137 44%	8           4           25           20           6           4           21           24           112           131           46%	13       14       32       26       7       3       23       22       140       103       58%	10 14 34 24 5 4 18 27 136 107 56%	111 16 40 29 6 5 20 32 159 84 65%
Side         Map Code         Between         Capacity         500         600         700         800         900         1000         1100         1200         1300           Location         Side         Map Code         Between         Capacity         500         600         700         800         900         1000         1100         1200         1300           Location         Sile         The Crescent and Kentville         17         3         2         8         8         10         7         6         6         4           Sile         Kentville and Weynton         21         3         3         6         4         6         3         3         3         5           Sile         Weynton and Rose         50         38         38         39         38         36         34         34         36         38           Isoner         Sile         Rose and Piper         51         26         26         28         30         24         20         19         20           West         Sile         Netwille and Weynton         6         6         6         6         6         3         3         4         30	5           33           22           7           4           25           19           119           124           49%	5           4           27           19           5           4           23           19           106           137           44%	8           4           25           20           6           4           21           24           112           131           46%	13       14       32       26       7       3       23       22       140       103       58%	10 14 34 24 5 4 18 27 136 107 56%	11           16           40           29           6           5           20           32           159           84           65%
Anisoti Stee occupancy results - SundaySoleGood7008009001000110012001300LocationSideMap CodeBetweenCapacity5006007008009001000110012001300LocationSideMap CodeBetweenCapacity5006007008009001000110012001300LocationSideMap CodeBetweenCapacity5006007008009001000110012001300LocationSideMap CodeBetweenCapacity5006007008009001000110012001300LocationSideMap CodeBetweenCapacity5006007008009001000110012001300LocationMap CodeMap CodeBetweenCapacitySide6007008009001000110012001300LocationMap CodeMap CodeBetweenCapacitySideSideMap CodeBetweenCapacitySideSideMap CodeBetweenCapacitySideSideMap CodeSideMap CodeMap Code <th< td=""><td>5           33           22           7           4           25           19           119           124           49%           111</td><td>5           4           27           19           5           4           23           19           106           137           44%           1500           10</td><td>8           4           25           20           6           4           21           24           112           131           46%           9</td><td><ul> <li>13</li> <li>14</li> <li>32</li> <li>26</li> <li>7</li> <li>3</li> <li>23</li> <li>22</li> <li>140</li> <li>103</li> <li>58%</li> </ul></td><td>10 14 34 24 5 4 18 27 136 107 56%</td><td>11           16           40           29           6           5           20           32           159           84           65%           1900           7</td></th<>	5           33           22           7           4           25           19           119           124           49%           111	5           4           27           19           5           4           23           19           106           137           44%           1500           10	8           4           25           20           6           4           21           24           112           131           46%           9	<ul> <li>13</li> <li>14</li> <li>32</li> <li>26</li> <li>7</li> <li>3</li> <li>23</li> <li>22</li> <li>140</li> <li>103</li> <li>58%</li> </ul>	10 14 34 24 5 4 18 27 136 107 56%	11           16           40           29           6           5           20           32           159           84           65%           1900           7
Anison Street occuper results - SundaySolu6007008009001000110012001300LocationSideMap CodeBetweenCapacity5006007008009001000110012001300LocationSileThe Crescent and Kentville173288107664SileKentville and Weynton21336463335SileWeynton and Rose50383839383634343638SileNeuron and Rose50385555446676SileRose and Piper51262626283024201920WestSileRose and Piper51262626283024201920SileWeynton and Rose56555544466766SileVeynton and Rose562224242322<	5           33           22           7           4           25           19           119           124           49%           111           10	5           4           27           19           5           4           23           19           106           137           44%           100           100           100	8           4           25           20           6           4           21           24           112           131           46%           9           9           9	<ul> <li>13</li> <li>14</li> <li>32</li> <li>26</li> <li>7</li> <li>3</li> <li>23</li> <li>22</li> <li>140</li> <li>103</li> <li>58%</li> </ul>	10 14 34 24 5 4 18 27 136 107 56%	111       16       40       29       6       5       20       32       159       84       65%       7       10
Solucional di constanti d'alla de la constanti d'alla de la constanti d'alla de la constanti d'alla	5           33           22           7           4           25           19           119           124           49%           111           10           31	5           4           27           19           5           4           23           19           106           137           44%           137           14%           100           101           100           23	8           4           25           20           6           4           21           112           131           46%           1600           9           9           28	13       14       32       26       7       3       23       22       140       103       58%       1700       9       9       31	10 14 34 24 5 4 18 27 136 107 5 5 8 8 0 7 7 9 32 26	111 16 40 29 6 5 20 32 159 84 65% 7 7 100 36 29
SideSideMap CodeBetweenCapacity5006007008009001000110012001300LocationSideAge Crescent and Kentville17328810766452EKentville and Weynton21336463333353EWeynton and Rose503838363434363836343638363436383634363836343638363436383636343638363634363836363436383636343638363634363836 <td>5           33           22           7           4           25           19           124           49%           111           10           31           25</td> <td>5           4           27           19           5           4           23           19           106           137           44%           2           100           100           29           25</td> <td>8           4           25           20           6           4           21           24           112           131           46%           1600           9           28           26</td> <td>13       14       32       26       7       3       23       22       140       103       58%       1700       9       91       31       27</td> <td>10 14 34 24 5 4 18 27 136 107 136 107 7 <b>1800</b> 7 9 32</td> <td>111 16 40 29 6 5 20 32 159 84 <b>65%</b> <b>20</b> 32 159 84 <b>65%</b> 7 100 36</td>	5           33           22           7           4           25           19           124           49%           111           10           31           25	5           4           27           19           5           4           23           19           106           137           44%           2           100           100           29           25	8           4           25           20           6           4           21           24           112           131           46%           1600           9           28           26	13       14       32       26       7       3       23       22       140       103       58%       1700       9       91       31       27	10 14 34 24 5 4 18 27 136 107 136 107 7 <b>1800</b> 7 9 32	111 16 40 29 6 5 20 32 159 84 <b>65%</b> <b>20</b> 32 159 84 <b>65%</b> 7 100 36
bota         Side         Map Code         Between         Capacity         500         600         700         800         900         1000         1100         1200         1300           Location         Side         Map Code         Between         Capacity         500         600         700         800         900         1000         1100         1200         1300           Location         Side         Mep Code         Metween         21         3         2         8         8         10         7         6         6         4           Side         Kentville and Weynton         21         3         3         65         34         33         3	5           33           22           7           4           25           19           119           124           49%           11           10           31           25           7	5           4           27           19           5           4           23           19           106           137           44%           5           100           10           10           29           25           6           4	8           4           25           20           6           4           21           24           112           131           46%           9           9           9           28           26           5           5	13       14       32       26       7       3       23       22       140       103       58%       1700       9       9       31       27       5       4	10 14 34 24 5 4 18 27 136 107 56% <b>1800</b> 7 7 <b>1800</b> 7 7 9 9 322 26 5 5 4	111           16           40           29           6           5           20           32           159           84           65%           7           100           36           29           65%
SideMap CodeSundaySundaySoo6007008009001000110012001300LocationSideMap CodeBetweenCapacity5006007008009001000110012001300LocationSileThe Crescent and Kentville1732881076664SileKentville and Weynton21336466333335Street "\$"SileKentville and Meynton503838369444666666SileSileRose and Piper5126262830024200190200Street "\$"SilwThe Crescent and Kentville8554446633334SileKentville and Weynton666666633334SileSilwKentville and Weynton666666624200100 <td>5           33           22           7           4           25           19           119           124           49%           110           31           25           7           4           23           10           31           25           7           4           24</td> <td>5           4           27           19           5           4           23           19           106           137           44%           5           100           100           100           20           25           6           4           24</td> <td>8           4           25           20           6           4           21           24           112           131           46%           9           28           26           5           5           25</td> <td>13       14       32       26       7       3       23       22       140       103       58%       1700       9       91       31       27       5       4       25</td> <td>10 14 34 24 5 4 18 27 136 107 56% <b>130</b> 7 7 <b>1800</b> 7 7 9 32 226 5 5 4</td> <td>111           16           40           29           6           5           20           32           159           84           65%           1900           7           100           366           29           6           55           25</td>	5           33           22           7           4           25           19           119           124           49%           110           31           25           7           4           23           10           31           25           7           4           24	5           4           27           19           5           4           23           19           106           137           44%           5           100           100           100           20           25           6           4           24	8           4           25           20           6           4           21           24           112           131           46%           9           28           26           5           5           25	13       14       32       26       7       3       23       22       140       103       58%       1700       9       91       31       27       5       4       25	10 14 34 24 5 4 18 27 136 107 56% <b>130</b> 7 7 <b>1800</b> 7 7 9 32 226 5 5 4	111           16           40           29           6           5           20           32           159           84           65%           1900           7           100           366           29           6           55           25
Joint Side         Map Code         Between         Capacity         S00         600         700         800         900         1000         1100         1200         1300           Location         Side         Map Code         Between         Capacity         S00         600         700         800         900         1000         1100         1200         1300           Location         Side         Med Code         Retrivile and Mentvilie         17         3         2         8         800         900         000         1000         1100         1200         1300           Joint Amount Am	5           33           22           7           4           25           19           112           49%           111           10           31           25           7           4           20           110           21           10           31           25           7           4           22           23           24           25           7           24           22	5           4           27           19           5           4           23           19           106           137           44%           100           100           100           23           44%           23           44%           23           44%           24           25           6           4           24           24           21	8           4           25           20           6           4           21           24           112           131           46%           2           24           112           23           46%           2           2           2           2           3           46%           2           2           3           4           5           5           25           21	13           14           32           26           7           3           22           140           103           58%           103           58%           110           103           58%           103           58%           103           58%           103           58%           103           58%           103           58%           103           58%           103           58%           103           58%           103           103           103           103           103           103           103           103           103           103           103           104           105           105           105           105           105           105           105           105	10 14 34 24 5 4 18 27 136 107 56% 107 56% 107 56% 1800 7 7 9 32 26 5 5 4 4 24 23	<ul> <li>111</li> <li>16</li> <li>40</li> <li>29</li> <li>6</li> <li>5</li> <li>20</li> <li>32</li> <li>159</li> <li>84</li> <li>65%</li> <li>1900</li> <li>7</li> <li>10</li> <li>36</li> <li>29</li> <li>6</li> <li>5</li> <li>25</li> <li>27</li> </ul>
JundayLocationSideMap CodeRetweenCapacityS006007008009001000110012001300LocationSideMap CodeRetweenCapacityS006007008009001000110012001300SideSideMap CodeMap CodeSecondCapacityS10S206007008009001000110012001300SideSideSideMap CodeSi	5           33           22           7           4           25           19           112           49%           111           100           31           25           7           449%           24           25           7           42           25           7           25           7           25           7           25           7           25           7           25           7           25           7           21           22           313	5           4           27           19           5           4           23           9           106           137           44%           100           100           100           100           23           44%           24           25           6           4           24           21           131	8           4           25           20           6           4           21           24           112           131           46%           2           1600           9           28           26           5           25           21           22           32           26           5           25           21           225           21           129	<ul> <li>13</li> <li>14</li> <li>32</li> <li>26</li> <li>7</li> <li>3</li> <li>23</li> <li>22</li> <li>140</li> <li>103</li> <li>58%</li> <li>1700</li> <li>9</li> <li>9</li> <li>31</li> <li>27</li> <li>5</li> <li>4</li> <li>25</li> <li>21</li> <li>133</li> </ul>	10         14         34         24         5         4         136         107         56%         1800         7         9         32         26         5         4         23         131	<ul> <li>111</li> <li>16</li> <li>40</li> <li>29</li> <li>6</li> <li>5</li> <li>20</li> <li>32</li> <li>159</li> <li>84</li> <li>65%</li> <li>1900</li> <li>7</li> <li>10</li> <li>36</li> <li>29</li> <li>6</li> <li>5</li> <li>25</li> <li>27</li> <li>144</li> </ul>
Interpretation of the Creace of and Rentylie         Capacity         Sole         Form         Sole	5           33           22           7           4           25           19           112           49%           111           10           31           25           7           4           20           110           21           10           31           25           7           4           22           23           24           25           7           24           22	5           4           27           19           5           4           23           19           106           137           44%           100           100           100           23           44%           23           44%           23           44%           24           25           6           4           24           24           21	8           4           25           20           6           4           21           24           112           131           46%           2           24           112           23           46%           2           2           2           2           3           46%           2           2           3           4           5           5           25           21	13           14           32           26           7           3           22           140           103           58%           103           58%           110           103           58%           103           58%           103           58%           103           58%           103           58%           103           58%           103           58%           103           58%           103           58%           103           103           103           103           103           103           103           103           103           103           103           104           105           105           105           105           105           105           105           105	10 14 34 24 5 4 18 27 136 107 56% 107 56% 107 56% 1800 7 7 9 32 26 5 5 4 4 24 23	<ul> <li>111</li> <li>16</li> <li>40</li> <li>29</li> <li>6</li> <li>5</li> <li>20</li> <li>32</li> <li>159</li> <li>84</li> <li>65%</li> <li>2159</li> <li>84</li> <li>65%</li> <li>1900</li> <li>7</li> <li>100</li> <li>36</li> <li>29</li> <li>6</li> <li>5</li> <li>255</li> <li>27</li> </ul>

## **Rozelle Interchange construction sites South - Bayview Crescent** Bayview Crescent occupancy results - Weekdays

Location	Side	Map Code	ts – Weekdays Between	Capacity	500	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900
		E1N	Railway and Pritchard	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
	North	E2N	Pritchard and Buruwan	8	4	5	6	6	7	7	7	8	7	7	6	6	6	6	6
Bayview		E3N	Buruwan and Johnston	15	10	9	10	11	12	12	12	12	12	12	11	12	11	11	11
Cres		E1S	Railway and Pritchard	8	3	4	5	6	7	6	6	6	6	6	6	6	5	4	4
(Street "E")	South	E2S	Pritchard and Buruwan	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		E3S	Buruwan and Johnston	16	11	10	9	8	8	6	6	7	6	7	7	7	8	10	11
			Total	49	29	29	31	32	35	32	32	34	33	32	31	33	32	31	35
				Unoccupied	20	20	18	17	14	17	17	15	16	17	18	16	17	18	14
			Percenta	age Occupied	59%	59%	62%	66%	72%	66%	64%	69%	67%	65%	63%	67%	64%	63%	71%
Bayview Cr	escent occu	ipancy resul	ts – Saturday																
Location	Side	Map Code	Between	Capacity	500	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900
		E1N	Railway and Pritchard	2	1	1	1	1	1	1	1	1	1	1	1	0	0	0	0
	North	E2N	Pritchard and Buruwan	8	4	5	6	7	6	5	5	4	6	6	6	5	5	6	7
Bayview		E3N	Buruwan and Johnston	15	12	12	11	10	11	10	10	10	10	9	9	13	13	13	15
Cres (Street "E")		E1S	Railway and Pritchard	8	2	3	4	4	2	3	5	4	4	3	2	2	2	2	3
(0	South	E2S	Pritchard and Buruwan	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		E3S	Buruwan and Johnston	16	6	12	11	11	9	8	8	8	9	10	8	11	12	14	16
			Total	49	25	33	33	33	29	27	29	27	30	29	26	31	32	35	41
				Unoccupied	24	16	16	16	20	22	20	22	19	20	23	18	17	14	8
			Percenta	age Occupied	51%	67%	67%	67%	59%	55%	59%	55%	61%	59%	53%	63%	65%	71%	84%
Bayview Cr	escent occu	ipancy resul	ts – Sunday																
Location	Side	Map Code	Between	Capacity	500	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900
		E1N	Railway and Pritchard	2	1	0	0	0	0	0	0	0	1	1	1	1	1	1	2
	North	E2N	Pritchard and Buruwan	8	6	6	6	6	6	5	6	6	6	4	4	3	5	4	5
Bayview Cres		E3N	Buruwan and Johnston	15	13	13	13	13	11	10	10	11	11	11	10	12	13	12	14
(Street "E")		E1S	Railway and Pritchard	8	2	2	1	1	2	3	2	2	3	4	3	5	4	0	0
	South	E2S	Pritchard and Buruwan	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		E3S	Buruwan and Johnston	16	9	10	10	9	10	10	11	10	10	11	10	12	9	9	10
			Total	49	31	31	30	29	29	28	29	29	31	31	28	33	32	26	31
				Unoccupied	18	18	19	20	20	21	20	20	18	18	21	16	17	23	18
				age Occupied	63%	63%	61%	59%	59%	57%	59%	59%	63%	63%	57%	67%	65%	53%	63%
		ipancy resul	,							1									
Location	Side	Map Code	Between	Capacity	500	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900
		E1N	Railway and Pritchard	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
Bayview	North	E2N	Pritchard and Buruwan	8	4	5	6	6	7	7	7	7	7	6	6	6	6	6	6
Cres		E3N	Buruwan and Johnston	15	11	10	10	11	12	12	11	11	12	11	11	12	12	11	12
(Street "E")		E1S	Railway and Pritchard	8	3	3	4	5	5	5	5	5	6	5	5	5	4	3	3
	South	E2S	Pritchard and Buruwan	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		E3S	Buruwan and Johnston	16	10	10	9	9	9	7	7	7	7	8	7	9	9	10	12
			Total	49	29	30	31	32	33	31	31	32	32	31	30	32	32	31	35
				Unoccupied age Occupied	20	19	18	17 65%	16	18 63%	18	17	17	18	19	17	17	18	14
					59%	61%	63%		68%		63%	65%	66%	64%	61%	66%	65%	63%	71%

#### Iron Cove Site - Wellington Street

Location	Side	Between	Restrictions	Capacity	500	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800
		Terry and Nelson	No Stopping	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		Nelson and Merton	2P 8am-6pm M-F Permit	8	4.8	4.6	4.0	5.2	7.4	7.2	5.8	6.0	5.4	5.6	7.6	6.0	5.4	6.0
	East	Merton and Hamilton	Excepted Bus Zone	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Wellington St			2P 8am-6pm M-F Permit															
		Hamilton and Victoria	Excepted	8	3.0	3.4	3.6	4.8	6.6	6.4	6.0	5.4	5.4	6.2	7.0	5.2	5.2	3.8
	West	Terry and Victoria	2P 8am-6pm M-F Permit Excepted	23	9.2	9.6	11.4	14.2	20.6	17.2	16.8	16.0	15.4	17.2	20.4	18.2	17.0	14.0
			Total		17.0	17.6	19.0	24.2	34.6	30.8	28.6	27.4	26.2	29.0	35.0	29.4	27.6	23.8
				Unoccupied	22.0	21.4	20.0	14.8	4.4	8.2	10.4	11.6	12.8	10.0	4.0	9.6	11.4	15.3
			Percent	age Ocuppied	44%	45%	49%	62%	89%	79%	73%	70%	67%	74%	90%	75%	71%	619
ellington Street occu	upancy resi	ults – Saturday																
Location	Side	Between	Restrictions	Capacity	500	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	180
		Terry and Nelson	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Nelson and Merton	2P 8am-6pm M-F Permit Excepted	8	4	4	4	6	7	7	6	7	6	5	6	6	6	5
Wellington St	East	Merton and Hamilton	Bus Zone	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Hamilton and Victoria	2P 8am-6pm M-F Permit Excepted	8	4	4	4	4	3	3	4	6	5	6	6	6	6	6
	West	Terry and Victoria	2P 8am-6pm M-F Permit Excepted	23	11	12	12	14	16	16	17	16	14	15	9	11	11	11
			Total	39	19	20	20	24	26	26	27	29	25	26	21	23	23	22
									13	13	12	10						
				Unoccupied	20	19	19	15	13			10	14	13	18	16	16	17
			Percent	Unoccupied age Ocuppied	20 49%	19 51%	19 51%	15 62%	67%	67%	69%	74%	14 64%	13 67%	18 54%	16 59%	16 59%	
(allington Street occur)		ulte Sunday	Percent															17
/ellington Street occu		,		age Ocuppied	49%	51%	51%	62%	67%	67%	69%	74%	64%	67%	54%	59%	59%	569
'ellington Street occu Location	upancy rest	Between	Restrictions	age Ocuppied Capacity	49% 500	51% 600	51% 700	62% 800	67% 900	67% 1000	69% 1100	74%	64% 1300	67% 1400	54% 1500	59% 1600	59% 1700	569
		,	Restrictions No Stopping 2P 8am-6pm M-F Permit	age Ocuppied	49%	51%	51%	62%	67%	67%	69%	74%	64%	67%	54%	59%	59%	569 180 0
Location		Between Terry and Nelson	Restrictions No Stopping	age Ocuppied Capacity 0	49% 500 0	51% 600 0	51% 700 0	62% 800 0	67% 900 0	67% 1000 0	69% 1100 0	74% 1200 0	64% 1300 0	67% 1400 0	54% 1500 0	59% 1600 0	59% 1700 0	569
	Side	Between Terry and Nelson Nelson and Merton Merton and Hamilton	Restrictions No Stopping 2P 8am-6pm M-F Permit Excepted Bus Zone 2P 8am-6pm M-F Permit	age Ocuppied Capacity 0 8 0	49% 500 0 6 0	51% 600 0 6 0	51% 700 0 7 0	62% 800 0 8	67% 900 0 8 0	67% 1000 0 8 0	69% 1100 0 8 0	74% 1200 0 7 0	64% 1300 0 8 0	67% 1400 0 8 0	54% 1500 0 7 0	59% 1600 0 8 0	59% 1700 0 5 0	569 180 0 5 0
Location	Side East	Between Terry and Nelson Nelson and Merton Merton and Hamilton Hamilton and Victoria	Restrictions No Stopping 2P 8am-6pm M-F Permit Excepted Bus Zone	Capacity 0 8 0 8	49% 500 0 6 0 3	51% 600 0 6 0 6	51% 700 0 7 0 6	62% 800 0 8 0 6	67% 900 0 8 0 7	67% 1000 0 8 0 8	69% 1100 0 8 0 8 0 8	74% 1200 0 7 0 7 0 7	64% 1300 0 8 0 8 0 8	67% 1400 0 8 0 7	54% 1500 0 7 0 6	59% 1600 0 8 0 5	59% 1700 0 5 0 4	180 0 5 0 4
Location	Side	Between Terry and Nelson Nelson and Merton Merton and Hamilton	Restrictions No Stopping 2P Bam-6pm M-F Permit Excepted Bus Zone 2P Bam-6pm M-F Permit Excepted 2P Bam-6pm M-F Permit Excepted	Capacity 0 8 0 8 23	49% 500 0 6 0 3 10	51% 600 0 6 0 6 10	51% 700 0 7 0 6 10	62% 800 0 8 0 6 13	67% 900 0 8 0 7 18	67% 1000 0 8 0 8 17	69% 1100 0 8 0 8 119	74% 1200 0 7 0 7 16	64% 1300 0 8 0 8 19	67% 1400 0 8 0 7 20	54% 1500 0 7 0 6 18	59% 1600 0 8 0 5 17	59% 1700 0 5 0 4 11	56% 1800 0 5 0 4 9
Location	Side East	Between Terry and Nelson Nelson and Merton Merton and Hamilton Hamilton and Victoria	Restrictions           No Stopping           2P 8am-6pm M-F Permit           Excepted           Bus Zone           2P 8am-6pm M-F Permit           2P 8am-6pm M-F Permit           2P 8am-6pm M-F Permit	age Ocuppied	49% 500 0 6 0 3 10 19	51% 600 0 6 0 6 10 22	51% 700 0 7 0 6 10 23	62% 800 0 8 0 6 13 27	67% 900 0 8 0 7 18 33	67% 1000 0 8 0 8 17 33	69% 1100 0 8 0 8 19 35	74% 1200 0 7 0 7 16 30	64% 1300 0 8 0 8 19 35	67% 1400 0 8 0 7 20 35	54% 1500 0 7 0 6 18 31	59% 1600 0 8 0 5 17 30	59% 1700 0 5 0 4 11 20	56%
Location	Side East	Between Terry and Nelson Nelson and Merton Merton and Hamilton Hamilton and Victoria	Restrictions No Stopping 2P Ram-Gpm M-F Permit Excepted Bus Zone 2P Ram-Gpm M-F Permit Excepted 2P Ram-Gpm M-F Permit Excepted Total	Capacity 0 8 0 8 23 39 Unoccupied	49% 500 0 6 0 3 10 19 20	51% 600 0 6 0 6 10 22 17	51% 700 0 7 0 6 10 23 16	62% 800 0 8 0 6 13 27 12	67% 900 0 8 0 7 18 33 6	67% 1000 0 8 0 8 17 33 6	69% 1100 0 8 0 8 19 35 4	74% 1200 0 7 0 7 16 30 9	64% 1300 0 8 0 8 19 35 4	67% 1400 0 8 0 7 20 35 4	54% 1500 0 7 0 6 18 31 8	59% 1600 0 8 0 5 17 30 9	59% 1700 0 5 0 4 11 20 19	569 180 0 5 0 4 9 18 21
Location	Side East	Between Terry and Nelson Nelson and Merton Merton and Hamilton Hamilton and Victoria	Restrictions No Stopping 2P Ram-Gpm M-F Permit Excepted Bus Zone 2P Ram-Gpm M-F Permit Excepted 2P Ram-Gpm M-F Permit Excepted Total	age Ocuppied	49% 500 0 6 0 3 10 19	51% 600 0 6 0 6 10 22	51% 700 0 7 0 6 10 23	62% 800 0 8 0 6 13 27	67% 900 0 8 0 7 18 33	67% 1000 0 8 0 8 17 33	69% 1100 0 8 0 8 19 35	74% 1200 0 7 0 7 16 30	64% 1300 0 8 0 8 19 35	67% 1400 0 8 0 7 20 35	54% 1500 0 7 0 6 18 31	59% 1600 0 8 0 5 17 30	59% 1700 0 5 0 4 11 20	569 180 0 5 0 4 9 18 21
Location	East West	Between Terry and Nelson Nelson and Merton Merton and Hamilton Hamilton and Victoria Terry and Victoria	Restrictions No Stopping 2P Ram-Gpm M-F Permit Excepted Bus Zone 2P Ram-Gpm M-F Permit Excepted 2P Ram-Gpm M-F Permit Excepted Total	Capacity 0 8 0 8 23 39 Unoccupied	49% 500 0 6 0 3 10 19 20	51% 600 0 6 0 6 10 22 17	51% 700 0 7 0 6 10 23 16	62% 800 0 8 0 6 13 27 12	67% 900 0 8 0 7 18 33 6	67% 1000 0 8 0 8 17 33 6	69% 1100 0 8 0 8 19 35 4	74% 1200 0 7 0 7 16 30 9	64% 1300 0 8 0 8 19 35 4	67% 1400 0 8 0 7 20 35 4	54% 1500 0 7 0 6 18 31 8	59% 1600 0 8 0 5 17 30 9	59% 1700 0 5 0 4 11 20 19	56% 1800 0 5 0 4 9
Location Wellington St	East West	Between Terry and Nelson Nelson and Merton Merton and Hamilton Hamilton and Victoria Terry and Victoria	Restrictions No Stopping 2P Barn-Spm M-F Permit Excepted Bus Zone 2P Barn-Spm M-F Permit Excepted 2P Barn-Spm M-F Permit Excepted Total Percent Restrictions	Capacity 0 8 0 8 23 39 Unoccupied	49% 500 0 6 0 3 10 19 20	51% 600 0 6 0 6 10 22 17	51% 700 0 7 0 6 10 23 16	62% 800 0 8 0 6 13 27 12	67% 900 0 8 0 7 18 33 6	67% 1000 0 8 0 8 17 33 6	69% 1100 0 8 0 8 19 35 4	74% 1200 0 7 0 7 16 30 9	64% 1300 0 8 0 8 19 35 4	67% 1400 0 8 0 7 20 35 4	54% 1500 0 7 0 6 18 31 8	59% 1600 0 8 0 5 17 30 9	59% 1700 0 5 0 4 11 20 19	569 180 0 5 0 4 9 18 21 469
Location Wellington St	Side East West	Between Terry and Nelson Nelson and Merton Merton and Hamilton Hamilton and Victoria Terry and Victoria	Restrictions           No Stopping         29 Ram-6pm M+7 Permit           Excepted         Bus Zone           29 Ram-6pm M+7 Permit         Excepted           Restrictions         No Stopping	age Ocuppied Capacity 0 8 0 23 39 Unoccupied age Ocuppied	49% 500 0 6 0 3 10 19 20 49%	51% 600 0 6 10 22 17 56%	51% 700 0 7 0 6 10 23 16 59%	62% 800 0 8 0 6 13 27 12 69%	67% 900 0 8 0 7 7 18 33 6 85%	67% 1000 0 8 0 8 17 33 6 85%	69% 1100 0 8 0 8 19 35 4 90%	74% 1200 0 7 0 7 16 30 9 77%	64% 1300 0 8 0 8 19 35 4 90%	67% 1400 0 8 0 7 20 35 4 90%	54% 1500 0 7 0 6 18 31 8 79%	59% 1600 0 8 0 5 17 30 9 77%	59% 1700 0 5 0 4 11 20 19 51%	180 0 5 0 4 9 18 21 469 180
Location Wellington St	Side East West Upancy rest Side	Between Terry and Nelson Melson and Merton Merton and Merton Hamilton and Victoria Terry and Victoria Ults – 7 days Between	Restrictions No Stopping 2P Barn-Spm M-F Permit Excepted Bus Zone 2P Barn-Spm M-F Permit Excepted 2P Barn-Spm M-F Permit Excepted Total Percent Restrictions	age Ocuppied Capacity 0 8 0 8 23 39 Unoccupied age Ocuppied Capacity	49% 500 0 6 0 3 10 19 20 49% 500	51% 600 0 6 10 22 17 56% 600	700 0 7 0 6 10 23 16 59% 700	62% 800 0 8 6 13 27 12 69% 800	67% 900 0 8 0 7 18 33 6 85% 900	67% 1000 0 8 0 8 17 33 6 85% 1000	69% 1100 0 8 0 8 19 35 4 90% 1100	74%           1200           0           7           0           7           16           30           9           77%           1200	64% 1300 0 8 0 8 19 35 4 90% 1300	67% 1400 0 8 0 7 20 35 4 90% 1400	54% 1500 0 7 0 6 18 31 8 79% 1500	59% 1600 0 8 0 5 17 30 9 77% 1600	59% 1700 0 5 0 4 11 20 19 51% 1700	569 180 0 5 0 4 9 18 21 469 180 0.0
Location Wellington St	Side East West	Between Terry and Netson Netson and Metton Metron and Hamilton Hamilton and Victoria Terry and Victoria	Restrictions No Stopping 2P Bam-Spm M-F Permit Excepted Bus Zone 2P Bam-Spm M-F Permit Excepted Total Percent Restrictions No Stopping 2P Bam-Spm M-F Permit	Capacity 0 8 0 8 23 39 Unoccupied age Ocuppied	49% 500 0 6 0 3 10 19 20 49% 500 0.0	51% 600 0 6 10 22 17 56% 600 0.0	51% 700 0 7 0 6 10 23 16 59% 700 0.0	62% 800 0 6 13 27 12 69% 800 0.0	67% 900 0 8 0 7 18 33 6 85% 900 0.0	67% 1000 0 8 0 8 17 33 6 85% 1000 0.0	69% 1100 0 8 0 8 19 35 4 90% 1100 0.0	74% 1200 0 7 0 7 16 30 9 77% 1200 0.0	64% 1300 0 8 0 8 19 35 4 90% 1300 0.0	67% 1400 0 8 0 7 20 35 4 90% 1400 0.0	54% 1500 0 7 0 6 18 31 8 79% 1500 0.0	59% 1600 0 8 0 5 17 30 9 77% 1600 0.0	59% 1700 0 5 0 4 111 20 19 51% 1700 0.0	569 180 0 5 0 4 9 18 21 469 180 0.0 5.7
Location Wellington St /ellington Street occu	Side East West Upancy rest Side	Between Terry and Netson Netson and Merton Merton and Hamilton Hamilton and Victoria Terry and Victoria Detween Terry and Netson Netson and Merton	Restrictions           No Stopping           2P Bam-Spm M-F Permit Excepted           Bus Zone           2P Bam-Spm M-F Permit Excepted           Total           P Zone           2P Bam-Spm M-F Permit Excepted           Parcent           2P Zone           2P Bam-Spm M-F Permit Excepted           2P Bam-Spm M-F Permit Excepted           2P Zone           2P Zone           2P Zone-Spm M-F Permit	age Ocuppied Capacity 0 8 0 8 23 39 Unoccupied age Ocuppied Capacity 0 8	49% 500 0 6 0 3 10 19 20 49% 500 0.0 4.9	51% 600 0 6 0 6 10 22 17 56% 600 0.0 4.7	51% 700 0 7 0 6 10 23 16 59% 700 0.0 4.4	62% 800 0 8 0 6 13 27 12 69% 800 0.0 5.7	67% 900 0 8 0 7 18 33 6 85% 900 0.0 7.4	67% 1000 0 8 0 8 17 33 6 85% 1000 0.0 7.3	69% 1100 0 8 0 8 19 35 4 90% 1100 0.0 6.1	74%           1200           0           7           0           7           16           30           9           77%           1200           0.0           6.3	64% 1300 0 8 0 8 19 35 4 90% 1300 0.0 5.9	67% 1400 0 8 0 7 20 35 4 90% 1400 0.0 5.9	54% 1500 0 7 0 6 18 311 8 79% 1500 0.0 7.3	59% 1600 0 8 0 5 17 30 9 77% 1600 0.0 6.3	59% 1700 0 5 0 4 11 20 19 51% 1700 0.0 5.4	569 180 0 5 0 4 9 18 21
Location Wellington St /ellington Street occu	Side East West Upancy rest Side	Between Terry and Neton Netson and Merton Merton and Hamilton Hamilton and Victoria Terry and Victoria Detween Terry and Netson Netson and Merton Merton and Hamilton	Restrictions           No Stopping         29 Bam-Gpm M-F Permit           Excepted         Bus Zone           2P Bam-Gpm M-F Permit         Excepted	Capacity 0 8 0 23 39 Unoccupied Capacity 0 8 0 0 0 0 0 0 0 0 0 0 0 0 0	49% 500 0 6 0 3 10 19 20 49% 500 0.0 4.9 0.0	51% 600 0 6 10 22 17 56% 600 0.0 4.7 0.0	51% 700 0 7 0 6 10 23 16 59% 700 0.0 4.4 0.0	62% 800 0 8 0 6 13 27 12 69% 800 0.0 5.7 0.0	67% 900 0 8 0 7 18 33 6 85% 900 0.0 7.4 0.0	67% 1000 0 8 0 8 17 33 6 85% 1000 0.0 7.3 0.0	69% 1100 0 8 0 8 19 35 4 90% 1100 0.0 6.1 0.0	74% 1200 0 7 1 0 7 16 30 9 77 1200 0.0 6.3 0.0	64% 1300 0 8 0 8 19 35 4 90% 1300 0.0 5.9 0.0	67% 1400 0 8 0 7 20 35 4 90% 1400 0.0 5.9 0.0	54% 1500 0 7 0 6 18 31 8 79% 1500 0 0 7,3 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	59% 1600 0 8 0 5 17 30 9 77% 1600 0.0 6.3 0.0	59% 1700 0 5 0 4 11 20 19 51% 1700 0.0 5.4 0.0	180 0 5 5 0 4 4 9 9 9 18 8 21 12 4 65 180 0.0 0 5.7.7.5 180 0.00
Location Wellington St /ellington Street occu	Side East West Side East	Between Terry and Neton Netson and Merton Merton and Hamilton Hamilton and Victoria Terry and Victoria Detween Terry and Netson Netson and Merton Merton and Hamilton Hamilton and Victoria	Restrictions           No Stopping         29 Bam-6pm M-F Permit           Excepted         Bus Zone           P Bam-6pm M-F Permit         Excepted           P Bam-6pm M-F Permit         Excepted           Percent         Total           No Stopping         2P Bam-6pm M-F Permit           Excepted         Excepted           Percent         Excepted           Lexcepted         Bus Zone           2P Bam-6pm M-F Permit         Excepted           Excepted         Bus Zone	age Ocuppied Capacity 0 8 0 23 39 Unoccupied age Ocuppied 8 0 8 0 8 0 8 23	49% 500 0 6 3 10 19 20 49% 500 0.0 4.9 0.0 3.1	51% 600 0 6 10 6 10 22 17 56% 600 0.0 4.7 0.0 3.9	51% 700 0 7 0 6 10 23 16 59% 700 0.0 4.4 0.0 4.0	62% 800 0 8 0 6 13 27 12 69% 800 0.0 5.7 0.0 4.9	67% 900 0 8 0 7 18 33 6 85% 900 0.0 7.4 0.0 6.1	67% 1000 0 8 10 8 17 33 6 85% 1000 0.0 7.3 0.0 6.1	69% 1100 0 8 19 35 4 90% 1100 0.0 6.1 0.0 6.0	745% 1200 0 7 16 30 9 77% 1200 0.0 6.3 0.0 5.7	64% 1300 0 8 19 35 4 90% 1300 0.0 5.9 0.0 5.7	67% 1400 0 8 0 7 20 35 4 90% 1400 0.0 5.9 0.0 6.3	54% 1500 0 7 0 6 18 31 8 79% 1500 0.0 7.3 0.0 6.7	59% 1600 0 8 0 5 17 30 9 77% 1600 0.0 6.3 0.0 5.3	59% 1700 0 5 0 4 11 20 19 51% 1700 0.0 5.4 0.0 5.1	180 0 5 5 0 4 4 9 9 9 18 8 21 1 4 69 180 0.0.0 5.7 7 0.0.0 9 4.1
Location Wellington St 'ellington Street occu Location	Side East West Side East	Between Terry and Neton Netson and Merton Merton and Hamilton Hamilton and Victoria Terry and Victoria Detween Terry and Netson Netson and Merton Merton and Hamilton Hamilton and Victoria	Restrictions           No Stopping         29 Ram-6pm M-F Permit           Excepted         Bus Zone           2P Ram-6pm M-F Permit         Excepted           2P Ram-6pm M-F Permit         Excepted           2P Ram-6pm M-F Permit         Excepted           Restrictions         No Stopping           2P Ram-6pm M-F Permit         Excepted           Excepted         2P Ram-6pm M-F Permit           Excepted         Restrictions	age Ocuppied Capacity 0 8 0 23 23 39 Unoccupied age Ocuppied 0 8 0 8 0 8 23	49% 500 0 6 0 3 10 19 20 49% 500 0.0 4.9 0.0 3.1 9.6	51% 600 0 6 10 22 17 56% 600 0.0 4.7 0.0 3.9 10.0	51% 700 0 7 0 6 10 23 16 59% 700 0.0 4.4 0.0 4.0 11.3	62% 800 0 8 0 6 13 27 12 69% 800 0.0 5.7 0.0 4.9 14.0	67% 900 0 8 0 7 18 33 6 85% 900 0.0 7,4 0.0 6.1 19.6	67% 1000 0 8 10 8 17 33 6 85% 1000 0.0 7.3 0.0 6.1 17.0	69% 1100 0 8 19 35 4 90% 1100 0.0 6.1 0.0 6.0 17.1	74% 1200 0 7 0 7 16 30 9 77% 1200 0.0 6.3 0.0 5.7 16.0	64% 1300 0 8 19 35 4 90% 1300 0.0 5.9 0.0 5.7 15.7	67% 1400 0 8 0 7 20 35 4 90% 1400 0.0 5.9 0.0 6.3 17.3	54% 1500 0 7 0 6 18 31 1500 0.0 7.3 0.0 6.7 18.4	59% 1600 0 8 0 5 17 30 9 77% 1600 0.0 6.3 0.0 5.3 17.0	59% 1700 0 5 0 4 11 20 4 11 20 51% 19 51% 1700 0.0 5.4 0.0 5.1 15.3	180 0 5 5 5 7 0 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9



# Annexure C On-street Parking Removal within the Project Footprint (not assessed within this CPAS)

 Table 24 Summary of on-street parking removal (not subject to approval within this CPAS)

Location	Construction activity	Temporary (long term) or permanent loss	Indicative Duration	Existing available parking (both sides)	Existing parking occupancy*	Parking Type	Indicative number of parking spaces to be removed
Gordon Street South (South of Lilyfield Road, Rozelle)	Closure of Gordon Street for site establishment and construction works and for the operation of the project.	Permanent	From July 2019	19	55%	Unrestricted Parking	14
Hornsey Street (Rozelle)	Closure of Hornsey Street at the intersection of Victoria Road. Hornsey Street will be permanently closed for construction works and the future realignment of Victoria Road.	Permanent	From November 2019	68	76%	2 hour Parking (8am-6pm Mon-Fri)	3
Quirk Street (Rozelle)	Utility works across the intersection of Quirk Street and Victoria Road would require long term temporary parking removal.	Temporary	From February 2020	95	56%	2 hour Parking (8am- 6pm Mon-Fri)	2
Lilyfield Road (Victoria Road to Gordon Street, Rozelle)	Northern side - Permanent removal of this car space is for demolition works and deliveries required throughout construction. After construction, a bus stop will operate in this zone resulting in the permanent removal of this car space.	Permanent	From August 2019	79	73%	2 hour Parking (8am-6pm Mon-Fri)	1
	Northern side – Long term temporary removal of this car space for utility works and other construction works; this space will be temporarily removed for the duration of the construction works.	Temporary	August 2019 – August 2023				5
	Southern side - Long term temporary removal of these car spaces for the western temporary diversion works, these spaces will be temporarily removed for the duration of the construction works.	Temporary	Jan 2020 – August 2023				4



Lilyfield Road Southern side (Denison Street to Cecily Street, Rozelle)	Works involving the existing substation will require the removal of these car spaces for the duration of construction.	Temporary	July 2019 – August 2023	66	23%	No Parking (7am-7pm vehicles under 4.5t GVM Excepted)	8
Chapman Rd (adjacent to The Crescent / Johnston St intersection)	Car spaces will be permanently removed for construction and operation of the realigned Chapman Rd / The Crescent / Johnston St intersection.	Permanent	From November 2019	44	47%	2P (8am-6pm M-F)	7
Clubb Street (Iron Cove)	Closure of Clubb Street at the intersection with Victoria Road from early 2019. This will be permanently closed, and a cul-de-sac established to accommodate the revised alignment of Victoria Road. This is also required for the site establishment works.	Permanent	From July 2019	46	65%	Unrestricted Parking	11
Moodie Street south (Iron Cove)	The long term temporary removal of car parking spaces to allow for utility works to occur.	Temporary	From January 2020	47	71%	Unrestricted Parking 2P (8am-10pm)	9
Toelle Street (Iron Cove)	The permanent removal of car spaces to allow for construction vehicles to enter and exit the site for site establishment, construction works and the future realignment of Victoria Road.	Permanent	From July 2019	50	59%	Unrestricted Parking	9
Callan Street between McCleer Street and Victoria Road (Iron Cove)	The permanent removal of car spaces to allow for construction vehicles to enter and exit the site for site establishment, construction works and the future realignment of Victoria Road.	Permanent	From July 2019	16	43%	Unrestricted Parking	3
Byrnes Street (Iron Cove)	The cul-de-sac in Byrnes Street will permanently be made shorter to accommodate the revised alignment of Victoria Road. This is also required for the site establishment works.	Permanent	From July 2019	31	64%	Unrestricted Parking	4
Johnston Street (Annandale)	The long term temporary removal of car parking spaces to allow for the	Temporary	From November	243	57%	Unrestricted Parking	5



establishment of a launch pit for a microboring machine.	2020 – June 2021			
			Total:	85



### Gordon Street (South of Lilyfield Road, Rozelle)

While undertaking the site establishment works, unrestricted parking along Gordon Street (south of Lilyfield Road) located within the Project footprint will be permanently removed to enable the Project works (refer to the figure below). This will include the removal of:

• 19 x permanent car spaces within the Project footprint.

The car spaces located within the Project footprint are not subject to CPAS approval.



Figure 20 Gordon Street (south of Lilyfield Road) parking spaces to be removed

#### Hornsey Street (Rozelle)

While undertaking the site establishment works, restricted parking along Hornsey Street will be permanently and temporarily removed to enable the Project works (refer to Figure 6). This will include the removal of:

- Long term temporary, intermittent removal of 2 car spaces outside the Project footprint (refer Section 4.3.1),
- Permanent removal of 3 car spaces within the Project footprint.

The car spaces located within the Project footprint are not subject to CPAS approval.

#### Lilyfield Road Southern side (Victoria Road to Gordon Street, Rozelle)

While undertaking the site establishment works, some restricted parking along Lilyfield Road will be temporarily and/or permanently removed to enable Project works (refer to Figure 21). This will include the removal of:

- Long term temporary removal of 9 car spaces within the Project footprint,
- Permanent removal of 1 car space within the Project footprint.

The car spaces located within the Project footprint are not subject to CPAS approval.





WKID: 4326 Lat/Long ▲ Lat: 33.86909' S Lon: 151.17689' E 1300 0 15

Figure 21 Lilyfield Road (Victoria Road to Gordon Street) parking spaces to be removed

### **Clubb Street (Iron Cove)**

While undertaking the site establishment works, unrestricted parking along Clubb Street will be permanently and temporarily removed to accommodate the revised alignment of Victoria Road (refer to Figure 7). This will include the removal of:

- Long term temporary removal of 2 car spaces outside the Project footprint (refer to Section 4.3.2),
- Long term temporary removal of 6 car spaces outside the Project footprint (refer to Section 4.3.2),
- Permanent removal of 11 car spaces within the Project footprint.

The car spaces located within the Project footprint are not subject to CPAS approval.

### **Toelle Street (Iron Cove)**

While undertaking site establishment and construction works, unrestricted parking along Toelle Street will be temporarily and permanently removed to enable the project works (refer to Figure 8). This will include the removal of:

- Long term temporary removal of 5 car spaces outside the Project footprint (refer to Section 4.3.3),
- Permanent removal of 9 car spaces within the Project footprint.

The car spaces located within the Project footprint are not subject to CPAS approval.

### Callan Street (Iron Cove)

While undertaking site establishment and construction works, unrestricted parking along Callan Street (between McCleer Street and Victoria Road) will be permanently and temporarily removed to enable the Project works (refer to Figure 9). This will include the removal of:

- Long term temporary removal of 3 car spaces outside the Project footprint,
- Permanent removal of 2 car spaces outside the Project footprint,
- Permanent removal of 3 car spaces within the Project footprint.



The car spaces located within the Project footprint are not subject to CPAS approval.

#### **Denison Street to Cecily Street, Rozelle**

While undertaking the site establishment works, restricted parking along Lilyfield Road will be temporarily removed to enable the Project works (refer to Figure 22). This will include the removal of:

Long term temporary removal of 8 car spaces inside the Project footprint (refer to Appendix C).

The car spaces located within the Project footprint are not subject to CPAS approval.



Figure 22 Lilyfield Road (Denison Street to Cecily Street) parking spaces to be removed

#### Chapman St, Annandale

To allow for the new alignment of the Crescent to the East, restricted parking along Chapman Street will be permanently removed to enable the Project works. This will include the permanent removal of 7 permanent car spaces within the Project footprint (refer to Annexure C).

This street has a 47% occupancy based on the 7-Day average results from the parking survey. The results from the parking survey also show that approximately 20 of the 44 car spaces available on Chapman Street are currently occupied on a regular basis. Therefore, by temporarily removing these car spaces it is anticipated that there will be negligible impact due to alternative car spaces being available on average in the same street. JHCPB will implement the mitigation measures in Section 6 of this strategy to further reduce the impact.





Figure 23 Location of Chapman Street (The Crescent) parking spaces to be removed

#### Moodie Street, Rozelle

While undertaking utility works, restricted parking along Moodie Street (south) will be temporarily removed to enable the Project works (refer to Figure 24). This will include the long term temporary removal of 9 car spaces within the Project footprint (refer to Annexure C).

This street has a 71% occupancy based on the 7-Day average results from the Parking Survey. The survey also identified that approximately 33 of the 47 car spaces available on Moodie Street are currently being occupied on a regular basis. Therefore, by temporarily removing these car spaces it is anticipated that there will be negligible impact due to alternative car spaces being available on average in the same street. JHCPB will implement the mitigation measures in Section 6.1.3 of this strategy to further reduce the impact of removing these car spaces.

A more detailed analysis of occupancy has been undertaken from the parking survey results and is summarised in Figure 24.





Figure 24 Location of Moodie Street (Iron Cove) parking spaces to be removed

#### Johnston Street, Annandale

To allow for the construction of the new road alignment around the Crescent civil site, a temporary bus stop will need to be established in the area marked in yellow in Figure 25 below. This will include the long-term temporary removal of 5 car spaces within the Project footprint.

This street has a 57% occupancy based on the 7-Day average results from the parking survey. The results from the parking survey also show that approximately 139 of the 243 car spaces available on Johnston Street are currently occupied on a regular basis. Therefore, by temporarily removing these car spaces it is anticipated that there will be negligible impact due to alternative car spaces being available on average in the same street. JHCPB will implement the mitigation measures in Section 6 of this strategy to further reduce the impact.



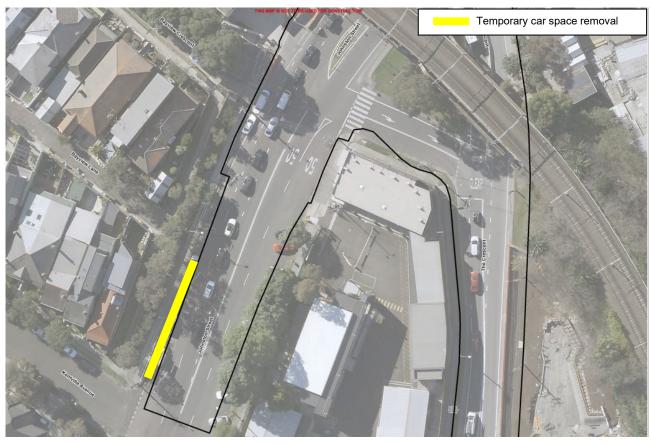


Figure 25 Location of Johnston Street parking spaces to be removed



### Annexure D Summary of consultation



Area	Consultation type	Date	Key issues raised	Where addressed
Iron Cove	Community consultation sessions	28 May 2019 23 November 2019 15 May 2020	<ul> <li>Residents would like resident parking scheme.</li> <li>Request for parking removal on Manning Street due to difficulty turning into/out of Callan Street.</li> </ul>	<ul><li>Section 3.3.4</li><li>Section 4</li></ul>
	Letterbox drops / E-Updates (emails)	2 July 2019 25 July 2019 November 2019 December 2019 January 2020 17 June 2020	<ul> <li>Residents would like parking scheme.</li> <li>Concern over lack of parking.</li> <li>Request for parking removal on Manning Street due to difficulty turning into/out of Callan Street.</li> </ul>	<ul><li>Section 3.3.4</li><li>Section 4</li><li>Section 6</li></ul>
	Body Corporate and Strata briefings	24 October 2019 20 December 2019	• Nil.	• N/A
	Community information centre	Ongoing	<ul> <li>Residents would like parking scheme.</li> <li>Concern over lack of parking.</li> </ul>	<ul><li>Section 3.3.4</li><li>Section 6</li></ul>
	Briefing with MP for Balmain	15 July 2019	<ul> <li>Duration of temporary removal.</li> <li>Timing of removal.</li> </ul>	<ul><li>Section 4</li><li>Section 6</li></ul>
	School briefings	7 February 2020	• Nil.	• N/A
Rozelle	Community consultation sessions	13 November 2019 23 November 2019	<ul> <li>Residents would like parking scheme.</li> <li>Concern over lack of parking.</li> </ul>	<ul><li>Section 3.3.4</li><li>Section 6</li></ul>
	Letterbox drops	2 July 2019	• Nil.	• Nil.



	Briefing with MP for Balmain	November 2019 January 2020 15 July 2019	Duration of temporary removal.	<ul><li>Section 4</li><li>Section 6</li></ul>
	Community information centre	Ongoing	<ul> <li>Timing of removal.</li> <li>Residents would like parking scheme.</li> <li>Concern over lack of parking.</li> </ul>	<ul><li>Section 3.3.4</li><li>Section 6</li></ul>
Annandale	Community consultation sessions	23 November 2019 26 November 2019	<ul> <li>Multiple residents have access to driveways, so no feedback.</li> <li>General lack of parking in area (without Project).</li> </ul>	<ul><li>Section 4</li><li>Section 6</li><li>Section 6.2</li></ul>
	Doorknocks	16 – 18 December 2019	<ul> <li>Multiple residents have access to driveways, so no feedback.</li> <li>Residents concerned over lack of parking.</li> <li>Replacement parking.</li> <li>General lack of parking in area (without Project).</li> </ul>	<ul><li>Section 4</li><li>Section 6</li><li>Section 6.2</li></ul>
	Letterbox drops	November 2019 January 2020 April 2020	• Nil.	N/A
	Briefing with MP for Balmain	15 July 2019	<ul> <li>Duration of temporary removal.</li> <li>Timing of removal.</li> </ul>	<ul><li>Section 4</li><li>Section 6</li></ul>
	Community information centre	Ongoing	Residents would like     parking scheme.	<ul><li>Section 3.3.4</li><li>Section 6</li></ul>



			Concern over general lack     of parking.	
Lilyfield	Community consultation sessions	23 November 2019	<ul> <li>Concern over general lack of parking.</li> <li>Mitigation measures in place to assist residents?</li> </ul>	<ul><li>Section 3.3.4</li><li>Section 6</li></ul>
	Letterbox drops	November 2019 January 2020	Nil.	N/A
	Briefing with MP for Balmain	15 July 2019	<ul><li>Duration of temporary removal.</li><li>Timing of removal.</li></ul>	<ul><li>Section 4</li><li>Section 6</li></ul>
	Community information centre	Ongoing	<ul> <li>Residents would like parking scheme.</li> <li>Concern over lack of parking.</li> </ul>	<ul><li>Section 3.3.4</li><li>Section 6</li></ul>