

JHCPB Joint Venture

Construction Parking and Access Strategy

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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 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
CoA	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	<i>Environmental Planning and Assessment Act 1979</i>
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
VMS	Variable Message Sign

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	Mitigation measures to manage impacts of changes to on-street parking are described in Section 6, including: ▪ Staged removal of parking ▪ Alternative parking arrangements ▪ managed staff parking arrangements, ▪ working with Inner West Council to consider the introduction of parking restrictions adjacent to work sites and compounds The monitoring and reporting described in Section 9 will also assist in managing impacts to stakeholders.
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: Quantify construction workforce parking demand around project work sites and ancillary facilities during site establishment and the construction phase generally	Section 4.3.11
	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 on 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.

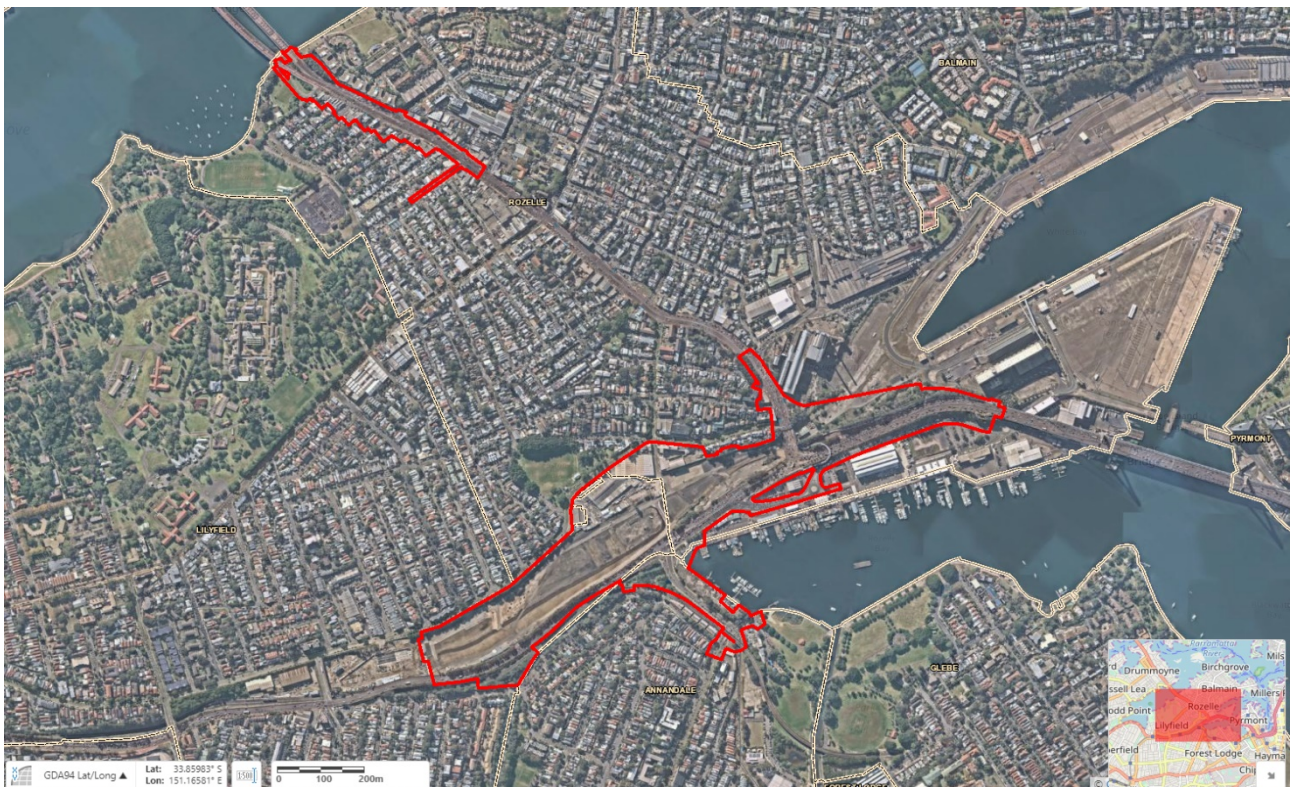


Figure 1 Project construction footprint areas

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.

Middle Restriction Legend	
	No stopping
	No stopping (Clearway 6:10am-3:30pm M-F 8am-5:30pm S)
	No stopping (6:30-9:30am 3:30-6:00pm M-F) 2P (9:30am-3:30pm M-F 8am-7pm S), 1/2P Free Button
	No Parking (7am-10pm M-F)
	No Parking (7am-7pm Vehicles under 4.5t GVM Excepted)
	Motorbike Only
	No Parking (Authorised Car Share Vehicles Excepted)
	10P Tuesday Only
	10P Wednesday Only
	2P (8am-8pm)
	2P (8am-6pm M-F)
	2P (8am-6pm M-F) Parallel Parking
	2P (8am-6pm M-F) 45° Parking Front to Kerb, Vehicles Under 6m Only
	1P During Sporting Fixtures at Leichardt Oval
	1/2P (8am-6pm M-S)
	1/4P (7:30-9:30am 2:30-6pm M-F)
	10min (8am-8pm M-F 8am-1pm S)
	No signage, But No Space For Parking
	Unrestricted 45° Parking Front to Kerb
	Unrestricted
	Disability Parking
	Bus Zone
	Bus Lane (6:10am M-F, Clearway (3:30pm M-F 8am-8pm S))

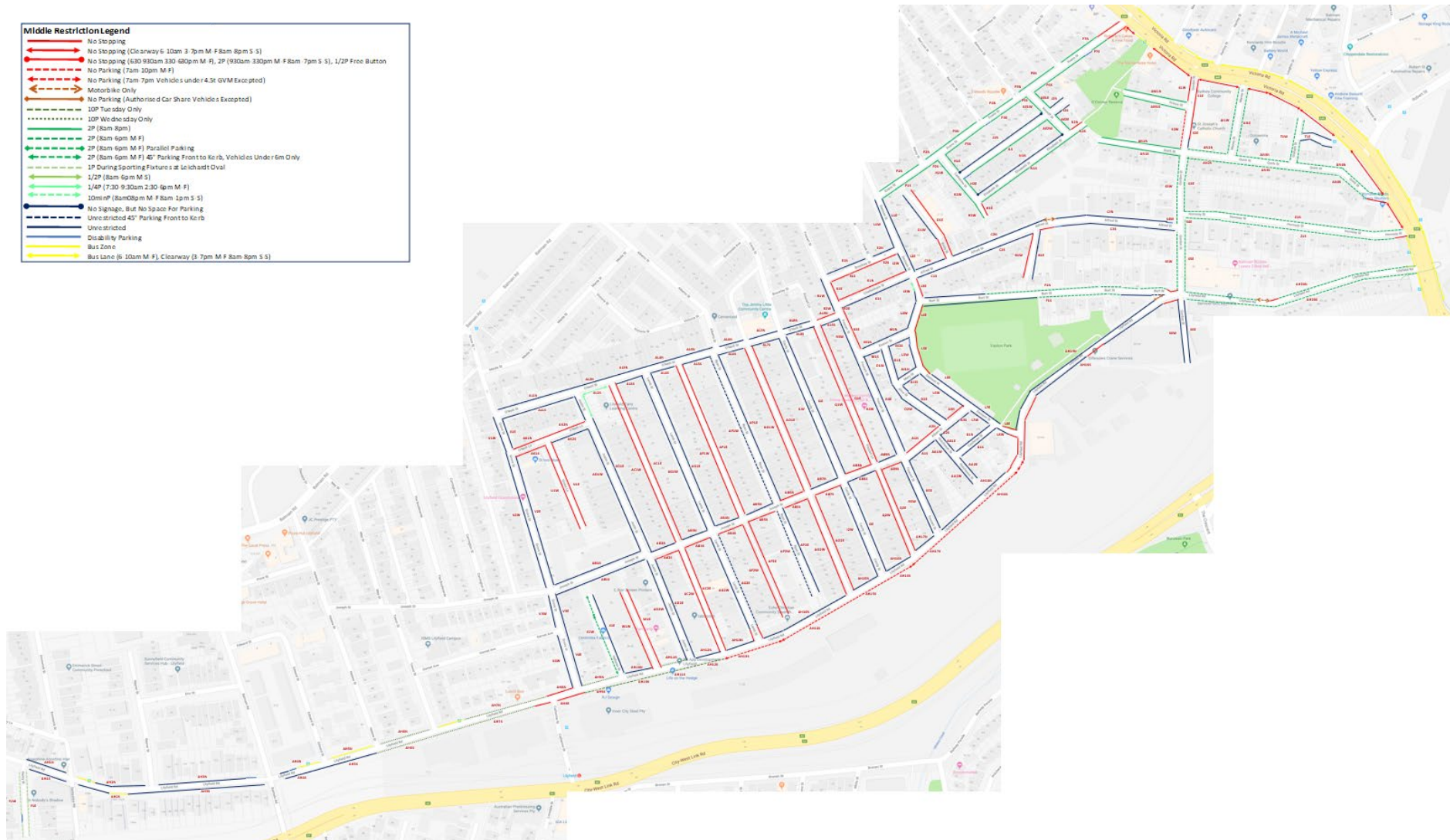


Figure 2 Rozelle Interchange construction sites North



Figure 3 Rozelle Interchange construction sites South



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

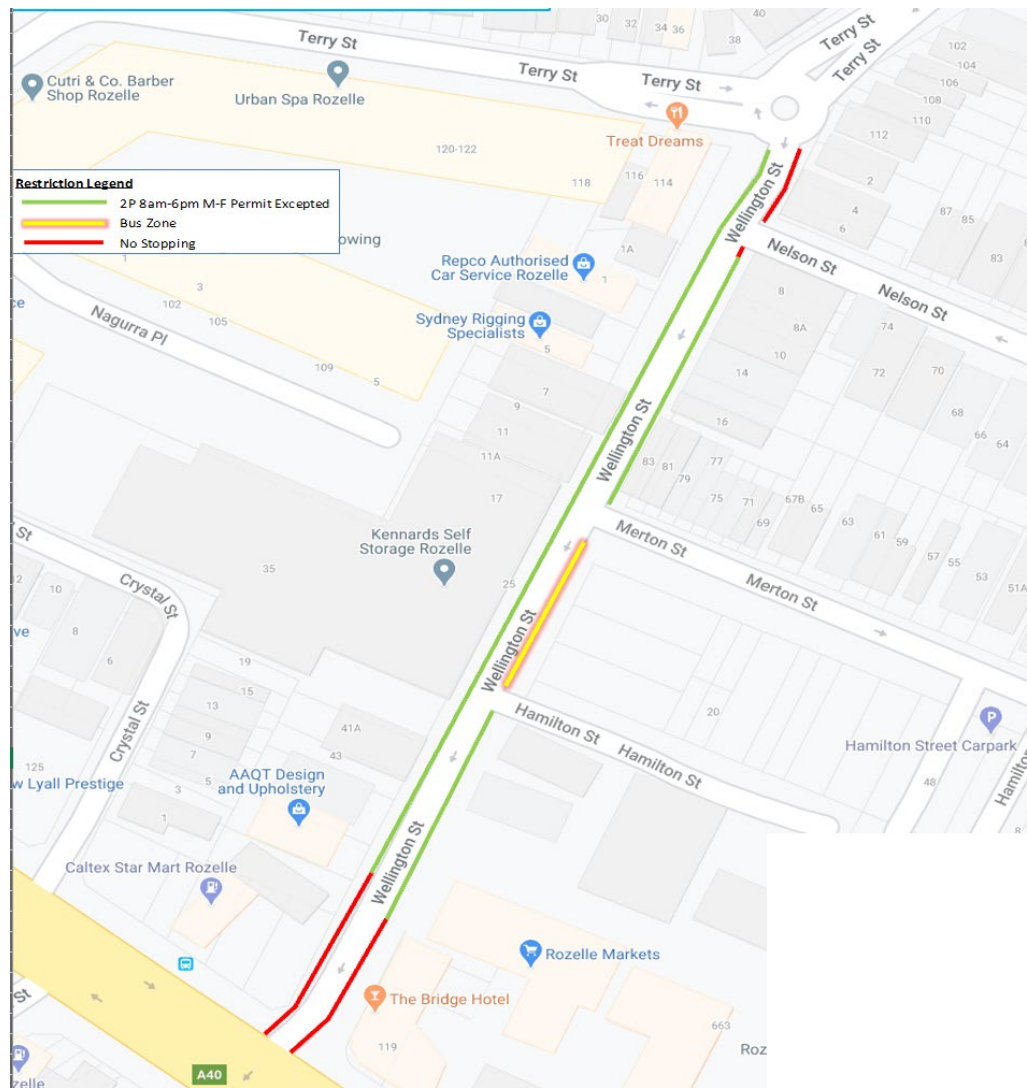


Figure 5 Parking surveys in the vicinity of Iron Cove Link civil site (2 of 2)

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.

$\text{Parking occupancy (\%)} = \frac{\text{number of parked cars}}{\text{number of parking spaces}}$
--

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.

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

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%

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.

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

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%

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.

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

Time Period	Time Assessed	Occupied Car Spaces	Unoccupied Car 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%

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.

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

Time Period	Time Assessed	Occupied Car Spaces	Unoccupied Car Spaces	Total Car 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%

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.

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

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%

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.

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

Time Period	Time Assessed	Occupied Car Spaces	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%

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.

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%	½ hour Parking (6am – 7pm Mon-Fri) 2 hour Parking (8am-10pm Mon-Sun)	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

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

Table 10 Detailed parking occupancy analysis on Hornsey Street

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%

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 tie-in 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

Table 11 Detailed parking occupancy analysis on Clubb Street

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%

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

Table 12 Detailed parking occupancy analysis in Toelle Street

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%

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

Table 13 Detailed parking occupancy analysis in Callan Street

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%

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

Table 14 Detailed parking occupancy analysis in Byrnes Street

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%

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

Table 15 Detailed parking occupancy analysis in Manning Street

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%

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

Table 16 Detailed parking occupancy analysis in Terry Street

Time Period	Time Assessed	Occupied Car Spaces	Unoccupied Car Spaces	Total Car Spaces	Parking Occupancy
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%

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

Table 17 Detailed parking occupancy analysis in Wellington Street

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%

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

Table 18 Detailed parking occupancy analysis in Yara Avenue

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%

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 Brennan Street car parking removal locations

Table 19 Detailed parking occupancy analysis in Brennan St

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.

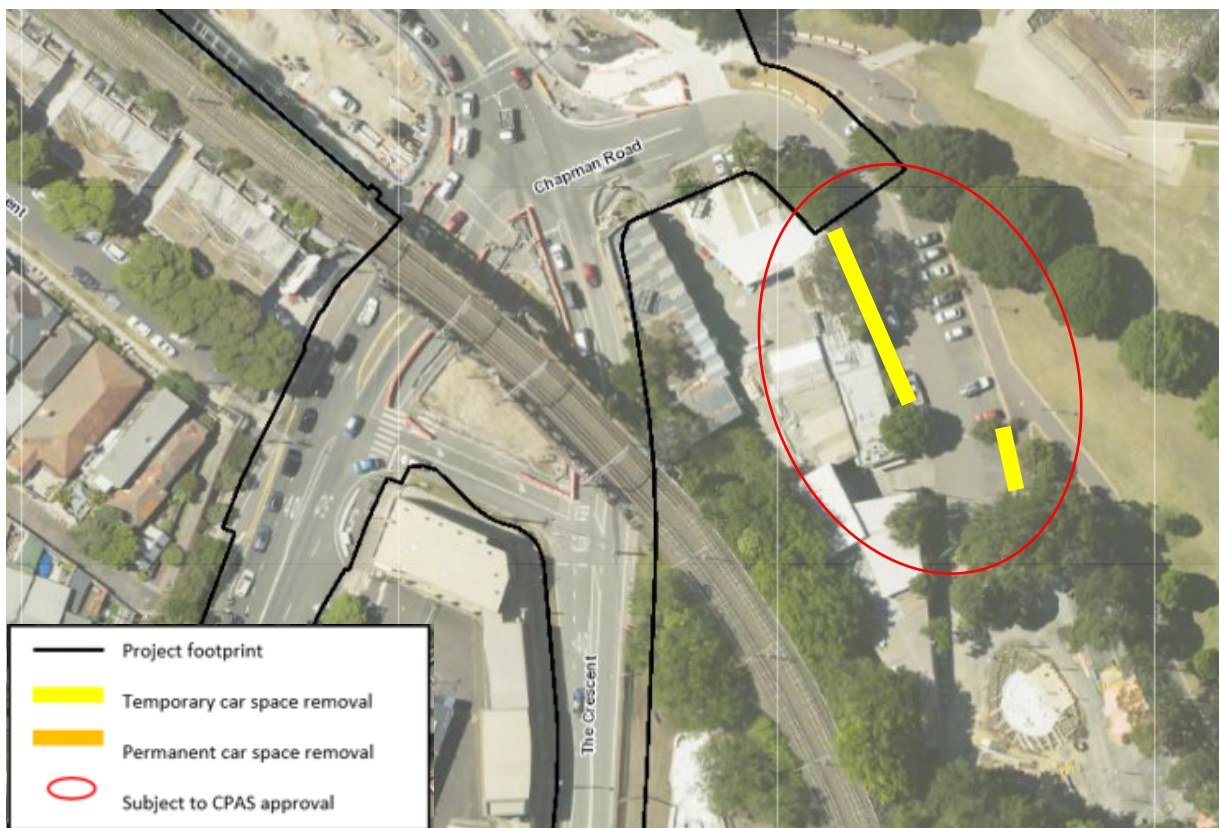


Figure 16 Chapman Street car parking removal locations

Table 20 Detailed parking occupancy analysis in 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.

Table 21 Expected peak travel periods of construction workforce

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.	▪ 6:45am or 7:00am- 5:00pm Monday to Friday ▪ 7:45am or 8:00am -1:00pm Saturdays	▪ 6:00am-7:00am and 5:00pm-6:00pm Monday to Friday ▪ 7:00am-8:00am and 1:00pm-2:00pm Saturdays

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

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 on-street 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.

	Superyacht Marina	Gordon St	Tunnel Site A	Rhodes	Gordon St	Tunnel Site A
MORNING	6.00am	6.10am	6.15am	6.50am	7.20am	7.25am
	7.35am	7.45am	7.50am	8.20am	8.50am	8.55am*
MIDDLE OF DAY		9.25pm	9.30am	10.00am	10.30am	10.35am
		10.40am	10.45am	11.15am	11.45am	11.50am
		11.55am	12.00pm	12.30pm	1.00pm	1.05pm
		1.10pm	1.15pm	1.45pm	2.15pm	2.20pm*
EVENING		2.50pm	2.55pm	3.25pm	3.50pm	3.55pm
	Last Bus to Rhodes	4.00pm	4.05pm	4.35pm	5.05pm	5.10pm
	5.20pm	5.25pm		Last Bus to Rozelle		
	5.35pm	5.45pm				
	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 services		Frequency during peak periods (approx.)
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

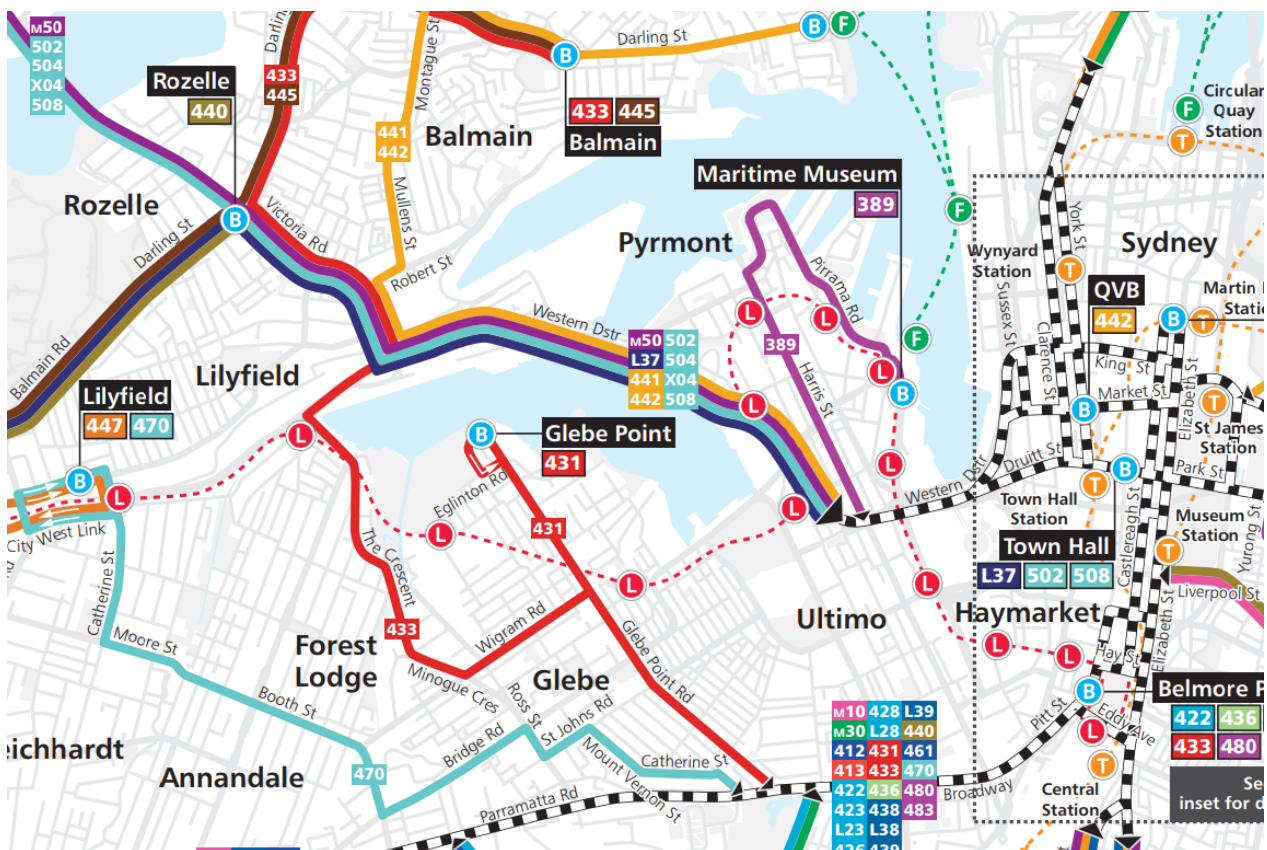


Figure 18 Public transport services in proximity to the Project

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

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.

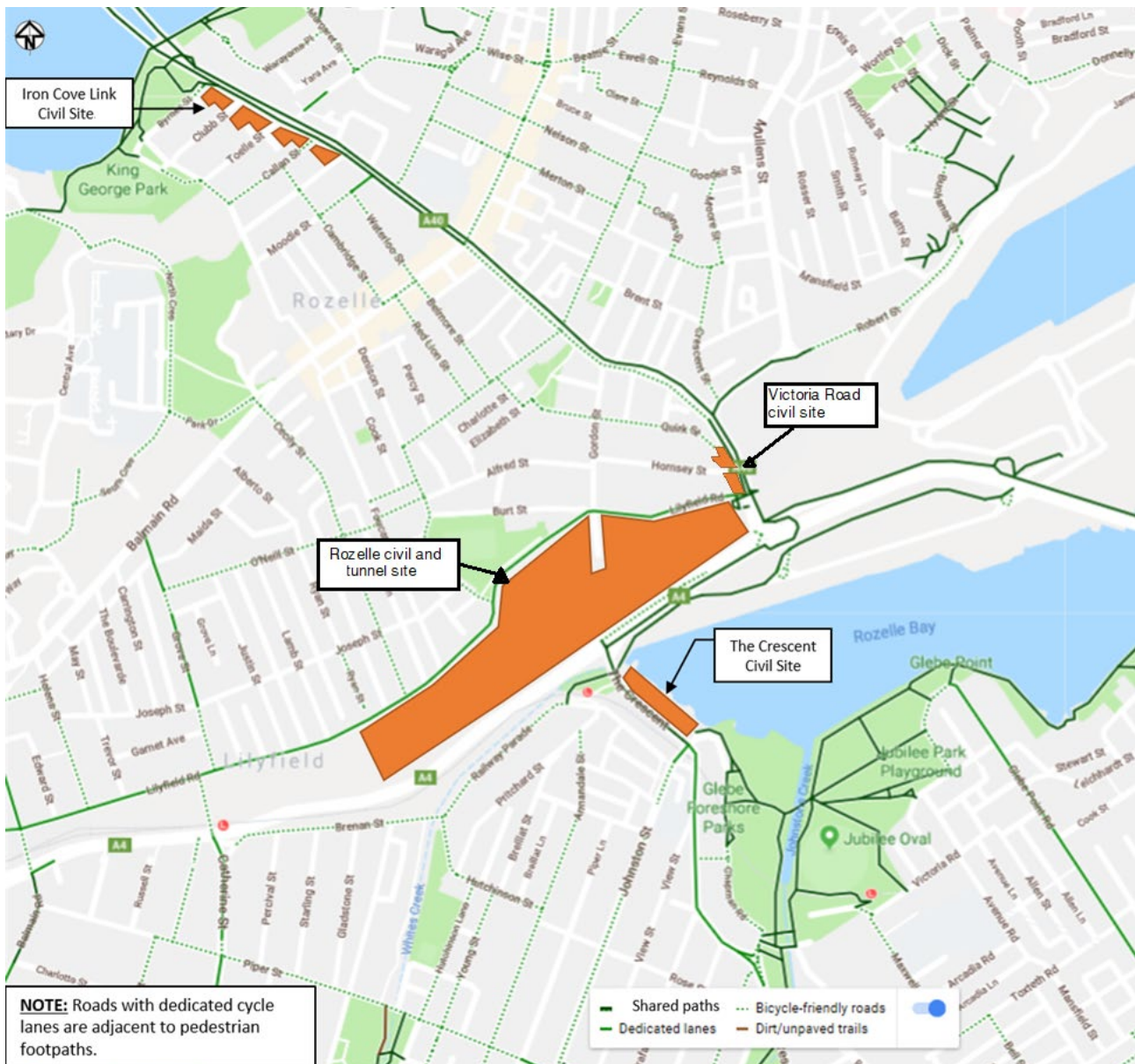


Figure 19 Bicycle routes in close proximity to the Project.

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 re-attend 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, sub-contractors 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 off-streetcar 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 until the lesser of;

- 31 December 2021, 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.

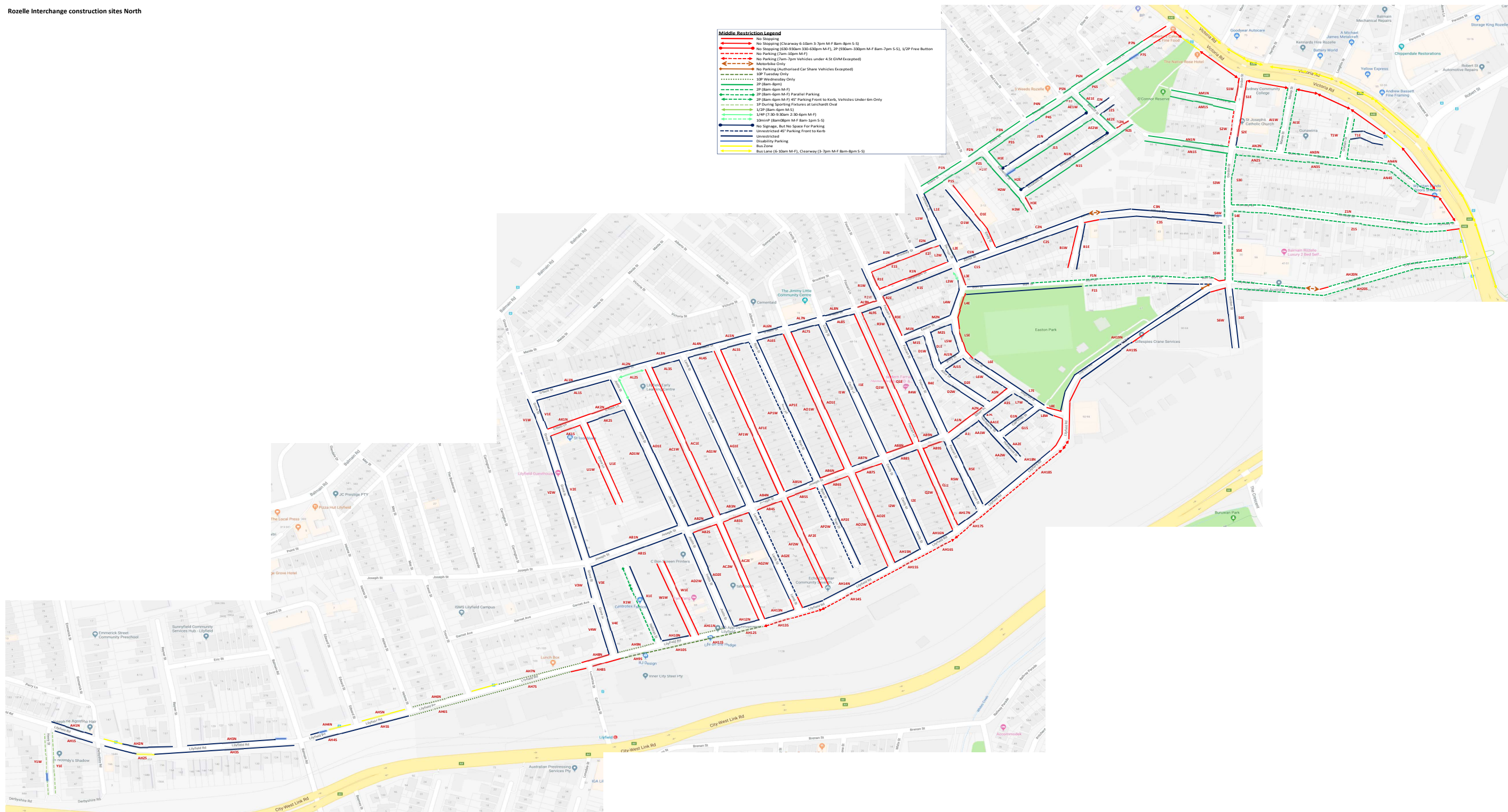
A copy of the updated Strategy and changes will be distributed to all relevant stakeholders in accordance with the approved document control procedure (refer to Section 3.13 of the CEMP).

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; (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.	This strategy and the TTAMP
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

Total Area Capacity	Capacity	500	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900
	2184	1421	1371	1223	1230	1213	1200	1236	1254	1245	1249	1219	1265	1309	1390	1411
Unoccupied		763	813	961	954	971	984	948	930	939	935	965	919	875	794	773
Percentage Occupied		65%	63%	56%	56%	56%	55%	57%	57%	57%	57%	56%	58%	60%	64%	65%

Rozelle Interchange construction sites North occupancy results – Saturday

Total Area Capacity	Capacity	500	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900
	2184	1433	1391	1378	1254	1219	1263	1240	1296	1237	1282	1309	1331	1384	1398	1416
Unoccupied		732	774	787	911	946	902	925	869	928	883	856	834	781	767	749
Percentage Occupied		66%	64%	64%	58%	56%	58%	57%	60%	57%	59%	60%	61%	64%	65%	65%

Rozelle Interchange construction sites North occupancy results – Sunday

Total Area Capacity	Capacity	500	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900
	2184	1485	1451	1383	1323	1293	1247	1191	1226	1236	1259	1297	1381	1399	1437	1474
Unoccupied		680	714	782	842	872	918	974	939	929	906	868	784	766	728	691
Percentage Occupied		69%	67%	64%	61%	60%	58%	55%	57%	57%	58%	60%	64%	65%	66%	68%

Rozelle Interchange construction sites North occupancy results – 7 Day

Total Area Capacity	Capacity	500	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900
	2184	1430	1384	1267	1246	1225	1215	1230	1255	1242	1253	1242	1289	1331	1396	1418
Unoccupied		754	800	917	938	959	969	954	929	942	931	942	895	853	788	766
Percentage Occupied		65%	63%	58%	57%	56%	56%	56%	57%	57%	57%	57%	59%	61%	64%	65%

Unrestricted Parking Spaces

Rozelle Interchange construction sites North occupancy results – Weekdays

Total Area Capacity	Capacity	500	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900
	1495	983	935	834	833	824	810	837	846	831	838	819	848	873	926	941
Unoccupied		512	560	661	662	671	685	658	649	664	657	676	647	622	569	554
Percentage Occupied		66%	63%	56%	56%	55%	54%	56%	57%	56%	56%	55%	57%	58%	62%	63%

Rozelle Interchange construction sites North occupancy results – Saturday

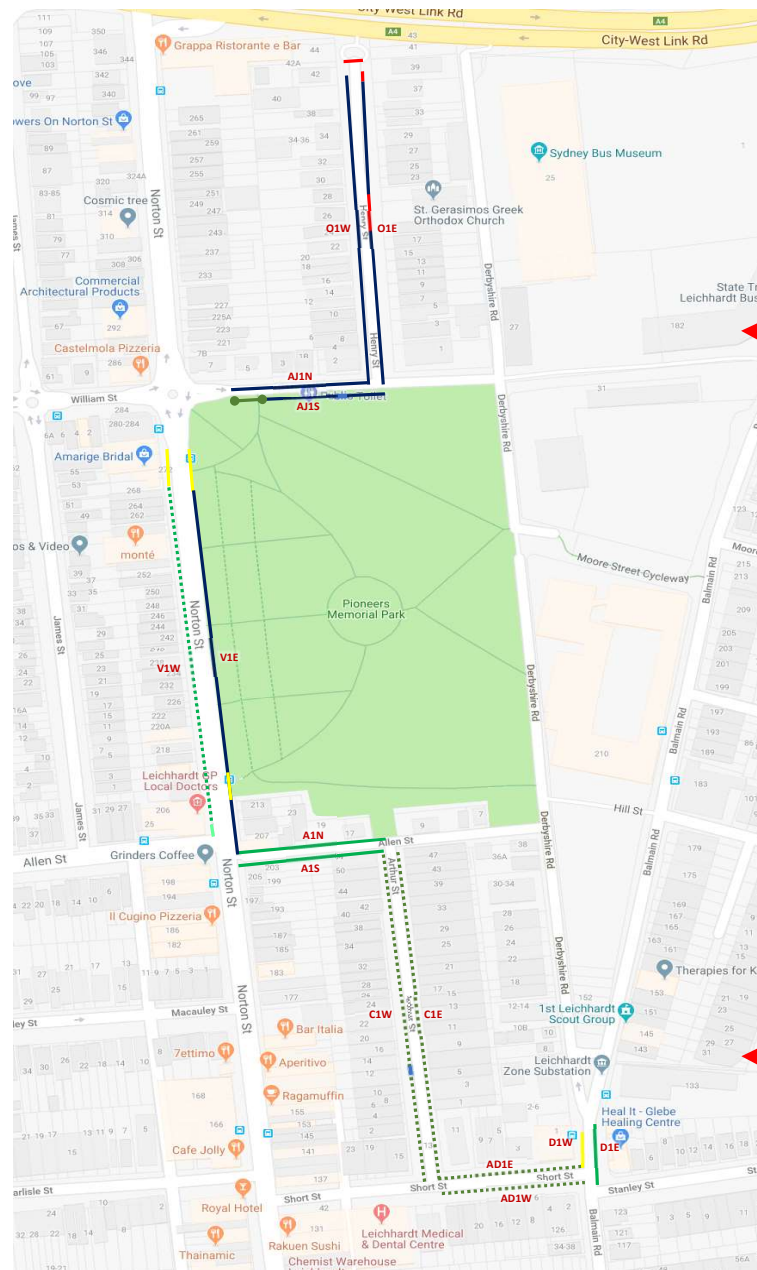
Total Area Capacity	Capacity	500	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900
	1495	1008	980	966	856	837	869	856	897	857	884	907	922	956	969	980
Unoccupied		487	515	529	639	658	626	639	598	638	611	588	573	539	526	515
Percentage Occupied		67%	66%	65%	57%	56%	58%	57%	60%	57%	59%	61%	62%	64%	65%	66%

Rozelle Interchange construction sites North occupancy results – Sunday

Total Area Capacity	Capacity	500	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900
	1495	1040	1009	964	923	895	870	823	834	845	857	890	953	968	994	1016
Unoccupied		455	486	531	572	600	625	672	661	650	638	605	542	527	501	479
Percentage Occupied		70%	67%	64%	62%	60%	58%	55%	56%	57%	57%	60%	64%	65%	66%	68%

Rozelle Interchange construction sites North occupancy results – 7 Day

Total Area Capacity	Capacity	500	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900
	1495	994	952	871	849	836	827	838	851	837	847	842	873	899	942	958
Unoccupied		501	543	624	646	659	668	657	644	658	648	653	622	596	553	537
Percentage Occupied		67%	64%	58%	57%	56%	55%	56%	57%	56%	57%	56%	58%	60%	63%	64%



Rozelle Interchange construction sites South



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	2000
	2040	1276	1281	1235	1153	1135	1135	1118	1144	1142	1126	1103	1128	1173	1231	1383
	Unoccupied	764	759	805	887	905	905	923	896	898	914	937	912	867	809	657
	Percentage Occupied	63%	63%	61%	57%	56%	56%	55%	56%	56%	55%	54%	55%	57%	60%	68%

Rozelle Interchange construction sites South occupancy results – Saturday

Total Area Capacity	Capacity	500	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900
	2040	1277	1274	1263	1244	1208	1192	1152	1103	1144	1177	1168	1220	1198	1248	1124
	Unoccupied	763	766	777	796	832	848	888	937	896	863	872	820	842	792	916
	Percentage Occupied	63%	62%	62%	61%	59%	58%	56%	54%	56%	58%	57%	60%	59%	61%	55%

Rozelle Interchange construction sites South occupancy results – Sunday

Total Area Capacity	Capacity	500	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900
	2040	1286	1315	1303	1285	1249	1229	1186	1191	1160	1177	1181	1200	1187	1244	1425
	Unoccupied	754	725	737	755	791	811	854	849	880	863	859	840	853	796	615
	Percentage Occupied	63%	64%	64%	63%	61%	60%	58%	58%	57%	58%	58%	59%	58%	61%	70%

Rozelle Interchange construction sites South occupancy results – 7 Day

Total Area Capacity	Capacity	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000
	2040	1277	1284	1248	1184	1161	1156	1132	1144	1144	1140	1122	1154	1178	1235	1393
	Unoccupied	763	756	792	856	879	884	908	896	896	900	918	886	862	805	647
	Percentage Occupied	63%	63%	61%	58%	57%	57%	55%	56%	56%	56%	55%	57%	58%	61%	68%

Unrestricted 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	2000
	1687	1074	1067	1033	965	947	941	928	953	947	937	917	932	967	1013	1136
	Unoccupied	613	620	654	722	740	746	759	734	740	750	770	755	720	674	551
	Percentage Occupied	64%	63%	61%	57%	56%	56%	55%	57%	56%	56%	54%	55%	57%	60%	67%

Rozelle Interchange construction sites South occupancy results – Saturday

Total Area Capacity	Capacity	500	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900
	1687	1083	1073	1055	1025	1002	980	925	889	930	948	948	990	978	1019	1160
	Unoccupied	604	614	632	662	685	707	762	798	757	739	739	697	709	668	527
	Percentage Occupied	64%	64%	63%	61%	59%	58%	55%	53%	55%	56%	56%	59%	58%	60%	69%

Rozelle Interchange construction sites South occupancy results – Sunday

Total Area Capacity	Capacity	500	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900
	1687	1094	1103	1083	1064	1026	998	970	970	940	944	941	974	983	1039	1189
	Unoccupied	593	584	604	623	661	689	717	717	747	743	746	713	704	648	498
	Percentage Occupied	65%	65%	64%	63%	61%	59%	57%	58%	56%	56%	56%	58%	58%	62%	70%

Rozelle Interchange construction sites South occupancy results – 7 Day

Total Area Capacity	Capacity	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000
	1687	1077	1073	1043	987	965	954	933	946	943	939	924	946	971	1017	1147
	Unoccupied	610	614	644	700	722	733	754	741	744	748	763	741	716	670	540
	Percentage Occupied	64%	64%	62%	59%	57%	57%	55%	56%	56%	56%	55%	56%	58%	60%	68%

Iron Cove Site



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	1900
	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	261
	Percentage Occupied	60%	62%	60%	55%	56%	59%	58%	57%	62%	61%	57%	58%	63%	64%	65%

Iron Cove site occupancy results – Saturday

Total Area Capacity	Capacity	500	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900
	737	450	465	478	468	480	484	484	474	490	500	485	506	473	472	470
	Unoccupied	287	272	259	269	257	253	253	263	247	237	252	231	264	265	267
	Percentage Occupied	61%	63%	65%	64%	65%	66%	66%	64%	66%	68%	66%	69%	64%	64%	64%

Iron Cove site occupancy results – Sunday

Total Area Capacity	Capacity	500	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900
	737	448	463	467	482	542	531	507	511	506	523	525	504	502	463	475
	Unoccupied	289	274	270	255	195	206	230	226	231	214	212	233	235	274	262
	Percentage Occupied	61%	63%	63%	65%	74%	72%	69%	69%	69%	71%	71%	68%	68%	63%	64%

Iron Cove site occupancy results – 7 Day

Total Area Capacity	Capacity	500	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900
	737	442	459	451	424	440	454	447	443	469	469	445	448	471	471	475
	Unoccupied	295	278	286	313	297	283	290	294	268	268	292	289	266	266	262
	Percentage Occupied	60%	62%	61%	58%	60%	62%	61%	60%	64%	64%	60%	61%	64%	64%	64%

Unrestricted 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	1900
	473	280	287	275	253	254	259	255	249	268	274	263	265	298	297	290
	Unoccupied	193	186	198	220	219	214	218	224	205	199	210	208	175	176	183
	Percentage Occupied	59%	61%	58%	53%	54%	55%	54%	53%	57%	58%	56%	56%	63%	63%	61%

Iron Cove site occupancy results – Saturday

Total Area Capacity	Capacity	500	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900
	473	285	295	303	289	290	288	289	285	294	302	297	308	288	288	287
	Unoccupied	188	178	170	184	183	185	184	188	179	171	176	165	185	185	186
	Percentage Occupied	60%	62%	64%	61%	61%	61%	61%	60%	62%	64%	63%	65%	61%	61%	61%

Iron Cove site occupancy results – Sunday

Total Area Capacity	Capacity	500	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900
	473	284	289	297	304	364	365	344	328	310	329	332	325	324	283	288
	Unoccupied	189	184	176	169	109	108	129	145	163	144	141	148	149	190	185
	Percentage Occupied	60%	61%	63%	64%	77%	77%	73%	69%	66%	70%	70%	69%	68%	60%	61%

Iron Cove site occupancy results – 7 Day

Total Area Capacity	Capacity	500	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900
	473	205	215	211	198	209	211	206	201	212	217	208	210	231	225	221
	Unoccupied	268	258	262	275	264	262	267	272	261	256	265	263	242	248	252
	Percentage Occupied	43%	45%	45%	42%	44%	45%	44%	42%	45%	46%	44%	44%	49%	48%	47%

Rozelle Interchange construction sites North - Gordon Street

Gordon Street occupancy results – Weekdays

Location	Side	Map Code	Between	Capacity	500	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	
Gordon St (Street "S")	East	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	
		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	
		S6E	South of Lilyfield	11	3	4	7	6	7	7	7	7	7	7	7	7	7	6	6	
	West	S1W	Victoria and Prince	0	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	
		S3W	Quirk and Hornsey	9	8	6	6	5	5	5	4	5	5	5	4	5	5	7	7	
		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	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	
Percentage Occupied			48%	49%	53%	50%	50%	52%	53%	51%	49%	48%	47%	48%	52%	67%	67%			

Gordon Street occupancy results – Saturday

Location	Side	Map Code	Between	Capacity	500	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	
Gordon St (Street "S")	East	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	
		S3E	Quirk and Hornsey	9	8	7	7	3	6	4	7	5	4	4	3	3	4	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	3	3	3	4	4	4	3	3	3	2	2	2	2	4	4	
		S6E	South of Lilyfield	11	6	6	6	6	6	7	5	5	5	5	5	5	5	5	5	
	West	S1W	Victoria and Prince	0	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	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	
		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	4	4	4	5	2	3	2	2	1	1	2	2	2	
		S6W	South of Lilyfield	8	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
	Total				58	31	29	29	26	32	31	27	25	24	24	22	21	20	23	24
	Unoccupied					27	29	29	32	26	27	31	33	34	34	36	37	38	35	34
Percentage Occupied					53%	50%	50%	45%	55%	53%	47%	43%	41%	41%	38%	36%	34%	40%	41%	

Gordon Street occupancy results – Sunday

Location	Side	Map Code	Between	Capacity	500	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	
Gordon St (Street "S")	East	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	0	1	0	0	0	0	0	2	0	1	0	0	0	
		S3E	Quirk and Hornsey	9	7	7	7	6	6	5	4	7	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	
		S6E	South of Lilyfield	11	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
	West	S1W	Victoria and Prince	0	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	1
		S3W	Quirk and Hornsey	9	8	8	6	5	5	7	7	7	8	8	8	8	6	8	8	8
		S4W	Hornsey and Alfred	0	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	2
		S6W	South of Lilyfield	8	1	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	23
Unoccupied				31	31	34	35	35	35	34	30	31	28	29	32	33	33	35	35	
Percentage Occupied				47%	47%	41%	40%	40%	40%	41%	48%	47%	52%	50%	45%	43%	43%	40%	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	
Gordon St (Street "S")	East	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	1	0	1	1
		S3E	Quirk and Hornsey	9	8	7	5	4	6	4	4	5	4	4	4	4	5	5	7	7
		S4E	Hornsey and Alfred	0	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	4
		S6E	South of Lilyfield	11	4	4	6	6	6	6	6	7	6	6	6	6	6	6	6	5
	West	S1W	Victoria and Prince	0	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	1	3	3
		S3W	Quirk and Hornsey	9	8	7	6	5	5	6	5	5	6	5	5	5	5	5	7	7
		S4W	Hornsey and Alfred	0	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	2	3	3	3
		S6W	South of Lilyfield	8	1	3	5	5	5	6	5	5	5	5	5	5	5	5	5	5
	Total			58	28	28	30	28	29	29	29	29	29	28	27	27	27	28	35	34
Unoccupied			30	30	28	30	29	29	29	29	29	30	31	31	31	31	30	23	24	
Percentage Occupied			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

Location	Side	Map Code	Between	Capacity	500	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900
Hornsey St (Street "Z")	East	Z1E	Gordon and Victoria	39	31	33	25	23	22	24	27	26	26	27	26	27	30	37	38
	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
			Percentage Occupied		85%	88%	66%	61%	56%	59%	65%	64%	66%	66%	64%	73%	82%	95%	96%

Hornsey Street occupancy 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 (Street "Z")	North	Z1N	Gordon and Victoria	39	38	35	35	33	33	33	28	29	31	30	33	32	34	34	35
	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
			Percentage Occupied		96%	88%	88%	87%	82%	82%	76%	79%	81%	81%	91%	88%	90%	87%	90%

Hornsey Street occupancy 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 (Street "Z")	North	Z1N	Gordon and Victoria	39	36	35	35	33	30	32	32	34	33	31	34	33	35	35	35
	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
			Percentage Occupied		96%	94%	91%	84%	85%	84%	84%	90%	85%	81%	88%	82%	87%	87%	88%

Hornsey 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
Hornsey St (Street "Z")	East	Z1E	Gordon and Victoria	39	33	33	28	26	25	26	28	27	28	28	28	29	32	36	37
	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
			Percentage Occupied		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
Lilyfield Rd (Street "AH")	North	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
		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
		AH22N	Gordon and Victoria	39	27	22	25	23	22	22	21	23	24	25	25	26	28	28	29
	South	AH1S	Henry and Derbyshire	8	6	5	5	3	3	3	4	6	6	6	6	6	5	5	6
		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
		AH7S	Trevor and Catherine	23	4	6	9	13	15	14	15	15	16	16	15	14	14	9	6
		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
		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
	Percentage Occupied				48%	48%	52%	55%	55%	54%	57%	59%	59%	59%	57%	54%	53%	49%	47%

Lilyfield Road occupancy 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
		AH6N	Helena and Trevor	8	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
		AH7N	Trevor and Catherine	12	1	1	2	2	5	6	9	8	5	1	3	4	5	5	1

Lilyfield Rd (Street "AH")	North	AH8N	Catherine and Grove	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		AH9N	Grove and Halloran	5	2	2	2	4	1	1	3	4	4	3	2	2	4	4	4
		AH10N	Halloran and Halloran/Justin	3	0	0	1	1	1	0	2	2	1	3	1	1	1	1	2
		AH11N	Halloran/Justin and Justin	3	0	0	0	1	2	2	0	0	0	1	0	0	2	2	2
		AH12N	Justin and Justin/Lamb	3	2	2	2	2	2	2	2	2	2	0	1	1	2	2	2
		AH13N	Justin/Lamb and Lamb	4	3	3	3	3	3	2	2	2	2	2	3	2	3	3	3
		AH14N	Lamb and Ryan/Cecily	15	14	13	11	8	11	11	11	11	10	11	10	10	11	11	10
		AH17N	Ryan/Cecily and Cecily	5	3	3	3	3	3	3	3	2	2	2	2	2	2	2	2
		AH18N	Cecily and Foucart Ln	5	3	3	3	3	3	3	3	3	3	3	3	2	3	3	3
		AH19N	Foucart Ln and Foucart St	4	4	4	4	3	2	3	0	0	0	3	0	0	0	0	0
		AH20N	Foucart St and Denison	17	10	7	9	10	10	10	9	9	10	10	9	10	10	10	11
		AH21N	Denison and Gordon	36	6	8	8	11	15	9	8	8	6	6	8	9	6	5	5
		AH22N	Gordon and Victoria	39	26	23	20	22	23	24	30	30	25	28	28	30	29	28	28
	South	AH1S	Henry and Derbyshire	8	5	6	5	4	4	6	5	5	5	5	5	5	5	6	6
		AH2S	Derbyshire and Rayner	10	10	10	10	10	10	10	9	9	10	10	9	9	10	10	10
		AH3S	Rayner and Balmain	16	16	15	15	14	16	16	15	15	15	15	15	15	16	15	16
		AH4S	Balmain and Edward	6	6	5	5	4	4	4	3	3	2	4	4	4	6	6	5
		AH5S	Edward and Helena	12	5	6	6	5	5	4	6	6	5	5	4	5	6	6	6
		AH6S	Helena and Trevor	11	1	1	2	2	2	2	2	2	2	1	2	2	1	1	1
		AH7S	Trevor and Catherine	23	1	2	2	3	2	3	8	4	4	3	1	1	2	2	2
		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	0	0	1	3	3	4	6	6	8	5	5	6	8	8	8
		AH10S	Halloran and Halloran/Justin	7	2	2	2	2	3	1	1	4	1	6	3	2	1	1	1
		AH11S	Halloran/Justin and Justin	7	0	0	1	1	0	0	0	0	0	1	0	1	0	1	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		AH14S	Lamb and Ryan/Cecily	23	6	6	6	6	6	5	4	4	3	4	3	4	4	4	4
		AH17S	Ryan/Cecily and Cecily	7	1	1	1	0	1	1	1	1	1	0	0	1	1	1	1
		AH18S	Cecily and Foucart Ln	7	0	0	1	1	0	0	0	2	0	4	1	2	1	1	2
		AH19S	Foucart Ln and Foucart St	6	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
		AH20S	Foucart St and Denison	27	1	0	3	3	1	0	1	1	1	1	1	1	1	1	1
		AH21S	Denison and Gordon	23	9	9	9	9	8	7	7	7	6	7	7	7	7	7	7
		AH22S	Gordon and Victoria	40	36	33	33	30	29	25	19	24	29	29	28	29	28	30	30
		Total		446	197	188	193	197	203	193	193	200	187	196	181	190	199	199	197
		Unoccupied		249	258	253	249	243	253	253	246	259	250	265	256	247	247	247	249
		Percentage Occupied		44%	42%	43%	44%	46%	43%	43%	45%	42%	44%	41%	43%	45%	45%	44%	

Lilyfield Road occupancy results – Sunday

Location	Side	Map Code	Between	Capacity	500	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900
North		AH1N	Henry and Perry	9	7	7	6	5	6	5	4	5	5	5	6	6	6	6	6
		AH2N	Perry and Rayner	8	8	8	7	6	6	6	7	7	8	8	7	4	5	6	5
		AH3N	Rayner and Balmain	12	9	9	9	8	8	8	10	10	10	10	9	9	10	11	10
		AH4N	Balmain and Edward	3	2	2	2	2	2	2	2	2	2	2	1	2	2	2	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	0	0	0	0	0	0	1	1	0	0	0	0	0
		AH7N	Trevor and Catherine	12	2	2	2	0	2	4	6	6	5	6	5	4	5	5	5
		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	3	3	3	3	3	2	2	3	5	3	2	1	1	2	2
		AH10N	Halloran and Halloran/Justin	3	1	1	1	0	1	0	0	0	0	0	0	0	0	0	0
		AH11N	Halloran/Justin and Justin	3	2	2	2	1	1	1	1	1	1	0	0	0	0	1	1
		AH12N	Justin and Justin/Lamb	3	2	2	2	2	2	2	2	2	2	2	3	2	2	2	3
		AH13N	Justin/Lamb and Lamb	4	3	3	3	3	3	2	2	2	3	3	3	3	3	3	3
		AH14N	Lamb and Ryan/Cecily	15	13	13	12	8	8	10	10	9	10	12	11	10	10	11	12
		AH17N	Ryan/Cecily and Cecily	5	3	2	2	3	2	2	2	2	2	2	2	2	2	2	2
		AH18N	Cecily and Foucart Ln	5	3	2	2	2	2	2	2	3	2	2	0	0	0	0	0
		AH19N	Foucart Ln and Foucart St	4	4	3	3	3	2	0	0	0	0	1	1	3	3	2	2

Lilyfield Rd (Street "AH")	South	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
		AH22N	Gordon and Victoria	39	30	30	29	29	29	28	28	28	26	25	25	26	26	30	30
	South	AH1S	Henry and Derbyshire	8	6	5	5	5	5	4	6	5	3	5	4	5	4	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	1	2	3	3	3	6	5	5	4	4	4	5
		AH10S	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
	Percentage Occupied				47%	46%	45%	41%	42%	41%	41%	42%	40%	43%	43%	43%	43%	46%	46%

Lilyfield Road 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
Lilyfield Rd (Street "AH")	North	AH1N	Henry and Perry	9	7	7	5	6	6	7	6	6	6	6	6	5	4	5	5
		AH2N	Perry and Rayner	8	6	6	7	6	5	5	6	6	7	7	7	5	5	5	5
		AH3N	Rayner and Balmain	12	11	10	9	10	10	10	9	10	10	9	9	9	9	9	10
		AH4N	Balmain and Edward	3	2	2	2	2	1	1	1	1	1	1	1	1	1	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	3	1	1	2	2	2	2	2	2	2	1	1	1
		AH7N	Trevor and Catherine	12	2	3	4	7	7	7	7	7	7	7	6	6	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	3	4	4	3	3	3	3	3	2
		AH10N	Halloran and Halloran/Justin	3	0	1	0	1	2	1	2	2	2	2	2	2	1	1	1
		AH11N	Halloran/Justin and Justin	3	2	2	2	2	2	2	2	2	2	2	1	1	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	2	2	2	3	2	3	3	3
		AH14N	Lamb and Lamb/Ryan	15	14	12	10	8	8	9	9	8	7	9	8	8	9	9	10
		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	2	2	1	1	1	1	1	1
		AH19N	Foucart Ln and Foucart St	4	2	2	1	1	1	1	0	1	0	1	1	1	1	1	1
		AH20N	Foucart St and Denison	17	10	10	9	10	10	10	9	9	10	10	10	10	10	10	10
		AH21N	Denison and Gordon	36	11	12	20	24	26	23	25	24	24	24	22	22	20	16	13
		AH22N	Gordon and Victoria	39	27	23	25	24	23	23	24	25	24	25	26	26	28	28	29
	South	AH1S	Henry and Derbyshire	8	6	5	5	3	3	4	4	6	5	5	6	5	5	5	6
		AH2S	Derbyshire and Rayner	10	10	9	7	8	9	8	8	8	8	8	8	7	8	9	9
		AH3S	Rayner and Balmain	16	15	15	14	13	14	13	13	13	13	13	13	13	14	14	14
		AH4S	Balmain and Edward	6	5	4	4	3	2	3	3	3	3	4	3	4	5	5	5
		AH5S	Edward and Helena	12	4	4	4	4	4	3	4	4	4	4	4	4	4	4	4
		AH6S	Helena and Trevor	11	3	3	3	4	4	4	5	5	5	5	5	5	5	4	4
		AH7S	Trevor and Catherine	23	3	5	7	10	12	11	12	12	13	12	11	11	10	7	5
		AH8S	Catherine and Grove	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

South	AH9S	Grove and Halloran	8	3	4	5	6	6	7	7	7	8	7	5	5	5	5	4
	AH10S	Halloran and Halloran/Justin	7	3	4	4	5	5	5	5	5	5	6	5	4	3	2	2
	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	
	Percentage Occupied			47%	47%	50%	51%	52%	51%	53%	55%	54%	55%	52%	51%	50%	48%	47%

Iron Cove Site - Clubb Street

Clubb Street occupancy results – Weekdays

Location	Side	Map Code	Between	Capacity	500	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900
Clubb St (Street "D")	North	D1N	Manning and Victoria	23	18	17	15	12	12	11	12	11	11	11	11	11	12	13	15
	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
			Percentage Occupied		82%	80%	74%	57%	52%	50%	52%	53%	58%	60%	60%	57%	59%	63%	71%

Clubb Street occupancy results – Saturday

Location	Side	Map Code	Between	Capacity	500	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900
Clubb St (Street "D")	North	D1N	Manning and Victoria	23	18	17	18	15	14	15	13	14	13	13	14	15	15	15	15
	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
			Percentage Occupied		80%	76%	78%	65%	59%	59%	63%	70%	63%	57%	63%	61%	63%	67%	67%

Clubb Street occupancy results – Sunday

Location	Side	Map Code	Between	Capacity	500	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900
Clubb St (Street "D")	North	D1N	Manning and Victoria	23	19	19	18	16	20	19	17	18	13	16	15	15	16	16	17
	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
			Percentage Occupied		85%	85%	83%	83%	89%	87%	80%	83%	59%	76%	74%	72%	76%	72%	74%

Clubb 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
Clubb St (Street "D")	North	D1N	Manning and Victoria	23	18	18	16	13	13	13	13	13	12	12	12	12	13	14	15
	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
			Percentage Occupied		82%	80%	76%	62%	58%	57%	57%	60%	59%	61%	62%	59%	62%	65%	71%

Iron Cove Site - Toelle Street

Toelle Street occupancy results – Weekdays

Location	Side	Map Code	Between	Capacity	500	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900
Toelle St (Street "L")	North	L1N	Manning and Victoria	24	12	11	11	10	10	11	11	10	11	12	12	12	12	12	9
	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
			Percentage Occupied		64%	64%	59%	55%	57%	56%	59%	55%	56%	61%	60%	63%	65%	60%	61%

Toelle Street occupancy results – Saturday

Location	Side	Map Code	Between	Capacity	500	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900
Toelle St (Street "L")	North	L1N	Manning and Victoria	24	9	9	8	9	9	5	5	5	8	8	12	11	11	11	11
	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
			Percentage Occupied		58%	58%	56%	56%	52%	46%	40%	42%	52%	52%	64%	64%	62%	62%	62%

Toelle Street occupancy results – Sunday

Location	Side	Map Code	Between	Capacity	500	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900
Toelle St (Street "L")	North	L1N	Manning and Victoria	24	8	8	8	7	10	11	11	7	10	10	10	10	10	11	12
	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
			Percentage Occupied		58%	58%	58%	50%	64%	70%	72%	44%	58%	60%	62%	60%	62%	62%	62%

Toelle 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
Toelle St (Street "L")	North	L1N	Manning and Victoria	24	11	11	10	10	10	10	10	9	11	11	12	12	11	11	10
	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
			Percentage Occupied		63%	62%	59%	55%	57%	56%	58%	51%	56%	59%	61%	63%	64%	61%	61%

Iron Cove Site - Byrnes Street

Byrnes Street occupancy results – Weekdays

Location	Side	Map Code	Between	Capacity	500	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900
Byrnes St (Street "A")	North	A1N	Manning and Elizabeth	17	10	10	12	11	9	8	9	10	10	10	9	11	13	12	10
	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 Occupied		69%	68%	66%	64%	56%	55%	52%	54%	58%	55%	54%	63%	74%	70%	68%

Byrnes Street occupancy results – Saturday

Location	Side	Map Code	Between	Capacity	500	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900
Byrnes St (Street "A")	North	A1N	Manning and Elizabeth	17	11	11	10	9	9	9	10	10	13	13	14	14	12	13	13
	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 Occupied		68%	68%	58%	55%	52%	48%	55%	55%	61%	68%	77%	81%	77%	77%	77%

Byrnes Street occupancy results – Sunday

Location	Side	Map Code	Between	Capacity	500	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900
Byrnes St (Street "A")	North	A1N	Manning and Elizabeth	17	10	10	10	12	16	15	12	12	13	14	11	12	13	12	11
	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 Occupied		68%	68%	61%	68%	84%	94%	61%	61%	71%	81%	68%	71%	77%	74%	71%

Byrnes 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
Byrnes St (Street "A")	North	A1N	Manning and Elizabeth	17	10	10	11	11	10	9	9	10	11	11	10	11	13	12	11
	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		10	10	11	11	13	13	14	14	12	12	13	10	8	9	9
			Percentage Occupied		69%	68%	65%	63%	59%	59%	54%	55%	60%	61%	59%	67%	75%	71%	70%

Iron Cove Site - Callan Street

Callan Street occupancy results – Weekdays

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")	North	B1N	Manning and McCleer	14	8	8	8	7	7	7	7	6	7	7	6	7	7	7	9	
		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	7	9	10	10
		A1E	McCleer and Victoria	8	4	3	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 Occupied				62%	61%	58%	52%	48%	49%	44%	44%	48%	50%	47%	47%	52%	57%	62%	

Callan Street occupancy results – Saturday

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")	North	B1N	Manning and McCleer	14	10	10	9	9	9	10	11	7	6	7	7	8	7	7	7
		A1E	McCleer and Victoria	8	5	5	5	4	5	3	2	2	3	3	2	4	3	3	3
	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
			Percentage Occupied		72%	72%	65%	63%	63%	60%	58%	47%	49%	53%	56%	65%	58%	56%	56%

Callan Street occupancy results – Sunday

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")	North	B1N	Manning and McCleer	14	9	8	8	8	8	6	6	5	6	8	8	7	8	9	7
		A1E	McCleer and Victoria	8	4	4	3	4	3	1	1	0	1	2	1	1	1	1	3
	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 Occupied				63%	63%	60%	63%	60%	49%	49%	35%	49%	51%	51%	49%	58%	63%	65%

Callan 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	
Callan St (Street "B")	North	B1N	Manning and McCleer	14	8	8	8	8	7	7	8	6	7	7	7	7	7	7	8	
		A1E	McCleer and Victoria	8	5	5	4	4	4	3	3	3	3	3	3	3	3	3	4	
	South	B1S	Manning and McCleer	13	10	10	10	9	8	8	6	7	8	8	8	8	8	9	10	10
		A1E	McCleer and Victoria	8	4	4	3	4	4	3	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	
			Percentage Occupied		64%	63%	59%	55%	52%	50%	47%	43%	49%	50%	49%	50%	54%	58%	61%	

Rozelle Interchange construction sites South - Chapman Street

Chapman Street occupancy results – Weekdays

Location	Side	Map Code	Between	Capacity	500	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900
Chapman Rd (Street "L")	East	L1E	East of Crescent	28	5	13	11	13	19	20	18	14	14	14	15	15	16	13	14
	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 Occupied	13%		43%	32%	35%	55%	59%	52%	43%	42%	41%	42%	42%	43%	38%	40%

Chapman Street occupancy results – Saturday

Location	Side	Map Code	Between	Capacity	500	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900
Chapman Rd (Street "L")	East	L1E	East of Crescent	28	3	3	11	12	13	22	23	23	25	25	19	25	18	11	13
	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	
			Percentage Occupied	9%	7%	30%	36%	36%	59%	70%	68%	80%	80%	57%	68%	48%	27%	34%	

Chapman Street occupancy results – Sunday

Location	Side	Map Code	Between	Capacity	500	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900
Chapman Rd (Street "L")	East	L1E	East of Crescent	28	4	17	23	22	24	22	22	27	27	28	28	28	16	11	13
	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	10	8	9	11	4	4	0	1	0	24	31	28
			Percentage Occupied	9%	50%	77%	77%	82%	80%	75%	91%	91%	100%	98%	100%	45%	30%	36%	

Chapman 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
Chapman Rd (Street "L")	East	L1E	East of Crescent	28	5	12	13	14	19	20	19	17	17	18	17	20	16	13	13
	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	
			Percentage Occupied	12%	39%	38%	41%	56%	62%	58%	54%	54%	55%	52%	59%	44%	35%	39%	

Iron Cove Site - Moodie Street

Moodie Street occupancy results – Weekdays

Location	Side	Map Code	Between	Capacity	500	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	
Moodie St (Street "H")	East	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	
		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	
		H5E	Waterloo and Victoria	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	West	H1W	Manning and Park	4	2	3	3	3	2	2	3	2	3	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	
		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	
		Percentage Occupied			66%	69%	71%	71%	65%	69%	69%	69%	76%	71%	66%	70%	72%	71%	71%	

Moodie Street occupancy results – Saturday

Location	Side	Map Code	Between	Capacity	500	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	
Moodie St (Street "H")	East	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	
		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	
		H5E	Waterloo and Victoria	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	West	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	
		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	
Percentage Occupied			72%	72%	72%	77%	72%	62%	64%	64%	87%	83%	87%	72%	70%	81%	81%			

Moodie Street occupancy results – Sunday

Location	Side	Map Code	Between	Capacity	500	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	
Moodie St (Street "H")	East	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	3	2	1	2	3	2	2	3	2	3	
		H3E	Oxford and McCleer	11	6	6	5	4	4	7	4	4	6	7	6	5	5	5	5	
		H4E	McCleer and Waterloo	9	9	9	9	9	9	8	8	9	8	9	9	8	8	7	8	
		H5E	Waterloo and Victoria	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	West	H1W	Manning and Park	4	3	4	3	3	4	3	3	2	4	4	4	3	3	3	2	
		H2W	Park and Oxford	2	2	2	2	1	1	1	0	0	2	2	2	1	2	2	2	
		H3W	Oxford and Cambridge	5	4	4	4	4	4	5	4	3	3	3	5	5	5	5	5	
		H4W	Cambridge and Waterloo	7	7	7	7	7	7	4	4	5	6	5	6	6	6	5	4	
		H5W	Waterloo and Victoria	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Total			47	36	38	35	32	34	35	28	28	36	37	39	35	37	34	34
		Unoccupied			11	9	12	15	13	12	19	19	11	10	8	12	10	13	13	
Percentage Occupied			77%	81%	74%	68%	72%	74%	60%	60%	77%	79%	83%	74%	79%	72%	72%			

Moodie 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
Moodie St	East	H1E	Manning and Park	5	4	4	4	4	3	4	3	3	4	4	4	4	5	5	5
		H2E	Park and Oxford	4	2	2	3	2	2	3	2	2	3	2	2	2	2	2	2
		H3E	Oxford and McCleer	11	4	5	5	4	4	6	4	5	6	5	5	6	5	5	5
		H4E	McCleer and Waterloo	9	9	9	8	8	8	8	8	9	9	9	9	8	8	8	8
	H5E	Waterloo and Victoria	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

(Street "H")	West	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
		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	16	10	12	13	14	13	13	13
	Percentage Occupied				68%	71%	72%	71%	67%	68%	67%	67%	78%	74%	71%	71%	73%	73%	72%

Iron Cove Site - Springside Street

Springside Street occupancy results – Weekdays

Location	Side	Map Code	Between	Capacity	500	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900
Springside St (Street "K")	North	K1N	Manning and McCleer	15	13	11	10	9	9	8	8	7	9	9	10	10	9	8	10
		K2N	McCleer and Victoria	13	8	8	8	7	6	7	7	7	7	8	9	8	7	8	8
	South	K1S	Manning and McCleer	11	11	12	11	10	9	9	8	9	7	7	7	8	8	9	10
		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	34	36	
	Unoccupied		9	10	13	18	21	21	20	21	21	19	17	18	18	17	15		
	Percentage Occupied		83%	80%	75%	65%	58%	60%	60%	60%	60%	62%	66%	65%	64%	66%	71%		

Springside Street occupancy results – Saturday

Location	Side	Map Code	Between	Capacity	500	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900
Springside St (Street "K")	North	K1N	Manning and McCleer	15	14	14	15	13	11	10	9	12	8	10	12	11	12	12	12
		K2N	McCleer and Victoria	13	10	9	8	6	8	9	9	9	9	8	8	8	6	8	8
	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	
	Percentage Occupied			88%	84%	84%	73%	71%	73%	71%	80%	65%	67%	69%	67%	69%	71%	71%	

Springside Street occupancy results – Sunday

Location	Side	Map Code	Between	Capacity	500	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900
Springside St (Street "K")	North	K1N	Manning and McCleer	15	11	12	11	13	12	8	8	11	8	12	11	10	9	10	10
		K2N	McCleer and Victoria	13	9	9	8	5	5	6	6	7	8	6	7	9	9	9	9
	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	
	Percentage Occupied			86%	88%	84%	80%	76%	67%	67%	73%	65%	76%	71%	76%	75%	76%	78%	

Springside 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
Springside St (Street "K")	North	K1N	Manning and McCleer	15	13	12	11	10	9	8	8	9	8	10	11	10	10	9	10
		K2N	McCleer and Victoria	13	9	9	8	6	6	7	7	7	7	8	8	8	7	8	8
	South	K1S	Manning and McCleer	11	12	12	12	10	9	9	9	10	8	8	7	8	9	9	10
		K2S	McCleer and Victoria	12	9	9	9	8	7	7	7	7	8	8	8	8	8	9	9
		Total		51	43	42	39	35	32	32	32	33	31	33	34	34	34	35	37
	Unoccupied		8	9	12	16	19	19	19	19	18	20	18	17	17	17	16	14	
	Percentage Occupied		84%	82%	77%	68%	62%	62%	62%	64%	61%	65%	67%	67%	66%	68%	72%		

Iron Cove Site - Terry Street

Terry Street occupancy results – Wednesday

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		
Terry St	East	Nagurra and Victoria	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	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	0	
			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	1	2	1	0	1	
			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	0	0
			1/2P 6am-7pm Mon-Fri	2	1	1	1	1	1	1	1	0	1	0	0	0	0	0	2	0	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	0	
	West	Nagurra and Victoria	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	
			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	9	
			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	
			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	
			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	10	
			Unoccupied	6	6	7	7	6	6	6	6	8	8	12	10	7	11	7	6	14	8	10	4	3	3	6	9	8		
			Percentage Occupied	67%	67%	61%	61%	67%	67%	67%	67%	56%	56%	33%	44%	61%	67%	22%	56%	44%	78%	83%	83%	67%	50%	56%				

Iron Cove Site - Yara Avenue

Yara Avenue occupancy results – Weekdays

Location	Side	Map Code	Between	Capacity	500	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900
Yara Ave (Street "P")	North	P1N	Warayama and Margaret	14	14	14	13	14	14	14	14	13	14	14	14	14	14	13	13
	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
			Percentage Occupied		91%	91%	89%	88%	95%	96%	97%	92%	95%	96%	94%	95%	96%	91%	88%

Yara Avenue occupancy results – Saturday

Location	Side	Map Code	Between	Capacity	500	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900
Yara Ave (Street "P")	North	P1N	Warayama and Margaret	14	13	13	14	14	13	14	14	13	14	14	14	14	14	14	14
	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
			Percentage Occupied		91%	88%	91%	97%	88%	97%	97%	94%	97%	94%	88%	88%	85%	97%	97%

Yara Avenue occupancy results – Sunday

Location	Side	Map Code	Between	Capacity	500	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900
Yara Ave (Street "P")	North	P1N	Warayama and Margaret	14	11	11	12	11	11	14	12	12	14	14	14	14	14	14	14
	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
			Percentage Occupied		88%	88%	91%	85%	82%	97%	85%	85%	97%	97%	94%	97%	97%	97%	94%

Yara Avenue 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
Yara Ave (Street "P")	North	P1N	Warayama and Margaret	14	13	13	13	14	13	14	14	13	14	14	14	14	14	14	13
	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
			Unoccupied		3	3	3	4	3	1	2	3	2	1	2	2	2	2	3
			Percentage Occupied		91%	90%	90%	89%	92%	97%	95%	91%	95%	96%	93%	95%	95%	93%	90%

Rozelle Interchange construction sites South - Johnston Street

Johnston Street occupancy results – Weekdays

Location	Side	Map Code	Between	Capacity	500	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900
Johnston St (Street "S")	East	S1E	The Crescent and Kentville	17	5	10	14	14	15	15	15	15	14	12	12	10	10	8	7
		S2E	Kentville and Weynton	21	6	9	12	14	15	15	15	15	16	11	12	11	9	9	9
		S3E	Weynton and Rose	50	35	34	36	35	34	34	33	34	33	31	30	29	31	31	34
		S4E	Rose and Piper	51	27	27	27	26	28	27	26	27	27	26	27	28	28	26	28
	West	S1W	The Crescent and Kentville	8	6	6	6	6	6	6	6	6	6	7	6	6	6	5	7
		S2W	Kentville and Weynton	6	6	6	6	5	5	4	5	5	5	5	5	5	4	5	5
		S3W	Weynton and Rose	56	22	24	24	26	27	28	27	27	26	25	26	26	26	25	26
		S4W	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	152	148	139	138	136	135	131	142
				Unoccupied	108	103	95	94	89	91	93	91	95	104	105	107	108	112	101
				Percentage Occupied	56%	58%	61%	61%	63%	63%	62%	62%	61%	57%	57%	56%	55%	54%	59%

Johnston Street occupancy results – Saturday

Location	Side	Map Code	Between	Capacity	500	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	
Johnston St (Street "S")	East	S1E	The Crescent and Kentville	17	4	4	17	16	16	15	16	14	16	12	8	4	3	3	4	
		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	
		S4E	Rose and Piper	51	29	27	25	23	25	21	22	18	20	22	25	25	27	30	34	
	West	S1W	The Crescent and Kentville	8	5	4	4	5	5	5	5	6	5	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%	52%	58%	56%	53%	50%	53%	50%	53%	49%	49%	47%	48%	51%	56%	

Johnston Street occupancy results – Sunday

Location	Side	Map Code	Between	Capacity	500	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	
Johnston St (Street "S")	East	S1E	The Crescent and Kentville	17	3	2	8	8	10	7	6	6	4	5	5	8	13	10	11	
		S2E	Kentville and Weynton	21	3	3	6	4	6	3	3	3	5	3	4	4	14	14	16	
		S3E	Weynton and Rose	50	38	38	39	38	36	34	34	36	38	34	27	25	32	34	40	
		S4E	Rose and Piper	51	26	26	26	28	30	24	20	19	20	22	19	20	26	24	29	
	West	S1W	The Crescent and Kentville	8	5	5	5	4	4	6	6	7	6	7	5	6	7	5	6	
		S2W	Kentville and Weynton	6	6	6	6	6	6	6	3	3	4	4	4	4	3	4	5	
		S3W	Weynton and Rose	56	22	24	24	23	22	22	22	22	26	25	23	21	23	18	20	
		S4W	Rose and Piper	34	32	31	30	28	26	26	24	20	19	19	19	24	22	27	32	
				Total	243	135	135	144	139	140	128	118	116	122	119	106	112	140	136	159
				Unoccupied	108	108	99	104	103	115	125	127	121	124	137	131	103	107	84	
			Percentage Occupied	56%	56%	59%	57%	58%	53%	49%	48%	50%	49%	44%	46%	58%	56%	65%		

Johnston 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
Johnston St (Street "S")	East	S1E	The Crescent and Kentville	17	5	8	13	14	15	14	14	14	13	11	10	9	9	7	7
		S2E	Kentville and Weynton	21	6	8	11	12	13	13	13	13	14	10	10	9	9	9	10
		S3E	Weynton and Rose	50	35	35	37	36	35	34	34	34	34	31	29	28	31	32	36
		S4E	Rose and Piper	51	27	27	26	26	28	25	25	25	25	25	25	26	27	26	29
	West	S1W	The Crescent and Kentville	8	6	6	6	5	5	6	6	6	6	7	6	5	5	5	6
		S2W	Kentville and Weynton	6	6	6	5	5	5	4	4	5	4	4	4	5	4	4	5
		S3W	Weynton and Rose	56	22	24	24	25	25	25	25	25	24	24	24	25	25	24	25
		S4W	Rose and Piper	34	27	25	24	24	23	23	22	22	21	22	21	21	21	23	27
				Total	243	134	138	147	146	149	144	142	142	142	133	131	129	133	144
				Unoccupied	109	105	96	97	94	99	101	101	101	110	112	114	110	112	99
				Percentage Occupied	55%	57%	60%	60%	61%	59%	58%	59%	58%	55%	54%	53%	55%	54%	59%

Rozelle Interchange construction sites South - Bayview Crescent

Bayview Crescent occupancy results – Weekdays

Location	Side	Map Code	Between	Capacity	500	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	
Bayview Cres (Street "E")	North	E1N	Railway and Pritchard	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2	
		E2N	Pritchard and Buruwan	8	4	5	6	6	7	7	7	8	7	7	6	6	6	6	6	
		E3N	Buruwan and Johnston	15	10	9	10	11	12	12	12	12	12	12	11	12	11	11	11	
	South	E1S	Railway and Pritchard	8	3	4	5	6	7	6	6	6	6	6	6	6	6	5	4	4
		E2S	Pritchard and Buruwan	0	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	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	
				Percentage Occupied	59%	59%	62%	66%	72%	66%	64%	69%	67%	65%	63%	67%	64%	63%	71%	

Bayview Crescent occupancy results – Saturday

Location	Side	Map Code	Between	Capacity	500	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	
Bayview Cres (Street "E")	North	E1N	Railway and Pritchard	2	1	1	1	1	1	1	1	1	1	1	1	0	0	0	0	
		E2N	Pritchard and Buruwan	8	4	5	6	7	6	5	5	4	6	6	6	5	5	6	7	
		E3N	Buruwan and Johnston	15	12	12	11	10	11	10	10	10	10	9	9	13	13	13	15	
	South	E1S	Railway and Pritchard	8	2	3	4	4	2	3	5	4	4	3	2	2	2	2	2	3
		E2S	Pritchard and Buruwan	0	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	16	20	22	20	22	19	20	23	18	17	14	8	
	Percentage Occupied			51%	67%	67%	67%	59%	55%	59%	55%	61%	59%	53%	63%	65%	71%	84%		

Bayview Crescent occupancy results – Sunday

Location	Side	Map Code	Between	Capacity	500	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900
Bayview Cres (Street "E")	North	E1N	Railway and Pritchard	2	1	0	0	0	0	0	0	0	1	1	1	1	1	1	2
		E2N	Pritchard and Buruwan	8	6	6	6	6	6	5	6	6	6	4	4	3	5	4	5
		E3N	Buruwan and Johnston	15	13	13	13	13	11	10	10	11	11	11	10	12	13	12	14
	South	E1S	Railway and Pritchard	8	2	2	1	1	2	3	2	2	3	4	3	5	4	0	0
		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	31	31	28	33	32	26	31
				Unoccupied	18	18	19	20	20	21	20	20	18	18	21	16	17	23	18
				Percentage Occupied	63%	63%	61%	59%	59%	57%	59%	59%	63%	63%	57%	67%	65%	53%	63%

Bayview Crescent 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	
Bayview Cres (Street "E")	North	E1N	Railway and Pritchard	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2	
		E2N	Pritchard and Buruwan	8	4	5	6	6	7	7	7	7	7	6	6	6	6	6	6	
		E3N	Buruwan and Johnston	15	11	10	10	11	12	12	11	11	12	11	11	12	12	11	12	
	South	E1S	Railway and Pritchard	8	3	3	4	5	5	5	5	5	6	5	5	5	4	3	3	
		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	20	19	18	17	16	18	18	17	17	18	19	17	17	18	14	
				Percentage Occupied	59%	61%	63%	65%	68%	63%	63%	65%	66%	64%	61%	66%	65%	63%	71%	

Iron Cove Site - Wellington Street

Wellington Street occupancy results – Weekdays

Location	Side	Between	Restrictions	Capacity	500	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	
Wellington St	East	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 Excepted	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	
		Merton and Hamilton	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	
		Hamilton and Victoria	2P 8am-6pm M-F Permit 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			39	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	15.2	
		Percentage Occupied			44%	45%	49%	62%	89%	79%	73%	70%	67%	74%	90%	75%	71%	61%	

Wellington Street occupancy results – Saturday

Location	Side	Between	Restrictions	Capacity	500	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800
Wellington St	East	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
		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
			Unoccupied	20	19	19	15	13	13	12	10	14	13	18	16	16	17	
	Percentage Occupied	49%	51%	51%	62%	67%	67%	69%	74%	64%	67%	54%	59%	59%	56%			

Wellington Street occupancy results – Sunday

Location	Side	Between	Restrictions	Capacity	500	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	
Wellington St	East	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	6	6	7	8	8	8	8	7	8	8	7	8	5	5	
		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	3	6	6	6	7	8	8	7	8	7	6	5	4	4	
	West	Terry and Victoria	2P 8am-6pm M-F Permit Excepted	23	10	10	10	13	18	17	19	16	19	20	18	17	11	9	
		Total			39	19	22	23	27	33	33	35	30	35	35	31	30	20	18
		Unoccupied			20	17	16	12	6	6	4	9	4	4	8	9	19	21	
Percentage Occupied			49%	56%	59%	69%	85%	85%	90%	77%	90%	90%	79%	77%	51%	46%			

Wellington Street occupancy results – 7 days

Location	Side	Between	Restrictions	Capacity	500	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800
Wellington St	East	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 Excepted	8	4.9	4.7	4.4	5.7	7.4	7.3	6.1	6.3	5.9	5.9	7.3	6.3	5.4	5.7
		Merton and Hamilton	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
		Hamilton and Victoria	2P 8am-6pm M-F Permit Excepted	8	3.1	3.9	4.0	4.9	6.1	6.1	6.0	5.7	5.7	6.3	6.7	5.3	5.1	4.1
	West	Terry and Victoria	2P 8am-6pm M-F Permit Excepted	23	9.6	10.0	11.3	14.0	19.6	17.0	17.1	16.0	15.7	17.3	18.4	17.0	15.3	12.9
			Total	39	17.6	18.6	19.7	24.6	33.1	30.4	29.3	28.0	27.3	29.4	32.4	28.6	25.9	22.7
			Unoccupied	21.4	20.4	19.3	14.4	5.9	8.6	9.7	11.0	11.7	9.6	6.6	10.4	13.1	16.3	
		Percentage Occupied	45%	48%	51%	63%	85%	78%	75%	72%	70%	75%	83%	73%	66%	58%		

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.



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.

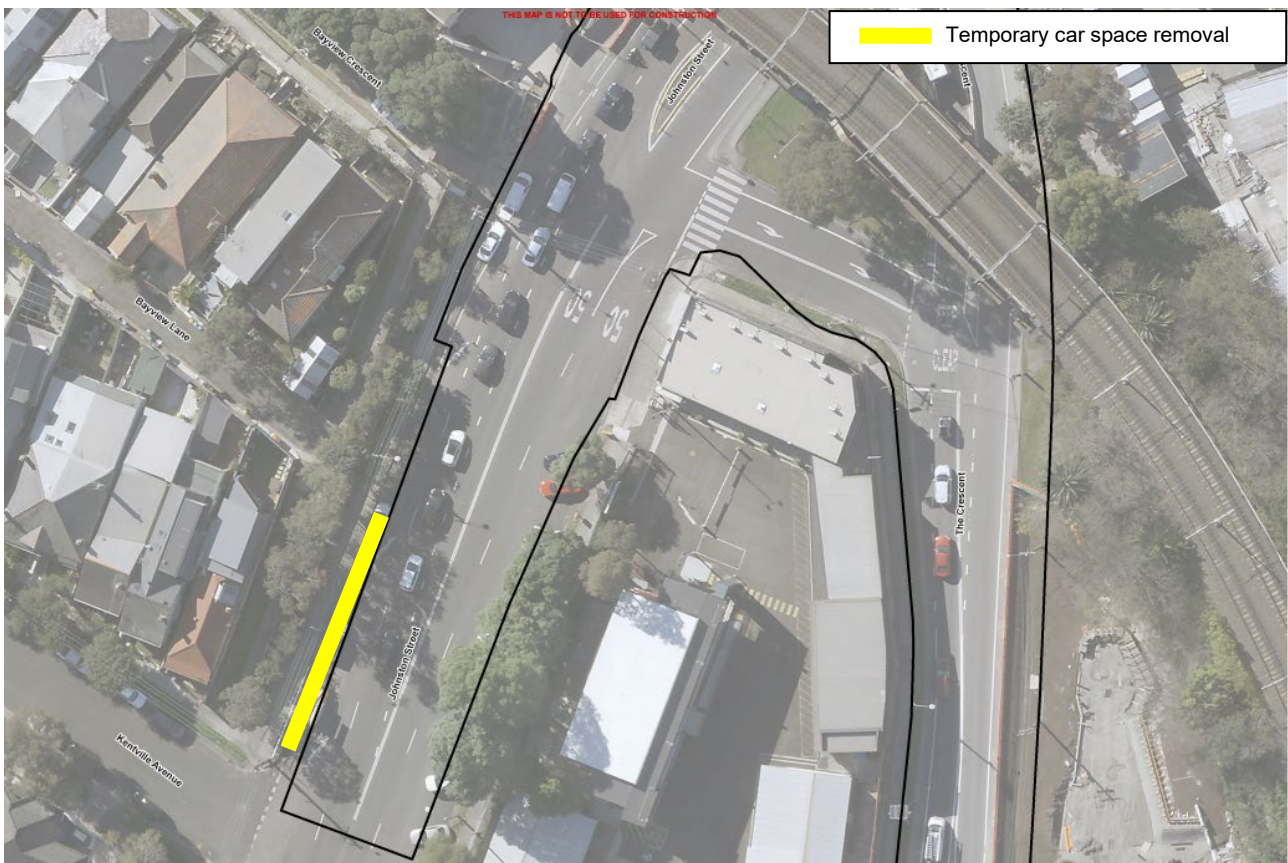


Figure 25 Location of Johnston Street parking spaces to be removed

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

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

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