

Appendix B1

Construction Parking and Access Strategy

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Western Harbour Tunnel Stage 3A

9 November 2022

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Glossary / Abbreviations

Table of common abbreviations used within this document

Abbreviation	Expanded text
Ancillary facility	A temporary facility for construction of the CSSI including an office and amenities compound, construction compound, material crushing and screening plant, materials storage compound, maintenance workshop, testing laboratory, material stockpile area and car parking facilities. <i>Note: where an approved management plan contains a stockpile management protocol, a material stockpile area located within the construction boundary is not considered to be an ancillary facility</i>
CCS	Community Communication Strategy
CEMP	Construction Environmental Management Plan
CMS	Complaints Management System
CPAS	Construction, Parking and Access Strategy (this document)
CSSI	Critical State Significant Infrastructure
DPE	NSW Department of Planning and Environment (formerly the Department of Planning, Industry and Environment)
DPIE	NSW Department of Planning, Industry and Environment (now known as Department of Planning and Environment)
EIS	Western Harbour Tunnel and Warringah Freeway Upgrade Environmental Impact Statement (January 2020)
EPA	NSW Environment Protection Authority
ER	Environmental Representative
MCoA	Minister's Condition of Approval
Minister, the	Minister for Planning and Homes
Principal, the	Transport for NSW
Project, the	Stage 3A of the Western Harbour Tunnel project, a component of the Western Harbour Tunnel and Warringah Freeway Upgrade project
REMM	Revised Environmental Management Measure
Roads and Maritime	Former Roads and Maritime Services (now TfNSW)
RtS	Response to Submissions Report
SMART	Specific, Measurable, Achievable, Realistic and Time-based

Abbreviation	Expanded text
TfNSW	Transport for New South Wales
TMC	Transport Management Centre
TTAMP	Traffic, Transport and Access Management Strategy
VMS	Variable message sign
WFU	Warringah Freeway Upgrade
WHT	Western Harbour Tunnel
WHT3	White Bay construction support site
WHT12	Western Harbour Tunnel cut and cover structure at Rozelle

1 Introduction

1.1 Context

This Construction Parking and Access Strategy (CPAS or Strategy) forms part of the Construction Environmental Management Plan (CEMP) for Stage 3A of the Western Harbour Tunnel project (the Project), a component of the Western Harbour Tunnel and Warringah Freeway Upgrade project.

This CPAS has been prepared to address the relevant requirements of the Minister's Conditions of Approval (MCoA) for the Western Harbour Tunnel and Warringah Freeway Upgrade project (SSI #8863), the Western Harbour Tunnel and Warringah Freeway Upgrade Environmental Impact Statement dated January 2020 (the EIS), the Western Harbour Tunnel and Warringah Freeway Upgrade Response to Submissions report dated September 2020 (the RtS) and applicable guidelines and legislation.

This Strategy describes how any identified on- and off-street parking impacts will be managed by the Project during construction of Stage 3A (for further details on staging refer to the Staging Report). Other construction stages, operational parking impacts and management measures are not included within this CPAS.

1.2 Background and Project description

The Western Harbour Tunnel and Warringah Freeway Upgrade project comprises a new motorway tunnel connection across Sydney Harbour, and an upgrade of the Warringah Freeway to integrate the new motorway infrastructure with the existing road network and to enable future connection to the proposed Beaches Link and Gore Hill Freeway Connection project.

The Western Harbour Tunnel (WHT) will connect the approved M4-M5 Link in Rozelle to the Warringah Freeway at North Sydney/Cammeray.

The Western Harbour Tunnel and Warringah Freeway Upgrade is being constructed in three stages. Stage 3A (the Project) includes the following key features:

- A portion of the twin mainline tunnels connecting the M4-M5 at Rozelle to the Warringah Freeway, near Cammeray, of about 2 kilometres long and commencing from the stub tunnels at the M4-M5 Link in Rozelle and terminating underground at Birchgrove
- Ventilation cavern and tunnel excavation in Rozelle
- Limited in tunnel operational infrastructure including road pavement and drainage to enable Stage 3B works.

The construction of the Project will be supported by two surface based ancillary facilities, located at the Western Harbour Tunnel cut and cover structure in Rozelle (WHT12) and at White Bay in Rozelle (WHT3).

The EIS was prepared to assess the impacts of construction and operation of the Western Harbour Tunnel and Warringah Freeway Upgrade project. As part of the EIS development, a construction parking assessment was prepared and included in the EIS as Appendix F (Technical working paper: Traffic and transport) (January 2020). The findings of Appendix F are summarised in Chapter 8 (Construction parking) of the EIS.

The Western Harbour Tunnel and Warringah Freeway Upgrade project was declared Critical State Significant Infrastructure (CSSI) by the then Minister for Planning and Public Space on 9 November 2020 and approved by the then Minister for Planning and Public Space on 21 January 2021.

The administration of provisions under the *NSW Environmental Planning and Assessment Act 1979* including the Western Harbour Tunnel and Warringah Freeway Upgrade project's planning consent (SSI#8863) is now under the portfolio of the NSW Minister for Planning and Homes (the Minister).

Section 8.4.1 of the EIS concluded that parking impacts arising from the Project would be minor and manageable, and that construction workers would utilise a combination of on- and off-street parking and public transport.

The impacts of the Project to on- and off-street parking availability will be managed through the implementation of mitigation and management measures described in this CPAS.

The Project description is provided in Section 1.2 of the CEMP.

1.3 Scope of the Strategy

The scope of this CPAS is to describe how the Project will identify and mitigate impacts resulting from on- and off-street parking changes during construction of the Project. Operational impacts and measures do not fall within the scope of this Strategy.

This CPAS is an Appendix to the Traffic, Transport and Access Management Sub-Plan, which itself forms part of the Stage 3A Construction Environmental Management Plan (CEMP).

1.4 Environmental management system overview

The environmental management system overview is described in Section 1.5 of the CEMP.

1.5 Interface with other planning documents

This CPAS is one of several strategies and documents established to manage construction of the Project. The key documents that interface with the CPAS are outlined in Table 1-1.

Table 1-1 Key interfaces with the CPAS

Strategy	Interface
Construction Environmental Management Plan (CEMP)	<ul style="list-style-type: none">• Provides details on overall Project staging, interactions between Sub-Plans of the CEMP, and management of cumulative impacts• Provides a framework for how the construction works will be managed• Identifies procedures, processes and management systems that will apply in relation to construction activities• Provides environmental planning and controls for construction including environmental risk assessment, regulatory requirements, protection measures and sustainability requirements
Traffic, Transport and Access Management Sub-Plan (TTAMP)	<ul style="list-style-type: none">• This strategy forms part of the TTAMP• Details how the Project will manage traffic impacts, and maintain pedestrian, cyclist and property access during construction of the Project

Strategy	Interface
	<ul style="list-style-type: none"> • Specifies the process for ensuring compliance with traffic management plans
Community Communication Strategy (CCS) and Complaints Management System (CMS)	<ul style="list-style-type: none"> • Describes how community and stakeholder engagement will be managed and facilitates communication about construction of the project with the community as well as relevant councils and agencies • Specifies the process for receiving, addressing, resolving and recording complaints as well as outlines the process required in the escalation of a complaint to an independent mediator

2 Purpose and objectives

2.1 Purpose

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

This CPAS has been prepared to ensure the commitments in the planning approval are met with regard to construction parking impacts.

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- and off-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
- Ensure appropriate controls and procedures are implemented during construction activities to address potential parking impacts around the Project footprint
- Outline measures to reduce the demand for construction workforce parking by encouraging the uptake of public transport, carpooling and active transport
- Ensure appropriate measures are implemented to address the relevant MCoAs outlined in Table 3-1 and the safeguards detailed in the Response to Submissions Report (RtS), as outlined in Table 3-2
- Describe how monitoring and any corrective actions would be implemented to assess the effectiveness of management measures.

The Project will meet the performance outcomes from the EIS as required by MCoA C2(d)(i), as identified in Table 2-1 below.

Table 2-1 Performance outcomes identified in the EIS relevant to this Strategy

Performance outcome	How performance outcome will be addressed	Records	Source
Key issue impacts are assessed objectively and thoroughly to provide confidence that the project will be constructed and operated within acceptable levels of impact.	Undertake objective assessment of construction worker parking impacts: <ul style="list-style-type: none">• Undertake parking occupancy survey of streets in proximity to the Project site office, refer Section 5.2.2.• Consideration of likely worker behaviour based on availability of public transport and active transport routes	Parking occupancy survey	EIS – Chapter 28 (Table 28-4)
Works are compatible with existing	Minimise impacts to local streets from loss of parking:	Complaints register	EIS – Chapter 28

Performance outcome	How performance outcome will be addressed	Records	Source
infrastructure and future transport corridors.	<ul style="list-style-type: none"> Implement measures to minimise impacts resulting from loss of parking and road closures outlined in Section 5. Undertake monitoring in accordance with Section 7. <p>Develop and ensure compliance with a Traffic, Transport and Access Management Sub-Plan.</p>	<p>Parking occupancy survey</p> <p>Monitoring surveys</p>	(Table 28-4)

2.3 Targets

The following targets have been established for the management of parking during the Project construction activities:

- Ensure full compliance with the MCoA and Revised Environmental Management Measures (REMMs)
- Where identified, mitigate impacts to on- and off-street parking in the vicinity of the construction support sites.

3 Environmental requirements

3.1 Ministers Conditions of Approval

The MCoAs relevant to this plan are listed in Table 3-1 below. A cross reference is also included to indicate where the condition is addressed in this Strategy or other Project management documents.

Table 3-1 Ministers Conditions of Approval relevant to the CPAS

MCoA No.	Condition Requirements	Document reference	How addressed
Construction Parking Management			
E139	Vehicles (including light and heavy vehicles) associated with the CSSI must be managed to: (a) minimise parking on public roads;	Sections 6.2, 6.11 Section 7.2	<p>Construction vehicles associated with the CSSI (i.e. vehicles owned by TfNSW, the Contractor and/or subcontractors) will be managed in accordance with the CPAS and TTAMP to minimise impacts on local parking availability in accordance with E139(a).</p> <p>Construction vehicles associated with the CSSI, including tools of trade, will have on-site parking access to minimise parking on public roads.</p> <p>In addition, ongoing fortnightly monitoring will ensure that construction vehicles are adhering to parking measures outlined in the CPAS and TTAMP.</p>

MCoA No.	Condition Requirements	Document reference	How addressed
	(b) minimise idling and queueing on state and regional roads;	Table 6-5 (TTAMP15 TTAMP16, TTAMP17, TTAMP18)	Compliance measures to achieve the requirements of E139 (b) – (e) are addressed in the TTAMP.
	(c) not carry out marshalling of construction vehicles near sensitive land user(s);	TTAMP Sections 6.2.2, 6.2.3, 6.2.4,	Idling and queueing on state and regional roads will be minimised through the designation of a truck marshalling area 500m underground, in areas not near sensitive land users.
	(d) not block or disrupt access across pedestrian or shared user paths at any time; and	TTAMP Section 6.7	
	(e) ensure spoil haulage vehicles adhere to the nominated haulage routes identified in the Traffic, Transport and Access Management CEMP Sub-plan.	TTAMP Section 6.2.3	Vehicles (including light and heavy vehicles) associated with the Project will be managed to not block or disrupt access across pedestrian or shared user paths at any time. The Project will ensure spoil haulage vehicles adhere to the nominated routes (outlined in Section 5.1.1 of the TTAMP) through real-time monitoring and Vehicle Movement Plans.
E140	A Construction Parking and Access Strategy must be prepared 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 document	This Strategy has been prepared in accordance with this condition and describes how the Project will mitigate impacts resulting from on- and off-street parking changes.
	(a) achieving the requirements of Condition E139;	CPAS Section 6 TTAMP Sections 5.1.1, 6.2.2, 6.2.3, 6.2.4, 6.7, Table 6-5 (TTAMP15 TTAMP16,	Construction vehicles associated with the CSSI (i.e. vehicles owned by TfNSW, the Contractor and/or subcontractors) will be managed in accordance with the mitigation measures outlined in Section

MCoA No.	Condition Requirements	Document reference	How addressed
		TTAMP17, TTAMPT18)	6 of the CPAS, and the TTAMP, as outlined above.
	(b) confirmation and timing of the removal of on- and off-street parking associated with construction of the CSSI;	Section 5.3	On- and off-street parking removal is described in Section 5.3. No removal of on- or off-street parking is currently proposed.
	(c) parking surveys of all parking spaces to be removed or occupied by the CSSI workforce to determine current demand during peak, off-peak, school drop off and pickup, weekend periods and during special events;	Sections 5.2.2 to 5.2.6	<p>The methodology for car parking surveys is provided in Section 5.2.3, and a summary of the results is included in Section 5.2.6. For the detailed parking survey information please refer to Annexure A.</p> <p>No special events were identified as being impacted by Stage 3A works in the EIS (Appendix F (Part 1) Section 5.5.4).</p>
	(d) consultation with affected stakeholders utilising existing on- and off-street parking stock which will be impacted as a result of construction;	Section 4.1 to 4.3.	Consultation has been undertaken with Inner West Council during the preparation of this CPAS. Consultation summaries are outlined in Section 4.
	(e) assessment of the impacts to on- and off-street parking stock taking into consideration, occupation by the CSSI workforce, outcomes of consultation with affected stakeholders and considering the impacts of special events;	Section 5 Section 4.1	The likely impacts of changes to parking stock have been assessed taking into consideration parking surveys, consultation with affected stakeholders, construction workforce planning, and an assessment of alternative site access options.

MCoA No.	Condition Requirements	Document reference	How addressed
			<p>Section 5.6 summarises the overall impact of changes to parking availability.</p> <p>Section 5.2.6 summarises the results of the parking occupancy survey.</p> <p>The outcomes of consultation with affected stakeholders are outlined in Section 4.1.</p> <p>No special events were identified as being impacted by Stage 3A works in the EIS (Appendix F (Part 1) Section 5.5.4)</p>
	(f) 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 or appropriate residential parking schemes;	Section 6	<p>Mitigation measures to manage parking impacts proposed in this CPAS include:</p> <ul style="list-style-type: none"> • Encouraging public transport uptake • Promoting use of active transport networks • Off-site parking provision, where required by the MCoA, will be made available to the Project workforce • Stakeholder consultation and alternative parking arrangements • Encouraging carpooling • Provision of tools of trade

MCoA No.	Condition Requirements	Document reference	How addressed
			<ul style="list-style-type: none"> Early pedestrian access via the Green Link Bridge, if feasible and made available
	(g) where residential parking schemes already exist, off-road parking facilities must be provided for the CSSI workforce;	Section 6.6	Adequate unrestricted on-street parking in proximity to the Project site exists to accommodate the full construction workforce. Nonetheless, off-road parking has been provided within the WHT12 ancillary site, as detailed in Section 6.6.
	(h) mechanisms for monitoring, over appropriate intervals, to determine the effectiveness of implemented mitigation measures;	Section 7.2	<p>The following mechanisms to monitor the effectiveness of the implemented measures are proposed:</p> <ul style="list-style-type: none"> Fortnightly monitoring Construction worker commute surveys
	(i) details of shuttle bus service(s) to transport the CSSI workforce to construction sites from public transport hubs and off-site car parking facilities (where these are provided) and between construction sites;	Section 6.3 Section 6.6.1	<p>A number of public bus routes with ample capacity currently operate between major public transport hubs and the Project site, as described in Section 6.2. It is not currently deemed necessary to provide an additional service between these times.</p> <p>Where an off-street parking facility is made available (refer Section 6.6, the Project will implement a shuttle bus to</p>

MCoA No.	Condition Requirements	Document reference	How addressed
			transport workers to the construction site.
	(j) provision of contingency measures should the results of mitigation or monitoring indicate implemented measures are ineffective; and	Section 8.2	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.
	(k) provision of reporting of monitoring results to the Planning Secretary and relevant council(s) at three monthly intervals.	Section 7.4	Provision of monitoring results will occur within the specified intervals to Inner West Council and the Secretary of DPE.
	The Construction Parking and Access Strategy must be submitted to the Planning Secretary for approval at least one month before the commencement of any construction that reduces the availability of existing parking. The approved Strategy must be implemented before impacting on on-street parking and incorporated into the Traffic, Transport and Access Management CEMP Sub-plan.	Section 4	The submission of this Strategy to the Secretary is described in Section 4.
E141	During construction, all reasonably practicable measures must be implemented to maintain pedestrian and vehicular access to, and parking in the vicinity of, businesses and affected properties. Disruptions are to be avoided, and where avoidance is not possible, minimised. Where disruption cannot be minimised, alternative pedestrian and vehicular access, and parking arrangements must be developed in consultation with affected businesses and implemented prior to the disruption. Adequate signage and directions to businesses must be provided prior to, and for the duration of, any disruption.	Section 6.9	All reasonably practical measures will be implemented to maintain pedestrian and vehicle access to, and parking in the vicinity of, business and affected properties. Measures which will be applied to mitigate impacts where disruptions cannot be minimised is provided in Section 6.9.

3.2 Revised Environmental Management Measures

The relevant Revised Environmental Management Measures (REMMs), as identified in Part D of the RtS, is listed in Table 3-2 below. This includes reference to required outcomes, the timing of when the commitment applies, and where it has been addressed in the CPAS.

Table 3-2 Revised Environmental Management Measures relevant to this CPAS

Ref #	Commitment	Timing	Document reference	How Addressed
CTT9	Where provision of construction on-site parking cannot accommodate the full construction workforce, feasible and reasonable management measures that minimise impacts on parking on local roads will be identified and implemented. Depending on the location, management measures may include workforce shuttle buses and the use of public transport.	Construction	CPAS Section 6	A Construction Parking and Access Strategy (this Strategy) has been prepared for the Project and mitigation measures recorded in Section 6.

4 Consultation

This Strategy will be submitted to the Department of Planning and Environment (DPE) for approval at least one month prior to the commencement of any works that impact parking.

4.1 Consultation for CPAS Preparation

This CPAS has been developed and finalised in consultation with affected stakeholders as outlined in MCoA E140(e), and in accordance with MCoA A5. Consultation undertaken, including responses received and how any issues raised were addressed in the development of this Strategy, are summarised in Table 4-1.

4.2 Community consultation

The Project acknowledges that impacts to parking availability are a concern for the community surrounding the Project. While no removal of on-street parking is currently anticipated during construction (refer Section 5.3), in the event that changes to parking associated with the Project are subsequently deemed required, communication with affected stakeholders (e.g. residents and business owners) would occur in accordance with the CCS. Communication tools may include (but are not limited to):

- Letterbox drops regarding permanent/long-term/temporary parking removal
- Construction updates/newsletters
- Doorknocking
- Community information sessions
- Email updates and provision of information on the Project website
- Variable Message Signs (VMS) and static signage

A summary of consultation and how key issues have been addressed is included in Table 4-1 below.

4.3 Ongoing consultation

Ongoing consultation with the agencies listed in Table 4-1, and any other relevant stakeholders, will be undertaken regarding impacts associated with construction parking management. Regular updates will be provided through a range of tools outlined within the CCS to ensure all upcoming changes and impacts are communicated in a timely fashion.

Community feedback and complaints relating to parking will be managed in accordance with the CCS and CMS.

Table 4-1 Summary of consultation undertaken for the development of this Strategy

Agency	Contact with agency	Response received	Key issues	Where addressed
Inner West Council	<p>6/7/2022 - Initial contact with IWC to overview the management plans and organise a briefing to be run by the Project.</p> <p>15/7/2022 - Submission of TTAMP to IWC formally via email</p> <p>15/7/2022 – submission of TTAMP formally via Planning Portal</p> <p>18/7/22 - Project briefing held with key members from IWC to overview Stage 3A.</p> <p>16/8/2022 – follow up email to IWC to check whether any comments on the plan would be provided</p>	16/8/2022 – Email from IWC received regarding the TTAMP and CPAS	<ul style="list-style-type: none">• Off-site parking• Shuttle bus services	<p>Section 6.6 contains information about off-site parking facilities.</p> <p>Section 6.6.1 contains information on shuttle bus services.</p>
Port Authority of NSW	2022 – engagement with NSW Port Authority around the use of White Bay for parking.	21/08/2022 – Email from Port Authority agreeing to the use of WHT3 for parking.	NA	NA

5 Construction Parking and Access Impacts

5.1 Construction support sites

Construction parking and site access was assessed in the EIS on the basis that two support sites would be required to access and construct the Project, per Figure 5-1 below:

- Rozelle Rail Yards construction support site (WHT1)
- Victoria Road construction support site (WHT2)

However, during detailed design it was identified that the construction works could be completed from within the Western Harbour Tunnel cut and cover structure at Rozelle (WHT12). As a result, Victoria Road construction support site (WHT2) is no longer required for Stage 3A and no parking and access impacts are expected in the vicinity of the proposed WHT2 site. No assessment has therefore been undertaken for this area.



Figure 5-1 Construction support sites for Stage 3A

5.2 Existing parking environment

Western Harbour Tunnel cut and cover at Rozelle (WHT12) sits within the footprint of the Rozelle Railyards. The site is bordered by City West Link, a major arterial road with no provision for vehicle parking, and residential streets with adequate unrestricted on-street parking capacity. Existing on-street parking has accommodated all stakeholders during delivery of the significantly larger Rozelle Interchange Project.

5.2.1 Resident Parking Schemes

Two small-scale resident parking schemes (RPS) and restricted parking zones are in place in the vicinity of the Project, as indicated by the green and brown shaded areas in Figure 5-2 below.



Figure 5-2 Inner West Council parking permits and restricted parking coverage in Rozelle

(Reference: Inner West Council; [Parking permits](#); accessed 10 May 2022)

In late 2021, a 2P resident parking scheme was implemented by Inner West Council on residential streets in Lilyfield within the red rectangle indicated on Figure 5-2. The community was consulted on the implementation of an RPS on other streets in proximity to Lilyfield Road (in the area approximately bordered by Alfred Street, Justin Street, Lilyfield Road and Cook Street). A majority of residents (57%) [voted against the scheme](#), and as such the RPS was only implemented within the area indicated by the red rectangle in Figure 5-2, in which a majority of residents [voted in favour of the scheme](#).

All non-shaded areas in Figure 5-2 are unrestricted and available for worker parking, with the exception of a very small number of dedicated disability parking spaces.

5.2.2 Pre-construction parking survey

A parking survey has been carried out by the Project in November 2021 in all areas located in close proximity to Western Harbour tunnel cut and cover structure (WHT12). This additional information has allowed a better understanding of occupancy levels in the surrounding areas.

5.2.3 Pre-construction parking survey methodology

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.

Refer to Annexure A for a breakdown of the location and results of the survey.

5.2.4 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 were recorded.

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

5.2.5 Special events

No special events were identified as being impacted by Stage 3A works in the EIS (Appendix F (Part 1) Section 5.5.4) which would materially impact on parking occupancy. As such, special events were unable to be surveyed during the pre-construction survey undertaken (refer Section 5.2.6 below).

5.2.6 Pre-construction parking survey results

It is important to note that the Rozelle Interchange Project was operating at peak capacity at the time when the pre-construction parking survey was conducted, with workers from this project occupying a significant portion of on-street parking spaces. However, the Rozelle Interchange Project is expected to demobilise progressively throughout 2023 (this demobilisation is anticipated to largely coincide with Stage 3A operating at its forecasted peak headcount in 2023) (refer Section 5.5.2). Pre-construction parking survey occupancy figures must be interpreted in light of these facts, with on-street parking occupancy levels expected to reduce throughout 2023 compared to levels indicated in the pre-construction parking survey results below.

On-street parking surveys were undertaken between 27 November and 30 November 2021 to calculate the parking occupancy on streets within close proximity (approximately 250m) of the Project site, as shown in Figure 5-3. There are approximately 375 unrestricted parking spaces in this area. During this period, schools were operating, sport was undertaken at local parks and there were no public holidays or other special events.

Table 5-1 summarises the parking occupancy across the area at different time periods. The overall parking occupancy for all parking types (restricted and unrestricted), based on all times of the day across 4 days, is 69% with approximately 155 car spaces available at any given time. Annexure A shows a further breakdown of parking occupancy rates at different times of the week.

Table 5-1 Parking survey results: Summary of all types of parking in vicinity of WHT Project site

Time Period	Time Assessed	Occupied Car Spaces	Unoccupied Car Spaces	Total Car Spaces	Parking Occupancy
Peak (morning)	Weekdays 6am – 10am	479	28	507	94%
Peak (night)	Weekdays 3pm – 7pm	429	78	507	85%
Off-peak	Weekdays 10am – 3pm	456	51	507	90%
School drop-off	Weekdays 8am – 10am	473	34	507	93%
School pick-up	Weekdays 2pm – 4pm	447	60	507	88%
Weekend	Weekends 9am – 4pm	250	257	507	49%

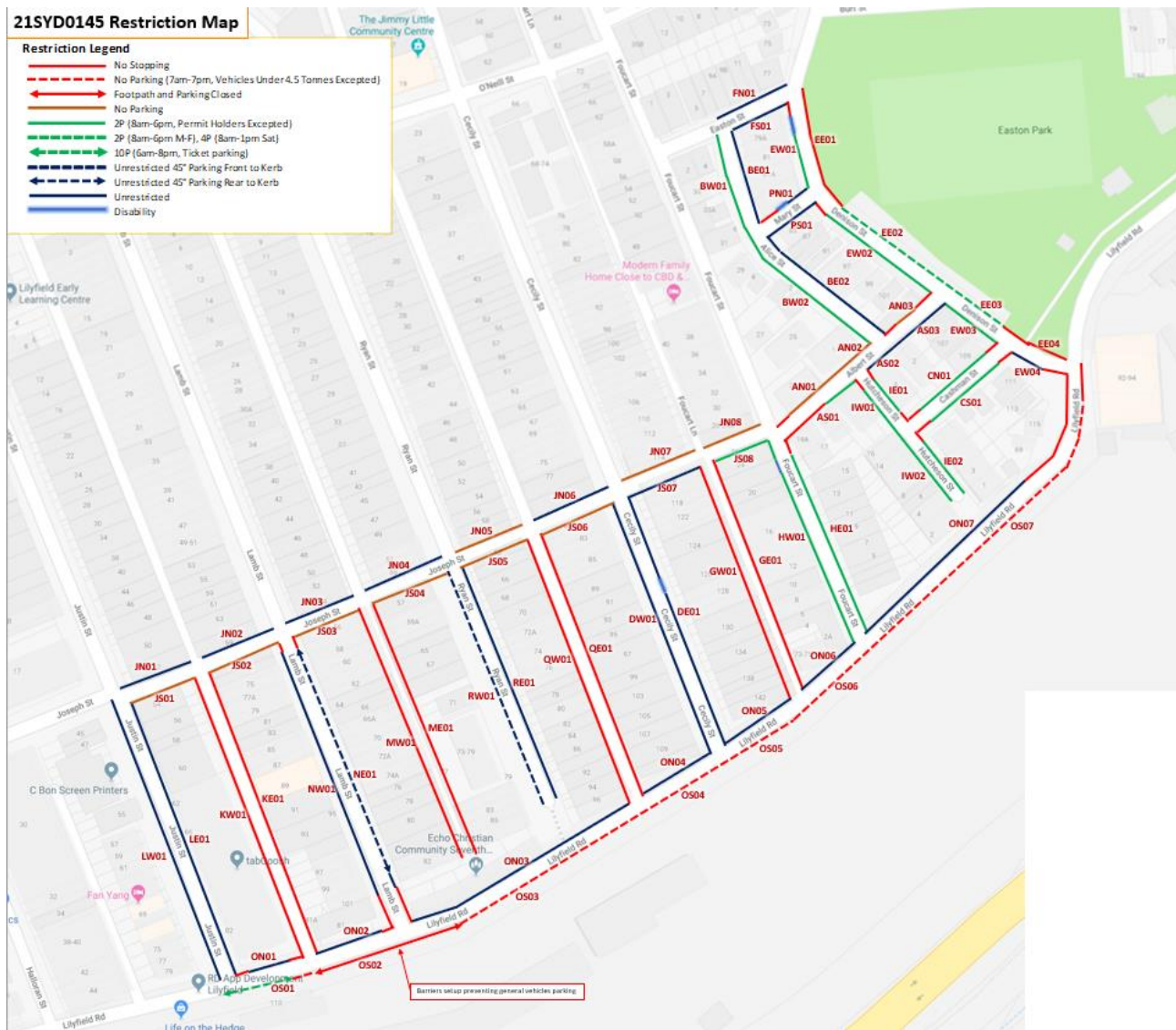


Figure 5-3 Pre-construction surveyed parking area

5.3 Parking removal

Access to, and construction of, the tunnel network will occur via the Western Harbour Tunnel cut and cover structure portals (WHT12) with vehicle access predominantly via City West Link, as detailed in the TTAMP. The entry portals have already been constructed as part of the WestConnex M4-M5 Link Rozelle Interchange Project scope ('Rozelle Interchange Project'). All construction works will occur from within the driven and ventilation tunnels.

As such, no temporary or permanent parking removal or occupation is anticipated to be required to establish the Project site or throughout construction.

In the unlikely event that on-street parking removal is subsequently deemed required for:

- Long-term temporary or permanent parking removal (classified as any removal of car spaces for a continuous period greater than 7 days) – further assessment will occur in accordance with Section 8.3 (CPAS update and amendment)
- Short-term temporary parking removal (classified as any removal of car spaces for a continuous period of 7 days or less) – this removal does not require approval from DPE and will not be included in the CPAS. However, impacts will be managed and mitigated by:

- Providing notification to the affected communities about 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.

5.4 Construction worker parking

Section 8.4 of the EIS identified construction worker parking on the surrounding road network as a likely impact of the Project. Where workers commute to work via private vehicle, parking impacts are likely to be experienced in the vicinity of the site entrance/site office access points. The construction workforce will comprise of trades and construction personnel, engineering, functional and administrative staff, and a limited number of subcontracted construction personnel. The size of the workforce will vary across the duration of the construction program with a reduction in personnel for evening and night shifts.

5.4.1 Shift times

Peak travel periods for workers will be associated with relevant construction activities and shift start and finish times, as outlined in Table 5-2 below.

Table 5-2 Indicative shift times for construction workers

Construction activity	Indicative shift times	Expected peak travel periods	Notes
Tunnel excavation (workforce)	12-hour rotating roster shifts. Exact start times to be confirmed. 24 hours a day, up to seven days a week.	5-7am 5-7pm	Where feasible and appropriate, shift times will be scheduled to avoid peak traffic and travel times and to facilitate the use of alternative travel methods.
Construction staff	7am – 5pm, Monday to Friday.	6:30am – 9am 5pm – 6pm	Depending on role, staff will typically arrive between 6:30am and 9am.

5.4.2 Construction worker histogram

Figure 5-4 below shows the forecasted histogram of construction workers (staff and workforce) engaged on-site for the Project. A peak headcount of 213 individuals is anticipated to be reached in Q1 2023 and remain at approximately the same level until Q4 2023.

Tunnel crews will be split between nightshift and dayshift at a ratio of approximately 1:1. Staff will predominantly work during dayshift. As such, although the peak headcount is forecasted at 213, the peak on-site headcount at any given time will be significantly lower than this.

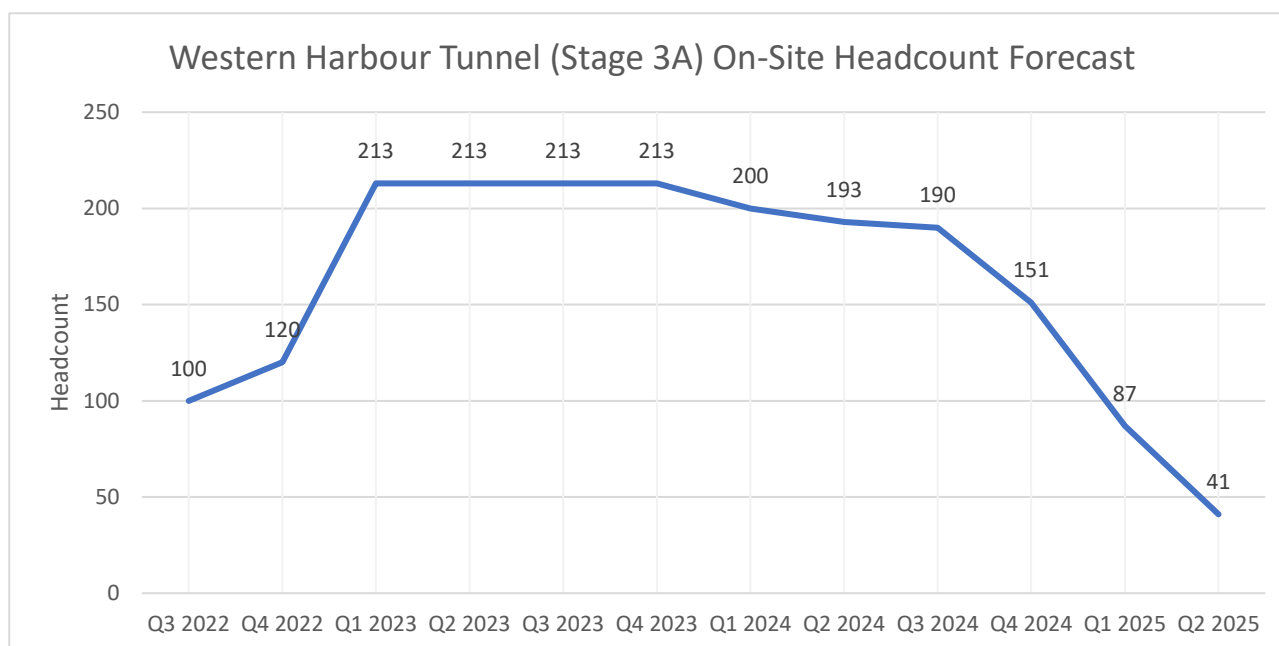


Figure 5-4 Construction Worker Histogram

5.4.3 Construction workforce parking demand

A review of worker parking surveys undertaken on recent major projects (M4 East, New M5, M4-M5 Link Stage 2) between 2018 and 2021 have shown construction parking demand in the order of 38 – 75% of the total workforce, and 25 – 62% of workers utilised active/public transport methods or remote working.

The uptake of active/public transport methods for the Project is expected to be considerable due to:

- Less concern about COVID-19 exposure on public transport and carpooling compared to the 2020-2022 period
- Improved active transport uptake as a result of the active transport network upgrades in the future Rozelle parklands and Inner West GreenWay
- Improved access to public transport links as a result of the Rozelle Interchange Project surface works upgrades, including access to Rozelle Bay and Lilyfield light rail stops, which are in close proximity to the proposed Project site offices.

While a portion of workers will likely continue to drive to work, the impact is expected to be minor and manageable.

5.4.4 Site access Q4 2022 to 2023

Pedestrian access to the site entrance and site office facilities from Q4 2022 to January 2023 will be via existing gate entrances already established for the Rozelle Interchange Project, marked by a green rectangle on Figure 5-5 below. Workers commuting to work via private vehicle are therefore likely to park in the area marked in yellow in Figure 5-5, which offers approximately 375 unrestricted parking spaces.

5.4.5 Site access 2023 onwards

In 2023, demobilisation of the Rozelle Interchange and landscaping of the future parklands will necessitate the establishment of site offices. Site offices and stairs to access the construction site are proposed to be located adjacently to the WHT portal marked by a red rectangle in Figure 5-5

below. No changes in worker parking behaviour are likely to occur as a result, as pedestrian site access will continue to be off Lilyfield Road.

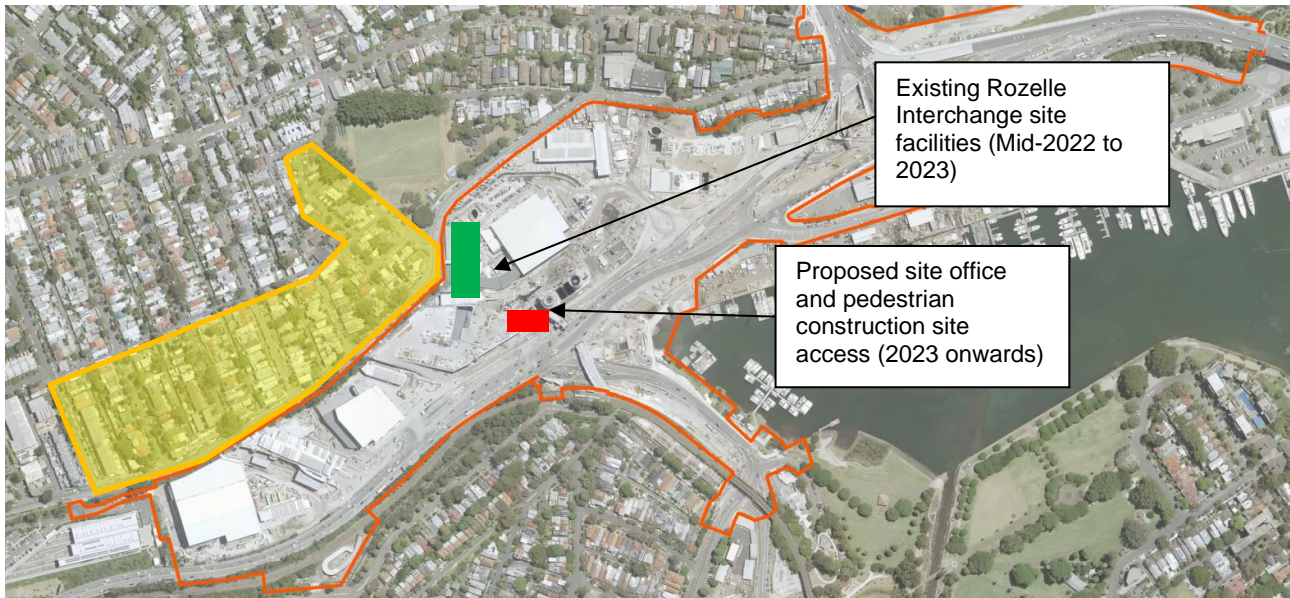


Figure 5-5 Proposed location of site offices and changerooms - indicative

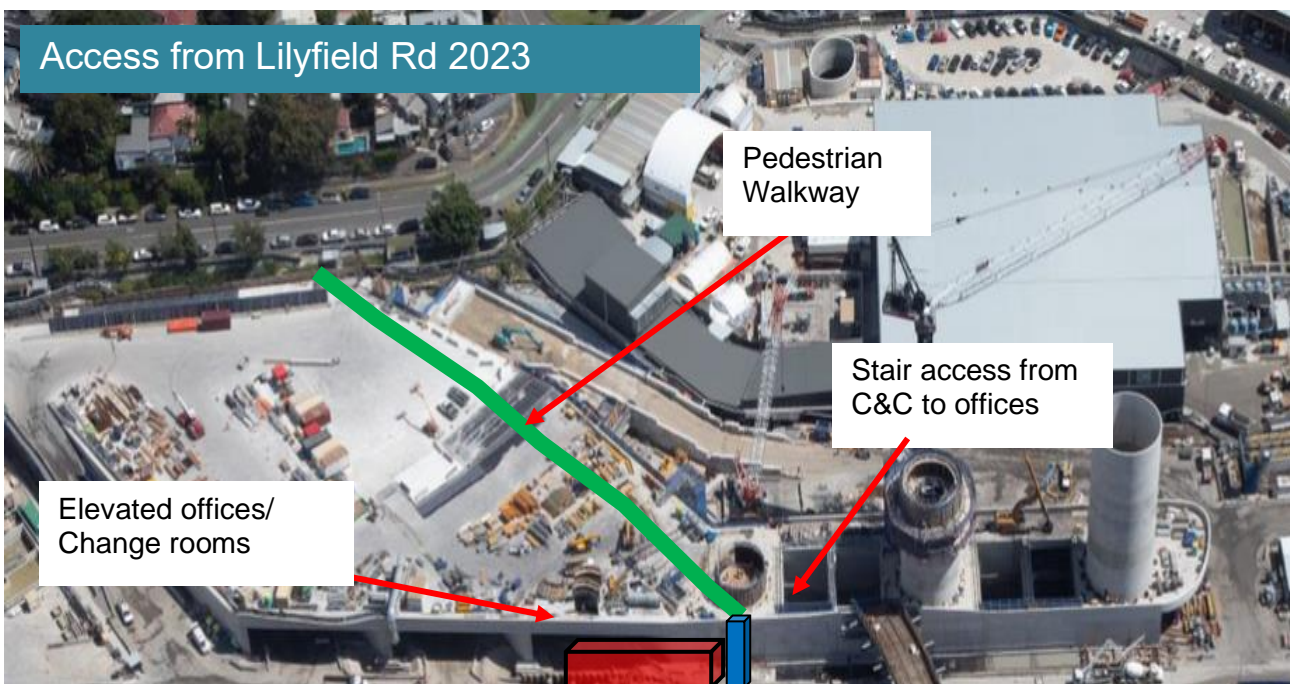


Figure 5-6 Proposed Site Access 2023 onwards - indicative

5.5 Cumulative impacts with other major projects

The following projects have been identified as being located in the vicinity of the Project and with the potential to cause cumulative parking impacts:

- Sydney Metro West
- Rozelle Interchange Project
- NSW Port Authority's operations from White Bay (e.g. Glebe Island concrete batching plant and Glebe Island Multi-User Facility)

5.5.1 Sydney Metro West

Construction of the Sydney Metro The Bays Stage 1 has commenced and is anticipated to be completed in Q2 2024. The construction site is located to the east of Victoria Road in the footprint indicated in Figure 5-7. Access to the site is from the eastern extremity, with the closest local street parking located north of the Port Access Road. No cross-over is anticipated between the on-street parking areas likely to be used by Sydney Metro workers (shaded green in Figure 5-7) and Western Harbour Tunnel Workers (area shaded in yellow in Figure 5-5).



Figure 5-7 Construction site area: The Bays Station. Construction site (yellow) and indicative local on-street parking area (green)

(Reference: Sydney Metro West EIS Chapter 10 Figure 10-49.)

5.5.2 Rozelle Interchange Project

The Rozelle Interchange Project is the last stage of the WestConnex suite of works and is due to complete in late 2023. At the daytime peak, approximately 950 workers attended the Rozelle Interchange site. The project will be demobilising throughout 2023, and the peak on-site workforce headcount is estimated at 600 in Q1 2023, reducing to 0 in Q4 2023.

Despite a brief period of cumulative impact in Q1 2023, the overall impact is likely to be minor and significantly less than the peak impact experienced during Rozelle Interchange works. During the Rozelle Interchange peak, there was sufficient on-street parking to accommodate the workforce. Therefore, with a lower peak workforce for WHT Stage 3A, unrestricted on-street parking is considered sufficient to accommodate both local resident and construction worker parking for the duration of works.

5.5.3 NSW Port Authority operations

Glebe Island (refer Figure 5-8 below) is a large, at-grade industrial site managed by the Port Authority of NSW (PANSW). A number of projects and ancillary facilities are earmarked for current or future licences to undertake construction or associated works within this space, including the Rozelle Interchange Project Ancillary Facility, Hanson Concrete Batch facility, Glebe Island Multi-User Facility, and Stage 3B of the Western Harbour Tunnel and Warringah Freeway Upgrade.

Given Glebe Island currently has space to accommodate several hundred light vehicles, and the site is a considerable distance from the proposed Western Harbour Tunnel site offices, it is not anticipated that there will be any cumulative impacts arising from on-street parking around WHT12 associated with these works.



Figure 5-8 Port Facility Glebe Island. Glebe Island (yellow) is part of the wider ports-owned land (blue) that is partially allocated for light vehicle parking per the Western Harbour Tunnel EIS

5.5.4 Western Harbour Tunnel (other stages)

The staging details for other Western Harbour Tunnel stages are yet to be determined. However, the EIS anticipates that workers based at the Yurulbin Point construction support site (WHT4) will park at the White Bay Port Facility at Glebe Island and be barged to the construction site. Per Section 5.5.3, this is not expected to cause a cumulative impact on localised parking around WHT12.

5.6 Parking impact assessment

Based on the assessments undertaken, including a parking occupancy survey (section 5.2.6), review of parking removal (section 5.3), construction workforce planning (section 5.4) and cumulative impacts of other nearby major projects (section 5.5), the Project will have a minor impact on local on-street parking availability in the vicinity of the Project site. This impact will be most noticeable in Q1 2023, when both the Rozelle Interchange Project and Western Harbour Tunnel Stage 3A works will be occurring simultaneously. However, the existing stock of on-street parking in Lilyfield and surrounds is considered adequate to accommodate this demand, with approximately 375 unrestricted parking spaces in the surveyed parking area. The demobilisation of the Rozelle Interchange project throughout 2023 will ease any minor congestion occurring. Enhancements to public and active transport network access in Rozelle and Lilyfield (section 5.4.3) will likely increase alternative transport mode uptake and further ease on-street parking demand.

6 Construction Parking and Access Management

6.1 Parking and access management strategies

Chapter 8 of the EIS noted that on-street parking would be a likely impact of the Project, and identified potential parking arrangements to be implemented by the Project to mitigate impacts:

- Where feasible and if demand requires it, construction workers would be provided off-street parking at the White Bay Port Facility ('White Bay construction support site' (WHT3)).
- Construction workers would be encouraged to use public transport (buses and light rail) where feasible and reasonable.

These measures, and further mitigations since identified by JHCPB, are listed in Table 6-1 and described further in the subsequent text

This section has been developed in consideration of the SMART Principles – Specific, Measurable, Achievable, Relevant and Time-based. Risk assessments for the Project, including the development of the REMMs as part of the detailed environmental risk analysis undertaken throughout the development of the EIS and RtS, as well as lessons learnt from previous major projects delivered by Transport for NSW in highly urbanised environments, have contributed to the development of this Strategy. On this basis the measures developed for the Project are considered to be relevant and achievable for the project and would be monitored against specific, measurable and time-based targets.

Table 6-1 Summary of proposed parking management strategies

Strategy	Summary	Detail
Resident Parking Scheme	Inner West Council has undertaken significant consultation regarding construction impacts to local parking, and a Resident Parking Scheme has already been implemented where the consultation determined parking restrictions were warranted.	Section 5.2.1
On-Site Parking at Western Harbour Tunnel cut and cover structure (WHT12)	All construction will occur within the underground tunnels, which will also operate as the only haulage route for the Project. Space will be made available for construction vehicles associated with the Project (i.e. owned by TfNSW, the Contractor or subcontractors), including tools of trade. Due to limited space availability, there will be no capacity for on-site parking of other vehicles not associated with the Project, i.e. worker private vehicles. This is in accordance with the construction workforce car parking assessment in Chapter 6 Section 6.8.2 of the EIS.	Section 6.2
Public transport	Numerous and frequent services run between major public transport hubs and bus/light rail stops in close proximity to the Project site. Workers will be encouraged to use the public transport network during onboarding and while working on the Project.	Section 6.3
Staged Removal	Per Section 5.3, no parking removal is anticipated. However, in the event that parking removal is subsequently deemed required, works planning will	Section 6.4

Strategy	Summary	Detail
	consider and implement staged removal of parking where possible.	
Active transport	The area surrounding the Project site has a number of established cyclist and pedestrian pathways, with additional upgrades by TfNSW and Inner West Council currently underway. Workers will be encouraged to make use of these facilities with end-of-trip facilities and bicycle racks made available.	Section 6.5
Dedicated off-site parking facility	During the period of construction overlap between the Rozelle Interchange and the Project, an off-site parking facility at the Glebe Island construction support site WHT3 (Glebe Island) will be made available. The site will provide off-road parking facilities for 250 vehicles.	Section 6.6
Shuttle bus	A shuttle bus will run between the WHT3 parking facility and the Project for workers.	Section 6.6.1
Early access to Green Link pedestrian and cycle bridge	If feasible and made available, workers may be able to access the Green Link pedestrian and cycle bridge, which would provide easy access to the Rozelle Bay light rail stop and slightly reduce parking demand north of Lilyfield Road.	Section 6.7
Demand reduction	Flex work practices will be encouraged to reduce demand, and the Project may consider a separate off-site facility for office-based staff to reduce parking pressure in the local area.	Section 6.8
Stakeholder consultation and alternative parking arrangements	No significant parking disruption is anticipated. However, in the event disruption in subsequently identified to occur, the process identified in Section 6.9 will be adhered to.	Section 6.9
Carpooling	Carpooling between workers will be encouraged.	Section 6.10
Tools of trade	The sites will allow 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.	Section 6.11
Training	Training on parking availability, restrictions, site access and worker behaviour will be provided as part of the Project induction.	Section 6.12
Ongoing parking monitoring	Fortnightly monitoring and quarterly worker parking mode surveys are proposed to monitor the effectiveness of this Strategy.	Section 7.2

6.2 On-site parking

The majority of construction associated with Stage 3A will occur from within the Western Harbour Tunnel cut and cover structure (WHT12) site, and the driven and ventilation tunnels. 5 parking spaces will be made available on-site (off-road) for vehicles. This is in accordance with the

construction workforce car parking assessment in the EIS (Chapter 6, Section 6.8.2). See Section 6.6 for further details.

6.3 Public transport

Workers on the Project will be encouraged to use public transport through the 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 support numerous bus routes connecting to the 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. Services in this area generally operate 5am to 12am. Bus trips to the CBD are approximately 12-14 minutes in duration.

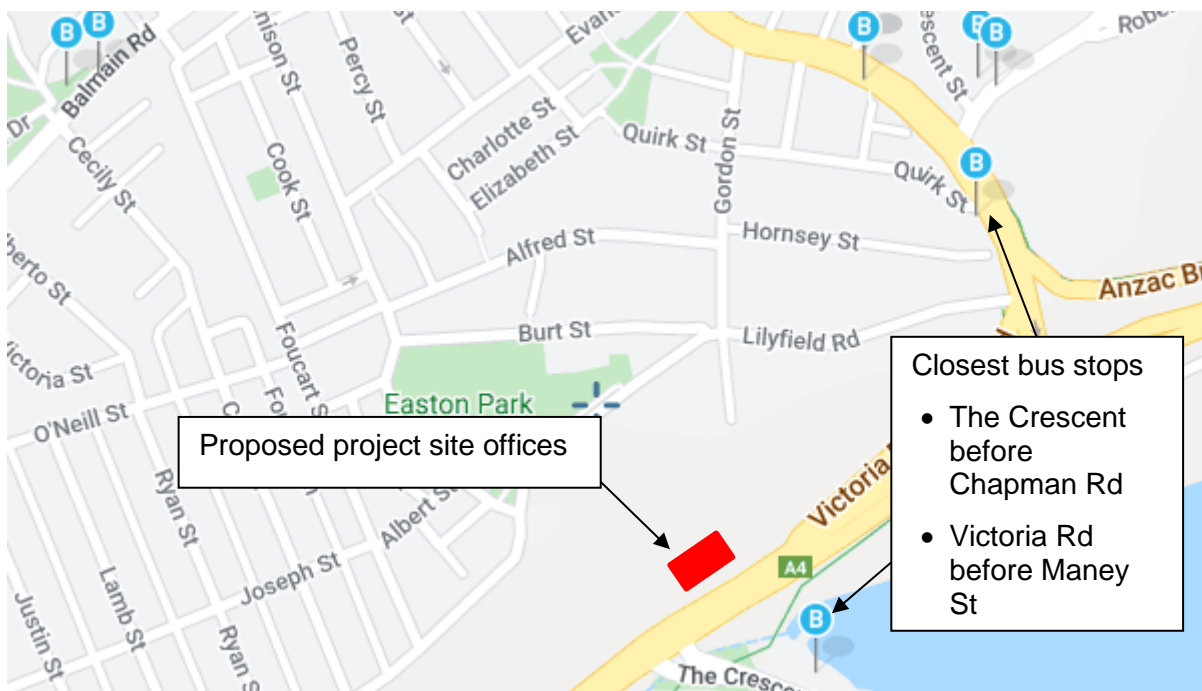


Figure 6-1 Bus stops in proximity to the Project site

- **Light rail:** The Central to Dulwich Hill Light Rail Line (L1) is located adjacent to City West Link with a stop at Lilyfield that is approximately 10 minutes' walk along Lilyfield Road from the proposed site offices. Services run every 10-15 minutes, commencing around 6am and ceasing at 11pm.



Figure 6-2 Light rail stop in Lilyfield

The table below provides a summary of the available transport services near the Project.

Table 6-2 Transport services

Mode	Route	Frequency during peak periods (approx.)
Bus	To and from CBD (Central): 433, 501 To and from CBD (Town Hall): 500X, 504 To and from other destinations: (Parramatta): 501, (Balmain): 433, (Drummoyne): 503, (Five Dock): 502, (Chiswick): 504, (Macquarie University): 506	10-15 minutes
Light Rail	To and from CBD (Central Station): L1 To and from Dulwich Hill: L1	10-15 minutes

6.4 Staged removal

As discussed in Section 5.3, no parking removal is anticipated to be required for delivery of Stage 3A.

However, in the event that parking removal is subsequently deemed required, 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.

6.5 Active transport

The Project 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 and end-of-trip facilities (showers, lockers, change rooms) would be provided at the construction site.

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 existing cycle lanes are shown in Figure 6-3 below. Future upgrades to the active transport network connections that will be delivered as part of the Rozelle Interchange Project, and that will further enhance accessibility for workers, are shown in Figure 6-4 **Error! Reference source not found.** Ongoing upgrades to the cyclist network as part of Inner West Council's 'GreenWay' project will further enhance cyclist accessibility for workers residing between the Cooks River and Iron Cove.

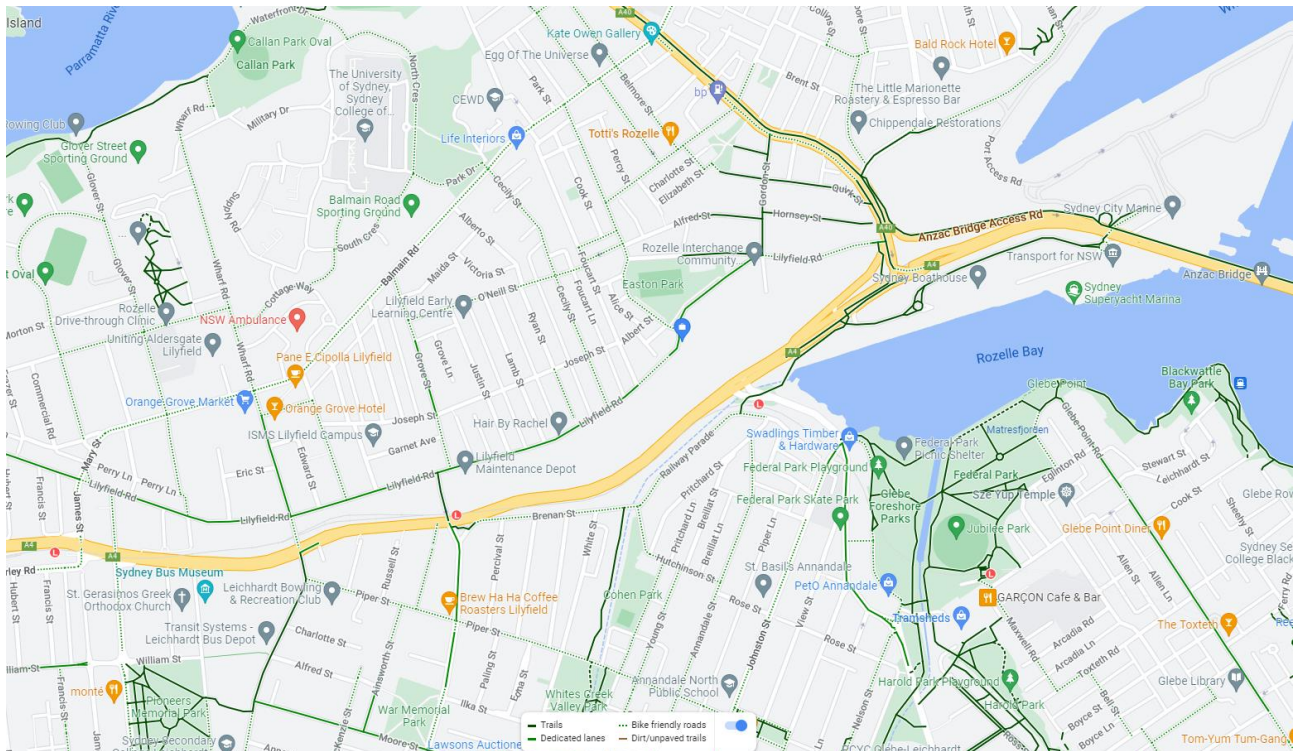


Figure 6-3 Existing cyclist network in proximity to the Project

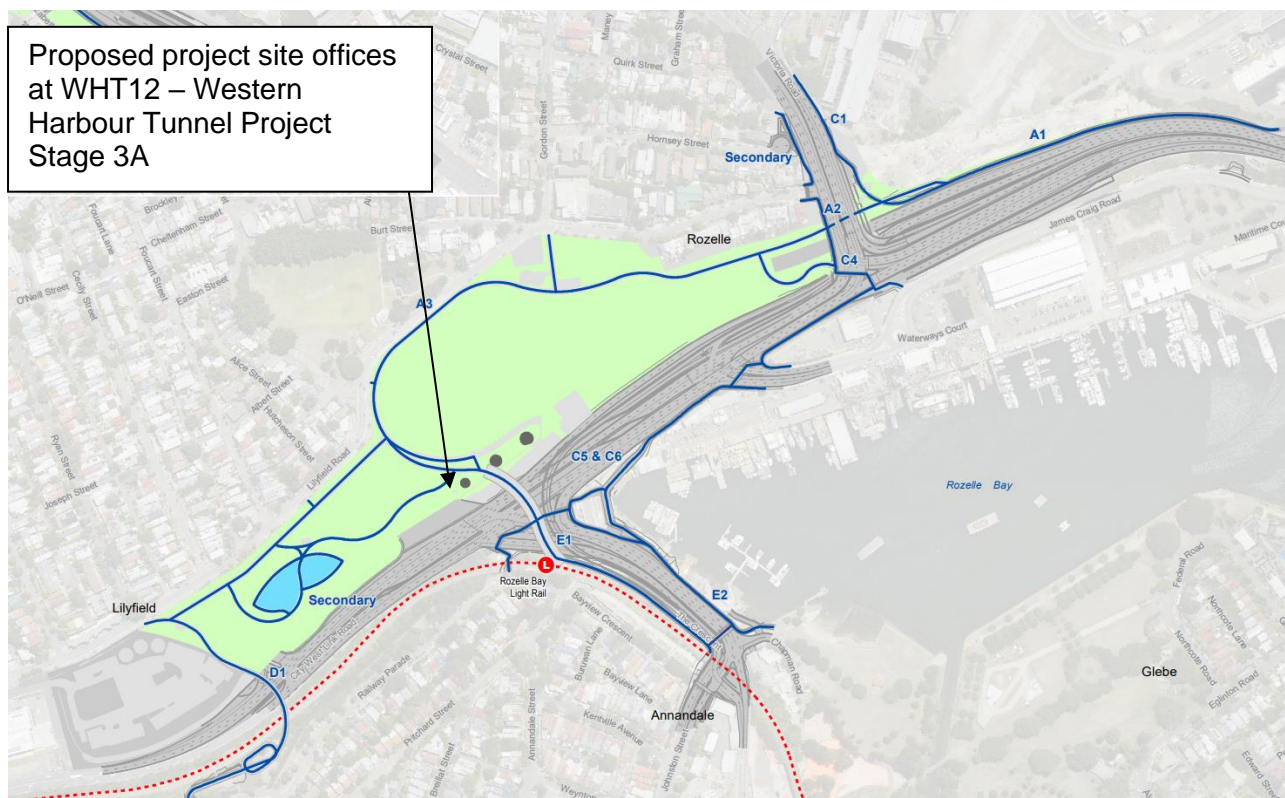


Figure 6-4 Upgrades to active transport network in proximity to the Project site

(Reference: Rozelle Interchange Project Urban Design and Landscape Plan Chapter 11 Figure 11-4.)

6.6 Dedicated off-street parking

Condition E140(g) requires that, *where residential parking schemes already exist, off-road parking facilities must be provided for the CSSI workforce*. It is noted that while small-scale residential parking schemes have been implemented on a handful of local streets, the vast majority of parking in the vicinity of the Project site remains unrestricted. As assessed in Section 5 above, the existing stock of on-street parking is considered sufficient to meet both worker and resident demand, having accommodated all stakeholders during delivery of the significantly larger Rozelle Interchange Project.

Nonetheless, the Project will provide off-road parking facilities for;

- 5 vehicles within the WHT12 site.
- 250 vehicles for the duration of construction overlap between Rozelle Interchange and the Project to be shared with Rozelle Interchange. At the completion of Rozelle Interchange construction the parking demand will be investigated and considered in the context of new access to the site with the new shared user path connecting Rozelle Bay light rail station with the worksite.

As changes in the surrounding areas occur locations will continue to be investigated for off-street car 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 Minister's approval.

6.6.1 Shuttle bus

A Shuttle bus for Project personnel shall connect the WHT3 (Glebe Island) site with WHT12 (Rozelle Rail Yards tunnelling site) for the duration of construction overlap between Rozelle Interchange and the Project.

6.7 Early access to Green Link pedestrian and cycle bridge

The Green Link pedestrian and cyclist bridge is being constructed as part of the Rozelle Interchange Project. This bridge will link the Rozelle Bay light rail stop to the future Rozelle Parklands. If feasible and appropriate, the contractor for the Rozelle Interchange Project may grant early access to the bridge to WHT construction workers in late 2023 (prior to Rozelle Interchange opening completion), which would enable use of the Rozelle Bay light rail station and slightly reduce parking demand on spaces north of Lilyfield Road.

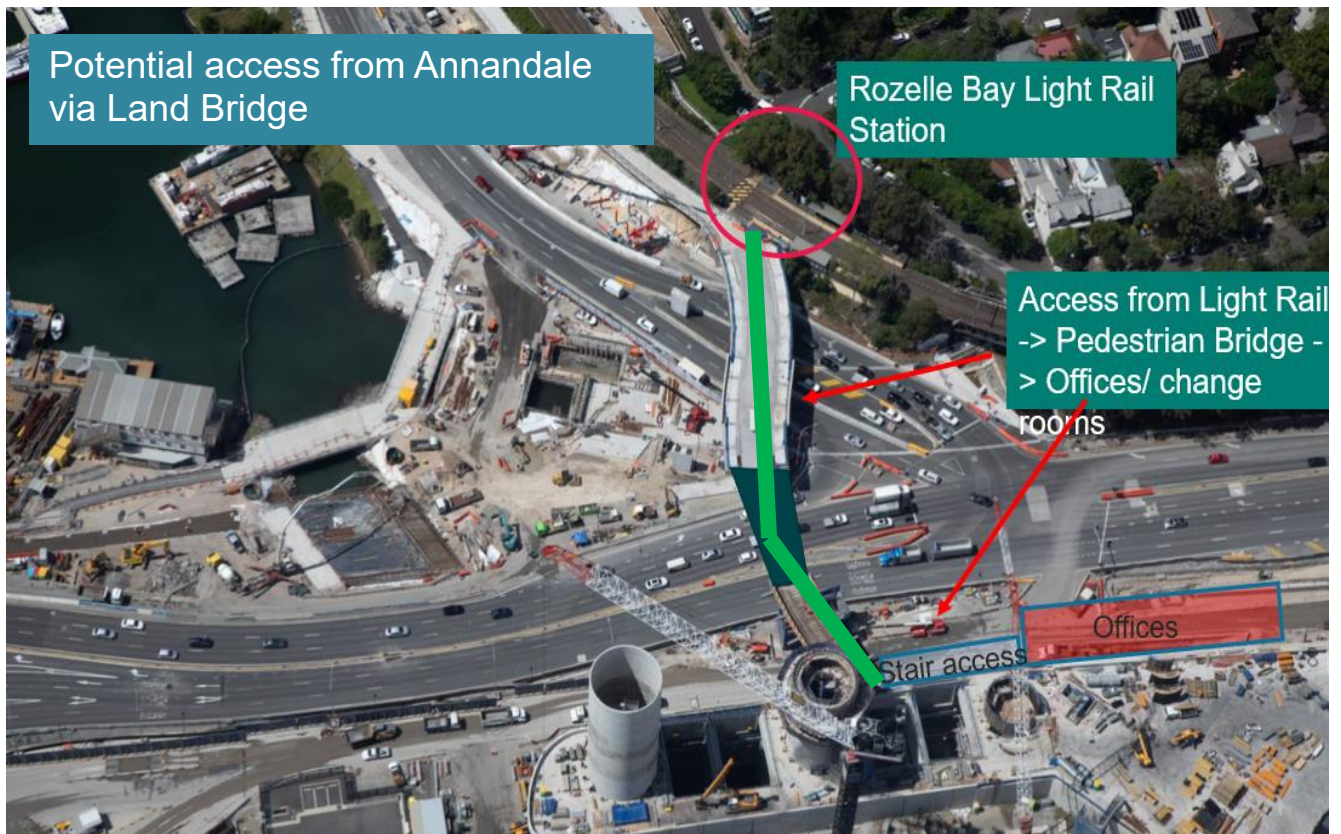


Figure 6-5 Potential site access via Green Link pedestrian and cyclist bridge

6.8 Demand reduction

To reduce worker parking demand, the Project will encourage flexible work practices where possible, which may include (but is not limited to):

- Remote and/or work from home arrangements
- Flex-work arrangements (starting and finishing during off-peak hours)

As part of ongoing workforce planning, an off-site facility for office-based personnel may be established to further reduce demand.

6.9 Stakeholder consultation and alternative parking arrangements

During construction, all reasonably practicable measures will be implemented to maintain pedestrian and vehicular access to, and parking in the vicinity of, businesses and affected properties. Disruptions are to be avoided, and where avoidance is not possible, minimised.

As noted in Section 5.3, no disruption to parking is anticipated to be required given most of the construction will occur within the tunnels and WHT portals. Nonetheless, if potential disruption to businesses or properties is subsequently identified as part of ongoing works planning, alternative parking arrangements will be developed in consultation with affected businesses, landowners and/or occupiers and implemented prior to the disruption. This would occur at least five days prior to the removal of parking.

6.10 Carpooling



Figure 6-6 Light rail stop in proximity to the Project site

Carpooling will be 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.

6.11 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

6.12 Training

All employees, contractors and utility staff will undergo site induction training, which will include a briefing on site access arrangements, parking restrictions, public transport access and local parking.

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.

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.

Further details regarding staff induction and training are outlined in Section 3.5 of the CEMP.

7 Compliance management

7.1 Roles and responsibilities

The Project Team's organisational structure and overall roles and responsibilities as well as the Environmental Representative and required specialists are outlined in Section 3.3 of the CEMP. Specific roles and their responsibilities for the implementation of construction parking management are detailed below.

Table 7-1 MCoA and REMM management and allocation of responsibilities

Reference	Condition requirements	When to implement	Responsibility	Evidence
Construction Parking Management				
MCoA E139	Vehicles (including light and heavy vehicles) associated with the CSSI must be managed to: (a) minimise parking on public roads	Construction	JHCPB Site supervisor	Consultation records Inspections
MCoA E140	A Construction Parking and Access Strategy must be prepared 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:	Pre-construction	JHCPB Environment and Sustainability Manager	This CPAS
MCoA E140	(a) achieving the requirements of Condition E139;	Construction	JHCPB Environment and Sustainability Manager	This CPAS
MCoA E140	(b) confirmation and timing of the removal of on- and off-street parking associated with construction of the CSSI;	Pre-construction	JHCPB Construction Manager	Construction programs and plans
MCoA E140	(c) parking surveys of all parking spaces to be removed or occupied by the CSSI workforce to determine current demand during peak, off-peak, school drop off and pickup, weekend periods and during special events;	Pre-construction	JHCPB Environment and Sustainability Manager	Parking surveys
MCoA E140	(d) consultation with affected stakeholders utilising existing on- and off-street parking stock which will be impacted as a result of construction;	Pre-construction	JHCPB Community Manager JHCPB Construction Manager	Consultation records

Reference	Condition requirements	When to implement	Responsibility	Evidence
Construction Parking Management				
MCoA E140	(e) assessment of the impacts to on- and off-street parking stock taking into consideration, occupation by the CSSI workforce, outcomes of consultation with affected stakeholders and considering the impacts of special events;	Pre-construction	JHCPB Environment and Sustainability Manager	This CPAS Parking surveys Consultation records
MCoA E140	(f) 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 or appropriate residential parking schemes;	Pre-construction	JHCPB Construction Manager	This CPAS
MCoA E140	(g) where residential parking schemes already exist, off-road parking facilities must be provided for the CSSI workforce;	Construction	JHCPB Construction Manager	Details of resident parking schemes and any off-road facilities
MCoA E140	(h) mechanisms for monitoring, over appropriate intervals, to determine the effectiveness of implemented mitigation measures;	Construction	JHCPB Environment and Sustainability Manager JHCPB Community Manager	Inspections Reports
MCoA E140	(i) details of shuttle bus service(s) to transport the CSSI workforce to	Construction	JHCPB Construction Manager	Shuttle bus details

Reference	Condition requirements	When to implement	Responsibility	Evidence
Construction Parking Management				
	construction sites from public transport hubs and off-site car parking facilities (where these are provided) and between construction sites;			
MCoA E140	(j) provision of contingency measures should the results of mitigation or monitoring indicate implemented measures are ineffective; and	Construction	JHCPB Construction Manager	This CPAS
MCoA E140	(k) provision of reporting of monitoring results to the Planning Secretary and relevant council(s) at three monthly intervals.	Construction	JHCPB Environment and Sustainability Manager	Records of submission to the Secretary and Inner West Council
MCoA E140	The Construction Parking and Access Strategy must be submitted to the Planning Secretary for approval at least one month before the commencement of any construction that reduces the availability of existing parking. The approved Strategy must be implemented before impacting on on-street parking and incorporated into the Traffic, Transport and Access Management CEMP Sub-plan.	Pre-construction	JHCPB Environment and Sustainability Manager	Records of submission to the Secretary and Inner West Council
MCoA E141	During construction, all reasonably practicable measures must be implemented to maintain pedestrian and vehicular access to, and parking in the vicinity of, businesses and affected properties. Disruptions are to be avoided, and where avoidance is not possible, minimised. Where disruption cannot be minimised, alternative pedestrian	Construction	JHCPB Site supervisor	This CPAS

Reference	Condition requirements	When to implement	Responsibility	Evidence
Construction Parking Management				
	and vehicular access, and parking arrangements must be developed in consultation with affected businesses and implemented prior to the disruption. Adequate signage and directions to businesses must be provided prior to, and for the duration of, any disruption.			
REMM CTT9	Where provision of construction on-site parking cannot accommodate the full construction workforce, feasible and reasonable management measures that minimise impacts on parking on local roads will be identified and implemented. Depending on the location, management measures may include workforce shuttle buses and the use of public transport.	Construction	JHCPB Site supervisor	This CPAS

7.2 Monitoring

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

1. Fortnightly monitoring to confirm CPAS compliance, including that where relevant:
 - a) Parking has been removed in a staged manner
 - b) Alternative parking arrangements have been provided
 - c) Construction vehicles are compliant with parking restrictions
2. Quarterly parking surveys of construction workers during morning pre-starts to monitor the number of workers parking on local streets. This monitoring will continue until the lesser of:
 - March 2023, when the forecasted peak parking demand period will have passed, as assessed in Section 5.5.2. Where workforce planning subsequently dictates a different peak demand period, this date may be adjusted accordingly
 - Establishment of an off-street parking facility.

7.3 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 internal reports.

7.4 Reporting

A quarterly summary report would be provided to the Inner West Council, TfNSW and DPE regarding the outcomes of the monitoring undertaken for the preceding quarter. Details of non-conformances and corrective actions will be summarised.

8 Review and improvement

8.1 Continuous improvement

As outlined in Section 3.12 of the CEMP, management reviews will be undertaken as part of the continual improvement process. The reviews will be initiated by the Environment and Sustainability Manager and include relevant project team members and stakeholders. Continuous improvement of this Strategy will be achieved by the ongoing evaluation of environmental management performance against planning approval requirements, environmental policies, objectives, and targets for the purpose of identifying opportunities for improvement.

The continuous improvement process will be designed to:

- Determine the cause or causes of non-conformances and deficiencies
- Develop and implement a plan of corrective and preventative action to address any non-conformances and deficiencies
- Verify the effectiveness of the corrective and preventative actions
- Document any changes in procedures resulting from process improvement
- Make comparisons with objectives and targets outlined in Section 2 of this Strategy.

8.2 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 7.2 and 7.3, 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.

8.3 CPAS update and amendment

The processes described in Section 3.9 and Section 3.11-3.12 of the CEMP may result in the need to update or revise this Strategy. This will occur whenever there is a change to the construction scope or methodology that may increase the potential impacts to on- and off-street parking.

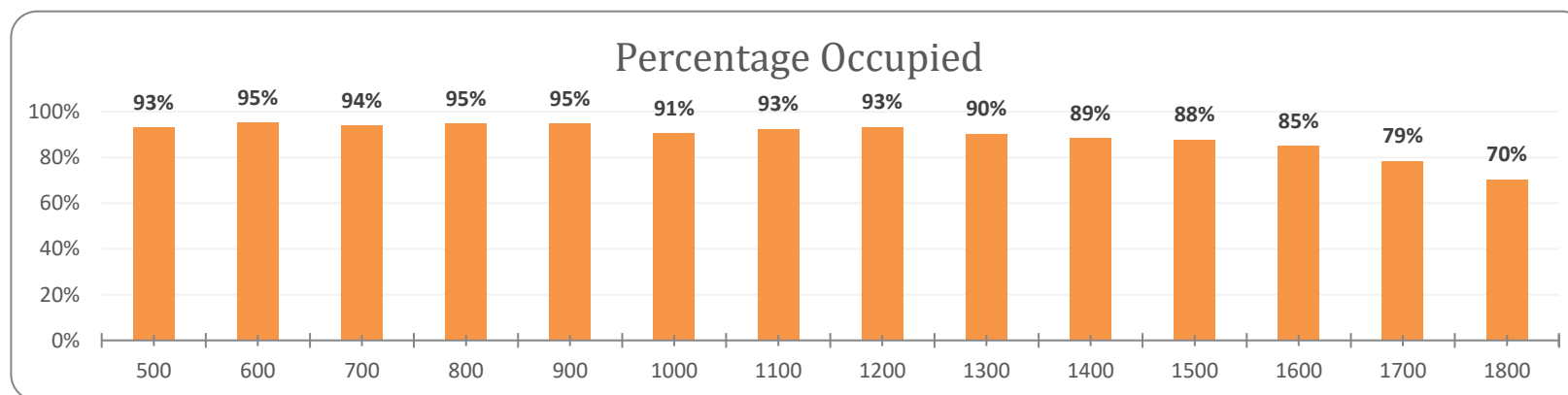
Any update of this Plan will require endorsement of the TfNSW Representative, the Environmental Representative and depending on the change, the process outlined in Section 3.13 of the CEMP must be followed where approval from the Planning Secretary prior to implementation of the update is required.

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 3.11.2 of the CEMP.

Annexure A Parking Survey Results

Survey Results Monday 29 November 2021

Total Area Capacity	Capacity	500	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800
	507	472	483	476	481	480	459	469	473	458	449	445	431	398	357
Unoccupied		35	24	31	26	27	48	38	34	49	58	62	76	109	150
Percentage Occupied		93%	95%	94%	95%	95%	91%	93%	93%	90%	89%	88%	85%	79%	70%



Location	Side	Map Code	Between	Capacity	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900
Albert St (Street "A")	North	AN01	Foucart and Hutcheson	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		AN02	Hutcheson and Alice	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		AN03	Alice and Denison	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	South	AS01	Foucart and Hutcheson	4	3	3	3	4	3	3	3	3	3	3	3	3	3	3
		AS02	Hutcheson and Alice	2	2	1	1	1	1	1	2	2	2	2	2	2	2	2
		AS03	Alice and Denison	5	5	4	5	5	5	4	5	5	4	5	5	4	4	4

Total	11	10	8	9	10	9	8	10	10	9	10	10	9	9	9
Unoccupied		1	3	2	1	2	3	1	1	2	1	1	2	2	2
Percentage Occupied		91%	73%	82%	91%	82%	73%	91%	91%	82%	91%	91%	82%	82%	82%

Location	Side	Map Code	Between	Capacity	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	
Alice St (Street "B")	East	BE01	Easton and Mary	4	4	5	6	6	6	5	6	9	6	6	6	4	4	3	
		BE02	Mary and Albert	9	7	7	7	7	7	7	6	7	7	8	8	5	4	3	
	West	BW01	Easton and Mary	8	6	5	5	5	5	5	5	5	5	5	4	4	4	4	
		BW02	Mary and Albert	10	7	9	8	7	7	7	6	6	5	6	6	7	6	6	
				Total	31	24	26	26	25	25	24	23	27	23	25	24	20	18	16
				Unoccupied		7	5	5	6	6	7	8	4	8	6	7	11	13	15
			Percentage Occupied		77%	84%	84%	81%	81%	77%	74%	87%	74%	81%	77%	65%	58%	52%	

Location	Side	Map Code	Between	Capacity	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900
Cashman St (Street "C")	North	CN01	Hutcheson and Denison	4	3	2	2	4	3	3	3	3	1	1	2	3	3	3
	South	CS02	Hutcheson and Denison	6	6	6	6	6	6	6	5	6	6	6	6	5	6	6
Total				10	9	8	8	10	9	9	8	9	7	7	8	8	9	9
Unoccupied					1	2	2	0	1	1	2	1	3	3	2	2	1	1
Percentage Occupied					90%	80%	80%	100%	90%	90%	80%	90%	70%	70%	80%	80%	90%	90%

Location	Side	Map Code	Between	Capacity	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900
Cecily St (Street "D")	East	DE01	Joseph and Lilyfield	27	21	20	21	20	19	16	17	17	15	18	17	18	18	15
	West	DW01	Joseph and Lilyfield	21	19	19	20	20	19	13	18	18	18	19	19	17	16	18
Total				48	40	39	41	40	38	29	35	35	33	37	36	35	34	33
Unoccupied					8	9	7	8	10	19	13	13	15	11	12	13	14	15
Percentage Occupied					83%	81%	85%	83%	79%	60%	73%	73%	69%	77%	75%	73%	71%	69%

Location	Side	Map Code	Between	Capacity	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	
Denison St (Street "E")	East	EE01	Easton and Mary	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		EE02	Mary and Albert	17	15	17	18	14	14	14	16	14	15	12	11	14	12	11	
		EE03	Albert and Cashman	11	10	11	11	11	11	11	11	10	10	11	11	7	5	4	
		EE04	Cashman and Lilyfield	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	West	EW01	Easton and Mary	4	1	0	1	2	2	2	1	1	0	0	0	0	0	1	
		EW02	Mary and Albert	10	2	5	6	5	5	1	2	5	4	4	4	5	5	4	
		EW03	Albert and Cashman	2	2	1	1	1	1	1	1	2	1	2	2	1	1	2	
		EW04	Cashman and Lilyfield	2	2	2	2	2	2	2	2	2	2	2	2	2	2	1	
				Total	46	32	36	39	35	35	31	33	34	32	31	30	29	25	23
				Unoccupied		14	10	7	11	11	15	13	12	14	15	16	17	21	23
				Percentage Occupied		70%	78%	85%	76%	76%	67%	72%	74%	70%	67%	65%	63%	54%	50%

Location	Side	Map Code	Between	Capacity	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900
Easton St (Street "F")	North	FN01	Alice and Denison	4	4	4	4	4	4	4	4	4	4	4	3	3	4	4
	South	FS01	Alice and Denison	3	4	4	4	4	3	3	3	3	3	3	3	2	3	2
Total				7	8	8	8	8	7	7	7	7	7	7	6	5	7	6
Unoccupied					-1	-1	-1	-1	0	0	0	0	0	0	1	2	0	1
Percentage Occupied					114%	114%	114%	114%	100%	100%	100%	100%	100%	100%	86%	71%	100%	86%

Location	Side	Map Code	Between	Capacity	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900
Foucart Ln (Street "G")	East	GE01	Joseph and Lilyfield	0	1	1	1	1	1	1	1	1	1	1	0	0	0	1
	West	GW01	Joseph and Lilyfield	0	2	3	2	3	3	3	2	2	2	2	4	2	2	2
Total				0	3	4	3	4	4	4	3	3	3	3	4	2	2	3
Unoccupied					-3	-4	-3	-4	-4	-4	-3	-3	-3	-3	-4	-2	-2	-3
Percentage Occupied					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Vehicles parked in narrow laneway

Location	Side	Map Code	Between	Capacity	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900
Foucart St (Street "H")	East	HE01	Albert and Lilyfield	12	11	11	11	9	7	8	10	9	10	12	9	12	12	12
	West	HW01	Joseph and Lilyfield	15	13	12	12	10	9	9	10	11	11	12	12	14	13	14
Total				27	24	23	23	19	16	17	20	20	21	24	21	26	25	26
Unoccupied					3	4	4	8	11	10	7	7	6	3	6	1	2	1
Percentage Occupied					89%	85%	85%	70%	59%	63%	74%	74%	78%	89%	78%	96%	93%	96%

Location	Side	Map Code	Between	Capacity	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	
Hutcheson St (Street "I")	East	IE01	Albert and Cashman	2	2	1	1	1	1	1	2	2	0	0	0	2	2	2	
		IE02	South of Cashman	5	5	4	4	5	5	4	5	4	3	3	3	5	5	4	
	West	IW01	Albert and Cashman	3	2	2	2	1	1	2	2	2	2	2	5	3	3	3	
		IW02	South of Cashman	8	7	5	6	8	8	7	7	7	7	7	4	5	6	4	
				Total	18	16	12	13	15	15	14	16	15	12	12	12	15	16	13
				Unoccupied		2	6	5	3	3	4	2	3	6	6	6	3	2	5
			Percentage Occupied		89%	67%	72%	83%	83%	78%	89%	83%	67%	67%	67%	83%	89%	72%	

Location	Side	Map Code	Between	Capacity	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900
Joseph St (Street "J")	North	JN01	Justin and Justin/Lamb Ln	5	3	4	4	4	4	4	4	4	4	4	4	0	0	0
		JN02	Justin/Lamb Ln and Lamb	4	4	4	4	4	4	4	4	3	3	3	3	0	0	0
		JN03	Lamb and Lamb/Ryan Ln	4	3	2	2	3	2	4	4	4	4	4	4	4	4	3
		JN04	Lamb/Ryan Ln and Ryan	5	2	4	4	3	3	4	4	4	4	4	4	1	1	1
		JN05	Ryan and Ryan/Cecily Ln	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
		JN06	Ryan/Cecily Ln and Cecily	5	4	4	3	2	3	4	4	4	4	4	4	4	4	3
		JN07	Cecily and Foucart Ln	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		JN08	Foucart Ln and Foucart St	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	South	JS01	Justin and Justin/Lamb Ln	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		JS02	Justin/Lamb Ln and Lamb	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

		JS03	Lamb and Lamb/Ryan Ln	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		JS04	Lamb/Ryan Ln and Ryan	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		JS05	Ryan and Ryan/Cecily Ln	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		JS06	Ryan/Cecily Ln and Cecily	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		JS07	Cecily and Foucart Ln	5	4	5	5	5	5	5	5	5	5	5	4	2	1	
		JS08	Foucart Ln and Foucart St	3	2	3	3	3	3	3	3	3	2	2	2	3	2	2
			Total	34	22	26	25	24	24	28	28	27	26	26	26	17	14	11
				Unoccupied	12	8	9	10	10	6	6	7	8	8	8	17	20	23
				Percentage Occupied	65%	76%	74%	71%	71%	82%	82%	79%	76%	76%	76%	50%	41%	32%

Location	Side	Map Code	Between	Capacity	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900
Justin/Lamb Ln (Street "K")	East	KE01	Joseph and Lilyfield	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	West	KW01	Joseph and Lilyfield	0	8	9	9	9	9	8	8	9	8	8	8	4	4	3
Total				0	8	9	9	9	9	8	8	9	8	8	8	4	4	3
Unoccupied					-8	-9	-9	-9	-9	-8	-8	-9	-8	-8	-8	-4	-4	-3
Percentage Occupied					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Location	Side	Map Code	Between	Capacity	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900
Justin St (Street "L")	East	LE01	Joseph and Lilyfield	20	19	19	20	20	19	20	20	19	19	20	20	13	15	14
	West	LW01	Joseph and Lilyfield	17	19	20	19	19	19	19	18	17	17	14	15	16	14	10
Total				37	38	39	39	39	38	39	38	36	36	34	35	29	29	24
Unoccupied					-1	-2	-2	-2	-1	-2	-1	1	1	3	2	8	8	13
Percentage Occupied					103%	105%	105%	105%	103%	105%	103%	97%	97%	92%	95%	78%	78%	65%

Location	Side	Map Code	Between	Capacity	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900
Lamb/Ryan Ln (Street "M")	East	ME01	Joseph and Lilyfield	0	1	1	0	1	1	1	1	1	0	0	0	0	1	0
	West	MW01	Joseph and Lilyfield	0	0	0	0	1	1	1	1	1	1	0	0	0	0	0

Vehicles parked in narrow laneway

Vehicles parked in narrow laneway

Total	0	1	1	0	2	2	2	2	2	1	0	0	0	1	0
Unoccupied	-1	-1	0	-2	-2	-2	-2	-2	-2	-1	0	0	0	-1	0
Percentage Occupied	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Location	Side	Map Code	Between	Capacity	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900
Lamb St (Street "N")	East	NE01	Joseph and Lilyfield	31	27	28	26	29	33	29	28	27	27	27	23	28	26	26
	West	NW01	Joseph and Lilyfield	16	16	15	15	12	17	15	15	15	15	15	16	13	13	12
Total				47	43	43	41	41	50	44	43	42	42	42	39	41	39	38
Unoccupied					4	4	6	6	-3	3	4	5	5	5	8	6	8	9
Percentage Occupied					91%	91%	87%	87%	106%	94%	91%	89%	89%	89%	83%	87%	83%	81%

Location	Side	Map Code	Between	Capacity	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	
Lilyfield Rd (Street "O")	North	ON01	Justin and Justin/Lamb	3	2	2	2	2	2	2	2	2	2	2	2	3	2	2	
		ON02	Justin/Lamb and Lamb	4	4	6	5	5	4	4	4	4	4	6	5	4	2	2	
		ON03	Lamb and Ryan/Cecily	15	18	18	17	18	18	18	18	18	18	18	17	18	15	13	
		ON04	Ryan/Cecily and Cecily	5	5	4	4	4	4	4	4	4	4	4	4	5	4	4	
		ON05	Cecily and Foucart Ln	5	3	5	5	5	5	5	5	5	5	5	4	5	4	2	
		ON06	Foucart Ln and Foucart St	4	4	3	2	3	3	2	2	3	3	1	3	3	3	3	
		ON07	Foucart St and Denison	17	17	17	17	17	17	17	17	17	17	17	16	16	16	12	8
	South	OS01	Justin and Justin/Lamb	7	2	2	2	2	2	2	2	2	2	2	1	1	0	0	0
		OS02	Justin/Lamb and Lamb	2	9	11	9	11	11	10	10	11	11	12	11	9	6	5	
		OS03	Lamb and Ryan/Cecily	21	21	21	16	21	21	21	21	21	21	18	18	22	20	16	
		OS04	Ryan/Cecily and Cecily	7	8	7	8	8	8	7	7	6	7	6	6	7	6	5	
		OS05	Cecily and Foucart Ln	7	7	10	8	8	9	9	9	10	10	9	9	6	8	5	
		OS06	Foucart Ln and Foucart St	6	7	6	7	6	7	6	6	6	6	4	5	16	14	12	
		OS07	Foucart St and Denison	27	32	31	31	31	31	31	31	31	31	30	29	30	33	26	26
			Total	130	139	143	133	141	142	138	138	140	140	131	131	147	122	103	

Vehicles parked behind barriers

Unoccupied	-9	-13	-3	-11	-12	-8	-8	-10	-10	-1	-1	-17	8	27
Percentage Occupied	107%	110%	102%	108%	109%	106%	106%	108%	108%	101%	101%	113%	94%	79%

Location	Side	Map Code	Between	Capacity	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900
Mary St (Street "P")	North	PN01	Alice and Denison	3	2	2	3	3	3	3	2	2	3	2	1	1	1	1
	South	PS01	Alice and Denison	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total				7	2	2	3	3	3	3	2	2	3	2	1	1	1	1
Unoccupied					5	5	4	4	4	4	5	5	4	5	6	6	6	6
Percentage Occupied					29%	29%	43%	43%	43%	43%	29%	29%	43%	29%	14%	14%	14%	14%

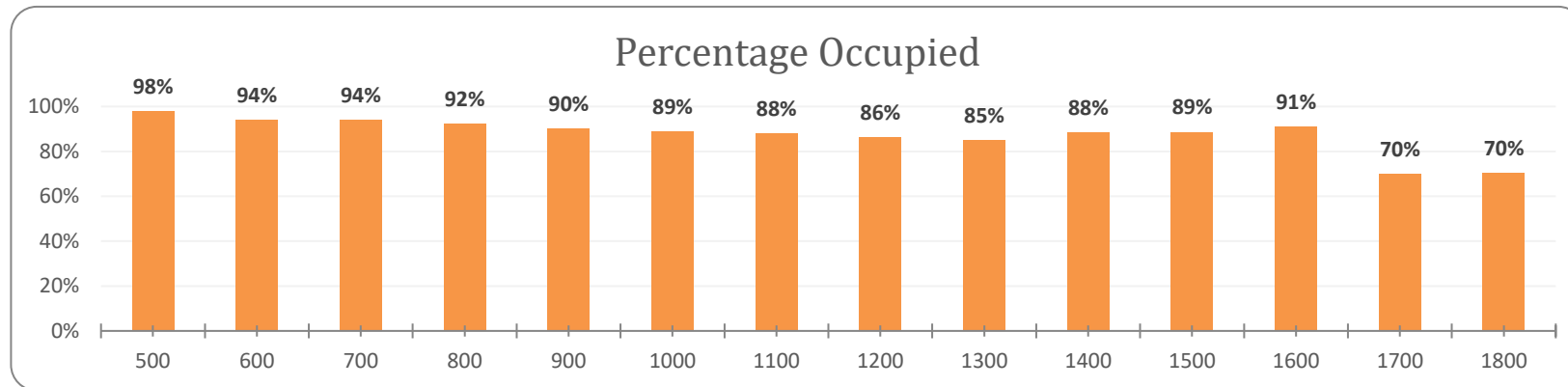
Location	Side	Map Code	Between	Capacity	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900
Ryan & Cecily Ln (Street "Q")	East	QE01	Joseph and Lilyfield	0	1	1	1	2	2	1	1	1	1	1	3	2	2	3
	West	QW01	Joseph and Lilyfield	0	2	4	4	4	4	4	4	4	4	3	2	2	2	0
Total				0	3	5	5	6	6	5	5	5	5	4	5	4	4	3
Unoccupied					-3	-5	-5	-6	-6	-5	-5	-5	-5	-4	-5	-4	-4	-3
Percentage Occupied					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Vehicles parked in narrow laneway

Location	Side	Map Code	Between	Capacity	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900
Ryan St (Street "R")	East	RE01	Joseph and Lilyfield	18	17	18	18	17	17	16	16	17	17	14	16	15	14	11
	West	RW01	Joseph and Lilyfield	36	33	33	33	33	31	33	34	33	33	32	33	24	25	25
Total				54	50	51	51	50	48	49	50	50	50	46	49	39	39	36
Unoccupied					4	3	3	4	6	5	4	4	4	8	5	15	15	18
Percentage Occupied					93%	94%	94%	93%	89%	91%	93%	93%	93%	85%	91%	72%	72%	67%

Survey results Tuesday 30 November 2021

Total Area Capacity	Capacity	500	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800
	507	495	477	477	467	457	450	445	437	431	447	449	461	355	356
Unoccupied		12	30	30	40	50	57	62	70	76	60	58	46	152	151
Percentage Occupied		98%	94%	94%	92%	90%	89%	88%	86%	85%	88%	89%	91%	70%	70%



Location	Side	Map Code	Between	Capacity	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900
Albert St (Street "A")	North	AN01	Foucart and Hutcheson	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		AN02	Hutcheson and Alice	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		AN03	Alice and Denison	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	South	AS01	Foucart and Hutcheson	4	3	3	3	3	3	2	2	2	2	3	3	3	3	3
		AS02	Hutcheson and Alice	2	2	2	1	2	2	2	2	2	2	2	2	2	2	2
		AS03	Alice and Denison	5	4	4	4	4	3	3	3	4	4	2	3	4	4	4
	Total			11	9	9	8	9	8	7	7	8	8	7	8	9	9	9
	Unoccupied				2	2	3	2	3	4	4	3	3	4	3	2	2	2
	Percentage Occupied				82%	82%	73%	82%	73%	64%	64%	73%	73%	64%	73%	82%	82%	82%

Location	Side	Map Code	Between	Capacity	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	
Alice St (Street "B")	East	BE01	Easton and Mary	4	4	5	5	5	4	4	4	1	4	3	3	3	4	3	
		BE02	Mary and Albert	9	9	9	9	7	7	5	5	5	4	7	6	5	4	4	
	West	BW01	Easton and Mary	8	5	5	5	5	5	6	6	5	5	4	4	4	4	2	
		BW02	Mary and Albert	10	8	6	7	5	6	6	7	7	7	7	7	8	5	6	
				Total	31	26	25	26	22	22	21	22	18	20	21	20	20	17	15
				Unoccupied		5	6	5	9	9	10	9	13	11	10	11	11	14	16
			Percentage Occupied		84%	81%	84%	71%	71%	68%	71%	58%	65%	68%	65%	65%	55%	48%	

Location	Side	Map Code	Between	Capacity	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900
Cashman St (Street "C")	North	CN01	Hutcheson and Denison	4	4	3	3	3	3	4	3	3	2	4	4	3	3	5
	South	CS02	Hutcheson and Denison	6	6	5	5	4	3	1	1	2	2	3	3	3	3	6
			Total	10	10	8	8	7	6	5	4	5	4	7	7	6	6	11
			Unoccupied		0	2	2	3	4	5	6	5	6	3	3	4	4	-1
			Percentage Occupied		100%	80%	80%	70%	60%	50%	40%	50%	40%	70%	70%	60%	60%	110%

Location	Side	Map Code	Between	Capacity	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900
Cecily St (Street "D")	East	DE01	Joseph and Lilyfield	27	21	20	19	19	18	19	16	16	18	17	19	19	20	16
	West	DW01	Joseph and Lilyfield	21	19	17	19	18	20	19	18	16	18	18	18	18	17	17
				Total	48	40	37	38	37	38	34	32	36	35	37	37	37	33
				Unoccupied		8	11	10	11	10	14	16	12	13	11	11	11	15
				Percentage Occupied		83%	77%	79%	77%	79%	71%	67%	75%	73%	77%	77%	77%	69%

Location	Side	Map Code	Between	Capacity	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900
Denison St (Street "E")	East	EE01	Easton and Mary	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		EE02	Mary and Albert	17	16	14	16	13	11	12	13	11	11	10	9	18	11	13
		EE03	Albert and Cashman	11	10	9	9	10	8	7	7	10	9	9	10	11	9	9

	West	EE04	Cashman and Lilyfield	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		EW01	Easton and Mary	4	4	2	3	3	3	3	3	4	4	3	3	2	0	0
		EW02	Mary and Albert	10	7	7	7	6	7	7	6	6	6	6	7	7	3	3
		EW03	Albert and Cashman	2	2	2	2	2	2	2	2	1	1	1	1	2	2	2
		EW04	Cashman and Lilyfield	2	2	2	2	2	2	2	2	2	2	2	2	2	1	1
	Total			46	41	36	39	36	33	33	33	34	33	31	32	42	26	28
	Unoccupied				5	10	7	10	13	13	13	12	13	15	14	4	20	18
	Percentage Occupied				89%	78%	85%	78%	72%	72%	72%	74%	72%	67%	70%	91%	57%	61%

Location	Side	Map Code	Between	Capacity	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900
Easton St (Street "F")	North	FN01	Alice and Denison	4	5	4	4	4	4	4	4	3	3	3	4	4	5	5
	South	FS01	Alice and Denison	3	3	3	3	3	3	2	2	3	3	3	3	3	3	3
Total				7	8	7	7	7	7	6	6	6	6	6	7	7	8	8
Unoccupied					-1	0	0	0	0	1	1	1	1	1	0	0	-1	-1
Percentage Occupied					114%	100%	100%	100%	100%	86%	86%	86%	86%	86%	100%	100%	114%	114%

Location	Side	Map Code	Between	Capacity	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900
Foucart Ln (Street "G")	East	GE01	Joseph and Lilyfield	0	1	1	1	1	1	1	1	1	1	1	1	1	1	0
	West	GW01	Joseph and Lilyfield	0	2	2	2	2	2	3	2	2	2	3	3	3	3	1
Total				0	3	3	3	3	3	4	3	3	3	4	4	4	4	1
Unoccupied					-3	-3	-3	-3	-3	-4	-3	-3	-3	-4	-4	-4	-4	-1
Percentage Occupied					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Vehicles parked in narrow laneway

Location	Side	Map Code	Between	Capacity	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900
Foucart St (Street "H")	East	HE01	Albert and Lilyfield	12	11	12	12	11	11	11	10	11	11	10	11	12	12	9
	West	HW01	Joseph and Lilyfield	15	14	12	12	13	12	9	8	11	11	12	9	10	10	14
Total				27	25	24	24	24	23	20	18	22	22	22	20	22	22	23

Unoccupied	2	3	3	3	4	7	9	5	5	5	7	5	5	4
Percentage Occupied	93%	89%	89%	89%	85%	74%	67%	81%	81%	81%	74%	81%	81%	85%

Location	Side	Map Code	Between	Capacity	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900
Hutcheson St (Street "I")	East	IE01	Albert and Cashman	2	2	2	2	0	0	1	1	0	0	1	1	0	0	2
		IE02	South of Cashman	5	4	3	3	4	4	3	3	4	4	4	4	3	3	4
	West	IW01	Albert and Cashman	3	2	2	1	3	3	2	2	2	2	2	2	2	2	3
		IW02	South of Cashman	8	5	3	3	5	6	1	1	4	4	5	5	6	5	6
			Total	18	13	10	9	12	13	7	7	10	10	12	12	11	10	15
			Unoccupied		5	8	9	6	5	11	11	8	8	6	6	7	8	3
			Percentage Occupied		72%	56%	50%	67%	72%	39%	39%	56%	56%	67%	67%	61%	56%	83%

Location	Side	Map Code	Between	Capacity	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900
Joseph St (Street "J")	North	JN01	Justin and Justin/Lamb Ln	5	4	5	5	5	5	5	5	5	5	5	5	4	0	0
		JN02	Justin/Lamb Ln and Lamb	4	4	4	4	4	4	4	4	4	4	3	4	4	0	0
		JN03	Lamb and Lamb/Ryan Ln	4	4	3	3	3	3	4	4	3	3	4	4	4	3	3
		JN04	Lamb/Ryan Ln and Ryan	5	4	4	4	4	4	4	4	4	4	3	3	3	1	1
		JN05	Ryan and Ryan/Cecily Ln	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		JN06	Ryan/Cecily Ln and Cecily	5	5	4	4	4	5	5	5	5	3	3	3	3	5	3
		JN07	Cecily and Foucart Ln	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		JN08	Foucart Ln and Foucart St	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	South	JS01	Justin and Justin/Lamb Ln	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		JS02	Justin/Lamb Ln and Lamb	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		JS03	Lamb and Lamb/Ryan Ln	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		JS04	Lamb/Ryan Ln and Ryan	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		JS05	Ryan and Ryan/Cecily Ln	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		JS06	Ryan/Cecily Ln and Cecily	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

		JS07	Cecily and Foucart Ln	5	4	4	3	3	3	4	5	5	4	4	4	4	2	0
		JS08	Foucart Ln and Foucart St	3	3	1	2	2	2	2	2	2	2	2	2	2	2	2
			Total	34	28	25	25	25	26	28	29	28	25	24	25	24	13	9
			Unoccupied		6	9	9	9	8	6	5	6	9	10	9	10	21	25
			Percentage Occupied		82%	74%	74%	74%	76%	82%	85%	82%	74%	71%	74%	71%	38%	26%

Location	Side	Map Code	Between	Capacity	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900
Justin/Lamb Ln (Street "K")	East	KE01	Joseph and Lilyfield	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	West	KW01	Joseph and Lilyfield	0	9	10	10	10	10	10	10	9	9	9	9	8	3	3
			Total	0	9	10	10	10	10	10	10	9	9	9	9	8	3	3
			Unoccupied		-9	-10	-10	-10	-10	-10	-10	-9	-9	-9	-9	-8	-3	-3
			Percentage Occupied		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Location	Side	Map Code	Between	Capacity	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900
Justin St (Street "L")	East	LE01	Joseph and Lilyfield	20	20	19	19	20	21	21	21	20	18	20	17	19	16	16
	West	LW01	Joseph and Lilyfield	17	19	18	19	19	18	18	18	17	17	19	20	18	6	5
			Total	37	39	37	38	39	39	39	39	37	35	39	37	37	22	21
			Unoccupied		-2	0	-1	-2	-2	-2	-2	0	2	-2	0	0	15	16
			Percentage Occupied		105%	100%	103%	105%	105%	105%	105%	100%	95%	105%	100%	100%	59%	57%

Location	Side	Map Code	Between	Capacity	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900
Lamb/Ryan Ln (Street "M")	East	ME01	Joseph and Lilyfield	0	0	0	1	1	1	1	1	1	1	0	0	0	0	0
	West	MW01	Joseph and Lilyfield	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0
			Total	0	0	0	1	1	1	1	1	1	1	1	1	0	0	0
			Unoccupied		0	0	-1	-1	-1	-1	-1	-1	-1	-1	-1	0	0	0
			Percentage Occupied		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Vehicles parked in narrow laneway

Vehicles parked in narrow laneway

Location	Side	Map Code	Between	Capacity	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900
Lamb St (Street "N")	East	NE01	Joseph and Lilyfield	31	30	31	30	29	28	27	25	26	27	32	27	30	20	22
	West	NW01	Joseph and Lilyfield	16	14	16	15	15	14	14	14	15	15	16	17	16	13	12
			Total	47	44	47	45	44	42	41	39	41	42	48	44	46	33	34
			Unoccupied		3	0	2	3	5	6	8	6	5	-1	3	1	14	13
			Percentage Occupied		94%	100%	96%	94%	89%	87%	83%	87%	89%	102%	94%	98%	70%	72%

Location	Side	Map Code	Between	Capacity	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900
Lilyfield Rd (Street "O")	North	ON01	Justin and Justin/Lamb	3	3	2	2	2	1	2	2	2	2	2	3	3	2	2
		ON02	Justin/Lamb and Lamb	4	4	4	2	4	4	4	4	5	5	4	4	4	4	4
		ON03	Lamb and Ryan/Cecily	15	18	17	18	17	17	17	17	17	16	17	17	14	14	14
		ON04	Ryan/Cecily and Cecily	5	5	3	4	4	4	4	3	4	4	4	5	4	2	2
		ON05	Cecily and Foucart Ln	5	5	5	5	5	5	5	5	5	5	5	5	5	3	3
		ON06	Foucart Ln and Foucart St	4	2	2	2	2	2	2	2	2	2	2	2	2	2	2
		ON07	Foucart St and Denison	17	16	17	17	17	17	17	17	17	17	17	17	16	10	10
	South	OS01	Justin and Justin/Lamb	7	1	2	2	1	1	1	2	2	2	2	2	2	1	1
		OS02	Justin/Lamb and Lamb	2	10	10	10	10	10	11	12	12	10	11	11	11	5	6
		OS03	Lamb and Ryan/Cecily	21	20	21	19	20	18	18	18	19	19	19	18	19	18	18
		OS04	Ryan/Cecily and Cecily	7	6	7	7	6	6	6	6	5	6	6	5	6	6	6
		OS05	Cecily and Foucart Ln	7	9	9	9	10	10	10	10	9	9	9	10	8	7	5
		OS06	Foucart Ln and Foucart St	6	7	6	6	6	6	6	6	6	6	6	5	6	5	9
		OS07	Foucart St and Denison	27	31	27	29	28	28	28	27	21	22	24	27	31	22	22
			Total	130	137	132	132	132	129	131	131	126	125	128	131	131	101	104
			Unoccupied		-7	-2	-2	-2	1	-1	-1	4	5	2	-1	-1	29	26
			Percentage Occupied		105%	102%	102%	102%	99%	101%	101%	97%	96%	98%	101%	101%	78%	80%

Vehicles parked behind barriers

Location	Side	Map Code	Between	Capacity	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900
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Mary St (Street "P")	North	PN01	Alice and Denison	3	2	2	2	1	1	1	2	2	2	2	2	2	0	0
	South	PS01	Alice and Denison	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
			Total	7	2	2	2	1	1	1	2	2	2	2	2	2	0	0
			Unoccupied		5	5	5	6	6	6	5	5	5	5	5	5	7	7
			Percentage Occupied		29%	29%	29%	14%	14%	14%	29%	29%	29%	29%	29%	29%	0%	0%

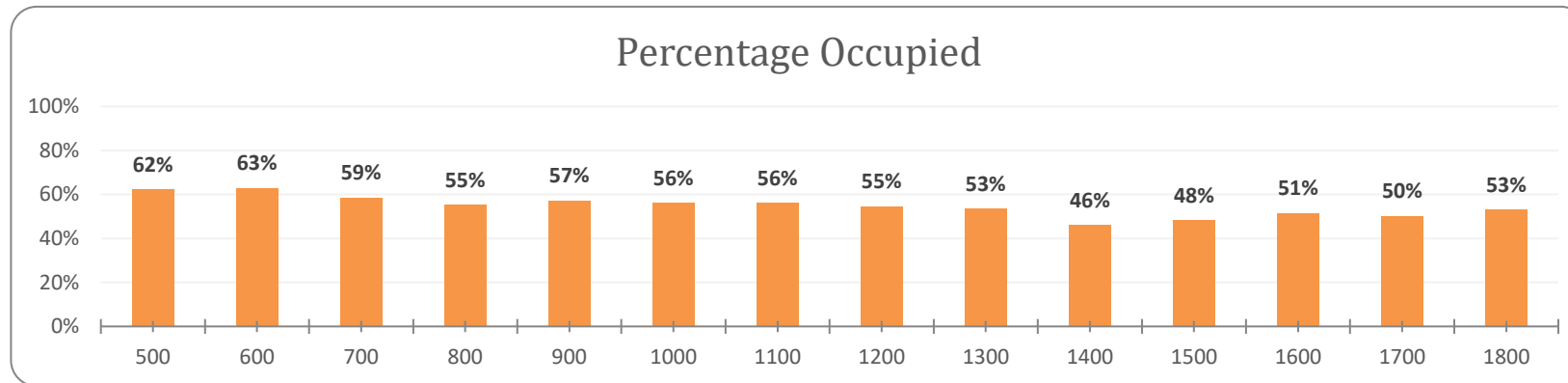
Location	Side	Map Code	Between	Capacity	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900
Ryan & Cecily Ln (Street "Q")	East	QE01	Joseph and Lilyfield	0	4	3	3	3	2	2	2	2	2	2	2	2	3	2
	West	QW01	Joseph and Lilyfield	0	2	3	3	3	2	3	3	3	3	3	3	3	2	0
			Total	0	6	6	6	6	4	5	5	5	5	5	5	5	5	2
			Unoccupied		-6	-6	-6	-6	-4	-5	-5	-5	-5	-5	-5	-5	-5	-2
			Percentage Occupied		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Vehicles parked in narrow laneway

Location	Side	Map Code	Between	Capacity	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900
Ryan St (Street "R")	East	RE01	Joseph and Lilyfield	18	17	19	18	19	19	17	17	16	14	15	16	17	7	7
	West	RW01	Joseph and Lilyfield	36	38	40	38	33	33	36	38	34	31	31	32	33	32	33
			Total	54	55	59	56	52	52	53	55	50	45	46	48	50	39	40
			Unoccupied		-1	-5	-2	2	2	1	-1	4	9	8	6	4	15	14
			Percentage Occupied		102%	109%	104%	96%	96%	98%	102%	93%	83%	85%	89%	93%	72%	74%

Survey results Saturday 27 November 2021

Total Area Capacity	Capacity	500	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800
	507	316	319	297	281	290	285	285	277	271	233	244	261	255	269
Unoccupied		191	188	210	226	217	222	222	230	236	274	263	246	252	238
Percentage Occupied		62%	63%	59%	55%	57%	56%	56%	55%	53%	46%	48%	51%	50%	53%



Location	Side	Map Code	Between	Capacity	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900
Albert St (Street "A")	North	AN01	Foucart and Hutcheson	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		AN02	Hutcheson and Alice	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		AN03	Alice and Denison	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	South	AS01	Foucart and Hutcheson	4	3	3	3	3	2	2	2	3	3	3	3	3	3	3
		AS02	Hutcheson and Alice	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
		AS03	Alice and Denison	5	3	2	2	2	2	2	3	3	3	3	3	3	3	4
	Total			11	8	7	7	7	6	6	7	8	8	8	8	8	8	9
	Unoccupied				3	4	4	4	5	5	4	3	3	3	3	3	3	2
	Percentage Occupied				73%	64%	64%	64%	55%	55%	64%	73%	73%	73%	73%	73%	73%	82%

Location	Side	Map Code	Between	Capacity	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	
Alice St (Street "B")	East	BE01	Easton and Mary	4	2	2	2	3	2	2	3	3	1	0	3	3	3	2	
		BE02	Mary and Albert	9	6	6	4	5	2	4	6	6	5	5	6	4	4	5	
	West	BW01	Easton and Mary	8	4	4	3	3	3	3	3	2	2	2	2	1	1	1	
		BW02	Mary and Albert	10	6	6	6	5	4	2	7	7	7	7	4	5	6	6	
				Total	31	18	18	15	16	11	11	19	18	15	14	15	13	14	14
				Unoccupied		13	13	16	15	20	20	12	13	16	17	16	18	17	17
			Percentage Occupied		58%	58%	48%	52%	35%	35%	61%	58%	48%	45%	48%	42%	45%	45%	

Location	Side	Map Code	Between	Capacity	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900
Cashman St (Street "C")	North	CN01	Hutcheson and Denison	4	3	3	3	3	2	2	3	2	2	2	2	3	3	3
	South	CS02	Hutcheson and Denison	6	6	6	6	4	4	4	5	3	3	3	3	5	5	5
				Total	10	9	9	9	7	6	8	5	5	5	5	8	8	8
				Unoccupied		1	1	1	3	4	2	5	5	5	5	2	2	2
				Percentage Occupied		90%	90%	90%	70%	60%	60%	80%	50%	50%	50%	80%	80%	80%

Location	Side	Map Code	Between	Capacity	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900
Cecily St (Street "D")	East	DE01	Joseph and Lilyfield	27	15	15	13	13	14	15	15	15	13	12	15	16	14	17
	West	DW01	Joseph and Lilyfield	21	17	17	15	16	13	11	10	10	10	8	8	8	13	12
			Total	48	32	32	28	29	27	26	25	25	23	20	23	24	27	29
			Unoccupied		16	16	20	19	21	22	23	23	25	28	25	24	21	19
			Percentage Occupied		67%	67%	58%	60%	56%	54%	52%	52%	48%	42%	48%	50%	56%	60%

Location	Side	Map Code	Between	Capacity	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900
Denison St (Street "E")	East	EE01	Easton and Mary	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		EE02	Mary and Albert	17	3	4	10	10	8	6	13	11	11	7	4	4	3	4
		EE03	Albert and Cashman	11	3	3	2	2	8	9	10	10	9	6	3	3	3	4

		EE04	Cashman and Lilyfield	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	West	EW01	Easton and Mary	4	0	0	0	0	0	0	0	1	0	2	1	1	1	1
		EW02	Mary and Albert	10	2	2	0	0	1	1	2	2	2	2	2	2	1	1
		EW03	Albert and Cashman	2	2	2	2	2	1	1	2	2	1	1	1	1	1	1
		EW04	Cashman and Lilyfield	2	1	1	0	0	0	0	0	0	0	0	0	0	1	1
			Total	46	11	12	14	14	18	17	27	26	23	18	11	11	10	12
			Unoccupied		35	34	32	32	28	29	19	20	23	28	35	35	36	34
			Percentage Occupied		24%	26%	30%	30%	39%	37%	59%	57%	50%	39%	24%	24%	22%	26%

Location	Side	Map Code	Between	Capacity	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900
Easton St (Street "F")	North	FN01	Alice and Denison	4	3	3	3	3	3	3	3	3	3	3	3	4	4	5
	South	FS01	Alice and Denison	3	3	3	2	2	2	2	3	3	3	3	3	2	2	4
Total				7	6	6	5	5	5	5	6	6	6	6	6	6	6	9
Unoccupied					1	1	2	2	2	2	1	1	1	1	1	1	1	-2
Percentage Occupied					86%	86%	71%	71%	71%	71%	86%	86%	86%	86%	86%	86%	86%	129%

Location	Side	Map Code	Between	Capacity	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900
Foucart Ln (Street "G")	East	GE01	Joseph and Lilyfield	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	West	GW01	Joseph and Lilyfield	0	1	1	1	1	1	1	1	2	2	2	2	2	1	1
Total				0	1	1	1	1	1	1	1	2	2	2	2	2	1	1
Unoccupied					-1	-1	-1	-1	-1	-1	-1	-2	-2	-2	-2	-2	-1	-1
Percentage Occupied					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Vehicles parked in narrow laneway

Location	Side	Map Code	Between	Capacity	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900
Foucart St (Street "H")	East	HE01	Albert and Lilyfield	12	12	11	10	8	13	8	7	12	12	11	12	9	9	8
	West	HW01	Joseph and Lilyfield	15	11	11	8	8	13	10	8	10	10	9	10	11	10	9
Total				27	23	22	18	16	26	18	15	22	22	20	22	20	19	17

Unoccupied	4	5	9	11	1	9	12	5	5	7	5	7	8	10
Percentage Occupied	85%	81%	67%	59%	96%	67%	56%	81%	81%	74%	81%	74%	70%	63%

Location	Side	Map Code	Between	Capacity	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	
Hutcheson St (Street "I")	East	IE01	Albert and Cashman	2	2	2	2	2	2	2	2	2	1	2	2	2	2	2	
		IE02	South of Cashman	5	5	5	3	3	5	5	5	3	3	3	3	5	5	6	
	West	IW01	Albert and Cashman	3	2	2	2	2	3	3	3	3	4	3	2	3	3	3	
		IW02	South of Cashman	8	5	5	5	5	2	2	4	4	5	4	4	6	5	7	
				Total	18	14	14	12	12	12	12	14	12	13	12	11	16	15	18
				Unoccupied		4	4	6	6	6	6	4	6	5	6	7	2	3	0
			Percentage Occupied		78%	78%	67%	67%	67%	67%	78%	67%	72%	67%	61%	89%	83%	100%	

Location	Side	Map Code	Between	Capacity	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900
Joseph St (Street "J")	North	JN01	Justin and Justin/Lamb Ln	5	2	0	2	2	2	2	2	0	0	0	0	0	0	0
		JN02	Justin/Lamb Ln and Lamb	4	0	0	1	0	0	0	0	0	0	1	1	2	3	2
		JN03	Lamb and Lamb/Ryan Ln	4	3	3	1	1	2	2	1	4	4	4	4	4	3	2
		JN04	Lamb/Ryan Ln and Ryan	5	1	1	2	2	2	2	1	1	1	1	1	2	2	1
		JN05	Ryan and Ryan/Cecily Ln	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		JN06	Ryan/Cecily Ln and Cecily	5	3	4	4	4	4	4	3	4	4	4	4	4	4	4
		JN07	Cecily and Foucart Ln	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		JN08	Foucart Ln and Foucart St	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	South	JS01	Justin and Justin/Lamb Ln	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		JS02	Justin/Lamb Ln and Lamb	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		JS03	Lamb and Lamb/Ryan Ln	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
		JS04	Lamb/Ryan Ln and Ryan	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		JS05	Ryan and Ryan/Cecily Ln	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		JS06	Ryan/Cecily Ln and Cecily	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

		JS07	Cecily and Foucart Ln	5	3	3	3	3	2	1	1	1	1	1	3	0	0	2
		JS08	Foucart Ln and Foucart St	3	2	2	2	2	1	2	2	0	3	2	2	2	1	1
			Total	34	14	13	15	14	13	13	10	10	13	13	16	14	13	12
			Unoccupied		20	21	19	20	21	21	24	24	21	21	18	20	21	22
			Percentage Occupied		41%	38%	44%	41%	38%	38%	29%	29%	38%	38%	47%	41%	38%	35%

Location	Side	Map Code	Between	Capacity	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900
Justin/Lamb Ln (Street "K")	East	KE01	Joseph and Lilyfield	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	West	KW01	Joseph and Lilyfield	0	3	3	2	2	2	2	2	3	2	2	3	3	3	3
			Total	0	3	3	2	2	2	2	2	3	2	2	3	3	3	3
			Unoccupied		-3	-3	-2	-2	-2	-2	-2	-3	-2	-2	-3	-3	-3	-3
			Percentage Occupied		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Location	Side	Map Code	Between	Capacity	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900
Justin St (Street "L")	East	LE01	Joseph and Lilyfield	20	13	11	7	9	13	13	12	9	12	7	13	14	11	13
	West	LW01	Joseph and Lilyfield	17	11	9	11	12	11	11	9	8	9	7	9	9	10	10
			Total	37	24	20	18	21	24	24	21	17	21	14	22	23	21	23
			Unoccupied		13	17	19	16	13	13	16	20	16	23	15	14	16	14
			Percentage Occupied		65%	54%	49%	57%	65%	65%	57%	46%	57%	38%	59%	62%	57%	62%

Location	Side	Map Code	Between	Capacity	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900
Lamb/Ryan Ln (Street "M")	East	ME01	Joseph and Lilyfield	0	0	0	1	1	1	2	1	1	1	0	0	0	0	0
	West	MW01	Joseph and Lilyfield	0	0	0	0	0	2	2	2	2	2	1	0	0	0	0
			Total	0	0	0	1	1	3	4	3	3	3	1	0	0	0	0
			Unoccupied		0	0	-1	-1	-3	-4	-3	-3	-3	-1	0	0	0	0
			Percentage Occupied		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Vehicles parked in narrow laneway

Vehicles parked in narrow laneway

Location	Side	Map Code	Between	Capacity	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900
Lamb St (Street "N")	East	NE01	Joseph and Lilyfield	31	26	26	26	19	19	19	18	21	21	20	20	23	24	23
	West	NW01	Joseph and Lilyfield	16	11	13	13	13	12	11	12	8	10	8	11	15	11	15
			Total	47	37	39	39	32	31	30	30	29	31	28	31	38	35	38
			Unoccupied		10	8	8	15	16	17	17	18	16	19	16	9	12	9
			Percentage Occupied		79%	83%	83%	68%	66%	64%	64%	62%	66%	60%	66%	81%	74%	81%

Location	Side	Map Code	Between	Capacity	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900
Lilyfield Rd (Street "O")	North	ON01	Justin and Justin/Lamb	3	2	2	2	2	2	2	2	2	2	2	2	2	2	2
		ON02	Justin/Lamb and Lamb	4	4	4	4	4	3	3	3	3	3	1	1	1	1	1
		ON03	Lamb and Ryan/Cecily	15	15	15	16	16	16	16	13	12	10	10	10	10	8	8
		ON04	Ryan/Cecily and Cecily	5	2	2	2	2	2	2	2	2	2	0	0	0	0	0
		ON05	Cecily and Foucart Ln	5	3	3	2	4	3	3	3	3	2	0	0	1	1	1
		ON06	Foucart Ln and Foucart St	4	2	2	2	1	1	2	1	1	1	1	1	2	2	2
		ON07	Foucart St and Denison	17	8	8	8	8	8	8	5	5	5	4	4	4	3	3
	South	OS01	Justin and Justin/Lamb	7	2	2	2	2	0	5	5	1	1	1	1	1	1	1
		OS02	Justin/Lamb and Lamb	2	0	0	0	0	0	2	2	1	0	0	0	0	0	0
		OS03	Lamb and Ryan/Cecily	21	9	15	6	6	8	7	7	6	7	7	7	7	6	6
		OS04	Ryan/Cecily and Cecily	7	5	5	7	5	4	5	4	4	4	3	2	2	2	2
		OS05	Cecily and Foucart Ln	7	8	7	6	6	7	6	6	5	5	5	5	5	4	4
		OS06	Foucart Ln and Foucart St	6	6	6	6	4	5	5	4	4	4	4	3	4	3	3
		OS07	Foucart St and Denison	27	12	13	13	9	7	6	4	4	4	4	4	3	3	4
			Total	130	78	84	76	69	66	72	61	53	50	42	40	42	36	37
			Unoccupied		52	46	54	61	64	58	69	77	80	88	90	88	94	93
			Percentage Occupied		60%	65%	58%	53%	51%	55%	47%	41%	38%	32%	31%	32%	28%	28%

Vehicles parked behind barriers

Location	Side	Map Code	Between	Capacity	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900
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Mary St (Street "P")	North	PN01	Alice and Denison	3	1	1	1	1	0	0	0	0	1	1	1	2	2	2
	South	PS01	Alice and Denison	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
			Total	7	1	1	1	1	0	0	0	0	1	1	1	2	2	2
			Unoccupied		6	6	6	6	7	7	7	7	6	6	6	5	5	5
			Percentage Occupied		14%	14%	14%	14%	0%	0%	0%	0%	14%	14%	14%	29%	29%	29%

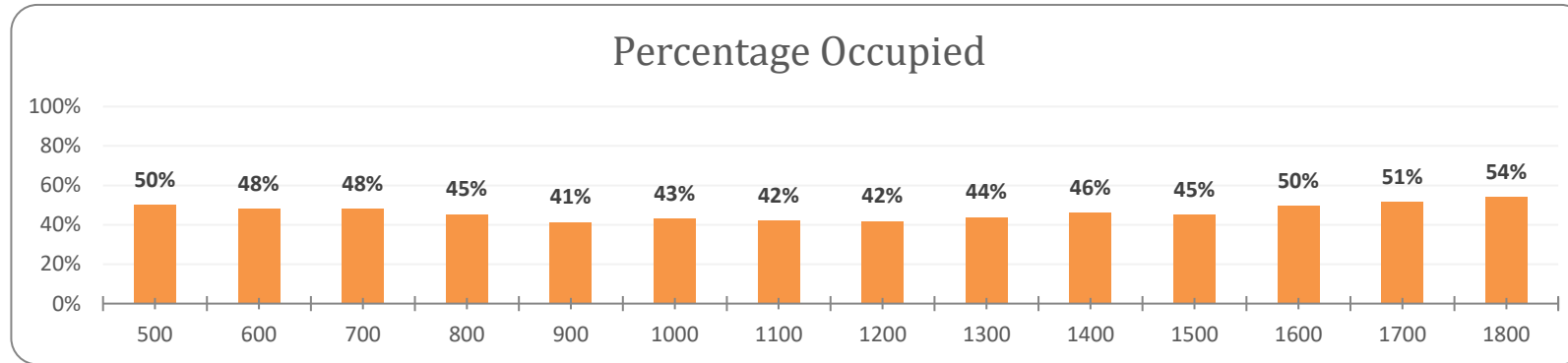
Location	Side	Map Code	Between	Capacity	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900
Ryan & Cecily Ln (Street "Q")	East	QE01	Joseph and Lilyfield	0	1	1	0	0	1	1	1	1	2	1	1	0	1	1
	West	QW01	Joseph and Lilyfield	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
			Total	0	1	1	0	0	1	1	1	1	2	1	1	0	1	1
			Unoccupied		-1	-1	0	0	-1	-1	-1	-1	-2	-1	-1	0	-1	-1
			Percentage Occupied		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Vehicles parked in narrow laneway

Location	Side	Map Code	Between	Capacity	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900
Ryan St (Street "R")	East	RE01	Joseph and Lilyfield	18	13	11	9	7	11	11	11	11	8	5	8	7	9	9
	West	RW01	Joseph and Lilyfield	36	23	26	27	27	27	26	24	26	23	21	19	24	27	27
			Total	54	36	37	36	34	38	37	35	37	31	26	27	31	36	36
			Unoccupied		18	17	18	20	16	17	19	17	23	28	27	23	18	18
			Percentage Occupied		67%	69%	67%	63%	70%	69%	65%	69%	57%	48%	50%	57%	67%	67%

Survey results Sunday 28 November 2021

Total Area Capacity	Capacity	500	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800
	507	254	243	244	230	210	219	214	212	222	233	229	251	261	275
Unoccupied		253	264	263	277	297	288	293	295	285	274	278	256	246	232
Percentage Occupied		50%	48%	48%	45%	41%	43%	42%	42%	44%	46%	45%	50%	51%	54%



Location	Side	Map Code	Between	Capacity	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900
Albert St (Street "A")	North	AN01	Foucart and Hutcheson	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		AN02	Hutcheson and Alice	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		AN03	Alice and Denison	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	South	AS01	Foucart and Hutcheson	4	3	3	3	3	3	3	3	3	3	3	2	3	3	3
		AS02	Hutcheson and Alice	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
		AS03	Alice and Denison	5	3	3	4	4	5	5	5	5	5	4	3	3	3	4
	Total			11	8	8	9	9	10	10	10	10	10	9	7	8	8	9
	Unoccupied				3	3	2	2	1	1	1	1	1	2	4	3	3	2
	Percentage Occupied				73%	73%	82%	82%	91%	91%	91%	91%	91%	82%	64%	73%	73%	82%

Location	Side	Map Code	Between	Capacity	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900
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Alice St (Street "B")	East	BE01	Easton and Mary	4	2	2	2	2	2	0	0	1	1	1	2	2	4	4
		BE02	Mary and Albert	9	5	4	4	4	4	4	4	4	4	4	5	4	3	3
	West	BW01	Easton and Mary	8	2	2	2	2	1	2	2	2	2	4	2	2	2	2
		BW02	Mary and Albert	10	6	6	6	7	6	6	6	6	6	7	8	6	6	6
			Total	31	15	14	14	15	13	12	12	13	13	16	17	14	15	15
			Unoccupied			16	17	17	16	18	19	19	18	18	15	14	17	16
		Percentage Occupied			48%	45%	45%	48%	42%	39%	39%	42%	42%	52%	55%	45%	48%	48%

Location	Side	Map Code	Between	Capacity	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900
Cashman St (Street "C")	North	CN01	Hutcheson and Denison	4	3	3	3	4	4	4	3	2	3	2	3	4	4	4
	South	CS02	Hutcheson and Denison	6	6	4	4	4	4	2	2	2	3	4	4	5	5	5
			Total	10	9	7	7	8	8	6	5	4	6	6	7	9	9	9
			Unoccupied		1	3	3	2	2	4	5	6	4	4	3	1	1	1
			Percentage Occupied		90%	70%	70%	80%	80%	60%	50%	40%	60%	60%	70%	90%	90%	90%

Location	Side	Map Code	Between	Capacity	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	
Cecily St (Street "D")	East	DE01	Joseph and Lilyfield	27	13	14	16	13	13	13	12	8	12	14	14	17	15	16	
	West	DW01	Joseph and Lilyfield	21	14	14	11	7	5	7	12	12	10	17	15	15	14	15	
			Total	48	27	28	27	20	18	20	24	20	22	31	29	32	29	31	
			Unoccupied			21	20	21	28	30	28	24	28	26	17	19	16	19	17
			Percentage Occupied			56%	58%	56%	42%	38%	42%	50%	42%	46%	65%	60%	67%	60%	65%

Location	Side	Map Code	Between	Capacity	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900
Denison St (Street "E")	East	EE01	Easton and Mary	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		EE02	Mary and Albert	17	3	3	3	4	4	4	4	4	5	4	4	3	3	3
		EE03	Albert and Cashman	11	4	3	3	2	2	2	2	2	2	1	1	1	2	3
		EE04	Cashman and Lilyfield	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	West	EW01	Easton and Mary	4	1	1	1	1	2	2	2	1	1	1	1	1	1	
		EW02	Mary and Albert	10	1	1	1	1	1	1	1	2	2	2	0	0	0	0
		EW03	Albert and Cashman	2	1	1	1	1	2	2	2	2	2	2	2	2	2	2
		EW04	Cashman and Lilyfield	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1
			Total	46	11	10	10	10	12	12	12	12	13	11	9	8	9	10
			Unoccupied		35	36	36	36	34	34	34	34	33	35	37	38	37	36
			Percentage Occupied		24%	22%	22%	22%	26%	26%	26%	26%	28%	24%	20%	17%	20%	22%

Location	Side	Map Code	Between	Capacity	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900
Easton St (Street "F")	North	FN01	Alice and Denison	4	4	5	5	3	3	3	4	4	4	4	4	4	4	4
	South	FS01	Alice and Denison	3	3	2	2	1	1	0	0	0	0	0	2	2	3	2
				Total	7	7	7	4	4	3	4	4	4	4	6	6	7	6
				Unoccupied	0	0	0	3	3	4	3	3	3	3	1	1	0	1
				Percentage Occupied	100%	100%	100%	57%	57%	43%	57%	57%	57%	57%	86%	86%	100%	86%

Location	Side	Map Code	Between	Capacity	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900
Foucart Ln (Street "G")	East	GE01	Joseph and Lilyfield	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	West	GW01	Joseph and Lilyfield	0	1	1	1	2	1	1	1	1	1	1	1	1	1	1
				Total	0	1	1	1	2	1	1	1	1	1	1	1	1	1
				Unoccupied	-1	-1	-1	-2	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1
				Percentage Occupied	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Vehicles parked in narrow laneway

Location	Side	Map Code	Between	Capacity	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900
Foucart St (Street "H")	East	HE01	Albert and Lilyfield	12	9	10	10	10	8	8	8	9	10	9	9	10	9	10
	West	HW01	Joseph and Lilyfield	15	10	8	9	7	7	9	11	11	11	10	12	12	12	13
				Total	27	19	18	19	17	15	17	19	20	21	19	22	21	23
				Unoccupied	8	9	8	10	12	10	8	7	6	8	6	5	6	4

Percentage Occupied	70%	67%	70%	63%	56%	63%	70%	74%	78%	70%	78%	81%	78%	85%
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Location	Side	Map Code	Between	Capacity	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	
Hutcheson St (Street "I")	East	IE01	Albert and Cashman	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
		IE02	South of Cashman	5	4	6	6	6	4	4	4	3	3	3	3	3	3	3	
	West	IW01	Albert and Cashman	3	3	3	3	2	2	3	4	3	4	4	4	3	3	3	
		IW02	South of Cashman	8	5	6	6	6	5	4	2	5	5	6	6	6	6	6	
				Total	18	14	17	17	16	13	13	12	13	14	15	15	14	14	14
				Unoccupied		4	1	1	2	5	5	6	5	4	3	3	4	4	4
			Percentage Occupied		78%	94%	94%	89%	72%	72%	67%	72%	78%	83%	83%	78%	78%	78%	

Location	Side	Map Code	Between	Capacity	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900
Joseph St (Street "J")	North	JN01	Justin and Justin/Lamb Ln	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		JN02	Justin/Lamb Ln and Lamb	4	2	2	2	0	0	0	0	0	0	0	0	0	0	0
		JN03	Lamb and Lamb/Ryan Ln	4	3	3	3	3	0	0	0	3	0	3	3	2	2	2
		JN04	Lamb/Ryan Ln and Ryan	5	1	1	1	1	3	2	2	1	2	1	1	1	1	1
		JN05	Ryan and Ryan/Cecily Ln	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		JN06	Ryan/Cecily Ln and Cecily	5	4	4	4	4	3	3	3	3	4	4	4	4	5	5
		JN07	Cecily and Foucart Ln	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		JN08	Foucart Ln and Foucart St	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	South	JS01	Justin and Justin/Lamb Ln	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		JS02	Justin/Lamb Ln and Lamb	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		JS03	Lamb and Lamb/Ryan Ln	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		JS04	Lamb/Ryan Ln and Ryan	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		JS05	Ryan and Ryan/Cecily Ln	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		JS06	Ryan/Cecily Ln and Cecily	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		JS07	Cecily and Foucart Ln	5	2	2	1	2	2	1	1	1	1	1	0	0	0	0

		JS08	Foucart Ln and Foucart St	3	3	3	3	0	2	2	0	2	2	2	2	2	2	2
			Total	34	15	15	14	10	10	8	6	10	9	11	10	9	10	10
			Unoccupied		19	19	20	24	24	26	28	24	25	23	24	25	24	24
			Percentage Occupied		44%	44%	41%	29%	29%	24%	18%	29%	26%	32%	29%	26%	29%	29%

Location	Side	Map Code	Between	Capacity	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900
Justin/Lamb Ln (Street "K")	East	KE01	Joseph and Lilyfield	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	West	KW01	Joseph and Lilyfield	0	2	2	2	2	2	2	2	2	2	2	2	2	2	2
			Total	0	2	2	2	2	2	2	2	2	2	2	2	2	2	2
			Unoccupied		-2	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2
			Percentage Occupied		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Location	Side	Map Code	Between	Capacity	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900
Justin St (Street "L")	East	LE01	Joseph and Lilyfield	20	13	8	8	9	6	12	12	10	13	13	14	13	13	13
	West	LW01	Joseph and Lilyfield	17	9	6	10	12	4	7	4	7	6	6	4	7	8	9
			Total	37	22	14	18	21	10	19	16	17	19	19	18	20	21	22
			Unoccupied		15	23	19	16	27	18	21	20	18	18	19	17	16	15
			Percentage Occupied		59%	38%	49%	57%	27%	51%	43%	46%	51%	51%	49%	54%	57%	59%

Location	Side	Map Code	Between	Capacity	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900
Lamb/Ryan Ln (Street "M")	East	ME01	Joseph and Lilyfield	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0
	West	MW01	Joseph and Lilyfield	0	0	0	0	0	0	1	1	1	1	0	0	0	0	0
			Total	0	0	0	0	0	0	2	2	1	1	0	0	0	0	0
			Unoccupied		0	0	0	0	0	-2	-2	-1	-1	0	0	0	0	0
			Percentage Occupied		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Vehicles parked in narrow laneway

Vehicles parked in narrow laneway

Location	Side	Map Code	Between	Capacity	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900
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Lamb St (Street "N")	East	NE01	Joseph and Lilyfield	31	25	23	22	20	20	23	22	21	20	24	21	22	24	27
	West	NW01	Joseph and Lilyfield	16	11	10	10	12	10	8	9	10	12	12	14	15	13	13
				Total	47	36	33	32	32	30	31	31	32	36	35	37	37	40
				Unoccupied	11	14	15	15	17	16	16	16	15	11	12	10	10	7
				Percentage Occupied	77%	70%	68%	68%	64%	66%	66%	66%	68%	77%	74%	79%	79%	85%

Location	Side	Map Code	Between	Capacity	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	
Lilyfield Rd (Street "O")	North	ON01	Justin and Justin/Lamb	3	2	2	1	1	1	1	1	1	1	1	1	1	2	2	
		ON02	Justin/Lamb and Lamb	4	2	1	2	2	2	2	3	2	2	2	2	2	2	2	
		ON03	Lamb and Ryan/Cecily	15	12	10	10	9	11	10	10	9	9	10	9	9	10	9	
		ON04	Ryan/Cecily and Cecily	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		ON05	Cecily and Foucart Ln	5	0	0	0	0	0	0	0	0	0	0	0	1	1	1	
		ON06	Foucart Ln and Foucart St	4	2	1	1	1	1	2	2	2	2	2	2	2	2	2	
		ON07	Foucart St and Denison	17	3	4	4	4	3	3	3	3	4	4	4	5	4	5	
	South	OS01	Justin and Justin/Lamb	7	0	1	1	1	1	1	1	1	1	1	0	1	0	1	1
		OS02	Justin/Lamb and Lamb	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		OS03	Lamb and Ryan/Cecily	21	6	6	6	5	5	3	1	1	1	2	2	3	3	3	
		OS04	Ryan/Cecily and Cecily	7	1	1	1	1	1	1	1	1	1	2	1	1	1	1	
		OS05	Cecily and Foucart Ln	7	2	2	2	2	2	2	2	2	2	2	2	3	4	4	
		OS06	Foucart Ln and Foucart St	6		1	1	0	0	0	0	0	0	0	0	6	6	6	
		OS07	Foucart St and Denison	27	2	5	5	5	5	5	4	4	4	4	8	9	10	10	
			Total	130	32	34	34	31	32	30	28	26	27	29	32	42	46	46	
			Unoccupied		98	96	96	99	98	100	102	104	103	101	98	88	84	84	
			Percentage Occupied		25%	26%	26%	24%	25%	23%	22%	20%	21%	22%	25%	32%	35%	35%	

Location	Side	Map Code	Between	Capacity	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900
	North	PN01	Alice and Denison	3	2	2	2	2	2	2	0	0	0	0	0	1	1	1

Mary St (Street "P")	South	PS01	Alice and Denison	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
			Total	7	2	2	2	2	2	2	0	0	0	0	0	1	1	1
			Unoccupied		5	5	5	5	5	5	7	7	7	7	7	6	6	6
			Percentage Occupied		29%	29%	29%	29%	29%	29%	0%	0%	0%	0%	0%	14%	14%	14%

Location	Side	Map Code	Between	Capacity	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900
Ryan & Cecily Ln (Street "Q")	East	QE01	Joseph and Lilyfield	0	0	0	0	0	0	0	1	1	1	1	1	0	0	0
	West	QW01	Joseph and Lilyfield	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
			Total	0	0	0	0	0	0	0	1	1	1	1	1	0	0	0
			Unoccupied		0	0	0	0	0	0	-1	-1	-1	-1	-1	0	0	0
			Percentage Occupied		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Vehicles parked in narrow laneway

Location	Side	Map Code	Between	Capacity	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900
Ryan St (Street "R")	East	RE01	Joseph and Lilyfield	18	9	9	8	8	9	8	6	6	7	4	3	7	9	13
	West	RW01	Joseph and Lilyfield	36	25	24	23	23	21	23	23	21	20	19	16	19	22	23
			Total	54	34	33	31	31	30	31	29	27	27	23	19	26	31	36
			Unoccupied		20	21	23	23	24	23	25	27	27	31	35	28	23	18
			Percentage Occupied		63%	61%	57%	57%	56%	57%	54%	50%	50%	43%	35%	48%	57%	67%