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Sydney Metro
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16 August 2022

Subject: Clyde/ Rosehill Site Establishment Construction Parking and Access Strategy for Sydney Metro West – Western Tunnelling Package (Condition D92 of SSI-10038)

Dear Mr Armstrong

I refer to your submission dated 27 June 2022, requesting approval of the Clyde/ Rosehill Site Establishment Construction Parking and Access Strategy (Rev C, dated 7 July 2022). I also acknowledge your response to the Department's review comments and requests for additional information.

I note the Clyde/ Rosehill Site Establishment Construction Parking and Access Strategy:

- Has been prepared in consultation with TfNSW, Customer Journey Planning, and Parramatta City Council;
- Has been reviewed by Sydney Metro and no issues have been raised with the Department; and
- Contains the information required by the conditions of approval.

As nominee of the Planning Secretary, I approve the Clyde/ Rosehill Site Establishment Construction Parking and Access Strategy (Rev C, dated 7 July 2022) under Condition D92.

You are reminded that if there is any inconsistency between the approved document and the conditions of approval, then the requirements of the conditions of approval prevail.

Please ensure you make the document and this approval letter publicly available on the project website, and incorporate the document in the approved Construction Traffic Management Plan.

If you wish to discuss the matter further, please contact [REDACTED] [REDACTED] at

[REDACTED]

Yours sincerely

A handwritten signature in black ink, appearing to read "D Crinnion". The signature is written in a cursive style with a large initial "D" and a smaller "C".

Dominic Crinnion
Acting Director
Infrastructure Management

As nominee of the Planning Secretary

CONSTRUCTION PARKING AND ACCESS STRATEGY



Sydney Metro West – Western Tunnelling Package
Clyde/ Rosehill Site Establishment

ISSUE DATE: 28 JULY 2022

Document Details

Document Title	Clyde/ Rosehill Construction Parking and Access Strategy
Project Name	Sydney Metro West – Western Tunnelling Package
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Document Authorisation

Action Type	Position	Name	Signature	Date Signed
Prepared by	Traffic Manager	S Lewis		7 July 2022
Reviewed by	Construction Manager	J Gadallah		27 July 2022
I hereby confirm this activity and all associated work, have been appropriately planned and the relevant resources are available to conduct the work in accordance with the agreed method. I hereby approve this activity to commence, as the stated controls applications are the most appropriate and are in accordance with the Risk Matrix.				
Approved by	Deputy Project Director	S Hussey		27 July 2022

NOTES:

Once all signatures have been obtained, the Document Author is responsible for ensuring the signed and approved hard and soft copies are uploaded on to the project share drive or passed to the Responsible Person for filing.

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1 EXECUTIVE SUMMARY

Parking accumulation surveys were undertaken in February 2022 in the Clyde Rosehill area including a special event day at Rosehill Gardens Racecourse. The surveys were undertaken every hour between the hours of 7AM through to 5PM daily, covering the required times as nominated in the Ministerial Condition of Approval D91, these being peak hours, off peak hours, school drop off and pick up times, weekend periods and during special events.

The surveys undertaken confirmed that there are 893 spaces available within the survey area. The average weekday occupancy showed that 548 spaces were available for use and that the maximum occupancy still provided 466 spaces available.

The weekday surveys showed that the highest occupancy rates were on streets closest to Parramatta Road with average occupancy rates along the main streets affected by the site establishment works ranging from 7% to 51% and maximum occupancy rates ranging from 9% to 64%. The weekend and special event occupancy surveys showed as lower occupancy than that occurring on weekdays.

For the weekend, the average occupancy rate provided for 687 spaces whilst the maximum occupancy provided for 639 spaces. During the special event (race day at Rosehill Gardens Racecourse) the average occupancy showed that 700 spaces were available for use with a maximum occupancy providing for 636 spaces available.

During the site establishment works, utility investigations and works will be required on the surrounding network. The works will occupy 150m length of road, which approximates 25 car parking spaces. As these works will occur sequentially, the temporary loss of 25 spaces will have a negligible impact on parking availability.

The utility service connection works will occur in the areas where the lowest occupancy rates occur, specifically Unwin Street and Shirley Street with average weekday occupancy rates of 9% on each road, maximum weekday occupancy rates of 12% and 13% respectively and weekend average occupancy rates of 9% and 4%, maximum occupancy rates of 10% and 4% respectively.

In summary, the available parking stock in the surrounding road network, can adequately cater for the temporary loss of parking associated with the utility investigation and connection works.

2 INTRODUCTION

2.1 Context

This Construction Parking and Access Strategy (CPAS or Strategy) has been prepared for the Western Tunnelling Package Clyde/ Rosehill construction sites to address the requirements of the Ministerial Conditions of Approval (MCoA), the Sydney Metro West Environmental Impact Assessment (EIS), Revised Environmental Management Measures (REMMs) and all applicable legislation.

2.2 Project scope

Sydney Metro West (SMW) is a new underground railway connecting Greater Parramatta and the Sydney CBD. It will provide fast connections between greater Sydney's two major business centres as well as providing better access to the growing business and entertainment precincts in Olympic Park and Pyrmont, the health and medical research hub at Westmead and the future business and tourism site at The Bays.

SMW is being delivered in a number of packages. The Western Tunnelling Package (WTP) is one package for SMW. It involves 9km of twin railway tunnels between Sydney Olympic Park and Westmead as well as:

- Westmead Station box excavation, including temporary support, stub tunnels, partially mined station cavern and crossover cavern including permanent lining and support
- Parramatta Station, including excavation of station box and associated support
- Clyde Maintenance and Stabling Facility (MSF), including permanent dive structure, portal, spur running tunnels, spur tunnel junction cavern, bulk earthworks, civil structures, utilities corridor, road crossing and creek diversion
- Rosehill Services Facility, including shaft excavation, permanent lining and lateral support
- a precast segment manufacturing facility at Eastern Creek
- demolition and site clearance works.

The entire Sydney Metro West Stage 1 is shown on Figure 2-1.

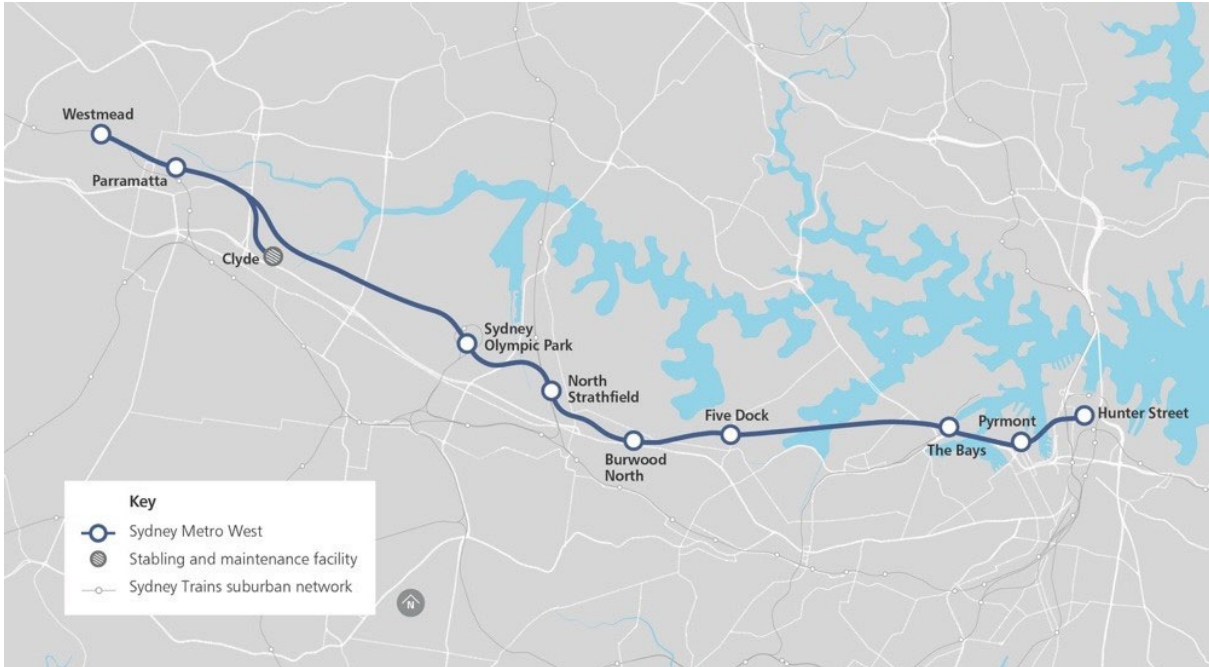


Figure 2-1: Project location

2.3 Scope of the Strategy

The scope of this strategy is to describe how Gamuda Laing O'Rourke consortium (GLC) will mitigate impacts resulting from removal of off and on street parking changes during the site establishment phase of the works. The scope of this Strategy is prescribed by the Ministerial Conditions of Approval, specifically MCoA D91 and applies to the construction sites of Clyde/ Rosehill for the site establishment phase of works. Separate strategies will be provided for the Parramatta and Westmead sites.

2.4 Purpose

The purpose of this Strategy is to identify and mitigate impacts resulting from parking changes during the site establishment phase of the project in the Clyde/ Rosehill area. Further reviews of this Strategy will be provided for the Site Operations phase of works and upon finalisation of the design of Local Area Works.

2.5 Objectives

The objectives of this Strategy are to:

- Determine the existing on and off street parking capacity in the area surrounding the Clyde Rosehill construction sites
- Identify on and off street parking required to be removed as part of the site establishment phase of the Project

- Identify the demand for workforce parking and how this demand could be met to minimise impacts to the surrounding community
- Outline measures to reduce the demand for workforce parking by encouraging the uptake of public transport, carpooling and active transport and
- Describe how monitoring and corrective actions would be implemented to assess the effectiveness of management measures

2.6 Review and distribution

This Strategy will be provided to the City of Parramatta Council for review and will be submitted to the Planning Secretary for approval prior to the commencement of any works associated with the site establishment phase impact existing parking stock.

2.6.1 Update and amendment of this Strategy

Any revisions to this Strategy will be in accordance with process outlined within the CEMP. A copy of the updated Strategy will be distributed to relevant stakeholders in accordance with the approved document control procedure.

3 REQUIREMENTS

3.1 Minister’s Conditions of Approval

The Minister’s Condition of Approval (MCoA) relevant to this Strategy are listed in Table 3-1.

Table 3-1: Minister’s Condition of Approval

MCoA #	Requirement	Where addressed
D90	Vehicles associated with the project workforce (including light vehicles and Heavy Vehicles) must be managed to:	Section 7.3
	a) Minimise parking on public roads	
	b) Minimise idling and queuing on public roads	Section 10.1
	c) Not carry out marshalling of construction vehicles near sensitive land user(s)	Section 10.1
	d) Not block or disrupt access across pedestrian or shared user paths at any time unless alternative access is provided and	Section 7.3
e) Ensure spoil haulage vehicles adhere to the nominated haulage routes identified in the CTMP	Section 10.2	
D91	A Construction Parking and Access Strategy must be prepared to identify and mitigate impacts resulting from on and off street parking changes during construction. The Construction Parking and Access Strategy must include, but not necessarily limited to:	
	a) Achieving the requirements of Condition D90 above	This Strategy
	b) Confirmation and timing of the removal of on and off street parking associated with construction of Stage 1 of the CSSI	Section 7.2
	c) Parking surveys of all parking spaces to be removed or occupied by the project workforce to determine current demand during peak, off peak, school drop off and pick up, weekend periods and during special events	Appendix A
	d) Consultation with affected stakeholders utilising existing on and off street parking stock which will be impacted as a result of construction	Appendix B
e) Assessment of the impacts to on and off street parking stock taking into consideration occupation by the project workforce, outcomes of consultation with affected stakeholders and considering the impacts of special events	Appendix A Sections 6.2 and 7	

MCoA #	Requirement	Where addressed
D91	f) Identification of reasonable and practicable 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 9
	g) Where residential parking schemes already exist, off road parking facilities must be provided for the project workforce	Section 6.1
	h) Mechanisms for monitoring, over appropriate intervals (not less than 6 months) to determine the effectiveness of implemented mitigation measures	Section 10
	i) Details of shuttle bus service(s) to transport the project workforce to construction sites from public transport hubs and off site car parking facilities (where these are provided) and between construction sites	Section 9.7
	j) Provision of contingency measures should the results of mitigation or monitoring indicate implemented measures are ineffective and	Section 11.3
	k) Provision of reporting or monitoring results to the Planning Secretary and Relevant Council(s) at six (6) monthly intervals	Section 11.2
D92	The Construction Parking and Access Strategy must be submitted to the Planning Secretary for approval at least one (1) month before the commencement of any construction that reduces the availability of existing parking. The approved Construction Parking and Access Strategy must be implemented before impacting on on-street parking and incorporated in the CTMP	Section 2.6
D93	During construction, all reasonably practicable measures must be implemented to maintain pedestrian, cyclists 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, cyclists and vehicular access and parking arrangements must be developed in consultation with affected business and implemented before the disruption.	Section 7.3

MCoA #	Requirement	Where addressed
	Adequate signage and directions to businesses, must be provided before, and for the duration of any disruption.	

3.2 Revised Environmental Management Measures

The Revised Environmental Management Measures (REMMs) relevant to this Strategy are listed in Table 3-2.

Table 3-2: Revised Environmental Management Measures

REMM #	Impact/ Issue	Mitigation Measure	Where addressed
TT3	Emergency vehicle access	Access to properties for emergency vehicles would be provided at all times	Section 7.3
TT10	Loss of parking	Where existing parking is removed to facilitate construction activities, consultation would occur with the relevant local council to investigate opportunities to provide alternative parking facilities	Section 7.3
TT11	Loss of parking	Construction sites would be managed to minimise the number of construction workers parking on surrounding streets by: <ul style="list-style-type: none"> • Encouraging workers to use public or active transport • Encouraging ride sharing • Provision of alternative parking locations and shuttle bus transfers where feasible and reasonable 	Sections 9.6 and 9.7

4 PROJECT WORKS

The site establishment works will consist of the following:

- Service investigations/ relocations/ protection/ termination and temporary site connections including:
 - Site investigations to verify the location of existing utilities
 - Temporary water connection on Unwin Street southern nature strip west of Shirley Street
- Clearing and grubbing internal to site
- Installation of site boundary fencing and noise hoarding
- Installation of temporary facilities such as amenities and office blocks
- Electrical HV connection from existing Rosehill Zone substation at the corner of Unwin and Colquhoun Street to the new switching stations internal to the site
- Works internal to site including:
 - Establishment of internal haul roads
 - Establishment of internal car parking facilities
 - Service connections
 - Establishment of hard stand for laydown areas
 - Piling platform

4.1 Locality

The site is located in an industrial area of western Sydney and is bounded by Duck Creek to the south, Unwin Street to the north, the disused Epping rail line to the west and Shirley Street/ Tennyson Street to the east as shown on Figure 4-1.



Figure 4-1: Site locality

5 PARKING SURVEY METHODOLOGY

Parking accumulation surveys in accordance with D91(c), consistent with AustRoads, were undertaken between Thursday 17th Feb 2022 through to Wednesday 23rd Feb 2022, inclusive. The weekdays surveys were undertaken during the AM and PM peaks, School drop off and pick up times and interpeak. Weekend surveys were undertaken hourly between the hours of 7AM and 6PM Saturdays and Sundays with the weekend survey occurring when a race day (special event) was held at Rosehill Racecourse.

5.1 Survey locations

Surveys were conducted in the Clyde/ Rosehill area as noted in Table 5-1.

Table 5-1: Survey locations

Location	From	To
Harbord Street	Parramatta Road	Martha Street
Martha Street	Deniehy Street	James Ruse Drive
Darcy Street	Martha Street	End of road
Parramatta Road	Kendall Street	Harbord Street
Kendall Street	Martha Street	Parramatta Road
Wentworth Street	Parramatta Road	End of road
Kay Street	Wentworth Street	Unwin Street
Unwin Street	Kay Street	Colquhoun Street
Colquhoun Street	Grand Avenue	Unwin Street
Devon Street	Colquhoun Street	Durham Street
Shirley Street	Unwin Street	Winning Services Access road

The study area is shown on Figure 5-1.



Figure 5-1: Survey area

5.2 Calculating parking occupancy

Parking occupancy is defined as the ratio of number of occupied spaces to the total number of spaces available. To determine the number of spaces available, the number of available parking spaces was counted and all parking controls/ restrictions (ie: unrestricted, timed, disabled parking, loading zones etc) were recorded. To determine the number of occupied spaces, the number of parked vehicles in each street were recorded over a defined survey period.

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

6 CLYDE/ ROSEHILL

6.1 Existing conditions

The existing parking restrictions have been identified and area detailed within Table 6-1 and depicted on Figure 6-1. It is noted that no residential parking schemes exist within the Clyde/ Rosehill area.

Table 6-1: Existing parking restrictions

Location	Restriction	# of spaces available
Harbord Street	Unrestricted	41
Martha Street	Unrestricted	116
Darcy Street	Unrestricted	9
Parramatta Road	No Stopping and Clearways 6AM-7PM M-F and 8AM-8APM WE	0
Kendall Street	Unrestricted	30
Wentworth Street	No Parking 6AM-6PM M-F	2
	Unrestricted	83
Kay Street	No Parking 630AM-430PM M-F	21
	Unrestricted	19
Unwin Street	No Parking 630AM-430PM M-F	52
	Unrestricted	133
	1/2P 8AM-6PM Mon-Sat	5
Colquhoun Street	Long or Heavy Vehicles Permitted to Stop Longer than 1 Hour 4pm-9am Mon-Fri All Day Sat-Sun	61
	Unrestricted	107
Devon Street	Unrestricted	152
Shirley Street	Unrestricted	67



Figure 6-1: Main parking restrictions Clyde Rosehill area

6.2 Parking occupancy

The survey spreadsheets can be found in Appendix A.

6.2.1 Weekday

The parking surveys for the weekdays show significant occupation rates closer to Parramatta Road and the working industrial area of Clyde. North of Martha Street the occupancy rates drop below 50% and in along Kay Street, Unwin Street, Shirley Street and Devon Street the occupancy rates are below 25%. A precis of the results of these surveys can be found below within Table 6-2 and as depicted on Figure 6-2.

Table 6-2: Average and maximum weekday occupancy

Location	Spaces	Average Occupancy%	Spaces available	Maximum Occupancy %	Spaces available
Harbord Street	41	88%	5	102%	0
Martha Street	116	73%	32	92%	9
Darcy Street	9	59%	4	73%	2
Kendall Street	30	106%	0	199%	0
Wentworth Street south of Martha St	27	50%	13	76%	6
Wentworth Street Martha Street to Kay Street	34	51%	17	64%	12
Wentworth Street north of Kay Street	24	11%	21	19%	19
Kay Street	40	7%	37	9%	36
Unwin Street	185	9%	168	12%	163
Colquhoun Street	168	43%	96	50%	84
Devon Street	152	33%	102	49%	77
Shirley Street	67	9%	61	13%	58
TOTAL	893		548		466



Figure 6-2: Average weekday parking occupancy

6.2.2 Weekend

The parking surveys for the weekend show, similar to the weekday surveys, significant occupation rates closer to Parramatta Road and the working industrial area of Clyde. North of Martha Street the occupancy rates drop below 50% and in along Kay Street, Unwin Street, Shirley Street and Devon Street the occupancy rates are below 25%. Colquhoun Street is an outlier compared to the streets north of Martha Street. A precis of the results of these surveys can be found below within Table 6-2 and as depicted on Figure 6-3. .

Table 6-3: Average and maximum weekend occupancy

Location	Spaces	Average Occupancy%	Spaces available	Maximum Occupancy %	Spaces available
Harbord Street	41	40%	25	50%	20
Martha Street	116	46%	53	56%	51
Darcy Street	9	28%	6	67%	3
Kendall Street	30	46%	16	57%	13
Wentworth Street south of Martha St	27	45%	15	50%	13
Wentworth Street Martha Street to Kay Street	34	6%	32	63%	13
Wentworth Street north of Kay Street	24	6%	22	8%	22
Kay Street	40	1%	39	5%	38
Unwin Street	185	9%	168	10%	166
Colquhoun Street	168	30%	117	33%	113
Devon Street	152	14%	130	19%	123
Shirley Street	67	4%	64	4%	64
TOTAL	893		687		639



Figure 6-3: Average weekend occupancy

6.2.3 Special event

Parking surveys were also undertaken on the Saturday when Rosehill Gardens held a race meeting. The special event surveys once again showed significant occupation rates closer to Parramatta Road and the working industrial area of Clyde. North of Martha Street the occupancy rates drop below 50% and in along Kay Street, Unwin Street, Shirley Street and Devon Street the occupancy rates are below 25%. Colquhoun Street is an outlier compared to the streets north of Martha Street. A precis of the results of these surveys can be found below within Table 6-4 and as depicted on Figure 6-4. .

Table 6-4: Average and maximum special event occupancy

Location	Spaces	Average Occupancy%	Spaces available	Maximum Occupancy %	Spaces available
Harbord Street	41	48%	21	61%	16
Martha Street	116	25%	87	27%	85
Darcy Street	9	11%	8	11%	8
Kendall Street	30	56%	16	73%	8
Wentworth Street south of Martha St	27	44%	15	53%	13
Wentworth Street Martha Street to Kay Street	34	45%	19	64%	13
Wentworth Street north of Kay Street	24	6%	22	10%	21
Kay Street	40	2%	39	10%	36
Unwin Street	185	10%	166	14%	159
Colquhoun Street	168	33%	113	38%	104
Devon Street	152	15%	129	26%	112
Shirley Street	67	3%	65	9%	61
TOTAL	893		700		636



Figure 6-4: Average occupancy Rosehill Gardens race day

7 CONSTRUCTION IMPACTS

7.1 Existing parking to be removed

There is no permanent parking to be removed for the site establishment phase of the works. There will be temporary parking lane occupation during short term traffic control and works. These impacts will be removed at the end of each day post the completion of works at the nominated locations.

7.2 Staged temporary removal of parking

7.2.1 Investigations

The investigation works will on average be in place for less than one (1) shift at each location with multiple sites able to be completed in a day. The proposed start of the works is June 2022 with works being completed within three months of the commencement, subject to approvals. The investigations will be performed on utilities generally located behind the back of kerb. The works will include potholing and positively identifying the utility through non-destructive excavation. Where this is not possible (due to the location of the utility or depth) we will trace the utility with ground penetrating radar. The works will be conducted during standard working hours. The established work zone will only be on a single side of the street at a time and generally the length of the work zone will be about 150m, depending upon the number of utilities in the search area and the scope that can be undertaken in a given shift. This length of work area would typically cater for 25 car parking spaces. As noted in Table 6-2, Table 6-3 and Table 6-4, this number of parking spaces is available in the surrounding street system and along the impacted roadside of the subject street.

Temporary parking changes associated with the short term traffic control to be implemented for the investigation works will be required at the locations:

7.2.1.1 Unwin Street – southern side

Utility investigation is required within this area to support the incoming power supply to the TBM's as well as temporary utility connections for the site complex. The works locations are as noted on Figure 7-1.



Figure 7-1: Unwin Street southern side work areas

7.2.1.2 Unwin St southern and western sides

Utility investigation works are required in this vicinity to inform the design of protection slabs required for the new approach and departure roads of the rolling stock into the Stabling Yard as well as a protection slab over existing utilities for the new alignment of Unwin Road. The works locations are shown on Figure 7-2.



Figure 7-2: Works on Unwin Street

7.2.1.3 Kay Street

As Kay St will be removed in the final design, including the removal of Kay St bridge over Ducks Creek, GLC need to determine the extent of the existing utilities to develop designs to re-align or remove the existing utilities, refer to Figure 7-3.



Figure 7-3: Kay St work areas

7.2.1.4 Wentworth Street

Associated with the Kay St investigations, GLC need to confirm the utilities within Wentworth St to inform the utility relocation designs, as the tie in locations for the relocated utilities will be within Wentworth St. the investigations could potentially extend under the M4 Motorway up to Martha St, depending on pit, valve and joint locations, refer to Figure 7-4.



Figure 7-4: Wentworth St work areas

7.2.1.5 Deniehy and Tennyson streets

Utility investigations are required within these streets, refer to Figure 7-5, to determine the exact location of existing services so that these services can be diverted into the Combined Services Trench around the perimeter of site. It should be noted that these streets will be closed and subsumed into the site.



Figure 7-5: Deniehy and Tennyson streets work areas

7.2.2 Utility works

Temporary parking changes associated with the short term traffic control to be implemented for the utility works will be required at the locations:

The utility works will be undertaken during normal construction hours and will involve excavations in Shirley and Unwin streets. At the end of each shift, road plates will be used to cover the excavations. The works, as shown on Figure 7-6 are scheduled to commence in Unwin Street at the end of July 2022 and be completed mid-August. The works in Shirley Street will be commenced upon completion of the Unwin Street works and will be completed by the end of August, subject to Utility Service Providers approvals. The utility works as shown on Figure 7-7 will commence in July to install the cable route over a two week period, but the cable pulling will only occur in mid-November 2022 when the approved outage is scheduled.

As can be seen from Figure 7-6, the majority of trenches are behind the back of the kerb. However, GLC will need to construct a road crossing across the entrance to Shirley Street.

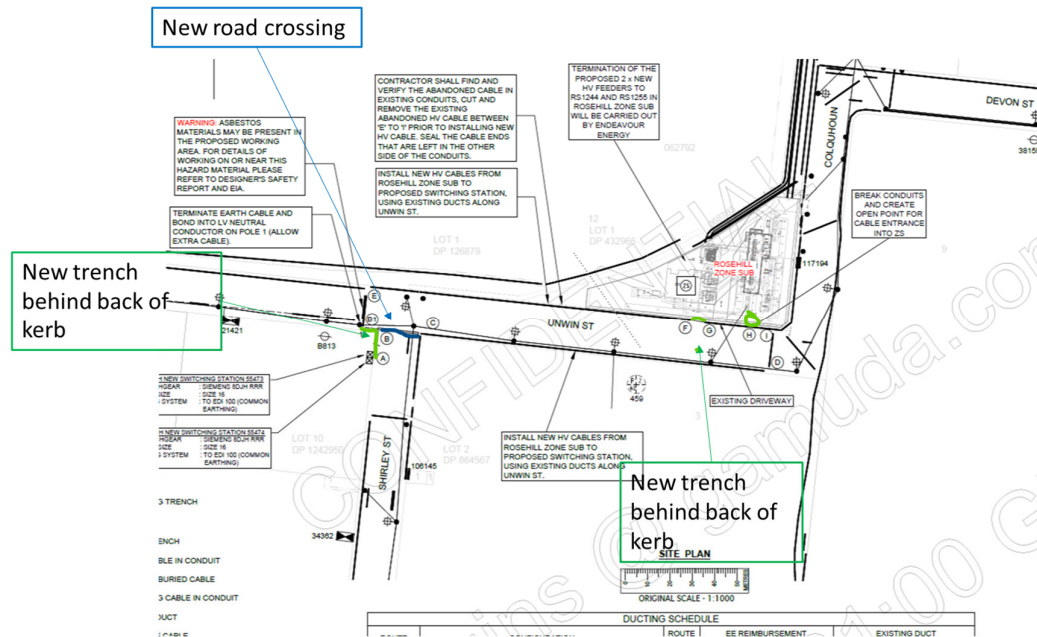


Figure 7-6: Unwin St and Shirley Street trench excavations

Figure 7-7 shows the work areas required along both sides of Unwin Street to install the new cables and exhume the redundant cables. The works are proposed to be completed using a single lane closure on Unwin Street, one side then the other.

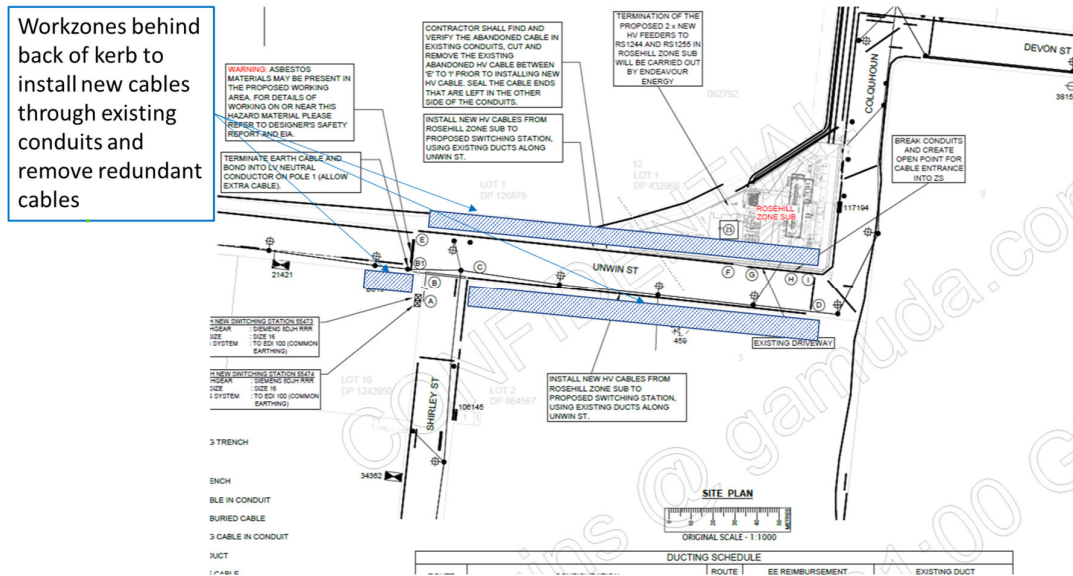


Figure 7-7: Work zones along Unwin Street

7.3 Managing the impacts

As noted in the EIS, “the pedestrian network around the Clyde stabling and maintenance facility construction site is limited given the industrial land uses to the east of Rosehill Gardens racecourse and north of Duck River”.

Footpaths are limited, with no pedestrian facilities provided on Unwin Street, adjacent to the site, and footpaths provided on Shirley Street, for a short length. Kay Street has footpaths both sides, whilst Wentworth Street has a footpath on the western side for its full length, with the eastern footpath only provided between Parramatta Road and the M4 Motorway. A shared path operates along Martha Street on the northern side with a footpath provided on the southern side. Deniehy Street and Tennyson Street have no footpaths provided. Where footpaths cross existing driveways that are to be used for the works, appropriate traffic control will be put in place.

Many of the businesses near and within the construction site have previously been relocated prior to the start of the Sydney Metro West demolition works. Where businesses are still operating, GLC will take all reasonably practicable measures to maintain access to affected properties. In the event that we cannot avoid this disruption, GLC will provide alternative access and parking arrangements in consultation with those businesses affected. The provision of appropriate wayfinding will be provided prior to any disruption.

Where existing parking is removed to facilitate construction activities, consultation would occur with the relevant local council to investigate opportunities to provide alternative parking facilities, if required.

Access to all properties will be maintained for emergency vehicles at all times.

8 WORKFORCE PARKING

Workforce parking is a key issue resulting from construction activities. Reduced unoccupied street parking spaces, because of parking demand generated by the Project can impact local businesses. GLC has identified and will implement feasible strategies to lessen this impact.

The workforce will comprise of trades personnel, subcontractors and engineering, functional and administrative staff. The size of the workforce will vary across the duration of the project works. The EIS for the project provided peak construction workforce estimates. The EIS and GLC proposed peak work force numbers are provided in Table 8-1.

Table 8-1: Comparison of workforce #

EIS Peak workforce #	GLC's peak workforce #	GLC's peak site establishment #
300	300	100

All staff parking during the site establishment phase of the works will be catered for within the site.

9 MITIGATION MEASURES

A number of mitigation measures have been adopted by GLC including:

9.1 Subcontractor obligations

GLC will require subcontractors to provide employee transport strategies as part of the procurement process.

9.2 Demand reduction

GLC have based all personnel not required to be located at the construction site in offices away from the work area.

9.3 Tools of trade

The site will allow for secure storage areas for workers who require tools of trade.

9.4 Dedicated off street parking

As noted in section 7, GLC will provide onsite parking for all of the site establishment workforce.

9.5 Staged removal

In order to mitigate parking losses through the temporary removal of parking on the local roads due to the site establishment works, GLC will stage the works to facilitate staged removal of parking, refer to section 7.

9.6 Sustainable transport options

9.6.1 Carpooling

Site toolboxes will be used to encourage project personnel on the same shifts to coordinate with personal comfortable with carpooling from similar locations. Carpooling parking spaces will be allocated within the construction site.

9.6.2 Active transport

GLC will encourage the workforce to use active methods of transport such as walking and cycling to reduce the use of private vehicles. Bicycle parking will be provided on the construction site along with end of trip facilities.

The M4 shared path is a 15km which links South Wentworthville to Sydney Olympic Park and is generally aligned with the M4 Motorway. The section of the path around the Clyde/ Rosehill area is as noted on Figure 9-1.

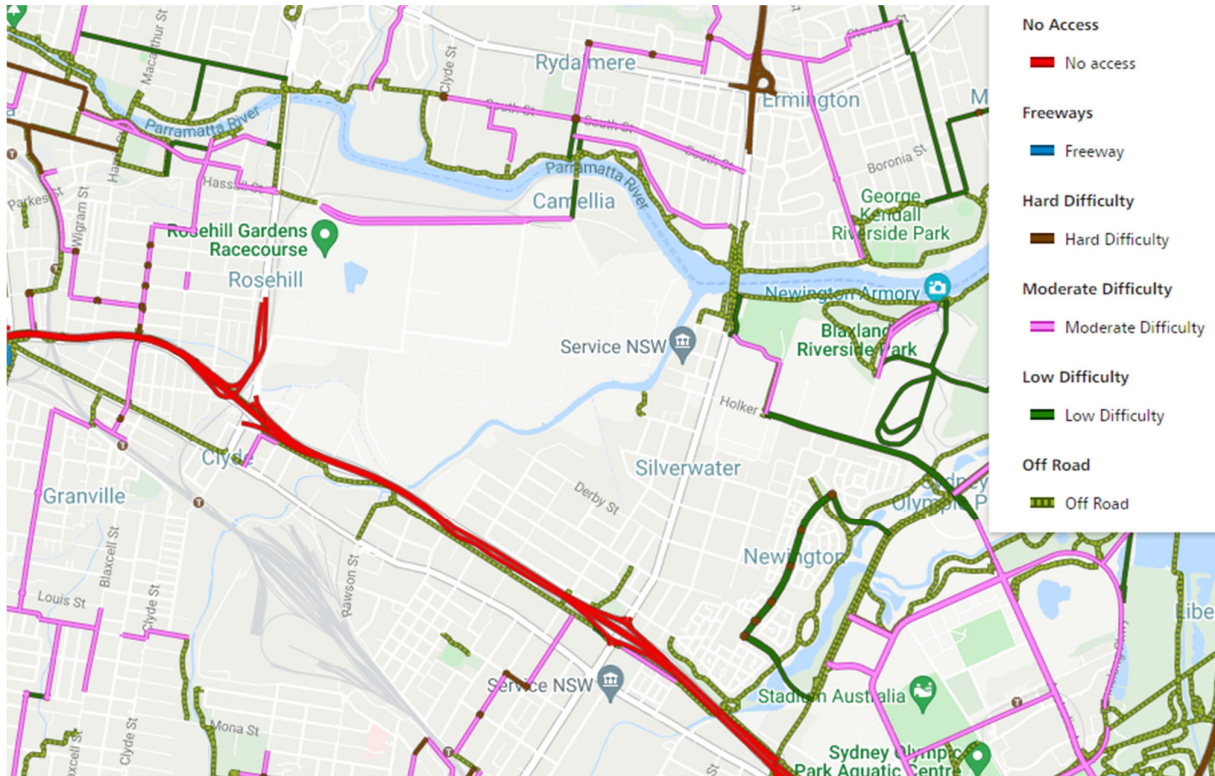


Figure 9-1: M4 Shared path (source: [TfNSW Cycleway finder](#))

9.6.3 Public transport

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

9.6.3.1 Bus services

Bus stops are located on Parramatta Road near Wentworth Street. These bus stops services routes M92 and 909.

Both bus routes operate from Parramatta Station with route M92 continuing onto Sutherland whilst route 909 continues onto Bankstown station. The route around the Clyde/ Rosehill site is shown below on Figure 9-2.

Bus M92 is in operation between 6AM and 845PM Mon to Fri and 745AM-830PM Sat with a service frequency during the week of 10 minutes during peak hours.

Bus 909 is in operation between 6AM-830PM Mon to Fri and 730AM-730PM Sat with a service frequency of 30 minutes.

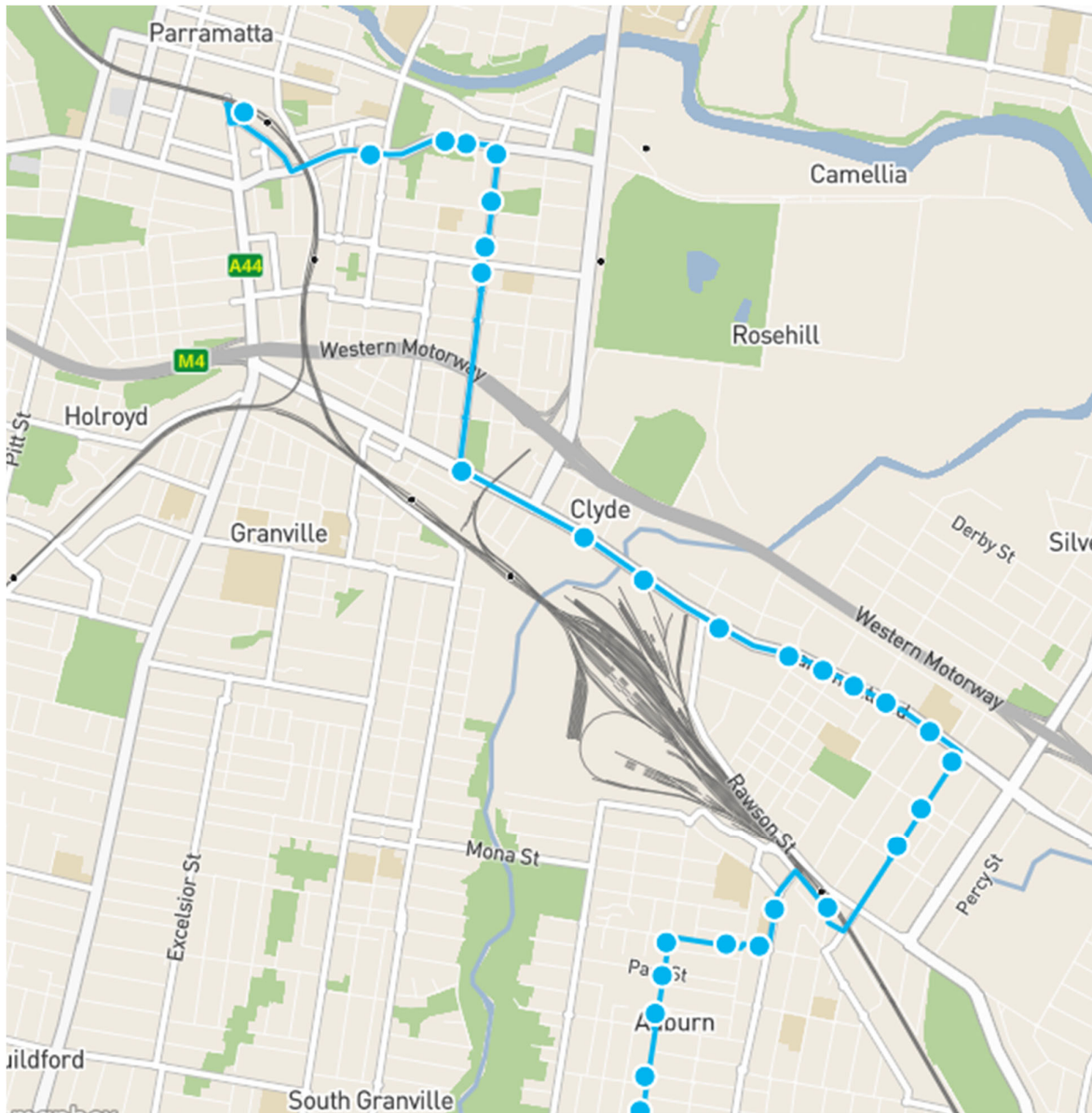


Figure 9-2: Bus routes around the Clyde/ Rosehill sites

9.6.3.2 Train services

The Clyde rail station is located 1km away from the Clyde/ Rosehill site, an easy 13 minute walk as noted on Figure 9-3.

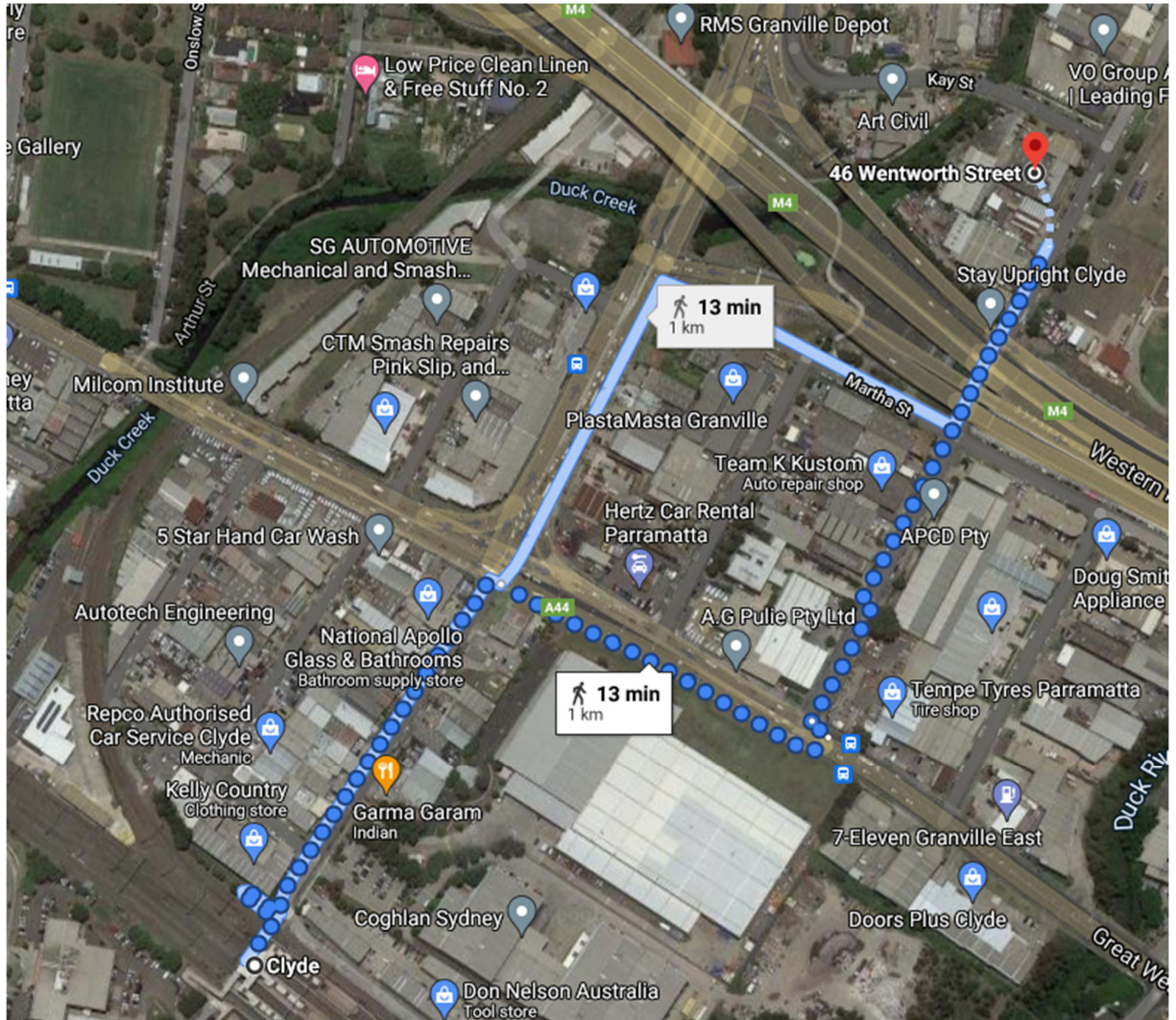


Figure 9-3: Walking distance to Clyde rail station

The Clyde rail station is located on the T1 and T2 lines with easy interchanges at both Parramatta and Lidcombe transport interchanges as noted on Figure 9-4.

The T1 line operates between the hours of 520AM-115AM Mon to Fri and 520AM-140AM weekends.

The T2 line operates between the hours of 415AM-1.15AM Mon to Fri and 426AM-1245AM weekends.

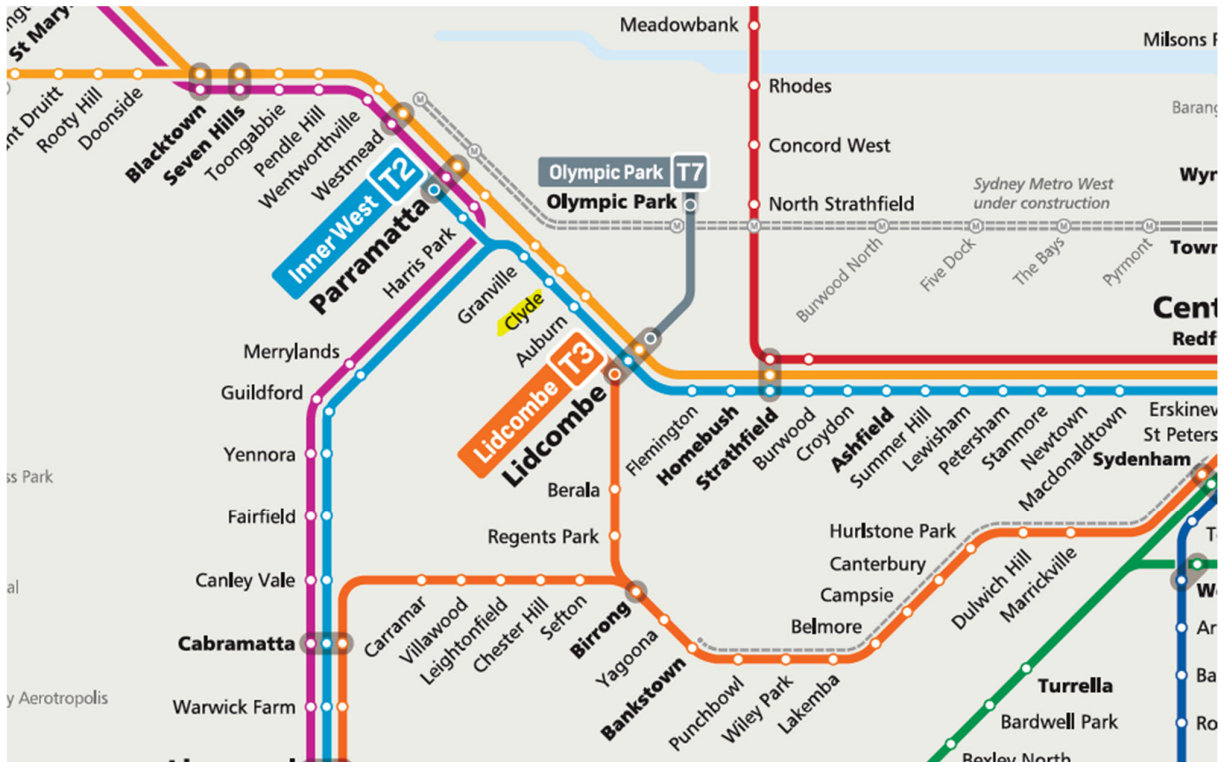


Figure 9-4: Rail services Clyde station

Mitigation measures not adopted include:

9.7 Shuttle bus service

The amount of parking available for the workforce combined with the promotion of sustainable transport options and the fact that there are no resident parking schemes within the Clyde area, the provision of a shuttle bus service is not required.

10 FLEET MANAGEMENT

Trucks to be used on the project will be compliant with NSW legislation, Sydney Metro's Principal Contractor Health and Safety Standard, relevant Australian Design Rules and vehicle standards and the Heavy Vehicle National Legislation. All heavy vehicle operations will be conducted in accordance with GLC's Chain of Responsibility (CoR) Management Plan, including monitoring of compliance with nominated haulage routes.

A combination of truck types will be used during the site establishment works, with trucks being truck and dog, semi-trailers, 12.5m Single Unit trucks and low loaders. All trucks will enter and exit the site in a forward direction, where reasonable and feasible. Where there is a requirements to undertake reversing movements on the public road system, appropriate traffic control will be implemented.

10.1 Management strategy

Construction site traffic will be managed to minimise movements during peak periods. This will be achieved through scheduling of vehicles and staggered start and finish times. GLC will provide sufficient onsite parking for light and heavy vehicles. This will ensure that vehicles are not idling or queuing on public roads. Given the amount of space available on site, there is no requirement for further marshalling facilities.

10.2 Heavy vehicle routes and compliance

Generally, the heavy vehicle routes will be via arterial roads/ freeways/ tollways. Where possible the routes have considered the requirements of the Environmental Impact Statement (EIS). It is noted that the EIS for this site shows access via Wentworth Street, however, the EIS does not identify heavy vehicle routes north of the M4 Motorway overpass, refer to Figure 9-5.



Figure 9-5: EIS nominated heavy vehicle routes

11 MONITORING AND REPORTING

11.1 Monitoring

Monitoring to assess the effectiveness of this strategy will be carried out by inspections of the surrounding street system every six (6) months to ascertain the impact of our works. This monitoring would include a review of the offsite parking availability adjacent to the site for changes to the base line surveys. Where parking availability is substantially reduced, GLC will investigate further mitigation measures.

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 will 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
- Where the owner of an offending vehicle can be identified, issuing of warning notices
- Reassessment and planning of works to further minimise site vehicles on affected streets and
- Documenting actions in weekly and monthly internal reports

11.2 Reporting

A summary report for each half year will be provided to the City of Parramatta Council and Department of Planning and Environment regarding the outcomes of the monitoring undertaken for the preceding half year. This report will also provide details of non-conformances and corrective actions taken.

11.3 Contingency measures

Contingency measures would be dependent upon the issues/ non-conformances identified during monitoring and the effectiveness of corrective actions implemented as per section 11.1.

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

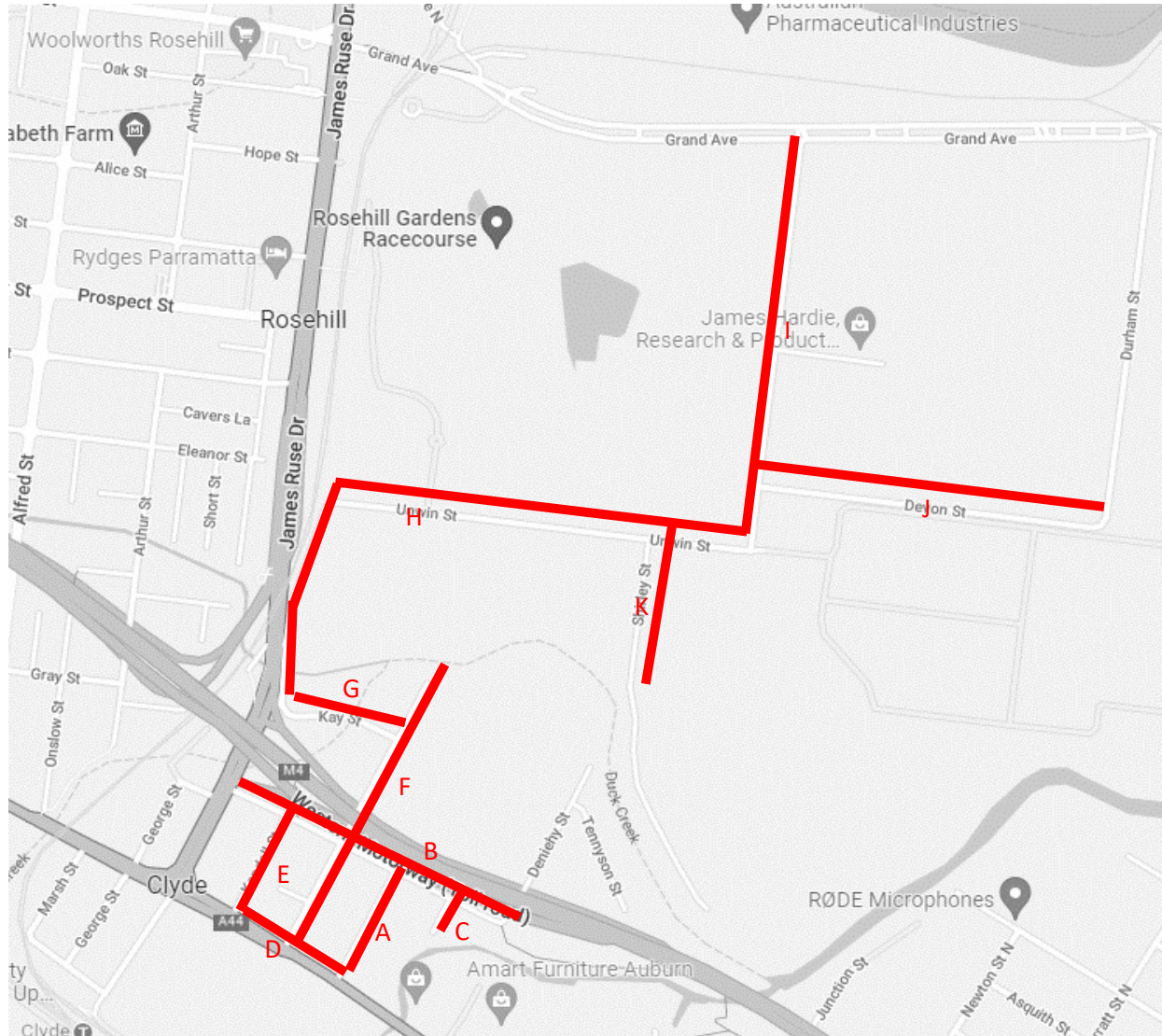
- Investigating additional offsite parking for the workforce
- Revising site inductions and toolbox talks content to better encourage the use of active and public transport and communicate designated and prohibited locations for workforce parking
- Amending carpooling communications to encourage an increase in participation rates
- Implementing disciplinary processes for repeated non-conformances and
- Revisiting the need for a shuttle bus service

A PARKING SURVEYS



Clyde
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Zone Map



Zone Group Id	Location
A	Harbord Street
B	Martha Street
C	Darcy Street
D	Parramatta Road
E	Kendall Street
F	Wentworth Street
G	Kay Street
H	Unwin Street
I	Colquhoun Street
J	Devon Street
K	Shirley Street



Clyde
Sue Lewis Consulting

Zone Inventory Summary

Id	Location	Side of Street	Restrictions	Supply
A				
Harbord Street				
1	Harbord Street, Between Parramatta Road & Martha Street	West	No Stopping	0
2	Harbord Street, Between Parramatta Road & Martha Street	West	Unrestricted	17
3	Harbord Street, Between Parramatta Road & Martha Street	West	Unrestricted	5
4	Harbord Street, Between Martha Street & Parramatta Road	East	Unrestricted	7
5	Harbord Street, Between Martha Street & Parramatta Road	East	Unrestricted	12
6	Harbord Street, Between Martha Street & Parramatta Road	East	No Stopping	0
A	Harbord Street			41
B				
Martha Street				
7	Martha Street, Between Harbord Street & Deniehy Street	North	Unrestricted	33
8	Martha Street, Between Harbord Street & Deniehy Street	North	No Stopping	0
9	Martha Street, Between Darcy Street & Harbord Street	South	No Stopping	0
10	Martha Street, Between Darcy Street & Harbord Street	South	Unrestricted	13
11	Martha Street, Between Darcy Street & Harbord Street	South	No Stopping	0
12	Martha Street, Between Kendall Street & James Ruse Dr	South	Unrestricted	11
13	Martha Street, Between Kendall Street & James Ruse Dr	South	No Stopping	0
14	Martha Street, Between James Ruse Dr & Wentworth Street	North	Unrestricted	26
15	Martha Street, Between James Ruse Dr & Wentworth Street	North	No Stopping	0
16	Martha Street, Between Wentworth Street & Harbord Street	North	Unrestricted	15
17	Martha Street, Between Harbord Street & Wentworth Street	South	No Stopping	0
18	Martha Street, Between Harbord Street & Wentworth Street	South	Unrestricted	5
19	Martha Street, Between Harbord Street & Wentworth Street	South	No Stopping	0
20	Martha Street, Between Wentworth Street & Kendall Street	South	No Stopping	0
21	Martha Street, Between Wentworth Street & Kendall Street	South	Unrestricted	13
B	Martha Street			116
C				
Darcy Street				
22	Darcy Street, Between Martha Street & End	East	Unrestricted	5
23	Darcy Street, Between Martha Street & End	West	Unrestricted	4
C	Darcy Street			9
D				
Parramatta Road				
24	Parramatta Road, Between Kendall Street & Harbord Street	North	No Stopping Clearway 6am-7pm Mon-Fri, 8am-8pm Sat-Sun	0
25	Parramatta Road, Between Kendall Street & Harbord Street	South	No Stopping	0
D	Parramatta Road			0
E				
Kendall Street				
26	Kendall Street, Between Parramatta Road & Martha Street	West	No Stopping	0
27	Kendall Street, Between Parramatta Road & Martha Street	West	Unrestricted	5
28	Kendall Street, Between Parramatta Road & Martha Street	West	Unrestricted	4
29	Kendall Street, Between Parramatta Road & Martha Street	West	Unrestricted	5
30	Kendall Street, Between Martha Street & Parramatta Road	East	Unrestricted	13
31	Kendall Street, Between Martha Street & Parramatta Road	East	No Stopping	0
32	Kendall Street, Between Martha Street & Parramatta Road	East	Unrestricted	3
33	Kendall Street, Between Martha Street & Parramatta Road	East	No Stopping	0
E	Kendall Street			30
F				
Wentworth Street				
34	Wentworth Street, Between Martha Street & Parramatta Road	East	No Stopping	0
35	Wentworth Street, Between Martha Street & Parramatta Road	East	Unrestricted	11
36	Wentworth Street, Between Martha Street & Parramatta Road	East	No Parking 6am-6pm Mon-Fri	2
37	Wentworth Street, Between Martha Street & Parramatta Road	East	No Stopping	0
38	Wentworth Street, Between Parramatta Road & Martha Street	West	No Stopping	0
39	Wentworth Street, Between Parramatta Road & Martha Street	West	Unrestricted	6
40	Wentworth Street, Between Parramatta Road & Martha Street	West	No Stopping	0
41	Wentworth Street, Between Parramatta Road & Martha Street	West	Unrestricted	8
42	Wentworth Street, Between Parramatta Road & Martha Street	West	No Stopping	0
43	Wentworth Street, Between Martha Street & Kay Street	West	No Stopping	0
44	Wentworth Street, Between Martha Street & Kay Street	West	Unrestricted	5
45	Wentworth Street, Between Martha Street & Kay Street	West	No Stopping	0
46	Wentworth Street, Between Martha Street & Kay Street	West	Unrestricted	10
47	Wentworth Street, Between Martha Street & Kay Street	West	No Stopping	0
48	Wentworth Street, Between Kay Street & End of Road	West	Unrestricted	9
49	Wentworth Street, Between Kay Street & End of Road	West	No Stopping	0
50	Wentworth Street, Between End of Road & Kay Street	East	No Stopping	0
51	Wentworth Street, Between End of Road & Kay Street	East	Unrestricted	15
52	Wentworth Street, Between Kay Street & Martha Street	East	No Stopping	0
53	Wentworth Street, Between Kay Street & Martha Street	East	Unrestricted	9
54	Wentworth Street, Between Kay Street & Martha Street	East	No Stopping	0
55	Wentworth Street, Between Kay Street & Martha Street	East	Unrestricted	10

56	Wentworth Street, Between Kay Street & Martha Street	East	No Stopping	0
F	Wentworth Street			85
G	Kay Street			
57	Kay Street, Between Wentworth Street & Unwin Street	South	No Stopping	0
58	Kay Street, Between Wentworth Street & Unwin Street	South	No Parking 6:30am-4:30pm Mon-Fri	21
59	Kay Street, Between Unwin Street & Wentworth Street	North	No Stopping	0
60	Kay Street, Between Unwin Street & Wentworth Street	North	Unrestricted	19
G	Kay Street			40
H	Unwin Street			
61	Unwin Street, Between Kay Street & Unwin Street (at the road bend)	West	No Parking 6:30am-4:30pm Mon-Fri	52
62	Unwin Street, Between Kay Street & Unwin Street (at the road bend)	West	No Stopping	0
63	Unwin Street, Between Unwin Street (at the road bend) & Colquhoun Street	North	Unrestricted	14
64	Unwin Street, Between Unwin Street (at the road bend) & Colquhoun Street	North	No Stopping	0
65	Unwin Street, Between Unwin Street (at the road bend) & Colquhoun Street	North	Unrestricted	15
66	Unwin Street, Between Unwin Street (at the road bend) & Colquhoun Street	North	No Stopping	0
67	Unwin Street, Between Unwin Street (at the road bend) & Colquhoun Street	North	Unrestricted	25
68	Unwin Street, Between Unwin Street (at the road bend) & Colquhoun Street	North	No Stopping	0
69	Unwin Street, Between Colquhoun Street Shirley Street	South	Unrestricted	21
70	Unwin Street, Between Colquhoun Street Shirley Street	South	No Stopping	0
71	Unwin Street, Between Shirley Street & Unwin Street (at the road bend)	South	No Stopping	0
72	Unwin Street, Between Shirley Street & Unwin Street (at the road bend)	South	Unrestricted	21
73	Unwin Street, Between Shirley Street & Unwin Street (at the road bend)	South	No Stopping	0
74	Unwin Street, Between Shirley Street & Unwin Street (at the road bend)	South	Unrestricted	32
75	Unwin Street, Between Shirley Street & Unwin Street (at the road bend)	South	1/2P 8am-6pm Mon-Sat	5
76	Unwin Street, Between Unwin Street (at the road bend) & Kay Street	East	No Stopping	0
H	Unwin Street			185
I	Colquhoun Street			
77	Colquhoun Street, Between Grand Ave & Devon Street	East	Unrestricted	49
78	Colquhoun Street, Between Grand Ave & Devon Street	East	No Stopping	0
79	Colquhoun Street, Between Grand Ave & Devon Street	East	Unrestricted	14
80	Colquhoun Street, Between Grand Ave & Devon Street	East	No Stopping	0
81	Colquhoun Street, Between Devon Street & Unwin Street	East	No Stopping	0
82	Colquhoun Street, Between Devon Street & Unwin Street	East	Unrestricted	4
83	Colquhoun Street, Between Devon Street & Unwin Street	East	No Parking	0
84	Colquhoun Street, Between Grand Ave & Unwin Street	West	Long or Heavy Vehicles Permitted to Stop Longer than 1 Hour 4pm-9am Mon-Fri All Day Sat-Sun	61
85	Colquhoun Street, Between Grand Ave & Unwin Street	West	Unrestricted	3
86	Colquhoun Street, Between Grand Ave & Unwin Street	West	Unrestricted	37
87	Colquhoun Street, Between Devon Street & Unwin Street	West	No Stopping	0
I	Colquhoun Street			168
J	Devon Street			
88	Devon Street, Between Colquhoun Street & Durham Street	North	Unrestricted	32
89	Devon Street, Between Colquhoun Street & Durham Street	North	No Stopping	0
90	Devon Street, Between Colquhoun Street & Durham Street	North	Unrestricted	39
91	Devon Street, Between Durham Street & Colquhoun Street Street	South	No Stopping	0
92	Devon Street, Between Durham Street & Colquhoun Street Street	South	Unrestricted	81
J	Devon Street			152
K	Shirley Street			
93	Shirley Street, Between Unwin Street & Winning Services Access	East	No Stopping	0
94	Shirley Street, Between Unwin Street & Winning Services Access	East	Unrestricted	30
95	Shirley Street, Between Unwin Street & Winning Services Access	East	No Stopping	0
96	Shirley Street, Between Winning Services Access & Unwin Street	West	Unrestricted	29
97	Shirley Street, Between Winning Services Access & Unwin Street	West	No Stopping	0
98	Shirley Street, Between Winning Services Access & Unwin Street	West	Unrestricted	8
99	Shirley Street, Between Winning Services Access & Unwin Street	West	No Stopping	0
K	Shirley Street			67



Clyde
Sue Lewis Consulting
Thursday, 17 Feb 2022

Accumulation & Occupancy Summary

Id	Location	Side of Street	Restrictions	Supply	Occupancy per 1hr Interval - Thursday										AVERAGE	
					7:00am	8:00am	9:00am	10:00am	11:00am	12:00pm	1:00pm	2:00pm	3:00pm	4:00pm		5:00pm
A																
Harbord Street																
1	Harbord Street, Between Parramatta Road & Martha Street	West	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
2	Harbord Street, Between Parramatta Road & Martha Street	West	Unrestricted	17	12	17	17	17	16	17	16	17	16	15	14	15.82
					71%	100%	100%	100%	94%	100%	94%	100%	94%	88%	82%	93.05%
3	Harbord Street, Between Parramatta Road & Martha Street	West	Unrestricted	5	2	4	4	4	4	5	5	4	4	0	0	3.27
					40%	80%	80%	80%	80%	100%	100%	80%	80%	0%	0%	65.45%
4	Harbord Street, Between Martha Street & Parramatta Road	East	Unrestricted	7	0	4	6	6	6	6	6	6	6	2	1	4.45
					0%	57%	86%	86%	86%	86%	86%	86%	86%	29%	14%	63.64%
5	Harbord Street, Between Martha Street & Parramatta Road	East	Unrestricted	12	9	13	15	15	14	15	15	15	13	12	9	13.18
					75%	108%	125%	125%	117%	125%	125%	125%	108%	100%	75%	109.85%
6	Harbord Street, Between Martha Street & Parramatta Road	East	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
A	Harbord Street			41	23	38	42	42	40	43	42	42	39	29	24	37
					56%	93%	102%	102%	98%	105%	102%	102%	95%	71%	59%	90%
B																
Martha Street																
7	Martha Street, Between Harbord Street & Deniehy Street	North	Unrestricted	33	2	10	24	27	27	28	27	27	27	22	8	20.82
					6%	30%	73%	82%	82%	85%	82%	82%	82%	67%	24%	63.09%
8	Martha Street, Between Harbord Street & Deniehy Street	North	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
9	Martha Street, Between Darcy Street & Harbord Street	South	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
10	Martha Street, Between Darcy Street & Harbord Street	South	Unrestricted	13	1	6	8	11	12	9	11	11	11	7	6	8.45
					8%	46%	62%	85%	92%	69%	85%	85%	85%	54%	46%	65.03%
11	Martha Street, Between Darcy Street & Harbord Street	South	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
12	Martha Street, Between Kendall Street & James Ruse Dr	South	Unrestricted	11	7	12	12	12	13	12	13	12	11	11	8	11.18
					64%	109%	109%	109%	118%	109%	118%	109%	100%	100%	73%	101.65%
13	Martha Street, Between Kendall Street & James Ruse Dr	South	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
14	Martha Street, Between James Ruse Dr & Wentworth Street	North	Unrestricted	26	17	21	25	26	25	26	24	18	17	16	11	20.55
					65%	81%	96%	100%	96%	100%	92%	69%	65%	62%	42%	79.02%
15	Martha Street, Between James Ruse Dr & Wentworth Street	North	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
16	Martha Street, Between Wentworth Street & Harbord Street	North	Unrestricted	15	8	14	16	16	16	16	16	15	15	2	0	12.18
					53%	93%	107%	107%	107%	107%	107%	100%	100%	13%	0%	81.21%
17	Martha Street, Between Harbord Street & Wentworth Street	South	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
18	Martha Street, Between Harbord Street & Wentworth Street	South	Unrestricted	5	2	6	6	6	6	5	6	6	5	0	0	4.36
					40%	120%	120%	120%	120%	100%	120%	120%	100%	0%	0%	87.27%
19	Martha Street, Between Harbord Street & Wentworth Street	South	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
20	Martha Street, Between Wentworth Street & Kendall Street	South	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
21	Martha Street, Between Wentworth Street & Kendall Street	South	Unrestricted	13	5	9	13	13	13	13	13	11	7	10	6	10.27
					38%	69%	100%	100%	100%	100%	100%	85%	54%	77%	46%	79.02%
B	Martha Street			116	42	78	104	111	112	109	110	100	93	68	39	88
					36%	67%	90%	96%	97%	94%	95%	86%	80%	59%	34%	76%

C Darcy Street																
22	Darcy Street, Between Martha Street & End	East	Unrestricted	5	2	2	2	2	3	3	3	3	3	2	0	2.27
					40%	40%	40%	40%	60%	60%	60%	60%	60%	40%	0%	45.45%
23	Darcy Street, Between Martha Street & End	West	Unrestricted	4	3	3	3	3	3	2	2	2	1	1	0	2.09
					75%	75%	75%	75%	75%	50%	50%	50%	25%	25%	0%	52.27%
C Darcy Street				9	5	5	5	5	6	5	5	5	4	3	0	4
					56%	56%	56%	56%	67%	56%	56%	56%	44%	33%	0%	44%
D Parramatta Road																
24	Parramatta Road, Between Kendall Street & Harbord Street	North	No Stopping Clearway 6am-7pm Mon-Fri,8am-8pm Sat-Sun	0	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
25	Parramatta Road, Between Kendall Street & Harbord Street	South	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
D Parramatta Road				0	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
E Kendall Street																
26	Kendall Street, Between Parramatta Road & Martha Street	West	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
27	Kendall Street, Between Parramatta Road & Martha Street	West	Unrestricted	5	3	6	6	6	5	6	6	5	4	4	2	4.82
					60%	120%	120%	120%	100%	120%	120%	100%	80%	80%	40%	96.36%
28	Kendall Street, Between Parramatta Road & Martha Street	West	Unrestricted	4	4	4	4	4	4	4	4	2	4	4	3	3.73
					100%	100%	100%	100%	100%	100%	100%	50%	100%	100%	75%	93.18%
29	Kendall Street, Between Parramatta Road & Martha Street	West	Unrestricted	5	5	5	6	6	8	8	8	8	3	2	2	5.55
					100%	100%	120%	120%	160%	160%	160%	160%	60%	40%	40%	110.91%
30	Kendall Street, Between Martha Street & Parramatta Road	East	Unrestricted	13	11	13	15	17	17	17	17	17	16	13	14	15.18
					85%	100%	115%	131%	131%	131%	131%	131%	123%	100%	108%	116.78%
31	Kendall Street, Between Martha Street & Parramatta Road	East	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
32	Kendall Street, Between Martha Street & Parramatta Road	East	Unrestricted	3	1	3	3	3	3	3	3	3	3	1	1	2.45
					33%	100%	100%	100%	100%	100%	100%	100%	100%	33%	33%	81.82%
33	Kendall Street, Between Martha Street & Parramatta Road	East	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
E Kendall Street				30	24	31	34	36	37	38	38	35	30	24	22	32
					80%	103%	113%	120%	123%	127%	127%	117%	100%	80%	73%	107%
F Wentworth Street																
34	Wentworth Street, Between Martha Street & Parramatta Road	East	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
35	Wentworth Street, Between Martha Street & Parramatta Road	East	Unrestricted	11	9	13	13	16	16	17	16	17	19	16	13	15
					82%	118%	118%	145%	145%	155%	145%	155%	173%	145%	118%	136.36%
36	Wentworth Street, Between Martha Street & Parramatta Road	East	No Parking 6am-6pm Mon-Fri	2	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
37	Wentworth Street, Between Martha Street & Parramatta Road	East	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
38	Wentworth Street, Between Parramatta Road & Martha Street	West	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
39	Wentworth Street, Between Parramatta Road & Martha Street	West	Unrestricted	6	5	5	5	6	6	6	6	6	3	2	2	4.73
					83%	83%	83%	100%	100%	100%	100%	100%	50%	33%	33%	78.79%
40	Wentworth Street, Between Parramatta Road & Martha Street	West	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
41	Wentworth Street, Between Parramatta Road & Martha Street	West	Unrestricted	8	7	8	9	10	8	8	9	9	10	9	9	8.73
					88%	100%	112%	125%	100%	100%	112%	112%	125%	112%	112%	109.09%
42	Wentworth Street, Between Parramatta Road & Martha Street	West	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
43	Wentworth Street, Between Martha Street & Kay Street	West	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
44	Wentworth Street, Between Martha Street & Kay Street	West	Unrestricted	5	4	4	4	5	3	4	3	4	3	0	0	3.09

	Unwin Street, Between Shirley Street & Unwin Street (at the road border)	South	Unrestricted		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
H	Unwin Street			185	18	16	19	20	25	19	16	19	15	10	9	17
					10%	9%	10%	11%	14%	10%	9%	10%	8%	5%	5%	9%
I	Colquhoun Street															
77	Colquhoun Street, Between Grand Ave & Devon Street	East	Unrestricted	49	24	27	25	31	29	29	28	24	22	19	16	24.91
					49%	55%	51%	63%	59%	59%	57%	49%	45%	39%	33%	50.83%
79	Colquhoun Street, Between Grand Ave & Devon Street	East	Unrestricted	14	9	10	10	12	10	11	10	9	8	7	6	9.27
					64%	71%	71%	86%	71%	79%	71%	64%	57%	50%	43%	66.23%
82	Colquhoun Street, Between Devon Street & Unwin Street	East	Unrestricted	4	0	0	0	0	0	0	0	2	2	2	2	0.73
					0%	0%	0%	0%	0%	0%	0%	50%	50%	50%	50%	18.18%
84	Colquhoun Street, Between Grand Ave & Unwin Street	West	Long or Heavy Vehicles Permitted to Stop Longer than 1 Hour 4pm-9am Mon-Fri All Day Sat-Sun	61	31	37	37	39	37	32	29	28	28	23	19	30.91
					51%	61%	61%	64%	61%	52%	48%	46%	46%	38%	31%	50.67%
85	Colquhoun Street, Between Grand Ave & Unwin Street	West	Unrestricted	3	2	1	2	1	2	2	2	0	0	0	0	1.09
					67%	33%	67%	33%	67%	67%	67%	0%	0%	0%	0%	36.36%
86	Colquhoun Street, Between Grand Ave & Unwin Street	West	Unrestricted	37	8	6	11	13	16	12	14	14	15	18	20	13.36
					22%	16%	30%	35%	43%	32%	38%	38%	41%	49%	54%	36.12%
I	Colquhoun Street			168	75	82	86	99	95	87	84	77	75	69	64	81
					45%	49%	51%	59%	57%	52%	50%	46%	45%	41%	38%	48%
J	Devon Street															
88	Devon Street, Between Colquhoun Street & Durham Street	North	Unrestricted	32	12	9	9	11	11	15	17	10	11	14	12	11.91
					38%	28%	28%	34%	34%	47%	53%	31%	34%	44%	38%	37.22%
90	Devon Street, Between Colquhoun Street & Durham Street	North	Unrestricted	39	31	28	24	25	24	25	27	21	16	8	3	21.09
					79%	72%	62%	64%	62%	64%	69%	54%	41%	21%	8%	54.08%
92	Devon Street, Between Durham Street & Colquhoun Street Street	South	Unrestricted	81	36	21	17	27	20	24	19	17	14	12	10	19.73
					44%	26%	21%	33%	25%	30%	23%	21%	17%	15%	12%	24.35%
J	Devon Street			152	79	58	50	63	55	64	63	48	41	34	25	53
					52%	38%	33%	41%	36%	42%	41%	32%	27%	22%	16%	35%
K	Shirley Street															
94	Shirley Street, Between Unwin Street & Winning Services Access	East	Unrestricted	30	2	3	6	8	4	6	5	4	4	4	3	4.45
					7%	10%	20%	27%	13%	20%	17%	13%	13%	13%	10%	14.85%
96	Shirley Street, Between Winning Services Access & Unwin Street	West	Unrestricted	29	2	3	5	2	2	1	0	0	0	0	0	1.36
					7%	10%	17%	7%	7%	3%	0%	0%	0%	0%	0%	4.70%
98	Shirley Street, Between Winning Services Access & Unwin Street	West	Unrestricted	8	1	1	2	5	2	2	2	2	2	2	0	1.91
					12%	12%	25%	62%	25%	25%	25%	25%	25%	25%	0%	23.86%
K	Shirley Street			67	5	7	13	15	8	9	7	6	6	6	3	8
					7%	10%	19%	22%	12%	13%	10%	9%	9%	9%	4%	12%

TOTAL STUDY AREA				893	310	364	410	455	436	440	423	393	357	288	224	373
					35%	41%	46%	51%	49%	49%	47%	44%	40%	32%	25%	42%



Clyde
Sue Lewis Consulting
Friday, 18 Feb 2022

Accumulation & Occupancy Summary

Id	Location	Side of Street	Restrictions	Supply	Occupancy per 1hr Interval - Friday										AVERAGE	
					7:00am	8:00am	9:00am	10:00am	11:00am	12:00pm	1:00pm	2:00pm	3:00pm	4:00pm		5:00pm
A																
Harbord Street																
1	Harbord Street, Between Parramatta Road & Martha Street	West	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
2	Harbord Street, Between Parramatta Road & Martha Street	West	Unrestricted	17	9	15	17	17	17	17	17	17	17	17	15	15.91
					53%	88%	100%	100%	100%	100%	100%	100%	100%	100%	88%	93.58%
3	Harbord Street, Between Parramatta Road & Martha Street	West	Unrestricted	5	3	5	5	5	5	5	5	5	5	0	0	3.91
					60%	100%	100%	100%	100%	100%	100%	100%	100%	0%	0%	78.18%
4	Harbord Street, Between Martha Street & Parramatta Road	East	Unrestricted	7	0	5	5	5	5	5	4	5	4	0	0	3.45
					0%	71%	71%	71%	71%	71%	57%	71%	57%	0%	0%	49.35%
5	Harbord Street, Between Martha Street & Parramatta Road	East	Unrestricted	12	8	11	13	14	13	11	13	9	12	12	12	11.64
					67%	92%	108%	117%	108%	92%	108%	75%	100%	100%	100%	96.97%
6	Harbord Street, Between Martha Street & Parramatta Road	East	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
A	Harbord Street			41	20	36	40	41	40	38	39	36	38	29	27	35
					49%	88%	98%	100%	98%	93%	95%	88%	93%	71%	66%	85%
B																
Martha Street																
7	Martha Street, Between Harbord Street & Deniehy Street	North	Unrestricted	33	4	19	24	25	25	26	26	25	21	13	6	19.45
					12%	58%	73%	76%	76%	79%	79%	76%	64%	39%	18%	58.95%
8	Martha Street, Between Harbord Street & Deniehy Street	North	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
9	Martha Street, Between Darcy Street & Harbord Street	South	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
10	Martha Street, Between Darcy Street & Harbord Street	South	Unrestricted	13	7	11	12	12	11	11	11	9	8	6	2	9.09
					54%	85%	92%	92%	85%	85%	85%	69%	62%	46%	15%	69.93%
11	Martha Street, Between Darcy Street & Harbord Street	South	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
12	Martha Street, Between Kendall Street & James Ruse Dr	South	Unrestricted	11	9	12	12	12	12	10	10	9	9	8	5	9.82
					82%	109%	109%	109%	109%	91%	91%	82%	82%	73%	45%	89.26%
13	Martha Street, Between Kendall Street & James Ruse Dr	South	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
14	Martha Street, Between James Ruse Dr & Wentworth Street	North	Unrestricted	26	18	23	28	28	28	26	27	26	24	19	14	23.73
					69%	88%	108%	108%	108%	100%	104%	100%	92%	73%	54%	91.26%
15	Martha Street, Between James Ruse Dr & Wentworth Street	North	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
16	Martha Street, Between Wentworth Street & Harbord Street	North	Unrestricted	15	1	15	15	15	15	15	14	15	13	2	0	10.91
					7%	100%	100%	100%	100%	100%	93%	100%	87%	13%	0%	72.73%
17	Martha Street, Between Harbord Street & Wentworth Street	South	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
18	Martha Street, Between Harbord Street & Wentworth Street	South	Unrestricted	5	0	6	6	7	6	5	4	5	5	1	1	4.18
					0%	120%	120%	140%	120%	100%	80%	100%	100%	20%	20%	83.64%
19	Martha Street, Between Harbord Street & Wentworth Street	South	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
20	Martha Street, Between Wentworth Street & Kendall Street	South	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
21	Martha Street, Between Wentworth Street & Kendall Street	South	Unrestricted	13	6	11	12	13	13	13	13	11	11	10	6	10.82
					46%	85%	92%	100%	100%	100%	100%	85%	85%	77%	46%	83.22%
B	Martha Street			116	45	97	109	112	110	106	105	100	91	59	34	88
					39%	84%	94%	97%	95%	91%	91%	86%	78%	51%	29%	76%

C Darcy Street																
22	Darcy Street, Between Martha Street & End	East	Unrestricted	5	3	3	3	4	3	3	5	4	1	1	1	2.82
					60%	60%	60%	80%	60%	60%	100%	80%	20%	20%	20%	56.36%
23	Darcy Street, Between Martha Street & End	West	Unrestricted	4	4	3	3	4	4	6	4	4	0	0	0	2.91
					100%	75%	75%	100%	100%	150%	100%	100%	0%	0%	0%	72.73%
C Darcy Street				9	7	6	6	8	7	9	9	8	1	1	1	6
					78%	67%	67%	89%	78%	100%	100%	89%	11%	11%	11%	67%
D Parramatta Road																
24	Parramatta Road, Between Kendall Street & Harbord Street	North	No Stopping Clearway 6am-7pm Mon-Fri,8am-8pm Sat-Sun	0	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
25	Parramatta Road, Between Kendall Street & Harbord Street	South	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
D Parramatta Road				0	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
E Kendall Street																
26	Kendall Street, Between Parramatta Road & Martha Street	West	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
27	Kendall Street, Between Parramatta Road & Martha Street	West	Unrestricted	5	4	6	6	5	6	6	6	4	6	5	3	5.18
					80%	120%	120%	100%	120%	120%	120%	80%	120%	100%	60%	103.64%
28	Kendall Street, Between Parramatta Road & Martha Street	West	Unrestricted	4	4	4	4	4	4	4	4	4	4	3	3	3.82
					100%	100%	100%	100%	100%	100%	100%	100%	100%	75%	75%	95.45%
29	Kendall Street, Between Parramatta Road & Martha Street	West	Unrestricted	5	6	5	6	6	6	4	5	5	6	5	3	5.18
					120%	100%	120%	120%	120%	80%	100%	100%	120%	100%	60%	103.64%
30	Kendall Street, Between Martha Street & Parramatta Road	East	Unrestricted	13	15	15	14	15	15	15	15	15	14	11	11	14.09
					115%	115%	108%	115%	115%	115%	115%	115%	108%	85%	85%	108.39%
31	Kendall Street, Between Martha Street & Parramatta Road	East	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
32	Kendall Street, Between Martha Street & Parramatta Road	East	Unrestricted	3	1	3	3	3	3	3	3	3	3	2	1	2.55
					33%	100%	100%	100%	100%	100%	100%	100%	100%	67%	33%	84.85%
33	Kendall Street, Between Martha Street & Parramatta Road	East	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
E Kendall Street				30	30	33	33	33	34	32	33	31	33	26	21	31
					100%	110%	110%	110%	113%	107%	110%	103%	110%	87%	70%	103%
F Wentworth Street																
34	Wentworth Street, Between Martha Street & Parramatta Road	East	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
35	Wentworth Street, Between Martha Street & Parramatta Road	East	Unrestricted	11	13	14	14	13	14	13	13	13	15	11	11	13.09
					118%	127%	127%	118%	127%	118%	118%	118%	136%	100%	100%	119.01%
36	Wentworth Street, Between Martha Street & Parramatta Road	East	No Parking 6am-6pm Mon-Fri	2	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
37	Wentworth Street, Between Martha Street & Parramatta Road	East	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
38	Wentworth Street, Between Parramatta Road & Martha Street	West	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
39	Wentworth Street, Between Parramatta Road & Martha Street	West	Unrestricted	6	5	5	5	5	5	4	4	3	2	2	4	4
					83%	83%	83%	83%	83%	67%	67%	50%	33%	33%	67%	66.67%
40	Wentworth Street, Between Parramatta Road & Martha Street	West	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
41	Wentworth Street, Between Parramatta Road & Martha Street	West	Unrestricted	8	8	9	9	9	8	7	8	7	9	9	9	8.36
					100%	112%	112%	112%	100%	88%	100%	88%	112%	112%	112%	104.55%
42	Wentworth Street, Between Parramatta Road & Martha Street	West	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
43	Wentworth Street, Between Martha Street & Kay Street	West	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
44	Wentworth Street, Between Martha Street & Kay Street	West	Unrestricted	5	0	2	2	3	5	4	4	4	4	1	1	2.73

68	Unwin Street, Between Unwin Street (at the road bend) & Colquhoun Street	North	No Stopping		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
69	Unwin Street, Between Colquhoun Street Shirley Street	South	Unrestricted	21	9	2	6	11	12	11	6	6	7	5	5	7.27
					43%	10%	29%	52%	57%	52%	29%	29%	33%	24%	24%	34.63%
70	Unwin Street, Between Colquhoun Street Shirley Street	South	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
71	Unwin Street, Between Shirley Street & Unwin Street (at the road bend)	South	No Stopping	0	1	0	0	0	0	0	0	0	0	0	0	0.09
					100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100.00%
72	Unwin Street, Between Shirley Street & Unwin Street (at the road bend)	South	Unrestricted	21	7	5	5	4	3	6	3	3	3	6	3	4.36
					33%	24%	24%	19%	14%	29%	14%	14%	14%	29%	14%	20.78%
73	Unwin Street, Between Shirley Street & Unwin Street (at the road bend)	South	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
74	Unwin Street, Between Shirley Street & Unwin Street (at the road bend)	South	Unrestricted	32	0	0	3	0	0	0	0	0	0	0	0	0.27
					0%	0%	9%	0%	0%	0%	0%	0%	0%	0%	0%	0.85%
75	Unwin Street, Between Shirley Street & Unwin Street (at the road bend)	South	1/2P 8am-6pm Mon-Sat	5	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
76	Unwin Street, Between Unwin Street (at the road bend) & Kay Street	East	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
H	Unwin Street			185	28	16	23	29	23	25	17	16	17	20	15	21
					15%	9%	12%	16%	12%	14%	9%	9%	9%	11%	8%	11%
I	Colquhoun Street															
77	Colquhoun Street, Between Grand Ave & Devon Street	East	Unrestricted	49	29	29	26	24	26	25	26	24	22	19	18	24.36
					59%	59%	53%	49%	53%	51%	53%	49%	45%	39%	37%	49.72%
78	Colquhoun Street, Between Grand Ave & Devon Street	East	No Stopping	0	2	2	3	3	1	1	1	0	0	0	0	1.18
					100%	100%	100%	100%	100%	100%	100%	0%	0%	0%	0%	100%
79	Colquhoun Street, Between Grand Ave & Devon Street	East	Unrestricted	14	8	8	8	8	8	8	8	8	8	7	7	7.82
					57%	57%	57%	57%	57%	57%	57%	57%	57%	50%	50%	55.84%
80	Colquhoun Street, Between Grand Ave & Devon Street	East	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
81	Colquhoun Street, Between Devon Street & Unwin Street	East	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
82	Colquhoun Street, Between Devon Street & Unwin Street	East	Unrestricted	4	0	0	1	3	0	1	2	2	2	2	2	1.36
					0%	0%	25%	75%	0%	25%	50%	50%	50%	50%	50%	34.09%
83	Colquhoun Street, Between Devon Street & Unwin Street	East	No Parking	0	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
84	Colquhoun Street, Between Grand Ave & Unwin Street	West	Long or Heavy Vehicles Permitted to Stop Longer than 1 Hour 4pm-9am Mon-Fri All Day Sat-Sun	61	32	36	33	40	37	36	32	29	26	18	15	30.36
					52%	59%	54%	66%	61%	59%	52%	48%	43%	30%	25%	49.78%
85	Colquhoun Street, Between Grand Ave & Unwin Street	West	Unrestricted	3	2	2	2	2	2	2	2	1	1	0	0	1.45
					67%	67%	67%	67%	67%	67%	67%	33%	33%	0%	0%	48.48%
86	Colquhoun Street, Between Grand Ave & Unwin Street	West	Unrestricted	37	15	6	7	9	10	13	12	15	14	17	18	12.36
					41%	16%	19%	24%	27%	35%	32%	41%	38%	46%	49%	33.42%
87	Colquhoun Street, Between Devon Street & Unwin Street	West	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
I	Colquhoun Street			168	88	83	80	89	84	86	83	79	73	63	60	79
					52%	49%	48%	53%	50%	51%	49%	47%	43%	38%	36%	47%
J	Devon Street															
88	Devon Street, Between Colquhoun Street & Durham Street	North	Unrestricted	32	17	11	10	16	16	10	13	10	9	9	9	11.82
					53%	34%	31%	50%	50%	31%	41%	31%	28%	28%	28%	36.93%
89	Devon Street, Between Colquhoun Street & Durham Street	North	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
90	Devon Street, Between Colquhoun Street & Durham Street	North	Unrestricted	39	26	31	28	27	27	27	25	29	21	12	4	23.36
					67%	79%	72%	69%	69%	69%	64%	74%	54%	31%	10%	59.91%
91	Devon Street, Between Durham Street & Colquhoun Street Street	South	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
92	Devon Street, Between Durham Street & Colquhoun Street Street	South	Unrestricted	81	39	28	23	15	14	19	12	18	19	6	5	18

SE	Devon Street, Between Dunham Street & Colquhoun Street	Count	Unrestricted		48%	35%	28%	19%	17%	23%	15%	22%	23%	7%	6%	22.22%
J	Devon Street			152	82	70	61	58	57	56	50	57	49	27	18	53
					54%	46%	40%	38%	38%	37%	33%	38%	32%	18%	12%	35%
K	Shirley Street															
93	Shirley Street, Between Unwin Street & Winning Services Access	East	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
94	Shirley Street, Between Unwin Street & Winning Services Access	East	Unrestricted	30	2	1	1	1	0	2	1	2	2	2	2	1.45
					7%	3%	3%	3%	0%	7%	3%	7%	7%	7%	7%	4.85%
95	Shirley Street, Between Unwin Street & Winning Services Access	East	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
96	Shirley Street, Between Winning Services Access & Unwin Street	West	Unrestricted	29	9	4	5	2	2	2	2	5	1	1	2	3.18
					31%	14%	17%	7%	7%	7%	7%	17%	3%	3%	7%	10.97%
97	Shirley Street, Between Winning Services Access & Unwin Street	West	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
98	Shirley Street, Between Winning Services Access & Unwin Street	West	Unrestricted	8	0	1	1	0	0	0	0	0	0	3	0	0.45
					0%	12%	12%	0%	0%	0%	0%	0%	0%	38%	0%	5.68%
99	Shirley Street, Between Winning Services Access & Unwin Street	West	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
K	Shirley Street			67	11	6	7	3	2	4	3	7	3	6	4	5
					16%	9%	10%	4%	3%	6%	4%	10%	4%	9%	6%	7%

TOTAL STUDY AREA				893	359	397	413	435	418	407	394	382	357	268	213	368
					40%	44%	46%	49%	47%	46%	44%	43%	40%	30%	24%	41%



Clyde
Sue Lewis Consulting
Saturday, 19 Feb 2022

Accumulation & Occupancy Summary

Id	Location	Side of Street	Restrictions	Supply	Occupancy per 1hr Interval - Saturday										AVERAGE	
					7:00am	8:00am	9:00am	10:00am	11:00am	12:00pm	1:00pm	2:00pm	3:00pm	4:00pm		5:00pm
A																
Harbord Street																
1	Harbord Street, Between Parramatta Road & Martha Street	West	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
2	Harbord Street, Between Parramatta Road & Martha Street	West	Unrestricted	17	9	15	15	16	14	13	13	13	14	8	8	12.55
					53%	88%	88%	94%	82%	76%	76%	76%	82%	47%	47%	73.80%
3	Harbord Street, Between Parramatta Road & Martha Street	West	Unrestricted	5	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
4	Harbord Street, Between Martha Street & Parramatta Road	East	Unrestricted	7	0	2	1	1	2	1	1	1	1	0	0	0.91
					0%	29%	14%	14%	29%	14%	14%	14%	14%	0%	0%	12.99%
5	Harbord Street, Between Martha Street & Parramatta Road	East	Unrestricted	12	6	8	8	7	7	5	6	6	7	4	5	6.27
					50%	67%	67%	58%	58%	42%	50%	50%	58%	33%	42%	52.27%
6	Harbord Street, Between Martha Street & Parramatta Road	East	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
A	Harbord Street			41	15	25	24	24	23	19	20	20	22	12	13	20
					37%	61%	59%	59%	56%	46%	49%	49%	54%	29%	32%	49%
B																
Martha Street																
7	Martha Street, Between Harbord Street & Deniehy Street	North	Unrestricted	33	3	3	3	3	3	3	3	3	3	3	2	2.91
					9%	9%	9%	9%	9%	9%	9%	9%	9%	9%	6%	8.82%
8	Martha Street, Between Harbord Street & Deniehy Street	North	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
9	Martha Street, Between Darcy Street & Harbord Street	South	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
10	Martha Street, Between Darcy Street & Harbord Street	South	Unrestricted	13	0	0	0	0	0	0	1	0	0	0	0	0.09
					0%	0%	0%	0%	0%	0%	8%	0%	0%	0%	0%	0.70%
11	Martha Street, Between Darcy Street & Harbord Street	South	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
12	Martha Street, Between Kendall Street & James Ruse Dr	South	Unrestricted	11	6	8	9	9	9	9	9	9	9	9	7	8.45
					55%	73%	82%	82%	82%	82%	82%	82%	82%	82%	64%	76.86%
13	Martha Street, Between Kendall Street & James Ruse Dr	South	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
14	Martha Street, Between James Ruse Dr & Wentworth Street	North	Unrestricted	26	12	13	13	13	13	12	12	12	12	10	10	12
					46%	50%	50%	50%	50%	46%	46%	46%	46%	38%	38%	46.15%
15	Martha Street, Between James Ruse Dr & Wentworth Street	North	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
16	Martha Street, Between Wentworth Street & Harbord Street	North	Unrestricted	15	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
17	Martha Street, Between Harbord Street & Wentworth Street	South	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
18	Martha Street, Between Harbord Street & Wentworth Street	South	Unrestricted	5	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
19	Martha Street, Between Harbord Street & Wentworth Street	South	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
20	Martha Street, Between Wentworth Street & Kendall Street	South	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
21	Martha Street, Between Wentworth Street & Kendall Street	South	Unrestricted	13	5	5	5	6	5	5	5	5	5	5	5	5.09
					38%	38%	38%	46%	38%	38%	38%	38%	38%	38%	38%	39.16%
B	Martha Street			116	26	29	30	31	30	29	30	29	29	27	24	29
					22%	25%	26%	27%	26%	25%	26%	25%	25%	23%	21%	25%

68	Unwin Street, Between Unwin Street (at the road bend) & Colquhoun Street	North	No Stopping		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
69	Unwin Street, Between Colquhoun Street Shirley Street	South	Unrestricted	21	0	0	0	0	0	0	0	3	3	3	3	3	1.36
					0%	0%	0%	0%	0%	0%	0%	14%	14%	14%	14%	14%	6.49%
70	Unwin Street, Between Colquhoun Street Shirley Street	South	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
71	Unwin Street, Between Shirley Street & Unwin Street (at the road bend)	South	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
72	Unwin Street, Between Shirley Street & Unwin Street (at the road bend)	South	Unrestricted	21	3	3	3	2	2	2	2	2	2	2	2	2	2.27
					14%	14%	14%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10.82%
73	Unwin Street, Between Shirley Street & Unwin Street (at the road bend)	South	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
74	Unwin Street, Between Shirley Street & Unwin Street (at the road bend)	South	Unrestricted	32	0	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
75	Unwin Street, Between Shirley Street & Unwin Street (at the road bend)	South	1/2P 8am-6pm Mon-Sat	5	0	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
76	Unwin Street, Between Unwin Street (at the road bend) & Kay Street	East	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
H	Unwin Street			185	17	13	11	15	18	19	24	23	25	23	21	19	
					9%	7%	6%	8%	10%	10%	13%	12%	14%	12%	11%	10%	
I	Colquhoun Street																
77	Colquhoun Street, Between Grand Ave & Devon Street	East	Unrestricted	49	16	13	10	10	12	13	10	7	9	8	8	8	10.55
					33%	27%	20%	20%	24%	27%	20%	14%	18%	16%	16%	16%	21.52%
78	Colquhoun Street, Between Grand Ave & Devon Street	East	No Stopping	0	2	1	1	1	1	1	1	1	0	0	0	0	0.82
					100%	100%	100%	100%	100%	100%	100%	100%	0%	0%	0%	0%	100.00%
79	Colquhoun Street, Between Grand Ave & Devon Street	East	Unrestricted	14	7	5	4	4	6	6	6	6	6	6	6	6	5.64
					50%	36%	29%	29%	43%	43%	43%	43%	43%	43%	43%	43%	40.26%
80	Colquhoun Street, Between Grand Ave & Devon Street	East	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
81	Colquhoun Street, Between Devon Street & Unwin Street	East	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
82	Colquhoun Street, Between Devon Street & Unwin Street	East	Unrestricted	4	2	2	2	2	2	2	2	2	2	2	2	2	2
					50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50.00%
83	Colquhoun Street, Between Devon Street & Unwin Street	East	No Parking	0	0	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
84	Colquhoun Street, Between Grand Ave & Unwin Street	West	Long or Heavy Vehicles Permitted to Stop Longer than 1 Hour 4pm-9am Mon-Fri All Day Sat-Sun	61	17	19	19	19	18	18	17	14	13	13	11	11	16.18
					28%	31%	31%	31%	30%	30%	28%	23%	21%	21%	18%	18%	26.53%
85	Colquhoun Street, Between Grand Ave & Unwin Street	West	Unrestricted	3	2	2	2	2	2	2	1	1	0	0	0	0	1.27
					67%	67%	67%	67%	67%	67%	33%	33%	0%	0%	0%	0%	42.42%
86	Colquhoun Street, Between Grand Ave & Unwin Street	West	Unrestricted	37	20	20	22	23	19	19	18	18	18	18	18	18	19.36
					54%	54%	59%	62%	51%	51%	49%	49%	49%	49%	49%	49%	52.33%
87	Colquhoun Street, Between Devon Street & Unwin Street	West	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
I	Colquhoun Street			168	66	62	60	61	60	61	55	49	48	47	45	56	
					39%	37%	36%	36%	36%	36%	33%	29%	29%	28%	27%	33%	
J	Devon Street																
88	Devon Street, Between Colquhoun Street & Durham Street	North	Unrestricted	32	8	10	8	10	14	11	11	11	12	10	10	10	10.45
					25%	31%	25%	31%	44%	34%	34%	34%	38%	31%	31%	31%	32.67%
89	Devon Street, Between Colquhoun Street & Durham Street	North	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
90	Devon Street, Between Colquhoun Street & Durham Street	North	Unrestricted	39	9	15	8	19	12	2	1	2	1	1	1	1	6.45
					23%	38%	21%	49%	31%	5%	3%	5%	3%	3%	3%	3%	16.55%
91	Devon Street, Between Durham Street & Colquhoun Street Street	South	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
92	Devon Street, Between Durham Street & Colquhoun Street Street	South	Unrestricted	81	7	12	7	10	10	4	4	4	4	5	5	5	6.55

92	Devon Street, Between Dunham Street & Colquhoun Street	South	Unrestricted		9%	15%	9%	12%	12%	5%	5%	5%	5%	6%	6%	8.08%
J	Devon Street			152	24	37	23	39	36	17	16	17	17	16	16	23
					16%	24%	15%	26%	24%	11%	11%	11%	11%	11%	11%	15%
K	Shirley Street															
93	Shirley Street, Between Unwin Street & Winning Services Access	East	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
94	Shirley Street, Between Unwin Street & Winning Services Access	East	Unrestricted	30	2	2	2	2	2	2	0	0	0	0	0	1.09
					7%	7%	7%	7%	7%	7%	0%	0%	0%	0%	0%	3.64%
95	Shirley Street, Between Unwin Street & Winning Services Access	East	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
96	Shirley Street, Between Winning Services Access & Unwin Street	West	Unrestricted	29	0	2	0	1	1	1	1	0	0	0	0	0.55
					0%	7%	0%	3%	3%	3%	3%	0%	0%	0%	0%	1.88%
97	Shirley Street, Between Winning Services Access & Unwin Street	West	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
98	Shirley Street, Between Winning Services Access & Unwin Street	West	Unrestricted	8	0	2	0	0	0	0	0	0	0	0	0	0.18
					0%	25%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2.27%
99	Shirley Street, Between Winning Services Access & Unwin Street	West	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
K	Shirley Street			67	2	6	2	3	3	3	1	0	0	0	0	2
					3%	9%	3%	4%	4%	4%	1%	0%	0%	0%	0%	3%

TOTAL STUDY AREA				893	206	234	215	240	233	205	206	188	195	170	162	205
					23%	26%	24%	27%	26%	23%	23%	21%	22%	19%	18%	23%



Clyde
Sue Lewis Consulting
Sunday, 20 Feb 2022

Accumulation & Occupancy Summary

Id	Location	Side of Street	Restrictions	Supply	Occupancy per 1hr Interval - Sunday											AVERAGE
					7:00am	8:00am	9:00am	10:00am	11:00am	12:00pm	1:00pm	2:00pm	3:00pm	4:00pm	5:00pm	
A																
Harbord Street																
1	Harbord Street, Between Parramatta Road & Martha Street	West	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
2	Harbord Street, Between Parramatta Road & Martha Street	West	Unrestricted	17	8	9	8	8	9	8	8	8	9	8	9	
					47%	53%	47%	47%	53%	47%	47%	47%	53%	47%	53%	
3	Harbord Street, Between Parramatta Road & Martha Street	West	Unrestricted	5	1	0	0	0	0	0	0	0	0	1	3	
					20%	0%	0%	0%	0%	0%	0%	0%	0%	20%	60%	
4	Harbord Street, Between Martha Street & Parramatta Road	East	Unrestricted	7	0	0	0	0	0	0	0	0	0	0	0	
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
5	Harbord Street, Between Martha Street & Parramatta Road	East	Unrestricted	12	6	7	4	4	4	4	4	4	4	4	4	
					50%	58%	33%	33%	33%	33%	33%	33%	33%	33%	33%	
6	Harbord Street, Between Martha Street & Parramatta Road	East	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
A	Harbord Street			41	15	16	12	12	13	12	12	12	13	13	16	
					37%	39%	29%	29%	32%	29%	29%	29%	32%	32%	39%	
B																
Martha Street																
7	Martha Street, Between Harbord Street & Deniehy Street	North	Unrestricted	33	2	2	2	5	5	6	2	2	2	2	2	
					6%	6%	6%	15%	15%	18%	6%	6%	6%	6%	6%	
8	Martha Street, Between Harbord Street & Deniehy Street	North	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
9	Martha Street, Between Darcy Street & Harbord Street	South	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
10	Martha Street, Between Darcy Street & Harbord Street	South	Unrestricted	13	0	0	0	1	0	0	1	0	0	0	0	
					0%	0%	0%	8%	0%	0%	8%	0%	0%	0%	0%	
11	Martha Street, Between Darcy Street & Harbord Street	South	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
12	Martha Street, Between Kendall Street & James Ruse Dr	South	Unrestricted	11	8	8	8	8	8	8	6	6	8	8	8	
					73%	73%	73%	73%	73%	73%	55%	55%	73%	73%	73%	
13	Martha Street, Between Kendall Street & James Ruse Dr	South	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
14	Martha Street, Between James Ruse Dr & Wentworth Street	North	Unrestricted	26	10	10	10	10	10	10	11	11	11	11	11	
					38%	38%	38%	38%	38%	38%	42%	42%	42%	42%	42%	
15	Martha Street, Between James Ruse Dr & Wentworth Street	North	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
16	Martha Street, Between Wentworth Street & Harbord Street	North	Unrestricted	15	0	0	0	0	0	0	0	0	0	0	0	
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
17	Martha Street, Between Harbord Street & Wentworth Street	South	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
18	Martha Street, Between Harbord Street & Wentworth Street	South	Unrestricted	5	0	0	0	0	0	0	0	0	0	0	0	
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
19	Martha Street, Between Harbord Street & Wentworth Street	South	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
20	Martha Street, Between Wentworth Street & Kendall Street	South	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
21	Martha Street, Between Wentworth Street & Kendall Street	South	Unrestricted	13	5	5	5	5	5	5	6	6	6	6	6	
					38%	38%	38%	38%	38%	38%	46%	46%	46%	46%	46%	
B	Martha Street			116	25	25	25	29	28	29	26	25	27	27	27	
					22%	22%	22%	25%	24%	25%	22%	22%	23%	23%	23%	

C Darcy Street																
22	Darcy Street, Between Martha Street & End	East	Unrestricted	5	1	1	1	5	5	4	6	3	2	1	1	2.73
					20%	20%	20%	100%	100%	80%	120%	60%	40%	20%	20%	54.55%
23	Darcy Street, Between Martha Street & End	West	Unrestricted	4	0	0	0	1	3	3	5	2	0	0	0	1.27
					0%	0%	0%	25%	75%	75%	125%	50%	0%	0%	0%	31.82%
C	Darcy Street			9	1	1	1	6	8	7	11	5	2	1	1	4
					11%	11%	11%	67%	89%	78%	122%	56%	22%	11%	11%	44%
D Parramatta Road																
24	Parramatta Road, Between Kendall Street & Harbord Street	North	No Stopping Clearway 6am-7pm Mon-Fri,8am-8pm Sat-Sun	0	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
25	Parramatta Road, Between Kendall Street & Harbord Street	South	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
D	Parramatta Road			0	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
E Kendall Street																
26	Kendall Street, Between Parramatta Road & Martha Street	West	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
27	Kendall Street, Between Parramatta Road & Martha Street	West	Unrestricted	5	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
28	Kendall Street, Between Parramatta Road & Martha Street	West	Unrestricted	4	2	2	2	2	2	2	2	2	2	2	0	1.82
					50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	0%	45.45%
29	Kendall Street, Between Parramatta Road & Martha Street	West	Unrestricted	5	1	1	1	2	2	2	2	2	2	2	1	1.64
					20%	20%	20%	40%	40%	40%	40%	40%	40%	40%	20%	32.73%
30	Kendall Street, Between Martha Street & Parramatta Road	East	Unrestricted	13	7	7	7	8	8	7	7	7	7	7	7	7.18
					54%	54%	54%	62%	62%	54%	54%	54%	54%	54%	54%	55.24%
31	Kendall Street, Between Martha Street & Parramatta Road	East	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
32	Kendall Street, Between Martha Street & Parramatta Road	East	Unrestricted	3	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
33	Kendall Street, Between Martha Street & Parramatta Road	East	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
E	Kendall Street			30	10	10	10	12	12	11	11	11	11	11	8	11
					33%	33%	33%	40%	40%	37%	37%	37%	37%	37%	27%	37%
F Wentworth Street																
34	Wentworth Street, Between Martha Street & Parramatta Road	East	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
35	Wentworth Street, Between Martha Street & Parramatta Road	East	Unrestricted	11	12	12	12	12	12	12	13	12	10	10	10	11.55
					109%	109%	109%	109%	109%	109%	118%	109%	91%	91%	91%	104.96%
36	Wentworth Street, Between Martha Street & Parramatta Road	East	No Parking 6am-6pm Mon-Fri	2	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
37	Wentworth Street, Between Martha Street & Parramatta Road	East	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
38	Wentworth Street, Between Parramatta Road & Martha Street	West	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
39	Wentworth Street, Between Parramatta Road & Martha Street	West	Unrestricted	6	2	3	2	2	2	2	2	2	2	2	2	2.09
					33%	50%	33%	33%	33%	33%	33%	33%	33%	33%	33%	34.85%
40	Wentworth Street, Between Parramatta Road & Martha Street	West	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
41	Wentworth Street, Between Parramatta Road & Martha Street	West	Unrestricted	8	8	8	8	8	8	8	8	8	8	8	8	8
					100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100.00%
42	Wentworth Street, Between Parramatta Road & Martha Street	West	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
43	Wentworth Street, Between Martha Street & Kay Street	West	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
44	Wentworth Street, Between Martha Street & Kay Street	West	Unrestricted	5	2	4	4	4	3	3	4	4	4	2	1	3.18

68	Unwin Street, Between Unwin Street (at the road bend) & Colquhoun Street	North	No Stopping		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
69	Unwin Street, Between Colquhoun Street Shirley Street	South	Unrestricted	21	3	3	3	3	3	1	1	1	1	1	1	1.91	
					14%	14%	14%	14%	14%	5%	5%	5%	5%	5%	5%	9.09%	
70	Unwin Street, Between Colquhoun Street Shirley Street	South	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0	
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
71	Unwin Street, Between Shirley Street & Unwin Street (at the road bend)	South	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0	
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
72	Unwin Street, Between Shirley Street & Unwin Street (at the road bend)	South	Unrestricted	21	4	5	5	4	4	4	4	4	4	4	4	4.18	
					19%	24%	24%	19%	19%	19%	19%	19%	19%	19%	19%	19.91%	
73	Unwin Street, Between Shirley Street & Unwin Street (at the road bend)	South	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0	
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
74	Unwin Street, Between Shirley Street & Unwin Street (at the road bend)	South	Unrestricted	32	0	0	0	0	0	0	0	0	0	0	0	0	
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
75	Unwin Street, Between Shirley Street & Unwin Street (at the road bend)	South	1/2P 8am-6pm Mon-Sat	5	0	0	0	0	0	0	0	0	0	0	0	0	
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
76	Unwin Street, Between Unwin Street (at the road bend) & Kay Street	East	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0	
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
H	Unwin Street			185	14	15	15	15	15	12	12	12	12	12	12	13	
					8%	8%	8%	8%	8%	6%	6%	6%	6%	6%	6%	7%	
I	Colquhoun Street																
77	Colquhoun Street, Between Grand Ave & Devon Street	East	Unrestricted	49	10	9	9	9	9	9	10	9	9	9	9	9.18	
					20%	18%	18%	18%	18%	18%	20%	18%	18%	18%	18%	18.74%	
78	Colquhoun Street, Between Grand Ave & Devon Street	East	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0	
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
79	Colquhoun Street, Between Grand Ave & Devon Street	East	Unrestricted	14	7	7	6	6	6	6	6	6	6	7	7	6.36	
					50%	50%	43%	43%	43%	43%	43%	43%	43%	50%	50%	45.45%	
80	Colquhoun Street, Between Grand Ave & Devon Street	East	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0	
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
81	Colquhoun Street, Between Devon Street & Unwin Street	East	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0	
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
82	Colquhoun Street, Between Devon Street & Unwin Street	East	Unrestricted	4	2	2	2	2	2	2	2	2	2	2	2	2	
					50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50.00%	
83	Colquhoun Street, Between Devon Street & Unwin Street	East	No Parking	0	0	0	0	0	0	0	0	0	0	0	0	0	
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
84	Colquhoun Street, Between Grand Ave & Unwin Street	West	Long or Heavy Vehicles Permitted to Stop Longer than 1 Hour 4pm-9am Mon-Fri All Day Sat-Sun	61	11	12	12	12	12	12	12	12	12	12	12	11.91	
					18%	20%	20%	20%	20%	20%	20%	20%	20%	20%	20%	19.52%	
85	Colquhoun Street, Between Grand Ave & Unwin Street	West	Unrestricted	3	0	0	0	0	0	0	0	0	0	0	0	0	
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
86	Colquhoun Street, Between Grand Ave & Unwin Street	West	Unrestricted	37	16	16	18	18	18	18	18	18	18	18	16	16	17.27
					43%	43%	49%	49%	49%	49%	49%	49%	49%	43%	43%	46.68%	
87	Colquhoun Street, Between Devon Street & Unwin Street	West	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0	
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
I	Colquhoun Street			168	46	46	47	47	47	47	48	47	47	46	46	47	
					27%	27%	28%	28%	28%	28%	29%	28%	28%	27%	27%	28%	
J	Devon Street																
88	Devon Street, Between Colquhoun Street & Durham Street	North	Unrestricted	32	11	11	11	11	12	11	11	11	11	11	11	11.09	
					34%	34%	34%	34%	38%	34%	34%	34%	34%	34%	34%	34.66%	
89	Devon Street, Between Colquhoun Street & Durham Street	North	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0	
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
90	Devon Street, Between Colquhoun Street & Durham Street	North	Unrestricted	39	11	3	3	3	7	3	3	3	3	5	3	4.27	
					28%	8%	8%	8%	18%	8%	8%	8%	8%	13%	8%	10.96%	
91	Devon Street, Between Durham Street & Colquhoun Street Street	South	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0	
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
92	Devon Street, Between Durham Street & Colquhoun Street Street	South	Unrestricted	81	5	4	4	4	4	4	4	4	4	5	4	4.18	

92	Devon Street, Between Dunham Street & Colquhoun Street	South	Unrestricted		6%	5%	5%	5%	5%	5%	5%	5%	5%	6%	5%	5.16%
J	Devon Street			152	27	18	18	18	23	18	18	18	18	21	18	20
					18%	12%	12%	12%	15%	12%	12%	12%	12%	14%	12%	13%
K	Shirley Street															
93	Shirley Street, Between Unwin Street & Winning Services Access	East	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
94	Shirley Street, Between Unwin Street & Winning Services Access	East	Unrestricted	30	0	0	0	0	0	0	0	0	0	0	1	0.09
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0.30%
95	Shirley Street, Between Unwin Street & Winning Services Access	East	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
96	Shirley Street, Between Winning Services Access & Unwin Street	West	Unrestricted	29	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
97	Shirley Street, Between Winning Services Access & Unwin Street	West	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
98	Shirley Street, Between Winning Services Access & Unwin Street	West	Unrestricted	8	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
99	Shirley Street, Between Winning Services Access & Unwin Street	West	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
K	Shirley Street			67	0	0	0	0	0	0	0	0	0	0	1	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%

TOTAL STUDY AREA				893	180	171	172	180	185	170	178	167	166	164	158	172
					20%	19%	19%	20%	21%	19%	20%	19%	19%	19%	18%	18%



Clyde
Sue Lewis Consulting
Monday, 21 Feb 2022

Accumulation & Occupancy Summary

Id	Location	Side of Street	Restrictions	Supply	Occupancy per 1hr Interval - Monday										AVERAGE	
					7:00am	8:00am	9:00am	10:00am	11:00am	12:00pm	1:00pm	2:00pm	3:00pm	4:00pm		5:00pm
A																
Harbord Street																
1	Harbord Street, Between Parramatta Road & Martha Street	West	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
2	Harbord Street, Between Parramatta Road & Martha Street	West	Unrestricted	17	11	16	17	18	17	17	17	16	16	15	15	15.91
					65%	94%	100%	106%	100%	100%	100%	94%	94%	88%	88%	93.58%
3	Harbord Street, Between Parramatta Road & Martha Street	West	Unrestricted	5	2	3	3	4	4	4	4	4	3	2	1	3.09
					40%	60%	60%	80%	80%	80%	80%	80%	60%	40%	20%	61.82%
4	Harbord Street, Between Martha Street & Parramatta Road	East	Unrestricted	7	0	5	5	6	6	6	6	6	7	3	3	4.82
					0%	71%	71%	86%	86%	86%	86%	86%	100%	43%	43%	68.83%
5	Harbord Street, Between Martha Street & Parramatta Road	East	Unrestricted	12	6	12	15	13	14	14	12	12	12	11	8	11.73
					50%	100%	125%	108%	117%	117%	100%	100%	100%	92%	67%	97.73%
6	Harbord Street, Between Martha Street & Parramatta Road	East	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
A	Harbord Street			41	19	36	40	41	41	41	39	38	38	31	27	36
					46%	88%	98%	100%	100%	100%	95%	93%	93%	76%	66%	88%
B																
Martha Street																
7	Martha Street, Between Harbord Street & Deniehy Street	North	Unrestricted	33	2	10	26	27	27	26	24	26	24	20	7	19.91
					6%	30%	79%	82%	82%	79%	73%	79%	73%	61%	21%	60.33%
8	Martha Street, Between Harbord Street & Deniehy Street	North	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
9	Martha Street, Between Darcy Street & Harbord Street	South	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
10	Martha Street, Between Darcy Street & Harbord Street	South	Unrestricted	13	5	8	12	12	12	12	11	11	11	6	2	9.27
					38%	62%	92%	92%	92%	92%	85%	85%	85%	46%	15%	71.33%
11	Martha Street, Between Darcy Street & Harbord Street	South	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
12	Martha Street, Between Kendall Street & James Ruse Dr	South	Unrestricted	11	10	12	14	12	13	12	11	10	10	10	7	11
					91%	109%	127%	109%	118%	109%	100%	91%	91%	91%	64%	100.00%
13	Martha Street, Between Kendall Street & James Ruse Dr	South	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
14	Martha Street, Between James Ruse Dr & Wentworth Street	North	Unrestricted	26	15	20	26	26	27	27	26	25	21	17	10	21.82
					58%	77%	100%	100%	104%	104%	100%	96%	81%	65%	38%	83.92%
15	Martha Street, Between James Ruse Dr & Wentworth Street	North	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
16	Martha Street, Between Wentworth Street & Harbord Street	North	Unrestricted	15	2	13	14	15	14	14	13	14	12	4	4	10.82
					13%	87%	93%	100%	93%	93%	87%	93%	80%	27%	27%	72.12%
17	Martha Street, Between Harbord Street & Wentworth Street	South	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
18	Martha Street, Between Harbord Street & Wentworth Street	South	Unrestricted	5	0	6	7	7	6	6	6	5	5	1	0	4.45
					0%	120%	140%	140%	120%	120%	120%	100%	100%	20%	0%	89.09%
19	Martha Street, Between Harbord Street & Wentworth Street	South	No Stopping	0	0	0	0	2	0	0	0	0	0	0	0	0.18
					0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	100.00%
20	Martha Street, Between Wentworth Street & Kendall Street	South	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
21	Martha Street, Between Wentworth Street & Kendall Street	South	Unrestricted	13	7	11	13	13	12	10	10	10	9	9	8	10.18
					54%	85%	100%	100%	92%	77%	77%	77%	69%	69%	62%	78.32%
B	Martha Street			116	41	80	112	114	111	107	101	101	92	67	38	88
					35%	69%	97%	98%	96%	92%	87%	87%	79%	58%	33%	76%

C Darcy Street																	
22	Darcy Street, Between Martha Street & End	East	Unrestricted	5	4	4	4	4	4	4	4	4	4	3	4	1	3.64
					80%	80%	80%	80%	80%	80%	80%	80%	80%	60%	80%	20%	72.73%
23	Darcy Street, Between Martha Street & End	West	Unrestricted	4	2	2	2	2	2	3	3	3	2	2	3	1	2.27
					50%	50%	50%	50%	50%	75%	75%	75%	50%	50%	75%	25%	56.82%
C Darcy Street				9	6	6	6	6	6	7	7	7	6	5	7	2	6
					67%	67%	67%	67%	67%	78%	78%	78%	67%	56%	78%	22%	67%
D Parramatta Road																	
24	Parramatta Road, Between Kendall Street & Harbord Street	North	No Stopping Clearway 6am-7pm Mon-Fri,8am-8pm Sat-Sun	0	0	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
25	Parramatta Road, Between Kendall Street & Harbord Street	South	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
D Parramatta Road				0	0	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
E Kendall Street																	
26	Kendall Street, Between Parramatta Road & Martha Street	West	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
27	Kendall Street, Between Parramatta Road & Martha Street	West	Unrestricted	5	4	7	6	6	6	6	6	6	3	3	2	3	4.73
					80%	140%	120%	120%	120%	120%	120%	120%	60%	60%	40%	60%	94.55%
28	Kendall Street, Between Parramatta Road & Martha Street	West	Unrestricted	4	4	4	5	4	4	4	4	5	5	4	4	3	4.18
					100%	100%	125%	100%	100%	100%	100%	125%	125%	100%	100%	75%	104.55%
29	Kendall Street, Between Parramatta Road & Martha Street	West	Unrestricted	5	5	5	6	6	6	6	6	6	4	2	1	2	4.45
					100%	100%	120%	120%	120%	120%	120%	120%	80%	40%	20%	40%	89.09%
30	Kendall Street, Between Martha Street & Parramatta Road	East	Unrestricted	13	13	14	14	14	14	14	14	15	14	13	11	10	13.27
					100%	108%	108%	108%	108%	108%	108%	115%	108%	100%	85%	77%	102.10%
31	Kendall Street, Between Martha Street & Parramatta Road	East	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
32	Kendall Street, Between Martha Street & Parramatta Road	East	Unrestricted	3	0	2	2	2	2	2	2	3	3	3	3	1	2.09
					0%	67%	67%	67%	67%	67%	67%	100%	100%	100%	100%	33%	69.70%
33	Kendall Street, Between Martha Street & Parramatta Road	East	No Stopping	0	0	0	0	0	0	0	0	1	0	0	0	0	0.09
					0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%	100.00%
E Kendall Street				30	26	32	33	32	32	32	32	36	29	25	21	19	29
					87%	107%	110%	107%	107%	107%	107%	120%	97%	83%	70%	63%	97%
F Wentworth Street																	
34	Wentworth Street, Between Martha Street & Parramatta Road	East	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
35	Wentworth Street, Between Martha Street & Parramatta Road	East	Unrestricted	11	10	11	12	13	15	13	13	13	12	13	12	11	12.27
					91%	100%	109%	118%	136%	118%	118%	118%	109%	118%	109%	100%	111.57%
36	Wentworth Street, Between Martha Street & Parramatta Road	East	No Parking 6am-6pm Mon-Fri	2	0	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
37	Wentworth Street, Between Martha Street & Parramatta Road	East	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
38	Wentworth Street, Between Parramatta Road & Martha Street	West	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
39	Wentworth Street, Between Parramatta Road & Martha Street	West	Unrestricted	6	5	5	5	6	6	8	6	6	6	4	3	4	5.27
					83%	83%	83%	100%	100%	133%	100%	100%	100%	67%	50%	67%	87.88%
40	Wentworth Street, Between Parramatta Road & Martha Street	West	No Stopping	0	1	0	0	0	0	0	0	0	0	0	0	0	0.09
					100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100.00%
41	Wentworth Street, Between Parramatta Road & Martha Street	West	Unrestricted	8	8	9	9	7	7	7	7	7	8	9	9	9	8.09
					100%	112%	112%	88%	88%	88%	88%	88%	100%	112%	112%	112%	101.14%
42	Wentworth Street, Between Parramatta Road & Martha Street	West	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
43	Wentworth Street, Between Martha Street & Kay Street	West	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
44	Wentworth Street, Between Martha Street & Kay Street	West	Unrestricted	5	1	3	4	4	4	2	3	3	4	3	1		2.91

68	Unwin Street, Between Unwin Street (at the road bend) & Colquhoun Street	North	No Stopping		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
69	Unwin Street, Between Colquhoun Street Shirley Street	South	Unrestricted	21	7	2	4	8	9	9	10	10	10	9	6	7.64
					33%	10%	19%	38%	43%	43%	48%	48%	48%	43%	29%	36.36%
70	Unwin Street, Between Colquhoun Street Shirley Street	South	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
71	Unwin Street, Between Shirley Street & Unwin Street (at the road bend)	South	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
72	Unwin Street, Between Shirley Street & Unwin Street (at the road bend)	South	Unrestricted	21	0	0	0	3	0	1	0	0	0	0	3	0.64
					0%	0%	0%	14%	0%	5%	0%	0%	0%	0%	14%	3.03%
73	Unwin Street, Between Shirley Street & Unwin Street (at the road bend)	South	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
74	Unwin Street, Between Shirley Street & Unwin Street (at the road bend)	South	Unrestricted	32	4	6	0	0	0	0	0	0	0	0	0	0.91
					12%	19%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2.84%
75	Unwin Street, Between Shirley Street & Unwin Street (at the road bend)	South	1/2P 8am-6pm Mon-Sat	5	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
76	Unwin Street, Between Unwin Street (at the road bend) & Kay Street	East	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
H	Unwin Street			185	19	17	11	25	16	20	23	17	17	16	16	18
					10%	9%	6%	14%	9%	11%	12%	9%	9%	9%	9%	10%
I	Colquhoun Street															
77	Colquhoun Street, Between Grand Ave & Devon Street	East	Unrestricted	49	30	32	33	26	27	28	26	26	22	19	23	26.55
					61%	65%	67%	53%	55%	57%	53%	53%	45%	39%	47%	54.17%
78	Colquhoun Street, Between Grand Ave & Devon Street	East	No Stopping	0	2	0	0	1	0	0	0	0	0	0	0	0.27
					100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	100.00%
79	Colquhoun Street, Between Grand Ave & Devon Street	East	Unrestricted	14	9	7	8	9	8	11	9	9	8	8	7	8.45
					64%	50%	57%	64%	57%	79%	64%	64%	57%	57%	50%	60.39%
80	Colquhoun Street, Between Grand Ave & Devon Street	East	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
81	Colquhoun Street, Between Devon Street & Unwin Street	East	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
82	Colquhoun Street, Between Devon Street & Unwin Street	East	Unrestricted	4	0	0	0	0	0	2	0	2	2	3	2	1
					0%	0%	0%	0%	0%	50%	0%	50%	50%	75%	50%	25.00%
83	Colquhoun Street, Between Devon Street & Unwin Street	East	No Parking	0	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
84	Colquhoun Street, Between Grand Ave & Unwin Street	West	Long or Heavy Vehicles Permitted to Stop Longer than 1 Hour 4pm-9am Mon-Fri All Day Sat-Sun	61	33	34	32	36	33	31	30	29	25	22	19	29.45
					54%	56%	52%	59%	54%	51%	49%	48%	41%	36%	31%	48.29%
85	Colquhoun Street, Between Grand Ave & Unwin Street	West	Unrestricted	3	2	2	2	2	2	2	2	2	1	1	1	1.73
					67%	67%	67%	67%	67%	67%	67%	67%	33%	33%	33%	57.58%
86	Colquhoun Street, Between Grand Ave & Unwin Street	West	Unrestricted	37	6	6	8	11	8	8	8	8	11	11	11	8.73
					16%	16%	22%	30%	22%	22%	22%	22%	30%	30%	30%	23.59%
87	Colquhoun Street, Between Devon Street & Unwin Street	West	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
I	Colquhoun Street			168	82	81	83	85	78	82	75	76	69	64	63	76
					49%	48%	49%	51%	46%	49%	45%	45%	41%	38%	38%	45%
J	Devon Street															
88	Devon Street, Between Colquhoun Street & Durham Street	North	Unrestricted	32	18	9	11	13	17	14	14	9	8	12	13	12.55
					56%	28%	34%	41%	53%	44%	44%	28%	25%	38%	41%	39.20%
89	Devon Street, Between Colquhoun Street & Durham Street	North	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
90	Devon Street, Between Colquhoun Street & Durham Street	North	Unrestricted	39	25	29	29	28	28	24	24	23	14	7	2	21.18
					64%	74%	74%	72%	72%	62%	62%	59%	36%	18%	5%	54.31%
91	Devon Street, Between Durham Street & Colquhoun Street Street	South	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
92	Devon Street, Between Durham Street & Colquhoun Street Street	South	Unrestricted	81	34	23	21	15	17	11	12	10	14	13	10	16.36

SE	Devon Street, Between Dunham Street & Colquhoun Street	Count	Unrestricted		42%	28%	26%	19%	21%	14%	15%	12%	17%	16%	12%	20.20%
J	Devon Street			152	77	61	61	56	62	49	50	42	36	32	25	50
					51%	40%	40%	37%	41%	32%	33%	28%	24%	21%	16%	33%
K	Shirley Street															
93	Shirley Street, Between Unwin Street & Winning Services Access	East	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
94	Shirley Street, Between Unwin Street & Winning Services Access	East	Unrestricted	30	1	2	2	2	2	2	5	2	2	2	1	2.09
					3%	7%	7%	7%	7%	7%	17%	7%	7%	7%	3%	6.97%
95	Shirley Street, Between Unwin Street & Winning Services Access	East	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
96	Shirley Street, Between Winning Services Access & Unwin Street	West	Unrestricted	29	3	3	8	1	1	1	7	5	1	2	0	2.91
					10%	10%	28%	3%	3%	3%	24%	17%	3%	7%	0%	10.03%
97	Shirley Street, Between Winning Services Access & Unwin Street	West	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
98	Shirley Street, Between Winning Services Access & Unwin Street	West	Unrestricted	8	0	1	2	2	2	2	2	2	2	2	0	1.55
					0%	12%	25%	25%	25%	25%	25%	25%	25%	25%	0%	19.32%
99	Shirley Street, Between Winning Services Access & Unwin Street	West	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
K	Shirley Street			67	4	6	12	5	5	5	14	9	5	6	1	7
					6%	9%	18%	7%	7%	7%	21%	13%	7%	9%	1%	10%

TOTAL STUDY AREA				893	313	366	405	414	405	394	394	366	334	283	227	355
					35%	41%	45%	46%	45%	44%	44%	41%	37%	32%	25%	40%



Clyde
Sue Lewis Consulting
Tuesday, 22 Feb 2022

Accumulation & Occupancy Summary

Id	Location	Side of Street	Restrictions	Supply	Occupancy per 1hr Interval - Tuesday										AVERAGE		
					7:00am	8:00am	9:00am	10:00am	11:00am	12:00pm	1:00pm	2:00pm	3:00pm	4:00pm		5:00pm	
A																	
Harbord Street																	
1	Harbord Street, Between Parramatta Road & Martha Street	West	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0	
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
2	Harbord Street, Between Parramatta Road & Martha Street	West	Unrestricted	17	11	16	17	17	17	17	17	17	16	16	15	16	
					65%	94%	100%	100%	100%	100%	100%	100%	94%	94%	88%	94.12%	
3	Harbord Street, Between Parramatta Road & Martha Street	West	Unrestricted	5	3	4	5	6	4	5	5	6	6	4	2	4.55	
					60%	80%	100%	120%	80%	100%	100%	120%	120%	80%	40%	90.91%	
4	Harbord Street, Between Martha Street & Parramatta Road	East	Unrestricted	7	1	5	5	6	6	6	6	6	6	1	2	4.55	
					14%	71%	71%	86%	86%	86%	86%	86%	86%	14%	29%	64.94%	
5	Harbord Street, Between Martha Street & Parramatta Road	East	Unrestricted	12	5	12	14	14	14	14	13	14	12	13	10	12.27	
					42%	100%	117%	117%	117%	117%	108%	117%	100%	108%	83%	102.27%	
6	Harbord Street, Between Martha Street & Parramatta Road	East	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0	
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
A	Harbord Street			41	20	37	41	43	41	42	41	43	40	34	29	37	
					49%	90%	100%	105%	100%	102%	100%	105%	98%	83%	71%	90%	
B																	
Martha Street																	
7	Martha Street, Between Harbord Street & Deniehy Street	North	Unrestricted	33	4	10	19	25	24	22	21	21	19	13	3	16.45	
					12%	30%	58%	76%	73%	67%	64%	64%	58%	39%	9%	49.86%	
8	Martha Street, Between Harbord Street & Deniehy Street	North	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0	
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
9	Martha Street, Between Darcy Street & Harbord Street	South	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0	
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
10	Martha Street, Between Darcy Street & Harbord Street	South	Unrestricted	13	3	8	10	11	12	12	12	12	10	5	1	8.73	
					23%	62%	77%	85%	92%	92%	92%	92%	77%	38%	8%	67.13%	
11	Martha Street, Between Darcy Street & Harbord Street	South	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0	
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
12	Martha Street, Between Kendall Street & James Ruse Dr	South	Unrestricted	11	8	11	11	12	11	12	12	11	9	7	6	10	
					73%	100%	100%	109%	100%	109%	109%	109%	100%	82%	64%	55%	90.91%
13	Martha Street, Between Kendall Street & James Ruse Dr	South	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0	
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
14	Martha Street, Between James Ruse Dr & Wentworth Street	North	Unrestricted	26	17	22	24	25	25	25	16	17	16	15	11	19.36	
					65%	85%	92%	96%	96%	96%	62%	65%	62%	58%	42%	74.48%	
15	Martha Street, Between James Ruse Dr & Wentworth Street	North	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0	
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
16	Martha Street, Between Wentworth Street & Harbord Street	North	Unrestricted	15	3	13	15	15	15	15	15	15	14	1	0	11	
					20%	87%	100%	100%	100%	100%	100%	100%	93%	7%	0%	73.33%	
17	Martha Street, Between Harbord Street & Wentworth Street	South	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0	
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
18	Martha Street, Between Harbord Street & Wentworth Street	South	Unrestricted	5	0	6	6	6	6	6	6	6	6	1	0	4.45	
					0%	120%	120%	120%	120%	120%	120%	120%	120%	20%	0%	89.09%	
19	Martha Street, Between Harbord Street & Wentworth Street	South	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0	
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
20	Martha Street, Between Wentworth Street & Kendall Street	South	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0	
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
21	Martha Street, Between Wentworth Street & Kendall Street	South	Unrestricted	13	7	11	12	13	13	12	13	14	13	7	6	11	
					54%	85%	92%	100%	100%	92%	100%	108%	100%	54%	46%	84.62%	
B	Martha Street			116	42	81	97	107	106	104	95	96	87	49	27	81	
					36%	70%	84%	92%	91%	90%	82%	83%	75%	42%	23%	70%	

C Darcy Street																	
22	Darcy Street, Between Martha Street & End	East	Unrestricted	5	3	4	4	4	4	4	4	3	3	2	1	0	2.91
					60%	80%	80%	80%	80%	80%	80%	60%	60%	40%	20%	0%	58.18%
23	Darcy Street, Between Martha Street & End	West	Unrestricted	4	5	3	3	4	3	3	3	3	2	1	1	0	2.55
					125%	75%	75%	100%	75%	75%	75%	75%	50%	25%	25%	0%	63.64%
C Darcy Street				9	8	7	7	8	7	7	6	5	3	2	0	5	
					89%	78%	78%	89%	78%	78%	67%	56%	33%	22%	0%	56%	
D Parramatta Road																	
24	Parramatta Road, Between Kendall Street & Harbord Street	North	No Stopping Clearway 6am-7pm Mon-Fri,8am-8pm Sat-Sun	0	0	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
25	Parramatta Road, Between Kendall Street & Harbord Street	South	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
D Parramatta Road				0	0	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
E Kendall Street																	
26	Kendall Street, Between Parramatta Road & Martha Street	West	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
27	Kendall Street, Between Parramatta Road & Martha Street	West	Unrestricted	5	5	6	6	6	6	5	5	3	3	0	0	0	4.09
					100%	120%	120%	120%	120%	100%	100%	60%	60%	0%	0%	0%	81.82%
28	Kendall Street, Between Parramatta Road & Martha Street	West	Unrestricted	4	4	4	4	4	4	4	4	2	2	2	2	2	3.27
					100%	100%	100%	100%	100%	100%	100%	50%	50%	50%	50%	50%	81.82%
29	Kendall Street, Between Parramatta Road & Martha Street	West	Unrestricted	5	5	5	6	6	6	7	6	4	4	4	4	3	5.09
					100%	100%	120%	120%	120%	140%	120%	80%	80%	80%	60%	60%	101.82%
30	Kendall Street, Between Martha Street & Parramatta Road	East	Unrestricted	13	14	14	13	14	14	14	13	10	10	10	10	9	12.27
					108%	108%	100%	108%	108%	108%	100%	77%	77%	77%	69%	69%	94.41%
31	Kendall Street, Between Martha Street & Parramatta Road	East	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
32	Kendall Street, Between Martha Street & Parramatta Road	East	Unrestricted	3	1	3	3	3	3	3	2	2	2	0	0	0	2
					33%	100%	100%	100%	100%	100%	67%	67%	67%	0%	0%	0%	66.67%
33	Kendall Street, Between Martha Street & Parramatta Road	East	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
E Kendall Street				30	29	32	32	33	33	33	30	21	21	16	14	27	
					97%	107%	107%	110%	110%	110%	100%	70%	70%	53%	47%	90%	
F Wentworth Street																	
34	Wentworth Street, Between Martha Street & Parramatta Road	East	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
35	Wentworth Street, Between Martha Street & Parramatta Road	East	Unrestricted	11	13	15	14	14	14	15	14	13	13	12	12	12	13.55
					118%	136%	127%	127%	127%	136%	127%	118%	118%	109%	109%	109%	123.14%
36	Wentworth Street, Between Martha Street & Parramatta Road	East	No Parking 6am-6pm Mon-Fri	2	0	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
37	Wentworth Street, Between Martha Street & Parramatta Road	East	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
38	Wentworth Street, Between Parramatta Road & Martha Street	West	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
39	Wentworth Street, Between Parramatta Road & Martha Street	West	Unrestricted	6	5	5	5	4	4	5	5	2	1	0	1	1	3.36
					83%	83%	83%	67%	67%	83%	83%	33%	17%	0%	17%	17%	56.06%
40	Wentworth Street, Between Parramatta Road & Martha Street	West	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
41	Wentworth Street, Between Parramatta Road & Martha Street	West	Unrestricted	8	8	9	9	9	9	9	9	9	9	8	9	9	8.82
					100%	112%	112%	112%	112%	112%	112%	112%	112%	100%	112%	112%	110.23%
42	Wentworth Street, Between Parramatta Road & Martha Street	West	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
43	Wentworth Street, Between Martha Street & Kay Street	West	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
44	Wentworth Street, Between Martha Street & Kay Street	West	Unrestricted	5	2	4	4	3	4	4	4	4	4	2	2	1	3.09

68	Unwin Street, Between Unwin Street (at the road bend) & Colquhoun Street	North	No Stopping		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
69	Unwin Street, Between Colquhoun Street Shirley Street	South	Unrestricted	21	11	9	6	6	7	7	6	6	7	5	5	6.82
					52%	43%	29%	29%	33%	33%	29%	29%	33%	24%	24%	32.47%
70	Unwin Street, Between Colquhoun Street Shirley Street	South	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
71	Unwin Street, Between Shirley Street & Unwin Street (at the road bend)	South	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
72	Unwin Street, Between Shirley Street & Unwin Street (at the road bend)	South	Unrestricted	21	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
73	Unwin Street, Between Shirley Street & Unwin Street (at the road bend)	South	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
74	Unwin Street, Between Shirley Street & Unwin Street (at the road bend)	South	Unrestricted	32	0	0	1	0	0	0	0	0	0	0	0	0.09
					0%	0%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0.28%
75	Unwin Street, Between Shirley Street & Unwin Street (at the road bend)	South	1/2P 8am-6pm Mon-Sat	5	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
76	Unwin Street, Between Unwin Street (at the road bend) & Kay Street	East	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
H	Unwin Street			185	32	24	16	14	12	14	11	12	14	11	10	15
					17%	13%	9%	8%	6%	8%	6%	6%	8%	6%	5%	8%
I	Colquhoun Street															
77	Colquhoun Street, Between Grand Ave & Devon Street	East	Unrestricted	49	27	28	26	28	23	21	20	16	15	13	14	21
					55%	57%	53%	57%	47%	43%	41%	33%	31%	27%	29%	42.86%
78	Colquhoun Street, Between Grand Ave & Devon Street	East	No Stopping	0	0	0	0	3	0	0	0	0	0	0	1	0.36
					0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	100%	100.00%
79	Colquhoun Street, Between Grand Ave & Devon Street	East	Unrestricted	14	7	7	6	8	6	9	9	8	9	8	7	7.64
					50%	50%	43%	57%	43%	64%	64%	57%	64%	57%	50%	54.55%
80	Colquhoun Street, Between Grand Ave & Devon Street	East	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
81	Colquhoun Street, Between Devon Street & Unwin Street	East	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
82	Colquhoun Street, Between Devon Street & Unwin Street	East	Unrestricted	4	0	0	0	0	0	0	0	0	0	2	2	0.36
					0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	50%	9.09%
83	Colquhoun Street, Between Devon Street & Unwin Street	East	No Parking	0	0	0	0	0	0	0	0	0	0	0	1	0.09
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	100.00%
84	Colquhoun Street, Between Grand Ave & Unwin Street	West	Long or Heavy Vehicles Permitted to Stop Longer than 1 Hour 4pm-9am Mon-Fri All Day Sat-Sun	61	31	35	33	36	28	23	20	18	18	19	15	25.09
					51%	57%	54%	59%	46%	38%	33%	30%	30%	31%	25%	41.13%
85	Colquhoun Street, Between Grand Ave & Unwin Street	West	Unrestricted	3	3	3	3	3	3	3	2	0	0	1	1	2
					100%	100%	100%	100%	100%	100%	67%	0%	0%	33%	33%	66.67%
86	Colquhoun Street, Between Grand Ave & Unwin Street	West	Unrestricted	37	6	10	7	6	9	8	5	8	8	7	8	7.45
					16%	27%	19%	16%	24%	22%	14%	22%	22%	19%	22%	20.15%
87	Colquhoun Street, Between Devon Street & Unwin Street	West	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
I	Colquhoun Street			168	74	83	75	84	69	64	56	50	50	50	49	64
					44%	49%	45%	50%	41%	38%	33%	30%	30%	30%	29%	38%
J	Devon Street															
88	Devon Street, Between Colquhoun Street & Durham Street	North	Unrestricted	32	11	8	10	9	18	7	7	7	7	9	8	9.18
					34%	25%	31%	28%	56%	22%	22%	22%	22%	28%	25%	28.69%
89	Devon Street, Between Colquhoun Street & Durham Street	North	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
90	Devon Street, Between Colquhoun Street & Durham Street	North	Unrestricted	39	24	24	24	20	8	8	8	4	9	6	2	12.45
					62%	62%	62%	51%	21%	21%	21%	10%	23%	15%	5%	31.93%
91	Devon Street, Between Durham Street & Colquhoun Street Street	South	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
92	Devon Street, Between Durham Street & Colquhoun Street Street	South	Unrestricted	81	24	29	19	18	11	3	3	5	9	5	5	11.91

SE	Devon Street, Between Dunham Street & Colquhoun Street	Count	Unrestricted		30%	36%	23%	22%	14%	4%	4%	6%	11%	6%	6%	14.70%
J	Devon Street			152	59	61	53	47	37	18	18	16	25	20	15	34
					39%	40%	35%	31%	24%	12%	12%	11%	16%	13%	10%	22%
K	Shirley Street															
93	Shirley Street, Between Unwin Street & Winning Services Access	East	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
94	Shirley Street, Between Unwin Street & Winning Services Access	East	Unrestricted	30	4	3	3	4	5	3	3	3	5	2	1	3.27
					13%	10%	10%	13%	17%	10%	10%	10%	17%	7%	3%	10.91%
95	Shirley Street, Between Unwin Street & Winning Services Access	East	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
96	Shirley Street, Between Winning Services Access & Unwin Street	West	Unrestricted	29	4	1	1	4	3	2	1	1	2	0	2	1.91
					14%	3%	3%	14%	10%	7%	3%	3%	7%	0%	7%	6.58%
97	Shirley Street, Between Winning Services Access & Unwin Street	West	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
98	Shirley Street, Between Winning Services Access & Unwin Street	West	Unrestricted	8	0	0	1	2	1	1	1	1	1	0	1	0.82
					0%	0%	12%	25%	12%	12%	12%	12%	12%	0%	12%	10.23%
99	Shirley Street, Between Winning Services Access & Unwin Street	West	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
K	Shirley Street			67	8	4	5	10	9	6	5	5	8	2	4	6
					12%	6%	7%	15%	13%	9%	7%	7%	12%	3%	6%	9%

TOTAL STUDY AREA				893	312	380	380	398	370	346	321	302	293	220	183	319
					35%	43%	43%	45%	41%	39%	36%	34%	33%	25%	20%	36%



Clyde
Sue Lewis Consulting
Wednesday, 23 Feb 2022

Accumulation & Occupancy Summary

Id	Location	Side of Street	Restrictions	Supply	Occupancy per 1hr Interval - Wednesday										AVERAGE	
					7:00am	8:00am	9:00am	10:00am	11:00am	12:00pm	1:00pm	2:00pm	3:00pm	4:00pm		5:00pm
A																
Harbord Street																
1	Harbord Street, Between Parramatta Road & Martha Street	West	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
2	Harbord Street, Between Parramatta Road & Martha Street	West	Unrestricted	17	12	16	17	17	17	17	16	17	15	16	13	15.73
					71%	94%	100%	100%	100%	100%	94%	100%	88%	94%	76%	92.51%
3	Harbord Street, Between Parramatta Road & Martha Street	West	Unrestricted	5	3	3	4	5	6	4	4	3	3	0	2	3.36
					60%	60%	80%	100%	120%	80%	80%	60%	60%	0%	40%	67.27%
4	Harbord Street, Between Martha Street & Parramatta Road	East	Unrestricted	7	1	4	5	5	6	5	5	5	5	0	0	3.73
					14%	57%	71%	71%	86%	71%	71%	71%	71%	0%	0%	53.25%
5	Harbord Street, Between Martha Street & Parramatta Road	East	Unrestricted	12	8	10	14	16	14	16	15	15	14	15	10	13.36
					67%	83%	117%	133%	117%	133%	125%	125%	117%	125%	83%	111.36%
6	Harbord Street, Between Martha Street & Parramatta Road	East	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
A	Harbord Street			41	24	33	40	43	43	42	40	40	37	31	25	36
					59%	80%	98%	105%	105%	102%	98%	98%	90%	76%	61%	88%
B																
Martha Street																
7	Martha Street, Between Harbord Street & Deniehy Street	North	Unrestricted	33	3	7	13	15	14	14	17	15	15	11	5	11.73
					9%	21%	39%	45%	42%	42%	52%	45%	45%	33%	15%	35.54%
8	Martha Street, Between Harbord Street & Deniehy Street	North	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
9	Martha Street, Between Darcy Street & Harbord Street	South	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
10	Martha Street, Between Darcy Street & Harbord Street	South	Unrestricted	13	2	8	10	10	10	10	10	10	10	5	1	7.82
					15%	62%	77%	77%	77%	77%	77%	77%	77%	38%	8%	60.14%
11	Martha Street, Between Darcy Street & Harbord Street	South	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
12	Martha Street, Between Kendall Street & James Ruse Dr	South	Unrestricted	11	8	12	12	12	12	11	12	11	11	11	9	11
					73%	109%	109%	109%	109%	100%	109%	100%	100%	100%	82%	100.00%
13	Martha Street, Between Kendall Street & James Ruse Dr	South	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
14	Martha Street, Between James Ruse Dr & Wentworth Street	North	Unrestricted	26	17	20	22	23	25	24	22	24	21	20	16	21.27
					65%	77%	85%	88%	96%	92%	85%	92%	81%	77%	62%	81.82%
15	Martha Street, Between James Ruse Dr & Wentworth Street	North	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
16	Martha Street, Between Wentworth Street & Harbord Street	North	Unrestricted	15	2	12	14	14	14	14	14	14	14	5	3	10.91
					13%	80%	93%	93%	93%	93%	93%	93%	93%	33%	20%	72.73%
17	Martha Street, Between Harbord Street & Wentworth Street	South	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
18	Martha Street, Between Harbord Street & Wentworth Street	South	Unrestricted	5	0	6	6	6	7	7	8	7	7	2	2	5.27
					0%	120%	120%	120%	140%	140%	160%	140%	140%	40%	40%	105.45%
19	Martha Street, Between Harbord Street & Wentworth Street	South	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
20	Martha Street, Between Wentworth Street & Kendall Street	South	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
21	Martha Street, Between Wentworth Street & Kendall Street	South	Unrestricted	13	8	12	12	12	12	11	12	11	9	9	8	10.55
					62%	92%	92%	92%	92%	85%	92%	85%	69%	69%	62%	81.12%
B	Martha Street			116	40	77	89	92	94	91	95	92	87	63	44	79
					34%	66%	77%	79%	81%	78%	82%	79%	75%	54%	38%	68%

C Darcy Street																	
22	Darcy Street, Between Martha Street & End	East	Unrestricted	5	3	3	3	3	3	3	3	3	3	3	4	2	3
					60%	60%	60%	60%	60%	60%	60%	60%	60%	60%	80%	40%	60.00%
23	Darcy Street, Between Martha Street & End	West	Unrestricted	4	2	2	2	2	2	3	2	2	2	2	1	1	1.91
					50%	50%	50%	50%	50%	75%	50%	50%	50%	50%	25%	25%	47.73%
C Darcy Street				9	5	5	5	5	5	6	5	5	5	5	5	3	5
					56%	56%	56%	56%	67%	56%	56%	56%	56%	56%	56%	33%	56%
D Parramatta Road																	
24	Parramatta Road, Between Kendall Street & Harbord Street	North	No Stopping Clearway 6am-7pm Mon-Fri,8am-8pm Sat-Sun	0	0	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
25	Parramatta Road, Between Kendall Street & Harbord Street	South	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
D Parramatta Road				0	0	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
E Kendall Street																	
26	Kendall Street, Between Parramatta Road & Martha Street	West	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
27	Kendall Street, Between Parramatta Road & Martha Street	West	Unrestricted	5	4	6	6	6	6	6	6	6	4	5	2	2	4.82
					80%	120%	120%	120%	120%	120%	120%	120%	80%	100%	40%	40%	96.36%
28	Kendall Street, Between Parramatta Road & Martha Street	West	Unrestricted	4	4	4	4	4	4	4	4	4	1	3	3	2	3.36
					100%	100%	100%	100%	100%	100%	100%	100%	25%	75%	75%	50%	84.09%
29	Kendall Street, Between Parramatta Road & Martha Street	West	Unrestricted	5	5	6	7	7	6	8	7	4	4	3	2		5.36
					100%	120%	140%	140%	120%	160%	140%	80%	80%	60%	40%		107.27%
30	Kendall Street, Between Martha Street & Parramatta Road	East	Unrestricted	13	14	13	14	14	14	14	14	15	14	12	12	11	13.36
					108%	100%	108%	108%	108%	108%	115%	108%	92%	92%	85%		102.80%
31	Kendall Street, Between Martha Street & Parramatta Road	East	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
32	Kendall Street, Between Martha Street & Parramatta Road	East	Unrestricted	3	0	3	3	3	3	3	3	3	3	3	3	0	2.45
					0%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	0%	81.82%
33	Kendall Street, Between Martha Street & Parramatta Road	East	No Stopping	0	0	0	0	0	1	0	0	0	0	0	0	0	0.09
					0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	100.00%
E Kendall Street				30	27	32	34	34	34	35	35	26	27	23	17	29	
					90%	107%	113%	113%	113%	117%	117%	87%	90%	77%	57%	97%	
F Wentworth Street																	
34	Wentworth Street, Between Martha Street & Parramatta Road	East	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
35	Wentworth Street, Between Martha Street & Parramatta Road	East	Unrestricted	11	13	15	15	14	17	16	14	12	13	12	12	12	13.91
					118%	136%	136%	127%	155%	145%	127%	109%	118%	109%	109%	109%	126.45%
36	Wentworth Street, Between Martha Street & Parramatta Road	East	No Parking 6am-6pm Mon-Fri	2	0	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
37	Wentworth Street, Between Martha Street & Parramatta Road	East	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
38	Wentworth Street, Between Parramatta Road & Martha Street	West	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
39	Wentworth Street, Between Parramatta Road & Martha Street	West	Unrestricted	6	5	5	5	7	5	5	5	5	5	4	2	3	4.64
					83%	83%	83%	117%	83%	83%	83%	83%	83%	67%	33%	50%	77.27%
40	Wentworth Street, Between Parramatta Road & Martha Street	West	No Stopping	0	0	0	0	1	0	1	0	0	0	0	0	0	0.18
					0%	0%	0%	100%	0%	100%	0%	0%	0%	0%	0%	0%	100.00%
41	Wentworth Street, Between Parramatta Road & Martha Street	West	Unrestricted	8	7	8	9	9	10	10	9	9	8	7	7	7	8.45
					88%	100%	112%	112%	125%	125%	112%	112%	100%	88%	88%	88%	105.68%
42	Wentworth Street, Between Parramatta Road & Martha Street	West	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
43	Wentworth Street, Between Martha Street & Kay Street	West	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
44	Wentworth Street, Between Martha Street & Kay Street	West	Unrestricted	5	0	0	1	2	2	4	4	4	3	4	3	3	2.45

68	Unwin Street, Between Unwin Street (at the road bend) & Colquhoun Street	North	No Stopping		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
69	Unwin Street, Between Colquhoun Street Shirley Street	South	Unrestricted	21	14	2	5	8	7	8	7	6	6	6	6	6.82
					67%	10%	24%	38%	33%	38%	33%	29%	29%	29%	29%	32.47%
70	Unwin Street, Between Colquhoun Street Shirley Street	South	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
71	Unwin Street, Between Shirley Street & Unwin Street (at the road bend)	South	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
72	Unwin Street, Between Shirley Street & Unwin Street (at the road bend)	South	Unrestricted	21	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
73	Unwin Street, Between Shirley Street & Unwin Street (at the road bend)	South	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
74	Unwin Street, Between Shirley Street & Unwin Street (at the road bend)	South	Unrestricted	32	0	0	0	0	0	0	0	0	1	0	0	0.09
					0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%	0.28%
75	Unwin Street, Between Shirley Street & Unwin Street (at the road bend)	South	1/2P 8am-6pm Mon-Sat	5	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
76	Unwin Street, Between Unwin Street (at the road bend) & Kay Street	East	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
H	Unwin Street			185	35	11	17	19	19	20	14	15	12	11	11	17
					19%	6%	9%	10%	10%	11%	8%	8%	6%	6%	6%	9%
I	Colquhoun Street															
77	Colquhoun Street, Between Grand Ave & Devon Street	East	Unrestricted	49	32	19	32	25	25	17	22	19	19	18	11	21.73
					65%	39%	65%	51%	51%	35%	45%	39%	39%	37%	22%	44.34%
78	Colquhoun Street, Between Grand Ave & Devon Street	East	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
79	Colquhoun Street, Between Grand Ave & Devon Street	East	Unrestricted	14	9	9	7	8	6	7	9	9	9	8	8	8.09
					64%	64%	50%	57%	43%	50%	64%	64%	64%	57%	57%	57.79%
80	Colquhoun Street, Between Grand Ave & Devon Street	East	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
81	Colquhoun Street, Between Devon Street & Unwin Street	East	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
82	Colquhoun Street, Between Devon Street & Unwin Street	East	Unrestricted	4	0	0	4	0	0	0	0	0	2	2	2	0.91
					0%	0%	100%	0%	0%	0%	0%	0%	50%	50%	50%	22.73%
83	Colquhoun Street, Between Devon Street & Unwin Street	East	No Parking	0	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
84	Colquhoun Street, Between Grand Ave & Unwin Street	West	Long or Heavy Vehicles Permitted to Stop Longer than 1 Hour 4pm-9am Mon-Fri All Day Sat-Sun	61	27	27	26	27	29	26	22	17	16	15	15	22.45
					44%	44%	43%	44%	48%	43%	36%	28%	26%	25%	25%	36.81%
85	Colquhoun Street, Between Grand Ave & Unwin Street	West	Unrestricted	3	2	2	2	2	2	2	2	1	1	0	0	1.45
					67%	67%	67%	67%	67%	67%	67%	33%	33%	0%	0%	48.48%
86	Colquhoun Street, Between Grand Ave & Unwin Street	West	Unrestricted	37	11	10	6	14	11	11	9	9	9	12	15	10.64
					30%	27%	16%	38%	30%	30%	24%	24%	24%	32%	41%	28.75%
87	Colquhoun Street, Between Devon Street & Unwin Street	West	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
I	Colquhoun Street			168	81	67	77	76	73	63	64	55	56	55	51	65
					48%	40%	46%	45%	43%	38%	38%	33%	33%	33%	30%	39%
J	Devon Street															
88	Devon Street, Between Colquhoun Street & Durham Street	North	Unrestricted	32	11	13	13	13	20	12	11	12	14	13	17	13.55
					34%	41%	41%	41%	62%	38%	34%	38%	44%	41%	53%	42.33%
89	Devon Street, Between Colquhoun Street & Durham Street	North	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
90	Devon Street, Between Colquhoun Street & Durham Street	North	Unrestricted	39	28	28	29	29	29	27	27	22	23	21	8	24.64
					72%	72%	74%	74%	74%	69%	69%	56%	59%	54%	21%	63.17%
91	Devon Street, Between Durham Street & Colquhoun Street Street	South	No Stopping	0	0	2	2	2	2	2	2	0	0	0	0	1.09
					0%	100%	100%	100%	100%	100%	100%	0%	0%	0%	0%	100%
92	Devon Street, Between Durham Street & Colquhoun Street Street	South	Unrestricted	81	35	28	20	16	29	23	25	27	25	17	5	22.73

92	Devon Street, Between Dunham Street & Colquhoun Street	South	Unrestricted		43%	35%	25%	20%	36%	28%	31%	33%	31%	21%	6%	28.06%
J	Devon Street			152	74	71	64	60	80	64	65	61	62	51	30	62
					49%	47%	42%	39%	53%	42%	43%	40%	41%	34%	20%	41%
K	Shirley Street															
93	Shirley Street, Between Unwin Street & Winning Services Access	East	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
94	Shirley Street, Between Unwin Street & Winning Services Access	East	Unrestricted	30	1	2	3	3	3	3	3	3	3	2	1	2.45
					3%	7%	10%	10%	10%	10%	10%	10%	10%	7%	3%	8.18%
95	Shirley Street, Between Unwin Street & Winning Services Access	East	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
96	Shirley Street, Between Winning Services Access & Unwin Street	West	Unrestricted	29	4	3	1	4	3	2	1	2	1	2	0	2.09
					14%	10%	3%	14%	10%	7%	3%	7%	3%	7%	0%	7.21%
97	Shirley Street, Between Winning Services Access & Unwin Street	West	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
98	Shirley Street, Between Winning Services Access & Unwin Street	West	Unrestricted	8	0	0	1	1	1	5	1	1	1	1	0	1.09
					0%	0%	12%	12%	12%	62%	12%	12%	12%	12%	0%	13.64%
99	Shirley Street, Between Winning Services Access & Unwin Street	West	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0
					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
K	Shirley Street			67	5	5	5	8	7	10	5	6	5	5	1	6
					7%	7%	7%	12%	10%	15%	7%	9%	7%	7%	1%	9%

TOTAL STUDY AREA				893	337	350	384	391	411	388	375	348	335	279	216	347
					38%	39%	43%	44%	46%	43%	42%	39%	38%	31%	24%	39%

B STAKEHOLDER CONSULTATION

Refer to spreadsheet

Project	Sydney Metro West – Western Tunnelling Package
Document	Construction Parking and Access Strategy – Clyde/Rosehill Site Establishment
Date received from Proponent	27/06/2022
Date comments sent to Proponent	28/06/2022

Com ment No.	Condition	Requirement	Document Reference	DPE comment	Project team response	Amendment made Y/N?	Page/section number	DPE comment	Final Status
1	D90	Vehicles associated with the project workforce (including light vehicles and Heavy Vehicles) must be managed to: a) Minimise parking on public roads	Section 8 Section 10.1	Section 8 states that all staff parking during the site establishment phase of the works will be catered for within the site. Section 10.1 states that GLC will provide sufficient onsite parking for light and heavy vehicles. CLOSED					CLOSED
2	D90	b) Minimise idling and queuing on public roads	Section 10.1	Section 10.1 states that vehicles will not be idling or queuing on public roads due to sufficient onsite parking, scheduling of vehicles, and staggered start and finish times. CLOSED					CLOSED
3	D90	c) Not carry out marshalling of construction vehicles near sensitive land user(s)	Section 10.1	Section 10.1 states that there is no requirement for marshalling facilities due to the amount of space available on site. CLOSED					CLOSED
4	D90	d) Not block or disrupt access across pedestrian or shared user paths at any time unless alternative access is provided and	Section 7.3	Section 7.3 states that the pedestrian network around the site is limited and many of the businesses near and within the site have been relocated, however, GLC will take all reasonably practicable measures to maintain access to affected properties. Alternative access will be provided in the event of disruption. The provision of appropriate wayfinding will be provided prior to any disruption. CLOSED					CLOSED
5	D90	e) Ensure spoil haulage vehicles adhere to the nominated haulage routes identified in the CTMP	Section 10.2	Section 10 states that all heavy vehicle operations will be conducted in accordance with GLC's Chain of Responsibility (CoR) Management Plan, including monitoring of compliance with nominated haulage routes. CLOSED					CLOSED
6	D91	A Construction Parking and Access Strategy must be prepared to identify and mitigate impacts resulting from on and off street parking changes during construction. The Construction Parking and Access Strategy must include, but not necessarily limited to: a) Achieving the requirements of Condition D90 above	This strategy	This document has been prepared to address the requirements of D90. CLOSED					CLOSED

Com ment No.	Condition	Requirement	Document Reference	DPE comment	Project team response	Amendment made Y/N?	Page/section number	DPE comment	Final Status
7	D91	b) Confirmation and timing of the removal of on and off street parking associated with construction of Stage 1 of the CSSI	Section 7.1 Section 7.2.1 Section 7.2.2	<p>Section 7.1 states that there will be temporary parking lane occupation during short term traffic control and works. These impacts will be removed at the end of each day post the completion of works.</p> <p>Section 7.2.1 states the investigation works will on average be in place for less than one (1) shift at each location with multiple sites able to be completed in a day. The proposed start of the works is June 2022 with works being completed within three months of the commencement, subject to approvals.</p> <p>Section 7.2.2 includes estimated timing for utility works on Unwin Street and Shirley Street.</p> <p>CLOSED</p>					CLOSED
8	D91	c) Parking surveys of all parking spaces to be removed or occupied by the project workforce to determine current demand during peak, off peak, school drop off and pick up, weekend periods and during special events	Section 6.2 Appendix A	<p>Parking accumulation surveys were undertaken in February 2022 in the Clyde Rosehill area including a special event day at Rosehill Gardens Racecourse. The surveys were undertaken every hour between the hours of 7AM through to 5PM daily, covering peak hours, off peak hours, school drop off and pick up times, weekend periods and during special events.</p> <p>CLOSED</p>					CLOSED
9	D91	d) Consultation with affected stakeholders utilising existing on and off street parking stock which will be impacted as a result of construction	Appendix B	<p>This strategy was transmitted to Customer Journey Planning, TfNSW, Parramatta City Council, and Sydney Metro. See attached Document Transmittal. No comments were made. DPE comments are included in Appendix B.</p> <p>CLOSED</p>					CLOSED
10	D91	e) Assessment of the impacts to on and off street parking stock taking into consideration occupation by the project workforce, outcomes of consultation with affected stakeholders and considering the impacts of special events	Appendix A Section 6.2 Section 7.3	<p>Appendix A and Section 6.2 show that the available parking stock in the surrounding road network, can adequately cater for the temporary loss of parking associated with the utility investigation and connection works.</p> <p>Section 7.3 states that many of the businesses near and within the construction site have previously been relocated prior to the start of the Sydney Metro West demolition works. Where businesses are still operating, GLC will take all reasonably practicable measures to maintain access to affected properties. Where existing parking is removed to facilitate construction activities, consultation would occur with the relevant local council to investigate opportunities to provide alternative parking facilities, if required.</p>					CLOSED

Com ment No.	Condition	Requirement	Document Reference	DPE comment	Project team response	Amendment made Y/N?	Page/section number	DPE comment	Final Status
				CLOSED					
11	D91	f) Identification of reasonable and practicable 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 9	Section 9 outlines mitigation measures to reduce parking and traffic. These include subcontractor obligations, demand reduction, tools of trade, dedicated off street parking, staged removal, and sustainable transport options. CLOSED					CLOSED
12	D91	g) Where residential parking schemes already exist, off road parking facilities must be provided for the project workforce	Section 6.1	Section 6.1 notes that no residential parking schemes exist within the Clyde/Rosehill area. CLOSED					CLOSED
13	D91	h) Mechanisms for monitoring, over appropriate intervals (not less than 6 months) to determine the effectiveness of implemented mitigation measures	Section 11.1	Section 11.1 states that monitoring to assess the effectiveness of this strategy will be carried out by inspections of the surrounding street system every six months. DPIE Comment 13.1: Include specifically what is being monitoring (where, how, and what), and what criteria will be used to determine the effectiveness of the measures, including what level would trigger additional mitigation measures. Include how the inspections will be recorded and filed.	Document amended to include monitoring	Y	Page 7, Section 11.1		
14	D91	i) Details of shuttle bus service(s) to transport the project workforce to construction sites from public transport hubs and off site car parking facilities (where these are provided) and between construction sites	Section 9.7	Section 9.7 states that the provision of a shuttle bus service is not required due to the amount of parking available for the workforce, promotion of sustainable transport options, and the absence of resident parking schemes. CLOSED					CLOSED
15	D91	j) Provision of contingency measures should the results of mitigation or monitoring indicate implemented measures are ineffective and	Section 11.3	Section 11.3 provides examples of contingency measures that could be implemented should the results of mitigation or monitoring indicate implemented measures are ineffective. CLOSED					CLOSED
16	D91	k) Provision of reporting or monitoring results to the Planning Secretary and Relevant Council(s) at six (6) monthly intervals	Section 11.2	Section 11.2 states a summary report for each half year will be provided to the City of Parramatta Council and the Department regarding the outcomes of the monitoring undertaken for the preceding half year. CLOSED					CLOSED
17	D92	The Construction Parking and Access Strategy must be submitted to the Planning Secretary for approval at least one (1) month before the commencement of any construction that reduces the availability of existing parking. The approved	Section 2.6	Section 6.2 states that this Strategy will be submitted to the Planning Secretary for approval prior to the commencement of any works associated with the site establishment phase impact existing parking stock.					CLOSED

Com ment No.	Condition	Requirement	Document Reference	DPE comment	Project team response	Amendment made Y/N?	Page/section number	DPE comment	Final Status
		Construction Parking and Access Strategy must be implemented before impacting on on-street parking and incorporated in the CTMP		DPE Comment 17.1: Ensure that a copy of this strategy is provided in the appendices in the CTMP. CLOSED					
18	D93	During construction, all reasonably practicable measures must be implemented to maintain pedestrian, cyclist 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, cyclist and vehicular access, and parking arrangements must be developed in consultation with affected businesses and implemented before the disruption. Adequate signage and directions to businesses must be provided before, and for the duration of, any disruption.	Section 7.3	Section 7.3 states the pedestrian network around the site is limited, but where footpaths cross existing driveways that are to be used for works, appropriate traffic controls will be put in place. It also states that all reasonably practicable measures to maintain parking and access to affected properties will be taken, and in the event of disruption, alternative access, and parking arrangements in consultation with businesses affected will be provided. The provision of appropriate wayfinding will be provided prior to any disruption. CLOSED					CLOSED
19	TT3	Emergency vehicles access: Access to properties for emergency vehicles would be provided at all times	REMM TT3	DPIE Comment 19.1 Include REMM TT3 that emergency vehicle access would be provided to all properties at all times.	REMM now included	Y	Page 33, Section 7.3		
20	TT6	All trucks would enter and exit construction sites in a forward direction, where feasible and reasonable.	Section 10	Section 10 states that all trucks will enter and exit the site in a forward direction, where reasonable and feasible. Where there is a requirements to undertake reversing movements on the public road system, appropriate traffic control will be implemented. CLOSED					CLOSED
	TT10	Where existing parking is removed to facilitate construction activities, consultation would occur with the relevant local council to investigate opportunities to provide alternative parking facilities	Section 7.3	Section 7.3 states that where existing parking is removed to facilitate construction activities, consultation would occur with the relevant local council to investigate opportunities to provide alternative parking facilities, if required. CLOSED					CLOSED
	TT11	Construction sites would be managed to minimise the number of construction workers parking on surrounding streets by: <ul style="list-style-type: none"> • Encouraging workers to use public or active transport • Encouraging ride sharing • Provision of alternative parking locations and shuttle bus transfers where feasible and reasonable 	Section 9	Section 9 outlines measures to minimise the number of workers parking on surrounding streets such as encouraging workers to use sustainable transport options and providing dedicated off-street parking. CLOSED					CLOSED