

# CONSTRUCTION PARKING AND ACCESS STRATEGY

Sydney Metro West – Western Tunnelling Package

Clyde/ Rosehill Site Establishment

From October 2022

Document Reference #	SMWSTWTP-GLO-CLJ-TF-PLN-000003
Current Revision	H
Issue Date	30 May 2024

## Document Details

Document Title	<b>Clyde/ Rosehill Construction Parking and Access Strategy</b>
Project Name	<b>Sydney Metro West – Western Tunnelling Package</b>
Client	<b>Sydney Metro</b>
Document Reference No.	<b>SMWSTWTP-GLO-CLJ-TF-PLN-000003</b>
Revision Date	<b>30 May 2024</b>

## Document Revision

Rev	Date	Comments
A	19 May 22	Initial external submission
B	7 June 22	External submission
C	28 July 22	Revised based on comments received
	16 August 22	Approved by DPE
D	14 October 22	Revised to include further parking changes
E	8 November 22	Updated from SM comments
F	22 November 2022	Updated on DPE Comments
G	22 March 2024	Revised to include further parking changes
H	30 May 2024	Revised to respond to SM comments (Section 7.5 & Figure 7-3)

## Document Authorisation

Action Type	Position	Name	Signature	Date Signed
Prepared by	Traffic Manager			30 May 2024
Reviewed by	Logistics Manager			30 May 2024
<p>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.</p> <p>I hereby approve this activity to commence, as the stated controls applications are the most appropriate and are in accordance with the Risk Matrix.</p>				
Approved by	Deputy Project Director			30 May 2024

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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.

For the removal of parking on Wentworth Street and Kay Street, all weekday, weekend and special event parking can be accommodated within the surrounding street system, with the exception of the maximum occupancy rate during the week, where a deficit of 2 spaces is noted.

For the removal of parking on Unwin Street all weekday, weekend and special event parking can be accommodated for both the average and maximum occupancy rates within the surrounding street system.

## 2 INTRODUCTION

### 2.1 Context

This Construction Parking and Access Strategy (CPAS or Strategy) has been developed for the delivery of the Western Tunnelling Package. It will be delivered by Gamuda Australia Laing O'Rourke Consortium (GLC). Sydney Metro West – Westmead to The Bays Concept and Stage 1 received planning approval on 11 March 2021 (SSI 10038). The Project comprises the WTP, which is the western portion of Stage 1 of SSI 10038, from Sydney Olympic Park to Westmead. This CPAS has been prepared to address requirements of the Minister's Conditions of Approval (MCoA) and any modifications to the MCoA, Revised Environmental Management Measures (REMMs) listed in the Sydney Metro West – submissions report, dated 20 November 2020, the Construction Traffic Management Framework (CTMF) requirements and all applicable legislation as they relate to the Project.

### 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.
- Tunnelling between Sydney Olympic Park (SOP) and Westmead. Tunnelling will be undertaken by placing the tunnel boring machines (TBMs) at the Rosehill Services Facility box and retrieved out at the SOP Station Box and then placed back at the Rosehill Services Facility and retrieved at the Westmead Station Box.
- No surface works are proposed at SOP except for the retrieval of the TBM.



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

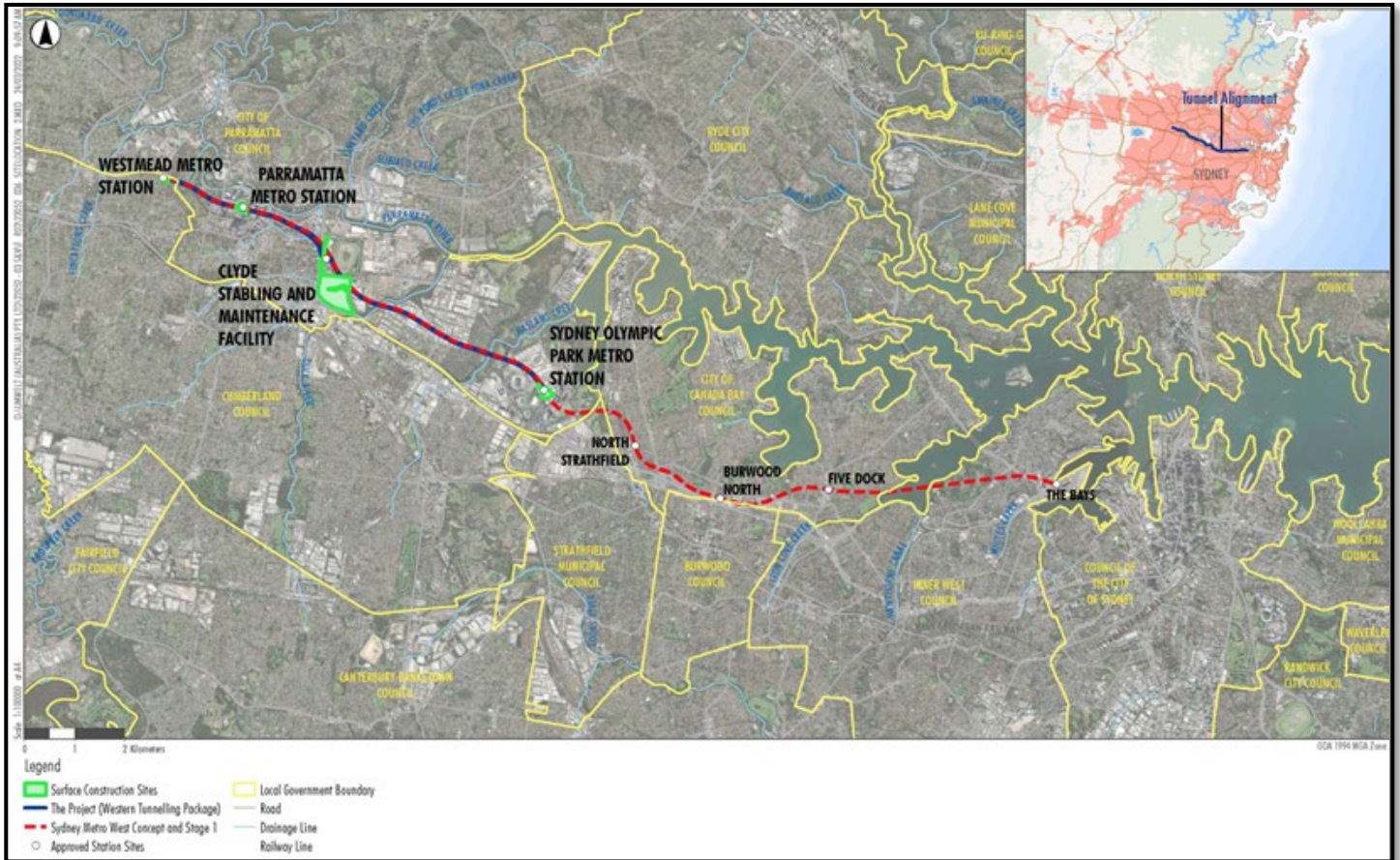


Figure 2-1: Project location

## 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 operations phase of the project in the Clyde/ Rosehill area.

## 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 operations 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. The ER does not endorse the CPAS or any minor amendments to the CPAS.

## 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 8 & Section 10.1
	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)	Sections 4.1 and 10.1
	d) Not block or disrupt access across pedestrian or shared user paths at any time unless alternative access is provided and	Section <b>Error!</b> <b>Reference source not found.</b>
e) Ensure spoil haulage vehicles adhere to the nominated haulage routes identified in the CTMP	Section 10.3	
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:	This Strategy
	a) Achieving the requirements of Condition D90 above	
	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
	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 & B Sections 6.2 and 7 Table 7-10	
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	Section 9

MCoA #	Requirement	Where addressed
	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	
	g) Where residential parking schemes already exist, off road parking facilities must be provided for the project workforce	Section 6.1 & Section 9.4
	h) Mechanisms for monitoring, over appropriate intervals (not less than 6 months) to determine the effectiveness of implemented mitigation measures	Section 11.1
	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 9.6
	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. Adequate signage and directions to businesses, must be provided before, and for the duration of any disruption.	Section <b>Error!</b> <b>Reference source not found.</b>

### 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 <b>Error!</b> <b>Reference source not found.</b>
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 <b>Error!</b> <b>Reference source not found.</b>
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"> <li>• Encouraging workers to use public or active transport</li> <li>• Encouraging ride sharing</li> <li>• Provision of alternative parking locations and shuttle bus transfers where feasible and reasonable</li> </ul>	Sections 9.5 and 9.6

## 4 PROJECT WORKS

The site operations works will consist of the following:

- Dive excavation
- D-wall construction
- General earthworks
- FRP works on the permanent structure at Rosehill
- Delivery and installation of precast struts
- Shaft piling
- Shaft excavation
- Acoustic shed installation
- Ancillary facilities construction such as:
  - Workshop
  - Water treatment plant
  - Compressors
  - Substation

## 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



The Clyde/ Rosehill site is located within the nominated construction zone, highlighted below and is situated in a highly industrialised area which is predominantly zoned for industrial uses, refer to Figure 4-2.



Figure 4-2: Existing land use zoning

A review of the existing sensitive receivers and their locations was undertaken by Sydney Metro West during the EIS development phase. The results of this review is shown on Figure 4-3. A land use survey is included as part of the detailed Noise and Vibration Impact Statement (SMWSTWTP-GLO-1NL-NL000-NV-PLN-000002). This is currently in draft and is being informed by construction from the EPA and other stakeholders. Throughout the construction period this detailed Noise and Vibration Impact Statement will be an evolving document.

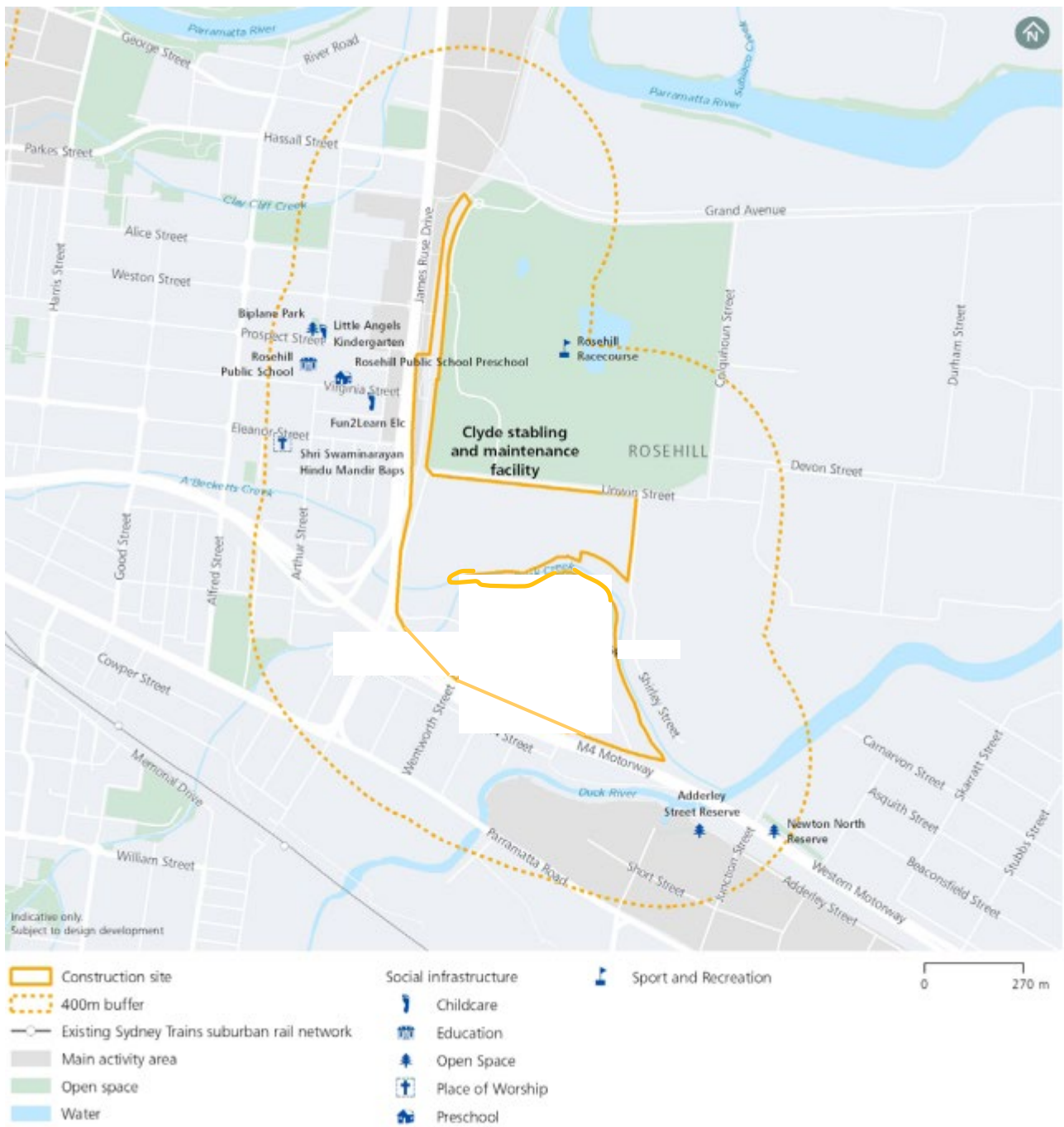


Figure 4-3: Existing sensitive receivers

## 5 PARKING SURVEY METHODOLOGY

Parking accumulation surveys in accordance with D91(c), consistent with AustRoads, were undertaken between Thursday 17<sup>th</sup> Feb 2022 through to Wednesday 23<sup>rd</sup> 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
<b>TOTAL</b>	<b>893</b>		<b>548</b>		<b>466</b>



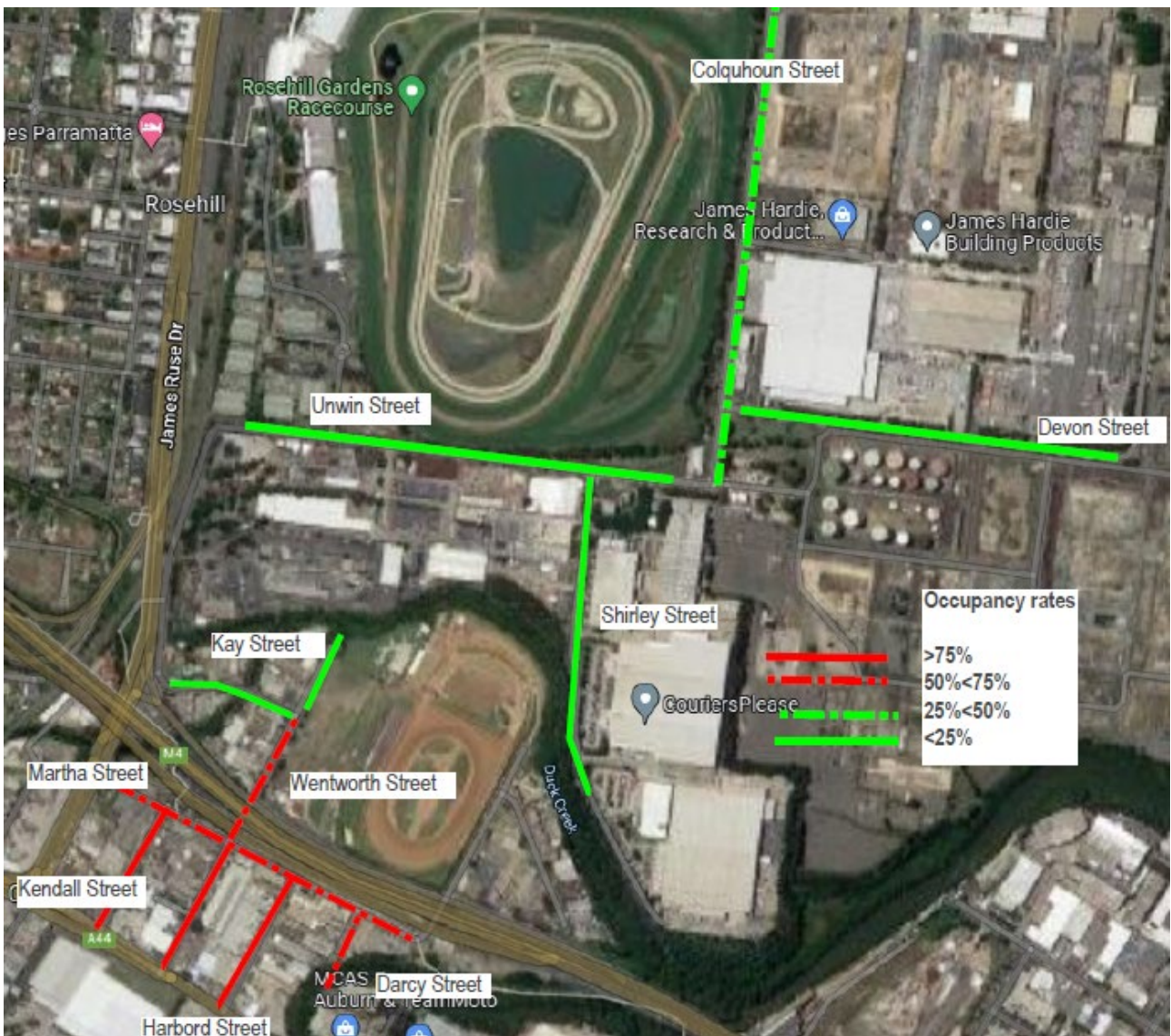


Figure 6-2: Average weekday parking occupancy

## 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 6-3 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
<b>TOTAL</b>	<b>893</b>		<b>687</b>		<b>639</b>





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
<b>TOTAL</b>	<b>893</b>		<b>700</b>		<b>636</b>





Figure 6-4: Average occupancy Rosehill Gardens race day

## 7 CONSTRUCTION IMPACTS

### 7.1 Existing parking to be removed.

Permanent parking is to be removed for the site operations phase of the works. Parking will be removed at the following locations:

- Wentworth Street – M4 Motorway overpass to Kay Street
- Kay Street – Wentworth Street to Unwin Street
- Unwin Street – Kay Street to Shirley Street

These parking changes are to allow for the installation of traffic control devices to slow traffic down to provide a safe working environment for all workers. The removal of parking will be regulated by the installation of temporary water filled barriers and line marking changes on the streets noted above. A reduced speed limit of 40km/hr will also be in place. It should be noted that these parking changes are required to also accommodate the newly aligned Unwin Street. Refer to Table 7-1 for the parking to be removed.

*Table 7-1: Extent of parking removal*

Location	Restriction	# of spaces available	Timings for parking changes
Wentworth Street between M4 Overpass and end of road	Unrestricted	36	November 2022 to December 2025
Kay Street	No Parking 630AM-430PM M-F	21	November 2022 (Road is removed in new alignment)
	Unrestricted	19	
Unwin Street	No Parking 630AM-430PM M-F	52	November 2022 to December 2025
	Unrestricted	92	
	1/2P 8AM-6PM Mon-Sat	5	

The weekday parking occupancy of unrestricted parking spaces of the areas where parking is to be permanently removed is provided in Table 7-2

*Table 7-2: Weekday parking occupancy of spaces to be permanently removed*

Location	Spaces	Average Occupancy%	Spaces occupied	Maximum Occupancy %	Spaces occupied
Wentworth Street M4 Overpass to end of road	36	31% <sup>1</sup>	11	37%	13

<sup>1</sup> Average of occupancy rates Martha Street to end of road

Location	Spaces	Average Occupancy%	Spaces occupied	Maximum Occupancy %	Spaces occupied
Kay Street	19	7%	1	9%	2
Unwin Street between Kay Street and Shirley Street	92	9%	8	12%	11
<b>TOTAL</b>	<b>147</b>		<b>20</b>		<b>26</b>

## 7.2 Wentworth and Kay streets

Based on the geographical locations, parking loss on Wentworth Street and Kay Street has been allocated to the south of the M4 Motorway overpass, with the available spaces, minus the spaces to be removed, and occupancy rates as detailed in Table 7-3

*Table 7-3: Weekday occupancy south of the M4 Motorway overpass*

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 M4 Motorway overpass	34	89%	4	100%	0
<b>TOTAL</b>	<b>230</b>		<b>45</b>		<b>11</b>

A comparison of these numbers show that the weekday average occupancy can be accommodated south of the M4 overpass. However, the maximum occupancy cannot be accommodated and would need to seek parking spaces further afield, refer to Table 7-4.

*Table 7-4: Comparison of weekday occupancy and availability south of M4 Motorway Overpass*

Location	Spaces available	Average occupancy spaces available	Spaces occupied	Maximum occupancy spaces available	Spaces occupied
South of M4 Motorway overpass	230	<b>45</b>	169	<b>11</b>	196
Wentworth Street and Kay Street	55	45	<b>10</b>	26	<b>13</b>

Location	Spaces available	Average occupancy spaces available	Spaces occupied	Maximum occupancy spaces available	Spaces occupied
Surplus/ Deficiency <sup>2</sup>		+35		-2	

A similar exercise was undertaken for the weekend occupancy. The weekend parking occupancy is provided in Table 7-5

Table 7-5: Weekend parking occupancy of spaces to be permanently removed

Location	Spaces	Average Occupancy%	Spaces occupied	Maximum Occupancy %	Spaces occupied
Wentworth Street M4 Overpass to end of road	36	6%	2	63%	23
Kay Street	19	1%	1	5%	2
Unwin Street between Kay Street and Shirley Street	92	9%	5	10%	16
<b>TOTAL</b>	<b>147</b>		<b>9</b>		<b>42</b>

As per the weekday occupancy, the parking spaces on both Wentworth and Kay streets were allocated to the south of the M4 Motorway overpass, with the occupancy rates and spaces available detailed in Table 7-6.

Table 7-6: Weekend occupancy south of the M4 Motorway overpass

Location	Spaces	Average Occupancy%	Spaces available	Maximum Occupancy %	Spaces available
Harbord Street	41	40%	25	50%	20
Martha Street	116	46%	63	56%	51
Darcy Street	9	28%	6	67%	3
Kendall Street	30	46%	16	57%	13
Wentworth Street south of M4 Motorway Overpass	34	45%	19	50%	17
<b>TOTAL</b>	<b>230</b>		<b>129</b>		<b>104</b>

<sup>2</sup> (Spaces available south of M4 Motorway)-(spaces occupied Wentworth/ Kay Street)

A comparison of these numbers show that the weekend average and maximum occupancy can be accommodated south of the M4 overpass, refer to Table 7-7.

*Table 7-7: Comparison of weekend occupancy and availability south of M4 Motorway Overpass*

Location	Spaces available	Average occupancy spaces available	Spaces occupied	Maximum occupancy spaces available	Spaces occupied
South of M4 Motorway overpass	230	<b>129</b>	108	<b>104</b>	69
Wentworth Street and Kay Street	98	94	<b>9</b>	72	<b>14</b>
Surplus/ Deficiency <sup>3</sup>		+120		+90	

A similar exercise was also undertaken for a weekend where a special event was held at Rosehill Gardens Racecourse, refer to Table 7-8

*Table 7-8: Special event occupancy*

Location	Spaces	Average Occupancy%	Spaces occupied	Maximum Occupancy %	Spaces occupied
Wentworth Street M4 Overpass to end of road	36	26% <sup>4</sup>	9	37%	13
Kay Street	19	2%	1	10%	2
Unwin Street between Kay Street and Shirley Street	92	10%	9	14%	13
<b>TOTAL</b>	<b>147</b>		<b>19</b>		<b>28</b>

As per the weekday and weekend occupancy, the parking spaces on both Wentworth and Kay streets were allocated to the south of the M4 Motorway overpass, with the occupancy rates and spaces available detailed in Table 7-9.

*Table 7-9: Special event occupancy south of M4 Motorway overpass*

Location	Spaces	Average Occupancy%	Spaces available	Maximum Occupancy %	Spaces available
Harbord Street	41	48%	21	61%	16

<sup>3</sup> Spaces available south of M4 Motorway-spaces occupied Wentworth/ Kay Street

<sup>4</sup> Average of occupancy rates Martha Street to end of road



Location	Spaces	Average Occupancy%	Spaces available	Maximum Occupancy %	Spaces available
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 M4 Motorway Overpass	34	44%	15	53%	13
<b>TOTAL</b>	<b>230</b>		<b>147</b>		<b>130</b>

A comparison of these numbers show that the special event average and maximum occupancy can be accommodated south of the M4 overpass, refer to Table 7-10.

*Table 7-10: Comparison of special event occupancy and availability*

Location	Spaces available	Average occupancy spaces available	Spaces occupied	Maximum occupancy spaces available	Spaces occupied
South of M4 Motorway overpass	230	<b>147</b>	108	<b>130</b>	69
Wentworth Street and Kay Street	98	94	<b>9</b>	72	<b>14</b>
Surplus/ Deficiency <sup>5</sup>		+138		+116	

For the removal of parking on Wentworth Street and Kay Street, all weekday, weekend and special event parking can be accommodated, with the exception of the maximum occupancy rate during the week, where a deficit of 2 spaces is noted.

### 7.3 Unwin Street

Parking changes on Unwin Street will result in the removal of 92 unrestricted parking spaces and 5 1/2P 8AM-6PM Mon-Sat spaces. As per Wentworth and Kay streets, the Unwin Street parking to be removed has been allocated to streets to the east and north of Unwin Street and Unwin Street between Shirley Street and Colquhoun Street. Table 7-11 provides the details on the weekday average and maximum occupancy rates and spaces available minus the spaces to be removed.

<sup>5</sup> Spaces available south of M4 Motorway-spaces occupied Wentworth/ Kay Street



*Table 7-11: Weekday occupancy north and east of the site*

Location	Spaces	Average Occupancy%	Spaces available	Maximum Occupancy %	Spaces available
Unwin Street	93	10%	84	14%	80
Colquhoun Street	168	33%	113	38%	104
Devon Street	152	15%	129	26%	112
Shirley Street	67	3%	65	9%	61
<b>TOTAL</b>	<b>480</b>		<b>391</b>		<b>357</b>

A comparison of these numbers show that the weekday average and maximum occupancy can be accommodated to the east and north of the site, refer to Table 7-12. .

*Table 7-12: Comparison of weekday average and maximum space availability*

Location	Spaces available	Average occupancy spaces available	Spaces occupied	Maximum occupancy spaces available	Spaces occupied
North and east of the site	480	<b>391</b>	89	<b>357</b>	123
Unwin Street east of Shirley Street	92	84	<b>8</b>	80	<b>12</b>
Surplus/ Deficiency		+383		+345	

Table 7-13 provides the details on the weekend average and maximum occupancy rates and spaces available.

*Table 7-13: Weekend occupancy north and east of the site*

Location	Spaces	Average Occupancy%	Spaces available	Maximum Occupancy %	Spaces available
Unwin Street	93	10%	84	14%	80
Colquhoun Street	168	30%	117	33%	113
Devon Street	152	14%	130	19%	123
Shirley Street	67	4%	64	4%	64
<b>TOTAL</b>	<b>480</b>		<b>395</b>		<b>380</b>

A comparison of these numbers show that the weekend average and maximum occupancy can be accommodated to the east and north of the site, refer to Table 7-14. .

*Table 7-14: Comparison of weekend average and maximum space availability*

Location	Spaces available	Average occupancy spaces available	Spaces occupied	Maximum occupancy spaces available	Spaces occupied
North and east of the site	480	<b>395</b>	85	<b>380</b>	10
Unwin Street east of Shirley Street	92	83	<b>9</b>	79	<b>13</b>
Surplus/ Deficiency <sup>6</sup>		+386		+367	

A similar exercise was also undertaken for a weekend where a special event was held at Rosehill Gardens Racecourse, refer to Table 7-15

*Table 7-15: Special event occupancy north and east of the site*

Location	Spaces	Average Occupancy%	Spaces available	Maximum Occupancy %	Spaces available
Unwin Street	93	10%	84	14%	80
Colquhoun Street	168	33%	113	38%	104
Devon Street	152	15%	129	26%	112
Shirley Street	67	3%	65	9%	61
<b>TOTAL</b>	<b>480</b>		<b>391</b>		<b>357</b>

<sup>6</sup> Spaces available south of M4 Motorway-spaces occupied Wentworth/ Kay Street

A comparison of these numbers show that the weekend average and maximum occupancy can be accommodated to the east and north of the site, refer to Table 7-16. .

*Table 7-16: Comparison of special event average and maximum space availability*

Location	Spaces available	Average occupancy spaces available	Spaces occupied	Maximum occupancy spaces available	Spaces occupied
North and east of the site	480	<b>391</b>	85	<b>357</b>	10
Unwin Street east of Shirley Street	92	83	<b>9</b>	80	<b>12</b>
Surplus/ Deficiency <sup>7</sup>		+382		+345	

For the removal of parking on Unwin Street all weekday, weekend and special event parking can be accommodated for both the average and maximum occupancy rates.

## 7.4 Staged temporary removal of parking for Over Size & Over Mass Deliveries

During the life of the project, there might be some additional need for temporary parking removal to facilitate deliveries with Oversize and Overmass vehicles (OSOM). The potential impact and mitigation approach will be reviewed on a case-by-case basis including consideration of duration of works and impact on relevant stakeholders. Where disruption cannot be avoided, alternative parking arrangements will be investigated and implemented where feasible and practical to ensure impact is minimised. The appropriate approvals and permits will be sought from Transport for NSW and Parramatta Council as described in the relevant CTMPs.

During TBM retrieval operations, temporary parking removal (from 5pm through to 5am) will be required on the south side of Grande Ave between Rosehill Racecourse Gate 1 & Colquhoun St (See Figure 7.1). Additionally, temporary parking removal along the eastern side of Colquhoun St from 5pm through to 5am. Additionally, western side of Colquhoun St will need to be removed for the widest loads (See Figure 7.2). Parking will be reinstated once the loads have reached site.

A night time parking survey carried out in April shows current parking night time usage (See Figure 7.3). A communication strategy including VMS Boards and mail drops to all relevant stakeholders will take place in the weeks leading up to TBM delivery.

<sup>7</sup> Spaces available south of M4 Motorway-spaces occupied Wentworth/ Kay Street

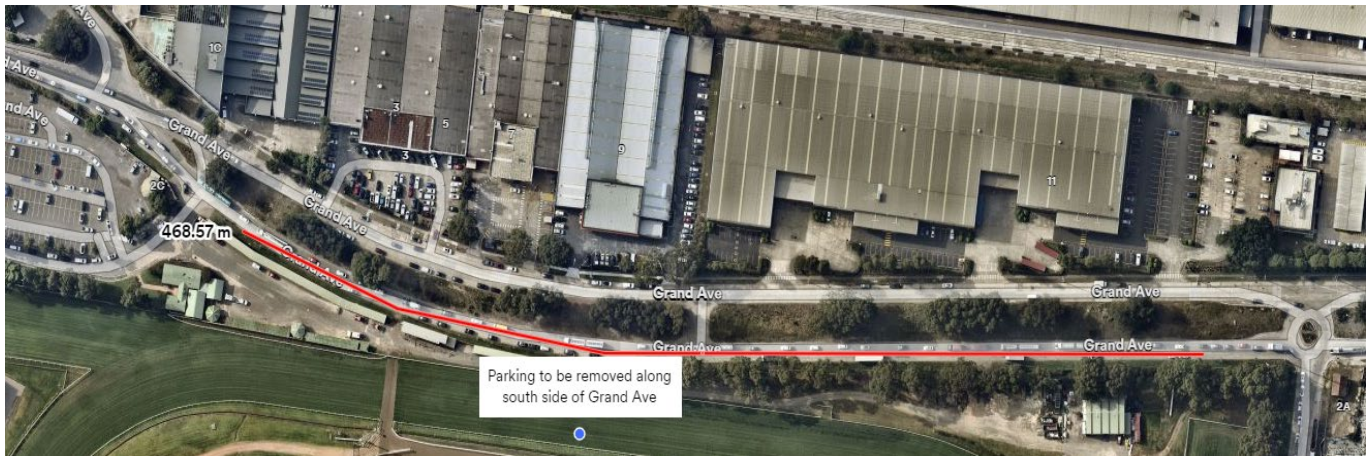


Figure 7-1: Grande Avenue parking removal

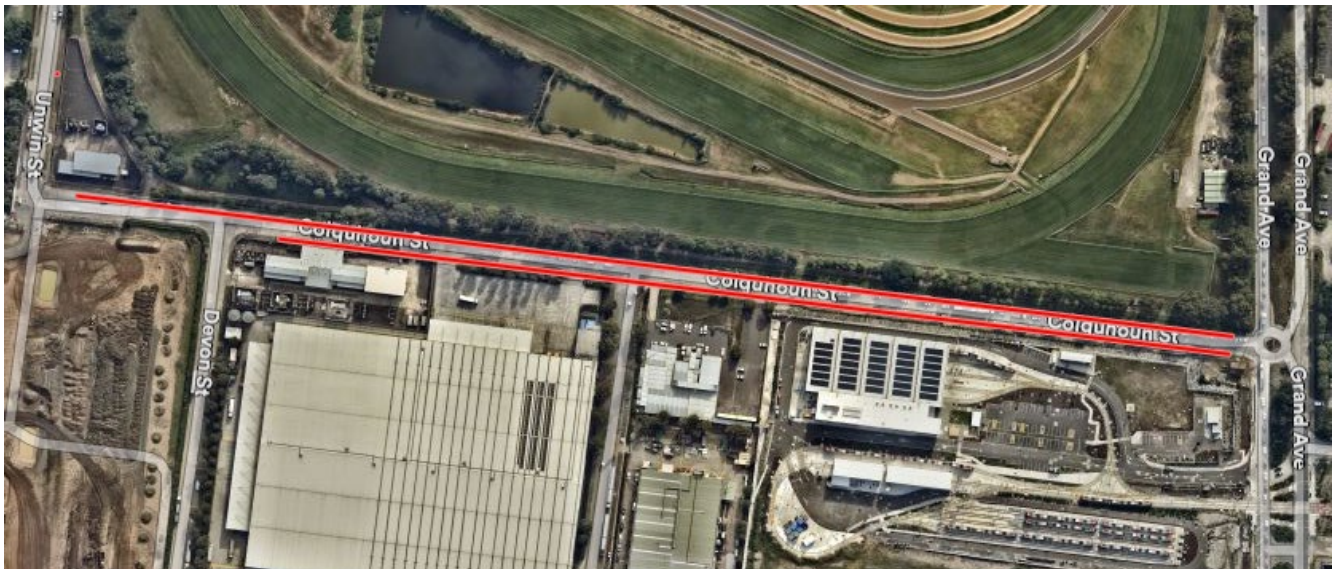


Figure 7-2: Colquhoun Street parking removal

Date	Time	Total Parking spaces available	Parking Spaces Utilised
19/04/2024	8pm	238	48
19/04/2024	12am	238	76
22/04/2204	8pm	238	93
25/04/2024	12am	238	75

Figure 7-3: Combined Night Time Survey of Parking Usage on Grande Ave & Colquhoun St.



## 7.5 Other Temporary Parking Removal

During the life of the project, there might be some additional need for temporary parking removal to facilitate works (e.g. geotechnical investigations, utility works, survey and general road maintenance). The potential impact and mitigation approach will be reviewed on a case-by-case basis including consideration of duration of works and impact on relevant stakeholders. Where disruption cannot be avoided, alternative parking arrangements will be investigated and implemented where feasible and practical to ensure impact is minimised. The appropriate approvals and permits will be sought from Transport for NSW and Council as described in the relevant CTMPs. The total loss of parking spaces that may result under this provision shall be limited to 24 space-days in any 12 week period, where a space-day is one parking space being lost for a period of up to 24 hours.

## 7.6 Managing 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.

### 7.6.1 Emergency Vehicle Access

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 operations #
300	300	100

All staff parking during the site operations phase of the works will be catered for within the site. GLC staff have access to public transport with a minibus running between Parramatta train station and the Clyde/Rosehill sites.



## 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 8, GLC will provide onsite parking for all of the site operations workforce.

### 9.5 Sustainable transport options

#### 9.5.1 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.

#### 9.5.2 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.

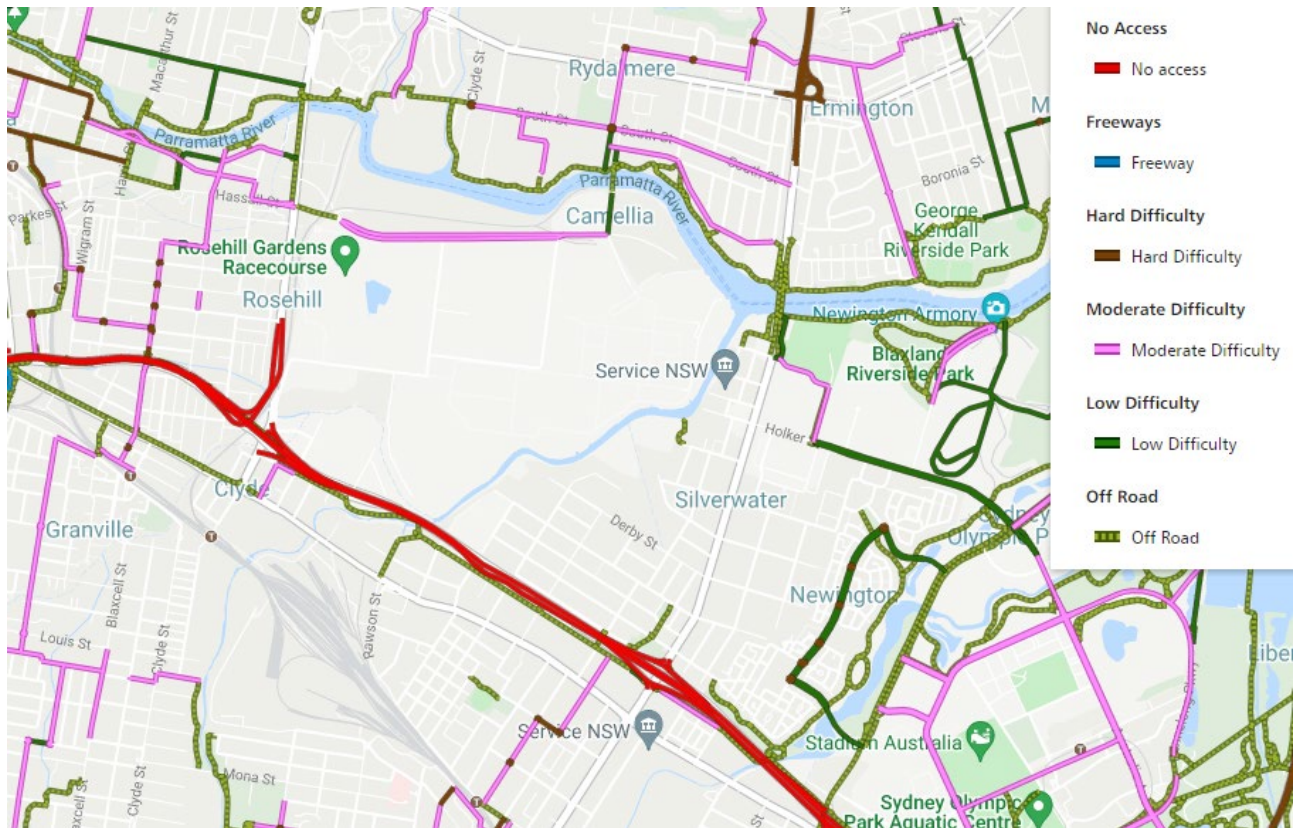


Figure 9-1: M4 Shared path (source: [TfNSW Cycleway finder](#))

### 9.5.3 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.

#### 9.5.3.1 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.

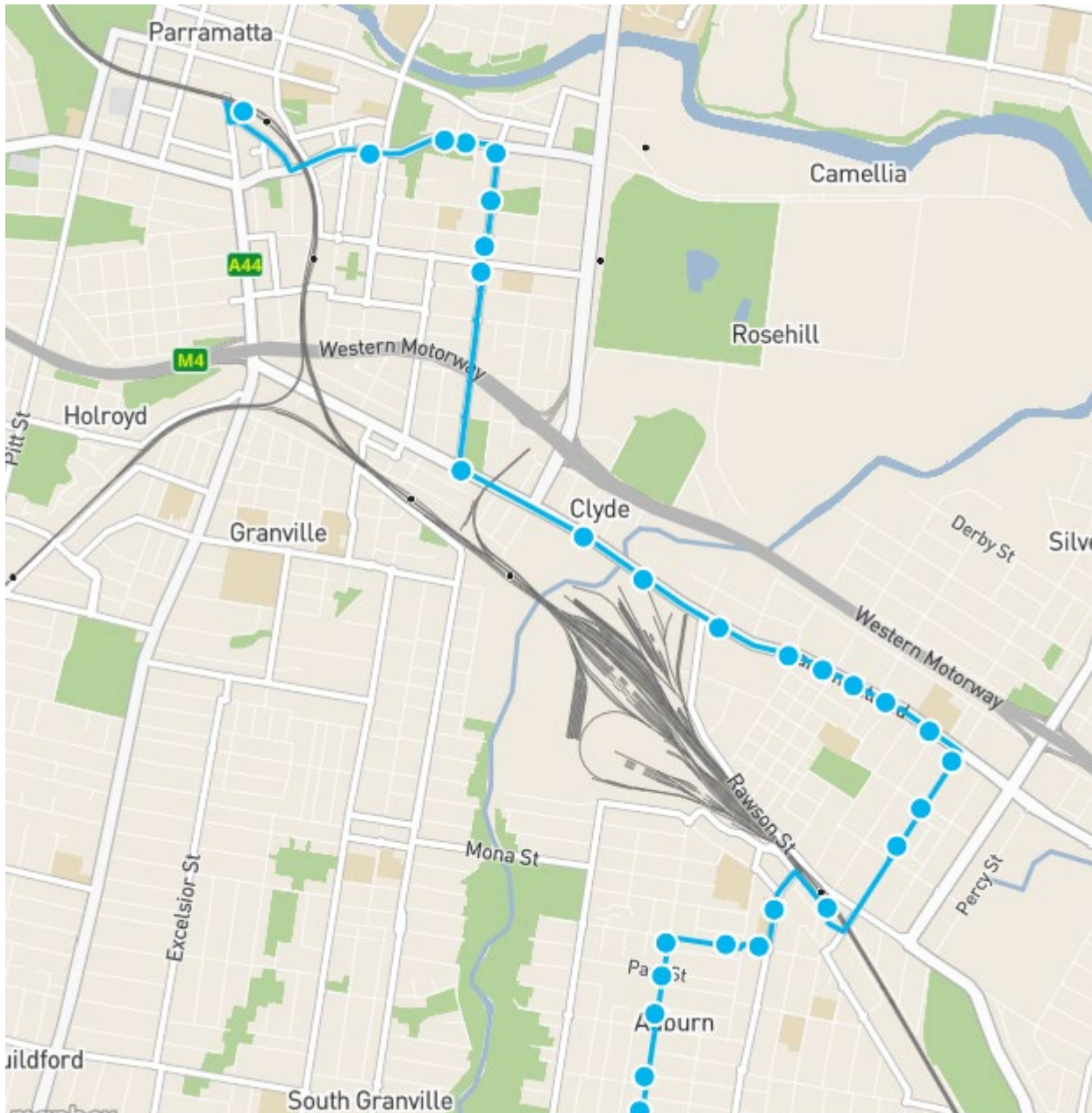


Figure 9-2: Bus routes around the Clyde/ Rosehill sites



### 9.5.3.2 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.

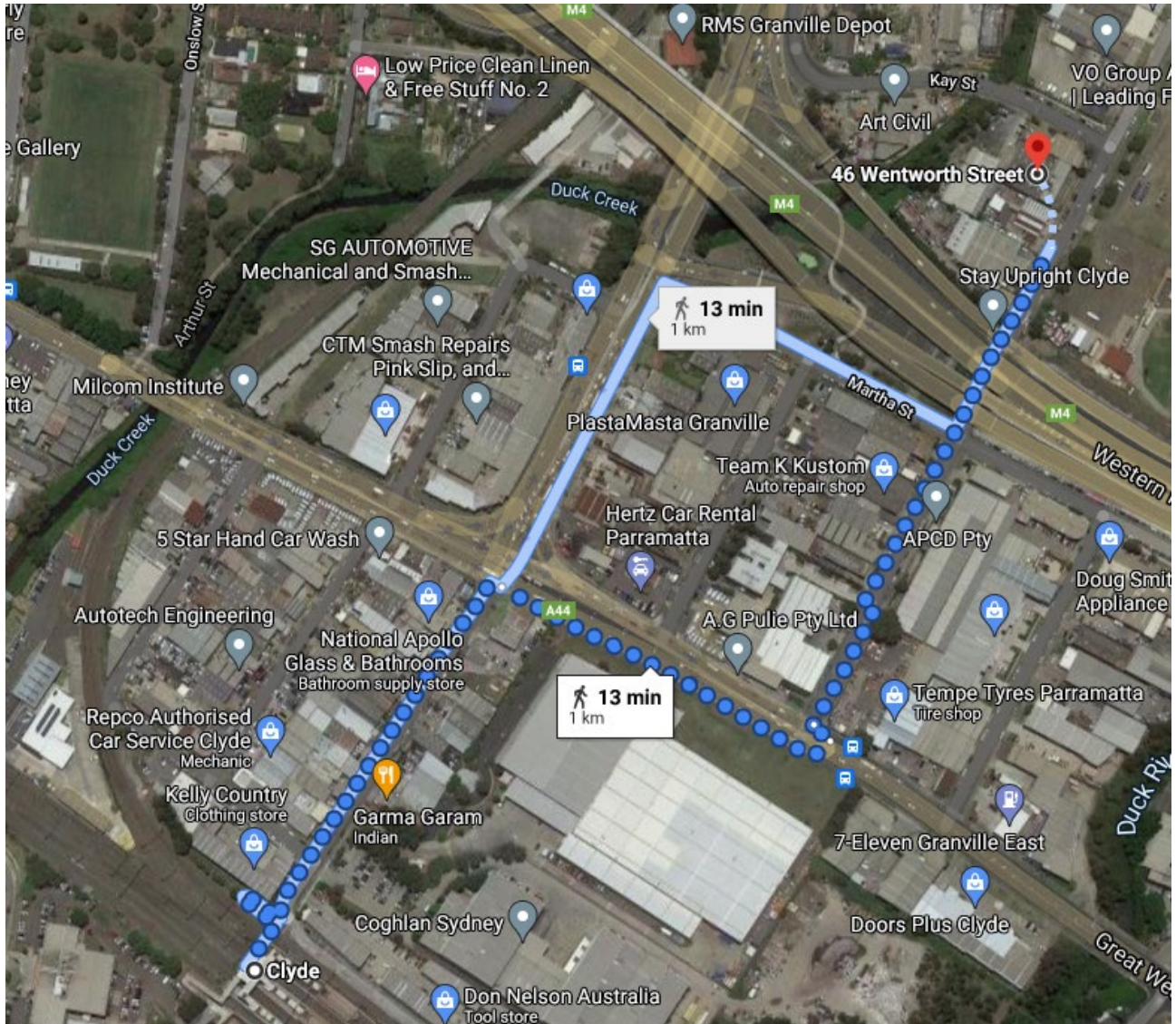


Figure 9-3: Walking distance to Clyde rail station

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:

## 9.6 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 Rest Breaks

GLC notes that its truck drivers are required by Heavy Vehicle National Law regulations to have a mandatory rest break of 15 to 30 minutes after working 5.25 and 7.5hrs respectively.

To support their drivers, GLC proposes that some drivers temporarily park on Unwin Street to access the food, drink, and resting facilities at Chestnut Café. Trucks would be stopping within the unrestricted parking sections of Unwin Street only. While these vehicles are utilising these facilities and providing business support for the Chestnut Cafe, they are not being parked for the purpose of delivering any SSI related works.

Drivers would be stopping for a duration of 15 or 30 minutes maximum, in a staggered approach to minimise time parked on the public road. It is estimated that no more than 5 trucks would be parked at any one time and no more than 30 are expected to need a rest break in this area each day. The selected area has no residents or other sensitive receivers adjacent, making the impact of parked vehicles negligible.

Allowing drivers to have a rest break in this area will promote driver safety, support the HVNL Regulation, and limit the need for drivers having to seek suitable alternative rest areas.

### 10.3 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.

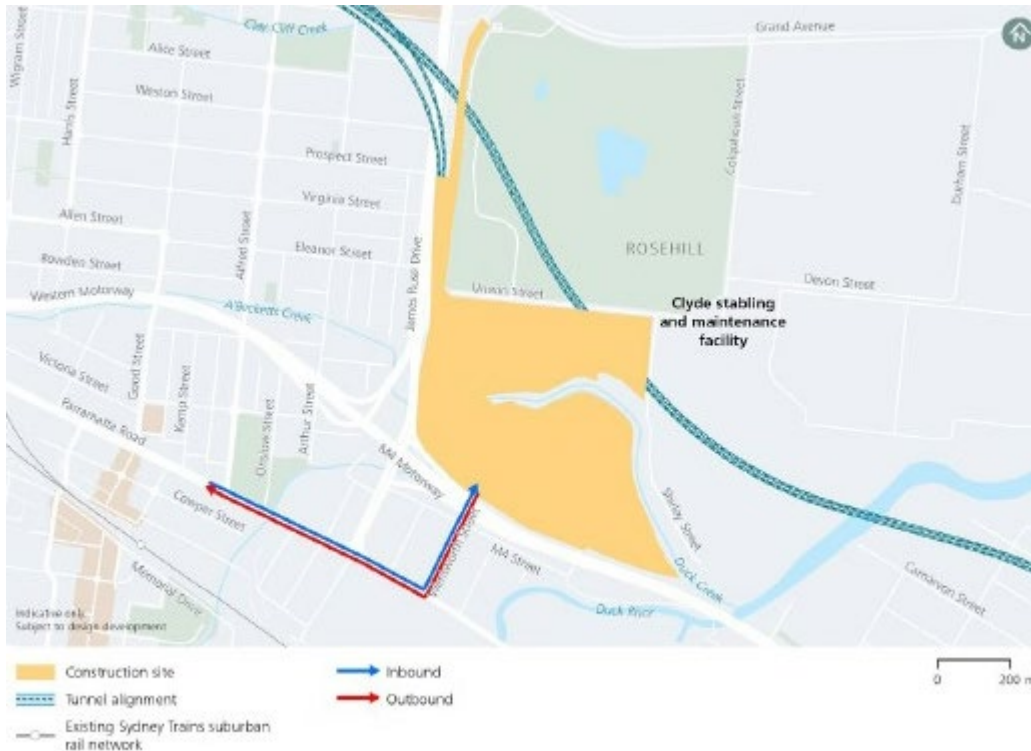


Figure 9-5: EIS nominated heavy vehicle routes

The use of Teletrac Navman Telematic system will allow the monitoring of vehicles whilst working for GLC. All vehicles arriving at any of the sites will be required to book onto the Delivery Management System: Data Scope 24 hours in advance, thus providing certainty of heavy vehicle arrival times allowing management of heavy vehicles prior to arriving at site with the added ability to delay arrivals to suit onsite conditions.

# 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 and captured in a report document that will be provided to the relevant Council and DPE at six (6) monthly intervals. This monitoring will 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 (50%) 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”

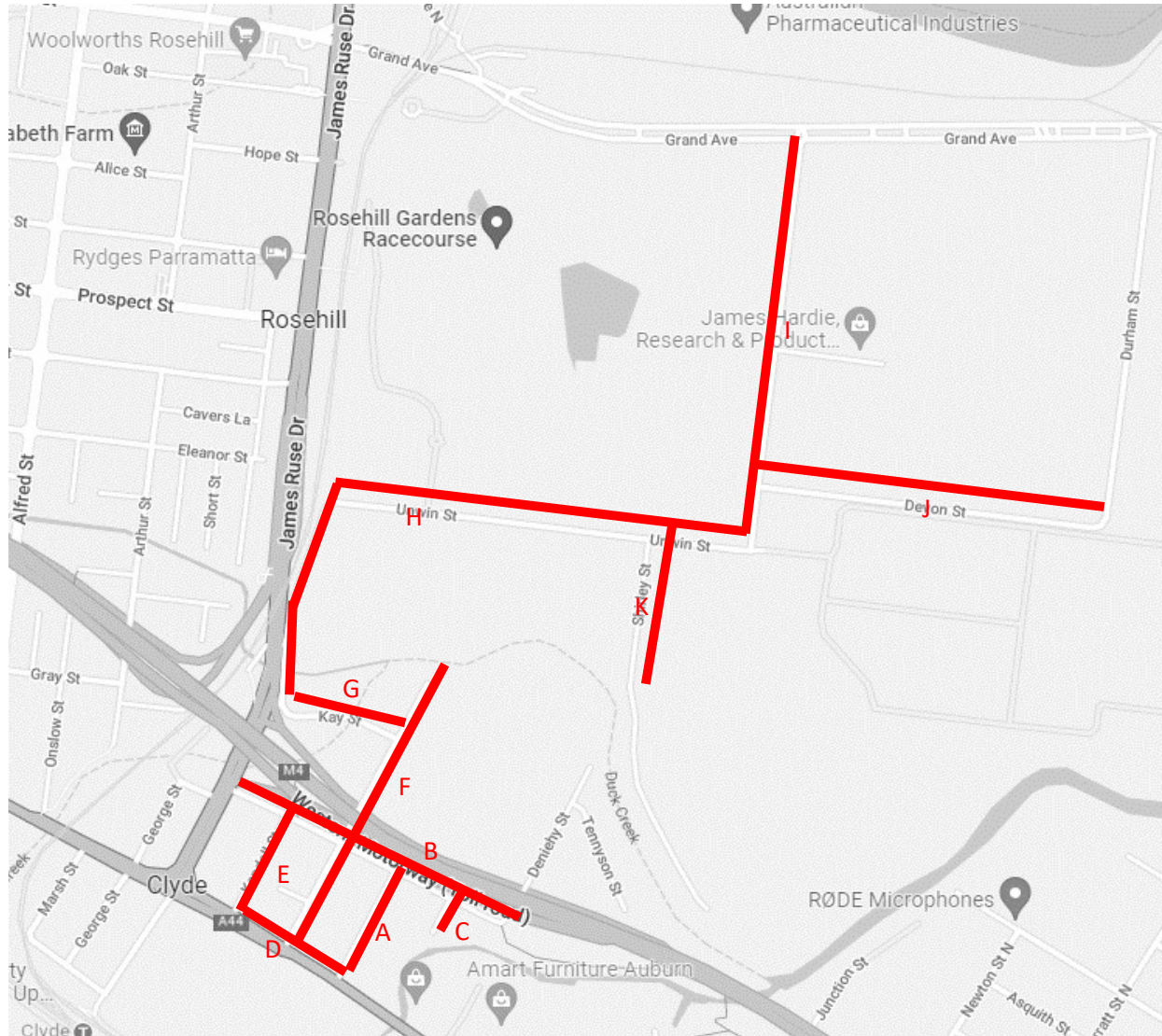
- Investigating additional offsite parking for the workforce
- Revising site inductions and toolbox talks content to better encourage the use of active and public transport and communicate designated and prohibited locations for workforce parking
- Amending carpooling communications to encourage an increase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

# A PARKING SURVEYS



Clyde  
Sue Lewis Consulting

### 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**

<b>Id</b>	<b>Location</b>	<b>Side of Street</b>	<b>Restrictions</b>	<b>Supply</b>
<b>A</b>				
<b>Harbord Street</b>				
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
<b>A</b>	<b>Harbord Street</b>			<b>41</b>
<b>B</b>				
<b>Martha Street</b>				
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>B</b>	<b>Martha Street</b>			<b>116</b>
<b>C</b>				
<b>Darcy Street</b>				
22	Darcy Street, Between Martha Street & End	East	Unrestricted	5
23	Darcy Street, Between Martha Street & End	West	Unrestricted	4
<b>C</b>	<b>Darcy Street</b>			<b>9</b>
<b>D</b>				
<b>Parramatta Road</b>				
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
<b>D</b>	<b>Parramatta Road</b>			<b>0</b>
<b>E</b>				
<b>Kendall Street</b>				
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
<b>E</b>	<b>Kendall Street</b>			<b>30</b>
<b>F</b>				
<b>Wentworth Street</b>				
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
<b>F</b>	<b>Wentworth Street</b>			<b>85</b>
<b>G</b>	<b>Kay Street</b>			
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
<b>G</b>	<b>Kay Street</b>			<b>40</b>
<b>H</b>	<b>Unwin Street</b>			
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
<b>H</b>	<b>Unwin Street</b>			<b>185</b>
<b>I</b>	<b>Colquhoun Street</b>			
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
<b>I</b>	<b>Colquhoun Street</b>			<b>168</b>
<b>J</b>	<b>Devon Street</b>			
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
<b>J</b>	<b>Devon Street</b>			<b>152</b>
<b>K</b>	<b>Shirley Street</b>			
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
<b>K</b>	<b>Shirley Street</b>			<b>67</b>



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
<b>A</b>																
<b>Harbord Street</b>																
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%
<b>A</b>	<b>Harbord Street</b>			<b>41</b>	<b>23</b>	<b>38</b>	<b>42</b>	<b>42</b>	<b>40</b>	<b>43</b>	<b>42</b>	<b>42</b>	<b>39</b>	<b>29</b>	<b>24</b>	<b>37</b>
					<b>56%</b>	<b>93%</b>	<b>102%</b>	<b>102%</b>	<b>98%</b>	<b>105%</b>	<b>102%</b>	<b>102%</b>	<b>95%</b>	<b>71%</b>	<b>59%</b>	<b>90%</b>
<b>B</b>																
<b>Martha Street</b>																
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>B</b>	<b>Martha Street</b>			<b>116</b>	<b>42</b>	<b>78</b>	<b>104</b>	<b>111</b>	<b>112</b>	<b>109</b>	<b>110</b>	<b>100</b>	<b>93</b>	<b>68</b>	<b>39</b>	<b>88</b>
					<b>36%</b>	<b>67%</b>	<b>90%</b>	<b>96%</b>	<b>97%</b>	<b>94%</b>	<b>95%</b>	<b>86%</b>	<b>80%</b>	<b>59%</b>	<b>34%</b>	<b>76%</b>

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%
<b>C Darcy Street</b>				<b>9</b>	<b>5</b>	<b>5</b>	<b>5</b>	<b>5</b>	<b>6</b>	<b>5</b>	<b>5</b>	<b>5</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>4</b>
					<b>56%</b>	<b>56%</b>	<b>56%</b>	<b>56%</b>	<b>67%</b>	<b>56%</b>	<b>56%</b>	<b>56%</b>	<b>44%</b>	<b>33%</b>	<b>0%</b>	<b>44%</b>
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%
<b>D Parramatta Road</b>				<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
					<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>
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%
<b>E Kendall Street</b>				<b>30</b>	<b>24</b>	<b>31</b>	<b>34</b>	<b>36</b>	<b>37</b>	<b>38</b>	<b>38</b>	<b>35</b>	<b>30</b>	<b>24</b>	<b>22</b>	<b>32</b>
					<b>80%</b>	<b>103%</b>	<b>113%</b>	<b>120%</b>	<b>123%</b>	<b>127%</b>	<b>127%</b>	<b>117%</b>	<b>100%</b>	<b>80%</b>	<b>73%</b>	<b>107%</b>
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%	
<b>H</b>	<b>Unwin Street</b>			<b>185</b>	<b>18</b>	<b>16</b>	<b>19</b>	<b>20</b>	<b>25</b>	<b>19</b>	<b>16</b>	<b>19</b>	<b>15</b>	<b>10</b>	<b>9</b>	<b>17</b>
<b>I</b>	<b>Colquhoun Street</b>				<b>10%</b>	<b>9%</b>	<b>10%</b>	<b>11%</b>	<b>14%</b>	<b>10%</b>	<b>9%</b>	<b>10%</b>	<b>8%</b>	<b>5%</b>	<b>5%</b>	<b>9%</b>
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%
<b>I</b>	<b>Colquhoun Street</b>			<b>168</b>	<b>75</b>	<b>82</b>	<b>86</b>	<b>99</b>	<b>95</b>	<b>87</b>	<b>84</b>	<b>77</b>	<b>75</b>	<b>69</b>	<b>64</b>	<b>81</b>
					<b>45%</b>	<b>49%</b>	<b>51%</b>	<b>59%</b>	<b>57%</b>	<b>52%</b>	<b>50%</b>	<b>46%</b>	<b>45%</b>	<b>41%</b>	<b>38%</b>	<b>48%</b>
<b>J</b>	<b>Devon Street</b>															
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%
<b>J</b>	<b>Devon Street</b>			<b>152</b>	<b>79</b>	<b>58</b>	<b>50</b>	<b>63</b>	<b>55</b>	<b>64</b>	<b>63</b>	<b>48</b>	<b>41</b>	<b>34</b>	<b>25</b>	<b>53</b>
					<b>52%</b>	<b>38%</b>	<b>33%</b>	<b>41%</b>	<b>36%</b>	<b>42%</b>	<b>41%</b>	<b>32%</b>	<b>27%</b>	<b>22%</b>	<b>16%</b>	<b>35%</b>
<b>K</b>	<b>Shirley Street</b>															
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%
<b>K</b>	<b>Shirley Street</b>			<b>67</b>	<b>5</b>	<b>7</b>	<b>13</b>	<b>15</b>	<b>8</b>	<b>9</b>	<b>7</b>	<b>6</b>	<b>6</b>	<b>6</b>	<b>3</b>	<b>8</b>
					<b>7%</b>	<b>10%</b>	<b>19%</b>	<b>22%</b>	<b>12%</b>	<b>13%</b>	<b>10%</b>	<b>9%</b>	<b>9%</b>	<b>9%</b>	<b>4%</b>	<b>12%</b>

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



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
<b>A</b>																
<b>Harbord Street</b>																
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%
<b>A</b>	<b>Harbord Street</b>			<b>41</b>	<b>20</b>	<b>36</b>	<b>40</b>	<b>41</b>	<b>40</b>	<b>38</b>	<b>39</b>	<b>36</b>	<b>38</b>	<b>29</b>	<b>27</b>	<b>35</b>
					<b>49%</b>	<b>88%</b>	<b>98%</b>	<b>100%</b>	<b>98%</b>	<b>93%</b>	<b>95%</b>	<b>88%</b>	<b>93%</b>	<b>71%</b>	<b>66%</b>	<b>85%</b>
<b>B</b>																
<b>Martha Street</b>																
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>B</b>	<b>Martha Street</b>			<b>116</b>	<b>45</b>	<b>97</b>	<b>109</b>	<b>112</b>	<b>110</b>	<b>106</b>	<b>105</b>	<b>100</b>	<b>91</b>	<b>59</b>	<b>34</b>	<b>88</b>
					<b>39%</b>	<b>84%</b>	<b>94%</b>	<b>97%</b>	<b>95%</b>	<b>91%</b>	<b>91%</b>	<b>86%</b>	<b>78%</b>	<b>51%</b>	<b>29%</b>	<b>76%</b>

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%
<b>C</b>	<b>Darcy Street</b>			<b>9</b>	<b>7</b>	<b>6</b>	<b>6</b>	<b>8</b>	<b>7</b>	<b>9</b>	<b>9</b>	<b>8</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>6</b>
					<b>78%</b>	<b>67%</b>	<b>67%</b>	<b>89%</b>	<b>78%</b>	<b>100%</b>	<b>100%</b>	<b>89%</b>	<b>11%</b>	<b>11%</b>	<b>11%</b>	<b>67%</b>
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%
<b>D</b>	<b>Parramatta Road</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
					<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>
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%
<b>E</b>	<b>Kendall Street</b>			<b>30</b>	<b>30</b>	<b>33</b>	<b>33</b>	<b>33</b>	<b>34</b>	<b>32</b>	<b>33</b>	<b>31</b>	<b>33</b>	<b>26</b>	<b>21</b>	<b>31</b>
					<b>100%</b>	<b>110%</b>	<b>110%</b>	<b>110%</b>	<b>113%</b>	<b>107%</b>	<b>110%</b>	<b>103%</b>	<b>110%</b>	<b>87%</b>	<b>70%</b>	<b>103%</b>
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%
<b>H</b>	<b>Unwin Street</b>			<b>185</b>	<b>28</b>	<b>16</b>	<b>23</b>	<b>29</b>	<b>23</b>	<b>25</b>	<b>17</b>	<b>16</b>	<b>17</b>	<b>20</b>	<b>15</b>	<b>21</b>
					<b>15%</b>	<b>9%</b>	<b>12%</b>	<b>16%</b>	<b>12%</b>	<b>14%</b>	<b>9%</b>	<b>9%</b>	<b>9%</b>	<b>11%</b>	<b>8%</b>	<b>11%</b>
<b>I</b>	<b>Colquhoun Street</b>															
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%
<b>I</b>	<b>Colquhoun Street</b>			<b>168</b>	<b>88</b>	<b>83</b>	<b>80</b>	<b>89</b>	<b>84</b>	<b>86</b>	<b>83</b>	<b>79</b>	<b>73</b>	<b>63</b>	<b>60</b>	<b>79</b>
					<b>52%</b>	<b>49%</b>	<b>48%</b>	<b>53%</b>	<b>50%</b>	<b>51%</b>	<b>49%</b>	<b>47%</b>	<b>43%</b>	<b>38%</b>	<b>36%</b>	<b>47%</b>
<b>J</b>	<b>Devon Street</b>															
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
<b>A</b>																
<b>Harbord Street</b>																
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	
					53%	88%	88%	94%	82%	76%	76%	76%	82%	47%	47%	
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%	
4	Harbord Street, Between Martha Street & Parramatta Road	East	Unrestricted	7	0	2	1	1	2	1	1	1	1	0	0	
					0%	29%	14%	14%	29%	14%	14%	14%	14%	0%	0%	
5	Harbord Street, Between Martha Street & Parramatta Road	East	Unrestricted	12	6	8	8	7	7	5	6	6	7	4	5	
					50%	67%	67%	58%	58%	42%	50%	50%	58%	33%	42%	
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%	
<b>A</b>	<b>Harbord Street</b>			<b>41</b>	<b>15</b>	<b>25</b>	<b>24</b>	<b>24</b>	<b>23</b>	<b>19</b>	<b>20</b>	<b>20</b>	<b>22</b>	<b>12</b>	<b>13</b>	
					<b>37%</b>	<b>61%</b>	<b>59%</b>	<b>59%</b>	<b>56%</b>	<b>46%</b>	<b>49%</b>	<b>49%</b>	<b>54%</b>	<b>29%</b>	<b>32%</b>	
<b>B</b>																
<b>Martha Street</b>																
7	Martha Street, Between Harbord Street & Deniehy Street	North	Unrestricted	33	3	3	3	3	3	3	3	3	3	3	2	
					9%	9%	9%	9%	9%	9%	9%	9%	9%	9%	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	0	0	0	1	0	0	0	0	
					0%	0%	0%	0%	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	6	8	9	9	9	9	9	9	9	9	7	
					55%	73%	82%	82%	82%	82%	82%	82%	82%	82%	64%	
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	12	13	13	13	13	12	12	12	12	10	10	
					46%	50%	50%	50%	50%	46%	46%	46%	46%	38%	38%	
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	6	5	5	5	5	5	5	5	
					38%	38%	38%	46%	38%	38%	38%	38%	38%	38%	38%	
<b>B</b>	<b>Martha Street</b>			<b>116</b>	<b>26</b>	<b>29</b>	<b>30</b>	<b>31</b>	<b>30</b>	<b>29</b>	<b>30</b>	<b>29</b>	<b>29</b>	<b>27</b>	<b>24</b>	
					<b>22%</b>	<b>25%</b>	<b>26%</b>	<b>27%</b>	<b>26%</b>	<b>25%</b>	<b>26%</b>	<b>25%</b>	<b>25%</b>	<b>23%</b>	<b>21%</b>	





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%
<b>H</b>	<b>Unwin Street</b>			<b>185</b>	<b>17</b>	<b>13</b>	<b>11</b>	<b>15</b>	<b>18</b>	<b>19</b>	<b>24</b>	<b>23</b>	<b>25</b>	<b>23</b>	<b>21</b>	<b>19</b>	
					<b>9%</b>	<b>7%</b>	<b>6%</b>	<b>8%</b>	<b>10%</b>	<b>10%</b>	<b>13%</b>	<b>12%</b>	<b>14%</b>	<b>12%</b>	<b>11%</b>	<b>10%</b>	
<b>I</b>	<b>Colquhoun Street</b>																
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%
<b>I</b>	<b>Colquhoun Street</b>			<b>168</b>	<b>66</b>	<b>62</b>	<b>60</b>	<b>61</b>	<b>60</b>	<b>61</b>	<b>55</b>	<b>49</b>	<b>48</b>	<b>47</b>	<b>45</b>	<b>56</b>	
					<b>39%</b>	<b>37%</b>	<b>36%</b>	<b>36%</b>	<b>36%</b>	<b>36%</b>	<b>33%</b>	<b>29%</b>	<b>29%</b>	<b>28%</b>	<b>27%</b>	<b>33%</b>	
<b>J</b>	<b>Devon Street</b>																
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	
<b>A</b>																
<b>Harbord Street</b>																
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%	
<b>A</b>	<b>Harbord Street</b>			<b>41</b>	<b>15</b>	<b>16</b>	<b>12</b>	<b>12</b>	<b>13</b>	<b>12</b>	<b>12</b>	<b>12</b>	<b>13</b>	<b>13</b>	<b>16</b>	
					<b>37%</b>	<b>39%</b>	<b>29%</b>	<b>29%</b>	<b>32%</b>	<b>29%</b>	<b>29%</b>	<b>29%</b>	<b>32%</b>	<b>32%</b>	<b>39%</b>	
<b>B</b>																
<b>Martha Street</b>																
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>B</b>	<b>Martha Street</b>			<b>116</b>	<b>25</b>	<b>25</b>	<b>25</b>	<b>29</b>	<b>28</b>	<b>29</b>	<b>26</b>	<b>25</b>	<b>27</b>	<b>27</b>	<b>27</b>	
					<b>22%</b>	<b>22%</b>	<b>22%</b>	<b>25%</b>	<b>24%</b>	<b>25%</b>	<b>22%</b>	<b>22%</b>	<b>23%</b>	<b>23%</b>	<b>23%</b>	

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%
<b>C</b>	<b>Darcy Street</b>			<b>9</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>6</b>	<b>8</b>	<b>7</b>	<b>11</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>4</b>
					<b>11%</b>	<b>11%</b>	<b>11%</b>	<b>67%</b>	<b>89%</b>	<b>78%</b>	<b>122%</b>	<b>56%</b>	<b>22%</b>	<b>11%</b>	<b>11%</b>	<b>44%</b>
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%
<b>D</b>	<b>Parramatta Road</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
					<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>
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%
<b>E</b>	<b>Kendall Street</b>			<b>30</b>	<b>10</b>	<b>10</b>	<b>10</b>	<b>12</b>	<b>12</b>	<b>11</b>	<b>11</b>	<b>11</b>	<b>11</b>	<b>11</b>	<b>8</b>	<b>11</b>
					<b>33%</b>	<b>33%</b>	<b>33%</b>	<b>40%</b>	<b>40%</b>	<b>37%</b>	<b>37%</b>	<b>37%</b>	<b>37%</b>	<b>37%</b>	<b>27%</b>	<b>37%</b>
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%	
<b>H</b>	<b>Unwin Street</b>			<b>185</b>	<b>14</b>	<b>15</b>	<b>15</b>	<b>15</b>	<b>15</b>	<b>12</b>	<b>12</b>	<b>12</b>	<b>12</b>	<b>12</b>	<b>12</b>	<b>13</b>	
					<b>8%</b>	<b>8%</b>	<b>8%</b>	<b>8%</b>	<b>8%</b>	<b>6%</b>	<b>6%</b>	<b>6%</b>	<b>6%</b>	<b>6%</b>	<b>6%</b>	<b>7%</b>	
<b>I</b>	<b>Colquhoun Street</b>																
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%	
<b>I</b>	<b>Colquhoun Street</b>			<b>168</b>	<b>46</b>	<b>46</b>	<b>47</b>	<b>47</b>	<b>47</b>	<b>47</b>	<b>48</b>	<b>47</b>	<b>47</b>	<b>46</b>	<b>46</b>	<b>47</b>	
					<b>27%</b>	<b>27%</b>	<b>28%</b>	<b>28%</b>	<b>28%</b>	<b>28%</b>	<b>29%</b>	<b>28%</b>	<b>28%</b>	<b>27%</b>	<b>27%</b>	<b>28%</b>	
<b>J</b>	<b>Devon Street</b>																
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
<b>A</b>																
<b>Harbord Street</b>																
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%
<b>A</b>	<b>Harbord Street</b>			<b>41</b>	<b>19</b>	<b>36</b>	<b>40</b>	<b>41</b>	<b>41</b>	<b>41</b>	<b>39</b>	<b>38</b>	<b>38</b>	<b>31</b>	<b>27</b>	<b>36</b>
					<b>46%</b>	<b>88%</b>	<b>98%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>95%</b>	<b>93%</b>	<b>93%</b>	<b>76%</b>	<b>66%</b>	<b>88%</b>
<b>B</b>																
<b>Martha Street</b>																
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>B</b>	<b>Martha Street</b>			<b>116</b>	<b>41</b>	<b>80</b>	<b>112</b>	<b>114</b>	<b>111</b>	<b>107</b>	<b>101</b>	<b>101</b>	<b>92</b>	<b>67</b>	<b>38</b>	<b>88</b>
					<b>35%</b>	<b>69%</b>	<b>97%</b>	<b>98%</b>	<b>96%</b>	<b>92%</b>	<b>87%</b>	<b>87%</b>	<b>79%</b>	<b>58%</b>	<b>33%</b>	<b>76%</b>

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%
<b>H</b>	<b>Unwin Street</b>			<b>185</b>	<b>19</b>	<b>17</b>	<b>11</b>	<b>25</b>	<b>16</b>	<b>20</b>	<b>23</b>	<b>17</b>	<b>17</b>	<b>16</b>	<b>16</b>	<b>18</b>
					<b>10%</b>	<b>9%</b>	<b>6%</b>	<b>14%</b>	<b>9%</b>	<b>11%</b>	<b>12%</b>	<b>9%</b>	<b>9%</b>	<b>9%</b>	<b>9%</b>	<b>10%</b>
<b>I</b>	<b>Colquhoun Street</b>															
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%
<b>I</b>	<b>Colquhoun Street</b>			<b>168</b>	<b>82</b>	<b>81</b>	<b>83</b>	<b>85</b>	<b>78</b>	<b>82</b>	<b>75</b>	<b>76</b>	<b>69</b>	<b>64</b>	<b>63</b>	<b>76</b>
					<b>49%</b>	<b>48%</b>	<b>49%</b>	<b>51%</b>	<b>46%</b>	<b>49%</b>	<b>45%</b>	<b>45%</b>	<b>41%</b>	<b>38%</b>	<b>38%</b>	<b>45%</b>
<b>J</b>	<b>Devon Street</b>															
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 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	
<b>A</b>																	
<b>Harbord Street</b>																	
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%	
<b>A</b>	<b>Harbord Street</b>			<b>41</b>	<b>20</b>	<b>37</b>	<b>41</b>	<b>43</b>	<b>41</b>	<b>42</b>	<b>41</b>	<b>43</b>	<b>40</b>	<b>34</b>	<b>29</b>	<b>37</b>	
					<b>49%</b>	<b>90%</b>	<b>100%</b>	<b>105%</b>	<b>100%</b>	<b>102%</b>	<b>100%</b>	<b>105%</b>	<b>98%</b>	<b>83%</b>	<b>71%</b>	<b>90%</b>	
<b>B</b>																	
<b>Martha Street</b>																	
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>B</b>	<b>Martha Street</b>			<b>116</b>	<b>42</b>	<b>81</b>	<b>97</b>	<b>107</b>	<b>106</b>	<b>104</b>	<b>95</b>	<b>96</b>	<b>87</b>	<b>49</b>	<b>27</b>	<b>81</b>	
					<b>36%</b>	<b>70%</b>	<b>84%</b>	<b>92%</b>	<b>91%</b>	<b>90%</b>	<b>82%</b>	<b>83%</b>	<b>75%</b>	<b>42%</b>	<b>23%</b>	<b>70%</b>	

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%
<b>C Darcy Street</b>				<b>9</b>	<b>8</b>	<b>7</b>	<b>7</b>	<b>8</b>	<b>7</b>	<b>7</b>	<b>6</b>	<b>5</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>5</b>	
					<b>89%</b>	<b>78%</b>	<b>78%</b>	<b>89%</b>	<b>78%</b>	<b>78%</b>	<b>67%</b>	<b>56%</b>	<b>33%</b>	<b>22%</b>	<b>0%</b>	<b>56%</b>	
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%
<b>D Parramatta Road</b>				<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
					<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>
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	9	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%
<b>E Kendall Street</b>				<b>30</b>	<b>29</b>	<b>32</b>	<b>32</b>	<b>33</b>	<b>33</b>	<b>33</b>	<b>30</b>	<b>21</b>	<b>21</b>	<b>16</b>	<b>14</b>	<b>27</b>	
					<b>97%</b>	<b>107%</b>	<b>107%</b>	<b>110%</b>	<b>110%</b>	<b>110%</b>	<b>100%</b>	<b>70%</b>	<b>70%</b>	<b>53%</b>	<b>47%</b>	<b>90%</b>	
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%
<b>H</b>	<b>Unwin Street</b>			<b>185</b>	<b>32</b>	<b>24</b>	<b>16</b>	<b>14</b>	<b>12</b>	<b>14</b>	<b>11</b>	<b>12</b>	<b>14</b>	<b>11</b>	<b>10</b>	<b>15</b>
					<b>17%</b>	<b>13%</b>	<b>9%</b>	<b>8%</b>	<b>6%</b>	<b>8%</b>	<b>6%</b>	<b>6%</b>	<b>8%</b>	<b>6%</b>	<b>5%</b>	<b>8%</b>
<b>I</b>	<b>Colquhoun Street</b>															
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%
<b>I</b>	<b>Colquhoun Street</b>			<b>168</b>	<b>74</b>	<b>83</b>	<b>75</b>	<b>84</b>	<b>69</b>	<b>64</b>	<b>56</b>	<b>50</b>	<b>50</b>	<b>50</b>	<b>49</b>	<b>64</b>
					<b>44%</b>	<b>49%</b>	<b>45%</b>	<b>50%</b>	<b>41%</b>	<b>38%</b>	<b>33%</b>	<b>30%</b>	<b>30%</b>	<b>30%</b>	<b>29%</b>	<b>38%</b>
<b>J</b>	<b>Devon Street</b>															
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
<b>A</b>																
<b>Harbord Street</b>																
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%
<b>A</b>	<b>Harbord Street</b>			<b>41</b>	<b>24</b>	<b>33</b>	<b>40</b>	<b>43</b>	<b>43</b>	<b>42</b>	<b>40</b>	<b>40</b>	<b>37</b>	<b>31</b>	<b>25</b>	<b>36</b>
					<b>59%</b>	<b>80%</b>	<b>98%</b>	<b>105%</b>	<b>105%</b>	<b>102%</b>	<b>98%</b>	<b>98%</b>	<b>90%</b>	<b>76%</b>	<b>61%</b>	<b>88%</b>
<b>B</b>																
<b>Martha Street</b>																
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>B</b>	<b>Martha Street</b>			<b>116</b>	<b>40</b>	<b>77</b>	<b>89</b>	<b>92</b>	<b>94</b>	<b>91</b>	<b>95</b>	<b>92</b>	<b>87</b>	<b>63</b>	<b>44</b>	<b>79</b>
					<b>34%</b>	<b>66%</b>	<b>77%</b>	<b>79%</b>	<b>81%</b>	<b>78%</b>	<b>82%</b>	<b>79%</b>	<b>75%</b>	<b>54%</b>	<b>38%</b>	<b>68%</b>

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%	75%	50%	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%
<b>H</b>	<b>Unwin Street</b>			<b>185</b>	<b>35</b>	<b>11</b>	<b>17</b>	<b>19</b>	<b>19</b>	<b>20</b>	<b>14</b>	<b>15</b>	<b>12</b>	<b>11</b>	<b>11</b>	<b>17</b>
					<b>19%</b>	<b>6%</b>	<b>9%</b>	<b>10%</b>	<b>10%</b>	<b>11%</b>	<b>8%</b>	<b>8%</b>	<b>6%</b>	<b>6%</b>	<b>6%</b>	<b>9%</b>
<b>I</b>	<b>Colquhoun Street</b>															
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%
<b>I</b>	<b>Colquhoun Street</b>			<b>168</b>	<b>81</b>	<b>67</b>	<b>77</b>	<b>76</b>	<b>73</b>	<b>63</b>	<b>64</b>	<b>55</b>	<b>56</b>	<b>55</b>	<b>51</b>	<b>65</b>
					<b>48%</b>	<b>40%</b>	<b>46%</b>	<b>45%</b>	<b>43%</b>	<b>38%</b>	<b>38%</b>	<b>33%</b>	<b>33%</b>	<b>33%</b>	<b>30%</b>	<b>39%</b>
<b>J</b>	<b>Devon Street</b>															
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

DOCUMENT NO.	TITLE	VER	STATUS	NO.	DATE	COMPANY	RAISED BY	REVIEW DOC. NO.*	DOCUMENT REF*	DEED REF*	COMMENTS / RESPONSE	COMMENT CATEGORY*	CLOSED OUT	
SMWSTWTP-GLO-CLJ-TF-PLN-000003	Sydney Metro West - WTP - Construction Parking and Access Strategy - Clyde and Rosehill Site Establishment	D.01	S3	10	18/10/2022	SMD	BGORDON				No Comments		Y	
				11	19/10/2022	TFN	LWILBY				No Comments		Y	
				12	21/10/2022	SMD	PTUMMERS				No Comments		Y	
				13	25/10/2022	HBI	GBYRNES	SMWSTWTP-GLO-CLJ-TF-PLN-000003	2.1	NA	The project scope provided in section 2.1 does not include Tunnelling between Sydney Olympic Park (SOP) and Westmead. I believe this CPAS is going back to DPE so it would be beneficial to make improvements.	Observation	N	
								SMWSTWTP-GLO-CLJ-TF-PLN-000003	2.1	NA	Updated	Observation	N	
				14	25/10/2022	HBI	GBYRNES	SMWSTWTP-GLO-CLJ-TF-PLN-000003	2.2	NA	Figure 2.1 does not show the project location, it shows the entire Metro West alignment. I suggest you use the figure used in the CEMP sub plans which highlights the WTP I believe this CPAS is going back to DPE so it would be beneficial to make improvements.	Observation	N	
								SMWSTWTP-GLO-CLJ-TF-PLN-000003	2.2	NA	Updated	Observation	N	
				15	25/10/2022	HBI	GBYRNES	SMWSTWTP-GLO-CLJ-TF-PLN-000003	7.4	NA	It is not clear where D91(d) has been addressed. I would think that affected stakeholders means local residents and businesses. If this has been done include records in Appendix B. I believe this CPAS is going back to DPE so it would be beneficial to make improvements.	Observation	N	
								SMWSTWTP-GLO-CLJ-TF-PLN-000003	7.4	NA	The notifications for the changes in parking will only go out once the CPAS has been approved.	Observation	N	
				16	25/10/2022	HBI	GBYRNES	SMWSTWTP-GLO-CLJ-TF-PLN-000003	2.6.1	NA	Section 2.6.1 states that any revisions to this Strategy will be in accordance with process outlined within the CEMP. The CPAS is not a CEMP plan. If you are referring to Section 4 of the CEMP, then this is not correct. As the ER I cannot approve amendments to the CPASA. Please provide a Review section that is relevant to the CPAS. The CEMP is a good start it just needs to be amended to be relevant to the CPAS. For example the ER does not endorse the CPAs or any minor amendments to the CPAS.	Actual Non-Compliance	N	
								SMWSTWTP-GLO-CLJ-TF-PLN-000003	2.6.1	NA	Updated. Added 'The ER does not endorse the CPAS or any minor amendments to the CPAS.'	Actual Non-Compliance	N	
				17	25/10/2022	HBI	GBYRNES	SMWSTWTP-GLO-CLJ-TF-PLN-000003	7.4	NA	It is not clear how CoA D90 (a) is addressed in section 7.4. There is nothing on minimising parking on public roads.	Minor Non-Compliance	N	
								SMWSTWTP-GLO-CLJ-TF-PLN-000003	7.4	NA	Updated tabel to state Section 8 and section 10.1	Minor Non-Compliance	N	
				18	25/10/2022	HBI	GBYRNES	SMWSTWTP-GLO-CLJ-TF-PLN-000003	7.1	NA	it is not clear how D91(b) is addressed in Section 7.1. A table would be helpful in addressing CoA D91 (b). All activities that cause the removal of on- and off-street parking need approximate dates and durations (i.e timing). I believe this CPAS is going back to DPE. So it would be beneficial to make the improvements.	Minor Non-Compliance	N	
								SMWSTWTP-GLO-CLJ-TF-PLN-000003	7.1	NA	Details added to table 7.1	Minor Non-Compliance	N	
				19	26/10/2022	RMS	MTITA					No Comments		Y
				20	1/11/2022	SMD	SCLARKE					No Comments		Y

Activity	Timing	Stakeholders identified	Tools/materials	Notes	Status
Meeting	10 November 2022	<ul style="list-style-type: none"> <li>Stay Upright, Clyde</li> </ul>	N/a	Meeting held with business to discuss upcoming traffic changes out the front of their premises. Changes were well received by business and in particular, the installation of no-stopping signs that remove parking would remove a blind spot currently present for motorcycle riders undertaking training and leaving the premises. Business will receive letter notification in late November and will be doorknocked prior to works commencing.	Complete
Doorknock	10 November 2022	<ul style="list-style-type: none"> <li>Team K Kustom</li> <li>Cowper Smash Repairs</li> <li>Hydraulink Hose &amp; Fittings</li> <li>Otemac Engineering Co PTY Ltd</li> <li>Coates Hire</li> <li>Green Goanna</li> <li>A.G Pulie Pty Ltd</li> <li>Lyndons</li> <li>APCD – backs onto Wentworth St received a phone call to inform them of the upcoming changes.</li> </ul>	Community contacts cards	Doorknock carried out along Wentworth Street, Clyde to advise of upcoming traffic changes. Businesses advised they will receive a letter notification of works in late November.	Complete
Notification	Late November 2022	<ul style="list-style-type: none"> <li>200m radius around the work site</li> </ul>	Notification E-blast to distribution list	Notification outlining upcoming work activities and traffic changes.	In progress – under review
Doorknock	Early December 2022	<ul style="list-style-type: none"> <li>Stay Upright, Clyde</li> </ul>	<ul style="list-style-type: none"> <li>Notification</li> <li>TGS</li> </ul>	Doorknock a day prior to work commencing.	To-do



## Monthly update – Clyde and surrounds

24 November 2022

### Sydney Metro is Australia's biggest public transport project.

The NSW Government is delivering Sydney Metro West - a new underground metro railway which will double rail capacity between Parramatta and the Sydney CBD, with a target travel time of about 20 minutes between the two centres.

Sydney Metro has been granted planning approval to construct twin underground rail tunnels between Westmead and Hunter Street in the Sydney CBD for Sydney Metro West.

Gamuda Australia and Laing O'Rourke Consortium (GLC) has been awarded the contract to deliver nine kilometres of twin metro rail tunnels between Westmead and Sydney Olympic Park, excavation for two new metro stations, a stabling and maintenance facility at Clyde and a precast facility at Eastern Creek.

### Construction update

Tunnelling contractor, GLC will continue work at the Clyde site during December to prepare for the start of major construction. These activities will be carried out during standard construction hours:

- **Monday to Friday 7am to 6pm and Saturday 8am to 6pm.**

#### Work will involve:

- Ongoing structural demolition, earthworks, vegetation clearing
- Continuing geotechnical and utility investigations, and groundwater monitoring around the site
- Ongoing site establishment including fencing, barriers, hoarding, adjustments to line-marking and signage; site amenities; and environmental controls such as sediment control fencing
- Installing, relocating and decommissioning utility services within site and surrounding streets
- Excavating and constructing a temporary access shaft involving steel fixing, formwork and concrete pours
- Constructing an acoustic shed to minimise noise, light and dust during shaft excavation and construction
- Delivering machinery, equipment and materials to site
- Constructing the launch box and ancillary facilities for the tunnel boring machine including excavation, formwork and concrete pours
- Removing demolition and hazardous waste materials
- Constructing a haul road crossing and installing boom gates at Unwin Street intersection
- Aerial drone surveys in and around the site. This will be in line with Civil Aviation Safety Authority guidelines.

### Out-of-hours work at Clyde

To minimise interruption to local traffic and to ensure the safety of motorists, pedestrians and workers around the site, some work must be undertaken outside standard construction hours.

Out-of-hours work will involve:

- Ongoing construction of diaphragm wall and support works at Rosehill Services Facility **24 hours a day, Monday to Sunday until early December 2022.**
- Delivering and unloading of materials and machinery including spoil stockpiling at Clyde Stabling and Maintenance Facility between **8pm and 5am Mondays to Fridays from Thursday 1 December to Saturday 23 December 2022**, weather and site conditions permitting.
- Oversized machinery and equipment deliveries to site between **6pm and 7am from Thursday 1 December to Friday 23 December 2022.** Deliveries will be unloaded during standard construction hours.

**Permanent traffic changes:** Line marking and installation of road signs and barriers along Unwin Street, Kay Street and Wentworth Street will be carried out during standard construction hours and between **6pm and 7am from Thursday 1 December to Friday 23 December 2022.** This work will include the introduction of a 40km/h speed limit and the installation of 'No stopping' signs removing parking along Wentworth Street between the M4 Motorway overpass and Kay Street, the entire length of Kay Street and sections of Unwin Street, see map for details.

Maintenance works will continue on utility assets around the Clyde site and will be notified separately.

Out-of-hours deliveries are in line with Road Occupancy Licence; and Transport for NSW requirements to work in the road corridor and for the movement of oversized vehicles. We will keep you informed as out-of-hours work

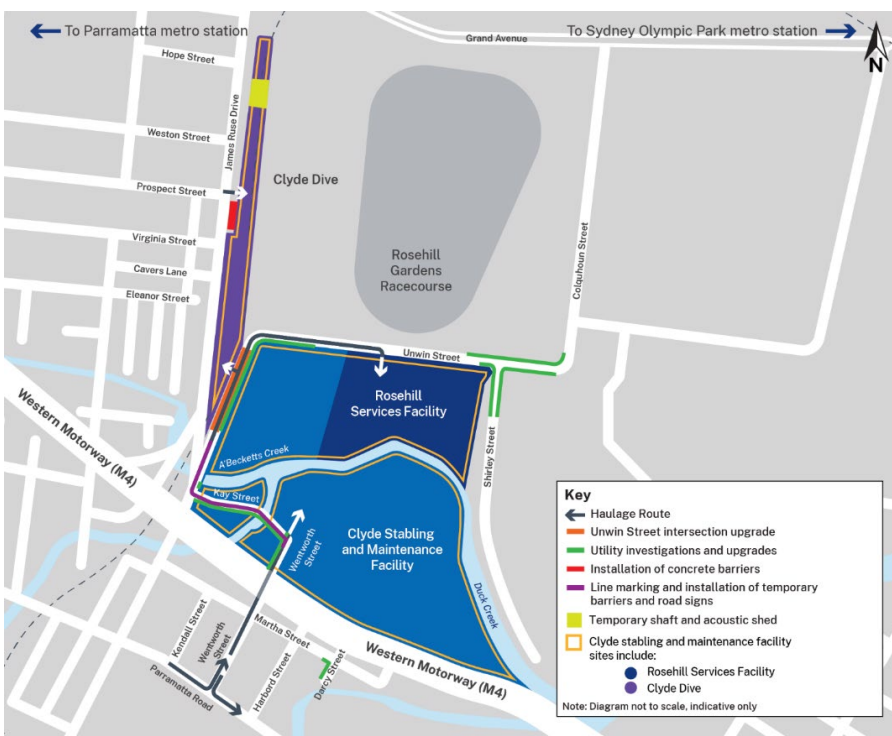
activities progress.

### What to expect:

- Some activities will generate noise and this will be minimised as much as possible
- During night works, lights will be directed to the work areas and away from residents
- Access to property and businesses will be maintained at all times
- Increased traffic during delivery of machinery and equipment
- Hazardous material removal work is being undertaken in accordance with SafeWork NSW guidelines
- Signage and traffic control will be in place to assist motorists, pedestrians and cyclists with changes to traffic conditions. This may include contraflow traffic flow, stop-slow traffic controls, stop-go traffic controls.
- Temporary removal of parking spaces during utility investigations and upgrades.

**Equipment used:** Equipment used for this work will include but is not limited to hand tools, cranes, generators, trucks and dogs, survey equipment, light vehicles, drill rigs, dust scrubbers, compressors, excavators (including hydraulic hammer and pulveriser attachments), diesel generators, concrete agitators, concrete pumps, vacuum excavation trucks, tipper trucks, vibratory roller, chainsaws, mulchers, temporary fencing, road saw and traffic control devices, line-marking truck and a sheet piling rig.

### Clyde stabling and maintenance facility work areas



### Contact us

Please contact Olivia from GLC's Community team on **1800 612 173** or by email if you have any questions, complaints or would like to provide feedback about the work, including respite periods. We will continue to keep you updated on the progress of work in your area.

If you would prefer to receive updates by email, please send a request to [metrotunnelsGLC@transport.nsw.gov.au](mailto:metrotunnelsGLC@transport.nsw.gov.au) and we will add you to the distribution list.

Thank you for your cooperation while we complete these essential works.

 **1800 612 173** Community information line open 24 hours

 [metrotunnelsGLC@transport.nsw.gov.au](mailto:metrotunnelsGLC@transport.nsw.gov.au)

 Sydney Metro West, PO Box K659, Haymarket NSW 1240

 If you need an interpreter, contact TIS National on **131 450** and ask them to call **1800 612 173**

