

JHCPB Joint Venture

Construction Parking and Access Strategy

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Contents

1.	Introduction	7
1.1.	Context	7
1.2.	Background and Project description	7
1.3.	Scope of the Strategy	7
2.	Purpose and objectives	8
2.1.	Purpose	8
2.2.	Objectives	8
3.	Environmental requirements	9
3.1.	Ministers Conditions of Approval	9
3.2.	Revised Environmental Management Measures	10
3.3.	Consultation	11
3.3.	1. Consultation with WestConnex contractors	11
3.3.	2. Traffic and Transport Liaison Group meetings	11
3.3.	3. Communicating changes to parking	11
3.3.	4. Consultation with Council	11
4.	Existing Environment	13
4.1.	Parking survey methodology	
4.1.	1. Survey location	13
4.1.	2. Calculating parking occupancy	20
4.2.	Pre-construction parking survey results summary	20
4.2.	1. Rozelle Interchange construction sites North	20
4.2.	2. Rozelle Interchange construction sites South	21
4.2.	3. Iron Cove Link site	22
4.2.	4. Rozelle Interchange Supplementary data	23
4.3.	Public on-street parking removal	23
4.3.	1. Toelle Street (Iron Cove)	28
4.3.	2. Callan Street (Iron Cove)	29
4.3.	3. Brenan Street (The Crescent)	31
5.	Construction workforce parking demand	33
6. park	Mitigation measures to manage impacts to stakeholders as a result of on- and off-street king changes	35
6.1.	Staged removal of parking	35
6.2.	Alternative parking arrangements	35
6.3.	Managed staff parking arrangements	35
6.4.	Introduction of parking restrictions near construction sites	35
7.	Provision of a shuttle bus service	35
7.1.	Utilisation of public transport	36
8.	Strategy elements unrelated to on- and off-street parking changes	38

WestConnex Rozelle Interchange

8.1. I	Establishment of on-site parking	. 38
8.2.	Tools of trade	. 39
8.3. (Car pooling	. 39
8.4. 1	Utilisation of active transport	.40
8.5. (Communicate parking restrictions to workers	.41
8.6.	Sub-contractor obligations	.42
8.7. I	Dedicated off-site parking	.42
8.8. I	Demand Reduction	.42
9. I	Monitoring and Reporting	.43
9.1. I	Monitoring of mitigation measures	.43
9.2. (Corrective actions	.43
9.3. I	Reporting	.43
9.4. (Contingency measures	.43
9.5.	Update and amendment of this Strategy	.44

Table of Figures

Figure 1 Project construction footprint areas
Figure 2 Rozelle Interchange construction sites North
Figure 3 Rozelle Interchange construction sites South16
Figure 4 Parking surveys in the vicinity of Iron Cove Link civil site (1 of 2)
Figure 5 Parking surveys in the vicinity of Iron Cove Link civil site (2 of 2)
Figure 6 Parking surveys around Rozelle Rail Yards (supplementary data collected November 2021)
Figure 6 Toelle Street parking spaces to be removed
Figure 7 Location of Callan Street location of parking spaces to be removed
Figure 8 Brenan Street car parking removal locations
Figure 9 - Example shuttle bus timetable
Figure 10 Public transport services in proximity to the Project
Figure 11 Bicycle routes in close proximity to the Project
Figure 12 Gordon Street (south of Lilyfield Road) parking spaces to be removed
Figure 13 Lilyfield Road (Victoria Road to Gordon Street) parking spaces to be removed
Figure 14 Lilyfield Road (Denison Street to Cecily Street) parking spaces to be removed
Figure 15 Location of Chapman Street (The Crescent) parking spaces to be removed
Figure 16 Location of Moodie Street (Iron Cove) parking spaces to be removed
Figure 17 Location of Johnston Street parking spaces to be removed
Figure 18 Location of Lilyfield Road parking spaces to be removed
Figure 19 Parking to be removed along Lilyfield Road (access/egress gates)



Table of Tables

Table 1 Ministers Conditions of Approval relevant to this Strategy	9
Table 2 REMMs relevant to this Strategy	10
Table 3 Parking survey results: Summary of all types of parking at Rozelle Interchange construction sites North	20
Table 4 Parking survey results: Summary unrestricted parking at Rozelle Interchange construction sites North	
Table 5 Parking survey results: Summary of all types of parking at Rozelle Interchange construction sites South	21
Table 6 Parking survey results: Summary unrestricted parking at Rozelle Interchange construction sites South	
Table 7 Parking survey results: Summary of all types of parking at Iron Cove Link site	22
Table 8 Parking survey results: Summary unrestricted parking at Iron Cove Link Site	23
Table 3 Parking survey results: Summary of all types of parking at Rozelle Interchangeconstruction sites North	23
Table 4 Parking survey results: Summary unrestricted parking at Rozelle Interchange construction sites North	
Table 9 Summary of on-street parking removal (subject to approval)	25
Table 10 Detailed parking occupancy analysis in Toelle Street	28
Table 11 Detailed parking occupancy analysis in Callan Street	29
Table 12 Detailed parking occupancy analysis in Brenan St	32
Table 13 Expected peak travel periods of construction workforce	33
Table 14 Public transport services	37
Table 15 Other Conditions of Approval relevant to the development of this Strategy	45
Table 16 Summary of on-street parking removal (not subject to approval within this CPAS)	48

Annexures

	Other Conditions of Approval and Revised Environmental Management Measures	
Annexure B	Parking Survey Data Summary	46
Annexure C CPAS) 48	On-street Parking Removal within the Project Footprint (not assessed within this	
Annexure D	Summary of consultation	59



Glossary / Abbreviations

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



1. Introduction

1.1. Context

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

1.2. Background and Project description

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

1.3. Scope of the Strategy

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

2. Purpose and objectives

2.1. Purpose

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

2.2. Objectives

The objectives of this strategy are to:

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



3. Environmental requirements

3.1. Ministers Conditions of Approval

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

Table 1 Ministers Conditions of Approval relevant to this Strategy

CoA No.	Requirement	How addressed / document reference
E54	A Construction Parking and Access Strategy must be prepared and implemented to identify and mitigate impacts resulting from on- and off-street parking changes during construction of the CSSI. The Strategy must include, but not necessarily be limited to:	This Strategy has been prepared in accordance with this condition and describes how JHCPB will mitigate impacts resulting from on- and off-street parking changes.
E54 (a)	confirmation and timing of the removal of on- and off-street parking associated with construction of the CSSI	On and off-street parking removal is described in Section 4.2.4. No removal of off-street parking is currently proposed.
E54 (b)	parking surveys of all parking spaces to be removed to determine current demand during peak, off-peak, school drop off and pickup, and weekend periods	Methodology for car parking surveys is provided in Section 4.1, and a summary of the results is included in Section 4.2. For the detailed parking survey information please refer to Annexure B.
E54 (c)	consultation with affected stakeholders utilising existing on- and off-street parking stock which will be impacted as a result of construction	Consultation has been undertaken with affected stakeholders utilising on street parking as outlined in Section 3.3.
E54 (d)	assessment of the impacts of changes to on- and off-street parking stock taking into consideration outcomes of consultation with affected stakeholders	The impacts of changes to on-street parking have been identified through the parking surveys carried out prior to construction as described in Section 4.1. Section 4.3 summarises the impact of on-street parking removal. The outcomes of consultation with affected stakeholders are outlined in Section 3.3.
E54 (e)	identification of mitigation measures to manage impacts to stakeholders as a result of on- and off- street parking changes including, but not necessarily limited to, staged removal and replacement of parking, provision of alternative parking arrangements, managed staff parking arrangements and working with relevant council(s) to introduce parking restrictions adjacent to work sites and compounds	 Mitigation measures to manage impacts of changes to on-street parking are described in Section 6, including: Staged removal of parking Alternative parking arrangements managed staff parking arrangements, working with Inner West Council to consider the introduction of parking restrictions adjacent to work sites and compounds The monitoring and reporting described in Section 9 will also assist in managing impacts to stakeholders.
E54 (f)	provision of a shuttle bus service(s) to transport workers to site(s) and details of the shuttle bus service(s), including service timing and frequency	As described in Section 7, JHCPB has implemented a shuttle bus.
E54 (g)	mechanisms for monitoring, over appropriate intervals, to determine the effectiveness of implemented mitigation measures	Inspections to be carried out on local streets where parking has been temporarily removed



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

3.2. Revised Environmental Management Measures

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

Table 2 REMMs relevant to this Strategy

REMM No.	Requirement	Document Reference
TT04	The car parking strategy described in the CTAMP will:	Section 50
	Quantify construction workforce parking demand around project work sites and ancillary facilities during site establishment and the construction phase generally	
	Identify public transport options and other management measures (such as carpooling and shuttle-buses) to reduce construction workforce parking demand	Section 8.3 (carpooling)
		Section 7 (shuttle bus)
		Section 7.1 (public transport)
		Section 8.4 (active transport)
	Identify all locations that will be used for construction workforce parking (including potential use of government owned land and other potential areas near to the construction ancillary facilities)	Section 8.1 (onsite parking)
		Section 8.7 (off- site parking)
	Identify potential offsite areas that could be used for construction workforce parking that would be investigated and secured for use during construction where required and possible	Section 8.7
	Identify parking exclusion zones, in consultation with potentially affected stakeholders, around construction sites and facilities where construction workforce parking would be restricted.	Section 8.5
	The strategy will also be developed in consultation with the M4 East and New M5 contractors to identify opportunities to use existing parking arrangements	Section 3.3.1



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

3.3. Consultation

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

3.3.1. Consultation with WestConnex contractors

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

3.3.2. Traffic and Transport Liaison Group meetings

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

3.3.3. Communicating changes to parking

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

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

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

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

3.3.4. Consultation with Council

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



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

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

The Project consulted with the IWC Traffic Engineer on 24 September 2021; discussions included parking removal. Further consultation occurred on 1 December 2021.

A meeting with Jamie Parker, Member of the NSW Parliament for Balmain, was held of 15 July 2019, where parking restrictions were discussed. Mr. Parker acknowledged support for a residential parking scheme. A residential parking scheme was again discussed with IWC at Council chambers on 20 June 2019. On 6 August 2019 IWC stated the Council is working towards implementing a residential parking scheme. A resident parking scheme was implemented in October 2021. Refer to Section 6.4 for additional details.

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



4. Existing Environment

4.1. Parking survey methodology

4.1.1. Survey location

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

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

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

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

An additional survey was undertaken in November 2021. Refer to Annexure B for a breakdown of the location and results of this supplementary survey.

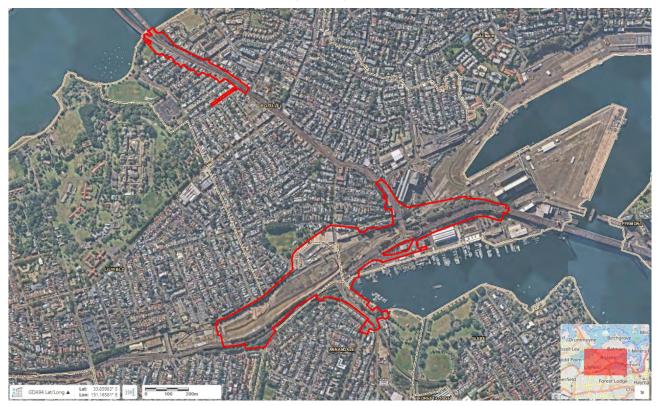




Figure 1 Project construction footprint areas

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

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

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

Please refer to Annexure B for full resolution images.





Figure 2 Rozelle Interchange construction sites North





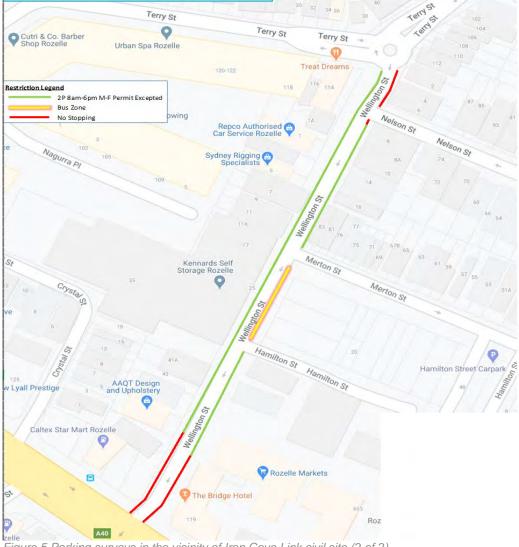
Figure 3 Rozelle Interchange construction sites South





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







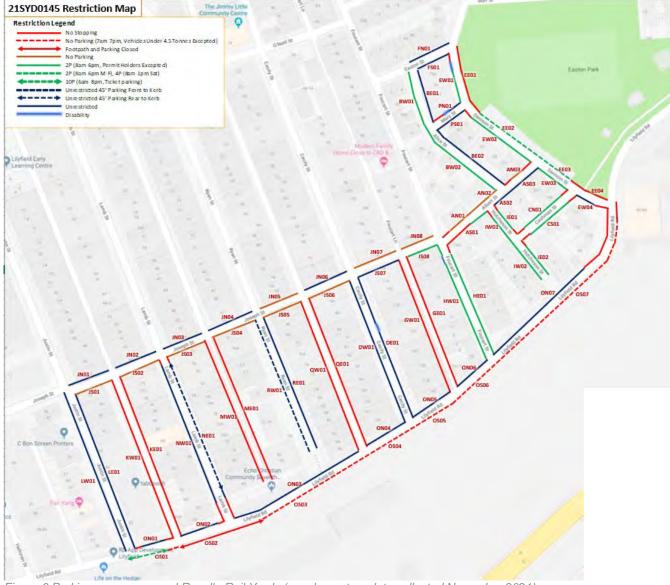


Figure 6 Parking surveys around Rozelle Rail Yards (supplementary data collected November 2021)



4.1.2. Calculating parking occupancy

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

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

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

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

4.2. Pre-construction parking survey results summary

4.2.1. Rozelle Interchange construction sites North

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

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

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

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

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



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

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

4.2.2. Rozelle Interchange construction sites South

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

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

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

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

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



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

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

4.2.3. Iron Cove Link site

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

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

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

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

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



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

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

4.2.4. Rozelle Interchange Supplementary data

Additional on-street parking surveys were undertaken in November 2021 to calculate the parking occupancy on streets within close proximity of the Rozelle construction site and Lilyfield Rd. Figure 6 above shows the areas subject to this additional survey and Table 9 summarises the parking occupancy across the area at different time periods.

The overall parking occupancy for all parking types (restricted and unrestricted) within the additional survey area, based on all times of the day across 4 days, is 69% with approximately 155 car spaces available at any given time.

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

Table 9 Parking survey results: Summary of all types of parking at Rozelle Interchange (November 2021 survey)

4.3. Public on-street parking removal

Construction of the Project will involve the temporary and permanent loss of some on-street parking, due to local road closures, and site establishment and construction activities outside of the approved Project footprint (refer to Table 11). On-street parking removed within the approved Project footprint is identified in Annexure C.

This Strategy includes the long term temporary or permanent impacts the Project will have on parking spaces. The long-term temporary removal of car spaces has been classified as those spaces being removed for a continuous period greater than one week. The removal of parking



spaces for short term temporary works required for low-impact utilities have been addressed in the Utilities Management Strategy.

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

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

WestConnex Rozelle Interchange

Table 10 Summary of on-street parking removal (subject to approval)

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



Toelle Street (Iron Cove)	The removal of 16 car parking spaces to facilitate utility works (no more than six car parking spaces at a time).	Temporary	November 2020 – October 2021	50	59%	Unrestricted Parking	Parking reinstated
Springside Street (Iron Cove)	Ten car park spaces are temporarily required for utility works on Springside Street.	Temporary	March 2020 – August 2020	51	69%	Unrestricted Parking	Parking Reinstated
Callan Street (Iron Cove)	The removal of a car space to allow vehicles to enter and exit the construction site safely, as well as an additional twelve car spaces for utility works.	Temporary	November 2019 – August 2023	43	54%	Unrestricted Parking	13
Callan Street between McCleer Street and Victoria Road (Iron Cove)	The removal of two car space to allow for the realigned intersection integrating into the street.	Permanent	November 2019	16	43%	Unrestricted Parking	2
Byrnes Street (Iron Cove)	The removal of a car space to allow vehicles to enter and exit the construction site safely.	Temporary	November 2019 – May 2021	31	64%	Unrestricted Parking	Parking Reinstated
Manning Street between Toelle Street and Callan Street (Iron Cove)	The removal of 14 spaces to allow vehicles to enter Manning Street from Callan Street and to facilitate utility works in the area.	Temporary	September 2020 – May 2021	143	38%	Unrestricted Parking	Parking Reinstated
Manning Street between Moodie Street and Darling Street.	The removal of 6 spaces to allow vehicles to enter Manning Street from Callan Street and to facilitate utility works in the area.	Temporary	October 2020 – March 2021	143	38%	Unrestricted Parking	Parking Reinstated
Brenan Street (The Crescent)	The removal of two car parking spaces to facilitate vehicle movements in and out of the site entrance.	Temporary	May 2020 – May 2022	67	17%	No parking (7am to 6pm, mv under 4.5 GVM excepted)	2
Brenan Street (The Crescent)	The removal of 5 car parking spaces to facilitate utility works.	Temporary	October 2020 – April 2021	67	17%	No parking (7am to 6pm, mv under 4.5 GVM excepted)	Parking Reinstated
Brenan Street (The Crescent)	The removal of 20 car parking spaces to facilitate utility works.	Temporary	October 2020 – December 2020	67	17%	No parking (7am to 6pm, mv under 4.5 GVM excepted)	Parking Reinstated



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

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

The indicative parking loss from affected construction activities is shown in Table 11, with a breakdown of parking spaces to be removed. The existing parking supply and parking occupancy was calculated during parking surveys carried out prior to construction based on a 7-day average using the method described in section 4.1. Detailed results from the car parking survey are detailed in Annexure B.

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



4.3.1. Toelle Street (Iron Cove)

While undertaking site establishment and construction works, unrestricted parking along Toelle Street will be temporarily and permanently removed to enable the Project works (refer to Figure 7). This will include the removal of;

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

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

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



Figure 7 Toelle Street parking spaces to be removed

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

Table	11	Detailed	parking	occupancy	anal	vsis	in	Toelle	Street
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Construction Parking and Access Strategy



4.3.2. Callan Street (Iron Cove)

While undertaking site establishment and construction works, unrestricted parking along Callan Street (between McCleer Street and Victoria Road) will be permanently and temporarily removed to enable the Project works (refer to Figure 8). This will include the;

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

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

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



Figure 8 Location of Callan Street location of parking spaces to be removed

Table	12 Detailed	parking	occupancy	analysis i	n Callan	Street
rabic	12 Dotanou	parming	occupancy	ununy 515 1	n ounan	011001

Time Period	Time Assessed	Occupied Car Spaces	Unoccupied Car Spaces	Total Car Spaces	Parking Occupancy
Peak (Morning)	Weekdays 6am to 10am	23	20	43	53%
Peak (Night)	Weekdays 3pm to 7pm	23	20	43	53%



Off-peak	Weekdays 10am to 3pm	20	23	43	47%
School drop-off	Weekdays 8am to 10am	21	22	43	49%
School pick-up	Weekdays 2pm-4pm	21	22	43	49%
Weekend	Weekends 9am to 4pm	23	20	43	53%



4.3.3. Brenan Street (The Crescent)

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

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

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

The works are being staged, as is the removal of the car spaces in order to minimise the on-street parking impacts to nearby residents. Two (2) spaces will be removed between May 2020 and May 2021, five (5) spaces will be removed between September 2020 and May 2021. Refer to Figure 9 for further information.

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

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





Figure 9 Brenan Street car parking removal locations

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



5. Construction workforce parking demand

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

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

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

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

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

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

Expected peak travel periods for the construction workforce, associated with various construction activities, are outlined in Table 15.

Construction Activity	Construction hours	Indicative shift times	Expected peak travel periods
Surface works	7.00am and 6.00pm Monday to Friday 8.00am and 1.00pm on Saturdays.	 6:45am or 7:00am- 5:00pm Monday to Friday 7:45am or 8:00am -1:00pm Saturdays 	 6:00am-7:00am and 5:00pm- 6:00pm Monday to Friday 7:00am-8:00am and 1:00pm- 2:00pm Saturdays
Tunnelling and underground excavation	24 hours a day, up to seven days a week.	Day shift: 6:30am-17:30pmNight shift: 17:30pm-4:30am	 Day shift workers: 5am- 6:30am, 17:30pm-19:00pm Night shift workers: 16:00pm- 17:30pm, 4:30am-6:00am
Underground construction and tunnel fit out	24 hours a day, up to seven days a week.	Day shift: 6:30am-17:30pmNight shift: 17:00pm-4:30am	 Day shift workers: 5:00am- 6:30am, 17:30pm-19:00pm

Table 14 Expected peak travel periods of construction workforce



	 Night shift workers: 16:00pm- 17:30pm, 4:30am-6:00am
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6. Mitigation measures to manage impacts to stakeholders as a result of on- and off-street parking changes

6.1. Staged removal of parking

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

6.2. Alternative parking arrangements

In some cases, residents and/or business-owners affected by the long term temporary loss of onstreet parking during construction (as outlined in section 4.2.4) will be offered alternative parking locations. Stakeholders to be directly affected by the long-term temporary loss of on-street parking would be identified prior to the removal of parking, and potential alternative parking arrangements would be developed in consultation with the affected stakeholder taking into account local available options. This would occur at least five days prior to the removal of parking.

6.3. Managed staff parking arrangements

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

6.4. Introduction of parking restrictions near construction sites

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

In October 2021, the Inner West Council introduced a residential parking scheme in the vicinity of Lilyfield Rd on the northern side of the Rozelle Rail Yards construction site. The scheme has the intended outcome of discouraging worker parking in the area, ensuring a greater allocation of parking for permit holders within the parking scheme area. Residents interested in utilising the scheme should make an enquiry with the Inner West Council.

7. Provision of a shuttle bus service

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

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

An example of the timetable is in Figure 10. This timetable changes following feedback from Project personnel.

	Superyacht Marina	Gordon St	Tunnel Site A	Rhodes	Gordon St	Tunnel Site A
MORNING	6.00am	6.10am	6.15am	6.50am	7.20am	7.25am
	7.35am	7.45am	7.50am	8.20am	8.50am	8.55am*
MO		9.25pm	9.30am	10.00am	10.30am	10.35am
E OF DAY		10.40am	10.45am	11.15am	11.45am	11.50am
		11.55am	12.00pm	12.30pm	1.00pm	1.05pm
		1.10pm	1.15pm	1.45pm	2.15pm	2.20pm*
MIDDLE		2.50pm	2.55pm	3.25pm	3.50pm	3.55pm
	Last Bu to Rhod		4.05pm	4.35pm	5.05pm	5.10pm
DNG	5.20pm	5.25pm		Last Bus to Rozelle		
EVENING	5.35pm	5.45pm				
N N	5.55pm*					
						drop off only

*drop off only

Figure 10 - Example shuttle bus timetable

7.1. Utilisation of public transport

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

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

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

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



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



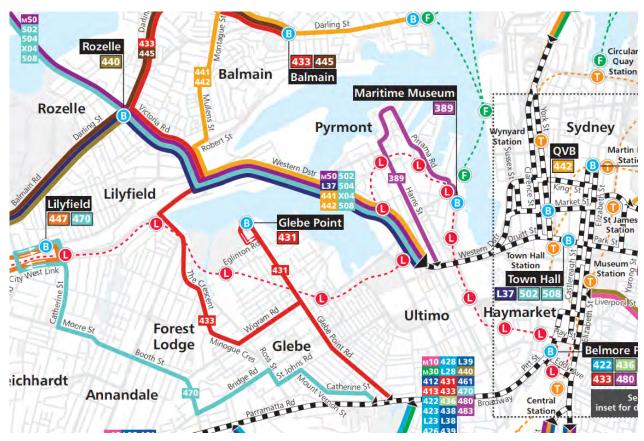


Figure 11 Public transport services in proximity to the Project

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

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

8.1. Establishment of on-site parking

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

8.1.1.1. Rozelle civil and tunnel site

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

Construction Parking and Access Strategy



unutilised NSW Ports land adjacent to the Rozelle civil and tunnel site for an additional 200 parking spaces. The Ports parking facility is serviced by the shuttle bus service outlined in Section 7.

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

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

8.1.1.2. Victoria Road civil site

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

8.1.1.3. The Crescent civil site

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

8.1.1.4. Iron Cove Link civil site

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

8.2. Tools of trade

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

8.3. Car pooling

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



8.4. Utilisation of active transport

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

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

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

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



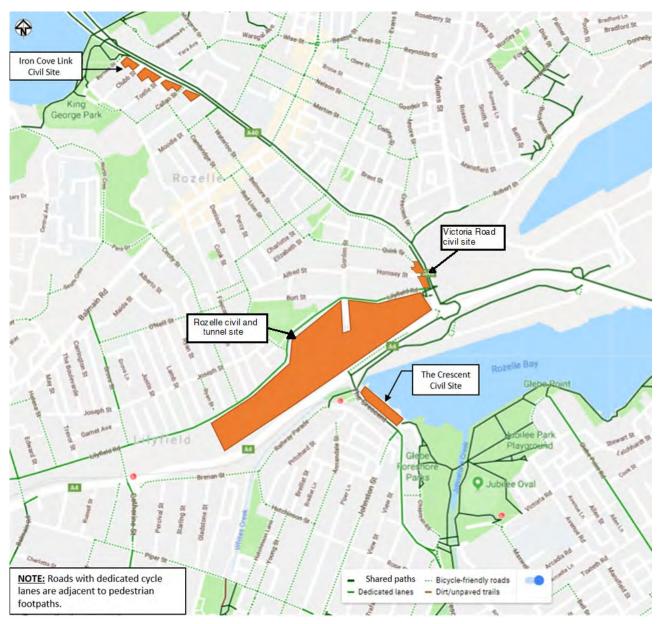


Figure 12 Bicycle routes in close proximity to the Project.

8.5. Communicate parking restrictions to workers

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

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

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



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

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

8.6. Sub-contractor obligations

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

The major mechanical and electrical sub-contractors have the requirement to utilise the Ports parking facility in their contracts with the Project. This reduces on-street parking demand in the areas adjacent to the Rozelle Rail Yards.

8.7. Dedicated off-site parking

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

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

The Satellite parking is a;

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

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

8.8. Demand Reduction

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



9. Monitoring and Reporting

9.1. Monitoring of mitigation measures

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

Monitoring will involve fortnightly inspections to confirm the following;

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

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

- 31 December 2021, or
- Implementation of a resident parking scheme, at which point worker parking options in local streets near the Project will be limited.

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

9.2. Corrective actions

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

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

9.3. Reporting

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

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

9.4. Contingency measures

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

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



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

9.5. Update and amendment of this Strategy

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

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



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

Table 16 Other Conditions of Approval relevant to the development of this Strategy.

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



Annexure B Parking Survey Data Summary

Survey area and results from April 2019.

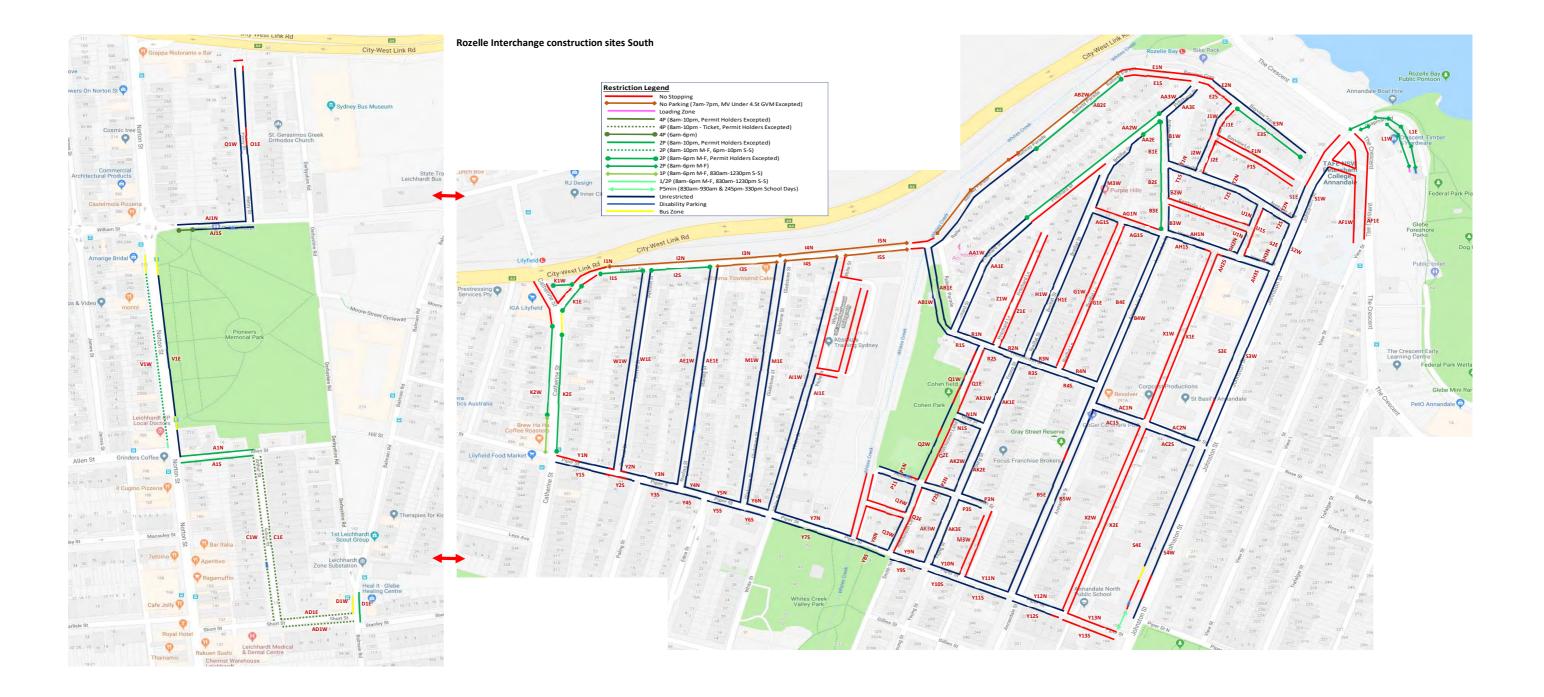


Rozelle Interchange construction sites North

All Parking Spaces

Rozelle Interchange construction sites North occupancy results – Weekdays

Total Area Capacity	Capacity	_	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	190
	2184	1421	1371	1223	1230	1213	1200	1236	1254	1245	1249	1219	1265	1309	1390	141
	Unoccupied	763	813	961	954	971	984	948	930	939	935	965	919	875	794	77
	Percentage Ocuppie		63%	56%	56%	56%	55%	57%	57%	57%	57%	56%	58%	60%	64%	65
zelle Interchange construction	sites North occupanc		turday		1											
Total Area Capacity	Capacity		600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	19
· · · · · · · · · · · · · · · · · · ·	2184	1433	1391	1378	1254	1219	1263	1240	1296	1237	1282	1309	1331	1384	1398	14
	Unoccupied	732	774	787	911	946	902	925	869	928	883	856	834	781	767	74
	Percentage Ocuppie		64%	64%	58%	56%	58%	57%	60%	57%	59%	60%	61%	64%	65%	65
zelle Interchange construction				1				1	1			1			1	
Total Area Capacity	Capacity	_	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	19
······	2184	1485	1451	1383	1323	1293	1247	1191	1226	1236	1259	1297	1381	1399	1437	14
	Unoccupied	680	714	782	842	872	918	974	939	929	906	868	784	766	728	69
	Percentage Ocuppie		67%	64%	61%	60%	58%	55%	57%	57%	58%	60%	64%	65%	66%	68
zelle Interchange construction	sites North occupanc	results – 7 L	1													
Total Area Capacity	Capacity		600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	19
Total Area capacity	2184	1430	1384	1267	1246	1225	1215	1230	1255	1242	1253	1242	1289	1331	1396	14
	Unoccupied	754	800	917	938	959	969	954	929	942	931	942	895	853	788	7
						= = = = (56%	56%	57%	57%	57%	57%	59%	61%	64%	C F
nrestricted Parking Space			63%	58%	57%	56%	50%	30%	5770	5770	5776	5776	3370	01/6	0470	65
zelle Interchange construction s	es sites North occupancy	results – We		58%	57%	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	
	es	results – We	ekdays													19
zelle Interchange construction s	es sites North occupancy Capacity	results – We 500 983	eekdays 600 935	700 834	800 833	900	1000 810	1100 837	1200 846	1300 831	1400 838	1500 819	1600 848	1700 873	1800 926	19 94
zelle Interchange construction s	es sites North occupancy Capacity 1495	results – We 500 983 512	eekdays 600	700	800	900 824	1000	1100	1200	1300	1400	1500	1600	1700	1800	19 94 51
zelle Interchange construction s Total Area Capacity	es sites North occupancy Capacit 1495 Unoccupied Percentage Ocuppie	results – We 500 983 512 66%	eekdays 600 935 560 63%	700 834 661	800 833 662	900 824 671	1000 810 685	1100 837 658	1200 846 649	1300 831 664	1400 838 657	1500 819 676	1600 848 647	1700 873 622	1800 926 569	19 94
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Rozelle Interchange construction sites South

All Parking Spaces

Rozelle Interchange construction sites South occupancy results – Weekdays

	Capacity	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	200
Total Area Capacity	2040	1276	1281	1235	1153	1135	1135	1118	1144	1142	1126	1103	1128	1173	1231	138
	Unoccupied	764	759	805	887	905	905	923	896	898	914	937	912	867	809	65
	Percentage Ocuppied	63%	63%	61%	57%	56%	56%	55%	56%	56%	55%	54%	55%	57%	60%	685
zelle Interchange construction s	sites South occupancy re	sults – Sat	urday													
Total Area Capacity	Capacity	500	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	19
Total Area Capacity	2040	1277	1274	1263	1244	1208	1192	1152	1103	1144	1177	1168	1220	1198	1248	11
	Unoccupied	763	766	777	796	832	848	888	937	896	863	872	820	842	792	9:
	Percentage Ocuppied	63%	62%	62%	61%	59%	58%	56%	54%	56%	58%	57%	60%	59%	61%	55
elle Interchange construction	sites South occupancy re	sults – Sun	nday													
Total Area Capacity	Capacity	500	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	19
Total Area Capacity	2040	1286	1315	1303	1285	1249	1229	1186	1191	1160	1177	1181	1200	1187	1244	14
	Unoccupied	754	725	737	755	791	811	854	849	880	863	859	840	853	796	61
	Percentage Ocuppied	63%	64%	64%	63%	61%	60%	58%	58%	57%	58%	58%	59%	58%	61%	7
zelle Interchange construction	sites South occupancy re	sults – 7 D	ay													
Total Area Capacity	Capacity	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	20
	2040	1277	1284	1248	1184	1161	1156	1132	1144	1144	1140	1122	1154	1178	1235	13
	Unoccupied	763	756	792	856	879	884	908	896	896	900	918	886	862	805	6
	Percentage Ocuppied	63%	63%	61%	58%	57%	57%	55%	56%	56%	56%	55%	57%	58%	61%	6
telle Interchange construction s	Capacity	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	20
Total Area Capacity	1687	1074	1067	1033	965	947	941	928	953	947	937	917	932	967	1013	11
	Unoccupied	613	620	654	722	740	746	759	734	740	750	770	755	720	674	5
	Percentage Ocuppied	64%	63%	61%	57%	56%	56%	55%	57%	56%	56%	54%	55%	57%	60%	6
elle Interchange construction	sites South occupancy re	sults – Sat	urday													
Total Area Capacity	Capacity	500	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1
	1687	1083	1073	1055	1025	1002	980	925	889	930	948	948	990	978	1019	1
	Unoccupied	604	614	632	662	685	707	762	798	757	739	739	697	709	668	5
	Percentage Ocuppied	64%	64%	63%	61%	59%	58%	55%	53%	55%	56%	56%	59%	58%	60%	6
elle Interchange construction	sites South occupancy re	sults – Sun	,			1						1		1		
Total Area Capacity	Capacity	500	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	19
	1687	1094	1103	1083	1064	1026	998	970	970	940	944	941	974	983	1039	1:
	Unoccupied	593	584	604	623	661	689	717	717	747	743	746	713	704	648	4
	Percentage Ocuppied	65%	65%	64%	63%	61%	59%	57%	58%	56%	56%	56%	58%	58%	62%	7
elle Interchange construction			,	1	1	1	1	1			1				1	
	Capacity	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	20
Total Area Capacity	1687	1077	1073	1043	987	965	954	933	946	943	939	924	946	971	1017	11
Total Area Capacity				1												
	Unoccupied Percentage Ocuppied	610 64%	614 64%	644 62%	700 59%	722 57%	733 57%	754 55%	741 56%	744 56%	748 56%	763 55%	741 56%	716 58%	670 60%	54 68



Iron Cove Site

All Parking Spaces

Iron Cove site occupancy results – Weekdays

Total Area Capacity	Capacity	500	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	19
Total Area capacity	737	440	456	442	404	412	433	427	424	457	452	421	425	465	473	47
	Unoccupied	297	281	295	333	325	304	310	313	280	285	316	312	272	264	20
	Percentage Ocuppied	60%	62%	60%	55%	56%	59%	58%	57%	62%	61%	57%	58%	63%	64%	65
Cove site occupancy results -	Saturday															
Total Area Capacity	Capacity	500	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	19
	737	450	465	478	468	480	484	484	474	490	500	485	506	473	472	4
	Unoccupied	287	272	259	269	257	253	253	263	247	237	252	231	264	265	2
	Percentage Ocuppied	61%	63%	65%	64%	65%	66%	66%	64%	66%	68%	66%	69%	64%	64%	6
Cove site occupancy results –	Sunday															
Tabal Area Caracity	Capacity	500	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1
Total Area Capacity	737	448	463	467	482	542	531	507	511	506	523	525	504	502	463	4
	Unoccupied	289	274	270	255	195	206	230	226	231	214	212	233	235	274	2
	Percentage Ocuppied	61%	63%	63%	65%	74%	72%	69%	69%	69%	71%	71%	68%	68%	63%	6
Cove site occupancy results -	7 Day															
Tatal Area Carrow	Capacity	500	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1
Total Area Capacity	737	442	459	451	424	440	454	447	443	469	469	445	448	471	471	4
	Unoccupied	295	278	286	313	297	283	290	294	268	268	292	289	266	266	2
	Percentage Ocuppied	60%	62%	61%	58%	60%	62%	61%	60%	64%	64%	60%	61%	64%	64%	6
restricted Parking Spac Cove site occupancy results –	es															
Cove site occupancy results –	es Weekdays	500	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1
• •	es	500 280		700 275	800 253	900 254	1000 259	1100 255	1200 249	1300 268	1400 274	1500 263	1600 265	1700 298	1800 297	
Cove site occupancy results –	ES Weekdays Capacity		600													2
Cove site occupancy results –	es Weekdays Capacity 473	280	600 287	275	253	254	259	255	249	268	274	263	265	298	297	2
Cove site occupancy results –	2S Weekdays Capacity 473 Unoccupied Percentage Ocuppied	280 193	600 287 186	275 198	253 220	254 219	259 214	255 218	249 224	268 205	274 199	263 210	265 208	298 175	297 176	2
Cove site occupancy results – Total Area Capacity Cove site occupancy results –	2S Weekdays Capacity 473 Unoccupied Percentage Ocuppied	280 193	600 287 186	275 198	253 220	254 219	259 214	255 218	249 224	268 205	274 199	263 210	265 208	298 175	297 176	2 1 6
Cove site occupancy results – Total Area Capacity	2S Weekdays Capacity 473 Unoccupied Percentage Ocuppied Saturday	280 193 59%	600 287 186 61%	275 198 58%	253 220 53%	254 219 54%	259 214 55%	255 218 54%	249 224 53%	268 205 57%	274 199 58%	263 210 56%	265 208 56%	298 175 63%	297 176 63%	1
Cove site occupancy results – Total Area Capacity Cove site occupancy results –	2S Weekdays Capacity 473 Unoccupied Percentage Ocuppied Saturday Capacity	280 193 59% 500	600 287 186 61%	275 198 58% 700	253 220 53% 800	254 219 54% 900	259 214 55%	255 218 54% 1100	249 224 53% 1200	268 205 57% 1300	274 199 58% 1400	263 210 56% 1500	265 208 56% 1600	298 175 63% 1700	297 176 63% 1800	2 1 6 1 1 2
Cove site occupancy results – Total Area Capacity Cove site occupancy results –	Saturday Capacity 473 Unoccupied Percentage Ocuppied Saturday Capacity 473	280 193 59% 500 285	600 287 186 61% 600 295	275 198 58% 700 303	253 220 53% 800 289	254 219 54% 900 290	259 214 55% 1000 288	255 218 54% 1100 289	249 224 53% 1200 285	268 205 57% 1300 294	274 199 58% 1400 302	263 210 56% 1500 297	265 208 56% 1600 308	298 175 63% 1700 288	297 176 63% 1800 288	1 6 1 2 1
Cove site occupancy results – Total Area Capacity Cove site occupancy results –	Set Weekdays Capacity 473 Unoccupied Percentage Ocuppied Saturday Capacity 473 Unoccupied Percentage Ocuppied	280 193 59% 500 285 188	600 287 186 61% 600 295 178	275 198 58% 700 303 170	253 220 53% 800 289 184	254 219 54% 900 290 183	259 214 55% 1000 288 185	255 218 54% 1100 289 184	249 224 53% 1200 285 188	268 205 57% 1300 294 179	274 199 58% 1400 302 171	263 210 56% 1500 297 176	265 208 56% 1600 308 165	298 175 63% 1700 288 185	297 176 63% 1800 288 185	22 11 66 11 22 11
Cove site occupancy results – Total Area Capacity Cove site occupancy results – Total Area Capacity Cove site occupancy results –	Set Weekdays Capacity 473 Unoccupied Percentage Ocuppied Saturday Capacity 473 Unoccupied Percentage Ocuppied	280 193 59% 500 285 188	600 287 186 61% 600 295 178	275 198 58% 700 303 170	253 220 53% 800 289 184	254 219 54% 900 290 183	259 214 55% 1000 288 185	255 218 54% 1100 289 184	249 224 53% 1200 285 188	268 205 57% 1300 294 179	274 199 58% 1400 302 171	263 210 56% 1500 297 176	265 208 56% 1600 308 165	298 175 63% 1700 288 185	297 176 63% 1800 288 185	2 1 6 1 2 1 6
Cove site occupancy results – Total Area Capacity Cove site occupancy results – Total Area Capacity	Es Weekdays Capacity 473 Unoccupied Percentage Ocuppied Saturday Capacity 473 Unoccupied Percentage Ocuppied Sunday	280 193 59% 500 285 188 60%	600 287 186 61% 600 295 178 62%	275 198 58% 700 303 170 64%	253 220 53% 800 289 184 61%	254 219 54% 900 290 183 61%	259 214 55% 1000 288 185 61%	255 218 54% 1100 289 184 61%	249 224 53% 1200 285 188 60%	268 205 57% 1300 294 179 62%	274 199 58% 1400 302 171 64%	263 210 56% 1500 297 176 63%	265 208 56% 1600 308 165 65%	298 175 63% 1700 288 185 61%	297 176 63% 1800 288 185 61%	22 11 66 11 22 11 66
Cove site occupancy results – Total Area Capacity Cove site occupancy results – Total Area Capacity Cove site occupancy results –	es Weekdays Capacity 473 Unoccupied Percentage Ocuppied Saturday Capacity 473 Unoccupied Percentage Ocuppied Sunday Capacity	280 193 59% 500 285 188 60% 500	600 287 186 61% 600 295 178 62%	275 198 58% 700 303 170 64% 700	253 220 53% 800 289 184 61% 800	254 219 54% 900 290 183 61% 900	259 214 55% 1000 288 185 61% 1000	255 218 54% 1100 289 184 61%	249 224 53% 1200 285 188 60% 1200	268 205 57% 1300 294 179 62% 1300	274 199 58% 1400 302 171 64%	263 210 56% 1500 297 176 63% 1500	265 208 56% 1600 308 165 65%	298 175 63% 1700 288 185 61% 1700	297 176 63% 1800 288 185 61% 1800	2 1 6 1 9 2 1 1 6 6 1 9 2 1 9 2 2
Cove site occupancy results – Total Area Capacity Cove site occupancy results – Total Area Capacity Cove site occupancy results –	es Weekdays Capacity 473 Unoccupied Percentage Ocuppied Saturday Capacity 473 Unoccupied Percentage Ocuppied Sunday Capacity 473	280 193 59% 500 285 188 60% 500 284	600 287 186 61% 600 295 178 62% 600 289	275 198 58% 700 303 170 64% 700 297	253 220 53% 800 289 184 61% 800 304	254 219 54% 900 290 183 61% 900 364	259 214 55% 1000 288 185 61% 1000 365	255 218 54% 1100 289 184 61% 1100 344	249 224 53% 1200 285 188 60% 1200 328	268 205 57% 1300 294 179 62% 1300 310	274 199 58% 1400 302 171 64% 1400 329	263 210 56% 1500 297 176 63% 1500 332	265 208 56% 1600 308 165 65% 1600 325	298 175 63% 1700 288 185 61% 1700 324	297 176 63% 1800 288 185 61% 1800 283	22 11 66 11 22 11 66 11 22 11
Cove site occupancy results – Total Area Capacity Cove site occupancy results – Total Area Capacity Cove site occupancy results –	Set Weekdays Capacity 473 Unoccupied Percentage Ocuppied Saturday Capacity 473 Unoccupied Percentage Ocuppied Sunday Capacity 473 Unoccupied Percentage Ocuppied	280 193 59% 500 285 188 60% 500 284 189	600 287 186 61% 600 295 178 62% 600 289 184	275 198 58% 700 303 170 64% 700 297 176	253 220 53% 800 289 184 61% 800 304	254 219 54% 900 290 183 61% 900 364 109	259 214 55% 1000 288 185 61% 1000 365 108	255 218 54% 1100 289 184 61% 1100 344 129	249 224 53% 1200 285 188 60% 1200 328 145	268 205 57% 1300 294 179 62% 1300 310	274 199 58% 1400 302 171 64% 1400 329 144	263 210 56% 1500 297 176 63% 1500 332 141	265 208 56% 1600 308 165 65% 1600 325 148	298 175 63% 1700 288 185 61% 1700 324 149	297 176 63% 1800 288 185 61% 1800 283 190	22 11 66 11 22 11 66 11 22 11
Cove site occupancy results – Total Area Capacity Cove site occupancy results – Total Area Capacity Cove site occupancy results – Total Area Capacity Cove site occupancy results –	Set Weekdays Capacity 473 Unoccupied Percentage Ocuppied Saturday Capacity 473 Unoccupied Percentage Ocuppied Sunday Capacity 473 Unoccupied Percentage Ocuppied	280 193 59% 500 285 188 60% 500 284 189	600 287 186 61% 600 295 178 62% 600 289 184	275 198 58% 700 303 170 64% 700 297 176	253 220 53% 800 289 184 61% 800 304	254 219 54% 900 290 183 61% 900 364 109	259 214 55% 1000 288 185 61% 1000 365 108	255 218 54% 1100 289 184 61% 1100 344 129	249 224 53% 1200 285 188 60% 1200 328 145	268 205 57% 1300 294 179 62% 1300 310	274 199 58% 1400 302 171 64% 1400 329 144	263 210 56% 1500 297 176 63% 1500 332 141	265 208 56% 1600 308 165 65% 1600 325 148	298 175 63% 1700 288 185 61% 1700 324 149	297 176 63% 1800 288 185 61% 1800 283 190	2 1 6 2 1 1 6 1 9 2 1 1 6
Cove site occupancy results – Total Area Capacity Cove site occupancy results – Total Area Capacity Cove site occupancy results – Total Area Capacity	Ses Weekdays Capacity 473 Unoccupied Percentage Ocuppied Saturday Capacity 473 Unoccupied Percentage Ocuppied Sunday Capacity 473 Unoccupied Percentage Ocuppied Percentage Ocuppied 7 Day	280 193 59% 500 285 188 60% 500 284 189 60%	600 287 186 61% 600 295 178 62% 600 289 184 61%	275 198 58% 700 303 170 64% 700 297 176 63%	253 220 53% 800 289 184 61% 800 304 169 64%	254 219 54% 900 290 183 61% 900 364 109 77%	259 214 55% 1000 288 185 61% 1000 365 108 77%	255 218 54% 1100 289 184 61% 1100 344 129 73%	249 224 53% 285 188 60% 1200 328 145 69%	268 205 57% 1300 294 179 62% 1300 310 163 66%	274 199 58% 1400 302 171 64% 1400 329 144 70%	263 210 56% 1500 297 176 63% 1500 332 141 70%	265 208 56% 1600 308 165 65% 1600 325 148 69%	298 175 63% 288 185 61% 1700 324 149 68%	297 176 63% 1800 288 185 61% 1800 283 190 60%	115 2 2 1 1 6 2 2 1 1 6 2 2 1 1 6 6 7 15 7 2 2 1 1 6 7 7 15 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7
Cove site occupancy results – Total Area Capacity Cove site occupancy results – Total Area Capacity Cove site occupancy results – Total Area Capacity Cove site occupancy results –	Ses Weekdays Capacity 473 Unoccupied Percentage Ocuppied Saturday Capacity 473 Unoccupied Percentage Ocuppied Sunday Capacity 473 Unoccupied Percentage Ocuppied 7 Day Capacity	280 193 59% 285 188 60% 500 284 189 60%	600 287 186 61% 295 178 62% 600 289 184 61%	275 198 58% 700 303 170 64% 700 297 176 63%	253 220 53% 800 289 184 61% 800 304 169 64%	254 219 54% 900 290 183 61% 900 364 109 77%	259 214 55% 1000 288 185 61% 1000 365 108 77%	255 218 54% 1100 289 184 61% 1100 344 129 73%	249 224 53% 1200 285 188 60% 1200 328 145 69%	268 205 57% 1300 294 179 62% 1300 310 163 66%	274 199 58% 1400 302 171 64% 1400 329 144 70%	263 210 56% 1500 297 176 63% 1500 332 141 70%	265 208 56% 1600 308 165 65% 1600 325 148 69%	298 175 63% 1700 288 185 61% 1700 324 149 68%	297 176 63% 288 185 61% 1800 283 190 60%	22 11 6 11 22 11 6 6 11 6 11 6

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

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

Gordon Street occupancy results – 7 Day

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

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

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

Rozelle Interchange construction sites North - Lilyfield Road

Lilyfield Road occupancy results – Weekdays

Location	Side	Map Code	Between	Capacity	500	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900
		AH1N	Henry and Perry	9	7	8	5	6	6	6	6	6	6	6	6	5	4	4	5
		AH2N	Perry and Rayner	8	6	6	7	5	5	5	6	6	6	6	7	5	4	4	4
		AH3N	Rayner and Balmain	12	12	9	9	10	10	10	9	10	10	10	9	9	8	8	9
		AH4N	Balmain and Edward	3	2	2	2	2	1	1	1	1	1	1	1	1	0	1	1
		AH5N	Edward and Helena	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		AH6N	Helena and Trevor	8	0	0	4	2	2	3	3	3	3	3	3	2	2	1	1
		AH7N	Trevor and Catherine	12	3	4	4	9	9	8	7	8	8	8	7	7	6	5	4
		AH8N	Catherine and Grove	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		AH9N	Grove and Halloran	5	1	2	3	3	3	2	4	4	4	3	3	3	4	3	2
	Numb	AH10N	Halloran and Halloran/Justin	3	0	1	0	1	2	2	2	2	2	3	3	2	2	1	1
	North	AH11N	Halloran/Justin and Justin	3	2	2	2	2	2	3	3	2	2	2	2	2	2	2	2
		AH12N	Justin and Justin/Lamb	3	2	2	2	2	2	3	2	2	2	2	2	2	2	2	2
		AH13N	Justin/Lamb and Lamb	4	3	3	3	3	3	3	3	3	2	2	2	2	3	3	3
		AH14N	Lamb and Lamb/Ryan	15	14	12	10	8	7	8	8	8	6	7	7	7	8	9	9
		AH17N	Ryan/Cecily and Cecily	5	3	2	3	2	2	1	1	2	2	2	2	2	2	1	1
		AH18N	Cecily and Foucart Ln	5	4	3	1	1	1	1	1	1	1	1	1	1	1	1	1
		AH19N	Foucart Ln and Foucart St	4	2	2	0	0	0	1	0	1	1	1	1	1	1	2	1
		AH20N	Foucart St and Denison	17	10	10	8	9	9	10	9	9	10	10	11	10	10	10	10
		AH21N	Denison and Gordon	36	12	14	24	30	32	29	32	31	31	30	28	27	25	20	16
ilyfield Rd		AH22N	Gordon and Victoria	39	27	22	25	23	22	22	21	23	24	25	25	26	28	28	29
(Street "AH")		AH1S	Henry and Derbyshire	8	6	5	5	3	3	3	4	6	6	6	6	6	5	5	6
АП)		AH2S	Derbyshire and Rayner	10	10	9	6	8	9	7	7	7	8	8	7	7	7	9	9
		AH3S	Rayner and Balmain	16	14	15	14	13	14	13	13	13	13	13	13	12	13	14	14
		AH4S	Balmain and Edward	6	4	4	3	3	2	3	3	3	3	4	3	4	5	5	5
		AH5S	Edward and Helena	12	3	3	3	3	3	3	3	4	4	3	3	3	3	3	3
		AH6S	Helena and Trevor	11	3	4	4	5	5	5	6	6	7	6	6	6	6	6	6
		AH7S	Trevor and Catherine	23	4	6	9	13	15	14	15	15	16	16	15	14	14	9	6
		AH8S	Catherine and Grove	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		AH9S	Grove and Halloran	8	4	5	6	8	8	8	8	8	8	8	6	6	5	4	3
		AH105	Halloran and Halloran/Justin	7	3	5	5	6	6	6	6	6	6	6	6	5	4	3	2
	South	AH11S	Halloran/Justin and Justin	7	0	0	0	1	3	1	1	2	2	2	2	1	2	1	0
		AH12S	Justin and Justin/Lamb	7	1	4	5	5	5	4	5	5	4	4	3	2	1	2	2
		AH13S	Justin/Lamb and Lamb	7	1	1	1	2	2	2	2	3	2	2	2	2	1	1	1
		AH14S	Lamb and Lamb/Ryan	23	6	5	5	5	5	5	6	6	5	5	4	4	4	3	3
		AH17S	Ryan/Cecily and Cecily	7	1	1	1	1	1	1	1	1	0	0	0	0	0	0	0
		AH18S	Cecily and Foucart Ln	7	0	0	1	1	1	1	1	1	1	1	1	1	1	1	1
		AH19S	Foucart Ln and Foucart St	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
		AH20S	Foucart St and Denison	27	1	2	2	1	2	2	2	3	4	3	3	2	3	3	3
		AH21S	Denison and Gordon	23	8	6	17	17	17	17	20	20	20	21	20	18	15	12	11
		AH22S	Gordon and Victoria	40	34	36	32	32	29	28	34	34	34	34	34	34	35	35	37
			Total	446	213	214	232	244	246	241	255	264	265	264	254	242	235	219	211
			Jotai	Unoccupied	233	232	214	202	200	205	191	182	181	182	192	204	211	227	235
			Percenta	age Ocuppied	48%	48%	52%	55%	55%	54%	57%	59%	59%	59%	57%	54%	53%	49%	47%
ilvfield Roc	nd occupan	cy results –																	
Location	Side	Map Code	Between	Capacity	500	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900
		AH1N	Henry and Perry	9	5	4	5	7	7	9	8	8	8	7	6	6	6	6	6
		AH2N	Perry and Rayner	8	6	6	5	6	7	6	6	6	6	7	6	6	7	5	5
		AH2N	Rayner and Balmain	12	11	11	10	12	12	12	9	10	10	6	10	10	9	10	10
		AH3N AH4N	Balmain and Edward	3	1	11	2	2	2	2	1	2	10	3	10	10	2	2	2
										2							2	2	2
		AH5N	Edward and Helena	0	0	0	0	0	0	-	0	0	0	0	0	0	-	-	-
		AH6N	Helena and Trevor	8	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
		AH7N	Trevor and Catherine	12	1	1	2	2	5	6	9	8	5	1	3	4	5	5	1

, 1		AH8N	Catherine and Grove	0	0	0	0	0	Ō	0	0	0	0	0	0	0	0	0	0
		AH9N	Grove and Halloran	5	2	2	2	4	1	1	3	4	4	3	2	2	4	4	4
1	Newth	AH10N	Halloran and Halloran/Justin	3	0	0	1	1	1	0	2	2	1	3	1	1	1	1	2
	North	AH11N	Halloran /lustin and Justin	3	0	0	0	1	2	2	0	0	0	1	0	0	2	2	2
			Halloran/Justin and Justin												0	0			
		AH12N	Justin and Justin/Lamb	3	2	2	2	2	2	2	2	2	2	0	1	1	2	2	2
1		AH13N	Justin/Lamb and Lamb	4	3	3	3	3	3	2	2	2	2	2	3	2	3	3	3
		AH14N	Lamb and Ryan/Cecily	15	14	13	11	8	11	11	11	11	10	11	10	10	11	11	10
		AH17N	Ryan/Cecily and Cecily	5	3	3	3	3	3	3	3	2	2	2	2	2	2	2	2
		AH18N	Cecily and Foucart Ln	5	3	3	3	3	3	3	3	3	3	3	3	2	3	3	3
		AH19N	Foucart Ln and Foucart St	4	4	4	4	3	2	3	0	0	0	3	0	0	0	0	0
		AH20N	Foucart St and Denison	17	10	7	9	10	10	10	9	9	10	10	9	10	10	10	11
					6	8				9		8	6		8	9	6	5	5
Lilyfield Rd		AH21N	Denison and Gordon	36		-	8	11	15		8			6					-
(Street		AH22N	Gordon and Victoria	39	26	23	20	22	23	24	30	30	25	28	28	30	29	28	28
"AH")		AH1S	Henry and Derbyshire	8	5	6	5	4	4	6	5	5	5	5	5	5	5	6	6
		AH2S	Derbyshire and Rayner	10	10	10	10	10	10	10	9	9	10	10	9	9	10	10	10
		AH3S	Rayner and Balmain	16	16	15	15	14	16	16	15	15	15	15	15	15	16	15	16
		AH4S	Balmain and Edward	6	6	5	5	4	4	4	3	3	2	4	4	4	6	6	5
1		AH5S	Edward and Helena	12	5	6	6	5	5	4	6	6	5	5	4	5	6	6	6
1		AH6S	Helena and Trevor	11	1	1	2	2	2	2	2	2	2	1	2	2	1	1	1
		AH7S	Trevor and Catherine	23	1	2	2	3	2	3	8	4	4	3	1	1	2	2	2
		AH8S	Catherine and Grove	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0
				8			1	3			6			5	5	6	8	8	8
		AH9S	Grove and Halloran	8	0	0	1	3	3	4	6	6	8	5	5	6	8	8	8
		AH10S	Halloran and Halloran/Justin	7	2	2	2	2	3	1	1	4	1	6	3	2	1	1	1
	South																		
		AH11S	Halloran/Justin and Justin	7	0	0	1	1	0	0	0	0	0	1	0	1	0	1	1
		AH12S	Justin and Justin/Lamb	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		AH13S	Justin/Lamb and Lamb	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		AH14S	Lamb and Ryan/Cecily	23	6	6	6	6	6	5	4	4	3	4	3	4	4	4	4
		AH17S	Ryan/Cecily and Cecily	7	1	1	1	0	1	1	1	1	1	0	0	1	1	1	1
		AH18S	Cecily and Foucart Ln	7	0	0	1	1	0	0	0	2	0	4	1	2	1	1	2
		AH195	Foucart Ln and Foucart St	6	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
				27			3						1	1		-			
		AH20S	Foucart St and Denison		1	0		3	1	0	1	1			1	1	1	1	1
		AH21S							8		7	7	6	7				7	
			Denison and Gordon	23	9	9	9								7	7	7		7
		AH22S	Gordon and Victoria	40	36	33	33	30	29	25	19	24	29	29	28	29	28	30	30
				40 446	36 197		33 193		29 203			24 200	29 187	29 196		29 190			
			Gordon and Victoria Total	40 446 Unoccupied	36 197 249	33 188 258	33 193 253	30 197 249	29 203 243	25 193 253	19 193 253	200 246	187 259	196 250	28 181 265	29 190 256	28 199 247	30 199 247	30 197 249
		AH22S	Gordon and Victoria Total Percent	40 446	36 197 249	33 188	33 193	30 197	29 203	25 193	19 193	200	187	196	28 181	29 190	28 199	30 199	30 197
Lilyfield Roo	ad occupan	AH22S	Gordon and Victoria Total Percent	40 446 Unoccupied	36 197 249	33 188 258	33 193 253	30 197 249	29 203 243	25 193 253	19 193 253	200 246	187 259	196 250	28 181 265	29 190 256	28 199 247	30 199 247	30 197 249
Lilyfield Roc	ad occupan Side	AH22S	Gordon and Victoria Total Percent	40 446 Unoccupied	36 197 249	33 188 258	33 193 253	30 197 249	29 203 243	25 193 253	19 193 253	200 246	187 259	196 250	28 181 265	29 190 256	28 199 247	30 199 247	30 197 249
		AH22S	Gordon and Victoria Total Percent Sunday	40 446 Unoccupied age Ocuppied	36 197 249 44%	33 188 258 42%	33 193 253 43%	30 197 249 44%	29 203 243 46%	25 193 253 43%	19 193 253 43%	200 246 45%	187 259 42%	196 250 44%	28 181 265 41%	29 190 256 43%	28 199 247 45%	30 199 247 45%	30 197 249 44%
		AH22S cy results – Map Code	Gordon and Victoria Total Percent Sunday Between	40 446 Unoccupied age Ocuppied Capacity	36 197 249 44% 500	33 188 258 42% 600	33 193 253 43% 700	30 197 249 44% 800	29 203 243 46% 900	25 193 253 43% 1000	19 193 253 43% 1100	200 246 45% 1200	187 259 42% 1300	196 250 44% 1400	28 181 265 41% 1500	29 190 256 43% 1600	28 199 247 45% 1700	30 199 247 45% 1800	30 197 249 44% 1900
		AH22S cy results – Map Code AH1N	Gordon and Victoria Total Percent Sunday Between Henry and Perry	40 446 Unoccupied age Ocuppied Capacity 9	36 197 249 44% 500 7	33 188 258 42% 600 7	33 193 253 43% 700 6	30 197 249 44% 800 5	29 203 243 46% 900 6	25 193 253 43% 1000 5	19 193 253 43% 1100 4	200 246 45% 1200 5	187 259 42% 1300 5	196 250 44% 1400 5	28 181 265 41% 1500 6	29 190 256 43% 1600 6	28 199 247 45% 1700 6	30 199 247 45% 1800 6	30 197 249 44% 1900 6
		AH22S cy results – Map Code AH1N AH2N AH3N	Gordon and Victoria Total Percent: Sunday Between Henry and Perry Perry and Rayner Rayner and Balmain	40 446 Unoccupied age Ocuppied Capacity 9 8	36 197 249 44% 500 7 8 9	33 188 258 42% 600 7 8 9	33 193 253 43% 700 6 7 9	30 197 249 44% 800 5 6 8	29 203 243 46% 900 6 6 6 8	25 193 253 43% 1000 5 6	19 193 253 43% 1100 4 7 10	200 246 45% 1200 5 7 10	187 259 42% 1300 5 8 10	196 250 44% 1400 5 8 8 10	28 181 265 41% 1500 6 7 9	29 190 256 43% 1600 6 4 9	28 199 247 45% 1700 6 5	30 199 247 45% 1800 6 6 6 11	30 197 249 44% 1900 6 5
		AH22S cy results – Map Code AH1N AH2N AH3N AH4N	Gordon and Victoria Total Percent: Sunday Between Henry and Perry Perry and Payner Rayner and Balmain Balmain and Edward	40 446 Unoccupied age Ocuppied Capacity 9 8 12 3	36 197 249 44% 500 7 8 9 9 2	33 188 258 42% 600 7 8 9 9 2	33 193 253 43% 700 6 7 9 2	30 197 249 44% 5 6 800 5 6 8 2	29 203 243 46% 900 6 6 6 8 8 2	25 193 253 43% 1000 5 6 8 8 2	19 193 253 43% 1100 4 7 10 2	200 246 45% 1200 5 7 10 2	187 259 42% 1300 5 8 10 2	196 250 44% 1400 5 8 10 2	28 181 265 41% 1500 6 7 9 1	29 190 256 43% 1600 6 4 9 2	28 199 247 45% 1700 6 5 10 2	30 199 247 45% 1800 6 6 6 11 2	30 197 249 44% 1900 6 5 10 1
		AH22S cy results – Map Code AH1N AH2N AH3N AH4N AH5N	Gordon and Victoria Total Percent: Sunday Between Henry and Perry Perry and Rayner Rayner and Balmain Balmain and Edward Edward and Helena	40 446 Unoccupied age Ocuppied Capacity 9 8 12 3 0	36 197 249 44% 500 7 8 9 2 2 0	33 188 258 42% 600 7 8 9 2 2 0	33 193 253 43% 700 6 7 9 2 0	30 197 249 44% 5 6 800 5 6 8 2 0	29 203 243 46% 900 6 6 6 8 2 2 0	25 193 253 43% 1000 5 6 8 2 2 0	19 193 253 43% 1100 4 7 10 2 0	200 246 45% 1200 5 7 10 2 0	187 259 42% 1300 5 8 10 2 0	196 250 44% 1400 5 8 10 2 0	28 181 265 41% 1500 6 7 9 1 0	29 190 256 43% 1600 6 4 9 2 2 0	28 199 247 45% 1700 6 5 10 2 0	30 199 247 45% 1800 6 6 11 2 0	30 197 249 44% 1900 6 5 10 1 1 0
		AH22S Cy results – Map Code AH1N AH2N AH3N AH4N AH5N AH6N	Gordon and Victoria Total Percent: Sunday Between Henry and Perry Perry and Rayner Rayner and Balmain Balmain and Edward Edward and Helena Helena and Trevor	40 446 Unoccupied age Ocuppied 9 8 12 3 0 8	36 197 249 44% 500 7 8 9 2 2 0 0	33 188 258 42% 600 7 8 9 2 0 0 0	33 193 253 43% 700 6 7 9 2 0 0	30 197 249 44% 5 6 800 5 6 8 8 2 0 0	29 203 243 46% 900 6 6 6 8 2 2 0 0 0	25 193 253 43% 1000 5 6 8 8 2 0 0 0	19 193 253 43% 1100 4 7 10 2 0 0 0	200 246 45% 7 100 2 0 0	187 259 42% 1300 5 8 10 2 0 1	196 250 44% 1400 5 8 10 2 0 1	28 181 265 41% 1500 6 7 9 1 1 0 0	29 190 256 43% 1600 6 4 9 2 2 0 0	28 199 247 45% 1700 6 5 10 2 0 0 0	30 199 247 45% 1800 6 6 11 2 0 0 0	30 197 249 44% 1900 6 5 5 10 1 1 0 0
		AH22S cy results – Map Code AH1N AH2N AH2N AH4N AH4N AH5N AH6N AH7N	Gordon and Victoria Total Percent: Sunday Between Henry and Perry Perry and Rayner Rayner and Balmain Balmain and Edward Edward and Helena Helena and Trevor Trevor and Catherine	40 446 Unoccupied age Ocuppied Capacity 9 8 12 3 0 8 12 3 12	36 197 249 44% 500 7 8 9 2 2 0 0 0 0 2	33 188 258 42% 600 7 8 9 2 0 0 0 2	33 193 253 43% 700 6 7 9 9 2 0 0 0 0 2	30 197 249 44% 5 6 800 5 6 8 8 2 0 0 0 0	29 203 243 46% 900 6 6 6 8 2 2 0 0 0 0 2	25 193 253 43% 1000 5 6 8 8 2 0 0 0 0 4	19 193 253 43% 1100 4 4 7 10 2 0 0 0 6	200 246 45% 7 1200 5 7 10 2 2 0 0 0 6	187 259 42% 1300 5 8 10 2 0 1 1 5	196 250 44% 5 8 10 2 0 1 6	28 181 265 41% 1500 6 7 9 1 0 0 0 5	29 190 256 43% 1600 6 4 9 2 2 0 0 0 0	28 199 247 45% 1700 6 5 10 2 0 0 0 5 5	30 199 247 45% 1800 6 6 6 111 2 0 0 0 5	30 197 249 44% 1900 6 5 5 10 1 1 0 0 0 5 5
		AH22S cy results – Map Code AH1N AH4N AH4N AH4N AH4N AH4N AH4N AH5N AH6N AH7N AH8N	Gordon and Victoria Total Percent Sunday Between Henry and Perry Perry and Rayner Rayner and Balmain Balmain and Edward Edward and Helena Helena and Trevor Trevor and Catherine Catherine and Grove	40 446 Unoccupied age Ocuppied 9 8 12 3 0 8 12 0 8 12 0	36 197 249 44% 500 7 8 8 9 9 2 2 0 0 0 0 2 0 0	33 33 188 258 42%	33 193 253 43% 700 6 7 9 2 0 0 2 0 2 0	30 197 249 44% 5 6 800 5 6 8 2 0 0 0 0 0 0 0	29 203 243 46% 900 6 6 6 6 8 2 2 0 0 0 2 0	25 193 253 43% 1000 5 6 8 8 2 0 0 0 0 4 4	19 193 253 43% 1100 4 7 10 2 0 0 0 6 6	200 246 45% 5 7 10 2 0 0 0 6 0	187 259 42% 1300 5 8 10 2 0 0 1 1 5 0	196 250 44% 5 8 10 2 0 1 6 6 0	28 181 265 41% 1500 6 7 9 1 0 0 0 5 0	29 190 256 43% 6 4 9 2 0 0 0 0 4	28 199 247 45% 1700 6 5 5 10 2 2 0 0 0 5 5 0	30 199 247 45% 6 6 6 11 2 0 0 0 5 0	30 197 249 44% 1900 6 5 5 10 1 1 0 0 0 5 5 0
		AH22S cy results – Map Code AH1N AH2N AH2N AH4N AH4N AH5N AH6N AH7N	Gordon and Victoria Total Percent: Sunday Between Henry and Perry Perry and Rayner Rayner and Balmain Balmain and Edward Edward and Helena Helena and Trevor Trevor and Catherine	40 446 Unoccupied age Ocuppied Capacity 9 8 12 3 0 8 12 3 12	36 197 249 44% 500 7 8 9 2 2 0 0 0 0 2	33 188 258 42% 600 7 8 9 2 0 0 0 2	33 193 253 43% 700 6 7 9 9 2 0 0 0 0 2	30 197 249 44% 5 6 800 5 6 8 8 2 0 0 0 0	29 203 243 46% 900 6 6 6 8 2 2 0 0 0 0 2	25 193 253 43% 1000 5 6 8 8 2 0 0 0 0 4	19 193 253 43% 1100 4 4 7 10 2 0 0 0 6	200 246 45% 7 1200 5 7 10 2 2 0 0 0 6	187 259 42% 1300 5 8 10 2 0 1 1 5	196 250 44% 5 8 10 2 0 1 6	28 181 265 41% 1500 6 7 9 1 0 0 0 5	29 190 256 43% 1600 6 4 9 2 2 0 0 0 0	28 199 247 45% 1700 6 5 10 2 0 0 0 5 5	30 199 247 45% 1800 6 6 6 111 2 0 0 0 5	30 197 249 44% 1900 6 5 5 10 1 1 0 0 0 5 5
		AH22S cy results – Map Code AH1N AH4N AH4N AH4N AH4N AH4N AH4N AH5N AH6N AH7N AH8N	Gordon and Victoria Total Percent Sunday Between Henry and Perry Perry and Rayner Rayner and Balmain Balmain and Edward Edward and Helena Helena and Trevor Trevor and Catherine Catherine and Grove	40 446 Unoccupied age Ocuppied 9 8 12 3 0 8 12 0 8 12 0	36 197 249 44% 500 7 8 8 9 9 2 2 0 0 0 0 2 0 0	33 33 188 258 42%	33 193 253 43% 700 6 7 9 2 0 0 2 0 2 0	30 197 249 44% 5 6 800 5 6 8 2 0 0 0 0 0 0 0	29 203 243 46% 900 6 6 6 6 8 2 2 0 0 0 2 0	25 193 253 43% 1000 5 6 8 8 2 0 0 0 0 4 4	19 193 253 43% 1100 4 7 10 2 0 0 0 6 6	200 246 45% 5 7 10 2 0 0 0 6 0	187 259 42% 1300 5 8 10 2 0 0 1 1 5 0	196 250 44% 5 8 10 2 0 1 6 6 0	28 181 265 41% 1500 6 7 9 1 0 0 0 5 0	29 190 256 43% 6 4 9 2 0 0 0 0 4	28 199 247 45% 1700 6 5 5 10 2 0 0 0 5 5 0	30 199 247 45% 6 6 6 11 2 0 0 0 5 0	30 197 249 44% 1900 6 5 5 10 1 1 0 0 0 5 5 0
		AH22S Cy results – Map Code AH1N AH2N AH3N AH4N AH5N AH6N AH6N AH9N AH10N	Gordon and Victoria Total Percent: Sunday Between Henry and Perry Perry and Rayner Rayner and Balmain Balmain and Edward Edward and Helena Helena and Trevor Trevor and Catherine Catherine and Grove Grove and Halloran Halloran Halloran/Justin	40 446 Unoccupied age Ocupied 9 8 12 3 0 8 12 0 8 12 0 8 12 0 5 5 3	36 197 249 44% 500 7 8 9 2 0 0 0 2 0 0 0 2 1	33 33 188 258 42% 600 7 8 9 2 0 0 2 0 0 3 1	33 193 253 43% 700 6 7 9 2 0 0 2 0 3 1	30 197 249 44% 5 6 8 00 5 6 8 8 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	29 203 243 46% 900 6 6 6 8 2 0 0 0 2 0 0 0 3 1	25 193 253 43% 5 6 8 2 0 0 0 4 4 0 2 2 0	19 193 253 43% 1100 4 7 10 2 0 6 0 2 0 6 0 2 0 0 0	200 246 45% 7 7 10 2 0 0 6 6 0 6 3 3 0	187 259 42% 1300 5 8 8 10 2 0 1 1 5 5 0 0 5 5 0	196 250 44% 5 5 8 10 2 0 1 6 6 0 3 3 0	28 181 265 41% 1500 6 7 9 1 0 0 5 0 2 0 - 0	29 190 256 43% 6 4 4 9 2 0 0 0 0 4 4 0 0 1 1	28 199 247 45% 6 5 5 10 2 2 0 0 0 5 5 0 1 1 0	30 199 247 45% 1800 6 6 6 11 2 0 0 5 0 2 0 2 0 2	30 197 249 44% 6 5 10 0 1 1 0 0 5 0 0 2 0
	Side	AH22S cy results – Map Code AH1N AH2N AH3N AH4N AH5N AH5N AH5N AH6N AH7N AH8N AH9N	Gordon and Victoria Total Percent Sunday Between Henry and Perry Perry and Rayner Rayner and Balmain Balmain and Edward Edward and Helena Helena and Trevor Trevor and Catherine Catherine and Grove Grove and Halloran	40 446 Unoccupied age Ocupied 9 8 12 3 0 8 12 3 0 8 12 0 8 12 0 5	36 197 249 44% 500 7 7 8 9 2 2 0 0 0 0 2 0 0 2 0 0 3	33 188 258 42% 600 7 8 9 2 0 0 2 0 3	33 193 253 43% 700 6 7 9 2 0 0 2 0 3	30 197 249 44% 800 5 5 6 8 8 2 0 0 0 0 0 0 0 0 0 0 3 3	29 203 243 46% 900 6 6 6 8 2 0 0 0 2 0 0 2 0 3	25 193 253 43% 1000 5 6 8 2 0 0 0 4 0 0 2	19 193 253 43%	200 246 45% 7 10 2 0 0 6 0 6 0 3	187 259 42% 5 8 100 2 0 1 1 5 0 0 5 0	196 250 44% 5 8 10 2 0 1 6 6 0 3	28 181 265 41% 1500 6 7 9 1 0 0 0 5 0 2	29 190 256 43% 1600 6 4 9 2 0 0 0 0 0 4 0 0 1	28 199 247 45% 1700 6 5 10 2 0 0 0 5 0 0 1	30 199 247 45% 1800 6 6 6 111 2 0 0 0 5 5 0 0 2	30 197 249 44% 1900 6 5 5 10 1 1 0 0 5 5 0 0 2
	Side	AH22S Cy results – Map Code AH1N AH2N AH3N AH4N AH5N AH6N AH6N AH9N AH10N	Gordon and Victoria Total Percent: Sunday Between Henry and Perry Perry and Rayner Rayner and Balmain Balmain and Edward Edward and Helena Helena and Trevor Trevor and Catherine Catherine and Grove Grove and Halloran Halloran	40 446 Unoccupied age Ocupied 9 8 12 3 0 8 12 0 8 12 0 8 12 0 5 5 3	36 197 249 44% 500 7 8 9 2 0 0 0 2 0 0 0 2 0 0 3 3 1	33 33 188 258 42% 600 7 8 9 2 0 0 2 0 0 3 1	33 193 253 43% 700 6 7 9 2 0 0 2 0 3 1	30 197 249 44% 5 6 8 00 5 6 8 8 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	29 203 243 46% 900 6 6 6 8 2 0 0 0 2 0 0 0 3 1	25 193 253 43% 5 6 8 2 0 0 0 4 4 0 2 2 0	19 193 253 43% 1100 4 7 10 2 0 6 0 2 0 6 0 2 0 0 0	200 246 45% 7 7 10 2 0 0 6 6 0 6 3 3 0	187 259 42% 1300 5 8 8 10 2 0 1 1 5 5 0 0 5 5 0	196 250 44% 5 5 8 10 2 0 1 6 6 0 3 3 0	28 181 265 41% 1500 6 7 9 1 0 0 5 0 2 0 - - - - - - - - - - - - -	29 190 256 43% 6 4 4 9 2 0 0 0 0 4 4 0 0 1 1	28 199 247 45% 6 5 5 10 2 2 0 0 0 5 5 0 1 1 0	30 199 247 45% 1800 6 6 6 11 2 0 0 5 0 2 0 2 0 2	30 197 249 44% 6 5 10 0 1 1 0 0 5 0 0 2 0
	Side	AH22S Cy results – Map Code AH1N AH2N AH4N AH4N AH5N AH6N AH5N AH6N AH7N AH8N AH9N AH1N AH1N AH1N AH1N	Gordon and Victoria Total Percent: Sunday Between Henry and Perry Perry and Rayner Rayner and Balmain Balmain and Edward Balmain and Edward Edward and Helena Helena and Trevor Trevor and Catherine Catherine and Grove Grove and Halloran Halloran and Halloran/Justin Halloran/Justin and Justin Justin and Justin/Lamb	40 446 Unoccupied age Ocupied 9 8 12 3 0 8 12 0 8 12 0 5 3 3 3 3 3	36 197 249 500 7 8 9 9 2 0 0 0 0 0 2 0 0 0 2 0 0 3 1 1 2 2 2	33 188 258 42% 600 7 8 9 2 0 0 2 0 3 1 2 2 2 2 2 2 2 2 2 2	33 193 253 43% 700 6 7 9 2 0 0 2 0 3 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	30 197 249 800 5 6 8 2 0 0 0 0 0 0 0 0 1 2 2	29 203 243 46% 900 6 6 6 8 8 2 0 0 0 0 2 0 0 3 1 1 1 2	25 193 253 43% 1000 5 6 8 8 2 0 0 0 0 4 0 0 2 0 0 1 1 2	19 193 253 43% 1100 4 7 10 2 0 0 6 0 2 0 110 2 110 2 110 110 110 110 110 110 110 110	200 246 45% 7 7 10 2 0 0 6 6 0 6 3 3 0 1 2	187 259 42% 1300 5 8 8 10 2 0 1 5 5 0 0 5 5 0 1 2	196 250 44% 5 5 8 10 2 0 1 6 6 0 1 6 3 0 0 3 0 0 2	28 181 265 41% 1500 6 7 9 1 0 0 0 0 2 0 0 0 3	29 190 256 43% 1600 6 4 9 2 0 0 0 0 0 0 0 4 0 0 0 0 1 0 0 0 2 2	28 199 247 45% 1700 6 5 5 0 0 0 0 0 5 0 0 1 1 0 0 0 2 2	30 199 247 45% 1800 6 6 11 2 0 0 0 2 0 1 2 1 2	30 197 249 44% 1900 6 5 5 0 0 0 5 0 0 2 2 0 0 1 1 3
	Side	AH22S Map Code AH1N AH2N AH3N AH4N AH3N AH4N AH5N AH6N AH7N AH8N AH9N AH10N AH11N AH11N AH12N	Gordon and Victoria Total Percent Sunday Between Henry and Perry Perry and Rayner Rayner and Balmain Balmain and Edward Edward and Helena Helena and Tevor Trevor and Catherine Catherine and Grove Grove and Halloran Halloran and Halloran/Justin Halloran and Halloran/Justin Halloran/Justin and Justin Justin and Justin/Lamb Justin/Lamb and Lamb	40 446 Unoccupied 200 9 8 12 3 0 0 8 12 0 8 12 0 0 5 5 3 3 3 3 3 4	36 197 249 44% 500 7 8 9 2 0 0 2 0 1 2 2 3 1 2 3	33 188 258 42% 600 7 8 9 2 0 0 2 0 1 2 2 3 1 2 3	33 193 253 43% 700 6 7 9 2 0 0 0 1 2 2 3 1 2 2 3	30 197 249 800 5 6 8 2 0 0 0 0 0 0 0 0 1 2 3 3	29 203 243 46% 900 6 6 6 8 2 0 0 0 0 2 0 0 3 1 1 1 2 2 3	25 193 253 43% 5 6 8 2 0 0 0 4 0 2 0 0 2 0 1 2 2 2	19 193 253 43% 1100 4 7 10 2 0 0 6 0 2 0 11 2 2 2 0 1 2 2 2 2 2 2	200 246 45% 1200 5 7 10 2 0 0 6 0 0 6 0 3 0 0 1 2 2 2	187 259 42% 1300 5 8 10 2 0 1 5 0 1 5 0 1 5 0 1 5 0 1 2 1 2 3	196 250 44% 5 8 10 2 0 1 1 6 0 3 0 3 0 0 2 3 3	28 181 265 41% 1500 6 7 9 1 0 0 0 0 2 0 0 2 0 0 3 3	29 190 256 43% 1600 6 4 9 2 0 0 0 0 0 4 0 0 1 1 0 0 0 2 2 3	28 199 247 45% 1700 6 5 5 10 2 0 0 0 5 0 0 1 1 0 0 0 1 0 0 2 2 3	30 199 247 45% 1800 6 6 11 2 0 0 5 0 2 0 1 2 3	30 197 249 44% 1900 6 5 5 10 1 1 0 0 0 5 0 0 2 0 0 2 0 1 1 3 3
	Side	AH22S Map Code AH1N AH2N AH3N AH4N AH5N AH6N AH7N AH8N AH9N AH10N AH10N AH11N AH11N AH11N AH11N AH11N AH11N AH14N	Gordon and Victoria Total Percent Sunday Between Henry and Perry Perry and Rayner Rayner and Balmain Balmain and Edward Edward and Helena Helena and Trevor Trevor and Catherine Catherine and Grove Grove and Halloran Halloran Halloran/Justin Halloran,Justin and Justin Justin and Justin/Lamb Justin/Lamb and Lamb Lamb and Ryan/Cecily	40 446 Unoccupied 9 8 12 3 0 8 12 3 8 12 3 0 5 5 3 3 3 3 4 4 15	36 197 249 44% 500 7 8 9 2 0 2 0 2 0 2 0 2 0 2 0 2 3 1 2 2 3 13	33 188 258 42% 600 7 8 9 2 0 2 0 3 1 2 2 3 1 2 3 1 2 3 13	33 193 253 43% 700 6 7 9 2 0 2 0 3 1 2 2 3 1 2 3 1 2 3 12	30 197 249 44% 5 6 8 2 0 0 0 0 0 0 0 0 0 1 2 3 8 8	29 203 243 46% 900 6 6 6 8 2 0 0 0 2 2 0 0 3 1 1 1 2 3 8	25 193 253 43% 1000 5 6 8 2 0 0 4 0 0 4 0 0 2 0 0 1 2 2 0 1 1 2 2 10	19 193 253 43% 1100 4 7 10 2 0 6 0 2 0 1 2 0 1 2 1 2 10	200 246 45% 5 7 10 2 0 0 6 6 0 6 6 0 3 3 0 1 2 2 2 2 9	187 259 42% 5 8 10 2 0 1 1 5 0 5 0 0 5 0 1 2 3 10	196 250 44% 5 8 10 2 0 1 6 0 3 0 0 3 0 0 2 3 0 2 3 12	28 181 265 41% 1500 6 7 9 1 0 0 0 5 0 2 0 0 2 0 0 3 3 11	29 190 256 43% 6 4 4 9 2 0 0 0 0 0 4 0 0 1 1 0 0 0 2 3 3 10	28 199 247 45% 5 100 2 0 0 0 0 5 0 0 1 1 0 0 0 2 2 3 10	30 199 247 45% 1800 6 6 11 2 0 5 0 2 0 1 2 3 11	30 197 249 44% 1900 6 5 5 10 1 1 0 0 5 0 0 2 0 0 2 0 1 3 3 3 12
	Side	AH22S Map Code AH1N AH3N AH4N AH1N AH1N AH1N AH1N AH1N AH1N	Gordon and Victoria Total Percent: Sunday Between Henry and Perry Perry and Rayner Rayner and Balmain Balmain and Edward Edward and Helena Helena and Trevor Trevor and Catherine Catherine and Grove Grove and Halloran Halloran Aulloran Halloran Justin Lamb and Justin/Lamb Justin,Lamb Lamb and Rayn/Cecily Ryan/Cecily and Cecily	40 446 Unoccupied age Ocupied 9 8 12 3 0 8 12 0 5 5 3 3 3 4 4 15 5 5	36 197 249 44% 500 7 8 9 2 0 2 0 2 0 2 0 2 0 2 0 2 0 2 0 3 11 2 3 13 3	33 188 258 42% 600 7 8 9 2 0 2 0 2 0 2 0 2 0 3 1 2 3 11 2 3 13 2	33 193 253 43% 700 6 7 9 2 0 0 2 0 2 0 2 0 2 0 2 0 2 0 2 0 2 3 1 2 3 12 2	30 197 249 44% 800 5 6 8 2 0 0 0 0 11 2 3 8 3 8 3 8 3	29 203 243 46% 900 6 6 8 2 0 0 0 2 2 0 0 2 2 0 1 1 1 2 3 3 8 2	25 193 253 43% 1000 5 6 8 2 0 0 4 0 0 4 0 2 0 1 2 2 10 2 2	19 193 253 43% 1100 4 7 10 2 0 6 0 2 0 110 2 0 110 2 0 11 2 2 10 2 10 2 10 2	200 246 45% 7 100 2 0 0 0 0 6 6 0 0 3 3 0 1 1 2 2 2 9 9 2	187 259 42% 1300 5 8 10 2 0 1 1 5 5 0 1 5 5 0 1 1 2 3 3 10 2	196 250 44% 5 8 10 2 0 1 6 6 0 3 3 0 0 2 3 3 0 2 3 12 2	28 181 265 41% 1500 6 7 9 1 0 0 0 5 0 2 0 0 2 0 0 3 3 11 2	29 190 256 43% 1600 6 4 4 9 2 0 0 0 0 4 0 1 0 0 2 3 10 2	28 199 247 45% 5 100 2 2 0 0 0 5 5 0 0 1 1 0 0 2 2 3 3 100 2	30 199 247 45% 1800 6 6 11 2 0 5 0 2 0 1 2 3 11 2 3 11 2	30 197 249 44% 1900 6 5 10 1 0 5 0 2 0 1 3 3 12 2
	Side	AH22S Map Code AH1N AH2N AH3N AH4N AH5N AH6N AH7N AH8N AH9N AH10N AH10N AH11N AH11N AH11N AH11N AH11N AH11N AH14N	Gordon and Victoria Total Percent Sunday Between Henry and Perry Perry and Rayner Rayner and Balmain Balmain and Edward Edward and Helena Helena and Trevor Trevor and Catherine Catherine and Grove Grove and Halloran Halloran Halloran/Justin Halloran,Justin and Justin Justin and Justin/Lamb Justin/Lamb and Lamb Lamb and Ryan/Cecily	40 446 Unoccupied 9 8 12 3 0 8 12 3 8 12 3 0 5 5 3 3 3 3 4 4 15	36 197 249 44% 500 7 8 9 2 0 2 0 2 0 2 0 2 0 2 0 2 3 1 2 2 3 13	33 188 258 42% 600 7 8 9 2 0 2 0 3 1 2 2 3 1 2 3 1 2 3 13	33 193 253 43% 700 6 7 9 2 0 2 0 3 1 2 2 3 1 2 3 1 2 3 12	30 197 249 44% 5 6 8 2 0 0 0 0 0 0 0 0 0 1 2 3 8 8	29 203 243 46% 900 6 6 6 8 2 0 0 0 2 2 0 0 3 1 1 1 2 3 8	25 193 253 43% 1000 5 6 8 2 0 0 4 0 0 4 0 0 2 0 0 1 2 2 0 1 1 2 2 10	19 193 253 43% 1100 4 7 10 2 0 6 0 2 0 1 2 0 1 2 1 2 10	200 246 45% 5 7 10 2 0 0 6 6 0 6 6 0 3 3 0 1 2 2 2 2 9	187 259 42% 5 8 10 2 0 1 1 5 0 5 0 0 5 0 1 2 3 10	196 250 44% 5 8 10 2 0 1 6 0 3 0 0 3 0 0 2 3 0 2 3 12	28 181 265 41% 1500 6 7 9 1 0 0 0 5 0 2 0 0 2 0 0 3 3 11	29 190 256 43% 6 4 4 9 2 0 0 0 0 0 4 0 0 1 1 0 0 0 2 3 3 10	28 199 247 45% 5 100 2 0 0 0 0 5 0 0 1 1 0 0 0 2 2 3 10	30 199 247 45% 1800 6 6 11 2 0 5 0 2 0 1 2 3 11	30 197 249 44% 1900 6 5 5 10 1 1 0 0 5 0 0 2 0 0 2 0 1 3 3 3 12

1																			
		AH20N	Foucart St and Denison	17	10	10	10	10	10	10	10	9	9	9	9	10	10	10	10
Lilyfield Rd		AH21N	Denison and Gordon	36	9	8	8		8	8	8	5	6	7	,	7	7	7	7
(Street		AH22N	Gordon and Victoria	39	30	30	29	29	29	28	28	28	26	25	25	26	26	30	30
"AH")		AH1S	Henry and Derbyshire	8	6	5	5	5	5	5	4	6	5	3	5	4	5	4	5
		AH2S	Derbyshire and Rayner	10	9	9	9	7	8	8	8	8	8	8	8	8	8	9	9
		AH3S	Rayner and Balmain	16	14	15	14	13	10	10	13	11	10	10	14	15	15	15	15
		AH4S	Balmain and Edward	6	5	4	5	3	3	4	4	2	2	3	3	3	4	4	4
		AH5S	Edward and Helena	12	5	5	6	7	5	5	5	6	5	7	7	6	6	6	7
		AH6S	Helena and Trevor	11	2	2	2	1	3	3	3	2	2	1	2	2	2	1	1
		AH7S	Trevor and Catherine	23	2	2	2	2	3	3	3	4	4	4	3	3	3	4	4
		AH8S	Catherine and Grove	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		AH9S	Grove and Halloran	8	1	1	1	2	3	3	3	6	5	5	4	4	4	4	5
	South	AH10S	Halloran and Halloran/Justin	7	2	2	2	2	1	1	1	2	2	2	2	2	2	2	2
		AH11S	Halloran/Justin and Justin	7	2	2	2	1	2	2	2	0	0	0	0	0	0	2	1
		AH12S	Justin and Justin/Lamb	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		AH13S	Justin/Lamb and Lamb	7	1	1	1	0	0	1	0	0	1	1	2	2	2	2	2
		AH14S	Lamb and Ryan/Cecily	23	6	6	4	4	7	8	4	5	2	3	5	5	3	4	5
		AH17S	Ryan/Cecily and Cecily	7	2	2	1	1	1	1	1	1	1	1	1	1	1	2	2
		AH18S	Cecily and Foucart Ln	7	0	0	0	0	2	2	2	2	2	2	0	0	0	2	2
		AH19S	Foucart Ln and Foucart St	6	0	0	2	2	1	1	0	1	1	2	2	2	2	2	2
		AH20S	Foucart St and Denison	27	1	1	0	0	0	1	1	2	3	3	3	2	3	3	2
		AH21S	Denison and Gordon	23	9	9	9	9	9	3	9	8	0	9	8	10	10	11	10
		AH22S	Gordon and Victoria	40	33	32	31	32	29	28	24	26	28	30	30	32	32	30	30
			Total		211	205	199	183	187	181	183	186	178	192	190	190	194	207	207
				Unoccupied	235	241	247	263	259	265	263	260	268	254	256	256	252	239	239
												430/	40%	43%	43%	43%	43%	46%	46%
				age Ocuppied	47%	46%	45%	41%	42%	41%	41%	42%	40%	4570	4370	4370	4376	4078	4070
Lilyfield Roa		1	7 Day																
ilyfield Roa Location	id occupan Side	Map Code	7 Day Between	Capacity	500	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900
		Map Code AH1N	7 Day Between Henry and Perry	Capacity 9	500 7	600 7	700	800 6	900 6	1000 7	1100 6	1200 6	1300 6	1400 6	1500 6	1600 5	1700 4	1800 5	1900 5
		Map Code AH1N AH2N	7 Day Between Henry and Perry Perry and Rayner	Capacity 9 8	500 7 6	600 7 6	700 5 7	800 6 6	900 6 5	1000 7 5	1100 6 6	1200 6 6	1300 6 7	1400 6 7	1500 6 7	1600 5 5	1700 4 5	1800 5 5	1900 5 5
		Map Code AH1N AH2N AH3N	7 Day Between Henry and Perry Perry and Rayner Rayner and Balmain	Capacity 9 8 12	500 7 6 11	600 7 6 10	700 5 7 9	800 6 6 10	900 6 5 10	1000 7 5 10	1100 6 6 9	1200 6 6 10	1300 6 7 10	1400 6 7 9	1500 6 7 9	1600 5 5 9	1700 4 5 9	1800 5 5 9	1900 5 5 10
		Map Code AH1N AH2N AH3N AH4N	7 Day Between Henry and Perry Perry and Rayner Rayner and Balmain Balmain and Edward	Capacity 9 8 12 3	500 7 6 11 2	600 7 6 10 2	700 5 7 9 2	800 6 6 10 2	900 6 5 10 1	1000 7 5 10 1	1100 6 6 9 1	1200 6 6 10 1	1300 6 7 10 1	1400 6 7 9 1	1500 6 7 9 1	1600 5 5 9 1	1700 4 5 9 1	1800 5 5 9 1	1900 5 5 10 1
		Map Code AH1N AH2N AH3N AH4N AH5N	7 Day Between Henry and Perry Perry and Rayner Rayner and Balmain Balmain and Edward Edward and Helena	Capacity 9 8 12 3 0	500 7 6 11 2 0	600 7 6 10 2 0	700 5 7 9 2 0	800 6 10 2 0	900 6 5 10 1 0	1000 7 5 10 1 0	1100 6 9 1 0	1200 6 6 10 1 0	1300 6 7 10 1 0	1400 6 7 9 1 0	1500 6 7 9 1 0	1600 5 5 9 1 0	1700 4 5 9 1 0	1800 5 5 9 1 0	1900 5 5 10 1 0
		Map Code AH1N AH2N AH3N AH4N AH5N AH6N	7 Day Between Henry and Perry Perry and Rayner Rayner and Balmain Balmain and Edward Edward and Helena Helena and Trevor	Capacity 9 8 12 3 0 8	500 7 6 11 2 0 0	600 7 6 10 2 0 0	700 5 7 9 2 0 3	800 6 6 10 2 0 1	900 6 5 10 1 0 1	1000 7 5 10 1 0 2	1100 6 9 1 0 2	1200 6 6 10 1 0 2	1300 6 7 10 1 0 2	1400 6 7 9 1 0 2	1500 6 7 9 1 0 2	1600 5 5 9 1 0 2	1700 4 5 9 1 0 1	1800 5 5 9 1 0 1	1900 5 5 10 1 0 1
		Map Code AH1N AH2N AH3N AH4N AH4N AH5N AH6N AH7N	7 Day Between Henry and Perry Perry and Rayner Rayner and Balmain Balmain and Edward Edward and Helena Helena and Trevor Trevor and Catherine	Capacity 9 8 12 3 0 8 8 12	500 7 6 11 2 0 0 0 2	600 7 6 10 2 0 0 0 3	700 5 7 9 2 0 3 4	800 6 10 2 0 1 7	900 6 5 10 1 0 1 7	1000 7 5 10 1 0 2 7	1100 6 9 1 0 2 7	1200 6 6 10 1 0 2 7	1300 6 7 10 1 0 2 7	1400 6 7 9 1 0 2 7	1500 6 7 9 1 0 2 6	1600 5 5 9 1 0 2 6	1700 4 5 9 1 0 1 6	1800 5 5 9 1 0 1 1 5	1900 5 5 10 1 0 1 4
		Map Code AH1N AH2N AH3N AH4N AH5N AH6N AH7N AH8N	7 Day Between Henry and Perry Perry and Rayner Rayner and Balmain Balmain and Edward Edward and Helena Helena and Trevor Trevor and Catherine Catherine and Grove	Capacity 9 8 12 3 0 8 8 12 0 8 12 0	500 7 6 11 2 0 0 0 2 0	600 7 6 10 2 0 0 0 3 0 0	700 5 7 9 2 0 3 4 0	800 6 10 2 0 1 7 0	900 6 5 10 1 0 1 7 0	1000 7 5 10 1 0 2 7 7 0	1100 6 9 1 0 2 7 0	1200 6 6 10 1 2 7 0	1300 6 7 10 1 0 2 7 7 0	1400 6 7 9 1 0 2 7 7 0	1500 6 7 9 1 0 2 6 6 0	1600 5 5 9 1 0 2 6 0	1700 4 5 9 1 0 1 6 0	1800 5 5 9 1 0 1 5 5 0	1900 5 5 10 1 0 1 4 0
		Map Code AH1N AH2N AH3N AH4N AH5N AH6N AH7N AH8N AH9N	7 Day Between Henry and Perry Perry and Rayner Rayner and Balmain Balmain and Edward Edward and Helena Helena and Trevor Trevor and Catherine Catherine and Grove Grove and Halloran	Capacity 9 8 12 3 0 8 12 0 8 12 0 5	500 7 6 11 2 0 0 2 0 0 1	600 7 6 10 2 0 0 3 0 3 0 2	700 5 7 9 2 0 3 4 0 3 3	800 6 10 2 0 1 7 0 3	900 6 5 10 1 0 1 7 0 3	1000 7 5 10 1 2 7 0 2	1100 6 9 1 0 2 7 0 3	1200 6 6 10 1 2 7 0 4	1300 6 7 10 1 2 7 0 4	1400 6 7 9 1 0 2 7 0 3	1500 6 7 9 1 0 2 6 0 0 3	1600 5 5 9 1 0 2 6 0 3	1700 4 5 9 1 0 1 6 0 3	1800 5 5 9 1 0 1 5 0 3	1900 5 5 10 1 1 0 1 4 0 2
		Map Code AH1N AH2N AH3N AH4N AH5N AH6N AH7N AH8N	7 Day Between Henry and Perry Perry and Rayner Rayner and Balmain Balmain and Edward Edward and Helena Helena and Trevor Trevor and Catherine Catherine and Grove	Capacity 9 8 12 3 0 8 8 12 0 8 12 0	500 7 6 11 2 0 0 0 2 0	600 7 6 10 2 0 0 0 3 0 0	700 5 7 9 2 0 3 4 0	800 6 10 2 0 1 7 0	900 6 5 10 1 0 1 7 0	1000 7 5 10 1 0 2 7 7 0	1100 6 9 1 0 2 7 0	1200 6 6 10 1 2 7 0	1300 6 7 10 1 0 2 7 7 0	1400 6 7 9 1 0 2 7 7 0	1500 6 7 9 1 0 2 6 6 0	1600 5 5 9 1 0 2 6 0	1700 4 5 9 1 0 1 6 0 0	1800 5 5 9 1 0 1 5 5 0	1900 5 5 10 1 0 1 4 0
	Side	Map Code AH1N AH2N AH3N AH3N AH5N AH5N AH5N AH5N AH6N AH7N AH8N AH9N AH10N AH11N	7 Day Between Henry and Perry Perry and Rayner Rayner and Balmain Balmain and Edward Edward and Helena Helena and Trevor Trevor and Catherine Catherine and Grove Grove and Halloran Halloran and Halloran/Justin Halloran/Justin and Justin	Capacity 9 8 12 3 0 8 12 0 5 5 3 3 3	500 7 6 11 2 0 0 2 0 0 2 0 1 0 2 2	600 7 6 10 2 0 0 0 3 3 0 2 1 1 2	700 5 7 9 2 0 0 3 3 4 0 0 3 0 2	800 6 10 2 0 1 1 7 0 3 3 1 2	900 6 5 10 1 1 7 7 0 3 2 2 2	1000 7 5 10 1 2 2 7 7 0 2 2 1 1 2	1100 6 6 9 1 2 2 7 7 0 3 3 2 2 2 2 2	1200 6 6 10 1 2 7 0 4 2 2 2 2	1300 6 7 10 1 0 2 7 0 4 2 2 2 2	1400 6 7 9 1 0 2 7 7 0 3 3 2 2 2	1500 6 7 9 1 0 2 2 6 6 0 3 3 2 2 1	1600 5 5 9 1 2 2 6 6 0 3 3 2 2 1	1700 4 5 9 1 0 1 1 6 6 0 0 3 1 1 2	1800 5 5 9 1 0 1 1 5 5 0 3 1 1 2	1900 5 5 10 1 0 1 4 0 2 2 1 2
	Side	Map Code AH1N AH2N AH3N AH4N AH5N AH6N AH6N AH7N AH8N AH9N AH10N AH11N AH12N	7 Day Between Henry and Perry Perry and Rayner Rayner and Balmain Balmain and Edward Edward and Helena Helena and Trevor Trevor and Catherine Catherine and Grove Grove and Halloran Halloran and Halloran/Justin Halloran and Justin/Lamb	Capacity 9 8 12 3 0 8 12 0 5 5 3 3 3 3 3	500 7 6 11 2 0 0 2 0 0 1 1 0 2 2 2 2	600 7 6 10 2 0 0 3 0 2 2 0 2 1 2 2 2 2	700 5 7 9 2 2 0 3 3 4 0 3 3 0 0 2 2 2	800 6 6 10 2 0 1 1 7 7 0 3 3 1 2 2 2	900 6 5 10 1 1 7 7 0 3 3 2 2 2 2	1000 7 5 10 1 1 2 7 7 0 2 2 1 1 2 2 3	1100 6 9 1 0 2 7 0 3 2 2 2 2 2 2 2 2 2 2 2 2	1200 6 6 6 10 1 0 2 7 0 4 2 2 2 2 2	1300 6 7 10 1 0 2 7 0 4 2 2 2 2 2 2 2 2 2 2	1400 6 7 9 1 0 2 7 0 3 2 2 2 2	1500 6 7 9 1 0 2 6 0 3 2 1 2 1	1600 5 5 9 1 0 2 6 0 3 2 11 2 2 3 2 1 2	1700 4 5 9 1 1 0 1 6 6 0 3 3 1 1 2 2 2	1800 5 5 9 1 0 1 5 0 3 1 2 2	1900 5 5 10 1 4 0 2 2 1 2 2 2
	Side	Map Code AH1N AH2N AH3N AH4N AH4N AH5N AH6N AH7N AH8N AH9N AH10N AH11N AH12N AH11N AH12N	7 Day Between Henry and Perry Perry and Rayner Rayner and Balmain Balmain and Edward Edward and Helena Helena and Trevor Trevor and Catherine Catherine and Grove Grove and Halloran Halloran and Halloran/Justin Halloran/Justin and Justin Justin and Justin/Lamb Justin/Lamb and Lamb	Capacity 9 8 12 3 0 8 12 0 5 5 3 3 3 3 4	500 7 6 11 2 0 0 0 2 0 1 1 0 2 2 2 2 3	600 7 6 10 2 0 0 0 3 3 0 2 1 1 2 2 2 3	700 5 7 2 2 0 3 4 4 0 3 3 0 2 2 2 2 3	800 6 6 10 2 0 1 1 7 0 3 1 1 2 2 2 2 3	900 6 5 10 1 1 7 0 3 2 2 2 2 2 3	1000 7 5 10 1 1 0 2 7 7 0 2 2 1 1 2 3 3	1100 6 9 1 0 2 7 0 3 2 2 2 2 3 2 2 2 3	1200 6 6 10 1 0 2 7 0 4 2 2 2 2 2 2 2 2 2 2 2 2 2	1300 6 7 10 1 0 2 7 0 4 2 2 2 2 2 2 2 2 2 2 2 2 2 2	1400 6 7 9 1 0 2 7 0 3 2 2 2 2 2	1500 6 7 9 1 1 0 2 6 0 3 2 1 2 1 2 3	1600 5 5 9 1 0 2 6 0 3 2 1 2 2 3 2 1 2 2 2 2 2 2 2 2	1700 4 5 9 1 1 0 1 6 6 0 3 1 1 2 2 2 3	1800 5 5 9 1 0 1 5 0 1 2 2 3	1900 5 5 10 1 1 4 0 2 2 1 2 2 3
	Side	Map Code AH1N AH2N AH3N AH4N AH5N AH6N AH5N AH6N AH7N AH8N AH9N AH10N AH10N AH11N AH12N AH13N AH14N	7 Day Between Henry and Perry Perry and Rayner Rayner and Balmain Balmain and Edward Edward and Helena Helena and Trevor Trevor and Catherine Catherine and Grove Grove and Halloran Halloran and Halloran Halloran,Justin Halloran/Justin and Justin Justin and Justin/Lamb Justin/Lamb and Lamb Lamb and Lamb/Ryan	Capacity 9 8 12 3 3 0 8 12 0 5 5 3 3 3 3 4 15	500 7 6 11 2 0 0 0 2 0 1 1 0 2 2 2 2 2 3 14	600 7 6 10 2 0 0 0 0 3 3 0 2 2 1 1 2 2 2 3 12	700 5 7 9 2 0 3 4 4 0 3 3 0 2 2 2 2 3 10	800 6 6 10 2 0 1 1 7 7 0 3 3 1 1 2 2 2 3 8	900 6 5 10 0 1 7 0 3 2 2 2 2 2 2 3 3 8	1000 7 5 10 0 2 7 7 0 2 2 1 1 2 3 3 3 9	1100 6 6 9 1 0 2 7 7 0 3 3 2 2 2 2 2 2 2 3 9	1200 6 10 10 2 7 0 4 2 2 2 2 2 8	1300 6 7 10 1 0 2 7 0 4 2 2 2 2 2 2 2 2 7	1400 6 7 9 1 0 2 7 0 3 3 2 2 2 2 2 2 2 9	1500 6 7 9 1 0 0 2 6 6 0 0 3 2 2 1 2 2 1 2 2 3 8	1600 5 5 9 1 0 0 2 6 0 0 3 3 2 2 1 1 2 2 2 8	1700 4 5 9 1 0 0 1 1 6 0 0 3 1 1 2 2 2 3 9	1800 5 5 9 1 0 0 1 5 0 3 1 1 2 2 2 3 9	1900 5 5 10 1 0 1 4 0 2 2 1 1 2 2 3 3 10
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Lilyfield Rd (Street =	Side	Map Code AH1N AH2N AH3N AH4N AH5N AH6N AH7N AH8N AH9N AH10N AH10N AH10N AH11N AH12N AH11N AH12N AH13N AH14N AH17N AH18N AH18N AH19N AH21N AH22N AH22N AH22N AH22N AH23 AH25 AH35	7 Day Between Henry and Perry Perry and Rayner Rayner and Balmain Balmain and Edward Edward and Helena Helena and Trevor Trevor and Catherine Catherine and Grove Grove and Halloran/Justin Halloran and Halloran/Justin Halloran and Halloran/Justin Halloran and Halloran/Justin Justin/Lamb and Lamb Justin/Lamb and Lamb Lamb and Lamb/Ryan Ryan/Cecily and Cecily Cecily and Foucart Ln Foucart St and Denison Denison and Gordon Gordon and Victoria Henry and Derbyshire Derbyshire and Rayner Rayner and Balmain	Capacity 9 8 12 0 8 12 3 3 3 3 3 3 3 3 3 3 4 15 5 4 17 36 39 8 10 16 6	500 7 6 11 2 0 2 0 2 0 2 2 3 14 3 4 2 10 11 27 6 100 15	600 7 6 10 2 0 3 0 2 1 2 3 0 2 3 12 2 3 2 3 12 23 5 9 15	700 5 7 9 2 0 3 4 0 3 0 2 2 3 10 3 10 3 11 1 9 20 25 7 14	800 6 6 6 10 2 0 1 7 0 3 1 2 2 3 1 2 2 3 1 1 1 2 2 3 3 8 2 1 1 10 24 24 3 8 13 3 3	900 6 5 10 1 1 7 7 0 3 2 2 2 2 2 3 8 8 2 2 3 8 8 2 1 1 1 0 26 23 9 9 14 4 2	1000 7 5 10 1 0 2 7 0 2 1 2 3 9 1 1 10 23 23 4 8 13 3	1100 6 9 1 0 2 7 0 3 2 2 2 2 3 9 1 0 9 1 0 9 25 24 8 13 3	1200 6 6 6 10 1 0 2 7 0 4 2 2 2 2 2 2 2 2 2 2 2 2 2 3 3	1300 6 7 10 1 0 2 7 0 4 2 2 2 2 2 2 2 2 2 2 2 0 10 24 5 8 13 3	1400 6 7 9 1 0 2 7 0 3 2 2 2 2 2 2 2 1 10 24 25 8 13 4	1500 6 7 9 1 0 2 6 0 3 2 1 2 3 8 2 1 10 22 6 6 6 8 1 10 22 26 6 8 13 3 3	1600 5 5 9 1 0 2 6 0 3 2 1 2 3 2 1 2 8 2 1 10 22 26 5 7 13 4	1700 4 5 9 1 0 1 6 0 3 1 2 2 3 9 2 1 10 20 28 5 8 14 5	1800 5 9 1 0 1 5 0 3 1 2 3 9 1 1 1 1 1 1 10 16 28 9 14	1900 5 10 1 0 1 4 0 2 1 2 3 10 1 1 1 1 1 1 10 13 29 6 9 14 5
Lilyfield Rd (Street =	Side	Map Code AH1N AH2N AH3N AH4N AH4N AH4N AH4N AH5N AH6N AH7N AH8N AH9N AH10N AH10N AH11N AH11N AH11N AH11N AH11N AH12N AH13N AH19N AH19N AH12N AH18 AH22N AH21N AH21N AH22N AH21N AH21N AH22N AH21N	7 Day Between Henry and Perry Perry and Rayner Rayner and Balmain Balmain and Edward Edward and Helena Helena and Trevor Trevor and Catherine Catherine and Grove Grove and Halloran/ Halloran and Halloran/Justin Halloran and Halloran/Justin Halloran and Halloran/Justin Justin/Lamb and Lamb Justin/Lamb and Lamb Lamb and Lamb/Ryan Ryan/Cecily and Cecily Cecily and Foucart Ln Foucart Ln and Foucart St Foucart St and Denison Denison and Gordon Gordon and Victoria Henry and Derbyshire Derbyshire and Rayner Rayner and Balmain Balmain and Edward	Capacity 9 8 12 3 0 8 12 0 3 3 3 3 3 3 4 15 5 4 17 36 39 8 10 16 6 12	500 7 6 11 2 0 2 0 1 0 2 2 3 14 3 3 4 2 10 11 27 6 100 15 5 4 4	600 7 6 10 2 0 3 0 2 11 2 3 12 2 3 12 2 3 2 10 12 23 5 9 15 4	700 5 7 9 2 0 3 4 0 3 0 2 2 3 10 3 11 9 20 25 5 7 14 4	800 6 6 6 10 2 0 1 7 0 3 3 1 2 2 3 8 2 1 1 10 24 24 3 8 13 3 4	900 6 5 10 1 1 7 7 0 3 2 2 2 2 2 2 3 8 8 2 2 1 1 1 10 26 23 3 9 9 14 4 2 2 4	1000 7 5 10 1 0 2 7 0 2 1 2 3 3 9 1 10 23 23 4 8 13 3 3	1100 6 9 1 0 2 7 0 3 2 2 2 2 3 9 1 0 9 1 0 9 1 0 9 2 4 8 13 3 4	1200 6 6 6 10 1 0 2 7 0 4 2 2 2 2 2 2 2 2 2 2 2 3 3	1300 6 7 10 1 0 2 7 0 4 2 2 2 2 2 2 0 10 24 5 8 13 3 4	1400 6 7 9 1 0 2 7 0 3 2 2 2 2 2 2 2 2 9 2 2 2 9 2 1 1 10 24 25 5 8 8 13 4 4 4	1500 6 7 9 1 0 2 6 0 3 2 1 2 3 8 2 1 10 22 26 6 8 13 3 4	1600 5 9 1 0 2 6 0 3 2 6 0 3 2 8 2 8 2 1 10 22 26 5 7 13 4 4	1700 4 5 9 1 0 1 6 0 3 1 2 3 9 2 3 9 2 1 10 20 28 5 8 14 5 4	1800 5 9 1 0 1 5 0 3 1 2 3 9 1 1 1 10 16 28 9 144 5 4	1900 5 10 1 0 1 4 0 2 1 2 3 10 1 10 1 10 1 10 13 29 6 9 14 5 4
Lilyfield Rd (Street =	Side	Map Code AH1N AH2N AH3N AH4N AH5N AH6N AH4N AH5N AH6N AH7N AH8N AH9N AH10N AH10N AH11N AH12N AH13N AH14N AH17N AH18N AH17N AH18N AH12N AH12N AH12N AH12N AH12N AH12N AH12N AH20N AH21N AH22N AH22N AH23 AH35 AH43 AH55 AH65	7 Day Between Henry and Perry Perry and Rayner Rayner and Balmain Balmain and Edward Edward and Helena Helena and Trevor Trevor and Catherine Catherine and Grove Grove and Halloran Halloran and Halloran/Justin Halloran/Justin and Justin Justin and Justin/Lamb Justin/Lamb and Lamb Lamb and Lamb/Ryan Ryan/Cecily and Foucart Ln Foucart Ln and Foucart St Foucart St and Denison Denison and Gordon Gordon and Victoria Henry and Derbyshire Derbyshire and Rayner Rayner and Balmain Balmain and Edward Edward and Helena	Capacity 9 8 12 0 8 12 0 5 3 3 4 15 5 4 17 36 39 8 10 16 12 11	500 7 6 11 2 0 0 2 0 1 2 2 2 3 3 14 3 4 3 4 2 2 10 11 27 6 10 11 27 6 10 15 5 5 4 4 3	600 7 6 10 2 0 3 0 2 11 2 2 3 12 2 3 12 2 3 12 3 2 10 12 23 5 9 15 4 4 3	700 5 7 9 2 0 3 4 0 3 2 2 3 10 3 10 3 11 9 20 25 7 14 4 4 4 3	800 6 10 2 0 1 7 0 3 1 2 2 3 8 2 1 10 24 3 8 13 4	900 6 5 10 1 1 7 7 0 3 2 2 2 2 2 2 2 2 2 2 3 3 8 8 2 2 3 3 8 2 2 3 3 8 2 2 3 3 8 2 2 3 3 8 2 3 3 9 10 1 1 1 7 7 0 2 2 2 2 2 2 2 3 3 8 8 2 2 10 1 1 1 1 7 7 0 1 1 1 7 7 0 1 1 1 7 7 0 1 1 1 7 7 0 1 1 1 7 7 0 1 1 1 7 7 0 1 1 1 7 7 0 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	1000 7 5 10 0 2 7 0 2 1 2 3 9 1 10 23 23 4 8 13 3 3 3 3 3 3 3 3 3	1100 6 9 1 0 2 7 0 3 2 2 2 2 2 2 2 2 2 2 3 9 1 0 9 25 24 8 13 3 4 5	1200 6 10 11 0 2 7 0 4 2 2 2 2 2 2 2 2 2 2 2 3 4 5	1300 6 7 10 1 0 2 7 0 4 2 2 2 2 2 2 0 10 24 5 8 13 4 5 3 4 5	1400 6 7 9 1 0 2 7 0 3 2 2 2 2 2 1 10 24 25 8 13 4 4 5	1500 6 7 9 1 0 2 6 0 3 2 1 2 3 8 2 1 10 22 26 6 8 13 4 5	1600 5 9 1 0 2 6 0 3 2 11 2 2 8 2 11 10 22 26 5 7 13 4 4 5	1700 4 5 9 1 0 1 6 0 3 1 2 2 3 9 2 3 9 2 3 9 2 3 9 2 3 9 2 3 9 2 3 9 2 3 9 2 11 100 200 28 5 8 14 5 4 5	1800 5 9 1 0 1 5 0 3 1 2 2 3 9 1 10 16 28 5 9 14 4	1900 5 10 1 0 1 4 0 2 1 2 3 10 1 10 1 10 1 10 13 29 6 9 14 5 4
Lilyfield Rd (Street =	Side	Map Code AH1N AH2N AH3N AH4N AH4N AH4N AH4N AH5N AH6N AH7N AH8N AH9N AH10N AH10N AH11N AH11N AH11N AH11N AH11N AH12N AH13N AH14N AH19N AH12N AH18 AH20N AH21N AH21N AH22N AH23 AH25 AH35 AH45 AH5	7 Day Between Henry and Perry Perry and Rayner Rayner and Balmain Balmain and Edward Edward and Helena Helena and Trevor Trevor and Catherine Catherine and Grove Grove and Halloran/ Halloran and Halloran/Justin Halloran and Halloran/Justin Halloran and Halloran/Justin Justin/Lamb and Lamb Justin/Lamb and Lamb Lamb and Lamb/Ryan Ryan/Cecily and Cecily Cecily and Foucart Ln Foucart Ln and Foucart St Foucart St and Denison Denison and Gordon Gordon and Victoria Henry and Derbyshire Derbyshire and Rayner Rayner and Balmain Balmain and Edward	Capacity 9 8 12 3 0 8 12 0 3 3 3 3 3 3 4 15 5 4 17 36 39 8 10 16 6 12	500 7 6 11 2 0 2 0 1 0 2 2 3 14 3 3 4 2 10 11 27 6 100 15 5 4 4	600 7 6 10 2 0 3 0 2 11 2 3 12 2 3 12 2 3 2 10 12 23 5 9 15 4	700 5 7 9 2 0 3 4 0 3 0 2 2 3 10 3 11 9 20 25 5 7 14 4	800 6 6 6 10 2 0 1 7 0 3 3 1 2 2 3 8 2 1 1 10 24 24 3 8 13 3 4	900 6 5 10 1 1 7 7 0 3 2 2 2 2 2 2 3 8 8 2 2 1 1 1 10 26 23 3 9 9 14 4 2 2 4	1000 7 5 10 1 0 2 7 0 2 1 2 3 3 9 1 10 23 23 4 8 13 3 3	1100 6 9 1 0 2 7 0 3 2 2 2 2 3 9 1 0 9 1 0 9 1 0 9 2 4 8 13 3 4	1200 6 10 1 0 2 7 0 4 2 2 2 2 2 2 2 2 2 3 4	1300 6 7 10 1 0 2 7 0 4 2 2 2 2 2 2 0 10 24 5 8 13 3 4	1400 6 7 9 1 0 2 7 0 3 2 2 2 2 2 2 2 2 9 2 2 2 9 2 1 1 10 24 25 5 8 8 13 4 4 4	1500 6 7 9 1 0 2 6 0 3 2 1 2 3 8 2 1 10 22 26 6 8 13 3 4	1600 5 9 1 0 2 6 0 3 2 6 0 3 2 8 2 8 2 1 10 22 26 5 7 13 4 4	1700 4 5 9 1 0 1 6 0 3 1 2 3 9 2 3 9 2 1 10 20 28 5 8 14 5 4	1800 5 9 1 0 1 5 0 3 1 2 3 9 1 1 1 10 16 28 9 144 5 4	1900 5 10 1 0 1 4 0 2 1 2 3 10 1 10 1 10 1 10 13 29 6 9 14 5 4

	AH9S	Grove and Halloran	8	3	4	5	6	6	7	7	7	8	7	5	5	5	5	4
South	AH10S	Halloran and Halloran/Justin	7	3	4	4	5	5	5	5	5	5	6	5	4	3	2	2
30011	AH11S	Halloran/Justin and Justin	7	0	0	0	1	3	1	1	1	1	1	1	1	1	1	1
	AH12S	Justin and Justin/Lamb	7	1	3	3	3	3	3	4	3	3	3	2	2	1	1	1
	AH13S	Justin/Lamb and Lamb	7	1	1	1	1	1	2	2	2	2	2	2	1	1	1	1
	AH14S	Lamb and Lamb/Ryan	23	6	6	5	5	5	5	5	6	4	5	4	4	4	3	3
	AH17S	Ryan/Cecily and Cecily	7	1	1	1	1	1	1	1	1	0	0	0	1	0	0	0
	AH18S	Cecily and Foucart Ln	7	0	0	1	1	1	1	1	1	1	2	1	1	1	1	1
	AH19S	Foucart Ln and Foucart St	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
	AH20S	Foucart St and Denison	27	1	2	2	1	1	1	2	2	3	3	2	2	3	3	2
	AH21S	Denison and Gordon	23	9	7	15	15	15	14	17	16	15	17	16	15	13	11	10
	AH22S	Gordon and Victoria	40	34	35	32	32	29	28	30	31	33	33	33	33	34	34	35
		Total	446	210	209	222	229	231	225	236	243	241	244	234	227	224	215	208
			Unoccupied	236	237	224	217	215	221	210	203	205	202	212	219	222	231	238
		Percenta	age Ocuppied	47%	47%	50%	51%	52%	51%	53%	55%	54%	55%	52%	51%	50%	48%	47%

Iron Cove Site - Clubb Street

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

Iron Cove Site - Toelle Street

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

Iron Cove Site - Byrnes Street

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

Iron Cove Site - Callan Street

	cy results – Map Code		Capacity	500	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900
0.00																		9
North						4	4	4	4					-				4
	1		13	10		9	8	7	7	6	6	7	7	7	7	9		10
South	A1E	McCleer and Victoria	8		3	3	3	3	3	3	3	3	4	4	3	3	5	4
		Total	43	27	26	25	22	21	21	19	19	21	21	20	20	22	25	27
			Unoccupied	16	17	18	21	22	22	24	24	22	22	23	23	21	18	16
		Percenta	ge Ocuppied	62%	61%	58%	52%	48%	49%	44%	44%	48%	50%	47%	47%	52%	57%	62%
et occupan	cy results –	Saturday																14
Side	Map Code	Between	Capacity	500	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900
North	B1N	Manning and McCleer	14	10	10	9	9	9	10	11	7	6	7	7	8	7	7	7
North	A1E	McCleer and Victoria	8	5	5	5	4	5	3	2	2	3	3	2	4	3	3	3
South	B1S	Manning and McCleer	13	11	11	10	10	9	9	8	9	10	11	12	12	11	10	10
	A1E	McCleer and Victoria	8	5	5	4	4	4	4	4	2	2	2	3	4	4	4	4
				31	31	28	27	27	26	25	20	21	23	24	28	25	24	24
			· ·	12	12	15	16	16	17	18	23	22	20	19	15	18	19	19
		Percenta	ge Ocuppied	72%	72%	65%	63%	63%	60%	58%	47%	49%	53%	56%	65%	58%	56%	56%
	1	,				1						1						
Side																		1900
North		-		-	-	-	-						-					7
	1	1	-															3
South																		13
	A1E						-			-					-			5
																		28
																		15
			ge Ocuppied	63%	63%	60%	63%	60%	49%	49%	35%	49%	51%	51%	49%	58%	63%	65%
	<u>´</u>	,	0		600	700			4000	4400	4000	1200		4500	4600	4700	4000	4000
Side																		1900
North						-	-			-	-				-			8
	1	1	1				-	-	-		-	-	-	-		-		4
Couth	B1S	Manning and McCleer	13	10 4	10	10 3	9	8	8	6	7	8	8	8	8	9	10 5	10 4
South	A1E				4	5	4	4	5	3	3	3	3	5	5	4	5	4
300011	A1E	McCleer and Victoria	8		27	25	24	22	22	20	10	21	22	21	21	22	25	26
South	A1E	Total		27	27	25 18	24 19	22 21	22 21	20 23	18 25	21 22	22 21	21 22	21 22	23 20	25 18	26 17
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3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 <</td>	North And And And ligand MicCleer1.48.88.88.87.07.07.06.67.07.06.67.07.06.67.07.07.07.07.07.07.07.07.07.07.07.07.07.07.07.07.07.07.07.07.07.07.07.07.07.07.07.07.07.07.07.07.07.07.07.07.07.07.07.07.07.07.07.07.07.07.07.07.07.07.07.07.07.07.07.07.07.07.07.07.07.07.07.07.07.07.07.07.07.07.07.07.07.07.07.07.07.07.07.07.07.07.07.07.07.07.07.07.07.07.07.07.07.07.07.07.07.07.07.07.07.07.07.07.07.07.07.07.07.07.07.07.07.07.07.07.07.07.07.07.07.07.07.07.07.07.07.07.07.07.07.07.07.07.07.07.07.07.07.07.07.07.07.07.07.07.07.07.07.07.0	North B1N Maning and MCCe ^a 1 8 8 8 7 7 7 6 7 7 6 7 7 6 7 7 6 7 7 6 7 7 7 9 30th Maning and MCCe ^a 8 4 9 8 7 7 7 7 7 7 9 30th Maning and MCCe ^a 8 4 9 2 8 3 3 3 3 3 3 3 4 4 3 3 4 Maning and MCCe ^a 8 4 3 3 3 3 3 4 4 3 3 3 5 6 7 6 9 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100<	North B1N Manning and McCleer 14 8 8 8 7 7 7 6 7 7 6 7 7 6 7 7 6 7 7 6 7 7 7 9 9 0 South Manning and McCleer 3 10 9 8 7 7 7 7 7 9 9 0 All MacCler and Victoria 8 4 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 <

Rozelle Interchange construction sites South - Chapman Street

Location	Side	Map Code	Between	Capacity	500	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900
Chapman Rd	East	L1E	East of Crescent	28	5	13	11	13	19	20	18	14	14	14	15	15	16	13	14
(Street "L")	West	L1W	East of Crescent	16	1	5	3	3	5	6	5	5	4	4	4	4	3	3	4
			Total	44	6	19	14	15	24	26	23	19	18	18	18	19	19	17	18
				Unoccupied	38	25	30	29	20	18	21	25	26	26	26	25	25	27	26
			Percenta	ge Ocuppied	13%	43%	32%	35%	55%	59%	52%	43%	42%	41%	42%	42%	43%	38%	40%
hapman Stree	t occupanc	y results – S	aturday																
Location	Side	Map Code	Between	Capacity	500	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	190
Chapman Rd	East	L1E	East of Crescent	28	3	3	11	12	13	22	23	23	25	25	19	25	18	11	13
(Street "L")	West	L1W	East of Crescent	16	1	0	2	4	3	4	8	7	10	10	6	5	3	1	2
			Total	44	4	3	13	16	16	26	31	30	35	35	25	30	21	12	15
				Unoccupied	40	41	31	28	28	18	13	14	9	9	19	14	23	32	29
			Percenta	age Ocuppied	9%	7%	30%	36%	36%	59%	70%	68%	80%	80%	57%	68%	48%	27%	34%
hapman Stree	t occupanc	y results – S	unday																
Location	Side	Map Code	Between	Capacity	500	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900
Chapman Rd	East	L1E	East of Crescent	28	4	17	23	22	24	22	22	27	27	28	28	28	16	11	13
(Street "L")	West	L1W	East of Crescent	16	0	5	11	12	12	13	11	13	13	16	15	16	4	2	3
			Total	44	4	22	34	34	36	35	33	40	40	44	43	44	20	13	16
				Unoccupied	40	22	10	10	8	9	11	4	4	0	1	0	24	31	28
			Percenta	age Ocuppied	9%	50%	77%	77%	82%	80%	75%	91%	91%	100%	98%	100%	45%	30%	36%
hapman Stree			' Day			1			1				1	1		1			1
Location	Side	Map Code	Between	Capacity	500	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	190
Chapman Rd	East	L1E	East of Crescent	28	5	12	13	14	19	20	19	17	17	18	17	20	16	13	13
(Street "L")	West	L1W	East of Crescent	16	1	5	4	4	6	7	6	6	6	7	6	6	3	3	4
			Total	44	5	17	17	18	25	27	26	24	24	24	23	26	19	15	17
				Unoccupied	39	27	27	26	19	17	18	20	20	20	21	18	25	29	27
			D	ige Ocuppied	12%	39%	38%	41%	56%	62%	58%	54%	54%	55%	52%	59%	44%	35%	39%

Chapman Street occupancy results – Weekdays

Iron Cove Site - Moodie Street

Location	Side	Map Code	Between	Capacity	500	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900
		H1E	Manning and Park	5	4	4	4	5	3	4	3	3	4	4	4	4	5	5	5
		H2E	Park and Oxford	4	2	2	3	2	2	3	3	3	3	2	1	2	2	3	2
	East	H3E	Oxford and McCleer	11	3	5	5	5	4	6	5	5	6	5	5	6	5	5	4
		H4E	McCleer and Waterloo	9	9	9	8	8	8	8	8	8	9	8	9	8	8	8	8
Moodie St		H5E	Waterloo and Victoria	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Street "H")		H1W	Manning and Park	4	2	3	3	3	2	2	3	2	3	3	3	3	3	3	2
		H2W	Park and Oxford	2	1	1	1	1	1	1	2	1	2	2	1	2	2	2	2
	West	H3W	Oxford and Cambridge	5	4	4	4	4	3	3	4	4	4	4	4	4	4	4	4
		H4W	Cambridge and Waterloo	7	5	6	5	6	5	5	5	5	6	5	4	5	5	4	6
		H5W	Waterloo and Victoria	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
			Total	47	31	32	34	33	30	32	32	32	36	34	31	33	34	33	33
				Unoccupied	16	15	13	14	17	15	15	15	11	13	16	14	13	14	14
				ge Occupied	66%	69%	71%	71%	65%	69%	69%	69%	76%	71%	66%	70%	72%	71%	71%
Aoodie St	reet occupa	ncv results -		5p	00/0	0370	, 1,0	, 1,0	03/0	03/0	0570	05/0	7070	,1,0	00/0	,0,0	12.0	72/0	, 1,0
Location	Side	Map Code	Between	Capacity	500	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900
		H1E	Manning and Park	5	4	4	5	5	3	3	3	3	5	5	5	5	5	5	5
		H2E	Park and Oxford	4	2	3	3	3	2	2	1	1	3	2	2	1	1	2	2
	East	H3E	Oxford and McCleer	11	5	5	4	4	5	3	3	3	8	6	8	6	4	5	5
		H4E	McCleer and Waterloo	9	8	9	9	9	9	8	9	9	9	9	9	8	8	9	9
Moodie St		H5E	Waterloo and Victoria	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Street "H")		H1W	Manning and Park	4	3	2	3	2	3	3	3	3	3	4	2	1	1	4	4
		H2W	Park and Oxford	2	1	1	1	1	0	1	2	2	2	2	2	1	1	1	1
	West	H3W	Oxford and Cambridge	5	6	5	5	6	6	4	4	3	4	4	6	6	6	5	5
	, include	H4W	Cambridge and Waterloo	7	5	5	4	6	6	5	5	6	7	7	7	6	7	7	7
		H5W	Waterloo and Victoria	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		11500	Total	47	34	34	34	36	34	29	30	30	41	39	41	34	33	38	38
				47 Unoccupied	13	13	13	11	13	18	17	17	6	8	6	13	14	9	9
				ge Occupied	72%	72%	72%	77%	72%	62%	64%	64%	87%	83%	87%	72%	70%	81%	81%
Anndie St	reet occupa	ncv results -		se occupicu	7270	7270	7270	7770	72/0	0270	0470	0470	0770	0370	0770	7270	7078	01/0	01/0
Location	Side	Map Code	Sunday																
Location			Between	Canacity	500	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900
			Between Manning and Park	Capacity	500	600 4	700 4	800	900 3	1000 4	1100 3	1200 4	1300	1400 4	1500	1600 5	1700 5	1800	1900
		H1E	Manning and Park	5	500 4	600 4 2	700 4	800 3	3	1000 4 3	3	1200 4	5	1400 4 3	5	1600 5 2	1700 5	5	5
	East	H1E H2E	Manning and Park Park and Oxford	5 4	4	4 2	4	3		4		4	5 2	4	5 2	5	5	5 2	5
	East	H1E H2E H3E	Manning and Park Park and Oxford Oxford and McCleer	5 4 11	4	4	4	3 1	3 2	4 3 7	3 2 4	4	5 2 6	4 3	5	5 2 5	5 3 5	5	5 3 5
Moodie St	East	H1E H2E H3E H4E	Manning and Park Park and Oxford Oxford and McCleer McCleer and Waterloo	5 4 11 9	4 1 6	4 2 6 9	4 1 5 9	3 1 4 9	3 2 4	4 3 7 8	3 2 4 8	4 1 4 9	5 2	4 3 7 9	5 2 6	5 2 5 8	5	5 2 5 7	5 3 5 8
	East	H1E H2E H3E H4E H5E	Manning and Park Park and Oxford Oxford and McCleer McCleer and Waterloo Waterloo and Victoria	5 4 11 9 0	4 1 6 9 0	4 2 6 9 0	4 1 5 9 0	3 1 4 9 0	3 2 4 9 0	4 3 7 8 0	3 2 4 8 0	4 1 4 9 0	5 2 6 8 0	4 3 7 9 0	5 2 6 9 0	5 2 5 8 0	5 3 5 8 0	5 2 5 7 0	5 3 5 8 0
	East	H1E H2E H3E H4E H5E H1W	Manning and Park Park and Oxford Oxford and McCleer McCleer and Waterloo Waterloo and Victoria Manning and Park	5 4 11 9 0 4	4 1 6 9 0 3	4 2 6 9 0 4	4 1 5 9 0 3	3 1 4 9 0 3	3 2 4 9 0 4	4 3 7 8 0 3	3 2 4 8 0 3	4 1 4 9 0 2	5 2 6 8 0 4	4 3 7 9 0 4	5 2 6 9 0 4	5 2 5 8 0 3	5 3 5 8 0 3	5 2 5 7 0 3	5 3 5 8 0 2
		H1E H2E H3E H4E H5E H1W H2W	Manning and Park Park and Oxford Oxford and McCleer McCleer and Waterloo Waterloo and Victoria Manning and Park Park and Oxford	5 4 11 9 0 4 2	4 1 6 9 0 3 2	4 2 6 9 0 4 2	4 1 5 9 0 3 2	3 1 4 9 0 3 1	3 2 4 9 0 4 1	4 3 7 8 0 3 1	3 2 4 8 0 3 0	4 1 4 9 0 2 0	5 2 6 8 0 4 2	4 3 7 9 0 4 2	5 2 6 9 0 4 2	5 2 5 8 0 3 1	5 3 5 8 0 3 2	5 2 5 7 0 3 2	5 3 5 8 0 2 2 2
	East	H1E H2E H3E H4E H5E H1W H2W H3W	Manning and Park Park and Oxford Oxford and McCleer McCleer and Waterloo Waterloo and Victoria Manning and Park Park and Oxford Oxford and Cambridge	5 4 11 9 0 4 2 5	4 1 6 9 0 3 2 4	4 2 6 9 0 4 2 4	4 1 5 9 0 3 2 4	3 1 4 9 0 3 1 4	3 2 4 9 0 4 1 4	4 3 7 8 0 3 1 5	3 2 4 8 0 3 0 4	4 1 9 0 2 0 3	5 2 6 8 0 4 2 3	4 3 7 9 0 4 2 3	5 2 6 9 0 4 2 5	5 2 5 8 0 3 1 5	5 3 5 8 0 3 2 5	5 2 5 7 0 3 2 5	5 3 5 8 0 2 2 2 5
		H1E H2E H3E H4E H5E H1W H2W H3W H4W	Manning and Park Park and Oxford Oxford and McCleer McCleer and Waterloo Waterloo and Victoria Manning and Park Park and Oxford Oxford and Cambridge Cambridge and Waterloo	5 4 11 9 0 4 2 5 7	4 1 6 9 0 3 2 4 7	4 2 6 9 0 4 2 4 7	4 1 5 9 0 3 2 4 7	3 1 4 9 0 3 1 4 7	3 2 4 9 0 4 1 4 7	4 3 7 8 0 3 1 5 4	3 2 4 8 0 3 0 4 4	4 1 4 9 0 2 0 3 3 5	5 2 6 8 0 4 2 3 6	4 3 7 9 0 4 2 3 5	5 2 6 9 0 4 2 5 5 6	5 2 5 8 0 3 1 5 6	5 3 5 8 0 3 2 5 6	5 2 5 7 0 3 2 5 5 5 5	5 3 5 8 0 2 2 2 5 4
Moodie St (Street "H")		H1E H2E H3E H4E H5E H1W H2W H3W	Manning and Park Park and Oxford Oxford and McCleer McCleer and Waterloo Waterloo and Victoria Manning and Park Park and Oxford Oxford and Cambridge Cambridge and Waterloo Waterloo and Victoria	5 4 11 9 0 4 2 5 7 7 0	4 1 6 9 0 3 2 4 7 0	4 2 6 9 0 4 2 4 7 0	4 1 5 9 0 3 2 4 7 0	3 1 4 9 0 3 1 4 7 0	3 2 4 9 0 4 1 4 7 0	4 3 7 8 0 3 1 5 4 0	3 2 4 8 0 3 0 4 4 4 0	4 1 4 9 0 2 0 3 5 0	5 2 6 8 0 4 2 3 6 0	4 3 7 9 0 4 2 3 5 0	5 2 6 9 0 4 2 5 6 0	5 2 5 8 0 3 1 5 6 0	5 3 5 8 0 3 2 5 6 0	5 2 5 7 0 3 2 5 5 5 5 0	5 3 5 8 0 2 2 5 4 0
		H1E H2E H3E H4E H5E H1W H2W H3W H4W	Manning and Park Park and Oxford Oxford and McCleer McCleer and Waterloo Waterloo and Victoria Manning and Park Park and Oxford Oxford and Cambridge Cambridge and Waterloo Waterloo and Victoria Total	5 4 11 9 0 4 2 5 7 0 0 47	4 1 6 9 0 3 2 4 7 0 36	4 2 6 9 0 4 2 4 7 0 38	4 1 5 9 0 3 2 4 7 0 35	3 1 4 9 0 3 1 4 7 0 32	3 2 4 9 0 4 1 4 7 0 34	4 3 7 8 0 3 1 5 4 0 35	3 2 4 8 0 3 0 4 4 4 0 28	4 1 4 9 0 2 0 3 5 0 28	5 2 6 8 0 4 2 3 6 0 36	4 3 7 9 0 4 2 3 5 0 37	5 2 6 9 0 4 2 5 6 0 39	5 2 5 8 0 3 1 5 6 0 35	5 3 5 8 0 3 2 5 6 0 37	5 2 5 7 0 3 2 5 5 5 0 34	5 3 5 8 0 2 2 2 5 4 0 34
		H1E H2E H3E H4E H5E H1W H2W H3W H4W	Manning and Park Park and Oxford Oxford and McCleer McCleer and Waterloo Waterloo and Victoria Manning and Park Park and Oxford Oxford and Cambridge Cambridge and Waterloo Waterloo and Victoria Total	5 4 11 9 0 4 2 5 7 0 0 47 Unoccupied	4 1 6 9 0 3 2 4 7 0 36 11	4 2 6 9 0 4 2 4 7 0 38 9	4 1 5 9 0 3 2 4 7 0 35 12	3 1 4 9 0 3 1 4 7 0 32 15	3 2 4 9 0 4 1 4 7 0 34	4 3 7 8 0 3 1 5 4 0 35 12	3 2 4 8 0 3 0 4 4 4 0 28 19	4 1 4 9 0 2 0 3 5 0 28 19	5 2 6 8 0 4 2 3 6 0 36 11	4 3 7 9 0 4 2 3 5 0 37 10	5 2 6 9 0 4 2 5 6 0 39 8	5 2 5 8 0 3 1 5 6 0 35 12	5 3 5 8 0 3 2 5 6 0 37 10	5 2 5 7 0 3 2 5 5 5 0 34 13	5 3 5 8 0 2 2 5 4 0 34 13
(Street "H")	West	H1E H2E H3E H4E H5E H1W H2W H3W H4W H5W	Manning and Park Park and Oxford Oxford and McCleer McCleer and Waterloo Waterloo and Victoria Manning and Park Park and Oxford Oxford and Cambridge Cambridge and Waterloo Waterloo and Victoria Total Percentag	5 4 11 9 0 4 2 5 7 0 0 47	4 1 6 9 0 3 2 4 7 0 36	4 2 6 9 0 4 2 4 7 0 38	4 1 5 9 0 3 2 4 7 0 35	3 1 4 9 0 3 1 4 7 0 32	3 2 4 9 0 4 1 4 7 0 34	4 3 7 8 0 3 1 5 4 0 35	3 2 4 8 0 3 0 4 4 4 0 28	4 1 4 9 0 2 0 3 5 0 28	5 2 6 8 0 4 2 3 6 0 36	4 3 7 9 0 4 2 3 5 0 37	5 2 6 9 0 4 2 5 6 0 39	5 2 5 8 0 3 1 5 6 0 35	5 3 5 8 0 3 2 5 6 0 37	5 2 5 7 0 3 2 5 5 5 0 34	5 3 5 8 0 2 2 5 4 0 34
(Street "H") Moodie Sta	West	H1E H2E H3E H4E H5E H1W H2W H3W H4W H5W	Manning and Park Park and Oxford Oxford and McCleer McCleer and Waterloo Waterloo and Victoria Manning and Park Park and Oxford Oxford and Cambridge Cambridge and Waterloo Waterloo and Victoria Total Percentag - 7 Day	5 4 11 9 0 4 2 5 7 0 7 0 47 Unoccupied ge Occupied	4 1 6 9 0 3 2 4 7 0 36 11 77%	4 2 6 9 0 4 2 4 7 0 38 9 81%	4 1 5 9 0 3 2 4 7 0 0 35 12 74%	3 1 4 9 0 3 1 7 0 32 15 68%	3 2 4 9 0 4 1 4 7 0 34 13 72%	4 3 7 8 0 3 1 5 4 0 35 12 74%	3 2 4 8 0 3 0 4 4 0 28 19 60%	4 1 4 9 0 2 0 3 3 5 0 0 28 19 60%	5 2 6 8 0 4 2 3 6 0 0 36 11 77%	4 3 7 9 0 4 2 3 5 0 0 37 10 79%	5 2 6 9 0 4 2 5 6 0 39 8 8 83%	5 2 5 8 0 3 1 5 6 0 0 35 12 74%	5 3 5 8 0 3 2 5 6 0 37 10 79%	5 2 5 7 0 3 2 5 5 0 0 34 13 72%	5 3 5 8 0 2 2 2 5 4 0 34 13 72%
(Street "H")	West	Н1Е H2E H3E H4E H5E H1W H2W H3W H4W H5W	Manning and Park Park and Oxford Oxford and McCleer McCleer and Waterloo Waterloo and Victoria Manning and Park Park and Oxford Oxford and Cambridge Cambridge and Waterloo Waterloo and Victoria Total Percentag - 7 Day Between	5 4 11 9 0 4 2 5 7 0 0 47 Unoccupied ge Occupied	4 1 6 9 0 3 2 4 7 0 36 11 77%	4 2 6 9 0 4 2 4 7 0 3 8 9 81%	4 1 5 9 0 3 2 4 7 0 0 35 12 74%	3 1 4 9 0 3 1 4 7 0 32 15 68%	3 2 4 9 0 4 1 4 7 0 0 34 13 72%	4 3 7 8 0 3 1 5 4 0 35 12 74%	3 2 4 8 0 3 0 4 4 0 28 19 60%	4 1 4 9 0 2 0 3 5 0 0 28 19 60% 1200	5 2 6 8 0 4 2 3 6 0 36 11 77%	4 3 7 9 0 4 2 3 5 0 0 37 10 79%	5 2 6 9 0 4 2 5 6 0 39 8 8 8 3%	5 2 5 8 0 3 1 5 6 0 35 12 74%	5 3 5 8 0 3 2 5 6 0 0 37 10 79%	5 2 5 7 0 3 2 5 5 0 34 13 72%	5 3 5 8 0 2 2 2 5 4 0 34 13 72%
(Street "H")	West	Н1Е Н2Е Н3Е Н4Е Н5Е Н1W Н2W Н3W Н4W Н5W псу results - Мар Code Н1Е	Manning and Park Park and Oxford Oxford and McCleer McCleer and Waterloo Waterloo and Victoria Manning and Park Park and Oxford Oxford and Cambridge Cambridge and Waterloo Waterloo and Victoria Total Percentag - 7 Day Between Manning and Park	5 4 11 9 0 4 2 5 7 7 0 47 Unoccupied ge Occupied ge Occupied	4 1 6 9 0 3 2 4 7 0 3 6 11 77% 500 4	4 2 6 9 0 4 2 4 7 0 3 8 9 8 1%	4 1 5 9 0 3 2 4 7 0 35 12 74%	3 1 4 9 0 3 1 4 7 0 32 15 68%	3 2 4 9 0 4 1 4 7 0 3 4 13 72%	4 3 7 8 0 3 1 5 4 0 0 35 12 74%	3 2 4 8 0 3 0 4 4 4 28 19 60%	4 1 4 9 0 2 0 3 5 5 0 2 8 19 60%	5 2 6 8 0 4 2 3 6 0 3 6 3 6 11 77%	4 3 7 9 0 4 2 3 5 0 0 37 10 79%	5 2 6 9 0 4 2 5 6 0 0 39 8 8 8 3%	5 2 5 8 0 3 1 5 6 0 3 5 12 74%	5 3 5 8 0 3 2 5 6 0 0 37 10 79%	5 2 5 7 0 3 2 5 5 0 34 13 72%	5 3 5 8 0 2 2 5 4 4 0 3 4 13 72%
(Street "H") Moodie Sta	West reet occupa Side	H1E H2E H3E H4E H5E H1W H2W H3W H4W H5W Nor results - Map Code H1E H2E	Manning and Park Park and Oxford Oxford and McCleer McCleer and Waterloo Waterloo and Victoria Manning and Park Park and Oxford Oxford and Cambridge Cambridge and Waterloo Waterloo and Victoria Total Percentag - 7 Day Between Manning and Park Park and Oxford	5 4 11 9 0 4 2 5 7 0 4 7 0 47 Unoccupied 36 0 0 47 Unoccupied 36 0 0 47 1 1 0 0 1 1 1 1 1 1 1 1 1 1	4 1 6 9 0 3 2 4 7 0 3 6 11 77% 500 4 2	4 2 6 9 0 4 2 4 7 0 3 8 9 8 1% 600 4 2	4 1 5 9 0 3 2 4 7 0 0 35 12 74% 700 4 3 3	3 1 4 9 0 3 1 4 7 0 32 15 68%	3 2 4 9 0 4 1 1 4 7 0 3 3 4 13 72%	4 3 7 8 0 3 1 5 4 0 0 35 12 74%	3 2 4 8 0 3 0 4 4 4 4 28 19 60%	4 1 4 9 0 2 0 3 5 0 28 28 28 19 60% 5 7 28 3 28 28 28 28 28 28 28 28 28 28 28 28 28	5 2 6 8 0 4 2 3 6 0 3 6 11 77% 77%	4 3 7 9 0 4 2 3 5 0 0 37 10 79%	5 2 6 9 0 4 2 5 6 0 0 39 39 8 8 8 8 8 8 8 8 8 8 9 4 4 2	5 2 5 8 0 3 1 5 6 0 35 12 74%	5 3 5 8 0 3 2 5 6 0 3 7 10 79%	5 2 5 7 0 3 2 5 5 0 0 34 13 72%	5 3 5 8 0 2 2 5 4 0 3 4 0 3 4 13 72%
(Street "H") Moodie Sta	West	Н1Е Н2Е Н3Е Н4Е Н5Е Н1W Н2W Н3W Н4W Н5W псу results - Мар Code Н1Е	Manning and Park Park and Oxford Oxford and McCleer McCleer and Waterloo Waterloo and Victoria Manning and Park Park and Oxford Oxford and Cambridge Cambridge and Waterloo Waterloo and Victoria Total Percentag - 7 Day Between Manning and Park	5 4 11 9 0 4 2 5 7 7 0 47 Unoccupied ge Occupied ge Occupied	4 1 6 9 0 3 2 4 7 0 3 6 11 77% 500 4	4 2 6 9 0 4 2 4 7 0 3 8 9 8 1%	4 1 5 9 0 3 2 4 7 0 35 12 74%	3 1 4 9 0 3 1 4 7 0 32 15 68%	3 2 4 9 0 4 1 4 7 0 3 4 13 72%	4 3 7 8 0 3 1 5 4 0 0 35 12 74%	3 2 4 8 0 3 0 4 4 4 28 19 60%	4 1 4 9 0 2 0 3 5 5 0 2 8 19 60%	5 2 6 8 0 4 2 3 6 0 3 6 3 6 11 77%	4 3 7 9 0 4 2 3 5 0 0 37 10 79%	5 2 6 9 0 4 2 5 6 0 0 39 8 8 8 3%	5 2 5 8 0 3 1 5 6 0 3 5 12 74%	5 3 5 8 0 3 2 5 6 0 0 37 10 79%	5 2 5 7 0 3 2 5 5 0 34 13 72%	5 3 5 8 0 2 2 5 4 0 3 4 3 4 13 72%

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

Iron Cove Site - Springside Street

North South	K1N K2N K1S K2S	Manning and McCleer McCleer and Victoria Manning and McCleer McCleer and Victoria	15 13 11	13 8	11	10	9											
	K1S	Manning and McCleer		8			9	9	8	8	7	9	9	10	10	9	8	10
South		-	11		8	8	7	6	7	7	7	7	8	9	8	7	8	8
South	K2S	McCleer and Victoria		11	12	11	10	9	9	8	9	7	7	7	8	8	9	10
			12	9	9	8	7	6	7	7	7	8	7	8	8	8	9	9
		Total	51	42	41	38	33	30	30	31	30	30	32	34	33	33	34	36
			Unoccupied	9	10	13	18	21	21	20	21	21	19	17	18	18	17	15
		Percentag	ge Occupied	83%	80%	75%	65%	58%	60%	60%	60%	60%	62%	66%	65%	64%	66%	71%
reet occu	pancy result	ts – Saturday																
Side	Map Code	Between	Capacity	500	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900
North	K1N	Manning and McCleer	15	14	14	15	13	11	10	9	12	8	10	12	11	12	12	12
	K2N	McCleer and Victoria	13	10	9	8	6	8	9	9	9	9	8	8	8	6	8	8
South	K1S	Manning and McCleer	11	12	12	12	10	9	11	10	11	9	10	9	9	10	8	8
	K2S	McCleer and Victoria	12	9	8	8	8	8	7	8	9	7	6	6	6	7	8	8
		Total	51	45	43	43	37	36	37	36	41	33	34	35	34	35	36	36
			-	6	8	8	14	15	14	15	10	18	17	16	17	16	15	15
			ge Occupied	88%	84%	84%	73%	71%	73%	71%	80%	65%	67%	69%	67%	69%	71%	71%
Side																		1900
North		-								-								10
	1							1		-			-		-			9
South		-																10
	K2S																	11
																		40
			•															11
		•	ge Occupied	86%	88%	84%	80%	76%	67%	67%	/3%	65%	/6%	/1%	/6%	/5%	76%	78%
			Courseiter	500	C00	700	800	000	1000	1100	1200	1200	1400	1500	1000	1700	1000	1900
Side																		
North		-								-							-	10 8
	1												-					10
South		-											-		-			9
	N23			-	-	-	-					-	-		-	-	-	37
															-	-		14
			ge Occupied	84%	82%	77%	68%	62%	62%	62%	64%	61%	65%	67%	67%	66%	68%	72%
re I	South Side North South South Side North	K2N South K15 South K15 Side Map Code North K1N South K15 K25 K15 South K15 South K15 K15 K15	K2N McCleer and Victoria K1S Manning and McCleer K2S McCleer and Victoria K2S McCleer and Victoria Percentage Side Map Code Map Code Between North K1N Manning and McCleer K2N McCleer and Victoria South K1N Manning and McCleer K2N McCleer and Victoria South K1S Manning and McCleer K2S McCleer and Victoria South K1S Manning and McCleer K2S McCleer and Victoria South Map Code Percentage Side Map Code Between North K1N Manning and McCleer K2N McCleer and Victoria McCleer and Victoria South K1N Manning and McCleer K2N McCleer and Victoria McCleer and Victoria	K2N McCleer and Victoria 13 South K1S Manning and McCleer 11 K2S McClear and Victoria 12 Total 51 Harris South 6 Percentage Coupled Percentage Coupled Percentage Capacity South K1N Manning and McCleer 15 North K1N Manning and McCleer 15 South K1S Manning and McCleer 11 South K1S Manning and McCleer 11 K2N McCleer and Victoria 12 12 South K1S Manning and McCleer 11 K2S McCleer and Victoria 12 12 Variation South Map Code Mage Percentage South K1N Manning and McCleer 15 K2N McCleer and Victoria 13 13 South K1N Manning and McCleer 15 K2N<	K2N McCleer and Victoria 13 10 South K1S Manning and McCleer 11 12 K2S McClear and Victoria 12 9 K2S McClear and Victoria 12 9 Total 51 45 Manning and McCleer 51 45 Percentage 0 88% Composition S1 45 Percentage 0 88% Composition S1 45 Map Code Between Capacity 500 North K1N Manning and McCleer 11 14 K2N McClear and Victoria 12 10 South K1S Manning and McCleer 11 14 K2S McClear and Victoria 12 10 14 K2S McClear and Victoria 12 10 14 K2S McClear and Victoria 12 10 13 South Map Code Between <td< td=""><td>K2N McCleer and Victoria 13 10 9 South K1S Manning and McCleer 11 12 12 K2S McCleer and Victoria 12 9 8 K2S McCleer and Victoria 12 9 8 Total 51 45 43 Unoccupied 6 8 Percentage Occupied 88% 84% Percentage Occupied 6 8 Percentage Occupied 6 8 Percentage Occupied 68% 84% Percentage Occupied 600 Map Code Between Capacity 500 6600 North K1S Manning and McCleer 11 14 14 K2S McCleer and Victoria 12 10 10 10 South K1S Manning and McCleer 11 14 45 North Map Code</td><td>K2N McCleer and Victoria 13 10 9 8 South K15 Manning and McCleer 11 12 12 12 K2S McCleer and Victoria 12 9 8 8 K2S McCleer and Victoria 12 9 8 8 Total 51 45 43 43 Hercentage Occupied 68 84 84 Percentage Occupied 68% 84% 84 Percentage Occupied 88% 600 700 South Map Code Between Capacity 500 600 700 North K1N Manning and McCleer 15 111 12 11 South K1S Manning and McCleer 11 14 14 14 South K1S Manning and McCleer 11 14 14 14 K2S McCleer and Victoria 12 10 10 10 MacCleer</td><td>K2N McCleer and Victoria 13 10 9 8 6 South K15 Manning and McCleer 11 12 12 12 10 K2S McCleer and Victoria 12 9 8 8 8 K2S McCleer and Victoria 12 9 8 8 8 Fercentage Coupled 6 8 8 14 Percentage Coupled 6 8 84% 73% Percentage Coupled 88% 84% 60 73% Percentage Coupled 88% 6600 700 880 Map Code Between Capacity 500 600 700 880 North K1N Manning and McCleer 11 14 14 12 11 South K1S Manning and McCleer 11 14 14 12 11 11 K1S Manning and McCleer 11 14</td><td>K2N McCleer and Victoria 13 10 9 8 6 8 South K1S Manning and McCleer 11 12 12 12 10 9 K2S McCleer and Victoria 12 9 8 8 8 8 K2S McCleer and Victoria 12 9 8 8 8 8 Vertice Total 51 45 43 43 37 36 McCleer and Victoria 51 45 43 84% 73% 73% Percentage-Coupied 68 8 8 14 15 Percentage-Coupie 68% 84% 73% 73% South Map Code Between Capacity 500 600 700 800 900 North K1N Manning and McCleer 11 14 14 12 12 12 South K1S Manning and McCleer 11 14</td><td>K2N McCleer and Victoria 13 10 9 8 6 8 9 South K1S Manning and McCleer 11 12 12 12 10 9 11 K2S McCleer and Victoria 12 9 8 8 8 8 7 K2S McCleer and Victoria 12 9 8 43 37 36 37 McCleer and Victoria 51 45 43 43 37 36 37 McCleer and Victoria 51 45 43 84% 73% 73% 73% 73% Percentage Couple 68% 84% 73 73% 73% 73% 73% 73% Percentage Couple 68% 84% 73 73% 73% 73% 73% 73% 73% 73% 73% 73% 73% 73% 73% 73% 73% 73% 73% 73% 73% 73% 73%<td>K2NMcCleer and Victoria1310986899SouthK1SManning and McCleer111212121091110K2SMcCleer and Victoria129888878K2SMcCleer and Victoria12984337363736K2SMcCleer and Victoria5145434337363736Percentage Occupie6884847371%73%73%71%Percentage Occupie6884847310111115Mage Occupie6884847310100110110110110110110110110111111111111111111111111111111111111111111111111111111111111111111111111111111111111111111111111111111111111111111111111111111111111111111111111111111111111111111111111111111111111111111111111111111111111111111111111111</td></td></td<> <td>K2NMcCleer and Victoria13109868999SouthK1SManing and McCleer11121212109111011K2SMcCleer and Victoria1298888789K2SMcCleer and Victoria1298888789K2SMcCleer and Victoria1298%8%8%141510Percentyceupied65881415141510Percentyceupied8%8%8%7%7%7%7%8%Percentyceupied8%84%8%7%7%7%8%8%SouthManing and McCleer1511121113128%8%167K1NManing and McCleer111414141110999SouthK1SManing and McCleer11141413121110999SouthK1SManing and McCleer111414131413934343437SouthK1SManing and McCleer111414141393434343434Sou</td> <td>K2NMcCleer and Victoria131098689999SouthK1SManing and McCleer111212121091110119K2SMcCleer and Victoria1298887897K2SMcCleer and Victoria12943333637364131K2SMcCleer and Victoria64343373637364131FercentzyForcentzy88%84%73%71%73%71%80%65%Percentzy resurverseSideManing and McClee68814151415130NorthManing and McClee13998556681678NorthK1NManing and McClee11111110999101010101110999101013333333333333333333333333333333333333333333333333333333333333333333333333333333333333333333<t< td=""><td>K2NMcCleer and Victoria131098668999998SouthK1SManing and McCleer1212121010111011910K2NMcCleer and Victoria1298888786939699999999999999999999999999999999999999999999999999999999999999999999999999999999999999999999999999999999999999999999999999999999999999991001001001001001001001001001001001001001001001</td><td>NCMNCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCC</td><td>K2NMcCleer and Victoria1310986689999888SouthK1Maning and McCler1112121210911011199110111999K2McCleer and Victoria12988343373637364133343534K2McCleer and Victoria151454343141514151018171617Precepting688888141514151018171617Precepting688888141514151018010016060Precepting6886697373%73%73%73%10010010013014015067SottoPrecepting5860607080%90%100100100100100100100100100100100100100100100100100100100100100100100100100100100100100100100100100100100100100100100100100100100100100100100100100<</td><td>IRXMcClerand VictoriIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIII<</td><td>NR2 Mechangenand Mechang</td></t<></td>	K2N McCleer and Victoria 13 10 9 South K1S Manning and McCleer 11 12 12 K2S McCleer and Victoria 12 9 8 K2S McCleer and Victoria 12 9 8 Total 51 45 43 Unoccupied 6 8 Percentage Occupied 88% 84% Percentage Occupied 6 8 Percentage Occupied 6 8 Percentage Occupied 68% 84% Percentage Occupied 600 Map Code Between Capacity 500 6600 North K1S Manning and McCleer 11 14 14 K2S McCleer and Victoria 12 10 10 10 South K1S Manning and McCleer 11 14 45 North Map Code	K2N McCleer and Victoria 13 10 9 8 South K15 Manning and McCleer 11 12 12 12 K2S McCleer and Victoria 12 9 8 8 K2S McCleer and Victoria 12 9 8 8 Total 51 45 43 43 Hercentage Occupied 68 84 84 Percentage Occupied 68% 84% 84 Percentage Occupied 88% 600 700 South Map Code Between Capacity 500 600 700 North K1N Manning and McCleer 15 111 12 11 South K1S Manning and McCleer 11 14 14 14 South K1S Manning and McCleer 11 14 14 14 K2S McCleer and Victoria 12 10 10 10 MacCleer	K2N McCleer and Victoria 13 10 9 8 6 South K15 Manning and McCleer 11 12 12 12 10 K2S McCleer and Victoria 12 9 8 8 8 K2S McCleer and Victoria 12 9 8 8 8 Fercentage Coupled 6 8 8 14 Percentage Coupled 6 8 84% 73% Percentage Coupled 88% 84% 60 73% Percentage Coupled 88% 6600 700 880 Map Code Between Capacity 500 600 700 880 North K1N Manning and McCleer 11 14 14 12 11 South K1S Manning and McCleer 11 14 14 12 11 11 K1S Manning and McCleer 11 14	K2N McCleer and Victoria 13 10 9 8 6 8 South K1S Manning and McCleer 11 12 12 12 10 9 K2S McCleer and Victoria 12 9 8 8 8 8 K2S McCleer and Victoria 12 9 8 8 8 8 Vertice Total 51 45 43 43 37 36 McCleer and Victoria 51 45 43 84% 73% 73% Percentage-Coupied 68 8 8 14 15 Percentage-Coupie 68% 84% 73% 73% South Map Code Between Capacity 500 600 700 800 900 North K1N Manning and McCleer 11 14 14 12 12 12 South K1S Manning and McCleer 11 14	K2N McCleer and Victoria 13 10 9 8 6 8 9 South K1S Manning and McCleer 11 12 12 12 10 9 11 K2S McCleer and Victoria 12 9 8 8 8 8 7 K2S McCleer and Victoria 12 9 8 43 37 36 37 McCleer and Victoria 51 45 43 43 37 36 37 McCleer and Victoria 51 45 43 84% 73% 73% 73% 73% Percentage Couple 68% 84% 73 73% 73% 73% 73% 73% Percentage Couple 68% 84% 73 73% 73% 73% 73% 73% 73% 73% 73% 73% 73% 73% 73% 73% 73% 73% 73% 73% 73% 73% 73% <td>K2NMcCleer and 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Victoria151454343141514151018171617Precepting688888141514151018171617Precepting688888141514151018010016060Precepting6886697373%73%73%73%10010010013014015067SottoPrecepting5860607080%90%100100100100100100100100100100100100100100100100100100100100100100100100100100100100100100100100100100100100100100100100100100100100100100100100100<</td><td>IRXMcClerand VictoriIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIII<</td><td>NR2 Mechangenand Mechang</td></t<>	K2NMcCleer and Victoria131098668999998SouthK1SManing and McCleer1212121010111011910K2NMcCleer and Victoria1298888786939699999999999999999999999999999999999999999999999999999999999999999999999999999999999999999999999999999999999999999999999999999999999999991001001001001001001001001001001001001001001001	NCMNCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCC	K2NMcCleer and Victoria1310986689999888SouthK1Maning and McCler1112121210911011199110111999K2McCleer and Victoria12988343373637364133343534K2McCleer and Victoria151454343141514151018171617Precepting688888141514151018171617Precepting688888141514151018010016060Precepting6886697373%73%73%73%10010010013014015067SottoPrecepting5860607080%90%100100100100100100100100100100100100100100100100100100100100100100100100100100100100100100100100100100100100100100100100100100100100100100100100100<	IRXMcClerand VictoriIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIII<	NR2 Mechangenand Mechang

Iron Cove Site - Terry Street

Terry Street occu	pancy results –	Wednesday

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

Iron Cove Site - Yara Avenue

Location	Side	Map Code	Between	Capacity	500	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900
Yara Ave	North	P1N	Warayama and Margaret	14	14	14	13	14	14	14	14	13	14	14	14	14	14	13	13
Street "P")	South	P1S	Warayama and Margaret	20	17	17	17	16	19	19	19	18	18	19	18	19	19	18	17
			Total	34	31	31	30	30	32	33	33	31	32	33	32	32	33	31	30
				Unoccupied	3	3	4	4	2	1	1	3	2	1	2	2	1	3	4
			Percentag	ge Occupied	91%	91%	89%	88%	95%	96%	97%	92%	95%	96%	94%	95%	96%	91%	88%
ara Avenu	e occupanc	y results – S	Saturday			-													
Location	Side	Map Code	Between	Capacity	500	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900
Yara Ave	North	P1N	Warayama and Margaret	14	13	13	14	14	13	14	14	13	14	14	14	14	14	14	14
Street "P")	South	P1S	Warayama and Margaret	20	18	17	17	19	17	19	19	19	19	18	16	16	15	19	19
			Total	34	31	30	31	33	30	33	33	32	33	32	30	30	29	33	33
				Unoccupied	3	4	3	1	4	1	1	2	1	2	4	4	5	1	1
			Percentag	ge Occupied	91%	88%	91%	97%	88%	97%	97%	94%	97%	94%	88%	88%	85%	97%	97%
ara Avenu	e occupanc	y results – S	Sunday																
Location	Side	Map Code	Between	Capacity	500	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900
Yara Ave	North	P1N	Warayama and Margaret	14	11	11	12	11	11	14	12	12	14	14	14	14	14	14	14
Street "P")	South	P1S	Warayama and Margaret	20	19	19	19	18	17	19	17	17	19	19	18	19	19	19	18
			Total	34	30	30	31	29	28	33	29	29	33	33	32	33	33	33	32
				Unoccupied	4	4	3	5	6	1	5	5	1	1	2	1	1	1	2
			Percentag	ge Occupied	88%	88%	91%	85%	82%	97%	85%	85%	97%	97%	94%	97%	97%	97%	94%
ara Avenu	e occupanc	y results – 2	7 Day																
Location	Side	Map Code	Between	Capacity	500	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900
Yara Ave	North	P1N	Warayama and Margaret	14	13	13	13	14	13	14	14	13	14	14	14	14	14	14	13
Street "P")	South	P1S	Warayama and Margaret	20	18	18	17	17	18	19	19	18	19	19	18	18	18	18	17
			Total	34	31	31	31	30	31	33	32	31	32	33	32	32	32	32	31
				Unoccupied	3	3	3	4	3	1	2	3	2	1	2	2	2	2	3
				e Occupied	91%	90%	90%		92%	97%	95%	5	-	96%	93%	95%	~	93%	90%

Rozelle Interchange construction sites South - Johnston Street

Location	Side	Map Code	Between	Capacity	500	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900
		S1E	The Crescent and Kentville	17	5	10	14	14	15	15	15	15	14	12	12	10	10	8	7
		S2E	Kentville and Weynton	21	6	9	12	14	15	15	15	15	16	11	12	11	9	9	9
	<pre>"s") West West On Street occup on Side East n St</pre>	S3E	Weynton and Rose	50	35	34	36	35	34	34	33	34	33	31	30	29	31	31	34
Johnston St		S4E	Rose and Piper	51	27	27	27	26	28	27	26	27	27	26	27	28	28	26	28
(Street "S")		S1W	The Crescent and Kentville	8	6	6	6	6	6	6	6	6	6	7	6	6	6	5	7
		S2W	Kentville and Weynton	6	6	6	6	5	5	4	5		5	5	5	5	4		5
	iston Street occup	S3W	Weynton and Rose	56	22	24	24	26	27	28	27								26
		S4W	Rose and Piper	34	27	24	24	23	24	23	22	22	21	23	22	21	21	22	25
			Total	243	135	140	148	149	154	152	150	152	148	139	138	136	135	131	142
				Unoccupied	108	103	95	94	89	91	93								101
			Percent	age Occupied	56%	58%	61%	61%	63%	63%	62%	62%							59%
Iohnston Sti	reet occun	ancv results		• •															
Location		Map Code	Between	Capacity	500	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900
		S1E	The Crescent and Kentville	17	4	4	17	16	16	15	16		16			4		3	4
		S2E S2E	Kentville and Weynton	21	7	6	10	10	11	12	12				9	7		4	5
	East	S3E	Weynton and Rose	50	33	34	38	36	34	32	34								38
Johnston St		S4E	Rose and Piper	51	29	27	25	23	25	21	22			20					34
(Street "S")		S1W	The Crescent and Kentville	8	5	4	4	5	5	5	5			5					0
<i>`</i>		S2W	Kentville and Weynton	6	5	5	4	6	4	3	3		-	-	-				
	West	S3W	Weynton and Rose	56	22	23	22	20	16	16	15								
		S4W	Rose and Piper	34	22	24	21	20	18	17	21							5 7 5 5 25 26 22 22 131 14 112 10 5 5 7 5 800 199 3 4 4 5 35 33 30 34 0 0 4 5 30 24 5 32 30 34 10 0 4 5 20 22 27 27 123 13 120 10	
		5444	Total	243	127	127	141	137	129	121	128		15 16 11 12 11 9 1 34 33 31 30 29 31 1 27 27 26 27 28 28 1 6 6 7 6 6 6 7 20 26 27 28 28 1 1 21 27 26 25 5 5 4 1 21 26 25 26 26 26 26 26 26 26 26 26 26 26 26 26 26 26 26 26 26 26 26 26 26 26 26 26 26 27 27 26 27 213 135 135 14 13 14 105 107 108 11 11 11 11 11 11 11 11 11 11 11		136				
			Total	Unoccupied	116	116	102	106	114	121	115								107
			Percent	age Occupied	52%	52%	58%	56%	53%	50%	53%								56%
Johnston St	reat occup	ancy results		age occupied	J2/0	5278	3878	5078	5578	50%	5578	50%	5378	4978	4378	4778	4876	5178	50%
Location	Side	Map Code	Between	Capacity	500	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900
Lotation	0.00	S1E	The Crescent and Kentville	17	3	2	8	8	10	7	6							10	11
		S2E	Kentville and Weynton	21	3	3	6	4	6	3	3							10	16
	East	S3E	Weynton and Rose	50	38	38	39	38	36	34	34								40
Johnston St		S4E		50	50			50	50			50	50	34		25			
			Rose and Piner	51	26			28	30		20	19	20	22	10	20		34	29
(Street "S")			Rose and Piper	51	26	26	26	28	30	24	20	19	20	22	19	20	26	24	29
(Street "S")		S1W	The Crescent and Kentville	8	5	26 5	26 5	4	4	24 6	6	7	6	7	5	6	26 7	24 5	6
(Street "S")	West	S1W S2W	The Crescent and Kentville Kentville and Weynton	8	5 6	26 5 6	26 5 6	4 6	4 6	24 6 6	6 3	7	6 4	74	5	6 4	26 7 3	24 5 4	6 5
(Street "S")	West	\$1W \$2W \$3W	The Crescent and Kentville Kentville and Weynton Weynton and Rose	8 6 56	5 6 22	26 5 6 24	26 5 6 24	4 6 23	4 6 22	24 6 6 22	6 3 22	7 3 22	6 4 26	7 4 25	5 4 23	6 4 21	26 7 3 23	24 5 4 18	6 5 20
(Street "S")	West	S1W S2W	The Crescent and Kentville Kentville and Weynton Weynton and Rose Rose and Piper	8 6 56 34	5 6 22 32	26 5 6 24 31	26 5 6 24 30	4 6 23 28	4 6 22 26	24 6 6 22 26	6 3 22 24	7 3 22 20	6 4 26 19	7 4 25 19	5 4 23 19	6 4 21 24	26 7 3 23 22	24 5 4 18 27	6 5 20 32
(Street "S")	West	\$1W \$2W \$3W	The Crescent and Kentville Kentville and Weynton Weynton and Rose	8 6 56 34 243	5 6 22 32 135	26 5 6 24 31 135	26 5 6 24 30 144	4 6 23 28 139	4 6 22 26 140	24 6 22 26 128	6 3 22 24 118	7 3 22 20 116	6 4 26 19 122	7 4 25 19 119	5 4 23 19 106	6 4 21 24 112	26 7 3 23 22 140	24 5 4 18 27 136	6 5 20 32 159
(Street "S")	West	\$1W \$2W \$3W	The Crescent and Kentville Kentville and Weynton Weynton and Rose Rose and Piper Total	8 6 56 34 243 Unoccupied	5 6 22 32 135 108	26 5 6 24 31 135 108	26 5 6 24 30 144 99	4 6 23 28 139 104	4 6 22 26 140 103	24 6 22 26 128 115	6 3 22 24 118 125	7 3 22 20 116 127	6 4 26 19 122 121	7 4 25 19 119 124	5 4 23 19 106 137	6 4 21 24 112 131	26 7 3 23 22 140 103	24 5 4 18 27 136 107	6 5 20 32 159 84
		S1W S2W S3W S4W	The Crescent and Kentville Kentville and Weynton Weynton and Rose Rose and Piper Total Percent	8 6 56 34 243	5 6 22 32 135	26 5 6 24 31 135	26 5 6 24 30 144	4 6 23 28 139	4 6 22 26 140	24 6 22 26 128	6 3 22 24 118	7 3 22 20 116	6 4 26 19 122	7 4 25 19 119	5 4 23 19 106	6 4 21 24 112	26 7 3 23 22 140	24 5 4 18 27 136	6 5 20 32 159
Johnston St	reet occup	S1W S2W S3W S4W	The Crescent and Kentville Kentville and Weynton Weynton and Rose Rose and Piper Total Percent – 7 Day	8 6 56 34 243 Unoccupied age Occupied	5 6 22 32 135 108 56%	26 5 24 31 135 108 56%	26 5 6 24 30 144 99 59%	4 6 23 28 139 104 57%	4 6 22 26 140 103 58%	24 6 22 26 128 115 53%	6 3 22 24 118 125 49%	7 3 22 20 116 127 48%	6 4 26 19 122 121 50%	7 4 25 19 119 124 49%	5 4 23 19 106 137 44%	6 4 21 24 112 131 46%	26 7 3 23 22 140 103 58%	24 5 4 18 27 136 107 56%	6 5 20 32 159 84 65%
		S1W S2W S3W S4W ancy results Map Code	The Crescent and Kentville Kentville and Weynton Weynton and Rose Rose and Piper Total Percent - 7 Day Between	8 6 56 34 243 Unoccupied age Occupied	5 6 22 32 135 108 56% 500	26 5 6 24 31 135 108 56%	26 5 6 24 30 144 99 59%	4 6 23 28 139 104 57% 800	4 6 22 26 140 103 58%	24 6 6 22 26 128 115 53%	6 3 22 24 118 125 49% 1100	7 3 22 20 116 127 48%	6 4 26 19 122 121 50%	7 4 25 19 119 124 49%	5 4 23 19 106 137 44% 1500	6 4 21 24 112 131 46% 1600	26 7 3 23 22 140 103 58%	24 5 4 18 27 136 107 56%	6 5 20 32 159 84 65% 1900
Johnston St	reet occup	S1W S2W S3W S4W ancy results Map Code S1E	The Crescent and Kentville Kentville and Weynton Weynton and Rose Rose and Piper Total Percent - 7 Day Between The Crescent and Kentville	8 6 56 34 243 Unoccupied age Occupied Capacity 17	5 6 22 32 135 108 56% 500 5	26 5 24 31 135 108 56% 600 8	26 5 6 24 30 144 99 59% 700 13	4 6 23 28 139 104 57% 800 14	4 6 22 26 140 103 58% 900 15	24 6 6 22 26 128 115 53% 1000 14	6 3 22 24 118 125 49% 1100 14	7 3 22 20 116 127 48% 1200 14	6 4 26 19 122 121 50% 1300 13	7 4 25 19 119 124 49% 1400 11	5 4 23 19 106 137 44% 1500 10	6 4 21 24 112 131 46% 1600 9	26 7 3 23 22 140 103 58% 1700 9	24 5 4 18 27 136 107 56% 1800 7	6 5 20 32 159 84 65% 1900 7
Johnston St	reet occup	S1W S2W S3W S4W ancy results Map Code S1E S2E	The Crescent and Kentville Kentville and Weynton Weynton and Rose Rose and Piper Total Percent – 7 Day Between The Crescent and Kentville Kentville and Weynton	8 6 56 34 243 Unoccupied age Occupied Capacity 17 21	5 6 22 32 135 108 56% 500 5 6	26 5 6 24 31 135 108 56% 600 8 8 8	26 5 6 24 30 144 99 59% 700 13 11	4 6 23 28 139 104 57% 800 14 12	4 6 22 26 140 103 58% 900 15 13	24 6 22 26 128 115 53% 1000 14 13	6 3 22 24 118 125 49% 1100 14 13	7 3 22 20 116 127 48% 1200 14 13	6 4 26 19 122 121 50% 1300 13 14	7 4 25 19 119 124 49% 1400 11 10	5 4 23 19 106 137 44% 1500 10 10	6 4 21 24 112 131 46% 1600 9 9	26 7 3 23 22 140 103 58% 1700 9 9 9	24 5 4 18 27 136 107 56% 1800 7 9	6 5 20 32 159 84 65% 1900 7 10
Johnston Sti	reet occupe Side	S1W S2W S3W S4W ancy results Map Code S1E S2E S3E	The Crescent and Kentville Kentville and Weynton Weynton and Rose Rose and Piper Total Percent - 7 Day Between The Crescent and Kentville Kentville and Weynton Weynton and Rose	8 6 34 243 Unoccupied age Occupied 17 21 50	5 6 22 32 135 108 56% 500 5 6 35	26 5 6 24 31 135 108 56% 600 8 8 8 8 35	26 5 6 24 30 144 99 59% 700 13 11 37	4 6 23 28 139 104 57% 800 14 12 36	4 6 22 26 140 103 58% 900 15 13 35	24 6 22 26 128 115 53% 1000 14 13 34	6 3 22 24 118 125 49% 1100 14 13 34	7 3 22 20 116 127 48% 1200 14 13 34	6 4 26 19 122 121 50% 1300 13 14 34	7 4 25 19 119 124 49% 1400 11 10 31	5 4 23 19 106 137 44% 1500 10 10 29	6 4 21 24 112 131 46% 1600 9 9 9 9	26 7 3 23 22 140 103 58% 1700 9 9 9 31	24 5 4 18 27 136 107 56% 1800 7 7 9 32	6 5 20 32 159 84 65% 1900 7 10 36
Johnston Sti Location Johnston St	reet occupe Side	S1W S2W S3W S4W Map Code S1E S2E S3E S4E	The Crescent and Kentville Kentville and Weynton Weynton and Rose Rose and Piper Total Percent - 7 Day Between The Crescent and Kentville Kentville and Weynton Weynton and Rose Rose and Piper	8 6 56 34 243 Unoccupied age Occupied 17 21 50 51	5 6 22 32 135 108 56% 5 500 5 6 35 6 35 27	26 5 6 24 31 135 108 56% 600 8 8 8 8 35 27	26 5 6 24 30 144 99 59% 700 13 11 37 26	4 6 23 28 139 104 57% 800 14 12 36 26	4 6 22 26 140 103 58% 900 15 13 35 28	24 6 22 26 128 115 53% 1000 14 13 34 25	6 3 22 24 118 125 49% 1100 14 13 34 25	7 3 22 20 116 127 48% 1200 14 13 34 25	6 4 26 19 122 121 50% 1300 13 14 34 25	7 4 25 19 124 49% 124 19% 110 11 10 31 25	5 4 23 19 106 137 44% 1500 10 10 29 25	6 4 21 24 112 131 46% 9 9 9 9 9 28 26	26 7 3 23 22 140 103 58% 1700 9 9 31 27	24 5 4 18 27 136 107 56% 1800 7 7 9 32 26	6 5 20 32 159 84 65% 1900 7 7 10 36 29
Johnston Sti	reet occupe Side	S1W S2W S3W S4W S4W Map Code S1E S2E S3E S4E S1W	The Crescent and Kentville Kentville and Weynton Weynton and Rose Rose and Piper Total Percent - 7 Day Between The Crescent and Kentville Kentville and Weynton Weynton and Rose Rose and Piper The Crescent and Kentville	8 6 56 34 243 Unoccupied age Occupied 17 21 50 51 8	5 6 22 32 135 108 56% 5 6 35 6 35 27 6	26 5 6 24 31 135 108 56% 600 8 8 8 8 35 27 6	26 5 6 24 30 144 99 59% 700 13 11 11 37 26 6	4 6 23 28 139 104 57% 800 14 12 36 26 5	4 6 22 26 140 103 58% 900 15 13 35 28 5	24 6 6 22 26 128 115 53% 1000 14 13 34 25 6	6 3 22 24 118 125 49% 1100 14 13 34 25 6	7 3 22 20 116 127 48% 1200 14 13 34 25 6	6 4 26 19 122 121 50% 1300 13 14 34 25 6	7 4 25 19 119 124 49% 1400 11 11 10 31 25 7	5 4 23 19 106 137 44% 1500 10 10 10 29 25 6	6 4 21 24 112 131 46% 9 9 9 9 28 26 5	26 7 3 23 22 140 103 58% 1700 9 9 9 31 27 5	24 5 4 18 27 136 107 56% 1800 7 9 32 26 5	6 5 20 32 159 84 65% 1900 7 7 10 36 29 6
Johnston St Location Johnston St	reet occupe Side	S1W S2W S3W S4W Map Code S1E S2E S3E S4E S1W	The Crescent and Kentville Kentville and Weynton Weynton and Rose Rose and Piper Total Percent - 7 Day Between The Crescent and Kentville Kentville and Weynton Weynton and Rose Rose and Piper The Crescent and Kentville Kentville and Weynton	8 6 56 34 243 Unoccupied age Occupied 17 21 50 51 8 6	5 6 22 32 135 108 56% 500 5 6 35 6 35 27 6 6 6	26 5 6 24 31 135 108 56% 600 8 8 8 8 35 27 6 6 6	26 5 6 24 30 144 99 59% 700 13 11 11 37 26 6 6 5	4 6 23 28 139 104 57% 800 14 12 36 26 5 5	4 6 22 26 140 103 58% 900 15 13 35 28 5 5 5	24 6 6 22 26 128 115 53% 1000 14 13 34 25 6 4	6 3 22 24 118 125 49% 1100 14 13 34 25 6 4	7 3 22 20 116 127 48% 1200 14 13 34 25 6 5	6 4 26 19 122 121 50% 1300 13 14 34 25 6 4	7 4 25 19 119 124 49% 110 11 10 31 25 7 4	5 4 23 19 106 137 44% 1500 10 10 10 29 25 6 4	6 4 21 24 112 131 46% 9 9 9 9 28 26 5 5 5	26 7 3 23 22 140 103 58% 1700 9 9 31 27 5 4	24 5 4 18 27 136 107 56% 1800 7 9 32 26 5 5 4	6 5 20 32 159 84 65% 1900 7 10 36 29 6 5
Johnston St Location Johnston St	reet occup Side East	S1W S2W S3W S4W S4W Map Code S1E S2E S3E S4E S1W S2W S3W	The Crescent and Kentville Kentville and Weynton Weynton and Rose Rose and Piper Total Percent - 7 Day Between The Crescent and Kentville Kentville and Weynton Weynton and Rose Rose and Piper The Crescent and Kentville Kentville and Weynton	8 6 56 34 243 0 Unoccupied 3 age Occupied 3 17 1 50 51 8 6 56 56	5 6 22 32 135 108 56% 500 5 6 35 27 6 6 6 22	26 5 6 24 31 135 108 56% 600 8 8 8 35 27 6 6 6 6 24	26 5 6 24 30 144 99 59% 700 13 11 13 11 37 26 6 5 5 24	4 6 23 28 139 104 57% 800 14 12 36 26 5 5 5 25	4 6 22 26 140 103 58% 900 15 13 35 28 5 5 5 5 5 25	24 6 22 26 128 115 53% 1000 14 13 34 25 6 4 25	6 3 22 24 118 125 49% 1100 14 13 34 25 6 4 25	7 3 22 20 116 127 48% 1200 14 13 34 25 6 5 5 25	6 4 26 19 122 121 50% 1300 13 14 34 25 6 4 24	7 4 25 19 119 124 49% 110 11 10 31 25 7 7 4 24	5 4 23 19 106 137 44% 1500 10 10 10 29 25 6 4 4 24	6 4 21 24 112 131 46% 9 9 9 9 9 28 26 5 5 5 5 5 25	26 7 3 23 22 140 103 58% 7 700 9 9 9 31 27 5 5 4 4 25	24 5 4 18 27 136 107 56% 7 9 32 26 5 4 4 24	6 5 20 32 159 84 65% 1900 7 10 36 29 6 5 5 25
Johnston St Location Johnston St	reet occup Side East	S1W S2W S3W S4W Map Code S1E S2E S3E S4E S1W	The Crescent and Kentville Kentville and Weynton Weynton and Rose Rose and Piper Total Percent - 7 Day Between The Crescent and Kentville Kentville and Weynton Weynton and Rose Rose and Piper The Crescent and Kentville Kentville and Weynton	8 6 56 34 243 Unoccupied age Occupied 34 17 1 50 51 8 6 56 34	5 6 22 32 135 108 56% 500 5 6 35 27 6 6 6 22 27	26 5 6 24 31 135 56% 600 8 8 8 8 35 27 6 6 6 6 6 24 25	26 5 6 24 30 144 99 59% 700 13 11 11 37 26 6 5 5 24 24	4 6 23 28 139 104 57% 800 14 12 36 26 5 5 5 25 24	4 6 22 26 140 103 58% 900 15 13 35 28 5 5 5 5 28 5 22 23	24 6 6 22 26 128 53% 1 1000 14 13 34 25 6 4 25 6 4 25 23	6 3 22 24 118 125 49% 1100 14 13 34 25 6 4 25 22 22	7 3 22 20 116 127 48% 1200 14 13 34 25 6 5 5 25 22	6 4 26 19 122 121 50% 1300 13 14 34 25 6 4 24 21	7 4 25 19 119 124 49% 110 11 10 31 25 7 4 4 24 22	5 4 23 19 106 137 44% 1500 10 10 29 25 6 4 4 24 21	6 4 21 24 112 131 46% 9 9 9 9 9 28 26 5 5 5 5 25 21	26 7 3 22 140 133 58% 9 9 9 9 9 31 27 5 4 25 4 21	24 5 4 18 27 136 107 56% 1800 7 7 9 32 26 5 4 4 24 23	6 5 20 32 159 84 65% 1900 7 7 10 36 29 6 5 5 25 27
Johnston Sti Location Johnston St	reet occup Side East	S1W S2W S3W S4W S4W Map Code S1E S2E S3E S4E S1W S2W S3W	The Crescent and Kentville Kentville and Weynton Weynton and Rose Rose and Piper Total Percent - 7 Day Between The Crescent and Kentville Kentville and Weynton Weynton and Rose Rose and Piper The Crescent and Kentville Kentville and Weynton	8 6 56 34 243 0 Unoccupied age age Occupied 34 17 21 50 51 8 6 56 34 243 34	5 6 22 32 135 108 56% 5 5 6 35 27 6 6 6 6 22 27 134	26 5 6 24 31 135 108 56% 600 8 8 8 35 27 6 6 6 6 6 6 6 6 24 25 138	26 5 6 24 30 144 99 59% 700 13 11 37 26 6 6 5 5 24 24 24	4 6 23 28 139 104 57% 800 14 12 36 26 5 5 5 5 25 24 146	4 6 22 26 140 103 58% 900 15 13 35 28 5 5 5 5 5 5 25 23 149	24 6 6 22 26 128 115 53% 115 1000 14 13 34 25 6 4 25 6 4 23 144	6 3 22 24 118 125 49% 7 1100 14 13 34 25 6 4 25 22 22 142	7 3 22 20 116 127 48% 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7	6 4 26 19 122 121 1300 13 13 14 34 25 6 4 4 24 21 142	7 4 25 19 119 124 49% 110 11 10 31 25 7 4 24 22 133	5 4 23 19 106 137 137 137 10 10 10 10 29 25 6 4 4 24 21 131	6 4 21 24 112 131 1600 9 9 9 9 9 9 9 28 26 5 5 5 5 5 25 21 129	26 7 3 22 140 103 58% 700 9 9 9 9 31 27 5 4 4 25 21 133	24 5 4 18 27 136 107 56% 107 56% 107 7 9 32 26 5 4 4 24 23 131	6 5 20 32 159 84 65% 1900 7 10 36 29 6 5 5 25 25 27 144
Johnston Sti Location	reet occup Side East	S1W S2W S3W S4W S4W Map Code S1E S2E S3E S4E S1W S2W S3W	The Crescent and Kentville Kentville and Weynton Weynton and Rose Rose and Piper Total Percent - 7 Day Between The Crescent and Kentville Kentville and Weynton Weynton and Rose Rose and Piper The Crescent and Kentville Kentville and Weynton Weynton and Rose Rose and Piper Total	8 6 56 34 243 0 Unoccupied 36 age Occupied 37 17 21 50 51 51 8 6 56 34 243 Unoccupied 34	5 6 22 32 135 108 5 6 35 5 6 35 27 6 6 6 22 27 134 109	26 5 6 24 31 135 108 56% 600 8 8 8 8 35 27 6 6 6 24 25 138 105	26 5 6 24 30 144 99 59% 700 13 11 11 37 26 6 5 5 24 24 24 147 96	4 6 23 28 139 104 57% 800 14 12 36 26 5 5 5 5 5 25 24 146 97	4 6 22 26 140 103 5 8 900 15 13 35 28 5 5 5 5 5 5 5 5 225 23 149 94	24 6 6 22 26 128 115 33% 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7	6 3 22 24 118 125 49% 7 1100 14 13 34 25 6 4 25 22 22 142 101	7 3 22 20 116 127 48% 1200 14 13 34 25 6 5 5 5 25 22 22 142 101	6 4 26 19 122 121 50%	7 4 25 19 119 124 49% 110 11 10 31 25 7 7 4 4 24 22 133 110	5 4 23 19 106 137 44% 7 1500 10 10 29 25 6 4 24 24 21 131 112	6 4 21 24 112 131 46% 9 9 9 9 9 9 9 9 28 26 5 5 5 5 5 5 25 21 129 114	26 7 3 22 140 103 58% 7700 9 9 9 31 27 5 4 4 25 21 133 110	24 5 4 18 27 136 56% 7 1800 7 7 9 32 26 5 4 26 5 4 4 24 23 131 112	6 5 20 32 159 84 6 5 7 10 36 29 6 5 5 25 27 144 99
ohnston St Location	reet occup Side East	S1W S2W S3W S4W S4W Map Code S1E S2E S3E S4E S1W S2W S3W	The Crescent and Kentville Kentville and Weynton Weynton and Rose Rose and Piper Total Percent - 7 Day Between The Crescent and Kentville Kentville and Weynton Weynton and Rose Rose and Piper The Crescent and Kentville Kentville and Weynton Weynton and Rose Rose and Piper Total	8 6 56 34 243 0 Unoccupied age age Occupied 34 17 21 50 51 8 6 56 34 243 34	5 6 22 32 135 108 56% 5 5 6 35 27 6 6 6 6 22 27 134	26 5 6 24 31 135 108 56% 600 8 8 8 35 27 6 6 6 6 6 6 6 6 24 25 138	26 5 6 24 30 144 99 59% 700 13 11 37 26 6 6 5 5 24 24 24	4 6 23 28 139 104 57% 800 14 12 36 26 5 5 5 5 25 24 146	4 6 22 26 140 103 58% 900 15 13 35 28 5 5 5 5 5 5 25 23 149	24 6 6 22 26 128 115 53% 115 1000 14 13 34 25 6 4 25 6 4 23 144	6 3 22 24 118 125 49% 7 1100 14 13 34 25 6 4 25 22 22 142	7 3 22 20 116 127 48% 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7	6 4 26 19 122 121 1300 13 13 14 34 25 6 4 4 24 21 142	7 4 25 19 119 124 49% 110 11 10 31 25 7 4 24 22 133	5 4 23 19 106 137 137 137 10 10 10 10 29 25 6 4 4 24 21 131	6 4 21 24 112 131 1600 9 9 9 9 9 9 9 28 26 5 5 5 5 5 25 21 129	26 7 3 22 140 103 58% 700 9 9 9 9 31 27 5 4 4 25 21 133	24 5 4 18 27 136 107 56% 107 56% 107 7 9 32 26 5 4 4 24 23 131	6 5 20 32 159 84 65% 1900 7 10 36 29 6 5 5 25 25 27 144

Rozelle Interchange construction sites South - Bayview Crescent

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

Iron Cove Site - Wellington Street

Location	Side	Between	Restrictions	Capacity	500	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800
		Terry and Nelson	No Stopping	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		Nelson and Merton	2P 8am-6pm M-F Permit Excepted	8	4.8	4.6	4.0	5.2	7.4	7.2	5.8	6.0	5.4	5.6	7.6	6.0	5.4	6.0
Wellington St	East	Merton and Hamilton	Bus Zone	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		Hamilton and Victoria	2P 8am-6pm M-F Permit Excepted	8	3.0	3.4	3.6	4.8	6.6	6.4	6.0	5.4	5.4	6.2	7.0	5.2	5.2	3.8
	West	Terry and Victoria	2P 8am-6pm M-F Permit	23	9.2	9.6	11.4	14.2	20.6	17.2	16.8	16.0	15.4	17.2	20.4	18.2	17.0	14.0
			Excepted Total	39	17.0	17.6	19.0	24.2	34.6	30.8	28.6	27.4	26.2	29.0	35.0	29.4	27.6	23.8
			10101	Unoccupied	22.0	21.4	20.0	14.8	4.4	8.2	10.4	11.6	12.8	10.0	4.0	9.6	11.4	15.
			Percent	age Ocuppied	44%	45%	49%	62%	89%	79%	73%	70%	67%	74%	90%	75%	71%	619
ellington Street occi		ultr Caturday	<u></u>															
Location	Side	Between	Restrictions	Capacity	500	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	180
		Terry and Nelson	No Stopping	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Nelson and Merton	2P 8am-6pm M-F Permit	8	4	4	4	6	7	7	6	7	6	5	6	6	6	5
Wellington St	East	Merton and Hamilton	Excepted Bus Zone	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Hamilton and Victoria	2P 8am-6pm M-F Permit Excepted	8	4	4	4	4	3	3	4	6	5	6	6	6	6	6
	West	Terry and Victoria	2P 8am-6pm M-F Permit Excepted	23	11	12	12	14	16	16	17	16	14	15	9	11	11	11
			Total	39	19	20	20	24	26	26	27	29	25	26	21	23	23	22
										13								
				Unoccupied	20	19	19	15	13	13	12	10	14	13	18	16	16	17
			Percent	Unoccupied age Ocuppied	20 49%	19 51%	19 51%	15 62%	13 67%	67%	12 69%	10 74%	14 64%	13 67%	18 54%	16 59%	16 59%	
/ellinaton Street occi	upancy resi	ults – Sundav	Percent															17
fellington Street occi	upancy resu	ults – Sunday Between	Percent															569
		,		age Ocuppied	49%	51%	51%	62%	67%	67%	69%	74%	64%	67%	54%	59%	59%	569
	Side	Between	Restrictions	age Ocuppied Capacity	49% 500	51% 600	51% 700	62% 800	67% 900	67% 1000	69% 1100	74%	64% 1300	67% 1400	54% 1500	59% 1600	59% 1700	569
		Between Terry and Nelson	Restrictions No Stopping 2P 8am-6pm M-F Permit	age Ocuppied Capacity 0	49% 500 0	51% 600 0	51% 700 0	62% 800 0	67% 900 0	67% 1000 0	69% 1100 0	74% 1200 0	64% 1300 0	67% 1400 0	54% 1500 0	59% 1600 0	59% 1700 0	569 180 0
Location	Side	Between Terry and Nelson Nelson and Merton	Restrictions No Stopping 2P 8am-6pm M-F Permit Excepted	Capacity 0 8	49% 500 0 6	51% 600 0 6	51% 700 0 7	62% 800 0 8	67% 900 0 8	67% 1000 0 8	69% 1100 0 8	74% 1200 0 7	64% 1300 0 8	67% 1400 0 8	54% 1500 0 7	59% 1600 0 8	59% 1700 0 5	569 180 0 5
Location	Side	Between Terry and Nelson Nelson and Merton Merton and Hamilton	Restrictions No Stopping 2P 8am-6pm M-F Permit Excepted Bus Zone 2P 8am-6pm M-F Permit	age Ocuppied Capacity 0 8 0	49% 500 0 6 0	51% 600 0 6 0	51% 700 0 7 0	62% 800 0 8	67% 900 0 8 0	67% 1000 0 8 0	69% 1100 0 8 0	74% 1200 0 7 0	64% 1300 0 8 0	67% 1400 0 8 0	54% 1500 0 7 0	59% 1600 0 8 0	59% 1700 0 5 0	56% 180 0 5 0
Location	Side East	Between Terry and Nelson Nelson and Merton Merton and Hamilton Hamilton and Victoria	Restrictions No Stopping 2P 8am-6pm M-F Permit Excepted Bus Zone 2P 8am-6pm M-F Permit 2P 8am-6pm M-F Permit 2P 8am-6pm M-F Permit	Capacity 0 8 0 8 23	49% 500 0 6 0 3	51% 600 0 6 0 6	51% 700 0 7 0 6	62% 800 0 8 0 6	67% 900 0 8 0 7	67% 1000 0 8 0 8	69% 1100 0 8 0 8 0 8	74% 1200 0 7 0 7 0 7	64% 1300 0 8 0 8 0 8	67% 1400 0 8 0 7	54% 1500 0 7 0 6	59% 1600 0 8 0 5	59% 1700 0 5 0 4	56% 1800 0 5 0 4 9
Location	Side East	Between Terry and Nelson Nelson and Merton Merton and Hamilton Hamilton and Victoria	Restrictions No Stopping 2P Bam-6pm M-F Permit Excepted Bus Zone 2P Bam-6pm M-F Permit Excepted 2P Bam-6pm M-F Permit Excepted	Capacity 0 8 0 8 23	49% 500 0 6 0 3 10	51% 600 0 6 0 6 10	51% 700 0 7 0 6 10	62% 800 0 8 0 6 13	67% 900 0 8 0 7 18	67% 1000 0 8 0 8 17	69% 1100 0 8 0 8 119	74% 1200 0 7 0 7 16	64% 1300 0 8 0 8 19	67% 1400 0 8 0 7 20	54% 1500 0 7 0 6 18	59% 1600 0 8 0 5 17	59% 1700 0 5 0 4 11	56% 1800 0 5 0 4
Location	Side East	Between Terry and Nelson Nelson and Merton Merton and Hamilton Hamilton and Victoria	Restrictions No Stopping 2P Ram-Gpm M-F Permit Excepted Bus Zone 2P Ram-Gpm M-F Permit Excepted 2P Ram-Gpm M-F Permit Excepted Total	age Ocuppied	49% 500 0 6 0 3 10 19	51% 600 0 6 0 6 10 22	51% 700 0 7 0 6 10 23	62% 800 0 8 0 6 13 27	67% 900 0 8 0 7 18 33	67% 1000 0 8 0 8 17 33	69% 1100 0 8 0 8 19 35	74% 1200 0 7 0 7 16 30	64% 1300 0 8 0 8 19 35	67% 1400 0 8 0 7 20 35	54% 1500 0 7 0 6 18 31	59% 1600 0 8 0 5 17 30	59% 1700 0 5 0 4 11 20	569 180 0 5 0 4 9 18 21
Location	East West	Between Terry and Nelson Nelson and Merton Merton and Hamilton Hamilton and Victoria Terry and Victoria	Restrictions No Stopping 2P Ram-Gpm M-F Permit Excepted Bus Zone 2P Ram-Gpm M-F Permit Excepted 2P Ram-Gpm M-F Permit Excepted Total	Capacity 0 8 0 8 23 39 Unoccupied	49% 500 0 6 0 3 10 19 20	51% 600 0 6 0 6 10 22 17	51% 700 0 7 0 6 10 23 16	62% 800 0 8 0 6 13 27 12	67% 900 0 8 0 7 18 33 6	67% 1000 0 8 0 8 17 33 6	69% 1100 0 8 0 8 19 35 4	74% 1200 0 7 0 7 16 30 9	64% 1300 0 8 0 8 19 35 4	67% 1400 0 8 0 7 20 35 4	54% 1500 0 7 0 6 18 31 8	59% 1600 0 8 0 5 17 30 9	59% 1700 0 5 0 4 11 20 19	569 180 0 5 0 4 9 18 21
Location Wellington St	East West	Between Terry and Nelson Nelson and Merton Merton and Hamilton Hamilton and Victoria Terry and Victoria	Restrictions No Stopping 2P Ram-Gpm M-F Permit Excepted Bus Zone 2P Ram-Gpm M-F Permit Excepted 2P Ram-Gpm M-F Permit Excepted Total	Capacity 0 8 0 8 23 39 Unoccupied	49% 500 0 6 0 3 10 19 20	51% 600 0 6 0 6 10 22 17	51% 700 0 7 0 6 10 23 16	62% 800 0 8 0 6 13 27 12	67% 900 0 8 0 7 18 33 6	67% 1000 0 8 0 8 17 33 6	69% 1100 0 8 0 8 19 35 4	74% 1200 0 7 0 7 16 30 9	64% 1300 0 8 0 8 19 35 4	67% 1400 0 8 0 7 20 35 4	54% 1500 0 7 0 6 18 31 8	59% 1600 0 8 0 5 17 30 9	59% 1700 0 5 0 4 11 20 19	56% 1800 0 5 0 4 9 18
Location Wellington St	Side East West	Between Terry and Nelson Nelson and Merton Merton and Hamilton Hamilton and Victoria Terry and Victoria	Restrictions No Stopping 2P Jam-6pm M F Permit Excepted Bus Zone 2P Jam-6pm M F Permit Excepted Total Percent	age Ocuppied Capacity 0 8 0 23 39 Unoccupied age Ocuppied	49% 500 0 6 0 3 10 19 20 49%	51% 600 0 6 10 22 17 56%	51% 700 0 7 0 6 10 23 16 59%	62% 800 0 8 0 6 13 27 12 69%	67% 900 0 8 0 7 7 18 33 6 85%	67% 1000 0 8 0 8 17 33 6 85%	69% 1100 0 8 0 8 19 35 4 90%	74% 1200 0 7 0 7 16 30 9 77%	64% 1300 0 8 0 8 19 35 4 90%	67% 1400 0 8 0 7 20 35 4 90%	54% 1500 0 7 0 6 18 31 8 79%	59% 1600 0 8 0 5 17 30 9 77%	59% 1700 0 5 0 4 11 20 19 51%	569 180 0 5 0 4 9 188 211 469 180
Location Wellington St	Side East West Upancy rest Side	Between Terry and Nelson Melson and Merton Merton and Merton Hamilton and Victoria Terry and Victoria Ults – 7 days Between	Restrictions No Stopping 2P Barn-Spm M-F Permit Excepted Bus Zone 2P Barn-Spm M-F Permit Excepted 2P Barn-Spm M-F Permit Excepted Total Percent Restrictions	age Ocuppied Capacity 0 8 0 8 23 39 Unoccupied age Ocuppied Capacity	49% 500 0 6 0 3 10 19 20 49% 500	51% 600 0 6 10 22 17 56% 600	700 0 7 0 6 10 23 16 59% 700	62% 800 0 8 0 6 13 27 12 69% 800	67% 900 0 8 0 7 18 33 6 85% 900	67% 1000 0 8 0 8 17 33 6 85% 1000	69% 1100 0 8 0 8 19 35 4 90% 1100	74% 1200 0 7 0 7 16 30 9 77% 1200	64% 1300 0 8 0 8 19 35 4 90% 1300	67% 1400 0 8 0 7 20 35 4 90% 1400	54% 1500 0 7 0 6 18 31 8 79% 1500	59% 1600 0 8 0 5 17 30 9 77% 1600	59% 1700 0 5 0 4 11 20 19 51% 1700	569 180 0 5 0 4 9 18 21 469 180 0.0
Location Wellington St	Side East West	Between Terry and Netson Netson and Metton Metron and Hamilton Hamilton and Victoria Terry and Victoria	Restrictions No Stopping 2P Bam-Spm M-F Permit Excepted Bus Zone 2P Bam-Spm M-F Permit Excepted Total Percent Restrictions No Stopping 2P Bam-Spm M-F Permit	Capacity 0 8 0 8 23 39 Unoccupied age Ocuppied	49% 500 0 6 0 3 10 19 20 49% 500 0.0	51% 600 0 6 10 22 17 56% 600 0.0	51% 700 0 7 0 6 10 23 16 59% 700 0.0	62% 800 0 8 0 6 13 27 12 69% 800 0.0	67% 900 0 8 0 7 18 33 6 85% 900 0.0	67% 1000 0 8 0 8 17 33 6 85% 1000 0.0	69% 1100 0 8 0 8 19 35 4 90% 1100 0.0	74% 1200 0 7 0 7 16 30 9 77% 1200 0.0	64% 1300 0 8 0 8 19 35 4 90% 1300 0.0	67% 1400 0 8 0 7 20 35 4 90% 1400 0.0	54% 1500 0 7 0 6 18 31 8 79% 1500 0.0	59% 1600 0 8 0 5 17 30 9 77% 1600 0.0	59% 1700 0 5 0 4 111 20 19 51% 1700 0.0	1800 0 5 5 0 0 4 4 9 9 9 18 8 211 4 69 180 0.0.0 5.7
Location Wellington St 'ellington Street occu Location	Side East West Upancy rest Side	Between Terry and Netson Netson and Merton Merton and Hamilton Hamilton and Victoria Terry and Victoria Detween Terry and Netson Netson and Merton	Restrictions No Stopping 29 Ram-6pm M+F Permit Excepted Bus Zone 29 Ram-6pm M+F Permit Excepted 29 Ram-6pm M+F Permit Excepted 29 Ram-6pm M+F Permit Excepted Restrictions No Stopping 2P Bam-6pm M+F Permit Excepted Excepted Formation of the permit Excepted	age Ocuppied Capacity 0 8 0 8 23 39 Unoccupied age Ocuppied Capacity 0 8	49% 500 0 6 0 3 10 19 20 49% 500 0.0 4.9	51% 600 0 6 0 6 10 22 17 56% 600 0.0 4.7	51% 700 0 7 0 6 10 23 16 59% 700 0.0 4.4	62% 800 0 8 0 6 13 27 12 69% 800 0.0 5.7	67% 900 0 8 0 7 18 33 6 85% 900 0.0 7.4	67% 1000 0 8 0 8 17 33 6 85% 1000 0.0 7.3	69% 1100 0 8 0 8 19 35 4 90% 1100 0.0 6.1	74% 1200 0 7 0 7 16 30 9 77% 1200 0.0 6.3	64% 1300 0 8 0 8 19 35 4 90% 1300 0.0 5.9	67% 1400 0 8 0 7 20 35 4 90% 1400 0.0 5.9	54% 1500 0 7 0 6 18 311 8 79% 1500 0.0 7.3	59% 1600 0 8 0 5 17 30 9 77% 1600 0.0 6.3	59% 1700 0 5 0 4 11 20 19 51% 1700 0.0 5.4	569 1800 0 5 0 4 4 9 9 18 211 180 0.0 5.7.7. 0.0 0.0
Location Wellington St Itellington Street occu	Side East West Upancy rest Side	Between Terry and Neton Netson and Merton Merton and Hamilton Hamilton and Victoria Terry and Victoria Detween Terry and Netson Netson and Merton Merton and Hamilton	Restrictions No Stopping 2P Bam-Spm M-F Permit Excepted Bus Zone 2P Bam-Spm M-F Permit Excepted Total P Zone 2P Bam-Spm M-F Permit Excepted Parcent 2P Zone 2P Bam-Spm M-F Permit Excepted 2P Bam-Spm M-F Permit Excepted 2P Zone 2P Zone 2P Zone-Spm M-F Permit	Capacity 0 8 23 39 Unoccupied Capacity 0 8 0	49% 500 0 6 0 3 10 19 20 49% 500 0.0 4.9 0.0	51% 600 0 6 10 22 17 56% 600 0.0 4.7 0.0	51% 700 0 7 0 6 10 23 16 59% 700 0.0 4.4 0.0	62% 800 0 8 0 6 13 27 12 69% 800 0 0 5.7 0.0	67% 900 0 8 0 7 18 33 6 85% 900 0.0 7.4 0.0	67% 1000 0 8 0 8 17 33 6 85% 1000 0.0 7.3 0.0	69% 1100 0 8 0 8 19 35 4 90% 1100 0.0 6.1 0.0	74% 1200 0 7 1 0 7 16 30 9 77 1200 0.0 6.3 0.0	64% 1300 0 8 0 8 19 35 4 90% 1300 0.0 5.9 0.0	67% 1400 0 8 0 7 20 35 4 90% 1400 0.0 5.9 0.0	54% 1500 0 7 0 6 18 31 8 79% 1500 0.0 7.3 0.0	59% 1600 0 8 0 5 17 30 9 77% 1600 0.0 6.3 0.0	59% 1700 0 5 0 4 11 20 19 51% 1700 0.0 5.4 0.0	56% 1800 0 5 0 4 9 18 21 46%
Location Wellington St 'ellington Street occu Location	Side East West Side East	Between Terry and Neton Netson and Merton Merton and Hamilton Hamilton and Victoria Terry and Victoria Detween Terry and Netson Netson and Merton Merton and Hamilton Hamilton and Victoria	Restrictions No Stopping 29 Bam-Gpm M-F Permit Excepted Bus Zone 2P Bam-Gpm M-F Permit Excepted 2P Bam-Gpm M-F Permit Excepted	age Ocuppied Capacity 0 8 0 23 39 Unoccupied age Ocuppied 0 8 0 8 0 8 0 8 23	49% 500 0 6 3 10 19 20 49% 500 0.0 4.9 0.0 3.1	51% 600 0 6 10 6 10 22 17 56% 600 0.0 4.7 0.0 3.9	51% 700 0 7 0 6 10 23 16 59% 700 0.0 4.4 0.0 4.0	62% 800 0 8 0 6 13 27 12 63% 800 0.0 5.7 0.0 4.9	67% 900 0 8 0 7 18 33 6 85% 900 0.0 7.4 0.0 6.1	67% 1000 0 8 10 8 17 33 6 85% 1000 0.0 7.3 0.0 6.1	69% 1100 0 8 19 35 4 90% 1100 0.0 6.1 0.0 6.0	745% 1200 0 7 16 30 9 77% 1200 0.0 6.3 0.0 5.7	64% 1300 0 8 19 35 4 90% 1300 0.0 5.9 0.0 5.7	67% 1400 0 8 0 7 20 35 4 90% 1400 0.0 5.9 0.0 6.3	54% 1500 0 7 0 6 18 31 8 79% 1500 0.0 7.3 0.0 6.7	59% 1600 0 8 0 5 17 30 9 77% 1600 0.0 6.3 0.0 5.3	59% 1700 0 5 0 4 11 20 19 51% 1700 0.0 5.4 0.0 5.1	56% 1800 0 1800 0 4 9 9 18 21 180 0.0 0 5.7 0.0 0 4.1
Location Wellington St Interface occursts Location	Side East West Side East	Between Terry and Neton Netson and Merton Merton and Hamilton Hamilton and Victoria Terry and Victoria Detween Terry and Netson Netson and Merton Merton and Hamilton Hamilton and Victoria	Restrictions No Scopping 2P Bam-Spm M-F Permit Excepted Bus Zone 2P Bam-Spm M-F Permit Excepted 2P Bam-Spm M-F Permit Excepted Percent Restrictions No Stopping 2P Bam-Spm M-F Permit Excepted Bus Zone 2P Bam-Spm M-F Permit Excepted 2P Bam-Spm M-F Permit Excepted	age Ocuppied Capacity 0 8 0 23 23 39 Unoccupied age Ocuppied 0 8 0 8 0 8 23	49% 500 0 6 0 3 10 19 20 49% 500 0.0 4.9 0.0 3.1 9.6	51% 600 0 6 10 22 17 56% 600 0.0 4.7 0.0 3.9 10.0	51% 700 0 7 0 6 10 23 16 59% 700 0.0 4.4 0.0 4.0 11.3	62% 800 0 8 13 27 12 69% 800 0.0 5.7 0.0 4.9 14.0	67% 900 0 8 0 7 18 33 6 85% 900 0.0 7,4 0.0 6.1 19.6	67% 1000 0 8 10 8 17 33 6 85% 1000 0.0 7.3 0.0 6.1 17.0	69% 1100 0 8 19 35 4 90% 1100 0.0 6.1 0.0 6.0 17.1	74% 1200 0 7 0 7 16 30 9 77% 1200 0.0 6.3 0.0 5.7 16.0	64% 1300 0 8 19 35 4 90% 1300 0.0 5.9 0.0 5.7 15.7	67% 1400 0 8 0 7 20 35 4 90% 1400 0.0 5.9 0.0 6.3 17.3	54% 1500 0 7 0 6 18 31 1500 0.0 7.3 0.0 6.7 18.4	59% 1600 0 8 0 5 17 30 9 77% 1600 0.0 6.3 0.0 5.3 17.0	59% 1700 0 5 0 4 11 20 19 51% 1700 0.0 5.4 0.0 5.1 15.3	566 188 0 5 0 4 4 9 9 111 22: 466 188 0.0 5. 0.0 0.0 4. 4. 122 123 125 125 125 125 125 125 125 125



Survey area and results from November 2021.



Survey results 4-Day average

	1	Total Area Ca	pacity	Capacity	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900
			Unoccupied	507	384 123	381 127	374 134	365 142	359 148	353 154	353	350 157	346	341 167	342 165	351	317 190	314
			Percentage Occupi	ed	76%	75%	74%	72%	71%	70%	70%	69%	68%	67%	67%	69%	63%	62%
Location	Side	Map Code	Between	Capacity	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900
	North	AN01	Foucart and Hutcheson	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Albert St	NOTE	AN02 AN03	Hutcheson and Alice Alice and Denison	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(Street "A")		AS01	Foucart and Hutcheson	4	3	3	3	3	3	3	3	3	3	3	3	3	3	3
	South	AS02	Hutcheson and Alice	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
		AS03	Alice and Denison Total	5	4	3	4	4	4	4	4	4	4	4	4	4	4	4
				Unoccupied	2	3	3	2	3	3	3	2	2	3	3	3	3	2
			Percent	age Occupied	80%	73%	75%	80%	75%	70%	77%	82%	80%	77%	75%	77%	77%	82%
Location	Side	Map Code	Between	Capacity	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900
	East	BE01	Easton and Mary	4	3	4	4	4	4	3	3	4	3	3	4	3	4	3
Alice St (Street "B")		BE02 BW01	Mary and Albert Easton and Mary	9	7	7	6	6	5	5	5	6	5	6	6	5	4	4
	West	BW02	Mary and Albert	10	7	7	7	6	6	5	7	7	6	7	6	7	6	6
			Total		21	21	20	20	18	17	19	19	18	19	19	17	16	15
			Percent	Unoccupied age Occupied	10 67%	10 67%	11 65%	12 63%	13 57%	14 55%	12 61%	12 61%	13 57%	12 61%	12 61%	14 54%	15 52%	16 48%
Location Cashman St	Side North	Map Code CN01	Between Hutcheson and Denison	Capacity 4	600 3	700	800	900	1000 3	1100 3	1200	1300 3	1400 2	1500 2	1600 3	1700	1800 3	1900
(Street "C")	South	CS02	Hutcheson and Denison	6	6	5	5	5	4	3	3	3	4	4	4	5	5	6
			Total		9	8	8	8	7	7	6	6	6	6	7	8	8	9
			Percent	Unoccupied age Occupied	1 93%	2 80%	2 80%	2 80%	3 73%	4 65%	4 63%	4	5	4 63%	3	2 78%	2 80%	1 93%
				1							1							
Location Cecily St	Side East	Map Code DE01	Between Joseph and Lilyfield	Capacity 27	600 18	700 17	800 17	900 16	1000 16	1100 16	1200 15	1300 14	1400 15	1500 15	1600 16	1700 18	1800 17	1900 16
(Street "D")	West	DE01 DW01	Joseph and Lilyfield	27	18	17	17	15	16	13	15	14	15	15	15	18	17	16
			Total		35	34	34	32	30	28	30	28	29	31	31	32	32	32
			Percent	Unoccupied age Occupied	13 72%	14	15 70%	17	18	20	19 61%	20	20	17 64%	17	16 67%	16 66%	17
					72.0	7270	70,0	0070	0370	3370	01/0	3070		0470	0370	0770	0070	0070
Location	Side	Map Code EE01	Between Easton and Mary	Capacity 0	600 0	700 0	800 0	900 0	1000 0	1100 0	1200 0	1300 0	1400 0	1500 0	1600 0	1700 0	1800 0	1900 0
	F	EE02	Mary and Albert	17	9	10	12	10	9	9	12	10	11	8	7	10	7	8
	East	EE03	Albert and Cashman	11	7	7	6	6	7	7	8	8	8	7	6	6	5	5
Denison St (Street "E")		EE04 EW01	Cashman and Lilyfield Easton and Mary	0 4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(,		EW01 EW02	Mary and Albert	10	3	4	4	3	4	3	3	4	4	4	3	4	2	2
	West	EW03	Albert and Cashman	2	2	2	2	2	2	2	2	2	1	2	2	2	2	2
		EW04	Cashman and Lilyfield Total	2 46	2	2	1	1 24	25	1	1	27	1 25	1 23	1	1 23	1	1 18
			100	Unoccupied	24	24	26	24	23	23	26	20	21	23	21 26	23	18 29	28
			Percent	age Occupied	52%	51%	55%	52%	53%	51%	57%	58%	55%	49%	45%	49%	38%	40%
Location	Side	Map Code	Between	Capacity	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900
Easton St (Street "F")	North South	FN01 FS01	Alice and Denison Alice and Denison	4	4	4	4	4	4	4	4	4	4	4	4	4	4	5
(30000	1301				2												
			Total	3	3	3	3	3	2	5	6	6	6	2	3	2	3	7
			Total	7 Unoccupied	7 0	7	7	6 1	6 1	5 2	6 1	1	6 1	6 1	6 1	6 1	7	7
			Total	7	7 0	7	7	6	6	5	6		6	6	6	6	7	7
Location	Side	Map Code	Total Percent Between	7 Unoccupied age Occupied Capacity	7 0 104% 600	7 0 100% 700	7 0 96% 800	6 1 86% 900	6 1 82% 1000	5 2 75% 1100	6 1 82% 1200	1 82% 1300	6 1 82% 1400	6 1 82% 1500	6 1 89% 1600	6 1 86%	7 0 100% 1800	7 0 104% 1900
Location Foucart Ln (Street "G")	Side East West	Map Code GE01 GW01	Total	7 Unoccupied age Occupied	7 0 104%	7 0 100%	7 0 96%	6 1 86%	6 1 82%	5 2 75%	6 1 82%	1 82%	6 1 82%	6 1 82%	6 1 89%	6 1 86%	7 0 100%	7 0 104%
Foucart Ln	East	GE01	Total Percent Between Joseph and Lilyfield	7 Unoccupied age Occupied Capacity 0 0 0	7 0 104% 600 0 1 2	7 0 100% 700 0 1 2	7 0 96% 800 0 1 2	6 1 86% 900 0 2 2	6 1 82% 1000 0 1 2	5 2 75% 1100 0 2 2	6 1 82% 1200 0 1 2	1 82% 1300 0 1 2	6 1 82% 1400 0 1 2	6 1 82% 1500 0 2 2	6 1 89% 1600 0 2 2	6 1 86% 1700 0 2 2	7 0 100% 1800 0 1 2	7 0 104% 1900 0 1 1
Foucart Ln	East	GE01	Total Percent Between Joseph and Lilyfield Joseph and Lilyfield Total	7 Unoccupied age Occupied Capacity 0 0 0 Unoccupied	7 0 104% 600 0 1 2 -2	7 0 100% 700 0 1 2 -2	7 0 96% 800 0 1 2 -2	6 1 86% 900 0 2 2 -2	6 1 82% 0 1000 0 1 2 -2	5 2 75% 1100 0 2 2 -2	6 1 82% 1200 0 1 2 -2	1 82% 1300 0 1 2 -2	6 1 82% 1400 0 1 2 -2	6 1 82% 1500 0 2 2 2 -2	6 1 89% 1600 0 2 2 -2	6 1 86% 1700 0 2 2 -2	7 0 100% 1800 0 1 2 -2	7 0 104% 1900 0 1 1 -1
Foucart Ln (Street "G")	East West	GE01 GW01	Total Percent Between Joseph and Lilyfield Joseph and Lilyfield Total Percent	7 Unoccupied age Occupied Capacity 0 0 0 Unoccupied age Occupied	7 0 104% 600 0 1 2 -2 0%	7 0 100% 0 1 2 -2 0%	7 0 96% 800 0 1 2 -2 0%	6 1 86% 900 0 2 2 -2 0%	6 1 82% 0 1000 0 1 2 -2 0%	5 2 75% 1100 0 2 2 -2 0%	6 1 82% 0 1200 0 1 2 -2 0%	1 82% 1300 0 1 2 -2 0%	6 1 82% 0 1 400 0 1 2 -2 0%	6 1 82% 1500 0 2 2 -2 0%	6 1 89% 1600 0 2 2 -2 0%	6 1 86% 0 2 2 -2 0%	7 0 100% 1800 0 1 2 -2 0%	7 0 104% 1900 0 1 1 -1 0%
Foucart Ln (Street "G")	East West Side	GE01 GW01 Map Code	Total Percent Between Joseph and Lilyfield Joseph and Lilyfield Total Percent Between	7 Unoccupied age Occupied Capacity 0 0 Unoccupied age Occupied Capacity	7 0 104% 600 0 1 2 -2 0% 600	7 0 100% 700 0 1 2 -2 0% 700	7 0 96% 0 1 2 -2 0% 800	6 1 86% 900 0 2 2 -2 0% 900	6 1 82% 0 1000 0 1 2 -2 0%	5 2 75% 1100 0 2 2 -2 0% 1100	6 1 82% 0 1200 0 1 2 -2 0%	1 82% 1300 0 1 2 -2 0% 1300	6 1 82% 0 1400 0 1 2 -2 0%	6 1 82% 1500 0 2 2 -2 0% 1500	6 1 89% 1600 0 2 2 -2 0%	6 1 86% 0 2 2 -2 0%	7 0 100% 1800 0 1 2 -2 0% 1800	7 0 104% 1900 0 1 1 1 -1 0%
Foucart Ln (Street "G")	East West	GE01 GW01	Total Percent Between Joseph and Lilyfield Joseph and Lilyfield Total Percent	7 Unoccupied age Occupied Capacity 0 0 0 Unoccupied age Occupied	7 0 104% 600 0 1 2 -2 0%	7 0 100% 0 1 2 -2 0%	7 0 96% 800 0 1 2 -2 0%	6 1 86% 900 0 2 2 -2 0%	6 1 82% 0 1000 0 1 2 -2 0%	5 2 75% 1100 0 2 2 -2 0%	6 1 82% 0 1200 0 1 2 -2 0%	1 82% 1300 0 1 2 -2 0%	6 1 82% 0 1 400 0 1 2 -2 0%	6 1 82% 1500 0 2 2 -2 0%	6 1 89% 1600 0 2 2 -2 0%	6 1 86% 0 2 2 -2 0%	7 0 100% 1800 0 1 2 -2 0%	7 0 104% 1900 0 1 1 -1 0%
Foucart Ln (Street "G")	East West Side East	GE01 GW01 Map Code HE01	Total Percent Between Joseph and Lilyfield Joseph and Lilyfield Percent Retween Albert and Lilyfield	7 Unoccupied age Occupied 0 0 Unoccupied age Occupied 12 15 27	7 0 104% 600 0 1 2 -2 0% 600 11 11 12 23	7 0 100% 700 0 1 2 -2 0% 700 11 11 11 22	7 0 96% 800 0 1 2 -2 0% 800 11 11 10 21	6 1 86% 900 0 2 2 -2 0% 900 10 10 10	6 1 82% 0 0 1 2 -2 0% 1000 10 10 10 20	5 2 75% 1100 0 2 2 2 -2 0% 1100 9 9 9	6 1 82% 1200 0 1 2 -2 0% 1200 9 9 9	1 82% 1300 0 1 2 -2 0% 1300 10 11 21	6 1 82% 0 1400 0 1 2 -2 0% 1 1 1 1 1 1 1 1 2 2	6 1 82% 0 2 2 2 2 2 3 500 11 11 11 21	6 1 89% 1600 0 2 2 -2 0% 1600 10 11 21	6 1 86% 0 2 2 .2 .2 0% 1700 11 12 23	7 0 100% 1800 0 1 2 -2 0% 1800 111 111 22	7 0 104% 1900 0 1 1 1 0% 1900 10 13 22
Foucart Ln (Street "G")	East West Side East	GE01 GW01 Map Code HE01	Total Percent Between Joseph and Lilyfield Joseph and Lilyfield Desph and Lilyfield Retween Albert and Lilyfield Joseph and Lilyfield Total	7 Unoccupied age Occupied 0 0 Unoccupied age Occupied Capacity 12	7 0 104% 600 0 1 2 -2 0% 600 11 1 12 23 4	7 0 100% 700 0 1 2 2 -2 0% 700 11 11 11 22 5	7 0 96% 800 0 1 2 2 -2 0% 800 11 10 21 6	6 1 86% 900 0 2 2 2 2 2 0% 900 10 10 19 8	6 1 82% 000 0 1 2 -2 0% 1000 10 10 10 20 7	5 2 75% 1100 0 2 2 2 -2 0% 1100 9 9 9 18 9	6 1 82% 1200 0 1 2 -2 0% 1200 9 9 9 9 18 9	1 82% 1300 0 1 2 -2 0% 1300 10 11 21 6	6 1 82% 0 1 400 0 1 2 -2 0% 1 400 11 11 22 6	6 1 82% 0 2 2 2 2 2 2 3 5 0% 1500 11 11 11 21 6	6 1 89% 0 2 2 2 0% 1600 10 11 21 6	6 1 86% 7700 0 2 2 2 2 0% 7700 11 12 23 5	7 0 100% 1800 0 1 2 -2 0% 1800 11 11 11 22 5	7 0 104% 1900 0 1 1 -1 0% 1900 10 13 22 5
Foucart Ln (Street "G") Location Foucart St (Street "H")	East West Side East West	GE01 GW01 Map Code HE01 HW01	Total Percent Between Joseph and Lilyfield Joseph and Lilyfield Between Albert and Lilyfield Joseph and Lilyfield Percent Percent	7 Unoccupied age Occupied 0 0 Unoccupied age Occupied 12 15 27 Unoccupied age Occupied	7 0 104% 600 0 1 2 -2 -2 0% 600 111 12 23 4 84%	7 0 100% 700 0 1 2 -2 0% 700 111 11 22 5 5 81%	7 0 96% 0 1 2 -2 0% 800 11 10 21 10 21 6 6 78%	6 1 86% 900 0 2 2 -2 0% 900 10 10 10 19 8 8 70%	6 1 82% 1000 0 1 2 -2 0% 1000 10 10 10 20 7 7 4%	5 2 75% 1100 0 2 2 2 2 -2 0% 1100 9 9 18 9 9 18 9	6 1 82% 1200 0 1 2 -2 0% 1200 9 9 18 9 9 18 9 9	1 82% 1300 0 1 2 -2 -2 0% 1300 10 11 21 6 78%	6 1 82% 1400 0 1 2 -2 0% 1400 11 11 11 22 6 80%	6 1 82% 1500 0 2 -2 0% 1500 11 11 11 21 6 79%	6 1 89% 1600 0 2 2 -2 0% 1600 10 11 21 6 78%	6 1 86% 1700 0 2 2 -2 0% 1700 11 12 23 5 5 83%	7 0 100% 1800 0 1 2 -2 0% 1800 111 11 22 5 81%	7 0 104% 900 0 1 1 1 1 0% 1900 10 13 22 5 5 82%
Foucart Ln (Street "G")	East West Side East West Side	GE01 GW01 Map Code HE01 HW01 Map Code	Total Between Joseph and Lilyfield Joseph and Lilyfield Percent Between Albert and Lilyfield Joseph and Lilyfield Joseph and Lilyfield Between Albert and Lilyfield Desph and Lilyfield Between Between Between	7 Unoccupied age Occupied 0 0 0 Unoccupied age Occupied 12 15 27 Unoccupied age Occupied Capacity Capacity	7 0 104% 600 0 1 2 -2 0% 600 11 11 12 23 4 84%	7 0 100% 700 0 1 1 2 -2 0% 700 11 1 1 1 1 22 5 81%	7 0 96% 0 1 2 -2 0% 800 11 10 21 6 78%	6 1 86% 900 0 2 2 2 2 2 0% 900 10 10 19 8	6 1 82% 1000 0 1 2 -2 0% 1000 10 10 10 20 7 74%	5 2 75% 1100 0 2 2 2 0% 1100 9 9 9 118 9 67%	6 1 82% 1200 0 1 1 2 -2 0% 1200 9 9 9 18 9 9 18 9 9 18 9 1200	1 82% 1300 0 1 2 -2 0% 1300 10 11 21 6 78%	6 1 82% 0 1 400 0 1 2 -2 0% 1 400 11 11 22 6	6 1 82% 0 2 2 2 .2 0% 1500 11 11 11 21 6 79%	6 1 89% 1600 0 2 -2 0% 1600 10 11 21 6 78% 1600	6 1 86% 1700 0 2 2 -2 0% 1700 11 12 23 5 83% 1700	7 0 100% 1800 0 1 2 -2 0% 1800 11 11 11 22 5 81%	7 0 104% 1900 0 1 1 1 1 1 1 0 % 1 900 10 13 22 5 5 82%
Foucart Ln (Street "G") Location Foucart St (Street "H") Location Hutcheson	East West Side East West	GE01 GW01 Map Code HE01 HW01	Total Percent Between Joseph and Lilyfield Joseph and Lilyfield Between Albert and Lilyfield Joseph and Lilyfield Percent Percent	7 Unoccupied age Occupied 0 0 Unoccupied age Occupied 12 15 27 Unoccupied age Occupied	7 0 104% 600 0 1 2 -2 -2 0% 600 111 12 23 4 84%	7 0 100% 700 0 1 2 -2 0% 700 111 11 22 5 5 81%	7 0 96% 0 1 2 -2 0% 800 11 10 21 10 21 6 6 78%	6 1 86% 900 0 2 2 -2 0% 900 10 10 10 10 19 19 8 70%	6 1 82% 1000 0 1 2 -2 0% 1000 10 10 10 20 7 7 4%	5 2 75% 1100 0 2 2 2 2 2 .2 0% 1100 9 9 18 9 9 18 9 67%	6 1 82% 1200 0 1 2 -2 0% 1200 9 9 18 9 9 18 9 9	1 82% 1300 0 1 2 -2 -2 0% 1300 10 11 21 6 78%	6 1 82% 1400 0 1 1 2 -2 0% 1400 11 11 22 6 80%	6 1 82% 1500 0 2 -2 0% 1500 11 11 11 21 6 79%	6 1 89% 1600 0 2 2 -2 0% 1600 10 11 21 6 78%	6 1 86% 1700 0 2 2 -2 0% 1700 11 12 23 5 5 83%	7 0 100% 1800 0 1 2 -2 0% 1800 111 11 22 5 81%	7 0 104% 9 0 1 1 1 1 0% 1900 10 13 22 5 5 82%
Foucart Ln (Street "G") Location Foucart St (Street "H")	East West Side East West Side	GE01 GW01 Map Code HE01 HW01 Map Code IE01 IE02 IE01	Total Percent Between Joseph and Lilyfield Joseph and Lilyfield Joseph and Lilyfield Deeph and Lilyfield Percent Albert and Lilyfield Joseph and Lilyfield Deeph and Lilyfield Decempt and Cashman Albert and Cashman Albert and Cashman	7 Unoccupied age Occupied Capacity 0 0 Unoccupied age Occupied Capacity 12 15 27 Unoccupied age Occupied Capacity 2 Capacity 2 5 3	7 0 104% 600 0 1 1 2 -2 0% 600 1 1 2 2 3 4 84% 600 2 5 5 2	7 0 100% 700 1 2 2 3 700 11 11 11 22 5 81% 700 2 5 81%	7 0 96% 0 1 2 -2 0% 800 11 10 21 6 78% 800 2 1 800 2 4 4	6 1 86% 900 0 2 2 2 0% 900 10 10 10 10 19 8 70% 900 1 5 2	6 1 82% 1000 0 1 2 -2 0% 1000 10 10 10 20 7 74% 1000 1 5 2	5 2 75% 0 2 2 2 2 2 2 2 3 0% 1100 9 9 9 18 9 67% 1100 2 4 3	6 1 82% 1200 0 1 2 0% 1200 9 9 9 18 9 67% 1200 2 4 3	1 82% 1300 0 1 2 -2 0% 1300 10 11 21 21 6 78% 1300 2 2 4 3	6 1 82% 1400 1 2 -2 0% 1400 11 11 12 6 80% 1400 1 3 3	6 1 82% 1500 0 2 2 -2 0% 1500 11 11 21 6 79% 1500 1 3 3 3	6 1 89% 1600 0 2 2 -2 0% 1600 10 11 21 6 78% 1600 1 3 3	6 1 86% 1700 0 2 2 2 3% 1700 11 12 23 5 83% 1700 2 4 3	7 0 100% 0 1 2 -2 0% 1 100 1 1 1 11 11 22 5 8 1% 1 800 2 4 4 3	7 0 104% 1900 0 1 1 1 1 0% 1900 10 13 22 5 82% 1900 2 4 3
Foucart Ln (Street "G") Location Foucart St (Street "H") Location Hutcheson St	East West Side East West Side East	GE01 GW01 Map Code HE01 HW01	Total Percent Between Joseph and Lilyfield Joseph and Lilyfield Between Albert and Lilyfield Deseph and Lilyfield Deseph and Lilyfield Between Albert and Cashman South of Cashman	7 Unoccupied age Occupied 0 0 Unoccupied age Occupied age Occupied age Occupied age Occupied Capacity 2 5 3 8	7 0 104% 600 0 1 2 -2 0% 600 111 12 23 3 4 84% 600 2 2 5	7 0 100% 700 0 1 1 2 -2 0% 700 700 1 1 1 1 1 1 1 1 1 1 1 1 1 2 2 5 8 1%	7 0 96% 0 1 2 -2 -2 800 11 10 21 10 21 6 6 78% 800 800 21 4	6 1 86% 900 0 2 2 -2 0% 900 10 10 19 8 70% 900 11 5	6 1 82% 1000 0 1 2 -2 0% 1000 10 10 20 7 74% 1000 10 5	5 2 75% 1100 0 2 2 2 -2 0% 1100 9 9 9 9 18 9 67% 1100 2 4	6 1 82% 0 1 200 1 2 -2 0% 1 200 9 9 9 9 9 9 18 8 9 9 5 7% 1200 2 2 4	1 82% 1300 0 1 2 -2 0% 1300 10 11 11 21 6 78% 1300 2 4	6 1 82% 1400 0 1 2 -2 -2 0% 1400 11 11 22 6 80% 1400 11 3	6 1 82% 1500 0 2 2 -2 0% 1500 11 11 21 6 79% 1500 1 3	6 1 89% 1600 0 2 2 -2 -2 -3 -5 -5 	6 1 86% 1700 0 2 2 -2 -2 0% 1700 11 12 23 5 83% 1700 2 4	7 0 100% 1800 0 1 2 -2 0% 1800 11 11 11 22 5 81% 1800 2 2 4	7 0 104% 1900 0 1 1 1 1 -1 900 13 13 22 5 5 82% 1900 13 22 5 82%
Foucart Ln (Street "G") Location Foucart St (Street "H") Location Hutcheson St	East West Side East West Side East	GE01 GW01 Map Code HE01 HW01 Map Code IE01 IE02 IE01	Total Percent Between Joseph and Lilyfield Joseph and Lilyfield Joseph and Lilyfield Percent Between Albert and Lilyfield Joseph and Lilyfield Joseph and Lilyfield Joseph and Lilyfield Retween Albert and Cashman South of Cashman South of Cashman Total	7 Unoccupied age Occupied 0 0 Unoccupied age Occupied Capacity 12 15 27 Unoccupied age Occupied Capacity 2 5 3 8 18 Unoccupied	7 0 104% 600 0 1 2 2 0% 600 11 1 22 3 4 84% 600 2 5 2 6 60 2 5 2 6 6 14 4	7 0 100% 700 1 2 2 - 2 - 2 - 0% 700 11 11 11 11 2 2 5 81% 700 2 5 5 2 2 5	7 0 96% 800 1 2 2 0% 800 11 10 21 6 6 78% 800 2 2 4 2 2 4 2 5 5	6 1 86% 900 2 2 -2 -2 -2 -3 -2 -3 -2 -3 -2 -3 -2 -3 -2 -3 -2 -3 -2 -3 -2 -3 -2 -3 -3 -3 -3 -3 -3 -3 -3 -3 -3	6 1 82% 1000 0 1 2 -2 0% 1000 10 10 10 20 7 74% 1000 1 5 2 5	5 2 75% 0 0 2 2 2 2 2 3 3 9 9 67% 1100 2 4 3 3 4	6 1 82% 1200 0 1 2 -2 -2 -2 -2 -2 -2 -2 -2 -2	1 82% 1300 0 1 2 -2 0% 1300 10 10 11 21 21 6 6 78% 1300 2 4 4 3 5	6 1 82% 100 0 1 2 -2 -2 -2 -2 -0% 1400 11 11 11 22 6 80% 1400 1 3 -3 -5 -5	6 1 82% 500 0 2 2 2 0% 1500 11 11 11 6 79% 1500 1 1 3 3 6 13 5	6 1 89% 1600 0 2 2 -2 0% 1600 10 11 21 6 78% 1600 1 3 3	6 1 86% 1700 2 2 -2 -3 -2 -3 -3 -3 -3 -3 -3 -3 -3 -3 -3	7 0 100% 1000 0 1 2 	7 0 104% 1900 0 1 1 1 1 0% 1900 10 10 13 22 5 82% 1900 2 2 4 3 6 5 5 82%
Foucart Ln (Street "G") Location Foucart St (Street "H") Location Hutcheson St	East West Side East West Side East	GE01 GW01 Map Code HE01 HW01 Map Code IE01 IE02 IE01	Total Percent Between Joseph and Lilyfield Joseph and Lilyfield Joseph and Lilyfield Percent Between Albert and Lilyfield Joseph and Lilyfield Joseph and Lilyfield Joseph and Lilyfield Retween Albert and Cashman South of Cashman South of Cashman Total	7 Unoccupied age Occupied 0 0 Unoccupied age Occupied Capacity 12 15 27 Unoccupied age Occupied Capacity 2 5 5 3 8 8 8	7 0 104% 600 0 1 2 2 0% 600 11 1 22 3 4 84% 600 2 5 2 6 60 2 2 5 2 6 6 14 4	7 0 100% 700 1 2 2 700 11 11 11 11 11 22 5 81% 700 2 5 81% 700 2 5 5 13	7 0 96% 800 1 1 2 -2 0% 800 111 10 2 1 6 78% 800 2 1 6 800 2 4 4 2 5 13	6 1 5 900 0 2 2 2 2 0% 900 10 10 10 10 19 8 70% 900 1 5 2 6 14	6 1 82% 1000 0 1 2 -2 0% 1000 10 10 10 20 7 74% 1000 1 5 2 5 13	5 2 75% 0 0 2 2 2 -2 0% 0 7 9 9 9 9 1100 9 9 9 57% 11000 2 4 4 3 4 12	6 1 2% 1200 0 1 2 -2 0% 1200 9 9 9 18 9 67% 1200 2 4 3 4 12	1 82% 1300 0 1 2 -2 0% 1300 10 11 21 6 78% 1300 2 4 4 3 5 13	6 1 82% 82% 0 0 1 2 0% 1400 11 11 11 12 22 6 80% 1400 1 3 3 5 12	6 1 82% 0 0 2 -2 0% 1500 11 11 21 6 79% 1500 1 3 3 6 13	6 1 89% 0 0 2 2 0% 1600 10 11 21 6 78% 1600 1 3 3 5 13	6 1 100 0 2 2 2 0% 1700 11 12 23 5 83% 1700 2 4 3 6 14	7 0 100% 1800 0 1 2 -2 -2 -2 -2 -2 -2 -2 -2 -2 -2 -2 -2 -	7 0 104% 1900 0 1 1 1 1 0% 1900 10 13 22 5 82% 1900 2 4 1900 2 4 1900 2 4 1900 10 5 5 82%
Foucart Ln (Street "G") Location Foucart St (Street "H") Location Hutcheson St	East West Side East West Side East	GE01 GW01 Map Code HE01 HW01 Map Code IE01 IE02 IE01	Total Percent Between Joseph and Lilyfield Joseph and Lilyfield Joseph and Lilyfield Percent Between Albert and Lilyfield Joseph and Lilyfield Joseph and Lilyfield Joseph and Lilyfield Retween Albert and Cashman South of Cashman South of Cashman Total	7 Unoccupied age Occupied 0 0 Unoccupied age Occupied Capacity 12 15 27 Unoccupied age Occupied Capacity 2 5 3 8 18 Unoccupied	7 0 104% 600 0 1 2 2 0% 600 11 1 22 3 4 84% 600 2 5 2 6 60 2 2 5 2 6 6 14 4	7 0 100% 700 1 2 2 3 700 11 11 11 12 2 5 81% 700 2 5 81% 700 2 5 81%	7 0 96% 800 1 2 2 0% 800 11 10 21 6 6 78% 800 2 2 4 2 2 4 2 5 5	6 1 86% 900 0 2 2 2 0% 900 10 10 10 10 19 8 70% 900 1 5 2 6 14 4	6 1 82% 1000 0 1 2 -2 0% 1000 10 10 10 20 7 74% 1000 1 5 2 5	5 2 75% 75% 0 2 2 2 3 % 7 % 9 9 9 9 1100 9 9 9 18 9 67% 7	6 1 82% 1200 0 1 2 0% 1200 9 9 9 9 9 18 9 6 7% 1200 2 4 3 4 12 6	1 82% 0 1300 0 1 2 -2 -2 -2 -2 -2 -2 -2 -2 -2 -2 -2 -2 -	6 1 82% 1400 0 1 2 -2 0% 1400 11 11 12 6 80% 1400 1 3 3 5 12 6	6 1 82% 500 0 2 2 2 0% 1500 11 11 6 79% 1500 1 3 3 6 13 3 5 71% 1500	6 1 89% 1600 0 2 2 0% 1600 10 11 21 6 78% 1600 1 3 3 5 13 6	6 1 1 86% 1700 0 2 2 0% 1700 11 12 23 5 83% 1700 2 4 3 6 14 4	7 0 100% 1 2 -2 0% 1800 11 11 11 22 5 81% 1800 2 4 3 6 4 3 6 4	7 0 104% 1900 0 1 1 1 1 0% 1900 10 10 13 22 5 82% 1900 2 2 4 3 6 5 5 82%
Foucart In (Street "G") Location Foucart St (Street "H") Location Hutcheson St (Street "I")	East West Side East West Side East West	GE01 GE01 GW01 GW01 Map Code HE01 HW01 HW01 IE02 IW01 IW02 IW01	Total Percent Between Joseph and Lilyfield Joseph and Lilyfield Joseph and Lilyfield Detri and Lilyfield Between Albert and Lilyfield Detri and Lilyfield Between Albert and Cashman South of Cas	7 Unoccupied age Occupied 0 0 Unoccupied age Occupied Capacity 12 15 27 20 Unoccupied age Occupied Capacity 2 5 3 8 18 Unoccupied Capacity 2 5 3 8 18 Unoccupied Capacity 2 5 3 8 18 10 Capacity 5 5 5 5 5 5 5 5 5 5 5 5 5	7 0 104% 600 0 1 2 	7 0 100% 700 1 2 2 3 700 11 11 11 11 11 22 5 81% 700 2 5 81% 700 2 5 5 13 3 5 74%	7 0 96% 96% 0 1 2 -2 0% 800 11 10 21 5 78% 800 2 4 2 2 4 2 5 13 3 5 71%	6 1 86% 900 2 2 -2 -2 -2 -2 -3 -2 -3 -3 -3 -3 -3 -3 -3 -3 -3 -3	6 1 82% 1000 0 1 2 -2 -2 -2 -2 -2 -2 -2 -2 -2	5 2 75% 100 2 2 2 3 4 9 9 9 9 67% 1100 2 4 3 4 120 2 4 3 4 127 64%	6 1 82% 1200 9 9 9 1200 9 9 1200 2 4 3 4 120 6 68% 1200 3	1 82% 0 1300 0 1 2 -2 2 -2 3 3 0 0 10 11 21 21 6 6 78% 1300 2 4 3 5 13 6 6 69%	6 1 82% 100 0 1 2 2 0% 1400 11 11 11 11 22 6 80% 1400 1 3 5 12 6 68% 1400 2	6 1 82% 0 2 2 -2 -2 -3 -2 -3 -5 79% 1500 1 1 3 6 13 5 71% 1500 2 1500 2	6 1 89% 1600 0 2 2 -2 0% 1600 10 11 1 6 78% 1600 1 3 3 5 13 6 6 9%	6 1 86% 1700 2 2 3 4 1700 11 12 23 5 83% 1700 2 4 3 6 14 4 78% 1700 1 1 1 1 1 1 1 1 1 1 1 1 1	7 0 100% 1 2 -2 -2 -2 -2 -2 -2 -2 -2 -2 -2 -3 -3 -3 -3 -3 -3 -3 -3 -3 -3 -3 -3 -3	7 0 104% 1900 0 1 1 1 1 1 0% 1900 10 13 22 5 82% 25 82% 25 82% 1900 2 4 3 3 6 15 3 83%
Foucart In (Street "G") Location Foucart St (Street "H") Location Hutcheson St (Street "I")	East West Side East West Side East West	GE01 GW01 Map Code HE01 HW01 IE01 IE01 IE02 IW01 IW02	Total Percent Between Joseph and Lilyfield Joseph and Lilyfield Joseph and Lilyfield Detrem Albert and Lilyfield Joseph and Lilyfield Joseph and Lilyfield Joseph and Lilyfield Joseph and Lilyfield Albert and Cashman South of Cashman South of Cashman Total Percent Between Between I Betw	7 Unoccupied age Occupied age Occupied age Occupied Capacity 12 15 27 Unoccupied age Occupied Capacity 2 5 3 8 18 Unoccupied Capacity 2 Capacity 2 Capacity 2 Capacity 2 Capacity 2 Capacity 2 Capacity 2 Capacity 2 Capacity 2 Capacity 2 Capacity 2 Capacity 2 Capacity 2 Capacity 2 Capacity 2 Capacity 2 Capacity 2 Capacity 2 Capacity 2 Capacity 2 Capacity 2 Capacity 2 Capacity 2 Capacity 2 Capacity 2 Capacity 2 Capacity 2 Capacity 2 Capacity 2 Capacity 2 Capacity 2 Capacity 2 Capacity 2 Capacity 2 Capacity 2 Capacity 2 Capacity 2 Capacity 2 Capacity 2 Capacity 2 Capacity 2 Capacity 2 Capacity 2 Capacity 2 Capacity 2 Capacity 2 Capacity 2 Capacity 2 Capacity 2 Capacity 2 Capacity 2 Capacity 2 Capacity 2 Capacity 2 Capacity Capacity 2 Capacity Capacity Capacity Capacity Capacity Capacity Capacity Capacity Capacity Capacity Capacity Capacity Capacity Capacity Capacity Capacity Capacity Capacity Capacity Capacity Capacity	7 0 104% 600 0 1 2 2 0% 600 11 1 22 3 4 84% 600 2 5 2 6 60 2 4 4 84%	7 0 100% 700 1 2 2 3 700 11 11 11 22 5 81% 700 2 5 81% 700 2 5 2 5 2 5 2 5 3 3 5 74%	7 0 96% 800 1 2 2 0% 800 11 10 21 6 6 78% 800 21 6 800 21 3 5 78%	6 1 86% 900 0 2 2 2 0% 900 10 10 10 10 10 19 8 70% 900 1 1 5 2 6 14 4 76%	6 1 82% 82% 1000 0 1 2 2 0% 10 10 10 10 10 20 7 74% 1000 1 5 2 5 74% 1000 3 2	5 2 75% 0 0 2 2 2 0% 1100 9 9 9 9 1100 9 9 9 18 9 67% 5 7 6 4 8 9 1100 2 4 3 4 12 7 6 6%	6 1 2200 0 1 2 0% 1200 9 9 9 9 9 1200 2 1200 2 4 3 4 12 6 6 8%	1 82% 0 1300 0 1 2 -2 0% 1300 10 11 12 1 6 78% 1300 2 4 4 3 5 13 6 6 69%	6 1 82% 1400 0 0 1 2 -2 0% 1400 1 1 1 3 3 5 12 6 68% 1400 1400	6 1 82% 500 0 2 2 2 0% 1500 11 11 6 79% 1500 1 3 3 6 13 3 5 71% 1500	6 1 89% 1600 0 2 2 0% 1600 10 11 21 6 78% 1600 1 3 3 5 13 6 6 69%	6 1 1 86% 1700 0 2 2 0% 1700 11 12 23 5 83% 1700 2 4 3 6 14 14 3 6 14 14 78%	7 0 100% 1 2 2 2 0% 1 1 2 2 0% 1 1 1 1 1 1 2 2 5 8 11% 1 2 2 5 8 11% 1 2 2 5 8 11% 1 2 2 5 8 11% 1 0 %	7 0 104% 1900 0 1 1 1 1 0% 1900 10 13 22 5 82% 1900 2 2 4 3 6 5 5 82%
Foucart In (Street "G") Location Foucart St (Street "H") Location Hutcheson St (Street "I")	East West Side East West Side Side	GE01 GW01 Map Code HE01 HW01 IE01 IE01 IE02 IW01 IW02	Total Percent Between Joseph and Lilyfield Joseph and Lilyfield Total Between Albert and Lilyfield Joseph and Lilyfield Doseph and Lilyfield Doseph and Lilyfield Doseph and Lilyfield Between Albert and Cashman South of Cashman Between Listin and Justin/Lamb Ln Justin/Lamb Ln and Lamb	7 Unoccupied age Occupied 0 0 Unoccupied age Occupied Capacity 12 15 27 Unoccupied age Occupied Capacity 2 5 3 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8	7 0 0 104% 600 1 1 2 2 3 600 1 1 1 1 2 2 3 4 84% 600 2 2 5 5 2 6 6 1 4 4 79% 6 00 2 3	7 0 100% 700 1 2 2 -2 0% 700 11 11 11 11 11 22 5 81% 700 2 5 5 81% 700 2 5 5 13 5 74%	7 0 96% 800 1 1 2 -2 0% 800 111 10 21 21 6 78% 800 2 4 4 2 5 13 5 71% 800 3 3 3	6 1 900 0 2 -2 0% 900 10 10 10 10 10 10 10 10 10	6 1 82% 1000 0 1 2 -2 -2 -2 -2 -2 -2 -2 -2 -2	5 2 75% 75% 1100 9 9 9 9 8 18 9 67% 1100 2 4 4 3 4 4 12 7 64%	6 1 2% 1200 0 1 2 -2 0% 1200 9 9 9 9 9 18 19 67% 1200 2 4 1200 2 4 12 6 68%	1 82% 1300 0 1 2 -2 0% 1300 10 11 21 21 6 78% 1300 2 4 4 3 5 1330 6 95% 1300 2 2 2 2	6 1 82% 0 0 1 2 -2 0% 1400 11 11 11 22 6 80% 1400 1 3 3 5 12 6 68% 1400 2 2	6 1 82% 0 0 2 2 2 0% 1500 11 11 11 11 21 6 79% 1500 1 3 3 6 13 5 71% 1500 2 2 2	6 1 89% 0 0 2 2 2 0% 1600 10 11 21 21 21 6 78% 1600 11 3 3 5 13 6 69% 10 2 2 2 2 2 2 2 2 2 2 2 2 2	6 1 1 1 2 2 2 3 5 8 3 5 8 3 4 1 700 2 4 3 6 14 4 7 8 1700 1 1 2 3 5 8 3 6 11 11 12 12 12 12 12 12 12 12	7 0 100% 1 1 2 2 -2 0% 1 800 1 1 1 1 1 1 1 2 2 5 81% 1 800 2 4 4 3 6 6 1 4 4 7 6% 1 800 0 1	7 0 104% 1900 0 1 1 1 1 0% 1900 10 13 22 5 82% 1900 2 4 4 3 6 15 3 83%
Foucart In (Street "G") Location Foucart St (Street "H") Location Hutcheson St (Street "I")	East West Side East West Side East West	GE01 GW01 Map Code HE01 HW01 IE01 IE02 IW01 IW02 JN01 JN03 JN04	Total Percent Between Joseph and Lilyfield Joseph and Lilyfield Total Between Albert and Lilyfield Doseph and Lilyfield Between Albert and Cashman South of Cashman Between Justin and Justin/Lamb Ln Justin/Lamb Ln and Lamb Fayan Land Rayan Rayan and Rayan/Cecily Ln Rayan and Rayan/Cecily Ln	7 Unoccupied age Occupied 0 0 Unoccupied age Occupied Capacity 12 15 27 Unoccupied age Occupied Capacity 2 5 3 8 18 Unoccupied age Occupied Capacity 5 4 4 4 5 0 0 0 0 0 0 0 0 0 0 0 0 0	7 0 0 104% 600 1 1 2 2 3 6 00 2 3 4 8 4 8 4 8 4 8 4 8 4 8 4 8 4 8 6 00 2 2 5 5 2 6 14 4 4 79% 6 00 2 3 3 3 2 0 2 0 0 10 1 2 2 0 2 10 1 2 10 10 10 10 10 10 10 10 10 10 10 10 10	7 0 100% 700 1 2 2 -2 0% 700 11 11 11 11 11 22 5 81% 700 2 5 5 81% 700 2 5 5 13 5 74% 700 2 5 2 5 3 3 3 3 3 3 3 3 0	7 0 96% 800 1 1 2 -2 0% 800 1 11 10 2 1 3 6 78% 800 2 4 4 2 5 13 5 71% 800 3 3 3 3 3 0	6 1 900 0 2 2 2 0% 900 10 10 10 10 10 10 10 10 10	6 1 82% 82% 1000 0 1 2 2 0% 10 10 10 10 10 10 20 7 74% 1000 1 5 2 5 13 5 74% 1000 3 2 2 2 3 5 74% 1000 3 2 3 2 3 3 5 74% 1000 3 2 3 3 3 5 7 4 8 7 7 7 7 7 7 7 7 7 7 7 7 7	5 2 75% 75% 1100 9 9 9 9 1100 9 18 9 67% 1100 2 4 3 4 12 7 64% 1100 3 2 3 3 0	6 1200 0 1 2 0% 1200 9 9 9 9 9 9 9 9 9 9 9 18 19 67% 1200 2 4 12 6 68% 1200 3 2 2 3 0 1 2 3 0 1 2 3 0 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2 2 2 2 2 2 2 3 3 2 2 2 2 3 3 3 2 2 2 2 3 3 3 3 2 2 2 3 3 0 0 0 1 1 1 1 1 1 1 1 1 1 1 1 1	1 82% 1300 0 1 2 -2 0% 1300 10 11 21 6 78% 1300 2 4 4 3 5 133 6 9% 1300 2 2 4 4 3 5 13 3 6 9%	6 1 82% 0 0 1 2 -2 0% 1400 11 11 11 22 6 80% 1400 1 3 3 5 12 6 68% 1400 2 4 6 80% 1400 1 1 1 1 1 1 1 1 1 1 1 1 1	6 1 82% 0 0 2 2 2 0% 1500 11 11 11 21 21 2 3 3 6 73% 1500 1 3 3 5 71% 1500 2 2 4 2 0 0 1500 2 2 2 2 2 2 2 2 2 2 2 2 2	6 1 89% 1600 0 2 2 2 0% 1600 10 11 21 6 78% 1600 1 1 3 3 5 13 6 69% 10 2 2 4 2 0 0 10 10 11 21 2 1600 10 10 10 11 21 2 2 2 2 2 2 2 2 2 2 2 2 2	6 1 1 1 2 2 2 3 5 8 3 4 1 700 2 4 3 6 14 4 7 8 1700 1 2 4 3 5 8 3 4 1 1 1 1 1 1 1 1 1 1 1 1 1	7 0 100% 1 1 2 2 -2 0% 1 1 1 1 1 1 1 2 2 5 8 1% 1 2 2 5 8 1% 1 2 2 4 4 3 6 6 1 4 4 7 6% 1 2 0 0 1 1 1 1 1 2 2 -2 2 0%	7 0 0 104% 1 1 1 1 0 3 1 1 0 3 22 5 8 2% 1 900 2 2 5 8 2% 1 900 0 2 4 1 3 3 8 3% 1 900 0 0 1 1 1 0 1 1 1 1 1 1 1 1 1 1 1
Foucart In (Street "G") Location Foucart St (Street "H") Location Hutcheson St (Street "I")	East West Side East West Side Side	GE01 GW01 Map Code HE01 HW01 Wap Code IE01 IE02 IW01 IW02 JN03 JN04	Total Percent Between Joseph and Lilyfield Joseph and Lilyfield Joseph and Lilyfield Joseph and Lilyfield Detrive the second sec	7 Unoccupied age Occupied 0 0 Unoccupied age Occupied Capacity 12 15 27 27 10 Unoccupied age Occupied Capacity 2 5 3 8 18 Unoccupied Capacity 5 4 4 5	7 0 104% 600 0 1 2 2 0% 600 1 1 1 2 2 3 4 84% 600 2 2 5 2 6 6 0 2 4 84% 600 2 2 5 2 6 6 0 1 1 4 84%	7 0 100% 700 1 2 -2 -2 -2 -2 -2 -2 -2 -2 -2 -2 -3 -2 -2 -5 -81% 700 2 2 5 -2 -5 -2 -5 -2 -5 -2 -5 -2 -5 -2 -3 -3 -3 -5 -2 -2 -2 -2 -2 -2 -2 -2 -2 -2 -2 -2 -2	7 0 96% 0 1 2 -2 0% 800 11 10 2 1 3 6 78% 800 2 4 2 5 13 5 71% 800 3 3 3 2 3	6 1 86% 900 2 2 2 3 5 900 10 10 10 10 10 10 10 10 10	6 1 82% 1000 0 1 2 -2 -2 -2 -2 -2 -3 1000 10 10 10 10 10 20 7 74% 1000 11 5 5 74% 1000 3 2 2 3 3	5 2 75% 75% 0 2 2 2 0% 1100 9 9 9 9 9 9 9 9 9 8 8 9 6 7% 5 7 6 4 % 5 7 6 4% 5 7 6 4% 5 7 6 4% 5 7 8 9 9 9 9 1100 9 9 9 9 9 9 18 8 9 9 7 8 % 5 %	6 1 82% 1200 9 9 9 9 1200 9 9 1200 2 4 3 4 1200 2 4 3 4 1200 3 2 3 3	1 82% 0 1300 0 1 2 -2 0% 7 8% 7 8% 7 8% 7 8% 7 8% 7 8% 7 8% 7	6 1 82% 1400 1 1 1 1 1 1 1 1 1 2 2 0% 1 400 1 1 1 1 1 2 2 6 80% 1 400 1 1 1 1 1 1 2 2 3 3 3	6 1 82% 1500 2 2 2 2 3 500 11 11 11 11 21 6 79% 1500 1 3 3 6 13 5 71% 1500 2 2 4 4 2	6 1 89% 1600 0 2 2 2 0% 1600 10 11 21 20 1600 10 11 21 21 6 78% 1600 10 11 21 2 3 5 1600 10 11 21 2 2 2 2 2 2 2 2 2 2 2 2 2	6 1 86% 700 2 2 2 3 5 83% 1700 11 12 23 5 83% 1700 2 4 3 6 14 78% 1700 1 2 4 1 78%	7 0 100% 1 2 -2 0% 1 1 2 0% 1 1 1 1 1 1 1 1 1 1 2 2 5 8 1% 1 2 1 8 1% 1 2 3 6 6 14 4 7 6% 1 8 1%	7 0 104% 1900 0 1 1 1 1 3 3 22 5 82% 1900 2 4 3 3 6 6 15 5 83% 1 900 0 0 1 1 3 3 83%
Foucart In (Street "G") Location Foucart St (Street "H") Location Hutcheson St (Street "I") Location	East West Side East West Side Side	GE01 GE01 GW01 GW01 Map Code HE01 HW01 HW01 IE01 IE02 IW01 IE02 JW01 JW02 JN03 JN04 JN05 JN06	Total Percent Between Joseph and Lilyfield Joseph and Lilyfield Total Between Albert and Lilyfield Doseph and Lilyfield Between Albert and Cashman South of Cashman Between Justin and Justin/Lamb Ln Justin/Lamb Ln and Lamb Fayan Land Rayan Rayan and Rayan/Cecily Ln Rayan and Rayan/Cecily Ln	7 Unoccupied age Occupied 0 0 Unoccupied age Occupied Capacity 12 15 27 Unoccupied age Occupied Capacity 2 5 3 8 18 Unoccupied Capacity 2 5 3 8 18 Unoccupied Capacity 2 5 3 8 18 Unoccupied Capacity 5 3 8 10 5 5 4 4 5 0 0 5 5 10 10 10 10 10 10 10 10 10 10	7 0 0 104% 600 1 1 2 2 3 6 00 2 3 4 8 4 8 4 8 4 8 4 8 4 8 4 8 4 8 6 00 2 2 5 5 2 6 14 4 4 79% 6 00 2 3 3 3 2 0 2 0 0 10 1 2 2 0 2 10 1 2 10 10 10 10 10 10 10 10 10 10 10 10 10	7 0 100% 700 1 2 2 -2 0% 700 11 11 11 11 22 5 81% 700 2 5 5 81% 700 2 5 5 13 5 74% 700 2 5 2 5 3 3 3 3 3 3 3 3 0	7 0 96% 800 1 1 2 -2 0% 800 1 1 1 0 2 1 3 6 78% 800 2 2 4 4 2 5 5 71% 800 3 3 3 3 2 2 3 3 0 0 4	6 1 86% 900 0 2 2 2 0% 900 10 10 10 10 10 10 19 8 70% 900 1 1 5 2 6 14 4 7 8 900 10 10 10 10 10 10 10 10 10	6 1 82% 1000 0 1 2 -2 0% 1000 10 10 10 20 7 7 7 4% 1000 1 5 2 5 7 4% 1000 3 2 2 3 5 7 4 4	5 2 75% 75% 1100 9 9 9 9 1100 9 18 9 67% 1100 2 4 3 4 12 7 64% 1100 3 2 3 3 0	6 1 220 0 1 2 0% 1200 9 9 9 9 9 9 9 9 18 9 67% 7 1200 2 4 3 4 12 6 6 8%	1 82% 0 1300 0 1 2 -2 0% 1300 10 11 12 1 300 2 4 3 5 13 0 6 6 9% 1300 2 4 4 3 3 5 13 0 6 4	6 1 82% 1400 0 1 2 -2 0% 1400 1 1 3 3 5 12 6 80% 1400 1 3 3 5 12 6 6 8% 1400 2 2 3 3 0 4	6 1 82% 1500 0 2 2 2 0% 1500 11 11 11 21 2 79% 1500 1 3 3 6 13 3 5 71% 1500 2 2 4 2 4 0 4 0 4 0 4 0 0 0 0 0 0 0 0 0 0 0 0 0	6 1 89% 1600 0 2 2 2 0% 1600 10 11 21 6 78% 1600 1 1 3 3 5 13 6 69% 10 2 2 4 2 0 0 10 10 11 21 2 1600 10 10 10 11 21 2 2 2 2 2 2 2 2 2 2 2 2 2	6 1 1 86% 1700 2 2 2 3 5 83% 1700 11 12 23 5 83% 1700 2 4 3 6 14 3 6 14 14 2 2 2 2 2 2 2 2 2 2 2 2 2	7 0 100% 1 2 2 -2 0% 1 1 2 2 0% 1 1 1 1 1 1 2 2 5 8 11% 1 2 2 5 8 11% 1 2 2 5 8 11% 1 2 2 5 8 11% 1 1 1 2 2 5 8 11% 1 0 %	7 0 104% 1900 1 1 1 1 1 0% 10 10 10 10 10 10 10 10 10 10 10 10 10
Foucart In (Street "G") Location Foucart St (Street "H") Location Hutcheson St (Street "I")	East West Side East West Side Side	GE01 GW01 Map Code HE01 HW01 IE01 IE02 IW01 IW02 JN01 JN02 JN03 JN04 JN05 JN06 JN07 JN08 JS01	Total Between Joseph and Lilyfield Joseph and Lilyfield Joseph and Lilyfield Joseph and Lilyfield Detrive the second sec	7 Unoccupied age Occupied 0 0 Unoccupied age Occupied Capacity 12 15 27 Unoccupied age Occupied Capacity 2 Capacity 2 3 8 18 Unoccupied age Occupied Capacity 5 4 4 4 5 0 5 0 3 0 0 12 15 12 15 12 15 12 15 12 15 12 15 12 15 12 15 12 15 12 15 12 15 12 15 12 15 12 15 12 15 12 15 12 15 15 12 15 15 12 15 15 15 15 15 15 15 15 15 15	7 0 104% 600 0 1 2 2 0% 600 1 1 1 2 2 3 4 84% 600 2 2 5 2 6 6 0 2 5 2 6 6 0 2 3 3 3 2 2 6 0 4 4 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	7 0 100% 700 1 2 -2 -2 -2 -2 -2 -700 11 11 11 12 2 5 81% 700 2 5 81% 700 2 5 5 81% 700 2 5 5 81% 700 0 2 5 81% 700 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	7 0 96% 800 1 1 2 -2 0% 800 1 1 1 0 2 1 3 0 2 1 6 78% 800 2 2 4 4 2 5 5 78% 800 2 2 3 3 3 3 3 3 3 3 3 3 0 0 0 0 0 0 0	6 1 86% 900 2 2 2 3 900 10 10 10 10 10 10 10 10 19 8 70% 900 11 5 2 6 4 4 7 900 3 2 3 3 3 3 0 4 0 0 0 0 0 0 0 0 0 0 0 0 0	6 1 82% 1000 1 2 -2 0% 1000 10 10 10 10 20 7 7 7 4% 1000 1 5 2 5 7 4% 1000 3 2 2 5 7 4% 1000 0 0 0 0 0 0 0 0 0 0 0 0	5 2 75% 75% 0 0 2 2 2 0% 9 9 9 9 9 9 9 9 9 9 9 8 8 8 9 6 7% 6 7% 6 7% 6 4% 6 7 6 4% 6 7 6 4% 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	6 1 2200 0 1 2 0% 1200 9 9 9 9 9 9 9 9 9 1200 2 4 3 4 122 6 6 8% 1200 3 2 2 3 4 0 0 0 0 0 0 0 0 0 0 0 0 0	1 82% 0 0 1 2 -2 0% 1300 10 11 2 1300 2 4 3 5 13 6 6 69% 2 4 3 5 13 0 6 2 4 4 3 0 0 0 0 0 0 0	6 1 82% 1400 0 1 2 -2 0% 1400 1 1 1 2 6 80% 1400 1 3 3 5 12 6 6 80% 1400 1 3 3 5 12 6 80% 1400 1 1 1 2 2 6 80% 1 1 1 1 2 2 6 80% 1 1 1 1 2 2 6 80% 1 1 1 1 1 2 2 6 80% 1 1 1 1 2 2 6 80% 1 1 1 1 2 2 6 80% 1 1 1 1 1 2 2 6 80% 1 1 1 1 2 2 6 80% 1 1 1 1 2 2 6 80% 1 1 1 1 2 2 6 80% 1 1 1 1 1 2 2 6 80% 1 1 1 1 2 2 6 80% 1 1 1 1 2 2 6 80% 1 1 1 1 2 2 6 80% 1 1 1 1 2 2 6 80% 1 1 1 2 2 6 80% 1 1 1 2 2 6 80% 1 1 1 2 2 2 3 3 3 3 3 3 3 3 1 2 1 400 2 2 2 2 3 3 3 3 0 0 0 0 0 0 0 0 0 0 0 0 0	6 1 82% 1500 0 2 2 2 0% 1500 11 11 11 2 5 79% 1500 1 3 3 6 79% 1500 1 1 3 3 6 79% 1500 1 1 2 2 2 2 2 2 2 2 2 2 2 2 2	6 1 89% 1600 0 2 2 2 0% 1600 10 11 21 20 16 78% 1600 1 3 3 5 13 6 6 9% 1500 10 11 21 21 2 2 2 2 2 2 2 2 2 2 2 2 2	6 1 1 86% 1 0 0 2 2 2 3 5 8 3% 1 100 11 12 2 3 5 8 3% 1700 11 12 2 3 5 8 3% 1700 11 12 2 2 2 3 5 8 3% 1700 11 12 2 2 2 2 2 2 2 2 2 2 2 2 2	7 0 100% 1 2 2 3 3 3 5 8 11 11 11 22 5 5 8 11 11 22 5 5 8 11 4 3 6 6 14 4 3 6 6 14 4 3 6 6 11 11 11 22 5 5 8 11 0 0 10 10 10 10 10 10 10 10 10 10 10	7 0 104% 1900 1 1 1 1 1 0% 10 10 10 10 10 10 10 10 10 10 10 10 10
Foucart In (Street "G") Location Foucart St (Street "H") Location Hutcheson St (Street "I") Location	East West Side East West Side Side	GE01 GE01 GW01 Map Code HE01 HW01 IE01 IE02 IW01 IW02 JN03 JN04 JN05 JN06 JN07 JN08 JS02	Total Percent Between Joseph and Lilyfield Joseph and Lilyfield Total Retween Albert and Lilyfield Between Albert and Lilyfield Between Albert and Cashman South of Cashman South of Cashman South of Cashman Total Total Percent Between Justin and Justin/Lamb Ln Justin/Lamb Ln and Lamb Ryan Ln Lamb/Ryan Ln Lamb/Ryan Ln Lamb/Ryan Ln Lamb/Ryan Ln and Ryan Ryan and Ryan/Cecily Ln Ryan/Cecily Ln Ryan/Cecily Ln South of Cashma Justin and Justin/Lamb Ln Justin and Justin/Lamb Ln Justin and Justin/Lamb Ln Justin And Justin/Lamb Ln Justin And Decart Ln Foucart Ln And Foucart Ln Justin Lamb Ln Justin/Lamb Ln Ju	7 Unoccupied age Occupied 0 0 0 Unoccupied age Occupied 2 12 15 27 27 20 Capacity 12 15 27 27 3 8 18 Unoccupied Capacity 2 5 3 8 18 Unoccupied Capacity 5 4 4 5 0 5 0 3 0 0 0 0 0 0 0 0 0 0 0 0 0	7 0 104% 600 1 1 2 3 6 00 1 1 1 1 2 2 3 4 8 4% 6 00 2 2 5 2 5 2 5 2 5 2 6 0 14 4 8 4% 6 00 0 2 2 5 2 2 5 2 2 6 0 0 0 10 1 2 2 3 4 8 4% 6 0 0 0 1 1 2 2 3 4 8 4% 6 0 0 1 1 2 2 3 3 4 8 4% 6 0 0 1 1 2 2 3 3 4 8 4% 6 0 0 1 1 2 2 3 3 4 8 4% 6 0 0 1 1 1 2 2 3 3 4 8 4% 6 0 0 1 1 1 2 3 3 4 8 4% 6 0 0 1 1 1 1 2 3 3 4 8 4% 6 0 0 1 1 1 1 1 1 1 2 3 3 4 8 4% 6 0 0 0 1 1 1 1 1 1 1 1 2 3 3 4 8 4% 6 0 0 0 0 1 1 1 1 1 1 1 1 2 3 5 5 5 2 3 5 7 6 0 0 1 1 1 1 1 1 1 1 2 3 5 7 5 7 6 00 0 2 2 5 5 7 7 8 7 8 7 8 7 8 7 8 7 8 7 8 7 8 7	7 0 100% 700 1 2 2 700 11 1 1 1 1 1 2 2 5 5 8 1% 700 700 2 5 5 2 5 1 3 3 5 74% 700 2 5 3 3 3 3 0 0 4 0 0 0 0 0 0 0 0 0 0 0 0 0	7 0 96% 800 1 1 2 -2 0% 800 1 11 10 2 1 3 6 78% 800 2 4 4 2 4 2 4 2 5 71% 800 3 3 3 2 2 3 3 0 0 4 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	6 1 900 0 2 2 2 0% 900 10 10 10 10 10 10 10 10 10	6 1 82% 1000 0 1 2 	5 2 75% 75% 1100 9 9 9 18 9 67% 1100 9 18 9 67% 1100 3 2 4 12 7 4 12 7 4 12 7 4 12 7 4 0 0 0 0 0 0 0 0 0 0 0 0 0	6 1 22 0 1 2 0 1 2 0 5 1 20 9 9 9 9 9 9 9 9 9 9 9 9 9	1 82% 1300 0 1 2 -2 0% 1300 10 11 21 6 78% 78% 78% 78% 1300 2 4 4 3 5 13 3 6 69% 1300 2 2 4 4 3 5 13 3 6 69%	6 1 82% 0 0 1 2 -2 0% 1400 11 11 11 11 22 6 80% 1400 1 3 3 5 12 6 68% 1400 2 3 3 3 5 12 6 88% 1400 1 1 1 1 1 1 1 1 1 1 1 1 1	6 1 82% 0 0 2 2 2 0% 1500 11 11 11 11 21 21 6 79% 1500 1 3 3 6 13 3 5 71% 1500 2 4 2 2 0 4 0 0 0 0 0 0 0 0 0 0 0 0 0	6 1 89% 1600 0 2 2 2 0% 1600 10 11 11 11 21 6 78% 1600 1 1 3 3 3 5 13 6 69% 1600 2 2 2 4 2 0 4 2 0 0 0 0 0 0 0 0 0 0 0 0 0	6 1700 0 2 2 2 0% 1700 11 12 2 3 5 83% 1700 11 12 2 4 3 6 14 4 3 6 14 4 2 1700 11 2 2 4 3 6 14 4 3 6 14 4 3 6 14 4 3 6 14 4 3 6 14 14 4 3 6 14 14 14 14 14 14 14 14 14 14	7 0 100% 1 1 2 2 -2 0% 1 1 1 1 1 1 1 2 2 5 8 1% 1 2 2 5 8 1% 1 2 2 4 4 3 6 6 14 4 7 6% 1 2 0 0 0 1 1 1 1 1 1 2 2 -2 2 0%	7 0 0 104% 1900 0 1 1 1 0% 1900 10 13 3 22 5 5 82% 1900 10 3 3 82% 1900 0 0 11 3 3 3 5 5 82% 1900 0 0 10 10 10 10 10 10 10 10 10 10 10
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Foucart In (Street "G") Location Foucart St (Street "H") Location Hutcheson St (Street "I") Location	East West Side East West Side Side North	GE01 GE01 GW01 Map Code HE01 HW01 IE01 IE02 IW01 IW02 JN01 JN02 JN03 JN04 JN05 JN06 JS01 JS03 JS04 JS03 JS04 JS05 JS06	Total Percent Between Joseph and Lilyfield Joseph and Lilyfield Total Retween Albert and Lilyfield Deeph and Lilyfield Retween Albert and Cashman South of Cashman South of Cashman South of Cashman South of Cashman Between Deercent Between Definition Betwe	7 Unoccupied age Occupied 0 0 Unoccupied age Occupied Capacity 12 15 27 Unoccupied age Occupied Capacity 2 Capacity 2 3 8 18 Unoccupied age Occupied Capacity 5 4 4 4 5 0 0 0 0 0 0 0 0 0 0 0 0 0	7 0 0 104% 600 1 1 2 2 3 4 8 4 8 4 8 4 8 4 8 4 8 6 00 2 2 5 5 2 2 5 2 2 5 2 2 3 4 8 8 7 9% 6 00 0 2 2 3 3 3 2 2 5 5 2 3 3 3 2 0 6 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	7 0 100% 700 1 2 -2 -2 -2 -2 -2 -7 0% 11 1 11 12 2 5 8 1% 700 2 5 5 8 1% 700 2 5 5 8 1% 700 2 5 5 8 1% 700 9 10 1 2 -2 -2 -2 -2 -2 -2 -2 -2 -2 -2 -2 -2 -	7 0 96% 800 1 1 2 2 0% 800 1 1 1 1 0 2 1 3 6 78% 800 2 4 4 2 4 2 4 2 3 3 5 71% 800 3 3 3 3 3 3 3 0 0 0 0 0 0 0 0 0 0 0	6 1 1 900 0 2 2 2 0% 900 10 10 10 10 10 10 10 10 10	6 1 82% 1000 1 2 -2 0% 1000 10 10 10 10 20 7 74% 1000 1 1 5 2 5 2 5 2 5 2 5 2 5 2 5 2 3 3 5 74% 1000 0 0 0 0 0 0 0 0 0 0 0 0	5 2 75% 75% 0 0 2 2 2 0% 9 9 9 9 9 9 9 9 9 9 9 8 8 8 9 6 7% 6 7 6 4% 6 7 6 4% 6 7 6 4% 6 7 6 4% 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	6 1 220 0 1 2 0% 1200 9 9 9 9 9 9 9 9 9 9 9 9 9	1 82% 0 0 1300 1 2 -2 -2 -2 -2 -3 -2 -3 -5 -5 -5 -5 -5 -5 -5 -5 -5 -5 -5 -5 -5	6 1 82% 0 0 1 2 2 0% 1400 11 11 11 12 2 6 80% 1400 1 1 2 6 80% 1400 1 1 2 2 6 80% 1400 1 1 2 2 6 80% 1400 1 1 2 2 6 80% 1 2 2 6 80% 1 2 2 6 80% 1 2 2 6 80% 1 2 2 6 80% 1 2 2 6 80% 1 2 2 6 80% 1 2 2 6 80% 1 2 2 6 80% 1 2 2 6 80% 1 2 2 6 80% 1 2 2 6 80% 1 2 2 6 80% 1 2 2 6 80% 1 2 2 6 80% 1 1 1 1 1 2 2 6 80% 1 2 2 6 80% 1 2 2 6 80% 1 2 2 6 80% 1 2 2 6 80% 1 2 2 6 80% 1 2 2 6 80% 1 2 2 6 80% 1 2 2 6 80% 1 2 2 6 80% 1 2 1 2 6 80% 1 2 2 6 80% 1 2 1 2 6 80% 1 2 2 0 0 0 0 0 0 0 0 0 0 0 0 0	6 1 82% 1500 0 2 2 2 0% 1500 11 11 11 2 1500 1 1500 1 3 3 5 73% 1500 2 2 2 4 4 0 0 0 0 0 0 0 0 0 0 0 0 0	6 1 189% 1600 0 2 2 2 3 5 1600 10 11 21 6 78% 1600 1 3 3 3 5 13 6 69% 1 3 3 5 13 6 69% 1 2 2 4 2 0 4 0 0 0 0 0 0 0 0 0 0 0 0 0	6 1 1 1 2 2 2 3 5 3 3 5 8 3 4 1 1 1 2 3 5 8 3 4 1 4 3 6 1 4 3 6 1 4 3 6 1 4 3 6 1 4 3 6 1 4 3 6 1 4 3 6 1 4 3 6 1 4 1 4 3 6 1 4 1 4 3 6 1 4 1 4 1 4 1 1 1 1 1 1 2 3 5 8 3 8 1 7 1 1 1 1 1 1 1 1 1 1 1 1 1	7 0 100% 1 1 2 2 -2 0% 1 1 1 1 1 1 1 2 2 5 8 1% 1 2 2 5 8 1% 1 2 2 5 8 1% 1 2 2 3 3 1 10 0 2 4 4 3 3 6 6 14 4 4 7 6% 9 7 8 1800 10 1 2 2 5 8 1800 10 1 2 2 5 8 1800 10 1 2 2 5 8 1800 10 1 2 2 5 8 1800 10 1 1 1 1 1 1 1 1 1 1 2 2 5 8 1800 10 1 2 2 5 8 1800 11 1 1 1 1 1 1 1 1 2 2 5 8 1800 10 1 2 2 5 8 1800 10 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	7 0 0 104% 1900 1 1 1 1 0 1 1 0 1 1 1 0 1 2 2 5 8 2% 1 900 2 2 5 8 2% 1 900 2 2 4 3 3 6 5 5 8 2% 1 900 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1
Foucart In (Street "G") Location Foucart St (Street "H") Location Hutcheson St (Street "I") Location	East West Side East West Side Side North	GE01 GE01 GW01 Map Code HE01 HW01 IE01 IE02 IW01 IE02 IW01 IW02 JN03 JN04 JN05 JN07 JN08 JS01 JS03 JS04 JS05	Total Percent Between Joseph and Lilyfield Joseph and Lilyfield Desph and Lilyfield Between Albert and Lilyfield Between Albert and Cashman South of Cashman South of Cashman South of Cashman South of Cashman Total Between Justin and Justin/Lamb Ln Justin/Lamb Ln and Lamb Ryan In Lamb/Ryan Ln Lamb/Ryan L	7 Unoccupied age Occupied 0 0 Unoccupied age Occupied 2 2 12 15 27 Unoccupied age Occupied age Occupied Capacity 2 5 3 8 18 Unoccupied age Occupied 3 8 18 Unoccupied 3 8 18 Unoccupied 3 0 0 0 0 0 0 0 0 0 0 0 0 0	7 0 0 104% 600 1 1 2 3 6 0 2 3 4 84% 6 00 2 2 5 5 2 5 5 2 5 5 2 5 5 2 5 5 2 5 5 2 5 5 2 5 5 2 5 5 2 5 5 2 5 5 2 5 5 2 5 5 2 5 5 2 5 5 7 2 3 3 3 3 3 3 2 2 0 6 0 0 0 0 0 1 1 2 2 3 3 4 8 4% 6 0 0 0 1 1 2 3 3 4 8 4% 6 0 0 1 1 1 2 3 3 4 8 4% 6 0 0 1 1 1 2 3 3 4 8 4% 6 0 0 1 1 1 2 3 3 4 8 4% 6 0 0 1 1 1 1 2 3 3 4 8 4% 6 0 0 1 1 1 1 1 1 2 3 3 4 8 4% 6 0 0 0 1 1 1 1 1 1 1 1 1 2 3 5 5 5 5 5 5 5 5 7 6 0 0 0 1 1 1 1 1 1 1 2 3 5 5 5 5 5 5 5 5 5 5 5 7 5 7 5 7 5 7 5	7 0 100% 700 1 2 -2 -2 -2 -2 -2 -2 -2 -2 -2 -2 -2 -2 -	7 0 96% 800 1 1 2 3 0% 1 1 3 0 2 1 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3	6 1 5 900 2 2 2 7 900 10 10 10 10 10 10 19 8 70% 900 11 5 2 6 14 4 5 2 6 14 4 5 2 6 14 4 6 900 0 0 0 0 0 0 0 0 0 0 0 0	6 1 22% 0 0 1 2 2 0% 1000 10 10 10 10 20 20 7 74% 1000 10 10 20 7 74% 1000 10 10 20 20 7 74% 1000 10 10 20 20 20 20 20 20 20 20 20 2	5 2 75% 75% 75% 75% 75% 75% 75% 75% 75% 75%	6 1 2% 1200 9 9 9 9 9 9 9 9 9 9 9 9 9	1 82% 0 0 1 300 0% 1 2 -2 0% 0% 1 300 2 1 3 5 1 3 0 2 4 3 5 1 3 0 2 2 4 3 5 1 3 0 2 2 4 4 3 0 5 1 3 0 0 2 2 4 4 3 0 0 0 1 1 2 -2 0% 5 7 0% 1 0 1 1 2 -2 0% 5 7 0% 1 0 1 1 2 -2 0% 5 7 0% 1 0 1 1 2 -2 0% 5 7 8% 1 2 -2 0% 5 7 8% 1 2 -2 0% 5 7 8% 1 2 -2 -2 0% 5 7 8% 1 2 -2 -2 0% 5 7 8% 1 2 -2 -2 -2 -2 -2 -2 -2 -2 -2 -2 -2 -2 -	6 1 2% 22% 0 1400 11 11 11 11 11 12 22 6 80% 1400 11 13 3 3 5 12 6 80% 1400 11 11 11 11 11 11 12 22 6 80% 1400 0 0 0 0 0 0 0 0 0 0 0 0	6 1 82% 0 0 2 2 2 3 500 11 11 11 11 11 21 21 3 3 6 13 3 3 6 13 5 73% 1500 1 3 3 3 6 13 5 73% 1500 1 1 2 2 2 4 2 2 2 4 2 2 2 4 2 2 2 2 4 2 2 2 2 2 2 2 2 2 2 2 2 2	6 1 89% 1600 0 2 2 2 0% 1600 10 10 11 11 121 6 78% 1600 10 11 3 3 3 5 13 6 6% 6% 10 0 2 2 2 2 2 2 2 2 2 2 2 2 2	6 1700 0 2 2 2 0% 1700 11 12 2 3 5 83% 1700 11 12 2 3 5 83% 1700 11 12 2 3 5 83% 1700 11 11 12 2 3 5 83% 1700 11 11 12 2 3 5 83% 1700 11 11 12 2 3 5 83% 1700 11 11 12 2 3 5 83% 1700 11 11 12 2 3 5 83% 1700 11 11 12 2 3 5 83% 1700 11 11 12 2 3 5 83% 1700 11 11 12 2 3 5 83% 1700 11 11 12 2 3 5 83% 1700 11 11 12 2 3 5 83% 1700 10 11 12 2 3 5 83% 1700 10 10 12 2 3 5 83% 1700 11 12 12 2 3 5 83% 1700 12 14 4 2 2 1700 12 14 4 2 12 14 4 2 14 4 2 14 14 4 2 10 0 10 11 12 12 14 14 4 2 10 0 10 0 10 10 10 10 10 10	7 0 100% 1 1 2 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3	7 0 0 104% 1 1900 0 1 1 0 3 3 22 5 5 82% 1 900 1 3 3 22 5 5 82% 1 900 1 3 3 6 6 1 5 3 82% 1 900 1 1 3 3 6 1 5 9 0 0 1 1 9 0 0 1 1 9 0 1 9 1 9 0 1 9 1 9
Foucart In (Street "G") Location Foucart St (Street "H") Location Hutcheson St (Street "I") Location	East West Side East West Side Side North	GE01 GE01 GW01 Map Code HE01 HW01 IE01 IE02 IW02 Map Code JN03 JN04 JN05 JN06 JN07 JN08 JS01 JS02 JS03 JS04 JS05 JS05 JS05 JS07	Total Percent Between Joseph and Lilyfield Joseph and Lilyfield Joseph and Lilyfield Joseph and Lilyfield Detrive the second sec	7 Unoccupied age Occupied 0 0 Unoccupied age Occupied Capacity 12 15 27 Unoccupied age Occupied Capacity 2 Capacity 2 3 8 18 Unoccupied age Occupied Capacity 5 4 4 4 5 0 0 0 0 0 0 0 0 0 0 0 0 0	7 0 0 104% 500 0 1 2 2 3 3 4 8 8 4 8 8 4 8 8 4 8 8 6 0 0 2 2 5 5 2 2 5 2 2 5 2 2 5 2 2 3 3 4 8 8 8 8 8 8 8 9 8 9 9 9 9 9 9 9 9 9 9	7 0 100% 700 1 2 2 -2 0% 700 1 1 1 1 1 1 1 2 2 5 8 1% 700 2 5 5 8 1% 700 2 5 5 8 1% 700 2 5 5 8 1% 700 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1	7 0 96% 800 1 1 2 2 0% 800 1 1 1 1 0 2 1 3 6 78% 800 2 1 3 5 71% 800 2 4 4 2 4 2 4 2 3 3 3 5 71% 800 0 2 1 3 3 3 3 3 0 0 0 0 0 0 0 0 0 0 0 0 0 0	6 1 900 0 2 2 2 0% 900 10 10 10 10 10 10 10 10 10	6 1 82% 82% 1000 0 1 2 2 3 1000 10 10 10 10 20 7 7 7 4% 1000 1 1 2 2 5 7 4% 1000 10 10 10 10 10 10 10 10	5 2 75% 75% 75% 75% 75% 75% 75% 75% 75% 75%	6 1 2% 1200 9 9 9 9 9 9 9 9 9 9 9 9 9	1 82% 0 0 1300 1 2 -2 -2 -2 -2 -2 -3 -2 -3 -2 -3 -2 -3 -2 -3 -2 -3 -2 -3 -2 -3 -2 -3 -2 -3 -2 -3 -2 -2 -2 -2 -2 -2 -2 -2 -2 -2 -2 -2 -2	6 1 82% 22% 0% 1400 11 11 11 11 12 22 6 80% 1400 1 1 22 6 80% 1400 1 1 22 6 80% 1400 1 1 22 6 80% 1400 1 1 22 6 80% 1400 1 1 22 6 80% 1400 1 1 22 6 80% 1400 1 1 1 1 22 6 80% 1 20 1 20 1 20 1 20 1 20 20 20 20 20 20 20 20 20 20	6 1 82% 52% 0 0 2 2 2 2 0% 11 11 11 21 2 3 3 5 71% 1500 1 3 3 5 71% 1500 1 3 3 6 73% 1500 1 1 1 1 2 2 2 2 2 2 2 2 2 2 2 2 2	6 1 189% 1600 0 2 2 2 3 3 1600 10 11 21 6 78% 1600 1 3 3 3 5 13 6 69% 1 3 3 5 13 6 6 9% 1 3 3 5 13 6 6 9% 1 1 0 1 1 0 1 1 2 2 2 2 2 2 2 2 2 2 2 2 2	6 1 1 1 2 2 2 3 5 3 3 5 3 3 5 3 3 5 3 3 5 3 3 5 3 3 5 3 3 5 3 3 5 3 3 5 3 3 5 3 3 5 3 3 5 3 3 5 3 3 5 3 3 5 3 3 5 3 3 5 3 3 5 3 3 5 3 3 5 3 3 5 3 3 5 3 3 5 3 3 5 3 3 5 3 3 5 3 3 5 3 3 5 3 3 5 3 3 5 3 3 5 3 3 5 3 3 5 3 3 5 3 3 5 3 3 5 3 3 5 3 3 5 3 3 5 5 3 3 5 5 3 3 5 5 3 3 5 5 3 3 5 5 3 3 5 5 3 3 5 5 3 3 5 5 3 3 5 5 3 3 5 5 3 3 5 5 3 3 5 5 3 3 5 5 3 3 5 5 3 3 5 5 5 3 3 5 5 5 5 5 5 5 5 5 5 5 5 5	7 0 100% 1 1 2 2 -2 0% 1 1 1 1 1 1 1 2 2 5 8 1% 1 2 2 5 8 1% 1 2 2 5 8 1% 1 2 2 5 8 1% 1 2 2 5 8 1% 1 1 1 1 1 1 2 2 5 8 1% 0 0 1 0 1 2 2 -2 2 -2 2 5 8 1% 0 1 2 2 5 8 1% 1 2 2 5 8 1% 1 2 2 5 8 1% 1 1 1 1 1 1 2 2 5 8 1% 1 1 1 1 1 1 2 2 5 8 1% 1 1 1 1 1 1 1 1 2 2 5 8 1% 1 1 1 1 1 1 1 1 1 1 1 2 2 5 8 1% 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	7 0 104% 1900 1 1 1 1 10 1 1 0 10 11 1 10 12 5 82% 1900 2 4 3 15 3 1500 0 15 3 1500 0 15 3 1000 0 11 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 <
Foucart In (Street "G") Location Foucart St (Street "H") Location Hutcheson St (Street "I") Location	East West Side East West Side Side North	GE01 GE01 GW01 Map Code HE01 HW01 IE01 IE02 IW02 Map Code JN03 JN04 JN05 JN06 JN07 JN08 JS01 JS02 JS03 JS04 JS05 JS05 JS05 JS07	Total Between Joseph and Lilyfield Joseph and Lilyfield Joseph and Lilyfield Between Albert and Lilyfield Joseph and Lilyfield Jostin And Cashman South of Cashman South of Cashman Total Justin/Amb Lin Justin/Amb Lin Justin/Amb Lin Justin/Amb Lin Lamb/Ryan Lin Lamb/Ryan Lin Lamb/Ryan Lin Justin/and Justin/Lamb Lin Justin/and Justin/Lamb Lin Justin/and Justin/Lamb Lin Justin/and Justin/Lamb Lin Justin/Lamb Lin Justin/Lamb Lin Justin/Lamb Lin Justin/Lamb Lin Justin/Lamb Lin	7 Unoccupied age Occupied 0 0 Unoccupied age Occupied 2 2 12 15 27 Unoccupied age Occupied age Occupied Capacity 2 5 3 8 18 Unoccupied age Occupied 3 8 18 Unoccupied 3 8 18 Unoccupied 3 0 0 0 0 0 0 0 0 0 0 0 0 0	7 0 104% 600 0 1 2 2 0% 600 1 1 1 2 2 3 4 84% 600 2 3 4 84% 600 2 2 5 2 6 6 0 2 3 3 4 84% 600 2 2 5 2 6 6 0 1 1 1 2 2 3 4 84% 6 0 0 0 1 1 2 2 2 3 4 8 4 8 4 8 4 8 4 8 4 8 4 8 4 8 4 8 4	7 0 100% 700 1 2 -2 -2 -2 -700 11 11 11 11 11 12 22 5 5 81% 700 2 5 5 2 5 5 2 5 5 2 5 5 2 5 5 2 5 5 2 5 5 2 5 5 2 5 5 2 5 5 2 5 5 2 5 5 2 5 5 2 5 5 2 5 5 2 5 5 2 5 5 2 5 5 2 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	7 0 96% 800 1 1 2 3 0% 1 1 3 0 2 1 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3	6 1 5 900 2 2 2 7 900 10 10 10 10 10 10 19 8 70% 900 11 5 2 6 14 4 5 2 6 14 4 5 2 6 14 4 5 2 6 14 4 6 19 0 0 0 0 0 0 0 0 0 0 0 0 0	6 1 22% 0 0 1 2 2 0% 1000 10 10 10 10 20 20 7 74% 1000 10 10 20 7 74% 1000 10 10 20 20 7 74% 1000 10 10 20 20 20 20 20 20 20 20 20 2	5 2 75% 1100 9 9 9 9 18 19 67% 100 9 67% 100 10 2 4 3 4 12 7 64% 100 0 0 0 0 0 0 0 0 0 0 0 0	6 1 2% 1200 9 9 9 9 9 9 18 19 67% 1200 9 9 9 9 9 9 9 9 9 9 9 9 9	1 82% 0 0 1 300 1 0 1 0 1 1 2 -2 0% 7 8% 7 8% 7 8% 7 8% 7 8% 7 8% 7 8% 7	6 1 82% 82% 1400 0 1 1 2 1400 11 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	6 1 82% 0 0 2 2 2 3 500 11 11 11 11 11 21 21 3 3 6 13 3 3 6 13 5 73% 1500 1 3 3 3 6 13 5 73% 1500 1 1 2 2 2 4 2 2 2 4 2 2 2 4 2 2 2 2 4 2 2 2 2 2 2 2 2 2 2 2 2 2	6 1 89% 1600 0 2 2 2 0% 1600 10 10 11 11 21 6 78% 1600 10 11 3 3 3 3 5 13 6 6 9% 1600 2 2 4 0 0 0 0 0 0 0 0 0 0 0 0 0	6 1 1700 0 2 2 2 3 5 8 3 5 8 3 5 8 3 5 8 3 6 14 4 3 6 14 4 3 6 14 4 7 8 0 17 0 0 11 12 23 5 8 3 6 17 0 0 11 12 23 5 8 3 6 17 0 0 11 12 23 5 8 3 6 17 0 0 11 12 23 5 8 3 6 17 0 0 11 12 23 5 8 3 6 14 4 3 6 14 4 4 7 8 14 14 14 14 14 14 14 14 14 14	7 0 100% 1 1 2 -2 0% 1 800 1 1 1 1 1 1 2 2 5 8 1% 8 0 6 1 4 3 6 1 4 3 6 1 4 3 6 1 4 3 6 1 4 3 6 1 2 2 4 3 6 1 2 2 5 8 1% 8 1% 8 1% 8 1% 8 1% 8 1% 8 1% 8	7 0 0 104% 1 1900 0 1 1 0 3 3 22 5 5 82% 1 900 1 3 3 22 5 5 82% 1 900 1 3 3 6 6 1 5 3 82% 1 900 1 1 3 3 6 1 5 9 0 0 1 1 9 0 0 1 1 9 0 1 9 1 9 0 1 9 1 9

					600		800		1000	1100	1200	1300	1400	1500	1600	1700	1800	1900
Location Justin/Lamp	Side East	Map Code KE01	Between Joseph and Lilyfield	Capacity 0	0	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900
Ln ·	West	KW01	Joseph and Lilyfield	0	6	6	6	6	6	6	6	6	5	5	6	4	3	3
(Street "K")	west	KWU1	Total	0	6	6	6	6	6	6	6	6	5	5	6	4	3	3
			TOLDI	Unoccupied	-6	-6	-6	-6	-6	-6	-6	-6	-5	-5	-6	-4	-3	-3
			Percent:	age Occupied	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
			Feitena	age occupied	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Location	Side	Map Code	Between	Capacity	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900
Justin St	East	LE01	Joseph and Lilyfield	20	16	14	14	15	15	17	16	15	16	15	16	15	14	14
(Street "L")	West	LW01	Joseph and Lilyfield	17	15	13	15	16	13	14	12	12	12	12	12	13	10	9
			Total	37	31	28	28	30	28	30	29	27	28	27	28	27	23	23
				Unoccupied	6	10	9	7	9	7	9	10	9	11	9	10	14	15
			Percenta	age Occupied	83%	74%	76%	81%	75%	82%	77%	72%	75%	72%	76%	74%	63%	61%
Location	C .4.		Postana and	6it	600	700	000	000	4000	4400	4300	4300	4400	4500	4600	4700	4000	4000
Location Lamb/Ryan	Side East	Map Code ME01	Between Joseph and Lilyfield	Capacity 0	600 0	700 0	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800 0	1900 0
Ln	West	MW01	Joseph and Lilyfield	0	0	0	0	0	1	1	1	1	1	1	0	0	0	0
(Street "M")	Trest		Total	0	0	0	1	1	2	2	2	2	2	1	0	0	0	0
				Unoccupied	0	0	-1	-1	-2	-2	-2	-2	-2	-1	0	0	0	0
			Percenta	age Occupied	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Location	Side	Map Code	Between	Capacity	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900
Lamb St (Street "N")	East	NE01	Joseph and Lilyfield	31	27	27	26	24	25	25	23	24 12	24 13	26	23	26	24 13	25 13
,	West	NW01	Joseph and Lilyfield Total	16 47	13 40	14 41	13 39	37	13 38	12 37	36	36	37	13 39	15 37	15 41	36	38
			Total	47 Unoccupied	40	41	39	10	38	37	36	36	37	39	10	41	36	38
			Percenta	age Occupied	85%	86%	84%	79%	81%	78%	76%	76%	78%	82%	79%	86%	77%	80%
				-8	6576	30%	0470	1376	01/6	7876	70%	70%	7876	0276	7376	80%	7770	30%
Location	Side	Map Code	Between	Capacity	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900
		ON01	Justin and Justin/Lamb	3	2	2	2	2	2	2	2	2	2	2	2	2	2	2
		ON02	Justin/Lamb and Lamb	4	4	4	3	4	3	3	4	4	4	3	3	3	2	2
		ON03	Lamb and Ryan/Cecily	15	16	15	15	15	16	15	15	14	13	14	13	13	12	11
	North	ON04	Ryan/Cecily and Cecily	5	3	2	3	3	3	3	2	3	3	2	2	2	2	2
		ON05	Cecily and Foucart Ln	5	3	3	3	4	3	3	3	3	3	3	2	3	2	2
		ON06	Foucart Ln and Foucart St	4	3	2	2	2	2	2	2	2	2	2	2	2	2	2
Lilyfield Rd		ON07	Foucart St and Denison	17	11	12	12	12	11	11	11	11	11	10	10	10	7	7
(Street "O")		OS01	Justin and Justin/Lamb	7	1	2	2	2	1	2	3	2	2	1	1	1	1	1
		OS02	Justin/Lamb and Lamb	2	5	5	5	5	5	6	6	6	5	6	6	5	3	3
		OS03	Lamb and Ryan/Cecily	21	14	16	12	13	13	12	12	12	12	12	11	13	12	11
	South	OS04	Ryan/Cecily and Cecily	7	5	5	6	5	5	5	5	4	5	4	4	4	4	4
		OS05	Cecily and Foucart Ln	7	7	7	6	7	7	7	7	7	7	6	7	6	6	5
		OS06	Foucart Ln and Foucart St	6	7	5	5	4	5	4	4	4	4	4	3	8	7	8
		OS07	Foucart St and Denison	27	19 98	19	20 94	18	18	18	17	15	15	15	17 84	19	15	16
			Total	130 Unoccupied	32	98 32	36	93 37	92 38	93 37	90 41	86 44	86 45	83 48	47	91 40	76 54	73 58
			Percenta	age Occupied	76%	76%	72%	72%	71%	71%	69%	66%	43	63%	64%	70%	59%	56%
Location	Side	Map Code	Between	Capacity	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900
Mary St (Street "P")	North South	PN01 PS01	Alice and Denison Alice and Denison	3 4	2	2	2	2	2	2	1	1	2	1	1	2	1	0
,	300011	1 1001	Alice and Denison Total	4	2	2	2	2	2	2	1	1	2	1	1	2	1	1
			TOTAL	/ Unoccupied	5	5	5	5	6	6	6	6	6	6	6	6	6	6
			Percenta	age Occupied	25%	25%	29%	25%	21%	21%	14%	14%	21%	18%	14%	21%	14%	14%
Location Ryan &	Side	Map Code	Between	Capacity	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900
Cecily Ln	East	QE01	Joseph and Lilyfield	0	2	1	1	1	1	1	1	1	2	1	2	1	2	2
(Street "O")	West	QW01	Joseph and Lilyfield	0	1	2	2	2	2	2	2	2	2	2	1	1	1	0
			Total	0 Unoccupied	-3	-3	-3	-3	-3	-3	-3	-3	-3	-3	-3	-2	-3	-2
			Percenta	age Occupied	-3	-3	-3	-3	-3	-3	-3	-3	-3	-3	-3	-2	-3	-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	
Location	Side	Map Code	Between	Capacity	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900
Ryan St	East	RE01	Joseph and Lilyfield	18	14	14	13	13	14	13	13	13	12	10	11	12	10	10
(Street "R")	West	RW01	Joseph and Lilyfield	36	30	31	30	29	28	30	30	29	27	26	25	25	27	27
			Total	54	44	45	44	42	42	43	42	41	38	35	36	37	36	37
				Unoccupied	10	9	11	12	12	12	12	13	16	19	18	18	18	17
			Percenta	age Occupied	81%	83%	81%	77%	78%	79%	78%	76%	71%	65%	66%	68%	67%	69%

Survey results weekday average

N N N N N N N N N N N N N N N N N N N N N N N N N N N N N N N N N N N N N N N N N N N N N N N N N N N N N N N N N N N N N N N N N N N N N N N N N N N N N N N N N N N N N N N N N N N N N N N N N N N N N N N N N N N					Capacity	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900
Note No No <		т	otal Area Ca			484	480	477	474			457	455					377	
Norm					ied														
No. No. <td></td> <td></td> <td></td> <td></td> <td></td> <td>55,0</td> <td>5570</td> <td>5470</td> <td>5570</td> <td>5270</td> <td>5070</td> <td>5070</td> <td>5070</td> <td>00/0</td> <td>0070</td> <td>0070</td> <td>0070</td> <td>7470</td> <td>1010</td>						55,0	5570	5470	5570	5270	5070	5070	5070	00/0	0070	0070	0070	7470	1010
Part Part Part Part	Location	Side	Map Code	Between	Capacity	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900
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Part Part<	Location	Side			1			1	1			1	1	1		1	1		
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Image: Note of the second s	Location	Side	Map Code	Between	Capacity	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900
Income imade lamb/kyan ln 4 4 3 3 3 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 <td></td> <td></td> <td>JN01</td> <td>Justin and Justin/Lamb Ln</td> <td>5</td> <td>4</td> <td>5</td> <td>2</td> <td>0</td> <td>0</td>			JN01	Justin and Justin/Lamb Ln	5	4	5	5	5	5	5	5	5	5	5	5	2	0	0
Norh INOrh Imbore Imbore Signal Ryan/Carly in and Ryan/Carly in			JN02	Justin/Lamb Ln and Lamb	4	4	4	4	4	4	4	4	4	4	3	4	2	0	0
JNS5 Ngan and Ryan/Cecily Ln and Cecily 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 1 1 1 1 JNO6 Ryan/Cecily Ln and Cecily 5 5 4 4 3 4 5 5 4 4 4 5 3 JOseph St O O 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		North		1	1														
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Jose Juse Function Gal Gal <thg< td=""><td></td><td></td><td>JN06</td><td>Ryan/Cecily Ln and Cecily</td><td>5</td><td>5</td><td>4</td><td>4</td><td>3</td><td>4</td><td>5</td><td>5</td><td>5</td><td>4</td><td>4</td><td>4</td><td>4</td><td>5</td><td>3</td></thg<>			JN06	Ryan/Cecily Ln and Cecily	5	5	4	4	3	4	5	5	5	4	4	4	4	5	3
Street ") 1501 Justin and Justin/Lamb Ln 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Joseph St			1			1	1	1										
IS03 Lamb and Lamb/Ryan Ln O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O <td>(Street "J")</td> <td></td> <td>1</td> <td></td> <td></td> <td></td> <td>1</td> <td></td> <td></td> <td>1</td> <td>1</td> <td></td> <td></td> <td>1</td> <td>1</td> <td></td> <td></td> <td></td> <td></td>	(Street "J")		1				1			1	1			1	1				
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J508 Foucart In and Foucart St. 3 3 2 3 3 3 3 3 3 2 2 2 3 2 2			JS06	Ryan/Cecily Ln and Cecily	0	0	0	0	0	0	0	0	0	0		0	0	0	0
															1				

				Unoccupied	9	9	9	10	9	6	6	7	9	9	9	14	21	24
			Percent	age Occupied	74%	75%	74%	72%	74%	82%	84%	81%	75%	74%	75%	60%	40%	29%
						1				1	1				1			
Location Justin/Lamb	Side	Map Code	Between	Capacity	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900
Ln -	East	KE01	Joseph and Lilyfield	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(Street "K")	West	KW01	Joseph and Lilyfield	0	9	10	10	10	10	9	9	9	9	9	9	6	4	3
			Total		9	10	10	10	10	9	9	9	9	9	9	6	4	3
				Unoccupied	-9	-10	-10	-10	-10	-9	-9	-9	-9	-9	-9	-6	-4	-3
			Percent	age Occupied	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Location	Side	Mark Cards	5	C	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900
Justin St	East	Map Code LE01	Between Joseph and Lilyfield	Capacity 20	20	700 19	20	20	20	21	21	20	1400	20	1800	16	16	1900
(Street "L")	West	LW01	Joseph and Lilyfield	17	19	19	19	19	19	19	18	17	17	17	15	10	10	8
	west		Total		39	38	39	39	39	39	39	37	36	37	36	33	26	23
				Unoccupied	-2	-1	-2	-2	-2	-2	-2	1	2	1	1	4	12	15
			Percent	age Occupied	104%	103%	104%	105%	104%	105%	104%	99%	96%	99%	97%	89%	69%	61%
													•	•				
Location	Side	Map Code	Between	Capacity	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900
Lamb/Ryan Ln	East	ME01	Joseph and Lilyfield	0	1	1	1	1	1	1	1	1	1	0	0	0	1	0
(Street "M")	West	MW01	Joseph and Lilyfield	0	0	0	0	1	1	1	1	1	1	1	1	0	0	0
			Total	0	1	1	1	2	2	2	2	2	1	1	1	0	1	0
				Unoccupied	-1	-1	-1	-2	-2	-2	-2	-2	-1	-1	-1	0	-1	0
			Percent	age Occupied	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Location	Side	Map Code	Between	Capacity	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900
Location Lamb St	East	NE01	Joseph and Lilvfield	31	29	30	28	29	31	28	27	27	27	30	25	29	23	24
(Street "N")	West	NW01	Joseph and Lilyfield	16	15	16	15	14	16	15	15	15	15	16	17	15	13	12
,,	west	144401	Total		44	45	43	43	46	43	41	42	42	45	42	44	36	36
			100	Unoccupied	4	2	4	5	1	-15	6	6	5	2	6	4	11	11
			Percent	age Occupied	93%	96%	91%	90%	98%	90%	87%	88%	89%	96%	88%	93%	77%	77%
						1												
Location	Side	Map Code	Between	Capacity	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900
		ON01	Justin and Justin/Lamb	3	3	2	2	2	2	2	2	2	2	2	3	3	2	2
		ON02	Justin/Lamb and Lamb	4	4	5	4	5	4	4	4	5	5	5	5	4	3	3
		ON03	Lamb and Ryan/Cecily	15	18	18	18	18	18	18	18	18	17	18	17	16	15	14
	North	ON04	Ryan/Cecily and Cecily	5	5	4	4	4	4	4	4	4	4	4	5	5	3	3
		ON05	Cecily and Foucart Ln	5	4	5	5	5	5	5	5	5	5	5	5	5	4	3
		ON06	Foucart Ln and Foucart St	4	3	3	2	3	3	2	2	3	3	2	3	3	3	3
Lilyfield Rd		ON07	Foucart St and Denison	17	17	17	17	17	17	17	17	17	17	17	17	16	11	9
(Street "O")		OS01	Justin and Justin/Lamb	7	2	2	2	2	2	2	2	2	2	2	2	1	1	1
		OS02	Justin/Lamb and Lamb	2	10	11	10	11	11	11	11	12	11	12	11	10	6	6
		OS03	Lamb and Ryan/Cecily	21	21	21	18	21	20	20	20	20	20	19	18	21	19	17
	South	OS04	Ryan/Cecily and Cecily	7	7	7	8	7	7	7	7	6	7	6	6	7	6	6
		OS05	Cecily and Foucart Ln	7	8	10 6	9	9	10	10	10	10	10	9	10	7	8	5
		OS06 OS07	Foucart Ln and Foucart St Foucart St and Denison	6 27	32	29	30	6 30	7	6 30	6 29	6 26	6 26	27	5 29	11 32	10 24	11 24
		0307	Total		138	138	133	137	136	135	135	133	133	130	131	139	112	104
				Unoccupied	-8	-8	-3	-7	-6	-5	-5	-3	-3	1	-1	-9	19	27
			Percent	age Occupied	106%	106%	102%	105%	104%	103%	103%	102%	102%	100%	101%	107%	86%	80%
Location	Side	Map Code	Between	Capacity	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900
Mary St	North	PN01	Alice and Denison	3	2	2	3	2	2	2	2	2	3	2	2	2	1	1
(Street "P")	South	PS01	Alice and Denison	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
			Total		2	2	3	2	2	2	2	2	3	2	2	2	1	1
			Dercont	Unoccupied tage Occupied	5	5	5	5 29%	5 29%	5	5	5	5	5	6	6	7	7
			Percent	age Occupied	29%	29%	36%	29%	29%	29%	29%	29%	36%	29%	21%	21%	7%	7%
Location	Side	Map Code	Between	Capacity	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900
куап &	East	QE01	Joseph and Lilyfield	0	3	2	2	3	2	2	2	2	2	2	3	2	3	3
Cecily Ln (Street "O")	West	QW01	Joseph and Lilyfield	0	2	4	4	4	3	4	4	4	4	3	3	3	2	0
			Total		5	6	6	6	5	5	5	5	5	5	5	5	5	3
				Unoccupied	-5	-6	-6	-6	-5	-5	-5	-5	-5	-5	-5	-5	-5	-3
			Percent	age Occupied	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Location	Side	Map Code	Between	Capacity	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900
Ryan St	East	RE01	Joseph and Lilyfield	18	17	19	18	18	18	17	17	17	16	15	16	16	11	9
(Street "R")	West	RW01	Joseph and Lilyfield	36	36	37	36	33	32	35	36	34	32	32	33	29	29	29
			Total		53	55	54	51	50	51	53	50	48	46	49	45	39	38
				Unoccupied	2	-1	1	3	4	3	2	4		8	6	10	15	16
			Percent	age Occupied	97%	102%	99%	94%	93%	94%	97%	93%	88%	85%	90%	82%	72%	70%

Survey results weekend average

Location Side Albert St Intreet "A") Location Side Alice St Intreet "B") Kession Side Location Side Location Side Renison St Intreet "C") Kession St Intreet "C") Kession St Kession St Kes	ide ide iast iast iast iast iast iast iast iast	AN02 AN03 AS01 AS02 AS03 AS02 BE02 BE02 BW01 BW02 BW01 BW02 CN01 CS02 CN01 CS02 BU01 BW02 BW02 BW01 BW02 BW02 BW01 BW02 BW02 BW01 BW02 BW01 BW02 BW01 BW02 BW02 BW01 BW02 BW02 BW02 BW02 BW02 BW02 BW02 BW02	Between Easton and Mary Mary and Albert Easton and Mary Mary and Albert Total Between Hutcheson and Denison Hutcheson and Denison Between Between Doesph and Lilyfield Joseph and Lilyfield Saton and Mary Mary and Albert Albert and Cashman Cashman and Lilyfield Easton and Lilyfield Easton and Jer	Capacity 0 0 0 4 2 5 11 Unoccupied ge occupied Vanceupied 10 31 Unoccupied Capacity 4 9 8 10 31 Unoccupied 6 10 Unccupied ge Occupied Capacity 4 6 10 Unoccupied 27 21	600 2 6 3 6 17 15 53% 600 3 6 9 9 1 9 9% 600 14 16 30 9 19 90% 600 14 16 30 0 19 9 0 19 9 0 10 9 9 1 9 9 1 9 9 1 9 9 1 9 9 1 9 9 1 9 9 1 9 9 1 9 9 1 9 9 1 9 9 1 9 9 1 9 9 1 9 9 1 9 9 1 9 9 1 9 9 1 1 9 9 9 1 1 9 9 9 1 1 9 9 9 1 1 9 9 9 1 1 9 9 9 1 1 9 9 9 1 1 9 9 9 1 1 9 9 9 1 1 9 9 9 1 1 9 9 9 1 1 9 9 9 1 1 9 9 9 1 1 9 9 9 1 1 9 9 9 1 1 9 9 9 1 1 9 9 9 1 1 9 9 9 1 1 9 9 9 1 1 9 9 9 1 1 9 9 9 1 1 9 9 9 1 1 9 9 9 1 1 9 9 9 1 1 9 9 9 1 1 9 9 9 1 1 9 9 9 1 1 9 9 9 1 1 9 9 8 8 9 9 9 1 1 9 9 8 8 9 9 9 1 1 9 9 8 8 8 9 9 9 9	281 226 55% 0 0 0 3 2 3 3 8 4 4 68% 700 2 5 5 3 3 6 6 15 52% 700 3 3 5 8 8 2 2 80% 700 15 52%	271 237 53% 800 0 0 3 2 3 8 3 73% 800 2 4 4 3 6 5 5 8 800 3 5 8 800 3 5 8 800 15 13 2 8 800 15 13 2 8 800 5 7%	255 252 50% 0 0 0 3 3 3 8 3 73% 900 3 3 5 5 73% 900 4 4 8 3 50% 900 4 4 8 3 75% 900 13 12 22 524	250 257 49% 0 0 0 0 3 2 4 8 3 73% 1000 2 3 3 2 5 12 19 39% 1000 3 4 4 7 3 5 12 19 39% 1000 0 3 4 1000 10 10 9 9 9 10 10 10 10 10 10 10 10 10 10 10 10 10	255 255 50% 0 0 0 0 3 2 4 8 3 73% 1100 1 4 4 3 4 4 20 37% 1100 3 3 6 6 4 6 6 4 5 6 9	250 258 49% 0 0 0 0 3 2 4 4 9 3 7 7% 1200 2 5 3 7 7 8 5 3 7 7 8 1200 2 5 3 3 7 7 4 4 5 50% 1200 3 14	245 263 48% 0 0 0 0 3 2 4 9 2 82% 1300 2 5 5 2 7 7 16 16 50% 2 3 5 5 6 6 45% 1300	247 261 49% 1400 0 0 0 0 3 2 4 9 2 82% 1400 1 5 2 7 14 15 2 7 14 15 5 5 55% 1400 3 3 3 6 5 5 5 5 5 5 5 5 5 5 5 5 5	233 274 46% 0 0 0 0 3 2 4 9 3 77% 1500 1 5 3 7 7 5 3 7 7 5 3 7 7 15 16 48% 1500 2 4 6 5 55%	237 271 47% 0 0 0 0 2 2 3 8 8 4 68% 1600 3 3 6 2 6 6 16 15 52% 1600 3 4 4 6 6 4 6 52%	255 251 50% 0 0 0 3 2 3 8 3 3 73% 73% 73% 73% 73% 73% 73% 73% 73%	258 249 51% 0 0 0 3 2 3 8 3 3 73% 1800 4 4 4 4 2 6 15 17 47% 1800 4 5 9 2 2 85% 1800 15 14 4 5 2 2 85%	2727 235 235 54% 19000 0 0 0 0 0 0 0 0 0 0 0 0
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Alice St Alice	ide	BE01 BE02 BW01 BW02 Map Code CN01 CS02 Map Code D0101 D001 Map Code E01 E001 E001 E001 E001 E003 E004 E003 E004 E003 E004 E003 E004 E005	Percent Between Easton and Mary Mary and Albert Easton and Mary Mary and Albert Easton and Mary Mary and Albert Between Hutcheson and Denison Hutcheson and Denison Hutcheson and Denison Hutcheson and Denison Between Joseph and Lilyfield Joseph and Lilyfield Joseph and Lilyfield Between Easton and Mary Mary and Albert Albert and Cashman Cashman and Lilyfield Easton and Hary	Unoccupied age Occupied 9 9 8 10 0 31 Unoccupied age Occupied 6 10 Unoccupied age Occupied 27 21 21 21 21 4 4 6 27 27 21 21 21 21 21 21 21 21 21 21 21 21 21	3 73% 600 2 6 3 6 17 15 53% 600 3 6 600 3 6 9 1 99 1 90% 6 0 9 1 90% 6 0 9 1 90% 6 0 9 1 90% 6 9 1 90% 6 9 1 90% 6 9 1 90% 6 9 1 90% 6 90% 7 8 90% 7 8 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90 90% 7 90% 7 90% 7 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 7 90% 700% 70	4 68% 700 2 5 3 6 16 15 52% 700 3 3 5 8 8 2 80% 700 15 15 16 30 18 8 30 18	3 73% 800 2 4 3 6 15 17 47% 800 3 5 8 800 3 5 8 8 800 15 13 28 800 15 13 28 21	3 73% 900 3 5 3 6 16 16 50% 900 4 4 8 3 75% 900 13 12 25	3 73% 1000 2 3 2 5 12 19 39% 1000 3 4 4 7 3 70% 1000 14 9	3 73% 1100 1 4 3 4 20 37% 1100 3 3 6 4 4 60% 1100 14	3 77% 2 5 3 7 16 16 16 50% 1200 3 4 7 4 65%	2 82% 1300 2 5 7 16 16 16 50% 16 16 50% 1300 2 3 3 5 6 45%	2 82% 1400 1 5 2 7 14 17 45% 1400 3 3 3 6 5 5 55%	3 77% 1500 1 5 3 7 15 16 48% 1500 2 4 6 5 5 55%	4 68% 1600 3 6 2 2 6 15 5 52% 15 52% 1600 3 4 4 6 0% 1600 15	3 73% 1700 3 4 2 6 14 18 44% 1700 4 5 9 2 85% 1700 17	3 73% 1800 4 4 2 6 15 17 7 7 47% 8 8 5 9 9 2 8 5% 8 5% 1800 15 14	2 2 82% 82% 19000 3 3 4 4 2 2 6 6 155 157 177 47% 47% 47% 47% 9 9 2 2 85% 1900 1777 14 4 300
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Alice St Alice	ide	BE01 BE02 BW01 BW02 Map Code CN01 CS02 Map Code D0101 D001 Map Code E01 E001 E001 E001 E001 E003 E004 E003 E004 E003 E004 E003 E004 E005	Easton and Mary Mary and Albert Easton and Mary Mary and Albert Mary and Albert Between Hutcheson and Denison Hutcheson and Denison Total Between Joseph and Lilyfield Joseph and Lilyfield Joseph and Lilyfield Between Between Cashman and Mary Mary and Albert Albert and Cashman Cashman and Lilyfield Easton and Mary	4 9 8 10 0 10 10 0 10 0 0 0 0 0 0 0 0 0 0 0	2 6 3 6 17 53% 600 3 6 9 1 90% 600 14 16 30 9 12 90% 600 14 16 30 9 9 12 90%	2 5 3 6 16 15 52% 700 3 5 8 8 8 8 8 8 8 8 8 9 8 9 8 9 8 9 9 9 9	2 4 3 6 15 17 47% 800 3 5 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 9 8 9	3 5 3 6 16 16 50% 900 4 4 4 4 8 3 75% 900 13 12 25	2 3 2 5 5 12 19 39% 39% 3 3 4 7 7 3 70%	1 4 3 4 12 20 37% 1100 3 3 3 6 4 4 60%	2 5 3 16 16 50% 1200 3 4 7 4 65%	2 5 7 16 50% 1300 2 3 5 6 45%	1 5 2 7 14 17 45% 1400 3 3 3 6 5 5 55%	1 5 3 7 15 16 48% 1500 2 4 6 5 5 55%	3 6 2 6 16 15 52% 1600 3 4 6 4 6 0%	3 4 2 6 14 14 18 44% 7 700 4 5 9 2 2 85% 700 17	4 4 2 6 15 17 47% 1800 4 5 9 2 85% 1800 15 14	3 4 2 6 15 17 47% 47% 47% 47% 47% 47% 47% 47% 47% 47
Alice St Alice	ide	BE01 BE02 BW01 BW02 Map Code CN01 CS02 Map Code D0101 D001 Map Code E01 E001 E001 E001 E001 E003 E004 E003 E004 E003 E004 E003 E004 E005	Easton and Mary Mary and Albert Easton and Mary Mary and Albert Mary and Albert Between Hutcheson and Denison Hutcheson and Denison Total Between Joseph and Lilyfield Joseph and Lilyfield Joseph and Lilyfield Between Between Cashman and Mary Mary and Albert Albert and Cashman Cashman and Lilyfield Easton and Mary	4 9 8 10 01 10 00 0 0 0 0 0 0 0 0 0 0 0 0 0	2 6 3 6 17 53% 600 3 6 9 1 90% 600 14 16 30 9 12 90% 600 14 16 30 9 9 12 90%	2 5 3 6 16 15 52% 700 3 5 8 8 8 8 8 8 8 8 8 9 8 9 8 9 8 9 9 9 9	2 4 3 6 15 17 47% 800 3 5 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 9 8 9	3 5 3 6 16 16 50% 900 4 4 4 4 8 3 75% 900 13 12 25	2 3 2 5 5 12 19 39% 39% 3 3 4 7 7 3 70%	1 4 3 4 12 20 37% 1100 3 3 3 6 4 4 60%	2 5 3 16 16 50% 1200 3 4 7 4 65%	2 5 7 16 50% 1300 2 3 5 6 45%	1 5 2 7 14 17 45% 1400 3 3 3 6 5 5 55%	1 5 3 7 15 16 48% 1500 2 4 6 5 5 55%	3 6 2 6 16 15 52% 1600 3 4 6 4 6 4 50%	3 4 2 6 14 14 18 44% 7 700 4 5 9 2 2 85% 700 17	4 4 2 6 15 17 47% 1800 4 5 9 2 85% 1800 15 14	3 4 2 6 15 17 47% 47% 47% 47% 47% 47% 47% 47% 47% 47
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Location Side shman St Nort treet "C") Sout Location Side Cecily St East treet "D") Wes Location Side treet "E") Wes Location Side treet "E" Sout	ide orth orth orth orth orth orth orth orth	Map Code CN01 CS02 Map Code DE01 DW01 E001 EE01 EE03 EE03 EE04 EW01	Total Percent Between Hutcheson and Denison Hutcheson and Denison Total Percent Between Joseph and Lilyfield Joseph and Lilyfield Seton and Mary Mary and Albert Albert and Cashman Cashman and Lilyfield Easton and Lilyfield Easton and Lilyfield	31 Unoccupied age Occupied 4 6 10 Unoccupied Capacity 27 21 48 Unoccupied age Occupied Capacity 0 Capacity 1 4 8 Unoccupied 3 0 0 0 0 0 0 0 0 0 0 0 0 0	17 15 53% 600 3 6 9 9 1 90% 600 14 14 16 30 19 61% 600 0	16 15 52% 700 3 5 8 8 2 80% 700 15 16 30 18 63%	15 17 47% 800 3 5 8 8 2 80% 800 15 13 28 28 21	16 16 50% 900 4 4 4 8 3 75% 900 13 12 25	12 19 39% 1000 3 4 7 3 70% 1000 14 9	12 20 37% 1100 3 3 6 4 60% 1100 14	16 16 50% 1200 3 4 7 4 65% 1200	16 16 50% 1300 2 3 5 6 45% 1300	14 17 45% 1400 3 3 6 5 5 5 5 %	15 16 48% 1500 2 4 6 5 5 55% 1500	16 15 52% 1600 3 4 6 4 6 4 60% 15	14 18 44% 1700 4 5 9 2 85% 1700 17	15 17 47% 1800 4 5 9 2 2 85% 1800 15 14	15 17 479 190 4 5 9 2 859 2 859 190 17 14 30
Location Side Location Side	ide iast Vest	CN01 CS02 Map Code DE01 DW01 DW01 EE01 EE03 EE03 EE03 EE04 EE04 EE04 EW01 EW01	Percent Between Hutcheson and Denison Hutcheson and Denison Total Deseph and Lilyfield Joseph and Lilyfield Deseph and Lilyfield Deseph and Lilyfield Between Easton and Mary Mary and Abert Albert and Cashman Cashman and Lilyfield Easton and Hary	Unoccupied age Occupied Capacity 4 6 10 Unoccupied age Occupied 27 21 48 Unoccupied age Occupied Capacity 0 17 11	15 53% 600 3 6 9 1 90% 600 14 16 30 19 61% 600 0	15 52% 700 3 5 8 8 2 2 80% 700 15 16 30 18 63%	17 47% 800 3 5 8 8 8 8 8 0% 800 15 13 2 8 2 8 21	16 50% 900 4 4 8 3 3 75% 900 13 12 25	19 39% 1000 3 4 7 7 3 70% 1000 14 9	20 37% 1100 3 3 6 4 60% 1100 14	16 50% 1200 3 4 7 4 65% 1200	16 50% 1300 2 3 5 6 45% 1300	17 45% 1400 3 6 5 5 5 5 %	16 48% 2 4 6 5 55% 1500	15 52% 1600 3 4 6 4 60% 1600 15	18 44% 7700 4 5 9 2 85% 7700 17	17 47% 1800 4 5 9 2 2 85% 1800 15 14	17 479 190 4 9 2 859 2 859 190 17 14 30
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Location Side Location Side	ide iast Vest	CN01 CS02 Map Code DE01 DW01 DW01 EE01 EE03 EE03 EE03 EE04 EE04 EE04 EW01 EW01	Hutcheson and Denison Hutcheson and Denison Hutcheson and Denison Fortal Percent Deseph and Lilyfield Joseph and Lilyfield Deseph and Lilyfield Easton and Mary Mary and Albert Albert and Cashman Cashman and Lilyfield Easton and Mary	4 6 10 Unoccupied age Occupied 27 21 48 Unoccupied age Occupied age Occupied 0 Capacity 0 17 17	3 6 9 1 90% 600 14 16 30 19 61% 600 0	3 5 8 2 80% 700 15 16 30 18 63%	3 5 8 2 80% 15 13 28 21	4 4 8 3 75% 900 13 12 25	3 4 7 3 70% 1000 14 9	3 3 6 4 60% 1100 14	3 4 7 4 65%	2 3 5 6 45% 1300	3 6 5 55% 1400	2 4 5 55% 1500	3 4 6 4 60% 1600 15	4 5 9 2 85% 1700 17	4 5 9 2 85% 1800 15 14	4 5 9 2 859 190 17 14 30
Location Side Location Side	ide iast Vest	CN01 CS02 Map Code DE01 DW01 DW01 EE01 EE03 EE03 EE03 EE04 EE04 EE04 EW01 EW01	Hutcheson and Denison Hutcheson and Denison Hutcheson and Denison Fortal Percent Deseph and Lilyfield Joseph and Lilyfield Deseph and Lilyfield Easton and Mary Mary and Albert Albert and Cashman Cashman and Lilyfield Easton and Mary	4 6 10 Unoccupied age Occupied 27 21 48 Unoccupied age Occupied age Occupied 0 Capacity 0 17 17	3 6 9 1 90% 600 14 16 30 19 61% 600 0	3 5 8 2 80% 700 15 16 30 18 63%	3 5 8 2 80% 15 13 28 21	4 4 8 3 75% 900 13 12 25	3 4 7 3 70% 1000 14 9	3 3 6 4 60% 1100 14	3 4 7 4 65%	2 3 5 6 45% 1300	3 6 5 55% 1400	2 4 5 55% 1500	3 4 6 4 60% 1600 15	4 5 9 2 85% 1700 17	4 5 9 2 85% 1800 15 14	4 5 9 2 859 190 17 14 30
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Location Side Cecily St East treet "D") Wes Location Side treet "E") Wes Location St Location Side Location Side Location Side Location Side Location Side	ide ast Vest ide	Map Code DE01 DW01 BE02 EE01 EE02 EE03 EE04 EW01 EW02	Percent Between Joseph and Lilyfield Joseph and Lilyfield Total Percent Between Easton and Mary Mary and Albert Albert and Cashman Cashman and Lilyfield Easton and Mary	Unoccupied age Occupied 27 21 48 Unoccupied age Occupied Capacity 0 17 11	1 90% 600 14 16 30 19 61% 600 0	2 80% 700 15 16 30 18 63%	2 80% 800 15 13 28 21	3 75% 900 13 12 25	3 70% 1000 14 9	4 60% 1100 14	4 65% 1200	6 45% 1300	5 55% 1400	5 55% 1500	4 60% 1600 15	2 85% 1700 17	2 85% 1800 15 14	2 859 190 17 14 30
Cecily St treet "D") East Wes Location Side renison St treet "E") East Location Side	ide	DE01 DW01 EE01 EE01 EE02 EE03 EE03 EE04 EW01 EW02	Between Joseph and Lilyfield Joseph and Lilyfield Percent Between Easton and Mary Mary and Albert Albert and Cashman Cashman and Lilyfield Easton and Mary	age Occupied Capacity 27 21 48 Unoccupied age Occupied Capacity 0 17 11	90% 600 14 16 30 19 61% 600 0	80% 700 15 16 30 18 63%	80% 800 15 13 28 21	75% 900 13 12 25	70% 1000 14 9	60% 1100 14	65% 1200	45% 1300	55% 1400	55% 1500	60% 1600 15	85% 1700 17	85% 1800 15 14	859 190 17 14 30
Cecily St treet "D") East Wes Location Side renison St treet "E") East Location Side	ide	DE01 DW01 EE01 EE01 EE02 EE03 EE03 EE04 EW01 EW02	Between Joseph and Lilyfield Joseph and Lilyfield Percent Between Easton and Mary Mary and Albert Albert and Cashman Cashman and Lilyfield Easton and Mary	Capacity 27 21 48 Unoccupied age Occupied Capacity 0 17 11	600 14 16 30 19 61% 600 0	700 15 16 30 18 63%	800 15 13 28 21	900 13 12 25	1000 14 9	1100 14	1200	1300	1400	1500	1600 15	1700 17	1800 15 14	190 17 14 30
Cecily St treet "D") East Wes Location Side renison St treet "E") East Location Side	ide	DE01 DW01 EE01 EE01 EE02 EE03 EE03 EE04 EW01 EW02	Joseph and Lilyfield Joseph and Lilyfield Percent Between Easton and Mary Mary and Albert Albert and Cashman Cashman and Lilyfield Easton and Hary	27 21 48 Unoccupied age Occupied Capacity 0 17 11	14 16 30 19 61% 600 0	15 16 30 18 63%	15 13 28 21	13 12 25	14 9	14					15	17	15 14	17 14 30
Location Side Location Side Location Side Location Side Location Side Location Side Location Side Location Side Location Side	ide	DW01 Map Code EE01 EE02 EE03 EE04 EW01 EW02	Joseph and Lilyfield Total Percent Between Easton and Mary Mary and Albert Albert and Cashman Cashman and Lilyfield Easton and Mary	21 48 Unoccupied age Occupied Capacity 0 17 11	16 30 19 61% 600 0	16 30 18 63%	13 28 21	12 25	9		14	12	13	13			14	14 30
Location Side	ide -	Map Code EE01 EE02 EE03 EE04 EW01 EW02	Total Percent Between Easton and Mary Mary and Albert Albert and Cashman Cashman and Liyfield Easton and Mary	48 Unoccupied age Occupied Capacity 0 17 11	30 19 61% 600 0	30 18 63%	28 21	25			11			43	10			30
Location Sidd Location Sidd Location Sidd Location Sidd Location Sidd	ast	EE01 EE02 EE03 EE04 EW01 EW02	Percent Between Easton and Mary Mary and Albert Albert and Cashman Cashman and Lilyfield Easton and Mary	Unoccupied age Occupied Capacity 0 17 11	19 61% 600 0	18 63%	21		23	23	11 25	11 23	10 23	13 26	12 26	12 28		
Location Sidd Location Sidd Location Sidd Location Sidd Location Sidd	ast	EE01 EE02 EE03 EE04 EW01 EW02	Between Easton and Mary Mary and Albert Albert and Cashman Cashman and Lilyfield Easton and Mary	Capacity 0 17 11	600 0		57%		25	25	23	26	26	23	20	20	20	18
Location Sidd Location Sidd Location Sidd Location Sidd Location Sidd	ast	EE01 EE02 EE03 EE04 EW01 EW02	Easton and Mary Mary and Albert Albert and Cashman Cashman and Lilyfield Easton and Mary	0 17 11	0	700		51%	47%	48%	51%	47%	47%	53%	54%	58%	58%	63%
Location Sidd Location Sidd Location Sidd Location Sidd Location Sidd	ast	EE01 EE02 EE03 EE04 EW01 EW02	Easton and Mary Mary and Albert Albert and Cashman Cashman and Lilyfield Easton and Mary	0 17 11	0		800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	190
Location Side aston St Nort treet "F") Sout		EE03 EE04 EW01 EW02	Albert and Cashman Cashman and Lilyfield Easton and Mary	11		0	0	0	0	0	0	0	0	0	0	0	0	0
Location Sidd aaton St treet "F") Sout	- Vest	EE04 EW01 EW02	Cashman and Lilyfield Easton and Mary		3	4	7	7	6	5	9	8	8	6	4	4	3	4
Location Sidd aaton St treet "F") Sout	/est	EW01 EW02	Easton and Mary		4	3	3	2	5	6 0	6 0	6 0	6	4	2	2	3	4
Location Side aston St Nort itreet "F") Sout	/est	EW02		4	1	1	1	1	1	1	1	1	1	2	1	1	1	1
Location Side aston St Nort itreet "F") Sout			Mary and Albert	10	2	2	1	1	1	1	2	2	2	2	1	1	1	1
Easton St itreet "F") Sout Location Side oucart In East			Albert and Cashman	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Easton St itreet "F") Sout Location Side oucart In East		EW04	Cashman and Lilyfield Total	2 46	1 11	1 11	1 12	1 12	1 15	1	1 20	1 19	1 18	1	1 10	1 10	1 10	1 11
Easton St itreet "F") Sout Location Side oucart In East			iotai	Unoccupied	35	35	34	34	31	32	27	27	28	32	36	37	37	35
Easton St itreet "F") Sout Location Side oucart In East		[Percent	age Occupied	24%	24%	26%	26%	33%	32%	42%	41%	39%	32%	22%	21%	21%	24%
Easton St itreet "F") Sout Location Side oucart In East	ida	Map Code	Between	Capacity	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	190
Location Side			Alice and Denison	4	4	4	4	300	3	3	4	4	4	4	4	4	4	1900
oucart Ln Eas	outh	FS01	Alice and Denison	3	3	3	2	2	2	1	2	2	2	2	3	2	3	3
oucart Ln Eas			Total	7 Unoccupied	7	7	6	5	5	4	5	5	5	5	6	6	7	-1
oucart Ln Eas			Percent	age Occupied		93%	86%	5	- 3 64%	3 57%	71%	71%	71%	71%	86%	86%	93%	1079
oucart Ln Eas																		
		Map Code GE01	Between Joseph and Lilyfield	Capacity 0	600 0	700	800	900	1000	1100	1200	1300	1400 0	1500	1600	1700	1800	1900
			Joseph and Lilyfield	0	1	1	1	2	1	1	1	2	2	2	2	2	1	1
			Total		1	1	1	2	1	1	1	2	2	2	2	2	1	1
				Unoccupied		-1	-1	-2	-1	-1	-1	-2	-2	-2	-2	-2	-1	-1
		l	Percent	age Occupied	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Location Side	ide	Map Code	Between	Capacity	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	190
oucart St Eas			Albert and Lilyfield	12	11	11	10	9	11	8	8	11	11	10	11	10	9	9
treet "H") Wes	/est	HW01	Joseph and Lilyfield Total	15 27	11 21	10 20	9 19	8	10 21	10 18	10 17	11 21	11 22	10 20	11 22	12 21	11 20	11 20
				Unoccupied	6	7	9	11	7	10	10	6	6	8	6	6	7	7
		[Percent	age Occupied	78%	74%	69%	61%	76%	65%	63%	78%	80%	72%	80%	78%	74%	74%
Location Side	ide	Map Code	Between	Capacity	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	190
			Albert and Cashman	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
St East			South of Cashman	5	5	6	5	5	5	5	5	3	3	3	3	4	4	5
Street "I") Wes	vest -		Albert and Cashman South of Cashman	3	3	3	3 6	2	3	3	4	3	4	4	3	3	3	3
I		11102	South of Cashman Total		14	16	15	14	4	3	13	13	14	14	13	15	15	16
				Unoccupied		3	4	4	6	6	5	6	5	5	5	3	4	2
		l	Percent	age Occupied	78%	86%	81%	78%	69%	69%	72%	69%	75%	75%	72%	83%	81%	89%
Location Side	ide	Map Code	Between	Capacity	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	190
		JN01	Justin and Justin/Lamb Ln	5	1	0	1	1	1	1	1	0	0	0	0	0	0	0
	-		Justin/Lamb Ln and Lamb	4	1	1	2	0	0	0	0	0	0	1	1	1	2	1
			Lamb and Lamb/Ryan Ln Lamb/Ryan Ln and Ryan	4	3	3	2	2	1	2	2	4	2	4	4	3	3	2
Nort	orth	JN05	Ryan and Ryan/Cecily Ln	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	-		Ryan/Cecily Ln and Cecily	5	4	4	4	4	4	4	3	4	4	4	4	4	5	5
oseph St	ŀ		Cecily and Foucart Ln Foucart Ln and Foucart St	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Street "J")			Justin and Justin/Lamb Ln	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	ļ		Justin/Lamb Ln and Lamb	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	-		Lamb and Lamb/Ryan Ln Lamb/Ryan Ln and Ryan	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
Sout	outh -		Ryan and Ryan/Cecily Ln	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Ē	JS06	Ryan/Cecily Ln and Cecily	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	-		Cecily and Foucart Ln	5	3	3	2	3	2	1	1	1	1	1	2	0	0	1
		JS08	Foucart Ln and Foucart St Total	3 34	3 15	3	3 15	1 12	2	2	1 8	1 10	3	2	2	2	2	2
				Unoccupied		20	20	22	23	24	26	24	23	22	21	23	23	23
			Percent	age Occupied	43%	41%	43%	35%	34%	31%	24%	29%	32%	35%	38%	34%	34%	329
Location Side			Between	Capacity	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	190

			1			-										-		
(Street "K")	West	KW01	Joseph and Lilyfield	0	3	3	2	2	2	2	2	3	2	2	3	3	3	3
			Total	0 Unoccupied	3	3	2	2	2	2	2	3	2	2	3	3	3	3
			Demont	age Occupied	-3	-3	-2	-2	-2	-2	-2	-3	-2	-2	-3	-3	-3	-3
			Feicent	age occupied	0%	0%	0%	U%	0%	0%	0%	0%	U%	0%	0%	0%	0%	0%
Location	Side	Map Code	Between	Capacity	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900
Justin St	East	LE01	Joseph and Lilyfield	20	13	10	8	9	10	13	12	10	13	10	14	14	12	13
(Street "L")	West	LW01	Joseph and Lilyfield	17	10	8	11	12	8	9	7	8	8	7	7	8	9	10
·			Total	37	23	17	18	21	17	22	19	17	20	17	20	22	21	23
				Unoccupied	14	20	19	16	20	16	19	20	17	21	17	16	16	15
			Percent	age Occupied	62%	46%	49%	57%	46%	58%	50%	46%	54%	45%	54%	58%	57%	61%
Location Lamb/Ryan	Side	Map Code	Between	Capacity	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900
Ln	East	ME01	Joseph and Lilyfield	0	0	0	1	1	1	2	1	1	1	0	0	0	0	0
(Street "M")	West	MW01	Joseph and Lilyfield	0	0	0	0	0	1	2	2	2	2	1	0	0	0	0
			Total	0	0	0	1	1	2	3	3	2	2	1	0	0	0	0
			Demont	Unoccupied age Occupied	0	0	-1	-1	-2	-3	-3	-2	-2	-1	0	0	0	0
			Percenta	age Occupied	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Location	Side	Map Code	Between	Capacity	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900
Lamb St	East	NE01	Joseph and Lilyfield	31	26	25	24	20	20	21	20	21	21	22	21	23	24	25
(Street "N")	West	NW01	Joseph and Lilyfield	16	11	12	12	13	11	10	11	9	11	10	13	15	12	14
I		1	Total	47	37	36	36	32	31	31	31	30	32	32	33	38	36	39
				Unoccupied	11	11	12	15	17	17	17	17	16	15	14	10	11	8
			Percent	age Occupied	78%	77%	76%	68%	65%	65%	65%	64%	67%	68%	70%	80%	77%	83%
Location	Side	Map Code	Between	Capacity	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900
		ON01	Justin and Justin/Lamb	3	2	2	2	2	2	2	2	2	2	2	2	2	2	2
		ON02	Justin/Lamb and Lamb	4	3	3	3	3	3	3	3	3	3	2	2	2	2	2
		ON03	Lamb and Ryan/Cecily	15	14	13	13	13	14	13	12	11	10	10	10	10	9	9
	North	ON04	Ryan/Cecily and Cecily	5	1	1	1	1	1	1	1	1	1	0	0	0	0	0
		ON05	Cecily and Foucart Ln	5	2	2	1	2	2	2	2	2	1	0	0	1	1	1
		ON06	Foucart Ln and Foucart St	4	2	2	2	1	1	2	2	2	2	2	2	2	2	2
Lilyfield Rd (Street "O")		ON07	Foucart St and Denison	17	6	6	6	6	6	6	4	4	5	4	4	5	4	4
(Succe o)		OS01 OS02	Justin and Justin/Lamb Justin/Lamb and Lamb	2	0	2	2	2	1	3	3	1	1	1	1	1	1	1
		0502	Lamb and Ryan/Cecily	2	8	11	6	6	7	5	4	4	4	5	5	5	5	5
	South	0503	Ryan/Cecily and Cecily	7	3	3	4	3	3	3	3	3	3	3	2	2	2	2
		OS05	Cecily and Foucart Ln	7	5	5	4	4	5	4	4	4	4	4	4	4	4	4
		OS06	Foucart Ln and Foucart St	6	6	4	4	2	3	3	2	2	2	2	2	5	5	5
		OS07	Foucart St and Denison	27	7	9	9	7	6	6	4	4	4	4	6	6	7	7
			Total	130	58	59	55	50	49	51	45	40	39	36	36	42	41	42
				Unoccupied	72	71	75	80	81	79	86	91	92	95	94	88	89	89
			Percent	age Occupied	45%	45%	42%	38%	38%	39%	34%	30%	30%	27%	28%	32%	32%	32%
Location	Side	Map Code	Between	Capacity	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900
Mary St (Street "P")	North	PN01	Alice and Denison	3	2	2	2	2	1	1	0	0	1	1	1	2	2	2
(Saeer P)	South	PS01	Alice and Denison	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
			Total	/ Unoccupied	2	2	6	2	1 6	6	0	0	1 7	1	1 7	6	6	2
			Percent	age Occupied	21%	21%	21%	21%	14%	14%	0%	0%	7%	7%	7%	21%	21%	21%
				5					1470	1470	0,0	0,0			7,0			
Location	Side	Map Code	Between	Capacity	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900
Ryan &	East	QE01	Joseph and Lilyfield	0	1	1	0	0	1	1	1	1	2	1	1	0	1	1
Cecily Ln (Street "O")	West	QW01	Joseph and Lilyfield	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
			Total	0	1	1	0	0	1	1	1	1	2	1	1	0	1	1
				Unoccupied	-1	-1	0	0	-1	-1	-1	-1	-2	-1	-1	0	-1	-1
			Percent	age Occupied	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Location	Side	Map Code	Between	Capacity	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900
Ryan St	East	RE01	Joseph and Lilyfield	18	11	10	9	8	10	10	9	9	8	5	6	7	9	11
(Street "R")	West	RW01	Joseph and Lilyfield	36	24	25	25	25	24	25	24	24	22	20	18	22	25	25
			Total	54	35	35	34	33	34	34	32	32	29	25	23	29	34	36
				Unoccupied	19	19	21	22	20	20	22	22	25	30	31	26	21	18
			Percent	age Occupied	65%	65%	62%	60%	63%	63%	59%	59%	54%	45%	43%	53%	62%	67%



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

Table 17 Summary of on-street parking removal (not subject to approval within this CPAS)

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



			1				
Lilyfield Road	Works involving the existing substation will	Temporary	July 2019 –	66	23%	No Parking (7am-7pm	8
Southern side (Denison Street to Cecily Street, Rozelle)	require the removal of these car spaces for the duration of construction.	remporary	August 2023	00	23%	vehicles under 4.5t GVM Excepted)	o
Chapman Rd (adjacent to The Crescent / Johnston St intersection)	Car spaces will be permanently removed for construction and operation of the realigned Chapman Rd / The Crescent / Johnston St intersection.	Permanent	From November 2019	44	47%	2P (8am-6pm M-F)	7
Clubb Street (Iron Cove)	Closure of Clubb Street at the intersection with Victoria Road from early 2019. This will be permanently closed, and a cul-de-sac established to accommodate the revised alignment of Victoria Road. This is also required for the site establishment works.	Permanent	From July 2019	46	65%	Unrestricted Parking	11
Moodie Street south (Iron Cove)	The long term temporary removal of car parking spaces to allow for utility works to occur.	Temporary	From January 2020	47	71%	Unrestricted Parking 2P (8am-10pm)	9
Toelle Street (Iron Cove)	The permanent removal of car spaces to allow for construction vehicles to enter and exit the site for site establishment, construction works and the future realignment of Victoria Road.	Permanent	From July 2019	50	59%	Unrestricted Parking	9
Callan Street between McCleer Street and Victoria Road (Iron Cove)	The permanent removal of car spaces to allow for construction vehicles to enter and exit the site for site establishment, construction works and the future realignment of Victoria Road.	Permanent	From July 2019	16	43%	Unrestricted Parking	3
Byrnes Street (Iron Cove)	The cul-de-sac in Byrnes Street will permanently be made shorter to accommodate the revised alignment of Victoria Road. This is also required for the site establishment works.	Permanent	From July 2019	31	64%	Unrestricted Parking	4
Johnston Street (Annandale)	The long term temporary removal of car parking spaces to allow for the	Temporary	From November	243	57%	Unrestricted Parking	Reinstated



	establishment of a launch pit for a microboring machine.		2020 – November 2021				
Lilyfield Road (Rozelle)	The long term temporary removal of car parking spaces to allow for utility works to occur.	Temporary	Q3 2021 - Q1 2022	30	20%	No Parking (7am-7pm Vehicles under 4.5t GVM Excepted)	12
Lilyfield Road (Rozelle)	Southern side - The long-term temporary removal of 22 car spaces to allow for establishment of access gates along Lilyfield Rd.	Temporary	Q4 2021 – August 2023	55	59%	No Parking (7am-7pm Vehicles under 4.5t GVM Excepted)	22
						Total:	89



Gordon Street (South of Lilyfield Road, Rozelle)

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

• 19 x permanent car spaces within the Project footprint.

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



Figure 13 Gordon Street (south of Lilyfield Road) parking spaces to be removed

Hornsey Street (Rozelle)

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

- Long term temporary, intermittent removal of 2 car spaces outside the Project footprint (refer Section4.2.4),
- Permanent removal of 3 car spaces within the Project footprint.

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

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

While undertaking the site establishment works, some restricted parking along Lilyfield Road will be temporarily and/or permanently removed to enable Project works (refer to Figure 14). This will include the removal of:

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

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





WKID: 4326 Lat/Long ▲ Lat: 33.86909*5 US0 0 15 30m

Figure 14 Lilyfield Road (Victoria Road to Gordon Street) parking spaces to be removed

Clubb Street (Iron Cove)

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

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

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

Toelle Street (Iron Cove)

While undertaking site establishment and construction works, unrestricted parking along Toelle Street will be temporarily and permanently removed to enable the project works (refer to Figure 7). This will include the removal of:

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

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

Callan Street (Iron Cove)

While undertaking site establishment and construction works, unrestricted parking along Callan Street (between McCleer Street and Victoria Road) will be permanently and temporarily removed to enable the Project works (refer to Figure 8). This will include the removal of:

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



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

Denison Street to Cecily Street, Rozelle

While undertaking the site establishment works, restricted parking along Lilyfield Road will be temporarily removed to enable the Project works (refer to Figure 15). This will include the removal of:

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

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



Figure 15 Lilyfield Road (Denison Street to Cecily Street) parking spaces to be removed

Chapman St, Annandale

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

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





Figure 16 Location of Chapman Street (The Crescent) parking spaces to be removed

Moodie Street, Rozelle

While undertaking utility works, restricted parking along Moodie Street (south) will be temporarily removed to enable the Project works (refer to Figure 17). This will include the long term temporary removal of 9 car spaces within the Project footprint (refer to Annexure C).

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

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





Figure 17 Location of Moodie Street (Iron Cove) parking spaces to be removed

Johnston Street, Annandale

To allow for the construction of the new road alignment around the Crescent civil site, a temporary bus stop will need to be established in the area marked in yellow in Figure 18 below. This will include the long-term temporary removal of 5 car spaces within the Project footprint.

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



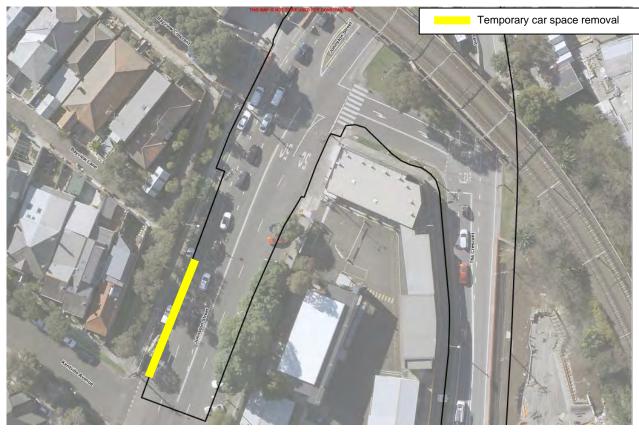


Figure 18 Location of Johnston Street parking spaces to be removed

Lilyfield Road, Rozelle (utility works)

To allow for a water main utility connection, as detailed in the EIS, 12 parking spots will need to be removed along the southern side of Lilyfield Road. This long-term temporary parking removal will commence in Q3 2021.

This street has a 20% total occupancy based on the 7-Day average results from the parking survey between AH14S and AH13S. The results from the parking survey also show that on average, approximately 6 of the 30 combined car spaces available in this section of Lilyfield Road are currently occupied on a regular basis. Therefore, by temporarily removing these car spaces it is anticipated that there will be negligible impact due to alternative car spaces being available on average in the same street. The Project will implement the mitigation measures in Section 6 of this strategy to further reduce the impact.





Figure 19 Location of Lilyfield Road parking spaces to be removed

Lilyfield Road, Rozelle (site access gates)

To allow for the construction and use of the new gate access points along Lilyfield Road, 22 parking spots will need to be removed along the Southern side of Lilyfield Road. This long-term temporary parking removal will commence in early 2022 and remain in place until the completion of the project.

Additional survey data collected for the area is shown in Annexure B and included the areas OS03, OS04 and OS07. This data was collected between the dates of 27 November to 30 November 2021. The latest calculations show an average occupancy over the monitoring period of 59%. The results from the parking survey also show that on average, approximately 32 of the 55 combined car spaces available within OS03, OS04 and OS07 are currently occupied on a regular basis. JHCPB will implement the mitigation measures in Section 6, Section 7 and Section 8 of this strategy to further reduce the impact.





Figure 20 Parking to be removed along Lilyfield Road (access/egress gates)



Annexure D Summary of consultation



Area	Consultation type	Date	Key issues raised	Where addressed
Iron Cove	Community consultation sessions	28 May 2019 23 November 2019 15 May 2020	 Residents would like resident parking scheme. Request for parking removal on Manning Street due to difficulty turning into/out of Callan Street. 	Section 3.3.4Section 4
	Letterbox drops / E-Updates (emails)	2 July 2019 25 July 2019 November 2019 December 2019 January 2020 17 June 2020	 Residents would like parking scheme. Concern over lack of parking. Request for parking removal on Manning Street due to difficulty turning into/out of Callan Street. 	Section 3.3.4Section 4Section 6
	Body Corporate and Strata briefings	24 October 2019 20 December 2019	• Nil.	• N/A
	Community information centre	Ongoing	 Residents would like parking scheme. Concern over lack of parking. 	Section 3.3.4Section 6
	Briefing with MP for Balmain	15 July 2019	 Duration of temporary removal. Timing of removal. 	Section 4Section 6
	School briefings	7 February 2020	• Nil.	• N/A
Rozelle	Community consultation sessions	13 November 2019 23 November 2019 25 November 2021 27 November 2021	 Residents would like parking scheme. Concern over lack of parking. No issues raised over parking removal at sessions 	Section 3.3.4Section 6



			held on 25 and 27 November 2021.	
	Doorknocks	25 November 2021	 No issues raised Slip drops left at those properties with no response. No subsequent concerns raised to the community team. 	• Section 3.3.4
	Letterbox drops	2 July 2019 November 2019 January 2020	• Nil.	• Nil.
	Briefing with MP for Balmain	15 July 2019	Duration of temporary removal.Timing of removal.	Section 4Section 6
	Community information centre	Ongoing	 Residents would like parking scheme. Concern over lack of parking. 	Section 3.3.4Section 6
Annandale	Community consultation sessions	23 November 2019 26 November 2019	 Multiple residents have access to driveways, so no feedback. General lack of parking in area (without Project). 	Section 4Section 6Section 6.2
	Doorknocks	16 – 18 December 2019	 Multiple residents have access to driveways, so no feedback. Residents concerned over lack of parking. Replacement parking. General lack of parking in area (without Project). 	 Section 4 Section 6 Section 6.2



	Letterbox drops	November 2019 January 2020 April 2020	• Nil.	N/A
	Briefing with MP for Balmain	15 July 2019	Duration of temporary removal.Timing of removal.	Section 4Section 6
	Community information centre	Ongoing	 Residents would like parking scheme. Concern over general lack of parking. 	Section 3.3.4Section 6
Lilyfield	Community consultation sessions	23 November 2019	 Concern over general lack of parking. Mitigation measures in place to assist residents? 	Section 3.3.4Section 6
	Letterbox drops	November 2019 January 2020	Nil.	N/A
	Briefing with MP for Balmain	15 July 2019	Duration of temporary removal.Timing of removal.	Section 4Section 6
	Community information centre	Ongoing	 Residents would like parking scheme. Concern over lack of parking. 	Section 3.3.4Section 6
Project wide	Inner West Council	24 th September 2021 3 rd December 2021	Parking removalParking complaints	Section 3.3.4