

Sydenham Bus Layover Parking Data Report

Transport for NSW

12 March 2024



CONTENTS

	Page
1. INTRODUCTION	1
1.1 Overview	1
1.2 Background	1
1.3 Project Objective and Study Area	2
1.4 Scope of Works	4
2. OVERVIEW OF PARKING AREAS	5
2.1 Parking Inventory	5
2.2 Road Network	6
2.3 Land Uses	8
3. SITE INSPECTION	9
3.1 Overview	9
3.2 Bitzios vs. Matrix Parking Supply	9
3.3 Surplus Parking	10
3.4 Conflicting Signage	11
3.5 Temporary Parking Changes	13
4. PARKING SURVEYS	14
4.1 Overview	14
4.2 Limitations	14
4.3 Occupancy Survey Results	14
4.3.1 D1. Burrows Avenue (within proposal footprint)	14
4.3.2 D2. Railway Road (one-way) (within proposal footprint)	15
4.3.3 O1. Buckley Street	15
4.3.4 O2-1. Railway Parade	16
4.3.5 O2-2. Railway Parade (one-way)	16
4.3.6 O3. Hogan Avenue	17
4.3.7 O4. George Street	17
4.3.8 O5. Swain Street	18
4.3.9 O6. Gleeson Avenue	18
4.3.10 O7. Park Road	19
4.3.11 O8. Railway Road	19
4.3.12 O9. Rowe Lane	20
4.3.13 O10. Reilly Lane	20
4.3.14 O11. Yelverton Street	21
4.4 Duration of Stay Survey Results	21
4.4.1 Burrows Avenue (within proposal footprint)	21
4.4.2 Railway Road (one-way) (within proposal footprint)	21
5. PROPERTIES WITHOUT ONSITE PARKING	24
6. ALTERNATIVE PARKING ASSESSMENT	26
6.1 Burrows Avenue / Railway Road Only	26
6.2 All Streets	27
6.3 Parking Directional Signage	28
7. CONCLUSIONS	29

Tables

Table 1.1:	Study Area
Table 2.1:	Existing Parking Inventory
Table 2.2:	Existing Road Characteristics
Table 3.1:	Bitzios vs. Matrix Parking Supply
Table 3.2:	Surplus Parking Areas
Table 3.3:	Conflicting Parking Signage
Table 4.1:	Peak Duration of Stay – D1. Burrows Avenue
Table 4.2:	Peak Duration of Stay – D2. Railway Road (one-way)
Table 5.1:	Properties Without Onsite Parking

Figures

Figure 1.1:	Proposed Bus Layover
Figure 1.2:	Study Area
Figure 2.1:	Existing Parking Restrictions and Supply
Figure 2.2:	Road Classifications
Figure 2.3:	Land Zoning Map
Figure 3.1:	Surplus Parking Locations
Figure 3.2:	Conflicting Parking Signage Locations
Figure 3.3:	Temporary parking changes for rail replacement bus use
Figure 4.1:	Parking Occupancy – D1. Burrows Avenue
Figure 4.2:	Parking Occupancy – D2. Railway Road (one-way)
Figure 4.3:	Parking Occupancy – O1. Buckley Street
Figure 4.4:	Parking Occupancy – O2-1. Railway Parade
Figure 4.5:	Parking Occupancy – O2-2. Railway Parade (one-way)
Figure 4.6:	Parking Occupancy – O3. Hogan Avenue
Figure 4.7:	Parking Occupancy – O4. George Street
Figure 4.8:	Parking Occupancy – O5. Swain Street
Figure 4.9:	Parking Occupancy – O6. Gleeson Avenue
Figure 4.10:	Parking Occupancy – O7. Park Road
Figure 4.11:	Parking Occupancy – O8. Railway Road
Figure 4.12:	Parking Occupancy – O9. Rowe Lane
Figure 4.13:	Parking Occupancy – O10. Reilly Lane
Figure 4.14:	Parking Occupancy – O11. Yelverton Street
Figure 5.1:	Properties Without Onsite Parking
Figure 6.1:	Cumulative Parking Occupancy in Burrows Avenue / Railway Road – With Proposal
Figure 6.2:	Cumulative Parking Occupancy Percentages in Burrows Avenue / Railway Road – With Proposal
Figure 6.3:	Cumulative Parking Occupancy in All Streets – With Proposal
Figure 6.4:	Cumulative Parking Occupancy Percentages in All Streets – With Proposal
Figure 6.5:	Proposed VMS Locations

Appendices

Appendix A:	Parking Inventory
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1. INTRODUCTION

1.1 Overview

Sydenham Station on the north-south Illawarra Railway Line is an important junction with the Bankstown Railway Line and interchange with east-west bus routes. It continues to be a logical bus terminus for passengers interchanging with rail services from Sydney's Inner East and Inner West. This interchange function is expected to intensify in coming years with:

- The opening of the City & South West Metro between Chatswood and Bankstown
- Increased Illawarra Line services
- Increased bus service levels and patronage to and from Sydenham Station
- Population growth in surrounding precincts
- Sydenham being identified as the terminus for future new bus routes under the *Greater Sydney Bus Network Strategy*.

1.2 Background

A designated bus layover area is required at Sydenham Station to cater to the growing number of bus services in this area. Prior to picking up passengers, buses currently park along Burrows Avenue which creates congestion and safety issues for pedestrians and drivers.

Transport for NSW (TfNSW) is proposing a bus layover area at the corner of Railway Road and Burrows Avenue. This will provide drivers a safe place to park between services, improve bus travel times and service frequencies, and increase reliability for passengers.

The proposal includes:

- Six 16m-long angle bus parking spaces on the southern side of Burrows Avenue with manoeuvring space at the northern end of Railway Parade for egress, replacing a total of 11 parallel parking spaces
- A dedicated drivers amenity block with a lunchroom and toilets
- The 14 parallel parking spaces along the northern side of Railway Parade converted into 13 45° angle car parking spaces
- A reduction in 90° angle car parking spaces along the northern side of Burrows Avenue from 11 to six.

The above changes result in a net loss of 17 parking spaces across the two streets. TfNSW's proposal is shown in Figure 1.1. It is assumed that current parking and time restrictions will remain.



Source: Transport for NSW Sydenham Bus Layover project webpage

Figure 1.1: Proposed Bus Layover

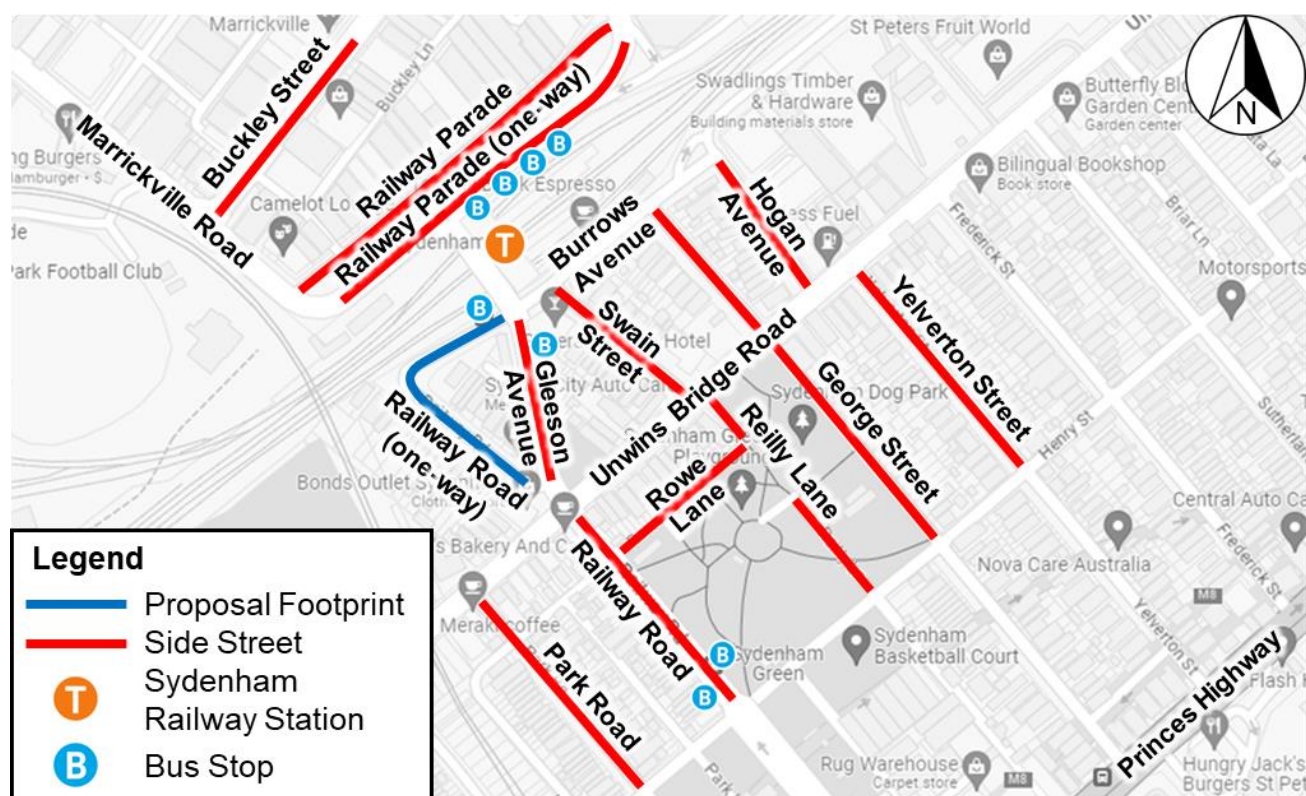
1.3 Project Objective and Study Area

The objective of the parking investigation is to provide TfNSW with data, its analysis including assessment and recommendations on parking restriction changes, and identify the parking impacts of the proposed additional layover area at the corner of Railway Road and Burrows Avenue ('Proposal Footprint') on alternative parking areas within a 400m radius of the proposal area ('Side Streets').

The study area is summarised in Table 1.1 and shown in Figure 1.2.

Table 1.1: Study Area

ID	Road Name	Section	Side/s Included
Proposal Footprint			
D1	Burrows Avenue	Railway Road to Gleeson Avenue	Both
D2	Railway Road (one-way)	Gleeson Avenue to Burrows Avenue	Both
Side Streets			
O1	Buckley Street	Marrickville Road to No. 21-25 and 26-28	Both
O2-1	Railway Parade	All	Both
O2-2	Railway Parade (one-way)	All	South
O3	Hogan Avenue	All	Both
O4	George Street	Burrows Avenue to Henry Street	Both
O5	Swain Street	All	Both
O6	Gleeson Avenue	All	East
O7	Park Road	Unwins Bridge Road to Henry Street	Both
O8	Railway Road	Unwins Bridge Road to Henry Street	Both
O9	Rowe Lane	Railway Road to Reilly Lane	South
O10	Reilly Lane	Unwins Bridge Road to Henry Street	West
O11	Yelverton Street	Unwins Bridge Road to Henry Street	Both



Adapted from Google Maps

Figure 1.2: Study Area

1.4 Scope of Works

TfNSW engaged Matrix Traffic and Transport Data (Matrix) to undertake the parking investigation, surveys and reporting for this project. Matrix has since engaged Bitzios Consulting (Bitzios) to prepare the parking data report (this report) in accordance with TfNSW's *Requirements for a Parking Study for an REF (REF Requirements, 2016)*, which included the following tasks:

- Summarise the parking surveys undertaken in terms of days, time and type
- Summarise the occupancy and duration of stay for each section on weekdays and weekends
- Prepare maps displaying the parking inventory, restrictions and type (retail, commuter, staff or residential)
- Review the study area, including extents, corridor length, existing lane restrictions, lane configuration, speed limits, business centre locations, and key locations of legal and illegal parking
- Undertake a parking assessment on the parking impacts from the proposed bus junction infrastructure in terms of parking supply and demand, including parking impacts along Burrows Avenue and Railway Road (between Gleeson Avenue and Burrows Avenue) and the suitability of nearby side streets by measuring the former's parking demand against alternative parking demand by:
 - Mapping how the areas have been divided and nearby side streets included in the analysis
 - Dividing the results into sections, days (weekday and weekend) and by direction
 - Provide comments on any events or unusual events
 - Describing the adjacent land use where the parking is permitted
 - Plotting graphs of road demand against nearby parking vacancies for each area on each day
 - Summarising the parking in terms of deficit or surplus for each area and the time of any parking deficits at the area occurred
 - Identifying the length of parking to be removed and the number of parking spaces impacted to be in accordance with *AS2890.5:On-street parking*
 - The need for parking directional signage for directing residents and other road users to side street parking and the potential locations for these signs.
- Prepare one map for locations and information of any parking, legal or illegal, not displayed in Figure 1.2
- Identify any business or residents that do not have onsite parking capacity
- Identify any business loading areas occurring on the section of road.

2. OVERVIEW OF PARKING AREAS

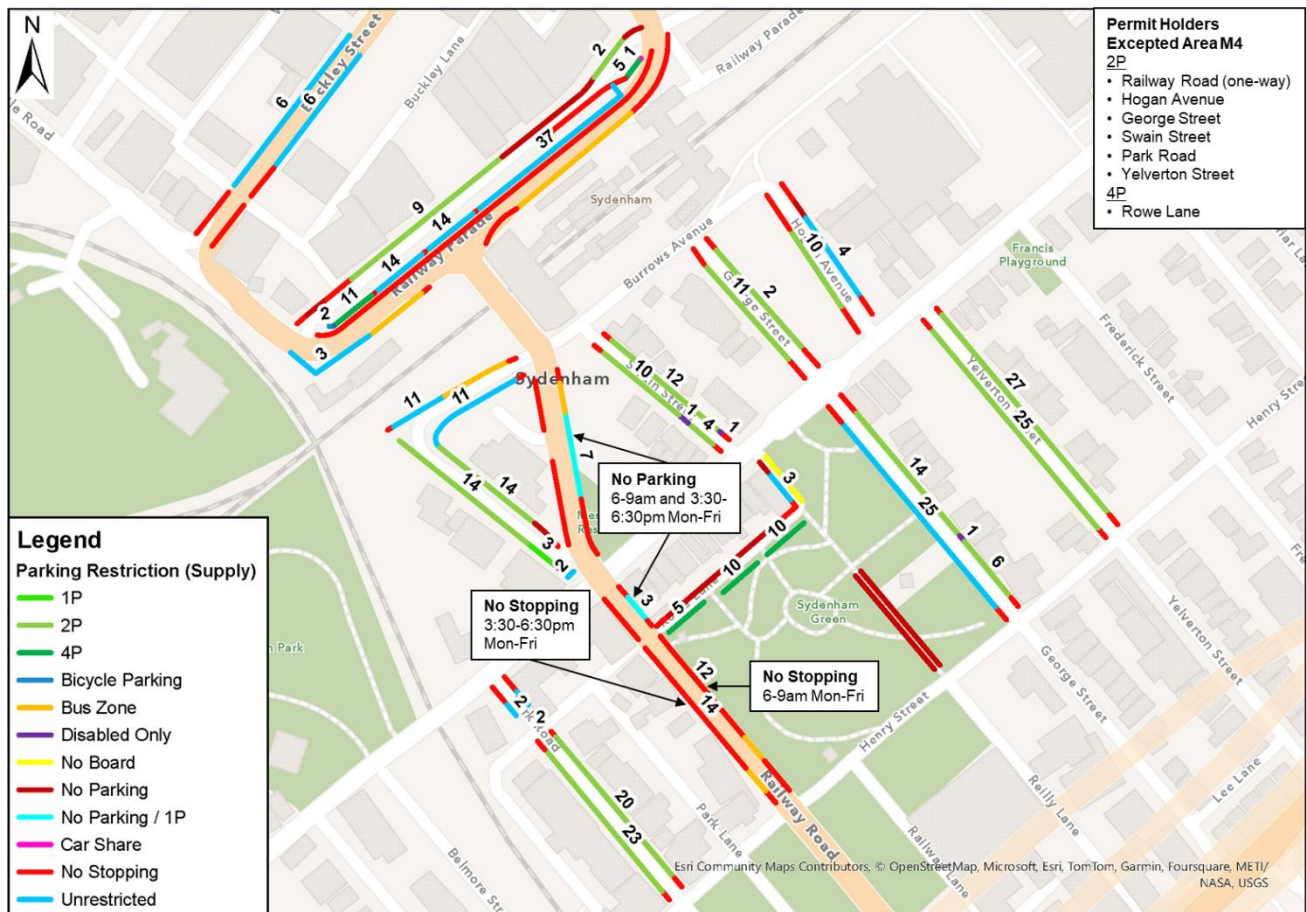
2.1 Parking Inventory

The existing parking inventory in each road section as at Tuesday, 5 September 2023 is summarised in Table 2.1. There are no lane restrictions (i.e. clearways, transit lanes or bus lanes) or loading, taxi or mail zones in these areas.

Table 2.1: Existing Parking Inventory

ID	Road Name	Parking Type/s	Parking Restrictions	Parking Supply
Proposal Footprint				
D1	Burrows Avenue	Commuter / residential	Bus Zone, No Stopping, Unrestricted	22
D2	Railway Road (one-way)	Residential	1P, 2P, No Parking, No Stopping, Unrestricted	33
Side Streets				
O1	Buckley Street	Residential	No Stopping, Unrestricted	12
O2-1	Railway Parade	Commuter / residential	2P, 4P, Bicycle Parking, No Parking, Car Share, No Stopping, Unrestricted	95
O2-2	Railway Parade (one-way)	Commuter	Bus Zone, No Stopping, Unrestricted	3
O3	Hogan Avenue	Residential	2P, No Parking, No Stopping, Unrestricted	14
O4	George Street	Residential	2P, Disabled Only, No Stopping, Unrestricted	59
O5	Swain Street	Residential	2P, Disabled Only, No Stopping	28
O6	Gleeson Avenue	Retail	Bus Zone, No Parking, No Stopping, 1P	7
O7	Park Road	Retail / residential	2P, No Stopping, Unrestricted	47
O8	Railway Road	Retail / residential	Bus Zone, No Parking, No Stopping, 1P	29
O9	Rowe Lane	Residential	4P, No Parking, No Stopping	25
O10	Reilly Lane	Residential	No Parking, No Stopping, Unrestricted	3
O11	Yelverton Street	Residential	2P, No Stopping	52
Total				429

The locations of each parking restriction and their supply are shown in Figure 2.1. The parking and time restrictions of each segment are provided in **Appendix A**.



*Matrix: No Board = no space to park. / Basemap: Community Map

Figure 2.1: Existing Parking Restrictions and Supply

2.2 Road Network

Key characteristics of each road section and adjoining land uses are summarised in Table 2.2.

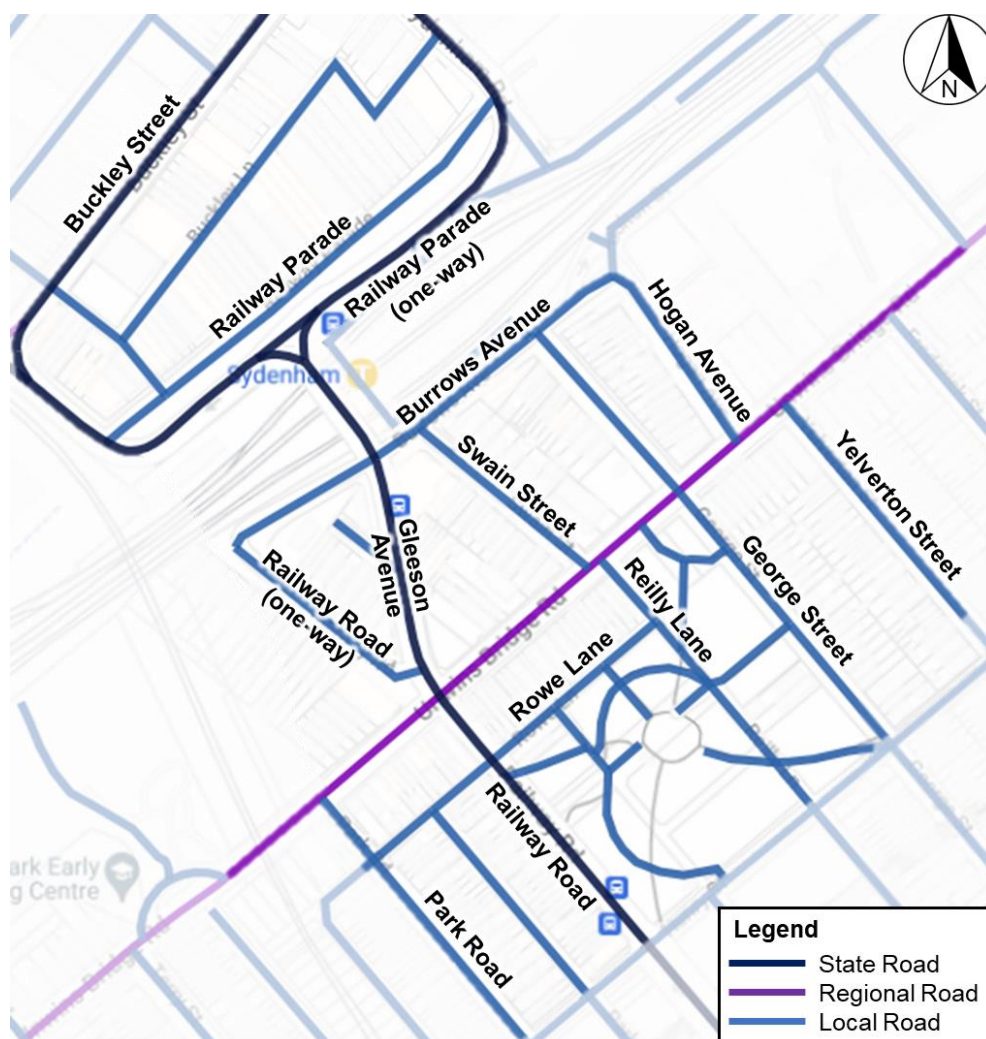
Table 2.2: Existing Road Characteristics

Road Name	Road Classification	No. of Travel Lanes	Speed Limit	Corridor Length	Adjoining Land Uses*
Proposal Footprint					
Burrows Avenue	Local Road	1 (one-way)	50km/h	85m	<ul style="list-style-type: none"> R2 Low Density Residential
Railway Road (one-way)	Local Road	1 (one-way)	50km/h	114m	<ul style="list-style-type: none"> E1 Local Centre R2 Low Density Residential
Side Streets					
Buckley Street	State Road	2 (one-way)	60km/h	153m	<ul style="list-style-type: none"> E4 General Industrial
Railway Parade	Local Road	2 (two-way)	50km/h	278m	<ul style="list-style-type: none"> E4 General Industrial
Railway Parade (one-way)	State Road	2 (one-way)	60km/h	275m	<ul style="list-style-type: none"> Sydenham Station
Hogan Avenue	Local Road	2 (two-way)	50km/h	106m	<ul style="list-style-type: none"> E4 General Industrial R2 Low Density Residential
George Street	Local Road	2 (two-way)	50km/h	301m	<ul style="list-style-type: none"> R2 Low Density Residential Sydenham Green Park
Swain Street	Local Road	1 (one-way)	50km/h	108m	<ul style="list-style-type: none"> E1 Local Centre R2 Low Density Residential

Road Name	Road Classification	No. of Travel Lanes	Speed Limit	Corridor Length	Adjoining Land Uses*
Gleeson Avenue	State Road	4 (two-way)	60km/h	119m	<ul style="list-style-type: none"> E1 Local Centre / Sydenham Town Centre Memory Reserve
Park Road	Local Road	2 (two-way)	50km/h	172m	<ul style="list-style-type: none"> E1 Local Centre / Sydenham Town Centre R2 Low Density Residential
Railway Road	State Road	4 (two-way)	60km/h	164m	<ul style="list-style-type: none"> E1 Local Centre / Sydenham Town Centre R2 Low Density Residential Sydenham Green Park
Rowe Lane	Local Road	1 (two-way)	50km/h	116m	<ul style="list-style-type: none"> E1 Local Centre R2 Low Density Residential Sydenham Green Park
Reilly Lane	Local Road	1 (two-way)	50km/h	119m	<ul style="list-style-type: none"> R2 Low Density Residential Sydenham Green Park
Yelverton Street	Local Road	2 (two-way)	50km/h	175m	<ul style="list-style-type: none"> R2 Low Density Residential

*Source: Inner West Local Environmental Plan 2022

The classification of each road section is shown in Figure 2.2.



Source: Transport for NSW Road Network Classifications Map

Figure 2.2: Road Classifications

2.3 Land Uses

The land use definitions under the Inner West Local Environmental Plan 2022 are shown in Figure 2.3.



Source: NSW Planning Portal Spatial Viewer

Figure 2.3: Land Zoning Map

3. SITE INSPECTION

3.1 Overview

A site inspection was undertaken on Tuesday, 5 September 2023 between 12:30pm and 1:30pm to gain an understanding of the current parking conditions and constraints, as well as verify the inventory survey undertaken by Matrix.

Buses taking up vehicle parking spaces along Burrows Avenue and Railway Road (one-way) was not observed during the parking surveys or site inspection.

3.2 Bitzios vs. Matrix Parking Supply

The parking supply in each area verified Bitzios and surveyed by Matrix are compared in Table 3.1. The greatest difference was only five vehicles. A permanent No Stopping zone was recently implemented on the western corner of Burrows Avenue. The remaining differences are based on AS2890.5 (where practical), as well as first-principles (i.e. locations of driveways and road infrastructure, road geometry, types of vehicles and land uses). The parking supply in the occupancy survey results throughout this report is based on Bitzios' survey.


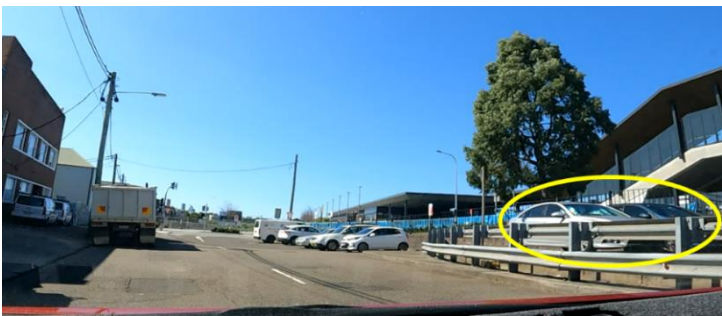


Table 3.1: Bitzios vs. Matrix Parking Supply

Road Name	Bitzios Parking Supply	Matrix Parking Supply	Difference
Burrows Avenue	22	26	-4
Railway Road (one-way)	33	36	-3
Buckley Street	12	9	+3
Railway Parade	95	95	0
Railway Parade (one-way)	3	3	0
Hogan Avenue	14	13	0
George Street	59	59	0
Swain Street	28	28	0
Gleeson Avenue	7	7	0
Park Road	47	49	-2
Railway Road	29	29	0
Rowe Lane	25	25	0
Reilly Lane	3	3	0
Yelverton Street	52	47	+5
Total	429	429	0

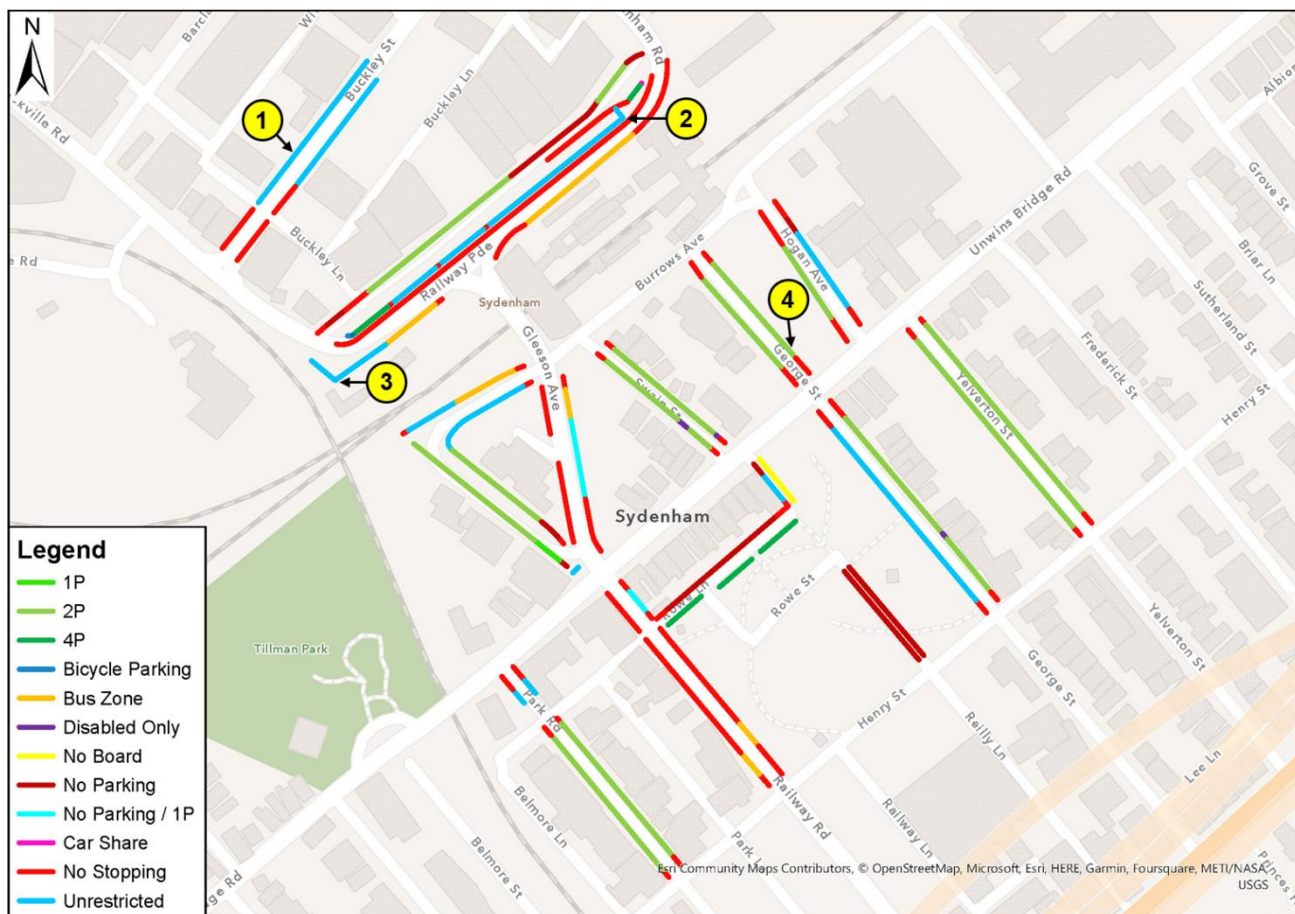
3.3 Surplus Parking

Surplus parking in addition to the above supply not identified by Bitzios or Matrix, including both legal/practical and illegal/unsafe parking, was observed in some areas as summarised in Table 3.2. Their locations are shown in Figure 3.1.

Table 3.2: Surplus Parking Areas

ID	Location	Description / Comments	Illustration*
1	Buckley Street	4 illegally parked vehicles observed across driveways (maybe associated with nearby businesses).	
2	Railway Parade	2 parked vehicles observed at the north-eastern end (appears safe, practical and common according to Nearmap).	
3	Railway Parade (one-way)	6 additional parked vehicles observed at the south-western end (the first 5 from left deemed safe enough; common according to Nearmap).	
4	George Street	1 additional parked vehicle observed.	

*Yellow circle = legal/practical parking and red circle = illegal/unsafe parking.



*Matrix: No Board = no space to park. / Basemap: Community Map




Figure 3.1: Surplus Parking Locations

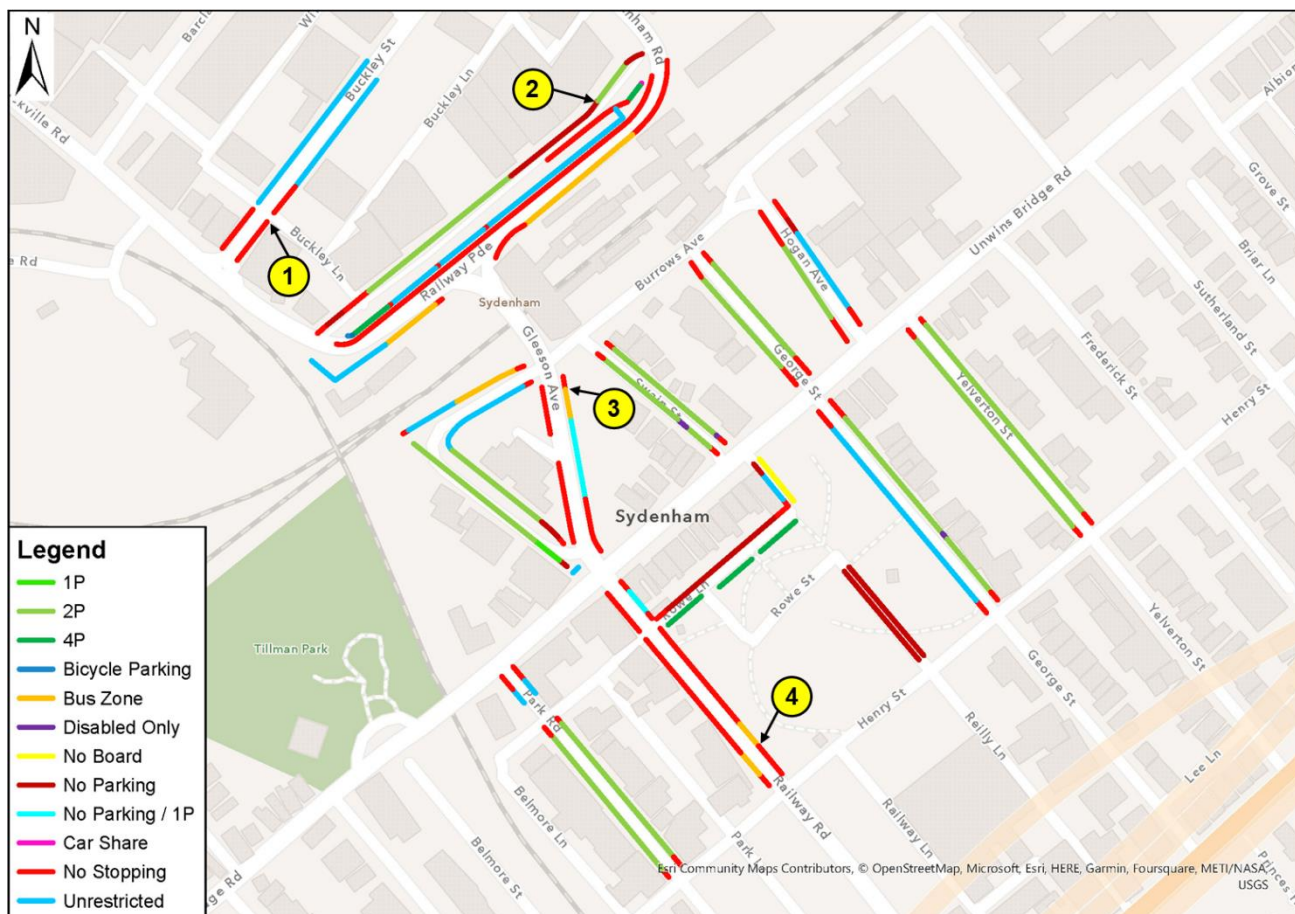
3.4 Conflicting Signage

Table 3.3 summarises conflicting parking signage observed during the site inspection. Their locations are shown in Figure 3.2.

Table 3.3: Conflicting Parking Signage

ID	Location	Issue	Illustration
1	Buckley Street	Missing double arrow No Stopping sign. There is currently an end No Stopping sign.	

ID	Location	Issue	Illustration
2	Railway Parade	Missing end No Parking and start 2P signs.	
3	Gleeson Avenue	Missing start Bus Zone sign. There is currently a double arrow No Stopping sign.	
4	Railway Road	Missing start No Stopping sign.	



*Matrix: No Board = no space to park. / Basemap: Community Map

Figure 3.2: Conflicting Parking Signage Locations

3.5 Temporary Parking Changes

Posters hung along Burrows Avenue, Railway Road (one-way), Gleeson Avenue and Railway Parade show that some parking spaces in these areas are used by rail replacement buses, particularly during major weekday rail shutdowns. A poster outlining upcoming changes during the Term 3 school holidays is shown in Figure 3.3.



Figure 3.3: Temporary parking changes for rail replacement bus use

4. PARKING SURVEYS

4.1 Overview

Matrix undertook parking inventory and occupancy surveys along each road section between Wednesday, 26 July and Tuesday, 1 August 2023 between 6:00am and 7:00pm daily. A duration of stay survey was also undertaken along Burrows Avenue and Railway Road (one-way) over the same period. The occupancy and duration of stay were recorded every hour.

4.2 Limitations

It was observed in the survey data that:

- Occupancy (if any) was not recorded in the following zones where it is illegal to park:
 - No Stopping (including part-time)
 - No Parking (including part-time)
 - Bus Zone.
- Areas used by trucks for business loading were not identified, particularly given the lack of loading or mail zones.

It is therefore difficult to identify and/or verify any common areas or times of surplus parking, illegal parking or business loading.

4.3 Occupancy Survey Results

4.3.1 D1. Burrows Avenue (within proposal footprint)

The parking occupancy results for Burrows Avenue are presented in Figure 4.1. Key observations include that:

- Surplus parking (up to three vehicles) occurred on Thursday, Saturday, Monday and Tuesday between 10:00am and 1:00pm, most likely used by commuters. It is noted that a supply of 26 spaces was allowed at the time of the survey, now 22 due to the permanent No Stopping zone (see Section 3.2)
- Friday and Sunday only had up to 17 parked vehicles per hour.

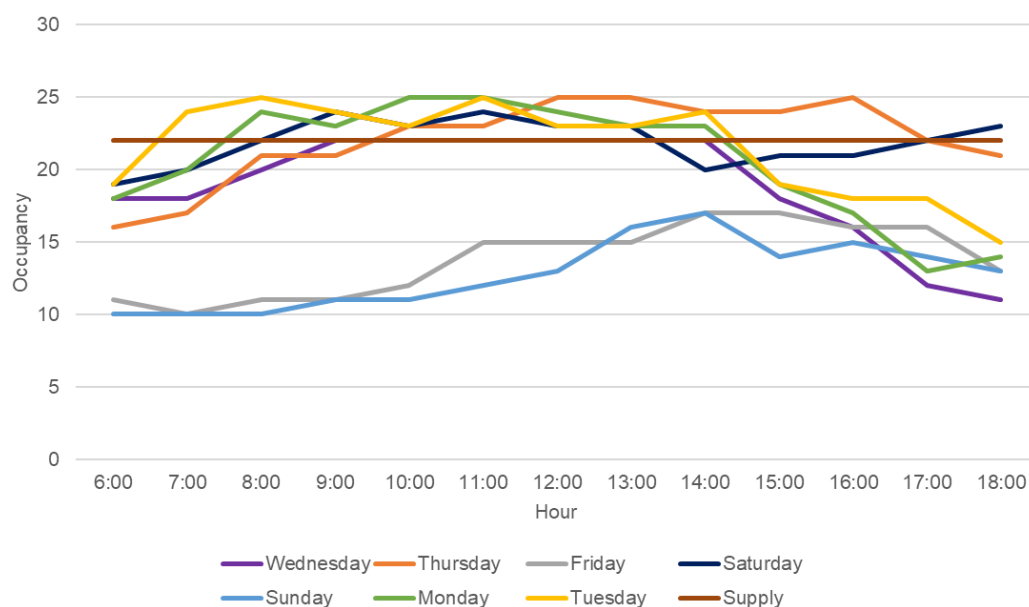


Figure 4.1: Parking Occupancy – D1. Burrows Avenue

4.3.2 D2. Railway Road (one-way) (within proposal footprint)

The parking occupancy results for Railway Road (one-way) are presented in Figure 4.2. Parking was highest on Wednesday, Thursday and Sunday after 1:00pm. Parking was lowest on Friday and Sunday before 1:00pm.

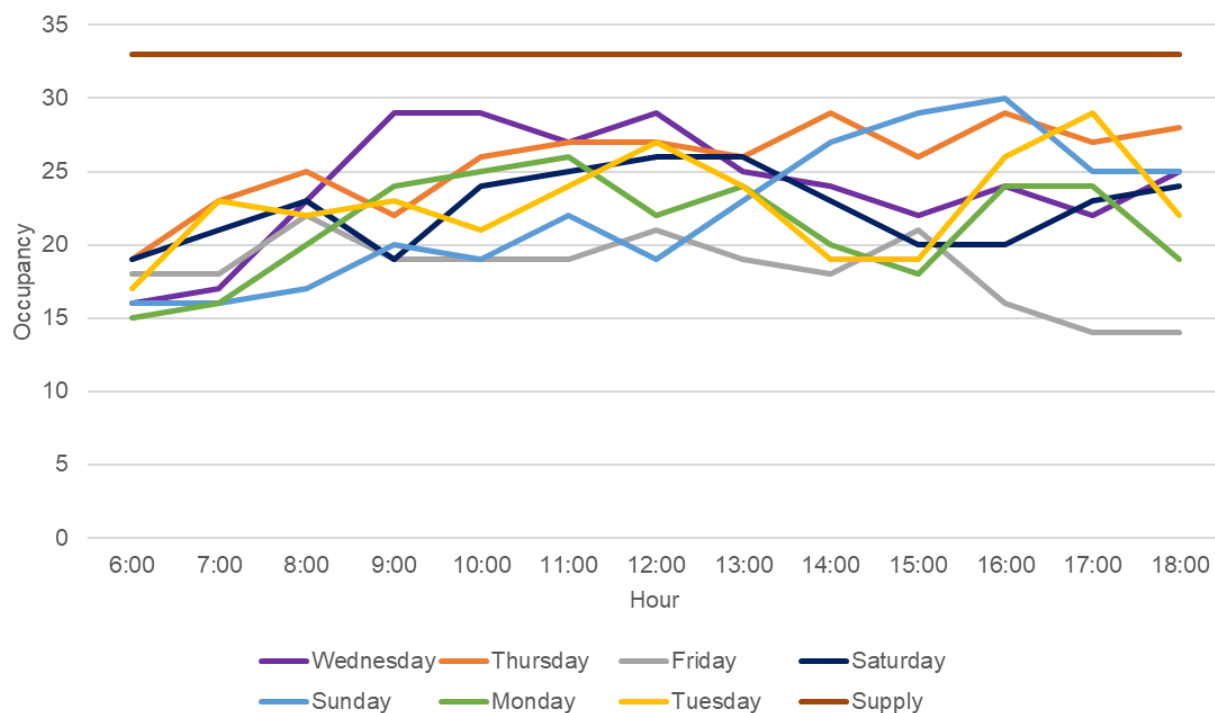


Figure 4.2: Parking Occupancy – D2. Railway Road (one-way)

4.3.3 O1. Buckley Street

The parking occupancy results for Buckley Street are presented in Figure 4.3. Surplus parking (up to six vehicles) occurred on Wednesday after 9:00am, as well as on Friday, Monday and Tuesday between 9:00am and 2:00pm. This is most likely associated with nearby businesses.

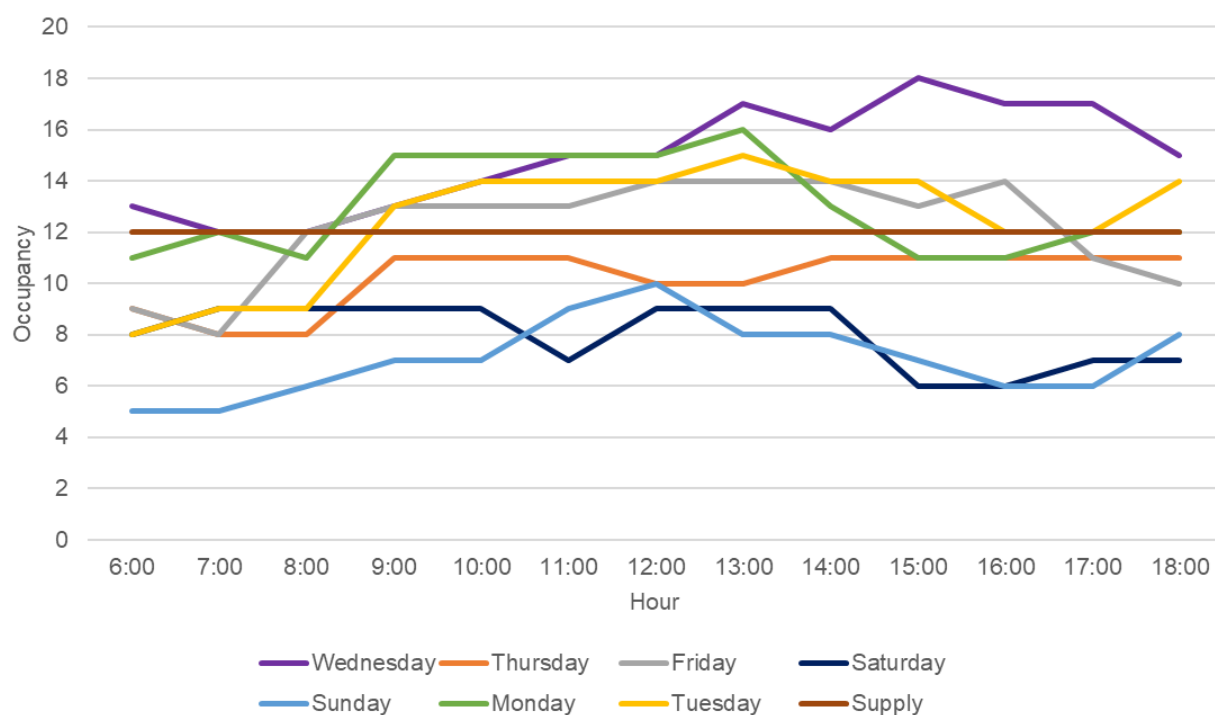


Figure 4.3: Parking Occupancy – O1. Buckley Street

4.3.4 O2-1. Railway Parade

The parking occupancy results for Railway Parade are presented in Figure 4.4. Weekday and weekend parking patterns were generally consistent. Weekday parking peaked at 92 vehicles on Wednesday at 1:00pm, compared with just 29 vehicles on Saturday at 11:00am. It is likely that most parking is used by commuters.

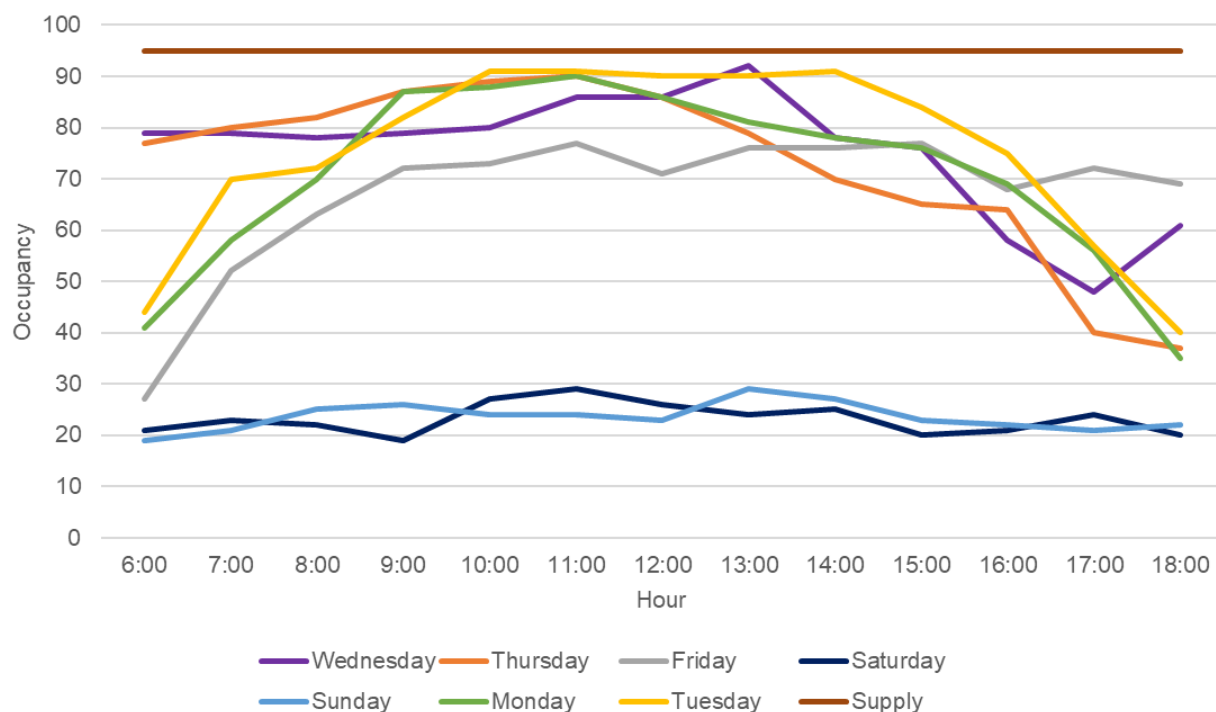


Figure 4.4: Parking Occupancy – O2-1. Railway Parade

4.3.5 O2-2. Railway Parade (one-way)

The parking occupancy results for Railway Parade (one-way) are presented in Figure 4.5. Parking was mostly at capacity, however, it is likely that more vehicles were parked at the south-western end.

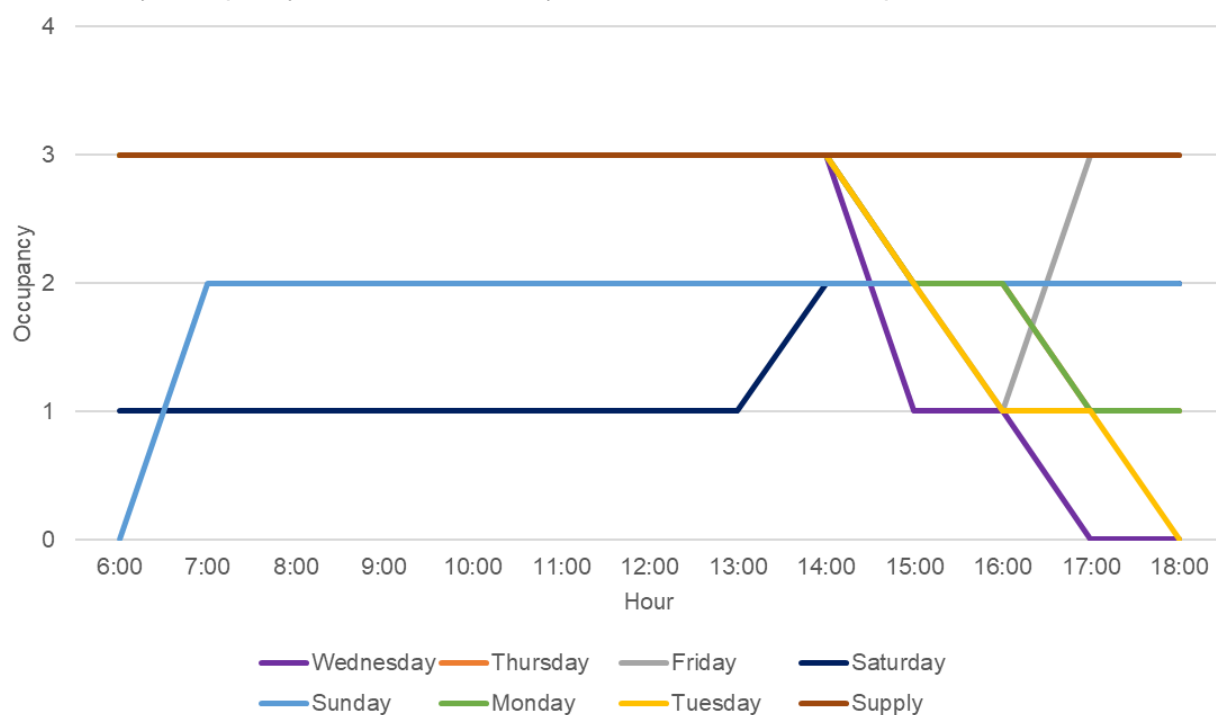


Figure 4.5: Parking Occupancy – O2-2. Railway Parade (one-way)

4.3.6 O3. Hogan Avenue

The parking occupancy results for Hogan Avenue are presented in Figure 4.6. Surplus parking (up to three vehicles) occurred during five hours on Thursday, and two hours each on Wednesday and Friday afternoon and Tuesday morning. This may be due to the nearby smash repairers.

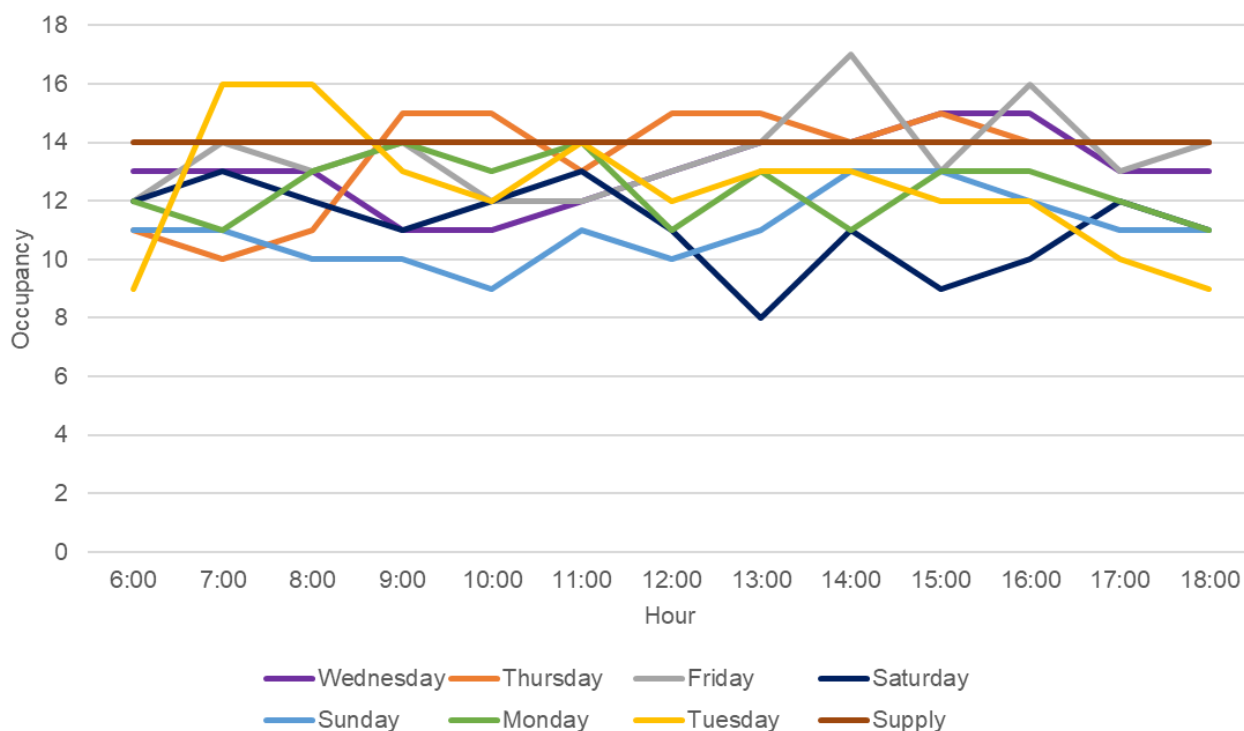


Figure 4.6: Parking Occupancy – O3. Hogan Avenue

4.3.7 O4. George Street

The parking occupancy results for George Street are presented in Figure 4.7. Spaces were mostly at least 90% occupied, except on Thursday which had just 49%. It is not clear why.

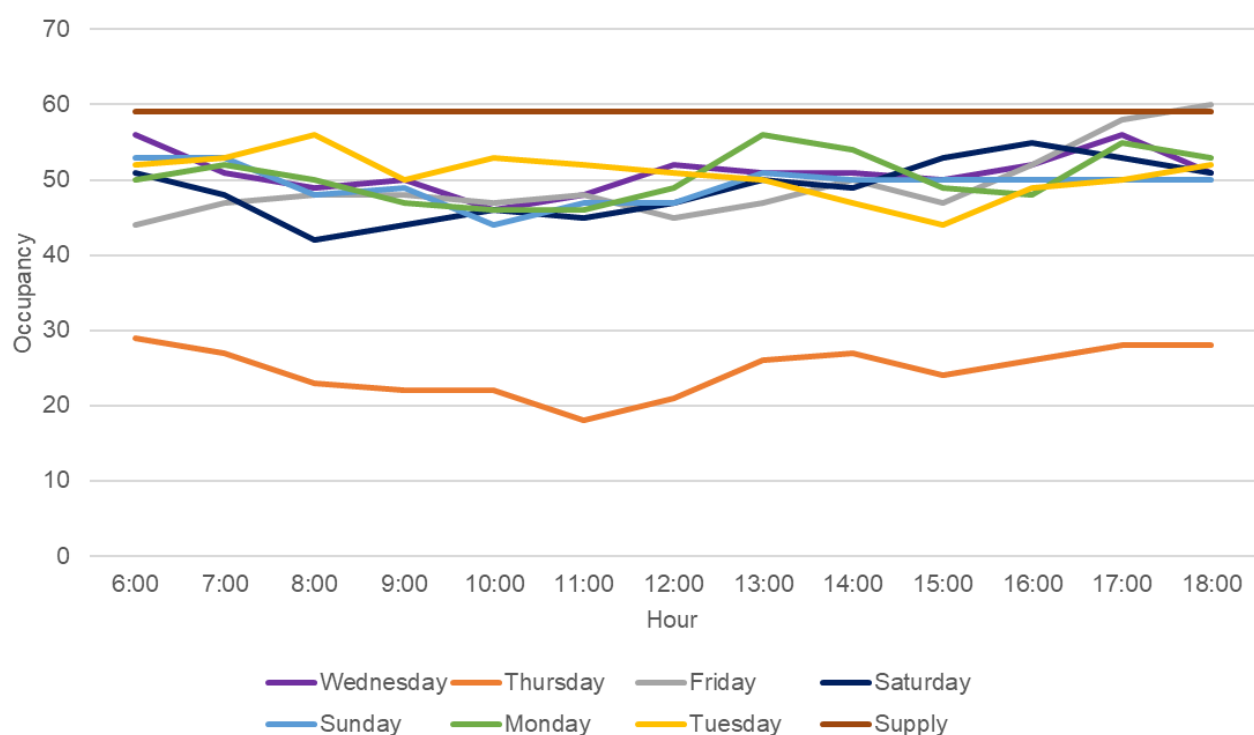


Figure 4.7: Parking Occupancy – O4. George Street

4.3.8 05. Swain Street

The parking occupancy results for Swain Street are presented in Figure 4.8. Parking generally increased throughout the day on all days and was higher on weekdays.

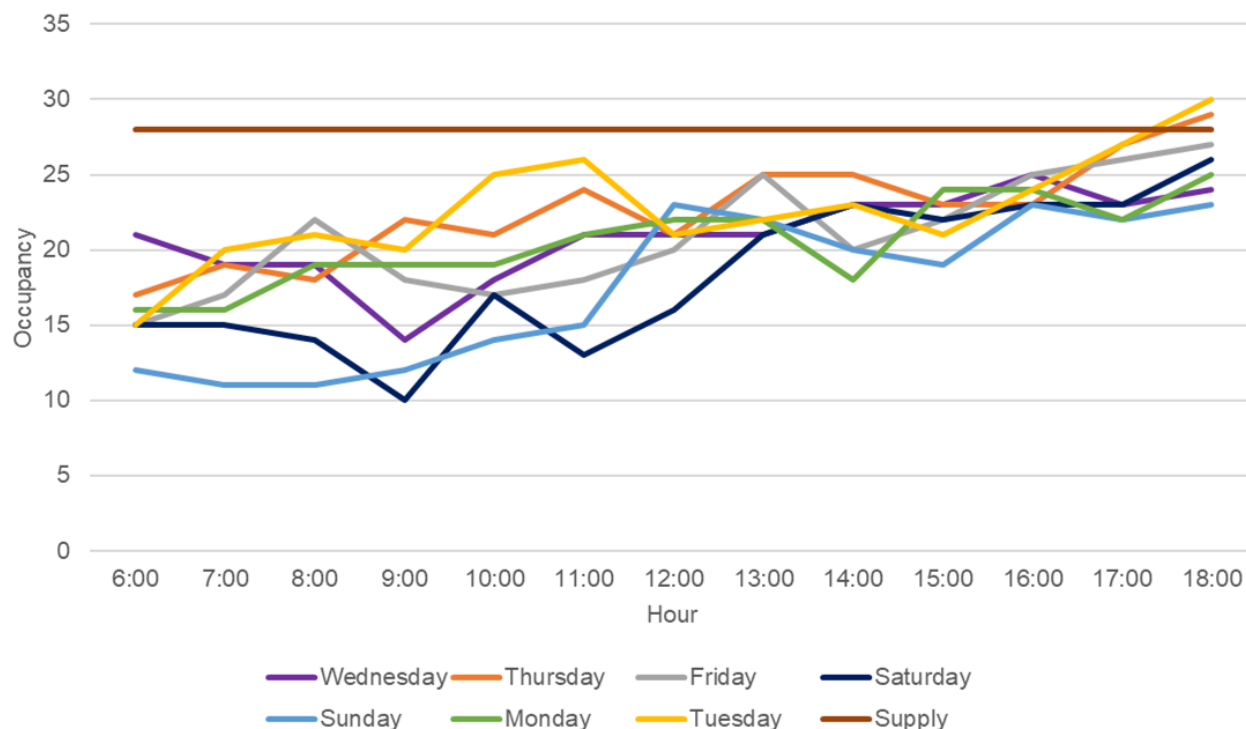


Figure 4.8: Parking Occupancy – 05. Swain Street

4.3.9 06. Gleeson Avenue

The parking occupancy results for Gleeson Avenue are presented in Figure 4.9. Parking is only allowed on the eastern (southbound) side. Weekend parking was higher as it is unrestricted and six spaces were occupied most of the week.

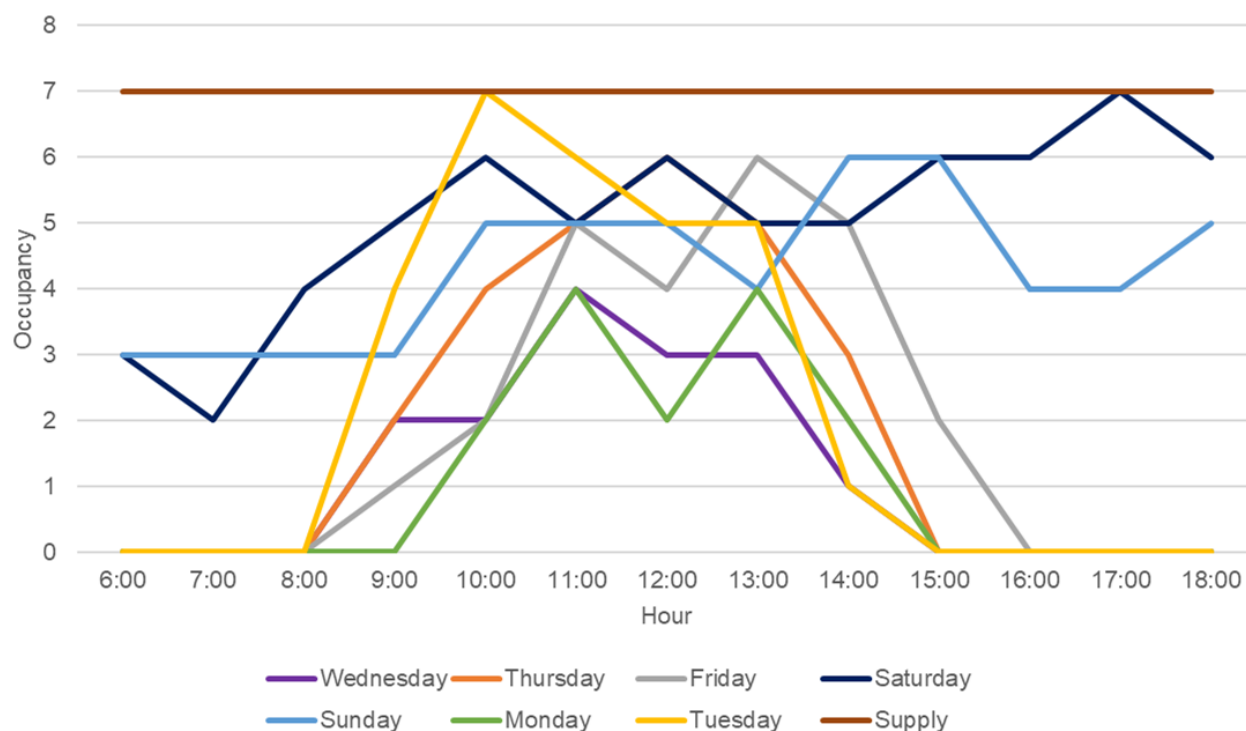


Figure 4.9: Parking Occupancy – 06. Gleeson Avenue

4.3.10 O7. Park Road

The parking occupancy results for Park Road are presented in Figure 4.10. Spaces were mostly 80-90% occupied and usage was higher between Friday and Sunday.

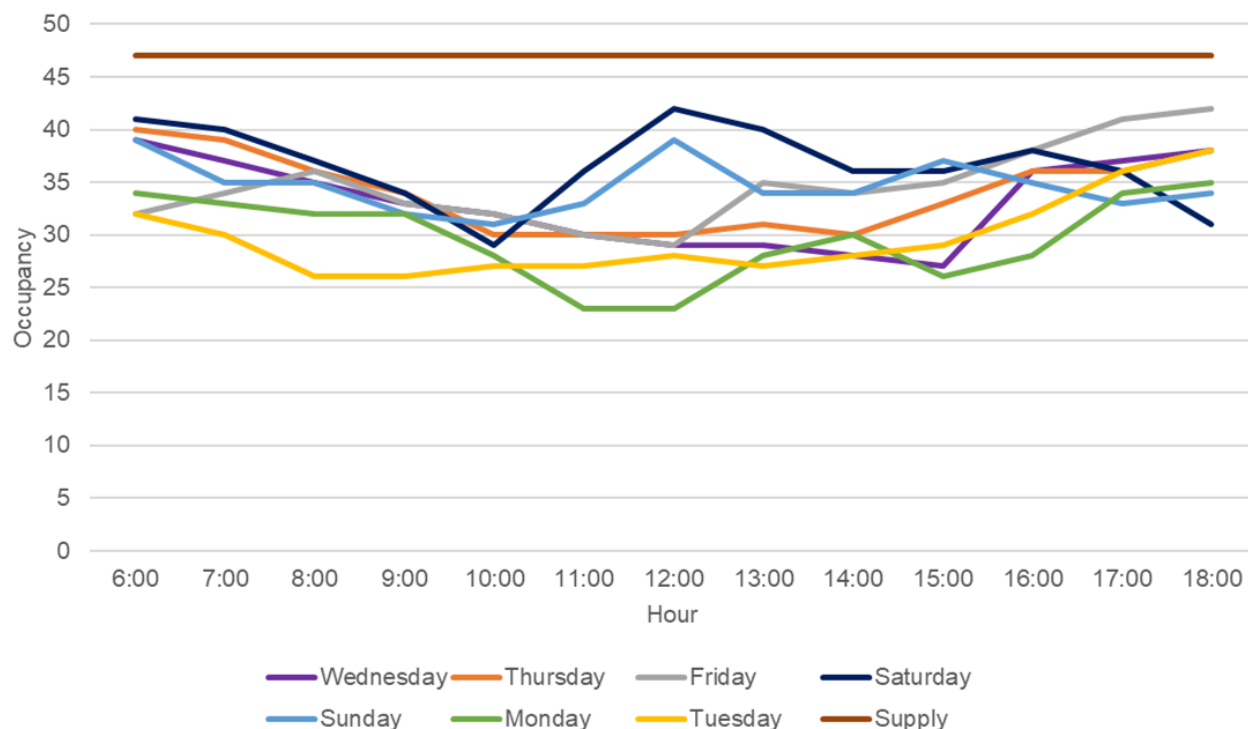


Figure 4.10: Parking Occupancy – O7. Park Road

4.3.11 O8. Railway Road

The parking occupancy results for Railway Road are presented in Figure 4.11. Spaces on weekends were up to 45% occupied, compared with just 28% on weekdays. Eastern (southbound) spaces (12) between Rowe Lane and Henry Street were predominantly unoccupied.

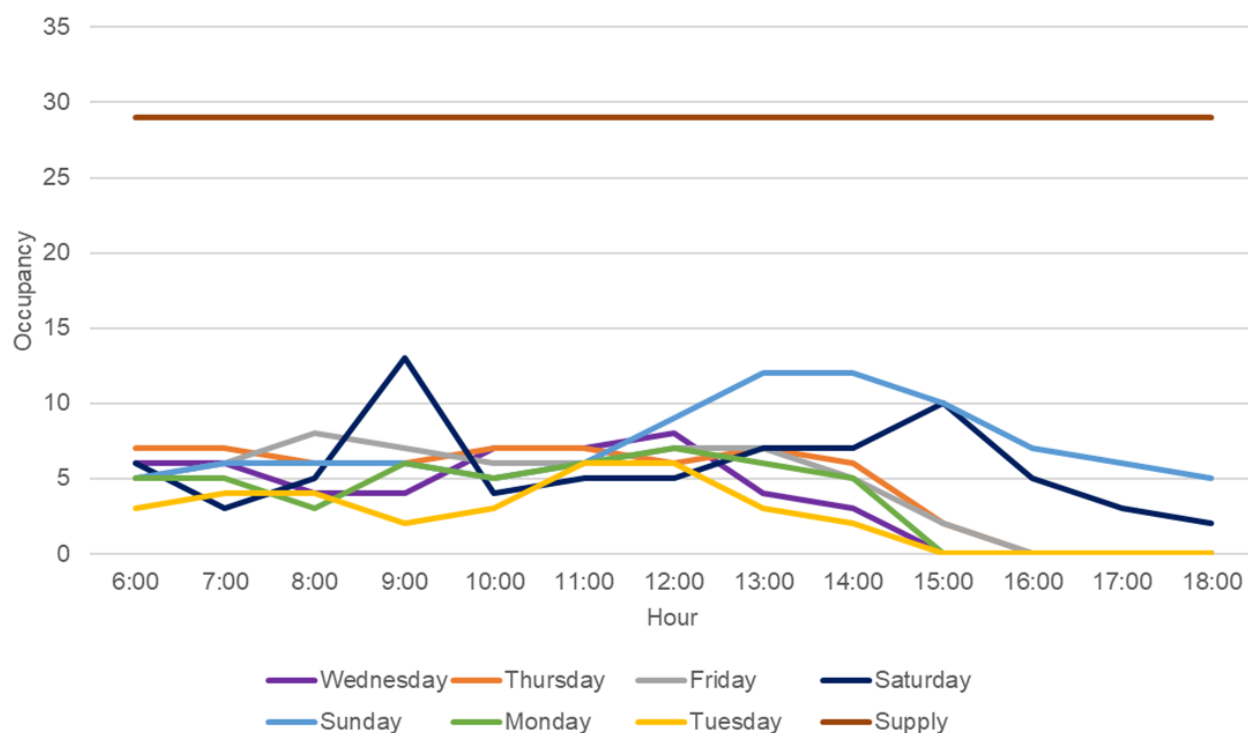


Figure 4.11: Parking Occupancy – O8. Railway Road

4.3.12 O9. Rowe Lane

The parking occupancy results for Rowe Lane are presented in Figure 4.12. Parking patterns were generally consistent each day: increasing till 12:00pm, then decreasing till 3:00pm and increasing again. Non-permit holders can only park for four hours between 8:30am-6:00pm Monday to Friday.

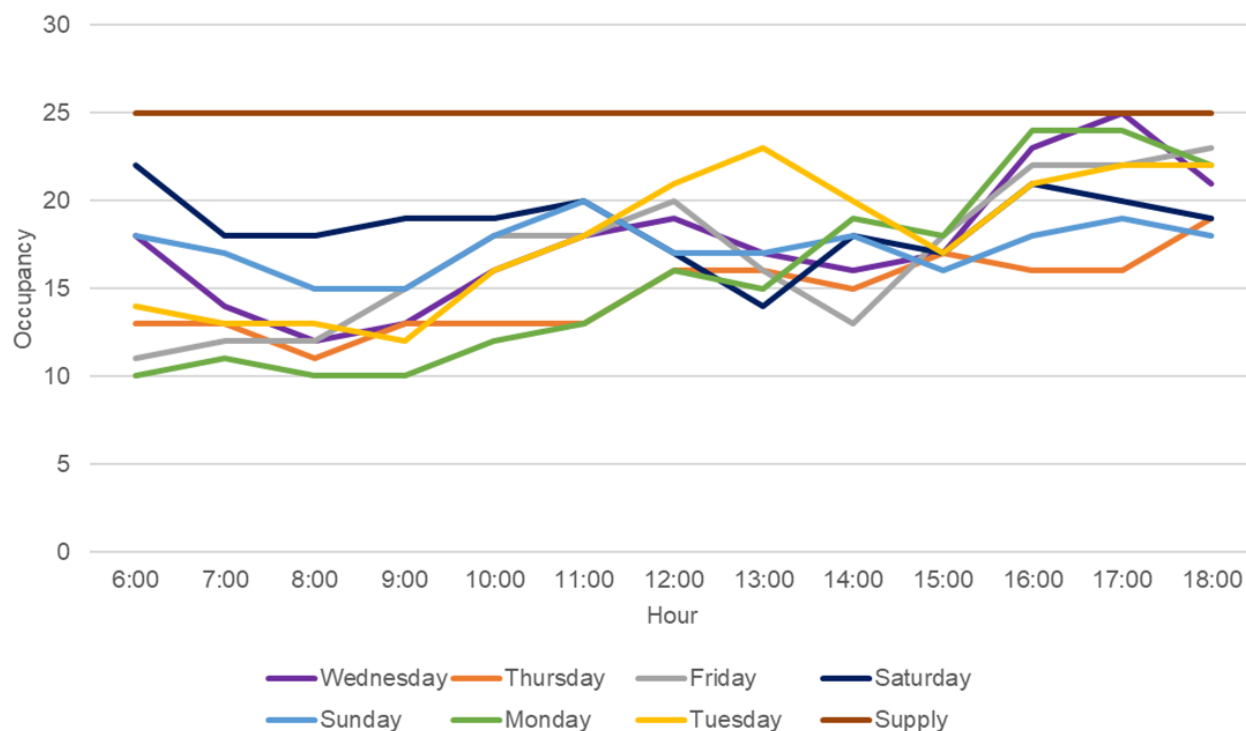


Figure 4.12: Parking Occupancy – O9. Rowe Lane

4.3.13 O10. Reilly Lane

The parking occupancy results for Reilly Lane are presented in Figure 4.13. Parking was mostly at capacity.

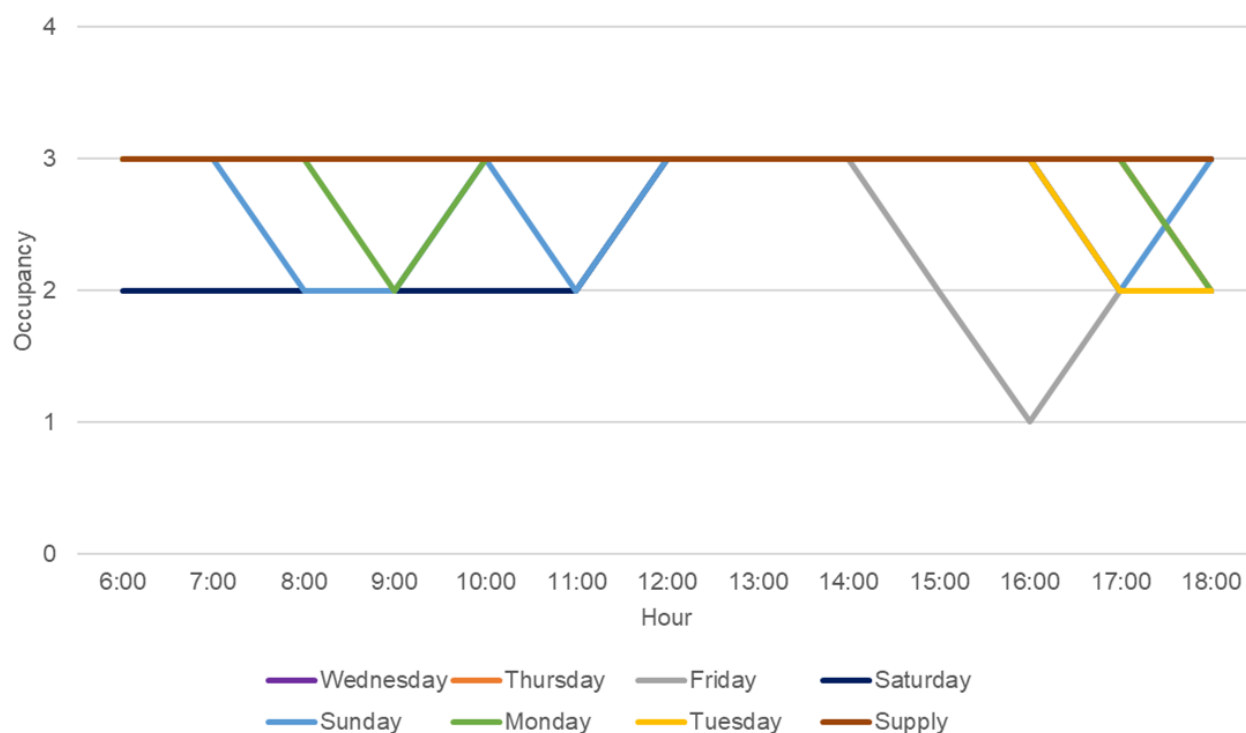


Figure 4.13: Parking Occupancy – O10. Reilly Lane

4.3.14 O11. Yelverton Street

The parking occupancy results for Yelverton Street are presented in Figure 4.14. Key observations include that:

- Parking patterns were generally consistent each day, decreasing till 12:00pm, then increasing
- Weekend parking was higher as it is unrestricted
- Weekday parking was lower possibly due to residents commuting.

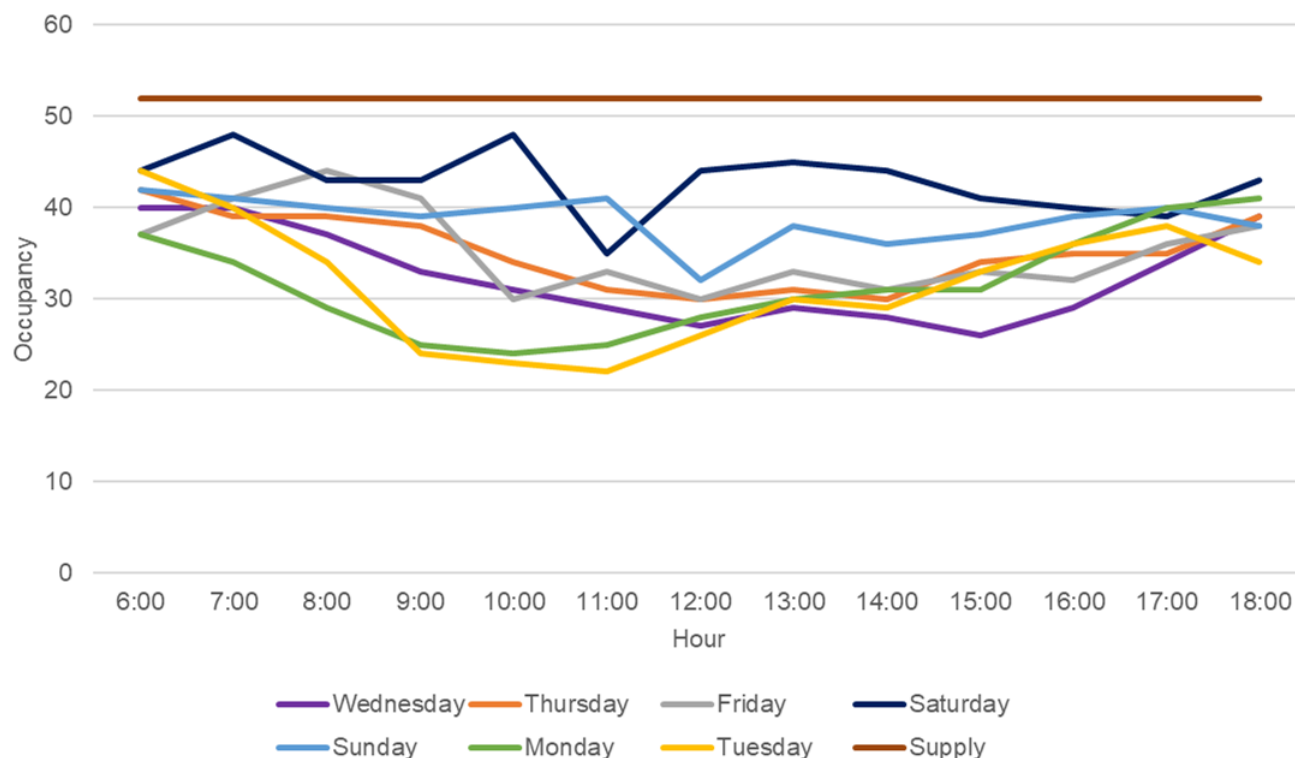


Figure 4.14: Parking Occupancy – O11. Yelverton Street

4.4 Duration of Stay Survey Results

4.4.1 Burrows Avenue (within proposal footprint)

The duration of stay during the peak weekday (Thursday) and weekend day (Saturday) for Burrows Avenue are summarised in Table 4.1. Key observations include that:

- Most vehicles stayed for one hour on both days: Thursday 12 (26%) and Saturday nine (19%)
- Four vehicles were parked during the whole Thursday survey (9%) and six vehicles were parked during the Saturday (13%) survey
- The average vehicle stays were 6 hrs 6 mins on Thursday and 5 hrs 56 mins on Saturday.

4.4.2 Railway Road (one-way) (within proposal footprint)

The duration of stay during the peak weekday (Tuesday) and weekend day (Saturday) for Railway Road (one-way) are summarised in Table 4.2. Key observations include that:

- Most vehicles stayed for one hour on both days: Tuesday 44 (44%) and Saturday 28 (33%)
- Four vehicles were parked during the whole Tuesday survey (4%) and five vehicles were parked during the Saturday survey (6%)
- The average vehicle stays were 2 hrs 57 mins on Tuesday and 3 hrs 24 mins on Saturday.

Table 4.1: Peak Duration of Stay – D1. Burrows Avenue

Hour	Duration of Stay (hours)												
	1	2	3	4	5	6	7	8	9	10	11	12	13
Thursday													
6:00	-	1	1	1	-	-	1	1	2	1	3	1	4
7:00	-	-	-	-	-	-	-	1	-	-	-	-	-
8:00	-	1	-	-	-	-	-	-	1	-	3	-	-
9:00	-	-	-	-	-	-	-	-	-	1	-	-	-
10:00	-	-	-	-	-	-	1	2	1	-	-	-	-
11:00	-	-	-	-	-	-	-	-	-	-	-	-	-
12:00	-	-	-	-	1	1	-	-	-	-	-	-	-
13:00	-	-	-	-	-	1	-	-	-	-	-	-	-
14:00	-	-	-	-	-	-	-	-	-	-	-	-	-
15:00	1	-	-	2	-	-	-	-	-	-	-	-	-
16:00	2	-	1	-	-	-	-	-	-	-	-	-	-
17:00	3	2	-	-	-	-	-	-	-	-	-	-	-
18:00	6	-	-	-	-	-	-	-	-	-	-	-	-
Total	12	4	2	3	1	2	2	4	4	2	6	1	4
Saturday													
6:00	1	-	-	1	-	-	-	3	3	2	1	2	6
7:00	-	-	-	-	1	-	1	-	-	-	-	-	-
8:00	-	-	-	1	-	-	-	-	-	-	1	-	-
9:00	1	-	-	-	1	-	-	-	-	-	-	-	-
10:00	-	-	-	-	-	-	-	-	1	-	-	-	-
11:00	-	-	-	1	-	-	-	-	-	-	-	-	-
12:00	-	-	-	1	-	-	-	-	-	-	-	-	-
13:00	-	-	-	-	-	-	-	-	-	-	-	-	-
14:00	-	2	-	-	-	-	-	-	-	-	-	-	-
15:00	-	-	1	4	-	-	-	-	-	-	-	-	-
16:00	-	1	4	-	-	-	-	-	-	-	-	-	-
17:00	1	1	-	-	-	-	-	-	-	-	-	-	-
18:00	6	-	-	-	-	-	-	-	-	-	-	-	-
Total	9	4	5	8	2	-	1	3	4	2	2	2	6

Table 4.2: Peak Duration of Stay – D2. Railway Road (one-way)

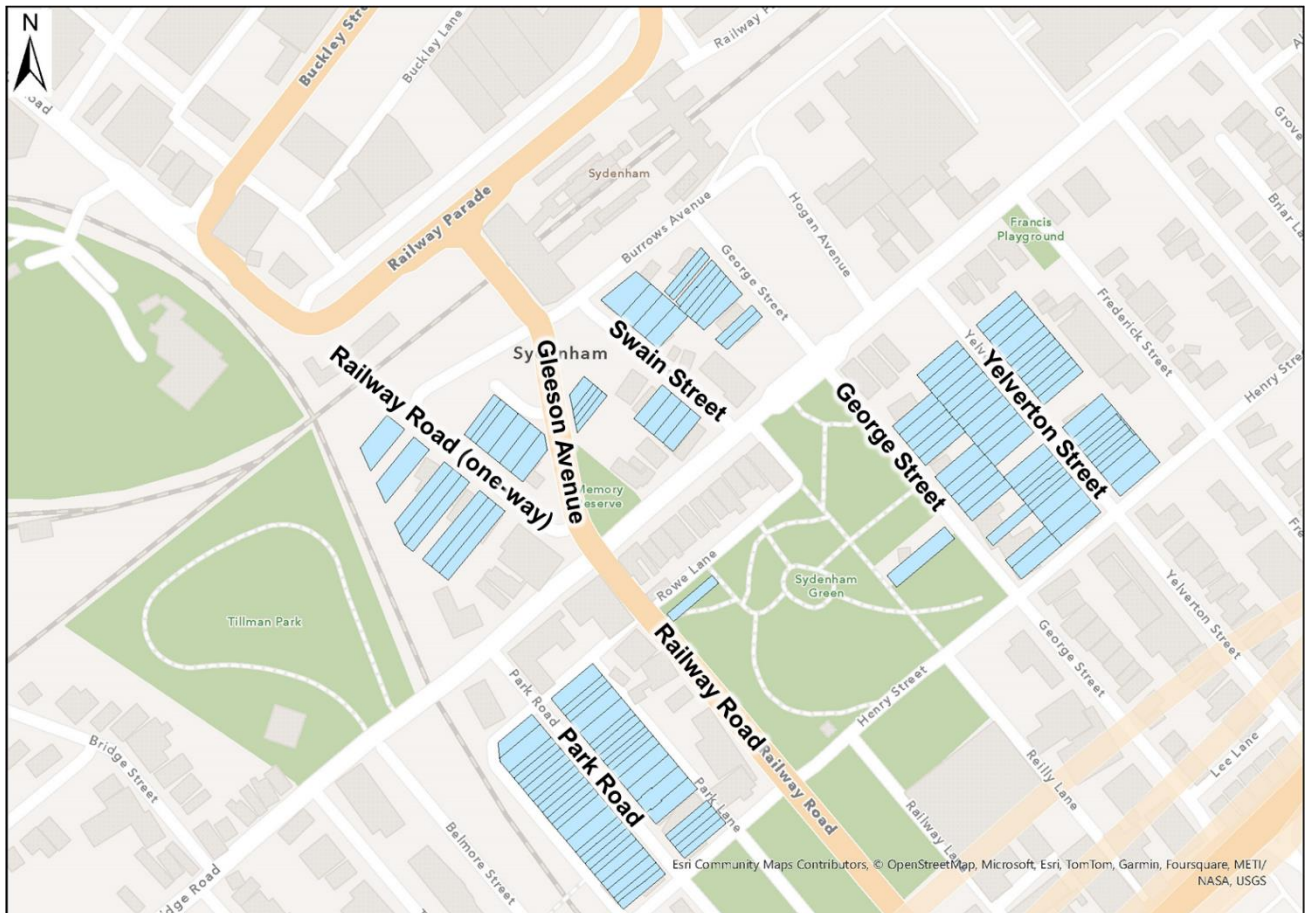
Hour	Duration of Stay (hours)												
	1	2	3	4	5	6	7	8	9	10	11	12	13
Tuesday													
6:00	-	5	4	1	-	1	2	-	-	-	-	-	4
7:00	1	2	-	-	2	-	-	1	-	-	-	-	-
8:00	2	-	1	-	-	-	-	-	2	-	-	-	-
9:00	2	1	3	-	-	-	1	-	-	2	-	-	-
10:00	1	-	-	-	-	-	-	-	-	-	-	-	-
11:00	3	1	-	1	-	-	-	1	-	-	-	-	-
12:00	4	6	1	-	-	-	1	-	-	-	-	-	-
13:00	4	-	-	-	-	-	-	-	-	-	-	-	-
14:00	2	1	-	-	2	-	-	-	-	-	-	-	-
15:00	4	-	-	1	-	-	-	-	-	-	-	-	-
16:00	7	3	3	-	-	-	-	-	-	-	-	-	-
17:00	9	3	-	-	-	-	-	-	-	-	-	-	-
18:00	5	-	-	-	-	-	-	-	-	-	-	-	-
Total	44	22	12	3	4	1	4	2	2	2	-	-	4
Saturday													
6:00	1	2	4	1	-	-	-	2	2	1	-	1	5
7:00	-	1	1	-	-	-	-	1	-	-	-	-	-
8:00	2	1	1	-	-	-	-	-	-	-	-	-	-
9:00	2	-	-	-	-	-	-	-	-	1	-	-	-
10:00	4	1	2	2	-	-	-	-	1	-	-	-	-
11:00	-	4	-	2	-	-	-	-	-	-	-	-	-
12:00	1	1	-	-	-	-	-	-	-	-	-	-	-
13:00	7	-	-	-	-	-	-	-	-	-	-	-	-
14:00	1	6	-	1	1	-	-	-	-	-	-	-	-
15:00	-	-	2	1	-	-	-	-	-	-	-	-	-
16:00	1	4	2	-	-	-	-	-	-	-	-	-	-
17:00	-	4	-	-	-	-	-	-	-	-	-	-	-
18:00	9	-	-	-	-	-	-	-	-	-	-	-	-
Total	28	24	12	7	1	-	-	3	3	2	-	1	5

5. PROPERTIES WITHOUT ONSITE PARKING

A total of 131 properties (all in Sydenham) have been identified as not having onsite parking capacity. These are listed in Table 5.1 and shown in Figure 5.1.

Table 5.1: Properties Without Onsite Parking

Within Proposal Footprint	Outside Proposal Footprint		
<ul style="list-style-type: none"> ▪ 84 Railway Road ▪ 86 Railway Road ▪ 88 Railway Road ▪ 92 Railway Road ▪ 94 Railway Road ▪ 96 Railway Road ▪ 100 Railway Road ▪ 105 Railway Road ▪ 106 Railway Road ▪ 107 Railway Road ▪ 109 Railway Road ▪ 111 Railway Road ▪ 113 Railway Road ▪ 115 Railway Road 	<ul style="list-style-type: none"> ▪ 93 Railway Road ▪ 47 George Street ▪ 49 George Street ▪ 53 George Street ▪ 57 George Street ▪ 59 George Street ▪ 61 George Street ▪ 63 George Street ▪ 65 George Street ▪ 69 George Street ▪ 71 George Street ▪ 73 George Street ▪ 75 George Street ▪ 77 George Street ▪ 86 George Street ▪ 116A George Street ▪ 116B George Street ▪ 120 George Street ▪ 122 George Street ▪ 124 George Street ▪ 126 George Street ▪ 128 George Street ▪ 130 George Street ▪ 132 George Street ▪ 4 Swain Street ▪ 5 Swain Street ▪ 6 Swain Street ▪ 7 Swain Street ▪ 8 Swain Street ▪ 9 Swain Street ▪ 10 Swain Street ▪ 11 Swain Street ▪ 5 Gleeson Avenue ▪ 7 Gleeson Avenue ▪ 9-9A Gleeson Avenue ▪ 11-13 Gleeson Avenue ▪ 56 Park Road ▪ 57 Park Road ▪ 58 Park Road 	<ul style="list-style-type: none"> ▪ 58A Park Road ▪ 59 Park Road ▪ 60 Park Road ▪ 61A Park Road ▪ 61B Park Road ▪ 62 Park Road ▪ 64 Park Road ▪ 66 Park Road ▪ 67 Park Road ▪ 68 Park Road ▪ 69 Park Road ▪ 70 Park Road ▪ 71 Park Road ▪ 72 Park Road ▪ 73 Park Road ▪ 75 Park Road ▪ 76 Park Road ▪ 77 Park Road ▪ 78 Park Road ▪ 79 Park Road ▪ 80 Park Road ▪ 81 Park Road ▪ 82 Park Road ▪ 83 Park Road ▪ 84 Park Road ▪ 85 Park Road ▪ 86 Park Road ▪ 87 Park Road ▪ 88 Park Road ▪ 90 Park Road ▪ 92 Park Road ▪ 93 Park Road ▪ 94 Park Road ▪ 95 Park Road ▪ 96 Park Road ▪ 97 Park Road ▪ 98 Park Road ▪ 99 Park Road ▪ 100 Park Road 	<ul style="list-style-type: none"> ▪ 54 Yelverton Street ▪ 55 Yelverton Street ▪ 56 Yelverton Street ▪ 57 Yelverton Street ▪ 58 Yelverton Street ▪ 59 Yelverton Street ▪ 61 Yelverton Street ▪ 63 Yelverton Street ▪ 64 Yelverton Street ▪ 65 Yelverton Street ▪ 66 Yelverton Street ▪ 67 Yelverton Street ▪ 68 Yelverton Street ▪ 69 Yelverton Street ▪ 70 Yelverton Street ▪ 71 Yelverton Street ▪ 72 Yelverton Street ▪ 78 Yelverton Street ▪ 79 Yelverton Street ▪ 80 Yelverton Street ▪ 81 Yelverton Street ▪ 82 Yelverton Street ▪ 83 Yelverton Street ▪ 84 Yelverton Street ▪ 85 Yelverton Street ▪ 86 Yelverton Street ▪ 87 Yelverton Street ▪ 88 Yelverton Street ▪ 89 Yelverton Street ▪ 90 Yelverton Street ▪ 91 Yelverton Street ▪ 92 Yelverton Street ▪ 93 Yelverton Street ▪ 94 Yelverton Street ▪ 95 Yelverton Street ▪ 96 Yelverton Street ▪ 97 Yelverton Street ▪ 98 Yelverton Street ▪ 99 Yelverton Street



*Matrix: No Board = no space to park.
 Properties source: NSW Land Parcel and Property Theme cadastre
 Basemap: Community Map

Figure 5.1: Properties Without Onsite Parking

6. ALTERNATIVE PARKING ASSESSMENT

6.1 Burrows Avenue / Railway Road Only

The cumulative parking occupancy vs. parking supply across Burrows Avenue and Railway Road was analysed to determine whether there is sufficient parking under the proposal. The results are presented in Figure 6.1 and Figure 6.2. There is mostly insufficient parking in Burrows Avenue and Railway Road between Monday and Friday.

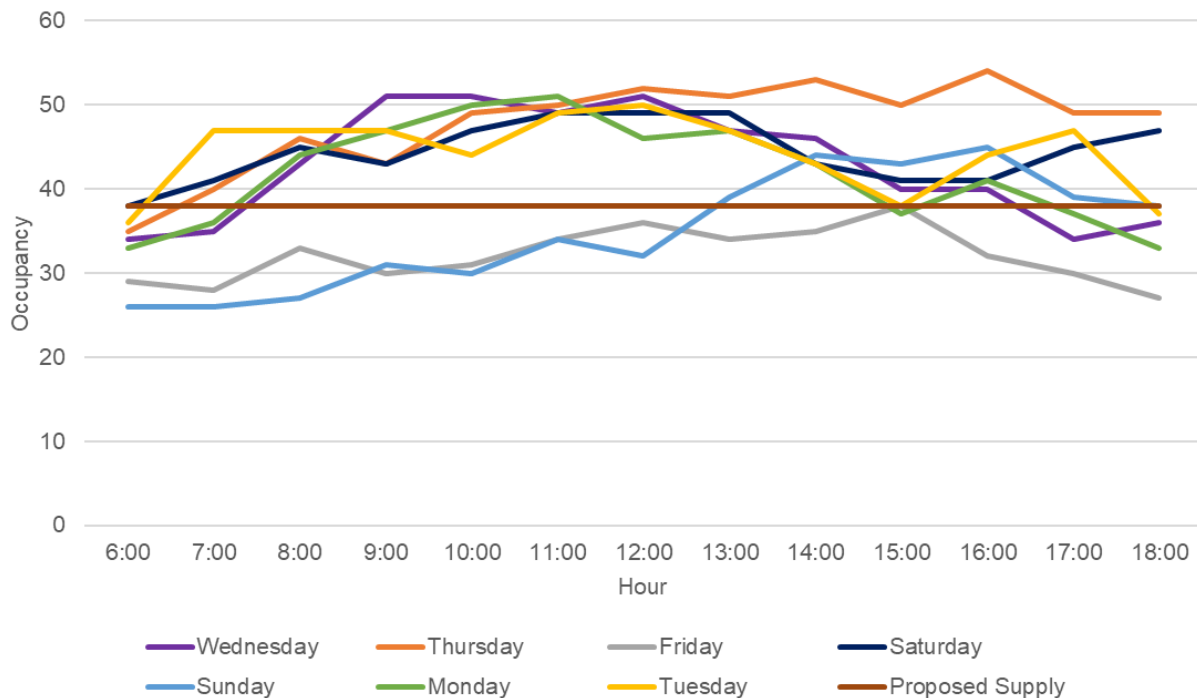


Figure 6.1: Cumulative Parking Occupancy in Burrows Avenue / Railway Road – With Proposal

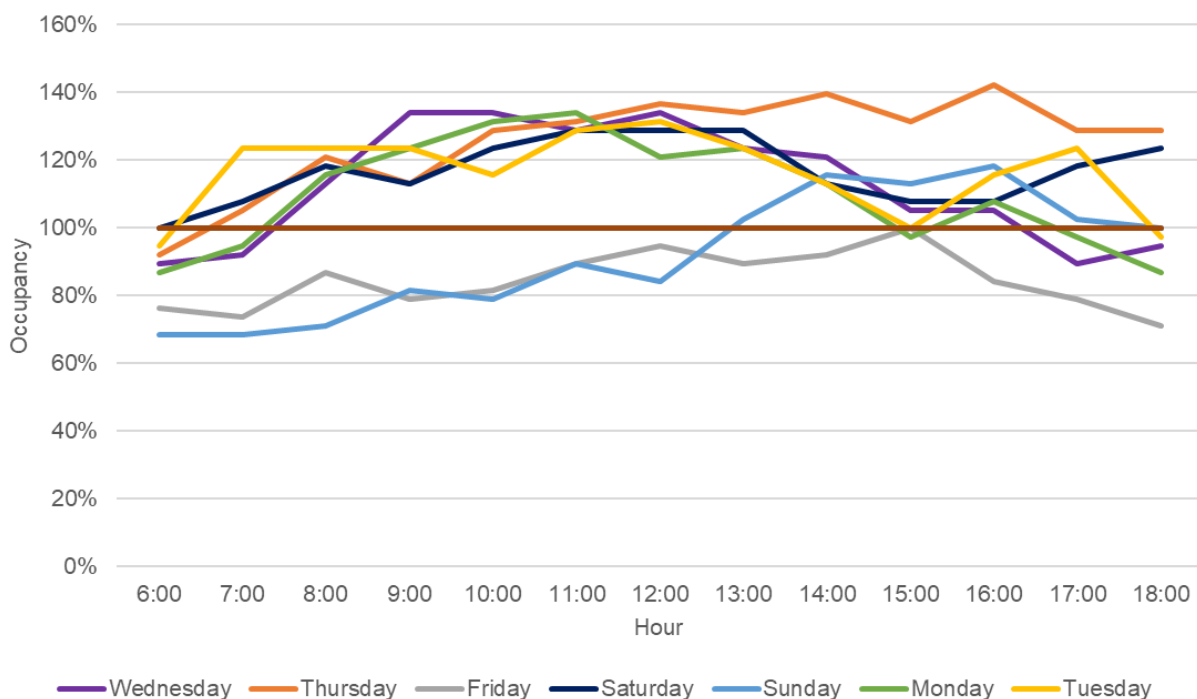


Figure 6.2: Cumulative Parking Occupancy Percentages in Burrows Avenue / Railway Road – With Proposal

6.2 All Streets

The cumulative parking occupancy vs. parking supply across all streets was analysed to determine whether there is sufficient parking under the proposal. The results are presented in Figure 6.3 and Figure 6.4. The highest occupancy is 80% and the lowest occupancy is 55%.

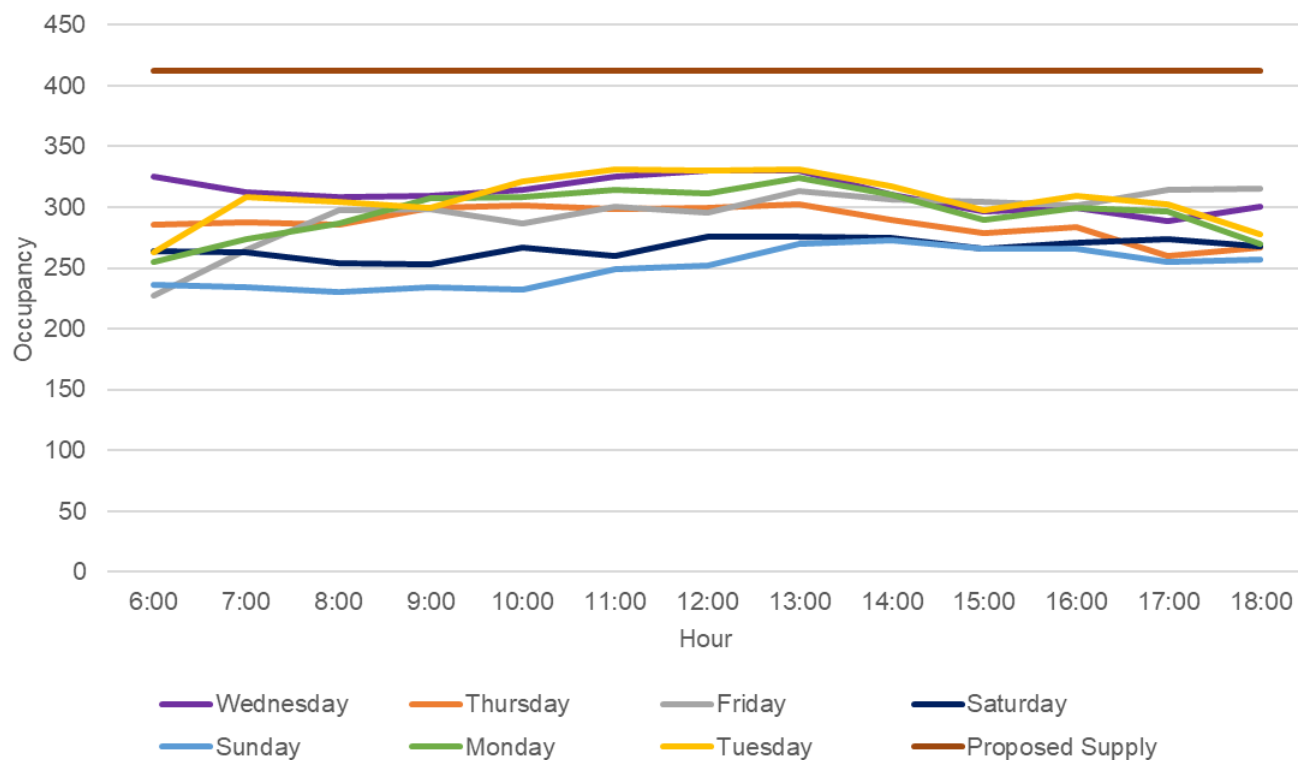


Figure 6.3: Cumulative Parking Occupancy in All Streets – With Proposal

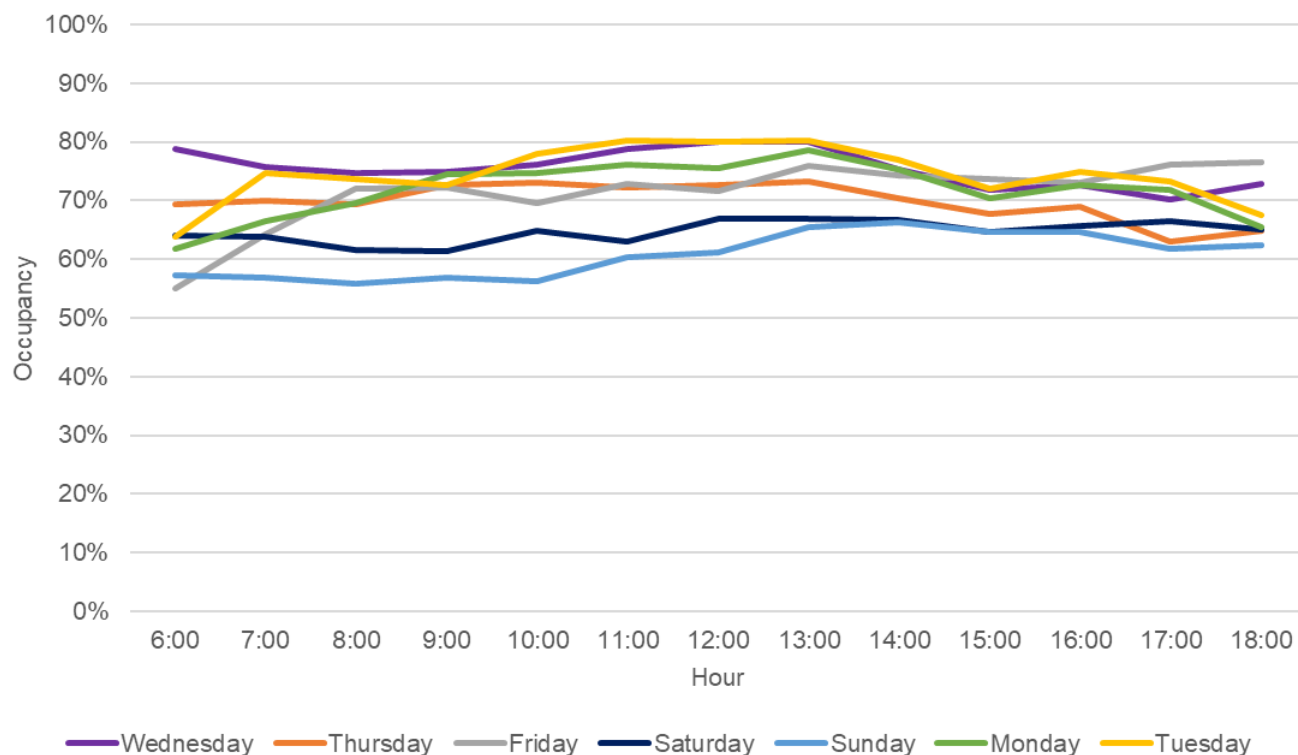
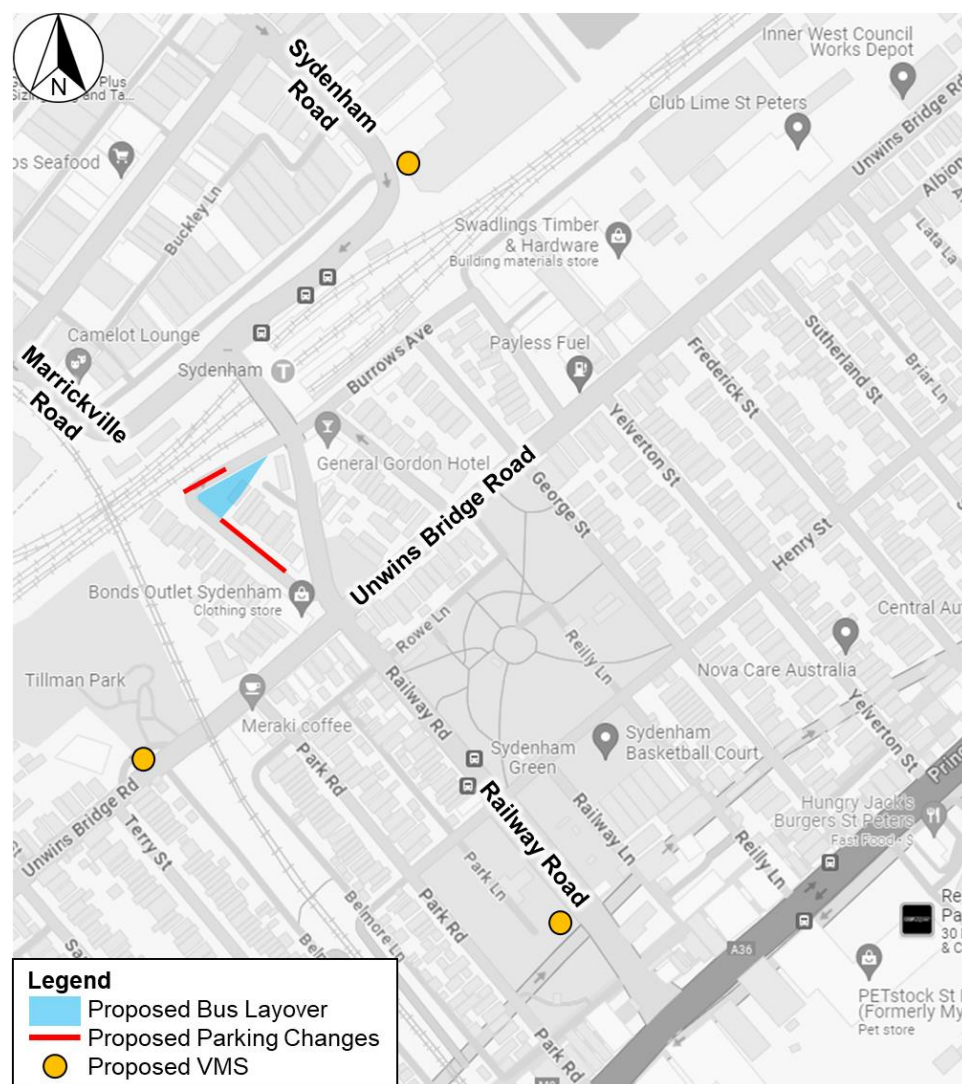


Figure 6.4: Cumulative Parking Occupancy Percentages in All Streets – With Proposal

6.3 Parking Directional Signage

The *REF Requirements (2016)* require parking directional signage for side street parking, however, providing such signage is not commonplace for on-street parking. Also, given the extent of the study area, this is considered complex for drivers who can otherwise drive around to look for nearby parking as they would normally do. As such, it is suggested that variable message signs (VMS) be installed on major entry points to the study area as shown in Figure 6.5 to warn drivers of the parking changes and to seek alternative parking.



Adapted from Google Maps

Figure 6.5: Proposed VMS Locations

It is noted that there are limited opportunities for installing VMS within the study area due to narrow roadside space, particularly along Unwins Bridge Road (from St Peters) and Marrickville Road. Alternative signs may be required at these locations. The use of traffic signs should be used in conjunction with Live Traffic and other communication channels.

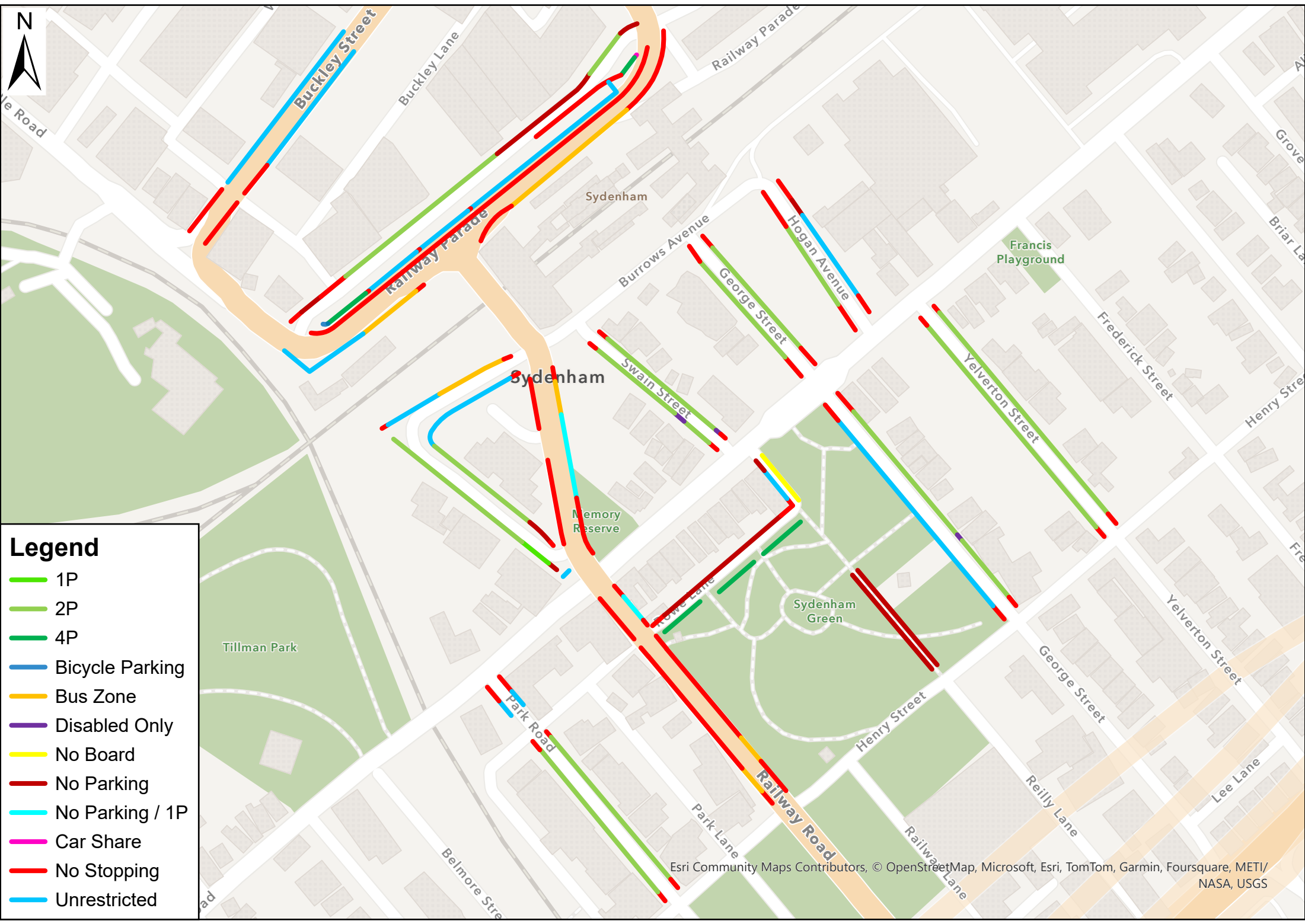
7. CONCLUSIONS

The key findings from the Sydenham Station bus layover parking investigation to assess the parking impacts of the proposed bus layover area at the corner of Railway Road and Burrows Avenue are summarised as follows:

- TfNSW's proposal includes:
 - Six 16m-long angle bus parking spaces on the southern side of Burrows Avenue with manoeuvring space at the northern end of Railway Parade for egress, replacing a total of 11 parallel parking spaces
 - A dedicated drivers amenity block with a lunchroom and toilets
 - The 14 parallel parking spaces along the northern side of Railway Parade converted into 13 45° angle car parking spaces
 - A reduction in 90° angle car parking spaces along the northern side of Burrows Avenue from 11 to six.
- Bitzios' parking inventory identified minor differences in supply from Matrix in Burrows Avenue, Railway Road, Buckley Street, Park Road and Yelverton Street
- There are no lane restrictions or loading, taxi or mail zones in the study area
- Surplus parking in addition to the parking supply was observed in Buckley Street, Railway Parade, Railway Parade (one-way), Hogan Avenue and George Street
- Conflicting parking signage was observed in Buckley Street, Railway Parade, Gleeson Avenue and Railway Road
- Some parking spaces along Burrows Avenue, Railway Road (one-way), Gleeson Avenue and Railway Parade are already used by rail replacement buses during major weekday rail shutdowns
- The occupancy results show that there was some surplus parking in Burrows Avenue, Buckley Street and Hogan Avenue
- The duration of stay results show that on the peak weekdays and weekend days:
 - Most vehicles stayed for one hour and only four to six vehicles parked during the whole 13-hour surveys
 - The average vehicle stays were six hours in Burrows Avenue and 3 to 3.5 hours in Railway Road (one-way).
- A total of 131 properties in Railway Road, George Street, Swain Street, Gleeson Avenue, Park Road and Yelverton Street have been identified as not having onsite parking capacity. Of the 21 properties within the proposal footprint (all in Railway Road and none in Burrows Avenue), only seven have onsite parking
- Under TfNSW's proposal, there is mostly insufficient parking across Burrows Avenue and Railway Road between Monday and Friday. The occupancy across all streets ranges between 55% and 80% and therefore there is still sufficient parking in surrounding streets
- It is suggested that VMS be installed on major entry points to the study area along Railway Road, Unwins Bridge Road (from Tempe) and Sydenham Road instead of parking directional signage due to not being commonplace for on-street parking and complexity for drivers. Unwins Bridge Road (from St Peters) and Marrickville Road may require alternative signs due to narrow roadside space. The use of traffic signs should be used in conjunction with Live Traffic and other communication channels.

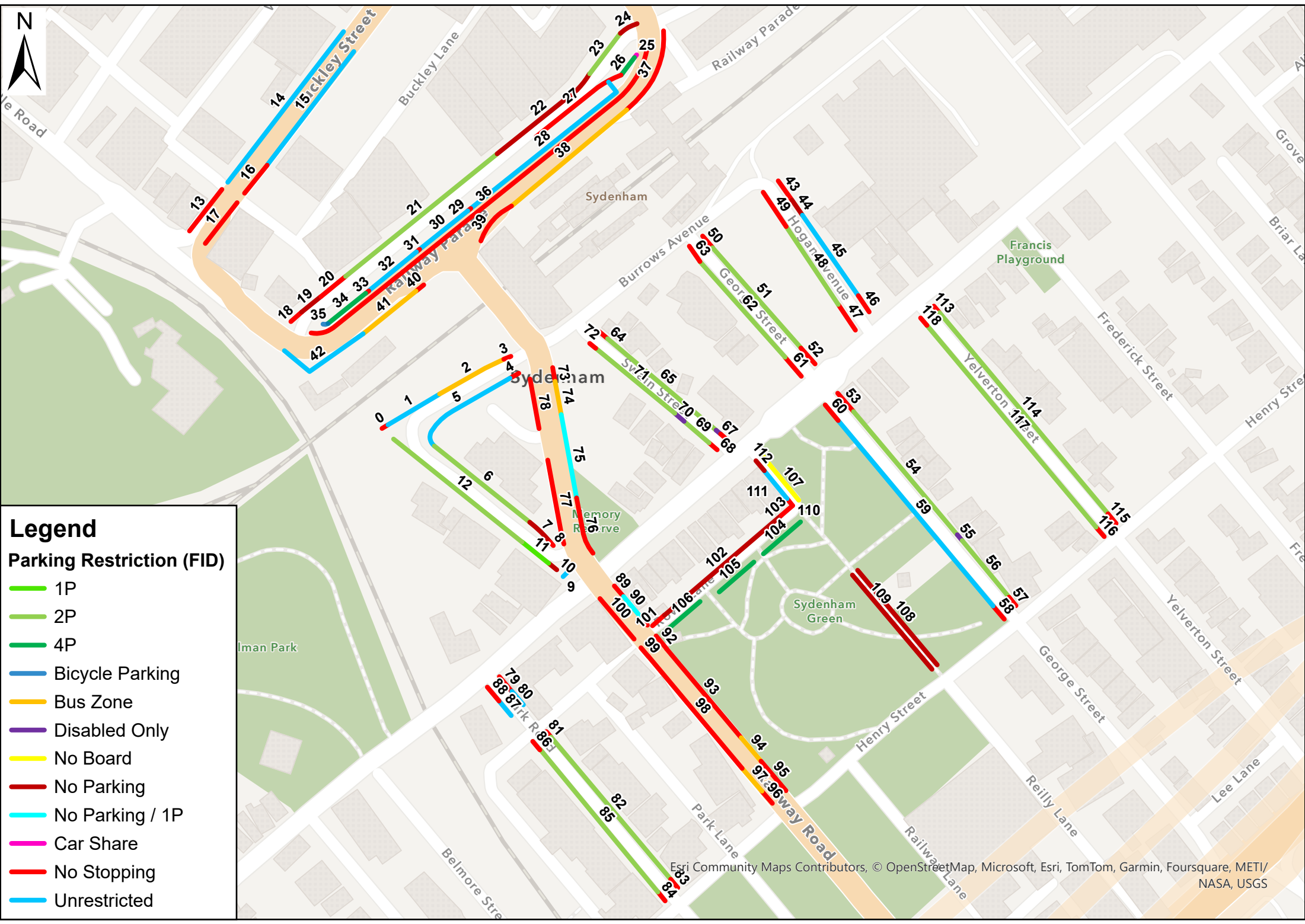
Appendix A: Parking Inventory





Legend

- 1P
- 2P
- 4P
- Bicycle Parking
- Bus Zone
- Disabled Only
- No Board
- No Parking
- No Parking / 1P
- Car Share
- No Stopping
- Unrestricted



N

Legend

Parking Restriction (FID)

1P

2P

4P

Bicycle Parking

Bus Zone

Disabled Only

No Board

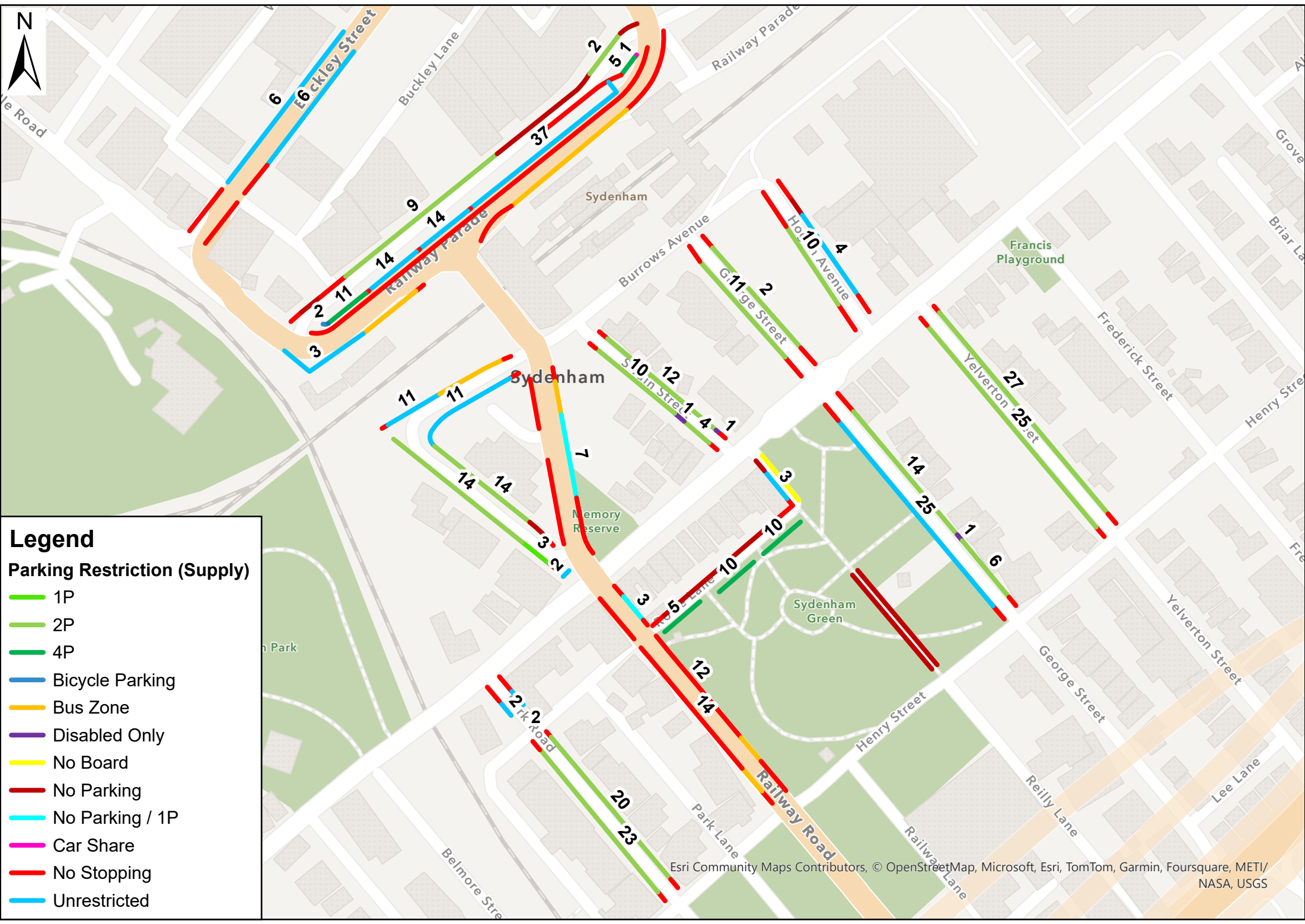
No Parking

No Parking / 1P

Car Share

No Stopping

Unrestricted



FID	Section	Segment	Road Name	Side	Suburb	Segment Length, m	Parking Restrictions	Time/Other Restrictions	Matrix Supply	Bitizios	Notes
0	D1	1	Burrows Avenue	North	Sydenham	5.135	No Stopping	-	-	11	Used by rail replacement buses
1	D1	2	Burrows Avenue	North	Sydenham	44.04	Unrestricted	90° Angle Parking Rear to kerb Vehicles under 6m only	-	11	Used by rail replacement buses
2	D1	3	Burrows Avenue	North	Sydenham	53.908	Bus Zone	-	-	0	0
3	D1	4	Burrows Avenue	North	Sydenham	5.679	No Stopping	-	-	0	0
4	D1	5	Burrows Avenue	South	Sydenham	7.332	No Stopping	-	-	0	0
5	D1	6	Burrows Avenue	South	Sydenham	82.624	Unrestricted	-	-	11	11 Used by rail replacement buses
6	D2	1	Railway Road (one-way)	North	Sydenham	50.064	2P	8am-10pm Permit holders excepted Area M4	14	14	Used by rail replacement buses
7	D2	2	Railway Road (one-way)	North	Sydenham	21.138	No Parking	-	-	0	0
8	D2	3	Railway Road (one-way)	North	Sydenham	3.143	No Stopping	-	-	0	0
9	D2	4	Railway Road (one-way)	South	Sydenham	6.18	Unrestricted	90° Angle Parking Rear to kerb Vehicles under 6m only	-	2	2
10	D2	5	Railway Road (one-way)	South	Sydenham	7.451	No Parking	-	-	0	0
11	D2	6	Railway Road (one-way)	South	Sydenham	25.154	1P	8:30am-6pm Mon-Fri, 8:30am-12:30pm Sat	-	3	3
12	D2	7	Railway Road (one-way)	South	Sydenham	121.724	2P	8am-10pm Permit holders excepted Area M4	-	17	14
13	O1	1	Buckley Street	West	Marrickville	39.046	No Stopping	-	-	0	0
14	O1	2	Buckley Street	West	Marrickville	300.532	Unrestricted	-	-	4	6
15	O1	3	Buckley Street	East	Marrickville	105.429	Unrestricted	-	-	5	6
16	O1	4	Buckley Street	East	Marrickville	26.615	No Stopping	-	-	0	0
17	O1	5	Buckley Street	East	Marrickville	38.238	No Stopping	-	-	0	0
18	O2-1	1	Railway Parade	North	Marrickville	10.536	No Stopping	-	-	0	0
19	O2-1	2	Railway Parade	North	Marrickville	18.025	No Parking	-	-	0	0
20	O2-1	3	Railway Parade	North	Marrickville	23.382	No Stopping	-	-	0	0
21	O2-1	4	Railway Parade	North	Marrickville	143.838	2P	7am-5pm Mon-Fri	-	9	9
22	O2-1	5	Railway Parade	North	Marrickville	380.629	No Parking	-	-	0	0
23	O2-1	6	Railway Parade	North	Marrickville	37.446	2P	7am-5pm Mon-Fri	-	2	2
24	O2-1	7	Railway Parade	North	Marrickville	14.355	No Parking	-	-	0	0
25	O2-1	8	Railway Parade	South	Sydenham	2.242	No Parking	90° Angle Parking Vehicles under 6m only	-	3	3
26	O2-1	9	Railway Parade	South	Sydenham	16.138	4P	90° Angle Parking Vehicles under 6m only 8:30am-6pm Mon-Fri	-	5	5
27	O2-1	10	Railway Parade	South	Sydenham	77.919	No Stopping	-	-	0	0
28	O2-1	11	Railway Parade	South	Sydenham	147.484	Unrestricted	90° Angle Parking Vehicles under 6m only	-	17	17
29	O2-1	12	Railway Parade	South	Sydenham	2.872	No Stopping	-	-	0	0
30	O2-1	13	Railway Parade	South	Sydenham	45.376	Unrestricted	90° Angle Parking Vehicles under 6m only	-	14	14
31	O2-1	14	Railway Parade	South	Sydenham	2.872	No Stopping	-	-	0	0
32	O2-1	15	Railway Parade	South	Sydenham	45.615	Unrestricted	90° Angle Parking Vehicles under 6m only	-	14	14
33	O2-1	16	Railway Parade	South	Sydenham	2.872	No Stopping	-	-	0	0
34	O2-1	17	Railway Parade	South	Sydenham	35.67	4P	90° Angle Parking Vehicles under 6m only 8:30am-6pm Mon-Fri	-	11	11
35	O2-1	18	Railway Parade	South	Sydenham	3.871	Bicycle Parking	-	-	2	2
36	O2-2	1	Railway Parade (one-way)	North	Sydenham	112.113	No Stopping	-	-	14	14
37	O2-2	2	Railway Parade (one-way)	South	Sydenham	66.95	No Stopping	-	-	0	0
38	O2-2	3	Railway Parade (one-way)	South	Sydenham	110.644	Bus Zone	-	-	0	0
39	O2-2	4	Railway Parade (one-way)	South	Sydenham	35.37	No Stopping	-	-	0	0
40	O2-2	5	Railway Parade (one-way)	South	Sydenham	7.082	No Stopping	-	-	0	0
41	O2-2	6	Railway Parade (one-way)	South	Sydenham	49.865	Bus Zone	-	-	0	0
42	O2-2	7	Railway Parade (one-way)	South	Sydenham	72.73	Unrestricted	-	-	3	3
43	O3	1	Hogan Avenue	East	Sydenham	17.333	No Stopping	-	-	0	0
44	O3	2	Hogan Avenue	East	Sydenham	13.332	No Parking	-	-	0	0
45	O3	3	Hogan Avenue	East	Sydenham	72.284	Unrestricted	-	-	4	4
46	O3	4	Hogan Avenue	East	Sydenham	14.469	No Stopping	-	-	0	0
47	O3	5	Hogan Avenue	West	Sydenham	22.569	No Stopping	-	-	0	0
48	O3	6	Hogan Avenue	West	Sydenham	69.201	2P	8am-10pm Permit holders excepted Area M4	-	9	10
49	O3	7	Hogan Avenue	West	Sydenham	30.551	No Stopping	-	-	0	0
50	O4	1	George Street	East	Sydenham	11.309	No Stopping	-	-	2	2
51	O4	2	George Street	East	Sydenham	98.677	2P	8am-10pm Permit holders excepted Area M4	-	2	2
52	O4	3	George Street	East	Sydenham	15.806	No Stopping	-	-	0	0
53	O4	4	George Street	East	Sydenham	17.825	No Stopping	-	-	0	0
54	O4	5	George Street	East	Sydenham	118.958	2P	8:30am-6pm Mon-Fri Permit holders excepted Area M4	-	14	14
55	O4	6	George Street	East	Sydenham	5.493	Disabled Only	-	-	1	1
56	O4	7	George Street	East	Sydenham	54.269	2P	8:30am-6pm Mon-Fri Permit holders excepted Area M4	-	6	6
57	O4	8	George Street	East	Sydenham	6.865	No Stopping	-	-	0	0
58	O4	9	George Street	West	Sydenham	12.763	No Stopping	-	-	0	0
59	O4	10	George Street	West	Sydenham	178.533	Unrestricted	-	-	25	25
60	O4	11	George Street	West	Sydenham	15.012	No Stopping	-	-	0	0
61	O4	12	George Street	West	Sydenham	18.536	No Stopping	-	-	0	0
62	O4	13	George Street	West	Sydenham	94.631	2P	8am-10pm Permit holders excepted Area M4	-	11	11
63	O4	14	George Street	West	Sydenham	13.764	No Stopping	-	-	0	0
64	O5	1	Swain Street	East	Sydenham	7.879	No Stopping	-	-	0	0
65	O5	2	Swain Street	East	Sydenham	104.917	2P	8am-10pm Permit holders excepted Area M4	-	12	12
66	O5	3	Swain Street	East	Sydenham	4.266	Disabled Only	-	-	1	1
67	O5	4	Swain Street	East	Sydenham	4.752	No Stopping	-	-	0	0
68	O5	5	Swain Street	West	Sydenham	7.771	No Stopping	-	-	4	4
69	O5	6	Swain Street	West	Sydenham	24.537	2P	8am-10pm Permit holders excepted Area M4	-	1	1
70	O5	7	Swain Street	West	Sydenham	9.12	Disabled Only	-	-	1	1
71	O5	8	Swain Street	West	Sydenham	75.54	2P	8am-10pm Permit holders excepted Area M4	-	10	10
72	O5	9	Swain Street	West	Sydenham	5.714	No Stopping	-	-	0	0
73	O6	1	Gleeson Avenue	East	Sydenham	10.762	No Stopping	-	-	0	0
74	O6	2	Gleeson Avenue	East	Sydenham	24.932	Bus Zone	-	-	0	0
75	O6	3	Gleeson Avenue	East	Sydenham	62.046	No Parking / 1P	NP 8-9am, 3:30-6:30pm Mon-Fri / 1P 9am-3:30pm Mon-Fri	-	0	0
76	O6	4	Gleeson Avenue	East	Sydenham	43.226	No Stopping	-	-	0	0
77	O6	5	Gleeson Avenue	West	Sydenham	63.28	No Stopping	-	-	0	0
78	O6	6	Gleeson Avenue	West	Sydenham	37.388	No Stopping	-	-	0	0
79	O7	1	Park Road	East	Sydenham	14.197	No Stopping	-	-	0	0
80	O7	2	Park Road	East	Sydenham	13.11	Unrestricted	-	-	2	2
81	O7	3	Park Road	East	Sydenham	5.246	No Stopping	-	-	0	0
82	O7	4	Park Road	East	Sydenham	137.229	2P	8:30am-6pm Mon-Fri Permit holders excepted Area M4	-	22	20
83	O7	5	Park Road	East	Sydenham	8.314	No Stopping	-	-	0	0
84	O7	6	Park Road	West	Sydenham	8.4	No Stopping	-	-	0	0
85	O7	7	Park Road	West	Sydenham	136.58	2P	8:30am-6pm Mon-Fri Permit holders excepted Area M4	-	23	23
86	O7	8	Park Road	West	Sydenham	8.182	No Stopping	-	-	0	0
87	O7	9	Park Road	West	Sydenham	13.976	Unrestricted	-	-	2	2
88	O7	10	Park Road	West	Sydenham	13.433	No Stopping	-	-	0	0
89	O8	1	Railway Road	East	Sydenham	10.213	No Stopping	-	-	0	0
90	O8	2	Railway Road	East	Sydenham	22.655	No Parking / 1P	NP 8-9am, 3:30-6:30pm Mon-Fri / 1P 9am-3:30pm Mon-Fri	-	3	3
91	O8	3	Railway Road	East	Sydenham	4.881	No Stopping	-	-	0	0
92	O8	4	Railway Road	East	Sydenham	12.224	No Stopping	-	-	0	0
93	O8	5	Railway Road	East	Sydenham	85.625	No Stopping	6-9am Mon-Fri	-	12	12
94	O8	6	Railway Road	East	Sydenham	22.616	Bus Zone	-	-	0	0
95	O8	7	Railway Road	East	Sydenham	28.591	No Stopping	-	-	0	0
96	O8	8	Railway Road	West	Sydenham	11.802	No Stopping	-	-	0	0
97	O8	9	Railway Road	West	Sydenham	22.079	Bus Zone	-	-	0	0
98	O8	10	Railway Road	West	Sydenham	108.098	No Stopping	3:30-6:30pm Mon-Fri	-	14	14
99	O8	11	Railway Road	West	Sydenham	8.278	No Stopping	-	-	0	0
100	O8	12	Railway Road	West	Sydenham	89.113	No Stopping	-	-	0	0
101	O8	13	Railway Road	West	Sydenham	11.741	No Stopping	-	-	0	0
102	O9	2	Rowe Lane	North	Sydenham	113.539	No Parking	-	-	0	0
103	O9	3	Rowe Lane	North	Sydenham	11.123	No Stopping	-	-	0	0
104	O9	4	Rowe Lane	South	Sydenham	36.254	4P	90° Angle Parking Vehicles under 6m only 8:30am-6pm Mon-Fri Permit holders excepted Area M4	-	10	10
105	O9	5	Rowe Lane	South	Sydenham	33.729	4P	90° Angle Parking Vehicles under 6m only 8:30am-6pm Mon-Fri Permit holders excepted Area M4	-	10	10
106	O9	6	Rowe Lane	South	Sydenham	34.552	4P	8:30am-6pm Mon-Fri Permit holders excepted Area M4	-	5	5
107	O10	1	Reilly Lane	East	Sydenham	42.86	No Board	-	-	0	0
108	O10	2	Reilly Lane	East	Sydenham	91.323	No Parking	-	-	0	0
109	O10	3	Reilly Lane	West	Sydenham	91.137	No Parking	-	-	0	0
110	O10	4	Reilly Lane	West	Sydenham	6.56	No Stopping	-	-	0	0
111	O10	5	Reilly Lane	West	Sydenham	26.57	Unrestricted	-	-	3	3
112	O10	6	Reilly Lane	West	Sydenham	9.676	No Parking	-	-	0	0
113	O11	1	Yelverton Street	East	Sydenham	6.283	No Stopping	-	-	0	0
114	O11	2	Yelverton Street	East	Sydenham	194.079	2P	8:30am-6pm Mon-Fri Permit holders excepted Area M4	-	22	27
115	O11	3	Yelverton Street	East	Sydenham	9.396	No Stopping	-	-	0	0
116	O11	4	Yelverton Street	West	Sydenham	9.339	No Stopping	-	-	0	0
117	O11	5	Yelverton Street	West	Sydenham	194.5	2P	8:30am-6pm Mon-Fri Permit holders excepted Area M4	-	25	25
118	O11	6	Yelverton Street	West	Sydenham	7.256	No Stopping	-	-	0	0