

STRATHFIELD COUNCIL

HOMEBUSH MOVEMENT AND PLACE PROJECT

Strathfield Council Parking Occupancy Study:
The Crescent Aug-Sept 2024

Homebush MaP Connectivity and Streetscape Upgrade

Strathfield Council Parking Occupancy Study: The Crescent Aug-Sept 2024

As part of the Homebush Movement and Place Connectivity and Streetscape Upgrade, Council conducted a parking occupancy survey of The Crescent and side streets to determine affected unrestricted parking where a proposed bi-directional separated bike path on the north side of The Crescent will be located. The survey was conducted over a 2-week period from August to September 2024. No other areas of the proposed bike path route were surveyed due to proposed minimal parking loss in these areas.

Methodology

The parking survey was conducted from Monday 26th August to Friday 6th September (during school term as this is the most common traffic experience in the LGA) with surveys conducted twice a day on weekdays between 8am and 5pm. Variations to the survey were as follows:

- 3rd survey conducted on Friday 30th August
- Only 1 survey conducted on Wednesday 4th September
- No surveys conducted on Thursday 5th September

Therefore, 17 of a possible 20 (twice-daily) surveys were completed with an additional survey on one of those days.

The Crescent was surveyed between Airey Park and Subway Lane (where the bike path will be located; see **ATTACHMENT 1**) to determine the total number of parking spaces on both north and south sides of The Crescent and the occupation rates of these spaces at various times of the day. Additionally, relevant intersecting side streets between The Crescent and the next intersecting road had occupancies estimated to determine available spillover parking in the immediate vicinity to The Crescent. Due to differing surrounding land uses and proximities to town centres, occupancy rates were determined for each section of The Crescent bounded by intersecting side streets (see **ATTACHMENT 2**).

The area was driven through with a body camera filming the drive, and the footage was viewed in office to enter data for each surveyed section.

Single dwelling residences along the subject length of The Crescent also had available off-street parking estimated to determine the impact on residential parking with only 11 of 43 residences having 2 or less off-street parking spaces.

Results

The Crescent between Bates Street and Mackenzie Street had an occupancy of 9.88%, allowing for plenty of parking on the south side, with highest occupancy in the morning during school drop off hours.

The Crescent between Mackenzie Street and Bridge Road had an occupancy of 32.25%. Several vehicles (between 2 and 6) were noted as belonging to a vehicle accident claims management company located in close proximity on Parramatta Road.

The Crescent between Bridge Road and Meredith Street had an occupancy of 30.7%, allowing for ample parking on the south side of the road, with highest occupancy during the middle of the day when people are accessing the town centre.

The Crescent between Meredith Street and Subway Lane had an occupancy of 89.82%, with highest occupancy during the middle of the day when people are accessing the town centre. This section is a common parking place for commuters accessing Homebush Station.

In total, the whole surveyed length of The Crescent had an occupancy of 39.22%.

Meredith Street had an approximate occupancy of 81.74%, providing little spillover parking from The Crescent, with highest occupancy during the middle of the day when people are accessing the town centre.

Bridge Road had an approximate occupancy of 77.92%, often accommodating for parking associated with Homebush Boys High School.

Mackenzie Street had an approximate occupancy of 20.77%.

Bates Street had an approximate occupancy of 36.18%.

The latter 2 streets have sufficient available space for vehicles to park and drivers to walk / ride into adjacent town centres.

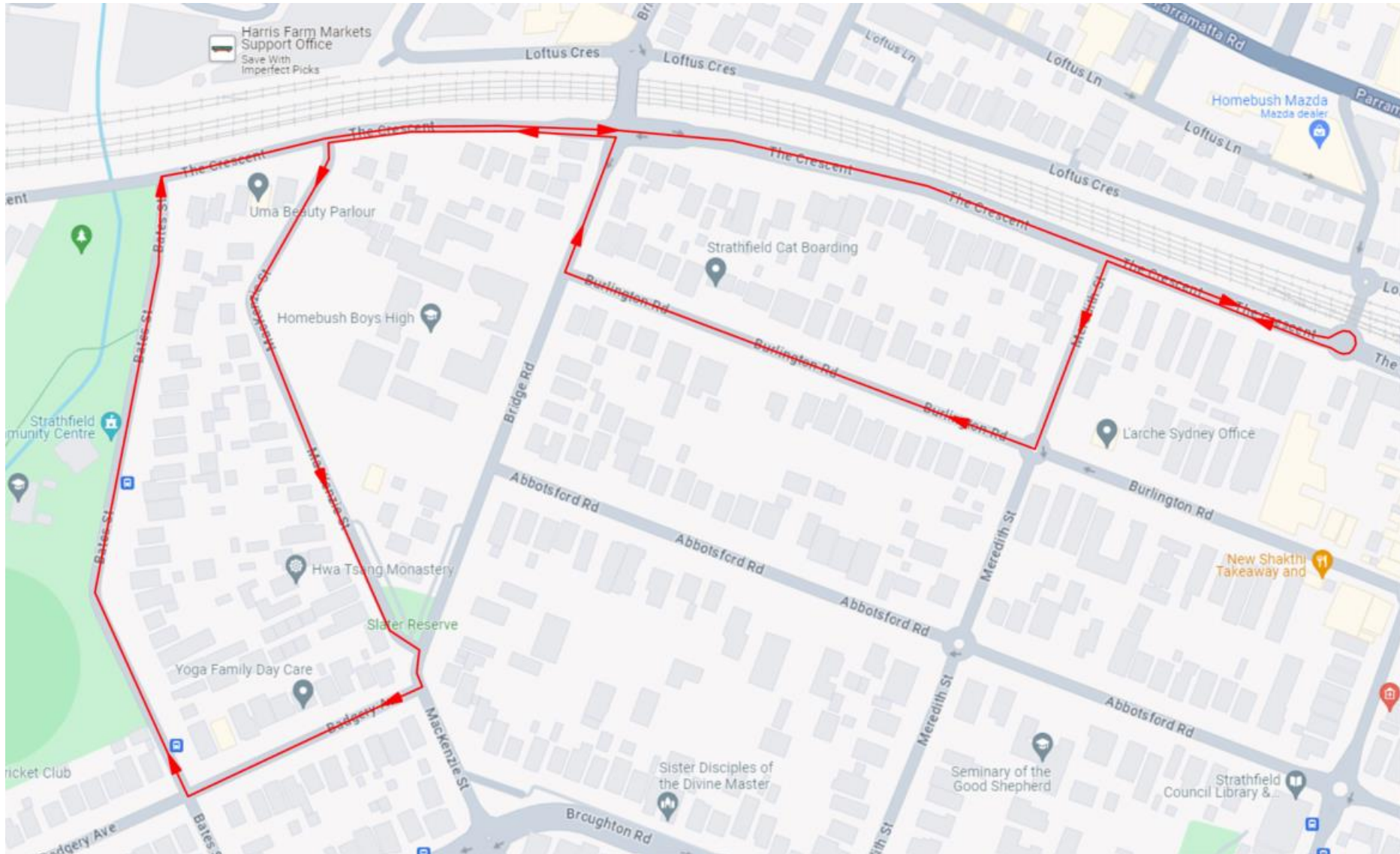
Overall, The Crescent experiences less than 50% occupancy overall with sufficient parking available in close proximity to the Homebush town centre to cater for displaced vehicles, noting that the introduction of the separated bike path will remove some vehicle trips entirely (through modal shift), thus freeing up additional parking.

Parking Strategy for Management of Displaced Vehicles

Through works already conducted and works to be conducted with the bike path, 8 parking spaces along the south side of The Crescent have been and/or will be reclaimed to provide additional parking spaces. 5 of these are along The Crescent between Bridge Road and Subway Lane (the area with higher demand).

A redundant pedestrian refuge island was removed in Bates Street such that the removal of the accompanying 'No Stopping' restrictions has reclaimed 10 parking spaces.

ATTACHMENT 1 – Strathfield Council Parking Occupancy Study: The Crescent – Route Map



ATTACHMENT 2 – Parking Occupancy Results

Road section	Side of road	No. available spaces	No. occupied spaces			Additional available parking spaces for displaced vehicles						
			Occupied	%	Total % occupied	Comments						
Cycleway Section 1												
Bates to Mackenzie	North	24	5	20.83	17.65				4			
	South	10	1	10.00								
Mackenzie to Bridge	North	28	14	50.00	36.96				1			
	South	18	3	16.67								
Cycleway Section 2												
Bridge to Meredith	North	48	14	29.17	29.87				6			
	South	29	9	31.03								
Meredith to Subway	North	22	22	100.00	97.22				-21			
	South	14	13	92.86								
					Total occupancy	41.97						
Notes												
Approximately 6 spaces to be reclaimed on south side of The Crescent between Bridge Road and Subway Lane												
Approximate side street occupancy (%)												
		DATE	26-Aug-24									
Bates Street	40%	TIME	945									
Mackenzie Street	25%											
Bridge Road	85%											
Meredith Street	95%											

Road section		Side of road		No. available spaces			No. occupied spaces			Additional available parking spaces for displaced vehicles									
							Occupied	%	Total % occupied	Comments									
Cycleway Section 1																			
Bates to Mackenzie		North		24			5	20.83	14.71				5						
		South		10			0	0.00											
Mackenzie to Bridge		North		28			12	42.86	32.61				3						
		South		18			3	16.67											
Cycleway Section 2																			
Bridge to Meredith		North		48			17	35.42	31.17				5						
		South		29			7	24.14											
Meredith to Subway		North		22			22	100.00	97.22				-21						
		South		14			13	92.86											
										Total occupancy		40.93							
Notes																			
Approximately 6 spaces to be reclaimed on south side of The Crescent between Bridge Road and Subway Lane																			
Approximate side street occupancy (%)																			
			DATE	26-Aug-24															
Bates Street		30%	TIME	1330															
Mackenzie Street		20%																	
Bridge Road		90%																	
Meredith Street		85%																	

Road section	Side of road	No. available spaces			No. occupied spaces			Additional available parking spaces for displaced vehicles		
					Occupied	%	Total % occupied			
Cycleway Section 1										
Bates to Mackenzie	North			24		4	16.67	14.71		5
	South			10		1	10.00			
Mackenzie to Bridge	North			28		8	28.57	23.91		7
	South			18		3	16.67			
Cycleway Section 2										
Bridge to Meredith	North			48		16	33.33	29.87		6
	South			29		7	24.14			
Meredith to Subway	North			22		20	90.91	94.44		-20
	South			14		14	100.00			
					Total occupancy		37.82			
Notes										
Approximately 6 spaces to be reclaimed on south side of The Crescent between Bridge Road and Subway Lane										
Approximate side street occupancy (%)										
		DATE	27-Aug-24							
Bates Street		25%	TIME	800						
Mackenzie Street		20%								
Bridge Road		75%								
Meredith Street		80%								

Road section			Side of road			No. available spaces			No. occupied spaces				Additional available parking spaces for displaced vehicles								
									Occupied	%	Total % occupied	Comments									
Cycleway Section 1																					
Bates to Mackenzie			North			24			4	16.67	14.71				5						
			South			10			1	10.00											
Mackenzie to Bridge			North			28			8	28.57	28.26				5						
			South			18			5	27.78											
Cycleway Section 2																					
Bridge to Meredith			North			48			21	43.75	32.47				4						
			South			29			4	13.79											
Meredith to Subway			North			22			19	86.36	86.11				-17						
			South			14			12	85.71											
											Total occupancy		38.34								
Notes																					
Approximately 6 spaces to be reclaimed on south side of The Crescent between Bridge Road and Subway Lane																					
Approximate side street occupancy (%)																					
			DATE		27-Aug-24																
Bates Street			25%		TIME		1400														
Mackenzie Street			20%																		
Bridge Road			85%																		
Meredith Street			90%																		

Road section	Side of road	No. available spaces			No. occupied spaces			Additional available parking spaces for displaced vehicles									
					Occupied	%	Total % occupied								Comments		
Cycleway Section 1																	
Bates to Mackenzie	North			24			3	12.50	11.76				6				
	South			10			1	10.00									
Mackenzie to Bridge	North			28			10	35.71	26.09				6				
	South			18			2	11.11									
Cycleway Section 2																	
Bridge to Meredith	North			48			18	37.50	32.47				4				
	South			29			7	24.14									
Meredith to Subway	North			22			21	95.45	94.44				-20				
	South			14			13	92.86									
							Total occupancy		38.86								
Notes																	
Approximately 6 spaces to be reclaimed on south side of The Crescent between Bridge Road and Subway Lane																	
Approximate side street occupancy (%)																	
		DATE		28-Aug-24													
		TIME		1020													
Bates Street		40%															
Mackenzie Street		30%															
Bridge Road		80%															
Meredith Street		95%															

Road section	Side of road	No. available spaces			No. occupied spaces			Additional available parking spaces for displaced vehicles									
					Occupied	%	Total % occupied										
Cycleway Section 1																	
Bates to Mackenzie	North			24			0	0.00	2.94					9			
	South			10			1	10.00									
Mackenzie to Bridge	North			28			5	17.86	13.04					12			
	South			18			1	5.56									
Cycleway Section 2																	
Bridge to Meredith	North			48			14	29.17	25.97					9			
	South			29			6	20.69									
Meredith to Subway	North			22			20	90.91	88.89					-18			
	South			14			12	85.71									
							Total occupancy		30.57								
Notes																	
Approximately 6 spaces to be reclaimed on south side of The Crescent between Bridge Road and Subway Lane																	
Approximate side street occupancy (%)																	
			DATE	28-Aug-24													
Bates Street		40%	TIME	1530													
Mackenzie Street		20%															
Bridge Road		60%															
Meredith Street		90%															

Road section	Side of road	No. available spaces	No. occupied spaces			Comments	Additional available parking spaces for displaced vehicles											
			Occupied	%	Total % occupied													
Cycleway Section 1																		
Bates to Mackenzie	North	24	1	4.17	5.88			8										
	South	10	1	10.00														
Mackenzie to Bridge	North	28	8	28.57	21.74			8										
	South	18	2	11.11														
Cycleway Section 2																		
Bridge to Meredith	North	48	18	37.50	37.66			0										
	South	29	11	37.93														
Meredith to Subway	North	22	22	100.00	97.22			-21										
	South	14	13	92.86														
					Total occupancy		39.38											
Notes																		
Approximately 6 spaces to be reclaimed on south side of The Crescent between Bridge Road and Subway Lane																		
Approximate side street occupancy (%)																		
		DATE	29-Aug-24															
Bates Street		50%	TIME	1140														
Mackenzie Street		15%																
Bridge Road		75%																
Meredith Street		95%																

Road section	Side of road	No. available spaces			No. occupied spaces			Additional available parking spaces for displaced vehicles										
					Occupied	%	Total % occupied	Comments										
Cycleway Section 1																		
Bates to Mackenzie	North			24			3	12.50	8.82					7				
	South			10			0	0.00										
Mackenzie to Bridge	North			28			8	28.57	23.91					7				
	South			18			3	16.67										
Cycleway Section 2																		
Bridge to Meredith	North			48			15	31.25	27.27					8				
	South			29			6	20.69										
Meredith to Subway	North			22			17	77.27	80.56					-15				
	South			14			12	85.71										
							Total occupancy		33.16									
Notes																		
Approximately 6 spaces to be reclaimed on south side of The Crescent between Bridge Road and Subway Lane																		
Approximate side street occupancy (%)																		
			DATE	29-Aug-24														
Bates Street		30%	TIME	1550														
Mackenzie Street		20%																
Bridge Road		70%																
Meredith Street		75%																

Road section	Side of road	No. available spaces			No. occupied spaces			Additional available parking spaces for displaced vehicles						
					Occupied	%	Total % occupied							
Cycleway Section 1														
Bates to Mackenzie	North			24	5	20.83	17.65				4			
	South			10	1	10.00								
Mackenzie to Bridge	North			28	14	50.00	36.96				1			
	South			18	3	16.67								
Cycleway Section 2														
Bridge to Meredith	North			48	10	20.83	19.48				14			
	South			29	5	17.24								
Meredith to Subway	North			22	19	86.36	86.11				-17			
	South			14	12	85.71								
Total occupancy							35.75							
Notes														
Approximately 6 spaces to be reclaimed on south side of The Crescent between Bridge Road and Subway Lane														
Approximate side street occupancy (%)														
		DATE	30-Aug-24											
Bates Street		40%	TIME	910										
Mackenzie Street		25%												
Bridge Road		85%												
Meredith Street		70%												

Road section	Side of road			No. available spaces				No. occupied spaces			Comments	Additional available parking spaces for displaced vehicles						
								Occupied	%	Total % occupied								
Cycleway Section 1																		
Bates to Mackenzie	North			24				3	12.50	11.76				6				
	South			10				1	10.00									
Mackenzie to Bridge	North			28				11	39.29	30.43				4				
	South			18				3	16.67									
Cycleway Section 2																		
Bridge to Meredith	North			48				17	35.42	32.47				4				
	South			29				8	27.59									
Meredith to Subway	North			22				21	95.45	88.89				-18				
	South			14				11	78.57									
								Total occupancy		38.86								
Notes																		
Approximately 6 spaces to be reclaimed on south side of The Crescent between Bridge Road and Subway Lane																		
Approximate side street occupancy (%)																		
			DATE	30-Aug-24														
Bates Street		35%	TIME	1200														
Mackenzie Street		15%																
Bridge Road		90%																
Meredith Street		85%																

Road section	Side of road	No. available spaces			No. occupied spaces			Additional available parking spaces for displaced vehicles									
					Occupied	%	Total % occupied										
Cycleway Section 1																	
Bates to Mackenzie	North			24			0	0.00	2.94					9			
	South			10			1	10.00									
Mackenzie to Bridge	North			28			10	35.71	30.43					4			
	South			18			4	22.22									
Cycleway Section 2																	
Bridge to Meredith	North			48			19	39.58	32.47					4			
	South			29			6	20.69									
Meredith to Subway	North			22			16	72.73	77.78					-14			
	South			14			12	85.71									

Road section	Side of road	No. available spaces			No. occupied spaces			Additional available parking spaces for displaced vehicles									
					Occupied	%	Total % occupied	Comments									
Cycleway Section 1																	
Bates to Mackenzie	North			24			2	8.33	14.71				5				
	South			10			3	30.00									
Mackenzie to Bridge	North			28			16	57.14	47.83				-4	7 Crash Claims vehicles			
	South			18			6	33.33									
Cycleway Section 2																	
Bridge to Meredith	North			48			16	33.33	29.87				6				
	South			29			7	24.14									
Meredith to Subway	North			22			19	86.36	91.67				-19				
	South			14			14	100.00									
					Total occupancy		46.02										
Notes																	
Approximately 6 spaces to be reclaimed on south side of The Crescent between Bridge Road and Subway Lane																	
Approximate side street occupancy (%)																	
		DATE		2-Sep-24													
Bates Street		45%		TIME		1055											
Mackenzie Street		30%															
Bridge Road		85%															
Meredith Street		80%															

Road section	Side of road	No. available spaces			No. occupied spaces			Additional available parking spaces for displaced vehicles											
					Occupied	%	Total % occupied	Comments											
Cycleway Section 1																			
Bates to Mackenzie	North			24			0	0.00	5.88					8					
	South			10			2	20.00											
Mackenzie to Bridge	North			28			15	53.57	41.30					-1	5 Crash Claims vehicles				
	South			18			4	22.22											
Cycleway Section 2																			
Bridge to Meredith	North			48			15	31.25	29.87					6					
	South			29			8	27.59											
Meredith to Subway	North			22			17	77.27	86.11					-17					
	South			14			14	100.00											
							Total occupancy		40.79										
Notes																			
Approximately 6 spaces to be reclaimed on south side of The Crescent between Bridge Road and Subway Lane																			
Approximate side street occupancy (%)																			
		DATE		2-Sep-24															
Bates Street		35%		TIME		1440													
Mackenzie Street		10%																	
Bridge Road		75%																	
Meredith Street		75%																	

Road section	Side of road			No. available spaces				No. occupied spaces			Comments	Additional available parking spaces for displaced vehicles						
								Occupied	%	Total % occupied								
Cycleway Section 1																		
Bates to Mackenzie	North			24				1	4.17	5.88				8				
	South			10				1	10.00									
Mackenzie to Bridge	North			28				15	53.57	34.78				2				
	South			18				1	5.56									
Cycleway Section 2																		
Bridge to Meredith	North			48				12	25.00	28.57				7				
	South			29				10	34.48									
Meredith to Subway	North			22				22	100.00	94.44				-20				
	South			14				12	85.71									
								Total occupancy		40.92								
Notes																		
Approximately 6 spaces to be reclaimed on south side of The Crescent between Bridge Road and Subway Lane																		
Approximate side street occupancy (%)																		
		DATE		3-Sep-24														
Bates Street		20%		TIME		750												
Mackenzie Street		10%																
Bridge Road		70%																
Meredith Street		85%																

Road section	Side of road	No. available spaces			No. occupied spaces			Additional available parking spaces for displaced vehicles											
					Occupied	%	Total % occupied	Comments											
Cycleway Section 1																			
Bates to Mackenzie	North			24			1	4.17	2.94					9					
	South			10			0	0.00											
Mackenzie to Bridge	North			28			18	64.29	45.65					-3	4 Crash Claims vehicles				
	South			18			3	16.67											
Cycleway Section 2																			
Bridge to Meredith	North			48			17	35.42	31.17					5					
	South			29			7	24.14											
Meredith to Subway	North			22			24	109.09	102.78					-23					
	South			14			13	92.86											
							Total occupancy		45.63										
Notes																			
Approximately 6 spaces to be reclaimed on south side of The Crescent between Bridge Road and Subway Lane																			
Approximate side street occupancy (%)				DATE		4-Sep-24													
Bates Street		40%		TIME		1120													
Mackenzie Street		20%																	
Bridge Road		70%																	
Meredith Street		95%																	

Road section	Side of road	No. available spaces			No. occupied spaces			Additional available parking spaces for displaced vehicles						
					Occupied	%	Total % occupied							
Cycleway Section 1														
Bates to Mackenzie	North			24	4	16.67	17.65				4			
	South			10	2	20.00								
Mackenzie to Bridge	North			28	15	53.57	39.13				0		2 Crash Claims vehicles	
	South			18	3	16.67								
Cycleway Section 2														
Bridge to Meredith	North			48	14	29.17	32.47				4			
	South			29	11	37.93								
Meredith to Subway	North			22	18	81.82	80.56				-15			
	South			14	11	78.57								
					Total occupancy		42.45							
Notes														
Approximately 6 spaces to be reclaimed on south side of The Crescent between Bridge Road and Subway Lane														
Approximate side street occupancy (%)														
		DATE	6-Sep-24											
Bates Street		45%	TIME	950										
Mackenzie Street		30%												
Bridge Road		70%												
Meredith Street		60%												

Road section	Side of road	No. available spaces	No. occupied spaces			Comments	Additional available parking spaces for displaced vehicles											
			Occupied	%	Total % occupied													
Cycleway Section 1																		
Bates to Mackenzie	North	24	3	12.50	11.76			6										
	South	10	1	10.00														
Mackenzie to Bridge	North	28	15	53.57	41.30			-1										
	South	18	4	22.22														
Cycleway Section 2																		
Bridge to Meredith	North	48	14	29.17	28.57			7										
	South	29	8	27.59														
Meredith to Subway	North	22	19	86.36	88.89			-18										
	South	14	13	92.86														
					Total occupancy		42.63											
Notes																		
Approximately 6 spaces to be reclaimed on south side of The Crescent between Bridge Road and Subway Lane																		
Approximate side street occupancy (%)																		
		DATE	6-Sep-24															
Bates Street		50%	TIME	1045														
Mackenzie Street		15%																
Bridge Road		90%																
Meredith Street		50%																

Road section	Time period														
	0800-1100			1100-1400			1400-1700								
Bates to Mackenzie			13.97			8.82			6.86						
Mackenzie to Bridge			35.87			32.61			28.26						
Bridge to Meredith			28.89			33.12			30.09						
Meredith to Subway			90.97			96.53			81.95						
Total			40.8			41.2			35.65						
Meredith			76.88			90			78.33						
Bridge			80			81.25			72.5						
Mackenzie			23.13			17.5			21.67						
Bates			38.13			38.75			31.67						
Comments															
Parking occupancy rates along The Crescent seem to indicate vehicles associated with residences parked in the morning hours that leave, where traffic accessing the town centre / surrounding area in the middle of the day arriving and departing over lunch hours, and afternoon rates reflecting this traffic departing and residence vehicles not yet arriving back															
Several Crash Claims vehicles noted at each time of survey between Mackenzie and Bridge															
Several trailers and vans plus 1 bus noted on north side of The Crescent															
Some road works vehicles present during survey that contributed to count															
Meredith Street typically has the highest occupancy during the middle of the day when people are accessing the town centre - low available occupancy															
Bridge Road typically has higher occupancy during school hours where school teachers are accessing the adjacent school															
Mackenzie Street and Bates Street have lower occupancy, largely residential with some accessing the school near Mackenzie and the park near Bates															

