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## **Parking Demand Assessment**

5/380 Pittwater Road, North Manly, 2100

Proposed Microbrewery

Prepared for:	Watermark Planning
Date Prepared:	June 2025
Revision:	4.1

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# **Introduction**

## **Background**

AusWide Consulting was engaged by Watermark Planning to prepare a Parking Demand Assessment for a proposed microbrewery located at 5/380 Pittwater Road, North Manly, 2100.

It is proposed to accommodate a maximum of 30 patrons with up to 3 staff onsite at any one time.

## **Purpose of this Report**

This report will assess the implications of the proposed development changes on existing traffic, parking and transport conditions surrounding the site. The following items have been included in the subsequent sections of this report:

- Public and active transport accessibility at the site,
- Number of car parking spaces required for the development,
- Expected parking demand associated with the operation of the microbrewery,
- The outputs of the car parking demand survey, and
- Conclusions of the above findings.

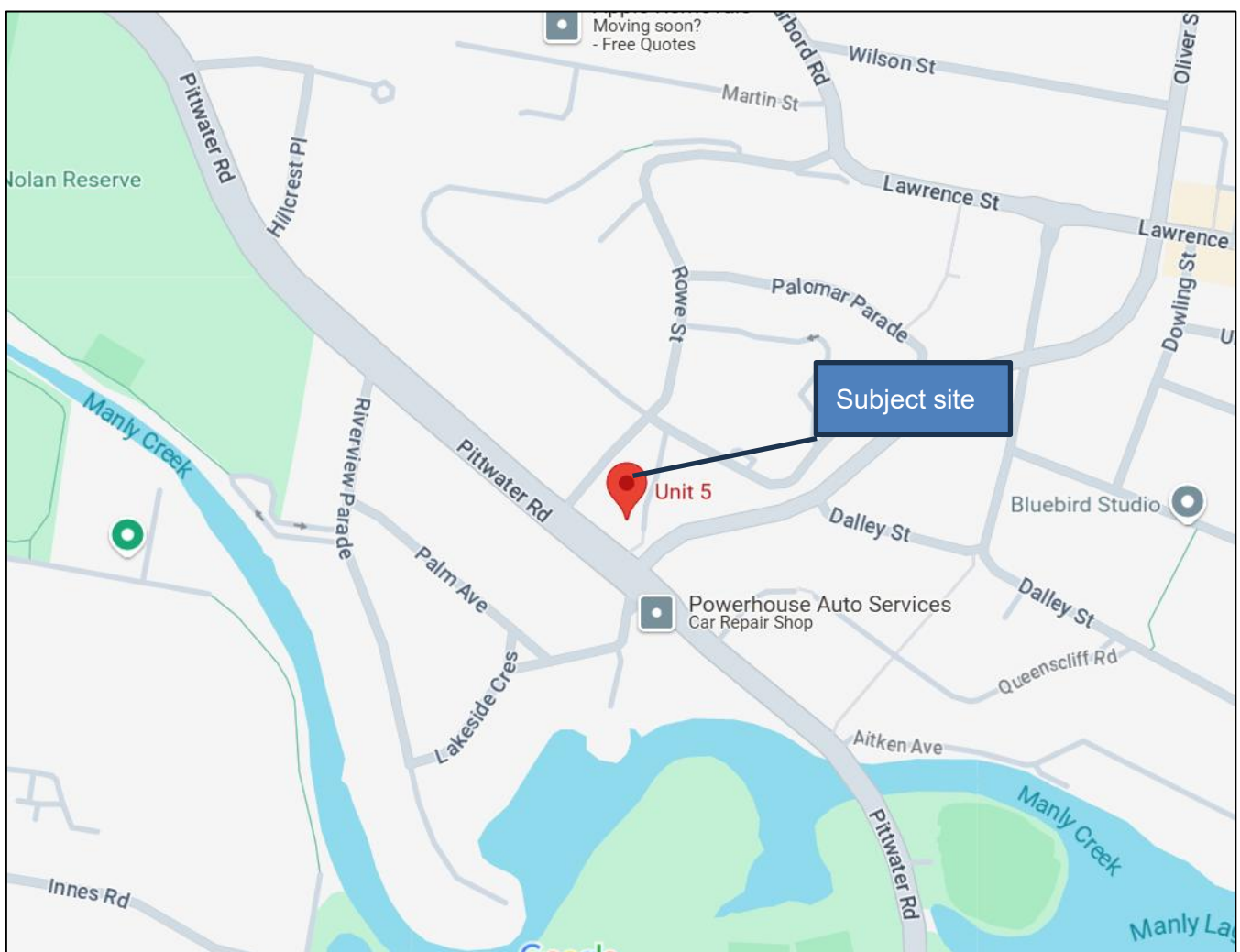
## Background and Existing Conditions

### Background

The site is located at 5/380 Pittwater Road, within a commercial/industrial precinct, with additional frontage to Girard Street. The site is currently served by two off-street parking bays. Beyond the precinct, the land uses in proximity to the site typically consist of low density residential dwellings.

**Figure 1** shows the site on the local road network from a street map perspective, and

**Figure 2** on page 7 provides an aerial view of the immediate area surrounding the subject site.



**Figure 1: Location of Subject Site on Street Map (Source: Google Maps)**



## Pittwater Road

5/380 Pittwater Road, North Manly, 2100



**Figure 3: Pittwater Road looking east from Girard Street (Source: Google Maps)**

### **Girard Street**

Access and egress are provided via Girard Street. Girard Street is a local road that intersects Pittwater Road at a priority-controlled intersection (refer to **Figure 4** on page 9). Girard provides a single travel lane in either direction. Parallel parking is provided on the eastern side of Girard Street.





**Figure 4: Girard Street looking south at Subject Site (Source: Google Maps)**

### **Active Transport**

In terms of active transport:

- A bi-directional shared path is located on the northern side of Pittwater Road, while a footpath is provided on its southern side,
- Signalised pedestrian crossings are provided at the intersection of Pittwater Road and Oliver Street,
- Concrete footpaths are provided along sections of Girard Street, and
- Footpaths are typically provided on local roads in proximity to the subject site

### **Public Transport**

As displayed in **Figure 2** on page 7, bus stops are provided on Pittwater Road and Oliver Street, which are served by the following services:

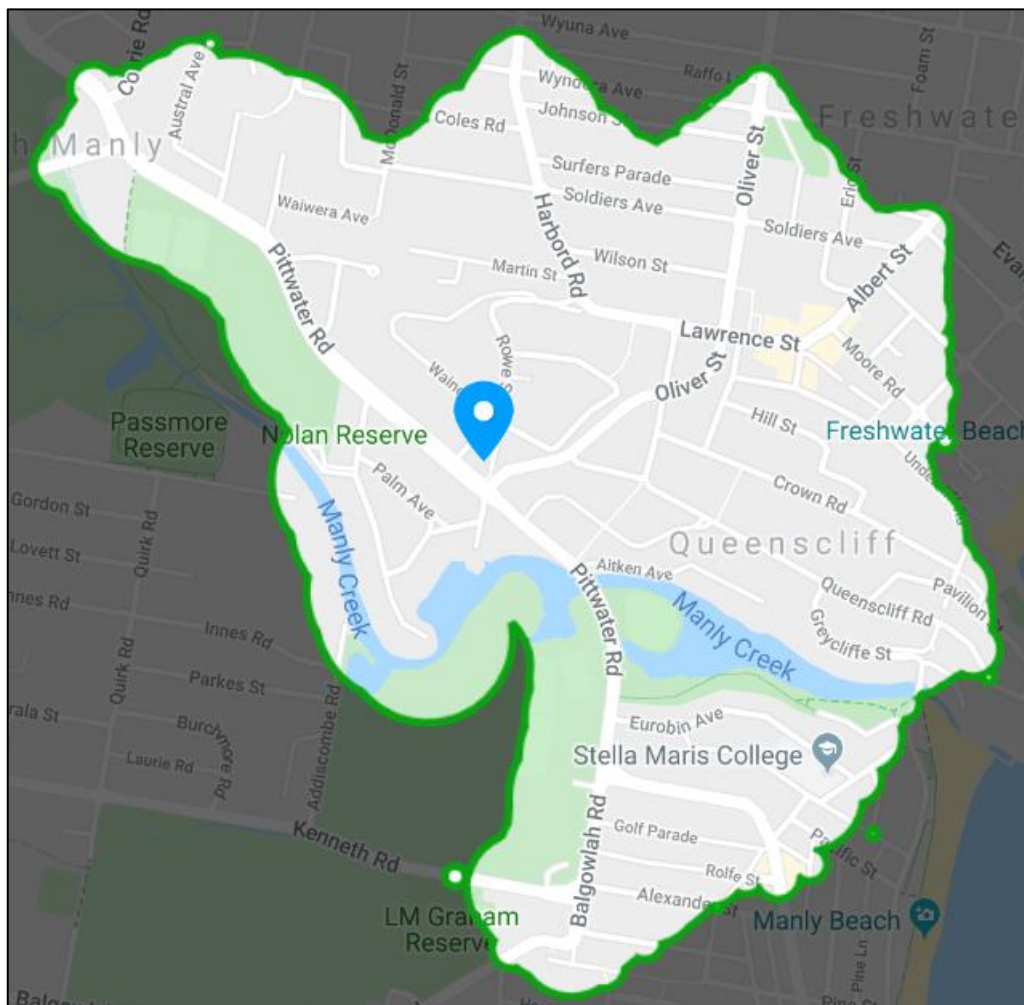
- 199 -Palm Beach to Manly via Mona Vale and Dee Why – typically operates with 10-minute frequencies, and
- 165X South Curl Curl to Wynyard (express services) – typically operates with 15-minute frequencies.

## Walkscore

The “walk score” website (<https://www.walkscore.com/score/380-pittwater-rd-n-manly-nsw-australia>) allocates the subject site:

- A walk score of 77 – very walkable for most errands can be accomplished on foot, and
- A transit score of 54 – good transit with many nearby public transportation options

The locality was assessed for nearby features that would encourage residents and visitors to walk/cycle. Reference is made to the 15-minute walking catchment area outlined **Figure 5**. The catchment includes residential areas located in proximity to the subject site.



**Figure 5: 15-minute walking catchment (Source: [www.walkscore.com](https://www.walkscore.com))**

The available data indicates that there are good opportunities for patrons to walk/cycle and use public transport to access/egress the proposed microbrewery.

## Current Parking Demand

To determine the level of parking demand in proximity to the subject site, Trans Traffic Survey were commissioned to undertake parking occupancy utilisation surveys (in 30-minute intervals) at the following times:

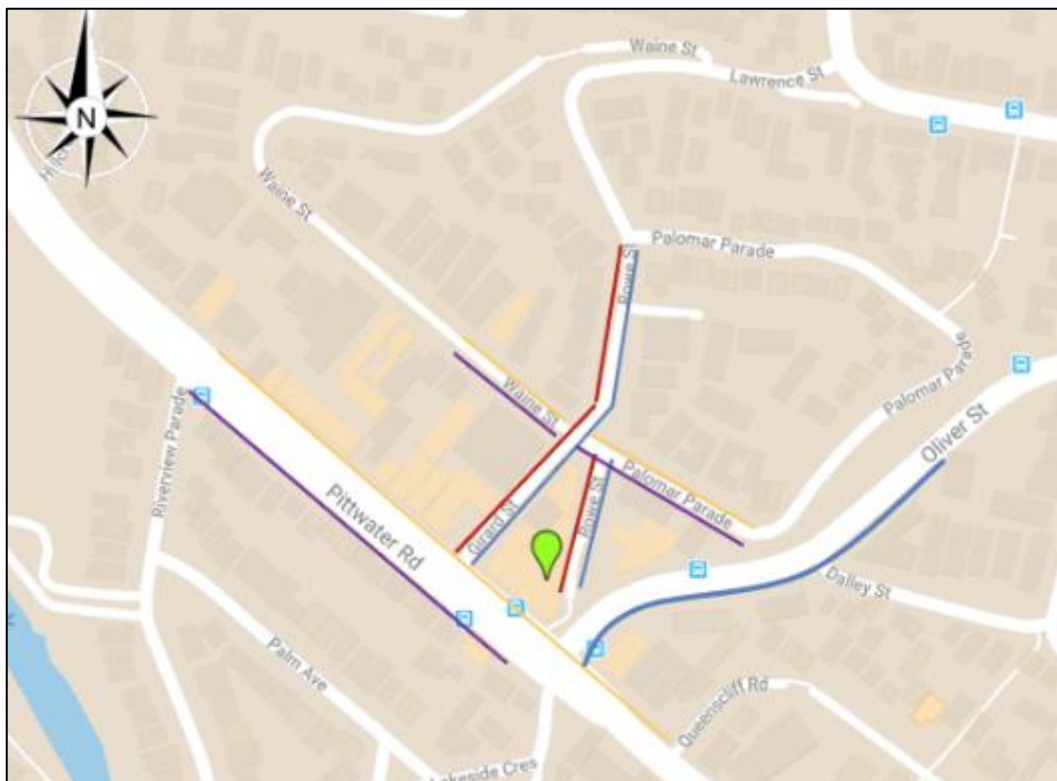
- Friday 6<sup>th</sup> December 2024 between 5:00 pm and 11:30 pm, and

- Saturday 7<sup>th</sup> December between 3:00 pm and 7:30 pm.

The locations of the surveys (as displayed in **Figure 6**) consist of:

- Pittwater Road,
- Rowe Street,
- Girard Street,
- Waine Street,
- Palomar Parade, and
- Oliver Street.

The surveys were timed to account for peak weekday and weekend demand at the brewery. Additionally, each of the surveyed locations are within a short walking distance, up to approximately 400 metres of the subject site.



**Figure 6: Traffic Survey Locations (Google Maps)**

A summary of the main parking restrictions on each of the surveyed roads is as follows:

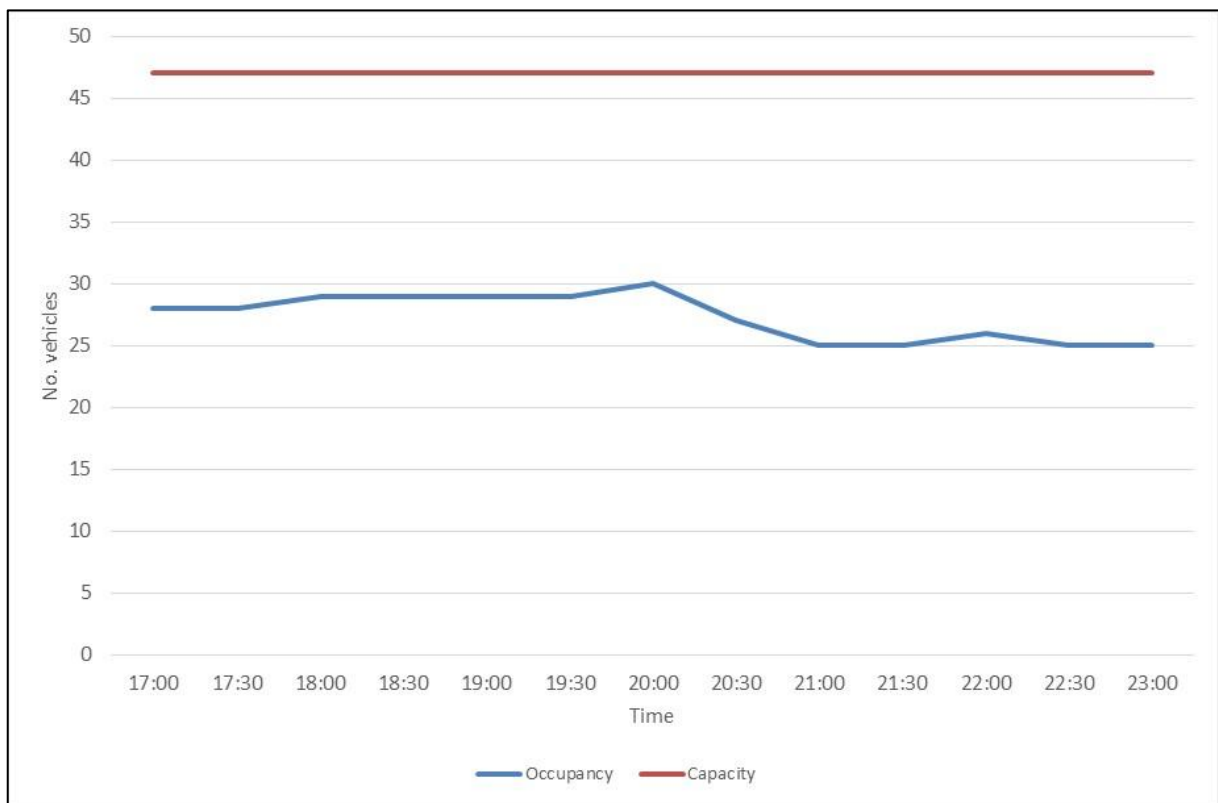
- Pittwater Road – No Parking Motor Vehicles Excepted and ½ P 8:30 am-6:00 pm Mon-Fri and 8:30 am-12:00pm Sat,
- Rowe Street – 8P 8:00 am – 6:00 pm every day,
- Girard Street – unrestricted,
- Waine Street – unrestricted,
- Palomar Parade – unrestricted, and
- Oliver Street - No Parking Motor Vehicles Excepted and 8P 8:00 am – 8:00 pm Mon-Fri.

In summary:

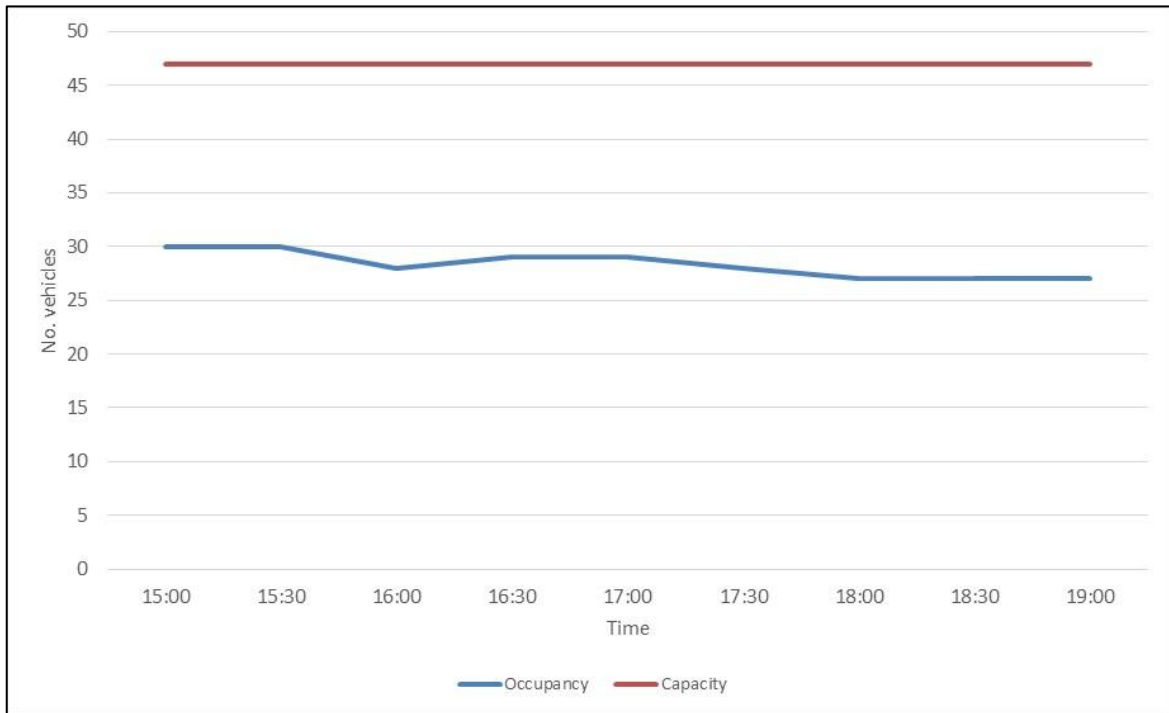
- The majority of staff will be expected to park onsite. However, any additional staff parking demand could be accommodated in the 8P and unrestricted parking bays, and
- Bar patrons who drive will be expected to park on street in all the available parking spaces.

The outputs of the parking surveys are as follows:

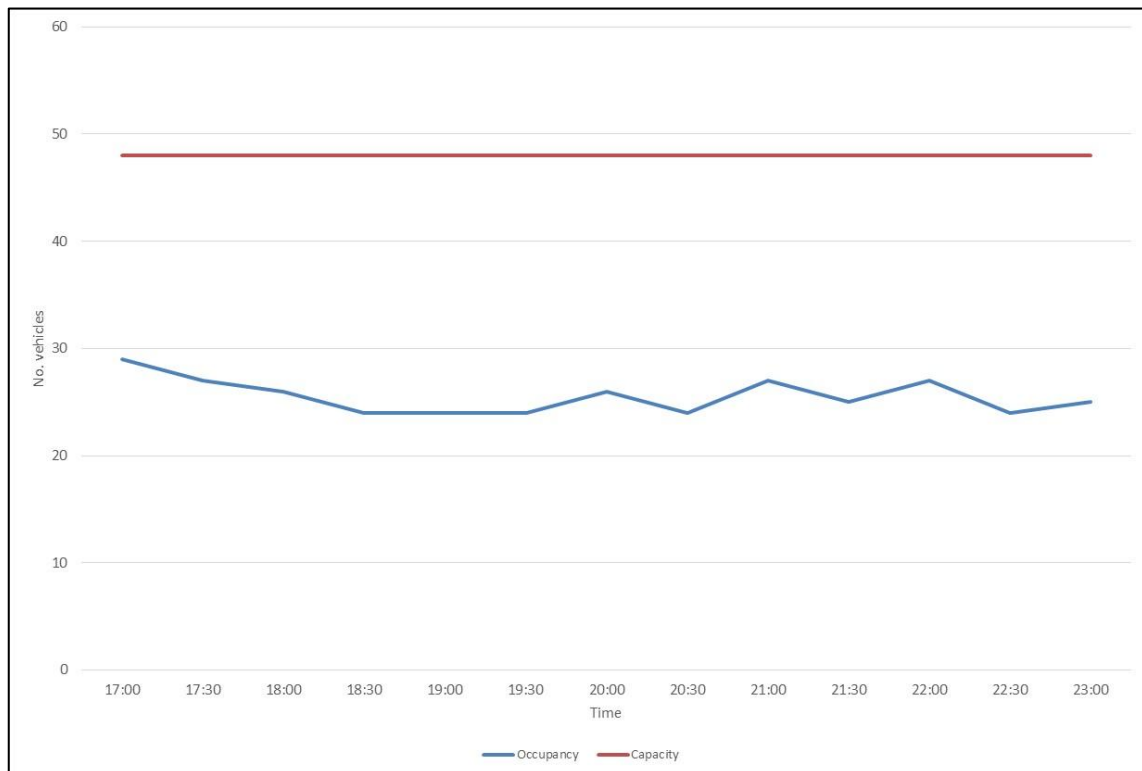
- Pittwater Road – Friday (refer to **Figure 7**) and Saturday (refer to **Figure 8**),
- Rowe Street - Friday (refer to **Figure 9**) and Saturday (refer to **Figure 10**),
- Girard Street – Friday (refer to **Figure 11**) and Saturday (refer to **Figure 12**),
- Waine Street – Friday (refer to **Figure 13**) and Saturday (refer to **Figure 14**),
- Palomar Parade - Friday (refer to **Figure 15**) and Saturday (refer to **Figure 16**), and
- Oliver Street - Friday (refer to **Figure 17**) and Saturday (refer to **Figure 18**).



**Figure 7: Pittwater Road – Friday**

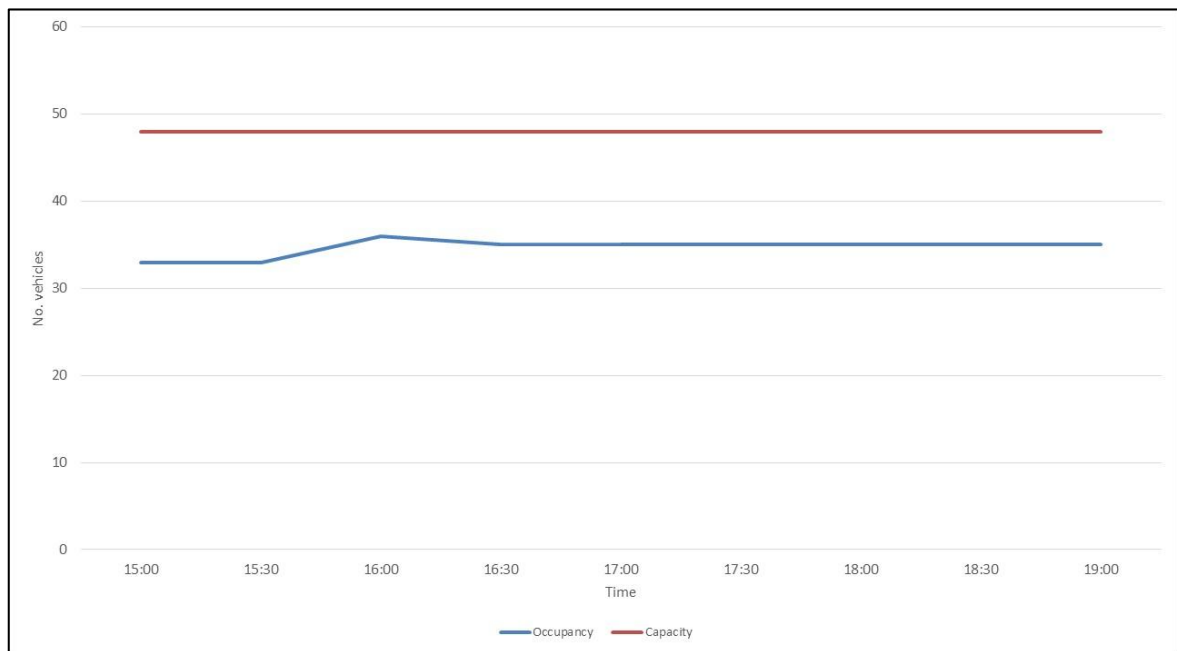


**Figure 8: Pittwater Road – Saturday**

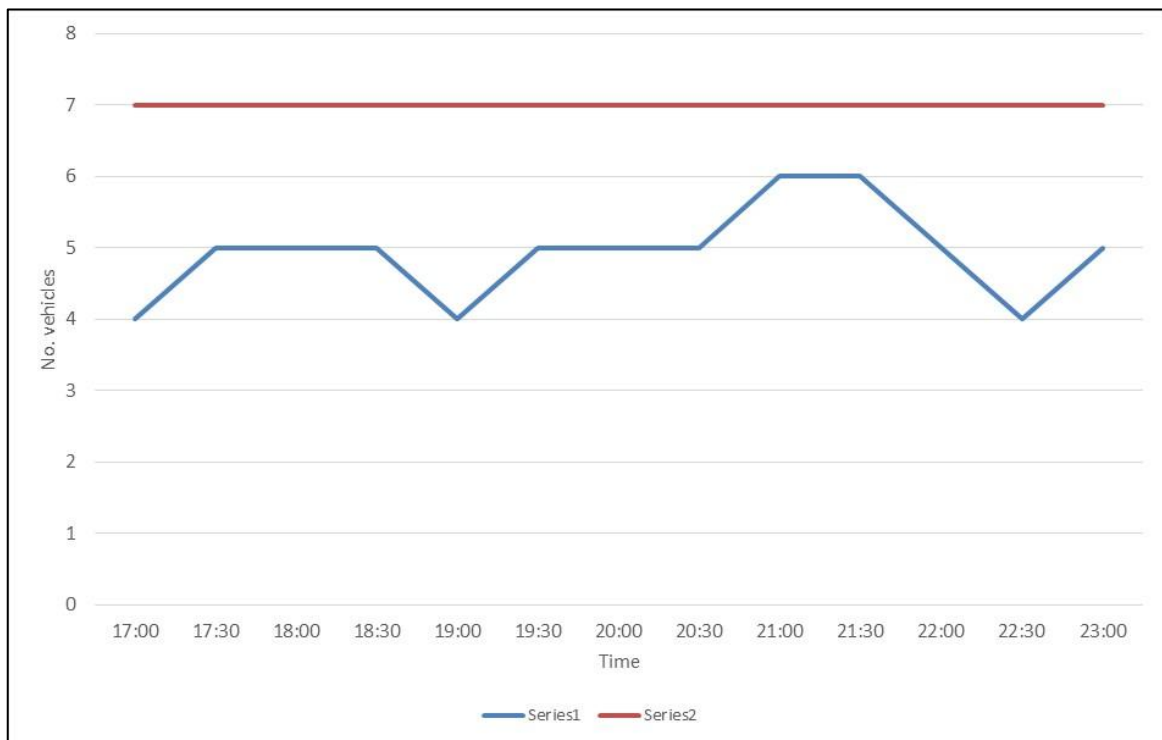


**Figure 9: Rowe Street - Friday**

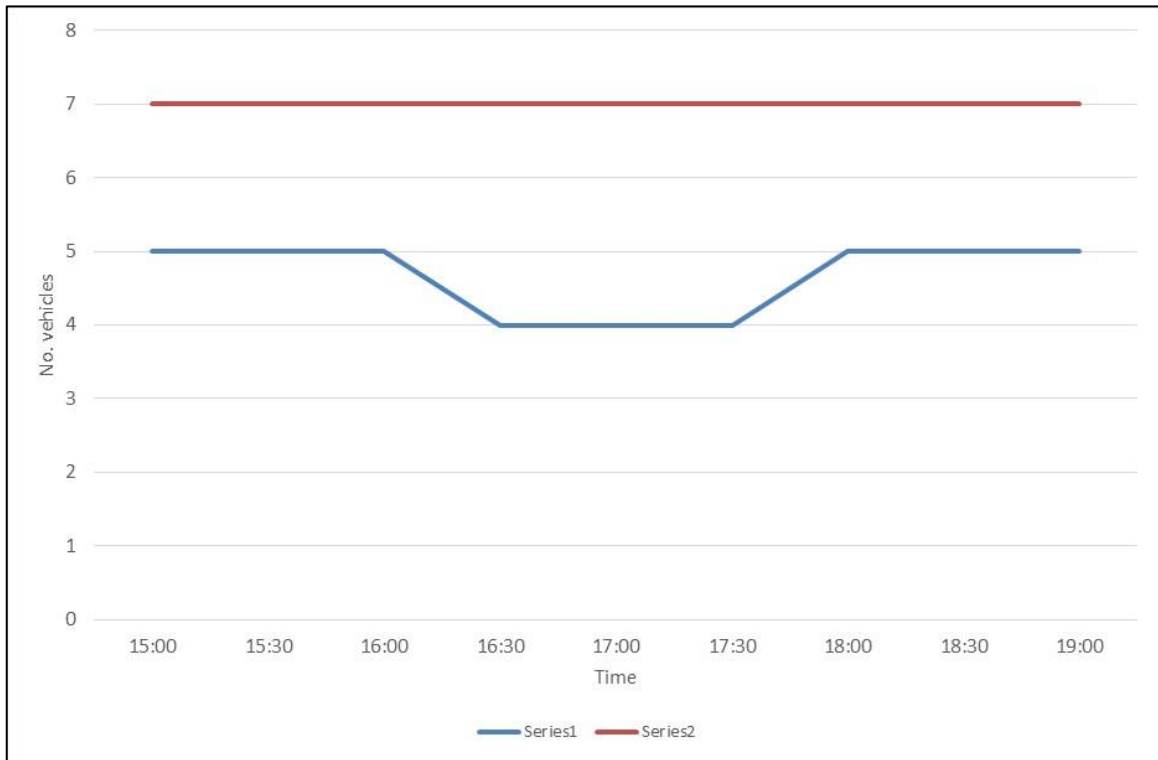




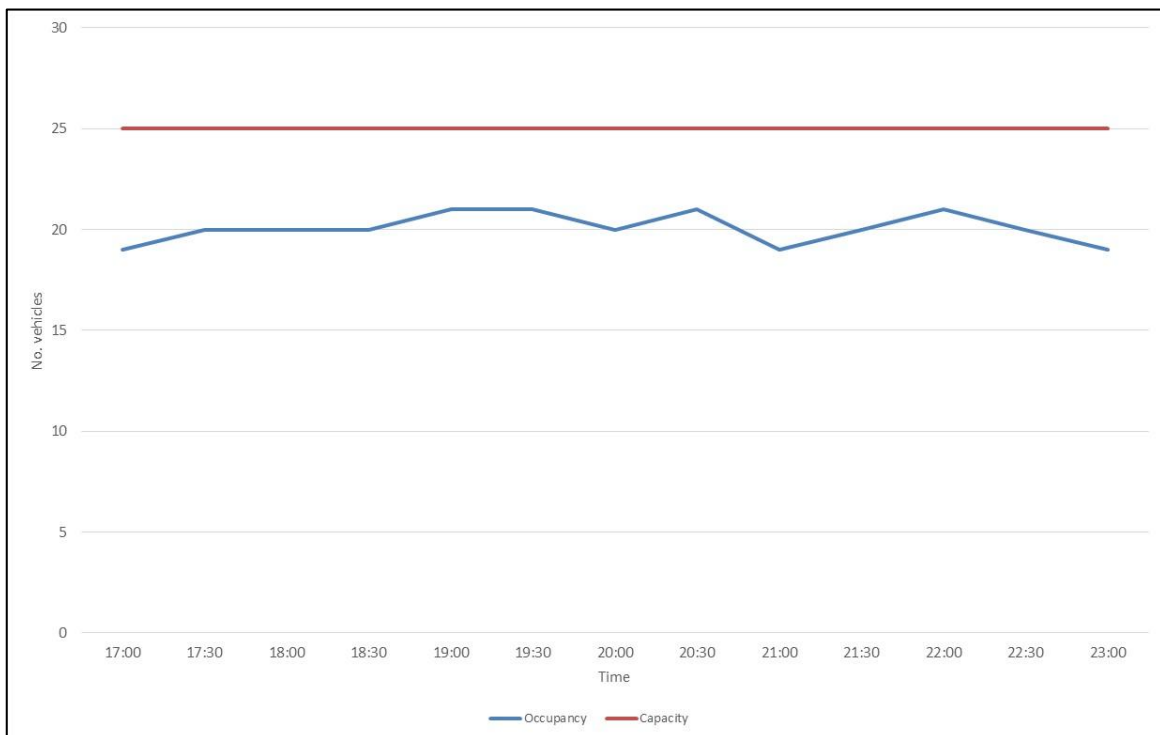
**Figure 10: Rowe Street – Saturday**



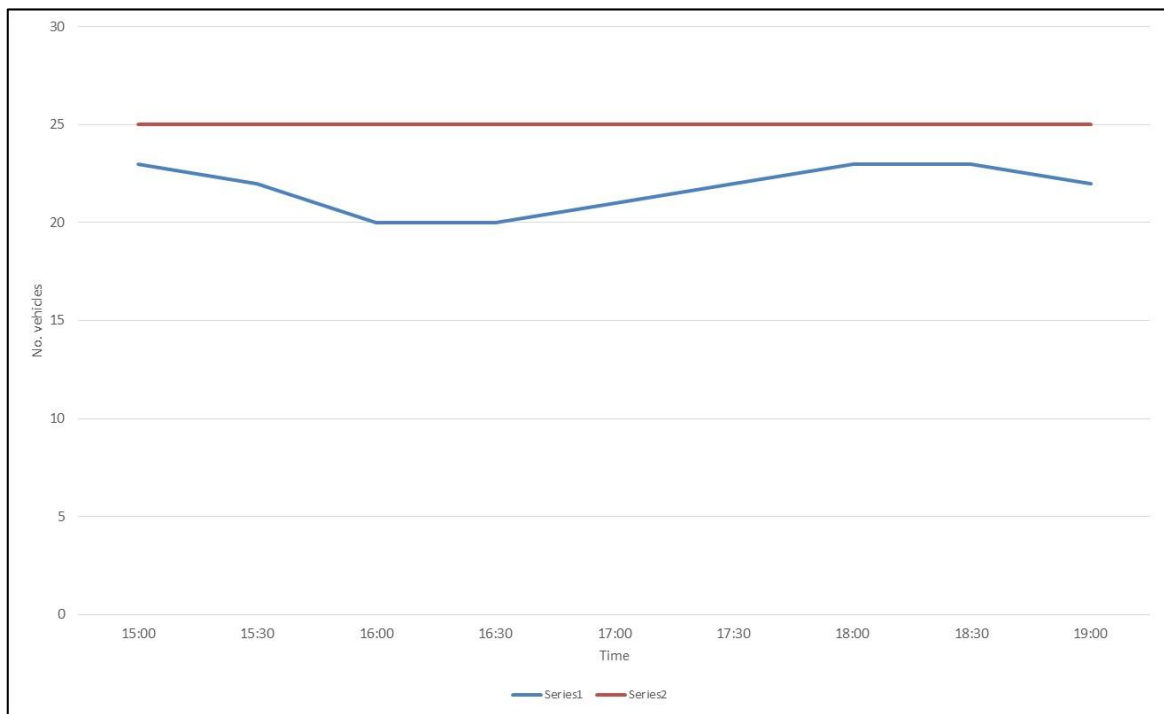
**Figure 11: Girard Street – Friday**



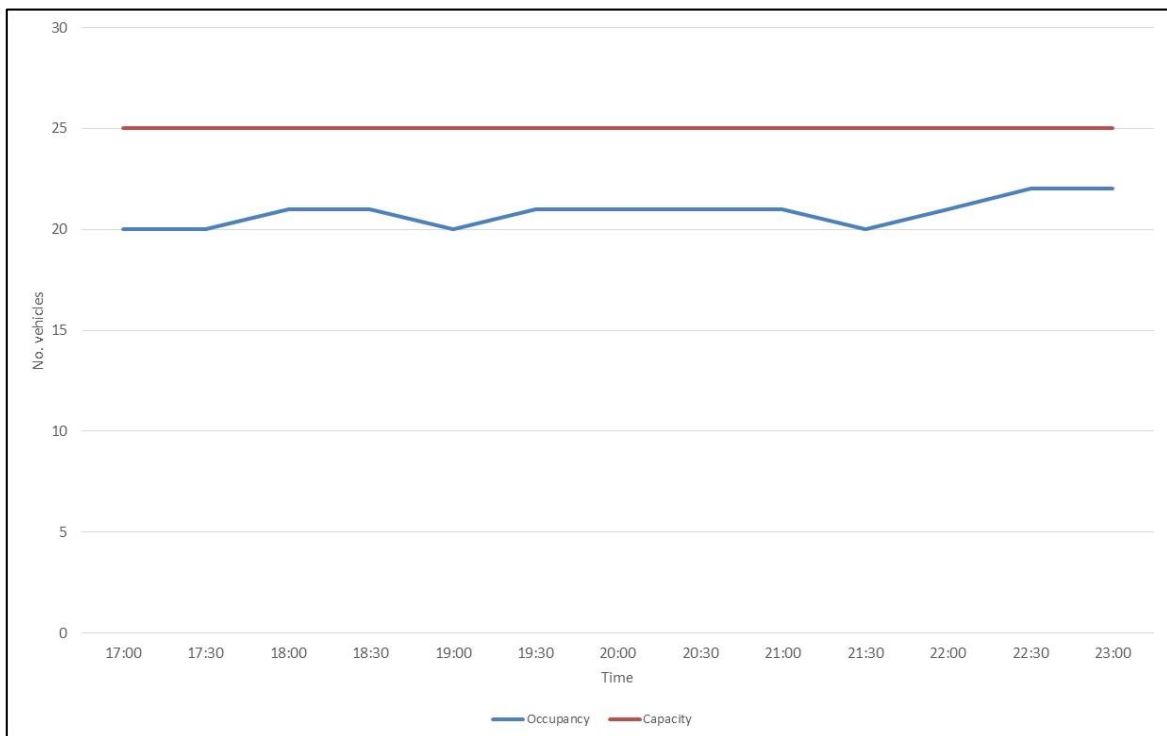
**Figure 12: Girard Street – Saturday**



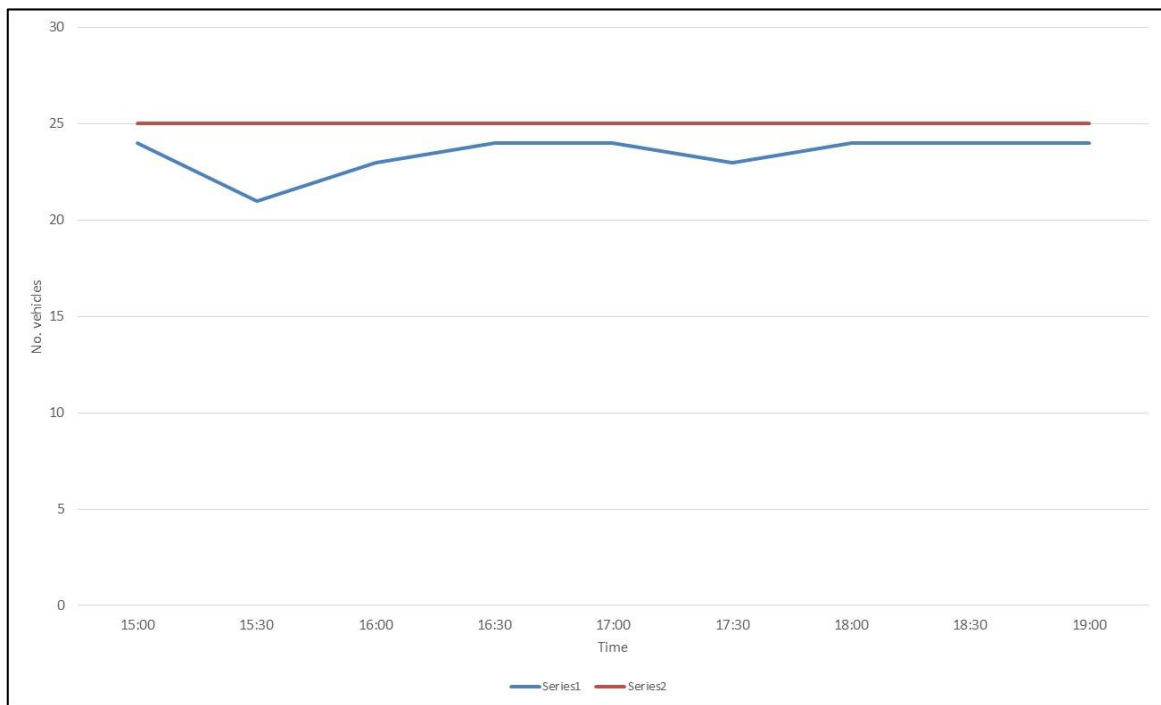
**Figure 13: Waine Street – Friday**



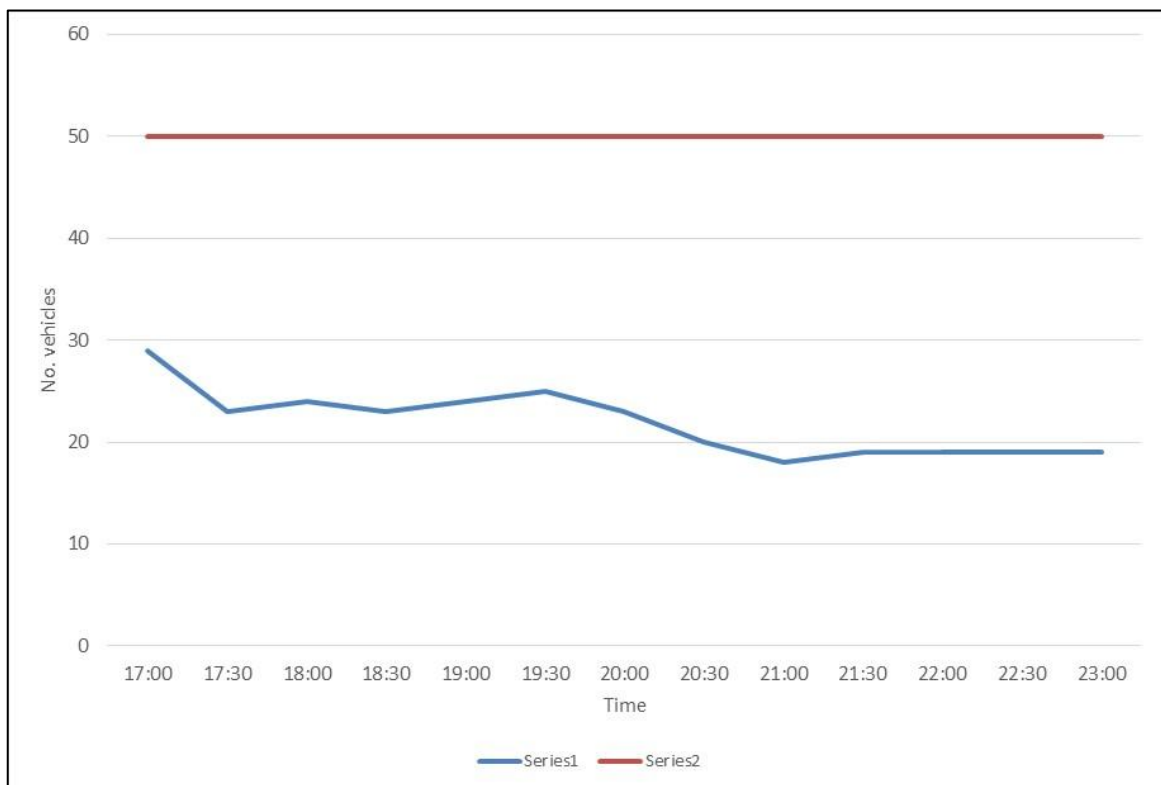
**Figure 14: Waine Street – Saturday**



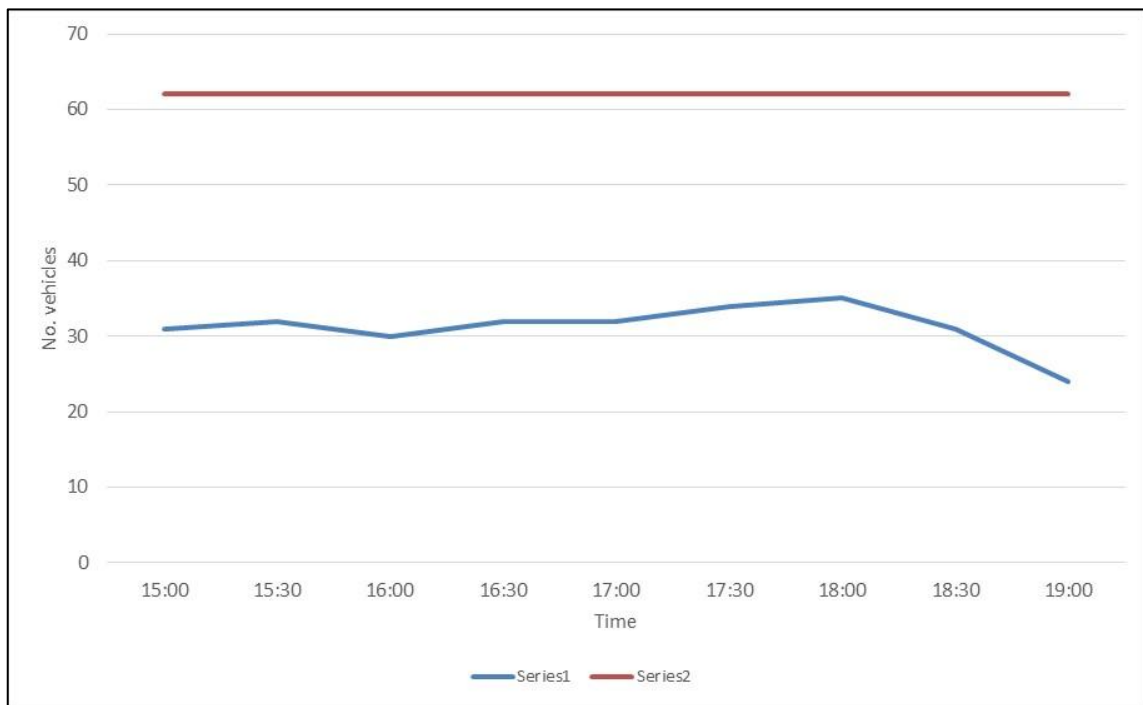
**Figure 15: Palomar Parade – Friday**



**Figure 16: Palomar Parade – Saturday**

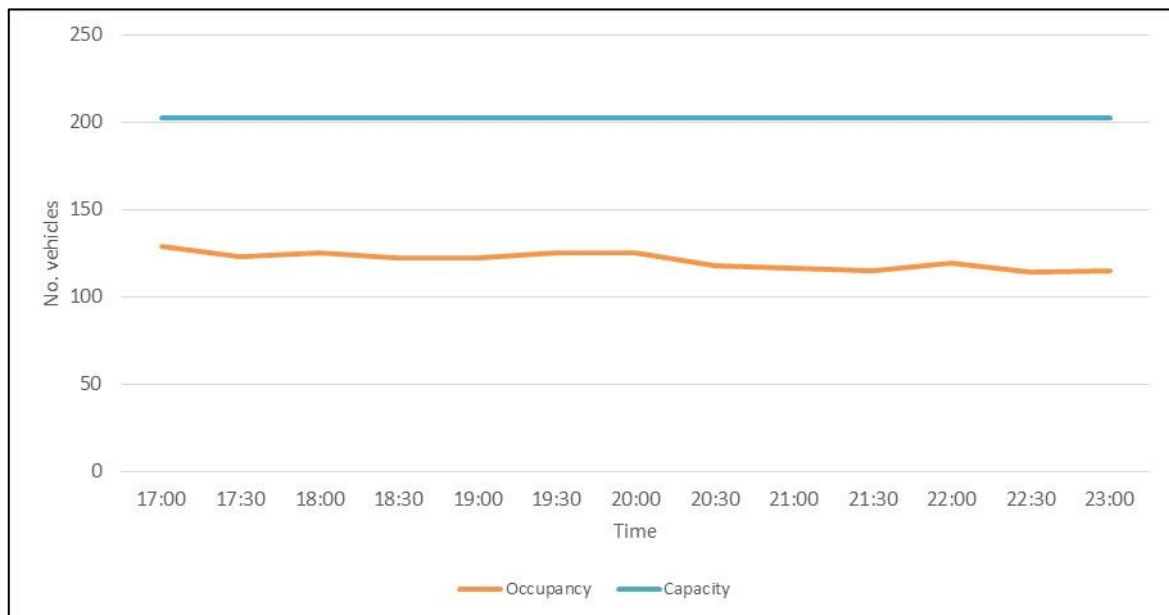


**Figure 17: Oliver Street - Friday**



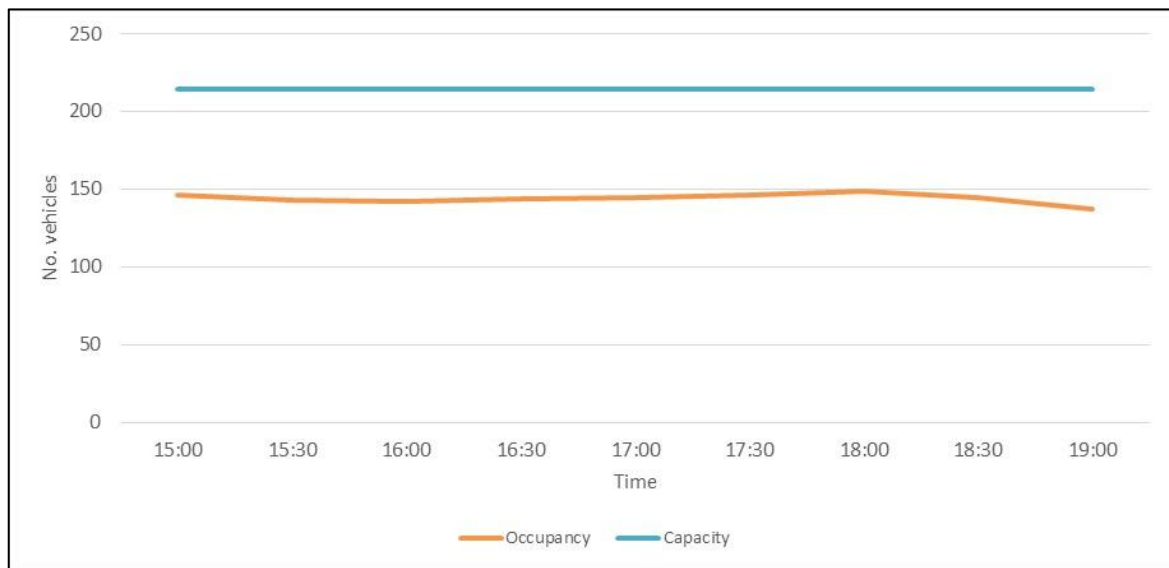
**Figure 18: Oliver Street - Saturday**

The overall supply and demand for Friday is displayed in **Figure 19** and for Saturday in **Figure 20** (on page 19).



**Figure 19: Total -Friday**





**Figure 20: Total -Saturday**

A summary of the parking demand and spare occupancy for Friday is displayed in **Table 1** and for Saturday in **Table 2** (on page 20).

**Table 1: Parking Data - Friday**

Location	17:00	17:30	18:00	18:30	19:00	19:30	20:00	20:30	21:00	21:30	22:00	22:30	23:00
Pittwater Road	28	28	29	29	29	29	30	27	25	25	26	25	25
Oliver Street	29	23	24	23	24	25	23	20	18	19	19	19	19
Girard Street	4	5	5	5	4	5	5	5	6	6	5	4	5
Rowe Street	29	27	26	24	24	24	26	24	27	25	27	24	25
Waine Street	19	20	20	20	21	21	20	21	19	20	21	20	19
Palomar Parade	20	20	21	21	20	21	21	21	21	20	21	22	22
<b>Occupancy</b>	<b>129</b>	<b>123</b>	<b>125</b>	<b>122</b>	<b>122</b>	<b>125</b>	<b>125</b>	<b>118</b>	<b>116</b>	<b>115</b>	<b>119</b>	<b>114</b>	<b>115</b>
<b>Capacity</b>	<b>202</b>	<b>202</b>	<b>202</b>	<b>202</b>	<b>202</b>	<b>202</b>	<b>202</b>	<b>202</b>	<b>202</b>	<b>202</b>	<b>202</b>	<b>202</b>	<b>202</b>
<b>Spare Capacity</b>	<b>73</b>	<b>79</b>	<b>77</b>	<b>80</b>	<b>80</b>	<b>77</b>	<b>77</b>	<b>84</b>	<b>86</b>	<b>87</b>	<b>83</b>	<b>88</b>	<b>87</b>

**Table 2: Parking Data - Saturday**

<b>Location</b>	<b>15:00</b>	<b>15:30</b>	<b>16:00</b>	<b>16:30</b>	<b>17:00</b>	<b>17:30</b>	<b>18:00</b>	<b>18:30</b>	<b>19:00</b>
Pittwater Road	30	30	28	29	29	28	27	27	27
Oliver Street	31	32	30	32	32	34	35	31	24
Girard Street	5	5	5	4	4	4	5	5	5
Rowe Street	33	33	36	35	35	35	35	35	35
Waine Street	23	22	20	20	21	22	23	23	22
Palomar Parade	24	21	23	24	24	23	24	24	24
<b>Occupancy</b>	<b>146</b>	<b>143</b>	<b>142</b>	<b>144</b>	<b>145</b>	<b>146</b>	<b>149</b>	<b>145</b>	<b>137</b>
<b>Capacity</b>	<b>214</b>	<b>214</b>	<b>214</b>	<b>214</b>	<b>214</b>	<b>214</b>	<b>214</b>	<b>214</b>	<b>214</b>
<b>Spare Capacity</b>	<b>68</b>	<b>71</b>	<b>72</b>	<b>70</b>	<b>69</b>	<b>68</b>	<b>65</b>	<b>69</b>	<b>77</b>

The above data indicates that on Friday:

- Demand was fairly consistent with between 73 and 87 available parking spaces, and
- Typically, there was more available parking spaces in evening periods (after 8:30 pm) with between 84 – 87 available parking spaces.

The above data indicates that on Saturday:

- Demand was fairly consistent with between 68 and 77 available parking spaces, and
- The highest availability of parking occurred after 7:00 pm, with 77 available parking spaces.

The outputs of the surveys are included in Appendix A.

## Proposed Development

The proposed development is a microbrewery. Located at 380 Pittwater Road, North Manly. It is proposed to accommodate a maximum of 30 patrons with up to 3 staff onsite at any one time. Two parking spaces are allocated to the tenancy. The proposed hours of operation are as follows:

- Brewery: Monday to Friday: 7:30 am – 4:00 pm.
- Bar:
  - Monday to Thursday: 4:00 pm – 10:00 pm,
  - Friday: 4:00 pm – 12:00 am,
  - Saturday: 12:00 pm – 12:00 am, and
  - Sunday and public holidays: 12:00 pm – 8:00 pm.

The proposed bar includes an outside deck area which will be closed by 10:00 pm on all nights.

## Parking Assessment

### Parking Demand

The Northern Beaches Council and TfNSW do not provide parking rates for breweries or bars. Accordingly, the demand has been determined on a first principles basis in accordance with the following assumptions:

- Up to 30 patrons will be onsite at any one time, and
- Up to 3 staff will be onsite at any one time.

It has been assumed that the two tenancy parking spaces will be allocated to staff, with only one being required to park on the street.

In terms of travel patterns for patrons, the following is assumed:

- 10 percent of patrons will walk to/from the brewery, and
- Using documented car occupancy rates, the average car occupancy is 1.38 persons per vehicle<sup>1</sup>.

Information contained in the Uber Submission Sydney's Nighttime Economy (2019) indicates the following:

- In 2016, Uber partnered with DrinkWise to raise awareness of responsible drink driving;
- Women are using Uber to get home safely at night;

Information contained in the Uber Submission Sydney's Nighttime Economy (2019) indicates the following:

- In 2016, Uber partnered with DrinkWise to raise awareness of responsible drink driving,
- Women are using Uber to get home safely at night, and

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<sup>1</sup> What is happening with car occupancy "Charting Transport" Updated April 2016



- The busiest areas of Uber activity in Sydney on Saturdays correspond to the nighttime economy activity.

Therefore, for the purposes of analysis, it has been assumed that 20 percent of patrons will access/egress the bar using Uber and taxis.

A copy of the Uber Submission is included in **Appendix B**.

In summary, based on a maximum demand of 30 patrons (and a conservative set of assumptions), the following is assumed:

- 3 patrons will walk,
- 6 patrons will utilise Ubers or taxis, and
- 21 patrons will drive.

Based on an occupancy rate of 1.38, this corresponds to a peak parking demand of approximately 15 vehicles.

### **Parking Provision and Adequacy**

The site provides a total of two off-street parking spaces. The above analysis indicates that:

- Staff - on a first principles basis, there is a shortfall of one parking space, and
- Bar patrons - on a first principles basis, there is a shortfall of 15 parking spaces.

Nevertheless, the existing parking provision is considered appropriate due to the following reasons:

- On a weekday, peak demand at the bar will typically occur after 6:00 pm, during which there will be between 77– 87 spare parking spaces on the adjoining road network,
- On Saturday, there will be a minimum of 65 parking spaces during peak periods of activity at the bar, and
- There are good opportunities for local patrons to walk or use public transport.

In summary, the proposed parking provision, combined with the available public transport infrastructure and the available nearby parking, is anticipated to fulfil the parking demand of the proposed brewery.

## Conclusion

AusWide Consulting was engaged by Watermark Planning to prepare a Parking Demand Assessment for the proposed microbrewery located at 5/380 Pittwater Road, North Manly. It is proposed to accommodate a maximum of 30 patrons with up to 3 staff onsite at any one time.

To support the assessment, parking demand surveys (on half hour frequencies) were commissioned on the roads in proximity to the subject site on a Friday and Saturday.

The assessment of the parking impacts of the proposed development has concluded that:

- There are substantial volumes of spare parking spaces in proximity to the subject site,
- The proposed parking provision, combined with the available active/public transport infrastructure and the available nearby parking, is anticipated to fulfil the parking demand of the proposed brewery, and
- The development is supportable on traffic planning grounds.



## Appendix A: Traffic Survey Data

TRANS TRAFFIC SURVEY												
Parking Occupancy Survey												
Date:	Friday, 6 December 2024											
Location:	North Manly											
GPS:	-33.780861, 151.277575											
Weather:	Fine											
Customer:												

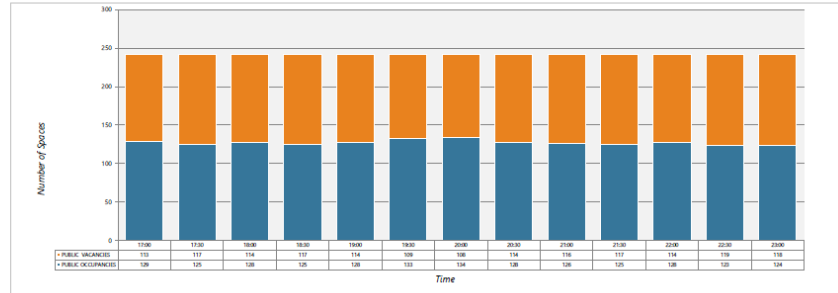
Public Parking (U)	Map Ref	Street	Section	Side	Restriction	Clear Way	Capacity	Parking Occupancy											
								17:00	17:30	18:00	18:30	19:00	19:30	20:00	20:30	21:00	21:30	22:00	22:30
0		Pittwater Rd	Lakeside Cres to Riverview Parade	W	No Stopping		4	0	0	0	0	0	0	0	0	0	0	0	0
1					Bus Zone		3	0	0	0	0	0	0	0	0	0	0	0	0
0					No Parking		6	0	0	0	0	0	0	0	0	0	0	0	0
1					No Parking Motor Vehicles Excepted		20	18	18	17	16	16	16	17	15	15	15	15	16
1					Bus Zone		4	0	0	0	0	0	0	0	0	0	0	0	0
1			Riverview Parade Opp to Girard St	E	No Parking Motor Vehicles Excepted		6	4	4	4	5	5	5	5	5	4	4	4	4
1					Bus Zone		4	0	0	0	0	0	0	0	0	0	0	0	0
1					P 15mins 8:30am-6pm All 7 Days		3	0	1	1	1	0	0	0	0	1	1	1	0
1					1/2P 8:30am-5pm Mon-Fri, 8:30am-12:30pm Sat		16	5	4	6	6	6	6	6	5	4	4	5	5
0					No Stopping		5	0	0	0	0	0	0	0	0	0	0	0	0
0			Girard St to Oliver St	E	No Stopping		4	0	0	0	0	0	0	0	0	0	0	0	0
1					Bus Zone		3	0	0	0	0	0	0	0	0	0	0	0	0
0					No Stopping		3	0	0	0	0	0	0	0	0	0	0	0	0
0			Oliver St to Queenscliff Rd	E	No Stopping		1	0	0	0	0	0	0	0	0	0	0	0	0
1					1P 8:30am-6pm Mon-Fri, 8:30am-12:30pm Sat		2	1	1	1	1	2	2	2	2	1	1	1	0
0					No Stopping		6	0	0	0	0	0	0	0	0	0	0	0	0
0			Opp Queenscliff Rd to Lakeside Cres	W	No Parking		9	0	0	0	0	0	0	0	0	0	0	0	0
0					No Stopping		1	0	0	0	0	0	0	0	0	0	0	0	0
0		Oliver St	Pittwater Rd to Building No 20 Opp	N	No Stopping		8	0	0	0	0	0	0	0	0	0	0	0	0
1					Bus Zone		6	0	0	0	0	0	0	0	0	0	0	0	0
1					8P 8am-6pm Mon-Fri		8	5	2	3	3	6	4	5	5	5	5	5	5
0					No Stopping		6	0	0	0	0	0	0	0	0	0	0	0	0
1					8P 8am-6pm Mon-Fri		15	9	8	8	8	9	9	7	4	4	5	5	5
1			Building No 20 to Dalley St	S	No Parking Motor Vehicles Excepted		22	10	10	11	11	11	12	12	12	10	10	10	10
0					No Stopping		1	0	0	0	0	0	0	0	0	0	0	0	0

0			Dalley St to Pittwater Rd	S	No Stopping		2	0	0	0	0	0	0	0	0	0	0	0	0
1					No Parking Motor Vehicles Excepted		5	5	5	5	4	4	4	4	4	4	4	4	4
1					Unrestricted	No Parking 7am-9pm Mon-Fri	12	0	0	0	0	0	0	4	4	5	5	5	4
1					Bus Zone		5	0	0	0	0	0	0	0	0	0	0	0	0
0					No Stopping		1	0	0	0	0	0	0	0	0	0	0	0	0
0		Girard St	Pittwater Rd to Waine St	N	No Stopping		12	0	0	0	0	0	0	0	0	0	0	0	0
0			Rowe St to Pittwater Rd	S	No Stopping		5	0	0	0	0	0	0	0	0	0	0	0	0
1					Unrestricted		7	4	5	5	5	4	5	5	5	6	6	5	4
0					No Stopping		1	0	0	0	0	0	0	0	0	0	0	0	0
0		Rowe St North	Waine St to Building No 20	N	No Stopping		4	0	0	0	0	0	0	0	0	0	0	0	0
1					Unrestricted		8	5	4	5	5	5	6	6	6	6	6	6	6
0					No Parking		1	0	0	0	0	0	0	0	0	0	0	0	0
1					Unrestricted		4	3	3	3	3	4	4	4	3	3	4	4	2
0			Palomar Parade North to Palomar Parade South	S	No Stopping		2	0	0	0	0	0	0	0	0	0	0	0	0
1					Unrestricted		2	2	2	2	1	1	1	1	1	1	1	2	2
0					No Parking		1	0	0	0	0	0	0	0	0	0	0	0	0
1					Unrestricted		5	5	5	5	4	5	3	3	3	5	4	5	5
0					No Stopping		3	0	0	0	0	0	0	0	0	0	0	0	0
0		Rowe St South	Palomar Parade to End of The Road	S	No Stopping		1	0	0	0	0	0	0	0	0	0	0	0	0
1					Loading Zone 7am-7pm Mon-Fri		1	1	1	0	0	0	0	1	0	0	0	0	0
1					Loading Zone 7am-7pm Mon-Fri, 8P At Other Times		2	2	1	1	1	0	0	1	1	1	0	0	1
1					90 Degree Angle Parking 8P 8am-6pm Everyday		13	5	5	4	5	5	5	5	5	5	4	4	4
0					No Stopping		1	0	0	0	0	0	0	0	0	0	0	0	0
0			End of The Road to Palomar Parade	N	No Stopping		1	0	0	0	0	0	0	0	0	0	0	0	0
1					8P 8am-6pm Everyday		13	6	6	6	5	4	5	5	5	6	6	6	5
0					No Stopping		1	0	0	0	0	0	0	0	0	0	0	0	0
0		Rowe St	Girard St to Rowe St	N/S	No Stopping		2	0	0	0	0	0	0	0	0	0	0	0	0
0			Rowe St to Girard St	S/N	No Stopping		2	0	0	0	0	0	0	0	0	0	0	0	0
0		Waine St	Girard St to Building No 20	W	No Stopping		1	0	0	0	0	0	0	0	0	0	0	0	0
1					Unrestricted		6	4	4	4	4	5	5	5	5	4	4	5	4
0					No Parking		2	0	0	0	0	0	0	0	0	0	0	0	0
1					Unrestricted		2	1	2	2	2	2	2	1	1	1	1	2	2
0					No Parking		1	0	0	0	0	0	0	0	0	0	0	0	0
1					Unrestricted		1	1	1	1	1	1	1	1	1	1	1	1	1

1		Building No.15 to Rowe St	E	Unrestricted		11	9	9	9	9	9	9	9	10	10	11	11	9	9
0				No Stopping		1	0	0	0	0	0	0	0	0	0	0	0	0	0
1				Unrestricted		5	4	4	4	4	4	4	4	3	3	3	3	3	3
0				No Stopping		1	0	0	0	0	0	0	0	0	0	0	0	0	0
1	Palomar Parade	Opp Rowe St South to Building No.4	E	Unrestricted		15	9	9	9	9	9	10	10	10	10	10	11	12	12
1		Northern Beaches Removalists Services to Rowe St	W	Unrestricted		13	11	11	12	12	11	11	11	11	11	10	10	10	10
0				No Stopping		1	0	0	0	0	0	0	0	0	0	0	0	0	0
PUBLIC CAPACITY						242	242	242	242	242	242	242	242	242	242	242	242	242	242
PUBLIC OCCUPANCIES						129	125	128	125	128	133	134	128	126	125	128	123	124	
PUBLIC VACANCIES						113	117	114	117	114	109	108	114	116	117	114	119	118	
PUBLIC % OCCUPANCIES						53%	52%	53%	52%	53%	55%	55%	53%	52%	52%	53%	51%	51%	

not available for public parking



## TRANS TRAFFIC SURVEY

### Parking Occupancy Survey

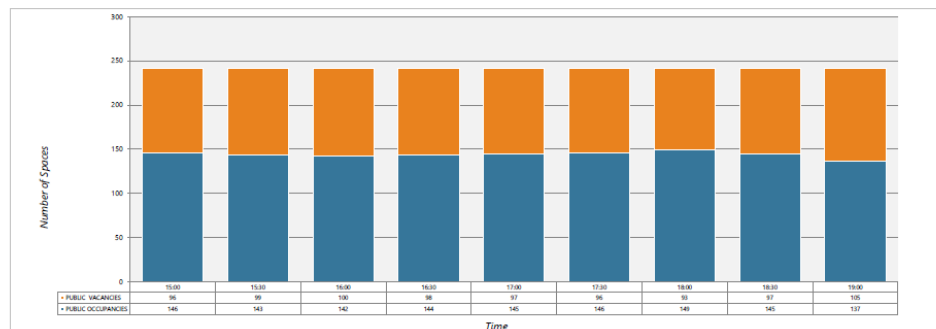
Date:	Saturday, 7 December 2024
Location:	North Manly
GPS:	-33.780891, 151.277875
Weather:	Fine
Customer:	

Public Parking (16)	Map Ref	Street	Section	Side	Restriction	Clear Way	Capacity	Parking Occupancy									
								15:00	15:30	16:00	16:30	17:00	17:30	18:00	18:30	19:00	
0		Pittwater Rd	Lakeside Cres to Riverview Parade	W	No Stopping		4	0	0	0	0	0	0	0	0	0	0
1					Bus Zone		3	0	0	0	0	0	0	0	0	0	0
0					No Parking		6	0	0	0	0	0	0	0	0	0	0
1					No Parking Motor Vehicles Excepted		20	16	16	17	17	18	18	18	18	17	
1					Bus Zone		4	0	0	0	0	0	0	0	0	0	0
1			Riverview Parade Opp to Girard St	E	No Parking Motor Vehicles Excepted		6	5	4	4	5	5	5	4	4	5	
1					Bus Zone		4	0	0	0	0	0	0	0	0	0	0
1					P 15mins 8:30am-6pm All 7 Days		3	0	0	0	1	1	0	1	0	0	0
1					1/2P 8:30am-6pm Mon-Fri, 8:30am-12:30pm Sat		16	8	9	7	6	5	5	4	5	5	
0					No Stopping		5	0	0	0	0	0	0	0	0	0	0
0			Girard St to Oliver St	E	No Stopping		4	0	0	0	0	0	0	0	0	0	0
1					Bus Zone		3	0	0	0	0	0	0	0	0	0	0
0					No Stopping		3	0	0	0	0	0	0	0	0	0	0
0			Oliver St to Queenscliff Rd	E	No Stopping		1	0	0	0	0	0	0	0	0	0	0
1					1P 8:30am-6pm Mon-Fri, 8:30am-12:30pm Sat		2	1	1	0	0	0	0	0	0	0	0
0					No Stopping		6	0	0	0	0	0	0	0	0	0	0
0			Opp Queenscliff Rd to Lakeside Cres	W	No Parking		9	0	0	0	0	0	0	0	0	0	0
0					No Stopping		1	0	0	0	0	0	0	0	0	0	0
0		Oliver St	Pittwater Rd to Building No.20 Opp	N	No Stopping		8	0	0	0	0	0	0	0	0	0	0
1					Bus Zone		6	0	0	0	0	0	0	0	0	0	0
1					8P 8am-9pm Mon-Fri		8	4	5	5	6	6	6	6	6	6	6
0					No Stopping		6	0	0	0	0	0	0	0	0	0	0

1					8P 8am-6pm Mon-Fri		15	1	3	5	4	5	6	6	2	4
1		Building No 20 to Dalley St	S		No Parking Motor Vehicles Excepted		22	16	14	10	12	12	13	13	13	3
0					No Stopping		1	0	0	0	0	0	0	0	0	0
0		Dalley St to Pittwater Rd	S		No Stopping		2	0	0	0	0	0	0	0	0	0
1					No Parking Motor Vehicles Excepted		5	5	5	5	5	4	5	5	4	5
1					Unrestricted	No Parking 7am-6pm Mon-Fri	12	5	5	5	5	5	4	5	6	6
1					Bus Zone		5	0	0	0	0	0	0	0	0	0
0					No Stopping		1	0	0	0	0	0	0	0	0	0
0		Girard St	Pittwater Rd to Waine St	N	No Stopping		12	0	0	0	0	0	0	0	0	0
0			Rowe St to Pittwater Rd	S	No Stopping		5	0	0	0	0	0	0	0	0	0
1					Unrestricted		7	5	5	5	4	4	4	5	5	5
0					No Stopping		1	0	0	0	0	0	0	0	0	0
0		Rowe St North	Waine St to Building No 20	N	No Stopping		4	0	0	0	0	0	0	0	0	0
1					Unrestricted		8	7	7	7	7	7	7	7	7	7
0					No Parking		1	0	0	0	0	0	0	0	0	0
1					Unrestricted		4	4	4	4	4	4	4	4	4	4
0			Palomar Parade North to Palomar Parade South	S	No Stopping		2	0	0	0	0	0	0	0	0	0
1					Unrestricted		2	2	2	2	2	2	2	2	2	2
0					No Parking		1	0	0	0	0	0	0	0	0	0
1					Unrestricted		5	5	4	4	5	5	5	5	5	5
0					No Stopping		3	0	0	0	0	0	0	0	0	0
0		Rowe St South	Palomar Parade to End of The Road	S	No Stopping		1	0	0	0	0	0	0	0	0	0
1					Loading Zone 7am-7pm, Mon-Fri		1	1	1	1	0	0	0	1	0	0
1					Loading Zone 7am-7pm Mon-Fri, 8P At Other Times		2	1	1	1	1	0	0	0	0	0
1					90 Degree Angle Parking 8P 8am-6pm Everyday		13	7	8	9	9	9	9	8	9	9
0					No Stopping		1	0	0	0	0	0	0	0	0	0
0			End of The Road to Palomar Parade	N	No Stopping		1	0	0	0	0	0	0	0	0	0
1					8P 8am-6pm Everyday		13	6	6	8	7	8	8	8	8	8
0					No Stopping		1	0	0	0	0	0	0	0	0	0
0		Rowe St	Girard St to Rowe St	N/S	No Stopping		2	0	0	0	0	0	0	0	0	0
0			Rowe St to Girard St	S/N	No Stopping		2	0	0	0	0	0	0	0	0	0

0		Waine St	Girard St to Building No.29	W	No Stopping		1	0	0	0	0	0	0	0	0	0
1					Unrestricted		6	5	5	4	5	5	5	6	6	6
0					No Parking		2	0	0	0	0	0	0	0	0	0
1					Unrestricted		2	2	2	2	2	2	2	2	2	2
0					No Parking		1	0	0	0	0	0	0	0	0	0
1					Unrestricted		1	1	1	1	1	1	1	1	1	1
1			Building No.15 to Rowe St	E	Unrestricted		11	10	9	8	7	8	9	9	9	8
0					No Stopping		1	0	0	0	0	0	0	0	0	0
1					Unrestricted		5	5	5	5	5	5	5	5	5	5
0					No Stopping		1	0	0	0	0	0	0	0	0	0
1		Palomar Parade	Opp Rowe St South to Building No.4	E	Unrestricted		15	13	11	11	12	12	12	13	13	13
1			Northern Beaches Removalists Services to Rowe St	W	Unrestricted		13	11	10	12	12	12	11	11	11	11
0					No Stopping		1	0	0	0	0	0	0	0	0	0
PUBLIC CAPACITY								242	242	242	242	242	242	242	242	242
PUBLIC OCCUPANCIES								146	143	142	144	145	146	149	145	137
PUBLIC VACANCIES								96	99	100	98	97	96	93	97	105
PUBLIC % OCCUPANCIES								60%	59%	59%	60%	60%	60%	62%	60%	57%

not available for public parking



## Appendix B: Uber Submission



2 July 2019

The Hon. Natalie Ward, MLC  
Chair  
Joint Select Committee on Sydney's night time economy  
Parliament House  
Macquarie Street  
SYDNEY NSW 2000

Dear Chair

Uber appreciates the opportunity to make a submission to the *Joint Select Committee on Sydney's night time economy*. A vibrant night time economy is the hallmark of any successful global city, creating jobs and enhancing its liveability. However, this needs to be balanced with safety. Uber plays a crucial role in getting people home safely and affordably from night time events. We look forward to working with this committee and governments to build on this and enhance safety for Uber driver partners, riders and the community.

### **Uber has created more transport choice in Sydney since launching in 2012**

Uber is a technology company that provides a smartphone app which connects driver partners with people who need safe, reliable and affordable rides. Uber launched its Australian operations in Sydney in 2012 with our Uber Black product, a premium ride with a professional driver. Our ridesharing service UberX launched in 2014, and since then we have provided millions of Sydneysiders with access to on-demand transport at the push of a button. UberPool launched in Sydney in 2018, providing riders with an even more affordable transport choice. UberPool services allow multiple customers heading in the same direction at the same time to share a journey in one vehicle and reduce the cost.

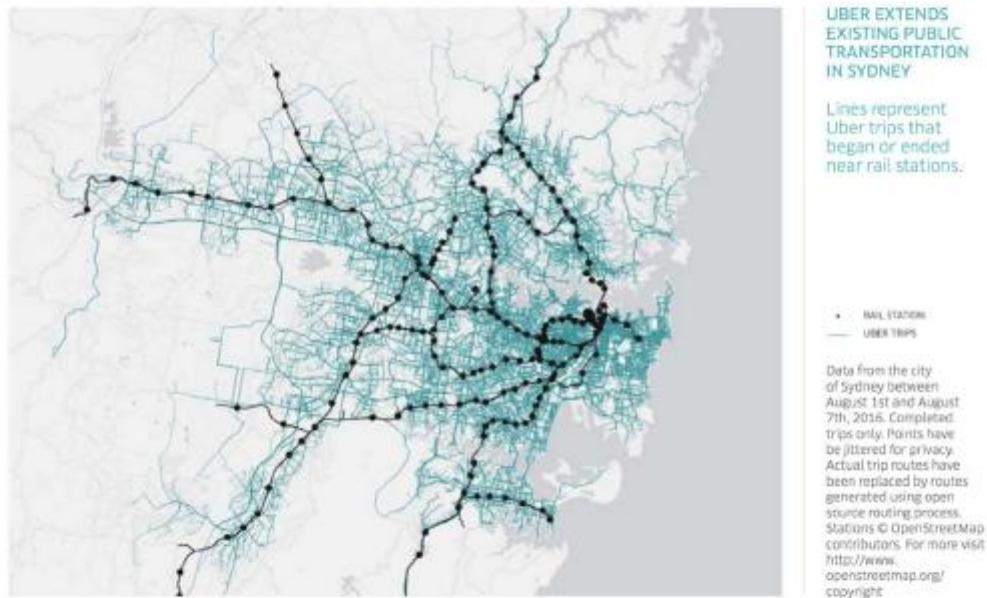
Seven years after launching, Uber's products has meant Sydney-siders have many more transport options to choose from during both the day and night. Uber is now operating in 37 Australian cities and 3.8 million Australians regularly choose to share rides with more than 63,000 driver partners. Average wait times for an Uber ride in cities like Sydney is under 5 minutes.

### **In the early to middle evening, Uber complements the public transport network**

Public transport is the mobility backbone of cities around the world. It is also an affordable option for people to get home from a night out. However in situations where public transport is not available to cover the full journey, commuters are using Uber for their first and last leg. In this way, ridesharing complements and extends the reach of public transport.

In Australia, over 60 per cent of Uber trips start or end in a public transport desert<sup>1</sup> and almost half of all trips are one-way, implying that for some suburbs, for at least part of the day, public transport is unavailable to cover either the outbound or return leg. This is an important point in the context of the discussion around transport for the night time economy. Particularly in the early to middle part of the evening, Uber is used not only as a single point-to-point mode of transport but also as part of multi-modal journeys (Figure 1).

Figure 1: Uber and the public transport network



### Uber supports the night time economy by providing access to safe and affordable late night transport

Uber helps billions of people move around their cities. By providing access to a safe, reliable and affordable ride at the push of a button – no matter the time or place – ridesharing is helping make our cities better connected, easier and safer places to get around.

In 2016 Uber announced a partnership with DrinkWise to raise awareness of responsible drinking. Every year in Australia, hundreds of people are killed in car crashes that involve a drunk driver. Not surprisingly, most alcohol related incidents

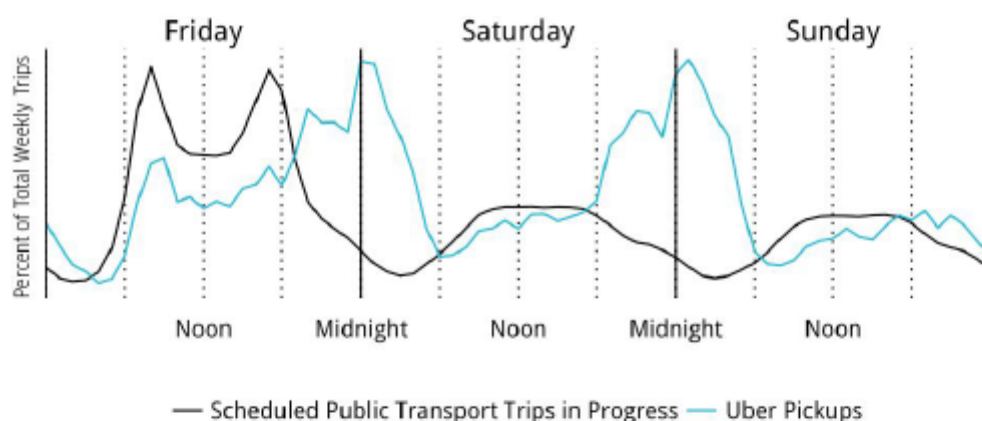
<sup>1</sup> Deloitte Access Economics, 'Economic effects of ridesharing in Australia', July 2016, viewed 1 July 2019, <https://www2.deloitte.com/content/dam/Deloitte/au/Documents/Economics/deloitte-au-economics-economic-effects-of-ridesharing-australia-150216.pdf>



happen late at night, over the weekend – exactly when it's typically been hardest to get home, because in many cities, including Sydney, public transport is severely limited at night.

In almost all the cities where we operate, Uber's peak hour is not first thing in the morning or at the end of the day when people are getting to and from work, but late at night when the bars close. Our busiest times each week are typically Friday and Saturday night, when the supply of other forms of transport is at its lowest. 2016 analysis of Uber trip data and public transport services in Sydney shows this trend (Figure 2). This trend can still be seen today though Uber trip request now peak between 10pm and 11pm. This is earlier than other cities such as Melbourne which peaks between 11pm and 12am.

Figure 2: Weekend Public Transport Activity and Uber Rides in Sydney's CBD, 2016



#### Improving women's safety in the night time economy

Women's safety in the night time economy is a crucial issue for this committee's consideration. A recent Committee for Sydney's report found that sexual harassment was the main issue impacting on women in Sydney at night. Their research found that women were turning to services like Uber for peace of mind and to get home safely<sup>2</sup>. While Uber is pleased to play a role in getting women home safely, we acknowledge it is a broader issue in society which needs to be addressed and we want to do more to improve safety for women both before, during and after trips with Uber.

In the last year, as part of our global Stand for Safety campaign, we announced support for WESNET (Women's Services Network) in Australia via financial grants to assist them to continue to do their work in the community. We also provided support

<sup>2</sup> Committee for Sydney, 'Safety after Dark: Creating a city for women living and working in Sydney', March 2019, viewed 1 July 2019, [https://www.sydneysydney.org.au/wp-content/uploads/2019/03/CfS\\_Safety-After-Dark.pdf](https://www.sydneysydney.org.au/wp-content/uploads/2019/03/CfS_Safety-After-Dark.pdf)

to Australia Says No More in 2019, a national campaign to raise awareness to end domestic violence and sexual assault, via financial grants and through community activations. We are rolling out practical educative materials for both driver partners and riders in Australia and New Zealand to help improve awareness and prevention of gender-based violence. And finally, we launched the Uber ANZ Women's Safety Forum – a group comprised of thought-leaders, local academics and experts – to provide us with ongoing advice on this significant social issue.

Technology can make travel safer than ever and every Uber trip is GPS tracked. The Uber app always displays the make and model of the ride, as well as the number plates, making it easy for someone to check they're getting into the right car. In 2018 we also introduced a new feature – Spotlight – which illuminates a rider and driver-partner's phones with the same colour. Last year we launched the Emergency Assistance Button, and the Trusted Contacts/Share My Trip feature which allows both driver partners and riders to share their trip details with loved ones in real-time. Riders or driver partners can also nominate for their trip details to be shared automatically with one or more Trusted Contacts during evening hours. Uber also has a team of former law enforcement professionals who are on call to work with police 24/7 to respond to urgent needs and assist in investigations.

We're raising the bar by putting safety at the heart of everything we do. We are committed to doing our part and promoting safe use of our app, tackling tough issues, and mitigating any incidents.

#### **Uber recommends creating rideshare pick up and drop off zones in busy night time areas**

Uber will continue working to improve the safety of driver partners, riders and the broader community. We know that Uber already plays an important role in getting people home safely from a night out, particularly at times when public transport services are limited.

Our data shows that some of the busiest areas for Uber pick ups in Sydney on Friday and Saturday nights correspond with night time economy activity, for example Kings Cross, Newtown, Pyrmont, Sydney CBD and Surry Hills. One of the challenges for our driver partners and riders is finding kerb space to safely pull over and pick up or drop people off. Rideshare driver partners are not allowed to stop in taxi zones and on busy streets there are few other places to safely pull over. Uber does not want riders to encourage driver partners to stop in unsafe locations. Nor do we want riders to be forced to wait in less busy, but poorly lit and unsafe areas, such as laneways.

Given ridesharing's growing role in supporting a safe and vibrant night time economy, we recommend the NSW Government works with relevant local governments to create designated rideshare pick up and drop off zones in areas of busy night time activity. These zones could operate only on certain days and at certain times, similar to commercial loading zones. Uber would be pleased to work with government to



investigate suitable sites and use our technology to direct riders and driver partners to them.

**Recommendation**

NSW Government works with relevant local governments to create designated rideshare pick up and drop off zones in areas of busy night time activity.

Uber looks forward to working with the NSW Government, and local governments, to promote both a safe and vibrant night time economy in Sydney. If you have any questions or would like to discuss this submission please contact Ashleigh Cormack, Public Policy Manager, Australia and New Zealand on [ashleigh@uber.com](mailto:ashleigh@uber.com).

Yours sincerely

**CHARLES ALLEN**

Head of Uber Riders, NSW and ACT