

# CONSTRUCTION PARKING AND ACCESS STRATEGY 6 MONTHLY REPORT

Sydney Metro West – Western Tunnelling Package

All sites

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## Document Details

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## Document Authorisation

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I hereby confirm this activity and all associated work, have been appropriately planned and the relevant resources are available to conduct the work in accordance with the agreed method.  I hereby approve this activity to commence, as the stated controls applications are the most appropriate and are in accordance with the Risk Matrix.				
Approved by	Deputy Project Director			21 Feb 2023

### NOTES:

Once all signatures have been obtained, the Document Author is responsible for ensuring the signed and approved hard and soft copies are uploaded on to the project share drive or passed to the Responsible Person for filing.

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# 1 EXECUTIVE SUMMARY

As required by Minister's Condition of Approval D91, this report provides the results of the monitoring that has been undertaken to determine the effectiveness of the mitigation measures that the Project has implemented. As per the Project Construction Parking and Access Strategies (CPAS), monitoring to assess the effectiveness of the mitigation measures is being carried out by inspections of the surrounding street system every six (6) and includes a review of the offsite parking availability adjacent to the site for changes to the base line surveys.

In line with the requirement of the CPAS, parking surveys were undertaken in February 2023 for Clyde/Rosehill, Parramatta and the Westmead sites. The surveys were undertaken during the day at peak parking times and assessed against previous counts and the same time of the day. Parking removal has been approved for all sites through Constructions Parking and Access Strategies and Construction Traffic Management Plans although they have only been implemented at the Clyde/Rosehill site. It should be noted that the survey results reported in this document do not take into account parking that is not either disabled parking, loading zones, taxi zones or parking by exception, eg: no stopping or no parking.

## 1.1 Clyde/ Rosehill

The current parking assessments in the Clyde/Rosehill area has risen from 54% to 56% occupancy throughout the area. An increase in parking around Unwin St and Colquhoun St are the largest drivers for this slight change although there is still over 30% capacity available in these areas. This increase is due to the survey area reduction with extremely low occupancy in the areas parking was removed.

## 1.2 Parramatta

The current parking assessments in the Parramatta area has risen from 68% to 70% occupancy throughout the area. There are no areas within the assessment that have seen a major increase in occupancy.

## 1.3 Westmead

The current parking assessments in the Clyde/Rosehill area have risen from 36% to 42% occupancy throughout the area. An increase in parking in Hassall St was the largest driver for this slight change although there is still over 26% capacity available in Hassall St and very low occupancy once you go south of Priddle St.

## 2 INTRODUCTION

### 2.1 Context

This Construction Parking and Access Strategies (CPAS) were prepared for the Western Tunnelling Package Clyde/ Rosehill, Parramatta and Westmead construction sites to address the requirements of the Minister’s Conditions of Approval (MCoA), the Sydney Metro West Environmental Impact Assessment (EIS), Revised Environmental Management Measures (REMMs) and all applicable legislation.

### 2.2 Project Description

Sydney Metro is Australia’s biggest public transport project, with the vision “to transform Sydney with a world-class metro.” In 2024, Sydney will have 31 metro stations and more than 66 kilometres of new metro rail, revolutionising the way Australia’s biggest city travels. By the end of the decade, the network will be expanded to include 46 stations and more than 113 kilometres of world-class metro for Sydney.

Sydney Metro West is a new 24-kilometre metro line with stations confirmed at Westmead, Parramatta, Sydney Olympic Park, North Strathfield, Burwood North, Five Dock, The Bays, Pyrmont and Hunter Street in the Sydney CBD.

On completion in 2030, the Sydney Metro West project will support a growing city and deliver world-class metro services to more communities. This new underground railway will connect Greater Parramatta and the Sydney CBD.

This once-in-a-century infrastructure investment will transform Sydney for generations to come, doubling rail capacity between the two CBDs, linking new communities to rail services, and supporting employment growth and housing supply. The Sydney Metro West project is expected to create about 10,000 direct and 70,000 indirect jobs during construction.

The new 24-kilometre Sydney Metro West tunnel and excavation works for nine new stations will be delivered in three contracts—the Western Tunnelling Package (WTP), the Central Tunnelling Package (CTP) and the Eastern Tunnelling Package (ETP).

The Gamuda Australia and Laing O’Rourke Consortium (GLC) will deliver the Sydney Metro West (SMW) Western Tunnelling Package (WTP), which includes:

- Westmead Station box excavation, including temporary support, stub tunnels, partially mined station cavern and crossover cavern including permanent lining and support
- Parramatta Station, including excavation of station box and associated support
- Clyde Maintenance and Stabling Facility (MSF), including permanent dive structure, portal, spur running tunnels, spur tunnel junction cavern, bulk earthworks, civil structures, utilities corridor, road crossing and creek diversion
- Rosehill Services Facility, including shaft excavation, permanent lining and lateral support
- A precast segment manufacturing facility at Eastern Creek
- Demolition and site clearance works
- Tunnelling between Sydney Olympic Park (SOP) and Westmead. Tunnelling will be undertaken by placing the tunnel boring machines (TBMs) at the Rosehill Services Facility box and retrieved out at the SOP Station Box and then placed back at the

Rosehill Services Facility and retrieved at the Westmead Station Box. No surface works are proposed at SOP except for the retrieval of the TBM.

## 2.3 Six Monthly reporting

A requirement of the Minister’s Condition of Approval D91 is:

- k) Provision of reporting of monitoring results to the Planning Secretary and Relevant Council(s) at six (6) monthly intervals.

## 2.4 Review and distribution

This 6 monthly report will be provided to the City of Parramatta Council, Cumberland Council and the Department of Planning and Environment (DPE) for information.

## 2.5 Calculating parking occupancy

Parking occupancy is defined as the ratio of number of occupied spaces to the total number of spaces available. To determine the number of spaces available, the number of available parking spaces was counted and all parking controls/ restrictions (ie: unrestricted, timed, disabled parking, loading zones etc) were recorded. To determine the number of occupied spaces, the number of parked vehicles in each street were recorded over a defined survey period.

$$\text{Parking occupancy (\%)} = \frac{\text{number of parked cars}}{\text{Number of parking spaces}}$$

## 3 CLYDE/ ROSEHILL

### 3.1 CPAS Summary

Baseline parking accumulation surveys were undertaken in February 2022 in the Clyde Rosehill area including a special event day at Rosehill Gardens Racecourse. The surveys were undertaken every hour between the hours of 7AM through to 5PM daily, covering the required times as nominated in the Ministerial Condition of Approval D91, these being peak hours, off peak hours, school drop off and pick up times, weekend periods and during special events.

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

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

### 3.2 Revised monitoring area

With the removal of parking, the survey area was substantially reduced. The extent of permanent parking removal in the Clyde Rosehill area is noted in Table 3-1.

Table 3-1: Extent of parking removal in Clyde/ Rosehill area

Location	Between		Restriction	# of spaces removed
Wentworth Street	M4 Overpass	End of road	Unrestricted	36
Kay Street	Wentworth Street	Unwin Street	No Parking 630AM-430PM M-F	21
			Unrestricted	19
Unwin Street	Kay Street	Shirley Street	No Parking 630AM-430PM M-F	52
			Unrestricted	92
			½ P 8AM-6PM Mon-Sat	5
<b>TOTAL</b>				<b>225</b>



### 3.3 Survey locations

Based on this parking removal the extent of the area to be surveyed for this report was substantially reduced, as noted on Figure 3-1 and as noted in Table 3-2.

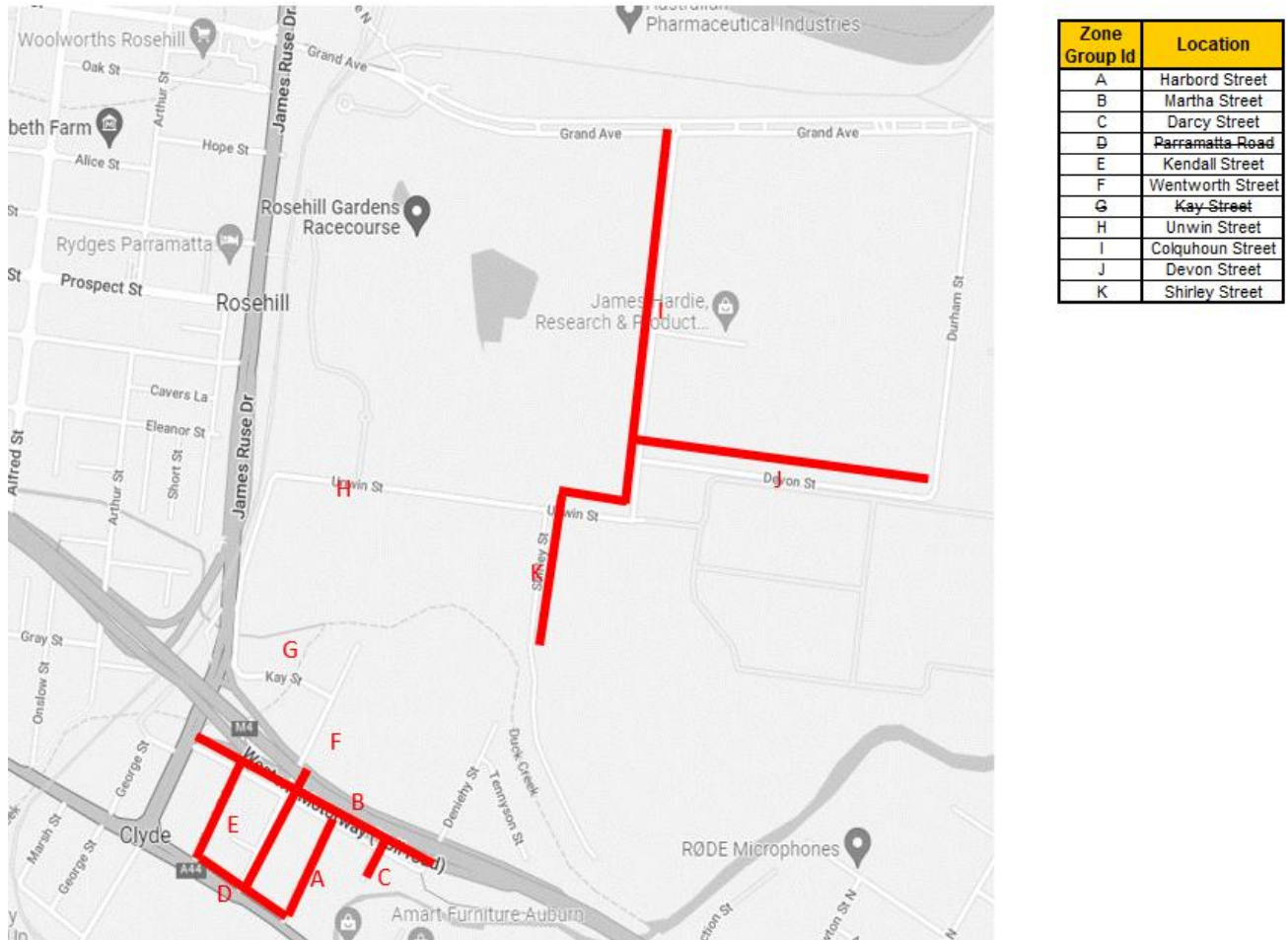


Figure 3-1: Clyde/Rosehill revised parking survey area

Table 3-2: Clyde/ Rosehill survey locations

Location	From	To
Harbord Street	Parramatta Road	Martha Street
Martha Street	James Ruse Drive	End of road
Darcy Street	Martha Street	End of road
Kendall Street	Martha Street	Parramatta Road
Wentworth Street	Parramatta Road	M4 Motorway Overpass
Unwin Street	Shirley Street	Colquhoun Street
Devon Street	Colquhoun Street	Durham Street

Location	From	To
Shirley Street	Unwin Street	End of road

### 3.4 Comparison of parking availability

#### 3.4.1 Clyde Rosehill Data Summary

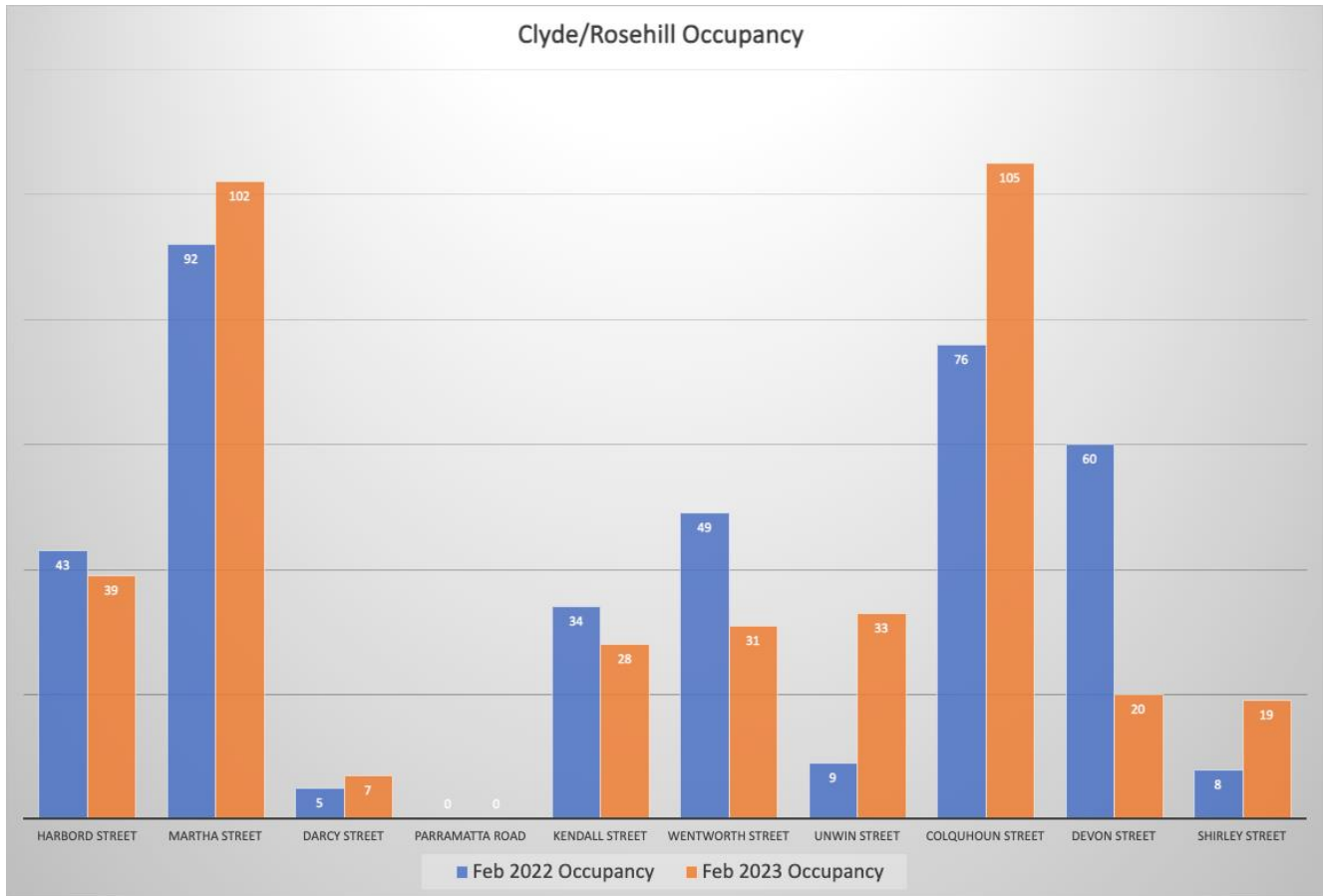
A comparison of pre-parking and post parking removal on the surround street system in the Clyde/Rosehill area for the average weekday is provided in Table 3-3. Note that due to the baseline survey being undertaken in February 2022 prior to construction works which started in mid-July 2022, the table compares the baseline data to the 6 monthly post-construction data.

The results show that the parking availability in the surrounding street system remained relatively constant with a slight rise in the Unwin St and Colquhoun St although this is also due to the adjustment in the assessment area from parking removal. It is to be noted that Unwin St where parking was removed had an extremely low occupancy.

Table 3-3: Clyde/ Rosehill average weekday occupancy

Zone Group Id	Location	Supply	Feb 2022 Occupancy		Feb 2023 Occupancy		Comments
			Number	(%)	Number	(%)	
A	Harbord Street	41	43	105%	39	95%	
B	Martha Street	116	92	79%	102	88%	
C	Darcy Street	9	5	56%	7	78%	
D	Parramatta Road	0	0	0%	0	0%	
E	Kendall Street	30	34	113%	28	93%	
F	Wentworth Street	61	49	80%	31	51%	Some parking removed as per CPAS and CTMP approval
H	Unwin Street	47	9	19%	33	70%	Some parking removed as per CPAS and CTMP approval
I	Colquhoun Street	168	76	45%	105	63%	
J	Devon Street	152	60	39%	20	13%	
K	Shirley Street	67	8	12%	19	28%	
<b>TOTAL STUDY AREA</b>		<b>691</b>	<b>376</b>	<b>54%</b>	<b>384</b>	<b>56%</b>	

Figure 3-2: Clyde/Rosehill Occupancy Comparison Graph



## 4 PARRAMATTA

### 4.1 CPAS Summary

Parking accumulation surveys were undertaken late March/ early April 2022 in the Parramatta area. The surveys were undertaken every hour between the hours of 7AM through to 5PM daily, covering the required times as nominated in the Ministerial Condition of Approval D91, these being peak hours, off peak hours, school drop off and pick up times, weekend periods and during special events. It should be noted that there were special events at the CommBank Stadium including a Music and Technology Festival and a NRL game during the dates of the survey.

The surveys undertaken confirmed that there are 307 time restricted spaces available within the survey area and no resident parking spaces are located within the CBD. The average weekday occupancy for the time restricted spaces varied between 39% and 82% leaving 112 spaces were available for use and that the maximum occupancy still provided for 57 spaces available with a varied occupancy rate of 70%-100%.

The parking surveys for the time restricted parking areas during weekends showed that the average varied between 39% and 90% providing 134 spaces available. The maximum occupancy rate varied between 50%-97% with 64 spaces available.

It should be noted that surveys of the multi storey or off street parking areas was not undertaken. The data for these was obtained from the City of Parramatta Council's CBD Parking Strategy, released in May 2021.

During the site establishment, utility works will be required on the surrounding network. The works will occupy length of road, typically at night. These short term works will require the occupation of 17 parking spaces, but these are not concurrently occupied as the occupation will be staged.

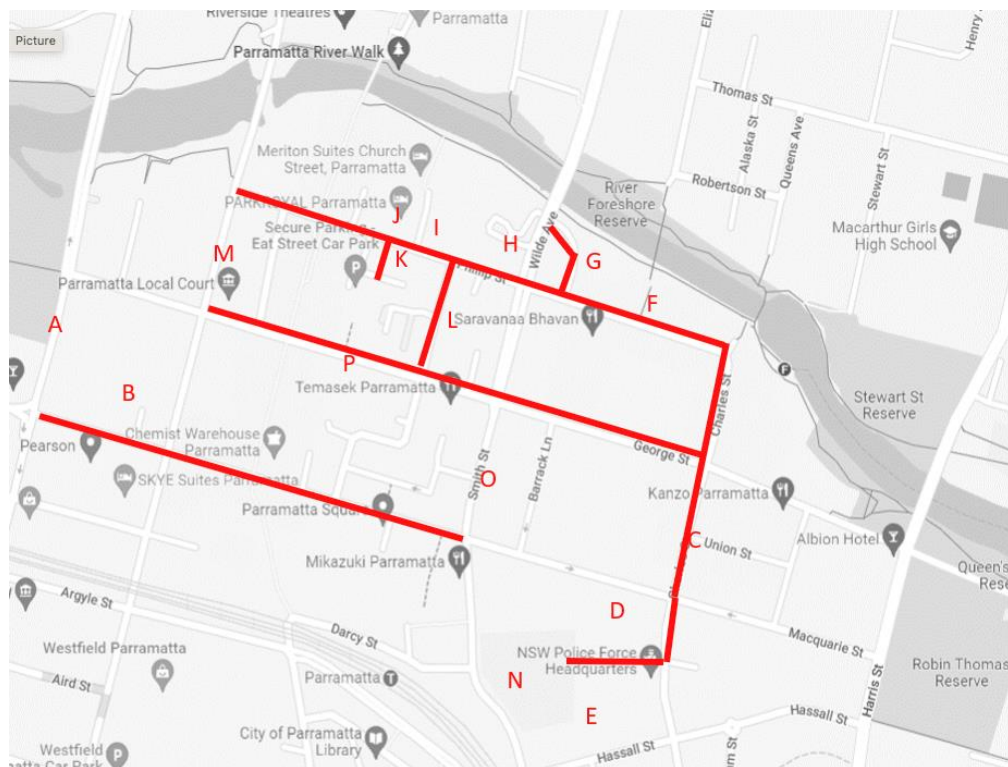
The installation of new driveways to facilitate the site operations phase of works will result in the loss of 10 parking spaces on George Street. As can be seen above these spaces can be catered for within the existing parking stock surrounding the work site.

## 4.2 Survey locations

A change to the survey area was undertaken due to a number of issues:

- There is no long term parking available within the Parramatta CBD and all parking is timed parking,
- Changes to the parking network have been implemented by Parramatta Light Rail
- The original survey showed a number of streets to not have any parking available

Therefore, the extent of the area surveyed for this report was reduced, as noted on Figure 4-1 and as noted in Table 4-1.



Zone Group Id	Location
A	O'Connell Street
B	Macquarie Street
C	Charles Street
D	Little Street
E	Hassall Street
F	Phillip Street
G	George Khattar Lane
H	Wilde Avenue
I	Dirrabarrri Lane
J	Phillip Lane
K	Erby Place
L	Horwood Place
M	Marsden Street
N	Station Street E
O	Smith Street
P	George Street

Figure 4-1: Parramatta revised parking survey area

Table 4-1: Parramatta survey locations

Location	From	To
Macquarie Street	O'Connell Street	Smith Street
Charles Street	Phillip Street	Little Street
Little Street	Charles Street	End of road
Phillip Street	Marsden Street	Charles Street
George Khattar Lane	Phillip Street	Wilde Avenue
Erby Place	Phillip Street	End of road

Location	From	To
Horwood Place	Phillip Street	George Street
George Street	Charles Street	Marsden Street

## 4.3 Comparison of parking availability

### 4.3.1 Parramatta Parking Data Summary

A comparison of parking on the surround street network in the Parramatta area for the peak weekday is provided in Table 4-2. Note that due to the baseline survey being undertaken in March 2022 prior to construction works which started in mid-July 2022, the table compares the baseline data to the 6 monthly post-construction data..

The results show that the parking availability in the surrounding street system remained relatively constant.

Table 4-2: Parramatta average weekday occupancy

Zone Group Id	Location	Supply	Mar 2022 Occupancy		Feb 2023 Occupancy	
			Number	(%)	Number	(%)
B	Macquarie Street	43	33	77%	37	86%
C	Charles Street	60	29	48%	32	53%
D	Little Street	39	35	90%	33	85%
F	Phillip Street	91	59	65%	61	67%
G	George Khattar Lane	20	16	80%	17	85%
K	Erby Place	3	2	67%	2	67%
L	Horwood Place	34	31	91%	29	85%
P	George Street	78	46	59%	46	59%
<b>TOTAL STUDY AREA</b>		<b>368</b>	<b>251</b>	<b>68%</b>	<b>257</b>	<b>70%</b>

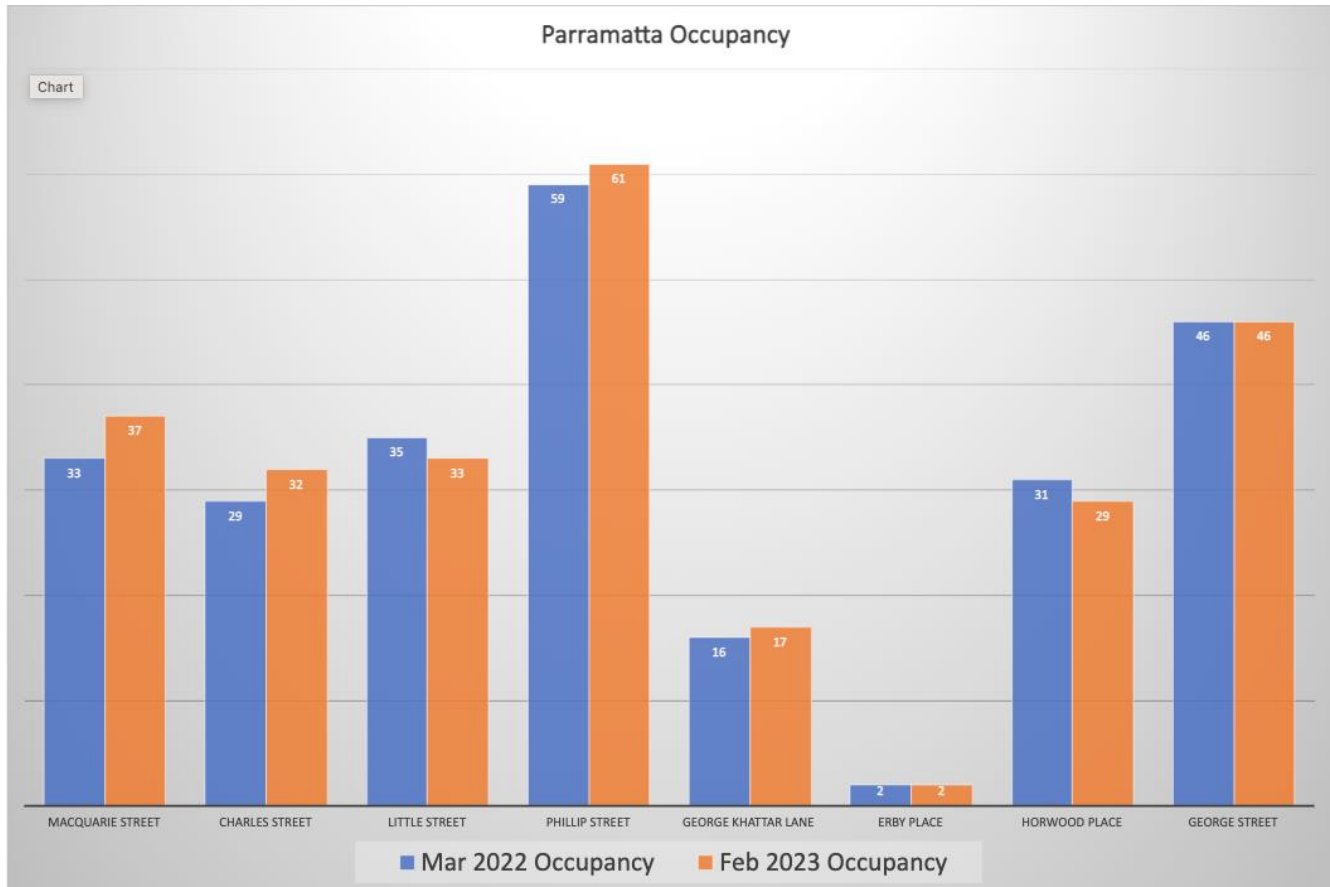


Figure 4-2: Parramatta Occupancy Comparison Graph

## 5 WESTMEAD

### 5.1 CPAS Summary

Baseline parking accumulation surveys were undertaken in February 2022 in the Westmead area. The surveys were undertaken every hour between the hours of 7AM through to 5PM daily, covering the required times as nominated in the Ministerial Condition of Approval D91, these being peak hours, off peak hours, school drop off and pick up times, weekend periods and during special events. It should be noted that there were no special events and that there does not seem to be any special events in the area that would impact parking.

The surveys undertaken confirmed that there are 728 unrestricted spaces available within the survey area and a total of 914 timed resident parking spaces. The average weekday occupancy for the unrestricted spaces showed that 405 spaces were available for use and that the maximum occupancy still provided for 361 spaces available. For the resident parking the average weekday occupancy showed that on average there were 545 spaces available and that when the maximum occupancy was used there were still 447 spaces available.

The parking surveys for the unrestricted parking areas during weekdays show significant occupation rates closer to the Westmead medical area, Westmead rail station and the shopping centre on Hawkesbury Road. The outcome was similar to the survey results of the timed parking associated with resident parking schemes during the week with the highest occupancy rate near the Westmead medical area. South of the rail line, the timed parking became less occupied.

For the weekend, the occupancy for both unrestricted and timed resident parking was the same as for the weekday.

During the local area works for the site operations phase of works in mid Feb 2023, a total of twelve (12) parking spaces will be removed, all of which are timed resident parking spaces. However, GLC will remove the existing driveways on Bailey Street and Hawkesbury Road which are no longer required due to the demolition works (undertaken by others) and reinstate the kerb lines to provide eight (8) spaces in total. Thus, the total number of spaces to be removed is four (4).

### 5.2 Revised monitoring area

With the approved yet to implement removal of parking, the survey area was substantially reduced. The extent of permanent parking removal in the Westmead area is noted in Table 5-1. It should be noted that all redundant driveways on Bailey Street and Hawkesbury Road will be reinstated providing an extra 7 spaces making for a total loss of parking of 4 spaces only.

Table 5-1: Extent of parking removal in the Westmead area

Location	Between		# of spaces removed
Hassall Street	Alexandra Avenue	Bailey Street	7
Hawkesbury Road	Bailey Street	Alexandra Avenue	4



### 5.3 Survey locations

Based on this minor parking removal the extent of the area to be surveyed for this report was reduced, as noted on Figure 5-1 and as noted in Table 5-2.

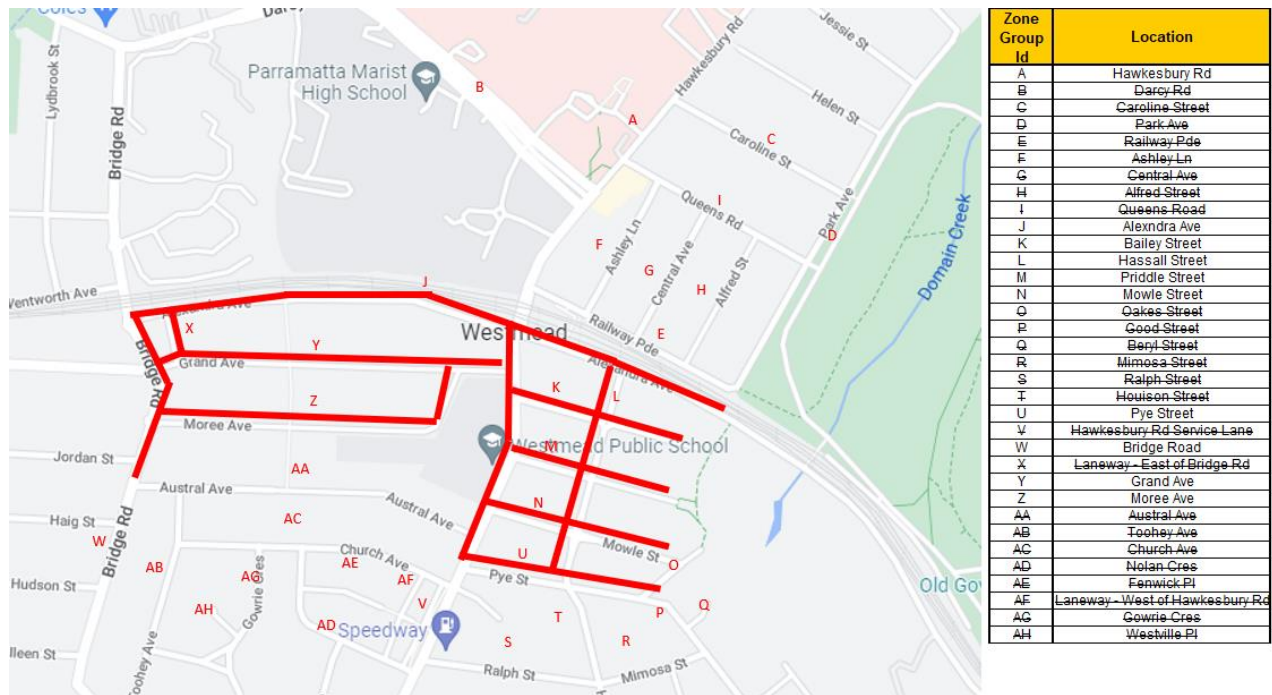


Figure 5-1: Westmead revised parking survey area

Table 5-2: Westmead survey locations

Location	From	To
Hawkesbury Road	Alexandra Avenue	Pye Street
Alexandra Avenue	Pemulwuy Reserve	Bridge Road
Bailey Street	Hawkesbury Road	Pemulwuy Reserve
Hassall Street	Alexandra Avenue	Pye Street
Priddle Street	Hawkesbury Road	Pemulwuy Reserve
Mowle Street	Hawkesbury Road	Oakes Street
Pye Street	Good Street	Hawkesbury Road
Bridge Road	Austral Avenue	Alexandra Avenue
Grand Avenue	Hawkesbury Road	Bridge Road
Moree Avenue	Grand Avenue	Bridge Road

## 5.4 Comparison of parking availability

### 5.4.1 Westmead Parking Data Summary

A comparison of parking on the surrounding road network in the Westmead area for the peak weekday is provided in Table 5-.3. Note that due to the baseline survey being undertaken in February 2022 prior to construction works which started in mid-July 2022, the table compares the baseline data to the 6 monthly post-construction data.

The results show that the parking availability in Hassall St was the largest driver for this slight change although there is still over 26% capacity available in Hassall St and very low occupancy once you go south of Priddle St.

Table 5-.3: Westmead average weekday occupancy

Zone Group Id	Location	Supply	Feb 2022 Occupancy		Feb 2023 Occupancy	
			Number	(%)	Number	(%)
A	Hawkesbury Rd	36	2	6%	0	0%
J	Alexandra Ave	139	97	70%	107	77%
K	Bailey St	58	31	53%	38	66%
L	Hassall St	35	13	37%	26	74%
M	Priddle St	39	17	44%	25	64%
N	Mowle St	57	13	23%	8	14%
U	Pye St	53	6	11%	8	15%
W	Bridge Rd	24	8	33%	5	21%
X	Laneway	0	0	0%	0	0%
Y	Grand Ave	86	21	24%	27	31%
Z	Moree Ave	107	22	21%	22	21%
<b>TOTAL STUDY AREA</b>		<b>634</b>	<b>230</b>	<b>36%</b>	<b>266</b>	<b>42%</b>

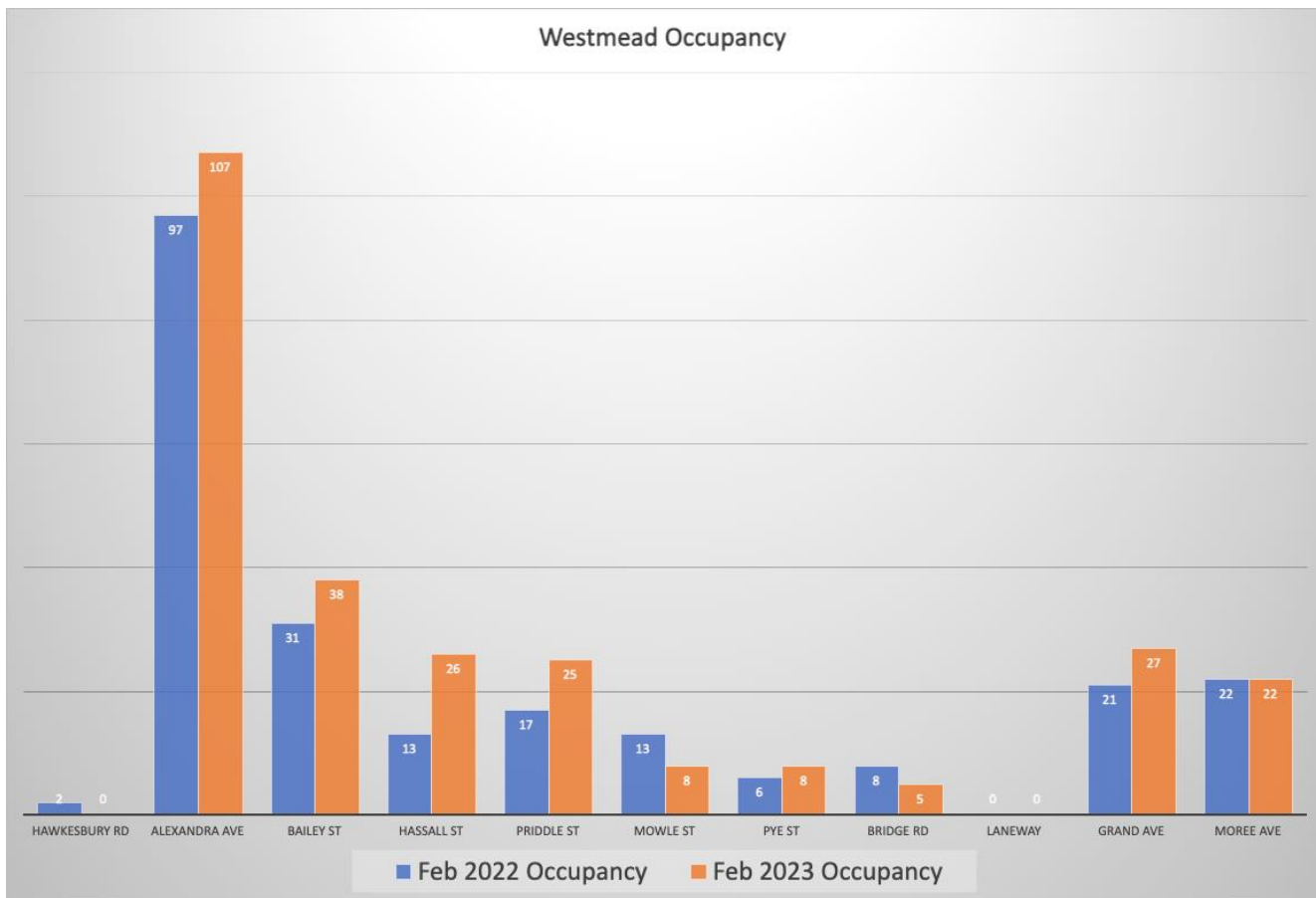


Figure 5-2: Westmead Occupancy Comparison Graph

## 6 COMMUNITY

A review of the complaints received for each location since the parking removal is provided in Table 6-1

Table 6-1: Complaints regarding parking

Location	Date	Complainant	Issue
Hassall/Bailey Street Westmead	14/10/2022	Anonymous	Workers holding carparks in Hassall and Bailey Street, Westmead using bollards

Summarise the complaints per area as per below:

One (1) complaint was received from a resident in Westmead due to workers using bollards to hold carparking on Hassall Street and Bailey Street. In relation to this event, the Place Manager reviewed the current notification and signage to confirm the parking removal was included. The site team was contacted to investigate the complaint and found that trucks were waiting on Bailey Street for the entry gate to open before going into site, it is predicted that the truck may have waited 10-15 seconds while this occurred. Parking will only be removed if it is applied for and has an approved council permit.

## 7 CONCLUSION

This 6 monthly report reviewed the impact of the project on parking availability of the surrounding street of the Project. It compares the results of the baseline surveys undertaken prior to the parking being removed by the project to the results of the surveys after parking was removed.

The parking was removed on Unwin St, Wentworth St and Kay St's in February 2023. As noted in the report, parking availability decreased on Unwin St and Colquhoun St post parking removal although it was noted that the areas that did have the parking removed were extremely low occupancy causing the increase in percentage. All other sites had minimal change in occupancy due to approved parking changes yet to be implemented.

A review of the community complaints regarding parking was also undertaken which showed one (1) complaint received in Westmead. The complaint did not relate to any changes in the parking restrictions but was a local issue that was dealt with onsite.

Overall, the removal of parking at the Clyde/Rosehill site has little impact to the availability of parking in the area. All other areas remained similar to previous assessments.

The monitoring for this reporting period has confirmed the effectiveness of the current CPAS and associated mitigation measures.