

CONSTRUCTION PARKING AND ACCESS STRATEGY 6 MONTHLY REPORT

Sydney Metro West – Western Tunnelling Package

All sites

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A	21 Feb 2023	Submission for Information
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Action Type	Position	Name	Signature	Date Signed
Prepared by	Traffic Manager			21 June 2023
Reviewed by	Logistics Project Manager			21 June 2023
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 June 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) months 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 initially undertaken in 2022, and then February 2023 for the first CPAS 6-monthly report submitted on the 21 February 2023 (Rev A). This CPAS 6-monthly report (Rev B) includes the latest surveys that have been undertaken in June 2023 at 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 CPAS and Construction Traffic Management Plans (CTMPs). 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, e.g. no stopping or no parking.

1.1 Clyde/ Rosehill

The daytime parking assessments in the Clyde/Rosehill area have risen from 56% to 59% occupancy throughout the area since the last survey. 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.

1.2 Parramatta

The daytime parking assessments in the Parramatta area has reduced from 70% to 68% occupancy throughout the area since the last survey. There are no areas within the assessment that have seen a major increase in occupancy. An increase in parking in Charles St was the largest increase in occupancy although there is still over 28% capacity available in Charles St.

1.3 Westmead

The daytime parking assessments in the Westmead area have risen from 42% to 46% occupancy throughout the area since the last survey. An increase in parking in Mowle St was the largest driver for this slight change although there is still over 61% capacity available in Mowle St. On the last 6 monthly report Hassall St was the driver for increased occupancy although this time around dropped from 74% to only 51%.

2 INTRODUCTION

2.1 Context

The 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 MCoA D91 is:

- k) Provision of reporting of monitoring results to the Planning Secretary and Relevant Council(s) at six (6) monthly intervals. This will be the third report carried out on the sites

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 MCoA 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 for this report 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
TOTAL				225

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.

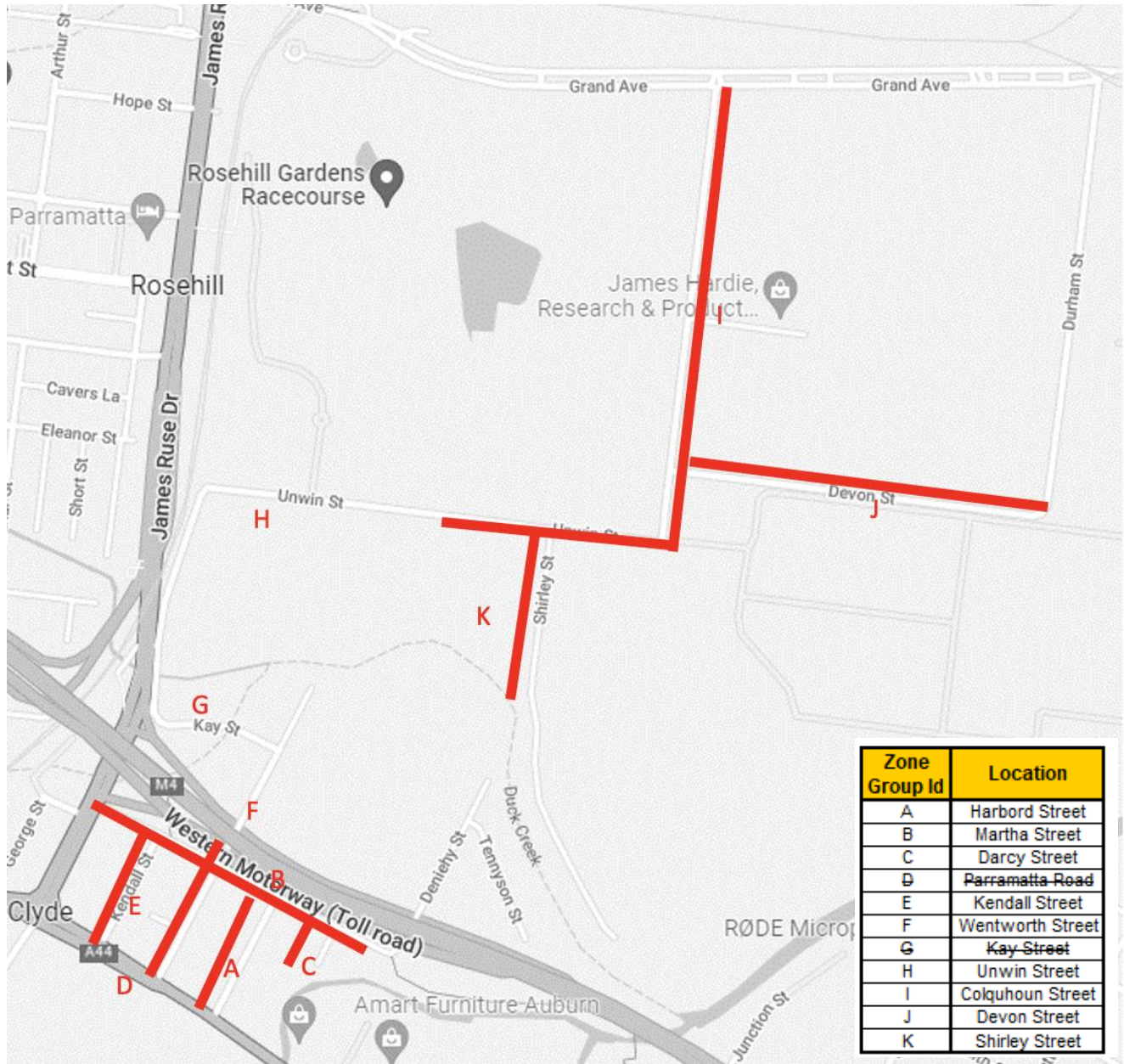


Figure 3-1: Clyde/Rosehill revised parking survey area

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
Colquhoun St	Unwin Street	Grand Avenue
Devon Street	Colquhoun Street	Durham Street
Shirley Street	Unwin Street	End of road

3.4 Comparison of parking availability

3.4.1 Clyde Rosehill Data Summary

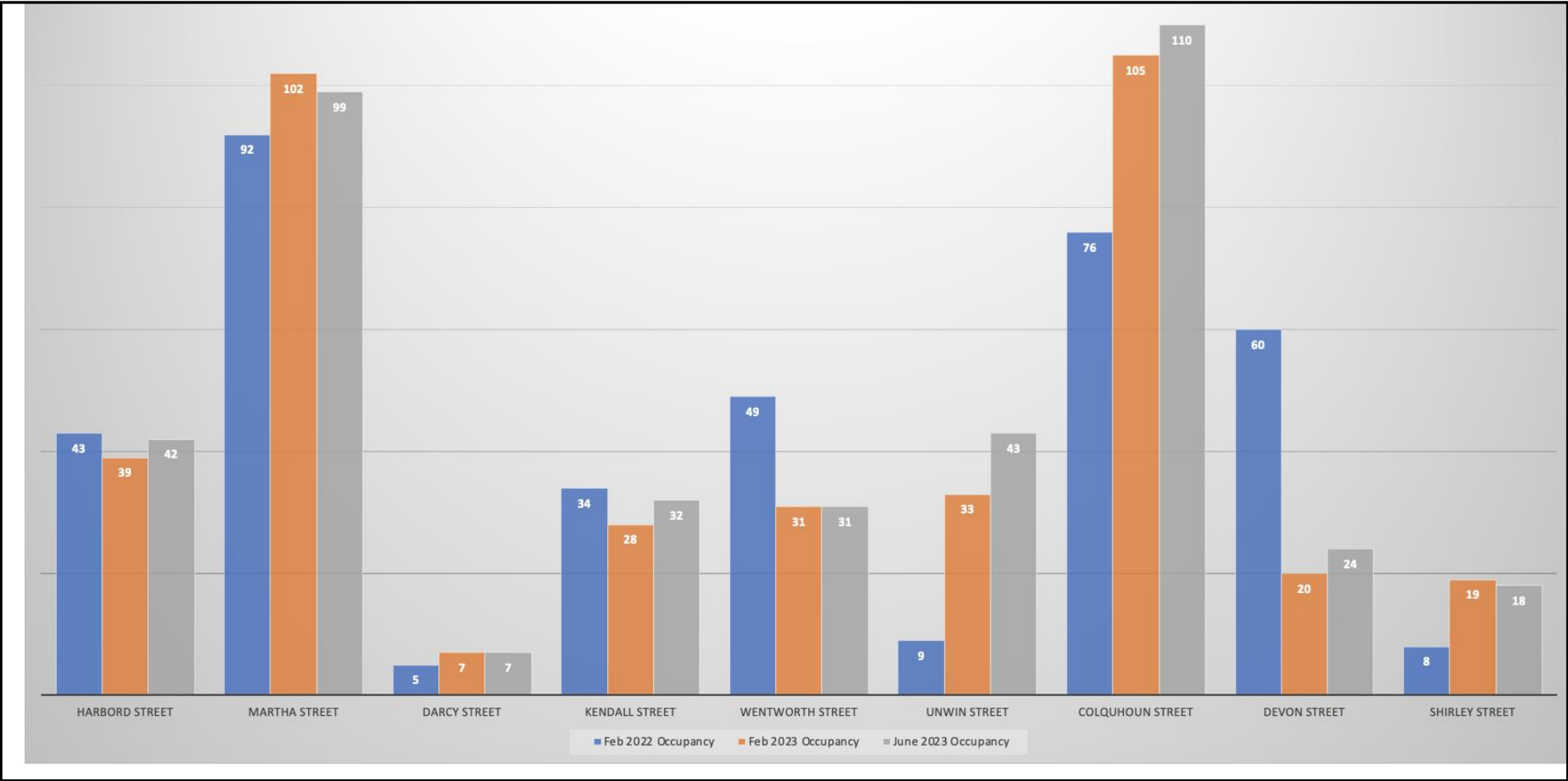
A comparison of pre-parking and post-parking removal on the surround street system in the Clyde/ Rosehill area for the average weekday is provided in Table 3-3. Note that due to the baseline survey being undertaken in February 2022 prior to construction works which started in mid-July 2022, the table compares the baseline data to the 6 monthly post-construction data taken for the last two reports. The occupancy increase between the baseline, February 2023 and the current levels (June 2023) is very minimal.

The results show that the parking availability in the surrounding street system remained relatively constant with a rise again in the Unwin St and Colquhoun St occupancy numbers.

Table 3-3: Clyde/ Rosehill average weekday occupancy

Zone Group Id	Location	Supply	Feb 2022 Occupancy		Feb 2023 Occupancy		June 2023 Occupancy	
			Number	(%)	Number	(%)	Number	(%)
A	Harbord Street	41	43	105%	39	95%	42	102%
B	Martha Street	116	92	79%	102	88%	99	85%
C	Darcy Street	9	5	56%	7	78%	7	78%
E	Kendall Street	30	34	113%	28	93%	32	107%
F	Wentworth Street	61	49	80%	31	51%	31	51%
H	Unwin Street	47	9	19%	33	70%	43	91%
I	Colquhoun Street	168	76	45%	105	63%	110	65%
J	Devon Street	152	60	39%	20	13%	24	16%
K	Shirley Street	67	8	12%	19	28%	18	27%
TOTAL STUDY AREA		691	376	54%	384	56%	406	59%

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 MCoA 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 baseline parking surveys undertaken in March/early April 2022 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 baseline parking surveys undertaken in March/early April 2022 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.

The changed survey areas showed a supply of 365 spaces and an occupancy of 249 which has reduced from the last report of 255 occupancy.

During the site operations, utility works will be required on the surrounding network. The works will occupy a length of road, typically at night. These short term works may require the occupation of parking spaces.

The installation of new driveways to facilitate the site operations phase of works has resulted in the loss of 10 parking spaces on George Street since the last survey. 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.

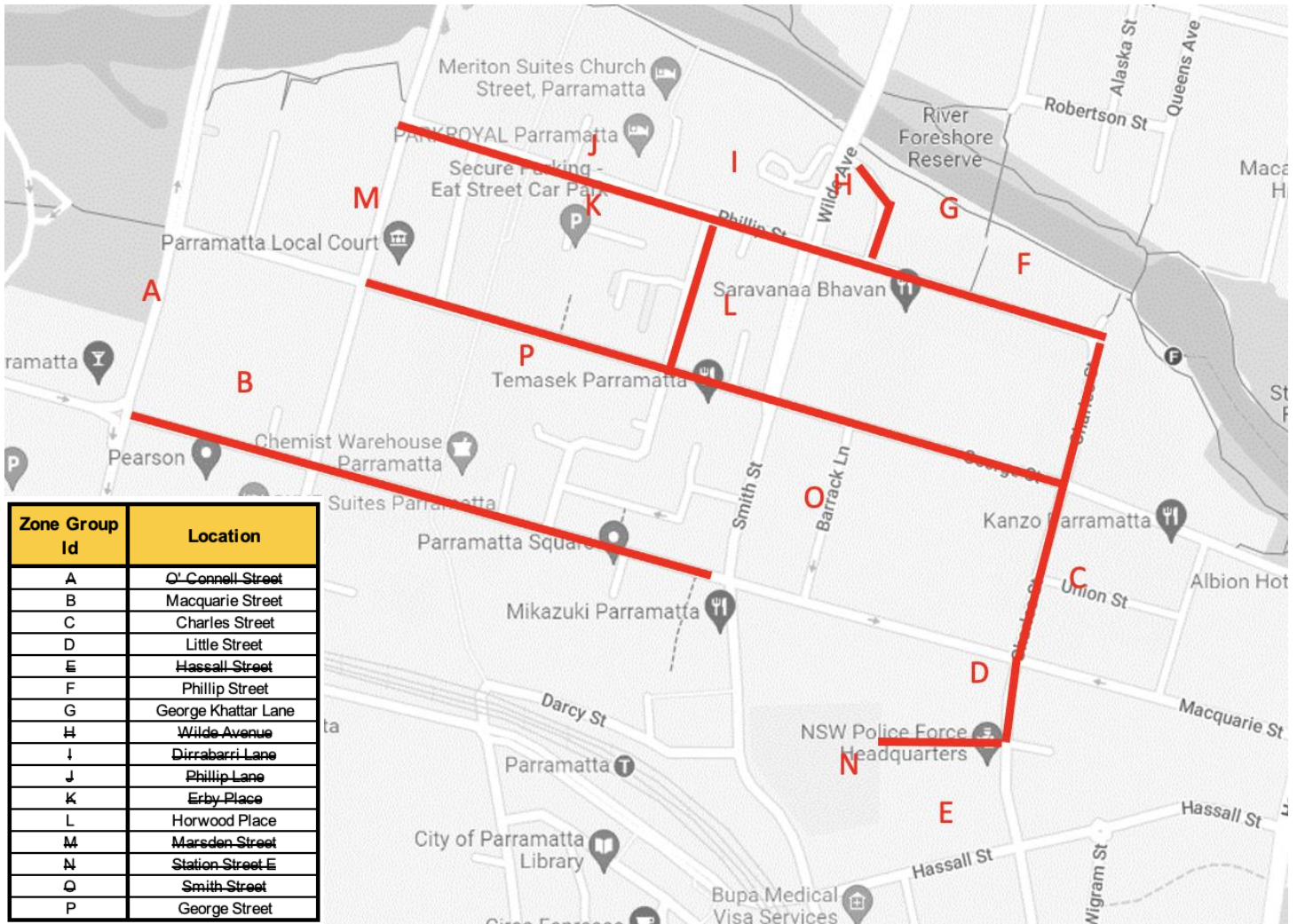


Figure 4-1: Parramatta revised parking survey area

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
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 surrounding 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		June 2023 Occupancy	
			Number	(%)	Number	(%)	Number	(%)
B	Macquarie Street	43	33	77%	37	86%	42	98%
C	Charles Street	60	29	48%	32	53%	43	72%
D	Little Street	39	35	90%	33	85%	34	87%
F	Phillip Street	91	59	65%	61	67%	64	70%
G	George Khattar Lane	20	16	80%	17	85%	14	70%
L	Horwood Place	34	31	91%	29	85%	32	94%
P	George Street	78	46	59%	46	59%	20	26%
TOTAL STUDY AREA		365	249	68%	255	70%	249	68%

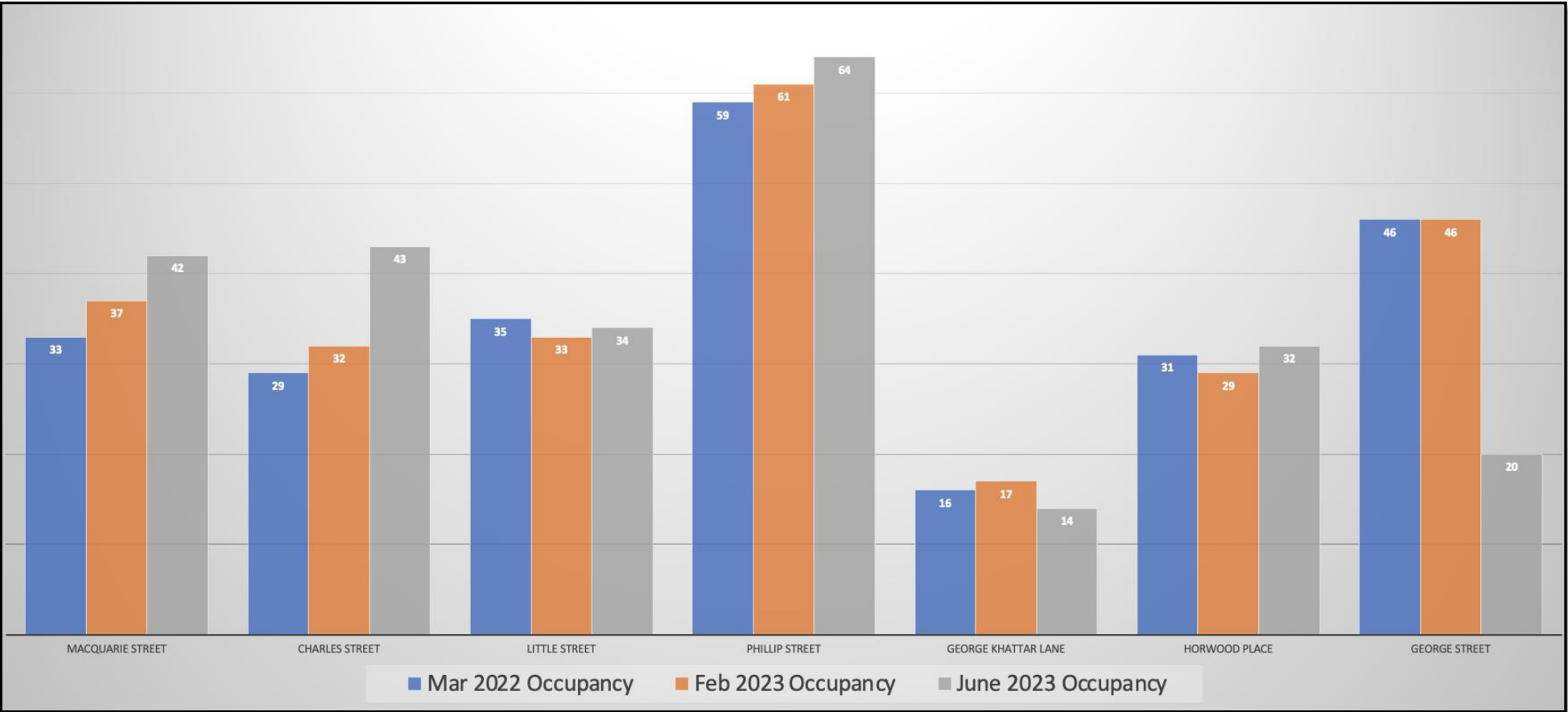


Figure 4-2: Parramatta Occupancy Comparison Graph

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 MCoA 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 baseline surveys undertaken in February 2022 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. With the reduced survey area around Westmead there was a total of 634 spaces available and only 290 of the spaced occupied with an increase in occupancy of 24 spaces since the last report.

The baseline surveys undertaken in February 2022 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, a total of eleven (11) parking spaces have been 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 and reinstate the kerb lines to provide seven (7) spaces in total. Thus, the total number of spaces to be removed is four (4).

5.2 Revised monitoring area

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.

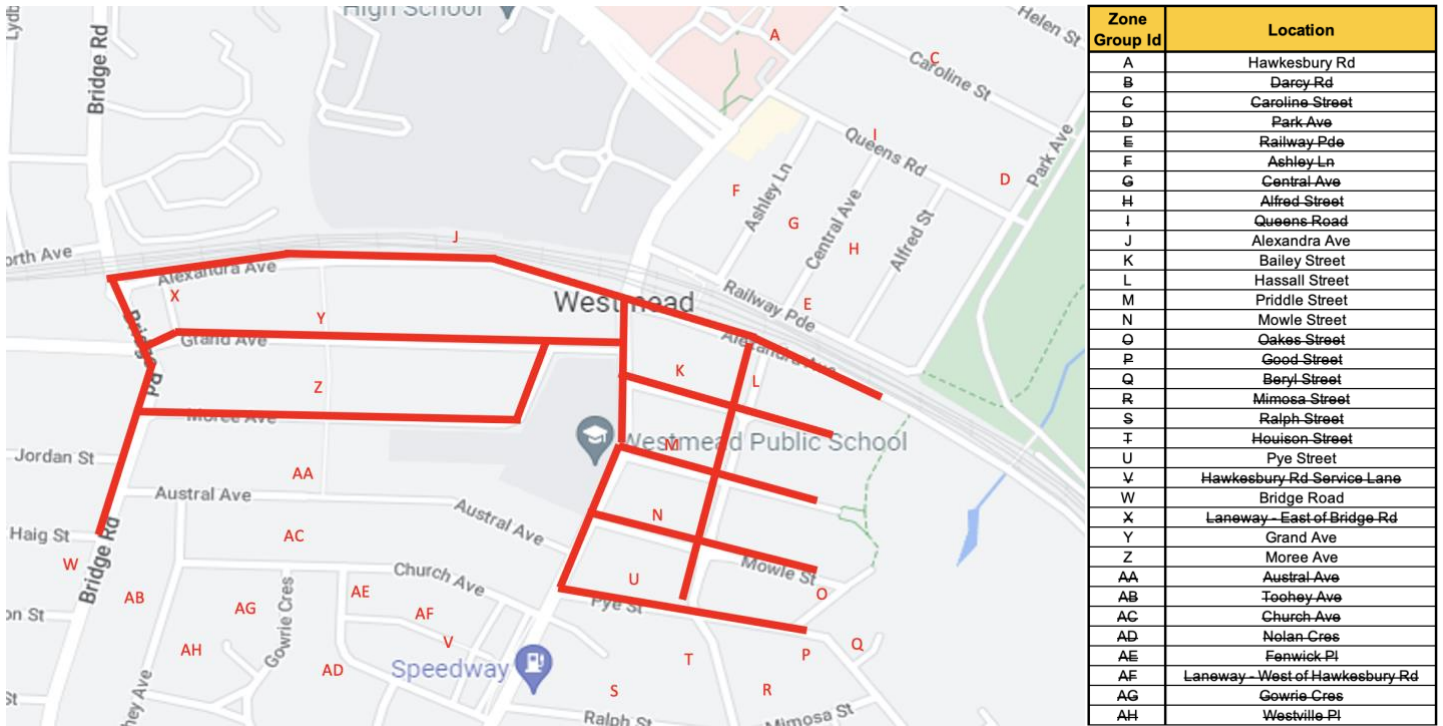


Figure 5-1: Westmead revised parking survey area

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 Mowle St was the largest driver for this slight change although there is still over 61% capacity available in Mowle St and very low occupancy once you go west of Hawkesbury Rd.

Table 5-.3: Westmead average weekday occupancy

Zone Group Id	Location	Supply	Feb 2022 Occupancy		Feb 2023 Occupancy		June 2023 Occupancy	
			Number	(%)	Number	(%)	Number	(%)
A	Hawkesbury Rd	36	2	6%	0	0%	3	8%
J	Alexandra Ave	139	97	70%	107	77%	113	81%
K	Bailey St	58	31	53%	38	66%	48	83%
L	Hassall St	35	13	37%	26	74%	18	51%
M	Priddle St	39	17	44%	25	64%	21	54%
N	Mowle St	57	13	23%	8	14%	22	39%
U	Pye St	53	6	11%	8	15%	12	23%
W	Bridge Rd	24	8	33%	5	21%	4	17%
Y	Grand Ave	86	21	24%	27	31%	21	24%
Z	Moree Ave	107	22	21%	22	21%	28	26%
TOTAL STUDY AREA		634	230	36%	266	42%	290	46%

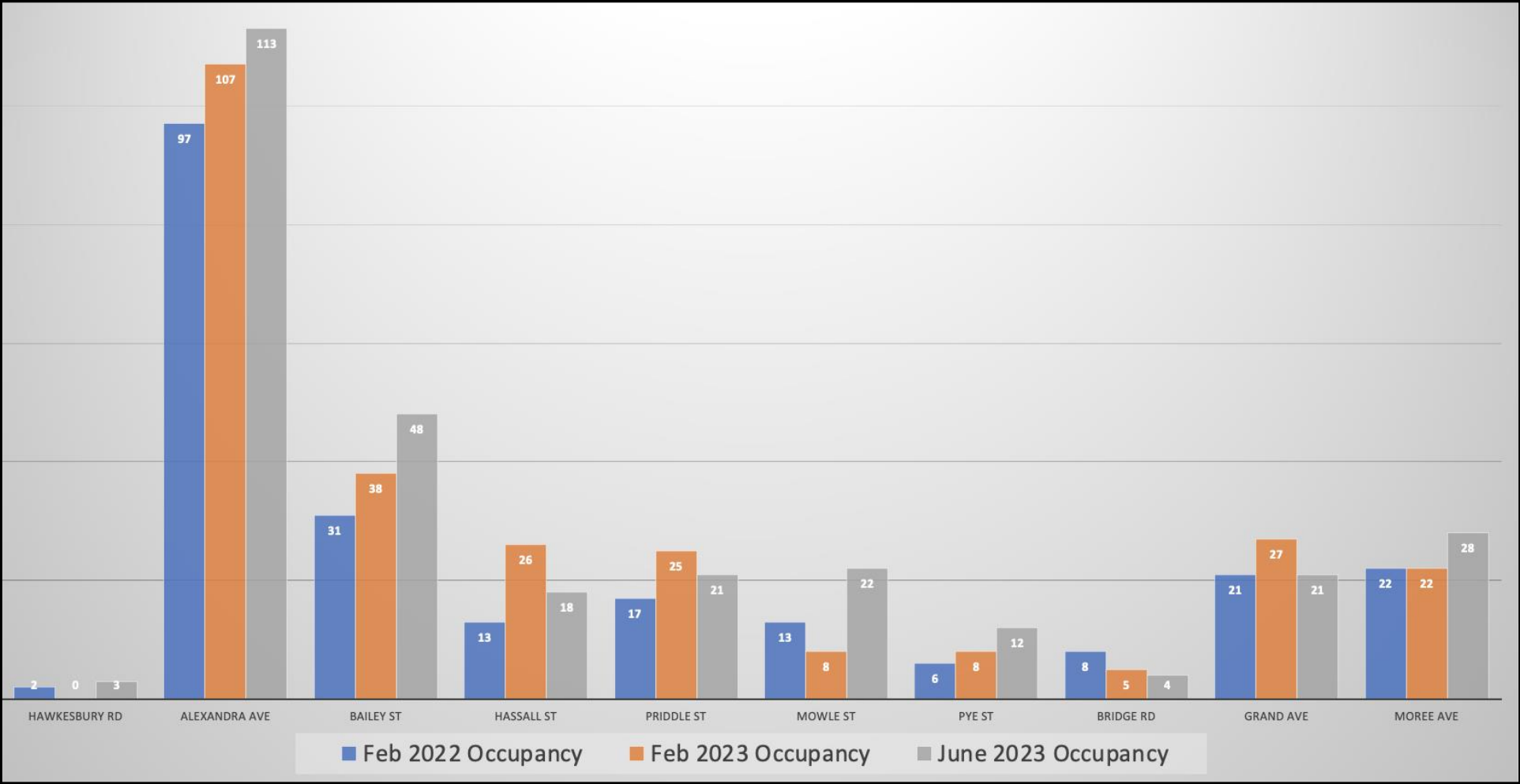


Figure 5-2: Westmead Occupancy Comparison Graph

6 COMMUNITY

There were no complaints received for each location since the previous 6 monthly report.

Table 6-1: Complaints regarding parking

Location	Date	Complainant	Issue
Nil	-	-	-

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. All sites had minimal change in occupancy due to approved parking changes that have been implemented.

With no community complaints regarding parking during the reporting period, it shows there is minimal to no impact on the community parking in the areas surrounding the sites.

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