

CONSTRUCTION PARKING AND ACCESS STRATEGY 6 MONTHLY REPORT

Sydney Metro West – Western Tunnelling Package

All sites

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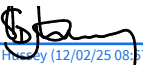
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A	21 Feb 2023	Submission for Information – Baseline Survey
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Document Authorisation

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<p>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.</p> <p>I hereby approve this activity to commence, as the stated controls applications are the most appropriate and are in accordance with the Risk Matrix.</p>				
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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.

Table of Contents

Document Details	2
Revision History	2
Document Authorisation	2
1 EXECUTIVE SUMMARY	5
1.1 Clyde/ Rosehill	5
1.2 Parramatta.....	5
1.3 Westmead	5
2 INTRODUCTION.....	6
2.1 Context.....	6
2.2 Project Description	6
2.3 Six Monthly reporting.....	7
2.4 Review and distribution.....	7
2.5 Calculating parking occupancy	7
3 CLYDE/ ROSEHILL	8
3.1 CPAS Summary	8
3.2 Revised monitoring area.....	8
3.3 Survey locations	9
3.4 Comparison of parking availability	10
3.4.1 Clyde Rosehill Data Summary	10
4 PARRAMATTA	13
4.1 CPAS Summary	13
4.2 Survey locations	14
4.3 Comparison of parking availability	15
4.3.1 Parramatta Parking Data Summary	15
5 WESTMEAD	18
5.1 CPAS Summary	18
5.2 Revised monitoring area.....	18
5.3 Survey locations	19
5.4 Comparison of parking availability	20
5.4.1 Westmead Parking Data Summary.....	20
6 COMMUNITY	22
7 CONCLUSION	23

List of Tables

Table 3-1: Extent of parking removal in Clyde/ Rosehill area..... 8

Table 3-2 Clyde/Rosehill Parking zones 9

Table 3-3: Clyde/ Rosehill survey locations 10

Table 3-4Clyde/ Rosehill average weekday occupancy 11

Table 4-1 Parramatta Parking zones 14

Table 4-2 Parramatta Survey locations..... 15

Table 4-3: Parramatta average weekday occupancy 16

Table 5-1: Extent of parking removal in the Westmead area..... 18

Table 5-2 Westmead Parking zones..... 19

Table 5-3: Westmead survey locations 20

Table 5-4 Westmead average weekday occupancy..... 20

Table 6-1: Complaints regarding parking and access 22

List of Figures

Figure 3-1 - Clyde/Rosehill Zone survey map..... 9

Figure 3-2 : Clyde/Rosehill Occupancy Comparison Graph 12

Figure 4-1: Parramatta revised parking survey area 14

Figure 4-2 Parramatta Occupancy Comparison Graph 17

Figure 5-1: Westmead revised parking survey area..... 19

Figure 5-2: Westmead Occupancy Comparison Graph..... 21

1 EXECUTIVE SUMMARY

In accordance with Minister's Condition of Approval (MCoA) D91(k), this report has been prepared to present the result of the 6-monthly monitoring undertaken to determine the effectiveness of the mitigation measures that the Project has implemented in response to parking and access related impacts. 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 again in:

- February 2023 for the first CPAS 6-monthly report submitted on the 21ST February 2023 (Rev A).
- June 2023 for the second CPAS 6-monthly report submitted on the 21ST June 2023 (Rev B).
- December 2023 for the third CPAS 6-monthly report submitted on the 1ST February 2024 (Rev C).
- July 2024 for the fourth CPAS 6-monthly report submitted on the 31st July 2024 (Rev D).
- December 2024 for the fifth CPAS 6-monthly report (Rev E) (this report)

This report now includes the latest surveys that have been undertaken in December 2024 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 consider parking that is neither disabled parking, loading zones, taxi zones or parking by exception, e.g. no stopping or no parking zones.

1.1 Clyde/ Rosehill

The daytime parking occupancy in the Clyde/Rosehill area has been recorded as the same from the July 2024 survey with 44%. All Streets surveyed remained reasonably consistent with previous assessments. No significant increase or decreases in numbers were observed.

1.2 Parramatta

The daytime parking occupancy in the Parramatta area has slightly reduced from 65% to 62% since the July 2024 survey. There are no areas within the assessment that have seen a major increase in occupancy. A decrease in parking in Phillips St was observed. This can be attributed to a work zone implemented on the south side between Charles Street and Smith Street. This work zone would equate to approximately 8 spaces. All Streets surveyed remained reasonably consistent with prior volumes across all CPAS 6 monthly reviews.

1.3 Westmead

The daytime parking occupancy in the Westmead area has remained consistent from 49% to 48% since the July 2024 survey. All Streets surveyed remained reasonably consistent with prior volumes across all CPAS 6 monthly reviews.

2 INTRODUCTION

2.1 Context

Site specific CPAS were prepared for the Western Tunnelling Package Clyde/ Rosehill, Parramatta and Westmead construction sites to address the requirements of the MCoA D91, 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. Minor supportive works will occur at SOP to retrieve the TBM including for example spoil load out and concreting.

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 fifth 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, Housing and Infrastructure (DPHI) (formerly 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 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

The extent of the area surveyed for this report (Rev E) was the same as in July 2024, as noted on figure 3-1 and table 3-2 below

Clyde/Rosehill Zone Map

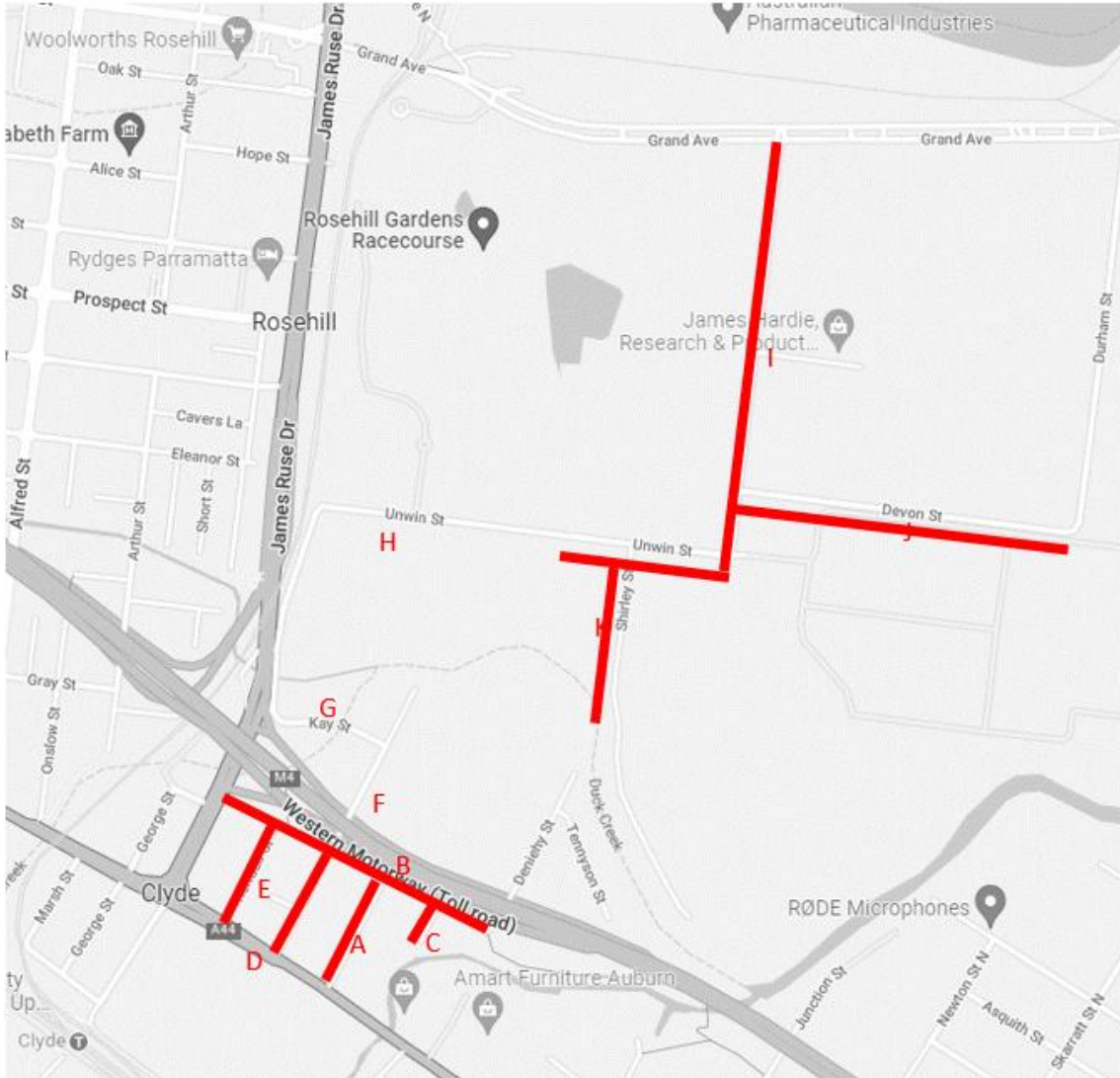


Figure 3-1 - Clyde/Rosehill Zone survey map

Zone Group Id	Location
A	Harbord Street
B	Martha Street
C	Darcy Street
D	Parramatta Road
E	Kendall Street
F	Wentworth Street
G	Kay Street
H	Unwin Street
I	Colquhoun Street
J	Devon Street
K	Shirley Street

Table 3-2 Clyde/Rosehill Parking zones

Table 3-3: 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 surrounding street system in the Clyde/ Rosehill area for the average weekday is provided in table 3-4. 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 four reports. The occupancy decrease between the baseline, February 2023, June 2023, December 2023, July 2024 and the current levels (December 2024) is negligible.

The results show that parking availability in the surrounding street system remained relatively consistent with all streets in the survey area.

Table 3-4Clyde/ Rosehill average weekday occupancy

Zone Group Id	Location	Supply	Average Occupancy (%)	Maximum Occupancy (%)	Feb 2022 Occupancy		Feb 2023 Occupancy		June 2023 Occupancy		Dec 2023 Occupancy		July 2024 Occupancy		Dec 2024 Occupancy	
					Number	(%)	Number	(%)	Number	(%)	Number	(%)	Number	(%)	Number	(%)
A	Harbord Street	41	90%	105%	43	105%	39	95%	42	102%	39	95%	34	83%	28	68%
B	Martha Street	116	76%	97%	92	79%	102	88%	99	85%	112	97%	101	87%	94	81%
C	Darcy Street	9	44%	67%	5	56%	7	78%	7	78%	9	100%	8	89%	7	78%
E	Kendall Street	30	107%	127%	34	113%	28	93%	32	107%	25	83%	34	113%	32	107%
F	Wentworth Street	61	58%	73%	49	80%	31	51%	31	51%	61	100%	25	41%	35	57%
H	Unwin Street	47	9%	14%	9	19%	33	70%	43	91%	44	94%	12	26%	21	45%
I	Colquhoun Street	168	48%	59%	76	45%	105	63%	110	65%	173	103%	44	26%	50	30%
J	Devon Street	152	35%	52%	60	39%	20	13%	24	16%	28	18%	20	13%	19	13%
K	Shirley Street	67	12%	22%	8	12%	19	28%	18	27%	64	96%	23	34%	18	27%
TOTAL STUDY AREA		691	42%	100%	376	54%	384	56%	406	59%	555	80%	301	44%	304	44%

Clyde/Rosehill Occupancy

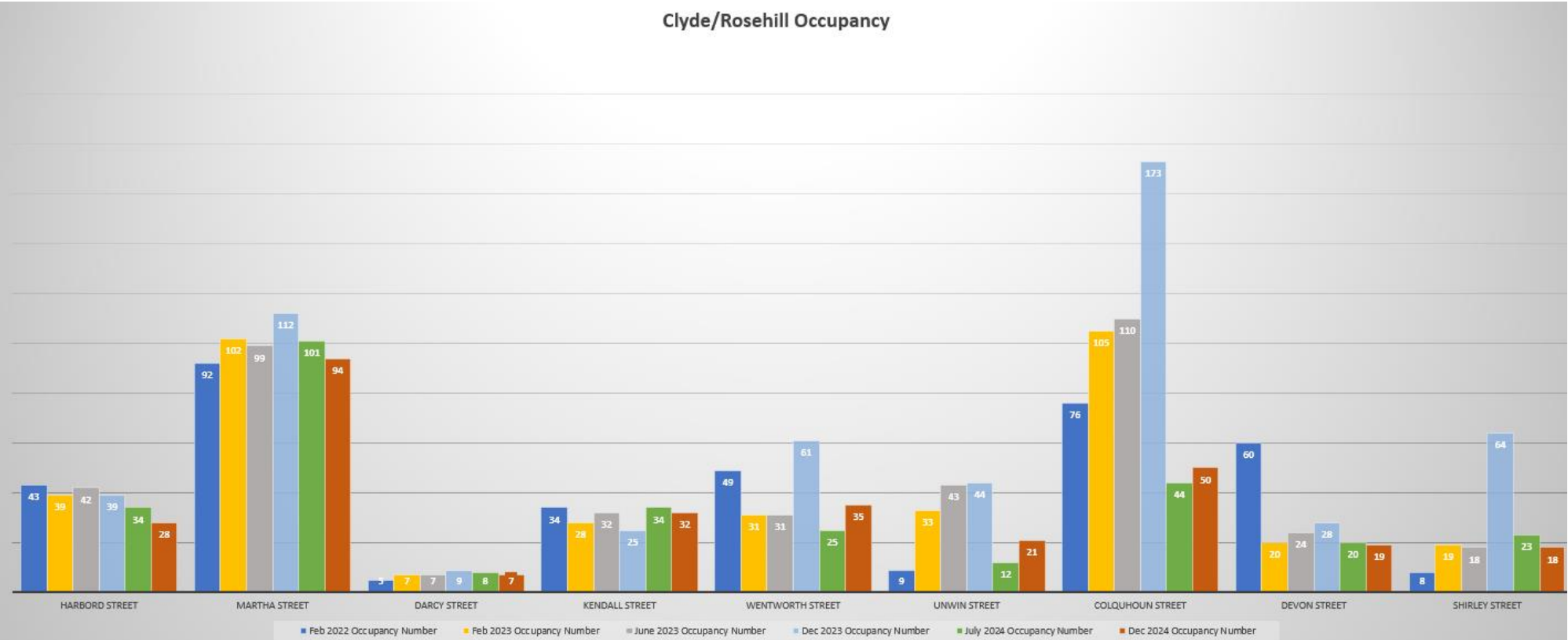


Figure 3-2 : Clyde/Rosehill Occupancy Comparison Graph

4 PARRAMATTA

4.1 CPAS Summary

Baseline 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 CPAS, 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 during the dates of the initial baseline survey.

The baseline parking surveys confirmed that there are 307-time restricted spaces available within the survey area and no resident parking spaces are located within the Central Business District (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 225 which has reduced from the last report of 237 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 initial surveys.

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 below

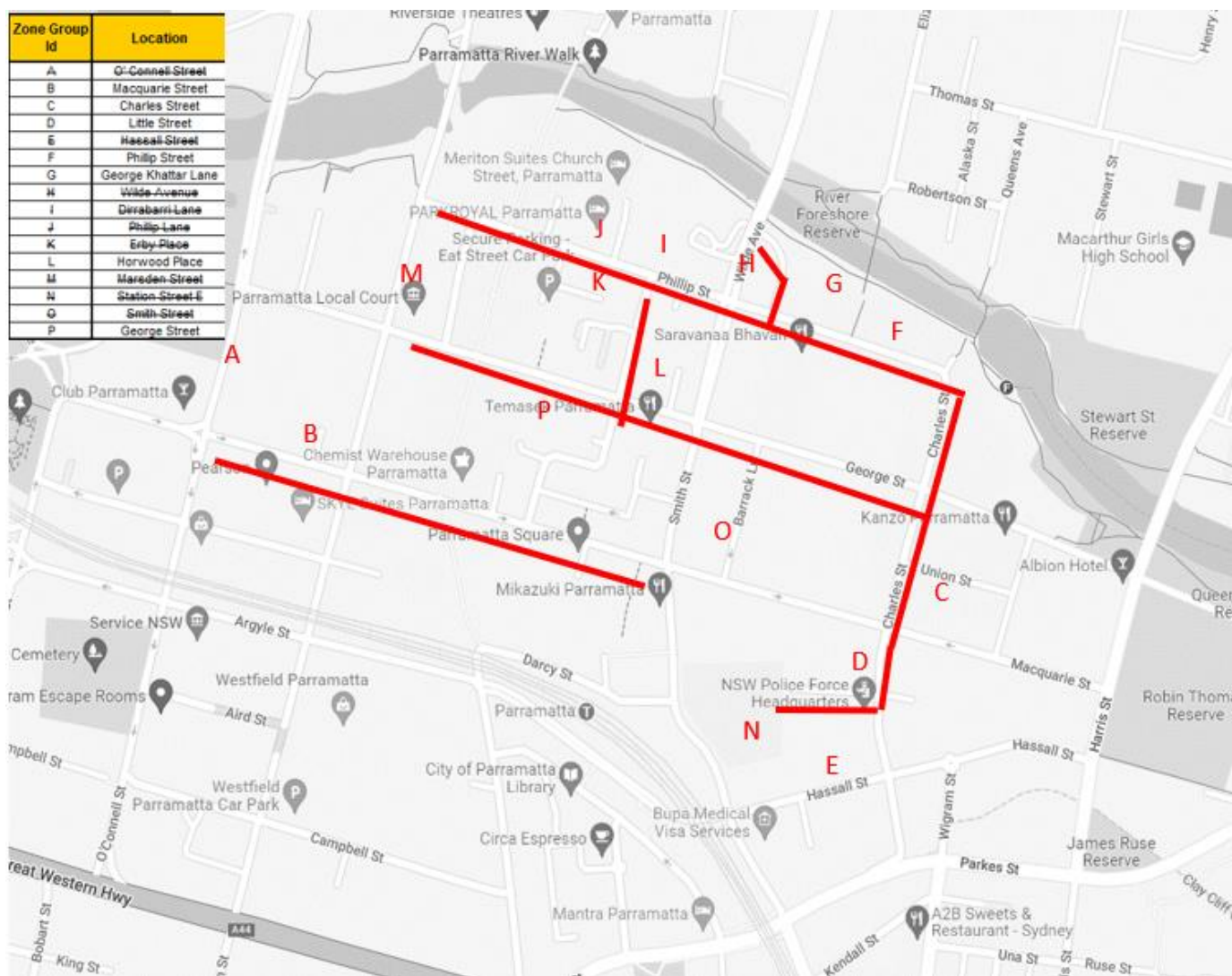


Figure 4-1: Parramatta revised parking survey area

Table 4-1 Parramatta Parking zones

Table 4-2 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 4-3. 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 construction data undertaken between February 2023, December 2023, July 2024 and December 2024.

The results show that parking availability in the Parramatta Precinct in the survey areas has remained consistent. The results also show that the average parking availability across the entire surrounding street network remained relatively consistent when compared to the baseline and review surveys.

Table 4-3: Parramatta average weekday occupancy

Zone Group Id	Location	Supply	Average Occupancy (%)	Maximum Occupancy (%)	Mar 2022 Occupancy		Feb 2023 Occupancy		June 2023 Occupancy		Dec 2023 Occupancy		July 2024 Occupancy		Dec 2024 Occupancy	
					Number	(%)	Number	(%)	Number	(%)	Number	(%)	Number	(%)	Number	(%)
B	Macquarie Street	43	90%	105%	33	77%	37	86%	42	98%	42	98%	19	44%	24	56%
C	Charles Street	60	76%	97%	29	48%	32	53%	43	72%	60	100%	40	67%	47	78%
D	Little Street	39	44%	67%	35	90%	33	85%	34	87%	39	100%	35	90%	28	72%
F	Phillip Street	91	0%	0%	59	65%	61	67%	64	70%	65	71%	54	59%	40	44%
G	George Khattar Lane	20	107%	127%	16	80%	17	85%	14	70%	15	75%	18	90%	15	75%
L	Horwood Place	34	9%	14%	31	91%	29	85%	32	94%	26	76%	32	94%	32	94%
P	George Street	78	48%	59%	46	59%	46	59%	20	26%	27	35%	39	50%	39	50%
TOTAL STUDY AREA		365	42%	100%	249	68%	255	70%	249	68%	274	75%	237	65%	225	62%

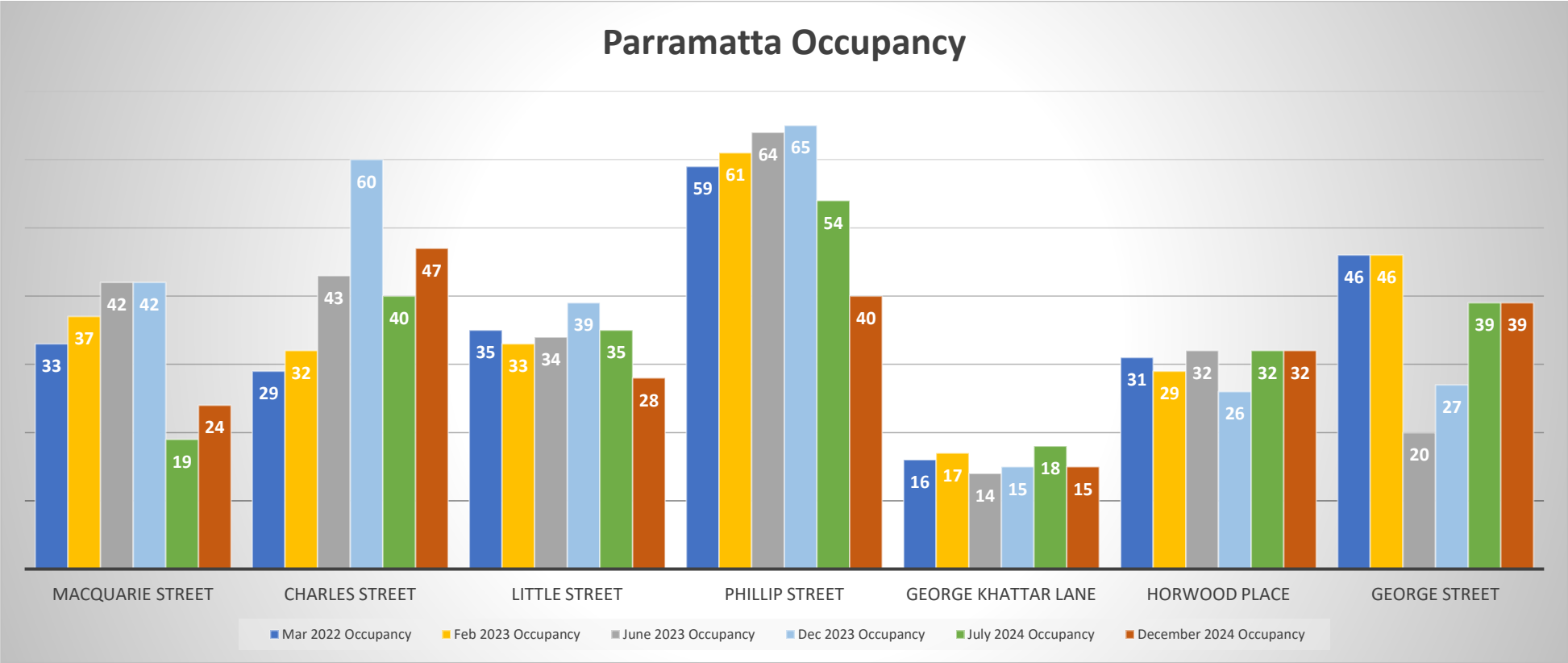


Figure 4-2 Parramatta Occupancy Comparison Graph

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 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 spaces occupied with an increase in occupancy of 24 spaces since the last report.

The baseline 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, a total of eleven (11) parking spaces were removed, all of which are timed resident parking spaces. However, in September 2023 GLC removed the existing driveways on Bailey Street and Hawkesbury Road which are no longer required and reinstated the kerb lines to provide seven (7) spaces in total, with five (5) on Bailey Street and (2) on Hawkesbury Road. 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 have been reinstated providing an extra seven (7) spaces, consisting of five (5) on Bailey Street and two (2) on Hawkesbury Road, 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

Given the removed parking spaces (Section 5.4) the area to be surveyed for this report was amended, as depicted in Figure 5-1 and noted in Table 5-3.

Figure 5-1: Westmead revised parking survey area

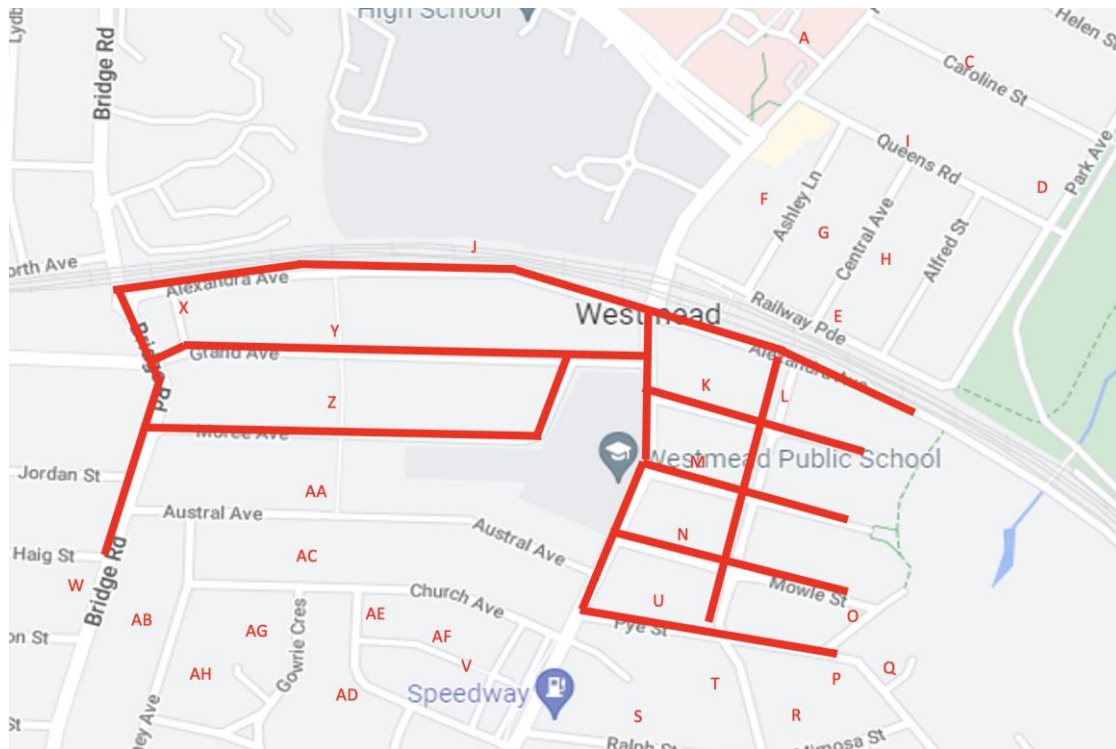


Table 5-2 Westmead Parking zones

Zone Group Id	Location
A	Hawkesbury Rd
B	Darcy Rd
C	Caroline Street
D	Park Ave
E	Railway Pde
F	Ashley Ln
G	Central Ave
H	Alfred Street
I	Queens Road
J	Alexandra Ave
K	Bailey Street
L	Hassall Street
M	Priddle Street
N	Mowle Street
O	Oakes Street
P	Good Street
Q	Beryl Street
R	Mimosa Street
S	Ralph Street
T	Houison Street
U	Pye Street
V	Hawkesbury Rd Service Lane
W	Bridge Road
X	Laneway - East of Bridge Rd
Y	Grand Ave
Z	Moree Ave
AA	Austral Ave
AB	Toohy Ave
AC	Church Ave
AD	Nolan Cres
AE	Fenwick Pl
AF	Laneway - West of Hawkesbury Rd
AG	Gowrie Cres
AH	Westville Pl

Table 5-3: 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 5-4. 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 undertaken between February 2023, December 2023, July 2024 and December 2024.

The results show that the parking occupancy on all surveyed streets remained consistent with previous survey results.

Table 5-4 Westmead average weekday occupancy

Zone Group Id	Location	Supply	Feb 2022 Occupancy		Feb 2023 Occupancy		June 2023 Occupancy		Dec 2023 Occupancy		July 2024 Occupancy		Dec 2024 Occupancy	
			Number	(%)	Number	(%)	Number	(%)	Number	(%)	Number	(%)	Number	(%)
A	Hawkesbury Rd	36	2	6%	0	0%	3	8%	2	6%	5	14%	5	14%
J	Alexandra Ave	139	97	70%	107	77%	113	81%	87	63%	110	79%	112	81%
K	Bailey St	58	31	53%	38	66%	48	83%	41	71%	42	72%	47	81%
L	Hassall St	35	13	37%	26	74%	18	51%	21	60%	24	69%	23	66%
M	Priddle St	39	17	44%	25	64%	21	54%	23	59%	35	90%	20	51%
N	Mowle St	57	13	23%	8	14%	22	39%	16	28%	23	40%	25	44%
U	Pye St	53	6	11%	8	15%	12	23%	9	17%	13	25%	11	21%
W	Bridge Rd	24	8	33%	5	21%	4	17%	23	96%	6	25%	13	54%
Y	Grand Ave	86	21	24%	27	31%	21	24%	83	97%	36	42%	33	38%
Z	Moree Ave	107	22	21%	22	21%	28	26%	26	24%	18	17%	18	17%
TOTAL STUDY AREA		634	230	36%	266	42%	290	46%	331	52%	312	49%	307	48%

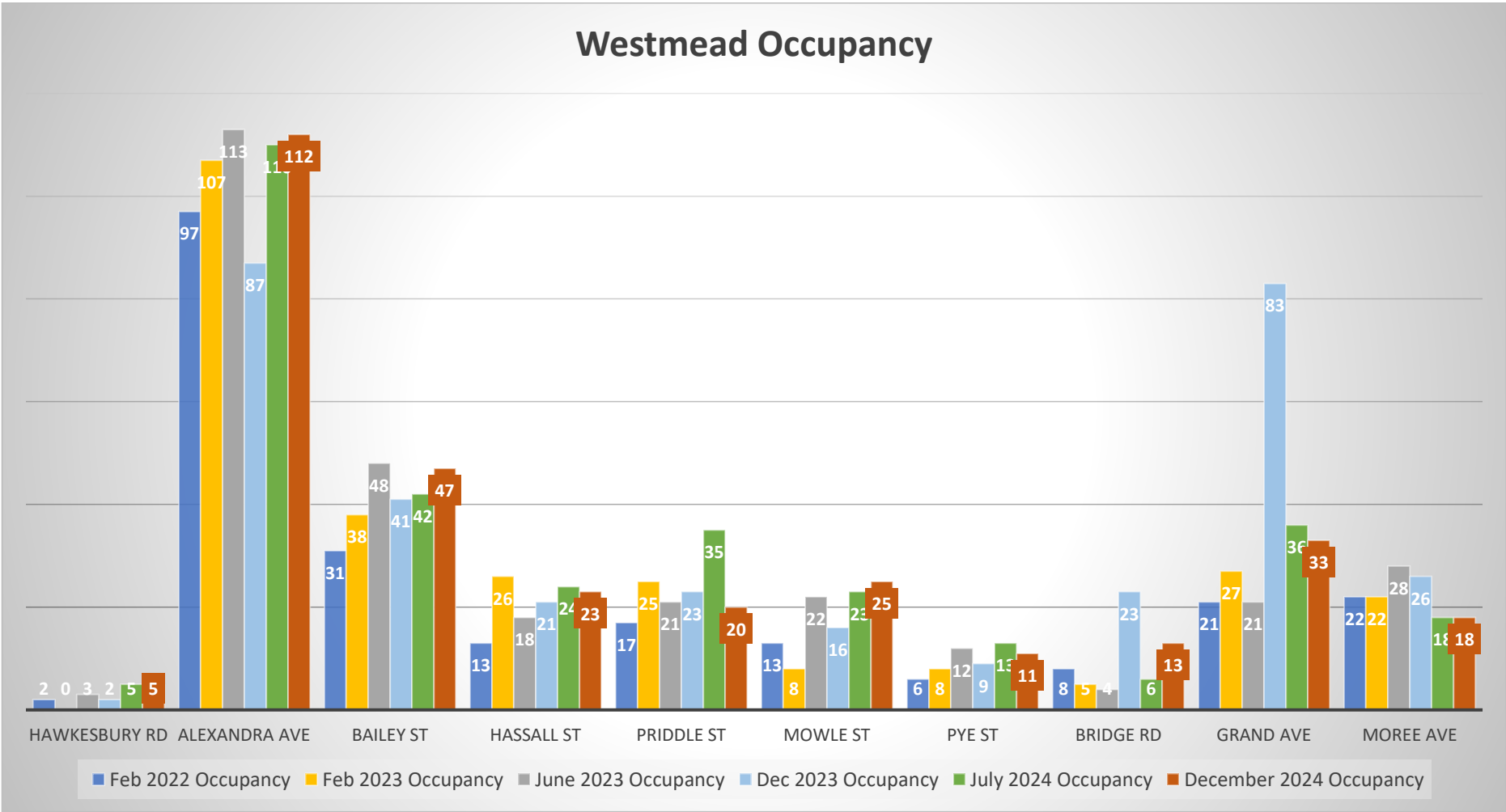


Figure 5-2: Westmead Occupancy Comparison Graph

6 COMMUNITY

There were five (5) complaints received in relation to parking and access during the July to December monitoring period. These have been summarised below and were closed in accordance with the Sydney Metro Community Communications Strategy.

Table 6-1: Complaints regarding parking and access

Location/Site	Date	Complainant	Issue
Parramatta	28/08/2024	Business	Complaint about business not being able to park within the George St access road within site boundaries.
Parramatta	13/08/2024	Business	Complaint about lack of street parking available on George Street.
Westmead	22/07/2024	Resident	Complaint about traffic controllers' behaviour towards a local resident accessing property.
Parramatta	04/07/2024	Business	Complaint about workers parking within the Roxy Arcade carpark. No workers vehicles could be identified at the time of the complaint.
Stanton Rd, Seven Hills	01/07/2024	Resident	Complaint about a trailer with a WTP sticker parked on Stanton Road, Seven Hills impacting visibility when accessing private property.

7 CONCLUSION

This 6-monthly report reviewed the impact of the project on parking availability of the surrounding network of the Project between the baseline monitoring data, and the results from the previous monitoring periods. The report also 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.

Parking was removed on Unwin St, Wentworth St and Kay St's in February 2023. All sites showed non-significant changes in occupancy due to the approved parking changes that have been implemented.

There were a total of five (5) community complaints with regards to parking and or access during the reporting period, suggesting GLC have minimal impact on the community with regards to parking and access in the areas surrounding the WTP sites.

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