

Appendix A Director General's Requirements

Director General's Requirements	Cross Reference
Strategic Justification – describe the strategic need, justification and objectives for the project (including performance indicators and patronage scenarios), and consistency with NSW Government directives and the aims and objectives of relevant State policies and publications	Chapter 2
Project Justification – identify alternatives to the preferred project considered (including alternatives to the project itself, the alignment, station, stabling and maintenance facilities, and ancillary facility location options), and justify the project taking into consideration the objects of the <i>Environmental Planning and Assessment Act 1979</i> . This should include demonstration of how the preferred design meets the transport objectives for the project, particularly with respect to achieving additional public transport capacity to, from and within the Sydney CBD.	Chapter 3, 4 & 8
General Construction Impacts Consider the potential impacts associated with the construction of the project, and present a [management framework for construction works] to ensure that impacts are mitigated, monitored and managed. The EA must include consideration of, and a management framework for: - Construction traffic including a considered approach to route identification and scheduling of transport movements, having regard to alternatives to road transport, the number, frequency and size of construction related vehicles (both passenger, commercial and heavy vehicles), the nature of existing traffic on construction access routes (with consideration of peak traffic times and sensitive road users, including emergency vehicles and buses), the need to close, divert or otherwise reconfigure elements of the road network associated with construction of the project, and how construction traffic impacts will be managed to minimise the potential for cumulative traffic impacts with other major construction activities in the region (whether this is to be managed as part of the subject project, or through a separate overarching mechanism beyond the direct scope of the project). The EA must also present a strategy for monitoring and mitigating traffic impacts, with a particular focus placed on those activities identified as having the greatest potential for adverse traffic flow, capacity or safety implications, and a broader, more generic approach developed for day-to-day traffic management;	Chapter 7
Operational Transport Impacts and interactions – A strategy to ensure that new rail stations will be integrated with existing and proposed transport infrastructure and networks, facilitate efficient mode change and improved accessibility, including for pedestrians and cyclists;	Chapter 5 & 6
– Indication of how the project will be designed and implemented to facilitate a potential extension of the metro system, as relevant; and	Section 4.7
– Interaction with and/or protection of existing and proposed transport infrastructure and corridors.	Section 4.7



Appendix B Study Methodology

This Traffic and Transport Technical Paper was prepared by Sydney Metro's Transport and Access Advisor AECOM/SKM/MVA Asia, with input and direction from Sydney Metro officers. Other parallel workstreams that influenced the outcome of this investigation included:

- Architecture and engineering; and
- Urban design and master planning.

The approach to the preparation of the Paper was as follows:

- Discussions were held with RTA, COS, LMC, RailCorp, STA, NSWTI and Sydney Buses officers and other stakeholders to define the nature of the CBD Metro project, the possible future construction methodology, truck access route options and associated mitigation measures.
- Discussions were held with these and other stakeholders to define preferred multi-modal outcomes especially those relating to rail, buses, light rail, taxis, cyclists and pedestrians.
- Discussions were held with these and other stakeholders to define preferred outcomes associated with transport integration objectives and emerging station designs.
- Discussions were held with these and other stakeholders to better understand preferred construction traffic / pedestrian / public transport approaches, permissible construction and trucking hours and other CBD Metro related construction parameters.
- The possible future trucking routes and volumes were communicated to the RTA for the purpose of assessment using the RTA's Paramics SCATSIM models.
- In addition to assessing these possible future construction scenarios, a series of end-state transport scenarios are being tested using the RTA's Paramics SCATSIM models.
- Discussions were held with NSWTI and STA and RailCorp officers to define possible future changes to bus operations as a consequence of the CBD Metro. These discussions are continuing.
- The views of the community were obtained through a series of community forums held in Sydney during June and July 2009.
- A review of international best practice relating to the design and construction of metros and supporting and complementary transport services was undertaken.
- Site investigations were carried out.
- Field data was collected and assessed including passenger and traffic count information.
- Development and evaluation of network and station options in a collaborative manner with other project workstreams including architects, engineers, urban designers, master planners and cost engineers.
- Development of traffic intersection and pedestrian models to assess options where appropriate.



Appendix C Glossary

Term	Acronym / Abbreviation	Description
Automatic Ticket Gate	ATG	Automatic Gate system used to separate the unpaid from the paid areas of the metro.
Average Annual Daily Traffic	AADT	A transportation engineering measure used to express the total volume of vehicle traffic of a highway or road for a year divided by 365 days.
Bi-directional Signalling		Signalling system which allows trains to move in either direction on a single track with safe separation between trains.
Bored tunnel		An underground tunnel constructed by a tunnel boring machine.
Car		An individual vehicle within a Train Set.
CBD Metro		The CBD Metro is a seven kilometre metro from Rozelle to Central, with new stations at Rozelle, Pyrmont, Barangaroo-Wynyard, Martin Place, Town Hall Square and Central.
Central Business District	CBD	The CBD is the central district of a city, usually typified by a concentration of retail and commercial buildings.
CityRail Station		Existing rail station on the CityRail network.
Consent		Approval to undertake a development received from the consent authority. Also referred to as development consent.
Construction Environmental Management Plan	CEMP	A document setting out the management, control and monitoring measures to be implemented during construction of a development, to avoid or minimise the potential environmental impacts identified during an environmental impact assessment process.
Construction site (or worksite)		Land required for construction activities associated with the project (including storage, amenities, site offices, etc). A construction site may be temporary (e.g. for Enabling Works such as adjustment to a water main) or long term (e.g. a station construction worksite).
Construction Traffic Management Plan	CTMP	A plan prepared by the contractor, addressing impacts and ameliorative measures put in place during construction projects to manage construction activities, minimise traffic disruption and avoid potential safety problems.
	CoS	City of Sydney
Crossover		Track form to allow trains to move to an adjacent track.
Cut and cover construction		Method of construction for underground structures where a hole is excavated from the surface down, the structure is built and then covered.
Degree of Saturation	DoS	A transportation engineering measure used to express how much demand an intersection or road is experiencing compared to its total capacity.
Diamond Crossover		Two crossovers located adjacent to each other in a diamond formation.



Term	Acronym / Abbreviation	Description
Director-General's requirements		Requirements for an environmental assessment issued by the Director-General of the Department of Planning in accordance with the <i>Environmental Planning & Assessment Act 1979</i> .
Disability Discrimination Act	DDA	The Disability Discrimination Act is a piece of Commonwealth Legislation, which became effective in March 1993. DDA aims to provide equitable, dignified access to services and facilities for people with a disability
End-state		A term used to describe the condition / arrangement of infrastructure in the post-construction phase.
Environmental Assessment	EA	Is an assessment of the possible impact that a proposed project may have on the environment; considering natural, social and economic aspects.
Framework Traffic Management Plan	FTMP	Strategies for proposed traffic management measures that will be established and practiced throughout the construction period of a project.
Headway		The difference in time or distance between two trains travelling in the same direction.
Heavy rail		The structures and vehicles of railways not falling under the description of trams, light rail, medium capacity system, or rapid transit.
IMO		Integrated Metro Operations.
IMO construction contract		The agreement between the project company and the construction contractor to undertake the IMO works
IMO contractor		Integrated Metro Operations contractor responsible for rollingstock, rail systems, tunnel services, and station building works, fitout and services including mechanical and electrical.
Integrated ticketing		Allows a person to make a journey that involves transfers (within or between different transport modes) with a single ticket that is valid for the complete journey.
Integrated transport		Integration of transport infrastructure and services across all modes to achieve a customer focused transport system that benefits passengers and the wider community.
Intelligent Transport Systems	ITS	Information and communications technology within transport infrastructure and vehicles to improve transportation safety efficiency.
Interchange station		Station that provides for transfer from one mode to another e.g. heavy rail or buses.
Kiss-and-ride		Where a car passenger is dropped off at a public transport station interchange by a private car.
Level of Service (intersections)	LoS	Level-of-service for signalised and unsignalised intersections defines the average vehicle control delay
	LMC	Leichhardt Municipal Council
Light rail		A form of urban rail public transportation that generally has a lower capacity and lower speed than heavy rail and metro systems, but higher capacity and higher speed than street-running tram systems.



Term	Acronym / Abbreviation	Description
Maintenance depot		Land including buildings and facilities for the maintenance of the Metro system, including rolling stock and the infrastructure.
Metro railway		A guided system designed to transport passengers on a railway track, together with its infrastructure and associated sidings, that: (a) provides high-frequency commuter and other passenger services, and (b) is operated using automated systems, that are integrated with trains, from one or more central control points, and (c) is operated using dedicated rail infrastructure facilities that are not operationally connected with other types of rail infrastructure facilities.
Metro railway system	metro	(a) a metro railway and its rail infrastructure facilities, and (b) stations, platforms, maintenance facilities, depots and other transport interchanges, works, structures and facilities associated with or incidental to the metro railway or rail infrastructure facilities (including commercial and retail facilities).
New South Wales Transport and Infrastructure	NSWTI	The lead public transport agency of the NSW Government, established on 1 July 2009. Responsible for transport coordination, policy and planning and budget allocation for rail, bus, ferry and taxi services and related infrastructure in NSW.
Mode split		The proportion of passengers between different transport modes.
Monorail		A rail-based transportation system based on a single rail, which acts as its sole support and its guideway.
Paid concourse		Area of the station that can only be accessed by ticket holders.
Paramics		A traffic microsimulation software package comprised of a suite of microscopic traffic simulation tools.
Permanent Route Infrastructure	PRI	Comprises the civil, tunnelling works and station excavations to be designed and constructed by the PRI Contractor on behalf of Sydney Metro, for handover to the IMO contractor for construction of the IMO Works.
PRI Contractor		(PRI) contractor, responsible for surface works for construction of the Stabling and Maintenance Depot, tunnelling works, and excavation and retaining structures associated with the station boxes
Precinct (Stations)		Metro stations and land in vicinity, including station design and amenity; integrated transport facilities; pedestrian links and access facilities; traffic and parking; public domain amenities and improvements; retail and commercial development associated with metro; other development; and other matters ancillary to the operation of metro / associated transport.
Product		The new metro railway in total including assets, brand, systems, intellectual property, interfaces and metro services.
Project		The construction and operation of the proposed CBD Metro as considered by the preliminary environmental assessment.
Proponent		The person proposing to carry out development comprising all or any part of the project, including any person certified by the Minister for Planning to be the proponent (such certification to be obtained prior to commencement of the relevant part of the project). Sydney Metro is the proponent for the CBD Metro project.
Rail Clearways program		An initiative of the NSW Government to improve capacity and reliability on CityRail's Sydney suburban network.



Term	Acronym / Abbreviation	Description
Road header		Machine used to excavate tunnels with a boom-mounted cutting head.
Rolling stock		Standard single deck metro trains used on the metro railway.
Scramble crossing		A pedestrian crossing scheme which comprises concurrent all-red phase for vehicles and green pedestrian phase on all arms.
Spoil		Excess material resulting from the cut and fill balance. Generally comprises soil and rock material.
Stabling facility		Location where rolling stock (trains) are stored when not in service.
Station		Refers to proposed Metro station infrastructure, including platforms, concourse, entrance, pedestrian connections, staff facilities and associated requirements/facilities to service the station.
Station Plan		Plans that may be prepared for land on which metro railway stations are to be situated, and land in the vicinity of such metro railway stations, with respect to development, traffic and parking management arrangements, pedestrian links and access facilities, retail and commercial development associated with metro railway stations, public domain amenities and improvements, and other matters ancillary to the operation of metro railway stations and any associated transport or other facilities.
Sydney Coordinated Adaptive Traffic System.	SCATS	A computerised traffic control management system.
Sydney Metro		Sydney Metro is the NSW Government agency constituted under the <i>Transport Administration Act 1988</i> to develop a metro railway system, including procuring the CBD Metro and possible future extensions of it.
Ticket Vending Machine		Vending machine capable of dispensing, charging and displaying information about ticket media.
Traffic Control Plan	TCP	Plans detailing proposed traffic management for construction staging, including traffic diversions, delineation and signposting.
Traffic Management Plan	TMP	Measures put in place during construction projects to manage construction activities, minimise traffic disruption and avoid potential safety problems.
Transitway	T-way	A bus-only or high-occupancy vehicle road that forms part of a bus rapid transit system. Transitways are usually grade-separated from regular traffic and employ various prioritisation techniques such as exclusive traffic signal phases.
Tunnel boring machine	TBM	Machine used to excavate tunnels with a circular cross section through a variety of soil and rock strata.
Turnback		Configuration of tracks allowing a train to terminate a service and return to its starting point.
Unpaid concourse		Areas of the station that can be accessed by any member of the public.
Urban context		The broader area considered for patronage and planning, which is generally a 1km radius of the proposed station.
Utility Services		Any utility service, including water, electricity (including the emergency electrical systems and any diesel or other fuel required for the operation of those systems), steam/condensate, fire services, gas,



Term	Acronym / Abbreviation	Description
		telephone, drainage, sewerage and all communications services.
Variable Message Sign	VMS	Equipment used in Intelligent Transport Systems to inform and or manage road vehicle drivers.



Appendix D Kerbside Changes



Table 1: Central Station

Station Worksite	Location	Existing Kerb Use	Proposed Changes to Kerbside Parking restrictions	Loss of Loading / Parking1		Mitigation Strategy
Site No	Map Reference			Enabling	Construction	
Central Western Forecourt CS-A	Western Forecourt C1	Staff parking for State Rail and short term parking associated with Central Station 2hr/4hr parking (55 spaces) No parking (2 spaces) State Rail Authorised parking (30 spaces). Emergency Vehicles (4 spaces) ¼ hr parking (3 spaces) Disabled (5 spaces) Bus Zone (3 spaces) (Total 102 spaces all purposes) [excludes parking on Hay St ramp-unchanged State Rail Authorised parking (30 spaces). 2/4hr hr parking (15 spaces)]	Existing parking for staff and short term visitor parking will be removed by worksite. Access to the station entry for taxis, mini-buses, emergency vehicles, disabled parking will be maintained via the Hay St ramp	87 spaces State Rail staff parking and short term parking Duration of the works	87spaces State Rail staff parking and short term parking Duration of the works	To be determined in consultation with City Rail
			Shuttle bus stop at worksite frontage may require relocation to permit construction zone at site frontage.	3 bus lengths Existing shuttle bus stop Duration of the works	3 bus lengths Existing shuttle bus stop Duration of the works	Relocation of bus stop to Chalmers St west side south of Foveaux St. See location C2.1
Central Belmore Park CS-B	Eddy Ave, north side, east of Pitt St C2	UNSW Shuttle bus stop (2 bus lengths loading, 1 storage = 3 bus lengths)				



Station Worksite	Location	Existing Kerb Use	Proposed Changes to Kerbside Parking restrictions	Loss of Loading / Parking1 And duration	Mitigation Strategy
	C2.1 Chalmers St west side south of Foveaux St	Alternate locations for relocated bus stop Bus Zone Taxis Zone	Potential relocation of bus stops to the Chalmers St frontage to Central may result in the loss of taxi parking and/or bus layover (some 45m or 3 bus lengths)	3 bus lengths Relocated shuttle bus stop Duration of the works	Refer Item C.2
Central Quay St CS-C	Quay St, west side North of George St C3	No Stopping/ 1 Hour Parking	No Stopping/Parking occupied by construction zone	Duration of the Quay St works	Central Quay St CS-C

Note: 1. Length of loading and parking zones based on estimation only and 6m vehicle length; except where spaces stated as bus length or other measurement



Table 2: Town Hall Station

Station Worksite Site No	Location	Existing Kerb Use	Proposed Changes to Kerbside Parking restrictions	Loss of Loading / Parking1 And duration		Mitigation Strategy
				Enabling	Construction	
Town Hall Bathurst Street	Bathurst Street South side , between Pitt and Castlereagh Street	Loading and off peak parking	Remove existing loading/off peak parking to create a works zone and no stopping for driveway entrance to worksite	6 spaces Duration of works	3 spaces Duration of spoil activity, and potentially other PRI and IMO stages of work	Nil proposed Conversion of lower priority kerb space (timed parking) to cover loss of loading/taxi etc.
				5 spaces Duration of enabling to completion of project	5 spaces Duration of enabling to completion of project	Nil proposed
TH_C	Bathurst Street, between Kent and George Streets	Timed parking	Remove existing timed parking to allow relocation of loading/taxi rank/etc, and creation of a truck call forward location	7 spaces, Maximum parking loss. Duration of enabling, PRI and IMO stages of work	7 spaces, Maximum parking loss. Duration of enabling, PRI and IMO stages of work	Conversion of lower priority kerb space (loading in Pitt St or parking in Bathurst St) to cover loss of ranger parking if loss is required
Town Hall Woolworths	Pitt Street, west side, south of Park Street	Timed loading/off peak parking (4 spaces) and potentially City of Sydney Ranger parking (3 spaces)	Remove existing restrictions to provide works zone and no stopping for driveway entrance	5 spaces Duration of enabling, and potentially PRI and IMO	5 spaces, Duration of enabling, and potentially PRI and IMO	Nil proposed Change to existing land use (removal of Woolworths etc) reduces need for loading in this area
TH_A & B	Park Street south side between Pitt and George Streets	Off peak loading (5 spaces)	Remove off peak loading to provide works zone and no stopping for driveway egress point	4 spaces Duration 6 month period of PRI and 6 month period of IMO. At least 2 spaces will be removed permanently.	4 spaces, Duration 6 month period of PRI and 6 month period of IMO. At least 2 spaces will be removed permanently.	Nil proposed. Potential strategies include reduced duration of loading at adjacent spaces to increase turnover
Town Hall Pitt Street TH_D	Pitt Street west side north of Park Street	Loading	Remove existing indented loading bays to provide worksite/pedestrian management			



Table 3: Martin Place Station

Station Worksite	Location	Existing Kerb Use	Proposed Changes to Kerbside Parking restrictions	Loss of Loading / Parking1		Mitigation Strategy
				Enabling	Construction	
Martin Place Chifley Square Site MP_A	Castlereagh St, east side, south of Hunter St MP 1	Bus zone in PM peak Loading zone (weekday) 4 hr Ticket parking zone (weeknight and weekend) Existing driveway to future worksite	Removal of loading spaces 24m and driveway to accommodate 30m construction zone at site frontage required during site establishment (demolition) phase Once site established, zone reduced to some 20m for driveway crossover and to facilitate truck entry from kerbside lane.	(5 spaces)	(3 spaces) Part-time Loading Zone replaced with driveway and No Parking Duration of works	Nil
				Loading Zone/ ticket parking and driveway (30m) replaced with CZ. No change to bus zone Duration of works	(3 spaces) Part-time Loading Zone (18m) for exit driveway Duration of works	
Martin Place Martin Place west MP_B	Elizabeth St, west side, south of Hunter St MP1.2	AM & PM Bus Lane Part time loading zone (Total 12 spaces) Loading zone (weekday) / 2hr/4hr Ticket parking zone (weeknight and weekend) (3 spaces)	Removal of loading zone (3 spaces) to accommodate driveway Removal of loading zone (3 spaces) to accommodate construction zone, near Martin Place worksite.	(3 spaces) Part-time Loading Zone (18m) for exit driveway Duration of works	(3 spaces) Part-time Loading Zone (18m) for exit driveway Duration of works	Nil
				(3 spaces) construction zone during site establishment	(3 spaces) construction zone may not be required following site establishment.	
Martin Place Castlereagh St MP_C	Castlereagh St west side , Martin Place to King St MP-3	Loading zone (weekday-Sat) (2 spaces) Loading zone (weekday-Sat) No Parking (25m) 2hr/4hr Ticket parking zone (weeknight and weekend) (3 spaces)	Removal of loading zone (5 spaces) to accommodate construction zone. Between Martin Place -MLC car park exit driveway. Note: Subject to confirmation of worksite extent	(5 spaces) construction zone /temporary worksite Duration of Castlereagh St works	(5 spaces) construction zone /temporary worksite Duration of Castlereagh St works	



Table 4: Barangaroo-Wynyard Station and Barangaroo Pedestrian Link Tunnel

Station	Location	Existing Kerb Use	Proposed Changes to Kerbside Parking restrictions	Loss of Loading / Parking1 And duration		Mitigation Strategy
				Enabling	Construction	
Barangaroo-Wynyard and Barangaroo Pedestrian Link Tunnel Barangaroo	Sussex Street, eastern side south of Shelly Street	Taxi Stand	Relocation of Taxi Stand to facilitate construction staging of cut and cover	-	3 spaces Duration approximately 2 years of PRI	Remove timed parking southbound in Sussex Street, north of Shelly Street
	Sussex Street, western side northbound, north of Shelly Street	Sydney Explorer bus stop	Relocate Sydney Explorer Bus stop to facilitate construction staging of cut and cover	-	3 spaces permanently from start of PRI	Remove timed parking northbound in Sussex Street, north of Shelly Street
	Clarence Street, northbound north of Erskine Street	Timed loading, off peak parking	Remove on street loading to create truck call forward location	3 spaces May be required for enabling activities	3 spaces Duration of spoil activity. May also be required for IMO activities	Nil proposed
Barangaroo-Wynyard Transport House	York Street southbound, western side south of Margaret Street	No Parking Authorised (CityRail) vehicles excepted, Mail Zone, part time Bus Stand, part time Taxi Zone	Remove No Parking/other kerb uses to provide a driveway egress point and works zone	6 spaces Authorised (CityRail) spaces (4) removed and up to 2 other spaces, for duration of enabling, PRI and IMO	6 spaces Authorised (CityRail) spaces (4) removed and up to 2 other spaces, for duration of enabling, PRI and IMO	Identify other lower priority kerb uses nearby for conversion + condense existing uses
	York Lane	No Parking CityRail excepted, Loading, off peak parking	Remove loading/No Parking CityRail excepted to provide works site and for traffic management	4 spaces 2 (CityRail) spaces and 2 loading spaces removed, for duration of enabling, PRI and IMO	4 spaces 2 (CityRail) spaces and 2 loading spaces removed, for duration of enabling, PRI and IMO	Nil proposed



Station	Location	Existing Kerb Use	Proposed Changes to Kerbside Parking restrictions	Loss of Loading / Parking1 And duration		Mitigation Strategy
				Enabling	Construction	
Barangaroo-Wynyard Transport House	Margaret Street between Kent and York	Off peak loading	Removal of off peak loading to provide worksite area/traffic capacity	Up to 10 spaces removed, depending on operational need, for enabling	Up to 10 spaces removed, depending on operational need, for PRI and IMO	Nil proposed
	York Lane	No Parking CityRail excepted, Loading, off peak parking	Remove loading/No Parking CityRail excepted to provide works site and for traffic management	4 spaces 2 (CityRail) spaces and 2 loading spaces removed, for duration of enabling, PRI and IMO	4 spaces 2 (CityRail) spaces and 2 loading spaces removed, for duration of enabling, PRI and IMO	Nil proposed
	Clarence Street northbound, eastern side between Margaret and Erskine Streets	Timed loading, off peak parking	Remove on street loading to create pedestrian corridor and driveway access point	6 spaces Estimated loss. May be required for enabling.	6 spaces Estimated loss. Duration of PRI activity. Same or reduced loss will also be required for IMO activities.	Nil proposed
Barangaroo-Wynyard Clarence Street Option August 09	Clarence Street, northbound north of Erskine Street	Timed loading, off peak parking	Remove on street loading to create truck call forward location	3 spaces May be required for enabling activities	3 spaces Duration of spoil activity. May also be required for IMO activities	Nil proposed
	Clarence Street northbound, western side between Margaret and Erskine Streets	Bus Zone	Relocate bus zone to allow for construction activity of pop up	-	1 bus stop Potentially required for duration of pop-up construction (estimated 6-9months)	Relocate stop further south in Clarence Street towards Erskine Street that will result in suspension of off peak timed parking.



Station	Location	Existing Kerb Use	Proposed Changes to Kerbside Parking restrictions	Loss of Loading / Parking1 And duration		Mitigation Strategy
				Enabling	Construction	
Barangaroo Pedestrian Link Tunnel	Napoleon Street, westbound west of Kent Street	Timed parking	Remove timed on street parking to provide a worksite	15 spaces Duration of BPL construction activity (enabling, PRI and IMO)	15 spaces Duration of BPL construction activity (enabling, PRI and IMO)	Nil proposed
	Napoleon Street, eastbound west of Kent Street	Timed parking	Remove timed on street parking to provide for traffic management due to two way working in eastbound lanes	2 spaces Duration of BPL construction activity (enabling, PRI and IMO)	2 spaces Duration of BPL construction activity (enabling, PRI and IMO)	Nil proposed
Barangaroo-Wynyard Margaret Street cut and cover (potentially required – not yet confirmed)	Kent Street, approximately 100m north and south of Margaret/Napoleon Street intersection	Timed parking, loading	Remove existing loading/timed parking to facilitate construction staging/traffic capacity	12 spaces Maximum loss of parking Extent of loss will change over time. Required for enabling and up to 9 months of PRI activity.	12 spaces Maximum loss of parking Extent of loss will change over time.	Nil proposed
	Kent Street southbound, between Margaret Street and Erskine Street	Timed loading and parking	Removal of loading and off peak parking to provide traffic capacity	5-11 spaces Duration Margaret Street full closure	5-11 spaces Duration Margaret Street full closure	Need for loading/parking loss to be quantified through network modelling



Station	Location	Existing Kerb Use	Proposed Changes to Kerbside Parking restrictions	Loss of Loading / Parking1 And duration		Mitigation Strategy
				Enabling	Construction	
Barangaroo-Wynyard Margaret Street cut and cover (potentially required – not yet confirmed)	Erskine Street, both directions between Sussex and York Streets	Timed loading and off peak parking	Removal of loading and off peak parking to provide traffic capacity	5-10 spaces Duration Margaret Street full closure	5-10 spaces Duration Margaret Street full closure	Need for loading/parking loss to be quantified through network modelling
	York Street southbound, western side north of Erskine Street	Bus stand, loading, other uses	Relocation of bus stand area to provide traffic capacity for left turn	5 spaces Extent to be determined by modelling. Estimated at up to 5 vehicle spaces	5 spaces Extent to be determined by modelling. Estimated at up to 5 vehicle spaces	Alternative bus stand spaces in York Street or elsewhere to be used or new space created in York or Jamison Street
Barangaroo-Wynyard Margaret Street cut and cover (potentially required – not yet confirmed)	Kent Street, approximately 100m north and south of Margaret/Napoleon Street intersection	Timed parking, loading	Remove existing loading/timed parking to facilitate construction staging/traffic capacity	12 spaces Maximum loss of parking Extent of loss will change over time. Required for enabling and up to 9 months of PRI activity.	12 spaces Maximum loss of parking Extent of loss will change over time.	Nil proposed
	Kent Street southbound, between Margaret Street and Erskine Street	Timed loading and parking	Removal of loading and off peak parking to provide traffic capacity	5-11 spaces Duration Margaret Street full closure	5-11 spaces Duration Margaret Street full closure	Need for loading/parking loss to be quantified through network modelling



Station	Location	Existing Kerb Use	Proposed Changes to Kerbside Parking restrictions	Loss of Loading / Parking1 And duration		Mitigation Strategy
				Enabling	Construction	
Barangaroo-Wynyard	Erskine Street, both directions between Sussex and York Streets	Timed loading and off peak parking	Removal of loading and off peak parking to provide traffic capacity	5-10 spaces Duration Margaret Street full closure	5-10 spaces Duration Margaret Street full closure	Need for loading/parking loss to be quantified through network modelling
	Margaret Street cut and cover (potentially required – not yet confirmed)	Bus stand, loading, other uses	Relocation of bus stand area to provide traffic capacity for left turn	5 spaces Extent to be determined by modelling. Estimated at up to 5 vehicle spaces	5 spaces Extent to be determined by modelling. Estimated at up to 5 vehicle spaces	Alternative bus stand spaces in York Street or elsewhere to be used or new space created in York or Jamison Street



Table 5: Pymont Station

Station	Worksite	Location	Existing Kerb Use	Proposed Changes to Kerbside Parking restrictions	Loss of Loading / Parking1		Mitigation Strategy
					Enabling	Construction	
Pymont	Eastern PY-B	Pymont Street, south of Union Street	No Stopping/Time restricted parking(4spaces)	Existing parking removed to provide construction zone at site establishment	5 spaces Site establishment	No Change	Nil
		Union Street between Paternoster Row and Pymont Street,	Ticket parking (5 spaces)	Existing ticket parking (5 spaces) replaced with relocated bicycle lane	5 spaces Duration of works	5 spaces Duration of works	Nil
	Western PY-A	Mount St west side north of Miller St	Time restricted parking (6 spaces)	Existing parking (6 spaces)for existing residents/ visitors and businesses on eastern side of Mount St	6 spaces On-street parking removed. Duration of works	6 spaces On-street parking removed. Duration of works	Demand reduced due to worksite occupying businesses on eastern side of Mount St



Table 6: Rozelle Station

Station Worksite	Worksite	Location	Existing Kerb Use	Proposed Changes to Kerbside Parking restrictions	Loss of Loading / Parking And duration		Mitigation Strategy
					Enabling	Construction	
Rozelle	North-eastern site RZ-C	Darling Street, west side north of Victoria Rd. RZ-1	Time restricted parking during business hours	On-street parking spaces (2) during business hours replaced with No Stopping for site access	2 spaces On-street parking removed. Duration of works	2 spaces On-street parking removed. Duration of works	Nil Demand diminished by worksite occupying existing retail premises.
	South-eastern worksite RZ-E	Victoria Rd north side east of Darling St	No affect on Parking No Stopping	Existing bus zone may be relocated 10m easterly to reduce conflict with site access	No loss of parking	No loss of parking	Nil
	North--Western RZ-A RZ-B RZ-D RZ-F	Victoria Rd north side east of Darling St	No affect on parking No Stopping/ Clearway	Indented bus bays introduced on Victoria Rd – no parking currently permitted.	No loss of parking	No loss of parking	Nil



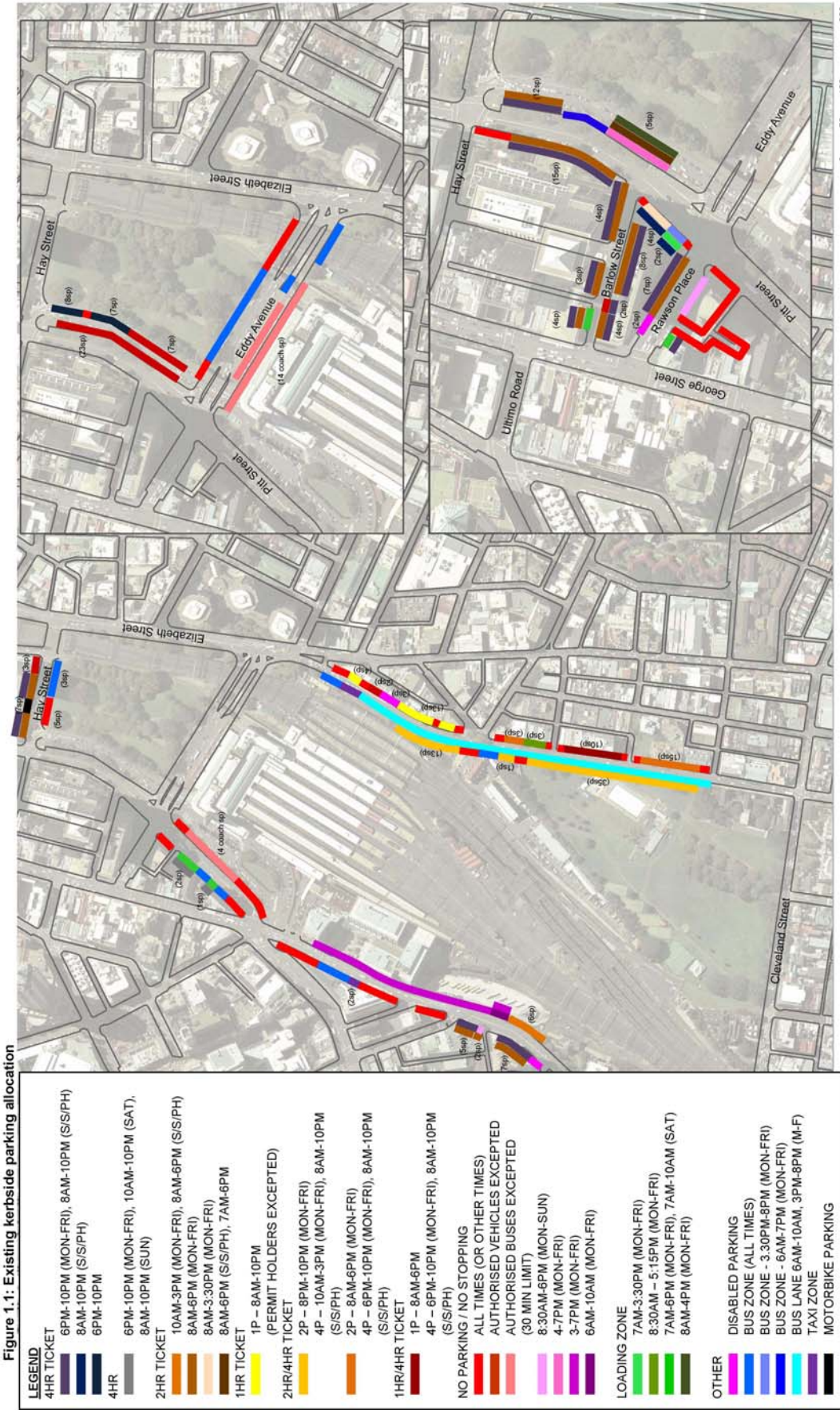


Figure 1.2: Proposed worksites and changes to kerbside parking allocation

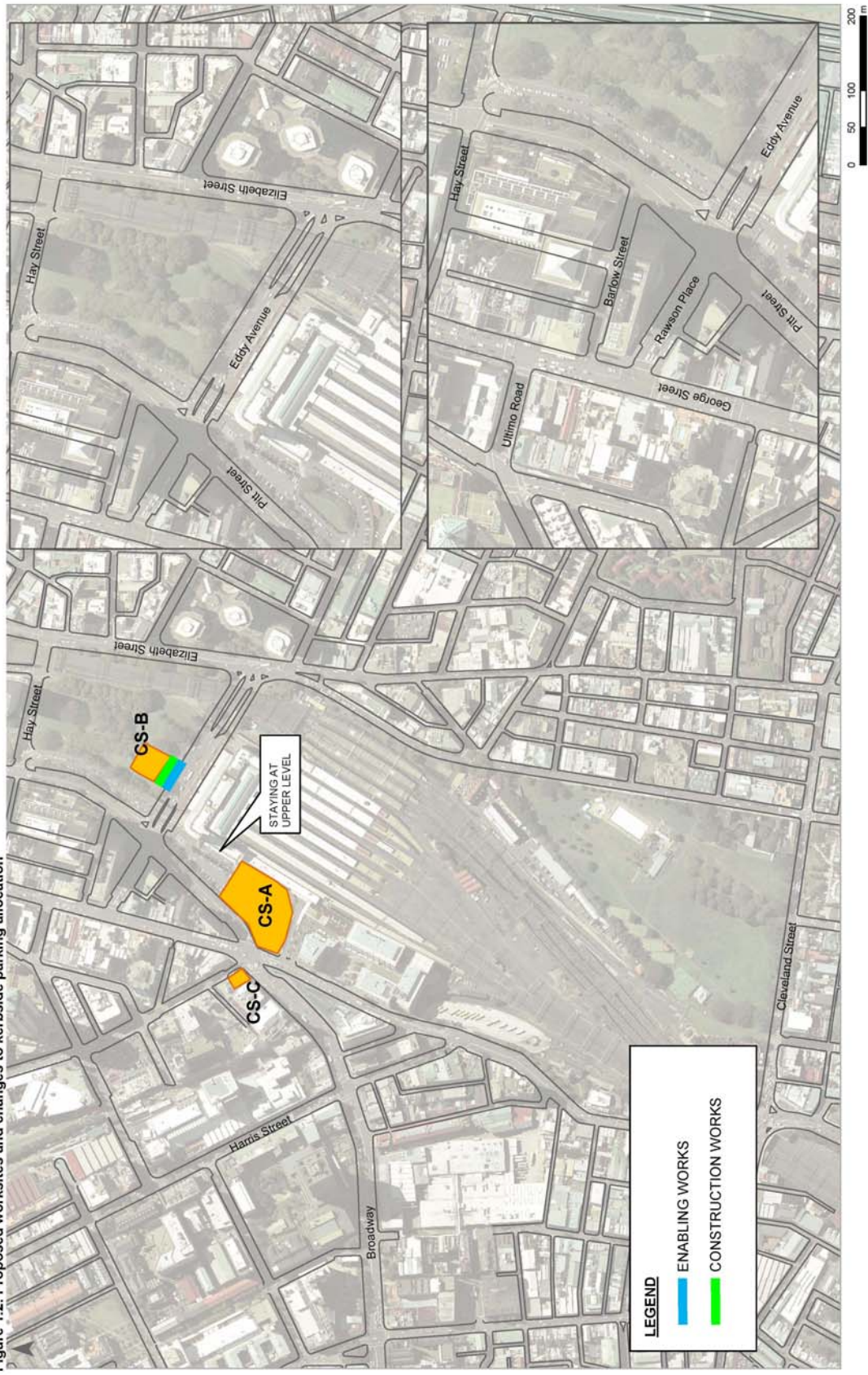


Figure 2.1: Existing kerbside parking allocation

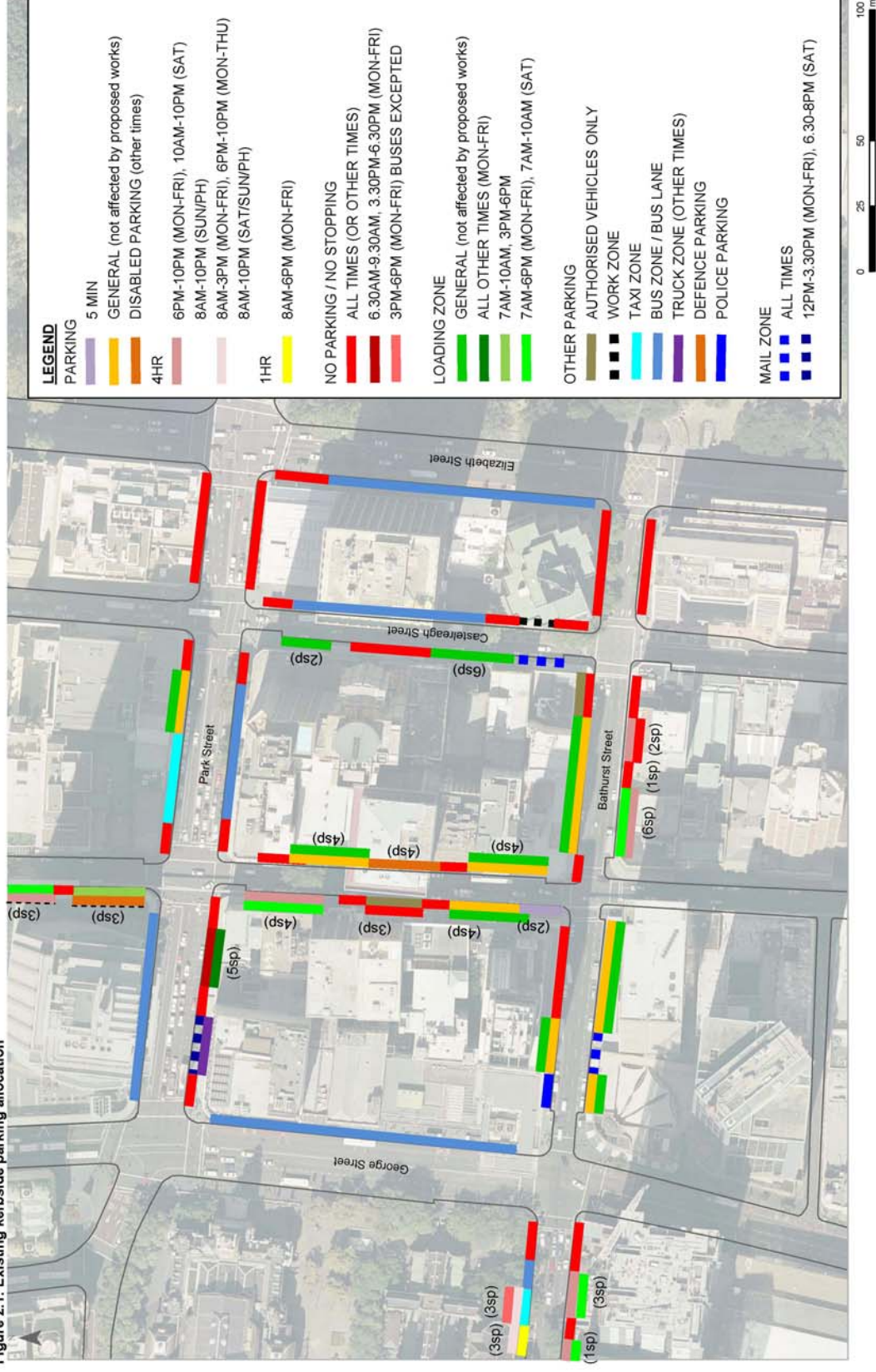


Figure 2.2: Proposed worksites and changes to kerbside parking allocation

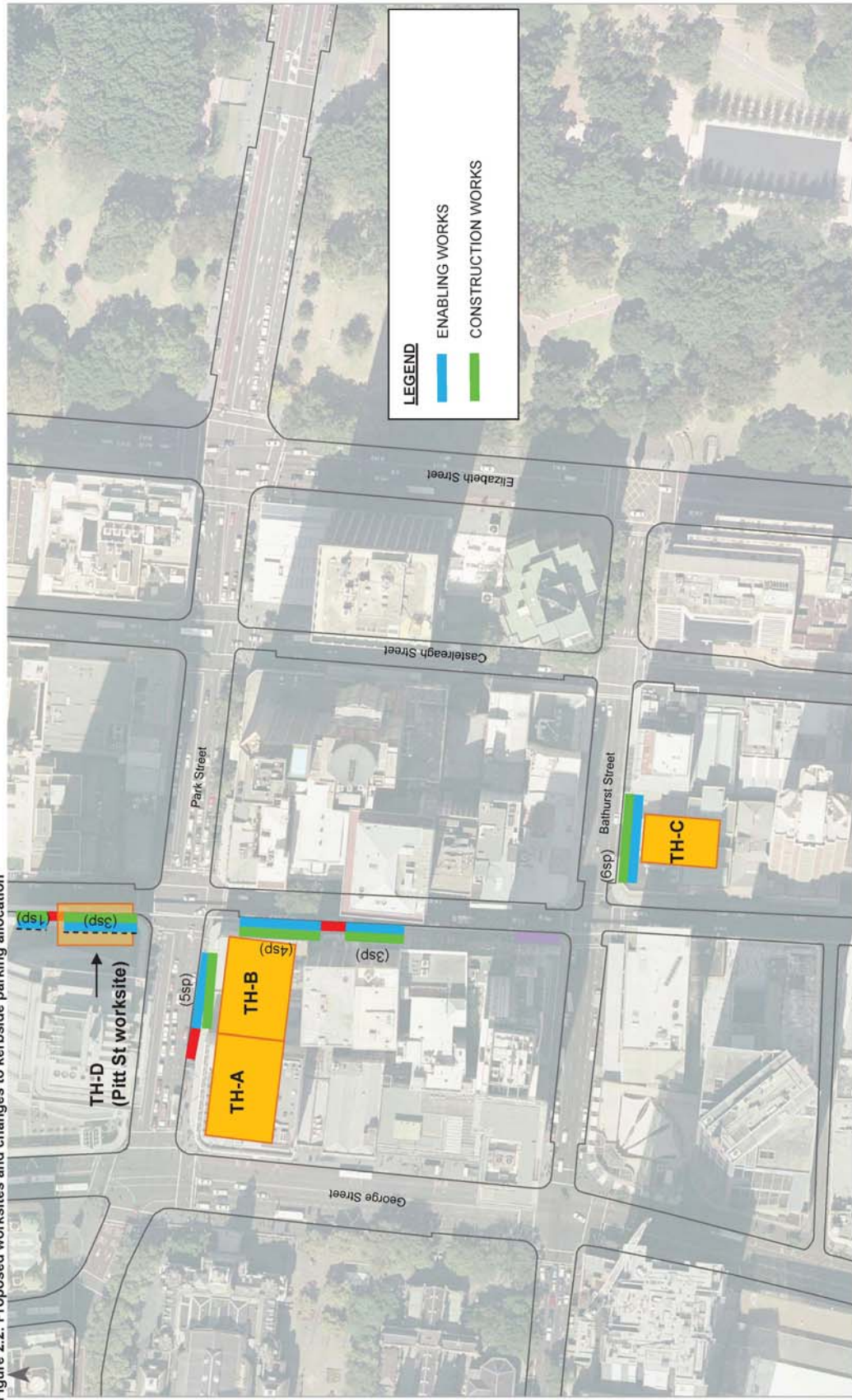


Figure 3.1: Existing kerbside allocations

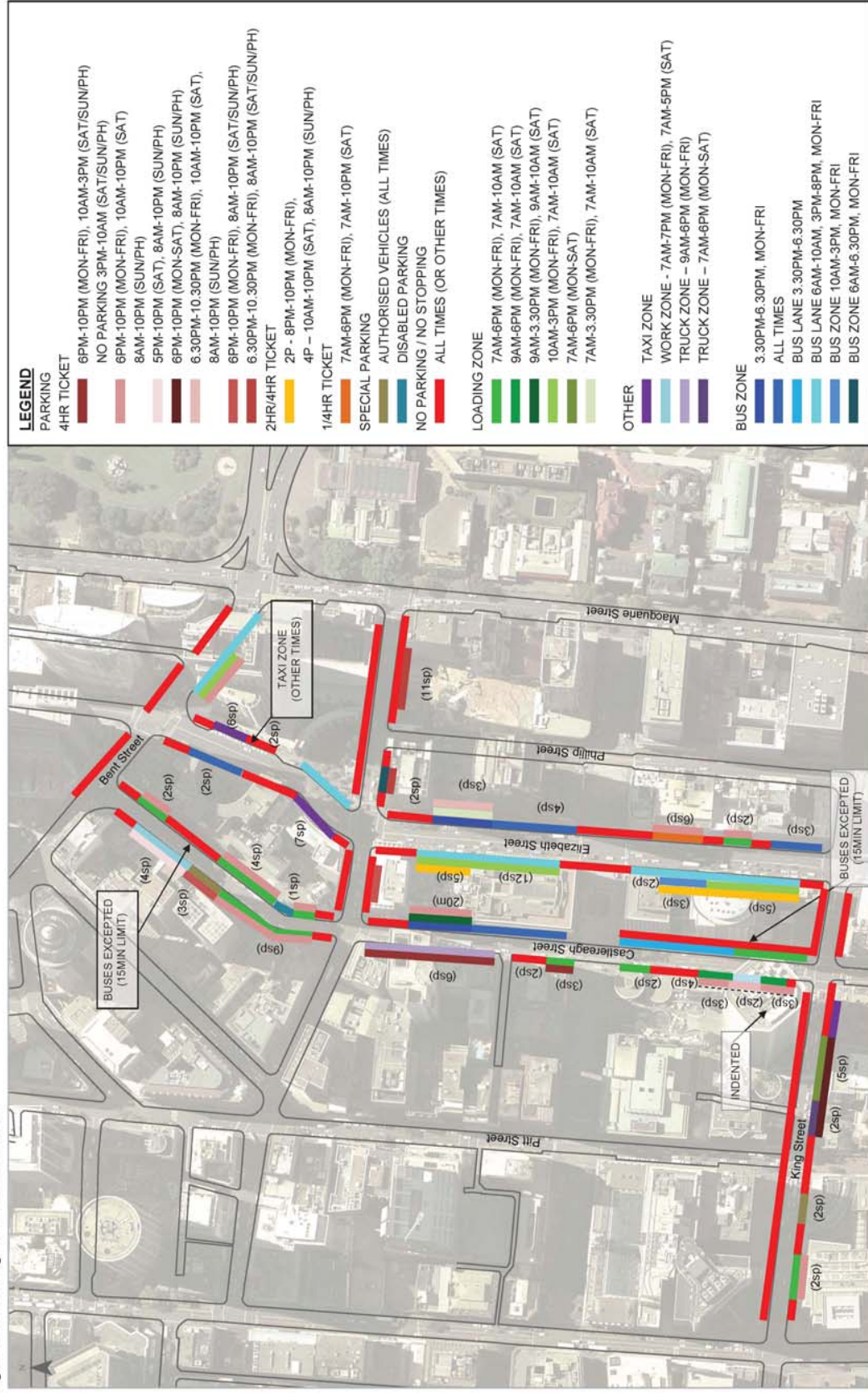


Figure 3.2: Proposed worksites and changes to kerbside parking allocation

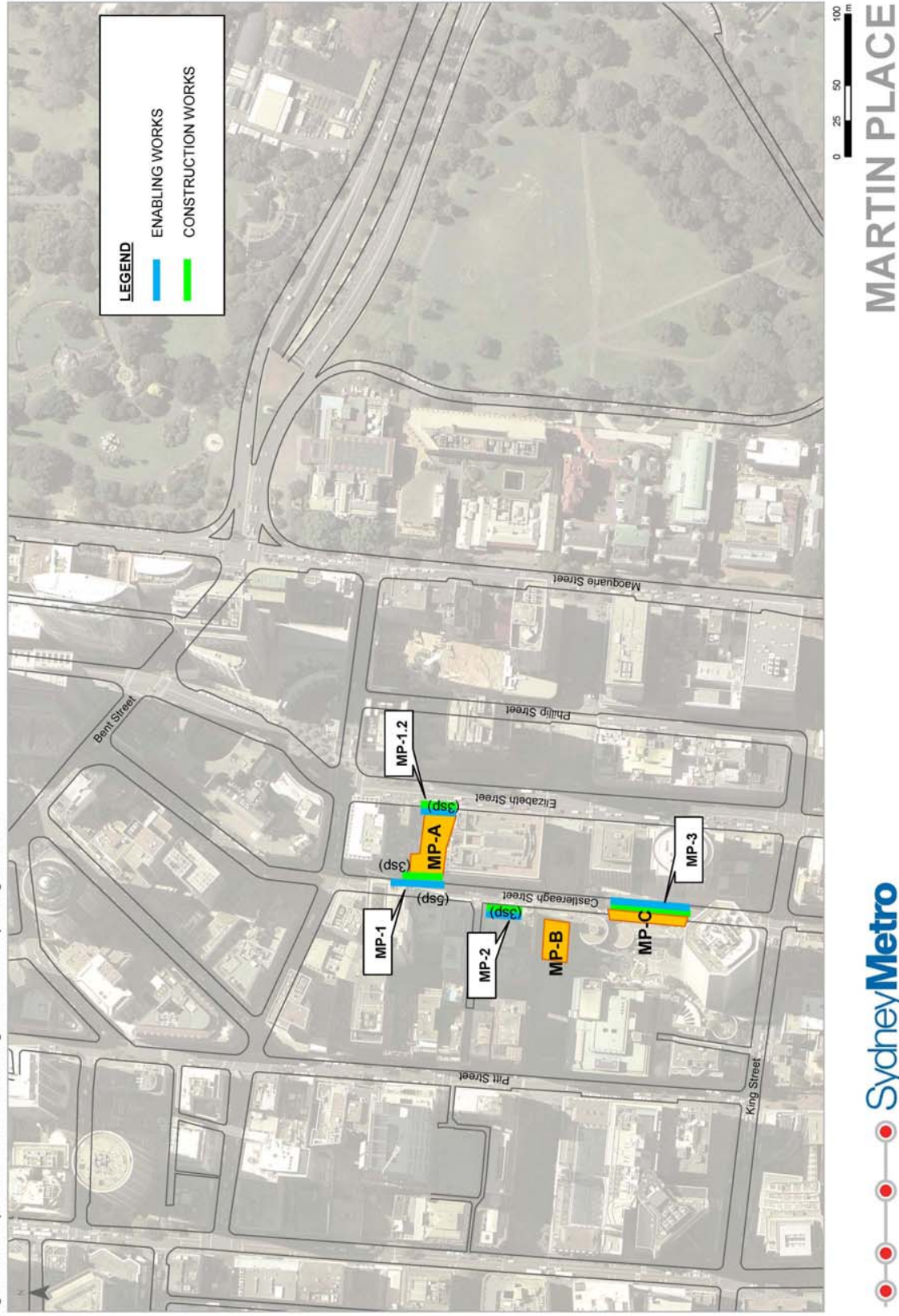


Figure 4.1: Proposed worksites and changes to kerbside parking allocation

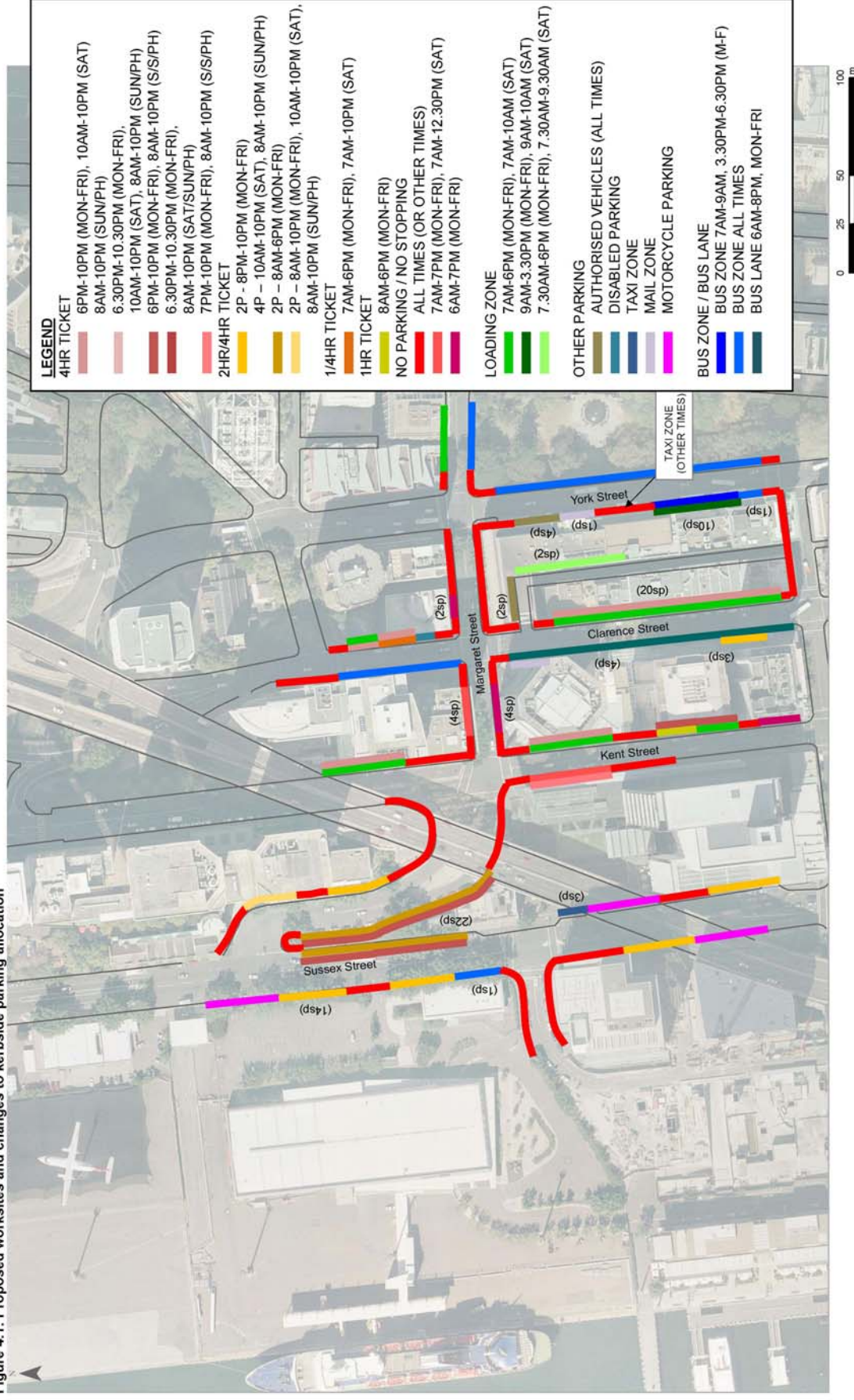


Figure 5.1: Existing kerbside parking allocation

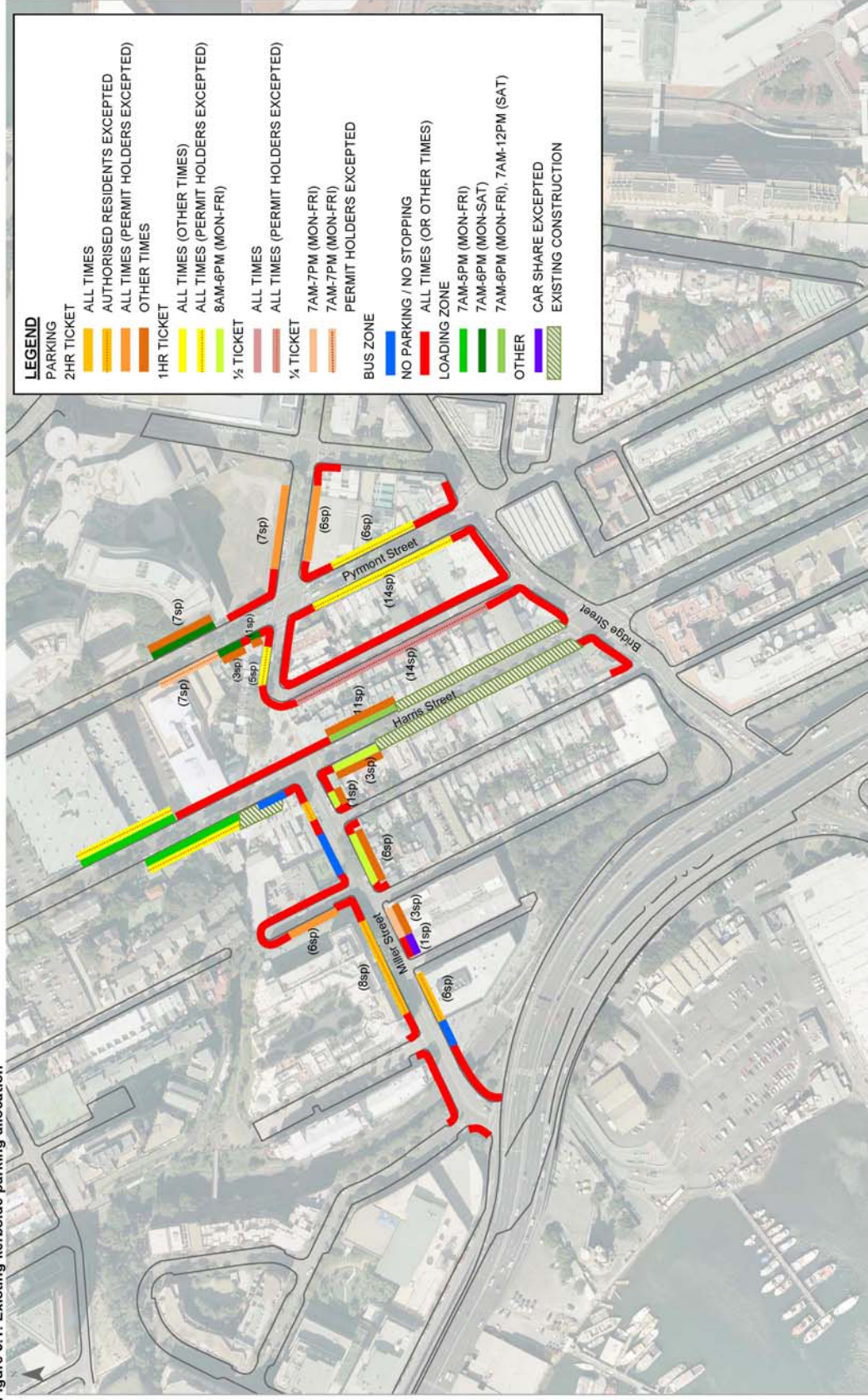


Figure 5.2: Proposed worksites and changes to kerbside parking allocation

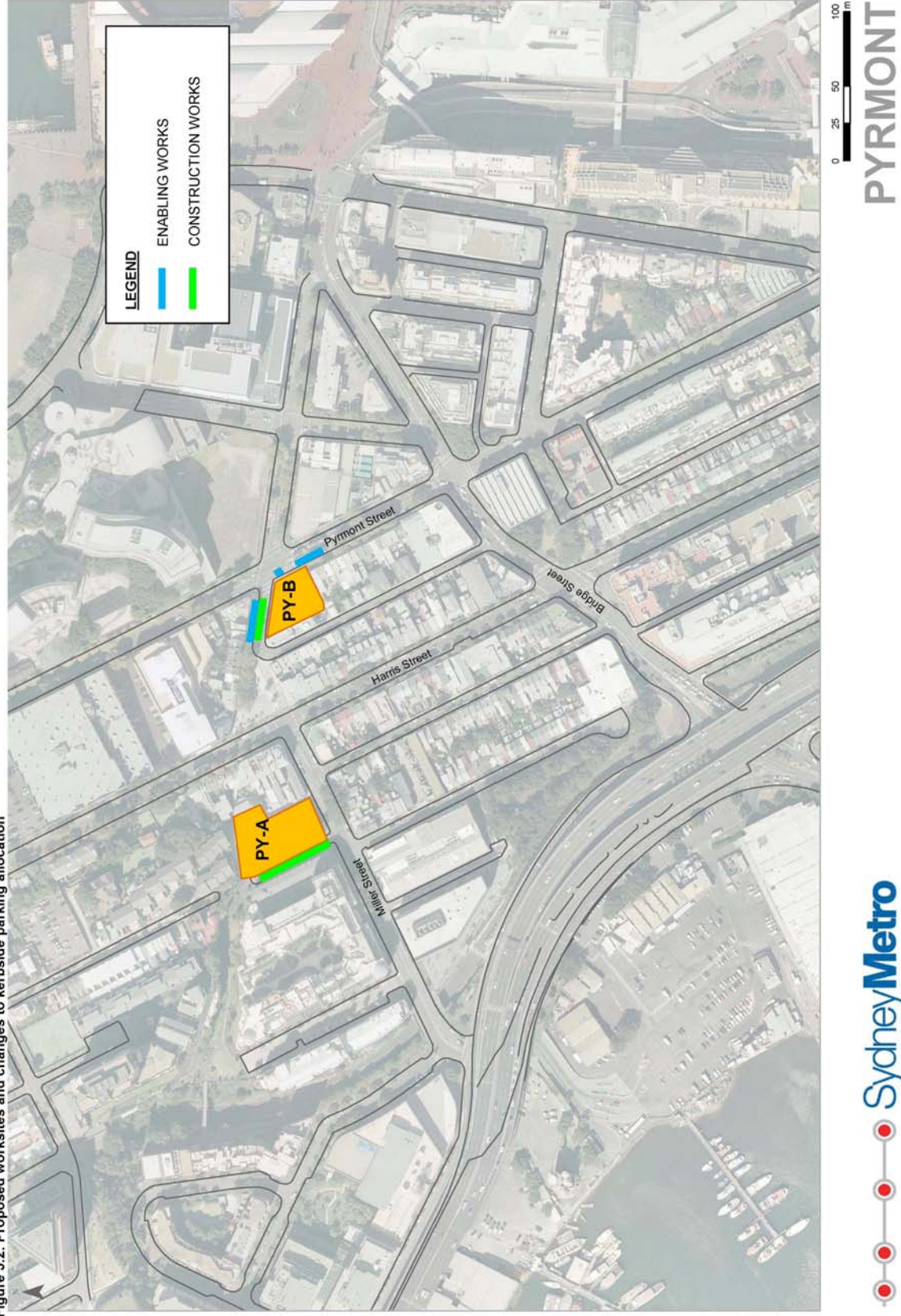


Figure 6.1: Existing kerbside parking allocation

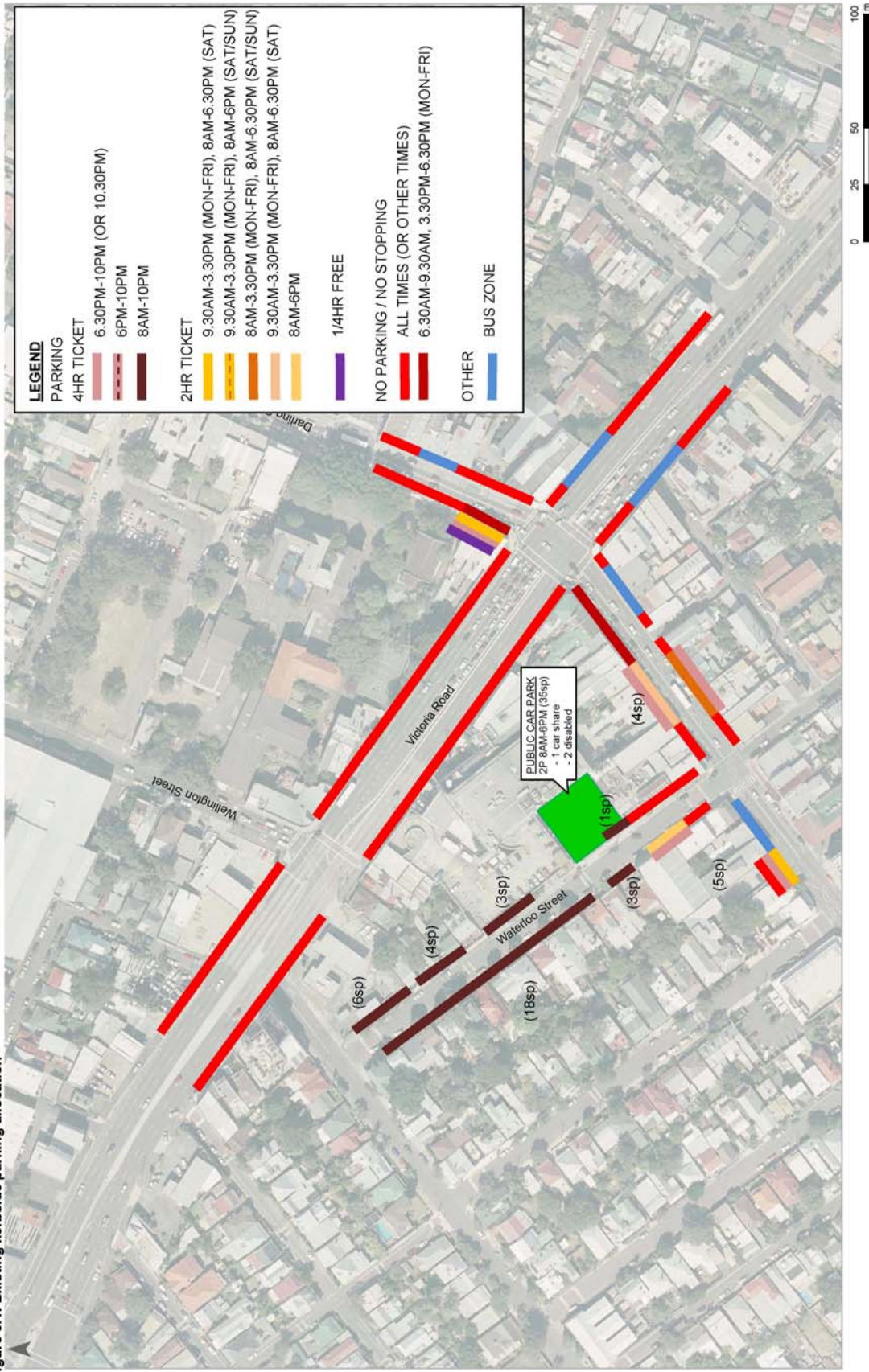


Figure 6.2: Proposed worksites and changes to kerbside parking allocation

