Construction Parking and Access Strategy

M4-M5 Link Mainline Tunnels

November 2020

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Revision	Date	Description

Internal Review

Role	Name	Position	Date	Signed/Authorised
Originator(s)	Denis Fung	Traffic Manager	6/11/20	
Authorised	Andrew Marsonet	Project Director	6 NOV'20	

Glossary

Acronym	Definition
AS	Australian Standard
CCS	Community Communication Strategy
CEMP	Construction Environmental Management Plan
CIC	Community Information Centre
CSSI	Critical State Significant Infrastructure
CTAMP	Construction Traffic and Access Management Plan (addressed as the Project Traffic and Transport and Access Management Plan)
DPE	Department of Planning and Environment
DPIE	Department of Planning, Industry and Environment
EIS	Environmental Impact Statement
IC	Independent Certifier
LSBJV	Lend Lease Bouygues Samsung Joint Venture
MUTCD	Manual of Uniform Traffic Control Devices
PBR	Pyrmont Bridge Road Tunnel Compound
PRVF	Haberfield Civil Site aka Parramatta Road Ventilation Facility
QA	Quality Assurance
REMM	Revised Environmental Mitigation Measure
RTA	Roads and Traffic Authority
SMC	Sydney Motorway Corporation
SPI	St Peters Interchange, Campbell Road Tunnel Compound
SPIR	Submission and Preferred Infrastructure Report
SWTC	Scope of Works and Technical Criteria

Acronym	Definition
TMSP	Traffic Management and Safety Plan (Same as TTAMP)
TTAMP	Traffic and Transport and Access Management Plan

Contents

1. Introduction

1.1 Project Background

The M4-M5 Link Environmental Impact Statement (EIS) (AECOM 2017) assessed the impacts of construction and operation of the Project on traffic and transport, within Chapter 08 and Appendix H (Technical working paper: Traffic and transport). Traffic and transport considerations were further developed in the Submissions and Preferred Infrastructure Report (SPIR) and the WestConnex M4-M5 Link Mainline Tunnel Modification report (September 2018).

These documents identified the potential for impacts on traffic during construction typically associated with parking and access. However, it concluded any potential impacts could be managed by the standard mitigation and management measures that are described in this Construction Parking and Access Strategy (the Strategy).

The WestConnex M4-M5 Link project is being constructed in two stages:

- Stage 1 (the Project and subject of this document): M4-M5 Link Mainline tunnels
- Stage 2: Rozelle interchange.

WestConnex Transurban has engaged Lendlease Samsung Bouygues Joint Venture (LSBJV) to design and construct Stage 1 of the project.

The key features of the Mainline tunnels project are described in Section 1.3 of the Construction Environmental Management Plan (CEMP).

1.2 Purpose

This Strategy will outline potential parking impacts related to construction of the Project, and the proposed mitigation measures to minimise parking and access impacts. In addition, the strategy sets out mechanisms to monitor of the effectiveness of mitigation measures and provides contingency options if measures are found to be unsuccessful.

This Strategy has been prepared to address the requirements of the Minister's Conditions of Approval (CoA), EIS and the Revised Environmental Management Measures (REMM) listed in the SPIR.

This Strategy was submitted to the Secretary for approval at least one (1) month prior to the commencement of any works that impact parking.

1.3 Objectives

LSBJV is committed to delivering the Project in a way that minimises impacts on parking and access through the implementation of reasonable and feasible mitigation measures.

To achieve the above objectives this Strategy will outline:

- The proposed methodology for transporting site staff and workforce between Project sites
- Available parking at each of the sites
- The proposed impacts to existing parking
- Limitations and restrictions to be placed on site staff and workforce
- Monitoring effectiveness
- Reporting of effectiveness of parking management strategy

2. Management Requirements

2.1 Ministers Conditions of Approval

The CoAs relevant to this Strategy are listed in Table 1 below. Note that some traffic related CoAs will be managed through the Traffic and Transport and Access Management Plan (TTAMP) sub plan of the CEMP,

which will be approved by the Department of Planning, Industry and Environment (DPIE) in accordance with CoA C4-C6. A cross reference is also included to indicate where the condition is addressed in this Strategy or other project management documents as appropriate.

Table 1 – CoA Compliance Table

Reference	Requirement	Section	How addressed
CoA E54	The Strategy must include, but not necessarily be limited to:		
(a)	Confirmation and timing of the removal of on- and off-street parking associated with construction of the CSSI;	Section 5 On-street Parking Removal	Section 5 of this Strategy includes details about the removal of on- and off-street parking associated with the relevant ancillary construction facilities.
(b)	Parking surveys of all parking spaces to be removed to determine current demand during peak, off-peak, school drop off and pickup, and weekend periods;	Section 5.3 Parking	Section 5.3 provide details about the parking surveys which have been completed at the Paramatta Road East & West civil sites (PRE&W) and Pyrmont Bridge Road tunnel site (PBR) sites during October 2018.
(c)	Consultation with affected stakeholders utilising existing on- and off-street parking stock which will be impacted as a result of construction;	Section 7 Consultation	Details about the consultation to be undertaken with stakeholders impacted as a result of construction are provided in Section 7. Mitigation measures will be determined as a result of consultation with local businesses and residents to bet manage the impacts of proposed on-street parking removals.
(d)	Assessment of the impacts of changes to on- and off-street parking stock taking into consideration outcomes of consultation with affected stakeholders;	Section 5.3 Parking Section 7 Consultation	The impacts are addressed in Section 5.3 and Section 7. Parking surveys and consultation will be used to assess the impacts and determine the most feasible mitigation measures.
(e)	Identification of mitigation measures to manage impacts to stakeholders as a result of on- and off-street parking changes including, but not necessarily limited to, staged removal and replacement of parking, provision of alternative parking arrangements, managed staff parking arrangement and working with relevant council(s) to introduce parking restrictions adjacent to work sites and compounds;	Section 7 Consultation	Refer to response for CoA E54(d).
(f)	Provision of a shuttle bus service(s) to transport workers to site(s) and details of the shuttle bus service(s), including service timing and frequency;	Section 3.1 Section 4 Shuttle Service & Worker Transport	Section 3 and 4 of this Strategy discusses the shuttle bus services that will be provided for the Project, as well as the planned shuttle bus routes.
(g)	Mechanisms for monitoring, over appropriate intervals, to determine the effectiveness of implemented mitigation measures;	Section 8.3 Monitoring	There will be an ongoing monitoring process for the Project, which will include the monitoring of effectiveness of mitigation measures. Further details are provided in Section 8.3.
(h)	Provision of contingency measures should the results of mitigation monitoring indicate implemented measure are ineffective; and	Section 9 Contingency	If monitoring, surveys, consultation or complaints prompt intervention by the Project to improve or otherwise modify services, one or more of the options discussed in Section 9 may be enacted to ensure impacts to public are reduced and public relations and reputation is protected.

Reference	Requirement	Section	How addressed
(i)	Provision of reporting of monitoring results to the Secretary and relevant council(s) at three (3) monthly intervals.	Section 8.4 Reporting	Monthly and quarterly reporting commitments are detailed in Section 8.4.

Please refer to Appendix A for all other CoA relevant to the development of this Plan.

2.2 Revised Environmental Management Measures

The REMMs applicable to construction parking and access are listed in Appendix A. Note that other traffic related REMMs will be managed through the TTAMP sub plan of the CEMP which will be approved by the DPIE in accordance with CoA C4-C6.

2.3 Relevant Legislation and Guidelines

2.3.1 National Guides & Specifications

- Austroads "Guide to Road Design Part 6A: Pedestrian & Cyclist Paths"
- Austroads Guide to Traffic Guide to Traffic Management -Part 3 - Traffic Studies Analysis
- Austroads "Cycling Aspects of Austroads Guides"
- Austroads "Guide to Road Design Part 3: Geometric Design (2nd Edition)"
- Austroads "*Guide to Road Design Part 4: Intersections and Crossings – General"*
- Austroads "Guide to Road Design Part 4A: Un-signalised and Signalised Intersections"
- Austroads "Guide to Road Design Part 4C: Interchanges"
- Austroads "Guide to Road Design Part 6: Roadside Design, Safety & Barriers"
- Austroads "Guide to Traffic Management Part 6: Intersections, Interchanges & Crossings"
- Austroads Paper – G34_13 "Design Vehicles & Turning Path Templates"
- Austroads Paper – R211_2 "Geometric Design for Trucks"
- Austroads Paper – R337_09 "National Approach to Traffic Control at Work Sites"
- AS 1742.1 "MUTCD, Part 1: General introduction and index of signs"
- AS1742.2 "MUTCD, Part 2: Traffic Control devices for general use"
- AS 1742.3 "MUTCD, Part 3: Traffic control for works on roads"
- AS1742.15 "MUTCD, Part 15: Direction signs, information signs and route numbering"

2.3.2 Jurisdictional Requirements

- Roads and Maritime Supplements to Austroads
- RTA Road Design Guide
- Roads and Maritime "QA Specification G10: Traffic Management"
- RTA "Accident Reduction Guide – Part 2: Road Safety Audits"
- RTA "Delineation Guidelines: Parts 1 to 19
- RTA "Guidelines for Road Safety Audit Practices:"
- Roads and Maritime "Traffic Control at Worksites Manual"

2.3.3 Client Specifications

- SWTC Appendix C.1
- SWTC Appendix C.4
- SWTC Appendix C.6
- *Ministers Conditions of Approval*

2.3.4 Lendlease Procedures

- LLE1107 – Traffic Management Procedure
- LLE Global Minimum Requirements
- Project TMSP (M4M5-MT-3D-TrafficMgmt & Safety) document

3. Surface Sites & Parking Facilities

3.1 Surface sites

LSBJV will endeavour to maximise car parking facilities within its compound and work areas in order to minimise parking on local roads and streets in accordance with CoA E54.

This will be achieved through the implementation of 'satellite parking facilities', which refers to the nominated parking areas at Parramatta Road East civils site (C3b) and the Parramatta Road West civil site (C1b) (PRE&W). These sites have been specifically prepared to provide parking for Wattle Street civil and tunnel site (C1a) (Wattle Street ramps), Northcote Street civil site (C3a) (Northcote Site), as well as the Haberfield civil site (C2b) (Parramatta Road Ventilation Facility (PVRF)). Site staff and workforce located at the Haberfield sites (Wattle Street ramps, Northcote Site, and the PRVF) will park at PRE&W site and walk to the various work locations due to their close proximity to the parking location.

The main parking for the Pyrmont Bridge Road tunnel site (C9) (PBR) will be at the private parking station at the Royal Prince Alfred Hospital (RPA). The main parking for the Campbell Road civil and tunnel site (C10), St Peters will be on site in line with an increased workforce from January 2020 when additional land is available to the Project Team.

In terms of on-street parking impacts (the removal of formal parking locations), the Project will have limited impacts on existing street parking allowances, as many of the parking spaces that are proposed to be removed are associated with adjacent buildings that are now being used by the Project.

3.2 Worker Parking Availability and Demand

Worker parking demand will vary throughout delivery of the project, from early works through to major construction and finally tunnel fit-out. Table 2 outlines the indicative peak worker numbers and parking capacity at parking areas throughout the construction period.

This table does not account for workers travelling via alternate means of transport including public transport, by foot or by bicycle or carpooling of workers, which would reduce staff and workforce parking demand at each location.

Where parking demand exceeds on site capacity, on-street parking will be utilised in combination with implementing contingency measures detailed in Section 9.

LSBJV's approach to parking and access is compliant with the requirements of CoA E52 (a) that is, to minimise on street parking by the workforce.

Table 2 – Indicative Parking Availability vs Worker Demand

Timing	Haberfield Sites (combined)		Pyrmont Bridge Road			Campbell Road, St Peters		Hawthorne Canal Grouting	
	Indicative Total Workforce[1]	Indicative On-site Carparks[2]	Indicative Total Workforce[1]	Indicative On-site Parking	Indicative Carparks (RPA)	Indicative Total Workforce[1]	Indicative On-site Parking	Indicative Total Workforce[1]	Indicative On-site Parking
2018 (2nd half)	50	46	25	20 (During demolition)	0	50	30	0	0
2019 (1st half)	150	235	100	10	0	80	30	0	0
2019 (2nd half)	200	235	260	10	150	80	30	0	0
2020 (1st half)	260	235	260	10	210	260	270	10	10
2020 (2nd half)	260	235	260	10	210	225	176	10	10
2021 (1st half)	260	235	260	10	210	225	176	0	0
2021 (2nd half)	260	235	260	10	210	225	176	0	0
2022 (1st Half)	260	235	260	10	210	225	176	0	0
2022 (2nd Half)	260	235	260	10	210	225	176	0	0
2023 (1st Half)	150	235	150	10	50	150	176	0	0

[1] The total indicative workforce is spread over about four separate shifts. It is therefore highly unlikely that this number of workers would be on-site at any one time.

[2] This excludes four spaces (including one DDA compliant spaces) to be kept available for public use for the Community Information Centre.

3.3 Northcote Street Civil Site

3.3.1 Site Information

The Northcote site is located between Wattle Street and Wolseley Street at Haberfield. This facility is positioned on land that is previously used as a construction ancillary facility for the M4 East project and was identified in the Project planning phase as a civil ancillary facility.

Due to spatial constraints, this site will have very limited parking and no designated light vehicle parking within the compound.

3.3.2 Parking Demand

Staff and workforce parking will be limited on site, workers will need to park at PRE&W and walk (preferred route identified in Figure 1) to the Northcote site and Wattle Street ramps.

Note, the walking route shown in Figure 1 passes around four residential properties, three of which are used for non-residential purposes otherwise the walking route is behind the new noise walls constructed as part of the M4 East Project.

Figure 1 – Walking access route (Green line) to the Northcote Site, Wattle St Ramps and Parramatta Rd Vent Facility

3.4 Parramatta Road East and Parramatta Road West

3.4.1 Site Information

The PRE&W site will have a combined parking area for around 235 light vehicles in addition to a material laydown area for trucks. The parking spaces in this location will primarily service this facility, the Wattle Street ramps, the PRVF and the Northcote site. Workforce, staff and visitors will access the work locations via pedestrian access to minimise the need for parking at each of the other sites.

It is proposed that the Community Information Centre (CIC) will be located at this location and accessed by the public. There will be designated parking spaces for CIC visitors and clearly delineated pedestrian route from the street.

3.4.2 Parking Demand

During establishment of PRE&W, parking will be available on site for the workforce and staff. There may however be some limited times when parking is not permitted due to safety requirements during demolition and other works. During these periods, on street parking will be utilised.

During the peak tunnelling and construction phases, workforce and staff numbers around the Haberfield area are expected to grow to around 260 workers. It is proposed that the vast majority of the Haberfield workforce and staff will be parking at the PRE&W site daily, prior to attending works. An electronic tag system will be located at PRE&W for all Haberfield sites for the staff and workforce.

3.5 Parramatta Road Ventilation Facility

3.5.1 Site Information

The activities required in this location include the fit out (mechanical and electrical) of the ventilation fan shaft constructed by the M4 East project.

3.5.2 Parking Demand

Works are proposed to commence in this location in 2019 and are not planned for completion until the latter stages of the project. Worker parking is not proposed at this location. Only construction vehicles and deliveries will be permitted at the site.

The ventilation facility will have a limited demand for worker parking during site establishment, as the site will be already established (as part of M4 East project works). There will be no parking possible on site during the works with parking to be provided at the PRE&W parking facilities.

Parking for the site will be provided by the PRE&W facility, with pedestrian access to this site.

3.6 Wattle Street Tunnel Compound

3.6.1 Site Information

Due to spatial constraints, no parking will be provided at the Wattle Street ramps site other than for project vehicles and deliveries. Workforce, staff and visitors will park at and walk between the PRE&W site and Wattle Street using existing footpaths. A shuttle service will also be provided for the workforce to travel between Wattle St and Northcote site.

3.6.2 Parking Demand

During site establishment, parking will be available at the PRE&W site. Similarly; during construction, no parking will be provided on site for light vehicles, only access and egress arrangements for material deliveries and spoil movements.

Parking for the site will be provided by the PRE&W facility.

3.7 Pyrmont Bridge Road Tunnel Compound

3.7.1 Site Information

The Pyrmont Bridge Road facility is a key construction compound for the Project due to its location approximately half way between the Haberfield sites and the Campbell Road St Peters facility. Demolition is required prior to its use as a tunnelling compound to remove commercial buildings for the installation of acoustic shed, site offices and other site components.

3.7.2 Parking Demand

A limited workforce is required during site establishment and demolition. Around 20 car parking locations will be available on site during this phase, with some demolition phases requiring that no parking is available on the site for safety and special constraint reasons. Excess parking during these phases will utilise existing on street parking locations.

Part of the site establishment process following demolition will be the creation of an onsite car park with a capacity of around 10 spaces. This parking facility will be used by the workforce with excess parking utilising on street parking locations. Once the overall facility is operational and supporting tunnelling, this car park will be used by senior staff, visitors and deliveries. The bulk of the workforce and staff will be parking at the RPA carpark.

3.8 St Peters (Campbell Road) Tunnel Compound

3.8.1 Site Information

Tunnelling operations from the southern part of the Project will be launched from this site. In addition, this site will hold the operational ventilation facility. Initially this site will have a limited workforce of around 80 which grows over time in line with the construction activities located at this site.

3.8.2 Parking Demand

A limited workforce was in place during the initial phases of construction as the facility was built and road headers became operational. Until 2020, around 30 light vehicle parking spaces were available inside the facility to provide parking for workforce, staff and visitors.

From early 2020 LSBJV were provided with additional land from the adjacent contractor which has largely been converted into an onsite car parking facility. Following establishment of this additional car park area in early 2020, around 151 LV vehicles and 25 motorcycles are able to park on site. From staff survey, excess parking demand during this peak parking period (approximately 85 vehicles) has been shown to be managed via staggered shift commencement and finishing times, utilisation of the shuttle bus service, carpooling, cycling, and a very small number of on street parking along Burrows Rd and Euston Rd.

3.9 Main Project Office

The main Project Office will be located at Mascot on O'Riordan Street and is well connected to public transport via Sydney Buses and the train network at Mascot and Green Square Stations. The office will have parking for visitors and senior staff; around 80 spaces will be made available for the Project, with half of these spaces allocated to WestConnex Transurban / Roads and Maritime Services (Roads and Maritime) and Independent Certifier staff.

Additional nearby commercial parking space may be utilised pending agreement with relevant owner/occupier and will be investigated should proposed supply be insufficient.

3.10 Royal Prince Alfred Hospital Carpark & RPA Medical Centre Carpark

3.10.1 Site Information

The Royal Prince Alfred Hospital and the TPA Medical Centre parking facility will provide around 210 parking spaces, supporting the workforce at the PBR site. The carpark is located within a 10 minute walk to the PBR site. Workforce will walk along the existing footpath on Church Street or Missenden Road to Parramatta Road.

Consultation has been undertaken with Secure carparks for the use of the Royal Prince Alfred Medical Centre and Prince Alfred Hospital carparks to ensure the use of these car parks will not take away from parking for hospital and medical centre patrons.

3.11 Canal Road & Hawthorne Parade Surface Grout area

3.11.1 Site Information

The Canal Road and Hawthorne Parade area is a surface grouting area for the Project due to its location above the tunnel corridor near the Hawthorne Canal. Approximately five untimed carparking spaces along Hawthorne Parade will be required for the duration of the works in order to provide access to the working area on the western side of the canal. A further twenty informal and untimed car parking spots along Canal Road will be required by the proposal from time to time to allow works to progress safely on the eastern side of the canal.

3.11.2 Parking Demand

A limited workforce is expected during the setup and operation of the grouting works. Until September 2020, around 10 light vehicle parking spaces will be available inside the work areas for the workforce.

4. Shuttle Service & Worker Transport

A shuttle service will be provided, with mini-buses to transport site staff and workforce. Bus numbers, frequencies and sizes will be determined by demand.

Promotion of the shuttle bus services will be undertaken during the Project induction, regular toolbox training sessions and through posters and project newsletters.

As presented in Section 3 car parking at the PRE&W facility will service the Haberfield sites via existing pedestrian access. Those working at PBR site will primarily park at the RPA parking facility and walk to the compound.

Those working at the Campbell Road site are expected to park on site where possible or utilise public transport.

The electronic tag system will also allow those who choose to walk, bicycle or catch public transport to gain access directly to their worksite.

4.1 Routes

The bus route proposed relates to the Wattle St site and Northcote site for light vehicles only (Figure 2). The Indicative route is shown below and may be adjusted depending on demand.

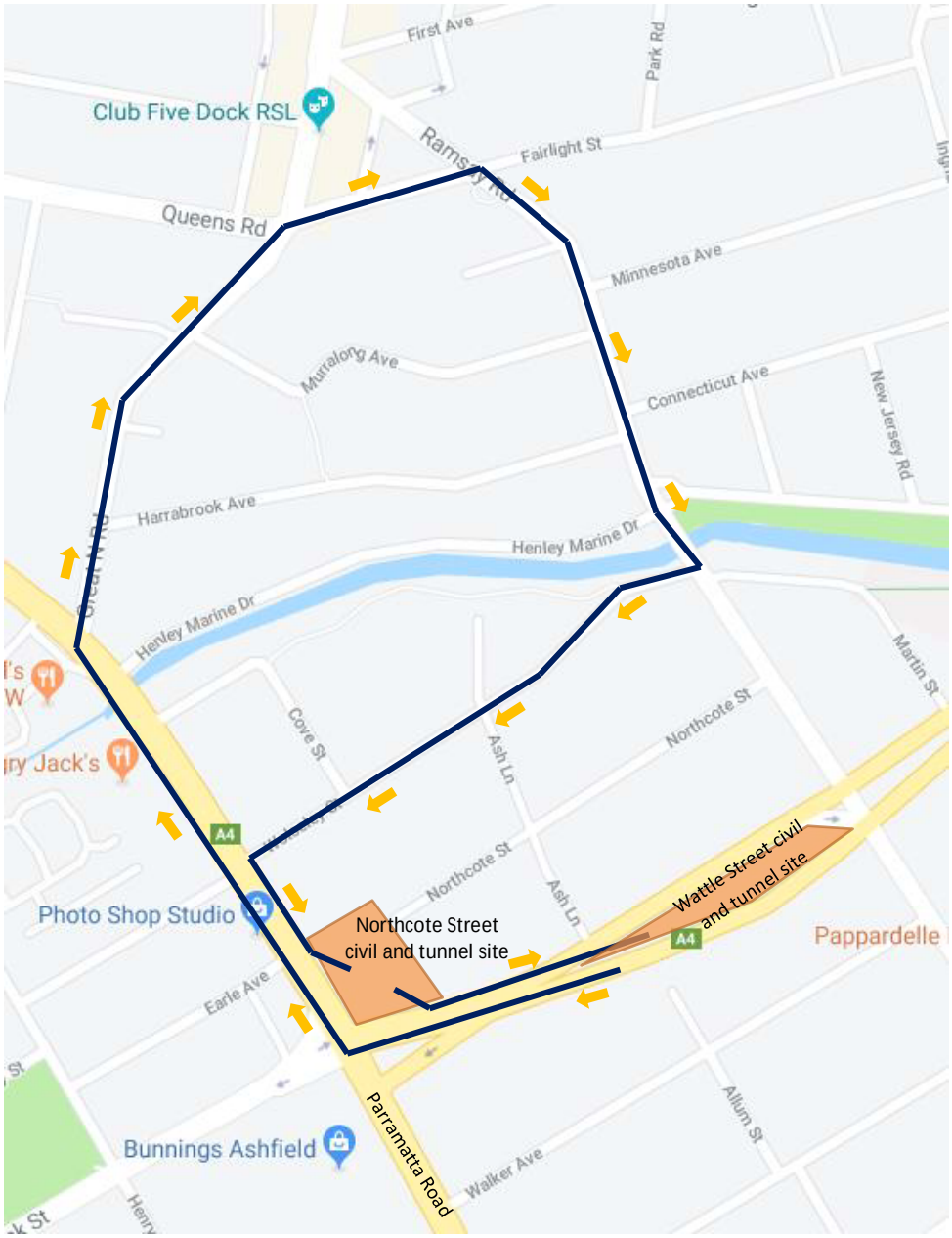

Figure 2 - Shuttle Bus Route – Wattle St to Northcote.

4.2 Timing

Shuttle services will be provided on an as needs basis in line with shift patterns and times on a week to week basis during tunnelling works. During demand periods, this should see a bus reaching each site approximately every 15 to 20 minutes, or less when traffic congestion is low.

The proposed bus routes have travel times of between 7 and 15 minutes (depending on time of day). During peak traffic periods and worker shift changes additional services may be provided to try to limit waiting times to 15 minutes for any worker or staff member waiting for a shuttle. Inter-peak periods will have fewer services, due to the reduced delay due to traffic on the roads.

Worker shift times are expected to vary throughout the delivery of the project, typically however tunnel shifts are likely to commence at 6am and 6pm and run for between 10 and 12 hours. Efficiency or construction program (among other things) may be reasons for adjusting these shift times during delivery.

Additional bus services may be commissioned during peak periods to best cater for workforce volumes. The additional services will be arranged on an as needs basis.

5. On-street Parking Removal

Some public on-street parking at the PRE&W, PBR, and Canal Road & Hawthorne Parade surface grout area locations will require temporary removal during establishment and construction of the Project to:

- Cater for relocated bus stops
- Improve public safety for the community and workforce
- Better cater for the expected vehicle turning points and movements of trucks and other large vehicles entering and exiting the facilities
- Reduce traffic congestion behind large vehicles accessing sites.

Currently no on-street parking removal is proposed at Northcote Street, Wattle Street ramps, PRVF or Campbell Road.

The temporary removal of the existing on-street parking has been discussed through targeted stakeholder consultation in advance with:

- Inner West Council (relevant officers)
- City of Sydney Council (relevant officers)
- Roads and Maritime (relevant Project officers)
- Local businesses (as identified during local on-street parking and door-knock survey to establish special circumstances e.g loading zones, regular delivery times/days) within 50m area from the identified parking spaces
- Local residents including sensitive receivers (as identified during local on-street parking and door-knock survey to establish any special circumstances e.g. meals on wheels delivery) within 50m area from the identified parking spaces.

More detail regarding consultation process is outlined in Section 7 below.

Road safety audits will be conducted on changed parking as outlined in section 6.4 of the TTAMP and CoA E56.

Table 3 provides the number of parking spaces and their type (e.g. timed, unmetered, etc) and the approximate period for their removal, as based on the Project program for different phases of works.

Table 3 Indicative Parking Removal Totals

Site Reference	Parking Spaces Type	Removal Qty Proposed	Removal Period (approx.)	
			From	To
PBR – Parramatta Road (In front of site, Eastbound)	Clearway - 6-10am, 3-7pm 1P - 10am-3pm Mon-Fri 1P – 8:30am-12:30pm Sat Untimed at other times	18	January, 2019	December, 2022
PBR – Parramatta Road (Bus Relocation, Eastbound)	Clearway - 6-10am, 3-7pm 1P – 10am-3pm Mon-Fri 1P – 8:30am-12:30pm Sat Untimed at other times	5	January, 2019	December, 2022
PBR – Mallett Street (Northbound)	1P – 8:30am-4pm Mon-Fri 1P – 8:30am-12:30pm Sat Untimed at other times	7	January, 2019	December, 2022

Site Reference	Parking Spaces Type	Removal Qty Proposed	Removal Period (approx.)	
			From	To
PBR – Pyrmont Bridge Road (Westbound)	Clearway - 6-10am, 3-7pm Untimed at other times	7	January, 2019	December, 2022
PBR – Bignell Lane	No Parking - 8:30am-6pm Mon-Fri, 8:30am-12:30pm Sat	5	January, 2019	December, 2022
PRE&W – Alt Street (East – both sides of street)	Untimed	7	January, 2019	December, 2022
PRE&W – Parramatta Road (both sides of street)	Clearway - 6-10am, 3-7pm Untimed at other times	17	January, 2019	December, 2022
Hawthorne Parade	Non marked Untimed	5	March, 2020	July, 2020
Canal Road	Non marked Untimed	20	June, 2020	September, 2020

5.1 Pyrmont Bridge Road

Parking will be required to be removed or adjusted around the PBR site, as shown in Figure 3, due to site constraints, truck turning requirements, to minimise potential pedestrian/truck interface, and for commissioning of new driveway access or egress points or the proposed future tie-in of Bignell Lane with Pyrmont Bridge Road. Proposed temporary on-street parking removal includes:

- The existing 1-hour on-street parking from the western side of Mallett Street, between Parramatta Road and the existing Bignell Lane. This section of available parking is approximately 43.5m in length, allowing 6m per vehicle would allow parking for 7 vehicles in this section.
- Approximately 18 vehicles from the existing 10am to 3pm on-street parking on Parramatta Road adjacent to the site. Removal of these spaces is particularly important during demolition, as a type B hoarding structure will need to be erected, limiting access onto the footpath, thereby forcing drivers to walk adjacent to live traffic after exiting their vehicles.

  Note, thoroughfare of pedestrians in front of the facility adjacent to Parramatta Road will be maintained unless specific activities require diversions for safety purposes (e.g., demolition of buildings adjacent to the footpath). Should this occur site specific pedestrian management plans will be developed and consulted as required in accordance with the Community Communication Strategy (CCS).
- The length of Bignell Lane will become a 'No Parking' zone to maintain clear access for the local residents. Note, this section of road is already subject to limited parking opportunities under the existing pre-construction conditions, due to the limited width. The entirety of the southern side of Bignell Lane is already 'No Parking' with the northern side of the lane permits parking only between 6:00pm and 8:30am Monday to Saturday and from 12:30pm Saturday, to 8:30am Monday. The number of actual spaces on Bignell Lane is limited due to existing property accesses and is estimated to be around 5.
- Approximately seven spaces, (based on 6m per vehicle), to be removed as 'no stopping' to allow clear line of site and appropriate turning for site access and egress along Pyrmont Bridge Road.
- Provision for the relocation of the public transport bus stop to the East of Mallett Street, from the Western Side of Mallett Street (in front of the compound). The bus stop relocation will be less than 400m and

will meet the criteria of CoA E43 and E44. It will require 30m of space to meet the requirements of a single bus stops

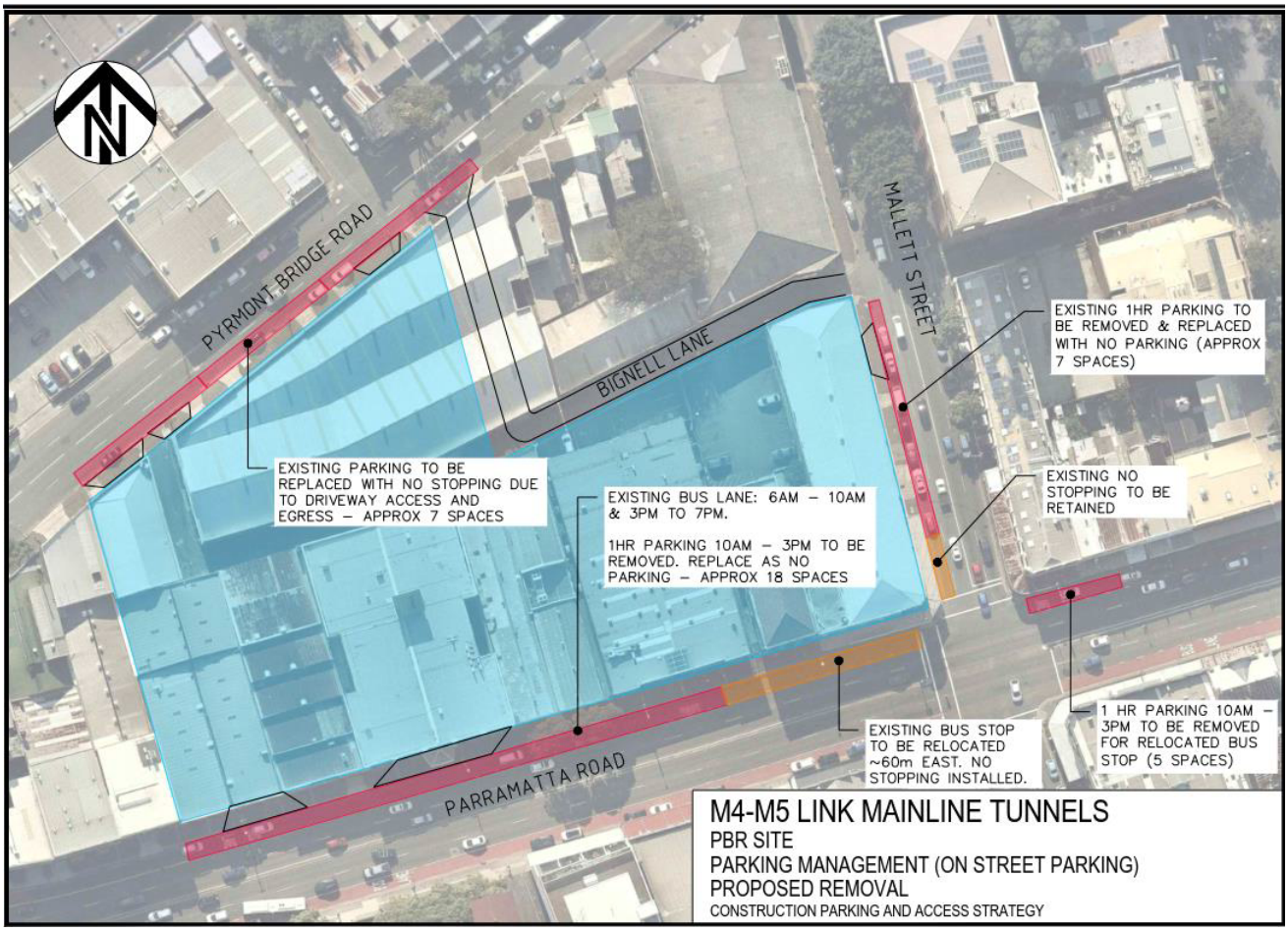

Figure 3 - PBR On-street Parking Removal Areas - Pyrmont Bridge Road

5.2 Parramatta Road East and Parramatta Road West

Parking will be required to be removed or adjusted around the PRE&W site, as shown in Figure 4, due to site constraints, truck turning requirements, to minimise potential pedestrian/truck interface, and for commissioning of new driveway access or egress points. All proposed parking removal will be undertaken in consultation with RMS and Inner West Council. Proposed temporary on-street parking removal includes:

- On-street parking along both sides of Parramatta Road adjacent to the PRE&W site, will be prevented with 'No Parking' signage. The current parking arrangement is:
    - An existing 'No Stopping' on the southbound side which will be retained (therefore no reduction in parking)
    - An a.m. and p.m. clearway on the northbound side, allowing parking between 10am to 3pm, consisting of around 14 spaces between Alt Street and the bus stop adjacent Bland Street
    - A total of 3 spaces to be relocated either north or south of the existing stop (currently shown as being relocated to the north of Alt Street in Figure 4) as determined following an assessment of nearby bus facilities, and in consultation with Inner West Council. This relocation will be within 400m of the existing stop and will only be conducted to meet the requirements of CoA E43 and 44
- A total of 7 spaces are proposed to be removed on Alt Street, to the east of Parramatta Road.

Alt Street west of Parramatta Road shall retain the current parking arrangements to allow 'time limited' visitor parking at this location.

The proposed changes are partially offset as a result of the relocation of the Muirs car sales yard and other businesses (confirmed through parking surveys, as outlined in Section 5.3) removing the previous parking demand in this area. The adjacent area to the PRE&W site is residential properties each which has driveway parking.

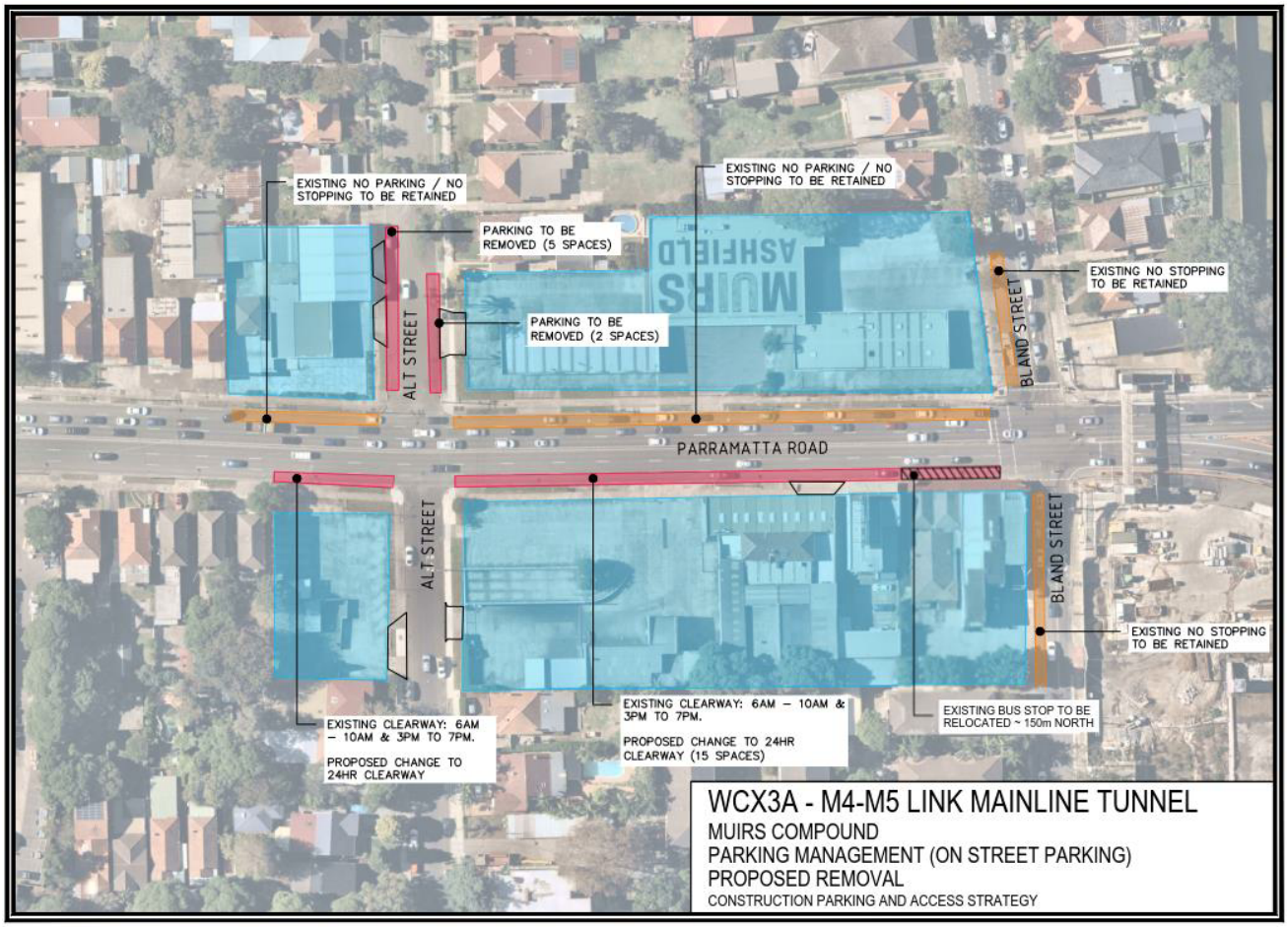

Figure 4 - PRE&W site - On-street Parking Changes

In order to optimise safety at the PRE&W site, a pedestrian fence is proposed to be installed along the median island of Parramatta Road, stretching from approximately 15m north of Alt Street, through to Bland Street intersection (subject to Roads and Maritime approval) to prevent pedestrians crossing Parramatta Road (Shown above in red). While an existing at-grade signalised pedestrian crossing and public pedestrian over bridge exist at Bland Street, this would require a diversion of some 200m by the workforce to cross onto the opposite side of the site compound at PRE&W. These initiatives should provide a suitable environment to reduce impacts on the local community, road users and increase safety of the workforce.

5.3 Canal Road & Hawthorne Parade Surface Grout area

Parking will be required to be removed around the Canal Road and Hawthorne Parade Surface Grout area, as shown in Figure 5, due to site setup, truck turning requirements, to minimise potential pedestrian/truck interface, and for surface grouting works. All proposed parking removal will be undertaken in consultation with RMS and Inner West Council. Proposed temporary on-street parking removal includes

- 5 untimed on-street parking spaces along Hawthorne Parade (shown in yellow with dark blue boundary in the Figure below). This is required in order to maintain an access to the work area on the western side of the canal and would be required until the grouting works are complete and the netball court restoration has been completed. This area is a prioritised work location, as such these parking impacts will finish earlier than the impacts on the eastern side of the canal.

  Note, thoroughfare for pedestrians will be maintained.

- 20 untimed on-street parking spaces on Canal Road will be occupied from time to time during the grouting works along Canal Road. The 20 impacted unlimited on-street parking spaces will change as

the surface grouting works move around within the yellow highlighted area on the eastern side of the canal, shown in the Figure below.

Note, thoroughfare for pedestrians will be maintained.

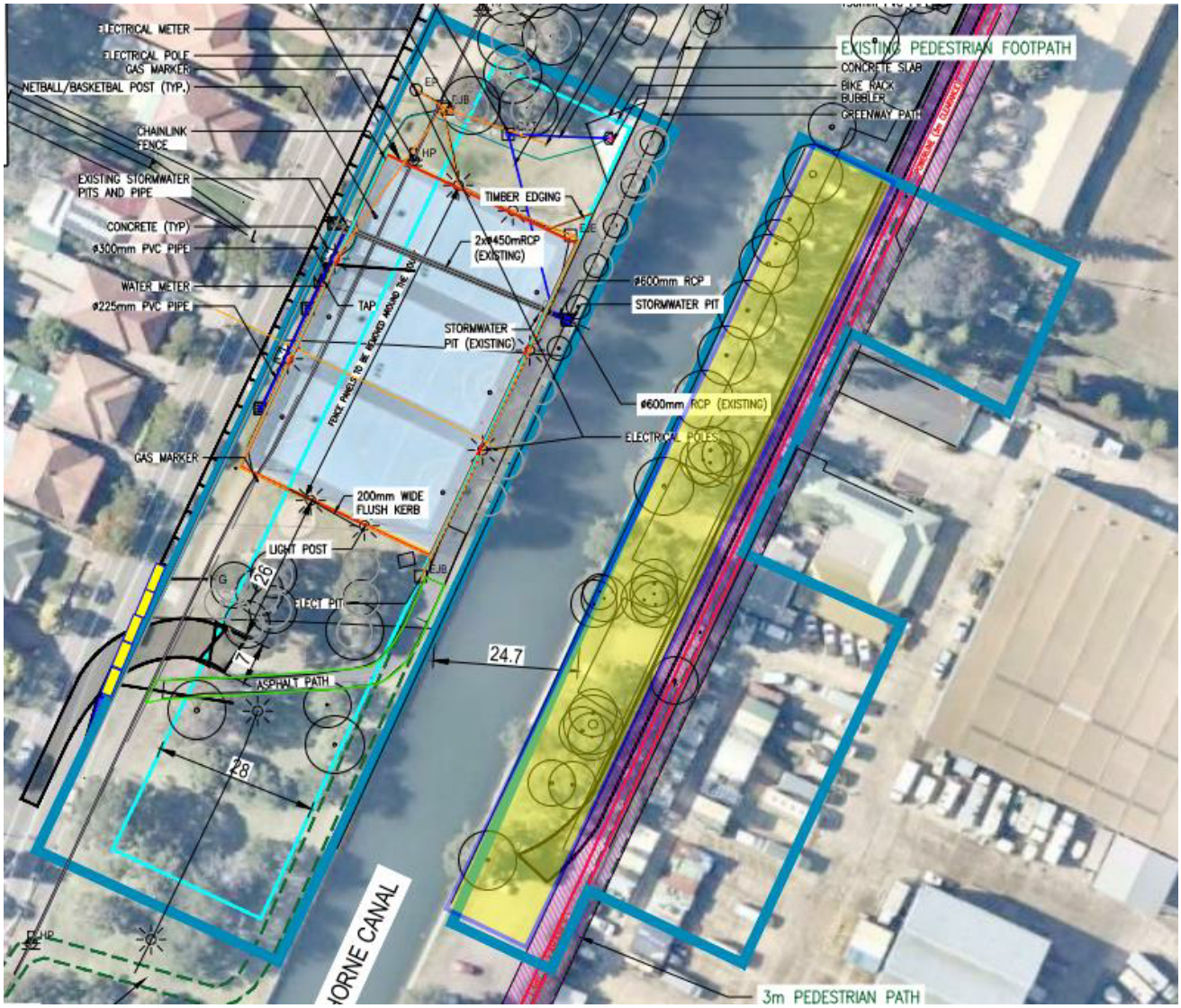

Figure 5 - Canal Road and Hawthorne Parade Surface Grouting area - On-street Parking Changes (in Yellow)

5.4 Parking Availability

Parking surveys have been conducted now that some of the businesses have been vacated. The parking surveys were conducted in accordance with CoA E54 b) and in line with the 'Patrol Survey' methodology outlined in the Austroads Guide to Traffic Management Part 3, Section H.3.3. This includes an observer patrolling along a predetermined route at fixed intervals, recording the location of parked vehicles to provide information on total parking demand, arrival and departure rates, parking duration and spatial distribution.

CoA E54 b) requires the parking surveys be conducted to cover peak and off-peak periods, school pick-up and drop-off periods and weekend periods. The times informing the assessment have been adopted are detailed in Table 4 below.

Table 4 Parking assessment times

Period	Times assessed	
Peak	Weekdays 6am to 10am	Weekdays 3pm to 7pm
Off-peak	Weekdays 10am to 3pm	
School pick-up	Weekday 2:30pm to 3:30pm	
School drop-off	Weekday 8:30am to 9:30am	
Weekend	Saturday 9am to 4pm	Sunday 9am to 4pm

It is noted that during school periods and peak periods some areas are clearways, and therefore the spaces are required to be vacated during these times.

5.4.1 Parking Supply

Table 5, Table 6, and Table 7 provides a summary of the parking supply at the surveyed roads. Refer to Table 5 and Table 6 for the total parking supply immediately adjacent to the Pyrmont Bridge Road site and the Parramatta Road East and West site. Table 7 refers to the parking supply immediately adjacent to the Canal Road and Hawthorne Parade Surface Grout area.

Table 5 Parking Supply Adjacent to the PBR site

Site Reference	Parking Space Type	Spaces
PBR – Parramatta Road (In front of site)	Clearway - 6-10am, 3-7pm 1P - 10am-3pm Mon-Fri 1P – 8:30am-12:30pm Sat Untimed at other times	18
PBR – Parramatta Road (Bus Relocation)	Clearway - 6-10am, 3-7pm 1P – 10am-3pm Mon-Fri 1P – 8:30am-12:30pm Sat Untimed at other times	5
PBR – Mallett Street (In front of site)	1P – 8:30am-4pm Mon-Fri 1P – 8:30am-12:30pm Sat Untimed at other times	7
PBR – Pyrmont Bridge Road (In front of site)	Clearway - 6-10am, 3-7pm Untimed at other times	7
PBR – Bignell Lane	No Parking - 8:30am-6pm Mon-Fri, 8:30am-12:30pm Sat	5
	Total	42

Table 6 Parking Supply adjacent to PRE&W sites

Site Reference	Parking Space Type	Spaces
PRE&W – Alt Street (East)	Untimed	7
PRE&W – Parramatta Road	Clearway - 6-10am, 3-7pm Untimed at other times	17
	Total	24

Table 7 Parking Supply adjacent to Canal Road and Hawthorne Parade Surface Grout area

Site Reference	Parking Space Type	Total Spaces Available
Canal Road (East)	Untimed	16
Canal Road (West)	Untimed	68
Hawthorne Parade – north of Learmonth Street (East)	Untimed	43
Hawthorne Parade – north of Learmonth Street (West)	Untimed	30
Hawthorne Parade – south of Learmonth Street (East)	Untimed	50
Hawthorne Parade – south of Learmonth Street (West)	Untimed	33
Darley Road – Charles St to Falls Street (North)	Untimed	19
Darley Road – Charles St to Falls Street (South)	Untimed	5

5.5 Parking demand

5.5.1 Pyrmont Bridge Rd

The parking survey results for the Pyrmont Bridge Road site are outlined in Table 7 and 8, below, and reflect the time periods outlined in Section 5.4. Further details of the surveys are presented in Appendix B.

Table 8 PBR average weekday peak parking demand

Site Reference	Total Spaces Available	Average peak parking demand (During permitted parking times where limited)				
		Weekday (6-10am)	School Drop Off (8:30-9:30am)	Off Peak (10am-3pm)	School Pick Up (2:30-3:30pm)	Weekday (3-7pm)
PBR – Parramatta Road (In front of site)	18	**N/A**	**N/A**	**4**	**N/A**	**N/A**
PBR – Parramatta Road (Bus Relocation)	5	**N/A**	**N/A**	**1**	**N/A**	**N/A**
PBR – Mallett Street (In front of site)	7	**7**	**7**	**7**	**7**	**7**
PBR – Pyrmont Bridge Road (In front of site)	7	**N/A**	**N/A**	**7**	**N/A**	**N/A**
PBR – Bignell Lane	5	**0**	**N/A**	**N/A**	**N/A**	**0**

The parking demands records shows a high weekday parking demand along Mallet St throughout the day and on Pyrmont Bridge Road between 10am-3pm. Parking demand along Parramatta Road is low during the weekdays. There is low parking demand observed on Bignell lane during the weekday, as a result of the restricted parking times.

Table 9 PBR weekend peak parking demand

Site Reference	Total Spaces Available	Peak parking demand (During permitted parking times where limited)	
		Saturday (9am-4pm)	Sunday (9am-4pm)
PBR – Parramatta Road (In front of site)	18	**13**	**4**
PBR – Parramatta Road (Bus Relocation)	5	**1**	**2**
PBR – Mallett Street (In front of site)	7	**6**	**6**
PBR – Pyrmont Bridge Road (In front of site)	7	**7**	**7**
PBR – Bignell Lane	5	**0**	**0**

The results indicate a high parking occupancy around the PBR site during Saturday, with Mallet Street and Pyrmont Bridge Road maintaining a high parking occupancy during Sunday. Bignell Lane parking demand remains low due to parking restrictions.

5.5.2 Parramatta Road East & West

The parking survey results for the Parramatta Road East & West site are outlined in Table 9 and 10 below, and reflect the time periods outlined in Section 5.4.

Table 10 PRE&W average weekday peak parking demand

Site Reference	Total Spaces Available	Average peak parking demand (During permitted parking times where limited)				
		Weekday (6-10am)	School Drop Off (8:30-9:30am)	Off Peak (10am-3pm)	School Pick Up (2:30-3:30pm)	Weekday (3-7pm)
PRE&W – Alt Street (East)	7	**6**	**6**	**6**	**6**	**5**
PRE&W – Parramatta Road	17	**N/A**	**N/A**	**1**	**N/A**	**N/A**

The parking demands records shows a high weekday parking demand along Alt Street (east of Parramatta Rd) and minimal demand on Parramatta Road between 10am-3pm.

Table 11 PRE&W weekend peak parking demand

Site Reference	Total Spaces Available	Peak parking demand (During permitted parking times where limited)	
		Saturday (9am-4pm)	Sunday (9am-4pm)
PRE&W – Alt Street (East)	7	**7**	**2**
PRE&W – Parramatta Road	17	**4**	**3**

The weekend parking occupancy on Alt Street remains high during Saturday while reducing on Sunday. The parking occupancy on Parramatta Road remains low during the weekend.

5.5.3 Canal Road and Hawthorne Parade Surface Grout area

The parking survey results for the Canal Road & Hawthorne Parade Surface Grout area are outlined in Table 11 and Table 12 below, and reflect the time periods outlined in Section 5.4.

Table 11 Canal Road and Hawthorne Parade parking demand

Site Reference	Total Spaces Available	Surplus Spaces available	Average peak parking demand (During permitted parking times where limited)				
			Weekday (6-10am)	School Drop Off (8:30-9:30am)	Off Peak (10am-3pm)	School Pick Up (2:30-3:30pm)	Weekday (3-7pm)
Hawthorne Parade – north of	73	**49 to 36**	**34**	**37**	**31**	**31**	**24**

Site Reference	Total Spaces Available	Surplus Spaces available	Average peak parking demand (During permitted parking times where limited)				
			Weekday (6-10am)	School Drop Off (8:30-9:30am)	Off Peak (10am-3pm)	School Pick Up (2:30-3:30pm)	Weekday (3-7pm)
Learmonth Street							
Hawthorne Parade – south of Learmonth Street	83	**56 to 46**	**28**	**29**	**28**	**27**	**37**
Canal Road	84	**55 to 5**	**57**	**76**	**79**	**69**	**30**
Darley Road – Charles Street to Falls Street	24	**18 to 13**	**11**	**10**	**11**	**10**	**6**

Table 12 Canal Road & Hawthorne Parade weekend parking demand

Site Reference	Total Spaces Available	Surplus Spaces Available	Peak parking demand	
			Saturday (9am-4pm)	Sunday (9am-4pm)
Hawthorne Parade – north of Learmonth Street	73	**34 to 31**	**39**	**42**
Hawthorne Parade – south of Learmonth Street	83	**42 to 38**	**41**	**45**
Canal Road	84	**50 to 48**	**36**	**34**
Darley Road – Charles Street to Falls Street	24	**17**	**7**	**7**

The results indicate a high parking occupancy on Canal Road during weekday office hours (08:30 – 17:00), with moderate to low level of parking occupancy during Saturday and Sunday.

On Hawthorne Parade, moderate level of parking occupancy was observed during Saturday and Sunday morning (08:00 – 10:00), and low occupancy during weekdays.

5.6 Conclusion of the Parking Demand Survey

5.6.1 Pyrmont Bridge Road

Pyrmont Bridge Road has low parking occupancy during weekdays along Parramatta Road in front of the PBR site and east of Mallett Street. Parking occupancy is high during Saturday while occupancy remains low during Sunday. The removal of parking along Parramatta Road should have minimal impact during the weekday period, and moderate impact during the weekend.

Along Mallett Street, there is high parking occupancy during weekdays and weekends, therefore, the removal of parking in this section would have moderate to high impact to road users.

There is high parking occupancy along Pyrmont Bridge Road outside of the am and pm clearway due to no timed parking restrictions. The removal of parking along Pyrmont Bridge Road would likely have a moderate impact to overnight parking.

5.6.2 Parramatta Road East & West

Parramatta Road along the PRE&W site was observed to have low parking occupancy during the weekday and weekend. The removal of parking on Parramatta Road should have minimal impact local parking. There should be minimal parking impact with the relocation of the bus stop (ID: 213131) outside 246 Parramatta Road to the north of Alt St (296 Parramatta Road).

Alt road has high parking occupancy east of Parramatta Road during weekdays and Saturday. Properties along Alt St were observed to all have off street parking and long driveways, which can occupy two to three vehicles. Even through the seven proposed parking spots on Alt St is highly utilised, it should have minimal impact to residents on Alt Street due to existing off-street parking.

There are approximately 15 residential properties on each side of Alt St between Parramatta Road and Allum Street (210m length). This equates to approximately 15 vehicle spots on each side of Alt Street for an average of 3 vehicles per household along Alt St (2 vehicles within premise and 1 on street). Therefore, the reduction of 7 parking spots on Alt Street is expected to have minimal impact to residents.

5.6.3 Canal Road and Hawthorne Parade Surface Grout area

Canal Road in the vicinity of the eastern surface grouting area was observed to have high parking occupancy during the weekday period, with these parking spaces servicing local business and office along Canal Road. Although the temporary removal of parking on Canal Road will impact local parking, there are sufficient parking capacity along Hawthorne Parade which is within 5 minutes walking distance to the local businesses and offices. Parking survey has identified over 30 spaces available on Hawthorne Parade north of Learmonth Street (within 5 minutes walking distance) and over 45 spaces available south of Learmonth Street (within 10 minutes walking distance) that will absorb light vehicle parking displaced from Canal Road. Delivery vehicles for the Film centre will continue to load/unload within the property on Canal Road.

Canal Road along the Surface Grout area was observed to have low parking occupancy during the weekend with less than 50% of occupancy.

Hawthorne Parade was observed to have low parking occupancy during the weekday with less than 50% of occupancy. During the weekend, a moderate level of parking occupancy was observed (50-60%).

Darley Road was observed to have moderate to low parking occupancy during weekday and weekend.

The removal of parking spaces on Hawthorn Parade and Canal Road can be easily absorbed along Hawthorne Parade with over 30 spaces available north of Learmonth Street (within 5 minutes walking distance) and over 45 spaces available south of Learmonth Street (within 10 minutes walking distance) after 5 are taken by the proposal. There are also over 10 spaces available on Darley Road (within 10 minutes walking distance) for parking displaced from Canal Road.

Given the availability of alternate parking opportunities in the close vicinity, further mitigation measures and not considered necessary.

5.7 Mitigation Measures

Consultation (refer to Section 7) and the parking surveys (refer to Section 5.3) have identified limited areas where mitigation will be warranted, which includes the spaces on Parramatta Road for the bus stop relocation, and the spaces in Mallett Street; being the most utilised, and in highest demand of all areas surveyed. However, possible contingencies have been provided in Section 9 should future surveys identify such need.

In addition, reintroduction of on-street parking on parts of Parramatta Road prior to project completion will be investigated where possible, and where there is opportunity to reintroduce the parking on the western side of Mallett Street.

There is limited alternative parking options in the area, or land that can be re-purposed to offset the impacts of the removal completely so generally alternate parking options are going to be limited, however investigation into potential opportunities will continue during the construction phase.

The consultation with impacted residents and stakeholders suggested that most believed the parking removal would have little consequence on them. In consideration of the feedback provided, the project team will:

- Monitoring of worker on-street parking (in relation to Gordon St Annandale). Please refer to inspections proposed in Section 8.3.1.
- Work with Council to put in place special parking arrangements outside of 137 Alt Street. If Council cannot install formal arrangements, a Project based no parking rule will be put in place.
- Investigate with Council the change of loading zones to timed parking on Mallet St to provide an additional parking option for local businesses

6. Access Control and Safety

6.1 Pedestrian Interface with Driveways

Each of the sites will be assessed as to the demand for pedestrian movements past the access and egress points, especially those which carry heavy vehicles, spoil movements and delivery trucks. Potential mitigation measures include a warning control implemented to alert pedestrians as to the potential for heavy (and some light) vehicles crossing their paths ahead.

It is acknowledged that the frequency and duration of truck movements for the life of the Project may increase the relative risk in those locations. For sites where greater volumes of pedestrians and increased risk profiles are apparent, additional engineered controls based on risk assessments will be implemented to better control interactions between vehicle and pedestrian movements around and past the access and egress points, to ensure safety is maintained for the duration of the Project. Additional information is provided in the Traffic and Transport and Access Management Sub-Plan (TTAMP).

6.2 Visitors

As described within this document, limited (approximately 2) visitor parking is available at most sites, and, unless otherwise organised, all visitors will initially report to the main Project office to attend the mandatory visitor's induction, which will provide detail on the Project parking strategy (i.e. locations of available visitors parking and shuttle bus options).

Where a visitor has been instructed by their Project contact to go directly to site, this contact will be required to inform them of the Project parking strategy and locations of available visitor parking, prior to conducting the visitor's induction on site.

Repeat visitors will subsequently know of the satellite parking facilities and will utilise these as appropriate.

7. Consultation

Consultation with community, relevant government departments, local businesses and identified stakeholders including Inner West Council (refer to Appendix C for Meeting Minutes), City of Sydney Council (refer to Appendix D for Meeting Minutes) has been conducted via meetings to discuss the proposed parking removal and the general parking management strategies. Transport for New South Wales has been consulted (refer to Appendix E for consultation records) on the position of relocated bus stops and they have advised that they have no objections.

Generally positive feedback was received with no concerns raised regarding the spaces identified for removal. The councils requested LSBJV maintain on going engagement regarding public transport options and shuttle services as they may be able to assist, and suggestions were proposed regarding bus stop relocation based on local feedback that bus stop spacing needs improving.

Businesses and residents were consulted to outline the need for the removal of on-street parking, subsequent impacts of any of the proposed changes and outline potential mitigation measures for the management of on-street parking removal to support the proposed site access and egress arrangements. Two rounds of community consultation were undertaken at Parramatta Road E/W, and three rounds of consultation were undertaken at Pyrmont Bridge Road tunnelling site between 4pm-6pm on weekdays. An additional round of consultation was conducted for the Pyrmont Bridge Road tunnelling site as removal of parking potentially impacts a larger number

of stakeholders. The local community and local businesses within a 50m notification zone were included in consultation through a door-knock or contact cards where no response occurred.

In general, comments from stakeholders indicated that removal of on-street parking would have a low to medium impact. Some specific concerns were raised in relation to worker parking and the need to maintain disabled parking. Additional consultation with the impacted stakeholder requiring disabled parking was undertaken on Thursday 4 October via doorknock. The Project team reiterated they were investigating options such as line-marking and working with Council to get a designated disabled parking spot, to further deter worker's parking at the property and to facilitate easy access for emergency vehicles.

Ongoing consultation with stakeholder's is occurring on a regular basis via email and phone calls.

Based on the outcomes of consultation and parking strategies above, no need was identified for additional mitigation measures such as staged removal. Refer to Appendix F for a summary of the outcomes of the community consultation.

Ongoing consultation with relevant councils and other stakeholders, including any unique local receivers, may be undertaken throughout construction of the Project. Community feedback and complaints relating to traffic and parking will be dealt with in accordance with the Community Communication Strategy and Complaints Management System.

Local residents, local businesses and stakeholders have been consulted on the proposal and will again be notified of the final changes to on-street parking in accordance with the project's CCS (i.e. outline use of communication tools including email, letter and door-knock). The results of the door-knock and subsequent consultation will be documented within the Consultation Manager database (in accordance with the CCS).

Prior to undertaking consultation with Secure carparks for the use of the Royal Prince Alfred Medical Centre and Prince Alfred Hospital carparks the use of other car parks was considered. These included the Wilson Parking Lifehouse (subsidised for patients of the Chris O'Brien Lifehouse Centre), King George V Parking (for RPA patients, visitors and carers), RPA Staff Car Park (for RPA staff only). All of these car parks are located closer to the Royal Prince Alfred Hospital than the Secure carparks. As such they are heavily used by hospital patients, visitors, carers and staff. They were therefore not considered any further. During consultation with Secure, Secure undertook traffic counts to determine the level of parking they could provide to LSBJV, whilst ensuring the use of these car parks would not take away from parking for hospital and medical centre patrons. Based on this, Secure agreed to provide the number of parking spaces outlined in Table 2 on the basis that their traffic counts identified that this number of spaces would not impact on their ability to serve the RPA medical facilities.

In January and February 2020, LSBJV consulted with a number of stakeholders along Canal Road as well as local residents about the planned surface grouting work either side of Hawthorne Canal and associated parking and access impacts. Summary of feedback received is listed below while details of the consultation undertaken are included in Appendix G.

- Owners and tenants of Canal Road Film Centre raised concerns about potential impact on the centre's day to day operations including removal of unmarked parking along Canal Road. In response to this, LSBJV has agreed to liaise daily with the Film Centre manager to plan work and access to accommodate reasonable requirements they may have with.
- Local Café at the end of Canal Road uses Canal Road for intermittent access for deliveries and LSBJV will work with them on an as-needs basis to ensure deliveries are accommodated.
- Inner West Council's main concern is about impact to the three recently opened netball/basketball courts within Richard Murden Reserve.
- Out of the 26 properties doorknocked along Hawthorne Parade, direct contact has been made with eighteen (18) or 69% of the properties. 3 of the 18 properties contacted directly expressed some concern about potential impact on parking however given the availability of alternate parking opportunities close by, further mitigation measures are not considered necessary.

8. Training, Monitoring & Reporting

8.1 Training

All staff will receive LSBJV site induction training, which will outline this Project parking strategy, the preferred parking arrangements, details on the satellite parking facilities, use of shuttle buses, public transport that is

available and carpooling and active transport opportunities. In addition, further promotion will be undertaken during the regular toolbox training sessions and through posters and project newsletters.

Site parking areas and nearby public transport services will be highlighted for each of the sites to outline the wider Project transport options, parking options for their specific sites and alternative access arrangements opportunities.

The site induction training will be reviewed and updated following any changes to the management of workforce and staff parking.

8.2 Workforce Code of Conduct

A workforce Code of Conduct will be provided as part of the onboarding and induction process. All workforce and staff will be required to acknowledge and formally accept the Code of Conduct. The Code of Conduct will outline the key protocols for workers travelling to and from work, be it by foot, public transport or personal vehicle (among other things).

The primary goal will be to eliminate potential issues that may come from the following

- Excess noise during shift change and travel to and from sites by foot
- Getting changed into and out of work clothes beside the road / in public
- Parking vehicles illegally
- Outline the goals of this parking strategy, and intent for the workers to park in the parking facilities provided where possible
- Engaging with members of public in a way which may reflect poorly on the Project
- Poor worker behaviour
- Littering and general site cleanliness.

The acceptance of the worker code of conduct during onboarding will assist in the implementation of disciplinary action or dismissal of workers where disregard of the expectations of management is evidenced during the inspections detailed in Section 8.3.1.

8.3 Monitoring

8.3.1 Inspections

As part of the ongoing monitoring processes on the Project, parking assessment and monitoring will play a vital role of the surveillance team's responsibility. Monitoring will include attending tunnel sites around the times of shift changes to identify entering and exiting staff, and their origin. This will provide indication of the effectiveness of alternative arrangements, and mechanisms of encouraging workers to park at the satellite parking facilities and catch public transport or the Project shuttle service.

One inspection will be conducted per week as a minimum, at each of the primary tunnel sites (including Wattle Street ramps, PBR, PRE&W and St Peters Interchange) from the commencement of tunnelling. The inspections will assess the on-street parking utilisation in adjacent areas to the compounds, assessment of occupancy / utilisation of the off street parking and shuttle buses and to capture an indication of worker numbers using public transport. Utilisation of the RPA car parks will be monitored by assessing the number of tickets issued by LSBJV to workers. The results will be reported to the project Traffic Manager for reporting and disseminated to the relevant site Project Managers for intervention for those not following the site transport and parking protocol.

Informal feedback will be sought from the workforce if it is identified that the proposed measures are not working satisfactory. Measures will then be identified and implemented as needed to promote the use of the on street parking minimisation measures detailed within this Strategy.

In response to the community feedback the inspections will also be carried out along Gordon Street Annandale and Alt Street Haberfield to ensure that parking is being undertaken in accordance with this CPAS and the applicable CoA.

The Project Managers at each of the sites with the support from the Traffic Manager will be responsible for the parking strategy implementation. The findings of the inspections completed by the Traffic Team will determine the need for implementing additional mitigation measures (refer to Section 9) accordingly. Where regular performance of the shuttle and parking management is poor the Traffic Manager and the respective Project Managers will discuss and agree the most appropriate course of action, out of the mitigation measures available or through new innovative ideas.

In addition, audits and inspections will be conducted following the process outlined in Section 6.3 of the TTAMP.

8.4 Reporting

Monthly updates on compliance will be reported internally and determine any additional requirements, or controls to be implemented.

Quarterly reports of compliance, monitoring results, and effectiveness of the controls and parking strategies will be provided to the Secretary and local councils in accordance with E54(i). The report will be provided as a standalone report.

Ongoing regular consultation with stakeholders, businesses and residents, to ensure early identification of issues will be maintained for the duration of works. LSBJV will report back to WestConnex Transurban as described in Section 6.6 of the TTAMP.

9. Contingency

If monitoring, surveys, consultation or complaints prompt intervention by the Project to improve or otherwise modify services, one or more of the options discussed in the sections below may be enacted to ensure impacts to public are reduced and public relations and reputation is protected.

9.1 Modification to Bus Services

9.1.1 Additional Services

If the services are inadequate, additional services will be added to try to improve travel times between parking and tunnel sites.

9.1.2 Modification to Routes

Where travel between sites and the satellite parking facilities is causing significant delay to workers alternate routes will be investigated, with the potential for operating a number of different scenarios or routes in lieu of those currently proposed, to try to better cater for workers from each site. This may include adding popular pick up points, such as public transport hubs, to the shuttle bus routes. Following capture of informal feedback from the workforce.

9.2 Repurpose Existing Parking Arrangements

A potential mitigation has been identified by working with the businesses and City of Sydney Council to try to re-purpose part of the loading zone on the eastern side of Mallett Street to be timed parking, if possible this can provide up to three spaces of timed parking for the businesses on this street. Any changes to parking arrangements would need to be coordinated and approved by City of Sydney Council, however this would be driven and facilitated by the Project as required.

9.3 Additional Overflow Parking

Parking utilisation will be monitored at each of the primary parking areas. Where supply is dwindling additional parking will be investigated and provided where practical solutions can be identified.

Investigations will potentially include lease options with adjacent businesses to sites, investigating layout improvements within sites where opportunities arise, or expanding existing parking facilities at other sites and modifying bus movements to provide suitable and efficient transport solutions from the additional parking.

9.4 Public Transport Encouragement

Where existing strategies are nearing capacity as determined through the inspections or the informal feedback channels as detailed in Section 8.3.1, alternate options to promote public transport use will be investigated. This will include investigating opportunities to encourage public transport use by providing additional shuttle pick up points at popular public transport hubs. Promotion of the public transport opportunities will be carried out in accordance with Section 8.1.

9.5 Active Transport Encouragement

Active transport options will also be encouraged through the provision of changing facilities and bike storage areas for cyclists. Promotion of the active transport opportunities will be carried out in accordance with Section 8.1.

9.6 Re-education and Correction

Where workers are impacting the amenity of residents, not complying with the Worker Code of Conduct, or repeatedly behaving or parking inappropriately they may be required to re-attend the Project induction which will include detail on the alternative parking options and incentives for parking at the satellite parking facilities. Stronger sanctions, up to and including dismissal, may be implemented for repeat offenders at the discretion of the Project Manager.

9.7 Shift Structures

The workforce shift times will contemplate, where possible the availability and running times of the nearest public transport options. Typically, the tunnel management teams will endeavour to structure their workers into team's that encourage carpooling. This is achieved by grouping crews based on where they reside. Similar shift patterns with a workforce that live near each other, will naturally assist in the minimisation car parking demand and increase carpooling.

APPENDIX A – Other Conditions of Approval and Revised Environmental Management Measures relevant to this Plan

Other Conditions of Approval relevant to the development of this Plan

Reference	Requirement	Section
CoA E43	During construction, where bus stops are required to be temporarily closed or relocated, such closure must not occur until relocated bus stops are functioning, have similar capacity and are relocated within a 400-metre walking distance of the existing bus stop. Closures and relocation of bus stops during construction must be undertaken in consultation with Transport for NSW and relevant council(s). Wayfinding signage must be provided directing commuters to adjacent or relocated bus stops. Footpaths must be provided to any relocated bus stops such that accessibility standards are met.	Section 5.1 Section 5.2
CoA E44	Prior to the commencement of operation of the CSSI, all bus stops temporarily closed or relocated must be reinstated in a manner that provides equal or improved capacity and accessibility (including footpaths) in consultation with Transport for NSW and relevant council(s).	Section 5.1 Section 5.2
CoA E52	Construction vehicles (including staff vehicles) associated with the CSSI must be managed to: (a) minimise parking on public roads; (b) minimise idling and queuing on public roads; and (c) ensure spoil haulage vehicles must adhere to the nominated haulage routes identified in the Traffic and Transport CEMP.	This Strategy & TTAMP
CoA E56	An independent Road Safety Audit(s) is to be undertaken by an appropriately qualified and experienced person during detailed design to assess the safety performance of new or modified local road, parking, pedestrian and cycle infrastructure provided as part of the CSSI (including ancillary facilities) to ensure that they meet the requirements of relevant design, engineering and safety guidelines, including Austroads Guide to Traffic Management. Audit findings and recommendations must be actioned prior to construction of the relevant infrastructure and must be made available to the Secretary on request.	Section 5 Section 6.4 of the TTAMP

Revised Environmental Management Measures relevant to the development of this Plan

Reference	Requirement	Section
TT04	The car parking strategy described in the CTAMP will:	
	• quantify construction workforce parking demand around project work sites and ancillary facilities during site establishment and the construction phase generally;	Table 2
	• identify public transport options and other management measures (such as carpooling and shuttle-buses) to reduce construction workforce parking demand;	Section 4 Shuttle Service & Worker Transport
	• identify all locations that will be used for construction workforce parking (including potential use of government owned land and other potential areas near to the construction ancillary facilities);	Section 3 Surface Sites & Parking Facilities
	• identify potential offsite areas that could be used for construction workforce parking that would be investigated and secured for use during construction where required and possible; and	Section 3 Surface Sites & Parking Facilities
	• identify parking exclusion zones, in consultation with potentially affected stakeholders, around construction sites and facilities where construction workforce parking would be restricted.	Section 3 Surface Sites & Parking Facilities
	The strategy will also be developed in consultation with the M4 East and New M5 contractors to identify opportunities to use existing parking arrangements associated with those projects during their respective construction periods and once those periods are completed.	

APPENDIX B – Parking Survey Summary

APPENDIX C – Inner West Council Meeting Minutes

APPENDIX D – City of Sydney Meeting Minutes

APPENDIX E –Transport for NSW Consultation Record

Date	Contact	From	Notes
2.10.18	Peter Keyes	Transport for NSW – Sydney Coordination Office	Consulted as part of Traffic Coordination Group meeting (TCG) in relation to proposed bus stop relocations. Peter Keyes requested drawing / diagram to commence consultation with Bus representatives from TfNSW within his office.
30.10.18	Peter Keyes	Transport for NSW – Sydney Coordination Office	Peter Keyes confirmed at TCG meeting that bus department of TfNSW had been consulted, and had no objection to the proposed relocations.

APPENDIX F – Community Consultation Summary

APPENDIX G – Surface grouting Consultation Summary