

Construction Parking and Access Strategy – Quarter 2, 2025

Quarterly Report

Project Name: M6 Stage 1

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Table of Contents

1. Introduction	5
1.1. Context	5
1.2. Project scope	5
1.3. Quarterly report	7
1.4. Review and distribution	7
2. Construction Parking and Access Strategy summary	8
2.1. Construction compounds	8
2.2. Quarter 2 2024 impacts due to construction activities	9
2.3. Q3 2024 impacts due to construction activities	9
2.4. Q4 2024 impacts due to construction activities	9
2.5. Q1 of 2025 impacts due to construction activities	9
2.6. Q2 of 2025 impacts due to construction activities	9
3. Parking survey methodology	11
3.1. Base survey locations	11
3.2. Calculating parking occupancy	14
4. President Avenue parking	16
4.1. President Avenue base occupancy	16
4.2. President Avenue review scope	18
4.3. President Avenue parking removal impacts	18
5. West Botany Street	20
5.1. West Botany Street signal implementation	20
5.2. West Botany Street parking impacts Q1 2025	22
5.3. West Botany Street Q2 2025	23
6. Parking removal evaluation	25
7. Community	29
8. Proposed upcoming impacts to parking	30
8.1. Moorefield Avenue and Civic Avenue Upgrade	30

Table of Tables

Table 1: President Avenue parking impacted by works	8
Table 2: Rockdale/ Kogarah survey locations.....	11
Table 3: President Avenue unrestricted parking spaces.....	16
Table 4: President Avenue zoning and base average occupancy rates	17
Table 5: West Botany Street base available parking	20
Table 6: Bermill and Lindsay Street base parking	20
Table 7: West Botany Street available parking	24
Table 8: President Avenue weekday parking occupancy	25
Table 9: Weekday average pre and post West Botany Street parking removal	26
Table 10: Weekend average pre and post President Avenue parking removal	27
Table 11: Weekend average pre and post West Botany Street parking removal	28
Table 12: Complaints regarding parking	29

Table of Figures

Figure 1: Project location and alignment.....	6
Figure 2: Rockdale/ Kogarah survey area	13
Figure 3: Parking survey network	14
Figure 4: Legend for Rockdale/ Kogarah parking restrictions.....	15
Figure 5: Graphical representation of average occupancy rates along President Avenue	17
Figure 6: Monitored areas.....	18
Figure 7: Parking Occupancy Scope	21
Figure 8: Turning lane allowance.....	22
Figure 9: SGT parking impacts	23
Figure 10: Moorefield Avenue and Civic Avenue current arrangement	30
Figure 11: Updated Moorefield and Civic Avenue design.....	31

Glossary/ Abbreviations

AM Peak	The four hour period between 6.00am to 10.00am Monday to Friday
AS	Australian Standard
AustRoads	AustRoads is the collective of the Australian and New Zealand transport agencies, representing all levels of government. AustRoads publishes a range of guides which cover the design, construction, maintenance and operation of the road network in Australia and New Zealand
BC	Bayside Council
CEMP	Construction Environmental Management Plan
CGU JV	CPB Contractors, Ghella and UGL Joint Venture
CPAS	Construction Parking and Access Strategy (this document)
CMP	Construction Management Plan
CSSI	Critical State Significant Infrastructure (SSI-8931)
Heavy Vehicle	Defined in the Heavy Vehicle National Law (HVNL) as a vehicle that has a gross vehicle mass 9GVM) or aggregate trailer mass (ATM) or more than 4.5 tonnes. The GVM of a vehicle is the maximum it can weigh when fully loaded, as specified by the manufacturer
DPHI	Department of Planning, Housing and Infrastructure
EIS	Environmental Impact Statement
EP&A Act	Environmental Planning and Assessment Act, 1979
GRC	Georges River Council
Local Road	Local Roads comprise those roads not classified under the Roads Act 1993. These roads are the responsibility of Local Government authorities
PM Peak	The four hour period between 3.00pm and 7.00pm Monday to Friday
PMP	Pedestrian Movement Plan
Project	The M6 Stage 1 tunnel and surface works
REMM	Revised Environmental Management Measures
RMS	TfNSW formerly Roads and Maritime Service
ROL	Road Occupancy License
RPS	Resident Parking Scheme
SGT	Soft Ground Tunnelling
PIR	Preferred Infrastructure Report
School Zone times	1.5 hour periods between 8.00am-9.30am and 2.30pm to 4.00pm school days
TfNSW	Transport for New South Wales
TTAMP	Traffic, Transport and Access Management Plan (sub plan of the CEMP)
TTLG	Traffic and Transport Liaison Group

1. Introduction

1.1. Context

The Construction Parking and Access Strategy (CPAS or Strategy) was prepared for the M6 Stage 1 (the Project) to address the requirements of the Minister's Conditions of Approval (MCoA), the M6 Stage 1 Environmental Impact Statement (EIS), the Revised Environmental Management Measures (REMMs) and all applicable legislation. This CPAS was provided to DPHI for information prior to the removal of parking.

1.2. Project scope

The scope of works for the design and construction of the Project will include:

- Mainline tunnels approximately 3.0km in length, sized for three lanes of traffic and line marked for two lanes on opening of the motorway
- Entry and exit ramp tunnels approximately 1.5km in length and a tunnel portal connecting the tunnels to a surface intersection with President Avenue
- Provision of a new intersection at President Avenue including the widening and raising of President Avenue at this location
- Upgrade of the President Avenue and Princes Highway intersection to improve capacity and network integration
- Provision of a new shared cycle and pedestrian pathways
- Mainline tunnel stubs for a future connection to extend the Project to the south
- Two motorway operation complexes (MOCs) as follows:
 - ▶ Arncliffe: including mechanical and electrical fit-out of the ventilation facility built by the M8 Motorway project, and provision of a new water treatment plant and substation
 - ▶ Rockdale (south): including a ventilation building, Disaster Recover Site (DRS), substation and power supply.
- A tunnel ventilation system, including ventilation facilities located at Marsh Street, Arncliffe and West Botany Street, Rockdale, and in-tunnel ventilation systems, including jet fans and ventilation ducts
- New Utility Services, and modifications and connections to existing Utility Services
- A permanent power supply connection to the Rockdale Ventilation Facility Site MOC from Ausgrid's Canterbury Sub-Transmission Substation
- Emergency access and evacuation facilities, including pedestrian and vehicular cross, long passages, fire and safety life systems
- Ancillary infrastructure for motorway operations including operations management and control systems, permanent power supply, communications, lighting, electronic toll collection system, toll gantries and traffic control and signage (both fixed and variable)
- Drainage infrastructure to collect surface water and groundwater inflows for treatment
- Reinstatement of Bicentennial Park and recreation facilities
- Reinstatement and rehabilitation of construction leased areas within the Arncliffe Site
- Upgrade to President Avenue between Princes Highway and Crawford Road along with minor adjustments to local roads in the Project area
- Development and implementation of systems integration and operating procedures with WestConnex Motorways to ensure safe operation of the interfaces between the Project and the WestConnex Motorways
- Any other works as required under the D&C Deed and the SWTC.

Figure 1 shows the project location and alignment

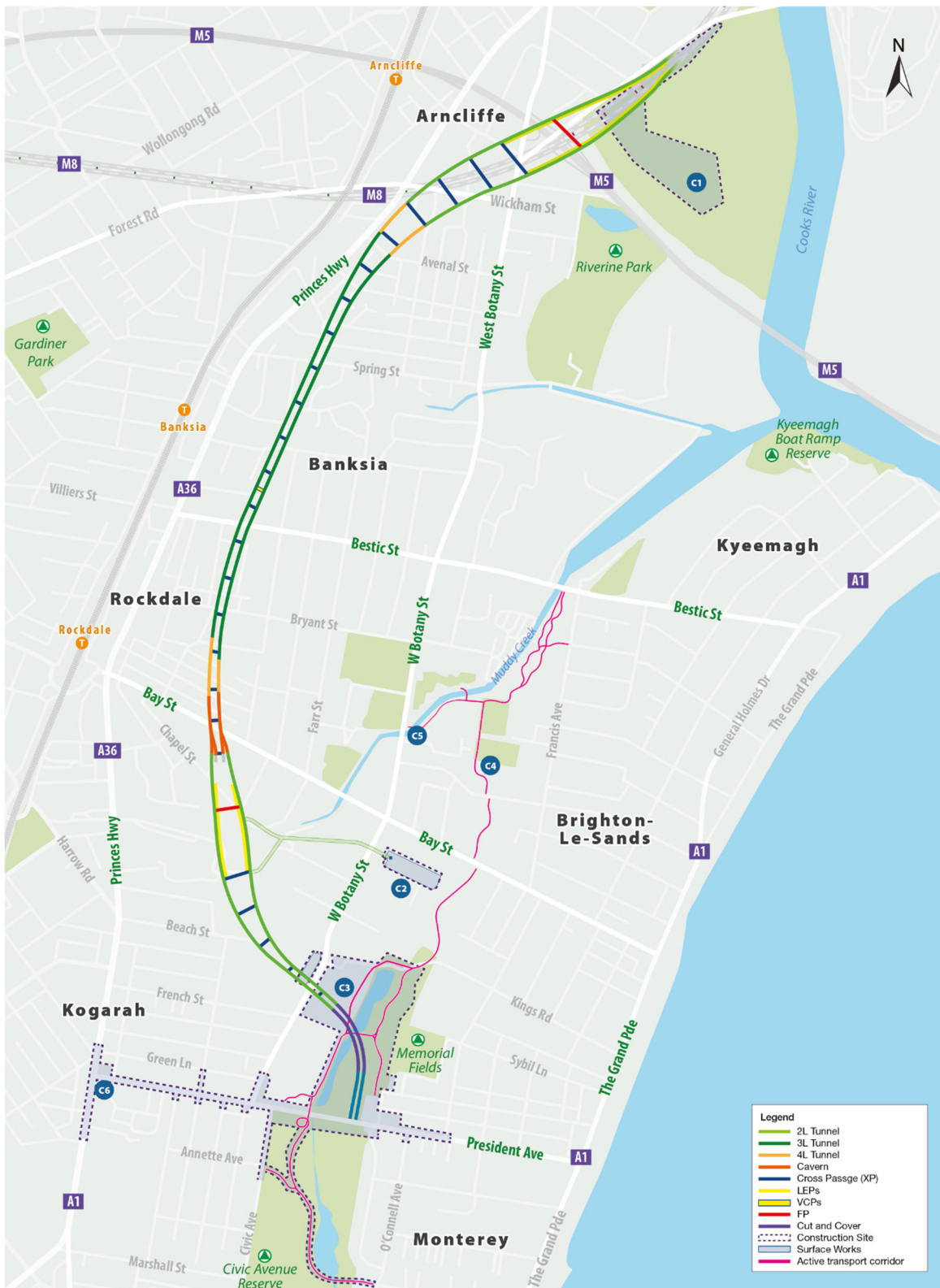


Figure 1: Project location and alignment

1.3. Quarterly report

A requirement of the Minister's Condition of Approval E130 is:

(j) Provision of reporting of monitoring results to the Planning Secretary and relevant council(s) at three (3) monthly intervals.

This report relates to Quarter 2, 2025 and is focussed on the areas immediately surrounding President Avenue and the tunnelling compounds C2, C3 and the isolated ATC connections points to the wider network as this is the area where parking has been removed and has the most potential to be impacted.

1.4. Review and distribution

This quarterly report will be provided to Bayside Council, Georges River Council and Department of Planning, Housing and Infrastructure (DPHI) for information.

2. Construction Parking and Access Strategy summary

The base parking accumulation surveys were undertaken through Quarter 4 2021. The results of the surveys showed that the removal of parking along President Avenue for the construction works can be adequately catered for in the surrounding street system.

A total of 157 unrestricted and 14 time-restricted spaces along President Avenue between Princes Highway and O'Connell Street were removed for the duration of the works. An additional 10 spaces were taken approaching completion of Roadworks. The breakdown of these spaces is detailed in Table 1.

Table 1: President Avenue parking impacted by works

Side of street	Between	Between	Unrestricted spaces	Time limited spaces
North	Princes Highway	West Botany Street	37	4
North	West Botany Street	O'Connell	58	0
North	O'Connell	Crawford Road	10	
South	Princes Highway	Civic Avenue	7	10
South	Civic Avenue	O'Connell Street	55	0

Following from this initial parking removal, additional impacts are associated with the establishment of compounds and facilities as identified in the sections that follow.

2.1. Construction compounds

The construction compounds of C1, C2 and C3 were established during the preliminary construction phase of the project. These compounds required the following changes to the road network:

- C1 – Marsh Street, Arncliffe:
 - ▶ No further changes to the road network required
- C2 – TfNSW depot on West Botany Street
 - ▶ Installation of traffic signals to facilitate vehicle movements – installed Q2 2023
- C3 – Bicentennial Park on West Botany Street and President Avenue
 - ▶ Installation of traffic signals on West Botany Street to facilitate vehicle movements – installed Q2 2023
- C4 and C5 – Active Transport Link at Bruce Street and off West Botany Street, Brighton-le-Sands:
 - ▶ No further changes to the road network required
 - ▶ Removal of parking to allow for driveway works at Muddy creek
- C6 – Corner of Princes Highway and President Avenue
 - ▶ No further changes to the road network required

To facilitate the installation of the temporary traffic signals, the on-street parking adjacent to the signal sites at C2 and C3 sites will be removed.

To provide for the driveway access to C5, parking will be restricted across the width of the layback.

Should further parking impacts be proposed as works progress, they will be highlighted and detailed in subsequent quarterly reports. If project-long impacts are proposed they will also be reflected on the overarching CPAS document.

2.2. Quarter 2 2024 impacts due to construction activities

Quarter 2 of 2024 had no long term parking removal. The intersecting Roads of Lachal, Civic and Moorefield Avenue had temporary road closures which impacted parking.

Lachal Avenue closure continued from Quarter 1 through April.

Civic Avenue parking at the intersection with President Avenue was closed temporarily parking on both kerb verges was removed between President Avenue and the driveway of 63 President Avenue. This accounts for 20m of parking on both verges accounting for a total of 40m or approximately 8 parking spaces.

Moorefield Avenue was also closed in June. This accounted for a closure of Moorefield Avenue between President Avenue and Warren Avenue. The closure required the removal of 20m of parking from the eastern kerb or approximately 4 parking bays.

2.3. Q3 2024 impacts due to construction activities

Q3 of 2024 re-opened Moorefield Avenue and updated the parking signage that was impacted.

Traynor Avenue was closed late September. This removed the eastern and western kerbside parking between President Avenue and the first residential driveway is removed. This accounts for 4 parking bays (2 unrestricted bays and 2 bays with 8am-9pm restrictions). No additional parking removal was experienced during Q3 of 2024.

2.4. Q4 2024 impacts due to construction activities

Traynor Avenue intersection was re-opened and the parking re-instated as per previous conditions.

No additional long term parking removal occurred during this quarter.

2.5. Q1 of 2025 impacts due to construction activities

Quarter 1 of 2025 saw the introduction of Zone C stage 2, Zone B Stage 3 and Zone A Stage 4 and 4C. While no additional parking impacts were placed on the surrounding network for Zone C and B parking was removed between O'Connell Street and Crawford Road along the northern boundary of President Avenue and also on Civic Avenue as part of Zone A Stage 4C. This parking removal is part of a revised end state design and will be permeant.

Interim parking was impacted short term (one day) for some works associated with piling for ITS and signage works and also for finalising kerbing and concrete works. This was between Wycombe Avenue and O'Connell Street.

2.6. Q2 of 2025 impacts due to construction activities

Quarter 2 of 2025 saw additional parking removal associated with Soft Ground Tunnelling (SGT) on West Botany Street. This traffic staging reduced lanes from 2 lanes in each direction to one lane

each direction, removing the time restricted parking between Bermill Street and Green Street on West Botany Street.

Property adjustment works located at 19 President Avenue saw the occupation of No Stopping areas under ROL on Lachal Avenue and President Avenue intersection to allow for the re-construction of the boundary walls and footpaths of 19 President Avenue.

No additional parking impacts were experienced.

3. Parking survey methodology

The base parking accumulation surveys in accordance with MCoA E130, consistent with AustRoads, were undertaken through Q4 2021. The weekday surveys were undertaken during the AM Peak, School Drop off, Off peak, School pick up and PM peak. The weekend surveys were undertaken hourly between the hours of 9AM and 4PM Saturdays and Sundays.

3.1. Base survey locations

The base surveys were conducted in the Rockdale/ Kogarah area, as noted in Table 2 and as shown in Figure 2.

Table 2: Rockdale/ Kogarah survey locations

Location	From	To
Bay Street	Aboukir Street	England Road
West Botany Street	President Avenue	Bay Street
Bermill Street	West Botany Street	End
Lindsay Street	West Botany Street	End
Baxter Avenue	Princes Highway	Cross Street
Baxter Lane	Cross Lane	Cross Street
French Street	West Botany Street	Princes Highway
French Lane	West Botany Street	Cross Lane
Green Street	West Botany Street	Princes Highway
Green Lane	West Botany Street	Cross Lane
Princes Highway	Marshall Street	Beach Street
Kensington Street	Princes Highway	Montgomery Street
Gladstone Street	Princes Highway	Regent Street
Premier Street	Kensington Street	Regent Street
Moorefield Lane	Kensington Street	End
Hogben Street	Montgomery Street	Bank Lane
Bank Lane	Montgomery Street	Moorefield Lane
South Street	Belgrave Street	Princes Highway
Belgrave Street	South Street	Kensington Street
Regent Street	Railway Parade	Princes Highway
Montgomery Street	Railway Parade	South Street
Wicks Lane	South Street	Kensington Street

Location	From	To
President Avenue	Princes Highway	The Grand Parade
Cross Lane	President Avenue	Baxter Avenue
Cross Street	President Avenue	Beach Street
Lachal Avenue	President Avenue	Marshall Street
Traynor Avenue	President Avenue	Marshall Street
Oakdale Avenue	President Avenue	Marshall Street
Moorefield Avenue	President Avenue	End
Civic Avenue	President Avenue	Marshall Street
Annette Avenue	Civic Avenue	Lachal Avenue
Fairway Avenue	Civic Avenue	Lachal Avenue
Marshall Street	Civic Avenue	Rocky Point Road
Warren Avenue	Oakdale Avenue	Moorefield Avenue
O'Neill Street	President Avenue	The Grand Parade
President Lane	O'Neill Street	Lloyd Lane
Unnamed lane immediately west of The Grand Parade	O'Neill Street	Sybil Lane
Sybil Lane	O'Neill Street	The Grand Parade
Crawford Road	President Avenue	Kings Road
Teralba Road	Crawford Road	The Grand Parade
Wycombe Avenue	Banks Street	Teralba Road
Roslyn Avenue	President Avenue	Teralba Road
Brighton Avenue	O'Neill Street	Teralba Road
Banks Street	The Grand Parade	Colson Crescent
O'Connell Street	President Avenue	Barton Street
Colson Crescent	O'Connell Street	End
Solander Street	O'Connell Street	The Grand Parade
The Grand Parade	Barton Street	Kings Road
Kings Road	The Grand Parade	Bicentennial Park
Robinson Street	O'Connell Street	The Grand Parade
Bath Street	Chuter Avenue	The Grand Parade

Location	From	To
Burlington Street	The Grand Parade	End
Barton Street	The Grand Parade	Scarborough Lane
Rockdale Ilinden Sports Centre parking area	Bicentennial Park	
Bicentennial Park South	Parking area	
Multi storey car park (open to public)	West Botany Street	Lindsay Street



Figure 2: Rockdale/ Kogarah survey area

3.2. Calculating parking occupancy

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

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

Figure 3 identifies the location of the parking areas and Figure 4 nominates parking restrictions in place.

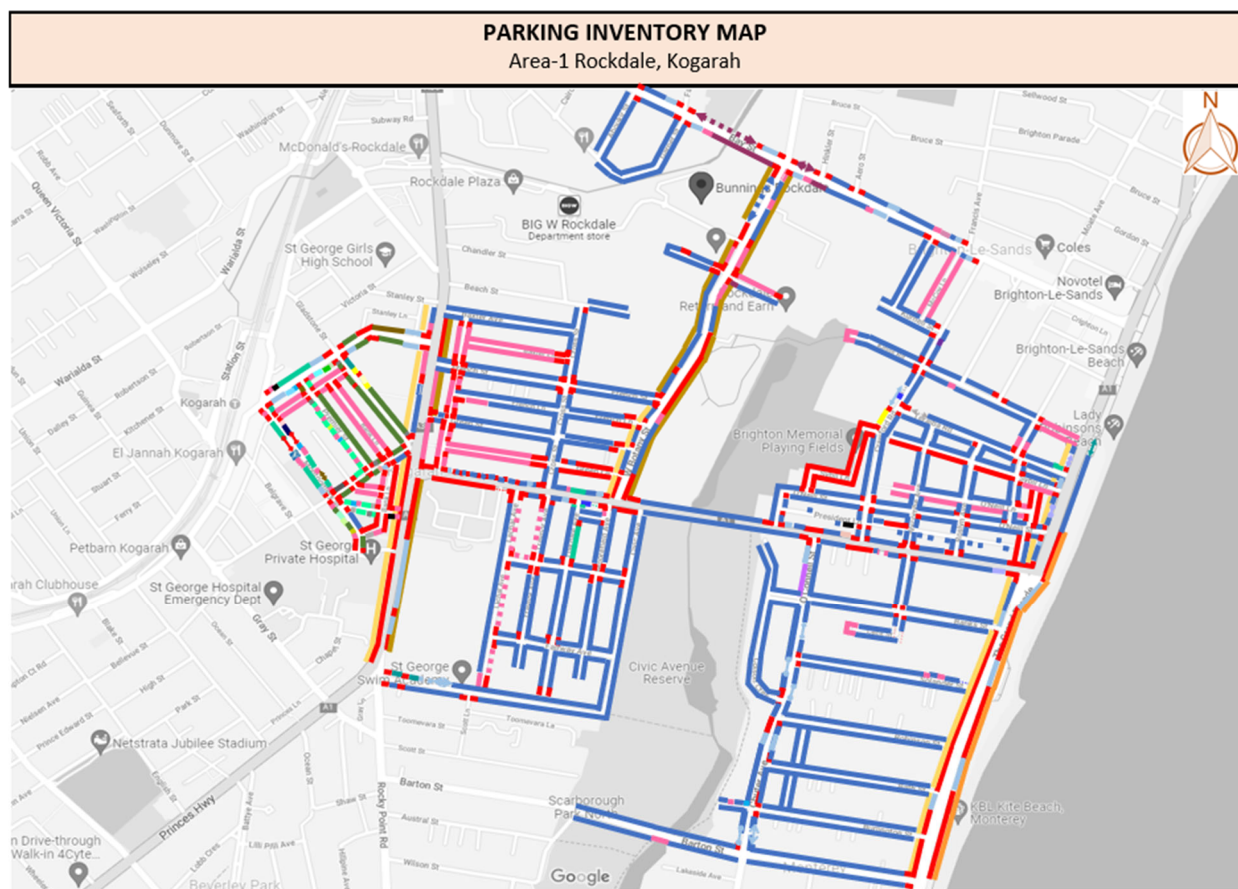


Figure 3: Parking survey network

LEGEND	
	P Disabled Only
	P Disabled Only 8:30am-6:00pm Mon-Fri 8:30am-12:30pm Sat
	Unrestricted
	P5 Min
	P5 Min 8:30am-9:30am, 2:30pm-4:00pm School Days
	P5 Min 6am-6pm Mon-Fri
	P5 Min 8:00am-6:00pm Mon-Fri
	P5 Min 8:00am-9:30am, 2:30pm-4:00pm School Days
	P10 Min 8:30am-10am 3:30pm-5:30pm Mon-Fri, 2P 10am-3:30pm Mon-Fri
	P15 Min 8:30am-6pm Mon-Fri
	P15 min 3pm-11pm
	1/4P 8:30am-6:00pm Mon-Fri 8:30am-12:30pm Sat
	1/4P 7:30am-4:00pm Mon-Fri
	1/2P 8:30am-6:00pm Mon-Fri 8:30am-12:00pm Sat
	1P 7:00am-7:00pm Mon-Fri 8:00am-3:00pm Sat
	1P 8:30am-6:00pm Mon-Fri 8:30am-12:30pm Sat
	1P 7:00am-7:00pm Mon-Fri 8:00am-3:00pm Sat At Other Time Taxi Zone Pick Up and Set Down
	1P 9:30am-3:00pm Mon-Fri
	1P 9:30am-3pm Mon-Fri 8:30am-12:30pm Sat, Bur Zone 8:00am-9:30am 3:00pm-5:00pm Mon-Fri
	2P 6:00am-6:00pm Mon-Fri
	2P 8:30am-6:00pm Mon-Fri 8:30am-12:30pm Sat
	2P 10:00am-3:30pm Mon-Fri 8:30am-12:30pm Sat, P5 Min 8:30am-10am 3:30pm-6pm Mon-Fri (45 Degree Angle Car Park Rear To Kerb 6)
	3P
	P Motorbiker Only
	Clearway 6:00am-10:00am Mon-Fri
	Clearway 3:00pm-7:00pm Mon-Fri
	Clearway 5pm-7pm Mon-Fri, No Stopping
	Work Zone 7:00am-5:00pm Mon-Fri
	Work Zone 7:00am-5:00pm Mon-Sat
	Loading Zone
	Taxi Zone
	Mail Zone
	Mail Zone 5pm-8pm Sun-Fri (90 Degree Angle Near To Kerb Drive Way)
	Bur Zone
	Bur Zone 8:30am-9:30am, 2:30am-4:00pm School Days
	Bur Zone 2:30pm-4:00pm School Days
	Bur Zone 6:00am-10:00pm
	Bur Zone 6:30am-9:30pm Mon-Fri 9am-7pm Sat-Sun
	Bur Zone 5:00am-10:00pm Mon-Fri
	No Stopping
	No Stopping, Police Vehicle Excepted
	No Stopping 3:00pm-7:00pm Mon-Fri
	No Stopping 6:00am-7:00pm, Clearway 6:00am-10:00am Mon-Fri
	No Stopping 2:30pm-6:00pm Mon-Fri
	No Stopping 6:30am-9:30am Mon-Fri, 2P 9:30am-6pm Mon-Fri 8:30am-12:30pm Sat
	No Stopping, Taxi Excepted 1Min
	No Parking
	No Parking 6:30am-9:30am Mon-Fri
	No Parking 1pm-12am Fri, Sat, Sun
	No Parking 6:00am-10:00am, Clearway 3:00pm-7:00pm Mon-Fri
	No Parking 6:30am-9:30am 3:30pm-6:30pm Mon-Fri
	No Parking 6:30am-9:30am Mon-Fri
	No Parking 8:30am-9:30am 2:30pm-4:00pm 8:30am-11:30am Sunday School Days
	No Parking Sheriff's Vehicle Excepted
	No Parking Ambulance and Doctor Vehicle Excepted Pick Up and Set Down Area
	No Parking 8am-5pm Air Port Vehicle Excepted
	No Parking Authorized Car Share Vehicle Excepted Go Get Cam.au
	No Parking Authorized Car Share Vehicle Excepted Go Get Cam.au
	No Parking 8:00am-9:30am 2:30pm-4:00pm School Days
	No Parking 8:00am-9:30am 2:30pm-4:00pm School Days, 1/4P 9:30am-2:30pm School Days
	No Parking 8am-9pm Mon-Fri
	No Parking 9:00pm-5:00am
	No Parking 6:00am-10:00am Thursday
	No Parking 9:30am-3:30pm Mon-Fri

Figure 4: Legend for Rockdale/ Kogarah parking restrictions

4. President Avenue parking

The number of unrestricted spaces available that were previously provided along President Avenue is provided in Table 3.

Table 3: President Avenue unrestricted parking spaces

Side of street	From	To	Spaces available
North	Cross Lane	Cross Street	27
North	Cross Street	West Botany Street	10
North	West Botany Street	O'Neill Street	54
North	O'Neill Street	Crawford Road	14
North	Crawford Road	Wycombe Avenue	13
North	Wycombe Avenue	Roslyn Avenue	13
North	Roslyn Avenue	The Grand Parade	16
Total north side			147
South	Lachal Avenue	Traynor Avenue	5
South	Traynor Avenue	Oakdale Avenue	2
South	Oakdale Avenue	Civic Avenue	0
South	Civic Avenue	O'Connell Street	55
South	O'Connell Street	Wycombe Avenue	14
South	Wycombe Avenue	The Grand Parade	29
Total south side			105

4.1. President Avenue base occupancy

The extent of the No Stopping zone required to allow the works to proceed is between Princes Highway through to west of Crawford Road, is highlighted in Table 3. For locations east of Crawford Road, the existing parking stock will be retained, including parking between Crawford Road and The Grand Parade on the northern side (42 spaces) and O'Connell Street and The Grand Parade on the southern side (43 spaces).

To understand the geographical impact on parking, President Avenue has been zoned as per Table 4.

Table 4: President Avenue zoning and base average occupancy rates

Zone	Side	From	To	Unrestricted spaces	Weekday average parking occupancy%	Weekend average parking occupancy%
A1	North	Crawford Road	O'Neill Street	14	36%	30%
A2	North	O'Neill Street	West Botany Street	54	15%	14%
B1	North	West Botany Street	Cross Street	10	62%	72%
B2	North	Cross Street	Cross Lane	27	77%	78%
A1	South	O'Connell Street	Civic Avenue	55	3%	3%
B1	South	Oakdale Avenue	Traynor Avenue	2	10%	0%
B2	South	Traynor Avenue	Lachal Avenue	5	78%	23%
B3	South	Lachal Avenue	Princes Highway	3	41%	35%

It can be seen from Table 4 and shown graphically on Figure 5, that the highest occupancy rates occur to the west of West Botany Street particularly on the northern side of President Avenue between West Botany Street and Cross Lane having similar weekday and weekend average occupancy rates.



Figure 5: Graphical representation of average occupancy rates along President Avenue

4.2. President Avenue review scope

With the removal of parking on President Avenue, Zones A2 North, parts of Zone A1 South and all of Zone B3 South were not monitored as this parking is now permanently removed.

Therefore, the monitoring surveys were undertaken at the following locations as these were the areas expected to be impacted by the works:

- Zone A1 North-streets to the north between Sybil Lane and President Avenue between O'Neill Street and Crawford Road
- Zone A1 South – streets to the south between Banks Street and President Avenue between Colson Crescent and opposite Crawford Road
- Zone B1 North – streets to the north between French Lane and President Avenue between Princes Highway and West Botany Street
- Zone B1 South – streets to the south between President Avenue and Annette Avenue between Oakdale Avenue to Traynor Avenue
- Zone B2 South – streets to the south between President Avenue and Annette Avenue between Traynor Avenue and Lachal Avenue.



Figure 6: Monitored areas

The zones were also decreased in size to ascertain the impact closer to the areas where parking has been removed, i.e. only to French Lane to the north and Annette Avenue to the south. This was due to parking availability being higher further north and south respectively of the nominated streets.

4.3. President Avenue parking removal impacts

Due to parking removal on President Avenue between O'Connell Street and Crawford Road associated with the implementation of Zone A stage 4C in Q1 of 2025, a baseline parking occupancy survey was completed in Q3 2024 and Q4 2024. An additional parking occupancy

survey was completed in Q2 2025 to provide a comparison with baseline conditions and evaluate the impact of the works (Table 8, Table 9, Table 10, and Table 11).

5. West Botany Street

The number of available parking spaces between Bay Street and President Avenue are evaluated to review the impacts due to C2 and C3 signalised intersections, SGT works and updated Roadworks from President Avenue. Table 5 identifies the pre-construction base survey parking occupancy. This includes the timed and unrestricted parking in the vicinity of the removed parking and the average available parking for standard weekday and weekend day.

Table 5: West Botany Street base available parking

Side of street	From	To	Spaces available ⁵	Weekday Avg Occupancy % (#)	Weekend Avg Occupancy % (#)
West	Lindsay Street	French Street	35	19% (7)	13% (5)
West	French Street	French Lane	5	1% (0)	0% (0)
West	French Lane	Green Street	6	2% (1)	0% (0)
West	Green Street	Green Lane	6	0% (0)	0% (0)
Total west side			52	5.5% (8)	3.25% (5)
East	Bay Street	Bermill Street	12	64% (8)	28% (3)
East	Bermill Street	Bicentennial Car Park South	20	42% (8)	20% (4)
East	Bicentennial Car Park South	President Avenue	28	0% (0)	0% (0)
Total east side			60	35% (16)	16% (7)

An additional count was taken to include the side streets in the vicinity (Table 6).

Table 6: Bermill and Lindsay Street base parking

Roadway	From	To	Spaces available	Weekday Avg Occupancy %(#)	Weekend Avg Occupancy %(#)
Bermill St	West botany St	Cul-de-Sac	15	93%	82%
Lindsay St	West botany St	Cul-de-Sac	31	87%	68%
Total Spaces			46		

5.1. West Botany Street signal implementation

The extent of the installation of No Stopping required to allow for implementation of a signalised intersection is 20m minimum on all approaches and departures of signals. As a result, No Stopping signage has been established between Rockdale Plaza Drive in the south and Bay Street in the north for C2 signals. For C3 signals, the No Stopping is implemented between Lindsay Street and

French Street. The parking impact accounts for a loss of (14) spaces at C2 and (20) parking spaces at C3.

To evaluate the impact of this parking loss, the areas between French Lane to the south of C3 signals to Bay Street to the north of the C2 signals split by Lindsay Street/Bermill Street intersection are assessed. The parking review includes the side streets of Lindsay Street, Rockdale Plaza and Bermill Street, and Bay Street are also included as they are in close proximity to the removed parking. For current parking occupancy scope through the network to include C2 and C3 impacts see figure below.

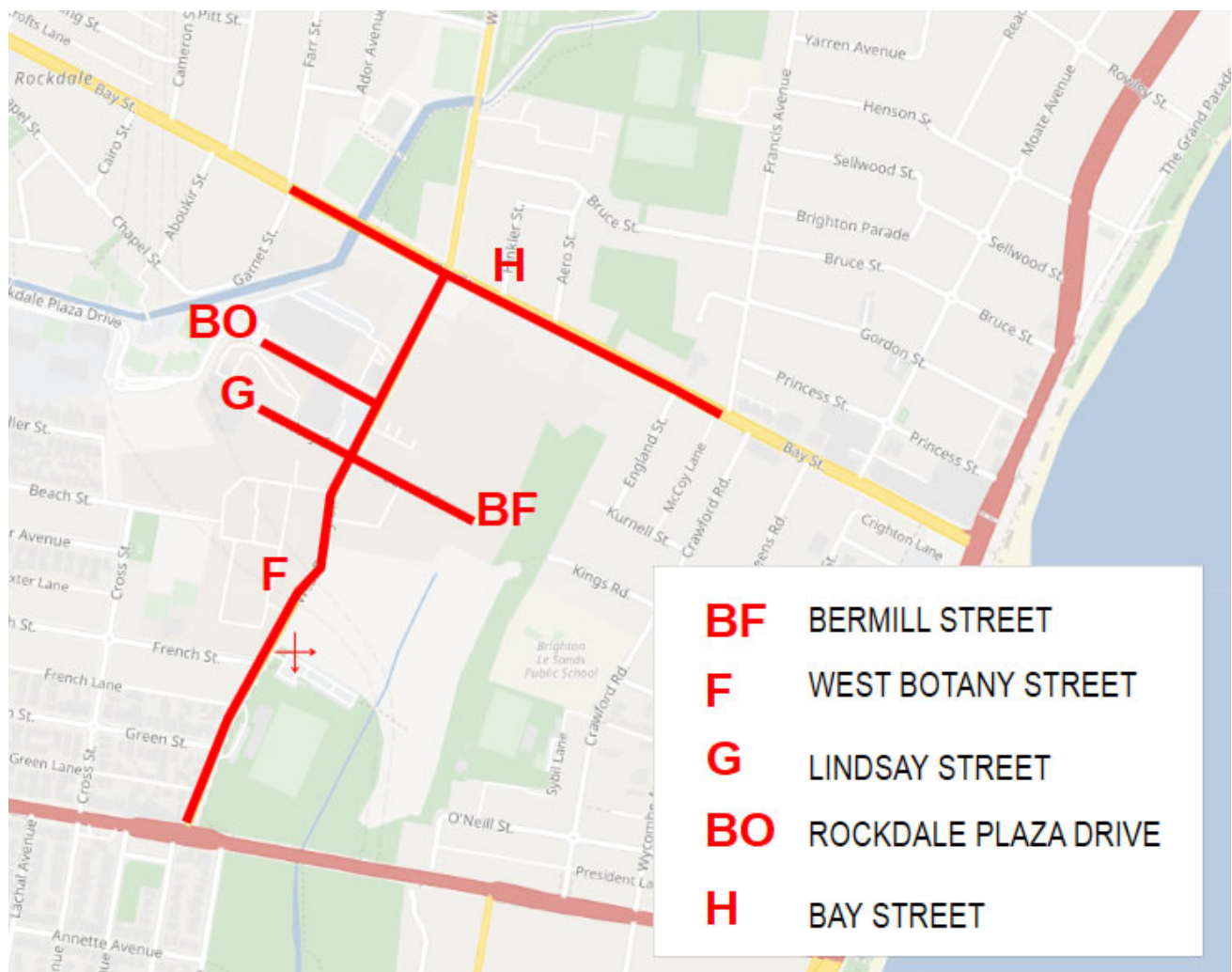


Figure 7: Parking Occupancy Scope

5.2. West Botany Street parking impacts Q1 2025

The implementation of Zone A Stage 4C saw three additional parking spaces removed on the western verge of West Botany Street between Green Street and President Avenue. This change enabled the establishment of additional turn lanes from President Avenue westbound to West Botany Street northbound (Figure 8).

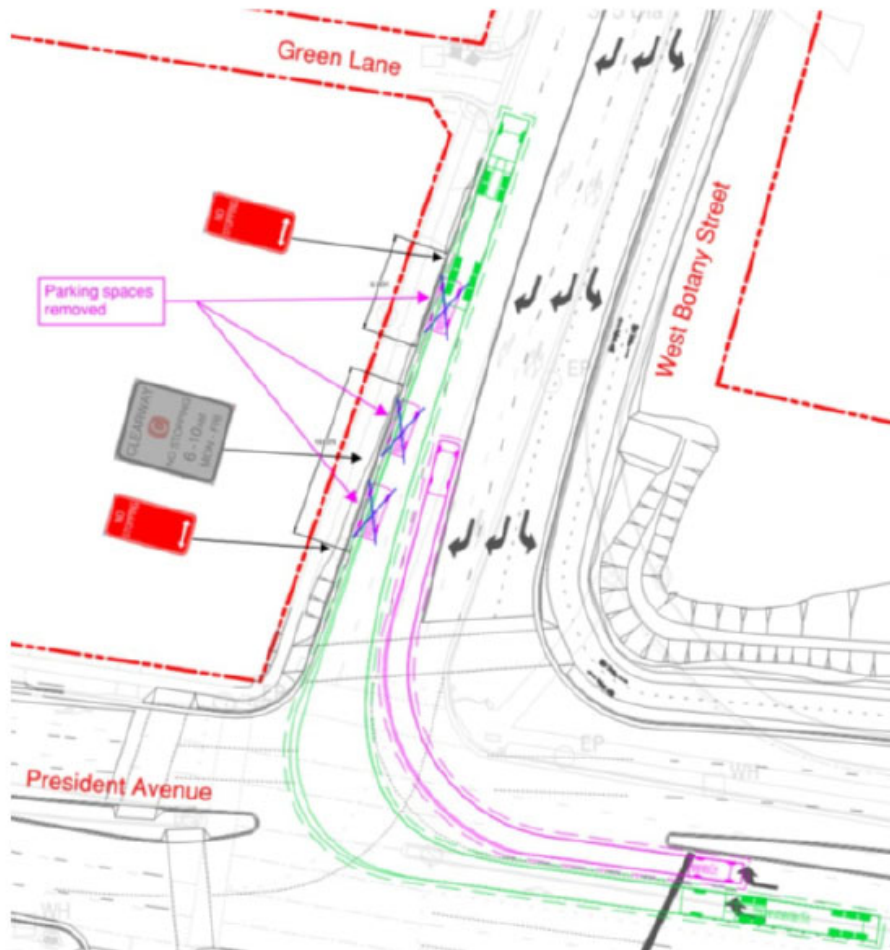


Figure 8: Turning lane allowance

5.3. West Botany Street Q2 2025

Works associated with the SGT of the M6 tunnel between MOC 3 and the Cut and Cover located beneath West Botany Street resulted in the following temporary parking impacts in the northbound and southbound lanes:

- Parking between Green Street and MOC 3 accounts for approximately 22 parking spaces
- Parking between Bermill Street and the C3 signals accounts for approximately 7 parking spaces.

This parking, shown in Figure 9, will be returned on completion of SGT scope and is a temporary construction impact only.

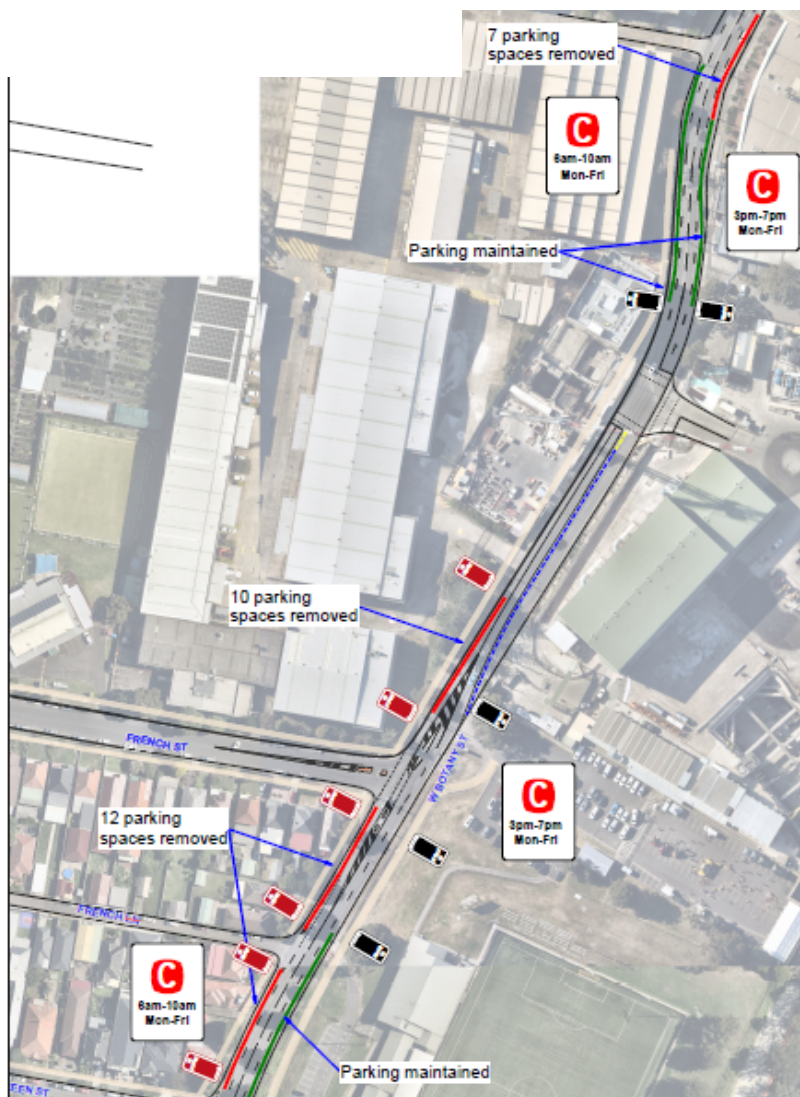


Figure 9: SGT parking impacts

Table 7: West Botany Street available parking

Side of street	From	To	Spaces available	Parking removed
West	Lindsay Street	French Street	15	20
West	French Street	French Lane	0	5
West	French lane	Green Street	0	11
West	Green Street	President Avenue	0	6
East	Bermill Street	Bicentennial car Park-south	3	17
East	Bicentennial car Park-south	President Avenue	28	0
Total			46	59
East	Bay Street	Bermill Street	5	7
West	Rockdale Plaza Dr	Bay Street	3	8
Total			8	15
Bermill Street	West Botany Street	Cul-de-Sac	15	0
Lindsay Street	West Botany Street	Cul-de-Sac	31	0
Total			46	0

6. Parking removal evaluation

A comparison of post parking removal between pre-construction, Q4 2024, and Q2 2025 on the surrounding street system of President Avenue between Crawford Road and the Princes Highway for the average weekend is provided in Table 8, Table 9, Table 10, and Table 11.

The results show that the parking availability in the surrounding street system to President Avenue between Q4 2024 and Q2 2025 remained relatively constant. A notable increase in parking occupancy since pre-construction is observed.

Within West Botany Street, works associated with SGT have resulted in a maximum reduction of available parking of 26 percent.

Table 8: President Avenue weekday parking occupancy

Zone	Side	Side streets included	Pre parking removal on President Avenue, Weekday average parking occupancy%	Average parking occupancy%	Average parking occupancy%	Average parking occupancy%	Difference
				Q4 2024	Q1 2025	Q2 2025	
A1	North	between O'Connell St and Crawford Rd		59%	57%	57%	0%
A1	North	Crawford Road, O'Neill Street, President Lane	49%	79%	80%	71%	-9%
A2[1]	North	No streets included	15%	0%	0%	0%	0%
B1	North	Green Lane, Green Street, Cross Street, French Lane	61%	69%	72%	61%	-12%
B2	North	Green Street, Cross Street, French Lane	70%	73%	76%	64%	-11%
A1	South	O'Connell Street,	20%	37%	64%	44%	-19%
B1	South	Civic Avenue, Moorefield Avenue, Oakdale Avenue, Warren Avenue	47%	56%	54%	54%	0%
B2	South	Traynor Avenue, Lachal Avenue	73%	42%	47%	46%	0%
Total			48%	51%	64%	57%	-7%

Table 9: Weekday average pre and post West Botany Street parking removal

Road	Zone	Side	Side streets included	Difference	Average parking occupancy % Q4-2024	Difference	Average parking occupancy% Q1-2025	Difference	Average parking occupancy% Q2-2025	Difference
Rockdale Plaza Dr	BO	North	Rockdale Plaza Drive	3%	41%	-11%	49%	9%	41%	-8%
WBS	F	East	Between Bay St & Bermill St	-36%	28%	-1%	50%	23%	53%	3%
		West	Between French Ln & French St	2%	2%	-1%	6%	4%	removed	
		West	Between French St & Lindsay St	4%	16%	-7%	22%	6%	9%	-13%
		West	W Botany St, Between Green Ln & Green St	18%	19%	1%	3%	-16%	removed	
		West	W Botany St, Between Green St & French Ln	3%	6%	3%	4%	-2%	removed	
Bay	H	South	Between W Botany St & England St	47%	56%	-7%	74%	18%	60%	-14%
		South	Between W Botany St & Garnet St	-6%	4%	2%	2%	-2%	4%	2%
		North	Between Farr St & W Botany St	-47%	4%	1%	4%	0%	4%	0%
		North	Between Francis Ave & Aero St	2%	40%	-15%	73%	33%	53%	-20%
		North	Between Aero St & Hinkler St	-20%	81%	19%	72%	-8%	28%	-44%
		North	Between Hinkler St & W Botany St	-6%	13%	11%	13%	0%	18%	6%
Lindsay	G	North	Lindsay Street	9%	87%	-9%	83%	-4%	74%	-9%
		South		5%	88%	-12%	89%	1%	69%	-20%
Bermill	BF	South	Between Dead End & W Botany St	7%	96%	-4%	100%	4%	80%	-20%

Table 10: Weekend average pre and post President Avenue parking removal

Zone	Side	Side streets included	Average parking occupancy%	Average parking occupancy%	Difference	Average parking occupancy%	Difference
			Q4 2024	Q1 2025		Q2 2025	
A1	North	President Avenue between O'Connell St and Crawford Rd	49%	49%	0%	52%	-3%
A1	North	Crawford Road, O'Neill Street, President Lane	90%	94%	-4%	79%	15%
A2[1]	North	No streets included	0%	0	0%	0	0%
B1	North	Green Lane, Green Street, Cross Street, French Lane	69%	67%	2%	69%	-2%
B2	North	Green Street, Cross Street, French Lane	73%	73%	0%	74%	-1%
A1	South	O'Connell Street,	37%	43%	-6%	49%	-5%
B1	South	Civic Avenue, Moorefield Avenue, Oakdale Avenue, Warren Avenue	56%	44%	12%	46%	-2%
B2	South	Traynor Avenue, Lachal Avenue	42%	36%	6%	37%	-1%
Total			59%	58%	1%	58%	0%

¹ Parking removed during Stage 1 not included in calculation after Q3, 22

Table 11: Weekend average pre and post West Botany Street parking removal

Roadway	Zone	Side	Side streets included	Average parking occupancy% Q4 2024	Average parking occupancy% Q1 2025	Difference	Average parking occupancy % Q2-2025	Difference
Rockdale Plaza Dr	BO	North	Rockdale Plaza Drive	41%	51%	4%	36%	-15%
WBS	F	North	W Botany St, Between Bay St & Bermill St	21%	5%	72%	53%	48%
		West	W Botany St, Between French Ln & French St	15%	24%	-9%	removed	
		West	W Botany St, Between French St & Lindsay St	9%	0%	21%	0%	0%
		West	W Botany St, Between Green Ln & Green St	19%	7%	19%	removed	
		West	W Botany St, Between Green St & French Ln	6%	0%	41%	removed	
Bay	H	South	Bay St, Between W Botany St & England St	53%	38%	19%	53%	15%
		South	Bay St, Between W Botany St & Garnet St	6%	7%	37%	11%	4%
		North	Bay St, Between Farr St & W Botany St	9%	22%	13%	37%	15%
		North	Bay St, Between Francis Ave & Aero St	59%	59%	7%	71%	12%
		North	Bay St, Between Aero St & Hinkler St	56%	63%	-5%	60%	-3%
		North	Bay St, Between Hinkler St & W Botany St	22%	32%	-10%	6%	-26%
Lindsay	G	North	Lindsay Street	67%	81%	2%	68%	-13%
		South		70%	79%	-20%	69%	-10%
Bermill	BF	South	Bermill St, Between Dead End & W Botany St	98%	98%	2%	96%	-2%

7. Community

A review of the complaints received regarding parking removal/ availability noted that there were four parking complaints received during Q2 2025 (Table 12). All complaints were responded to and closed out in accordance with the requirements of the Project's Communication Strategy.

Table 12: Complaints regarding parking

Date	Construction site / work	Complaint	Action taken
17/04/2025	Roadworks	Stakeholder emailed to complain that CGU contractors were taking up parking spaces of residents.	CGU issues regular reminders at induction, pre-start meetings and toolbox talks to minimise parking in residential areas.
22/04/2025	Roadworks	Stakeholder complained about vehicles parked near their property that may have caused damage to their car. Stakeholder did not report a specific time or date for the alleged incident and does not wish to proceed with a damage claim. Stakeholder requested that workers avoid parking near their property.	CGU issues regular reminders at induction, pre-start meetings and toolbox talks to minimise parking in residential areas. CGU will re-issue a reminder.
30/04/2025	Roadworks	Stakeholder complained that CGU workers were occupying parking in front of her property.	CGU issues regular reminders at induction, pre-start meetings and toolbox talks to minimise parking in residential areas. CGU will re-issue a reminder. Pre-start meetings are held at the C3 site.
29/05/2025	Roadworks	Stakeholder complained about CGU employees using residential parking spaces.	CGU issues regular reminders to workers and subcontractors to be mindful of the local community and to minimise parking in residential areas.

8. Proposed upcoming impacts to parking

8.1. Moorefield Avenue and Civic Avenue Upgrade

Moorefield Avenue is located directly west of the President Avenue and West Botany Street signalised intersection and spans between President Avenue in the north and Annette Avenue of the south (Figure 10). Moorefield Avenue is a bi-directional roadway, consisting of one lane in each direction with unrestricted parking on both kerbsides. A section of No Stopping and No Parking is provided between Warren and President Avenues. Moorefield Avenue currently operates as a left-in and left-out movement with President Avenue.

Civic Avenue is a bi-directional roadway located to the east of the West Botany Street/President Avenue signalised intersection. Unrestricted parking is provided on both kerbsides for its length spanning from Marshal Street to the south and President Avenue to the north.

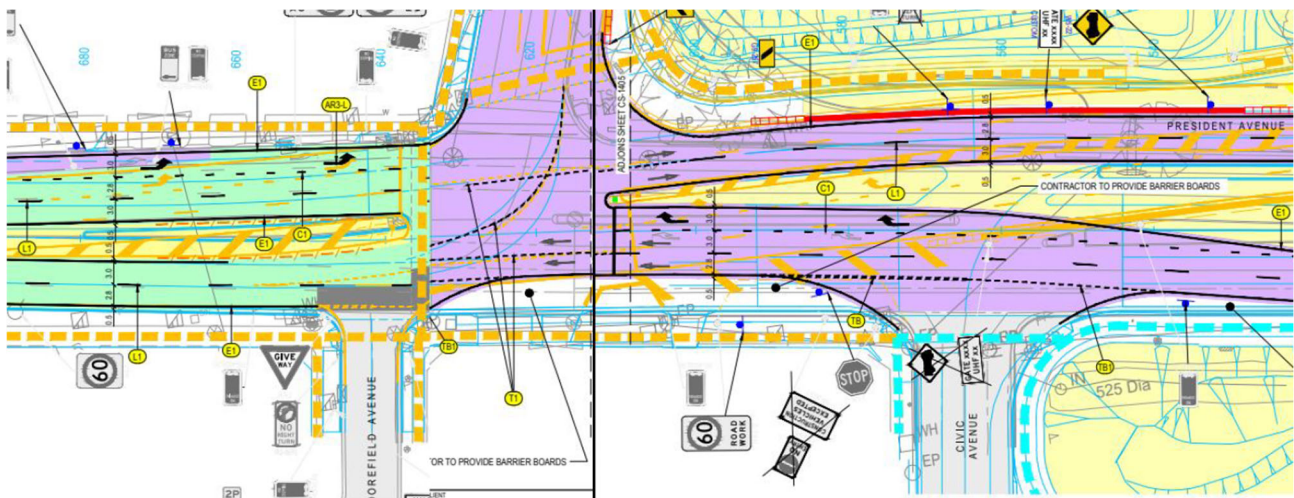


Figure 10: Moorefield Avenue and Civic Avenue current arrangement

A revised design for the area will include Moorefield Avenue in the signalised intersection with West Botany Street and President Avenue. As a result, Civic Avenue will become left-in only from President Avenue with no egress from Civic Avenue to President Avenue. This restriction is enforced by a traffic island constructed at the intersection with President Avenue. A U-turn facility and turning bay will be constructed on Civic Avenue to maintain the bi-directional manner on Civic Avenue between Annette Avenue and the new traffic island.

Moorefield Avenue will become one-way northbound between Warren Avenue and President Avenue with egress movements from Moorefield to President Avenue left/right out and a through movement provided to West Botany Street under signals management.

To provide for this new arrangement, parking will be removed permanently at the intersection of Civic Avenue and President Avenue to provide for the traffic island, U-turn and turning bay. Approximately 50m of parking on each verge is removed for the new arrangements on Civic Avenue.

Moorefield Avenue parking will not be further impacted with the No-Stopping between Warren and President Avenue maintained and Unrestricted parking south of Warren maintained (Figure 11).

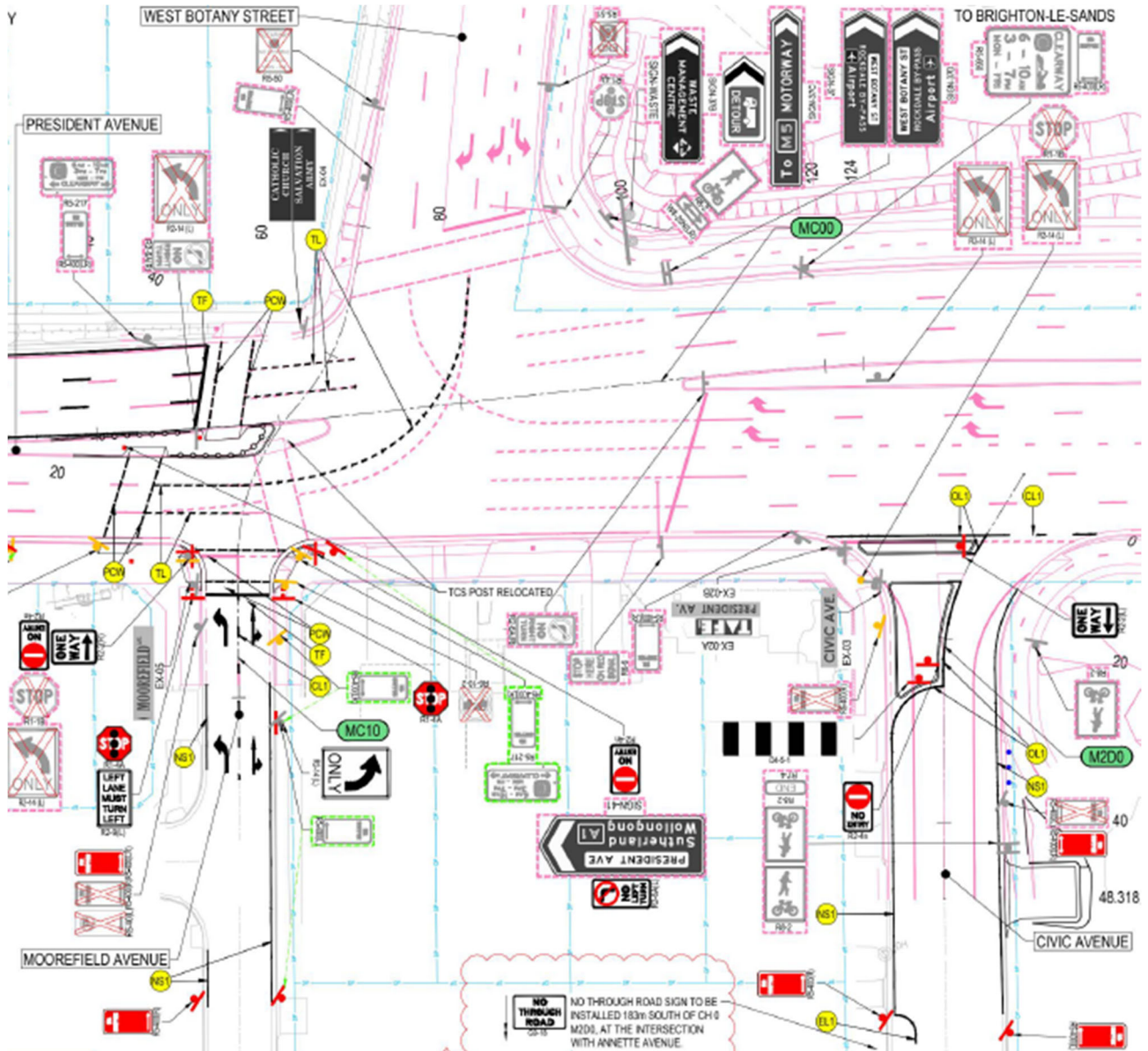


Figure 11: Updated Moorefield and Civic Avenue design