

Construction Parking and Access Strategy

M4-M5 Link Mainline Tunnels

November 2022

WestConnex M4-M5 Link Tunnels



THIS PAGE LEFT INTENTIONALLY BLANK

Document control

Title	WestConnex M4-M5 Link Mainline Tunnels – Construction Parking and Access Strategy
Document No/Ref	
Document Path	

Version Control

Revision	Date	Description
Rev A	10/07/18	For internal review
Rev B	17/07/18	For SMC/Roads and Maritime review
Rev C	5/8/18	Updated in response to comments, for SMC/Roads and Maritime review
Rev01	15/8/2018	Updated in response to comments
Rev02	20/08/18	Updated in response to additional SMC/Roads and Maritime comments, for submission to DPE
Rev03	18/10/18	Internal Update
Rev04	09/11/18	Internal Update
Rev 05	12/11/18	ASBJV update, lodged with DPE for review
Rev 06	22/11/18	Updated to address DPE comments
Rev 07	13/12/18	Updated to address DPE comments
Rev 08	8/01/19	Updated to address DPE comments
Rev 09	16/01/19	Internal Update; for DPE approval
Rev 10	2/08/19	Updates following project changes – WestConnex Transurban review
Rev 11	12/08/19	Further update following WestConnex Transurban review
Rev 12	16/08/19	For DPE approval
Rev 13	13/11/19	Updated to address DPE comments – for DPE approval
Rev 14	11/02/2020	Updated to incorporate Hawthorne Canal Grouting
Rev 15	20/02/2020	Updated following DPE comment
Rev 16	28/02/2020	Updated following DPE comment
Rev 17	5/11/2020	Updated following DPE comment

Revision	Date	Description
Rev 18	22/01/2021	Internal Update
Rev 19	03/03/2021	Updated following DPE comment
Rev 20	30/06/2021	Internal Update
Rev 21	10/12/2021	Internal Update and Hawthorne Canal Grouting sections removed
Rev 22	08/03/2022	Updated following DPE comment
Rev 23	01/06/2022	Updated PBR and SPI parking arrangements and Burrows Road
Rev 24	16/09/2022	Updated following DPE comments
Rev 25	26/11/2022	Updated PRE&W parking arrangements

Internal Review

Role	
Originator(s)	
Authorised	

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
EIS	Environmental Impact Statement
IC	Independent Certifier
ASBJV	Acciona Bouygues Samsung Joint Venture
MUTCD	Manual of Uniform Traffic Control Devices
PBR	Pymont 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
TMSP	Traffic Management and Safety Plan (Same as TTAMP)



Acronym	Definition
TTAMP	Traffic and Transport and Access Management Plan

Contents

Document control	3
1. Introduction.....	9
1.1 Project Background.....	9
1.2 Purpose.....	9
1.3 Objectives	9
2. Management Requirements	9
2.1 Ministers Conditions of Approval	9
2.2 Revised Environmental Management Measures	13
2.3 Relevant Legislation and Guidelines	13
3. Surface Sites & Parking Facilities	14
3.1 Surface sites	14
3.2 Worker Parking Availability and Demand	14
3.3 Northcote Street Civil Site.....	16
3.4 Parramatta Road East and Parramatta Road West.....	17
3.5 Parramatta Road Ventilation Facility	17
3.6 Wattle Street Tunnel Compound.....	17
3.7 Pyrmont Bridge Road Tunnel Compound.....	18
3.8 St Peters (Campbell Road) Tunnel Compound	18
3.9 WestConnex Motorway Control Centre (WMCC)	18
3.10 Main Project Office.....	19
4. Shuttle Service & Worker Transport	19
4.1 Routes.....	20
4.2 Timing	21
4.3 Monitoring	21
5. On-street Parking Removal	22
5.1 Pyrmont Bridge Road.....	23
5.2 Parramatta Road East and Parramatta Road West.....	24
5.3 Parking Availability.....	25
5.4 Parking demand.....	27
5.5 Conclusion of the Parking Demand Survey	29
5.6 Mitigation Measures	29
6. Access Control and Safety.....	30
6.1 Pedestrian Interface with Driveways.....	30
6.2 Visitors	30
7. Consultation.....	30
8. Training, Monitoring & Reporting.....	31
8.1 Training	31
8.2 Workforce Code of Conduct.....	31
8.3 Monitoring	32
8.4 Reporting.....	32



9. Contingency 32

9.1 Modification to Bus Services 32

9.2 Repurpose Existing Parking Arrangements 33

9.3 Additional Overflow Parking 33

9.4 Public Transport Encouragement 33

9.5 Active Transport Encouragement 33

9.6 Re-education and Correction..... 33

9.7 Shift Structures 33

APPENDIX A – Other Conditions of Approval and Revised Environmental Management Measures relevant to this Plan 34

APPENDIX B – Parking Survey Summary 36

APPENDIX C – Inner West Council Meeting Minutes 37

APPENDIX D – City of Sydney Meeting Minutes 38

APPENDIX E –Transport for NSW Consultation Record 39

APPENDIX F – Community Consultation Summary 40

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 Acciona Samsung Bouygues Joint Venture (ASBJV) 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 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

ASBJV 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 and Environment (DPE) 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 Pymont 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.



Reference	Requirement	Section	How addressed
(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.
(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 DPE 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 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

ASBJV 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.

There will be limited parking available for the Pymont Bridge Road tunnel site (C9) (PBR) from here forward given the construction stage of the site commencing demobilisation. The reduction in on-site parking will also be in line with a reduction of workforce numbers. Workforce numbers have significantly decreased since the cessation of tunnelling activities from the site. Workforce numbers are predicted to further decrease as the site progresses towards reinstatement in preparation for Project Completion in Q1 2023. The main parking for the Campbell Road civil and tunnel site (C10), St Peters will be on site. Like PBR, workforce numbers will continue to decrease at St Peters and car parking availability will lessen as the site progresses through demobilisation and reinstatement for Project Completion.

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.

ASBJV'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/WMCC St Peters	
	Indicative Total Workforce ¹	Indicative On-site Carparks ²	Indicative Total Workforce ¹	Indicative On-site Parking	Indicative Total Workforce ^{1,3}	Indicative On-site Parking
2018 (2nd half)	50	46	25	20 (During demolition)	50	30
2019 (1st half)	150	235	100	10	80	30
2019 (2nd half)	200	235	260	10	80	30
2020 (1st half)	260	235	260	10	260	270
2020 (2nd half)	260	235	260	10	225	176
2021 (1st half)	260	235	260	10	225	176
2021 (2nd half)	260	235	260	10	121	297
2022 (1st Half)	260	235	260	10	101	297
2022 (2nd Half)	185	150 ⁴	25	5	101	161
2023 (1st Half)	75	150 ⁴	10 - 25	5	101	161

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.

³The total indicative workforce at St Peters does not include the testing and commissioning workforce and subcontractors that will need to work at the WMCC.

⁴ Parking availability may be higher than 150 depending on car lot availability.

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

Total parking capacity at the PRE&W will decrease to a minimum of 150 parking spaces during the PRE&W reinstatement works. Lots will be closed temporarily as works progress to facilitate reinstatement works. Lots will reopen for parking upon completion of works. Parking availability may be higher than 150 depending on which car lots are available.

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

Demobilisation and reinstatement works are ongoing and it is expected that staff numbers will continue to reduce throughout this period. Once tunnel commissioning is completed in this area, numbers are expected to decrease further. It is expected that the vast majority of the Haberfield workforce and staff will park at the PRE&W site daily, prior to attending works.

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 commenced in this location in 2019 and are planned for completion end of Q4 2022. 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

No parking will be provided on site for light vehicles, only access and egress arrangements for material deliveries.

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 halfway between the Haberfield sites and the Campbell Road St Peters facility. Demolition was 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. The demolition and tunnel construction requirements of the site are complete. The site is now being dismantled. This will remove the tunnelling facilities and backfilling the underground connection to the mainline tunnels which was used for access.

3.7.2 Parking Demand

A limited workforce is required during site demobilisation. Around 5 car parking locations will be available on site during this phase, with some demobilisation phases requiring that no parking is available on the site. Limited parking spaces throughout site demobilisation is due to the exclusion and clearance zones required during the removal of the acoustic shed and site offices which span the majority of the PBR site footprint for safety and special constraint reasons.

Once demobilisation is completed, the site will commence reinstatement and be finalisation. During this stage, work force numbers will be low.

Excess parking during these phases will utilise existing on street parking locations.

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. Workforce numbers are now seeing a decrease to reflect the current construction phase of the Project; tunnel fit out and commissioning, site and temporary structures demobilisations and reinstatement.

3.8.2 Parking Demand

A total of 156 parking spaces will be provided at the St Peters (Campbell Road) compound during demobilisation. This will include 74 light vehicles and 22 motorcycle spaces within the onsite car park with additional 20 parking spaces for light vehicles accessing the tunnel for tunnel fit out works.

External contractors will still be required to provide parking outside of SPI and shuttle their staff onto site. Currently, contractors have provided three shuttle buses to transfer staff from their facility to SPI.

A total of 35 parking spaces will also be provided at the Burrows Road ancillary facility generally for workforce accessing the WMCC building for testing and commissioning works. Temporary laydown will be established onsite to provision the workforce. Refer to Figure 2 below.

The additional parking spaces will take advantage of available space, alleviate public parking impacts, and assist small subcontractors find off-street parking.

3.9 WestConnex Motorway Control Centre (WMCC)

3.9.1 Site Information

The WMCC is located on Burrows Road, St Peters near the M8 tunnel. Ten carparking spaces are provided for the M&E works in order to integrate the M8 and the M4 control room.

3.9.2 Parking Demand

A limited workforce is expected during the setup and operation of the WMCC works. Until 2023, around 10 light vehicle parking spaces will be available inside the parking areas for the workforce. These 10 parking spaces are included in the *Campbell Road/WMCC St Peters* section of Table 2 and illustrated in Figure 2 below.



Figure 2 – SPI Parking Areas

3.10 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.

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 utilise the onsite parking and where required, the existing on street public parking.

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.

The effectiveness of the shuttle bus service will be reported on in the quarterly CPAS report.

4.1 Routes

The bus route proposed relates to the Wattle St site, Northcote site, and M&E Transfer Facility for light vehicles only (Figure 3 and 4). The Indicative route is shown below and may be adjusted depending on demand.

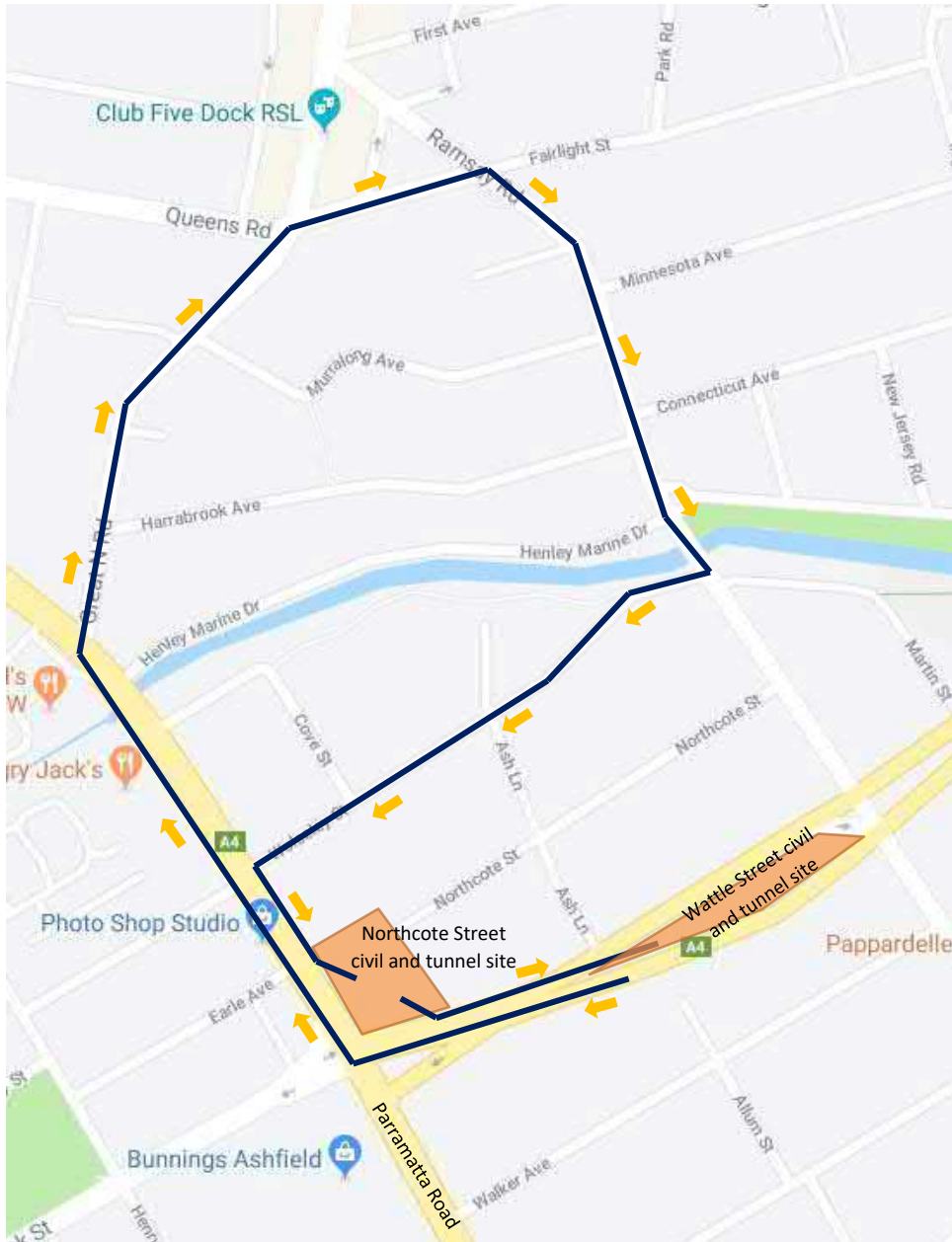


Figure 3 - Shuttle Bus Route – Wattle St to Northcote.



Figure 4 - Shuttle Bus Route –M&E Transfer Facility 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.

4.3 Monitoring

The project conducts weekly parking inspections and quarterly parking surveys to evaluate the effectiveness of the mitigation measures. The effectiveness of the mitigation measures will be reported on in the quarterly CPAS report.

5. On-street Parking Removal

Some public on-street parking at the PRE&W & PBR 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

5.1 Pyrmont Bridge Road

Parking will be required to be removed or adjusted around the PBR site, as shown in Figure 5, 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

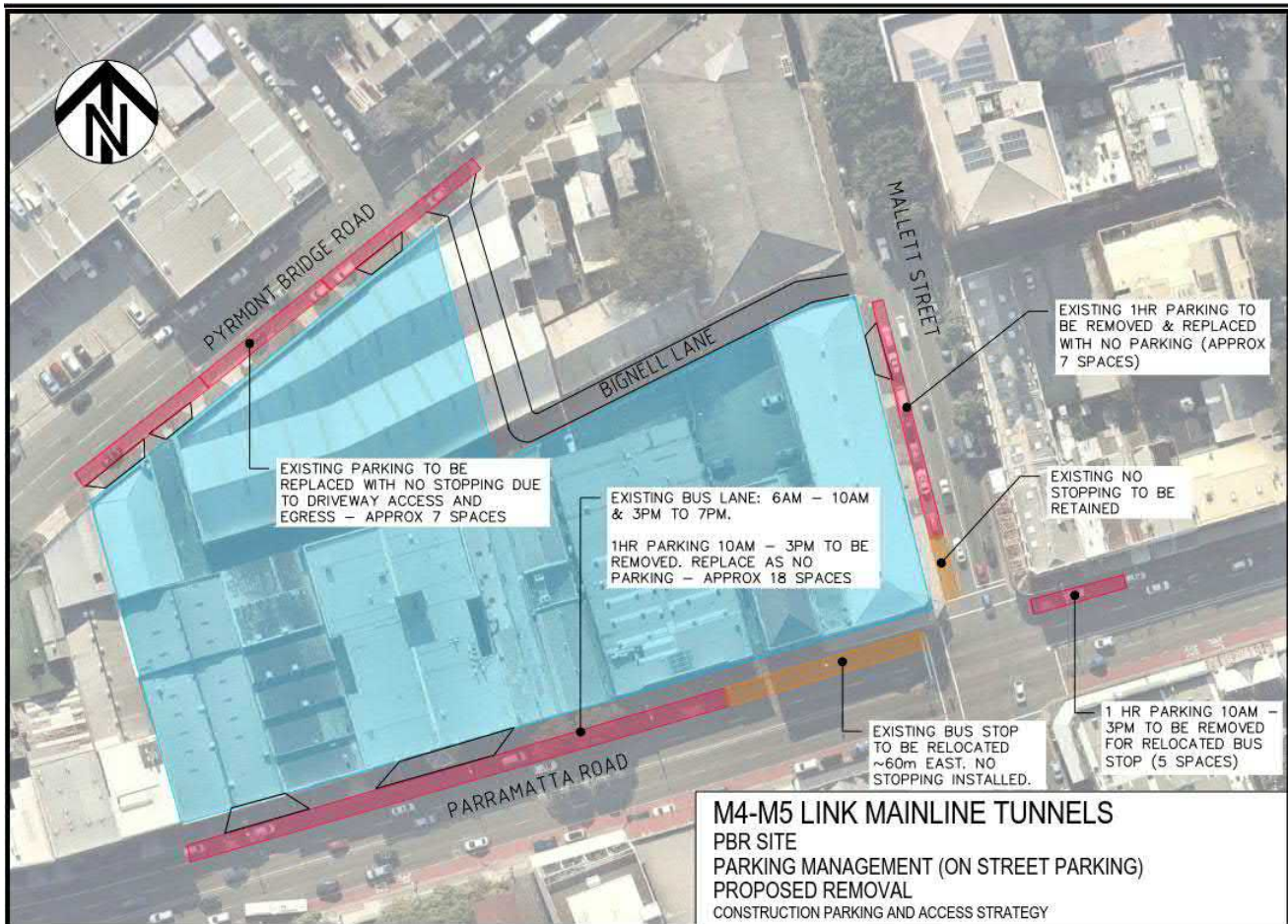


Figure 5 - PBR On-street Parking Removal Areas - Pyrmont Bridge Road

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 6, 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 6) 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.

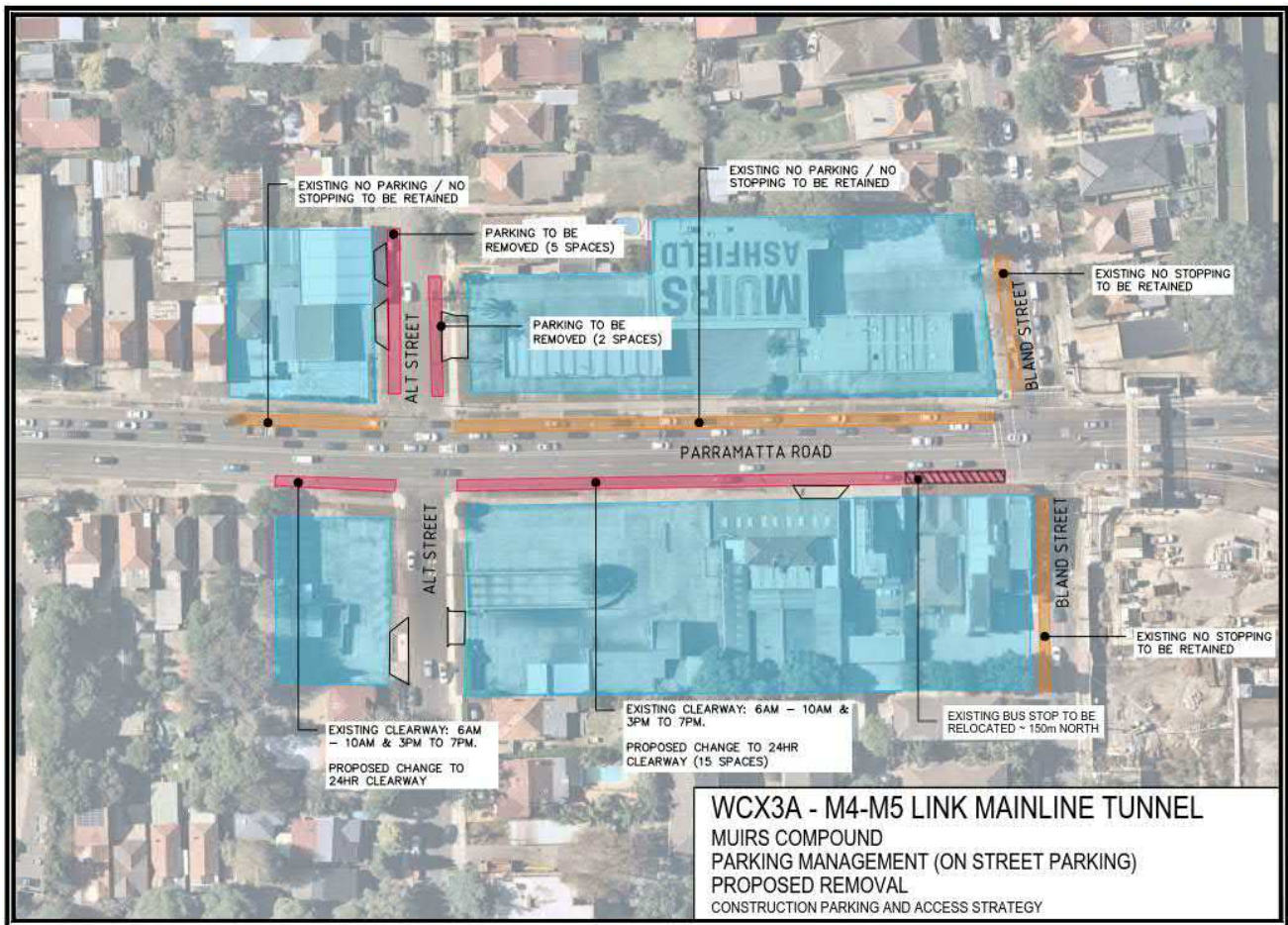


Figure 6 - PRE&W site - On-street Parking Changes

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 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.

5.3.1 Parking Supply

Table 5 and Table 6 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 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

5.4 Parking demand

5.4.1 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 7 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 8 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.

5.4.2 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 9 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 10 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 Conclusion of the Parking Demand Survey

5.5.1 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.

5.5.2 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 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 ASBJV 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).

8. Training, Monitoring & Reporting

8.1 Training

All staff will receive ASBJV 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. 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. ASBJV 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 repurpose 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	<p>The car parking strategy described in the CTAMP will:</p> <ul style="list-style-type: none"> • quantify construction workforce parking demand around project work sites and ancillary facilities during site establishment and the construction phase generally; • identify public transport options and other management measures (such as carpooling and shuttle-buses) to reduce construction workforce parking demand; • 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); • 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 • identify parking exclusion zones, in consultation with potentially affected stakeholders, around construction sites and facilities where construction workforce parking would be restricted. <p>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.</p>	<p>Table 2</p> <p>Section 4 Shuttle Service & Worker Transport</p> <p>Section 3 Surface Sites & Parking Facilities</p> <p>Section 3 Surface Sites & Parking Facilities</p> <p>Section 3 Surface Sites & Parking Facilities</p>



APPENDIX B – Parking Survey Summary

TTM Data

TTM Reference: 18SYD0161
Suburb: Camperdown
Survey Duration: 0600-2000
Weather: Showers on original survey dates & Thursday 29th November
Note 1: 0000-1300 Friday data acquired on Friday 19th October
Note 2: Section A closed off after 10am on Fri 19th October
Note 3: Section F, G, H weekend data collected on 12 and 13 Jan 2019

Monday, 3 December 2018
Table with columns: Time, A, B, C, D, E, F, G, H, Total. Rows for 15-minute intervals from 6:00 to 19:30.

Tuesday, 4 December 2018
Table with columns: Time, A, B, C, D, E, F, G, H, Total. Rows for 15-minute intervals from 6:00 to 19:30.

Wednesday, 5 December 2018
Table with columns: Time, A, B, C, D, E, F, G, H, Total. Rows for 15-minute intervals from 6:00 to 19:30.

Thursday, 29 November 2018
Table with columns: Time, A, B, C, D, E, F, G, H, Total. Rows for 15-minute intervals from 6:00 to 19:30.

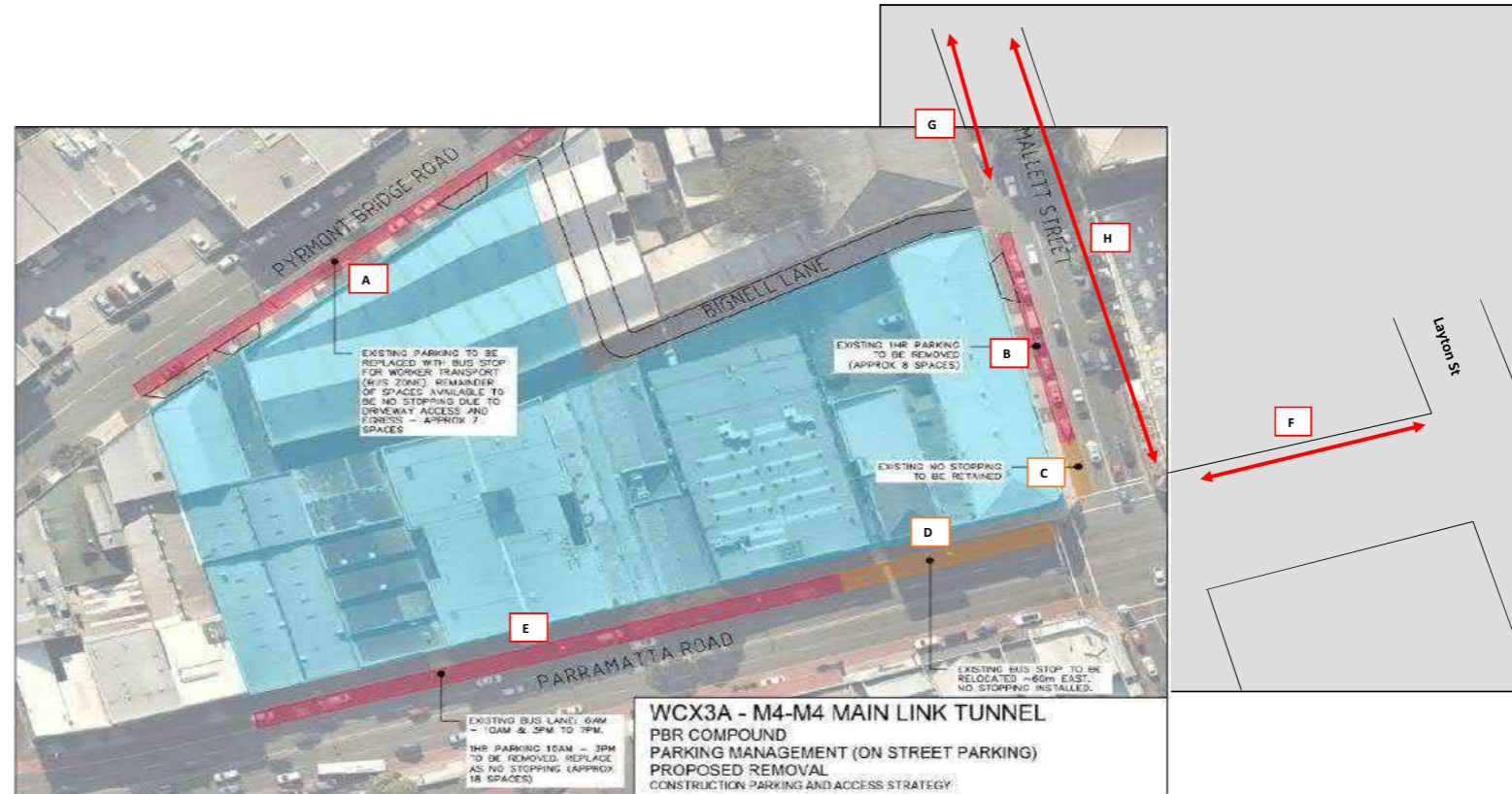
Original Survey Dates
Friday, 12 October 2018
Table with columns: Time, A, B, C, D, E, F, G, H, Total. Rows for 15-minute intervals from 6:00 to 19:30.

Saturday, 13 October 2018
Table with columns: Time, A, B, C, D, E, F, G, H, Total. Rows for 15-minute intervals from 6:00 to 19:30.

Sunday, 14 October 2018
Table with columns: Time, A, B, C, D, E, F, G, H, Total. Rows for 15-minute intervals from 6:00 to 19:30.

Weekday average peak
Table with columns: Time, A, B, C, D, E, F, G, H, Total. Rows for 15-minute intervals from 6:00 to 19:30.

Weekend average peak
Table with columns: Time, A, B, C, D, E, F, G, H, Total. Rows for 15-minute intervals from 6:00 to 19:30.



TTM Data

TTM Reference: 18SYD0161
 Suburb: Haberfield
 Survey Duration: 0600-2000
 Weather: Showers on original survey dates & Thursday 29th November
 Notes: 0000-1300 Friday data acquired on Friday 19th October

Original Survey Dates

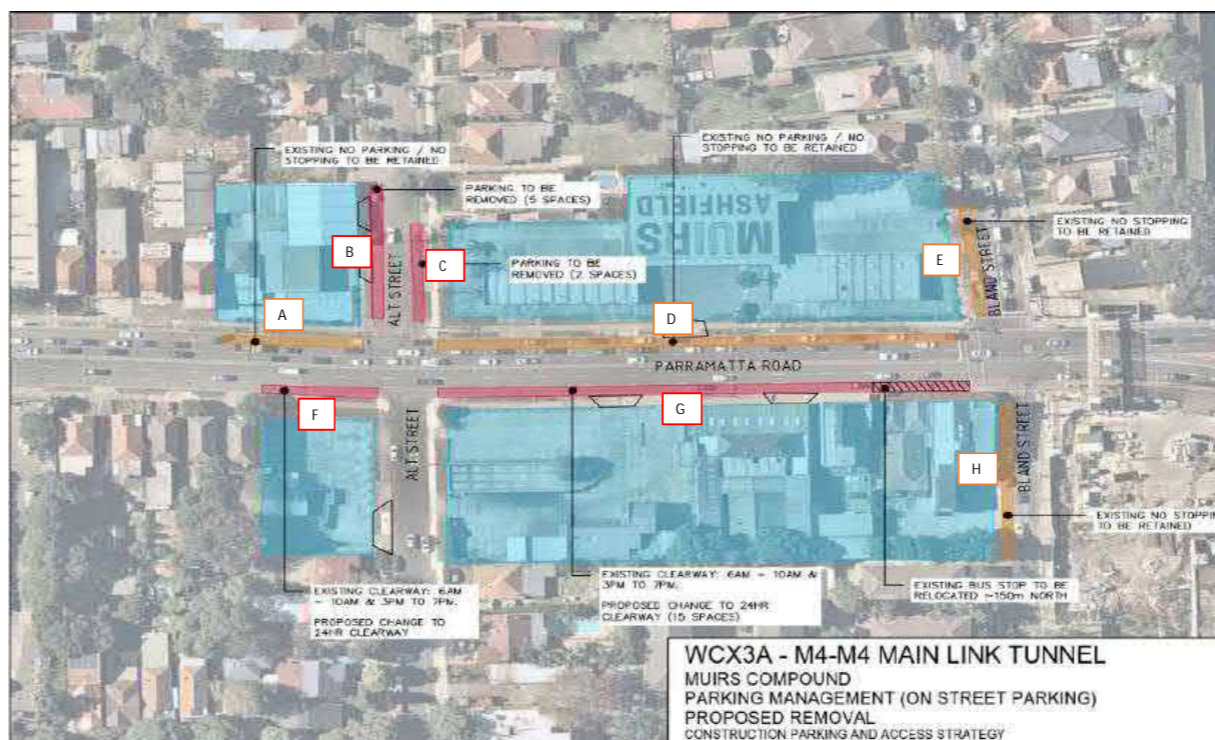
Monday, 3 December 2018										Tuesday, 4 December 2018										Wednesday, 5 December 2018										Thursday, 29 November 2018										Friday, 12 October 2018										Saturday, 13 October 2018										Sunday, 14 October 2018																				
Time	Number of parked vehicles								Total	Time	Number of parked vehicles								Total	Time	Number of parked vehicles								Total	Time	Number of parked vehicles								Total	Time	Number of parked vehicles								Total	Time	Number of parked vehicles								Total																					
	A	B	C	D	E	F	G	H			A	B	C	D	E	F	G	H			A	B	C	D	E	F	G	H			A	B	C	D	E	F	G	H			A	B	C	D	E	F	G	H			A	B	C	D	E	F	G	H		A	B	C	D	E	F	G	H													
6:00	0	0	3	0	1	0	0	2	6	6:00	0	0	1	0	0	0	0	0	1	3	6:00	0	0	2	0	0	0	0	0	2	6:00	0	0	0	0	0	0	0	0	0	6:00	0	4	2	0	0	0	0	4	10	6:00	0	3	2	0	0	3	0	3	11	6:00	0	1	1	0	0	3	0	4	9	6:00	0	1	1	0	0	3	0	4	9

Weekday average peak

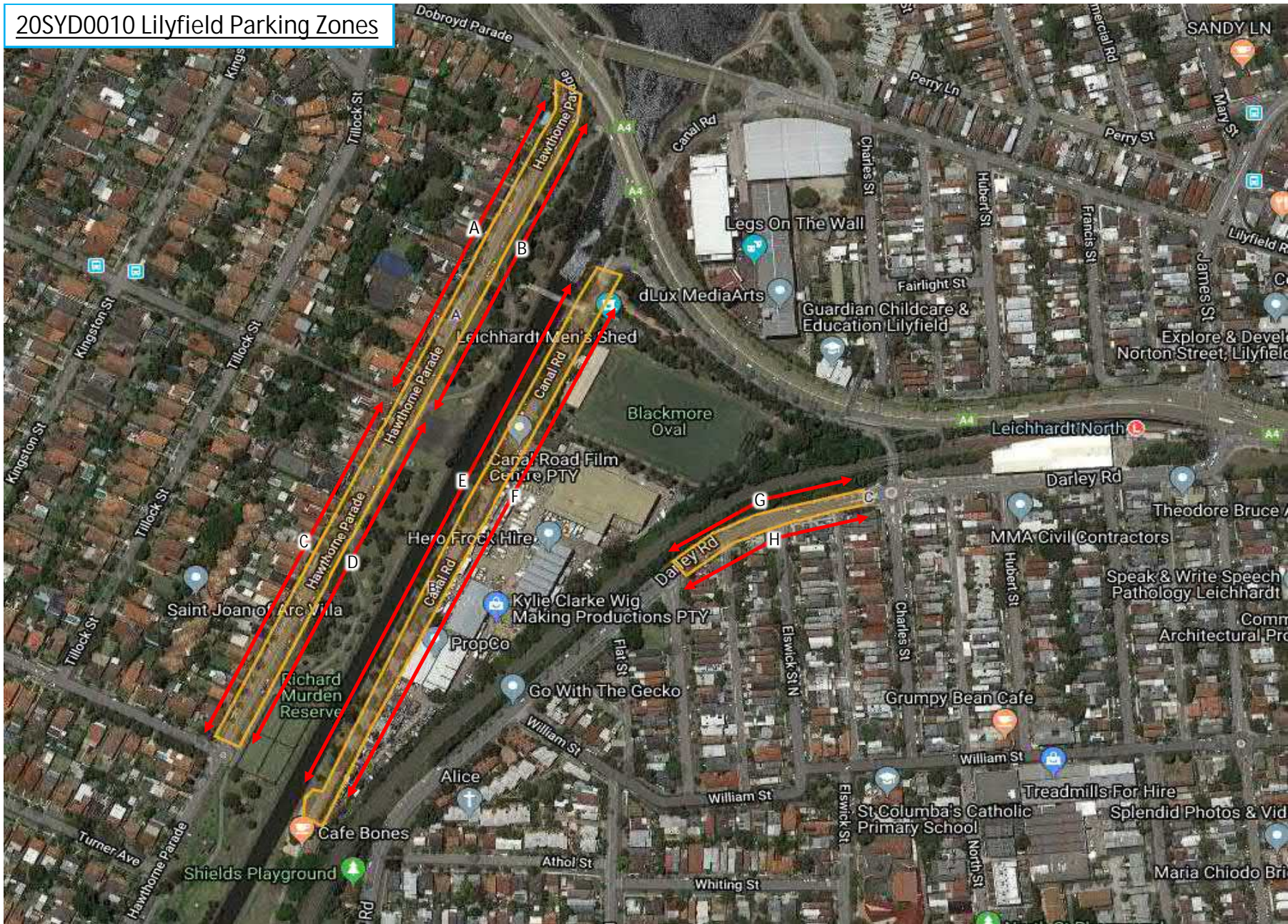
Weekend average peak

Time	Number of parked vehicles								Total
	A	B	C	D	E	F	G	H	
6:00	0	0.8	1.6	0	0.2	0	0	1.2	3.8
6:30	0	2	2.2	0	0.2	0	0	1.2	5.6
7:00	0	2.8	2.2	0	0.2	0	0	2	7.2
7:30	0	2.8	2.8	0	0.2	0	0	2	7.8
8:00	0	3	3.2	0	0.8	0	0	1.8	8.8
8:30	0	3.2	3.2	0	1	0	0	1.8	9.2
9:00	0	3.4	3.2	0	0.8	0	0	1.8	9.2
9:30	0	3.4	2.8	0	0.8	0	0	1.6	8.6
10:00	0	3.4	2.6	0	1.4	1.2	0.2	1.8	10.6
10:30	0	3.4	2.6	0	1.6	1.2	0.4	1.6	10.8
11:00	0	3.4	2.6	0	2	1.2	0.2	1.4	10.8
11:30	0	3.4	2.6	0	2	1	0.2	1.4	10.6
12:00	0	3.6	2.4	0	2	0.6	0.2	1.8	10.6
12:30	0	3.6	2.4	0	2	0.6	0.2	1.8	10.6
13:00	0.2	3.4	2.4	0.4	2	0.8	0.2	1.6	11
13:30	0.2	3.4	2.4	0.2	1.4	0.8	0.2	1.6	10.2
14:00	0.2	3.2	2.6	0	1.4	0.8	0.4	1.6	10.2
14:30	0.2	3.2	2.6	0	1.2	0.8	0.4	1.6	10
15:00	0.2	2.8	2.6	0	1.2	0.8	0.2	1.6	9.4
15:30	0.2	2.8	2.6	0	0.8	0	0	2	8.4
16:00	0	2.4	2.6	0	0.8	0	0	1.8	7.6
16:30	0	2.4	2.6	0	0.8	0	0	1.8	7.6
17:00	0	2.2	2	0	0.6	0	0	1.8	6.6
17:30	0	2	2.4	0	0.8	0	0	1.8	7
18:00	0	2.2	1.8	0	0.8	0	0	1.8	6.6
18:30	0	1.2	1.4	0	0.6	0	0	2	5.2
19:00	0	1.2	1.4	0	0.6	0	0	2	5.2
19:30	0	1.2	1.4	0	0.6	0	0	2	5.2
Avg.	2.61	3.11	2.46	0.11	0.29	0.04	4.14	6.43	

Time	Number of parked vehicles								Total	
	A	B	C	D	E	F	G	H		
6:00	0	2	1.5	0	0	0	3	0	3.5	10
6:30	0	2	1.5	0	0	3	0	3.5	10	
7:00	0	2	1.5	0	0	3	0	3.5	10	
7:30	0	3	1.5	0	0	3	0	3.5	11	
8:00	0	3	1.5	0	0	3.5	0	3.5	11.5	
8:30	0	3	1.5	0	0	4	0	3	11.5	
9:00	0	2	1.5	0	0	3	0	4	10.5	
9:30	0	2	1.5	0	0	3	0	4	10.5	
10:00	0	2	1.5	0	0	3	0	3.5	10	
10:30	0	3	1.5	0	0	2.5	0	3	10	
11:00	0	2	1.5	0	0	2.5	0	3	9	
11:30	0	1	1	0	0	2.5	0	3.5	8	
12:00	0	1	1	0	0	2.5	0	2.5	7	
12:30	0	2	1	0	1	1.5	0	2.5	8	
13:00	0	0.5	0.5	0	0	1	0	2.5	4.5	
13:30	0	0.5	0.5	0	0	1	0	2.5	4.5	
14:00	0	1	1.5	0	0	1	0	3	6.5	
14:30	0	1	0.5	0	0	2	0	4	7.5	
15:00	0	1	0.5	0	0	2.5	0	3.5	7.5	
15:30	0	1	1	0	0	3	0	3.5	8.5	
16:00	0	1	1	0	0	2.5	0	3.5	8	
16:30	0	0.5	1	0	0	2	0	3.5	7	
17:00	0	1	1.5	0	0	2	0	4	8.5	
17:30	0.5	1.5	2	0	0	2	0	4.5	10.5	
18:00	0.5	2.5	2	0	0	2	0	4	11	
18:30	0.5	2	2	0	0	2	0	3	9.5	
19:00	0.5	2	2	0	0	2.5	0	3.5	10.5	
19:30	0.5	2.5	2	0	0	2.5	0	3.5	11	
Avg.	2.61	3.11	2.46	0.11	0.29	0.04	4.14	6.43		



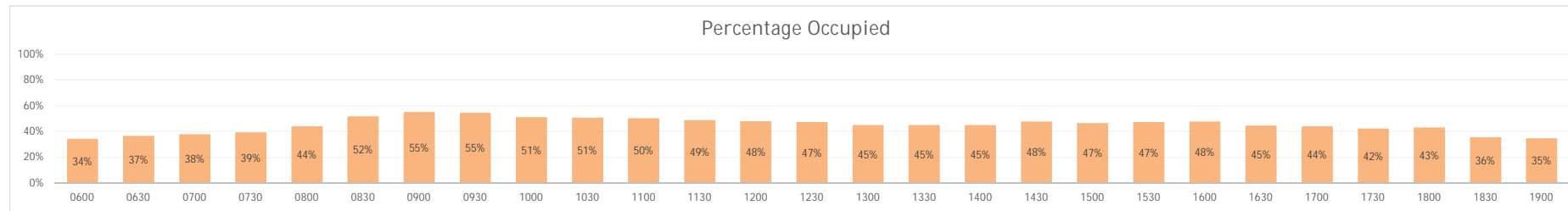
20SYD0010 Lilyfield Parking Zones



TTM Reference: 20SYD0010
 Location: Lilyfield
 Date: Thursday, 23 January 2020
 Weather: Fine
 Notes:



Total Area Capacity		Capacity	0600	0630	0700	0730	0800	0830	0900	0930	1000	1030	1100	1130	1200	1230	1300	1330	1400	1430	1500	1530	1600	1630	1700	1730	1800	1830	1900
		264	91	97	100	104	116	137	146	144	135	134	133	129	127	125	119	119	119	126	123	125	126	118	116	112	114	94	92
Unoccupied		173	167	164	160	148	127	118	120	129	130	131	135	137	139	145	145	145	138	141	139	138	146	148	152	150	170	172	
Percentage Occupied		34%	37%	38%	39%	44%	52%	55%	55%	51%	51%	50%	49%	48%	47%	45%	45%	45%	48%	47%	47%	48%	45%	44%	42%	43%	36%	35%	



Location	Side	Zone	Between	Capacity	0600	0630	0700	0730	0800	0830	0900	0930	1000	1030	1100	1130	1200	1230	1300	1330	1400	1430	1500	1530	1600	1630	1700	1730	1800	1830	1900	
Hawthorne Pde	East	B	Dobroyde & Learmonth	43	16	16	17	17	14	17	22	20	17	15	13	13	13	14	13	14	13	13	13	13	13	13	12	12	13	14	18	18
		D	Learmonth & Waratah	50	13	13	10	10	10	12	11	13	15	15	14	13	13	13	13	12	13	14	13	13	14	15	14	14	15	14	10	10
	West	A	Dobroyde & Learmonth	30	15	16	16	14	13	14	15	16	13	15	15	14	14	16	15	15	14	14	15	13	13	11	12	13	14	14	15	
		C	Learmonth & Waratah	33	17	17	16	15	15	16	20	16	13	13	13	13	13	15	13	13	13	15	16	17	19	15	17	15	16	18	17	
	Total				156	61	62	59	56	52	59	68	65	58	58	55	53	53	58	53	55	54	55	57	57	60	52	55	56	58	60	60
	Unoccupied				95	94	97	100	104	97	88	91	98	98	101	103	103	98	103	101	102	101	99	99	96	104	101	100	98	96	96	
Percentage Occupied				39%	40%	38%	36%	33%	38%	44%	42%	37%	37%	35%	34%	34%	37%	34%	35%	35%	35%	37%	37%	38%	33%	35%	36%	37%	38%	38%		

Location	Side	Zone	Between	Capacity	0600	0630	0700	0730	0800	0830	0900	0930	1000	1030	1100	1130	1200	1230	1300	1330	1400	1430	1500	1530	1600	1630	1700	1730	1800	1830	1900
Canal Rd	East	F	Leichhardt Men's Shed & Southern End	16	3	3	4	3	10	11	11	11	10	10	11	12	11	11	11	11	11	11	11	10	9	9	7	5	5	5	4
		E	Leichhardt Men's Shed & Southern End	68	21	26	31	38	47	61	61	60	58	57	58	55	54	50	49	47	48	54	49	52	51	50	48	45	45	23	22
	Total				84	24	29	35	41	57	72	71	68	67	69	67	65	61	60	58	59	65	60	62	60	59	55	50	50	28	26
	Unoccupied				60	55	49	43	27	12	12	13	16	17	15	17	19	23	24	26	25	19	24	22	24	25	29	34	34	56	58
Percentage Occupied				29%	35%	42%	49%	68%	86%	86%	85%	81%	80%	82%	80%	77%	73%	71%	69%	70%	77%	71%	74%	71%	70%	65%	60%	60%	33%	31%	

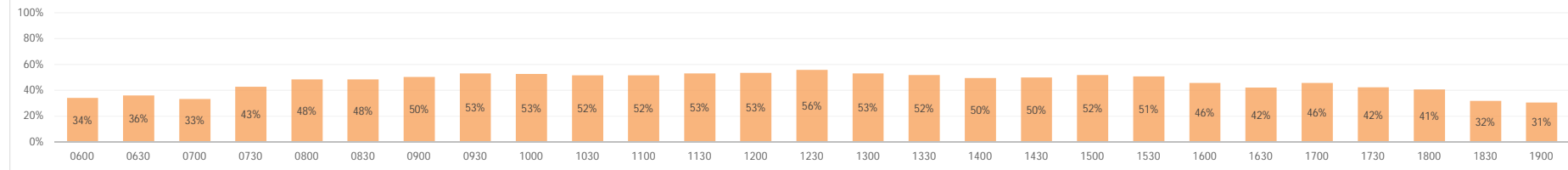
Location	Side	Zone	Between	Capacity	0600	0630	0700	0730	0800	0830	0900	0930	1000	1030	1100	1130	1200	1230	1300	1330	1400	1430	1500	1530	1600	1630	1700	1730	1800	1830	1900	
Darley Rd	North	G	Charles & Falls	19	3	3	3	3	3	3	3	5	6	6	6	6	6	3	3	3	3	3	3	3	3	4	3	3	3	3		
		H	Charles & Falls	5	3	3	3	4	4	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	
	Total				24	6	6	6	7	7	6	6	8	9	9	9	9	9	9	6	6	6	6	6	6	6	6	7	6	6	6	6
	Unoccupied				18	18	18	17	17	18	18	16	15	15	15	15	15	15	15	18	18	18	18	18	18	18	18	17	18	18	18	18
Percentage Occupied				25%	25%	25%	29%	29%	25%	25%	33%	38%	38%	38%	38%	38%	38%	25%	25%	25%	25%	25%	25%	25%	25%	25%	29%	25%	25%	25%	25%	25%

TTM Reference: 20SYD0010
 Location: Lilyfield
 Date: Friday, 24 January 2020
 Weather: Fine
 Notes:



Total Area Capacity	Capacity	0600	0630	0700	0730	0800	0830	0900	0930	1000	1030	1100	1130	1200	1230	1300	1330	1400	1430	1500	1530	1600	1630	1700	1730	1800	1830	1900
	264	90	95	88	113	128	128	133	140	139	136	136	140	141	147	140	137	131	132	137	134	121	111	121	112	107	84	81
	Unoccupied	174	169	176	151	136	136	131	124	125	128	128	124	123	117	124	127	133	132	127	130	143	153	143	152	157	180	183
Percentage Occupied	34%	36%	33%	43%	48%	48%	50%	53%	53%	52%	52%	53%	56%	53%	52%	50%	50%	52%	51%	46%	42%	46%	42%	41%	32%	31%		

Percentage Occupied



Location	Side	Zone	Between	Capacity	0600	0630	0700	0730	0800	0830	0900	0930	1000	1030	1100	1130	1200	1230	1300	1330	1400	1430	1500	1530	1600	1630	1700	1730	1800	1830	1900	
Hawthorne Pde	East	B	Dobroyde & Learmonth	43	18	18	16	14	15	14	15	15	14	14	14	14	15	15	15	15	13	13	15	15	13	11	11	13	15	16	13	
		D	Learmonth & Waratah	50	9	9	9	15	14	13	13	15	14	13	12	14	14	15	15	15	15	15	15	13	15	15	12	14	12	10	9	
	West	A	Dobroyde & Learmonth	30	12	12	12	12	12	12	14	14	14	16	14	14	18	18	17	16	16	15	15	14	15	15	15	18	18	13	13	13
		C	Learmonth & Waratah	33	13	16	17	17	17	16	16	15	15	15	13	12	14	15	17	12	12	12	12	19	18	17	19	21	18	17	18	18
	Total				156	52	55	54	58	58	55	58	59	59	54	52	60	62	64	58	58	55	55	61	63	60	57	64	61	57	57	53
	Unoccupied				104	101	102	98	98	101	98	97	97	102	104	96	94	92	98	98	101	101	95	93	96	99	92	95	99	99	103	
Percentage Occupied				33%	35%	35%	37%	37%	35%	37%	38%	38%	35%	33%	38%	40%	41%	37%	37%	35%	35%	39%	40%	38%	37%	41%	39%	37%	37%	34%		

Location	Side	Zone	Between	Capacity	0600	0630	0700	0730	0800	0830	0900	0930	1000	1030	1100	1130	1200	1230	1300	1330	1400	1430	1500	1530	1600	1630	1700	1730	1800	1830	1900	
Canal Rd	East	F	Leichhardt Men's Shed & Southern End	16	4	3	2	5	7	8	8	9	12	12	12	11	11	11	12	12	14	14	13	12	9	7	7	5	2	1	1	
		E	Leichhardt Men's Shed & Southern End	68	27	28	25	43	55	57	59	64	60	62	64	62	61	65	62	59	55	56	56	56	52	45	40	42	39	41	20	21
	Total				84	31	31	27	48	62	65	67	73	72	74	76	73	72	76	74	71	69	70	69	64	54	47	49	44	43	21	22
	Unoccupied				53	53	57	36	22	19	17	11	12	10	8	11	12	8	10	13	15	14	15	20	30	37	35	40	41	63	62	
Percentage Occupied				37%	37%	32%	57%	74%	77%	80%	87%	86%	88%	90%	87%	86%	90%	88%	85%	82%	83%	82%	76%	64%	56%	58%	52%	51%	25%	26%		

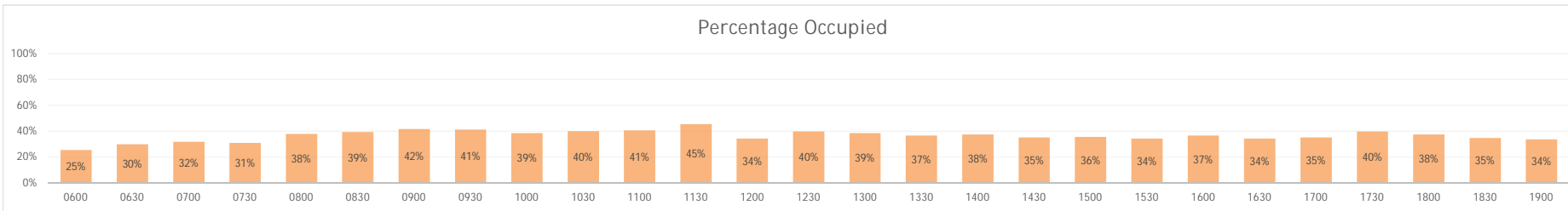
Location	Side	Zone	Between	Capacity	0600	0630	0700	0730	0800	0830	0900	0930	1000	1030	1100	1130	1200	1230	1300	1330	1400	1430	1500	1530	1600	1630	1700	1730	1800	1830	1900		
Darley Rd	North	G	Charles & Falls	19	4	6	4	4	5	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	5	4	4	3	3		
		H	Charles & Falls	5	3	3	3	3	3	4	4	4	4	4	4	3	3	3	3	4	4	3	3	3	3	3	3	3	3	3	3		
	Total				24	7	9	7	7	8	8	8	8	8	8	8	7	7	7	7	8	8	7	7	7	7	7	7	8	7	7	6	6
	Unoccupied				17	15	17	17	16	16	16	16	16	16	16	16	16	17	17	17	16	16	17	17	17	17	17	17	16	17	17	18	18
Percentage Occupied				29%	38%	29%	29%	33%	33%	33%	33%	33%	33%	33%	33%	29%	29%	29%	33%	33%	29%	29%	29%	29%	29%	29%	29%	33%	29%	29%	25%	25%	

TTM Reference: 20SYD0010
 Location: Lilyfield
 Date: Saturday, 25 January 2020
 Weather: Fine
 Notes:



Total Area Capacity		Capacity	0600	0630	0700	0730	0800	0830	0900	0930	1000	1030	1100	1130	1200	1230	1300	1330	1400	1430	1500	1530	1600	1630	1700	1730	1800	1830	1900
		264	67	79	84	82	100	104	110	109	102	106	107	120	91	105	102	97	99	93	94	91	97	91	93	105	99	92	89
Unoccupied		197	185	180	182	164	160	154	155	162	158	157	144	173	159	162	167	165	171	170	173	167	173	171	159	165	172	175	
Percentage Occupied		25%	30%	32%	31%	38%	39%	42%	41%	39%	40%	41%	45%	34%	40%	39%	37%	38%	35%	36%	34%	37%	34%	35%	40%	38%	35%	34%	

Percentage Occupied



Location	Side	Zone	Between	Capacity	0600	0630	0700	0730	0800	0830	0900	0930	1000	1030	1100	1130	1200	1230	1300	1330	1400	1430	1500	1530	1600	1630	1700	1730	1800	1830	1900	
Hawthorne Pde	East	B	Dobroyde & Learmonth	43	9	8	10	9	18	19	20	16	18	16	14	17	11	12	15	9	11	10	10	10	10	8	9	9	10	8	10	
		D	Learmonth & Waratah	50	8	8	10	9	12	12	10	13	11	12	14	18	12	13	17	17	11	12	11	14	11	9	13	19	16	12	13	
	West	A	Dobroyde & Learmonth	30	12	17	14	14	17	20	21	17	17	18	21	21	17	19	19	16	13	16	14	14	16	15	13	17	16	15	13	
		C	Learmonth & Waratah	33	18	14	18	18	18	19	19	23	18	20	17	23	16	18	19	21	17	15	22	24	21	21	23	26	21	21	23	
	Total				156	47	47	52	50	65	70	70	69	64	66	66	79	56	62	70	63	52	53	57	62	58	53	58	71	63	56	59
	Unoccupied				109	109	109	104	106	91	86	86	87	92	90	90	77	100	94	86	93	104	103	99	94	98	103	98	85	93	100	97
Percentage Occupied				30%	30%	33%	32%	42%	45%	45%	44%	41%	42%	51%	36%	40%	45%	40%	33%	34%	37%	40%	37%	34%	37%	46%	40%	36%	38%			

Location	Side	Zone	Between	Capacity	0600	0630	0700	0730	0800	0830	0900	0930	1000	1030	1100	1130	1200	1230	1300	1330	1400	1430	1500	1530	1600	1630	1700	1730	1800	1830	1900	
Canal Rd	East	F	Leichhardt Men's Shed & Southern End	16	3	3	3	3	3	3	3	3	3	3	3	3	3	2	2	1	1	1	1	1	1	1	2	2	1	1	1	
		E	Leichhardt Men's Shed & Southern End	68	10	22	22	22	25	24	30	30	29	31	32	32	25	33	22	25	39	32	30	22	32	30	27	26	29	29	23	
	Total				84	13	25	25	25	28	27	33	33	32	34	35	35	28	36	24	27	40	33	31	23	33	31	29	28	30	30	24
	Unoccupied				71	59	59	59	56	57	51	51	52	50	49	49	56	48	60	57	44	51	53	61	51	53	55	56	54	54	60	
Percentage Occupied				15%	30%	30%	30%	33%	32%	39%	39%	38%	40%	42%	42%	33%	43%	29%	32%	48%	39%	37%	27%	39%	37%	35%	33%	36%	36%	29%		

Location	Side	Zone	Between	Capacity	0600	0630	0700	0730	0800	0830	0900	0930	1000	1030	1100	1130	1200	1230	1300	1330	1400	1430	1500	1530	1600	1630	1700	1730	1800	1830	1900		
Darley Rd	North	G	Charles & Falls	19	4	4	4	4	4	4	4	4	3	3	3	3	4	4	5	4	4	4	3	3	3	4	3	3	3	3	3		
		H	Charles & Falls	5	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	
	Total				24	7	7	7	7	7	7	7	6	6	6	6	6	7	8	7	7	7	7	6	6	6	6	6	6	6	6	6	6
	Unoccupied				17	17	17	17	17	17	17	17	18	18	18	18	17	17	17	16	17	17	17	17	18	18	18	17	18	18	18	18	18
Percentage Occupied				29%	29%	29%	29%	29%	29%	29%	29%	25%	25%	25%	25%	29%	29%	33%	29%	29%	29%	25%	25%	25%	29%	25%	25%	25%	25%	25%	25%	25%	

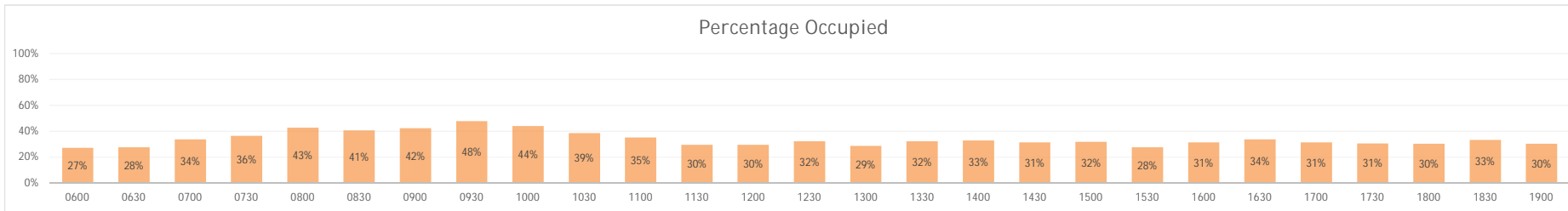
TTM Data

TTM Reference: 20SYD0010
 Location: Lilyfield
 Date: Sunday, 26 January 2020
 Weather: Fine
 Notes:



Total Area Capacity		Capacity	0600	0630	0700	0730	0800	0830	0900	0930	1000	1030	1100	1130	1200	1230	1300	1330	1400	1430	1500	1530	1600	1630	1700	1730	1800	1830	1900
		264	72	73	89	96	113	107	112	126	116	102	93	78	78	85	76	85	87	83	84	73	83	89	83	81	80	88	80
Unoccupied		192	191	175	168	151	157	152	138	148	162	171	186	186	179	188	179	177	181	180	191	181	175	181	183	184	176	184	
Percentage Occupied		27%	28%	34%	36%	43%	41%	42%	48%	44%	39%	35%	30%	30%	32%	29%	32%	33%	31%	32%	28%	31%	34%	31%	31%	30%	33%	30%	

Percentage Occupied



Location	Side	Zone	Between	Capacity	0600	0630	0700	0730	0800	0830	0900	0930	1000	1030	1100	1130	1200	1230	1300	1330	1400	1430	1500	1530	1600	1630	1700	1730	1800	1830	1900	
Hawthorne Pde	East	B	Dobroyde & Learmonth	43	9	8	13	17	15	25	20	20	17	18	11	10	11	12	7	8	10	9	7	8	8	10	11	11	14	13		
		D	Learmonth & Waratah	50	8	12	12	12	15	16	17	22	22	15	19	17	17	15	17	13	16	16	16	12	13	17	12	11	14	18	13	
	West	A	Dobroyde & Learmonth	30	13	11	13	15	18	14	14	22	17	13	13	11	10	15	11	11	16	17	13	13	14	14	11	13	15	17	11	
		C	Learmonth & Waratah	33	18	20	21	21	33	23	22	23	22	17	22	16	15	16	16	25	19	16	18	16	20	22	24	22	19	19	25	
	Total				156	48	51	59	65	81	78	73	87	78	63	65	54	53	58	51	61	58	58	56	48	55	61	57	57	59	68	62
	Unoccupied				108	105	97	91	75	78	83	69	78	93	91	102	103	98	105	95	98	98	100	108	101	95	99	99	97	88	94	
Percentage Occupied				31%	33%	38%	42%	52%	50%	47%	56%	50%	40%	42%	35%	34%	37%	33%	39%	37%	37%	36%	31%	35%	39%	37%	37%	38%	44%	40%		

Location	Side	Zone	Between	Capacity	0600	0630	0700	0730	0800	0830	0900	0930	1000	1030	1100	1130	1200	1230	1300	1330	1400	1430	1500	1530	1600	1630	1700	1730	1800	1830	1900	
Canal Rd	East	F	Leichhardt Men's Shed & Southern End	16	2	2	3	3	2	2	2	3	2	2	2	2	2	2	2	2	2	2	3	2	2	2	2	1	1	1		
		E	Leichhardt Men's Shed & Southern End	68	16	14	21	22	24	20	32	31	31	32	21	17	18	20	18	17	21	18	20	18	22	22	20	18	16	15	14	
	Total				84	18	16	24	25	26	22	34	34	33	34	23	19	20	22	20	19	23	20	23	20	24	24	22	20	17	16	14
	Unoccupied				66	68	60	59	58	62	50	50	51	50	61	65	64	62	64	65	61	64	61	64	61	64	60	60	62	64	67	68
Percentage Occupied				21%	19%	29%	30%	31%	26%	40%	40%	39%	40%	27%	23%	24%	26%	24%	23%	27%	24%	27%	24%	27%	24%	29%	29%	26%	24%	20%	19%	17%

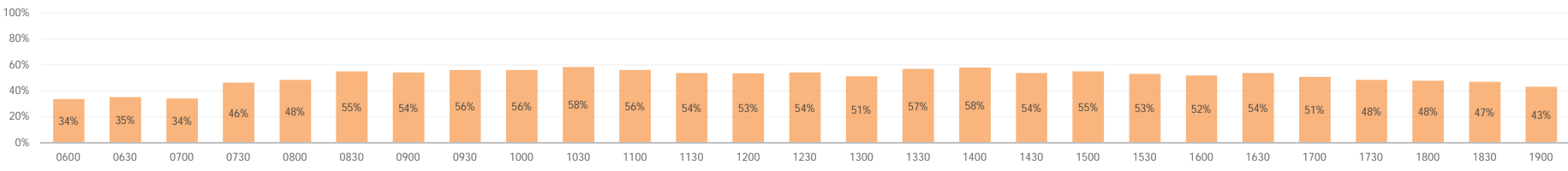
Location	Side	Zone	Between	Capacity	0600	0630	0700	0730	0800	0830	0900	0930	1000	1030	1100	1130	1200	1230	1300	1330	1400	1430	1500	1530	1600	1630	1700	1730	1800	1830	1900	
Darley Rd	North	G	Charles & Falls	19	3	3	3	3	3	4	2	2	2	2	2	2	2	2	2	2	3	2	2	1	1	1	1	1	1	1		
		H	Charles & Falls	5	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	
	Total				24	6	6	6	6	6	7	5	5	5	5	5	5	5	5	5	5	6	5	5	5	4	4	4	4	4	4	4
	Unoccupied				18	18	18	18	18	17	17	19	19	19	19	19	19	19	19	19	19	19	18	19	19	19	20	20	20	20	20	20
Percentage Occupied				25%	25%	25%	25%	25%	29%	21%	21%	21%	21%	21%	21%	21%	21%	21%	21%	21%	21%	25%	21%	21%	21%	17%	17%	17%	17%	17%	17%	17%

TTM Reference: 20SYD0010
 Location: Lilyfield
 Date: Tuesday, 28 January 2020
 Weather: Fine
 Notes:



Total Area Capacity		Capacity	0600	0630	0700	0730	0800	0830	0900	0930	1000	1030	1100	1130	1200	1230	1300	1330	1400	1430	1500	1530	1600	1630	1700	1730	1800	1830	1900
		264	89	93	90	122	128	145	143	148	148	154	148	142	141	143	135	150	153	142	145	140	137	142	134	128	126	124	114
Unoccupied		175	171	174	142	136	119	121	116	116	110	116	122	123	121	129	114	111	122	119	124	127	122	130	136	138	140	150	
Percentage Occupied		34%	35%	34%	46%	48%	55%	54%	56%	56%	58%	56%	54%	53%	54%	51%	57%	58%	54%	55%	53%	52%	54%	51%	48%	48%	47%	43%	

Percentage Occupied



Location	Side	Zone	Between	Capacity	0600	0630	0700	0730	0800	0830	0900	0930	1000	1030	1100	1130	1200	1230	1300	1330	1400	1430	1500	1530	1600	1630	1700	1730	1800	1830	1900	
Hawthorne Pde	East	B	Dobroyde & Learmonth	43	14	16	18	22	22	25	23	22	22	24	22	21	20	15	15	18	17	14	15	16	16	16	16	16	16	16	22	
		D	Learmonth & Waratah	50	12	13	10	12	12	11	13	12	10	9	11	10	10	11	11	15	15	13	14	16	16	17	17	16	16	16	15	
	West	A	Dobroyde & Learmonth	30	20	20	17	17	16	18	18	21	20	18	17	17	17	10	20	20	20	19	19	16	15	15	16	16	18	18	19	
		C	Learmonth & Waratah	33	18	17	14	15	14	13	13	14	15	17	15	16	16	17	15	18	19	15	15	15	14	17	16	18	19	19	21	
	Total				156	64	66	59	66	64	67	67	69	67	68	65	64	63	63	61	71	71	61	63	63	61	65	65	66	69	69	77
	Unoccupied				92	90	97	90	92	89	89	87	89	88	91	92	93	93	95	85	85	95	93	95	91	91	90	87	87	79		
Percentage Occupied				41%	42%	38%	42%	41%	43%	43%	44%	43%	44%	42%	41%	40%	40%	39%	46%	46%	39%	40%	40%	39%	42%	42%	42%	44%	44%	49%		

Location	Side	Zone	Between	Capacity	0600	0630	0700	0730	0800	0830	0900	0930	1000	1030	1100	1130	1200	1230	1300	1330	1400	1430	1500	1530	1600	1630	1700	1730	1800	1830	1900	
Canal Rd	East	F	Leichhardt Men's Shed & Southern End	16	3	3	4	5	11	11	12	12	12	13	14	12	12	12	11	11	13	12	12	11	12	12	12	8	6	6	2	
		E	Leichhardt Men's Shed & Southern End	68	14	16	21	45	47	61	58	59	58	61	59	58	58	60	55	57	61	61	61	60	58	58	51	48	46	44	30	
	Total				84	17	19	25	50	58	72	70	71	70	74	73	70	70	72	66	68	74	73	73	71	70	70	63	56	52	50	32
	Unoccupied				67	65	59	34	26	12	14	13	14	10	11	14	14	12	18	16	10	11	11	13	14	14	21	28	32	34	52	
Percentage Occupied				20%	23%	30%	60%	69%	86%	83%	85%	83%	88%	87%	83%	83%	86%	79%	81%	88%	87%	87%	85%	83%	83%	75%	67%	62%	60%	38%		

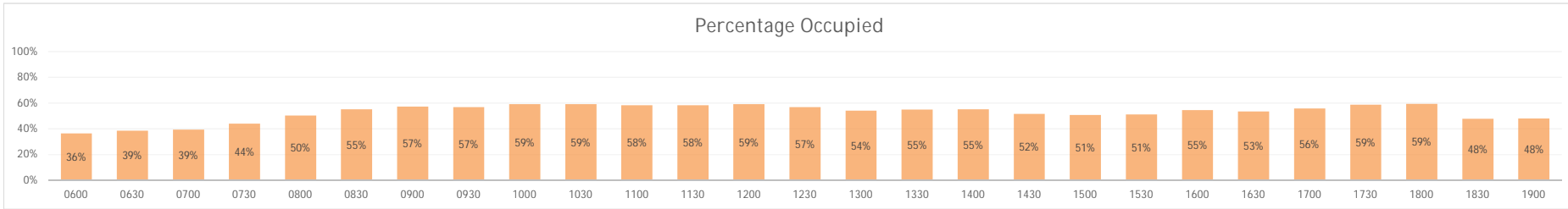
Location	Side	Zone	Between	Capacity	0600	0630	0700	0730	0800	0830	0900	0930	1000	1030	1100	1130	1200	1230	1300	1330	1400	1430	1500	1530	1600	1630	1700	1730	1800	1830	1900	
Darley Rd	North	G	Charles & Falls	19	5	5	3	3	3	3	3	3	4	5	3	3	3	3	3	4	3	3	4	3	3	4	3	2	2	2		
		H	Charles & Falls	5	3	3	3	3	3	3	3	3	5	7	7	7	5	5	5	5	7	5	5	5	3	3	3	3	3	3	3	
	Total				24	8	8	6	6	6	6	6	8	11	12	10	8	8	8	8	8	11	8	8	9	6	6	7	6	5	5	5
	Unoccupied				16	16	18	18	18	18	18	18	16	13	12	14	16	16	16	16	16	13	16	16	15	18	18	17	18	18	19	19
Percentage Occupied				33%	33%	25%	25%	25%	25%	25%	25%	33%	46%	50%	42%	33%	33%	33%	33%	33%	46%	33%	33%	38%	25%	25%	29%	25%	25%	21%	21%	21%

TTM Data

TTM Reference: 20SYD0010
 Location: Lilyfield
 Date: Wednesday, 29 January 2020
 Weather: Fine
 Notes:



Total Area Capacity		Capacity	0600	0630	0700	0730	0800	0830	0900	0930	1000	1030	1100	1130	1200	1230	1300	1330	1400	1430	1500	1530	1600	1630	1700	1730	1800	1830	1900
		264	96	102	104	116	133	146	151	150	156	156	154	154	156	150	143	145	146	136	134	135	144	141	147	155	157	126	127
		Unoccupied	168	162	160	148	131	118	113	114	108	108	110	110	108	114	121	119	118	128	130	129	120	123	117	109	107	138	137
		Percentage Occupied	36%	39%	39%	44%	50%	55%	57%	57%	59%	59%	58%	58%	59%	57%	54%	55%	55%	52%	51%	51%	55%	53%	56%	59%	59%	48%	48%



Location	Side	Zone	Between	Capacity	0600	0630	0700	0730	0800	0830	0900	0930	1000	1030	1100	1130	1200	1230	1300	1330	1400	1430	1500	1530	1600	1630	1700	1730	1800	1830	1900	
Hawthorne Pde	East	B	Dobroyde & Learmonth	43	16	18	18	17	18	19	19	19	18	17	16	17	19	19	18	18	16	16	18	18	22	22	18	17	20	18	18	
		D	Learmonth & Waratah	50	12	12	14	14	13	15	13	13	14	15	15	15	18	16	13	13	11	11	12	13	12	12	15	19	19	16	16	
	West	A	Dobroyde & Learmonth	30	16	16	16	13	12	19	18	15	18	16	17	15	13	13	13	13	13	13	14	14	17	18	18	20	19	20	19	
		C	Learmonth & Waratah	33	16	15	14	13	14	15	15	13	14	13	12	12	13	12	13	13	15	15	14	14	19	16	22	25	23	15	17	
	Total				156	60	61	62	57	57	68	65	60	64	61	60	59	63	60	57	57	55	55	58	59	70	68	73	81	81	69	70
	Unoccupied				96	95	94	99	99	88	91	96	92	95	96	97	93	96	99	99	101	101	98	97	86	88	83	75	75	87	86	
Percentage Occupied					38%	39%	40%	37%	37%	44%	42%	38%	41%	39%	38%	38%	40%	38%	37%	37%	35%	35%	37%	38%	45%	44%	47%	52%	52%	44%	45%	

Location	Side	Zone	Between	Capacity	0600	0630	0700	0730	0800	0830	0900	0930	1000	1030	1100	1130	1200	1230	1300	1330	1400	1430	1500	1530	1600	1630	1700	1730	1800	1830	1900	
Canal Rd	East	F	Leichhardt Men's Shed & Southern End	16	4	4	3	6	8	10	14	15	14	16	16	16	15	12	11	12	13	12	11	11	10	10	9	8	9	3	3	
		West	Leichhardt Men's Shed & Southern End	68	22	26	27	42	57	57	62	65	68	69	68	68	67	67	62	65	67	58	56	56	55	53	55	56	58	46	46	
	Total				84	26	30	30	48	65	67	76	80	82	85	84	84	82	79	73	77	80	70	67	67	65	63	64	64	67	49	49
	Unoccupied				58	54	54	36	19	17	8	4	2	-1	0	0	2	5	11	7	4	14	17	17	19	21	20	20	17	35	35	
Percentage Occupied					31%	36%	36%	57%	77%	80%	90%	95%	98%	101%	100%	100%	98%	94%	87%	92%	95%	83%	80%	80%	77%	75%	76%	76%	80%	58%	58%	

Location	Side	Zone	Between	Capacity	0600	0630	0700	0730	0800	0830	0900	0930	1000	1030	1100	1130	1200	1230	1300	1330	1400	1430	1500	1530	1600	1630	1700	1730	1800	1830	1900		
Darley Rd	North	G	Charles & Falls	19	7	8	9	7	8	8	7	7	7	7	7	7	7	7	6	7	8	6	6	6	6	7	6	6	5	5			
		South	Charles & Falls	5	3	3	3	4	3	3	3	3	3	3	3	4	4	4	4	6	5	4	3	3	3	3	4	4	3	3	3		
	Total				24	10	11	12	11	11	11	10	10	10	10	10	11	11	11	11	13	11	11	11	9	9	9	10	10	10	9	8	8
	Unoccupied				14	13	12	13	13	13	13	14	14	14	14	14	14	13	13	13	11	13	13	13	15	15	15	14	14	14	15	16	16
Percentage Occupied					42%	46%	50%	46%	46%	46%	42%	42%	42%	42%	42%	42%	46%	46%	46%	54%	46%	46%	46%	38%	38%	38%	42%	42%	42%	38%	33%	33%	



APPENDIX C – Inner West Council Meeting Minutes

Minutes

Meeting:	M4-M5 Link Project – Introduction and Construction Parking and Access Strategy
Meeting Date:	Wednesday, 8 August 2018, 10am
Meeting Location:	
Attendees:	
Distribution:	As above
Attachments	Presentation: Construction Parking and Access Strategy
Next Meeting:	As required

Agenda:

1. General overview of the Construction Parking and Access Strategy
2. Strategy for Parramatta Road East and West (PREW) (also known as Muirs Site at Haberfield/Ashfield)
3. Strategy for Pyrmont Bridge Road site (Annandale/Camperdown)
4. Strategy for other sites (St Peters, Northcote Street, Parramatta Road Ventilation Facility and Wattle Street ramps)
5. Shuttle service routes
6. Bignell Lane (Camperdown) closures
7. Worker Code of Conduct
8. Inner West Council lessons learnt

Discussion:

Construction parking and access strategy:

1. General

- a. The M4-M5 Link Mainline Tunnels design and construction partner Lend Lease Samsung Bouygues Joint Venture (LSBJV) have developed a strategy which aims to accommodate the majority of worker parking on site as a way of reducing the impact to on-street parking.
- b. The project looks to achieve this through satellite parking sites with shuttle bus services to key construction sites.
- c. The parking strategy has been based on conservative workforce numbers (and does not account for potential carpooling and public transport uses by workers)
- d. The project will encourage carpooling and public transport through the onboarding and induction process. The project will also look to incentivise shuttle bus use.
- e. A parking patrol survey for kerbside occupancy at PREW site has started
- f. A parking patrol survey for Pyrmont Bridge Road will occur once all premises have been vacated.
- g. All parking areas which will be established will be sealed and line-marked.

2. PREW (Muir's Site):

- a. Provides prioritised parking for Wattle Street and Northcote Street sites

- b. Estimated workforce utilising this site = 260 - 220 car spaces available
- c. Existing no parking/ no stopping zones to be retained on Bland Street, Parramatta Road (southbound)
- d. Parking removal to facilitate site distance, heavy vehicle deceleration and access to driveways.
 - i. Removal of 15 parking spaces on Parramatta Road (northbound) – 24 hour clearway
 - ii. Removal of 7 parking spaces on Alt Street (east of Parramatta Road) – No stopping zone to be installed
- e. Initially designed with bus stop relocation 150m north of existing corner Parramatta Road/Bland Street – reduces interface between trucks and buses at access points; note bus stop distances will be investigated by LSBJV with the intention of minimising distances between stops. This may result in a relocation to the south, due to residents south of this location already having impacts due to existing M4 East worksites and changes.
- f. Change clearway south of Alt Street from peak periods to 24hrs.

3. Pyrmont Bridge Road

- a. Parking removal to facilitate site distance, heavy vehicle deceleration, worker transport shuttle stop, demolition, hoarding and access to driveways.
 - i. Removal of 7 parking spaces on Pyrmont Bridge Road (westbound)
 - ii. Removal of 18 off-peak timed parking spaces on Parramatta Road (westbound)
 - iii. Removal of 8 timed parking spaces on Mallet Street (Northbound)
- b. Parking removals proposed to be partially offset by the relocation of the businesses within this block.
- c. The Strategy initially proposed:
 - i. No stopping on Mallet Street (just north of Parramatta Rd), however this will be updated to no-parking to allow short-term holding in the case of backlog at the site access driveway (prevents truck circling – reduces congestion).
 - ii. No stopping on Parramatta Road adjacent to site, however this will be updated to no-parking to allow short-term holding in the case of backlog at the site access driveway.
 - iii. Existing bus stop on Parramatta Road (westbound) corner Mallet Street to be relocated 60Mm east
 - iv. Some parking available onsite (about 30 spaces) for senior project staff, visitors and deliveries.

4. Other sites

- a. White Bay Site
 - i. Prioritised worker parking for Pyrmont Bridge Road site
 - ii. Truck marshalling area– project team confirmed that the truck marshalling area would have capacity for about 10 truck and dogs available in addition to light vehicle parking, however the team are still working on layout
 - iii. Proposed car parking availability of about 200 spaces
- b. Campbell Road primary parking for St Peters site – reduced parking initially, supported by parking at the Main Site Office (Mascot) and coincides with reduced scope of works during this period. Then following an expanded parking area when the remaining site area is taken over from New M5 project team providing an excess of 300 spaces.

5. Shuttle service routes

- a. Route 1 - PREW to Northcote Street and Wattle Street
- b. Route 2 - White Bay to PBR
- c. Route 3 - Mascot to St Peters

6. Bignell Lane (Camperdown) closures proposed to Inner West Council for consideration

- a. In accordance with the EIS the team will realign Bignell Lane to establish the PBR site and demolish existing buildings along the existing Bignell Lane alignment.
- b. The M4-M5 Link project team propose to close the part of Bignell Lane which will eventually be diverted, to facilitate demolition of buildings and better manage safety during this activity. The following will be ensured as part of this process:
 - i. Resident access to Bignell Lane will be maintained. Access controls will be determined depending on the resident / occupier's needs and access requirements.

- ii. M4-M5 Link would consult with residents and businesses to understand concerns and/or access requirements prior to further development and a decision being made.

7. Worker Code of Conduct

- a. M4-M5 Link Project is currently developing a worker code of conduct to address impacts of worker behaviour, a known issue on previous projects in this location.
- b. There is a potential for the code of conduct to be included in the EBA.
- c. Council requests possible inclusion of the code of conduct in WCX Community Liaison Forum. Project Comms team will work on a strategy with Council to facilitate this.

8. Inner West Council lessons learnt

- a. Light vehicle use of local roads
 - i. Encourage workforce light vehicles in and out of the sites using main roads - possible inclusion in Code of Conduct and a 'right turn only' sign at the exit of the site on Alt Street (directing light vehicles to Parramatta Road)
- b. Worker behaviour to be managed closely.
- c. Messaging about site activities in the past has been muddled/unclear and does not inspire confidence in local residents. Resident feedback is that when passed on to a Community Information line they are given the run around.
 - i. Messaging and communication from ground staff or workers onsite could improve this process. For example Messaging from parking survey/investigations on when, why, how and how long could be made available to residents via site staff conducting work. This could include short information sheets, training for work force.
- d. Clearly communicate management strategies to community.

Item No.	Outcomes/ Action	Resp	Date
1.0	Inner West Council to provide cumulative total of HVs in the Glebe Island and White Bay area	█	Completed
	M4-M5 Link to provide updated numbers for HV usage.	█	17/08/18
	KW advised SPI site will become increasingly congested as Boral would be tripling the size of their facility which would mean the performance of the intersection of Princes Highway and Canal Road would perform at LoS F at all times (not just during peak periods. The intersection and its operation are being reviewed as part of this work.	█	Noted
	IWC noted improvement in the approach to off-street parking management	█	Noted
	IWC noted a preference for SPECT vehicles if HV haulage was to occur on local roads. IWC to provide presentation on SPECT vehicles	█	Completed
2.0	IWC advised the Approval process for local road use will be through CTMP.	█	Noted
	Inner West Council asked M4-M5 Link to consider relocating the bus stop further to the south to improve spacing of bus stops based on local resident feedback. M4-M5 Link agreed to review the relocation of this bus stop to the south of Alt Street at the Muirs Site	█	17/08/2018
3.0	Inner West Council advised there were limitations at the PBR strategy in relation to HV movement if site access can't be achieved. M4-M5 Link advised real time monitoring of congestion and truck movements to manage this proactively.	█	Noted

	Inner West Council suggested proposed “No stopping” on Parramatta Road be changed to “No Parking” to utilise this area for Heavy Vehicle storage	■	17/08/2018
	M4-M5 Link to consider contingency routes /go around strategy for Heavy Vehicles at the PBR site and review “No Stopping” arrangement in line with IWC’s suggested solution	■	Noted
	IWC advised Northeast Chester Street - two major DAs - which will see an increase in construction traffic increase on Chester St.		
	IWC advised M4-M5 Link on Collaboration Precinct - Eveleigh to Sydney Uni/Hospital precinct to Camperdown. – Working on a Master plan and coordination due to the many DA's through the area. Potential for M4-M5 Link involvement in working toward a combined construction management plan for the area	■	Noted
4.0	M4-M5 Link project to provide clarity on Haulage strategy in the vicinity of Wattle Street	■	31/08/2018
	<ul style="list-style-type: none"> • Access via new tunnel - Wattle Street • TTAMP - clarity on haulage routes 		
5.0	Inner West Council encouraged M4-M5 Link to continue engaging them re: public transport options and shuttle services as Council may be able to assist	■	Noted
6.0	Inner West Council believes approach to closing Bignell Lane is logical but will depend on engineering and community engagement outcomes including:	■	Noted
	<ul style="list-style-type: none"> • U-turn facilities for light-rigid vehicles, and provide a hammerhead u-turn facility (cul-de-sac not expected to be feasible due to swept path requirements of light-rigid trucks etc.) • Close Communication and engagement regarding access requirements • Precise timeline required. 		
	M4-M5 Link to further develop proposal in consultation with IWC and impacted community/businesses	■	31/08/2018
7.0	Consultation with IWC – Westconnex Community Consultative Committee re: Worker Code of Conduct	■	31/08/2018
8.0	M4-M5 Link to carry out survey of increased of LV numbers on side streets - provide numbers pre and post to IWC	■	31/08/2018
	Right turn only signage at site egress to improve compliance and improve visibility of LV management to surrounding community	■	31/08/2018



APPENDIX D – City of Sydney Meeting Minutes

Minutes

Meeting:	M4-M5 Link Project – Introduction and Construction Parking and Access Strategy
Meeting Date:	
Meeting Location:	
Attendees:	
Distribution:	As above
Attachments	Presentation: Construction Parking and Access Strategy
Next Meeting:	Ongoing meeting requirements – to be confirmed.

Agenda:

1. General overview of the Construction Parking and Access Strategy
2. Parking strategy for St Peters Interchange Site and Pyrmont Bridge road
3. Use of local roads and shuttle bus service routes
4. Worker Code of Conduct
5. City of Sydney Council Lessons Learnt
6. Other business

Discussion:

Construction parking and access strategy:

1. General

- a. The M4-M5 Link Mainline Tunnels design and construction partner Lendlease Samsung Bouygues Joint Venture (LSBJV) have developed a strategy which aims to accommodate the majority of worker parking on site as a way of reducing the impact to on-street parking.
- b. The project looks to achieve this through satellite parking sites with shuttle bus services to key construction sites.
- c. The parking strategy has been based on conservative workforce numbers (and does not account for potential carpooling and public transport use by workers)
- d. The project will encourage carpooling and public transport through the onboarding and induction process. The project will also look to incentivise shuttle bus use.
- e. Clarification of Cos and Inner West Council boundaries – CoS/RMS shared owners of Pyrmont Bridge Road and Parramatta Road

2. St Peters Interchange and Pyrmont Bridge Road

- a. Parking removal to facilitate site distance, heavy vehicle deceleration, worker transport shuttle stop, demolition, hoarding and access to driveways.
 - i. Proposed removal of approximately 7 parking spaces on Pyrmont Bridge Road (westbound)
 - ii. Proposed removal of approximately 18 off-peak timed parking spaces on Parramatta Road (westbound)

- iii. Proposed removal of approximately 8 timed parking spaces on Mallet Street (Northbound)
 - b. Parking removal proposed to be partially offset by the relocation of the businesses within this block.
 - c. The Strategy initially proposed:
 - i. No parking on Mallet Street (just north of Parramatta Rd) to allow left turn for heavy vehicles into site.
 - ii. No parking on Parramatta Road adjacent to site, to allow left turn for heavy vehicles into Mallet Street.
 - iii. Existing bus stop on Parramatta Road (westbound) corner Mallet Street to be relocated 60m east for a minimum 6 month period up to duration of the project– further consultation required if final position for the bus stop sites within Cos Council area.
 - iv. In relation to bus movements through the area it was confirmed that no buses turned left from Mallet Street on to Parramatta Road – all bus movements through the area move east-west along Parramatta Road.
 - d. White Bay Site
 - i. Prioritised worker parking for Pymont Bridge Road site – however in early stages the indicative workforce will be 25 people who will be able to use onsite parking.
 - ii. Truck marshalling area– project team confirmed that the truck marshalling area would have capacity for about 10 truck and dogs available in addition to light vehicle parking, however the team are still working on layout
 - iii. Proposed car parking availability of about 200 spaces
 - e. Campbell Road primary parking for St Peters site – reduced parking initially, supported by parking at the Main Site Office (Mascot) for staff, and coincides with reduced scope of works during this period. Then following an expanded parking area when the remaining site area is taken over from New M5 project team providing an excess of around 300 spaces.
 - f. CoS raised concern relating to increased traffic on local roads in the vicinity of focused parking sites

3. Local road use and shuttle service routes (see attached presentation)

- a. Light vehicle use of local roads
 - i. Encourage workforce light vehicles in and out of the sites using main roads - possible inclusion in Code of Conduct
- b. Route 2 - White Bay to PBR – shuttle service runs along borders of CoS Council area.
- c. Route 3 - Mascot to St Peters – No local road use.
- d. LSBJV advised frequency of shuttle services during peak periods would be a service every 15-20 minutes – a fleet of 16-20 buses across sites

4. Worker Code of Conduct

- a. M4-M5 Link Project is currently developing a worker code of conduct to address impacts of worker behaviour, a known issue on previous projects in this location.
- b. There is a potential for the code of conduct to be included in the EBA.

5. City of Sydney lessons learnt

- a. CoS advised that the Council is strongly opposed to the WestConnex Project so any negative feedback from community will escalate to media and a political level.
- b. Where possible, try not to be seen – don't display negative behaviours that will draw community attention.
- c. Worker behaviour to be managed closely.
- d. Clearly communicate management strategies to community.
- e. Loading and unloading of passengers using shuttle services to be undertaken within site boundaries to reduce perception of workforce loitering

6. Other business

- a. CoS advised that other areas of interest included impacts to assets, pedestrian detours and road detours using local roads.

Item No.	Outcomes/ Action	Resp	Date
1.0	City of Sydney to provide map of CoS boundaries	■	ASAP
	City of Sydney asked LSBJV to put a strong focus on the use of public transport ie. Use of St Peters Station for the SPI site and suggested site based signage indicating the closest public transport with direction	■	Noted
	LSBJV to consider use of site based signage and internal posters to direct workforce to public transport as part of the workforce communications strategy	■	Noted
	LSBJV confirmed that they would be encouraging alternative transport through Induction and Onboarding, Incentivising workforce provision of bike racks – LSBJV also advised they would be conducting worker surveys to identify which public transport hubs to introduce shuttle services and would also consider shift staggering.	■	Noted
2.0	CoS asked that after LSBJV's use for the Campbell Street site for parking, would the area be converted to green/recreational space – SMC confirmed that it would be converted.	■	Noted
	LSBJV to report quarterly on effectiveness of the Construction Parking and Access Strategy – to be provided to CoS. This will provide CoS the opportunity to comment and provide feedback	■	Noted
	LSBJV to consider CoS request on how demonstrate evidence of management strategies in quarterly reporting.	■	Noted
	LSBJV advised CoS that they were open to ongoing feedback from CoS regarding concerns and issues.	■	Noted
3.0	Although LSBJV have developed the Construction Parking and Access Strategy it can not guarantee that there will be no overflow of worker parking on local roads.	■	Noted
	VL advised that there was a potential for traffic congestion, particularly during peak periods, could impact on travel times for shuttles.	■	Noted
4.0	Nil	■	N/A
5.0	LSBJV note and will consider all lessons learnt provided by CoS in development of the Construction Parking and Access Strategy and management of community.	■	Noted
	LSBJV advised that they could not brand all site vehicles (ie trucks and project vehicles) due to risk of vandalism but would consider the branding of shuttle buses.	■	Noted

APPENDIX E –Transport for NSW Consultation Record

Date	Contact	From	Notes
2.10.18		Transport for NSW – Sydney Coordination Office	Consulted as part of Traffic Coordination Group meeting (TCG) in relation to proposed bus stop relocations. [REDACTED] requested drawing / diagram to commence consultation with Bus representatives from TfNSW within his office.
30.10.18		Transport for NSW – Sydney Coordination Office	[REDACTED] 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

Parramatta Road E/W on-street parking removal consultation

Address	Contact Name	Phone Number	Email Address	Doorknock #1 10-Sept-18	Doorknock #2 26-Sept-18	Will parking removal affect you? If yes how?	Which streets do you park on?	Low impact Medium impact High Impact	Is there an alternative area for you to park?	Do you have any special requirements for parking? I.e, access, deliveries etc	Additional comments	Additional information to be provided
██████████	N/A	N/A	N/A	No response	No response	N/A	N/A	N/A	N/A	N/A	N/A	N/A
██████████	N/A	N/A	N/A	No response	No response	N/A	N/A	N/A	N/A	N/A	N/A	N/A
██████████	N/A	N/A	N/A	No response	No response	N/A	N/A	N/A	N/A	N/A	N/A	N/A
██████████	Vacant property (under construction)	N/A	N/A	No response	No response	N/A	N/A	N/A	N/A	N/A	Property is currently under construction	N/A
██████████	N/A	N/A		No response	No response	N/A	N/A	N/A	N/A	N/A	N/A	N/A
██████████	Withheld	Withheld	Withheld	N/A	Spoke directly with stakeholder	No, sufficient parking at property and no current issues with workers on streets	N/A	N/A	N/A	N/A	N/A	N/A
██████████	N/A	N/A	N/A	No response	No response	N/A	N/A	N/A	N/A	N/A	N/A	N/A
██████████	N/A	N/A	N/A	No response	No response	N/A	N/A	N/A	N/A	N/A	N/A	N/A
██████████	N/A	N/A	N/A	No response	No response	N/A	N/A	N/A	N/A	N/A	N/A	N/A
██████████	N/A	N/A	N/A	No response	No response	N/A	N/A	N/A	N/A	N/A	N/A	N/A
██████████	No contact details provided	N/A	N/A	N/A	Spoke directly with stakeholder	N/A	N/A	N/A	N/A	N/A	N/A	Unhappy with current worker parking
██████████	No contact details provided	N/A	N/A	Spoke directly with stakeholder	N/A	No, sufficient parking at property and no current issues with workers on streets	N/A	N/A	N/A	N/A	N/A	N/A
██████████	N/A	N/A	N/A	No response	No response	N/A	N/A	N/A	N/A	N/A	N/A	N/A
██████████	N/A	N/A	N/A	No response	No response	N/A	N/A	N/A	N/A	N/A	N/A	N/A
██████████	Withheld	Withheld	Withheld	Spoke directly with stakeholder	N/A	Yes, need access to be maintained at all times for her disabled daughter who has a van that picks and drops her off daily. They have applied for a disabled parking space outside of their property but have been rejected by council. Parking is currently very limited due to current working parking.	Alt Street	High impact	No	Access to be maintained at all times for disabled daughter	Workers at the Parramatta Rd E/W site will use on-site parking. Staff will be toolboxed on permitted areas to park. Meeting arranged with stakeholder to discuss project and use of the Parramatta Road E/W site	N/A

Property	Address	Contact Name	Phone Number	Doorknock #1 30-Aug-18	Doorknock #2 19-Sept-18	Doorknock #3 12- October-18	Email Address	Will parking removal affect you? If yes how?	Which streets do you park on?	Impact level	Is there an alternative area for you to park?	Do you have any special requirements for parking? i.e. access, deliveries etc	Additional comments	Mitigation Measure
		Withheld	Withheld	Meeting held on 17/09/18	N/A		N/A	Yes, customers park on the street	Mallet Street and Parramatta Road (currently). Customers will park on Pymont Bridge Road when we move.	Medium	Yes, parking spaces are included on the property	N/A	Removal of street parking will be an annoyance but is not a critical impact	Some on-street parking will be available on Mallett Street and Pymont Bridge Road outside the Project boundary
		Withheld	Withheld	Spoke directly with stakeholder	N/A		Withheld	No, as long as the spaces out front of the business remain available. Customers park on the street and the business uses the vergeside lane to store cars before entering the workshop	Parramatta Road	Low	7 Eleven/ Gordon Street	Request for access and parking spaces out front to be maintained at all times	Do not require many on-street parking spaces	Confirmed with stakeholder that parking spaces on Parramatta Road outside Motor Motive, will not be removed as part of the Project Project offered to frequently monitor Gordon Street to ensure workers are not parking there
		Withheld	Withheld	Spoke directly with stakeholder	N/A		Withheld	No, as long as the spaces out front of the business remain available. All customers park on the street. Some parking is available on site for workers. Business does not have a high volume of customers at one time	Parramatta Road	Low	Other local streets	N/A	N/A	Confirmed with stakeholder that parking spaces on Parramatta Road outside Mansours will not be removed as part of the Project Project offered to frequently monitor Gordon Street to ensure workers are not parking there
		Withheld	Withheld	Spoke directly with stakeholder	N/A		Withheld	No	Mallett Street	Low	Business has on-site parking for workers. Customers generally walk to café of park on Parramatta Road (east of Mallett Street)	N/A	N/A	N/A
		Withheld	Withheld	Spoke directly with stakeholder	N/A		Withheld	Yes, customers use on-street parking adjacent to the business	Mallett Street	Medium	Customers can use other street parking	N/A	Requested that Council remove the 'Loading Zone' signs adjacent to the business into timed parking spaces. They are never used for unloading.	The Project offered to create a map for customers showing available parking spaces around the business. To be sent to business prior to parking removal occurring The Project offered to investigate possibility of changing the "Loading Zone" signs on Mallett Street. Request has been raised with Project Traffic Manager.
				N/A	Spoke directly with stakeholder		N/A	No, no customers parkign requirements. Staff parking is accommodated on site	Mallett Street	Low	No customers to store	N/A	N/A	N/A
				No response	No response	Spoke directly with stakeholder	N/A	No, the business has an on-site parking space at back of property	Mallett Street (to unload if required)	Low	No customers to store	N/A	N/A	N/A
		Vacant		No response	No response	No response	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
		Withheld	Withheld	No response	No response	Spoke directly with stakeholder		No, the business has an on-site parking space at back of property	N/A	Low	N/A	N/A	No real impact	
		Vacant		No response	No response	No response	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
		Withheld	Withheld	No response	Spoke directly with stakeholder		Withheld	Yes, customers park in front of the shop. Minimal staff parking is available in the area	Mallett Street	Medium	Remaining parking on Mallet Street	N/A	Supported request for Council change the 'Loading Zone' signs adjacent to the business into timed parking spaces. They are never used for unloading.	The Project offered to investigate possibility of changing the "Loading Zone" signs on Mallett Street. Request has been raised with Project Traffic Manager. Stakeholder was interested in also receiving a map to place online for customers
				No response	No response	No response	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
				No response	No response	No response	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
				No response	No response	No response	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
				No response	No response	No response	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
				No response	No response	No response	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
		Withheld	Withheld	Spoke directly with stakeholder	N/A		Withheld	No, as long as the spaces out front of the business remain available	Mallett Street	Medium	N/A	N/A	N/A	Confirmed with stakeholder that parking spaces on Mallett Street outside PFS Accounting will not be removed as part of the Project
		Withheld	Withheld	Spoke directly with stakeholder	N/A		Withheld	No, current on-street parking is timed and therefore not useful for staff. Business has leased parking spaces off-site for workers	Mallett Street	Low	Other local streets Additional leased parking spaces	N/A	Parking has been a long-term issue for the company	N/A
		Withheld	Withheld	Spoke directly with stakeholder	N/A		Withheld	No	N/A	Low	Company has parking off-site for employees. No customers to the property	Deliveries occur via Pymont Bridge Road. No special requirements other than access required to driveway	Removal of on-street parking may actually help with some of their deliveries that reverse into the premises	N/A
				No response	No response	No response	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
				No response	No response	No response	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
		Withheld	Withheld	No response	No response	Phonecall with stakeholder	N/A	No, as long as parking remains on their side of the road. Residents also have a parking space around the back.	Pymont Bridge Road and inside garage	Low	N/A	N/A	No real impact	N/A
		Withheld	Withheld	No response	No response	Phonecall with stakeholder	N/A	Moving out shortly so not concerned, opposed to project. There is one parking space at back of property and parking hasn't been an issue.	N/A	N/A	N/A	N/A	No real impact	N/A
		Withheld	Withheld	Spoke directly with stakeholder	N/A	N/A	N/A	No, on-street parking will remain on their side of the road	Pymont Bridge Road	N/A	N/A	N/A	N/A	N/A
				No response	No response	No response	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
		Withheld		Spoke directly with stakeholder	N/A	N/A	N/A	No, was not concerned at all	Pymont Bridge Road	N/A	N/A	N/A	N/A	N/A
				No response	No response	No response	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
				No response	No response	Phone call also attempted	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
				No response	No response	No response	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
				No response	No response	No response	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
		Withheld		Discussed on phonecall	N/A	N/A	Withheld	Maybe	Pymont Bridge Road	Low	Some of the tenants use on-street parking on Pymont Bridge Road. Shouldn't be a major issue but some people may have to park elsewhere	N/A	N/A	N/A
		Withheld		Discussed on phonecall	N/A	N/A	Withheld	Maybe	Pymont Bridge Road	Low	Some of the tenants use on-street parking on Pymont Bridge Road. Shouldn't be a major issue but some people may have to park elsewhere	N/A	N/A	N/A
		Withheld		No response	N/A	Phonecall with stakeholder	N/A	No, uses public transport	Pymont Bridge Road	Low	N/A	N/A	Parking spaces out front of properties must remain available for emergency vehicles. They have a number of elderly tenants who may require emergency assistance	Parking spaces out front of property are not proposed to be removed.

	Withheld		Discussed on phonecall	N/A		Withheld	Maybe	Pymont Bridge Road	Low	Some of the tenants use on-street parking on Pymont Bridge Road. Shouldn't be a major issue but some people may have to park elsewhere	N/A	N/A	N/A
	Withheld		Meeting held on 26/09/18	N/A		Withheld	No, parking out front of the terraces will remain available	Pymont Bridge Road	Low	Parking out front of terraces will remain. The on-street parking is currently a clearway so not very useful during the day-time anyway	N/A	N/A	N/A
	Withheld		Spoke directly with stakeholder	N/A		N/A	No, as long as parking on their side of the road remains available	Pymont Bridge Road	Low	N/A	N/A	N/A	N/A
	Withheld	Withheld	Spoke directly with stakeholder	N/A		N/A	No, business has its own dedicated parking spaces	Pymont Bridge Road	Low	N/A	N/A	N/A	N/A
	Withheld	Withheld	Spoke directly with stakeholder	N/A		N/A	No, business has its own dedicated parking spaces	Pymont Bridge Road	Low	N/A	N/A	N/A	N/A

