



Bella Vista Station.

Project update – Glenwood parking management strategy consultation

November 2020

During August and September 2020, Sydney Metro carried out public consultation on the proposed parking changes around the Glenwood Pedestrian Link. Sydney Metro would like to thank the community for your feedback.

The outcomes of this consultation will be provided to Blacktown City Council, which is the authority for on-street parking changes on local roads.

This consultation will form part of the information considered by Council when assessing any proposed parking changes. Sydney Metro will submit the recommended changes to Council's Local Traffic Committee for assessment in December 2020. If approved by the Committee, these would then be submitted to a Council meeting for consideration.

The map on the back of this project update shows the proposed parking changes in your area.

Any decision regarding changes to local parking restrictions will ultimately be decided by the Council, not Sydney Metro.

Parking Management Consultation What we heard



Sydney Metro invited the Glenwood community in the streets around the pedestrian link to provide feedback on the proposed parking management strategy. A number of submissions were received from the community and have been considered in the refined strategy to be submitted to council.

Based on your feedback the following considerations and changes have been made to the parking management strategy:

- Parking restrictions will be implemented prior to or at the opening of the Glenwood Pedestrian Link.
- No Stopping around the bend connecting Sharrock Avenue and Cramer Place is proposed to be extended for improved sight lines and safety.
- No Parking 7am – 3pm Monday to Friday is proposed for the southern side of Cramer Place between Swansea Court and the boundary of 16/18 Cramer Place. The remainder of the southern side of Cramer Place will have unrestricted parking.
- 4-hour parking 9am – 3pm Monday to Friday is now proposed for the northern side of Cramer Place.
- 4-hour parking 9am – 3pm Monday to Friday on Sharrock Avenue and Adrian Street as proposed in the original plan will remain.
- No Stopping 9am – 3pm Monday to Friday on Nixon Street as proposed in the original plan will remain.
- The potential implementation of line markings around driveways to improve driveway access and help reduce illegal parking too close to driveways will be investigated.



During the consultation period feedback was offered to the project team for consideration in the proposal. A number of questions were also asked by residents. Sydney Metro would like to provide clarification on the frequently asked questions related to the parking management strategy.

Frequently Asked Questions

Is this parking management strategy promoting commuter parking in residential streets instead of the Bella Vista Station?

Sydney Metro encourages the community to use public transport, walk or cycle to get to the station. Scheduled bus services provide links from many surrounding suburbs to Metro stations including Glenwood, Acacia Gardens and Stanhope Gardens. Additionally, an on-demand bus service is available which allows residents from Glenwood to have direct access to the Metro services at Bella Vista Station.

Where customers need to travel by car to a metro station, the NSW Government has provided more than 4,000 car spaces along the line, with commuter car parks at Tallawong, Bella Vista, Hills Showground, Cherrybrook and Kellyville stations.

The number of commuter car parking spaces is determined by a range of factors, including current and forecast demand, site location and constraints. Also considered is the station catchment profile such as strategic and employment centres, public transport provision, proximity to other car parks, road network access and traffic impacts.

At Bella Vista Station, Sydney Metro has provided an 800-space commuter carpark.

Along the line, parking restrictions have been implemented in a number of streets surrounding each station to minimise commuter parking impacts in residential areas. The purpose of this parking management strategy is to expand these restrictions and discourage commuters from parking in residential streets.

Who will determine the parking management strategy? What are the steps?

Blacktown City Council, who is the authority for on-street parking changes on local roads, will determine if the strategy will be implemented.

Sydney Metro carried out public consultation on the proposed parking changes around the Glenwood Pedestrian Link.

Following a redesign incorporating community feedback, Sydney Metro will submit the recommended parking changes to Council's local traffic committee for assessment in December 2020.

If approved by the Committee, these would then be submitted to a Council meeting for consideration.

Who will implement and enforce the parking management strategy restrictions if approved?

Should the strategy be accepted by Council, Sydney Metro will implement measures required by the parking management strategy. These measures include street markings and signage as approved by Council.

Council will be responsible for monitoring the area to ensure motorists are obeying the parking restrictions and enforce penalties where appropriate.

When will restrictions be implemented? And can they be changed if they are not working?

It is proposed to implement parking restrictions on or before the opening date of the Glenwood Pedestrian Link. It is estimated the link will be complete in mid-2021.

The effectiveness of the parking restrictions will be monitored for a period of 12 months and additional changes will be proposed if required.

What is the benefit of four hour parking over two hour parking?

Four-hour parking restrictions allow greater flexibility for residents and allow sufficient time for a carer, tradesperson or other visitor to park.

Can a resident parking scheme be implemented in our streets?

Resident Parking Schemes need to comply with the 2018 TfNSW Permit Parking Guidelines and eligibility criteria for permit parking schemes set out by Transport for NSW.

One of the main criteria for implementing a resident parking scheme is the unavailability of on-site parking (e.g. garage, car port, etc.) for residential properties along the street.

Our observations have determined that the majority of properties in the area would not be eligible for a Resident Parking Permit due to having on-site car parking facilities.

Blacktown City Council has advised that a Resident Parking Scheme is operating only near the Blacktown Hospital due to very high parking demands and will not be supported in other areas.

What signage will be included in the proposal?

Signage and line marking will be included in the proposal for different types of restrictions.

- All time limited restrictions will require sign posting.
- No stopping areas without time restrictions will be implemented via roadway markings.

Can I have a disabled car space in front of my property?

Disability parking is considered for properties whose permanent resident lives with a disability. Blacktown City Council can only implement disability parking in streets that are wide enough to accommodate accessibility vehicle needs and meet the minimum width requirement of 12.8m between kerbs.

Contact us



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If you need an interpreter, contact TIS National on **131 450** and ask them to call **1800 019 989**