



Sydney Metro Northwest – Community feedback in response to the Parking Management Strategy Overview Report



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Cover image: Artist's impression of the new multi-story car park at Cherrybrook Station, looking south east





1. Introduction

1.1. Sydney's new metro railway

Sydney Metro is a new world-class railway for Sydney.

Services start in the city's North West region in mid-2019 on Australia's first fully-automated railway, with 13 metro stations and 4000 new commuter car parking spaces.

A new generation of metro trains will run every four minutes in the peak in each direction. Customers won't need a timetable, they'll just turn up and go.

Sydney's fast, safe and reliable metro trains are fully-air conditioned with new customer benefits like multi-purpose spaces for luggage and parents with prams, as well as wheelchair spaces and priority seating in each carriage.

Technology like platform screen doors – used for the first time in Australia – will keep people and objects away from the tracks, also allowing trains to get in and out of stations much faster.

All metro stations will be fully accessible with lifts and level access between platforms and trains, making it easier for more customers to use public transport.

From the north west, metro rail is being extended under Sydney Harbour, through new underground city stations and beyond to the south west.

In 2024, Sydney will have 31 metro railway stations and a 66-kilometre stand-alone metro railway system.

There will be capacity for a metro train every two minutes in each direction under the Sydney city centre.

Sydney's new metro, together with signalling and infrastructure upgrades across the existing Sydney suburban rail network, will increase the capacity of train services entering the Sydney central business district (CBD) – from about 120 an hour currently to up to 200 services beyond 2024. That's an increase of up to 60 per cent capacity across the network to meet demand.

New metro rail will be extended to Western Sydney in the second half of the 2020s – the Sydney Metro West project will link the Sydney city centre with Greater Parramatta, doubling rail capacity between these centres and linking communities along the way with a new underground railway.

Sydney's new world-class metro system is the biggest program of public transport infrastructure currently under construction in Australia and the largest urban rail infrastructure investment in the nation's history.

Sydney Metro's projects (see Figure 1.1) are:

- **Sydney Metro Northwest** – formerly the 36-kilometre North West Rail Link. This \$8.3 billion project will open in mid-2019 with 13 stations and 4000 commuter car spaces.
- **Sydney Metro City & Southwest** – a new 30-kilometre metro line extending metro rail from the north west under Sydney Harbour, through new CBD stations and south west to Bankstown. It is due to open in 2024 with the ultimate future capacity to run a metro train every two minutes each way through the centre of Sydney.
- **Sydney Metro West** – a new underground railway linking the Sydney CBD with Greater Parramatta by the second half of the 2020s. Key areas identified to be serviced by Sydney Metro West are Westmead, Parramatta, Sydney Olympic Park, The Bays Precinct and the Sydney CBD.
- **Servicing greater Western Sydney and Western Sydney Airport** – the railway servicing the new Western Sydney Airport will be developed and delivered by Sydney Metro. The project will become the spine for the region's growth for generations to come, connecting communities and travellers within Western Sydney and the rest of Sydney with a fast, easy and reliable metro service.



Figure 1.1: Sydney Metro projects

1.1.1. Sydney Metro Northwest

Sydney Metro Northwest will deliver for the first time a reliable public transport service to a region that has the highest car ownership levels per household in Australia. Over the coming decades, an extra 200,000 people are forecast to move into Sydney’s North West Growth Centre, taking its population above 600,000.

The project will deliver:

- eight new railway stations and 4000 commuter car parking spaces to Sydney’s growing north west
- 23 kilometres of new metro line between Rouse Hill and Epping, including 15 kilometres of tunnels and a four-kilometre skytrain viaduct
- conversion of the existing Epping to Chatswood railway to metro standards, including new platform safety screen doors
- a train every four minutes during peak periods, or 15 trains an hour. With metro there will be no need for a timetable as customers can turn up and go.

1.1.2. Customer access to new Sydney Metro interchanges

It is widely recognised that the North West region of Sydney remains one of the most highly car dependent regions in Australia. As a major piece of transport infrastructure, Sydney Metro Northwest will change the way people get around across Sydney’s entire North West region as well as locally.

Interchange planning at each of the new stations recognises that a balance must be

made between catering for car access demand and the encouragement of alternative, more sustainable public transport modes, given cars are the least efficient transport mode.

The new Sydney Metro stations – Tallawong, Rouse Hill, Kellyville, Bella Vista, Norwest, Hills Showground, Castle Hill and Cherrybrook – have been designed as multi-modal transport interchanges. Customers will be able to access the new interchanges using a variety of transport modes including walking, cycling, buses, taxi, and kiss and ride bays, with 4000 commuter car parking spaces (off-street) provided at the stations of Tallawong, Kellyville, Bella Vista, Hills Showground and Cherrybrook.

The number of commuter car parking spaces is determined by a range of factors including demand (current and forecast), site location and constraints, land use planning, station catchment profile (for example, a strategic centre or employment centre), public transport provision, proximity to other car parks, road network access and traffic impacts.

Commuter car parking will not be provided at Rouse Hill, Norwest and Castle Hill, as these are strategic centres. The approach for these centres broadly reflects planning for commuter car parks across Sydney, which focuses on providing parking outside of busy town centres and major employment centres. Customers wanting to park at Castle Hill, Norwest and Rouse Hill will be able to access car parking at the nearby stations of Cherrybrook, Hills Showground, Bella Vista, Kellyville and Tallawong.

1.2. Sydney Metro Northwest Parking Management Strategy

As part of the planning approval under Environmental Impact Statement 2 (EIS 2), Sydney Metro is required to prepare a Parking Management Strategy that addresses key parking considerations across the project, such as commuter parking, impacts to on-street parking and appropriate responses to parking issues. Condition C11 states:

'The Proponent shall prepare a Parking Management Strategy in consultation with the Roads and Maritime Services (RMS), bus operators and Councils to manage car parking impacts at stations and adjoining areas as a result of the operation of the SSI (State Significant Infrastructure). The Parking Management Strategy shall include, but not be limited to:

- a. the provision of parking spaces consistent with those identified in EIS documentation, except as required by this approval;
- b. the replacement of lost on street car parking in the vicinity of stations, where feasible and reasonable;
- c. the safe placement, access to (including safe pedestrian and cycle access) and management of parking;
- d. a monitoring and reporting methodology for the utilisation of park and ride spaces and impacts on parking supply and turnover on adjoining streets at each station;
- e. the identification of measures to address on street parking impacts, such as resident parking schemes, should monitoring identify a significantly detrimental impact on local parking supply.

The Proponent shall be responsible for the coordination of measures in consultation with the relevant Council. The Strategy shall be submitted to the Director-General and the reporting of monitoring incorporated into the Compliance Tracking Program. The monitoring shall be undertaken in conjunction with the monitoring under condition F3 and apply for a minimum of one year following commencement of operation.'

The overarching purpose of the Sydney Metro Northwest Parking Management Strategy is to demonstrate how changes to travel and parking behaviour can be accommodated for the operation of Sydney Metro Northwest as well as meeting planning approval condition C11.

Sydney Metro has been consulting with Blacktown, The Hills and Hornsby councils, as well as Roads and Maritime Services (RMS), bus operators and other Transport for NSW divisions such as the Sydney Coordination Office, in the development of the Parking Management Strategy. Parking management initiatives have been identified and recommended, considering both regional and local impacts, with greater focus on local implications around each interchange.

The Sydney Metro Northwest Parking Management Strategy covers commuter car parks, as well as providing recommendations for on-street parking changes in the wider precincts surrounding the stations. The Sydney Metro Northwest – Parking Management Strategy Overview Report was developed for the purpose of public consultation of the proposed on-street parking changes.

The Sydney Metro Northwest – Parking Management Strategy Overview Report is available at:

www.sydneymetro.info/sites/default/files/document-library/Parking_management_strategy_overview_report.pdf

This current report summarises the submissions received in response to the on-street changes proposed in the overview report.

2. Consultation

2.1. Community and stakeholder consultation

During December 2018, Sydney Metro undertook public consultation on the proposed parking changes around the wider interchange precincts for the Parking Management Strategy. The Sydney Metro Northwest – Parking Management Strategy Overview Report was produced to summarise all of the proposed changes to on-street parking on residential streets surrounding the immediate station precincts. This document was published on the Sydney Metro website and the community was invited to comment over a two-week period from 3–17 December 2018. However, in order to capture as much feedback as possible, submissions were accepted until 7 January 2019 and are included in this report.

Letters advising of the proposed changes were delivered to letterboxes in the affected areas surrounding the station precincts.

Email notifications were sent to all stakeholders on the Sydney Metro Northwest subscribers list. Stakeholders include community members, community groups, local councils, land owners and strata representatives.

Community members and stakeholders were able to direct their enquiries to:

- T: 1800 019 989
- E: info@metronorthwest.com.au
- Mail: Sydney Metro, PO Box 588, North Ryde, BC 1670.



Figure 2.1: Artist's impression of Kellyville Station

3. Submissions review

3.1. Submissions overview by category

As a result of the community and stakeholder consultation process outlined above, 251 submissions were received, with some submissions being signed by multiple people.

Most submissions received were requests to implement resident parking schemes or to extend the area of the proposed parking restrictions, followed by a variety of safety concerns and concerns about commuters impacting the amenity of residential areas. However, the types of community concerns varied by station location, as outlined in the sections below.

Most submissions supported the proposed changes, although often with the proviso of a resident parking scheme, with a small number of submissions being strongly opposed.

Figure 3.1 shows the submissions received grouped by categories across Blacktown City Council, Hornsby Shire Council and Hills Shire Council local government areas (LGAs). Please note that many submissions raised more than one issue, resulting in a total number of submissions on issues greater than the total number of submissions.

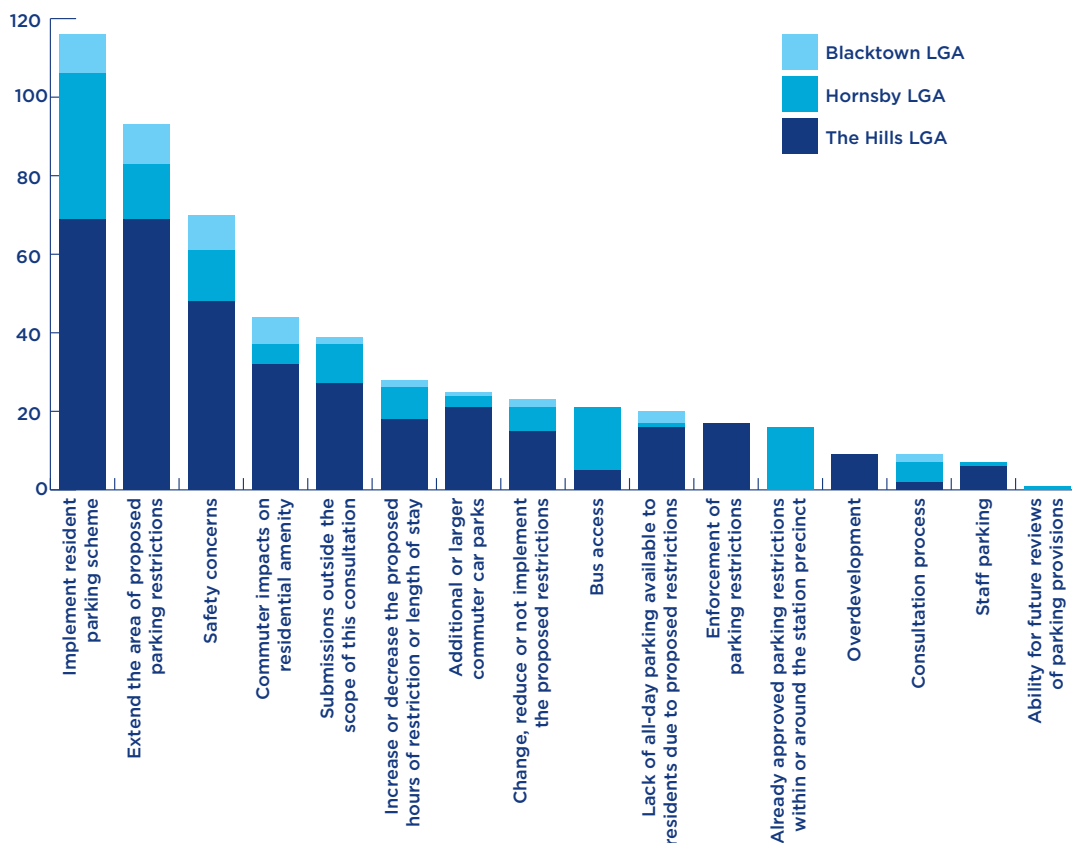


Figure 3.1: Submission issues raised by category

3.2. Sydney Metro response to submissions

Sydney Metro has assessed the feedback on the proposed parking changes received during the public consultation period and has grouped the feedback into three categories:

- **Changes made to proposed parking restrictions** – As a result of feedback received, some amendments have been made to the parking changes, based on the key principles outlined in the Parking Management Strategy Overview Report. These have been included in the final recommendations to the relevant council for assessment. The final approved parking changes will be available on each council's website following assessment and will be summarised in the Parking Management Strategy Report, which will be publicly available prior to the opening of Sydney Metro Northwest in mid-2019.
- **Parking changes to be reviewed at a future date** – Some of the feedback about parking changes has identified items that will be monitored during the 12-month period following the Sydney Metro Northwest opening, as part of the project's Traffic and Parking Monitoring program.
- **Parking changes assessed but with no further action** – In some cases, issues raised have been assessed and have not been submitted to council for consideration as these items generally sit outside the scope of the Parking Management Strategy or cannot be accommodated from a technical or legislative perspective.

Sydney Metro notes that while some concerns about the parking changes were raised, the feedback received also demonstrated support for the parking changes and in some cases requested that they be extended.

The following sections (3.2.1 – 3.2.15) outline Sydney Metro's response to the broad categories of questions raised by the submissions, as per the issues raised in Section 3.1.

3.2.1. Can a resident parking scheme be implemented?

Any decision on the implementation of a resident parking scheme is the responsibility of the Councils with consideration of the relevant guidelines and legislation.

Within the Sydney metropolitan area, implementation of resident parking schemes that have been put in place solely due to public transport interchange operations are rare and have generally only occurred where residential properties have no off-street parking available. As such, resident parking schemes were not considered an appropriate recommendation to Council for the on-street parking changes in the Sydney Metro Northwest wider interchange precincts.

3.2.2. Can the area of proposed parking restrictions be extended?

Requests to extend the areas included in the proposed parking restrictions have been assessed and amendments made are outlined for each area in Chapter 4.

These proposed changes have been included in the final recommendations made to the relevant council, as each council is the authority for on-street parking changes. The final decision on these proposed changes will be made by each council and the local traffic committee. The final approved parking changes will be available on each council's website following assessment and will be summarised in the Parking Management Strategy Report, which will be publicly available prior to the opening of Sydney Metro Northwest in mid-2019.

Sydney Metro will also continue to monitor traffic and parking, as required under the planning approval condition, in the 12 months following the opening of Sydney Metro Northwest.

3.2.3. Will changes be made due to safety concerns raised?

Sydney Metro considered key safety issues in determining the proposed parking measures (as described in the Parking Management Strategy Overview Report). These include:

- maintaining sight lines and allowing for topography, preserving adequate sight lines for both vehicles and pedestrians
- providing No Stopping zones on approach to intersections and crossings to support pedestrian safety
- retaining safe access for emergency and service vehicles by restricting parking on narrow streets
- supporting safe and easy vehicle access by taking into account the spatial dimensions for parked vehicles and through traffic in accordance with regulatory requirements.

A number of other safety issues were raised in the community feedback that were outside the scope this consultation, including:

- sight lines from individual resident driveways, including statutory parking distances from driveways
- driver behaviour, including breaches of road rules for speeding and parking
- speed limits for existing roads and requests for traffic calming
- concerns about potential collisions.

3.2.4. How will commuter impact on residential amenity be managed?

Unrestricted parking in narrow or busy residential streets can create issues with motorists parking partially on lawns, restricting access to driveways and generally impacting amenity. The Parking Management Strategy Overview Report's proposed parking restrictions seek to minimise this.

Enforcement of the parking restrictions remains the responsibility of councils and NSW Police. Sydney Metro will work with these authorities to ensure parking restrictions are enforced where required. Sydney Metro will also monitor traffic and parking in the 12 months following the opening of Sydney Metro Northwest and will work with each council, as the roads authority, to implement any changes that may be required.

3.2.5. Can the proposed hours of restriction or length of stay be amended?

Requests to reduce the proposed hours of restriction from four-hour parking zones to three- or two-hour zones were not considered necessary, as four-hour parking zones are sufficient to prevent all-day parking. In areas of commercial activity, a combination of two- and four-hour parking zones are proposed. Sydney Metro will monitor the performance of the four-hour parking zones during the 12 months following the opening of Sydney Metro Northwest to determine the effectiveness of this restriction.

Requests to extend the hours to which parking restrictions apply, such as from 9am-3pm to 8am-6pm, were also not considered necessary, as the time window proposed will prevent all-day parking.

3.2.6. Can there be additional or larger commuter car parks?

The number of commuter car parking spaces at new Sydney Metro stations has been determined by a range of factors including current and forecast demand, constraints at each location, planned land use, the station catchment profile (for example, whether a strategic or employment centre), public transport connections, other car parks in the area, road network access and traffic impacts.

Commuter car parking is not provided at Rouse Hill, Norwest and Castle Hill as these are strategic centres. The approach for these centres broadly reflects planning for commuter car parks across Sydney, which focuses on providing parking outside of busy town centres and major employment centres. Customers wanting to park at Castle Hill, Norwest and Rouse Hill will be able to access car parking at the nearby stations of Cherrybrook, Hills Showground, Bella Vista, Kellyville and Tallawong.

3. Submissions review continued

3.2.7. Can the proposed restrictions be changed?

Requests to reduce the areas included in the proposed parking restrictions have been assessed and the amendments made are outlined for each area in Chapter 4. In some instances, feedback received around changing, reducing or not implementing parking restrictions could not be accommodated due to technical or legislative reasons.

While a number of proposed restricted, on-street parking spaces may be currently used by people working near stations, the opening of Sydney Metro Northwest will provide workers with an alternative mode of transport to travel to and from work.

3.2.8. What about bus access to the stations?

The new Sydney Metro interchanges have been designed as multi-modal transport interchanges to maximise public transport access. Customers will be able to access the stations using a variety of modes including buses, taxis, kiss and ride bays, cycling and walking, with park and ride facilities provided at Tallawong, Kellyville, Bella Vista, Hills Showground and Cherrybrook. While changes to local bus services are outside the scope of this consultation, any changes to bus services will be made public closer to the opening of Sydney Metro Northwest in mid-2019.

At Cherrybrook, Sydney Metro can confirm that buses will not travel via Robert Road to access Cherrybrook Station, but will instead use the new Bradfield Parade outside the new station, along with existing routes along Castle Hill Road, County Drive, Franklin Road, John Road and Neale Avenue.

3.2.9. Can residents have more all-day parking?

Parking restrictions are required for a number of reasons, as outlined in the Parking Management Strategy Overview Report. The four-hour parking zone restrictions have been provided to prevent all-day parking while retaining parking for visitors.

While most properties surrounding stations have driveways and garages, a number of areas that are close to the station in residential areas have remained unrestricted, which allows residents to park on the street all day if need be. In some instances where the streets are narrow, parking restrictions on both sides were considered appropriate.

3.2.10. How will the parking restrictions be enforced?

Enforcement of the parking restrictions is the responsibility of the relevant council and NSW Police. Sydney Metro will work with these authorities to ensure parking restrictions are enforced where required.

3.2.11. What restrictions and zones will be in or around the station precinct?

On-street parking changes in the station precincts (such as kiss and ride bays, taxi ranks and loading zones) and other services (such as bicycle parking at stations) were not included in the Parking Management Strategy Overview Report as they were already approved by the relevant local council as part of the station planning process. Supporting documentation is publicly available on each council's website or in the Sydney Metro Northwest Interchange Access Plan, which is available at: www.sydneymetro.info/sites/default/files/document-library/Sydney_Metro_Northwest_Interchange_Access_plan.pdf

3.2.12. How will the scale of development be managed?

The scale and nature of the development in the North West region of Sydney is outside the scope of this consultation. However, the proposed parking strategy aims to address some of the traffic and parking impacts associated with development around the new stations, to encourage customers to use public transport while maintaining local amenity for residents.

3.2.13. What about the consultation process?

There was a consultation period on the Parking Management Strategy Overview Report from 3-17 December 2018. However, Sydney Metro took into consideration further community feedback until 7 January 2019. All feedback received up to and including 7 January 2019 is included in this report.

3.2.14. Will the parking provisions be reviewed in the future?

Sydney Metro will monitor traffic and parking in the 12 months following the opening of Sydney Metro Northwest and will work with each local council, as the roads authority, to implement any changes that may be required.

3.2.15. What about issues other than parking?

All feedback received on the Parking Management Strategy Overview Report has been reviewed; however several items of feedback were outside the scope of this consultation.



Figure 3.2: Artist's impression of Bella Vista Station car park

4. Submissions overview by station

An overview of the submissions received by station location, as proposed in the Sydney Metro Northwest – Parking Management Strategy Overview Report, is outlined below. Maps showing the changes proposed in the Parking Management Strategy Overview Report have been included. Any changes to the proposed parking as a result of community feedback are also outlined in each section below.

4.1. Cherrybrook

Seventy-five submissions were received regarding the proposed parking changes around Cherrybrook Station.

The key issues raised by the community feedback were:

- requests for resident parking schemes (raised by 38 submissions)
- enquiries or concerns regarding bus access (16)
- enquiries or misunderstanding regarding the already approved parking restrictions within or around the station precinct (16)
- requests to extend the area of the proposed parking restrictions (15)
- safety concerns (14)
- requests or comments outside the scope of this consultation (13)
- requests to increase or decrease the proposed hours of restriction or length of stay (8)
- requests to change, reduce or not implement the proposed restrictions (6)
- concerns about the consultation (5)
- commuter impacts on residential amenity (5)
- requests for the provision of additional or larger commuter car parks (3)
- lack of all-day parking available to residents as a result of the proposed restrictions (1)
- concerns regarding staff parking (1)
- concerns about over-development (1)
- ability for parking provisions to be reviewed again in the future (1).

Below are the proposed parking changes as shown in the Parking Management Overview report.



Figure 4.1: Focus area - Franklin Road (Cherrybrook) parking conditions, early 2019



Figure 4.2: Focus area - Robert Road (Cherrybrook) parking conditions, early 2019

4. Submissions overview by station continued

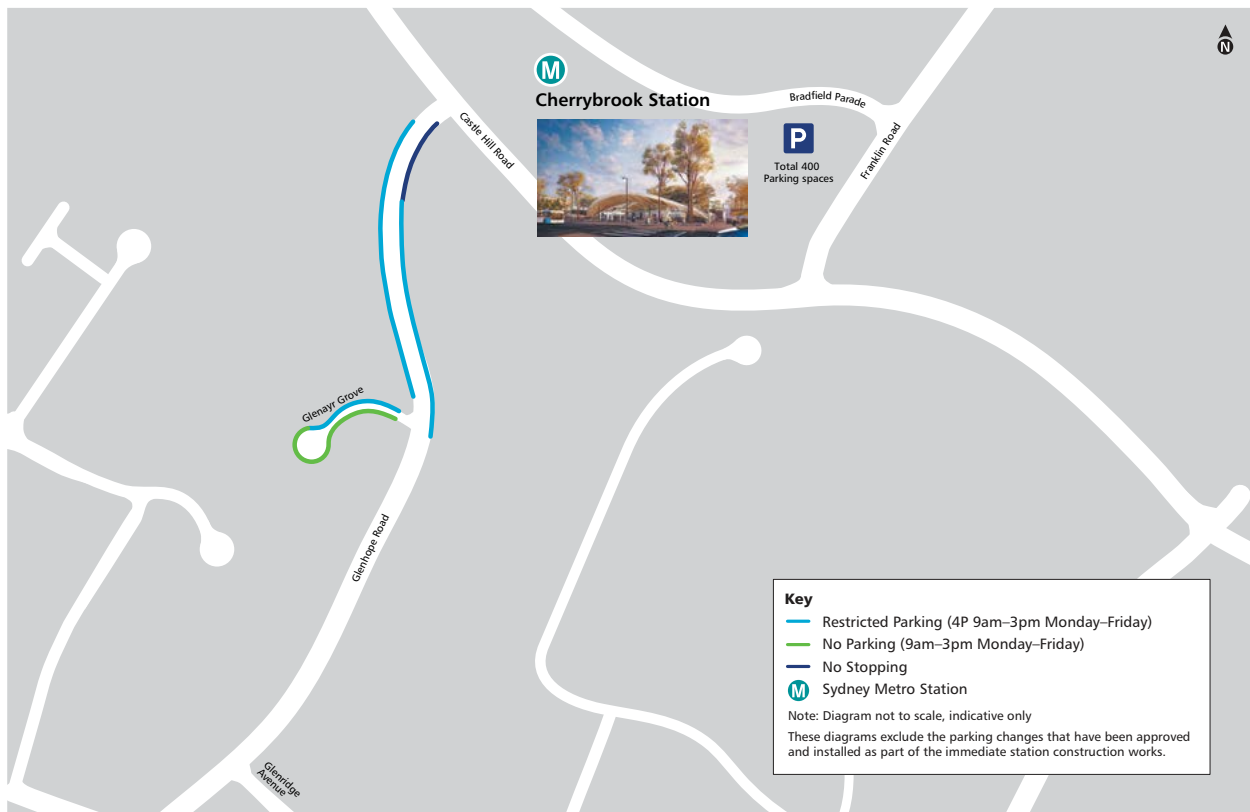


Figure 4.3: Focus area – Glenhope Road (West Pennant Hills) parking conditions, early 2019

Changes proposed by Sydney Metro following consultation

Following consultation, Sydney Metro reviewed the community feedback and proposed some additional changes and altered some of the parking measures originally proposed. These additional changes have been included in the final recommendations to the relevant local councils for assessment and include:

- Replacing No Stopping zones with No Parking zones in the cul-de-sac ends of Ridgemont Close, Claridge Close and Fernleigh Close to allow for short-term pick up and drop off.
- Moving the No Parking zone on Ghisla Close from the northern side to the southern side.
- Adding No Parking zones to the western side of Staley Court and on the local road in front of 111-113 Castle Hill Road.
- Extending the No Stopping restriction on the western side of Franklin Road beyond the Neale Avenue intersection (in the northern direction).
- Rezoning a No Parking zone in front of Tangara School for Girls to become a No Stopping zone.
- Rezoning an area opposite Tangara School for Girls, initially proposed to be No Stopping, now proposed to be 'No Parking 8-9.30am/2.30-4pm Monday to Friday' to allow for pick-up and drop-off activity during school hours and residents parking at other times.
- Adding four-hour parking, No Parking and No Stopping zones along Robert Road between Oliver Way and Dalkeith Road. This area is in the 200-400 metre radius from the station and was not captured in the initial parking restriction assessment.

4.2. Castle Hill

Twenty-one submissions were received regarding the proposed parking changes around Castle Hill Station.

The key issues raised by the community feedback were:

- requests for resident parking schemes (raised by 12 submissions)
- requests to extend the area of the proposed parking restrictions (9)
- safety concerns (8)
- requests to increase or decrease the proposed hours of restriction or length of stay (4)
- commuter impacts on residential amenity (3)
- concerns about over-development (3)
- enquiries around the enforcement of parking restrictions (3)
- requests for the provision of additional or larger commuter car parks (2)
- lack of all-day parking available to residents as a result of the proposed restrictions (2)
- requests or comments outside the scope of this consultation (2)
- enquiries or concerns regarding bus access (1)
- requests to change, reduce or not implement the proposed restrictions (1).

Below are the proposed parking changes as shown in the Parking Management Overview report.



Figure 4.4: Focus area – Garthowen Crescent and Old Castle Hill Road parking conditions, early 2019

4. Submissions overview by station continued

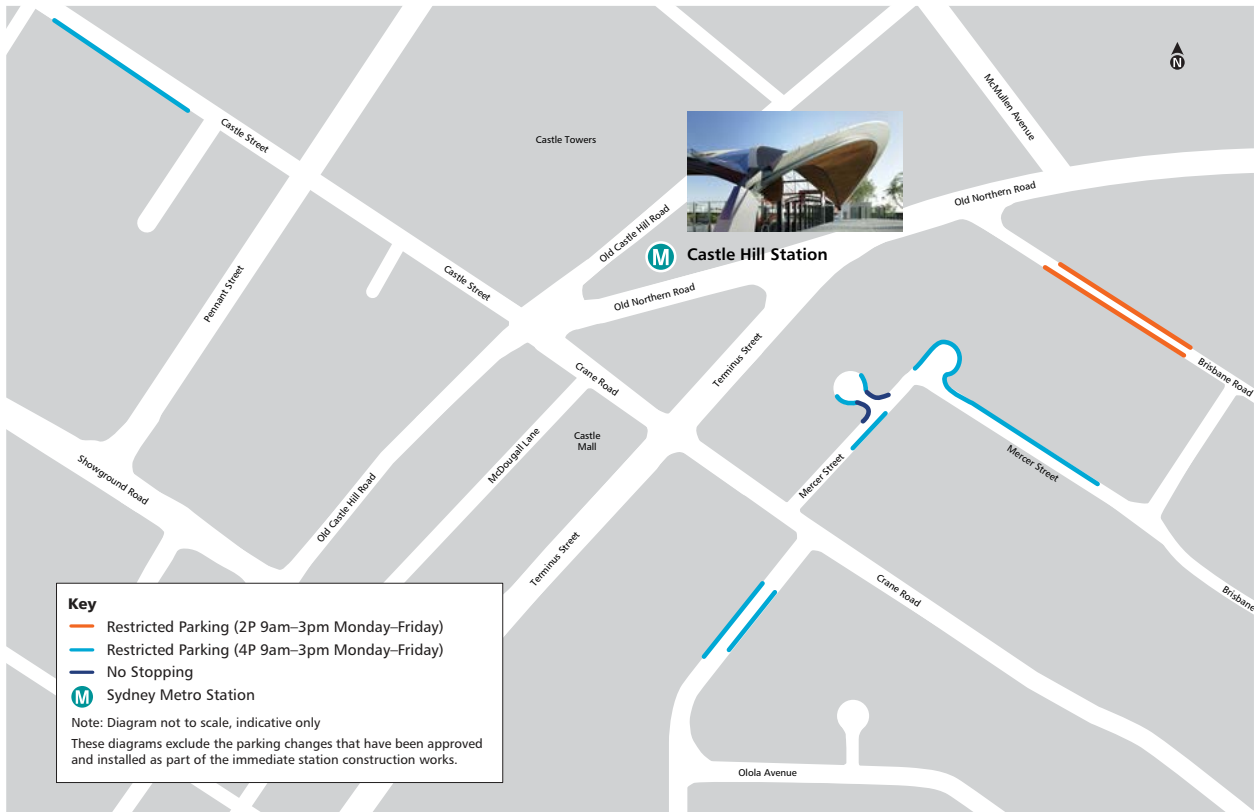


Figure 4.5: Focus area - Brisbane Road, Crane Road, Mercer Street, Castle Street parking conditions, early 2019

Changes proposed by Sydney Metro following consultation

No further changes are currently proposed for the streets surrounding Castle Hill Station. Sydney Metro will monitor the performance of parking restrictions implemented for a year after the station opens.

4.3. Hills Showground

Seven submissions were received regarding the proposed parking changes around Hills Showground Station.

The key issues raised by the community feedback were:

- requests to extend the area of the proposed parking restrictions (raised by 4 submissions)
- requests for resident parking schemes (3)

- safety concerns (1)
- requests for the provision of additional or larger commuter car parks (1)
- concerns about over-development (1)
- requests or comments outside the scope of this consultation (1).

Below are the proposed parking changes as shown in the Parking Management Overview report.



Figure 4.6: Focus area - Middleton Avenue parking conditions, early 2019

Changes proposed by Sydney Metro following consultation

Following consultation, Sydney Metro proposes the extension of the four-hour parking zones from 200-400 metres from the station entrance, on one side of Ashford Avenue, Partridge Avenue, Middleton Avenue, Dawes Avenue, Fishburne Crescent and Sexton Avenue.

4. Submissions overview by station continued

4.4. Norwest

Twenty-eight submissions were received regarding the proposed parking changes around Norwest Station.

The key issues raised by the community feedback were:

- requests to extend the area of the proposed parking restrictions (raised by 16 submissions)
- requests for resident parking schemes (10)
- safety concerns (9)
- requests to increase or decrease the proposed hours of restriction or length of stay (3)
- requests to change, reduce or not implement the proposed restrictions (3)

- requests for the provision of additional or larger commuter car parks (3)
- requests or comments outside the scope of this consultation (3)
- commuter impacts on residential amenity (3)
- enquiries or concerns regarding bus access (2)
- concerns regarding staff parking (2)
- concerns about over-development (1)
- lack of all-day parking available to residents as a result of the proposed restrictions (1)
- concerns about the consultation (1).

Below are the proposed parking changes as shown in the Parking Management Overview report.



Figure 4.7: Focus area – Barina Downs Road and linking streets parking conditions, early 2019

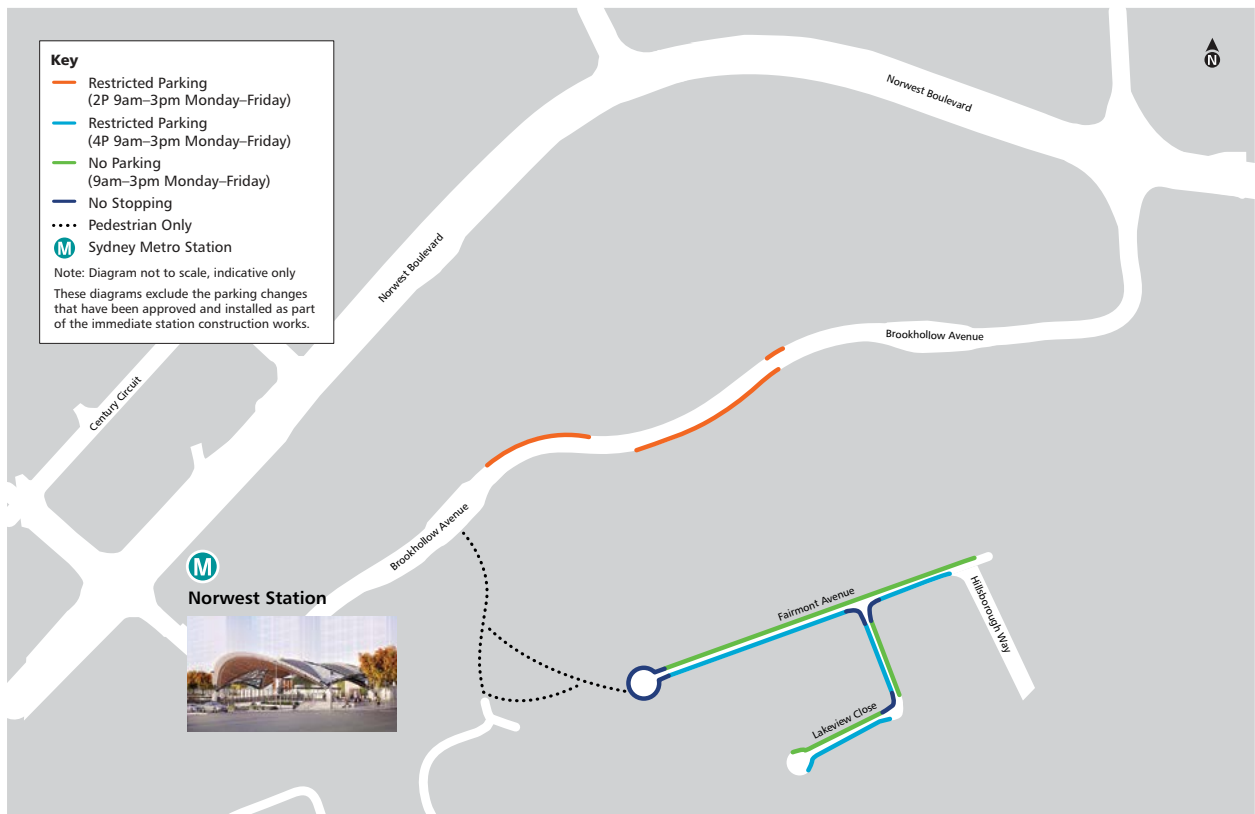


Figure 4.8: Focus area - Brookhollow Avenue and Fairmont Avenue parking conditions, early 2019

Changes proposed by Sydney Metro following consultation

Following consultation, Sydney Metro proposes the extension of the No Parking zone (9am-3pm) on the eastern (footpath side) of Ridgehaven Place to up to 10 metres from the intersection with Barina Downs Road. It also proposes to extend the four-hour parking zones to 600 metres from the station entrance on one side of Fairmont Avenue, Bethany Court and Hillsborough Way; and to extend the

no-stopping zone to include the complete cul-de-sac of Lakeview Close.

Due to a drafting error, the Parking Management Strategy Overview Report and consultation letters were distributed with diagrams proposing a No Parking restriction on the eastern side of Evesham Court. This restriction was intended to be four-hour parking from 9am-3pm Monday-Friday. Sydney Metro is proposing this restriction for council approval.

4. Submissions overview by station continued

4.5. Bella Vista

Twenty-nine submissions were received regarding the proposed parking changes around Bella Vista Station.

The key issues raised by the community feedback were:

- requests for resident parking schemes (raised by 16 submissions)
- requests to extend the area of the proposed parking restrictions (8)
- safety concerns (6)
- lack of all-day parking available to residents as a result of the proposed restrictions (5)

- requests to increase or decrease the proposed hours of restriction or length of stay (4)
- requests to change, reduce or not implement the proposed restrictions (3)
- commuter impacts on residential amenity (3)
- concerns regarding staff parking (2)
- requests or comments outside the scope of this consultation (2)
- enquiries around the enforcement of parking restrictions (1).

Below are the proposed parking changes as shown in the Parking Management Overview report.

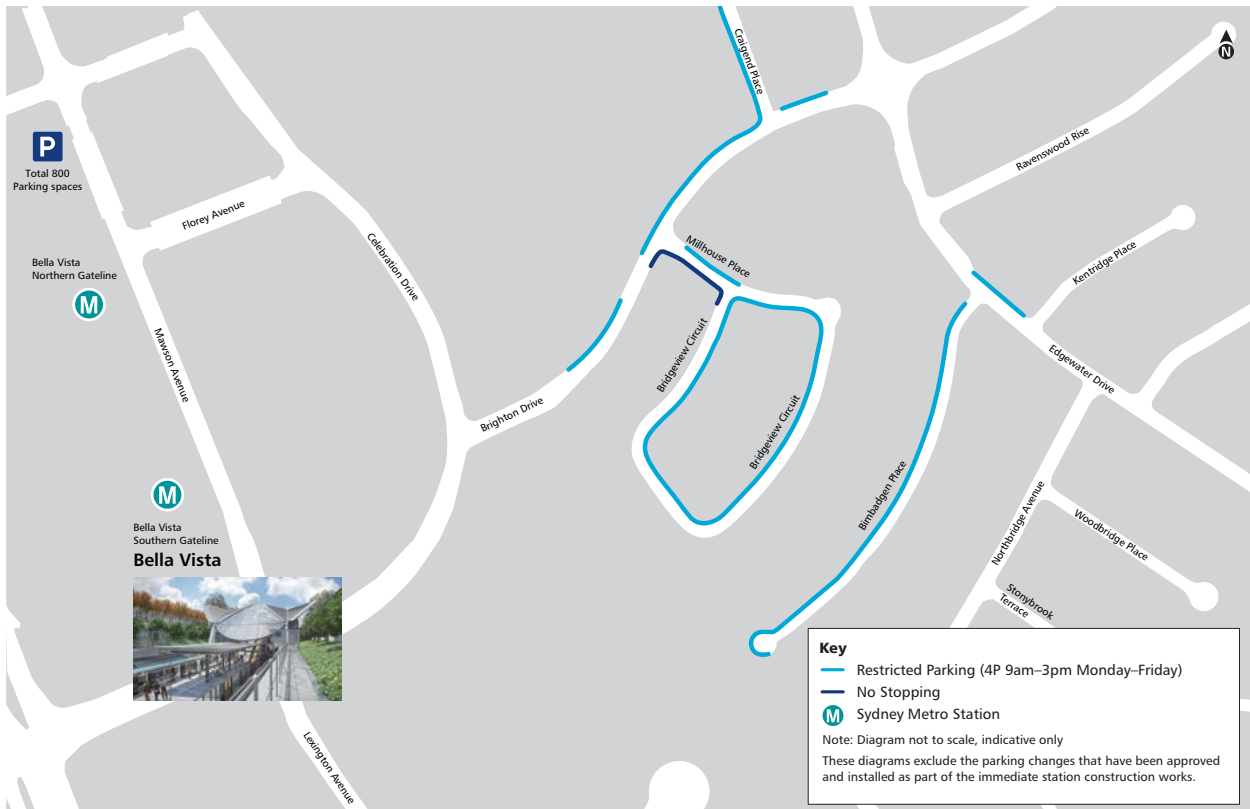


Figure 4.10: Focus area – Brighton Drive, Edgewater Drive and linking streets parking conditions, early 2019



Figure 4.11: Focus area – Shaun Street and linking streets (Bella Vista) parking conditions, early 2019

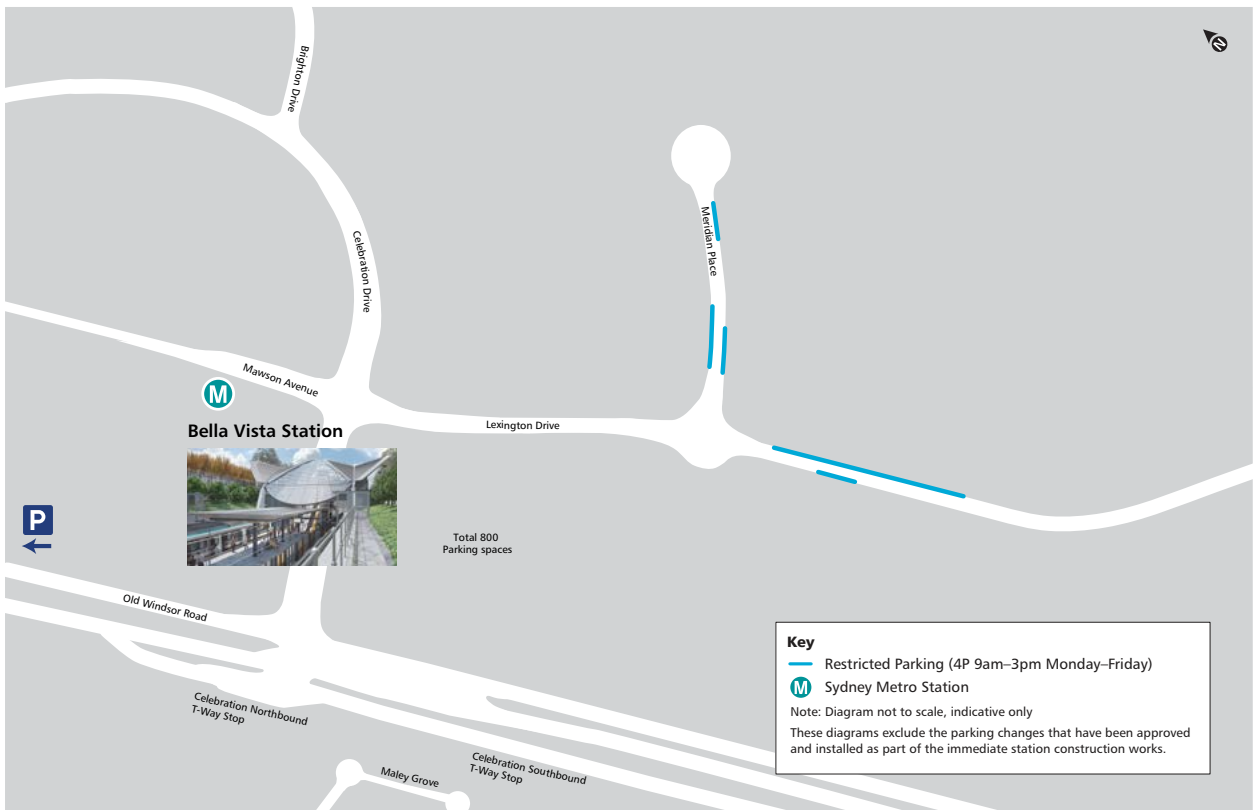


Figure 4.12: Focus area – Lexington Drive and linking streets (Bella Vista) parking conditions, early 2019

4. Submissions overview by station continued

Changes proposed by Sydney Metro following consultation

Following consultation, Sydney Metro proposes parking restrictions be implemented on the east side of Shaun Street only.

4.6. Kellyville

Thirty-two submissions were received regarding the proposed parking changes around Kellyville Station.

The key issues raised by the community feedback were:

- requests for resident parking schemes (raised by 14 submissions)
- requests to extend the area of the proposed parking restrictions (11)
- commuter impacts on residential amenity (11)
- safety concerns (9)
- lack of all-day parking available to residents as a result of the proposed restrictions (8)

- requests to change, reduce or not implement the proposed restrictions (6)
- requests or comments outside the scope of this consultation (5)
- concerns about over-development (3)
- requests to increase or decrease the proposed hours of restriction or length of stay (2)
- concerns about the consultation (2)
- concerns regarding staff parking (1).

Below are the proposed parking changes as shown in the Parking Management Overview report.

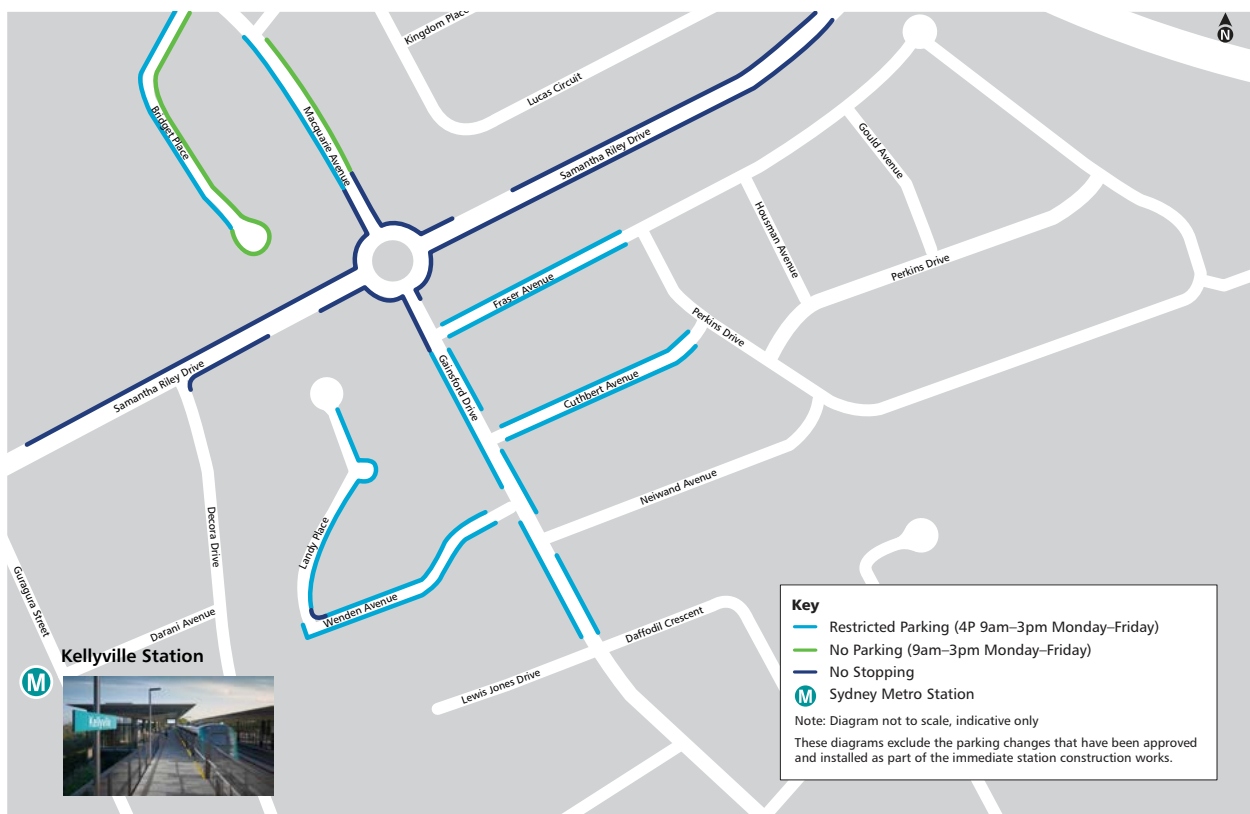


Figure 4.13: Focus area – Kellyville Station East (Kellyville) parking conditions, early 2019



Figure 4.14: Focus area – Kellyville Station West (Stanhope Gardens) parking conditions, early 2019

Changes proposed by Sydney Metro following consultation

No further changes are currently proposed for the streets surrounding Kellyville Station. Sydney Metro will monitor the performance of parking restrictions implemented for a year after the station opens.

4. Submissions overview by station continued

4.7. Rouse Hill

Forty-four submissions were received regarding the proposed parking changes around Rouse Hill Station.

The key issues raised by the community feedback were:

- requests to extend the area of the proposed parking restrictions (raised by 29 submissions)
- requests for resident parking schemes (21)
- safety concerns (20)
- commuter impacts on residential amenity (18)
- requests for the provision of additional or larger commuter car parks (15)
- requests or comments outside the scope of this consultation (13)

- enquiries around the enforcement of parking restrictions (13)
- requests to increase or decrease the proposed hours of restriction or length of stay (6)
- lack of all-day parking available to residents as a result of the proposed restrictions (3)
- enquiries or concerns regarding bus access (2)
- requests to change, reduce or not implement the proposed restrictions (1)
- concerns regarding staff parking (1)
- concerns about the consultation (1).

Below are the proposed parking changes as shown in the Parking Management Overview report.

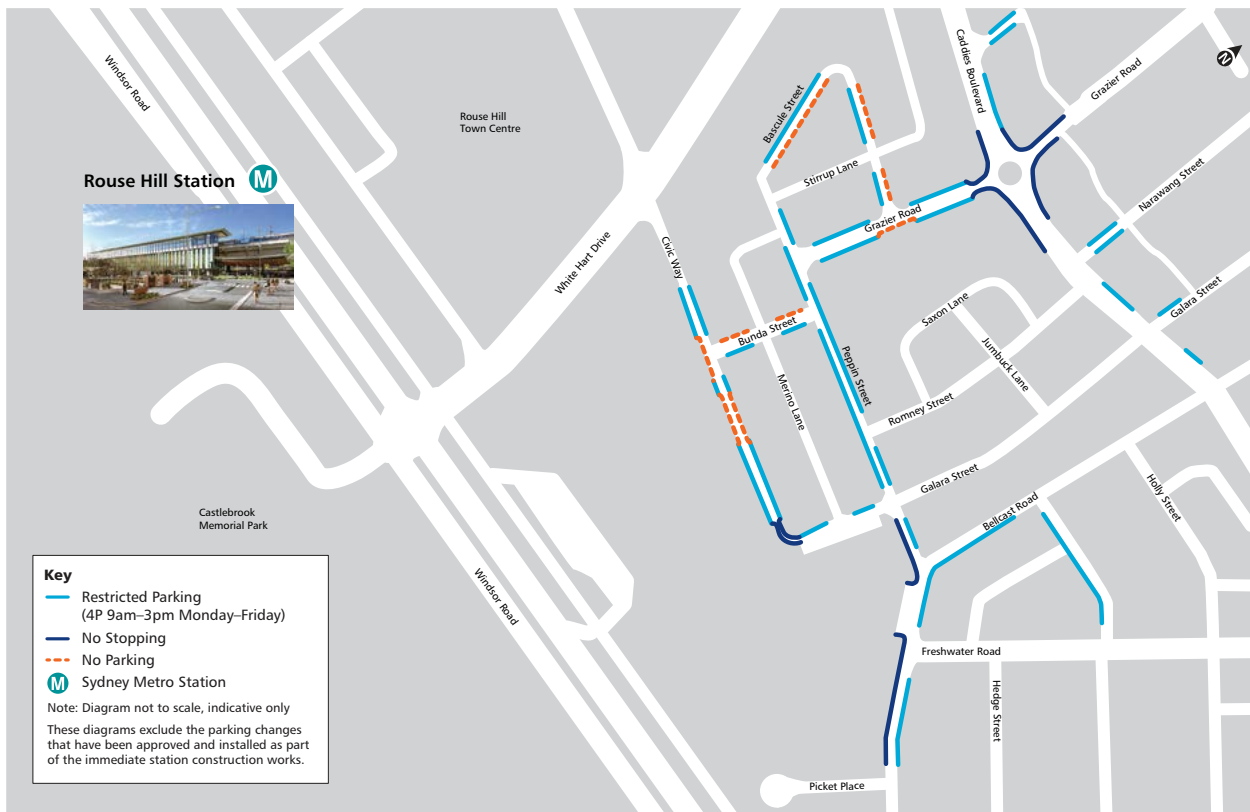


Figure 4.16: Focus area – Rouse Hill South parking conditions, early 2019

Changes proposed by Sydney Metro following consultation

No further changes are currently proposed for the streets surrounding Rouse Hill Station. Sydney Metro will monitor the performance of parking restrictions implemented for a year after the station opens.

4.8. Tallawong

Four submissions were received regarding the proposed parking changes around Tallawong Station.

The key issues raised by the community feedback were:

- requests for resident parking schemes (raised by 2 submissions)
- requests to increase or decrease the proposed hours of restriction or length of stay (1)

- safety concerns (3)
- requests to extend the area of the proposed parking restrictions (2)
- requests for the provision of additional or larger commuter car parks (1)
- commuter impacts on residential amenity (1).

Below are the proposed parking changes as shown in the Parking Management Overview report.



Figure 4.17: Focus area - The Ponds parking conditions, early 2019

Changes proposed by Sydney Metro following consultation

No further changes are currently proposed for the streets surrounding Tallawong Station. Sydney Metro will monitor the performance of parking restrictions implemented for a year after the station opens.

5. Next steps

The final approved parking changes will be available on each council's website following assessment and will be summarised in the Parking Management Strategy Report, which will be publicly available prior to the opening of Sydney Metro Northwest in mid-2019.

Approved parking signage changes will be implemented prior to Metro opening, in line with council guidelines.

Traffic and parking monitoring will be undertaken on local roads, around each station, for a period of 12 months following Metro opening. The outcomes of the traffic and parking monitoring will be shared with councils and RMS and will inform any potential future changes to parking in and around the station precincts.



Figure 5.1: Artist's impression of Tallawong Station



Artist's Impression of Tallawong Station

