

Sydney Metro Northwest – Parking Management Strategy

Overview Report



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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 in the second quarter of 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 are:

- **Sydney Metro Northwest** – formerly the 36-kilometre North West Rail Link. This \$8.3 billion project will open in the second quarter of 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.
- **Sydney Metro 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.

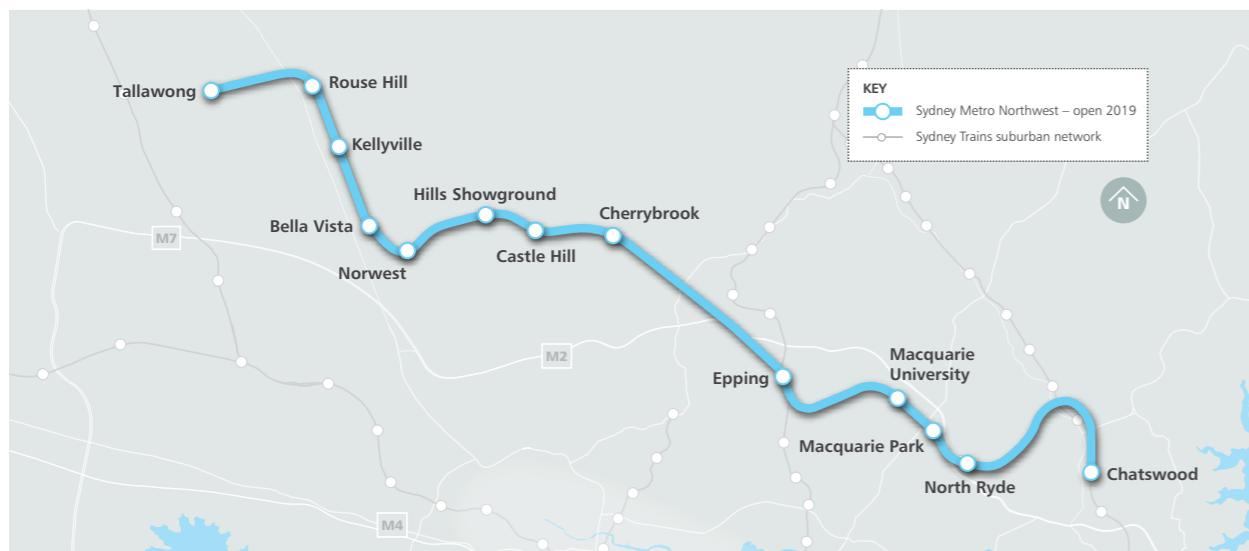


Figure 1.1: Sydney Metro Northwest project and route overview

1.1.1 Sydney Metro Northwest

The Sydney Metro Northwest will deliver for the first time a reliable public transport service to a region which 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 4-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 north-west 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, with 4000 commuter car parking spaces (off-street) provided at Tallawong, Kellyville, Bella Vista, Hills Showground and Cherrybrook stations.

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, strategic centre, employment centre), public transport provision, proximity to other car parks, 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 parking provision 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

The NSW Government's Sydney Metro has been tasked with developing and delivering metro railways and managing their operations.

Sydney Metro also leads the development of vibrant station precincts to meet customer and community needs, transforming the way Sydney travels and helping shape the future of Australia's largest city.

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.

As a key part of delivering the NSW Government's Future Transport 2056 priorities, this customer-focused fully-accessible metro service will help grow the state's economy and help create vibrant places and communities.

Sydney Metro has responsibility for delivering great places around metro stations so that precincts are designed, developed, activated and managed in alignment with the metro system to ensure the best outcomes for customers and communities.

Sydney Metro is owned by the NSW Government and is part of the NSW Government's Transport cluster, operating as a transport delivery agency for Transport for NSW similar to Sydney Trains.

1.3 Transport for NSW

Transport for NSW (TfNSW) provides a strategic focal point for transport coordination, policy, integrated transport service and infrastructure planning and delivery. TfNSW takes the lead on all policy and planning functions for Sydney Trains, Roads and Maritime Services, Sydney Ferries and Sydney Metro.

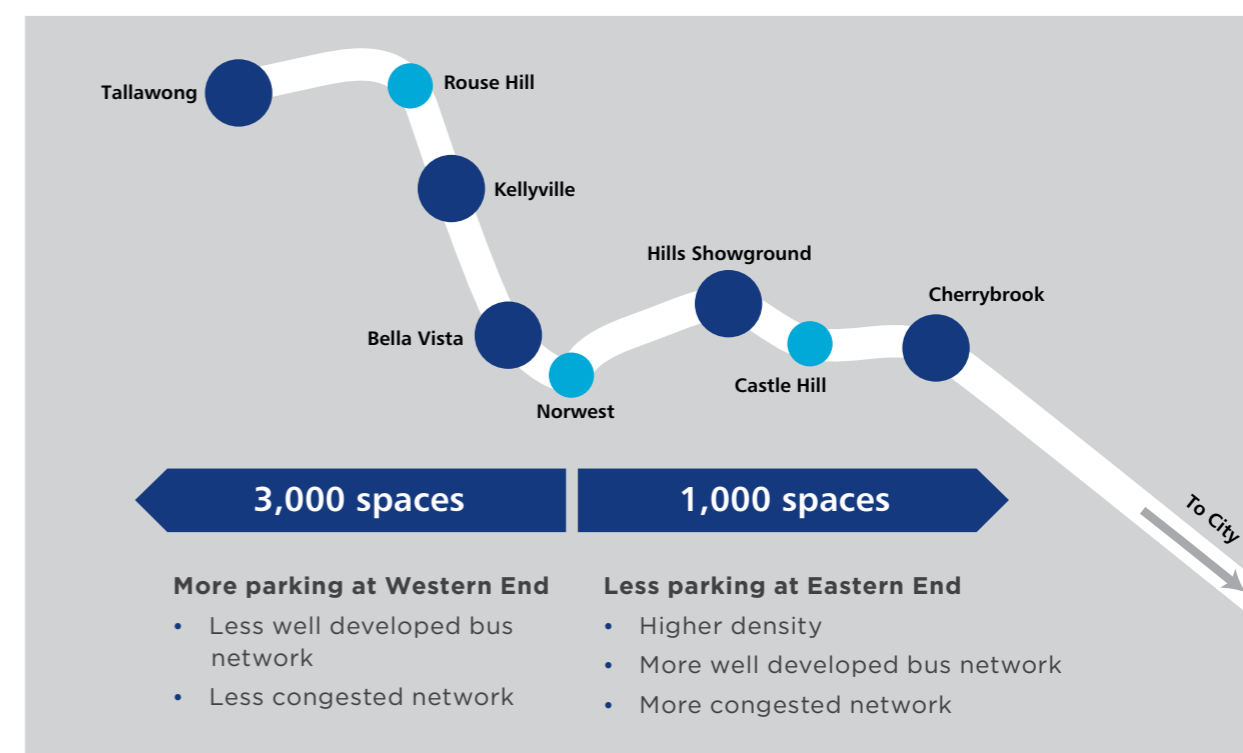


Figure 1.2: Commuter parking along the Sydney Metro Northwest

TfNSW is responsible for improving the customer experience, planning, program administration, policy, regulation, procuring transport services, infrastructure and freight. Transport operating agencies have been freed up to focus on service delivery – providing safe, reliable, clean and efficient transport services.

Further details on TfNSW are provided at: transport.nsw.gov.au.

1.4 About this Parking Management Strategy Overview report

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 meet planning approval condition C11.

The Parking Management Strategy provides a series of recommendations on parking changes in accordance with the following principles:

1. Support the integration of Sydney Metro Northwest into new and existing communities, minimising potential negative traffic and parking impacts on local streets.
2. Support the development of sustainable precincts and places, including methods to demonstrate safe vehicular access to interchanges and properties.
3. Deliver solutions that align with Sydney Metro goals and objectives regarding sustainable development, public transport use and sustainable mode-shift.

- 4. Provide effective coordination of related policies and programs led by the relevant Transport agencies and local stakeholders.

This Overview report is the summary of the forthcoming Parking Management Strategy for the purpose of public consultation of the proposed on-street parking changes.

The Parking Management Strategy covers commuter car parks as well as on-street parking. However, this Overview report focuses on the car parking changes required in the wider interchange precincts that have yet to be approved and will inform the final Parking Management Strategy.

The 4000 commuter car parking spaces at Tallawong, Kellyville, Bella Vista, Hills Showground and Cherrybrook stations have already been approved as part of EIS 2 and are therefore excluded from the consultation purpose of this Overview report. Some parking changes around the immediate interchanges, for example, near station entrances being delivered by Northwest Rapid Transit are also excluded from the Overview report as these are going through a separate approvals process with the local councils.

Responsibility for management of parking at or near interchanges is spread across a number of authorities across the Sydney Metro Northwest corridor. Sydney Metro Northwest operator Metro Trains Sydney (MTS) will operate the commuter car parks, with local councils being the primary authority for parking on local streets. Council responsibilities for on-street parking include:

- coordinating and enacting policy regarding parking on local streets
- managing the process for changing on-street parking conditions, including approval and consultation requirements
- implementing parking changes that meet Council strategic and land use objectives
- enforcing parking conditions.

- Sydney Metro has been consulting with Hornsby Shire Council, The Hills Shire Council and Blacktown City Council, as well as Roads and Maritime Services, 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.

Sydney Metro is undertaking public consultation on the Parking Management Strategy for parking changes around the wider interchange precincts. The outcomes of this consultation will be provided to Blacktown City Council, The Hills Shire Council and Hornsby Shire Council, which are the authorities for on-street parking changes on the local roads. This consultation will form part of the information considered by Council when assessing any proposed parking changes.

This Overview report is publicly exhibited and the community (including residents, businesses, schools and other stakeholders) will have the opportunity to review the proposed parking changes and provide feedback. Sydney Metro will then update the Parking Management Strategy and submit this to the Department of Planning and Environment.

Following the period of public consultation, Sydney Metro will also submit the recommended parking changes to each Council's local traffic committee for assessment and approval. Whilst Sydney Metro is not a parking authority for on-street parking, it remains committed to working with the Councils to determine the final parking changes within Councils' existing approval process. Once approved by Council, Sydney Metro will implement the parking changes prior to the commencement of Sydney Metro Northwest services in 2019.

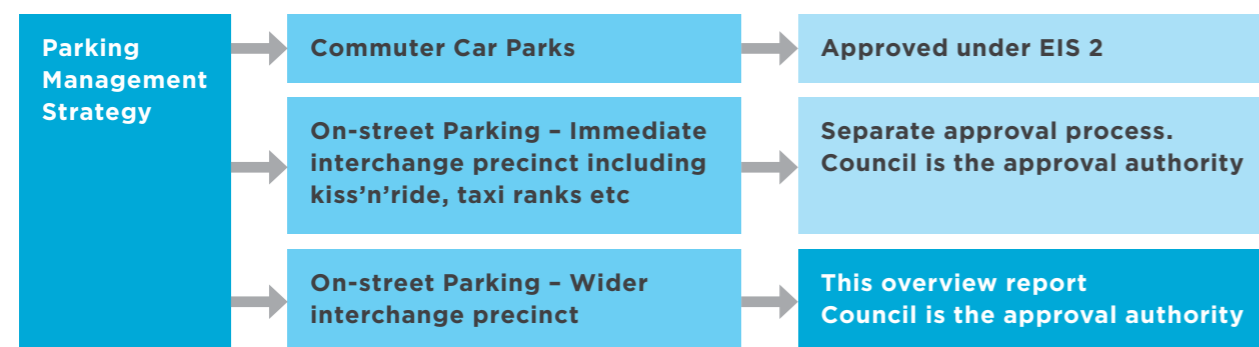


Figure 1.3: Overview Report relationship to the Parking Management Strategy

1.5 Assessing suitable parking controls

The Parking Management Strategy provides recommendations to local government for the implementation of on-street parking management measures around the new Sydney Metro Northwest stations to ensure safe and efficient access to these stations for all customers. In assessing where and how parking controls should be applied to Sydney Metro Northwest stations, existing parking conditions around other interchanges were studied.

From detailed analysis of a number of interchange case studies across the Sydney metropolitan area, a number of conditions that shape potential parking recommendations can be identified. These include:

- Parking management measures are generally implemented around interchanges by radial distance, and are impacted by walking access
- Parking management measures, particularly timing restrictions, are much more fine-grained in centres with multiple and higher-intensity uses
- Narrow streets in close proximity to stations, particularly residential, were almost universally time-restricted to limit all-day parking – particularly for weekdays.

Parking changes can be implemented for a number of reasons and include:

- **Proximity to station (0–400 metres)** – greater demand for parking and access is usually seen within proximity to the station. Within close proximity of the station (usually up to 400 metres), priority for on-street parking allocation should generally be given to interchange and local town centre users rather than unrestricted commuter parking.
- **Preserve local amenity** – unrestricted parking in narrow or congested residential streets can create issues with motorists parking partially on lawns, restricting access to driveways and generally impacting amenity.
- **Safety: maintain sight lines and allow for topography** – Sydney’s north west has considerable variance in topography around the new stations. Topography and tight bends in the road may result in the requirement for parking restrictions to ensure that adequate sight lines are maintained for both vehicles and pedestrians.

- **Safety: proximity to intersection or pedestrian crossing** – a number of new intersections and pedestrian crossings are being delivered as part of the project. For the safety of all customers, No Stopping areas should be implemented on approach to intersections and crossings in accordance with the Australian Road Rules.
- **Safety: retain safe access for emergency and service vehicles** – generally on narrow (less than 7.5 metres width) streets within 600 metres of the interchange, restricted parking will preserve access for emergency vehicles (ambulances, fire engines, police vehicles) and service vehicles (refuse trucks, delivery vehicles).
- **Safety: Spatial dimensions** – on-street parking requires the physical accommodation of both parked vehicles and vehicles attempting to use the road. Depending on road width and lane dimensions, safe and easy access can be accommodated through a variety of means, largely limited by width and parking on one or both sides of the road. This includes regulatory requirements such as minimum distances for parked vehicles within proximity to dividing lines / dividing strips.
- **Significant demand driven by land use** – this is where an existing significant land use is driving either the introduction of parking restrictions, or intensification of existing restrictions. Often these land uses will not have had to compete with commuter or other traffic. Some examples are schools and business-focused activities or sporting field parking.
- **Bus access route** – a number of streets will need appropriate street widths and turning paths to be kept clear for safe and efficient bus movements.
- **Network access point** – at several locations where streets feed into a single access point in order to enable access to the wider road network, maintaining appropriate egress and access capacity and queuing space will be critical to permit efficient road functioning.

These reasons are further used to explain proposed changes on individual streets for each interchange under the relevant interchange sections of this Overview report.

1.5.1 Recommended parking changes

There are many different types and applications of parking restrictions or controls that can be applied. Sydney Metro has reviewed these with the aim of determining the best recommendations for implementation at Sydney Metro Northwest interchanges.

Most parking management measures at and around transport interchanges are delivered in response to cars seeking to access the interchange for customer drop-off, or parking for long periods to use public transport to complete their journey. Across Sydney, this has generally taken the form of one or multiples of the following:

- on-street parking either unrestricted or limited by time/distance:
 - on-street parking – short-term (kiss and ride up to 2P) and long-term (4P to unrestricted)
 - resident parking schemes or other permit parking schemes
 - pay parking (may include time restrictions)
- commuter car parks:
 - in NSW, commuter car parks (off-street) are provided at selected transport interchanges and are predominantly free of charge and available 24 hours.

Parking restrictions can also be implemented within certain timeframes, or on certain days (for example, 9am–3pm Monday–Friday) in order to accurately respond to periods of most intense parking demand.

To meet the parking management principles and in consideration of the different reasons for implementing parking changes (proximity to station, local amenity, safety, network access and bus access), Sydney Metro recommends the following parking restrictions be applied at the wider interchange precincts in whole or combinations thereof:

- 4P (4 hours)
- 2P (2 hours)
- No Parking
- No Stopping
- Or a combination of the above with day, time restrictions (for example, 9am–3pm Monday–Friday).

1.5.2 Other parking initiatives considered

In addition to the proposed on-street car parking changes, other parking initiatives were considered and discounted. These include resident parking schemes and pay parking, with explanations provided further.

Resident parking schemes

Resident parking schemes are generally implemented in larger areas, predominantly residential, where local residents have difficulty in obtaining sufficient parking on-street due to external road users wishing to park in these areas. 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.

Land uses that tend to result in implementation of resident parking schemes include:

- large educational facilities (universities)
- hospitals
- central business district employment and retail areas
- business parks.

This Parking Management Strategy Overview report does not propose implementation of a resident parking scheme solely due to Sydney Metro Northwest operation.

Pay parking

Pay parking tends to be implemented in localised sites, predominantly commercial/retail focused, where short-term turnover is encouraged. It can be implemented in tandem with resident and/or timed parking, and it remains a heavily utilised parking management tool in higher density inner-ring suburbs of Sydney.

This Parking Management Strategy Overview report does not propose implementation of pay parking due to Sydney Metro Northwest operation.

2. Cherrybrook Station

2.1 Cherrybrook Station overview

The proposed Cherrybrook Station will service residents of Cherrybrook and West Pennant Hills. One of its many benefits will be to reduce the parking demand at Beecroft, Cheltenham, Pennant Hills and Thornleigh railway stations, saving travel time for Hills residents who are currently using these stations.

400 Commuter car parking	12 Motorcycle parking	2 Accessible kiss and ride
13 Kiss and ride	3 Staff and maintenance parking	

Cherrybrook commuter car park will be a five-level multi-storey car park located immediately adjacent to the station. Figure 2.1 shows an artist's impression.

Drivers wishing to access Cherrybrook commuter car park can do so from Bradfield Parade, the only vehicular access to the car park. Space availability will be indicated on an electronic signage board outside the driver's entrance. Pedestrians will not need to cross any roads between the car park and the station entrance.

2.1.1 Recommended changes to on-street parking

Based on the comments raised by stakeholders and investigations undertaken by Sydney Metro, the following focus areas were assessed for potential on-street implications.

Note that all recommended changes around this station occur in areas where parking is currently unrestricted, unless existing restrictions or signs are specifically noted.



Figure 2.1: Artist impression of the new multi-storey car park at Cherrybrook Station, looking south east.



Figure 2.2: Focus area - Franklin Road (Cherrybrook) parking conditions, early 2019



Figure 2.3: Focus area - Robert Road (Cherrybrook) parking conditions, early 2019

2. Cherrybrook Station continued

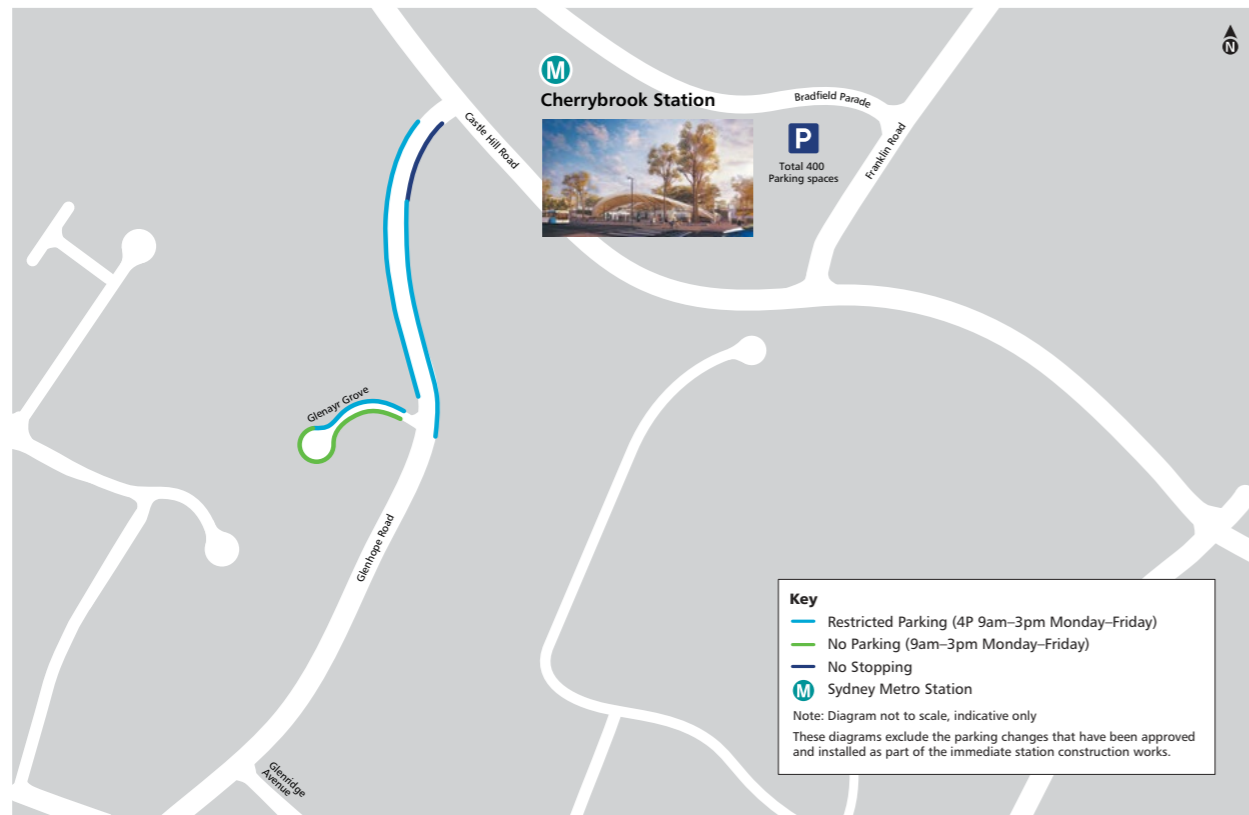


Figure 2.4: Focus area – Glenhope Road (West Pennant Hills) parking conditions, early 2019

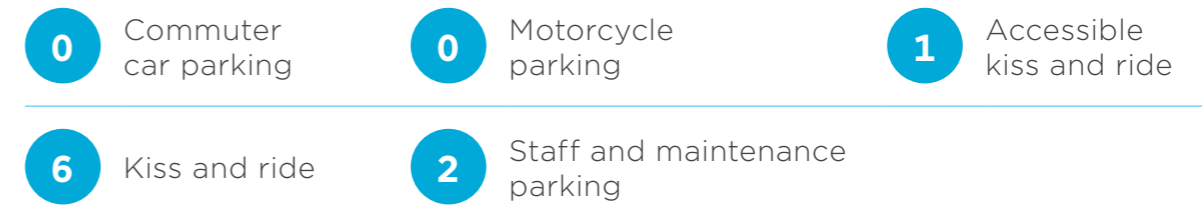
Street name	Length of street parking impacted (approx.)	Restriction type	Reason for implementation
Hornsby Shire Council			
Robert Road	310 metres Alternating sides between Dalkeith and John Road intersections	No Parking combined with No Stopping at Dalkeith Road Intersection	<ul style="list-style-type: none"> Proximity to station (0-400 metres) Preserve local amenity Network access point
Dalkeith Road	65 metres	Combination of No Stopping at Robert Road Intersection and Restricted Parking 4P 9am-3pm Monday-Friday	<ul style="list-style-type: none"> Preserve local amenity Network access point Proximity to station (0-400 metres)
Ashford Road and Ghisla Close	117 metres	Combination of No Stopping at intersection of Ashford Road and Clifton Place plus Restricted 4P and No Parking 9am-3pm Monday-Friday	<ul style="list-style-type: none"> Preserve local amenity Safety: spatial dimensions Safety: proximity to intersection or pedestrian crossing.
Existing Franklin Road restrictions	170 metres	No Stopping 8-9am 3-4pm school days	
Franklin Road	320 metres	No Stopping	<ul style="list-style-type: none"> Bus access route Significant demand driven by land use Proximity to Station (0-40-metres)
Ridgemont Close	All	Combination of No Stopping in cul-de-sac and Restricted 4P and No Parking 9am-3pm Monday-Friday	<ul style="list-style-type: none"> Preserve local amenity Network access point Proximity to station (0-400 metres) Safety: proximity to intersection or pedestrian crossing
Claridge Close	All	Combination of No Stopping in cul-de-sac and Restricted 4P and No Parking 9am-3pm Monday-Friday	<ul style="list-style-type: none"> Preserve local amenity Safety: proximity to intersection or pedestrian crossing Safety: spatial dimensions

Street name	Length of street parking impacted (approx.)	Restriction type	Reason for implementation
Hornsby Shire Council			
Ridgemont Close	All	Combination of No Stopping in cul-de-sac and Restricted 4P and No Parking 9am-3pm Monday-Friday	<ul style="list-style-type: none"> • Preserve local amenity • Network access point • Proximity to station (0-400 metres) • Safety: proximity to intersection or pedestrian crossing
Claridge Close	All	Combination of No Stopping in cul-de-sac and Restricted 4P and No Parking 9am-3pm Monday-Friday	<ul style="list-style-type: none"> • Preserve local amenity • Safety: proximity to intersection or pedestrian crossing • Safety: spatial dimensions

3. Castle Hill Station

3.1 Castle Hill Station overview

Castle Hill is a strategic centre in Sydney's north west, and a major retail destination. The future station is designed to support its town centre functions, and its critical role as a major hub for public transport in the north west.



3.1.1 Recommended changes to on-street parking

Based on the comments raised by stakeholders and investigations undertaken by Sydney Metro, the following focus areas were assessed for potential on-street implications.

Note that all recommended changes around this station occur in areas where parking is currently unrestricted, unless existing restrictions or signs are specifically noted.



Figure 3.1: Castle Hill Station, artist's impression

3. Castle Hill Station continued

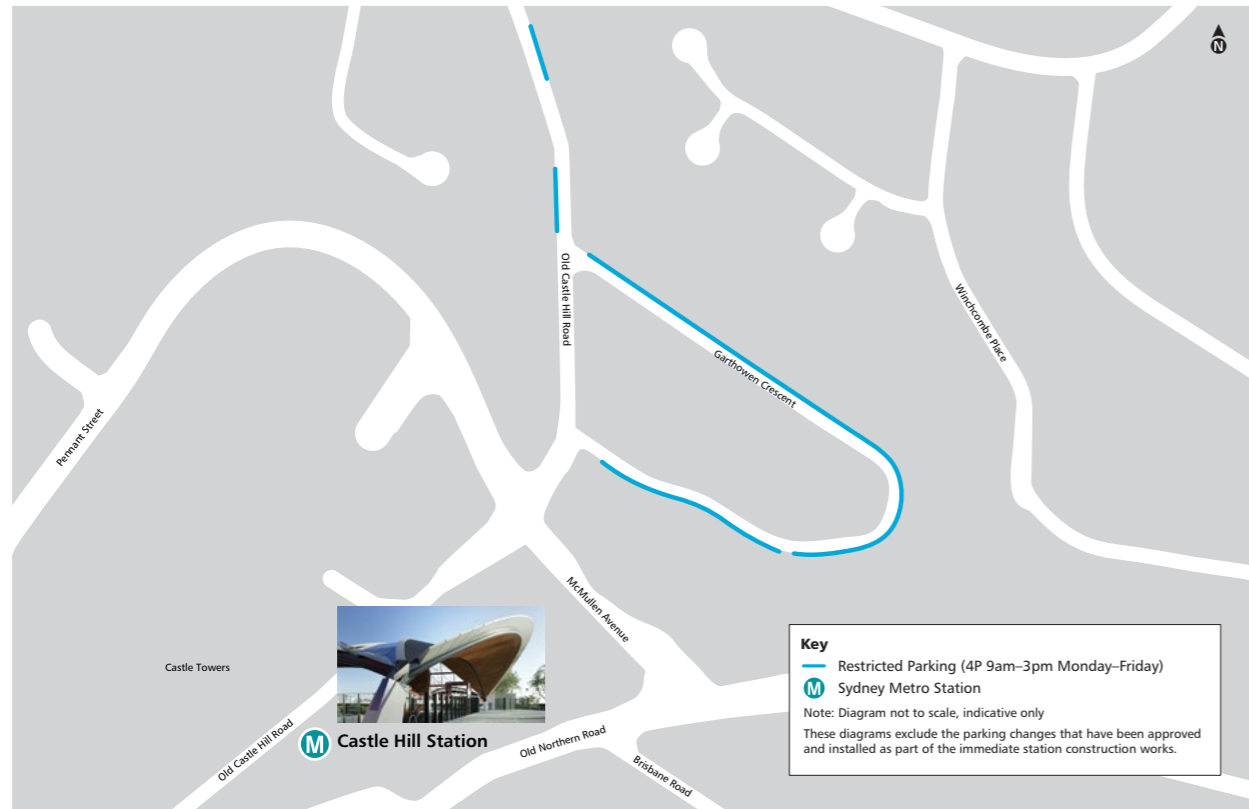


Figure 3.2: Focus area – Garthowen Crescent and Old Castle Hill Road parking conditions, early 2019

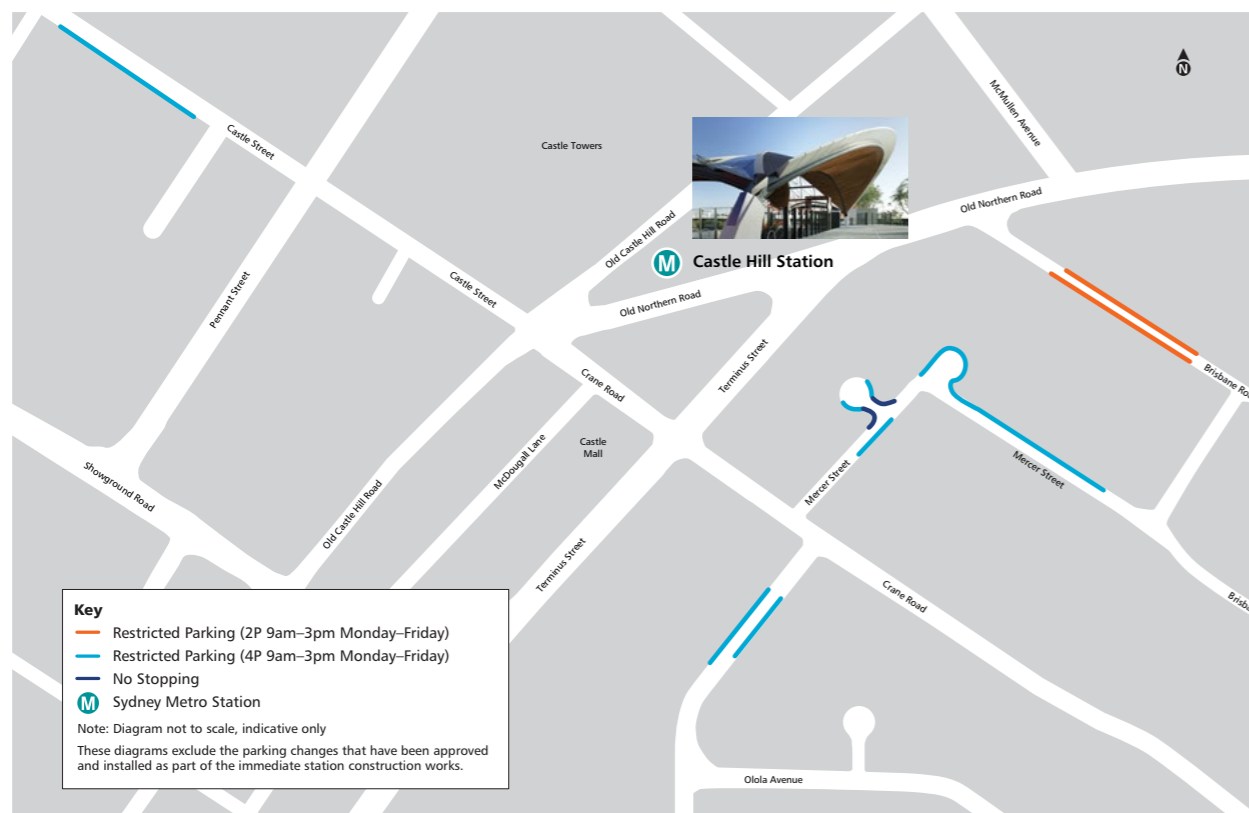


Figure 3.3: Focus area – Brisbane Road, Crane Road, Mercer Street, Castle Street parking conditions, early 2019

Street name	Length of street parking impacted (approx.)	Restriction type	Reason for implementation
The Hills Shire Council			
Garthowen Crescent	Entire Extent	Restricted Parking 4P 9am–3pm Monday–Friday on outer, currently unrestricted side	<ul style="list-style-type: none"> Proximity to station (0–400 metres) Safety: maintain sight lines and allow for topography Preserve local amenity
Old Castle Hill Road	100 metres	Restricted Parking 4P 9am–3pm Monday–Friday at two locations	<ul style="list-style-type: none"> Bus access route Proximity to station (0–400 metres) Proximity to intersection or pedestrian crossing Safety: maintain sight lines and allow for topography
Brisbane Road	113 metres	Restricted Parking 2P 9am–3pm Monday–Friday	<ul style="list-style-type: none"> Significant demand driven by land use Proximity to station (0–400 metres) Bus access route
Mercer Street / Rosa Crescent	300 metres	No Stopping at Rosa Crescent intersection and Restricted Parking 4P 9am–3pm Monday–Friday at two locations on Mercer Street and two locations on Rosa Crescent	<ul style="list-style-type: none"> Proximity to station (0–400 metres) Preserve local amenity Safety: maintain sight lines and allow for topography Safety: proximity to intersection or pedestrian crossing Network access point
Orange Grove	67 metres	Restricted Parking 4P 9am–3pm Monday–Friday at two locations on either side of road between Crane Road and Olola Avenue	<ul style="list-style-type: none"> Proximity to station (0–400 metres) Preserve local amenity Bus access route Network access point
Castle Street	112 metres	Restricted Parking 4P 9am–3pm Monday–Friday	<ul style="list-style-type: none"> Proximity to station (0–400 metres) Preserve local amenity Safety: retain safe access for emergency and service vehicles Bus access route

4. Hills Showground Station

4.1 Hills Showground Station overview

Hills Showground Station is located adjacent to the existing Castle Hill Showground, and within the Hills Showground Priority Precinct. The future station is designed to support improved access to the north west, and extensive redevelopment of the local precinct, its town centre functions, and its critical role as a major hub for public transport in the north west.

- 600** Commuter car parking
- 18** Motorcycle parking
- 1** Accessible kiss and ride
- 15** Kiss and ride
- 3** Staff and maintenance parking

Hills Showground commuter car park will be a three-level multi-storey car park within the station precinct. The car park design has been modified to create a more efficient layout, and facilitate integrated development. This is reflective of the intention to create a town centre environment around the station and key interchange facilities.

Drivers wishing to access Hills Showground commuter car park can do so from De Clambe Drive, the only vehicular access to the car park. Space availability will be indicated on an electronic signage board outside the driver's entrance. Commuter car park customers need to cross Doran Drive and Mandala Parade in order to travel between the station entrance and the car park.



Figure 4.1: Hills Showground Station, looking north east, artist's impression (Department of Planning and Environment 2017)

4.1.1 Recommended changes to on-street parking

Based on the comments raised by stakeholders and investigations undertaken by Sydney Metro, the following focus areas were assessed for potential on-street implications.

Note that all recommended changes around this station occur in areas where parking is currently unrestricted, unless existing restrictions or signs are specifically noted.



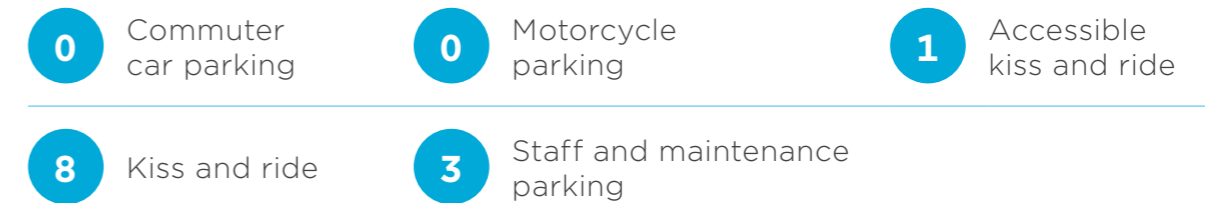
Figure 4.2: Focus area - Middleton Avenue parking conditions, early 2019

Street name	Length of street parking impacted (approx.)	Restriction type	Reason for implementation
The Hills Shire Council			
Carrington Road	140 metres	No Stopping	<ul style="list-style-type: none"> Proximity to station (0-400 metres) Safety: maintain sight lines and allow for topography Safety: proximity to intersection or pedestrian crossing Safety: retain safe access for emergency and service vehicles Significant demand driven by land use Bus access route Network access point
Ashford Avenue	124 metres	Restricted Parking 4P 9am-3pm Monday-Friday on both sides of the road	<ul style="list-style-type: none"> Proximity to station (0-400 metres) Preserve local amenity Network access point
Partridge Avenue	68 metres	Combination of No Parking and Restricted Parking 9am-3pm Monday-Friday on either side of road	<ul style="list-style-type: none"> Proximity to station (0-400 metres) Preserve local amenity Safety: retain safe access for emergency and service vehicles Safety: spatial dimensions Significant demand driven by land use Network access point
Middleton Avenue	175 metres	Restricted Parking 4P 9am-3pm Monday-Friday at three locations	<ul style="list-style-type: none"> Proximity to station (0-400 metres) Preserve local amenity Safety: proximity to intersection or pedestrian crossing Bus access route

5. Norwest Station

5.1 Norwest Station overview

Located within a strategic centre, Norwest Station is anticipated to serve a rapidly growing and densifying business park environment that will begin to orient itself away from auto-dependence.



5.1.1 Recommended changes to on-street parking

Based on the comments raised by stakeholders and investigations undertaken by Sydney Metro, the following focus areas were assessed for potential on-street implications.

Note that all recommended changes around this station occur in areas where parking is currently unrestricted, unless existing restrictions or signs are specifically noted.



Figure 5.1: Norwest Station, artist's impression

5. Norwest Station continued

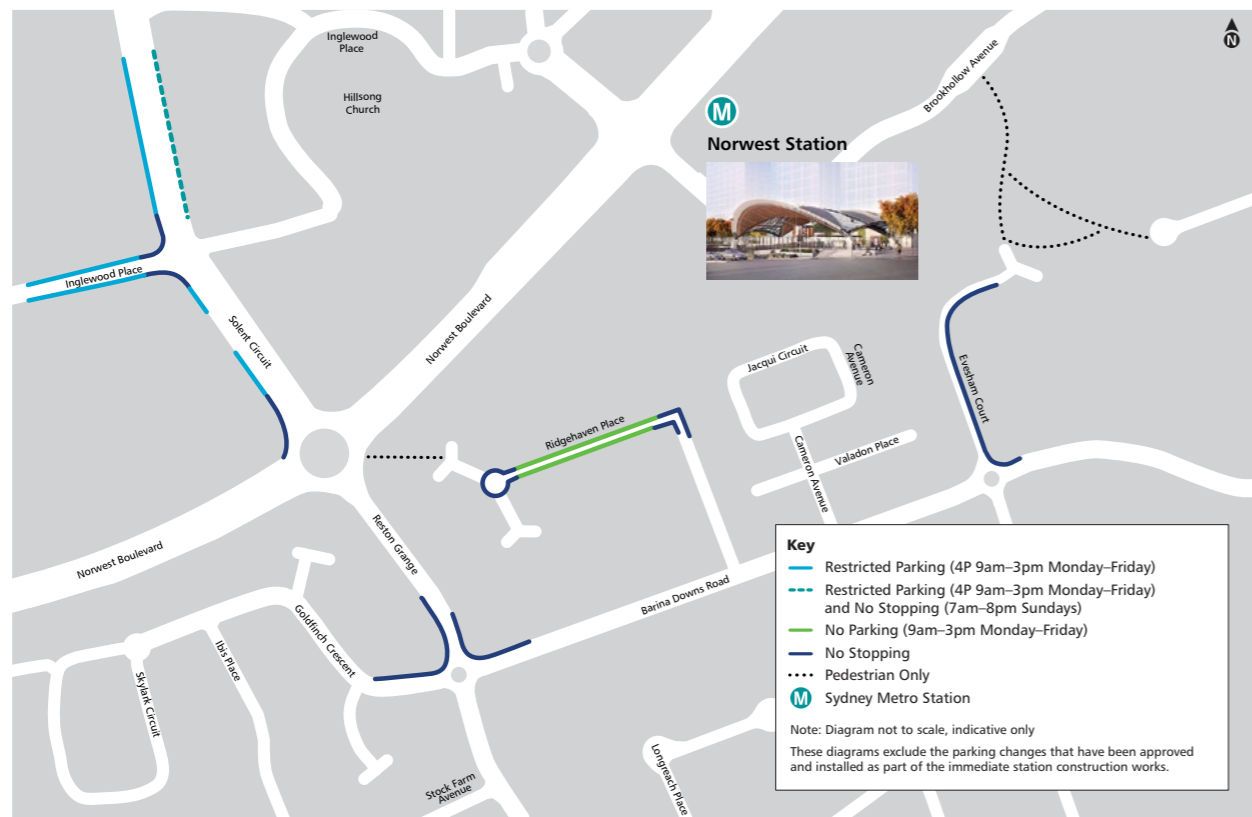


Figure 5.2: Focus area – Barina Downs Road and linking streets parking conditions, early 2019



Figure 5.3: Focus area – Brookhollow Avenue and Fairmont Avenue parking conditions, early 2019

Street name	Length of street parking impacted (approx.)	Restriction type	Reason for implementation
The Hills Shire Council			
Ridgehaven Place	136 metres	Combination of No Stopping and No Parking 9am-3pm Mon-Fri	<ul style="list-style-type: none"> Restricts safe access for vehicles Adverse impacts on residents Proximity to station (0-400 metres) (incompatible with relevant principles)
Brookhollow Avenue	223 metres	Staggered Restricted Parking 2P 9am-3pm Monday-Friday	<ul style="list-style-type: none"> Proximity to station (0-400 metres) Safety: maintain sight lines and allow for topography Safety: spatial dimensions Significant demand driven by land use Bus access route
Fairmont Avenue	All	Combination of No Stopping at Lakeview Close Intersection and at end of cul-de-sac with No Parking and Restricted Parking 9am-3pm Monday-Friday	
Lakeview Close	All	Combination of No Stopping at turn with No Parking and Restricted Parking 9am-3pm Monday-Friday	<ul style="list-style-type: none"> Proximity to station (0-400 metres) (incompatible with relevant principles) Adverse impacts on residents Restricts safe access for vehicles
Existing Solent Circuit restrictions	110 metres	No Stopping 7am-8pm Sundays	
Solent Circuit	390 metres	Combination of No Stopping at intersection with Norwest Boulevard and Restricted Parking 4P 9am-3pm Monday-Friday and Restricted Parking 4P 9am-3pm Monday-Friday and No Stopping 7am-8pm Sunday	<ul style="list-style-type: none"> Proximity to station (0-400 metres) (incompatible with relevant principles) Network access point Significant demand driven by land use
Ingleswood Place	95 metres	Restricted Parking 4P 9am-3pm Monday-Friday	<ul style="list-style-type: none"> Local amenity (worker) Safety spatial dimensions
Goldfinch Crescent	45 metres	No Parking 9am-3pm Monday-Friday	<ul style="list-style-type: none"> Proximity to intersection Maintain sight lines
Barina Downs Road	70 metres	No Stopping at intersection with Evesham Court	<ul style="list-style-type: none"> Proximity to intersection
Evesham Court	140 metres	Combination of No Parking and Restricted Parking 4P 9am-3pm Monday-Friday	<ul style="list-style-type: none"> Local amenity Proximity to station Spatial dimensions

6. Bella Vista Station

6.1 Bella Vista Station overview

Bella Vista Station is located at the northern end of Norwest Business Park, within a priority precinct and surrounded by low-density residential development. This significant shift in the area's land use will continue to change parking management strategies required to respond to growth, and contribute to positioning Bella Vista as an attractive, sustainable centre.

- 800** Commuter car parking
- 24** Motorcycle parking
- 1** Accessible kiss and ride
- 15** Kiss and ride
- 3** Staff and maintenance parking

Bella Vista commuter car park will be a three-level multi-storey car park located a short walk from the northern station entrance.

Drivers wishing to access Bella Vista commuter car park can do so from Byles Place, the only vehicular access to the car park. Space availability will be indicated on an electronic signage board outside the driver's entrance.

Pedestrians will need to cross Unaipon Avenue to access the station, with a marked pedestrian crossing facilitating safe pedestrian movements.

6.1.2 Recommended changes to on-street parking

Based on the comments raised by stakeholders and investigations undertaken by Sydney Metro, the following focus areas were assessed for potential on-street implications.

Note that all recommended changes around this station occur in areas where parking is currently unrestricted, unless existing restrictions or signs are specifically noted.



Figure 6.1: Bella Vista Station commuter car park, artist's impression

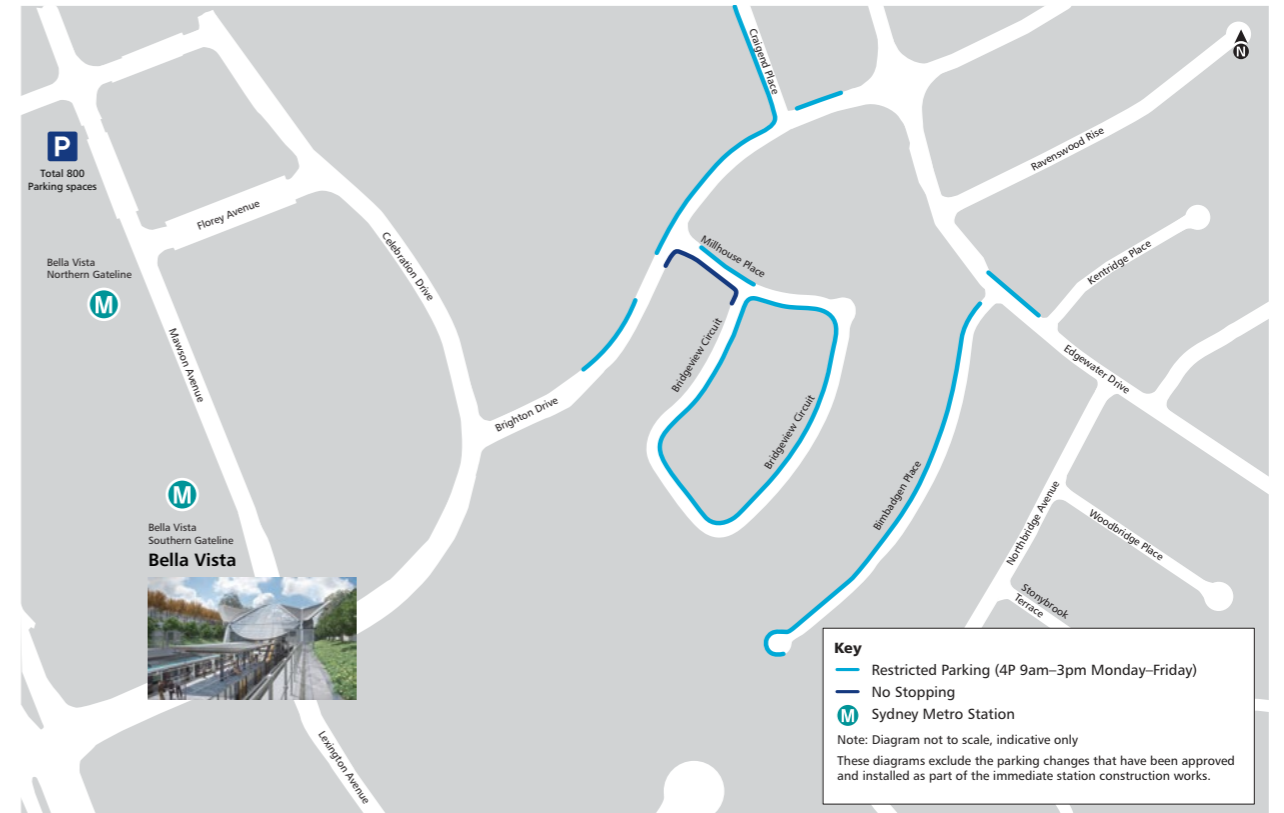


Figure 6.2: Focus area - Brighton Drive, Edgewater Drive and linking streets parking conditions, early 2019



Figure 6.3: Focus area - Shaun Street and linking streets (Bella Vista) parking conditions, early 2019

6. Bella Vista Station continued

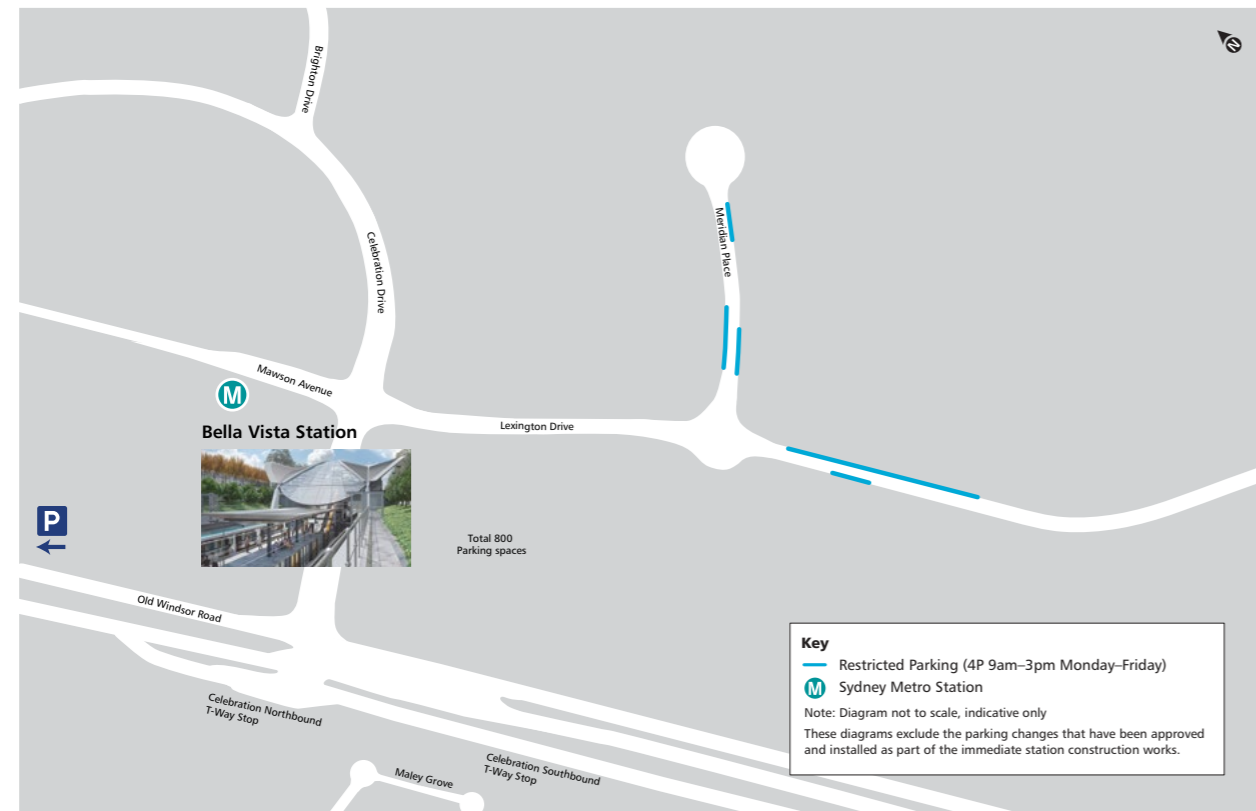


Figure 6.4: Focus area – Lexington Drive and linking streets (Bella Vista) parking conditions, early 2019

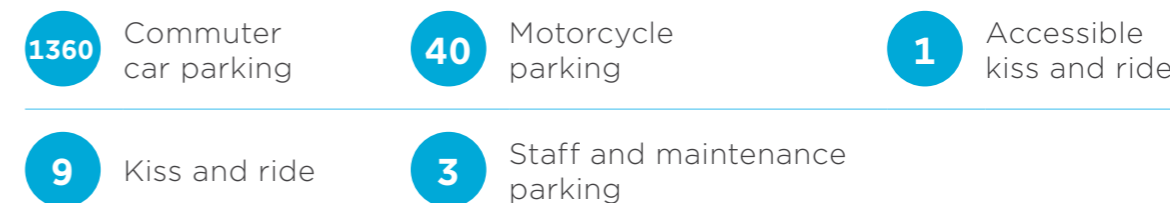
Street name	Length of street parking impacted (approx.)	Restriction type	Reason for implementation
The Hills Shire Council			
Brighton Drive	250 metres	Introduce Restricted Parking 4P 9am-3pm	<ul style="list-style-type: none"> Proximity to station (0-400 metres) Preserve local amenity Safety: maintain sight lines and allow for topography Safety: proximity to intersection or pedestrian crossing Bus access route Network access point
Millhouse Place	100 metres	Introduce combination of Restricted Parking 4P 9am-3pm Mon and No Stopping	<ul style="list-style-type: none"> Proximity to station (0-400 metres) Preserve local amenity Safety: maintain sight lines and allow for topography Safety: proximity to intersection or pedestrian crossing Safety: retain safe access for emergency and service vehicles Safety: spatial dimensions
Bridgeview Circuit	All	Introduce Restricted Parking 4P 9am-3pm Monday-Friday	<ul style="list-style-type: none"> Preserve local amenity Safety: maintain sight lines and allow for topography
Bimbadgen Place	278 metres	Introduce Restricted Parking 4P 9am-3pm Monday-Friday	<ul style="list-style-type: none"> Preserve local amenity Safety: retain safe access for emergency and service vehicles Safety: spatial dimensions
Craigend Place	70 metres	Introduce Restricted Parking 4P 9am-3pm Monday-Friday	<ul style="list-style-type: none"> Preserve local amenity Safety: proximity to intersection or pedestrian crossing Significant demand driven by land use
Edgewater Drive	43 metres	Introduce Restricted Parking 4P 9am-3pm Monday-Friday	<ul style="list-style-type: none"> Preserve local amenity Safety: proximity to intersection or pedestrian crossing

Street name	Length of street parking impacted (approx.)	Restriction type	Reason for implementation
Blacktown City Council			
Shaun Street	690 metres	Introduce combination of Restricted Parking 9am-3pm Monday-Friday and No Stopping	<ul style="list-style-type: none"> • Preserve local amenity • Safety: retain safe access for emergency and service vehicles
Vanessa Court	All	Introduce combination of No Parking and Restricted Parking 9am-3pm Monday-Friday and No Stopping at intersection with Shaun Street	<ul style="list-style-type: none"> • Proximity to station (0-400 metres) • Preserve local amenity • Safety: maintain sight lines and allow for topography • Safety: retain safe access for emergency and service vehicles • Safety: spatial dimensions • Significant demand driven by land use
Malley Grove	All	Introduce No Parking 9am-3pm Monday-Friday	<ul style="list-style-type: none"> • Proximity to station (0-400 metres) • Preserve local amenity • Safety: maintain sight lines and allow for topography • Safety: retain safe access for emergency and service vehicles • Safety: spatial dimensions
Darren Court	All	Introduce combination of No Parking and Restricted Parking 9am-3pm and No Stopping at intersection with Shaun Street	<ul style="list-style-type: none"> • Stopping at intersection with Shaun Street • Proximity to station (0-400 metres) • Preserve local amenity • Safety: maintain sight lines and allow for topography • Safety: proximity to intersection or pedestrian crossing • Safety: retain safe access for emergency and service vehicles • Safety: spatial dimensions
Tann-Darby Court	All	Introduce combination of No Parking and Restricted Parking 9am-3pm and No Stopping at intersection with Shaun Street	<ul style="list-style-type: none"> • Stopping at intersection with Shaun Street • Preserve local amenity • Safety: maintain sight lines and allow for topography • Safety: proximity to intersection or pedestrian crossing • Safety: retain safe access for emergency and service vehicles • Safety: spatial dimensions • Significant demand driven by land use

7. Kellyville Station

7.1 Kellyville Station overview

The new Kellyville Station will provide transport access for the Beaumont Hills, Kellyville and Stanhope Gardens areas to employment centres, retail hubs and educational facilities across Sydney. The precinct will provide for a greater supply of homes, more housing choice, and more jobs and services closer to home.



Kellyville commuter car park will comprise two separate facilities within the Kellyville Station precinct. The first will be a multi-storey car park to the south of the station (Kellyville South) with a capacity of 995 spaces; the second will be an at-grade facility to the north of the station (Kellyville North) with a capacity of 365 spaces.

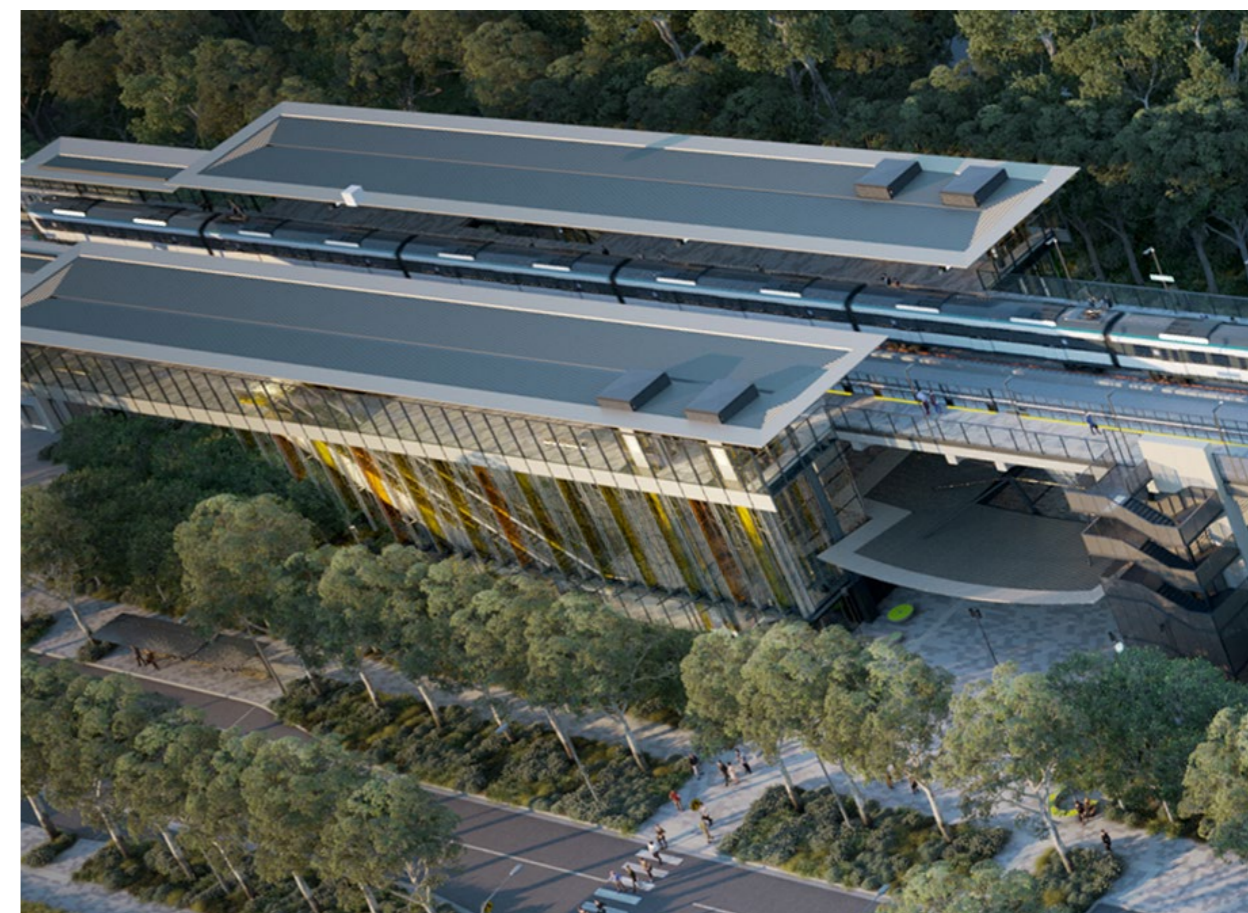


Figure 7.1: Kellyville Station, artist's impression

7. Kellyville Station continued

Drivers wishing to access Kellyville commuter car park can do so from Guragura Street (for the southern car park) or Derrobary Street (for the northern car park). Space availability will be indicated on an electronic signage board outside the car park entrance.

From Kellyville North car park, pedestrians will need to cross Samantha Riley Drive to access the station, with a signalised pedestrian crossing facilitating safe pedestrian movements. From Kellyville South car park, pedestrians will not need to cross any roads between the car park and station entrance.

7.1.1 Recommended changes to on-street parking

Based on the comments raised by stakeholders and investigations undertaken by Sydney Metro, the following focus areas were assessed for potential on-street implications.

Note that all recommended changes around this station occur in areas where parking is currently unrestricted, unless existing restrictions or signs are specifically noted.

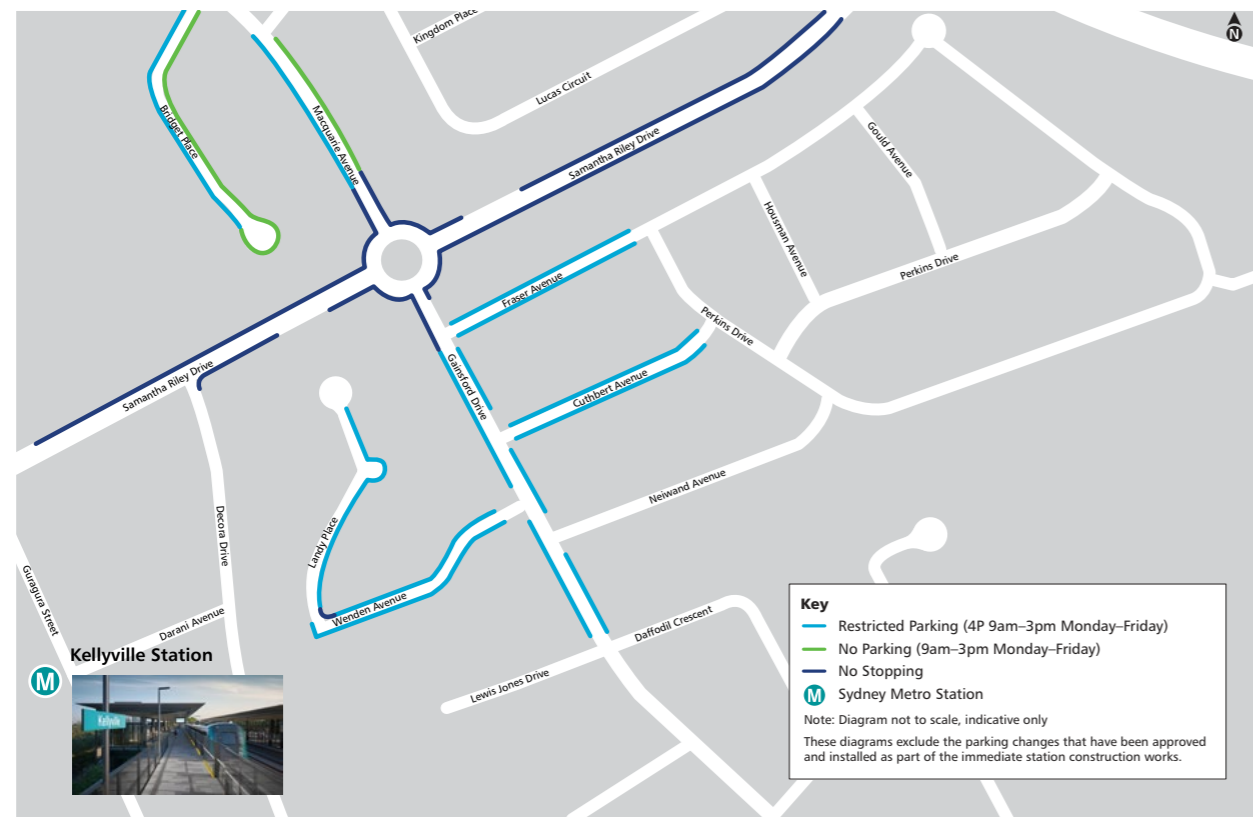


Figure 7.3: Focus area - Kellyville Station East (Kellyville) parking conditions, early 2019



Figure 7.4: Focus area - Kellyville Station West (Stanhope Gardens) parking conditions, early 2019

Street name	Length of street parking impacted (approx.)	Restriction type	Reason for implementation
The Hills Shire Council			
Samantha Riley Drive	600 metres	No Stopping	<ul style="list-style-type: none"> Proximity to station (0-400 metres) Preserve local amenity Safety: proximity to intersection or pedestrian crossing Significant demand driven by land use Bus access route
Macquarie Avenue	116 metres	Introduce combination of No Parking and Restricted Parking 9am-3pm Monday-Friday with No Stopping at intersection of Samantha Riley Drive	<ul style="list-style-type: none"> Proximity to station (0-400 metres) Preserve local amenity Safety: proximity to intersection or pedestrian crossing Bus access route Network access point The Hills Shire Council

7. Kellyville Station continued

Street name	Length of street parking impacted (approx.)	Restriction type	Reason for implementation
The Hills Shire Council			
Gainsford Drive	170 metres	Introduce combination of Restricted Parking 9am–3pm Monday–Friday with No Stopping at intersection of Samantha Riley Drive	<ul style="list-style-type: none"> Proximity to station (0–400 metres) Preserve local amenity Safety: proximity to intersection or pedestrian crossing Bus access route Network access point
Bridget Place	All	Introduce combination of No Stopping 9am–3pm Monday–Friday with Restricted Parking on opposite side of road	<ul style="list-style-type: none"> Proximity to station (0–400 metres) Preserve local amenity Safety: maintain sight lines and allow for topography Safety: retain safe access for emergency and service vehicles Safety: spatial dimensions
Landy Place / Wenden Avenue	340 metres	Introduce combination of No Parking 9am–3pm Monday–Friday with No Stopping at bend in road	<ul style="list-style-type: none"> Proximity to station (0–400 metres) Preserve local amenity Safety: maintain sight lines and allow for topography Safety: retain safe access for emergency and service vehicles Safety: spatial dimensions
Fraser Avenue	120 metres	Introduce Restricted Parking 9am–3pm Monday–Friday	<ul style="list-style-type: none"> Preserve local amenity
Cuthbert Avenue	140 metres	Introduce Restricted Parking 9am–3pm Monday–Friday	<ul style="list-style-type: none"> Preserve local amenity
Newbury Avenue	132 metres	No Stopping (by yellow line marking)	<ul style="list-style-type: none"> Proximity to station (0–400 metres) Preserve local amenity Safety: maintain sight lines and allow for topography Safety: proximity to intersection or pedestrian crossing Safety: retain safe access for emergency and service vehicles Bus access route Network access point

Street name	Length of street parking impacted (approx.)	Restriction type	Reason for implementation
The Hills Shire Council			
Roxburgh Crescent	170 metres	<ul style="list-style-type: none"> No Stopping No Parking 9am–3pm Monday–Friday 	<ul style="list-style-type: none"> Proximity to station (0–400 metres) Preserve local amenity Safety: maintain sight lines and allow for topography
Somerset Street	45 metres	<ul style="list-style-type: none"> No Stopping No Parking 9am–3pm Monday–Friday 	<ul style="list-style-type: none"> Proximity to station (0–400 metres) Preserve local amenity Safety: maintain sight lines and allow for topography
Esher Street	70 metres	<ul style="list-style-type: none"> No Stopping No Parking 9am–3pm Monday–Friday 	<ul style="list-style-type: none"> Proximity to station (0–400 metres) Preserve local amenity Safety: proximity to intersection or pedestrian crossing
Midlands Terrace	70 metres	<ul style="list-style-type: none"> No Parking 9am–3pm Monday–Friday 	<ul style="list-style-type: none"> Proximity to station (0–400 metres) Preserve local amenity Safety: maintain sight lines and allow for topography Safety: proximity to intersection or pedestrian crossing Safety: retain safe access for emergency and service vehicles

8. Rouse Hill Station

8.1 Rouse Hill Station overview

Rouse Hill Station is located within the Rouse Hill strategic centre, which facilitates access to this key retail destination. The station will operate as a major bus-rail interchange station with no commuter parking proposed.

- 0 Commuter car parking
- 0 Motorcycle parking
- 2 Accessible kiss and ride
- 23 Kiss and ride
- 3 Staff and maintenance parking

8.1.1 Recommended changes to on-street parking

Based on the comments raised by stakeholders and investigations undertaken by Sydney Metro, the following focus areas were assessed for potential on-street implications.

Note that all recommended changes around this station occur in areas where parking is currently unrestricted, unless existing restrictions or signs are specifically noted.



Figure 8.1: Rouse Hill Station, artist's impression

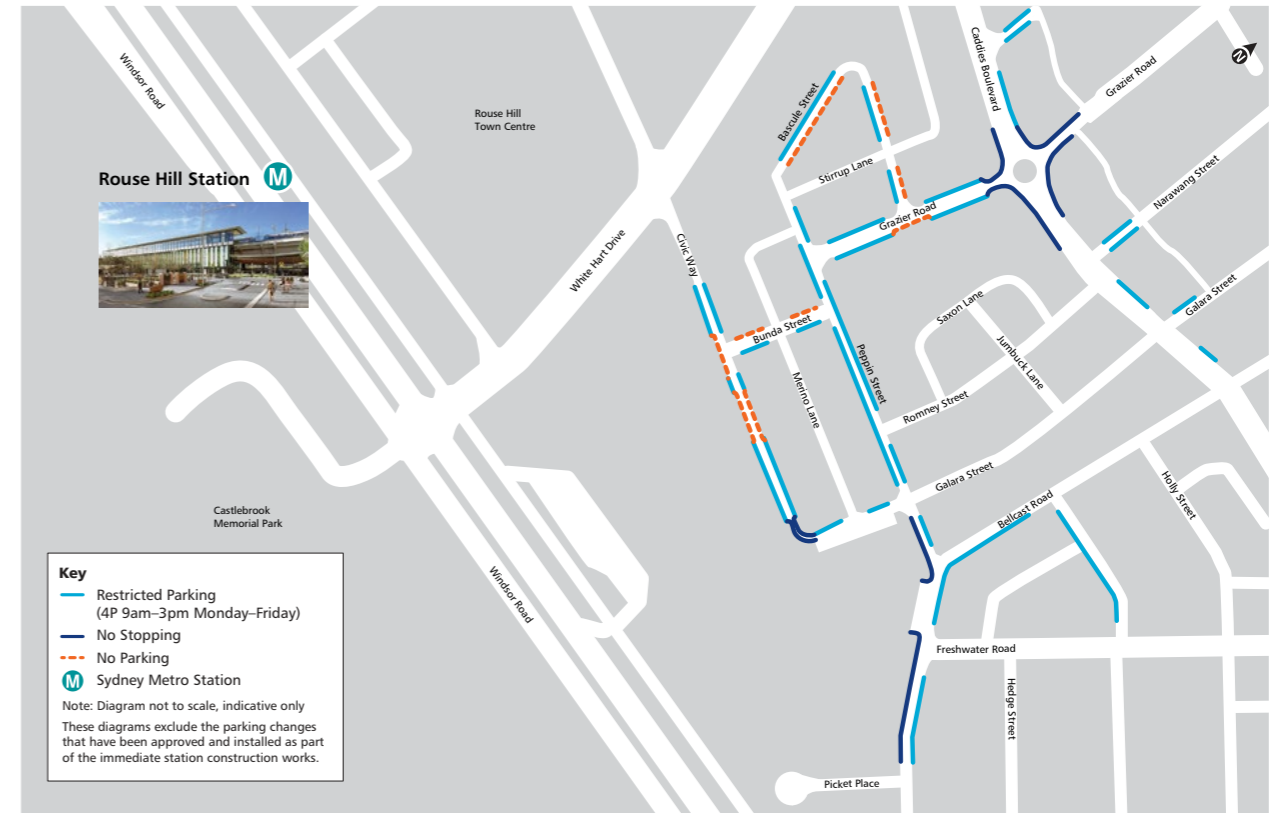


Figure 8.2: Focus area - Rouse Hill South parking conditions, early 2019

Street name	Length of street parking impacted (approx.)	Restriction type	Reason for implementation
The Hills Shire Council			
Caddies Boulevard	250 metres	<ul style="list-style-type: none"> Restricted Parking 4P 9am-3pm Monday-Friday No Stopping 	<ul style="list-style-type: none"> Safety: proximity to intersection or pedestrian crossing Significant demand driven by land use Bus access route Network access point
Civic Way	191 metres	<ul style="list-style-type: none"> Restricted Parking 4P 9am-3pm Monday-Friday No Stopping 	<ul style="list-style-type: none"> Proximity to station (0-400 metres) Preserve local amenity Safety: maintain sight lines and allow for topography Safety: proximity to intersection or pedestrian crossing Safety: spatial dimensions
Bunda Street	55 metres	<ul style="list-style-type: none"> Restricted Parking 4P 9am-3pm Monday-Friday No Parking 	<ul style="list-style-type: none"> Proximity to station (0-400 metres) Preserve local amenity Safety: maintain sight lines and allow for topography Safety: proximity to intersection or pedestrian crossing Safety: retain safe access for emergency and service vehicles Safety: spatial dimensions

8. Rouse Hill Station continued

Street name	Length of street parking impacted (approx.)	Restriction type	Reason for implementation
The Hills Shire Council			
Peppin Street	205 metres	<ul style="list-style-type: none"> Restricted Parking 4P 9am–3pm Monday–Friday 	<ul style="list-style-type: none"> Preserve local amenity Safety: maintain sight lines and allow for topography Safety: proximity to intersection or pedestrian crossing Safety: retain safe access for emergency and service vehicles Safety: spatial dimensions
Bascule Street	150 metres	<ul style="list-style-type: none"> Restricted Parking 4P 9am–3pm Monday–Friday No Parking 	<ul style="list-style-type: none"> Preserve local amenity Safety: maintain sight lines and allow for topography Safety: proximity to intersection or pedestrian crossing Safety: retain safe access for emergency and service vehicles Safety: spatial dimensions
Grazier Road	141 metres	<ul style="list-style-type: none"> Restricted Parking 4P 9am–3pm Monday–Friday No Parking No Stopping 	<ul style="list-style-type: none"> Preserve local amenity Safety: maintain sight lines and allow for topography Safety: proximity to intersection or pedestrian crossing Safety: retain safe access for emergency and service vehicles Safety: spatial dimensions
Bellcast Road	220 metres	<ul style="list-style-type: none"> Restricted Parking 4P 9am–3pm Monday–Friday No Stopping 	<ul style="list-style-type: none"> Preserve local amenity Safety: maintain sight lines and allow for topography Safety: proximity to intersection or pedestrian crossing Safety: retain safe access for emergency and service vehicles Safety: spatial dimensions
Romney Street	74 metres	<ul style="list-style-type: none"> Restricted Parking 4P 9am–3pm Monday–Friday 	<ul style="list-style-type: none"> Preserve local amenity Safety: maintain sight lines and allow for topography Safety: proximity to intersection or pedestrian crossing Safety: retain safe access for emergency and service vehicles Safety: spatial dimensions

Street name	Length of street parking impacted (approx.)	Restriction type	Reason for implementation
The Hills Shire Council			
Narawang Street	25 metres	<ul style="list-style-type: none"> Restricted Parking 4P 9am–3pm Monday–Friday 	<ul style="list-style-type: none"> Preserve local amenity Safety: maintain sight lines and allow for topography Safety: proximity to intersection or pedestrian crossing Safety: retain safe access for emergency and service vehicles Safety: spatial dimensions
Galara Street	70 metres	<ul style="list-style-type: none"> Restricted Parking 4P 9am–3pm Monday–Friday 	<ul style="list-style-type: none"> Preserve local amenity Safety: maintain sight lines and allow for topography Safety: proximity to intersection or pedestrian crossing Safety: retain safe access for emergency and service vehicles Safety: spatial dimensions
Grandiflora Street	83 metres	<ul style="list-style-type: none"> Restricted Parking 4P 9am–3pm Monday–Friday 	<ul style="list-style-type: none"> Preserve local amenity Safety: maintain sight lines and allow for topography Safety: proximity to intersection or pedestrian crossing Safety: retain safe access for emergency and service vehicles Safety: spatial dimensions

9. Tallawong Station

9.1 Tallawong Station overview

Tallawong Station will serve the residents of the release areas of the North West Growth Centre (NWGC) which includes Riverstone, Marsden Park, Vineyard, Box Hill, Riverstone East, North Kellyville, Alex Avenue and Schofields release areas, as well as existing residents of The Ponds.

- 1000
 Commuter car parking
- 30
 Motorcycle parking
- 2
 Accessible kiss and ride
- 14
 Kiss and ride
- 4
 Staff and maintenance parking

Tallawong commuter car parks will comprise three separate, at-grade facilities within the Tallawong Station precinct. The first will be to the south of the station (Tallawong South) with a capacity of 153 spaces; the second will be to the west of the station (Tallawong West) with a capacity of 402 spaces. The third will be to the south-west of the station (Tallawong South West) with a capacity of 445 spaces.

Priority for each type of parking has been implemented in order to encourage more equitable and sustainable transport access. Accessible spaces are provided in closest proximity to the station entrance to satisfy DDA requirements.

Drivers wishing to access Tallawong commuter car parks can do so from Conferta Avenue (for Tallawong South or Tallawong South West car parks) or Aristida Street (for Tallawong West

car park). Space availability will be indicated on an electronic signage board outside the car park entrance.

For the furthest car parking spaces in Tallawong South West car park, pedestrians will need to cross three roads – Conferta Avenue, Aristida Street and Themeda Avenue.

9.1.1 Recommended changes to on-street parking

Based on the comments raised by stakeholders and investigations undertaken by Sydney Metro, the following focus areas were assessed for potential on-street implications.

Note that all recommended changes around this station occur in areas where parking is currently unrestricted, unless existing restrictions or signs are specifically noted.

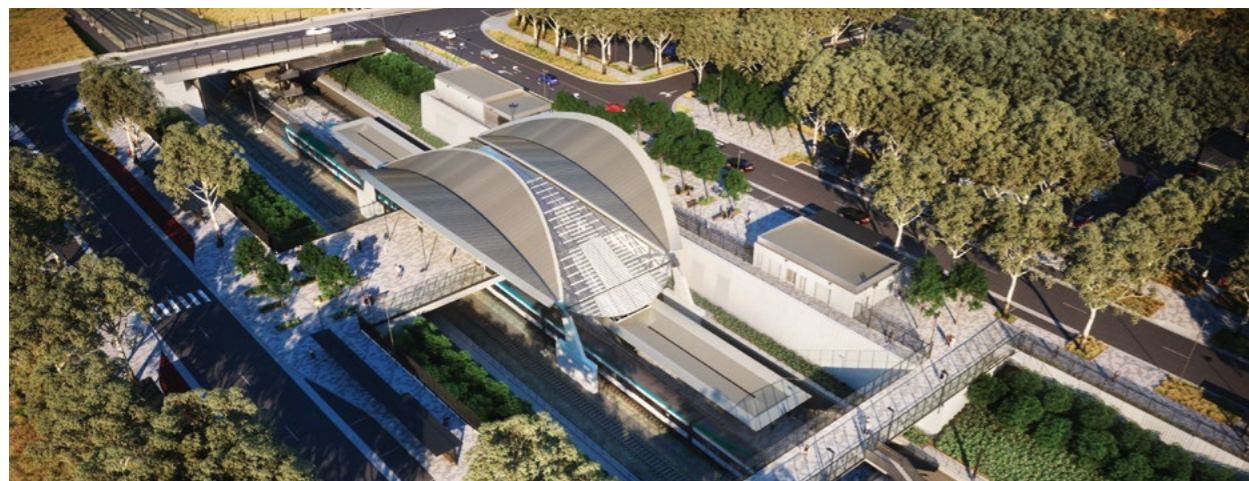


Figure 9.1: Tallawong Station, artist's impression



Figure 9.3: Focus area – The Ponds parking conditions, early 2019

Street name	Length of street parking impacted (approx.)	Restriction type	Reason for implementation
Blacktown City Council			
Ridgeline Drive	105 metres	<ul style="list-style-type: none"> No Stopping 	<ul style="list-style-type: none"> Preserve local amenity Safety: proximity to intersection or pedestrian crossing Safety: retain safe access for emergency and service vehicles Safety: spatial dimensions
Amarco Circuit/ Ulmara Avenue/ Adelong Parade/ Paringa Drive/ Allambie Street/ Tanunda Drive	200 metres	<ul style="list-style-type: none"> Restricted Parking 4P 9am-3pm Monday-Friday No Stopping on corners (yellow line marking) 	<ul style="list-style-type: none"> Preserve local amenity Safety: maintain sight lines and allow for topography Safety: proximity to intersection or pedestrian crossing Safety: retain safe access for emergency and service vehicles Safety: spatial dimensions

10. Implementation

Once parking changes have been approved by the Local Traffic Committee and Council, installation of relevant signage and line marking can commence. This installation will be conducted as per Council requirements and in order to minimise any issues or conflict with local landowners and the broader community. Works are planned to be completed prior to the opening of Sydney Metro Northwest in 2019.

As part of the planning conditions of approval, Sydney Metro is required to undertake traffic and parking monitoring both 12 months prior to and 12 months following the opening of Sydney Metro Northwest:

'Traffic changes on local roads around each station shall be monitored. Monitoring shall be undertaken 12 months before opening and for a period of no less than 12 months after opening. Should monitoring indicate unacceptable traffic intrusion on local roads/streets as a result of SSI operation reasonably beyond that predicted in the EIS and/or Station Access Plans (condition C5), appropriate traffic management measures to mitigate the impacts of intrusive traffic in affected areas shall be implemented following consultation with the RMS and the relevant Council(s).' EIS Condition F3

The results of the traffic and parking monitoring will provide important information to:

- inform the final recommendations made to the Councils in the Parking Management Strategy
- inform any further parking changes post implementation of Sydney Metro Northwest
- provide a baseline in order to determine the changes in parking behaviour both prior to and after opening of Sydney Metro Northwest.

Any further proposed parking changes identified through the monitoring activities and following the opening of Sydney Metro Northwest, would remain centred on timed and restricted parking, focused around commuter activity.

11. Have your say

Community input and feedback is important for the finalisation of the Parking Management Strategy and recommendations made to the Councils on parking changes.

We encourage you to have your say and to provide feedback about the proposed parking changes contained in this Overview report.

Your feedback must reach Sydney Metro by close of business on Monday 17 December 2018 and must include your:

- name and address
- feedback on the parking changes including whether you support or do not support the changes and the reasons why.

You should mark your feedback 'Attention: Sydney Metro Northwest Parking Management Strategy' and send it by:

- email
- via the website, or
- post.

11.1 Contact us

For further information, please contact us at:

T: 1800 019 989

E: info@northwest.com.au

W: sydneymetro.info/northwest

Post: PO Box 588, North Ryde, BC 1670

12. Appendix

Figure 1.2: Commuter parking along the Sydney Metro Northwest

Image showing the Sydney Metro Northwest alignment and stations between Tallawong and Cherrybrook. The image indicates that more commuter parking will be located at the western end of the line, with three thousand parking spaces located at Bella Vista, Kellyville and Tallawong stations. The bus network is less developed here and the road network is less congested. Less parking will be provided at the eastern end of the line where there is higher density, a more developed bus network and more congested roads. One thousand parking spaces will be provided at Hills Showground and Cherrybrook stations.

Figure 1.3: Overview Report relationship to the Parking Management Strategy

Image showing an overview of the contents of the parking management strategy. Commuter car parks were approved under EIS two. On-street parking within the immediate interchange precinct including kiss and ride and taxi ranks are part of a separate approval process where local council is the approval authority. On-street parking within the wider interchange precinct is the focus of this overview report. Council is the approval authority.

Figure 2.2: Focus area – Franklin Road (Cherrybrook) parking conditions, early 2019

The figure shows the proposed parking restrictions around Franklin Road in Cherrybrook. No Stopping areas are proposed on the western side of Franklin Road between Kayla Way and Neale Avenue and for a section both north and south of Neale Ave on the eastern side. The new No Stopping areas would replace the existing one hundred and seventy metres of No Stopping zones currently restricted to eight AM to nine PM and three PM to four PM School days, as well as creating No Stopping restrictions in previously unrestricted areas of the kerbside.

All of Ridgemont Close would be subject to parking restrictions. Most of the southern side

of Ridgemont Close would be restricted to four hour parking between nine AM to three PM Monday to Friday and the northern side would be restricted to No parking between nine AM to three PM Monday to Friday. No Stopping restrictions are proposed at the intersections with Franklin Road, Fernleigh Close and Claridge Close as well as the cul-de-sac at the end of Ridgemont Close.

All of Claridge Close would be subject to parking restrictions consisting of No parking between nine AM to three PM Monday to Friday on the Northern side of the Close and restricted four hour parking between nine AM to three PM Monday to Friday on the southern side. The cul-de-sac at the end of Claridge Close would be a No Stopping area.

All of Fernleigh Close would be subject to parking restrictions. No Parking between nine AM and three PM on Monday to Friday is proposed on the Northern side of FernleighClose and four hour parking between nine AM to three PM Monday to Friday is proposed on the southern side. The cul-de-sac at the end of Fernleigh Close is proposed as a No Stopping area.

Figure 2.3: Focus area – Robert Road (Cherrybrook) parking conditions, early 2019

The figure shows the proposed parking restrictions around Robert Road in Cherrybrook. On Robert Road new No Parking is proposed between Dalkeith Road and John Road alternating on either side of Robert Road.

At the intersection of Dalkeith Road and Robert Road No Stopping Signs would be installed. The section along Dalkeith Road between Robert Road and Dunraven Way would be four hour maximum restricted parking from nine AM to three PM Monday to Friday.

The western side of Ashford Road between Clifton Place and the pedestrian walkway, and the eastern side between Ghisla Close and Clifton Place would be No parking between nine AM to three PM Monday to Friday. The eastern side between Ghisla Close and the pedestrian walkway would be signposted as Restricted Parking four hours maximum between nine AM to three PM Monday to Friday.

Ghisla Close would be a combination of No parking nine AM to three PM Monday to Friday on the Northern side while the area around the cul-de-sac and the whole southern side would be Restricted Parking four hours maximum between nine AM to three PM Monday to Friday.

Clifton Place and Ghisla Close would have No Stopping installed at the intersections with Ashford Road.

Figure 2.4: Focus area – Glenhope Road (West Pennant Hills) parking conditions, early 2019

The figure shows new no stopping on the eastern side of Glenhope Road for approximately fifty metres to the south of Castle Hill Road. The next one hundred and forty metres along the eastern side of Glenhope Road would be restricted to four hour parking between nine AM to three PM Monday to Friday. The western side of Glenhope Road between Castle Hill Road and Glenayr Grove would be restricted to four hour parking between nine AM to three PM Monday to Friday.

In Glenayr Grove there would be No parking nine AM to three PM Monday to Friday on the southern side of the street including the cul-de-sac while the northern side would be restricted four hour parking from nine AM to three PM Monday to Friday.

Figure 3.2: Focus area – Garthowen Crescent and Old Castle Hill Road parking conditions, early 2019

The figure shows four hour restricted parking between nine AM to three PM Monday to Friday around the entire outer edge of Garthowen Crescent.

On Castle Hill Road there would be four hour restricted parking nine AM to three PM Monday to Friday for one hundred metres on opposite sides of the road and offset from each other.

Figure 3.3: Focus area – Brisbane Road, Crane Road, Mercer Street, Castle Street parking conditions, early 2019

The figure shows restricted parking two hours maximum for one hundred and thirteen metres along both sides of Brisbane road between Old Northern Road and Mercer Street

The northern side of Mercer Street is shown as restricted parking maximum four hours nine AM to three PM Monday to Friday.

Rosa Crescent shows restricted parking maximum four hours on either side of the cul-de-sac and no stopping where Rosa Crescent intersects with Mercer Street.

Orange Grove Road shows restricted parking maximum four hours between nine AM and three PM Monday to Friday for sixty seven metres between Crane Road and Olola Avenue.

Four hour restricted parking between nine AM and three PM Monday to Friday is also proposed along the southern side of Castle Street between the Castle Hill Library and Kentwell Avenue.

Figure 4.2: Focus area – Middleton Avenue parking conditions, early 2019

The figure shows no stopping on the northern side of Carrington Road for one hundred and forty metres from the intersection with Middleton Avenue towards Showground Road. Bus zones are proposed on both sides of Carrington Road between Middleton Avenue and Ashford Avenue.

Along Ashford Avenue four hour parking restrictions are proposed between nine AM and three PM Monday to Friday for a length of approximately one hundred and twenty metres from the intersection with Carrington Road.

Sections of Middleton Avenue are proposed as restricted parking four hour maximum nine AM to three PM Monday to Friday on alternating sides of the road for a distance of approximately one hundred and seventy five metres.

Partridge Avenue is shown as No parking between nine AM and three PM Monday to

Friday on the northern side of the avenue for a distance of approximately seventy metres from the intersection with Middleton Avenue while the southern edge of the avenue is shown as Restricted Parking for a maximum of four hours between nine AM and three PM Monday to Friday.

Figure 5.2: Focus area – Barina Downs Road and linking streets parking conditions, early 2019

The figure shows no stopping at the intersection where Evesham Court intersects with Barina Downs Road on the eastern side of the intersection. A further 140 metres of Evesham Road shows restricted parking for a maximum of four hours between nine AM and three PM Monday to Friday on the eastern side and Ridgehaven Place shows as no stopping at the cul-de-sac and at the bend mid-way along the road. No Parking nine AM to three PM Monday to Friday is proposed between the bend and the cul-de-sac.

Barina Downs shows as No Stopping on both sides of the intersection with Reston Grange and into Goldfinch Crescent. The western side of Solent Circuit is shown as No Stopping at the intersection with Norwest Boulevard then restricted parking maximum four hours between nine AM to three PM Monday to Friday for approximately three hundred and ninety metres past Inglewood Place. On the eastern edge of Solent Circuit north of the Inglewood Place intersection there is restricted parking maximum four hours between nine AM and three PM Monday to Friday and No Stopping seven AM to eight PM on Sundays.

Four hour restricted parking between nine AM to three PM Monday to Friday is proposed on both sides of Inglewood Place for a length of approximately one hundred and ten metres.

Figure 5.3: Focus area – Brookhollow Avenue and Fairmont Avenue parking conditions, early 2019

The figure shows Brookhollow Avenue with restricted parking maximum two hours nine AM to three PM Monday to Friday alternating on both sides of the road for a distance of approximately two hundred and twenty metres.

Fairmont Avenue shows as No Parking nine AM to three PM on the northern side of the avenue and restricted parking maximum four hours between the hours nine AM to three PM Monday to Friday on the southern side. No Stopping is proposed at the intersection with Lakeview Close and in the cul-de-sac at the end of Fairmont Avenue.

Lakeview Close shows alternating sections of restricted parking maximum four hours nine AM to three PM Monday to Friday and no parking nine AM to three PM Monday to Friday.

Figure 6.2: Focus area – Brighton Drive, Edgewater Drive and linking streets parking conditions, early 2019

Restricted parking for a maximum of four hours between nine AM and three PM Monday to Friday is shown on the western kerbside of Craigend Place for a distance of approximately seventy metres.

Brighton Drive shows restricted parking maximum four hours between nine AM and three PM Monday to Friday on the northern kerb for a distance of approximately two hundred and fifty metres between Celebration Drive and Edgewater Drive.

Millhouse Place shows restricted parking maximum four hours between nine AM and three PM Monday to Friday on the eastern edge of the kerbside and no stopping on the western side of the kerb line. These restrictions are each about one hundred metres long and are close to the intersection with Brighton Drive.

All of Bridgeview Circuit shows restricted parking maximum four hours between nine AM and three PM Monday to Friday on the inner kerb line of that circuit.

All of Bimbadgen Place shows restricted parking maximum four hours between nine AM and three PM Monday to Friday on the northern side of the street.

Approximately thirty metres of the eastern side of Edgewater Drive between Ravenswood Rise and Kentridge Place is also shown as restricted parking for a maximum of four hours between nine AM and three PM Monday to Friday.

Figure 6.3: Focus area – Shaun Street and linking streets (Bella Vista) parking conditions, early 2019

Shaun Street shows as restricted parking maximum four hours between nine AM and three PM Monday to Friday along the entire southern edge of the road. The northern edge of Shaun Street also shows as four hour maximum restricted parking nine AM to three PM Monday to Friday except at the intersections of Vanessa Court, Darren Court and Tann-Darby Court which all show as No Stopping. Between the intersection with Darren Court and the cul-de-sac at the end of Shaun Street there is No Parking nine AM to three PM Monday to Friday.

The northern sides of Vanessa Court and Darren Court are shown as four hour restricted parking between nine AM and three PM Monday to Friday, with the remainder of Vanessa Court, Darren Court and Maley Grove shown as no parking between nine AM to three PM Monday to Friday.

Tann-Darby Court is shown as four hour restricted parking between nine AM and three PM Monday to Friday on both sides of the street except at the intersections with Shaun Street and the cul-de-sac which is shown as no stopping.

Figure 6.4: Focus area – Lexington Drive and linking streets (Bella Vista) parking conditions, early 2019

Meridan Place shows sections of restricted parking for a maximum of four hours between nine AM and three PM Monday to Friday.

Lexington Drive shows restricted parking for a maximum of four hours between nine AM to three PM Monday to Friday for a short section of the road east of Meridian Place on both the northern and southern side of Lexington Drive.

Figure 7.3: Focus area – Kellyville Station East (Kellyville) parking conditions, early 2019

The figure shows no stopping for approximately five hundred and eighty metres along the southern side of Samantha Riley Drive between

Decora Drive and Windsor Road and no stopping for approximately six hundred and thirty metres along the northern side between Guragura Street and Windsor Road.

Bridget Place is proposed to have four hour restricted parking between nine AM to three PM Monday to Friday along the western edge and no parking between nine AM to three PM Monday to Friday along the eastern edge and including the cul-de-sac.

Macquarie Avenue is shown as having approximately one hundred and twenty metres of no parking between nine AM to three PM Monday to Friday along the eastern edge between Samantha Riley Drive and Lucas Avenue. Four hour restricted parking between nine AM to three PM Monday to Friday is proposed on the western side of Macquarie Avenue also between Samantha Riley Drive and Lucas Avenue.

Fraser Avenue is shown as having restricted parking for a maximum of four hours from nine AM to three PM Monday to Friday for a distance of approximately 120 metres on both sides of the Avenue between Gainsford Drive and Perkins Drive.

Cuthbert Avenue is shown as having restricted parking for a maximum of four hours between nine AM and three PM Monday to Friday for a distance of approximately 140 metres on both sides of the Avenue .

Landy Place has a short section of No stopping on the eastern edge of the corner that merges with Wenden Avenue then shows three hundred and forty metres of restricted parking maximum four hours between nine AM and Monday to Friday

Wenden Avenue is shown as having restricted parking for a maximum of four hours between nine AM and three PM Monday to Friday for a distance of approximately one hundred and forty metres on both side of the road

Landy Place is shown as having restricted parking for a maximum of four hours between nine AM and three PM Monday to Friday along the eastern side of the road. The intersection with Wenden Avenue is shown as no stopping.

No stopping is proposed for a distance of approximately 40 metres along the western side of Gainsford Drive between the intersection with Samantha Riley Drive and Fraser Avenue. Four hour restricted parking between nine AM and three PM Monday to Friday is proposed from where this no stopping zone ends and Lewis Jones Drive along the western side of the road. Four hour restricted parking between nine AM and three PM Monday to Friday is also proposed along the eastern side of Gainsford Drive between Fraser Avenue and Daffodil Crescent.

Figure 7.4: Focus area – Kellyville Station West (Stanhope Gardens) parking conditions, early 2019

The figure shows Newbury Avenue with approximately one hundred and thirty metres of No Stopping along the southern kerb from the intersection of Old Windsor Road to Ascot Glen.

Roxburgh Crescent shows no parking between nine AM to three PM Monday to Friday for one hundred and seventy metres from the intersection with Ascot Glen along the northern and eastern kerb. The small cul-de-sac that forms part of Roxburgh Crescent shows as no stopping as does the sharp curve near the intersection with Ascot Glen.

Somerset Street shows no parking between nine AM to three PM Monday to Friday for a length of approximately 40 metres on the eastern kerb between Esher Street and Dover Way.

No parking between nine AM to three PM Monday to Friday is proposed along the northern side of Esher Street.

No Parking between nine AM to three PM Monday to Friday is proposed for Midlands Terrace for a distance of approximately ninety metres along the western edge of the Terrace and a small section on the eastern side between Esher Street and Fletcher Street. No stopping is proposed at the intersection of Esher Street and Midlands Terrace.

Figure 8.2: Focus area – Rouse Hill South parking conditions, early 2019

The figure shows no stopping on the western side of Bellcast Road between Picket Place and Galara Street and the western side of Peppin Street between Bellcast Road and Galara Street.

The eastern side of Bellcast Road between Picket Place and Grandiflora Street and the southern side of Grandiflora Street between Bellcast Road and Freshwater Road is shown as restricted parking four hour maximum nine AM to three PM Monday to Friday on the eastern side.

The northern side of Peppin Street between Bellcast Road and Stirrup Lane and the Western side of Peppin Street between Galara Street and Merine Lane shows restricted parking four hour maximum nine AM to three PM Monday to Friday.

Galara Street shows restricted parking four hour maximum nine AM to three PM Monday to Friday on the western side between Civic Way and Peppin Street.

The northern side of Bunda Street is shown as no parking and the southern side is shown as restricted parking four hour maximum between nine AM to three PM Monday to Friday.

The western section of Bascule Street shows no parking on the eastern side and restricted parking four hour maximum between nine AM to three PM Monday to Friday on the western side. The eastern section of Bascule Street shows no parking on the eastern side and restricted parking four hour maximum nine AM to three PM Monday to Friday on the western side.

The eastern side of Caddies Boulevard between Dagara Street and Ngara Street is shown as restricted parking four hour maximum nine AM to three PM Monday to Friday, with no stopping proposed around the roundabout intersection with Grazier Road.

Both sides of Grazier Road are shown as restricted parking four hour maximum between nine AM to three PM Monday to Friday, with a short length of no parking near the intersection with Bascule Street.

Civic Way shows as a combination of restricted parking maximum four hours between nine AM and three PM Monday to Friday in combination with No Parking in two sections where Civic Way is narrower. No stopping is shown at the bend intersecting with Galara Street.

The southern side of Grandiflora Street between Bellcast Road and Freshwater Road is shown as restricted parking four hour maximum between nine AM to three PM Monday to Friday.

Figure 9.3: Focus area – The Ponds parking conditions, early 2019

The figure shows no stopping on Ridgeline Drive for ninety metres on the eastern and one hundred and twenty metres on the western side from the intersection with Schofields Road.

Amarco Circuit shows restricted parking four hour maximum between nine AM to three PM Monday to Friday on the southern side of the road northern section of the circuit and along the western side of the eastern section of the circuit

Statutory no stopping will be demarcated at the intersections of Amarco Circuit with Ulmara Avenue, Adelong Parade, Paringa Drive, Allambie Street, Palara Drive and Tanunda Drive.

No stopping is also proposed on the internal and external corners of the Amarco Circuit loop.

Palara Street shows short sections of no stopping on the eastern and western edges of the avenue at the intersection of Amarco Circuit at both ends.

Amarco Circuit shows short sections of no stopping at all intersection locations.

