

16 January 2019

**Updated 26 February 2019**

Submission to Hornsby Shire Council Local Traffic Committee

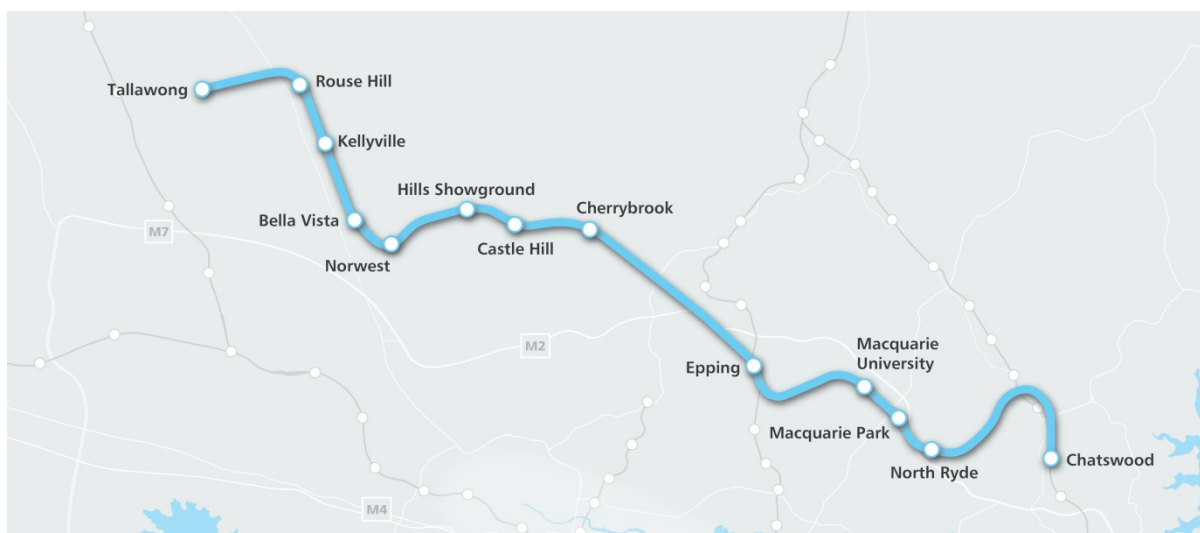
## Proposing Changes to On Street Parking Conditions Surrounding New Sydney Metro Stations

### Background

Sydney Metro is delivering a new world-class railway for Sydney. Passenger services are proposed to commence in the city's north west in the second quarter of 2019, on Australia's first fully-automated railway.

The project will deliver:

- Eight new railway stations and 4,000 commuter car parking spaces to Sydney's growing North West
- 23 kilometres (km) of new metro line between Rouse Hill and Epping, including 15 km of tunnels and a 4 km skytrain viaduct
- A train every four minutes during peak periods or 15 trains an hour.



*Figure 1.1: Sydney Metro Northwest project and route overview*

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.

In the course of preparing the strategy, Sydney Metro has identified streets surrounding the eight new metro stations that are likely to experience an increase in parking activity as a result of the opening of the Metro. Sydney Metro proposes, in this submission, a number of changes to on street parking conditions to mitigate the impact of metro customers on local streets surrounding the stations.

## Proposal

Parking measures have been identified within the Hornsby Shire Council area for Cherrybrook station and are documented in [Attachment 1](#).

Except for Franklin Road, the proposed parking restrictions apply to areas that are currently unrestricted. This submission does not propose to remove any restrictions previously approved or implemented by Council.

The changes are generally limited to:

- New No Stopping zones
- New Restricted Parking zones (4P 9am to 3pm Monday to Fridays)
- New No Parking zones
- New No Parking zones (9am to 3pm Monday to Friday)

## Consultation

Sydney Metro engaged in informal consultation with representatives from Council in late October 2018 to discuss the proposal. This identified a number of changes or additional measures in the areas listed.

After incorporating Council's input into the proposal, Sydney Metro prepared an Overview Report explaining the proposed changes and commenced a program of consultation with impacted residents and stakeholders. Stakeholders were invited to provide their feedback or ask questions about the proposed changes. Feedback was received across a month long period commencing Monday 3 December 2018.

The overview report can be viewed online at:

[www.sydneymetro.info/sites/default/files/document-library/Parking\\_management\\_strategy\\_overview\\_report.pdf](http://www.sydneymetro.info/sites/default/files/document-library/Parking_management_strategy_overview_report.pdf)

Information regarding the proposed changes was also published on the Sydney Metro website as a 'Have Your Say' article.

Copies of the letters sent to stakeholders are included in [Attachment 2](#).

A report summarising stakeholder feedback is included in [Attachment 3](#).

## Action Requested of Council

Sydney Metro Northwest is seeking Hornsby Shire Council's approval to implement the proposed parking management measures, as outlined in the attached tables and concept diagrams.

## Implementation

If approved by Council, Sydney Metro is proposing to fund and manage the installation of the necessary signposting to implement the measures to Council's requirements.

Sydney Metro will use best endeavors to have the approved changes implemented prior to passenger services commencing, subject to Council approval being received.

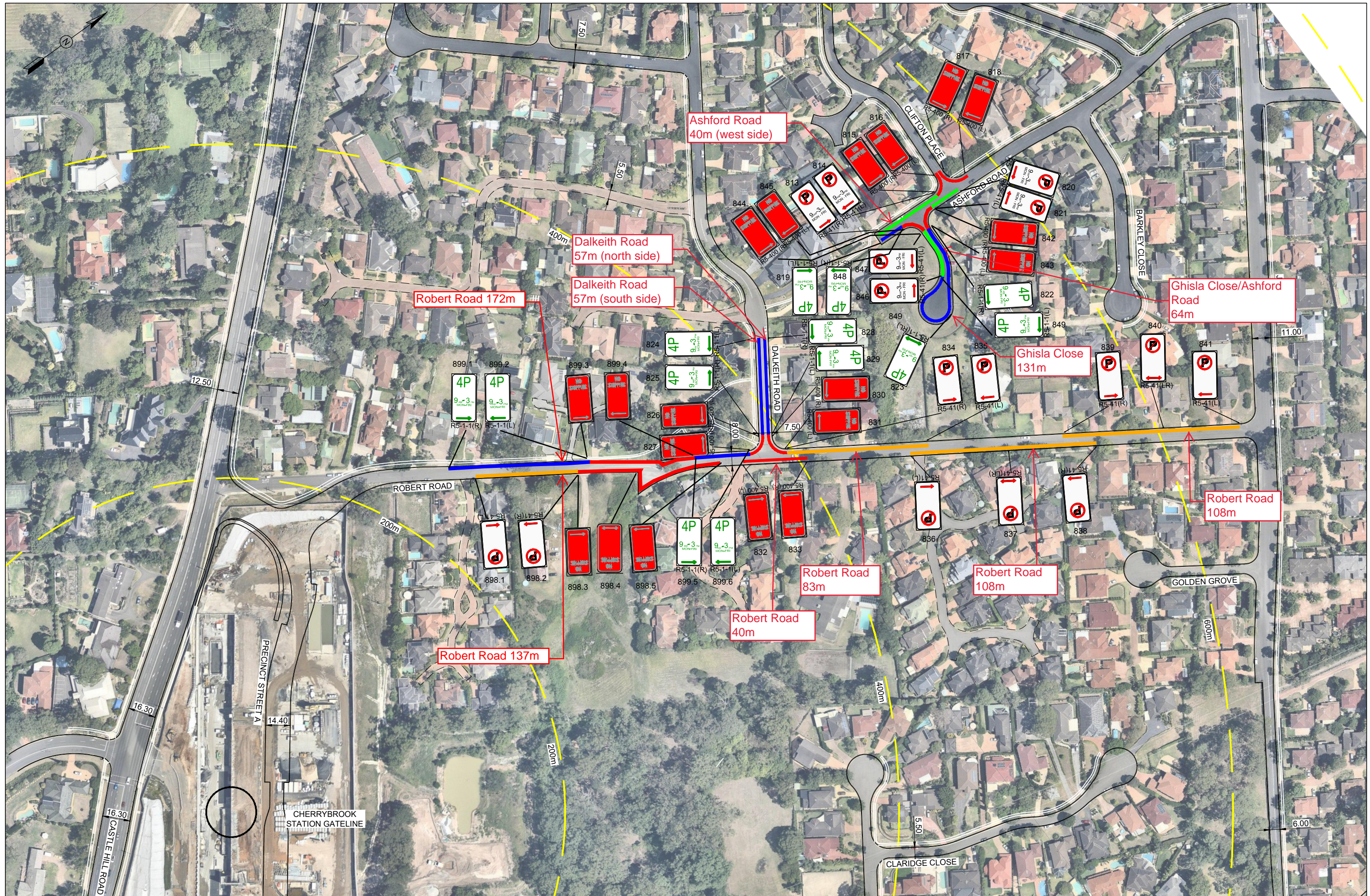
## Further Information

For further discussion or information please contact Sydney Metro representative:

**Andrew Stringer**  
Senior Manager Service Integration  
Customer & Operations  
Sydney Metro  
M 0422 880 702  
Level 43, 680 George Street, Sydney NSW 2000  
PO Box K659, Haymarket NSW 1240

## Attachment 1 – Parking Change Concept Diagrams

|                                    |   |
|------------------------------------|---|
| <b>Description</b>                 | Cherrybrook Station – Robert Road   |
| <b>Council</b>                     | Hornsby Shire Council   |
| <b>Suburb</b>                      | Cherrybrook   |
| <b>Roads and lengths</b>           | Robert Road – 648m<br>Dalkeith Road – 114m<br>Ashford Road – 65m<br>Ghisla Close – 137m   |
| <b>Diagram No.</b>                 | Cherrybrook Station - Robert  |
| <b>Roadwork &amp; changes</b>      | No Stopping signs<br>Restricted Parking signs (4P 9am to 3pm Monday to Friday)<br>No Parking signs (unrestricted)<br>No Parking signs (9am-3pm Monday to Friday)<br><br>Note:<br>1. Sydney Metro will utilise existing sign posts where possible.   |
| <b>Consultation Considerations</b> | Following consultation with residents and stakeholders, Sydney Metro proposes to amend the original proposal by: <ol style="list-style-type: none"> <li>Moving the no parking zone on Ghisla Close from the northern side to the southern side.</li> <li>Adding 4P, No Parking and No Stopping along Robert Road between Oliver Way and Dalkeith Road. This area is in the 200m-400m radius from the station and was not captured in the initial assessment as not being treated by the station builder.</li> </ol> <p>Sydney Metro will continue to monitor parking on streets for 12 months following commencement of Metro services to inform any further parking restrictions that may be considered.</p> |



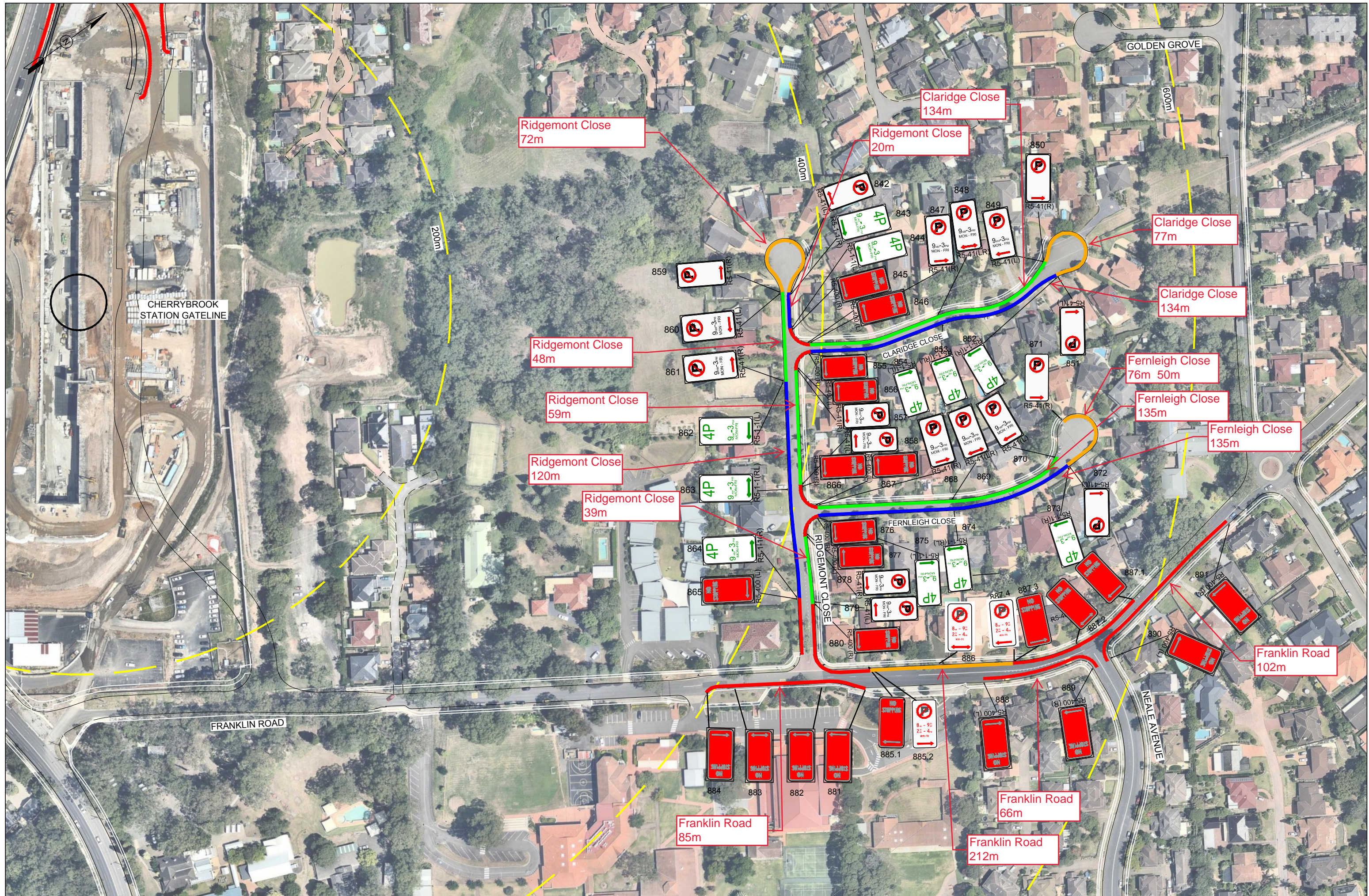
**CHERRYBROOK STATION - ROBERT ROAD  
PROPOSED PARKING CHANGES - EARLY 2019**

FOR DISCUSSION PURPOSES ONLY

**LEGEND**

- NO PARKING (9am to 3pm Monday to Friday)
- RESTRICTED PARKING (4P 9am to 3pm Monday to Friday)
- NO STOPPING
- NO PARKING
- PRIVATE ROAD

|                                    |  |
|------------------------------------|--|
| <b>Description</b>                 | Cherrybrook Station – Franklin Road  |
| <b>Council</b>                     | Hornsby Shire Council  |
| <b>Suburb</b>                      | Cherrybrook  |
| <b>Roads and lengths</b>           | Franklin Road – 603m<br>Ridgemont Close – 433m<br>Fernleigh Close – 320m<br>Claridge Close – 345m  |
| <b>Diagram No.</b>                 | Cherrybrook Station - Franklin Road  |
| <b>Roadwork &amp; changes</b>      | No Stopping signs<br>No Parking signs (9am-3pm Monday to Friday)<br>Restricted Parking signs (4P 9am to 3pm Monday to Friday)<br><br>Note:<br>1. Sydney Metro will utilise existing sign posts where possible.   |
| <b>Consultation Considerations</b> | Following consultation with residents and stakeholders, Sydney Metro proposes to amend the original proposal by: <ol style="list-style-type: none"> <li>1. Changing the restrictions at the end of each cul de sac to No Parking (previously proposed to be No Stopping)</li> <li>2. Providing an unrestricted area on Fernleigh Close</li> <li>3. Extending the No Stopping restriction on the western side of Franklin Road beyond the Neale Avenue intersection (in the northern direction)</li> <li>4. Rezoning a No Parking Zone in front of Tangara School for Girls to become a No Stopping Zone</li> <li>5. Rezoning and area opposite Tangara School for Girls, initially proposed to be No Stopping, now proposed to be 'No Parking 8am-9:30am / 2:30pm-4pm Monday to Friday' to allow for pickup and drop off activity during school hours and residents parking at other times.</li> </ol> <p>Sydney Metro will continue to monitor parking on streets for 12 months following commencement of Metro services to inform any further parking restrictions that may be considered.</p> |



CHERRYBROOK STATION - FRANKLIN ROAD  
 PROPOSED PARKING CHANGES - EARLY 2019

Revised 22 February 2019

FOR DISCUSSION PURPOSES ONLY

LEGEND

- RESTRICTED PARKING (4P 9am to 3pm / Mon to Fri)
- NO PARKING 9am to 3pm / Mon to Fri
- NO STOPPING
- NO PARKING

## Attachment 2 – Consultation Letters



3 December, 2018

Dear resident,

The \$8.3 billion Sydney Metro Northwest railway opens next year. It is the first stage of Sydney Metro – Australia’s biggest public transport project – which is being extended from the north west into the Sydney CBD in 2024.

Sydney Metro Northwest includes 13 metro railway stations, 4,000 commuter parking spaces and Sydney’s new generation of safe, reliable and fully automated metro trains. Services start in the second quarter of 2019.

In addition to the 4,000 new commuter car parking spaces being provided at the new Sydney Metro stations, Sydney Metro is preparing a Parking Management Strategy to address any impacts to streets around the stations.

The Parking Management Strategy will provide recommendations for the implementation of on-street parking management measures around the new Sydney Metro stations to help ensure safe and efficient access for all customers.

An Overview Report has been developed to provide a summary of the proposed on-street parking changes. This report is available to view online at [https://www.sydneymetro.info/sites/default/files/document-library/Parking\\_management\\_strategy\\_overview\\_report\\_0.pdf](https://www.sydneymetro.info/sites/default/files/document-library/Parking_management_strategy_overview_report_0.pdf)

The changes are proposed to be implemented for a range of reasons detailed in the Overview Report including:

- Supporting safety of local streets
- Retain safe access for emergency and service vehicles
- Support safe and efficient bus movements
- Preservation of local amenity
- Support efficiency of the road network.

Sydney Metro is undertaking public consultation on the Parking Management Strategy for proposed parking changes around Cherrybrook Station. The outcomes of this consultation will be provided to Hornsby Shire Council, which is the authority for on-street parking changes on local roads. This consultation will form part of the information considered by Council when assessing any proposed parking changes.

The community is invited to comment on the attached proposals by **17 December 2018**.

The attached diagram shows the proposed parking changes in your area. It does not include parking changes already approved and implemented on the new precinct streets constructed as part of Sydney Metro.

Following the period of public consultation, Sydney Metro will submit the recommended parking changes to Council’s local traffic committee for assessment and approval. Once approved by Council, Sydney Metro will implement the parking changes prior to the commencement of Sydney Metro Northwest services in 2019.

---

**Sydney Metro**

Level 43, 680 George Street, Sydney NSW 2000 | PO Box K659, Haymarket NSW 1240  
T 02 8265 9400 | sydneymetro.info | ABN 12 354 063 515



## Feedback

Community members are invited to submit their feedback on the proposed parking changes by emailing [info@metronorthwest.com.au](mailto:info@metronorthwest.com.au) or writing to:

Sydney Metro Northwest  
Parking changes  
PO Box 588  
North Ryde BC 1670

Your feedback should include:

- Your name and address
- Your feedback on the parking changes, including whether you support or do not support the changes and the reasons why.
- Your feedback should be marked 'Attention: Sydney Metro Northwest Parking Management Strategy'

For more information or to register for email updates contact the project team on:

(ph)**1800 019 989** 24-hours a day, seven days a week, (email) [info@metronorthwest.com.au](mailto:info@metronorthwest.com.au)

Yours sincerely



**Jane Richardson**

Director Transport Integration

*Proposed parking changes to Cherrybrook Station area*





3 December, 2018

Dear resident,

The \$8.3 billion Sydney Metro Northwest railway opens next year. It is the first stage of Sydney Metro – Australia's biggest public transport project – which is being extended from the north west into the Sydney CBD in 2024.

Sydney Metro Northwest includes 13 metro railway stations, 4,000 commuter parking spaces and Sydney's new generation of safe, reliable and fully automated metro trains. Services start in the second quarter of 2019.

In addition to the 4,000 new commuter car parking spaces being provided at the new Sydney Metro stations, Sydney Metro is preparing a Parking Management Strategy to address any impacts to streets around the stations.

The Parking Management Strategy will provide recommendations for the implementation of on-street parking management measures around the new Sydney Metro stations to help ensure safe and efficient access for all customers.

An Overview Report has been developed to provide a summary of the proposed on-street parking changes. This report is available to view online at [https://www.sydneymetro.info/sites/default/files/document-library/Parking\\_management\\_strategy\\_overview\\_report\\_0.pdf](https://www.sydneymetro.info/sites/default/files/document-library/Parking_management_strategy_overview_report_0.pdf)

The changes are proposed to be implemented for a range of reasons detailed in the Overview Report including:

- Supporting safety of local streets
- Retain safe access for emergency and service vehicles
- Support safe and efficient bus movements
- Preservation of local amenity
- Support efficiency of the road network.

Sydney Metro is undertaking public consultation on the Parking Management Strategy for proposed parking changes around Cherrybrook Station. The outcomes of this consultation will be provided to Hornsby Shire Council, which is the authority for on-street parking changes on local roads. This consultation will form part of the information considered by Council when assessing any proposed parking changes.

The community is invited to comment on the attached proposals by **17 December 2018**.

The attached diagram shows the proposed parking changes in your area. It does not include parking changes already approved and implemented on the new precinct streets constructed as part of Sydney Metro.

Following the period of public consultation, Sydney Metro will submit the recommended parking changes to Council's local traffic committee for assessment and approval. Once approved by Council, Sydney Metro will implement the parking changes prior to the commencement of Sydney Metro Northwest services in 2019.

---

**Sydney Metro**

Level 43, 680 George Street, Sydney NSW 2000 | PO Box K659, Haymarket NSW 1240  
T 02 8265 9400 | [sydneymetro.info](http://sydneymetro.info) | ABN 12 354 063 515

## Feedback

Community members are invited to submit their feedback on the proposed parking changes by emailing [info@metronorthwest.com.au](mailto:info@metronorthwest.com.au) or writing to:

Sydney Metro Northwest  
Parking changes  
PO Box 588  
North Ryde BC 1670

Your feedback should include:

- Your name and address
- Your feedback on the parking changes, including whether you support or do not support the changes and the reasons why.
- Your feedback should be marked 'Attention: Sydney Metro Northwest Parking Management Strategy'

For more information or to register for email updates contact the project team on:

(ph)**1800 019 989** 24-hours a day, seven days a week, (email) [info@metronorthwest.com.au](mailto:info@metronorthwest.com.au)

Yours sincerely



**Jane Richardson**

Director Transport Integration

*Proposed parking changes to Cherrybrook Station area*



# Attachment 3 – Submissions Report for Hornsby Shire Council



Submissions  
Report

for

Hornsby Shire  
Council

# Submissions Report

Community submissions to the Sydney Metro Northwest  
Parking Management Strategy Overview Report for  
Hornsby Shire Council

|                     |   |
|---------------------|---|
| <b>Project:</b>     | Parking Management Strategy - Overview Report |
| <b>Division:</b>    | Sydney Metro                                  |
| <b>Document:</b>    | Submissions Report for Hornsby Shire Council  |
| <b>Date:</b>        | 16 January 2019                               |
| <b>Status:</b>      | Version 01                                    |
| <b>Author:</b>      | Alison Jones                                  |
| © Sydney Metro 2019 |   |

| <b>Version:</b> | <b>Date:</b>    | <b>Description:</b>                   |
|-----------------|-----------------|---------------------------------------|
| 01              | 16 January 2019 | First issue for Hornsby Shire Council |
| 02              |                 |                                       |
| 03              |                 |                                       |
| 04              |                 |                                       |
| 05              |                 |                                       |

## Table of Contents

|  |           |
|--|-----------|
| <b>Glossary</b> .....  | <b>4</b>  |
| <b>1. Introduction</b> .....                                       | <b>5</b>  |
| 1.1. Sydney’s new metro railway.....                               | 5         |
| 1.1.1. Sydney Metro Northwest.....                                 | 6         |
| 1.1.2. Customer access to new Sydney Metro interchanges.....       | 6         |
| 1.2. Sydney Metro Northwest Parking Management Strategy .....      | 7         |
| <b>2. Stakeholder and community consultation</b> .....             | <b>9</b>  |
| 2.1. Proposed future engagement.....                               | 9         |
| <b>3. Community Submissions</b> .....                              | <b>10</b> |
| 3.1. Cherrybrook Station .....                                     | 11        |
| 3.1.1. Focus area – Franklin Road.....                             | 11        |
| 3.1.2. Focus area – Robert Road.....                               | 12        |
| 3.2. Issues raised outside the scope of the proposed changes ..... | 15        |
| <b>4. Next Steps</b> .....   | <b>16</b> |
| <b>5. References</b> .....   | <b>17</b> |

## Glossary

|              | Definitions                      |
|--------------|----------------------------------|
| <b>CBD</b>   | Central business district        |
| <b>EIS</b>   | Environmental impact statement   |
| <b>LGA</b>   | Local government area            |
| <b>LTC</b>   | Local traffic committee          |
| <b>NSW</b>   | New South Wales                  |
| <b>RMS</b>   | Roads and Maritime Services      |
| <b>SSI</b>   | State Significant Infrastructure |
| <b>TfNSW</b> | Transport for New South Wales    |



# 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 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

southwest 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.

### 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 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 (e.g. 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 carparks 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 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 meet planning approval condition C11.

Sydney Metro has been consulting with Hornsby Shire Council, 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 forthcoming Parking Management Strategy covers commuter car parks, as well as provide recommendations for on-street parking changes in the wider precinct 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.

This report summarises the submissions received in response to the on-street changes proposed in the overview report, as relevant to Hornsby Shire Council.

## 2. Stakeholder and community 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 were invited to comment over a two-week period between 3 December – 17 December 2018. However, submissions were accepted up until Monday 7 January 2019.

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.

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

- Enquiries phone line: 1800 019 989
- Email: [info@metronorthwest.com.au](mailto:info@metronorthwest.com.au)
- Mail: Sydney Metro, PO Box 588, North Ryde, BC 1670.

### 2.1. Proposed future engagement

Community and stakeholder engagement activities would continue prior to and during implementation.

### 3. Community Submissions

This chapter describes the comments received through community submissions and residents' responses to the on-street parking changes proposed in the Parking Management Strategy Overview Report.

A total of 71 submissions received by Sydney Metro responded to the parking proposals within the Hornsby Shire Council Local Government Area (LGA).

The key issues raised in the community submissions were:

- Requests for resident parking schemes (37)
- 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 extent of the proposed parking restrictions (14)
- Safety concerns (13)
- Requests or comments outside the scope of this consultation (10)
- 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)
- Inadequacy of 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)
- Ability for parking provisions to be reviewed again in the future (1)

The submissions are further outlined below.

## 3.1. Cherrybrook Station

### 3.1.1. Focus area – Franklin Road

Sydney Metro received 43 submissions in relation to the proposed parking changes around Franklin Road at Cherrybrook Station.



Figure 1: Proposed parking changes for Cherrybrook Station (Franklin Road)

Residents were concerned about the impact of commuters parking in their streets and wanted on-street parking protected for resident use only. The majority of submissions stated that they did not support the parking restrictions for Cherrybrook Station as proposed. The majority of submissions requested that a resident parking scheme be implemented to protect the ability of residents to park in proximity to their homes. The majority of these requests came from residents on Ridgmont Close, Franklin Road, Fernleigh Close and Claridge Close, although requests were also received from residents of Curtis Close, Chapel Close and Neale Avenue.

Inala's Dulkara centre for Life Skill and the Arts also requested the provision of special parking permits for restricted parking areas as the street frontage in front of 118 Franklin Road is proposed as 'no stopping' and is used by staff for parking under the current parking restrictions. They also need to hold NDIS departmental meetings for clients and families at various times, and further parking spaces are needed on the days these occur. The proposed restrictions would not accommodate these requirements.

Several residents requested that the proposed parking restrictions be swapped to the other side of the street due to the location of existing footpaths. The proposed restrictions placed 'no parking' restrictions on the side of the street with the footpath and the 4 hour parking on the side without. These requests were from residents of Claridge Close and Fernleigh Close but this situation would also be applicable to Ridgmont Close as well.

Several residents in Curtis Close also requested that Curtis Close be considered for parking restrictions. They have recently experienced parking issues with construction employees working on Cherrybrook Station and have noted that they are within a 5-7 minute walk of the station.

Further requests for additional parking restrictions are also noted in the table below.

| STREET NAME   | REQUESTED CHANGES  | NO. REQUESTS |
|---|--|--------------|
| Ridgemont Cl, Franklin Rd, Fernleigh Cl & Claridge Cl | Provide resident parking permits to allow residents to be exempt from timed parking restrictions.  | 29           |
| Claridge Close  | Limit parking restrictions to 3 hours instead of 4 hours.  | 1            |
| Claridge Close  | Change location of restrictions to other side of the street - relocate 4P to the western side of Claridge Close (odd-numbered side) where there is an existing footpath.   | 1            |
| Fernleigh Close                                       | Change location of restrictions to other side of the street - relocate 4P to the western side of Fernleigh Close (odd-numbered side) where there is an existing footpath.  | 2            |
| Curtis Close  | Request that Curtis Close is considered for inclusion in the parking management plan for time restricted parking, (excluding residents).   | 3            |
| Franklin Road   | Upgrade Franklin Road to accommodate additional traffic and parking demand.  | 1            |
| Franklin Road   | Add no stopping or no parking on the western side of Franklin Road between Neale and John Road.  | 2            |
| Neale Avenue  | Extend restricted parking along Neale Avenue from Franklin Road to Paxton Crescent, (with resident exemptions).  | 4            |
| Neale Avenue  | Add no stopping either side of Neale Ave from Franklin Road to Fallows Way - in order for traffic to be able to turn left into Franklin Road (toward the metro) while a vehicle is waiting to turn right into Franklin Road. | 1            |

**Table 1: Changes suggested by local residents to the proposed parking restrictions around Franklin Road at Cherrybrook**

### 3.1.2. Focus area – Robert Road



Sydney Metro received 24 submissions in relation to the proposed parking changes around Robert Road at Cherrybrook Station.



**Figure 2: Proposed parking changes for Cherrybrook Station (Robert Road)**

Residents of Robert Road and the surrounding streets were concerned about the impact of commuters parking in their streets and wanted on-street parking protected for resident use only through the provision of resident parking permits or “resident only” parking restrictions.

A number of residents indicated they were unaware of the parking restrictions that have already been approved along Robert Road in closer proximity to the station as part of the station precinct works. In particular, Sydney Metro received a number of phone calls from residents of Oliver Way and submissions from residents of Robert Road, including those that would be directly affected by these parking conditions.

A significant number of residents enquired about bus access to Cherrybrook Station and whether Robert Road would be used as a bus route.

While no restrictions are currently proposed for Barkley Close, one resident wanted to know whether there would be a further process to review parking restrictions in the future if commuters started parking in their street.

While there was a level of support for the proposed parking changes around Robert Road, a number of further changes were suggested, including that ‘no parking’ restrictions are located on only one side of Robert Road rather than staggered across both sides. There was also some concern that allowing parking on both sides of Dalkeith Road may restrict access for residents and that the 4 hour parking restrictions would reduce availability of parking spaces for park users and wanted to see the time restrictions reduced to 2 hours.

| STREET NAME   | REQUESTED CHANGES   | NO. REQUESTS |
|---------------|---|--------------|
| Robert Road   | Request that Robert Road be designated as "parking only for the Residents of Robert Road" or provide resident parking permits.  | 5            |
| Robert Road   | Request that 'No parking' restrictions be located on only one side of Robert Road rather than staggered along both sides.   | 4            |
| Robert Road   | Install 'no stopping' signs at the intersection of Robert Road and John Road (to indicate statutory no stopping distances).   | 1            |
| Robert Road   | Request for 'No parking' restrictions on both sides of Robert Road between the top of the rise to John Road due to sight lines.   | 1            |
| Robert Road   | Request that 'No Stopping' zones at the Robert Road and Dalkeith intersection be extended further south along Robert Road to at least the Robert Road 'chicane'.                    | 1            |
| Robert Road   | Request that timed parking restrictions on Robert Road be limited to 3hrs.  | 3            |
| Robert Road   | Introduce restricted parking ('no parking') on both sides of Robert Road.   | 2            |
| Dalkeith Road | Reduce timed parking restrictions on one side of Dalkeith to 2 hour parking and prohibit parking on the other side of Dalkeith.   | 2            |
| Dalkeith Road | Install No Stopping signs on Dalkeith between Dunraven Way and Rochford Way to reinforce the no stopping requirement (existing double white lines).                                 | 2            |
| Dalkeith Road | Restrict parking on Dalkeith to 'no parking' on both sides of the road.   | 1            |
| Ghisla Close  | No parking at all times should be designated to any parking spaces (on the opposing kerb) directly across each resident's driveway as it is an obstruction when a car is reversing. | 1            |
| Ghisla Close  | Extend 4P and 'no parking' on Ghisla Close to 9am-12pm on Saturdays.  | 1            |
| Ghisla Close  | Provide resident parking permits to allow residents to be exempt from timed parking restrictions  | 1            |

|              |  |   |
|--------------|--|---|
| Ashford Road | Request for 'no parking' at any time on the eastern side of Ashford Road between the corner of Ghisla Close and No. 17 Ashford Road (in conjunction with resident parking only on the western side of Ashford Road between the corner of Clifton Place and No. 20 Ashford Road or resident parking permits). | 1 |
|--------------|--|---|

**Table 2: Changes suggested by local residents to the proposed parking restrictions around Robert Road at Cherrybrook**

### 3.2. Issues raised outside the scope of the proposed changes

A number of additional requests were made by residents of Robert Road and the surrounding streets that were outside the scope of the Sydney Metro Northwest Parking Management Strategy. These included:

- Reducing the speed limit on Robert Road and Dalkeith Road to 40 km/hr (5 submissions).
- Increasing the statutory parking distance from driveways to 1.8 metres (3 submissions).
- Allocating 6 metre long parking bays along Robert Road (3 submissions).
- Installing paid parking along Robert Road (3 submissions).
- Removing or restricting parking along the entire length of County Drive and introducing clearway conditions to increase traffic capacity and flow (2 submissions).
- Raised pads to be installed on the double lines on Dalkeith Road to discourage the cutting of corners and to slow down traffic (1 submission).
- The trimming of kerb side trees on Dalkeith Road to improve sight distance (1 submission).
- Barriers at each end of the public path between Ashford Road and Dalkeith Road to force cyclists to dismount (1 submission).

### 3.3. Sydney Metro Incorporation of Feedback

Where stakeholder feedback has prompted a change to the Sydney Metro proposal, this has been documented and described in the submission to the Local traffic Committee and the accompanying diagrams have been updated to incorporate the amendment.

## 4. Next Steps

Local Council is the primary authority for parking on local streets. This consultation will form part of the information considered by Council when assessing any proposed parking changes.

Sydney Metro will submit this report, along with the requested parking changes, to Hornsby Shire Council's Local Traffic Committee (LTC) for assessment and approval. In some cases, the submissions raise concerns for further consideration by Council, to either extend or reduce the proposed parking changes.

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.

Sydney Metro will update the Parking Management Strategy with the approved changes and submit this to the Department of Planning and Environment in accordance with the EIS 2 conditions of approval.

## 5. References

Sydney Metro, 2018 *Sydney Metro Northwest – Parking Management Strategy Overview Report*