

Construction Parking and Access Strategy (CPAS) - Clyde



| | | | |
|--|---|--------------------------|--|
| Project Name: | Sydney Metro West | | |
| Client Name: | Sydney Metro | | |
| Project Address: | DELTA will demolish buildings across the following sites: 1. Parramatta 2. Clyde 3. Westmead | | |
| Project Description/Scope: | DELTA Pty Ltd (DELTA) is responsible for the demolition of existing structures including removal of all hazardous materials and utility works of the Sydney Metro West Project at Clyde, Parramatta and Westmead. | | |
| Prepared By: | Name: [Redacted] | Signature: [Redacted] | Date: 11 th October 2021 |
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| Authorised By (Project Director): | Name: [Redacted] | Signature: [Redacted] | Date: 11 th October 2021 |

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2 GLOSSARY/ ABBREVIATIONS

| Term/ abbreviation | Definition |
|--------------------|---|
| CoPC | City of Parramatta Council |
| CJP | Customer Journey Planning |
| CPAS | Construction Parking and Access Strategy |
| CTMF | Construction Traffic Management Framework (by Sydney Metro) |
| CTMP | Construction Traffic Management Plan (site specific) |
| MCoA | Ministerial Conditions of Approval |
| REMM | Revised Environmental Management Measure(s) |
| ROL | Road Occupancy License |
| RPS | Residential Parking Scheme |
| TCP | Traffic Control Plan – superseded by TGS |
| TfNSW | Transport for NSW |
| TGS | Traffic Guidance Scheme (formerly TCP) |

3 AUTHORISATION AND CONTROL

3.1 Authorisation

This Plan is authorised by the Project Director. All project personnel are to ensure that their work activities and those of Project Consultants, Contractors and Suppliers are carried out in accordance with the requirements of this Plan.

3.2 Distribution

This Plan is a Controlled Document and must be distributed and revised under the guidance of the Project Manager. People who hold Controlled copies are responsible for maintaining their copies up-to-date.

3.3 Revision

The Project Director will monitor the implementation of this Plan and review the need for change or improvements having due regard to:

- Change in work scope, client comments etc.
- Internal and external audits
- Suggestions and comments from project personnel
- Incidence and frequency of non-conformance
- Necessity for corrective or preventative action
- Legal Update and Requirements
- Review by Delta Groups Management team
- Annual Review

All changes must be formally approved by the Project Director. Changes to the recent revision will be highlighted.

The following table provides a record of amendments made to this document.

| <i>Rev</i> | <i>Date</i> | <i>Description</i> | <i>Page</i> | <i>Developed By</i> | <i>Approved By</i> |
|------------------------------|----------------------|---|---|---------------------|--------------------|
| 0 | 25/08/2021 | Draft – Issued for comment | All | [REDACTED] | [REDACTED] |
| 1 | 17/09/2021 | Revised to address comments received | All | [REDACTED] | [REDACTED] |
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| <i>Rev No.</i> | <i>Date of Issue</i> | <i>Name of Recipient</i> | <i>Position / Organisation</i> | | |
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| 1 | 17/09/2021 | [REDACTED] | Principal’s Representative Project Manager | | |
| 2 | 01/10/2021 | [REDACTED] | <i>Principal’s Representative Project Manager</i> | | |
| 3 | 11/10/2021 | [REDACTED] | <i>Principal’s Representative Project Manager</i> | | |

4 EXECUTIVE SUMMARY

This Construction Parking and Access Strategy (CPAS) has been developed to address the requirements of the Ministerial Conditions of Approval related to the Critical State Significant Infrastructure of Sydney Metro West.

The CPAS identifies that there is no permanent impact on parking within the Clyde area associated with the DELTA works. There are temporary impacts to parking during utility and demolition works which are noted within this document. These short term impacts will occur during the implementation of short term works. Short term work is defined as:

| | |
|------------------------|---|
| short-term work | work requiring traffic control taking less than or equal to one work shift and where road conditions are returned to normal when the shift ends |
|------------------------|---|

Figure 1: Excerpt from Table 1-1 Terms and Definitions Traffic Control at Worksites Manual v6

As the parking impacts are temporary, no parking surveys have been undertaken.

All vehicles associated with the works at Clyde will be accommodated on site for the duration of the works.

5 INTRODUCTION

5.1 Background

The Sydney Metro is Australia’s biggest public transport program comprising four main packages of works. The Sydney Metro West (SMW) package is a critical part of this overall program extending from Westmead to The Bays site in Rozelle. The package aims to:

- Provide faster more reliable public transport options between greater Parramatta and the Sydney CBD
- Double the existing rail capacity between Parramatta and Sydney CBDs
- Support growing residential and employment zones between Westmead and The Bays and
- Allow for better public transport transfers between rail lines

The project includes:

- Approximately 24-kilometres of twin tunnels between Westmead and the Sydney CBD
- New metro stations at Westmead, Parramatta, Sydney Olympic Park, North Strathfield, Burwood North, Five Dock, The Bays and Sydney CBD
- A turn-up-and-go metro service operating between Westmead and Sydney CBD.
- The approved Stage 1 construction works includes:
 - Tunnel excavation including tunnel support activities between Westmead and The Bays
 - Station excavation for new stations at Westmead, Parramatta, Sydney Olympic Park, North Strathfield, Burwood North, Five Dock and The Bays
 - Shaft excavation for services facilities at Rosehill, Silverwater and between Five Dock and The Bays
 - Civil work for a stabling and maintenance facility at Clyde
 - A concrete segment facility for use during tunnelling located at Clyde
 - Excavation of a tunnel dive structure and associated tunnels at Rosehill to support a connection between the Clyde facility and the mainline metro tunnels.

The proposed Sydney Metro West alignment and the locations of proposed stations and operational ancillary infrastructure are shown in Figure 2 below.

Sydney Metro has engaged DELTA Group to undertake the demolition works at three sites associated with the Sydney Metro West project, specifically at Clyde, Parramatta and Westmead.

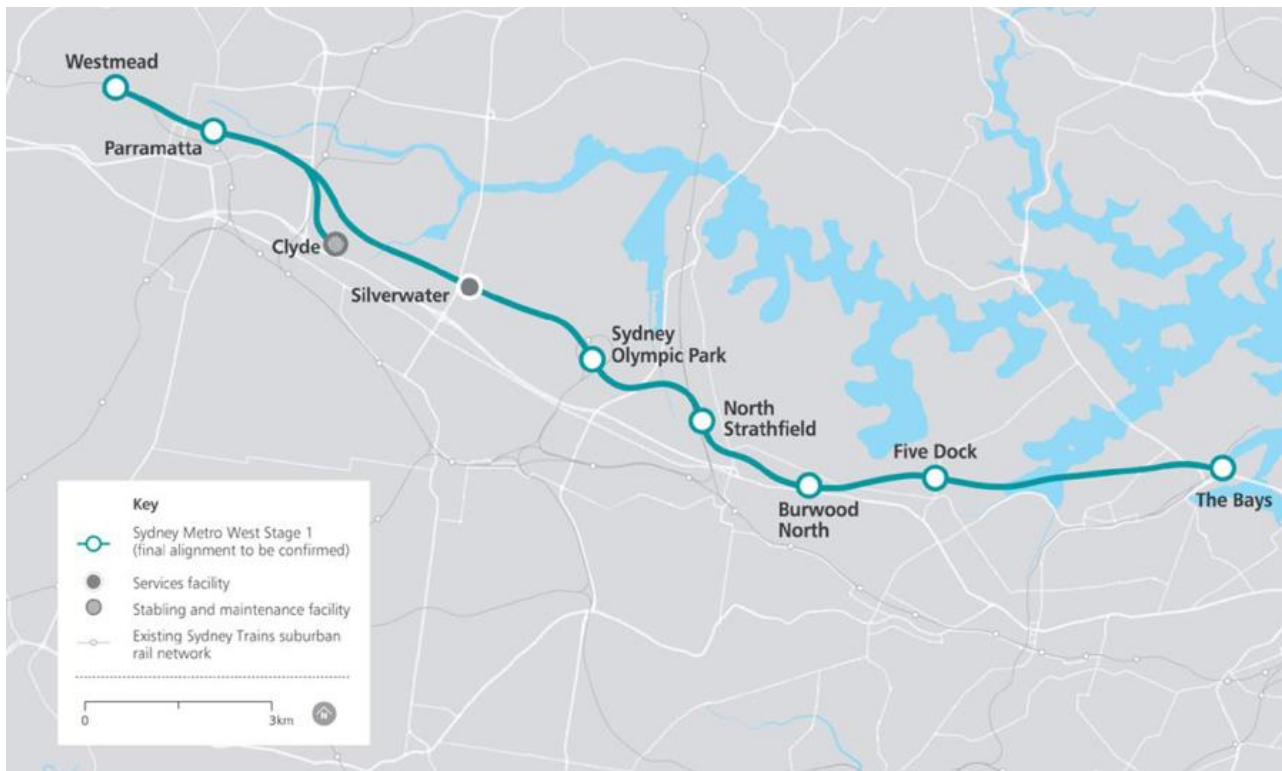


Figure 2: Sydney Metro West alignment and facilities

5.2 Purpose

This Construction Parking and Access Strategy (CPAS) has been prepared to describe how DELTA propose to manage potential and actual traffic and parking impacts as a result of the demolition works for the Clyde site. The CPAS outlines

how DELTA will comply with the applicable NSW Minister for Planning Conditions of Approval (MCoA) and the Sydney Metro Construction Environmental Management Framework (CEMF). It also outlines how DELTA will minimise environmental risks and achieve environmental outcomes on the project by creating a well defined approach to the implementation of EIS Revised Environmental Management Measures (REMM).

5.3 Scope

5.3.1 Minister's Conditions of Approval and Revised Environmental Mitigation Measures

DELTA notes that the Project must be carried out generally in accordance with the description provided in the Environmental Impact Statement (EIS) as amended by the Sydney Metro West Westmead to The Bays and Sydney CBD – Amendment Report Concept and Stage 1 2020, and the CSSI Ministerial Conditions of Approval (MCoA) and Revised Environmental Management Measures (REMMs) detailed in Table 1 and Table 2, below

The content of this CPAS has been prepared to comply with MCoA D91 and applies to all works to be undertaken for the demolition works at the Clyde site only. Separate CPAS will be provided for the Parramatta and Westmead sites.

Table 1: Ministerial Conditions of Approval requirements for CPAS

| Requirement | Detail | Where addressed |
|---|---|--|
| MCoA D90 | Vehicles associated with the project workforce (including light vehicles and Heavy Vehicles) must be managed to: | |
| | a) Minimise parking on public roads | Section 9.1 |
| | b) Minimise idling and queuing on state and regional roads | Section 10 |
| | c) Not carry out marshalling of construction vehicles near sensitive land user(s) | Section 10 |
| | d) Not block or disrupt access across pedestrian or shared user paths at any time unless alternative access is provided and | Section 9.2.4 |
| | e) Ensure spoil haulage vehicles adhere to the nominated haulage routes identified in the CTMPs | Section 10 |
| MCoA D91 | A Construction Parking and Access Strategy must be prepared to identify and mitigate impacts resulting from on and off-street parking changes during construction the construction Parking and Access Strategy must include, but not necessarily limited to: | This Strategy |
| | a) Achieving the requirements of Condition D90 above | |
| | b) Confirmation and timing of the removal of on and off-street parking associated with construction of Stage 1 of the CSSI | Section 7.2 and Table 5 |
| | c) Parking surveys of all parking spaces to be removed or occupied by the project workforce to determine current demand during peak, off peak, school drop off and pick up, weekend periods and during special events | Section 9.1 |
| | d) Consultation with affected stakeholders utilising existing on and off-street parking stock which will be impacted as a result of construction | Appendix A |
| | e) Assessment of the impacts to on and off-street parking stock taking into consideration, occupation by the project workforce, outcomes of consultation with affected stakeholders and considering the impacts of special events | Section 9.1 |
| | f) Identification of reasonable and practicable mitigation measures to manage impacts to stakeholders as a result of on and off-street parking changes including, but not necessarily limited to, staged removal and replacement of parking, provision of alternative parking arrangements, managed staff parking arrangements and working with relevant council(s) to introduce parking restrictions adjacent to work sites and compounds or appropriate residential parking schemes | Section 9.1 |
| | g) Where residential parking schemes already exist, off road parking facilities must be provided for the project workforce | Not applicable to Clyde CPAS as this area contains no residential properties as noted on Figure 6: Existing Land Use |
| | h) Mechanisms for monitoring, over appropriate intervals (not less than 6 months), to determine the effectiveness of implemented mitigation measures | Section 12 |
| | i) Details of shuttle bus service(s) to transport the project workforce to construction sites from public transport hubs and off-site car parking facilities (where these are provided) and between construction sites | Not applicable to Clyde CPAS as all workers will be accommodated on site |
| j) Provision of contingency measures should the results of mitigation or monitoring indicate implemented measures are ineffective and | Section 12 | |
| k) Provision of reporting or monitoring results to the Planning Secretary and Relevant Council(s) at six (6) monthly intervals | Section 12 | |
| MCoA D92 | The Construction Parking and Access Strategy must be submitted to the Planning Secretary for approval at least one (1) month before the commencement of any construction that reduces the availability of existing parking. The approved Construction Parking and Access Strategy must be implemented before impacting on on-street and parking and incorporated into the CTMPs | This strategy |
| MCoA D93 | During construction, all reasonably practicable measures must be implemented to maintain pedestrian, cyclist and vehicular access to, and parking in the vicinity of, businesses and affected properties. Disruptions are to be avoided, and where avoidance is not possible, minimised. Where disruption cannot be minimised, alternative pedestrian, cyclist and vehicular access, and parking arrangements, must be developed | Sections 9.2.3, 9.2.4 and 11 |

| Requirement | Detail | Where addressed |
|-------------|--|-----------------|
| | in consultation with affected businesses and implemented before the disruption. Adequate signage and directions to businesses, must be provided before, and for the duration of any disruption | |

Table 2: Revised Environmental Management Measures

| Requirement | Impact/ Issue | Mitigation Measure | Where addressed |
|-------------|-----------------|---|--|
| TT10 | Loss of parking | Where existing parking is removed to facilitate construction activities, consultation would occur with the relevant local council to investigate opportunities to provide alternative parking facilities | No permanent parking is being removed. Temporary parking impacts are as noted in Section 9.1. Appendix A for consultation. Consultation with appropriate stakeholders would continue as and when required should existing parking requirements need to be changed in future. |
| TT11 | Loss of parking | Construction sites would be managed to minimise the number of construction workers parking on surrounding streets by: <ul style="list-style-type: none"> ▪ Encouraging workers to use public or active transport ▪ Encouraging ride sharing ▪ Provision of alternative parking locations and shuttle bus transfers where feasible and reasonable | Section 9.1 |

Note that all other allocated traffic, transport and parking MCoA and REMMs will be managed through the preparation and implementation of the Construction Traffic Management Plans prepared in accordance with MCOA D85, and in line with Sydney Metro's Construction Traffic Management Framework (CTMF).

5.4 Objectives

DELTA is committed to delivering the Project in a way that minimises impacts on parking and access through the implementation of reasonable and feasible mitigation measures. To achieve this the CPAS will outline:

- The proposed methodology for transporting site staff and workforce between Project sites, where reasonable and feasible
- Available parking for site staff and workforce across the Project sites
- Management strategies for site staff and workforce parking
- The existing on-street parking capacity in the area surrounding the Project construction sites and
- The proposed impacts to existing parking and the assessment of existing parking capacity across the construction sites.

6 LEGAL AND OTHER REQUIREMENTS

6.1 Legislation

Identified regulatory requirements are:

- An approved and valid Road Occupancy Licence (ROL) both Transport Management Centre and City of Parramatta Council
- An approved relevant Speed Zone Authorisation (SZA)
- Approved permits from City of Parramatta including Road Opening Permit (ROP) and Hoarding Permit, where required
 - Australian Road Rules form the basis for state and territory road rules.
 - Roads Act 1993 (NSW) sets out rights along a public road, establishes procedures for a public road and provides the classification of roads.

Legislation relevant to traffic management also includes the *Environmental Planning and Assessment Act 1979* (EP&A Act), under which the project approval was granted.

Delta regularly reviews its legislative requirements in accordance with its Integrated Management System (IMS).

6.2 Guidelines and Other Documents

Guidelines, specifications, and policies relevant to traffic include:

- AUSTRROADS Cycling Aspects of AustRoads Guides, 2017
- AUSTRROADS Guide to Traffic Management, 2020 – Parts 1-13
- AUSTRROADS Guide to Road Design, 2009-2020 – Parts 1-8
- AUSTRROADS Guide to Road Safety, 2006-2019 – Parts 1-9
- AUSTRROADS Road Safety Audit Second Edition, 2019: Checklist 4. Pre-opening scheme audit.
- AUSTRROADS Road Safety Audit Second Edition, 2019: Checklist 5: Roadwork traffic scheme audit.
- AUSTRROADS Road Safety Audit Second Edition, 2019: Checklist 6: Existing roads: road safety audit.
- Department of Infrastructure, Planning and Natural Resources Planning Guidelines for Walking and Cycling (2004)
- Roads & Traffic Authority NSW Guide to Traffic Generating Developments, 2002
- Roads & Traffic Authority NSW Bicycle Guidelines Version 1.2, 2005
- Roads and Maritime QA Specification G10 – Traffic Management, 2020.
- Roads and Maritime NSW Speed Zoning Guidelines, 2011.
- Roads and Maritime Traffic Control at Worksites Manual, 2020

7 PROJECT WORKS AND MANAGEMENT

The scope of works for the Clyde site is as follows:

- Mobilisation and site set up
- Project planning, approvals and stakeholder management
- Service relocations and decommissioning
- Removal of existing substations
- Demolition of structures

7.1 Locality

The site is located in an industrial area of western Sydney and is bounded by M4 motorway, James Ruse Drive and Rosehill Gardens Racecourse and has street frontage on Unwin Street, Kay Street, Wentworth Street and Shirley Street, Clyde as shown on Figure 3, below.

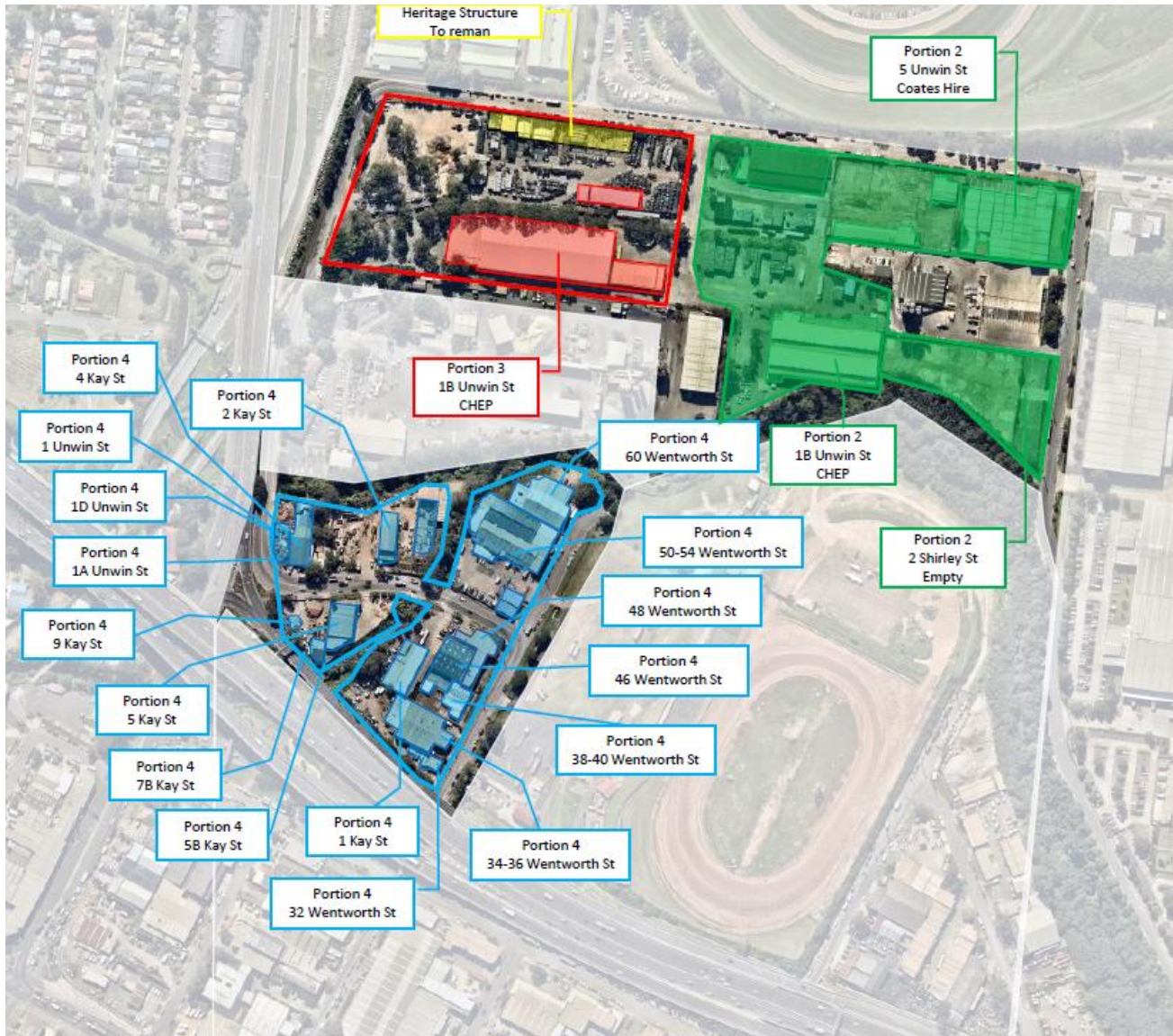


Figure 3: Clyde site location

Figure 4 provides the details of the works areas, whilst Table 3 provides the access dates

Table 3: Site access schedule

| Area of the site | Location | Site Access Date |
|------------------|-----------------------------|------------------|
| Area C1 | Unwin Street | 21 October 2021 |
| Area C2 | Shirley Street, Duck Creek | 21 October 2021 |
| Area C3 | Unwin Street, Duck Creek | 4 January 2022 |
| Area C4 | Unwin Street | 4 January 2022 |
| Area C5 | Unwin Street | 4 January 2022 |
| Area C6 | Kay Street and Unwin Street | 21 October 2021 |

| Area of the site | Location | Site Access Date |
|------------------|---|------------------|
| Area C7 | Kay Street and Duck Creek | 21 October 2021 |
| Area C9 | Wentworth Street, Kay Street and Duck Creek | 21 October 2021 |
| Area C10 | Wentworth Street, Kay Street, Duck Creek | 21 October 2021 |

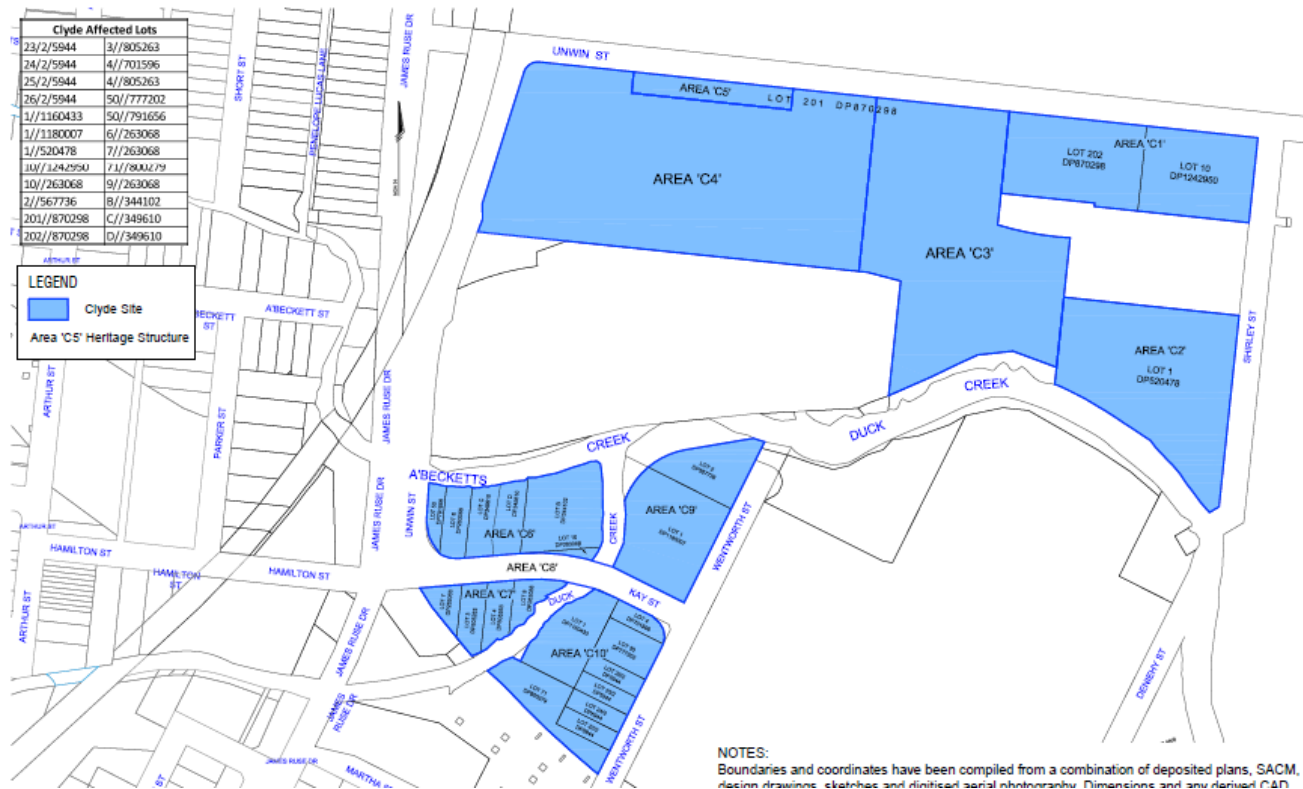


Figure 4: Areas of work

7.2 Construction site management

The hierarchy of traffic management plans, in accordance with the Construction Traffic Management Framework (CTMF) developed by Sydney Metro, is as noted in Figure 5, below.

| Document | Purpose | Produced by |
|--|---|--------------|
| Construction Traffic Management Framework (CTMF) (this document) | Provides the approach within which subsequent site specific CTMPs will be prepared. | Sydney Metro |
| Site-specific Construction Traffic Management Plan (CTMP) | Site-specific CTMPs are to be prepared for each Sydney Metro construction site, for each contract. | Contractor |
| Traffic Control Plans (TCP) | Prepared as part of the site specific CTMP or as a standalone drawing for submission with Road Occupancy License applications and/or Council permits. | Contractor |
| Pedestrian Movement Plans (PMP) Vehicle Movements Plans (VMP) | Prepared, where required, as part of the site specific CTMP, combined with a TCP or as a standalone drawing for submission with Road Occupancy License applications and/or Council permits. | Contractor |
| Parking Management Plan (PkMP) | Prepared, where required, as part of the site specific CTMP or as a standalone document for submission with Road Occupancy License applications and/or Council permits. | Contractor |

Figure 5: Table 3-1 from the CTMF

Separate site specific CTMP will be developed for each of the areas where demolition works are required, specifically:

- Clyde

- Parramatta and
- Westmead

CTMPs are currently in development at both Parramatta and Westmead. The Clyde CTMP will be provided to:

- City of Parramatta Council,
- TfNSW including Greater Sydney and Customer Journey Planning – the latter being a division of Greater Sydney
- Sydney Metro
- Traffic Control Group (TCG) and
- Traffic and Transport Liaison Group

Each relevant CTMP will provide details of all reasonably practicable measures to be implemented to maintain pedestrian, cyclist and vehicular access to, and parking in the vicinity of businesses and affected properties. Disruptions will be avoided where possible, if not feasible then the disruption will be minimised.

With the revision of the Sydney Metro Traffic Control at Work Sites Manual (TCAWS v.6 released in 2020) Traffic Control Plans (TCP) are now known as Traffic Guidance Schemes (TGS). TGS are a diagram showing signs and devices arranged to warn traffic and guide it around, past or, if necessary, through a work site or temporary hazard.

All required site specific TGS for traffic, pedestrian and cyclists will be included in the relevant site CTMP for each section. Each CTMP also addresses impacts to public transport (where applicable) emergency access requirements within and around the work areas, parking impacts (as noted in this document), haulage routes and site access/ egress.

The following documents for the 3 demolition sites address the requirements of the MCoA and REMMs:

- Construction Traffic Management Plans (CTMP) – site specific
- Construction Parking and Access Strategy (CPAS) – this plan
- Heavy Vehicle use of Local Roads (HVLR)

Traffic management at the Clyde site will be undertaken as noted in Table 4

Table 4: Traffic control – source: Sydney Metro’s TCAWS Manual

| Term | Definition |
|-----------------|---|
| Short term work | Work requiring traffic control taking less than or equal to one work shift and where road conditions are returned to normal when the shift ends |
| Long term work | Works requiring traffic control for longer than one work shift and where some form of traffic control remains when the site is left unattended |
| Shuttle flow | Where a single lane is used alternatively by both directions of traffic (eg: where insufficient width is available for a lane to be provided in each direction) |
| Lane closure | Closing of a traffic lane normally open for traffic flow |
| Parking lane | Closing a lane normally reserved for parking of vehicles |
| Footpath | Closing a footpath normally reserved for pedestrians |

7.2.1 Road occupation and restoration

For any works that involve an occupation of the road/ footpath, a Road Occupancy License (ROL) from TMC will be applied for prior to the submission of a Road Occupancy License from the City of Parramatta Council. ROL through the TMC will be applied for 10 business days from the requirement. Electronic lodgement of the ROL will be undertaken using RMS’ OpLinc system. Council permits will be lodged electronically in accordance with the City of Parramatta Council requirements. For any works where parking is temporarily impacted, DELTA will ensure that the parking removal is staged to minimise the time of parking space occupation.

For any road opening required, the relevant road opening permit will be applied for through the existing City of Parramatta Council website. The Road Opening permit will also be accompanied by a Road Occupation Permit. Details on the permits required are found at <https://www.cityofparramatta.nsw.gov.au/development/development-application-da/application-requirements/road-reserve>

A register of permits/ licenses will be maintained through the Works period and can be tabled at the TCG if requested. The register will also contain details of any traffic accidents that occur across the project.

8 EXISTING CONDITIONS

8.1 Existing land use

The site is located in a heavy industrialised area of western Sydney, refer to Figure 6. There are no sensitive receivers such as childcare, schools, aged care facilities located within the precinct. The Rosehill racecourse and stabling yards are located off Unwin Street to the north. Access to the racecourse is also available from Grand Avenue and from James Ruse Drive.

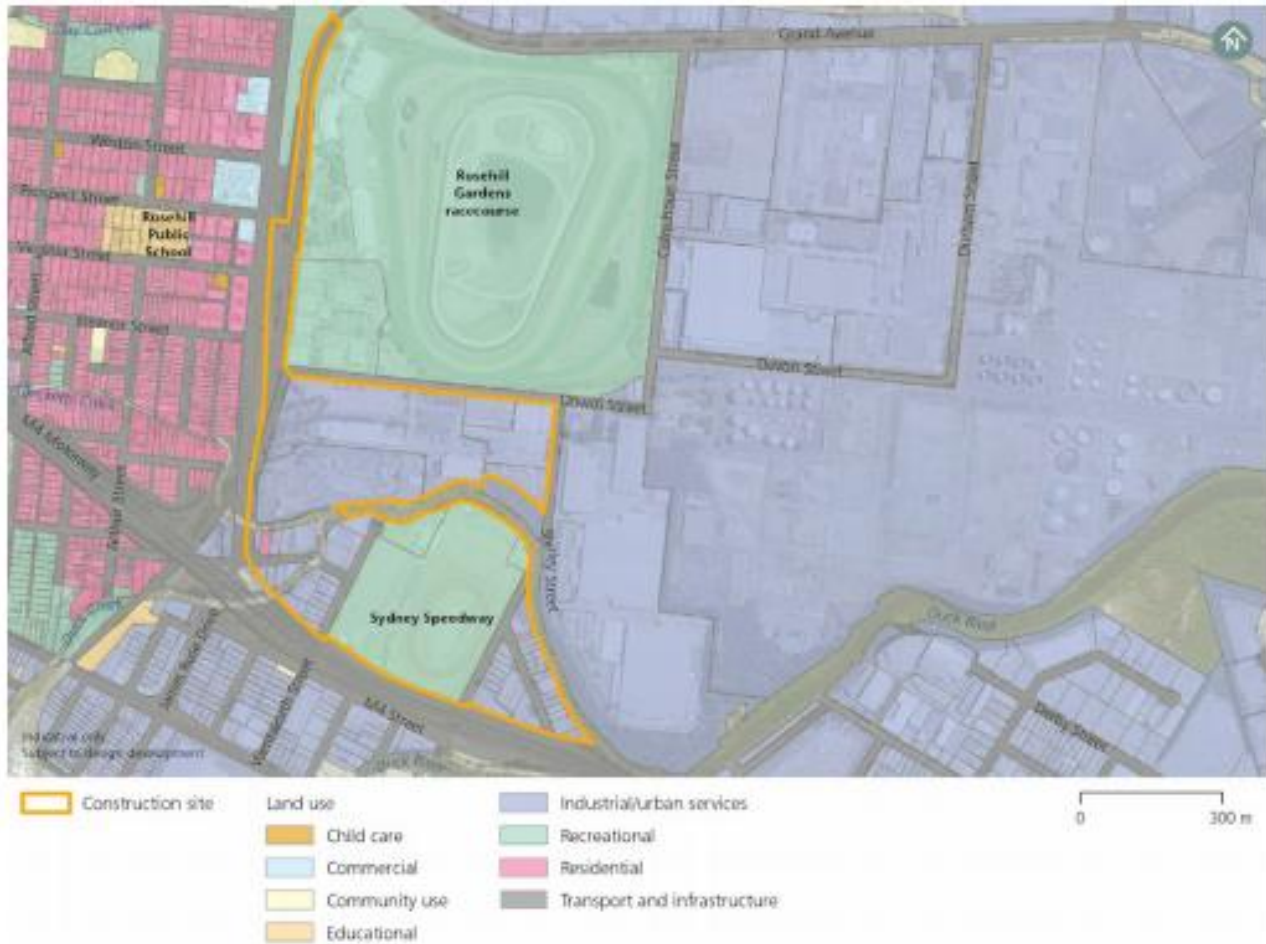


Figure 6: Existing land use (source: Chapter 14 EIS)

8.2 Existing parking restrictions

The existing parking restrictions installed in the area surrounding the Clyde site are shown on Figure 7.

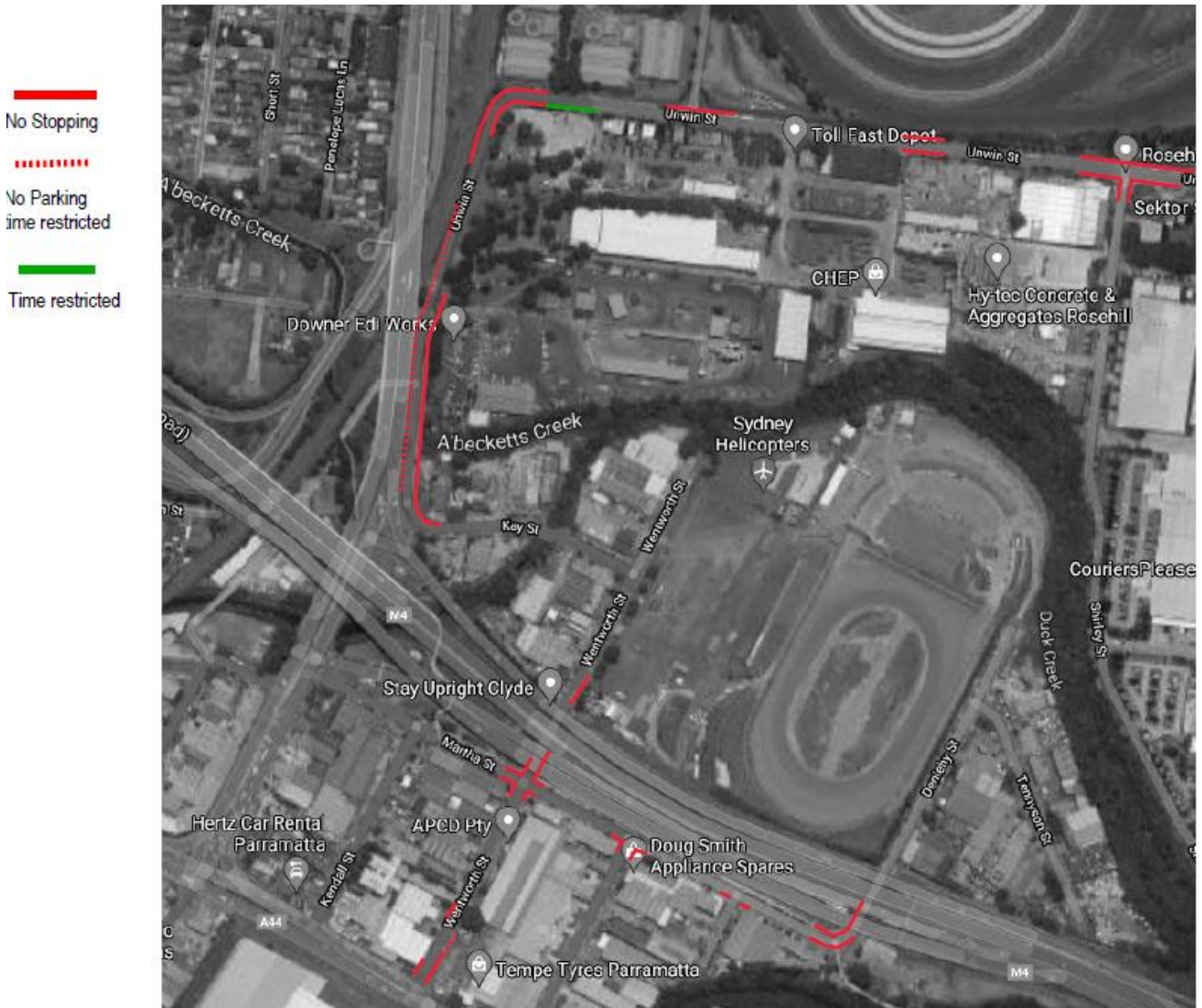


Figure 7: Existing parking restrictions

9 CONSTRUCTION IMPACTS

9.1 Existing parking to be removed

There is no permanent parking to be removed for the demolition and utility works. There will be temporary parking lane occupation during short term traffic control and works. These impacts will be removed at the end of each day post the completion of works at the nominated locations.

As noted in the EIS Technical Paper 1: Transport and traffic section 10.8.2

9.2 “These parking spaces serve properties that would form the construction site. Therefore, the impact of the lost parking spaces would be minimal. Proposed mitigation measures

Given that all industries have now been relocated from the construction site and that all workers will be accommodated on site, no parking surveys have been undertaken.

To minimise impacts on the existing parking stock during the utility works, the works will be planned to ensure that the following mitigation measures can be achieved.

9.2.1 Staged temporary removal of parking

Temporary parking changes, associated with the short term traffic control to be implemented for the utility works will be required at the locations noted on Figure 8 through to Figure 11. These short term works will result in a temporary loss of parking, where parking is currently allowed, for approximately 5 days for each lot of works. . It is noted that there is parking available on site for the Rosehill Racecourse which is accessed from Unwin Street.

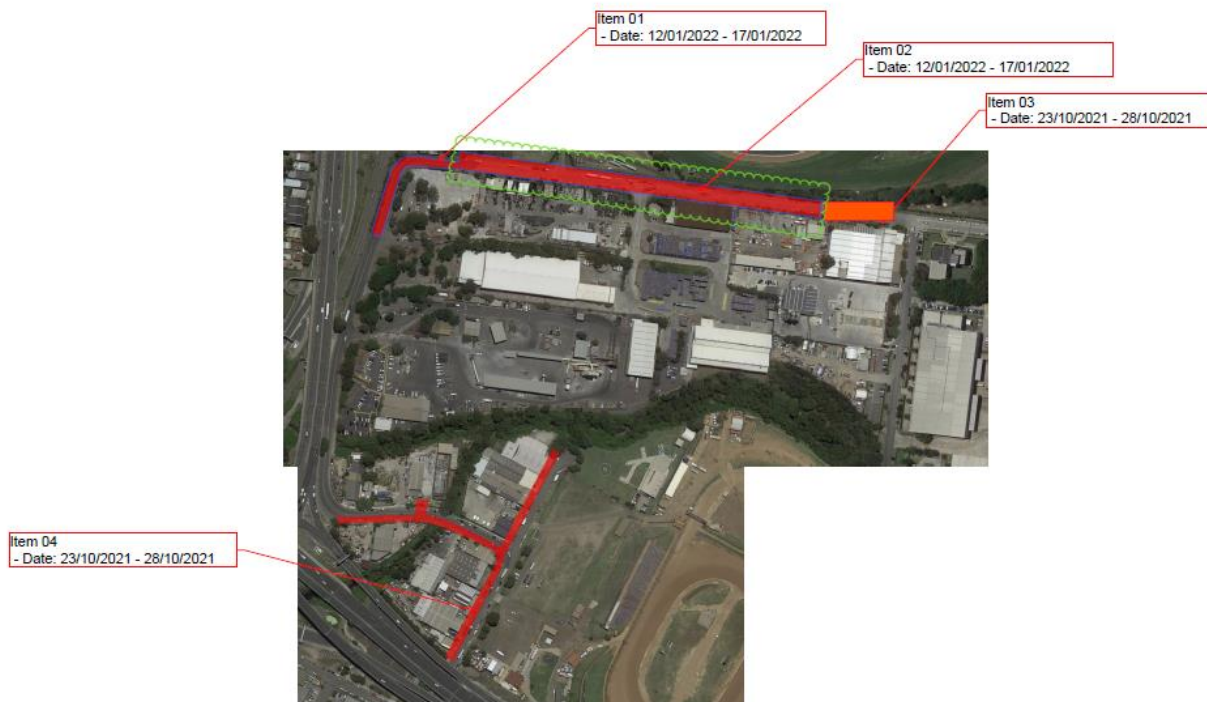


Figure 8: Electrical works

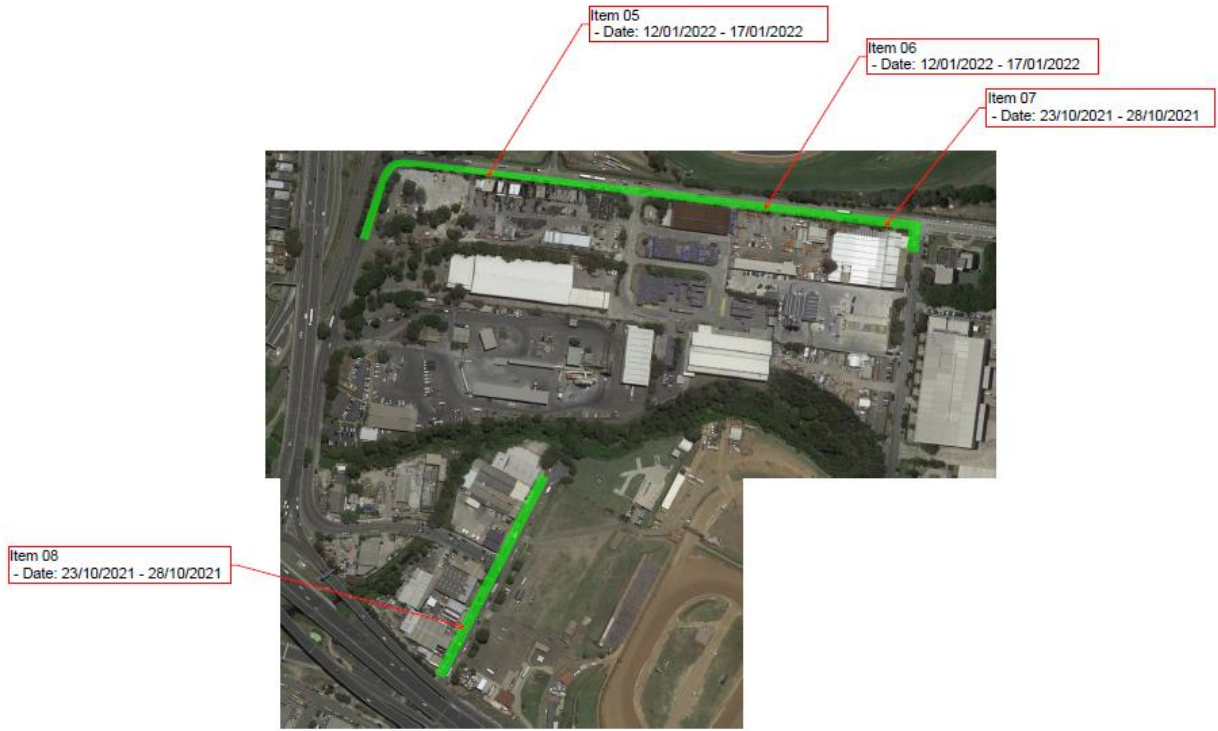


Figure 9: Gas works

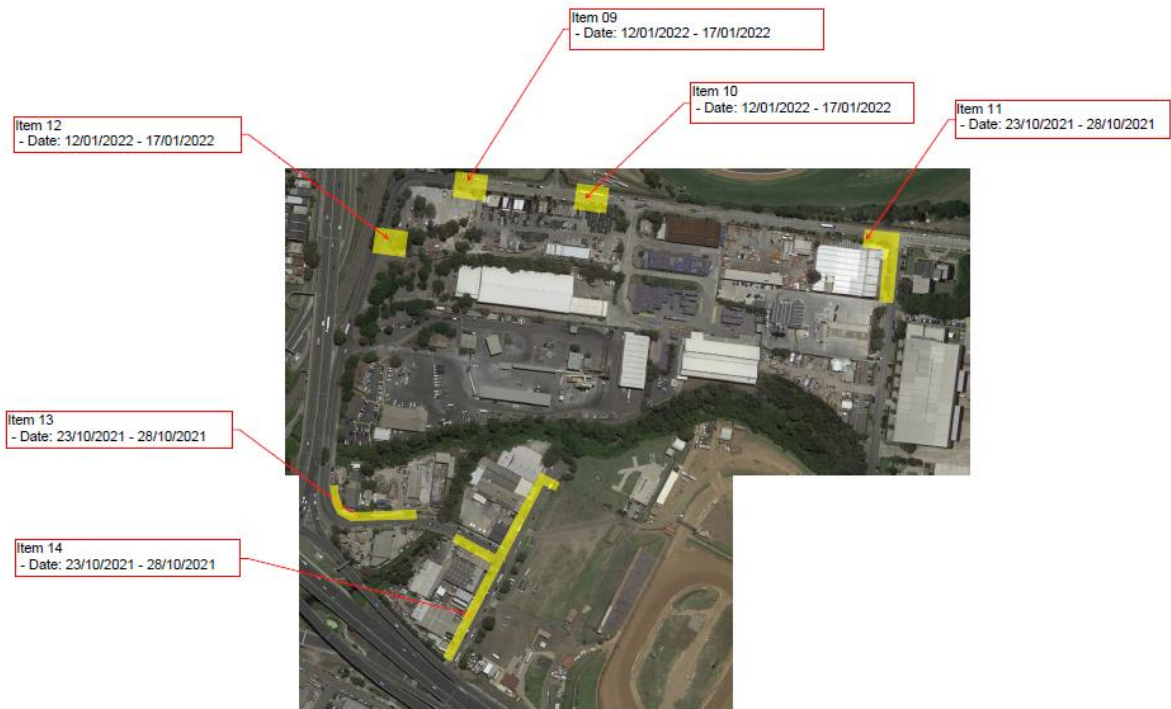


Figure 10: Communications works locations



Figure 11: Water works locations

The details of the locations of works and traffic control to be implemented can be found in Table 5 and Appendix B.

Table 5: Utility works impacts – note that Item numbers relate to Figure 8 through to Figure 11

| Item | Start Date | Finish Date | Utility | Street | Location - Start | Location - Finish | Side of Street | Work - Location | Work - Activity | Work areas | Traffic control required | TGS# |
|------|------------|-------------|-------------|------------------|------------------|-------------------|----------------|--|---|----------------|--|--|
| 1 | 12/01/2022 | 17/01/2022 | Electricity | Unwin Street | Unwin Street | Unwin Street | North South | Northern Nature Strip Southern Nature Strip Portion of southern lane | Excavation Work on Power Poles Pull cables under road | - 90 m x 30 m | Lane and nature strip closure | TGS-CLY-UWN-EB-2201 and TGS-CLY-UWN-WB-2201 |
| 2 | 12/01/2022 | 17/01/2022 | Electricity | Unwin Street | Unwin Street | Unwin Street | North South | Northern Nature Strip Southern Nature Strip Portion of southern lane | Excavation Work on Power Poles | - 350 m x 30 m | Lane and nature strip closure | TGS-CLY-UWN-EB-2201 and TGS-CLY-UWN-WB-2201 |
| 3 | 23/10/2021 | 28/10/2021 | Electricity | Unwin Street | Shirley Street | Unwin Street | North South | Northern Nature Strip Southern Nature Strip Portion of southern lane | Excavation Work on Power Poles Pull cables under road | - 90 m x 30 m | Traffic, parking lane and nature strip closure | TGS-CLY-UWN-EB-2201 and TGS-CLY-UWN-WB-2201 |
| 4 | 23/10/2021 | 28/10/2021 | Electricity | Kay Street | Wentworth Street | Unwin Street | North South | Southern Nature Strip Northern Nature Strip Airspace above road | Work on Power Poles Road Crossing | - 30 m x 30 m | Lane and nature strip closure | TGS-CLY-KAY-EB-2201 |
| 4 | 23/10/2021 | 28/10/2021 | Electricity | Kay Street | Wentworth Street | Unwin Street | South | Southern Nature Strip | Excavation Work on Power Poles | - 180 m x 10 m | Parking lane and nature closure | TGS-CLY-KAY-WB-1201 |
| 4 | 23/10/2021 | 28/10/2021 | Electricity | Wentworth Street | Western Motorway | Kay Street | West | Western Nature Strip Portion of western lane | Excavation Work on Power Poles | - 125 m x 10 m | Parking lane and nature closure | TGS-CLY-WEN-NB-1201 |
| 4 | 23/10/2021 | 28/10/2021 | Electricity | Wentworth Street | Kay Street | Cul-de-sac | West | Western Nature Strip Portion of western lane | Work on Power Poles | - 115 m x 10 m | Parking lane and nature closure | TGS-CLY-WEN-NB-1201 |
| 5 | 12/01/2022 | 17/01/2022 | Gas | Unwin Street | Unwin Street | Unwin Street | South | Southern Nature Strip Portion of southern lane | Excavation Work in Utility Pits | - 10 m x 5 m | Traffic, parking lane and nature strip closure | TGS-CLY-UWN-WB-2201 |
| 6 | 12/01/2022 | 17/01/2022 | Gas | Unwin Street | Unwin Street | Unwin Street | South | Southern Nature Strip Portion of southern lane | Excavation Work in Utility Pits | - 10 m x 5 m | Traffic, parking lane and nature strip closure | TGS-CLY-UWN-WB-2201 |
| 7 | 23/10/2021 | 28/10/2021 | Gas | Shirley Street | Shirley Street | Shirley Street | West | Western Nature Strip | Excavation Work in Utility Pits | - 10 m x 5 m | Lane and nature closure | TGS-CLY-SHI-NB-1201 |

| Item | Start Date | Finish Date | Utility | Street | Location - Start | Location - Finish | Side of Street | Work - Location | Work - Activity | Work areas | Traffic control required | TGS# |
|------|------------|-------------|----------------|------------------|---------------------------------|-------------------|----------------|---|------------------------------------|--------------|--|--|
| | | | | | | | | Portion of western lane | | | | |
| 7 | 23/10/2021 | 28/10/2021 | Gas | Unwin Street | Shirley Street | Unwin Street | South | Southern Nature Strip Portion of southern lane | Excavation Work in Utility Pits | - 10 m x 5 m | Traffic, parking lane and nature strip closure | TGS-CLY-UWN-WB-2201 |
| 8 | 23/10/2021 | 28/10/2021 | Gas | Wentworth Street | Kay Street | Cul-de-sac | West | Western Nature Strip Portion of western lane | Excavation Work in Utility Pits | - 10 m x 5 m | Parking lane and nature closure | TGS-CLY-WEN-NB-1201 |
| 9 | 12/01/2021 | 17/01/2022 | Communications | Unwin Street | to the west of Stables | | South | Southern Nature Strip Portion of southern lane | Excavation Work in Utility Pits | - 10 m x 5 m | Traffic, parking lane and nature strip closure | TGS-CLY-UWN-WB-2201 |
| 10 | 12/01/2022 | 17/01/2022 | Communications | Unwin Street | to the west of Tollfast | | South | Southern Nature Strip Portion of southern lane | Excavation Work in Utility Pits | - 10 m x 5 m | Traffic, parking lane and nature strip closure | TGS-CLY-UWN-WB-2201 |
| 11 | 23/10/2021 | 28/10/2021 | Communications | Shirley Street | Unwin Street | | West | Western Nature Strip Portion of western lane | Excavation Work in Utility Pits | - 10 m x 5 m | Lane and nature strip closure | TGS-CLY-SHI-NB-1201 |
| 11 | 23/10/2021 | 28/10/2021 | Communications | Unwin Street | Shirley Street | | South | Southern Nature Strip Portion of southern lane | Excavation Work in Utility Pits | - 10 m x 5 m | Traffic, parking lane and nature strip closure | TGS-CLY-UWN-EB-2201 and TGS-CLY-UWN-WB-2201 |
| 12 | 12/01/2022 | 17/01/2022 | Communications | Unwin Street | Hillrose Business Park driveway | | East | Eastern Nature Strip Portion of eastern lane | Excavation Work in Utility Pits | - 10 m x 5 m | Lane and nature strip closure | TGS-CLY-UWN-SB-1201 |
| 13 | 23/10/2021 | 28/10/2021 | Communications | Unwin Street | Last building before Kay Street | 2 Kay Street | East | Southern Nature Strip Portion of southern lane | Excavation Work in Utility Pits | - 10 m x 5 m | Lane and nature strip closure | TGS-CLY-UWN-SB-1201 |
| 14 | 23/10/2021 | 28/10/2021 | Communications | Kay Street | Wentworth Street | Duck Creek | South | Southern Nature Strip Portion of southern lane | Excavation Work in Utility Pits | - 10 m x 5 m | Parking lane and nature strip closure | TGS-CLY-KAY-WB-1201 |
| 14 | 23/10/2021 | 28/10/2021 | Communications | Wentworth Street | Western Motorway | Kay Street | West | Western Nature Strip Portion of western lane | Excavation Work in Utility Pits | - 10 m x 5 m | Parking lane and nature strip closure | TGS-CLY-WEN-NB-1201 |
| 14 | 23/10/2021 | 28/10/2021 | Communications | Wentworth Street | Kay Street | Cul-de-sac | West | Western Nature Strip Portion of western lane | Excavation Work in Utility Pits | - 10 m x 5 m | Parking lane and nature strip closure | TGS-CLY-WEN-NB-1201 |

| Item | Start Date | Finish Date | Utility | Street | Location - Start | Location - Finish | Side of Street | Work - Location | Work - Activity | Work areas | Traffic control required | TGS# |
|------|------------|-------------|---------|----------------|---------------------------------|-------------------|----------------|---|------------------------------------|--------------|--|---------------------|
| 15 | 12/01/2022 | 17/01/2022 | Water | Unwin Street | | | South | Southern Nature Strip Portion of southern lane | Excavation Work in Utility Pits | - 10 m x 5 m | Traffic, parking lane and nature strip closure | TGS-CLY-UWN-WB-2201 |
| 15 | 12/01/2022 | 17/01/2022 | Water | Unwin Street | | | South | Southern Nature Strip Portion of southern lane | Excavation Work in Utility Pits | - 10 m x 5 m | Traffic, parking lane and nature strip closure | TGS-CLY-UWN-WB-2201 |
| 16 | 12/01/2022 | 17/01/2022 | Water | Unwin Street | | | South | Southern Nature Strip Portion of southern lane | Excavation Work in Utility Pits | - 10 m x 5 m | Traffic, parking lane and nature strip closure | TGS-CLY-UWN-WB-2201 |
| 17 | 23/10/2021 | 28/10/2021 | Water | Shirley Street | Duck Creek | Unwin Street | West | Western Nature Strip Portion of western lane | Excavation Work in Utility Pits | - 10 m x 5 m | Lane and nature strip closure | TGS-CLY-SHI-NB-1201 |
| 17 | 23/10/2021 | 28/10/2021 | Water | Unwin Street | Shirley Street | | South | Southern Nature Strip Portion of southern lane | Excavation Work in Utility Pits | - 10 m x 5 m | Traffic, parking lane and nature strip closure | TGS-CLY-UWN-WB-2201 |
| 18 | 23/10/2021 | 28/10/2021 | Water | Unwin Street | Last building before Kay Street | 2 Kay Street | East | Eastern Nature Strip Portion of eastern lane | Excavation Work in Utility Pits | - 10 m x 5 m | Parking lane and nature strip closure | TGS-CLY-UWN-SB-1201 |

9.2.2 Special events

Rosehill Racecourse is found on the northern side of Unwin Street between Colquhoun Street and the disused Epping rail line to the west. The only gate used to access the racecourse is located at the western end of Unwin Street at the stable entry. This entry (Gate 2) provides access to the Horse Float Parking area, the infield car park, exhibition and event parking, exhibition centre loading dock and general deliveries, refer to Figure 12.

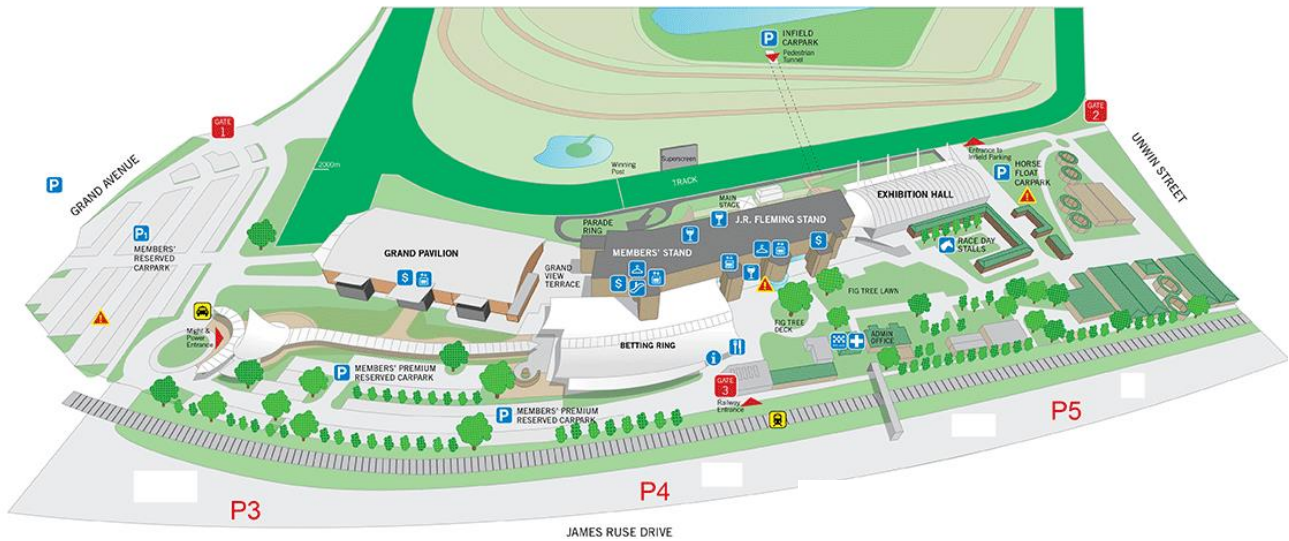


Figure 12: Rosehill Racecourse access egress

A calendar of racing events at Rosehill Racecourse is available [here](#) and is included in Appendix C. Typically, Saturdays are race days at Rosehill which commences after the construction activity has ceased for the day.

Other events held at Rosehill include:

- The Caravan and Camping Show with over 80,000 visitors each year – this show is yet to be confirmed at this location post 2021 – entry via Grand Avenue/ Prospect Street extension off James Ruse Drive
- Sydney Santa Spectacular with 35,000 visitors – entry via Grand Avenue/ Prospect Street extension off James Ruse Drive
- The Pool and Spa Outdoor Living Expo with 7,000 visitors – entry via Grand Avenue/ Prospect Street extension off James Ruse Drive
- a multitude of smaller events that are held in the exhibition centre and function areas attracting between 1,000-10,000 attendees – entry via Grand Avenue/ Prospect Street extension off James Ruse Drive

However, the advent of COVID-19 has seen the cancellation of a number of scheduled events across the Sydney region. Where major special events are held, we will ensure that access is maintained to the events.

9.2.3 Impact on access

All pedestrian and vehicular access to, and parking in the vicinity of operating businesses will be maintained. Access will be provided for utility owners. Any changes required to access will be agreed with the relevant owner/ occupier. There is no impact on existing businesses in the area who remain. If changes are required to access, then the access will be reinstated to an equivalent standard unless agreed with the property occupier/ owner. Any works that will be required these will be completed within 1 month of the works being undertaken.

9.2.4 Active transport users

Vehicle access to and from construction sites will be managed to maintain pedestrian, cyclist and motorist safety, where there is an interface. There are minimal footpaths provided in the Clyde area and one shared path that crosses Wentworth Street at Martha Street. Given the number of vehicles being generated by the demolition works, there is no impact on active transport users and routes. Where access is not available during the utility and demolition works, an alternative will be provided.

9.2.5 Police and Emergency Services

The Police and relevant Emergency Services will be informed, in a timely manner of relevant activities proposed within this CPAS. The initial communication to these stakeholders will be via the Traffic and Transport Liaison Group (TTLG). Regular updates will be provided to emergency services, including changes to road network configurations, changes to road conditions and worksite access locations, through emails and face to face discussions. Access to properties for emergency vehicles will be provided at all times.

9.2.6 Staff and workforce parking

Staff and workforce parking will be available on site for all personnel. Parking spaces available at the sites and numbers provided are as noted in Table 6, below.

Table 6: DELTA vehicle movements

| Area | Gate | DELTA workforce and staff # | DELTA parking space # |
|----------------|----------------------------|-----------------------------|-----------------------|
| Area C1 | Hytec | 5 | 25 |
| Area C2 | Coates Hire | 5 | Park in C1 |
| Area C3 | Tollfast | 5 | Park in C1 |
| Area C4 and C5 | Hillrose Business Park | 5 | 15 |
| Area C6 | 2 Kay Street | 10 | 15 |
| Area C7 | 1 Kay Street | Workforce from C6 | 0 |
| Area C9 | 50 Wentworth Street | Workforce from C6 | 0 |
| Area C10 | 36, 38-40 Wentworth Street | Workforce from C6 | 0 |

9.2.7 Sustainable transport options

DELTA will encourage the use of sustainable transport options to reduce the use of private motor vehicles. Options to be encouraged are:

9.2.7.1 Public transport

The Clyde site is located 1km away from the Clyde rail station, an easy 13 minute walk, as noted in Figure 13

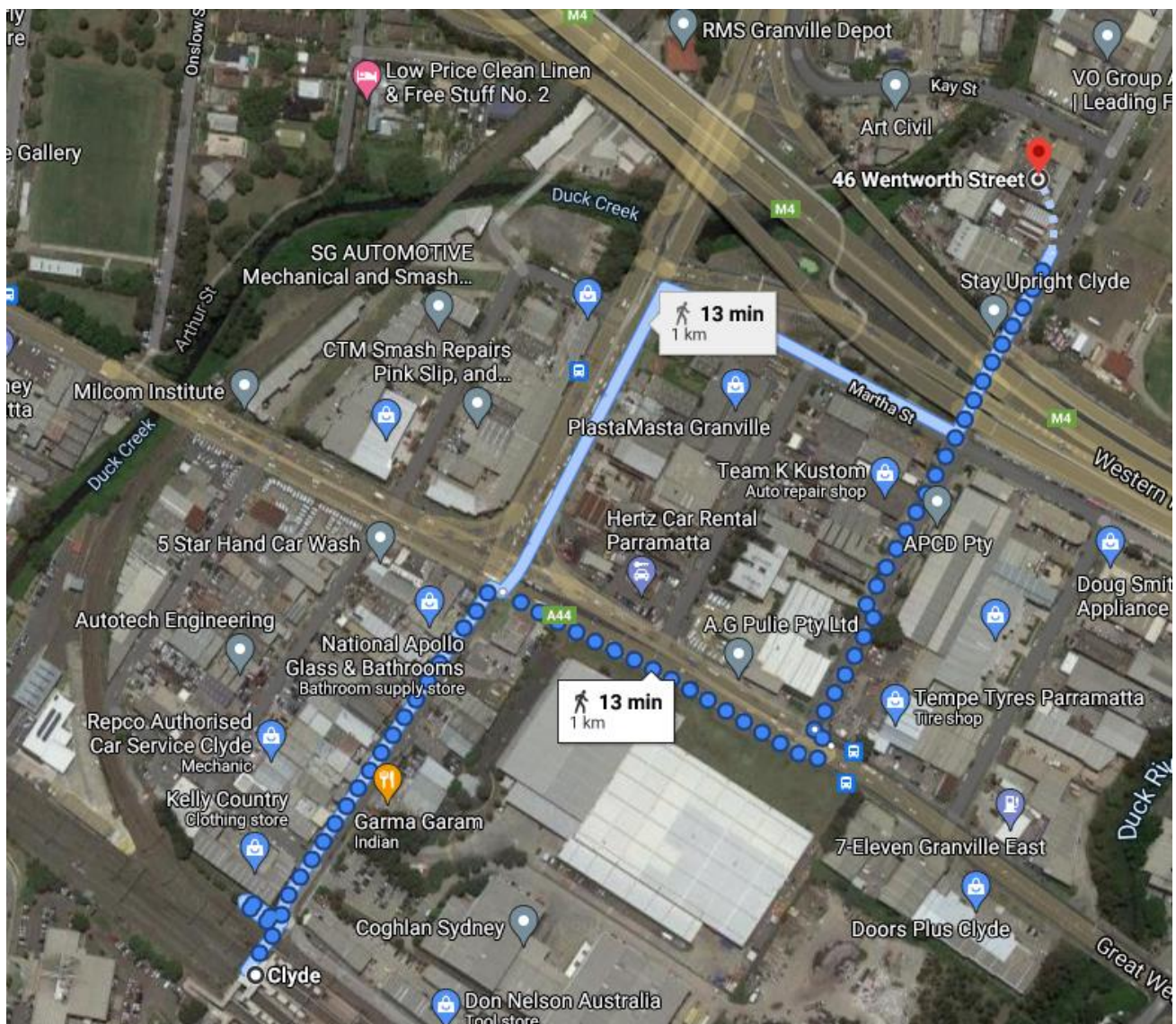


Figure 13: Clyde walking distance to rail station

The Clyde rail station is located on the T1 and T2 lines with easy interchanges at both Parramatta and Lidcombe transport interchanges, as noted on Figure 14.



Figure 14: Clyde rail station T1 and T2 lines

Bus stops are located on Parramatta Road, near Wentworth Street. These bus stops services routes M92 and 909.

Bus 909's route is between Parramatta Station and Bankstown, as shown on Figure 15, and is in operation between 6AM and 830PM Monday to Friday, 730AM to 730PM with a service frequency during weekdays of 30 minutes.

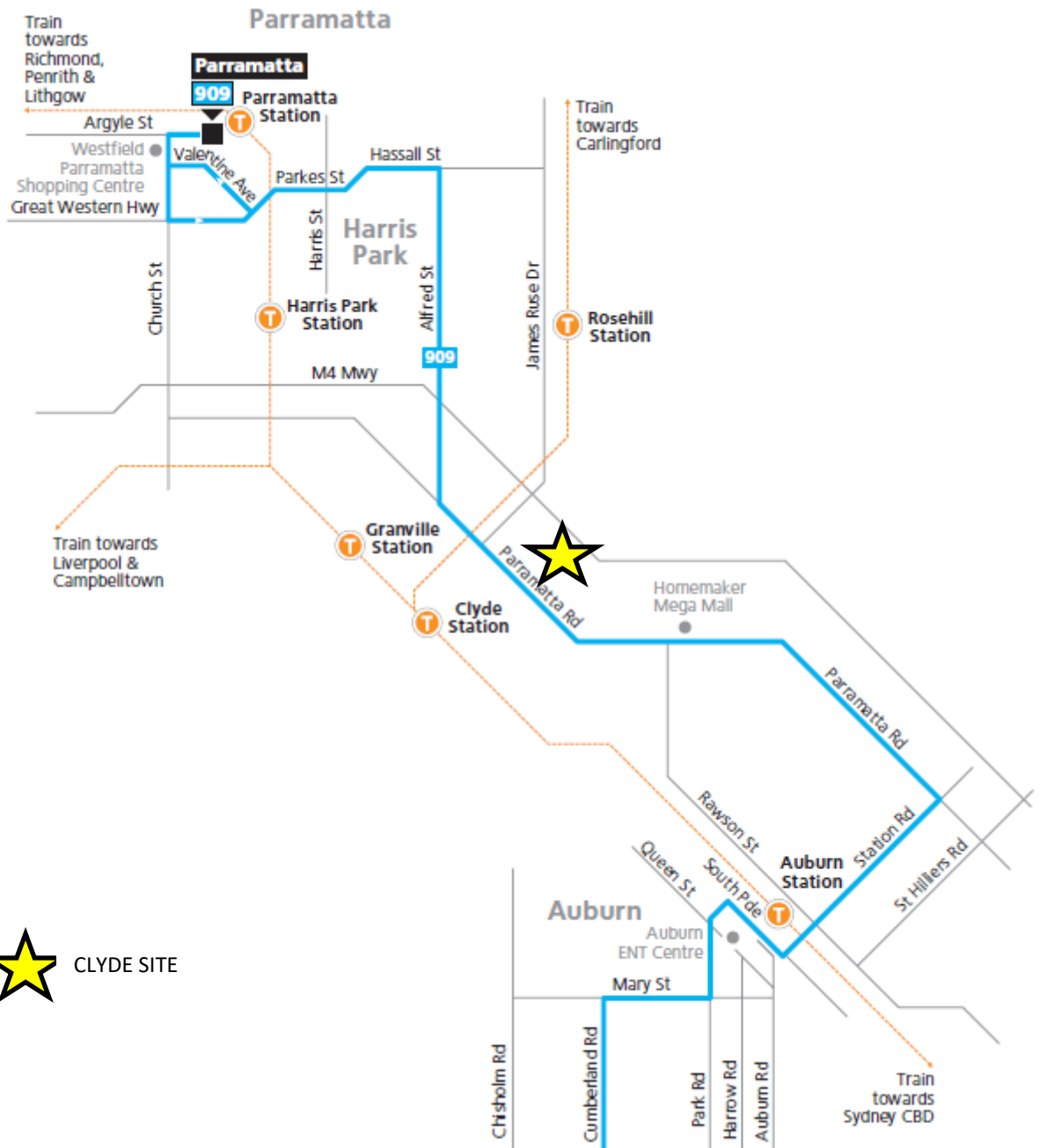


Figure 15: Bus route 909 near the Clyde site

Bus M92's route is between Parramatta and Sutherland, as shown on Figure 16, and is in operation between 6AM and 8:45PM Monday to Friday, 745AM-830PM Saturday, with a service frequency during weekdays of 10 minutes during peak periods.

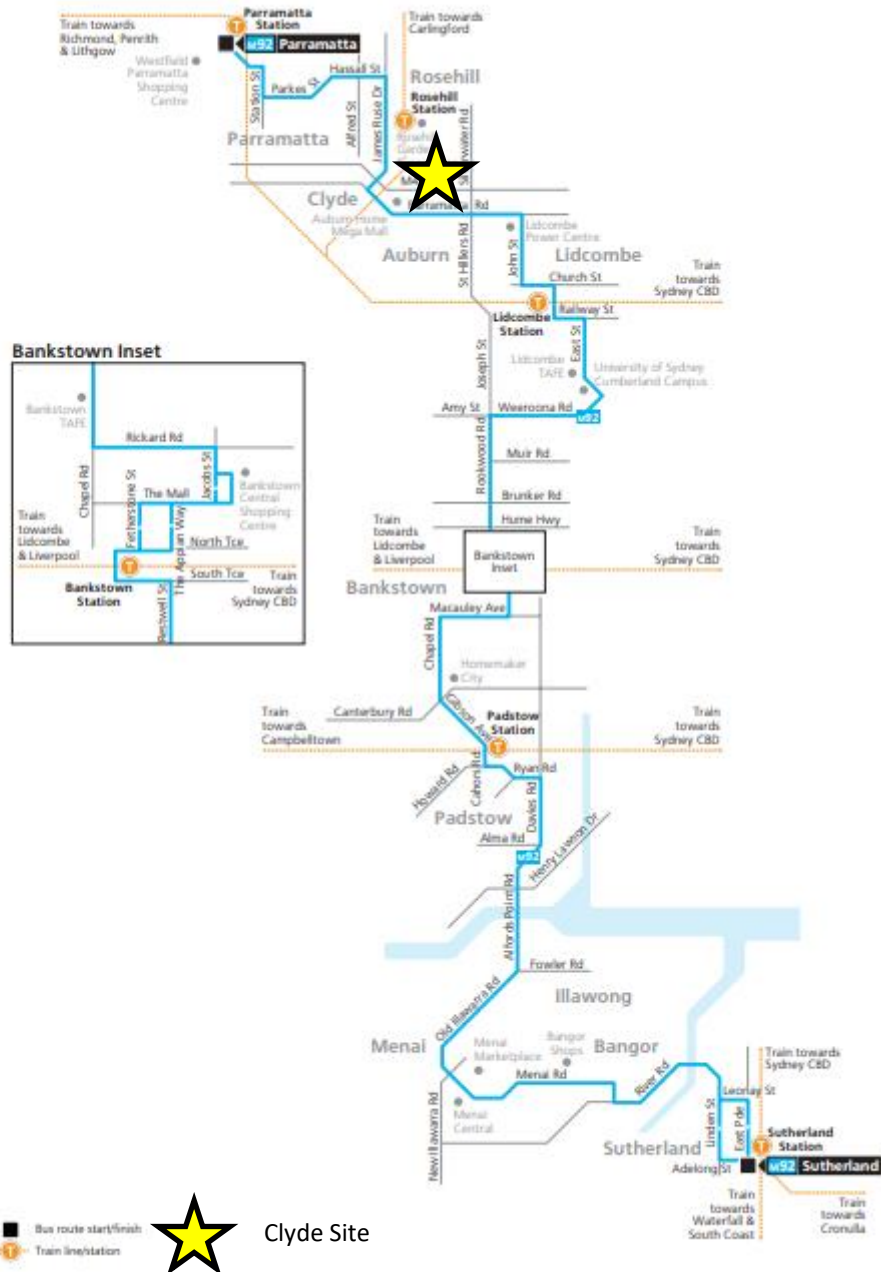


Figure 16: M92 Route between Parramatta and Sutherland

9.2.7.2 Car pooling

Under the current COVID-19 public health orders, carpooling is strictly prohibited. Once the current health orders are rescinded, DELTA will encourage carpooling and provide dedicated parking spaces on site for car pooling vehicles.

9.2.7.3 Active transport

A shared path exists in the Clyde industrial area which links South Wentworthville in the west with Sydney Olympic Park in the east, as shown on Figure 17. DELTA will encourage the use of active transport to gain access to the site. Secure bicycle parking will be available on site.

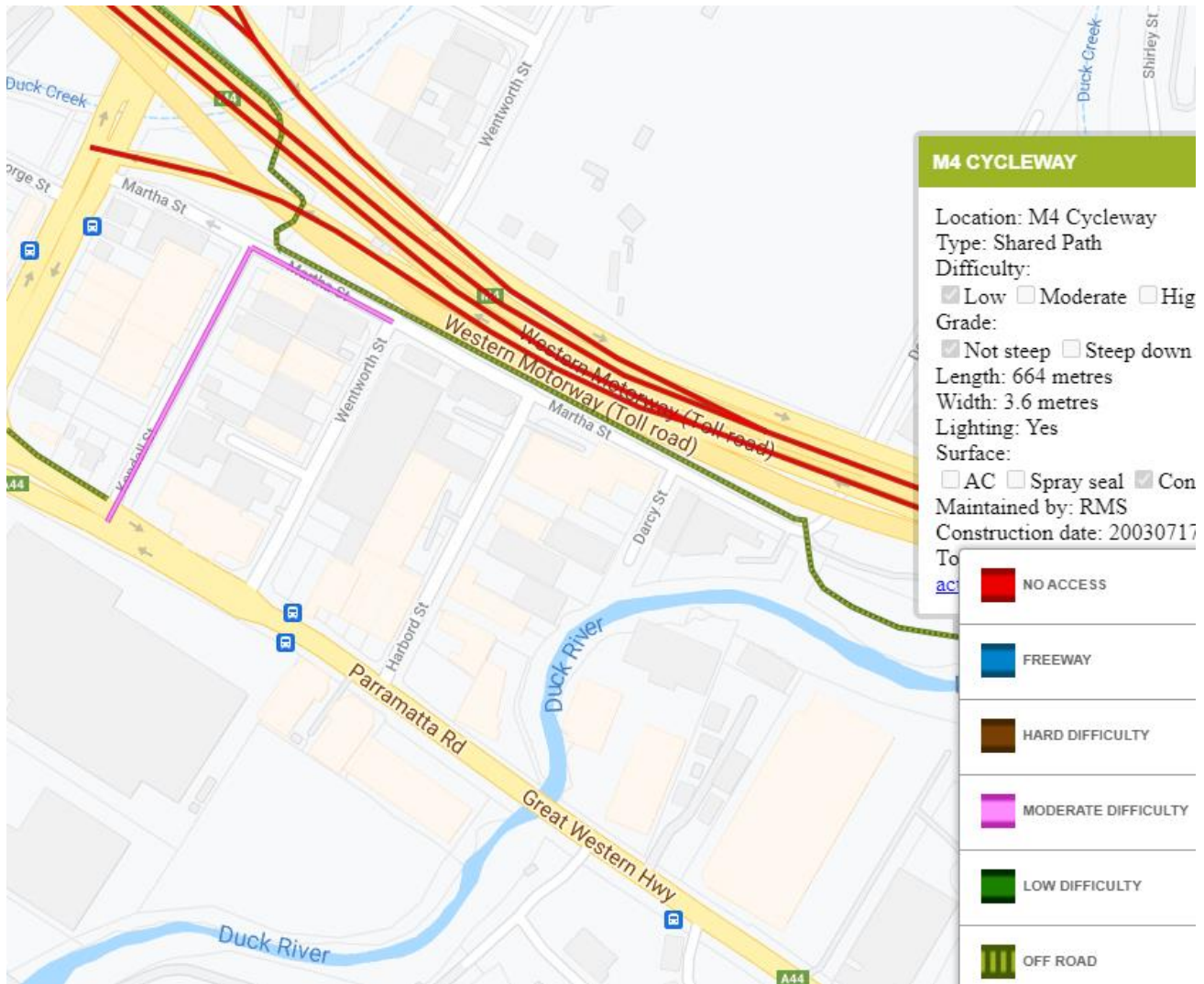


Figure 17: Active transport link, Clyde

10 FLEET MANAGEMENT

Trucks to be used on the project will be compliant with NSW legislation, Sydney Metro's Principal Contractor Health and Safety Standard, relevant Australian Design Rules and vehicle standards and the Heavy Vehicle National Legislation. All heavy vehicle operations will be conducted in accordance with DELTA's Chain of Responsibility (CoR) Management Plan.

A combination of truck types will be used during the site operations. These trucks may be truck and dog, semi-trailers, bin trucks, 12.5m SU truck, 10 wheeler bin truck, 5t tippers and low loaders.

All trucks will enter and exit the demolition sites in a forward direction, where reasonable and feasible. Where there is a requirement to undertake reversing movements on the public road system, traffic control will be implemented.

Construction site traffic will be managed to minimise movements during peak periods, where reasonable and practicable. This will be achieved by staggered start times for trucks and daily booking of trucks ensuring that only the truck numbers required for the loading tasks for that day are ordered. Given that the trucks will be loaded sequentially this provides for a staggered release of trucks onto the road network during the AM peak. The PM peak is also reduced as typically disposal sites are closed from 5PM meaning that if the disposal site is an hour away, the latest a truck can leave site is 4PM reducing our impact on the road network.

DELTA will provide sufficient onsite parking for heavy vehicles associated with the works. This will ensure that vehicles are not idling or queuing on state and regional roads. Given the amount of space available on the demolition sites, there is no requirement for any further marshalling facilities.

11 CONSULTATION AND COMMUNICATION

11.1 Stakeholders consulted

Table 7 lists the consultation undertaken in the development of this CPAS. Appendix A contains comments from the various stakeholders and DELTA's responses. All consultation will be undertaken in accordance with:

- Sydney Metro's Overarching Community Communications Strategy
- Small Business Owners Engagement Plan
- Contractor specific community communication strategy

Consultation with appropriate stakeholders would continue as and when required should existing parking requirements need to be changed in the future

Table 7: Stakeholders consulted

| Stakeholder | Date | Consultation | Main contact |
|---|---------------------------------|----------------------|----------------------------|
| Sydney Metro including Road Safety, Operations, Customer and Place Making | 25 August 2021 | Submission of CPAS | Berin Gordon, Todd Solomon |
| TfNSW Customer Journey Planning | 25 August 2021 | Submission of CPAS | Peter Keyes |
| TfNSW Planning and Program | 25 August 2021 | Submission of CPAS | Sean McGregor |
| City of Parramatta Council | 25 August 2021 | Submission of CPAS | Council |
| Sydney Metro including Road Safety, Operations, Customer and Place Making | 17 th September 2021 | Resubmission of CPAS | Berin Gordon, Todd Solomon |
| TfNSW Customer Journey Planning | 17 th September 2021 | Resubmission of CPAS | Peter Keyes |
| TfNSW Planning and Program | 17 th September 2021 | Resubmission of CPAS | Sean McGregor |
| City of Parramatta Council | 17 th September 2021 | Resubmission of CPAS | Council |
| Sydney Metro including Road Safety, Operations, Customer and Place Making | 1 st October 2021 | Resubmission of CPAS | Berin Gordon, Todd Solomon |
| TfNSW Customer Journey Planning | 1 st October 2021 | Resubmission of CPAS | Peter Keyes |
| TfNSW Planning and Program | 1 st October 2021 | Resubmission of CPAS | Sean McGregor |
| City of Parramatta Council | 1 st October 2021 | Resubmission of CPAS | Council |
| Sydney Metro including Road Safety, Operations, Customer and Place Making | 11 th October 2021 | Resubmission of CPAS | Berin Gordon, Todd Solomon |
| TfNSW Customer Journey Planning | 11 th October 2021 | Resubmission of CPAS | Peter Keyes |
| TfNSW Planning and Program | 11 th October 2021 | Resubmission of CPAS | Sean McGregor |
| City of Parramatta Council | 11 th October 2021 | Resubmission of CPAS | Council |
| DPIR | 11 th October 2021 | Resubmission of CPAS | DPIE |

11.2 Inductions

All personnel, including subcontractors, are required to attend a compulsory site induction before commencing any works on site. Similarly, visitors will be required to undertake a Visitor's induction.

The parking management strategies and mitigation measures as detailed within this strategy will be included as part of the mandatory induction and public transport information such as maps and timetables of local bus services will be accessible at the site.

A record of all inductions will be maintained.

11.3 Toolbox talks

Toolbox talks will be conducted weekly as a minimum, and will be used to present the status of safety and environmental performance including the Construction Parking and Access Strategy requirements, incidents, safety and security alerts, lessons learnt, bulletins, messages, etc.

12 MONITORING AND REPORTING

12.1 Monitoring and inspections

Monitoring to assess the effectiveness of this Strategy will be carried out by visual inspections of the use of the surrounding street system. Parking on Unwin Street, Shirley Street, Kay Street and Wentworth Street during peak, off peak, school drop off and pick up, weekend periods and during special events. The inspections will be recorded on spreadsheets noting how many spaces are occupied. This spreadsheet will form part of the reporting requirement as noted in section 12.2. Staff surveys will also be conducted at pre-start meetings to ascertain their journey to work, refer to Appendix D.

Where monitoring or community complaints identify non-conformances with this strategy, corrective actions shall be undertaken through the Project's non-conformance works procedure. Corrective actions would be documented as per the procedure. Where practicable, non-conformances and corresponding corrective actions would be communicated to the workforce and reinforced through various communications including but not limited to:

- Project toolbox and pre-start meetings,
- Investigation and implementation of alternative methods to reinforce the parking strategy,
- Investigation and implementation of other viable options for staff to use public transport,
- Where the owner of an offending vehicle can be identified, issuing warning notices,
- Reassessment and planning of works to further minimise site vehicles on affected streets, and
- Documenting actions in weekly and monthly internal reports.

The criteria to be used to determine the effectiveness of the measures are that all staff parking is maintained on site, and this will be measured through the daily journey to work surveys which will form part of the reporting requirements as noted in section 12.2.

12.2 Reporting

A summary report for each month will be provided to City of Parramatta Council, Sydney Metro and DPIE regarding the outcomes of the monitoring undertaken for the preceding month. This report will also provide details of non-conformances and corrective actions taken.

12.3 Contingency measures

Contingency measures would be dependent upon the issues/non-conformances identified during monitoring, and the effectiveness of corrective actions implemented.

Contingency measures would be investigated if it is determined that the corrective actions implemented are ineffective, and may include:

- Revising site induction and toolbox talk content to better encourage the use of active and public transport.
- Revising the site parking arrangements to include further parking areas

APPENDIX A COMMENTS RECEIVED

| DOCUMENT NO. | TITLE | VER | STATUS | NO. | DATE | COMPANY | RAISED BY | REVIEW DOC. NO.* | DOCUMENT REF* | DEED REF* | COMMENTS / RESPONSE | COMMENT CATEGORY* | CLOSED OUT |
|-------------------------------|---|-------|--------|-------------|------------|---------|------------|-------------------------------|---------------|-------------------------------|---|-----------------------|------------|
| SMWSDDS-DLT-CLJ-TF-PLN-000030 | Construction Parking Assessment Statement (Clyde) | 02.01 | RVW | 12 | 7/09/2021 | SMD | APARKER | SMWSDDS-DLT-CLJ-TF-PLN-000030 | 7 | Requirement D91 MCoA | Requirement MCoA D91 includes: d) Consultation with affected stakeholders utilising existing on and off-street parking stock which will be impacted as a result of construction and e) Assessment of the impacts to on and off-street parking stock taking into consideration, occupation by the project workforce, outcomes of consultation with affected stakeholders and considering the impacts of special events References to section 7 does not include an address | Actual Non-Compliance | Y |
| | | | | | | | | | | SMWSDDS-DLT-CLJ-TF-PLN-000030 | 7 | Requirement D91 MCoA | |
| | | | | 12.01 | 20/09/2021 | DLT | DKADYAN | SMWSDDS-DLT-CLJ-TF-PLN-000030 | 7 | Requirement D91 MCoA | There is no permanent impact to parking. All impacts to parking are temporary in nature during works that impact the road. There is no impact on special events as the largest events held at Rosehill Racecourse are typically held on Saturdays, post the completion of Saturday works. Section 8.3.2 added to discuss special events | Actual Non-Compliance | Y |
| | | | | | | | | SMWSDDS-DLT-CLJ-TF-PLN-000030 | 7 | Requirement D91 MCoA | | Actual Non-Compliance | Y |
| | | | | 12.01.01 | 1/10/2021 | DLT | DKADYAN | SMWSDDS-DLT-CLJ-TF-PLN-000030 | 7 | Requirement D91 MCoA | Document amended | Actual Non-Compliance | Y |
| | | | | | | | | SMWSDDS-DLT-CLJ-TF-PLN-000030 | 7 | Requirement D91 MCoA | | Actual Non-Compliance | Y |
| | | | | 12.02 | 23/09/2021 | SMD | APARKER | SMWSDDS-DLT-CLJ-TF-PLN-000030 | 9.1 | MCoA D91 | Requirement MCoA D91 includes:d) Consultation with affected stakeholders utilising existing on and off-street parking stock which will be impacted as a result of construction Still not responded to. Response indicates no permeant parking impact. However this relates to parking during construction. It has been identified that temporary parking removal during works will occur. How will consultation be undertaken at this time? | Actual Non-Compliance | Y |
| | | | | | | | | SMWSDDS-DLT-CLJ-TF-PLN-000030 | 9.1 | MCoA D91 | | Actual Non-Compliance | Y |
| | | | | 12.02.01 | 1/10/2021 | DLT | DKADYAN | SMWSDDS-DLT-CLJ-TF-PLN-000030 | 9.1 | MCoA D91 | Document amended | Actual Non-Compliance | Y |
| | | | | | | | | SMWSDDS-DLT-CLJ-TF-PLN-000030 | 9.1 | MCoA D91 | | Actual Non-Compliance | Y |
| | | | | 12.03 | 1/10/2021 | DLT | DKADYAN | SMWSDDS-DLT-CLJ-TF-PLN-000030 | 7 | Requirement D91 MCoA | Document amended | Actual Non-Compliance | Y |
| | | | | | | | | SMWSDDS-DLT-CLJ-TF-PLN-000030 | 7 | Requirement D91 MCoA | | Actual Non-Compliance | Y |
| | | | | 14 | 7/09/2021 | SMD | ISUBRAMANI | SMWSDDS-DLT-CLJ-TF-PLN-000030 | Page 11 | n/a | CJP and Greater Sydney are not Sydney Metro. CJP sit within Greater Sydney Division of TfNSW. Update accordingly. | Observation | Y |
| | | | | | | | | SMWSDDS-DLT-CLJ-TF-PLN-000030 | Page 11 | n/a | | Observation | Y |
| | | | | 14.01 | 20/09/2021 | DLT | DKADYAN | SMWSDDS-DLT-CLJ-TF-PLN-000030 | Page 11 | n/a | Document amended to note that TfNSW includes:1. Sydney Metro2. Greater Sydney including CJP | Observation | Y |
| | | | | | | | | SMWSDDS-DLT-CLJ-TF-PLN-000030 | Page 11 | n/a | | Observation | Y |
| | | | | 14.01.01 | 24/09/2021 | SMD | ISUBRAMANI | | | | Amendment is incorrect. Sydney Metro is a separate entity from TfNSW. As per the Parramatta CPAS, update to: - Sydney Metro -TfNSW - Customer Journey Planning (CJP) | Observation | Y |
| | | | | | | | | | | | | Observation | Y |
| | | | | 14.01.01.01 | 1/10/2021 | DLT | DKADYAN | | | | Document amended | Observation | Y |
| | | | | | | | | | | | | Observation | Y |
| | | | | 14.01.02 | 1/10/2021 | DLT | DKADYAN | SMWSDDS-DLT-CLJ-TF-PLN-000030 | Page 11 | n/a | Document amended | Observation | Y |
| | | | | | | | | SMWSDDS-DLT-CLJ-TF-PLN-000030 | Page 11 | n/a | | Observation | Y |
| | | | | 14.02 | 1/10/2021 | DLT | DKADYAN | SMWSDDS-DLT-CLJ-TF-PLN-000030 | Page 11 | n/a | Document amended | Observation | Y |
| | | | | | | | | SMWSDDS-DLT-CLJ-TF-PLN-000030 | Page 11 | n/a | | Observation | Y |
| | | | | 15 | 8/09/2021 | SMD | JIEROKLIS | SMWSDDS-DLT-CLJ-TF-PLN-000030 | Full document | My comments on Westmead CPAS | Please see my comments on Westmead CPAS and reflect those in this document too. | Observation | Y |
| | | | | | | | | SMWSDDS-DLT-CLJ-TF-PLN-000030 | Full document | My comments on Westmead CPAS | | Observation | Y |

| DOCUMENT NO. | TITLE | VER | STATUS | NO. | DATE | COMPANY | RAISED BY | REVIEW DOC. NO.* | DOCUMENT REF* | DEED REF* | COMMENTS / RESPONSE | COMMENT CATEGORY* | CLOSED OUT |
|--------------|-------|-----|--------|----------|------------|---------|------------|-------------------------------|----------------|------------------------------|---|-----------------------|------------|
| | | | | 15.01 | 20/09/2021 | DLT | DKADYAN | SMWSDDS-DLT-CLJ-TF-PLN-000030 | Full document | My comments on Westmead CPAS | Transferred below for completeness | Observation | Y |
| | | | | | | | | SMWSDDS-DLT-CLJ-TF-PLN-000030 | Full document | My comments on Westmead CPAS | | Observation | Y |
| | | | | 15.01.01 | 1/10/2021 | DLT | DKADYAN | SMWSDDS-DLT-CLJ-TF-PLN-000030 | Full document | My comments on Westmead CPAS | Noted | Observation | Y |
| | | | | | | | | SMWSDDS-DLT-CLJ-TF-PLN-000030 | Full document | My comments on Westmead CPAS | | Observation | Y |
| | | | | 15.02 | 27/09/2021 | SMD | JIEROKLIS | SMWSDDS-DLT-CLJ-TF-PLN-000030 | Section 12 | D91(j) | Most of my corresponding comments from the Westmead CPAS have been addressed in the Clyde CPAS, consider these closed on this CPAS. There is still no mention of contingency parking strategy in section 12. Please amend. | Observation | Y |
| | | | | | | | | SMWSDDS-DLT-CLJ-TF-PLN-000030 | Section 12 | D91(j) | | Observation | Y |
| | | | | 15.02.01 | 1/10/2021 | DLT | DKADYAN | SMWSDDS-DLT-CLJ-TF-PLN-000030 | Section 12 | D91(j) | Document amended | Observation | Y |
| | | | | | | | | SMWSDDS-DLT-CLJ-TF-PLN-000030 | Section 12 | D91(j) | | Observation | Y |
| | | | | 15.03 | 1/10/2021 | DLT | DKADYAN | SMWSDDS-DLT-CLJ-TF-PLN-000030 | Full document | My comments on Westmead CPAS | Transferred below for completeness | Observation | Y |
| | | | | | | | | SMWSDDS-DLT-CLJ-TF-PLN-000030 | Full document | My comments on Westmead CPAS | | Observation | Y |
| | | | | 17 | 10/09/2021 | PAR | MJOLLON | SMWSDDS-DLT-CLJ-TF-PLN-000030 | General | N/a | · The CPAS for Clyde is generally in adequate. It should consider the following elements: o Quantify the potential parking lost, analyse alternative supply, or offer mitigations for any road occupations o Quantify the on-street and off-street car parking lost as a result of closure of Horwood Place and the City Centre Car Park, analyse alternative supply, or offer mitigations for the lost spaces. o Quantify the number of workers expected to attend the site and consider their parking arrangements. · The CPAS is nominated to be reviewed and reported quarterly. Given the short duration of the enabling works, this should be revised to monthly in Clyde. · If road occupancies are expected, the CPAS should detail the approval process. | Observation | Y |
| | | | | | | | | SMWSDDS-DLT-CLJ-TF-PLN-000030 | General | N/a | | Observation | Y |
| | | | | 17.01 | 20/09/2021 | DLT | DKADYAN | SMWSDDS-DLT-CLJ-TF-PLN-000030 | General | N/a | Document amended to include quantifying the parking spaces lost, the number of workers on site and parking arrangements available. The request for monthly reports is included as well as a section on road occupancies and approval process | Observation | Y |
| | | | | | | | | SMWSDDS-DLT-CLJ-TF-PLN-000030 | General | N/a | | Observation | Y |
| | | | | 17.01.01 | 1/10/2021 | DLT | DKADYAN | SMWSDDS-DLT-CLJ-TF-PLN-000030 | General | N/a | All of the issues raised were incorporated into the revised document sent to TfNSW on 17 September | Observation | Y |
| | | | | | | | | SMWSDDS-DLT-CLJ-TF-PLN-000030 | General | N/a | | Observation | Y |
| | | | | 17.02 | 1/10/2021 | DLT | DKADYAN | SMWSDDS-DLT-CLJ-TF-PLN-000030 | General | N/a | All of the issues raised were incorporated into the revised document sent to TfNSW on 17 September | Observation | Y |
| | | | | | | | | SMWSDDS-DLT-CLJ-TF-PLN-000030 | General | N/a | | Observation | Y |
| | | | | 21 | 6/10/2021 | SMD | JIEROKLIS | SMWSDDS-DLT-CLJ-TF-PLN-000030 | Whole document | na | Attached DPIE comments on the Rev 1 document to be addressed | Actual Non-Compliance | N |
| | | | | | | | | SMWSDDS-DLT-CLJ-TF-PLN-000030 | Whole document | na | Document provided with responses included | Actual Non-Compliance | N |
| | | | | 22 | 6/10/2021 | SMD | ISUBRAMANI | | | | No Comments | | Y |
| | | | | | | | | | | | | | Y |

| | |
|---------------------------------|--|
| Project | Sydney Metro West (SSI 10038) |
| Document | Construction Parking and Access Strategy - Clyde |
| Date received from SM | 23 September 2021 |
| Date comments sent to SM | 6 October 2021 |

| Comment No. | Condition | Requirement | DPIE comment | Project team response | Amendment made Y/N? | Page/section number | DPIE comment | Final Status |
|-------------|-----------|---|--|-----------------------|---------------------|---------------------|--------------|--------------|
| 1 | D90 | Vehicles associated with the project workforce (including light vehicles and Heavy Vehicles) must be managed to: (a) minimise parking on public roads; (b) minimise idling and queueing on state and regional roads; (c) not carry out marshalling of construction vehicles near sensitive land user(s); (d) not block or disrupt access across pedestrian or shared user paths at any time unless alternate access is provided; and (e) ensure spoil haulage vehicles adhere to the nominated haulage routes identified in the CTMPs . | Section 9.2.4 notes that all parking would be within the site, not on public roads. Section 9.2.5 indicates heavy vehicles can park within the site, reducing possible queueing. This section also states there is enough space on the site for parking that no marshalling facilities are required. Section 9.2.3 notes vehicle access to/from the construction site would be managed to maintain pedestrian, cyclist and motorist safety, however no impact is anticipated. DPIE Comment 1.1: Spoil haulage to be reviewed with the CTMP and is not considered here. | Noted | N | NA | | |
| 2 | D91 | Construction Parking and Access Strategy must be prepared to identify and mitigate impacts resulting from on- and off-street parking changes during construction. The Construction Parking and Access Strategy must include, but not necessarily be limited to: a) achieving the requirements of Condition D90 above; | The document has been prepared to address the requirements of D90. CLOSED | Noted | N | NA | | |
| 3 | | (b) confirmation and timing of the removal of on- and off-street parking associated with construction of Stage 1 of the CSSI; | The Executive Summary and Section 9 mentions that temporary short term impacts would apply during utility and demolition works and their location. DPIE Comment 3.1: Include estimated timing (duration) of when the parking impacts would occur at the locations indicated in Figs 8 – 11. | Document amended | Y | Section 9 page 17 | | |
| 4 | | (c) parking surveys of all parking spaces to be removed or occupied by the project workforce to determine current demand during peak, off-peak, school drop off and pickup, weekend periods and during special events; | Section 9.2 indicates no parking surveys have been undertaken because all workers will park on site. DPIE Comment 4.1: Further justification for not undertaking parking surveys is needed. If parking spaces are to be removed (including temporarily) the Condition requires a parking survey unless there is no impact to peak, off-peak, school drop- | Document amended | Y | Section 9 page 17 | | |

| Comment No. | Condition | Requirement | DPIE comment | Project team response | Amendment made Y/N? | Page/section number | DPIE comment | Final Status |
|-------------|-----------|--|--|--|---------------------|---------------------|--------------|--------------|
| | | | off/pick-up, weekend periods and special events. Identify who the current parking users are. | | | | | |
| 5 | | (d) consultation with affected stakeholders utilising existing on- and off-street parking stock which will be impacted as a result of construction; | Appendix A contains a list of stakeholders and their comments. DPIE Comment 5.1: Include if any businesses nearby are expected to be impacted as result of construction. | No businesses are impacted as all businesses on the sites have relocated | N | | | |
| 6 | | (e) assessment of the impacts to on- and off-street parking stock taking into consideration, occupation by the project workforce, outcomes of consultation with affected stakeholders and considering the impacts of special events; | It is noted all worker parking will be within the construction site. Stakeholder consultation is included in Appendix A. Section 9.2.2 indicates there are no known Special Events in the area that might impact on parking. DPIE Comment 6.1: Refer DPIE Comment 5.1 regarding consultation with nearby businesses. | No businesses are impacted as all businesses on the sites have relocated | N | NA | | |
| 7 | | (f) identification of reasonable and practicable mitigation measures to manage impacts to stakeholders as a result of on- and off-street parking changes including, but not necessarily limited to, staged removal and replacement of parking, provision of alternative parking arrangements, managed staff parking arrangements and working with relevant council(s) to introduce parking restrictions adjacent to work sites and compounds or appropriate residential parking schemes; | Section 9.1 indicates mitigation measures to manage impacts from works, noting that impacts are expected to be limited to utility and demolition works and short-term only as identified in Figures 8 – 11. DPIE Comment 7.1: The document does not indicate who is currently using the restricted parking around the site and for what purpose to know if the impacts are being managed. Please include details of the who is currently parking so that appropriate management can occur. | Document amended | Y | Section 9.1 page 17 | | |
| 8 | | (g) where residential parking schemes already exist, off-road parking facilities must be provided for the project workforce; | The document notes this is not applicable to Clyde works as there are no residential parking schemes. CLOSED | Noted | N | NA | | |
| 9 | | (h) mechanisms for monitoring, over appropriate intervals (not less than 6 months), to determine the effectiveness of implemented mitigation measures; | Section 12 indicates monitoring and inspections would occur daily of the surrounding streets. DPIE Comment 9.1: Include specifically what is being monitoring (where, how and what), and what criteria will be used to determine the effectiveness of the measures, including what level would trigger additional mitigation measures. Include how the inspections will be recorded and filed. | Document amended | Y | Section 12 page 32 | | |
| 10 | | (i) details of shuttle bus service(s) to transport the project workforce to construction sites from public transport hubs and off-site car parking facilities (where these are provided) and between construction sites; | The document notes this is not applicable to Clyde as all worker parking will be accommodated on site. CLOSED | Noted | N | NA | | |

| Comment No. | Condition | Requirement | DPIE comment | Project team response | Amendment made Y/N? | Page/section number | DPIE comment | Final Status |
|-------------|-----------|---|--|-----------------------|---------------------|----------------------|--------------|--------------|
| 11 | | (j) provision of contingency measures should the results of mitigation or monitoring indicate implemented measures are ineffective; and | DPIE Comment 11.1: Include details on what contingency measures would be considered should parking in the surround streets become an issue. | Document amended | Y | Section 12.3 page 32 | | |
| 12 | | (k) provision of reporting of monitoring results to the Planning Secretary and Relevant Council(s) at six (6) monthly intervals. | Section 12 notes a summary report would be provided to Council and the Department regarding the outcomes of monitoring for each quarter, including non-conformances and corrective actions. DPIE Comment 12.1: Refer DPIE Comment 9.1 | Document amended | Y | Section 12.2 page 32 | | |
| 13 | D92 | The Construction Parking and Access Strategy must be submitted to the Planning Secretary for approval at least one (1) month before the commencement of any construction that reduces the availability of existing parking. The approved Construction Parking and Access Strategy must be implemented before impacting on on-street parking and incorporated into the CTMPs . | The CPAS has been submitted to the Department for review. Table 1 notes the CPAS will be implemented in conjunction with the CTMP. CLOSED | Noted | N | NA | | |
| 14 | D93 | During construction, all reasonably practicable measures must be implemented to maintain pedestrian, cyclist and vehicular access to, and parking in the vicinity of, businesses and affected properties. Disruptions are to be avoided, and where avoidance is not possible, minimised. Where disruption cannot be minimised, alternative pedestrian, cyclist and vehicular access, and parking arrangements must be developed in consultation with affected businesses and implemented before the disruption. Adequate signage and directions to businesses must be provided before, and for the duration of, any disruption. | DPIE Comment 14.1: Include Condition D93 in Table 1 and include references to within the document where it is addressed (noting most of the Condition is addressed via other Conditions). | Document amended | Y | Table 1 page 8 | | |
| 16 | TT10 | Where existing parking is removed to facilitate construction activities, consultation would occur with the relevant local council to investigate opportunities to provide alternative parking facilities | Section 4 notes no permanent parking would be lost. Section 11.1 lists the stakeholders consulted in the formation of the CPAS. DPIE Comment 16.1: Include that consultation with appropriate stakeholders, would continue as and when required should existing parking requirements need to be changed in future. | Document amended | Y | Section 11.1 page 30 | | |
| 17 | TT11 | Construction sites would be managed to minimise the number of construction workers parking on surrounding streets by: <ul style="list-style-type: none"> Encouraging workers to use public or active transport Encouraging ride sharing Provision of alternative parking locations and shuttle bus transfers where feasible and reasonable | Section 9 notes worker parking would be available wholly within the site compound, therefore no impact to surrounding streets is expected. CLOSED | Noted | N | NA | | |

| Comment No. | Condition | Requirement | DPIE comment | Project team response | Amendment made Y/N? | Page/section number | DPIE comment | Final Status |
|-------------|-----------|-----------------|--|--|---------------------|---------------------|--------------|--------------|
| 18 | CPAS | General comment | DPIE Comment 18.1: The consultation table in Appendix A. It is unclear in the table which comments remain outstanding and which comments have been fully closed out. Please amend the plan to clearly show that all comments have been addressed, or reasons why they have not been addressed. | Noted – closed out consultation sheet included | Y | Appendix A | | |

APPENDIX B TRAFFIC GUIDANCE SCHEMES

| TGS # | Location | From | To | Timing | Traffic control | Works | Impacts |
|--|------------------|---------------------------------|----------------|--------|--|---|--|
| TGS-CLY-UNW-WB-1201 | Unwin Street | Rosehill Racecourse Gate 2 | Shirley Street | Day | Shuttle flow | Building demolition | Minimal impacts to traffic as a number of industrial uses are no longer in this area No footpaths currently exists |
| TGS-CLY-KAY-EB-2201 | Kay Street | Wentworth Street | Unwin Street | Day | Lane and nature strip closures | Electrical works including works on power poles | Minimal impacts to traffic as a number of industrial uses are no longer in this area Footpath to be maintained open |
| TGS-CLY-KAY-WB-1201 | Kay Street | Wentworth Street | Unwin Street | Day | Parking lane closure | Utility works including excavation and work on utility pits | Works undertaken in parking lane Footpath to be maintained open |
| TGS-CLY-SHI-NB-1201 | Shirley Street | Unwin Street | Duck Creek | Day | Parking lane and nature strip closure | Utility works including excavation and work on utility pits | Works undertaken in parking lane Footpath to be maintained open |
| TGS-CLY-UWN-EB-2201 and TGS-CLY-UWN-WB-2201 | Unwin Street | Shirley Street | | Day | Nature strip, traffic and parking lane closure | Utility works including excavation and work on utility pits | Minimal impacts to traffic as a number of industrial uses are no longer in this area No footpaths currently exist. |
| TGS-CLY-UWN-SB-1201 | Unwin Street | Last building before Kay Street | 2 Kay Street | Day | Nature strip and footpath closure | Utility works including excavation and work on utility pits | Minimal impacts to traffic as a number of industrial uses are no longer in this area Footpath to be maintained open |
| TGS-CLY-WEN-NB-1201 | Wentworth Street | M4 Motorway Overpass | Cul-de-sac | Day | Parking lane and nature strip closure | Utility works including excavation and work on utility pits | Minimal impacts to traffic as a number of industrial uses are no longer in this area Footpath to be maintained open |
| TGS-CLY-KAY-WB-2201 | Kay Street | Wentworth Street | Unwin Street | Day | Nature strip, traffic and parking lane closure | Utility works including excavation and work on utility pits | Minimal impacts to traffic as a number of industrial uses are no longer in this area Footpath to be maintained open |

| TGS # | Location | From | To | Timing | Traffic control | Works | Impacts |
|---------------------|------------------|-----------------|----------------|--------|--|---|--|
| TGS-CLY-UWN-EB-2202 | Unwin Street | West of Stables | Shirley Street | Day | Nature strip, traffic and parking lane closure | Utility works including excavation and work on utility pits | Minimal impacts to traffic as a number of industrial uses are no longer in this area No footpaths currently exist. |
| TGS-CLYUWN-WB-2202 | Unwin Street | West of Stables | Shirley Street | Day | Nature strip, traffic and parking lane closure | Utility works including excavation and work on utility pits | Minimal impacts to traffic as a number of industrial uses are no longer in this area No footpaths currently exist. |
| TGS-CLY-WEN-NB-1202 | Wentworth Street | Kay Street | Cul-de-sac | Day | Parking lane and nature strip closure | Utility works including excavation and work on utility pits | Minimal impacts to traffic as a number of industrial uses are no longer in this area Footpath to be maintained open |

APPENDIX C SPECIAL EVENTS

Race Diary

Meeting Stage

N = Nominations
E = Ext Nominations
W = Weights
A = Acceptances

Meeting Type

Blue = Metropolitan Race Meeting
Purple = Provincial Race Meeting
Green = Country Race Meeting
Red = Barrier Trials

R = Results
Ab = Abandoned
T = Post Stewards

[If you're having trouble viewing video form, click here](#)

Show Date 

| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
|---|---|---|---|---|---|--|
| 18 Oct 21 Muswellbrook Trials Hawkesbury | 19 Oct 21 Grafton Orange Trials Grafton Orange Warwick Farm | 20 Oct 21 Kensington | 21 Oct 21 Hawkesbury | 22 Oct 21 Canberra Scone Trials Canberra Scone | 23 Oct 21 Albury Armidale Balranald Casino Harden Kembla Grange Mudgee Royal Randwick Trials Albury Armidale | 24 Oct 21 Coonabarabran Port Macquarie Trials Port Macquarie |
| 25 Oct 21 Beaumont Newcastle Trials Rosehill Gardens | 26 Oct 21 Grafton Hawkesbury Trials Grafton | 27 Oct 21 Kensington Trials Beaumont Newcastle | 28 Oct 21 Gosford Sapphire Coast Trials Sapphire Coast | 29 Oct 21 Moree Wagga Trials Moree Royal Randwick Wagga | 30 Oct 21 Balranald Berrigan Coffs Harbour Dubbo Newcastle Rosehill Gardens Tamworth Trials Coffs Harbour Dubbo | 31 Oct 21 Goulburn Muswellbrook Trials Muswellbrook |
| 01 Nov 21 Ballina Corowa Trials Ballina Corowa | 02 Nov 21 Canberra Dubbo Kembla Grange Murwillumbah Muswellbrook Royal Randwick Sapphire Coast Tamworth Taree Wentworth Trials Canberra | 03 Nov 21 Grafton Trials Grafton Warwick Farm | 04 Nov 21 Hawkesbury | 05 Nov 21 Albury Kempsey | 06 Nov 21 Goulburn Rosehill Gardens Wyong Trials Goulburn | 07 Nov 21 Armidale Warren Trials Armidale Warren |
| 08 Nov 21 Lismore Queanbeyan Trials Lismore Queanbeyan Rosehill Gardens | 09 Nov 21 Gosford | 10 Nov 21 Hawkesbury Trials Kembla Grange Scone | 11 Nov 21 Port Macquarie Trials Port Macquarie Royal Randwick | 12 Nov 21 Ballina Canterbury Park Gundagai Trials Ballina Gosford | 13 Nov 21 Bathurst Gundagai Kembla Grange Newcastle Trials Bathurst | 14 Nov 21 Canberra Dubbo Trials Canberra Dubbo |

Race Diary

Meeting Stage

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Blue = Metropolitan Race Meeting
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 Green = Country Race Meeting
 Red = Barrier Trials

[If you're having trouble viewing video form, click here](#)

Show Date

| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
|---|---|---|---|--|---|---|
| 08 Nov 21 Lismore Queanbeyan Trials Lismore Queanbeyan Rosehill Gardens | 09 Nov 21 Gosford | 10 Nov 21 Hawkesbury Trials Kembla Grange Scone | 11 Nov 21 Port Macquarie Trials Port Macquarie Royal Randwick | 12 Nov 21 Ballina Canterbury Park Gundagai Trials Ballina Gosford | 13 Nov 21 Bathurst Gundagai Kembla Grange Newcastle Trials Bathurst | 14 Nov 21 Canberra Dubbo Trials Canberra Dubbo |
| 15 Nov 21 Scone Trials Scone | 16 Nov 21 Wyong Trials Warwick Farm | 17 Nov 21 Rosehill Gardens | 18 Nov 21 Hawkesbury Quirindi Trials Quirindi | 19 Nov 21 Bong Bong Grafton Orange Trials Grafton Orange | 20 Nov 21 Adaminaby Bowraville Cowra Gosford Hay Inverell Kembla Grange | 21 Nov 21 Queanbeyan Taree |
| 22 Nov 21 Wagga Trials Hawkesbury Wagga Wyong | 23 Nov 21 Ballina Beaumont Newcastle Trials Ballina Royal Randwick | 24 Nov 21 Warwick Farm | 25 Nov 21 Narromine Wyong Trials Narromine | 26 Nov 21 Canberra Canterbury Park Muswellbrook Trials Canberra Muswellbrook | 27 Nov 21 Coonamble Kembla Grange Kempsey Rosehill Gardens Wagga Riverside Trials Coonamble Kempsey | 28 Nov 21 Grafton Newcastle Trials Grafton |
| 29 Nov 21 Sapphire Coast Taree Trials Sapphire Coast Taree | 30 Nov 21 Tamworth Trials Rosehill Gardens Tamworth | 01 Dec 21 Gosford | 02 Dec 21 Coffs Harbour | 03 Dec 21 Kensington Mudgee | 04 Dec 21 Albury Cooma Gunnedah Newcastle Rosehill Gardens | 05 Dec 21 Hawkesbury Nowra |

Race Diary

Meeting Stage

N = Nominations
E = Ext Nominations
W = Weights
A = Acceptances

Meeting Type



Blue = Metropolitan Race Meeting
Purple = Provincial Race Meeting
Green = Country Race Meeting
Red = Barrier Trials

[If you're having trouble viewing video form, click here](#)

Show Date 

| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
|---|---|---------------------------|----------------------------------|---|--|--|
| 29 Nov 21 Sapphire Coast Taree Trials Sapphire Coast Taree | 30 Nov 21 Tamworth Trials Rosehill Gardens Tamworth | 01 Dec 21 Gosford | 02 Dec 21 Coffs Harbour | 03 Dec 21 Kensington Mudgee | 04 Dec 21 Albury Cooma Gunnedah Newcastle Rosehill Gardens | 05 Dec 21 Hawkesbury Nowra |
| 06 Dec 21 Tuncurry Wagga | 07 Dec 21 Ballina Dubbo | 08 Dec 21 Warwick Farm | 09 Dec 21 Queanbeyan Wyong | 10 Dec 21 Canterbury Park Murwillumbah Scone Warren | 11 Dec 21 Albury Coffs Harbour Kembla Grange Moulamein Royal Randwick | 12 Dec 21 Armidale Canberra |
| 13 Dec 21 Beaumont Newcastle Kempsey | 14 Dec 21 Orange | 15 Dec 21 Wyong | 16 Dec 21 Hawkesbury | 17 Dec 21 Canterbury Park Goulburn Lismore | 18 Dec 21 Dubbo Moree Newcastle Royal Randwick | 19 Dec 21 Moruya Taree |
| 20 Dec 21 Bathurst Tamworth | 21 Dec 21 Scone | 22 Dec 21 Warwick Farm | 23 Dec 21 Gosford | 24 Dec 21 Wagga | 25 Dec 21 | 26 Dec 21 Albury Ballina Inverell Newcastle Queanbeyan Quirindi Royal Randwick Tumut Wauchope Wellington |

APPENDIX D STAFF JOURNEY TO WORK SURVEY

| | | |
|-------------|-------------------------------------|--|
| Form: | Staff Journey to Work Survey |    |
| Revision: A | | |

Please complete this form and give to your supervisor DATE:.....

What days of the week do you work?

- Monday
- Tuesday
- Wednesday
- Thursday
- Friday
- Saturday
- All

How do you get to work?

- Personal car
- Motorbike
- Bus
- Train
- Ferry
- Bicycle
- Walking

If you drive where did you park?

.....

What postcode do you live in?

What postcode do you work in?

Are you an employee or subcontractor?

- Employee
- Subcontractor