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Parramatta Road Corridor Urban Transformation

Urban Amenity Improvement Plan

IMPLEMENTATION TOOL KIT

NOVEMBER 2016

Document Control

Document Name:

Urban Amenity Improvement Plan – Final

Date:

November 2016



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1 Introduction

1.1 Overview

The Urban Amenity Improvement Program (UAIP) is a \$198 million initiative under the Parramatta Road Corridor Urban Transformation Program to stimulate the transformation of the Parramatta Road Corridor (the Corridor).

The vision for the Corridor is for a high quality multi-use corridor with improved transport choices, better amenity and balanced growth of housing and jobs. The UAIP identifies a suite of early local amenity improvement works along the Corridor to help realise this vision.

The UAIP recognises that communities along the Corridor must respond to population growth and change. It also recognises that some existing infrastructure is ageing or unable to respond to the needs of communities as they grow and change. Local amenity infrastructure is therefore required to be delivered quickly to achieve positive social and economic outcomes.

This document is a key deliverable of the Parramatta Road Corridor Urban Transformation Program. UrbanGrowth NSW has developed the UAIP in conjunction with the councils along the Corridor: the City of Sydney, Inner West Council, City of Parramatta Council, Cumberland Council, City of Canada Bay Council, Burwood City Council and Strathfield Council.

The Parramatta Road Corridor Urban Transformation Program is an integrated, cross-agency project established by the NSW Government in 2013. The Program explores, captures and facilitates opportunities for urban transformation along the Parramatta Road Corridor – a 20 km stretch that spans multiple jurisdictions.

When first established, the Corridor covered ten local government areas. During the course of the Parramatta Road Corridor Urban Transformation Program, new councils have been created and at the time of Strategy's publication, there are seven local government areas in the Corridor and additional merger proposals are being considered.

The *Parramatta Road Corridor Urban Transformation Strategy* (Strategy) and Implementation Tool Kit has been prepared in collaboration with all councils in place along the Corridor over the last three years. The technical supporting documents that have informed the Strategy and the Implementation Tool Kit also acknowledge past and present councils. Former councils are referenced for the purposes of citing local plans and policies that were, and continue to be, in place whilst the Strategy and Implementation Tool Kit was being prepared.

The NSW Government is continuing to work with all councils and will work with administrators where they have been appointed.

1.2 Urban amenity improvement works as a catalyst for urban transformation

Amenity improvements have been identified as a critical factor to achieving urban renewal within the Corridor. At present, the Corridor is synonymous with urban decay, partly attributed to the high traffic volumes along Parramatta Road but also to the lack of a coherent corridor planning and delivery strategy. This decay contrasts with the many established suburbs along the Corridor, where vibrant and pleasant residential communities exist one or two blocks back from Parramatta Road.

A suite of amenity improvement works have been identified that will stimulate urban transformation and begin to improve the urban amenity in the eight Precincts along the Corridor:

- Granville
- Auburn
- Homebush
- Burwood-Concord
- Kings Bay
- Leichhardt
- Taverners Hill
- Camperdown

Typically the works are those that local government authorities and the development industry find difficult to achieve as they cross boundaries and are not directly attributable to one particular land holding. The proposed works are also considered to offer the greatest opportunity to address urban decay and encourage urban transformation in an expeditious manner.



1.3 Works proposed under the UAIP

The UAIP works will deliver tangible public benefits, contributing to the delivery of liveable communities and neighbourhoods, will stimulate development and assist to rectify the market failure that currently occurs along parts of the Corridor.

The works fall into three categories:

- Streetscape upgrades including tree planting, multi-purpose lighting, new pavements and north-south pedestrian and cycle crossings.
- Creation of new or improved open spaces, urban plazas and town squares, which are important in a high density environment.
- New walking and cycling links to key transport nodes and open spaces, which connect to strategic regional and local networks.

The following criteria have informed the selection of projects proposed to be delivered under the UAIP:

- location in area of population growth
- link to other State or local Government infrastructure priorities
- improvement to street amenity and safety
- improvement to active transport links (walking and cycling)
- response to community feedback
- not being destroyed as development proceeds
- consistency with the open space principles of the Parramatta Road Corridor Urban Transformation Strategy
- provision of a district/regional benefit
- achievement within a short to medium timeframe
- value for money



1.4 An iterative and consultative process

The works have been developed through an iterative process with local councils along the Corridor and aim to build on the strengths of existing neighbourhoods. Councils were initially asked to identify projects within their jurisdiction which were consistent with the aims of the UAIP. These projects were then considered in light of the above criteria and the list was further refined. Preliminary scopes of work and costings were undertaken to inform a draft UAIP.

The draft UAIP was released for council and community consultation between September and December 2015, as part of the exhibition of the draft *Parramatta Road Urban Transformation Strategy*. Feedback received during this time was considered and the UAIP was further refined and updated. In some cases, new works were identified and included in the UAIP and others were removed.

Conceptual designs and costings were prepared for any new or revised works. The works were (re) assessed against the UAIP Selection Criteria and a final scope of works prepared. The final works in the UAIP have been discussed and agreed with each of the councils along the Corridor.

The process undertaken to prepare the UAIP and identify the works is summarised in Figure 1.

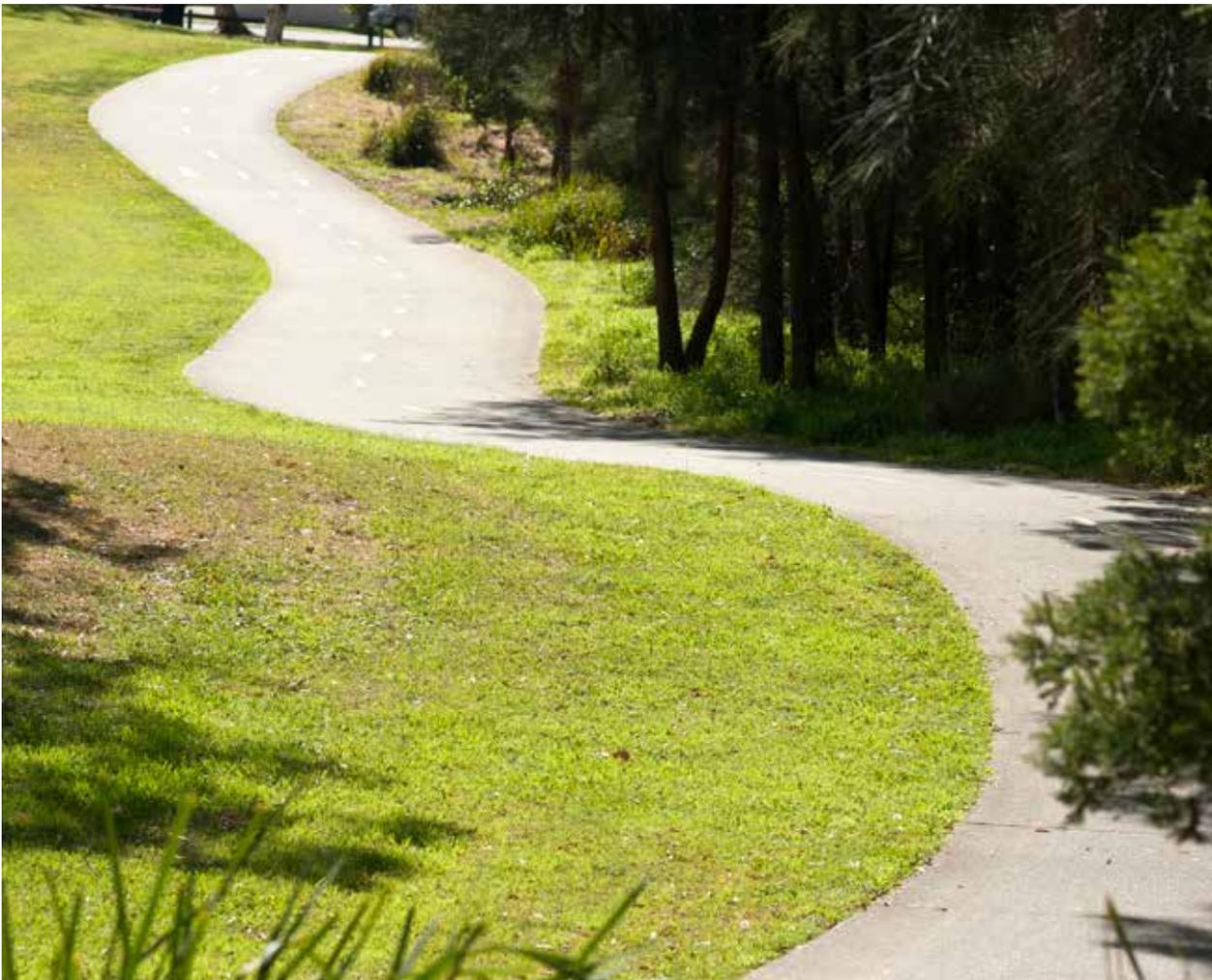
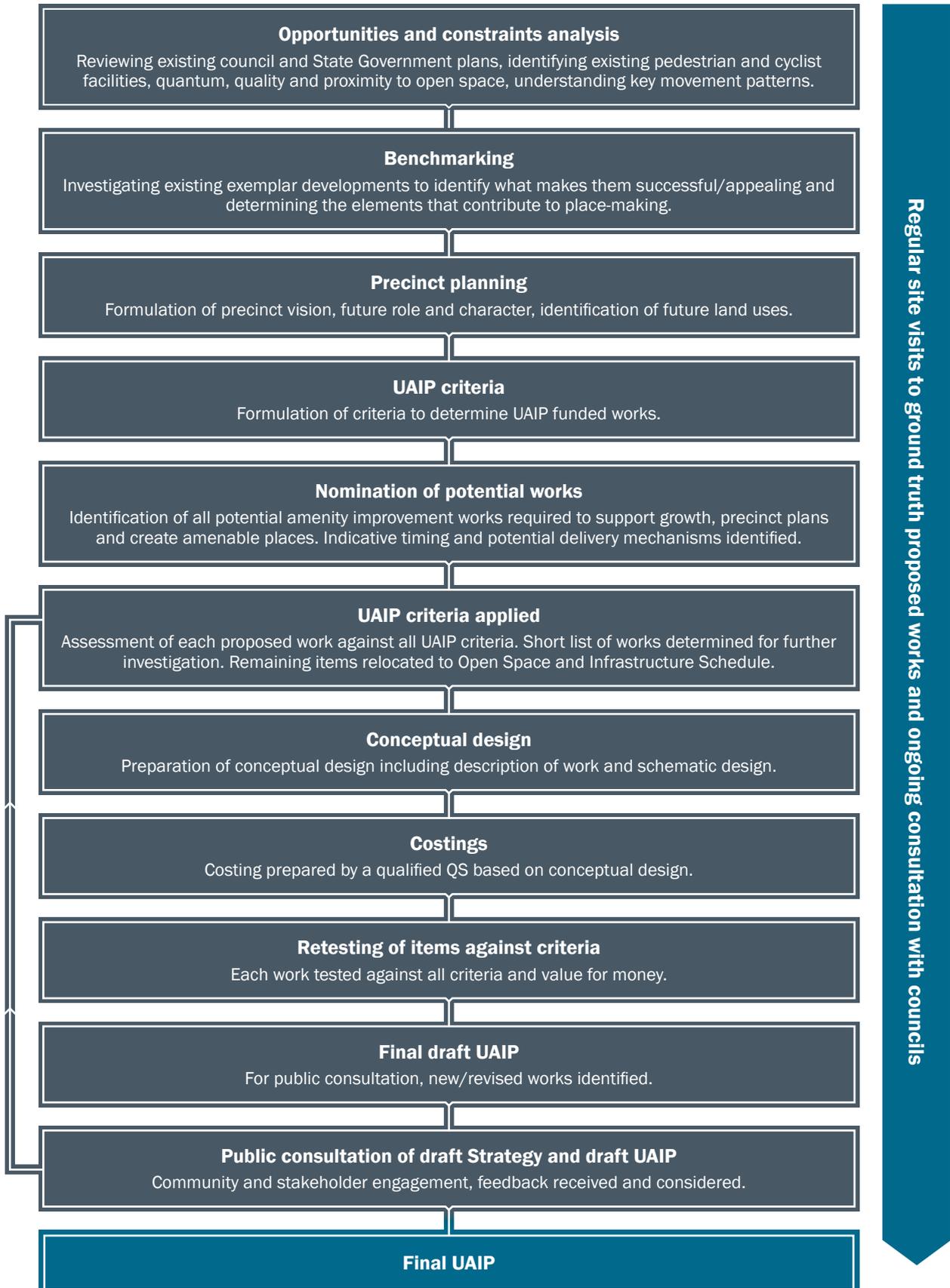


Figure 1. Process to identify works and prepare the UAIP



1.5 Delivery of the UAIP

Each of the proposed works in the UAIP is required to undergo further detailed design and planning approvals obtained by the relevant delivery authority. Works proposed on a State owned asset will be delivered by the relevant Government agency. Works proposed on a local road or council asset will be delivered by the relevant council.

The long term administration and implementation of the UAIP is to be managed by the Greater Sydney Commission. The Commission is responsible for overseeing the timing, funding and delivery of works outlined in the UAIP. The Commission will liaise with councils and other delivery authorities in developing a more detailed implementation strategy for the works within the UAIP. The process for delivery is illustrated in Figure 2.

There may be instances where the works under the UAIP will need to be revised as a result of further investigations, the detailed design, or because other development is accelerated and is capable of delivering the works more quickly. In such instances, a revised scope of works will be considered on merit, and will need to be costed and assessed against the UAIP Selection Criteria (see section 1.3), before being approved by the Commission.

About the Parramatta Road Corridor Urban Transformation Program

The Parramatta Road Corridor Urban Transformation Program is an integrated, cross-agency project established by the NSW Government in 2013. The Program explores, captures and facilitates opportunities for urban transformation along the Corridor, resulting in part from the WestConnex Motorway, and in line with *A Plan for Growing Sydney*.

The Program incorporates three key deliverables:

- an Urban Transformation Strategy for the future growth and development of the Corridor - set out in the document known as the *Parramatta Road Corridor Urban Transformation Strategy*
- a transport infrastructure program for the Corridor – set out in the document known as the *Sydney CBD to Parramatta Strategic Transport Plan*
- the Urban Amenity Improvement Program.

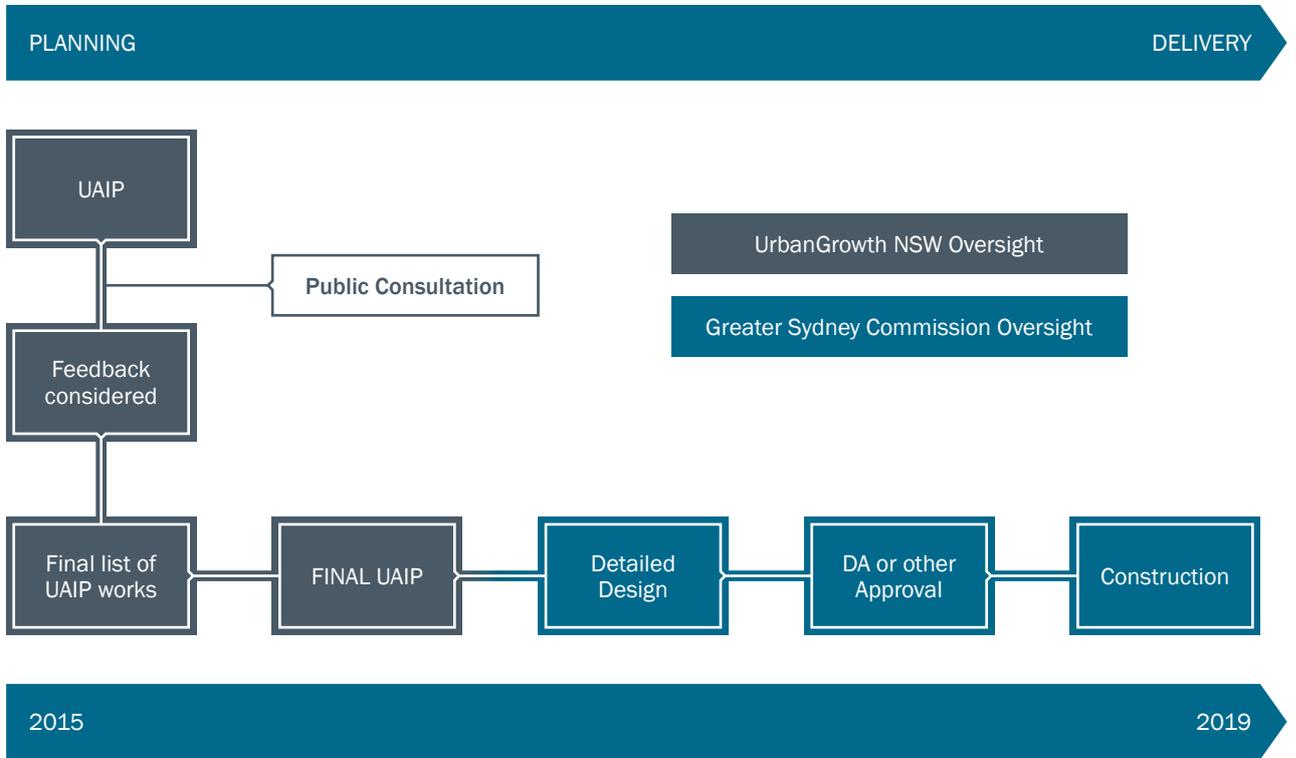
In developing the Strategy, UrbanGrowth NSW worked closely with Transport for NSW (TfNSW), Roads and Maritime Services, Sydney Motorways Corporation, the Greater Sydney Commission (GSC), the Department of Planning and Environment (DPE), the Department of Education (DoE), Sydney Local Health Districts and the councils along the Corridor.

The full urban transformation of the Parramatta Road Corridor will deliver far-reaching benefits for Sydney:

- well located diverse and affordable housing
- a total development value in the order of \$28 billion to the State arising from new residential development in the first 20 years of the Strategy's implementation
- a productive business environment supporting a range of viable and prosperous businesses and a variety of employment opportunities
- more efficient and reliable public transport connecting people and places from east to west and from north to south
- a series of well-serviced and well-connected communities where people will want to live and visit
- diverse spaces, places and links for people to visit, connect with and enjoy.

The long term administration and implementation of the Strategy is the responsibility of local councils, DPE and the GSC.

Figure 2. UAIP Delivery



1.6 How to read the UAIP

The UAIP is one of a suite of technical documents prepared as part of the Parramatta Road Corridor Urban Transformation Program. This document should therefore be read in conjunction with the following documents:

- Parramatta Road Corridor Urban Transformation Strategy
- Implementation Tool Kit
 - Implementation Plan 2016 – 2023
 - Planning and Design Guidelines
 - Urban Amenity Improvement Plan
 - Infrastructure Schedule
- Reference Reports
 - Precinct Transport Report
 - Fine Grain Study
 - Social Sustainability Report Volume 1 and Volume 2
 - Sustainability Implementation Plan
 - Economic Analysis Report
 - Parramatta CBD-Sydney Strategic Transport Plan (prepared by TfNSW).

The UAIP provides the following information for each Precinct:

- plan illustrating location of works
- list and benefits of proposed works
- conceptual design of proposed works.

The Kit of Parts, provided at Appendix 1, identifies the potential materials and finishes that could be used to undertake the proposed suite of urban amenity improvements. The approach to public domain differs between the local government areas along the Corridor. Many councils have public domain guidelines but these vary significantly and are not specifically focussed on the Corridor. The Kit of Parts is indicative only, but should be considered by councils in developing more detailed public domain guidelines that apply specifically to the Corridor.

1.7 A final note about the UAIP

The works identified in the UAIP are not a complete list of all amenity improvements that will be required along the Corridor to support urban transformation. More improvement works and local infrastructure will be needed over time, funded from local government contributions systems or other funding programs.

The proposed suite of works identified in the UAIP are considered to provide high value public benefit and are often those most difficult to achieve for local government authorities under existing regimes. Through their implementation, the works will address

immediate and difficult works that will act as a catalyst for further development activity, which will in turn bring further amenity benefits. In addition, the works identified by the UAIP will lessen the financial burden on councils and provide the opportunity for them to revise and update their existing contributions plans or further funding streams.

Section 117 Ministerial Direction

Gives the Parramatta Road Corridor Urban Transformation Strategy and Implementation Tool Kit statutory weight.

Policy Framework



Urban Transformation Strategy

- 30 year vision
- 56,000 additional people
- 27, 000 homes and 50,000 jobs
- integrated land use and transport plan
- eight Precincts in which growth will be focussed
- seven land use and transport principles
- Strategic Actions to implement the Strategy

Implementation Tool Kit



Implementation Plan 2016 - 2023

- staging/sequence strategy
- Precinct Plans including land uses and necessary infrastructure
- Out of Sequence Checklist



Planning and Design Guidelines

- suggested land use and built form controls for the entire Corridor
- land uses, heights, densities, open space, movement and circulation for each Precinct



Urban Amenity Improvement Plan

- \$198m program of local amenity works



Infrastructure Schedule

- costed and prioritised for local, regional and state infrastructure

Reference Reports



Precinct Transport Report



Fine Grain Study



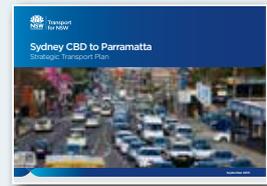
Social Infrastructure Analysis Report Volumes 1 & 2



Sustainability Implementation Plan



Economic Analysis Report



Sydney CBD to Parramatta Strategic Transport Plan (Transport for NSW 2015)

2. Granville

Granville Precinct Urban Amenity Improvement Works

DESCRIPTION	BENEFITS	DETAILS
 <p>Funding for purchase of land for a new urban plaza north of the railway station on Bridge Street</p>	<p>A new urban plaza is proposed to be created on Bridge Street opposite the northern entry to Granville Rail Station. This plaza will provide a community gathering space within the (northern) town centre of Granville with seating, planting and turf areas. The plaza will provide a place for the community to meet and interact in a casual manner.</p> <p>The design of the plaza will be undertaken by council in consultation with the community. It will allow for a flexibility of uses and could host regular outdoor markets, cultural festivals and community based events, or be used for passive recreational use.</p> <p>Funding allocation has been based on site purchase only, with council funding and implementing the creation of the park.</p>	<ul style="list-style-type: none"> 0.25ha plaza Purchase of land = 0.1ha (the remainder of the plaza to be constructed on council owned land)
 <p>General streetscape improvements along Good Street and Bridge Street to Granville Station</p>	<p>The proposal to upgrade Good Street between Granville Rail Station and Parramatta Road follows a concept design developed by City of Parramatta Council. Once completed these works will provide a streetscape akin to South Street south of the train station. There is the opportunity for Council to contribute funding to the streetscape works, with the remainder to be funded through the UAIP.</p> <p>The catalytic effects of the Good Street upgrade include creation of an activity centre for the suburb north of the train station. With an increased population through further development, the Good Street upgrade will provide a foundation for further regeneration within this Precinct allowing vacant shops to be leased and generating a sense of life on the street.</p>	<ul style="list-style-type: none"> Good Street and Bridge Street south of Parramatta Road = 260m New footpath blisters every 2 parking bays with trees and planting New insitu concrete footpath pavement with brick banding New street furniture New pedestrian smart pole lighting Undergrounding of power lines along Bridge Street between Bold Street and Rowell Street Wayfinding signage
 <p>General streetscape improvements along Alfred Street to connect to Parramatta River and Parramatta CBD</p>	<p>North of Parramatta Road, the proposed works along Alfred Street will improve the streetscape and reinforce the north-south connection towards the M4 and Harris Park. Council will consult with the community in relation to the design of the streetscape works.</p>	<ul style="list-style-type: none"> Alfred Street north of Parramatta Road = 420m 200lt street tree planting in verge New concrete footpaths and turfed verges New street furniture Wayfinding signage



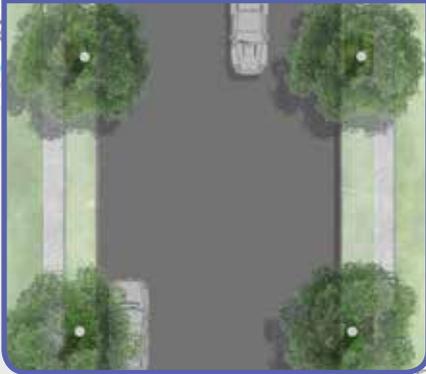
1. Funding for purchase of land for a new urban plaza



2. General streetscape improvements along Good Street and Bridge Street



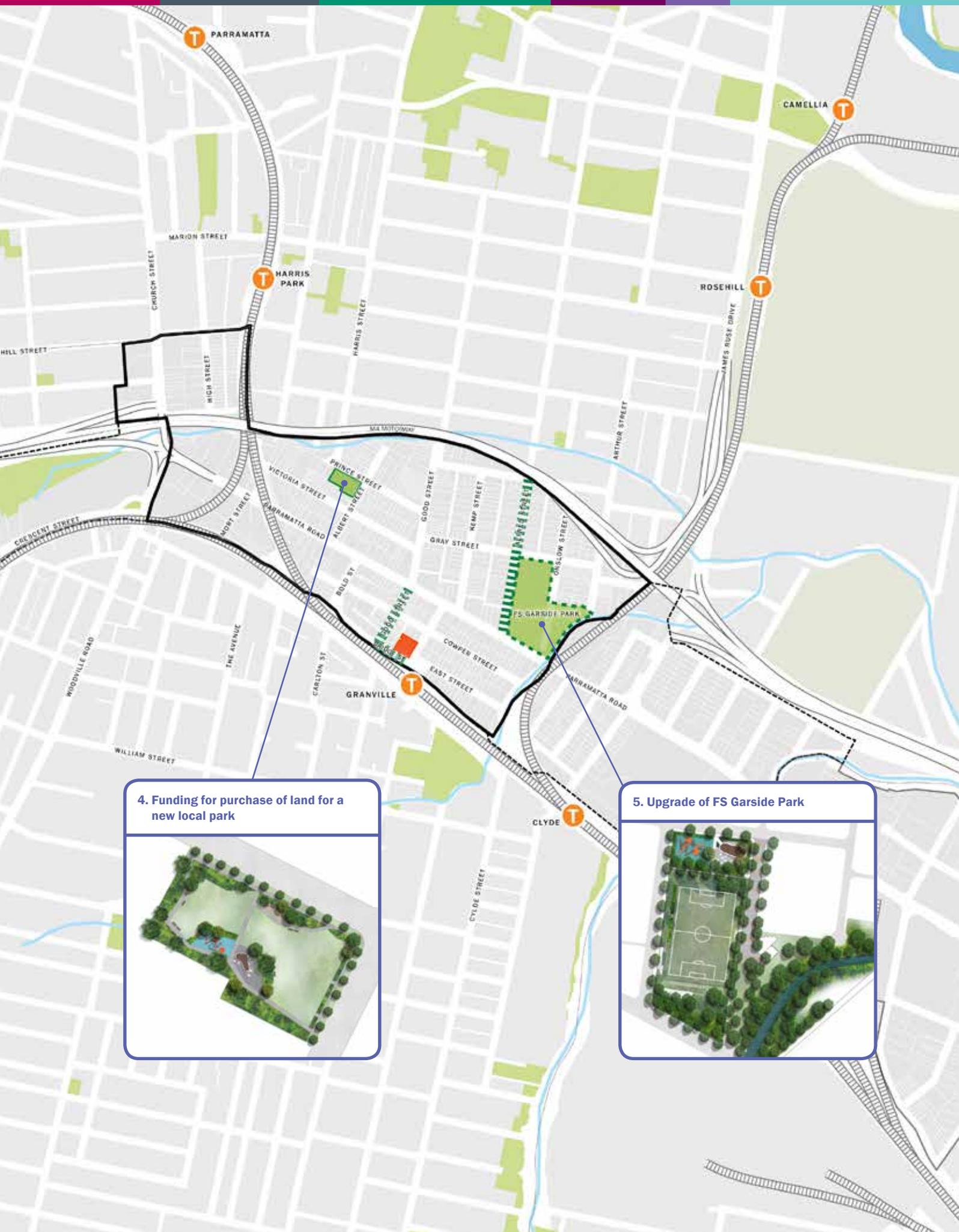
3. General streetscape improvements along Alfred Street



2. Granville

Granville Precinct Urban Amenity Improvement Works

DESCRIPTION	BENEFITS	DETAILS
 <p>Funding for purchase of land for a new local park to the north of Parramatta Road at the intersection of Albert Street and Prince Street</p>	<p>A new local park will be created north of Parramatta Road at the intersection of Albert Street and Prince Street. The park will have a local character and could include turfed areas, play equipment and seating (subject to further design by City of Parramatta Council). The park's purpose will be to cater for local activities including gathering, child's play and informal active recreation opportunities. Funding allocation has been based on site purchase only, with Council funding and implementing the creation of the park.</p>	<ul style="list-style-type: none"> ▪ 0.39 Ha ▪ Purchase of land
 <p>Upgrade of FS Garside Park</p>	<p>This improvement aims to increase accessibility to open space for new and existing residents within the Granville Precinct.</p> <p>The proposal includes new play and exercise equipment, new picnic shelters, BBQ's and fixed tables and seating. It will also include new planting, grass 'kick around' areas and new footpaths to provide an accessible place for local communities to engage in passive recreation.</p>	<ul style="list-style-type: none"> ▪ 1.5 Ha ▪ New broom finished concrete footpath pavement ▪ Exercise stations ▪ Playground equipment (fenced) ▪ Picnic shelter and fixed tables, seats and BBQ ▪ Pole mounted lighting ▪ Permeable paving to northern half of Onslow Street ▪ Southern half of Onslow Street converted to open space ▪ Open lawn ▪ Street trees ▪ Feature trees and mass planting



4. Funding for purchase of land for a new local park



5. Upgrade of FS Garside Park



3. Auburn

Auburn Precinct Urban Amenity Improvement Works

DESCRIPTION	BENEFITS	DETAILS
 <p>Funding for purchase of land west of Auburn Park to facilitate park extension</p>	<p>Auburn Park is a popular open space and is heavily used by the local community, the adjacent Auburn Girls High School and sporting clubs. It is currently degraded with areas that are poorly connected. The purchase of additional land will provide the opportunity to extend Auburn Park to the west and provide improved connections with Karrabah Road to provide recreational facilities such as multipurpose courts, fitness equipment, BBQs and picnic facilities.</p> <p>Funding is for the purchase of land only with embellishments provided by Council.</p>	<ul style="list-style-type: none"> ▪ 0.34 Ha ▪ Purchase of land
 <p>Improved pedestrian safety and amenity works on Stubbs Street between Parramatta Road and Adderley Street</p>	<p>Stubbs Street provides a major vehicle connection from Parramatta Road in the south to Silverwater industrial and residential community over the M4. The streetscape will be improved for the benefit of pedestrians and cyclists with new footpaths, street tree planting in blisters and painted symbols for on road cyclists. New pedestrian ramps will also be provided with new turf adjacent the footpaths to improve the overall visual amenity.</p>	<ul style="list-style-type: none"> ▪ Parramatta Road to Adderley Street W = 175m ▪ 200lt street tree planting ▪ New footpath blisters for every 3 parking bays with trees and planting ▪ New insitu concrete footpath pavement ▪ Stencilled cycle markings on road ▪ Pram ramps and pedestrian crossing points added to Adderley Street W roundabout intersection ▪ Wayfinding signage

1. Funding for purchase of land west of Auburn Park to facilitate park extension



2. Improved pedestrian safety and amenity works on Stubbs Street



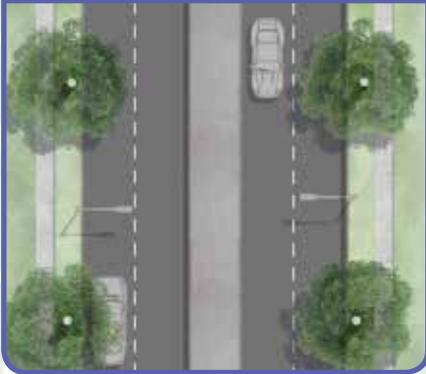
3. Auburn

Auburn Precinct Urban Amenity Improvement Works

DESCRIPTION	BENEFITS	DETAILS
 <p>Public domain improvements to Parramatta Road including new street planting and public domain improvements from Braemar Avenue to Station Street</p>	<p>At present the streetscape of Parramatta Road within the Auburn Precinct is degraded and hostile. This improvement aims to create a more amenable environment for pedestrians through planting of trees to create shade and act as a visual barrier between vehicles and pedestrians. The tree canopy will soften the appearance of the road and together with verge planting will better define delineation between built form, public footpath and road carriageway.</p> <p>The footpath paving will be relaid from its existing cracked and broken form. This will provide a safer surface for walking and also engender a sense of pride in the appearance of the public domain, ensuring it is a place that is cared for.</p>	<ul style="list-style-type: none"> ▪ Braemar Avenue to Station Street = 480m ▪ 200lt street tree planting at 15m centres ▪ Mass planting to verge ▪ New insitu concrete footpath pavement ▪ New street furniture ▪ Wayfinding signage ▪ New light poles
 <p>Melton Street M4 pedestrian/cycleway overpass upgrade</p>	<p>Melton Street overpass forms an important pedestrian and cycle connection between Auburn in the south and Silverwater in the north. It also provides an important connection for students to access Auburn North Public School and Auburn Girls High School. Currently the overpass has some major issues with safety particularly where the ramps terminate at the street edges. It is proposed to install blisters to both sides of Adderley Street West to calm traffic at the pedestrian crossing at Melton Street South and provide improved access to the Public School as well as the overpass to Parramatta Road.</p> <p>Blisters are also proposed on Deakin Street with a new pedestrian crossing at the northern ramp to the M4 overpass.</p>	<ul style="list-style-type: none"> ▪ Realignment of ramps at the northern end of the overpass ▪ Painting of overpass steelwork ▪ New pedestrian crossing with planted kerb blisters and pedestrian lighting on Deakin Street at the northern end of the overpass ▪ Upgrade to pedestrian crossing with planted kerb blisters and pedestrian lighting on Adderley Street W at the southern end of the overpass



3. Public domain improvements to Parramatta Road



4. Melton Street M4 pedestrian/cycleway overpass upgrade



4. Homebush

Homebush Precinct Urban Amenity Improvement Works

DESCRIPTION	BENEFITS	DETAILS
 <p>Improve cycle and pedestrian connection along Powells Creek Reserve to Bicentennial Park/ Sydney Olympic Park</p>	<p>Building on Strathfield Council's upgrade of the Powells Creek Reserve to open space and Sydney Water's Powells Creek naturalisation works, this improvement will improve pedestrian connections, and provide pedestrian lighting, fitness equipment and street furniture to the extent of the shared path from Parramatta Road to Mason Park.</p> <p>As the central spine of the new Homebush Precinct, this upgrade will provide greater accessibility and safety to transport nodes and recreation spaces within and surrounding the Precinct.</p>	<ul style="list-style-type: none"> ▪ Insitu concrete path upgrade ▪ Post top lighting at 15m intervals ▪ Trees and mass planting ▪ Wayfinding signage ▪ Fitness trail stations including undersurfacing ▪ New street furniture
 <p>New pedestrian/ cycleway bridge crossings over Powells Creek at Hamilton and Lorraine Streets</p>	<p>The western side of the Powells Creek Reserve forms an important part of the Bay to Bay cycleway however it is poorly connected to the eastern side of the creek in North Strathfield and Concord West. New pedestrian and cycleway bridge crossings at Hamilton Street and Lorraine Street over Powells Creek will improve both pedestrian and cycle connectivity and provide better access to Bressington and Mason Parks as well as Ismay Reserve.</p>	<ul style="list-style-type: none"> ▪ 3 metre wide pedestrian/ cycleway bridges ▪ Pedestrian lighting to bridges ▪ Footpath and cycleway connections ▪ Wayfinding signage
 <p>Station Street public domain improvements and entrance to Homebush Station</p>	<p>The existing station entrance to Homebush Station is not legible or amenable to active transport commuters. This improvement, to be designed in consultation with Transport for NSW, will increase accessibility to the Station and assist in encouraging greater public transport utilisation. Through pedestrian footpath and cycleway upgrades on Station Street, these works will provide a more pleasant and safe environment for pedestrians and cyclists accessing the Station.</p> <p>Street furniture such as bike racks will further promote active transport, and improved way finding signage will further enhance accessibility.</p>	<ul style="list-style-type: none"> ▪ Station Plaza: ▪ Concrete unit pavers ▪ Tree screen planting ▪ Feature mass planting ▪ Shade/weather canopy and new street furniture ▪ Pole mounted lights ▪ Station Street upgrade (Parramatta Road to Knight St): ▪ Concrete footpaths ▪ Tree and verge planting ▪ Stencilled cycle markings on road ▪ Undergrounding of power lines and new light poles

1. Improve cycle and pedestrian connection along Powells Creek Reserve



2. New pedestrian/cycleway bridge crossings over Powells Creek



3. Station Street public domain improvements and entrance to Homebush Station



4. Homebush

Homebush Precinct Urban Amenity Improvement Works

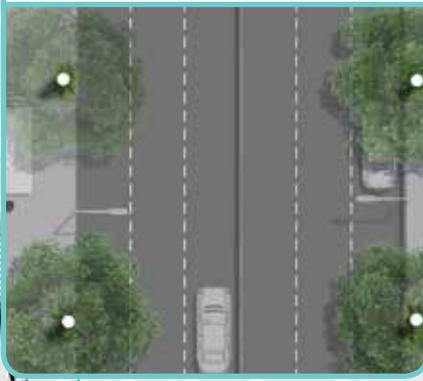
DESCRIPTION	BENEFITS	DETAILS
 <p>Public domain improvements to Parramatta Road including new street planting and public domain improvements from George Street to Underwood Road</p>	<p>At present the streetscape of Parramatta Road within the Homebush Precinct is degraded and hostile. This improvement aims to create a more amenable environment for pedestrians through planting of trees to create shade and act as a visual barrier between vehicles and pedestrians. This improvement builds upon work undertaken by Strathfield Council to improve the amenity along Parramatta Road. At present a number of new and proposed development applications are conditioned to upgrade the road reserve to design standards set by Council.</p> <p>This improvement will complete missing links within the existing provision of upgrades of the road reserve. Works will include planting of trees and repaving of the footpath. The tree canopy will soften the appearance of the road and will better define delineation between built form, public footpath and road carriageway.</p> <p>The footpath paving will be relaid from its existing cracked and broken form. This will provide a safer surface for walking and also engender a sense of pride in the appearance of the public domain.</p>	<ul style="list-style-type: none"> ▪ George Street to Underwood Road = 500m ▪ 200lt street tree planting at 15m centres ▪ Mass planting to verge ▪ New footpath unit paving ▪ New street furniture ▪ New pedestrian light poles ▪ Wayfinding signage ▪ Undergrounding of power lines
 <p>Public domain improvements to Bridge Road</p>	<p>Bridge Road forms an important part of the Bay to Bay cycleway which connects Botany Bay in the south with Homebush Bay and on to Macquarie University to the north. Currently this section of the cycleway is heavily used by vehicles and is difficult for cyclists to negotiate. The footpaths are in poor condition and there is limited signage and no crossing other than pedestrian refuges. It is proposed to improve the pedestrian and cycleway environment by installing new pedestrian crossings on the northern side of the railway bridge, with a dedicated separated cycleway.</p>	<ul style="list-style-type: none"> ▪ Street length = 190m ▪ Bridge length = 37m ▪ Upgrade insitu concrete railway bridge footpath ▪ New pedestrian crossings and pedestrian ramps ▪ New coloured concrete pavement ▪ New 400mm concrete islands to delineate cycle path ▪ New line marking and road paint to delineate cycle path ▪ Adjustments to raised thresholds ▪ Street tree planting ▪ Wayfinding signage



5. Public domain improvements to Bridge Road



4. Public domain improvements to Parramatta Road



5. Burwood-Concord

Burwood-Concord Precinct Urban Amenity Improvement Works

DESCRIPTION	BENEFITS	DETAILS
 <p>Formalise the existing informal cycle route from Luke Avenue and Parramatta Road intersection to Burwood Park (via Arthursleigh Street, Shaftesbury Road and Meryla Street)</p>	<p>This improvement will formalise an existing on-road cycle route connecting Burwood Park to the existing shared path along Parramatta Road. Through provision of line marking, the route will be safer for cyclists. Formalisation of this route will enable future connections to be made north of Parramatta Road to the new regional cycleway along Patterson Street/Gipps Street/Queens Road via the proposed Inner West Central project.</p>	<ul style="list-style-type: none"> ▪ New line marking and road paint to delineate cycle path ▪ Wayfinding and directional signage
 <p>New cycle connection between Queen Elizabeth Park and Burwood Park via Broughton Street and Britannia Avenue</p>	<p>This improvement will create a new cycle connection between Queen Elizabeth Park and Burwood Park. This route will improve north-south connectivity through the Precinct with a safe cycle connection linking two major public open spaces, two primary schools and the new regional cycleway along Patterson Street/Gipps Street/Queens Road.</p> <p>It is proposed that the connection take the form of a separated shared path on Broughton Street and on-road cycle markings on Britannia Avenue.</p>	<ul style="list-style-type: none"> ▪ Broughton Street - Shared path with line marking (off-road) to replace existing path and verge. ▪ New pedestrian crossing at Burton Street ▪ Britannia Avenue – New line marking and road paint to delineate cycle path ▪ Wayfinding and directional signage
 <p>Contribution towards the Inner West Central Vision as per City of Canada Bay Council concept plan.</p>	<p>A vision for the Concord Oval Precinct has been developed by City of Canada Bay Council that reinforces its place as a key recreation asset for both the growing local community and the wider inner west region. The vision for Concord Oval is for it to be redeveloped to a multi-use facility to be known as 'Inner West Central' through the co-location of playing spaces and building structures.</p> <p>It is proposed that a contribution is made towards this redevelopment project.</p>	<ul style="list-style-type: none"> ▪ Lump sum contribution

**2. New cycle connection
between Queen Elizabeth Park
and Burwood Park**



**3. Contribution towards
the Inner West Central Vision**



**1. Formalise the existing informal
cycle route from Luke Avenue and
Parramatta Road intersection to
Burwood Park**



6. Kings Bay

Kings Bay Precinct Urban Amenity Improvement Works

DESCRIPTION	BENEFITS	DETAILS
 <p>New playing fields on Charles Heath Reserve</p>	<p>The existing Five Dock Leisure Centre (FDLC) contains a grassed area to its west that is currently underutilised. This improvement will upgrade the space with three new futsal playing fields, creating a more usable space for existing and new residents. The fields will also take the pressure off other areas of open space.</p> <p>The facility will be roofed with inbuilt lighting and include a perimeter path with seating for players and spectators. Locating the fields on Charles Heath Reserve provides the benefit of co-location with the FDLC, allowing for shared amenities and effective management as well as being easily accessed from improved transport on Parramatta Road and the new regional cycleway along Queens Road.</p>	<ul style="list-style-type: none"> ▪ 3 new futsal synthetic playing fields ▪ 200L tree planting ▪ New synthetic turf playing fields with rubber underlay and court markings and moveable nets between courts ▪ Steel framed roof for weather protection with inbuilt lighting ▪ 4.5m high black chainwire perimeter fence ▪ Concrete footpaths ▪ Bench seating and bins
 <p>Incorporation of Wangal Park into the regional bicycle network</p>	<p>This improvement will formalise an on-road cycle route connecting Parramatta Road and Wangal Park. Through provision of line marking the route will be safer for cyclists. Formalisation of this route will enable future connections to be made north of Parramatta Road to the new regional cycleway along Patterson Street/Gipps Street/Queens Road and through to Canada Bay.</p>	<ul style="list-style-type: none"> ▪ New line marking and road paint to delineate cycle path ▪ Wayfinding and directional signage
 <p>Contribution towards the Inner West Central Vision as per City of Canada Bay Council concept plan.</p>	<p>A vision for the Concord Oval Precinct has been developed by City of Canada Bay Council that reinforces its place as a key recreation asset for both the growing local community and the wider inner west region. The vision for Concord Oval is for it to be redeveloped to a multi-use facility to be known as 'Inner West Central' through the co-location of playing spaces and building structures.</p> <p>It is proposed that a contribution is made towards this redevelopment project.</p>	<ul style="list-style-type: none"> ▪ Lump sum contribution

3. Contribution towards the Inner West Central Vision



1. New playing fields on Charles Heath Reserve



2. Incorporation of Wangal Park into the regional bicycle network



7. Taverners Hill

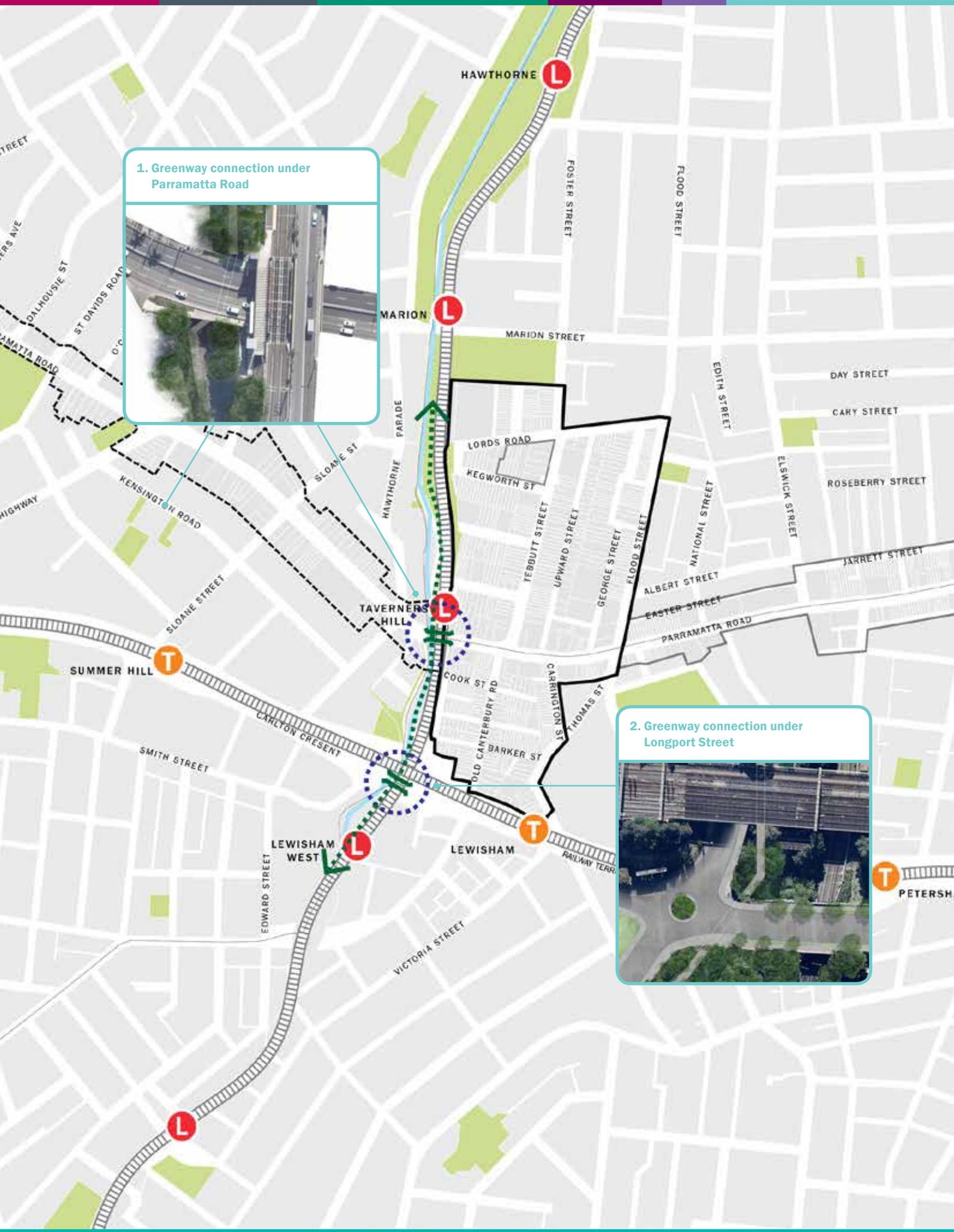
Taverners Hill Precinct Urban Amenity Improvement Works

DESCRIPTION	BENEFITS	DETAILS
<p>Greenway connection under Parramatta Road</p>	<p>The Greenway is an important active transport connection between the Cooks River and Iron Cove. With a master plan in place, the Greenway is being progressively delivered by local government.</p> <p>This improvement will provide funding that aims to create a seamless north-south connection underneath Parramatta Road. Utilising an existing storm water culvert, a new path will be created that provides a safe and accessible connection ensuring pedestrians and cyclists are separated from the traffic on Parramatta Road. At its completion this work will complete a missing link that has been found difficult to fund to date.</p>	<ul style="list-style-type: none"> ▪ Elevated mesh walkway crossing over the storm water culvert underneath Parramatta Road ▪ New insitu concrete footpath pavement connecting underpass to existing Greenway ▪ New pedestrian lighting fixed to underside of Parramatta Road underpass
<p>Greenway connection under Longport Street</p>	<p>The Greenway is an important active transport connection between the Cooks River and Iron Cove. With a master plan in place, the Greenway is being progressively delivered by local government authorities.</p> <p>This improvement will provide funding that aims to create a seamless north-south connection underneath Longport Street. At its completion this work will complete a missing link that has been difficult to fund to date.</p>	<ul style="list-style-type: none"> ▪ New underpass connection below Longport Street to connect existing Greenway to the Lewisham West light rail station ▪ New insitu concrete footpath/ cycleway pavement ▪ New pedestrian lighting along underpass and pedestrian/ cycleway connections

1. Greenway connection under
Parramatta Road



2. Greenway connection under
Longport Street



8. Leichhardt

Leichhardt Precinct Urban Amenity Improvement Works

DESCRIPTION	BENEFITS	DETAILS
 <p>Public domain improvements to key north-south streets perpendicular to Parramatta Road including Rofe Street, Renwick Street, Norton Street, Balmain Road, Catherine Street and Crystal Street</p>	<p>At present the streetscape within the Leichhardt Precinct is degraded and hostile, particularly for pedestrians. Upgrades to the existing north south streets from Parramatta Road will create a more amenable environment for pedestrians and improve the existing streetscape character.</p> <p>Streetscape improvements include lifting and replacing cracked and uneven footpath pavements, new street tree planting, understorey mass planting, lighting, and new street furniture. This will provide a safer surface for walking and also engender a sense of pride in the appearance of the public domain.</p> <p>New cycleway line marking will also be provided on both Renwick Street, Catherine Street and Balmain Road to create a safer cycling environment.</p>	<ul style="list-style-type: none"> 200lt street tree planting New footpath blisters with trees and planting Concrete unit paving to footpaths New street furniture New pedestrian smart pole lighting New cycle path line marking (Renwick Street, Catherine Street and Balmain Road)
 <p>New cycle connection along Dot Lane between Norton Street and Hay Street</p>	<p>As part of the overall improvement to connectivity a new east west cycleway connection is proposed along Dot Lane between Norton Street, Balmain Road and through to Hay Street through the existing surface carpark. This will improve connectivity and will assist with the future activation of the existing lanes and existing hostile carpark areas.</p> <p>Opportunities for tree planting to provide shade and assist with wayfinding will also be explored.</p>	<ul style="list-style-type: none"> New line marking and road paint to delineate cycle path Partial demolition of walls where required to allow for cycle access New ramp to take up grade changes between Balmain Road and Norton Street 200lt street tree planting Bollards Resurfacing of asphalt car parks for extent of cycle paths New line marking to delineate parking bays
 <p>Conversion of Petersham Street to a pocket park between Parramatta Road and Queen Street</p>	<p>A new pocket park is proposed in place of the section of Petersham Street between Parramatta Road and Queen Street. This will provide both a pedestrian friendly connection through to Parramatta Road and a much needed area of amenity and respite along an active street.</p> <p>The park is to provide shaded seating spaces amongst planting and new trees, including custom seating, bins, bike racks and pedestrian scale lighting.</p>	<ul style="list-style-type: none"> Pocket park = 300m2 Removal of existing street and kerb 200lt trees Mass planting beds Stone paving New street furniture Pedestrian pole lighting Wayfinding signage

1. Public domain improvements to key north-south streets perpendicular to Parramatta Road

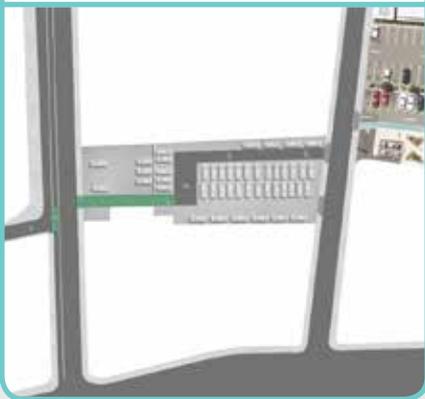


Catherine Street

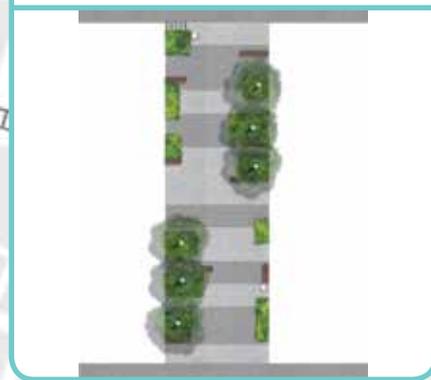


Crystal Street

2. New cycle connection along Dot Lane



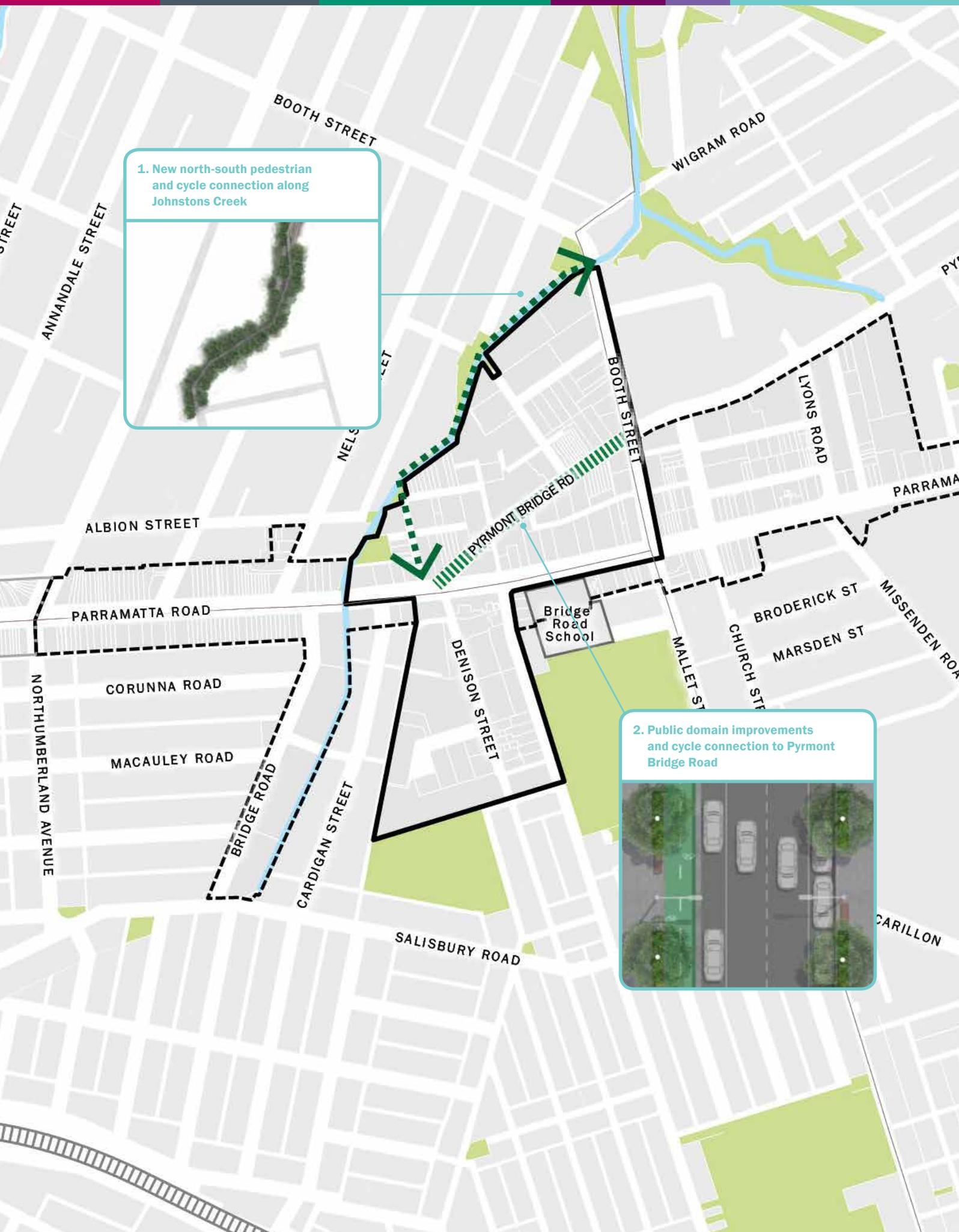
3. Conversion of Petersham Street to a pocket park



9. Camperdown

Camperdown Precinct Urban Amenity Improvement Works

DESCRIPTION	BENEFITS	DETAILS
 <p>New north-south pedestrian and cycle connection along Johnstons Creek from Booth Street to Parramatta Road</p>	<p>Currently there is a pedestrian connection along Johnstons Creek from Blackwattle Bay which terminates at Wigram Road in Glebe and then along Orphan School Creek to Foss Street. Alternatively there is street access from Hogan Park along Taylor Street that connects across Johnstons Creek to Chester Street over a narrow bridge to Pymont Bridge Road.</p> <p>A new shared pedestrian and cycle path is proposed to provide improved connections to Parramatta Road from Booth Street near Badu Park along the western side of Johnstons Creek to Mathieson Street and then on to Parramatta Road. This will significantly improve pedestrian and cycle connectivity to Rozelle Bay and Bicentennial Park from areas south of Parramatta Road in Camperdown and Stanmore.</p>	<ul style="list-style-type: none"> ▪ Concrete shared path between Badu Park and Chester Street playground ▪ Lightweight cantilevered walkway over the existing channel between Chester Street playground and Mathieson Street ▪ New line marking and road paint to delineate cycle path along Mathieson Street to Parramatta Road ▪ Wayfinding and directional signage ▪ Pedestrian lighting
 <p>Public domain improvements and cycle connection to Pymont Bridge Road between Parramatta Road and Mallett Street</p>	<p>At present the streetscape of Pymont Bridge Road within the Camperdown Precinct lacks pedestrian amenity, shade and street furniture. This improvement aims to create a more amenable environment for pedestrians through planting of trees to create shade, mitigate winds and improve visual amenity. The tree canopy will soften the appearance of the road and together with verge planting will better define delineation between built form, public footpath and road carriageway.</p> <p>The footpath paving will be relaid from its existing cracked and broken form to provide a unified and safer surface for walking and also engender a sense of pride in the appearance of the public domain.</p> <p>A new dedicated cycle path is proposed to improve cycle connections along Pymont Bridge Road, which will complement the Johnstons Creek connection as a more direct route from Parramatta Road through Glebe and towards Pymont.</p>	<ul style="list-style-type: none"> ▪ Street length = 330m ▪ 200lt street tree planting ▪ New mass planting ▪ New insitu concrete footpath pavement both sides ▪ New bench seating, bins and bike racks ▪ New 400mm concrete islands to delineate cycle path ▪ New line marking and road paint to delineate cycle path



1. New north-south pedestrian and cycle connection along Johnstons Creek

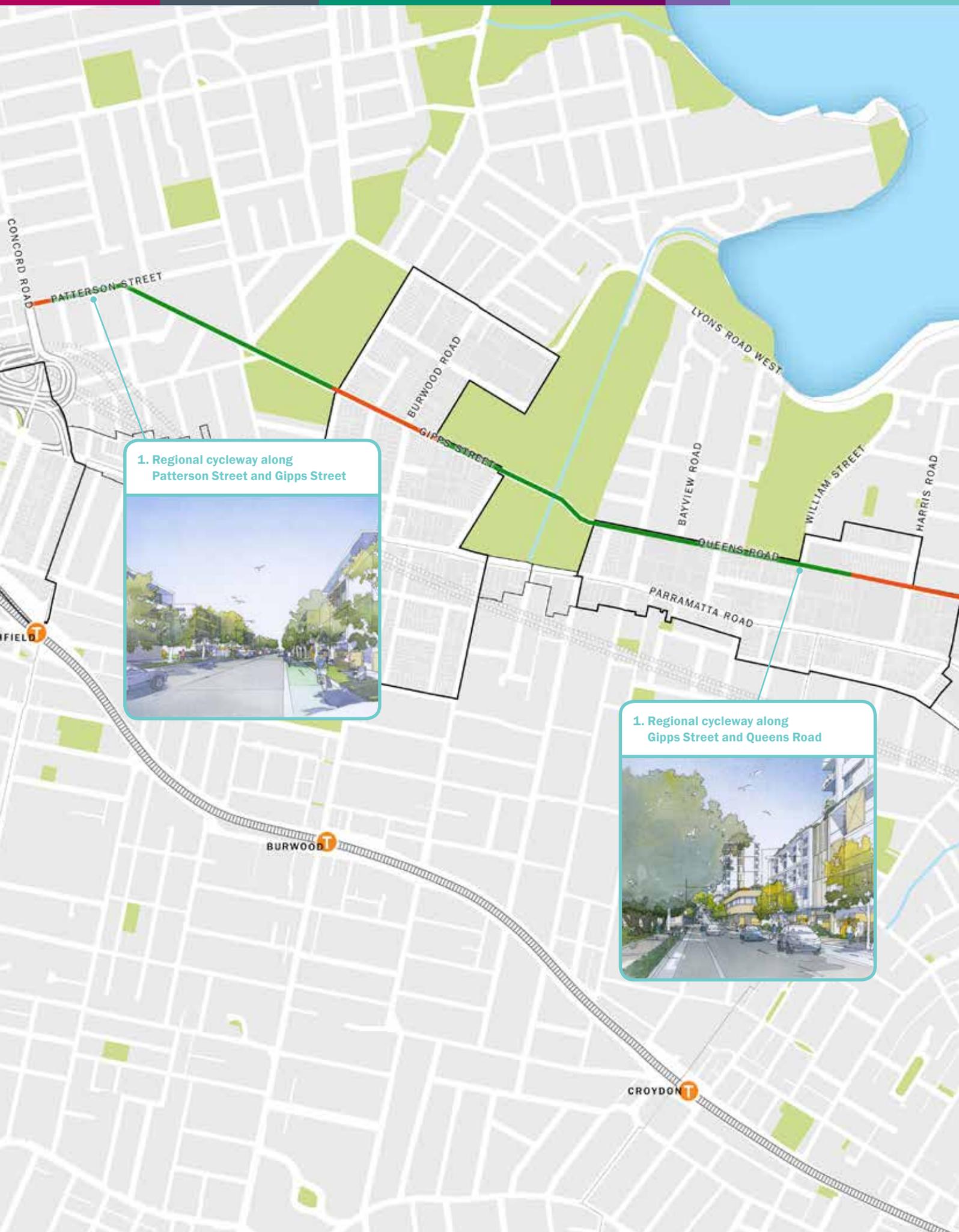
2. Public domain improvements and cycle connection to Pyrmont Bridge Road

10. Regional Cycleway

Patterson Street - Gipps Street - Queens Road Works

DESCRIPTION	BENEFITS	DETAILS
 <p>Regional cycleway along Patterson Street/Gipps Street and Queens Road between Concord Road and Henley Marine Drive</p>	<p>The regional cycleway is one of two east-west regional cycle routes in Transport for NSW's Sydney's Cycling Future. Implementation of a new cycleway to serve as a regional connector between the existing M4 cycleway and the Iron Cove Bay Run is therefore a significant initiative within the UAIP.</p> <p>At its completion, the regional cycleway will have wide reaching benefits that transcend the Corridor and Precincts within its immediate proximity. With funding not being provided for this link within the next ten years of existing cycleway funding programs, this improvement will provide a significant benefit for the community. Furthermore accessibility will be greatly increased for active transport and this improvement will serve as a spine from which further active transport links can be made.</p>	<ul style="list-style-type: none"> ▪ New coloured concrete pavement ▪ New 400mm concrete islands to delineate cycle path ▪ New line marking and road paint to delineate cycle path ▪ New traffic signal reconfiguration ▪ Relocation of light and power poles ▪ Adjustments to raised thresholds ▪ Street tree planting

Refer to Appendix B - Regional Cycleway Concept Plans for additional information.



1. Regional cycleway along Patterson Street and Gipps Street



1. Regional cycleway along Gipps Street and Queens Road



Appendix 1

Public Domain Kit of Parts

Footpaths and Paving Materials

Considerations

Currently much of the footpath paving along the Parramatta Road Corridor lacks consistency and is in a poor state of repair. In addition to public safety and accessibility issues, this reinforces the perception of a poor quality public domain.

Upgrading pedestrian pavements forms an important part of the UAIP. It is an achievable, cost-effective and relatively quick means of improving the amenity of the Corridor, increasing the quality of the public domain and improving the pedestrian environment. Footpath upgrades can also be rolled out over time along with new development opportunities. The incorporation of stone paving in special places could be considered if additional funding is sourced outside the Program.

Examples of potential materials that could be included are provided in the following images.

Principles

The following principles have been established for footpaths and paving along the Corridor:

- widen footpaths along Parramatta Road and in side streets where possible
- provide additional pedestrian crossings on Parramatta Road
- footpaths to take precedence over vehicle driveways and crossovers in terms of material and levels, where appropriate
- proposed footpath upgrades should take account of existing / future built form and setbacks
- proposed footpath upgrades should take account of existing and future public transport provision along the Corridor
- paving selection and material for footpaths to be appropriate for an urban environment.

Recommendations

- Ensure accessibility, public safety requirements, sustainability and maintenance requirements are addressed.
- Develop a palette that incorporates a hierarchy of paving materials and types.
- Paving materials should use subtle variations in finish and type to celebrate distinct places and interpret heritage, where relevant and appropriate.
- Special places such as high points, creek lines and heritage areas should incorporate interpretive elements and or distinct, high quality paving materials.
- Explore the opportunity of more detail identification and celebration in the village centres with special paving treatments.

Footpaths and paving



Stone Paver



Concrete Unit Paver



Insitu Concrete



Interpretive Inlay



Stone Paver



Concrete Unit Paver



Insitu Concrete



Interpretive Inlay



Stone Paver



Concrete Unit Paver



Insitu Concrete



Interpretive Inlay

Street Planting - trees and other planting

Considerations

Currently the Corridor lacks mature trees and other planting, particularly within the road reserve itself. The planting of street trees therefore forms a major part of the UAIP as it is seen as an achievable, cost-effective and relatively quick means of improving amenity and increasing the quality of the public domain, improving the pedestrian environment and contributing to land value.

Opportunities for tree planting should be explored along the Corridor as a whole. Existing / future verge and footpath widths and setbacks provide less constraints than in the western portion of the Corridor and are therefore considered a tangible opportunity to significantly improve local amenity. Consideration should be given to the most appropriate tree for its specific location and potential long term and future impacts of tree roots, canopy and suitable available soil mass. In the eastern portion of the Corridor where the footpaths are much narrower, a more urban response is proposed. Built form should address the street, and minimum or no setbacks are encouraged. However, opportunities for planter boxes, hanging plants and other forms of planting should be explored.

Examples of potential materials that could be included are provided in the following images.

Principles

The following principles have been established for street planting along the Corridor:

- respond to services and footpath widths while ensuring adequate setback from kerbs and pedestrian circulation space
- respond to built form and awnings to ensure adequate space for the healthy establishment and development
- be cognisant of placement of planting with respect to existing and future public transport provision along the Corridor eg. public transport stops
- ensure adequate spacing requirements for their healthy tree development
- species selection for planting to be appropriate to local conditions, the urban environment, microclimate, soil type and volume.

Recommendations

- Develop a palette of tree species that will support the narrative of the corridor through providing a character transition from west to east.
- Species selection should consider the existing environment and landscape character. Tree species in the west should consist primarily of native and endemic species. A mix of exotic and deciduous species is encouraged to complement the existing tree palette.
- Increase density of planting to align with the proposed density within the villages.
- Encourage supplementary tree planting in setbacks in west to form a dense green canopy and structure to the road, in appropriate locations.
- Constrained areas such as Leichhardt and Camperdown should utilise smaller trees or planter boxes to suit physical conditions of the corridor.
- Special places such as high points, creek lines and heritage areas incorporate distinct, feature tree planting.

Trees and other planting



Flindersia australis -
Crows Ash



Agathis robusta -
Queensland Kauri



Fraxinus pennsylvanica -
Green Ash



Waterhousia floribunda -
Weeping Lily Pilly



Angophora costata -
Smooth Barked Apple



Harpulia pendula -
Tulipwood



Acer rubrum -
Red Maple



Platanus x acerifolia -
London Plane



Murraya paniculata -
Orange Jessamine



Pyrus calleryana 'Red Spire' -
Callery Pear



Populus simonii -
Chinese Poplar



Lagerstromia indica -
Crepe Myrtle

Street Furniture

Considerations

The Parramatta Road Corridor lacks adequate street furniture and what is present is often in a poor state of repair. This reinforces the perception of a poor quality public domain, giving pedestrians fewer opportunities to visit or stay in the Corridor.

The provision and upgrade of street furniture should integrate with street tree planting and footpath upgrades to improve the amenity of the Corridor and increase the quality of the public domain.

Examples of potential materials that could be included are provided in the following images.

Principles

A hierarchy of street furniture elements is suggested as part of the overall public domain design. A mixture of custom designed furniture supplemented with 'off the shelf' elements should be explored. Potential for a consistent approach to the suite of furniture across the entire Corridor should be explored to provide a unifying set of elements for the public domain.

The following principles have been established for street furniture along the Corridor:

- street furniture provision is to be focused on Parramatta Road and other key pedestrian spaces
- locate street furniture along kerb line within an 'urban amenity zone' - clear of pedestrian circulation space
- locate some street furniture elements, particularly seating, bike stands, drinking fountains etc in side streets, and at key public and active transport nodes
- street furniture selection and materials to be appropriate for the urban environment and to include a 'family' of elements.

Recommendations

- A single suite or 'family' of street furniture elements should be generally adopted for the Corridor as a whole in order to promote greater unity.
- Special places such as villages, activated side streets where appropriate or key crossing points may use their own distinct street furniture, including custom-designed elements.
- Street furniture should be robust and fit for purpose.

Street furniture



Proprietary Bench Seat



Proprietary Seating



Custom Designed Seating



Custom Designed Seating



Litter Bin



Accessible Drinking Fountain



Bollards



Tree Grates



Bike Racks - Group



Bike Racks - Multiple



Umbrellas

Lighting

Considerations

The Parramatta Road Corridor is lit by standard pole mounted street lights of a variety of pole and fitting types. The street lighting is focused roads and vehicles rather than pedestrians. Street lighting upgrades will increase the quality of the public domain and improve the pedestrian environment.

Examples of potential materials that could be included are provided in the following images.

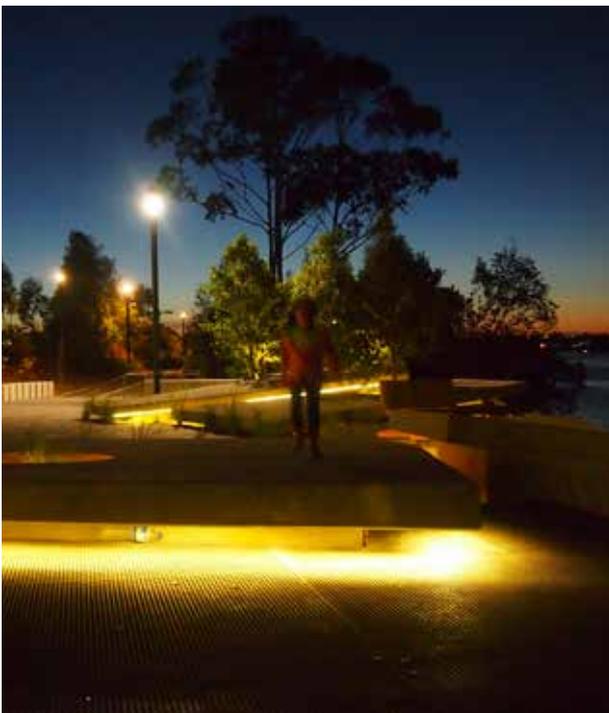
Principles

- Street lighting provision is part of the overall public domain design.
- Ensure the provision of pedestrian lighting as well as carriageway lighting for safety and security.

Recommendation

- A single suite of street lighting should generally be adopted for the Corridor as a whole in order to promote greater unity.
- The provision of feature lighting could be used in certain locations such as the Powells Creek Reserve.
- Explore opportunities for lighting in special places for site-specific interpretation or public art.
- Street lighting selection and materials should be appropriate for the urban environment and use LED lights.

Lightning



Pedestrian scale public domain lighting



Catenary Lighting

Wayfinding

Considerations

A wayfinding system is a critical tool in communicating a place to its users. The strategy must be both powerful and engaging in order to be successful. Strategies need to consider the varying needs of users and adopt the right medium and representation for the specific circumstances. The way finding and signage strategy should be thoroughly integrated into the design of the public domain.

Examples of potential materials that could be included are provided in the following images.

Principles

- A clear message should be conveyed.
- A strong sense of arrival and welcome should be provided.
- Visitors should be clearly directed to desired locations.
- Interesting and memorable experiences should be conveyed through wayfinding.
- Explore heritage themes and stories.

Recommendations

- Wayfinding devices should appeal and be accessible to a range of users from varied cultural and linguistic backgrounds, and the vision impaired.
- Ensure elements tell the story of the place if appropriate.
- Promote engagement with surrounding areas to maximise usage.

Wayfinding



Darling Harbour



Bin Incorporating Signage

Pedestrian and Cyclist Safety

Considerations

Pedestrian and cyclist safety is paramount in the design of the public domain. Potential accidents arise from pedestrians and cyclists using both designated crossings (signalised and un-signalised), and attempting to cross roads not in designated crossing places. The public domain can play a role in minimising these risks.

Examples of potential materials that could be included are provided in the following images.

Principles

Principles to achieve greater pedestrian and cyclist safety include:

- Create a legible public domain where pedestrian, cyclist and vehicle priorities are clear.
- Provide suitable barriers to contain pedestrians and cyclists and direct them to designated crossings, where appropriate.

Recommendations

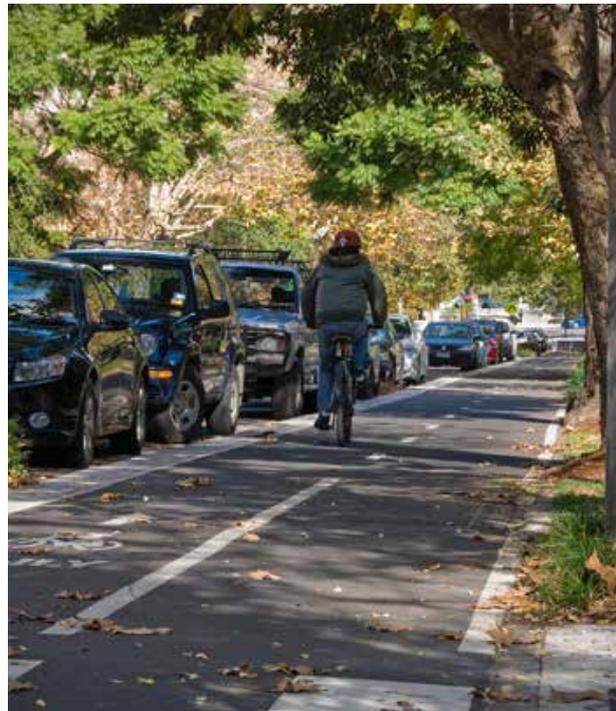
Within the public domain, incorporate:

- sufficient and well located pedestrian and cyclist crossings
- adequate footpath widths
- clear sight lines
- appropriate lighting
- crime Prevention Through Environmental Design (CPTED) principles to provide adequate levels of public security
- passive, pedestrian and cyclist friendly initiatives to mitigate risk. Where appropriate reduce or remove safety fencing and jersey kerbs along roads with more attractive treatments.

Lightning



Pedestrian Crossing - Kings Bay



Separated Cycleway - Surry Hills

Parklets, Footpath Widening, Plazas and Street Closures

Considerations

Parklets, footpath widening, plazas and street closures are small-scale interventions which facilitate the conversion of utilitarian and often underused spaces. These spaces repurpose part of the street into public places for people. They are intended as aesthetic enhancements to the streetscape, providing an economical solution to the need for increased public space. Examples of potential materials that could be included are provided in the following images.

Principles

- Spaces should reflect diversity and creativity of the people within the spaces.
- They support active transport such as walking and biking by creating engaging spaces with adequate pedestrian amenity.
- Catalyse vitality and activity in the village centres and support local business communities by encouraging pedestrians to linger.

- Serve as neighbourhood anchors and destination points - providing spaces for community gatherings.
- Broaden the potential for the public realm to engage and delight while adding much needed open space.
- Celebrate local grass roots initiatives, community building, and sustainable transportation.

Recommendations

- Locate parklets, footpath widening, plazas and street closures in areas of the Corridor that are constrained and therefore have limited public domain enhancement opportunities.
- Utilise these elements to create feature spaces or nodes along the length of the Corridor.

Wayfinding



Road Closure, New Zealand



Parklet

Active Transport

Considerations

The Parramatta Road Corridor lacks strong, well connected and high quality active transport connections from Parramatta to Sydney that are safe and continuous. Active transport includes sustainable travel choices such as walking and cycling that can reduce car dependency, trip lengths and create active walkable communities. A regional approach is therefore important in establishing new walking and cycling links to key transport nodes, open spaces and additions to regional cycle networks. The proposed UAIP works offer the opportunity to provide new or enhanced active transport connections in number of key locations, including the regional cycle way.

Examples of potential materials that could be included are provided in the following images.

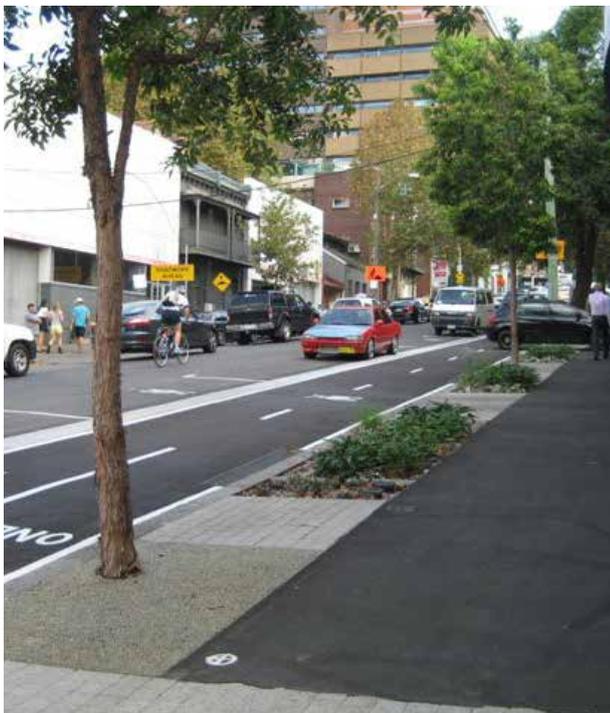
Principles

- Active transport should be easily accessible and safe for all users. Improve north/south active transport connections with a primary focus on connections to open space.
- Connect regional active transport corridors, where possible.

Recommendations

- Re-assess on-street car parking to facilitate the new regional cycleway.
- Improve north/south active transport connections to major transport nodes such as Parramatta and Burwood.
- Create active transport connections between Parramatta Road and the Harbour.

Lightning



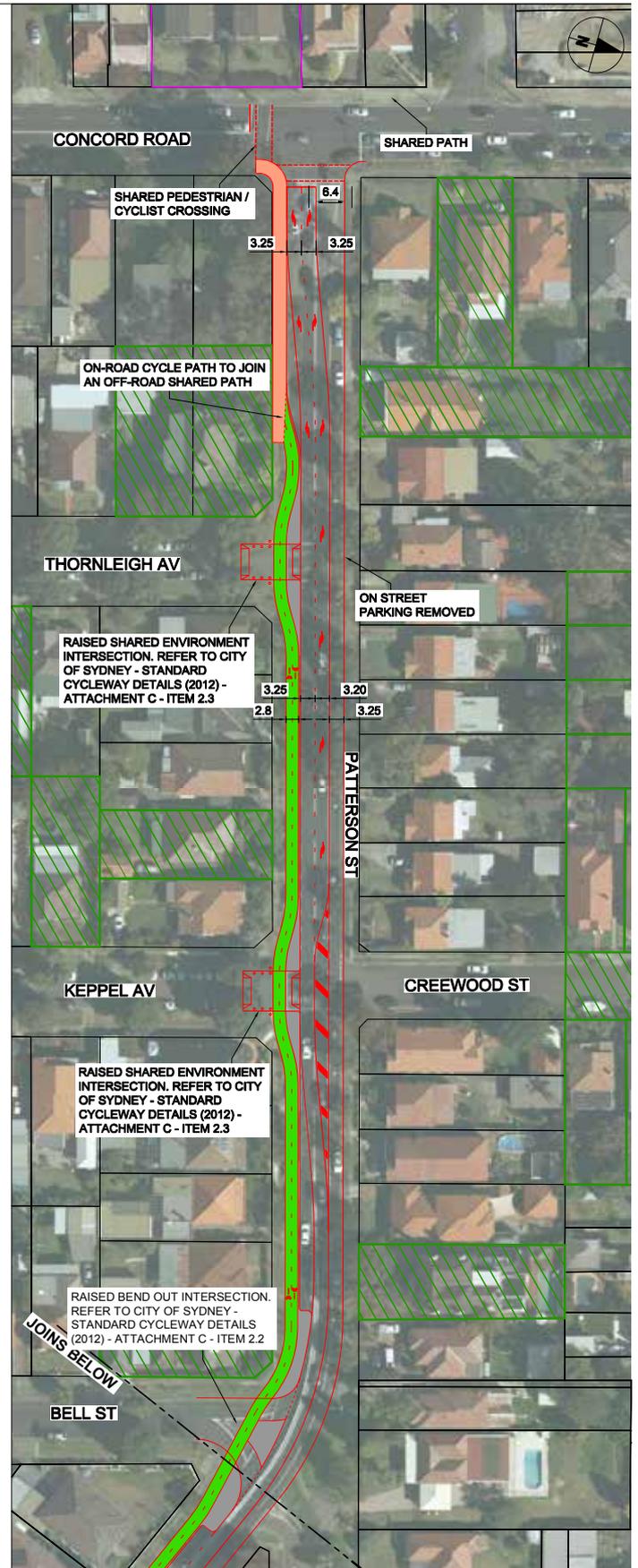
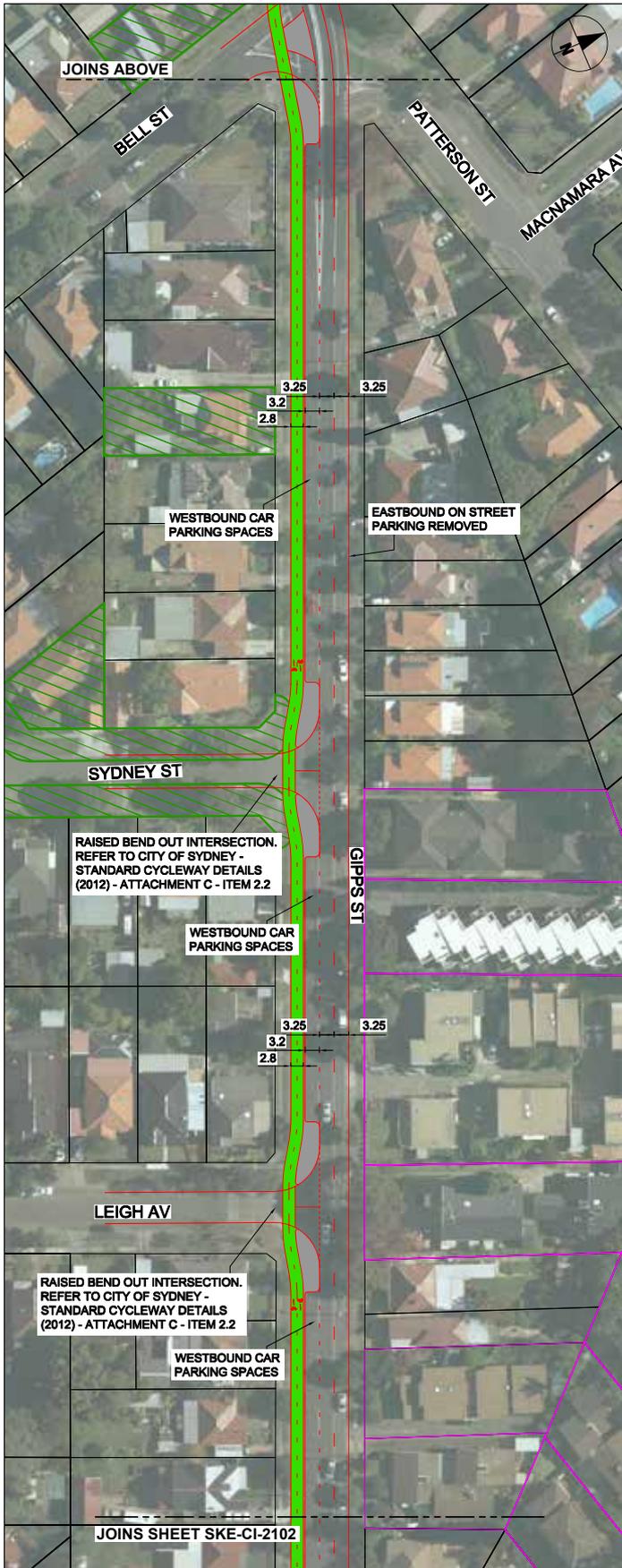
Bourke Street, Woolloomooloo



Bourke Street, Surry Hills

Appendix 2

Regional Cycleway Concept Plans



PROJECT NUMBER
60328798

SHEET TITLE
BI-DIRECTIONAL CYCLE PATH
PATTERSON, GIPPS, QUEENS
SHEET 1 OF 7

SHEET NUMBER
60328798-SKE-00-0000-CI-2101

PROJECT MANAGEMENT INITIALS

T.B.	S.A.	S.A.
DESIGNER	CHECKED	APPROVED

ISSUE/REVISION

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1/R	DATE	DESCRIPTION

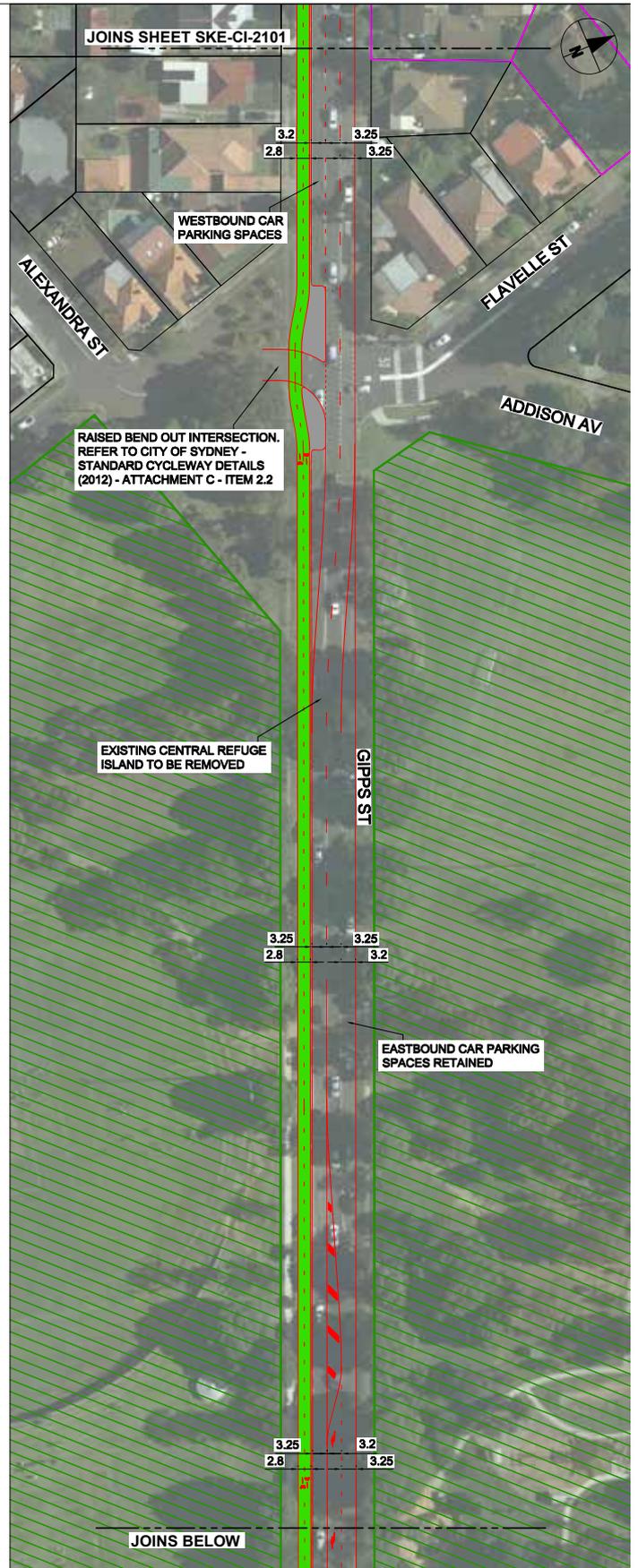
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NO

YES





PROJECT NUMBER
60328798

SHEET TITLE
BI-DIRECTIONAL CYCLE PATH
PATTERSON, GIPPS, QUEENS
SHEET 2 OF 7

SHEET NUMBER
60328798-SKE-00-0000-CI-2102

PROJECT MANAGEMENT INITIALS

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DESIGNER	CHECKED	APPROVED

ISSUE/REVISION

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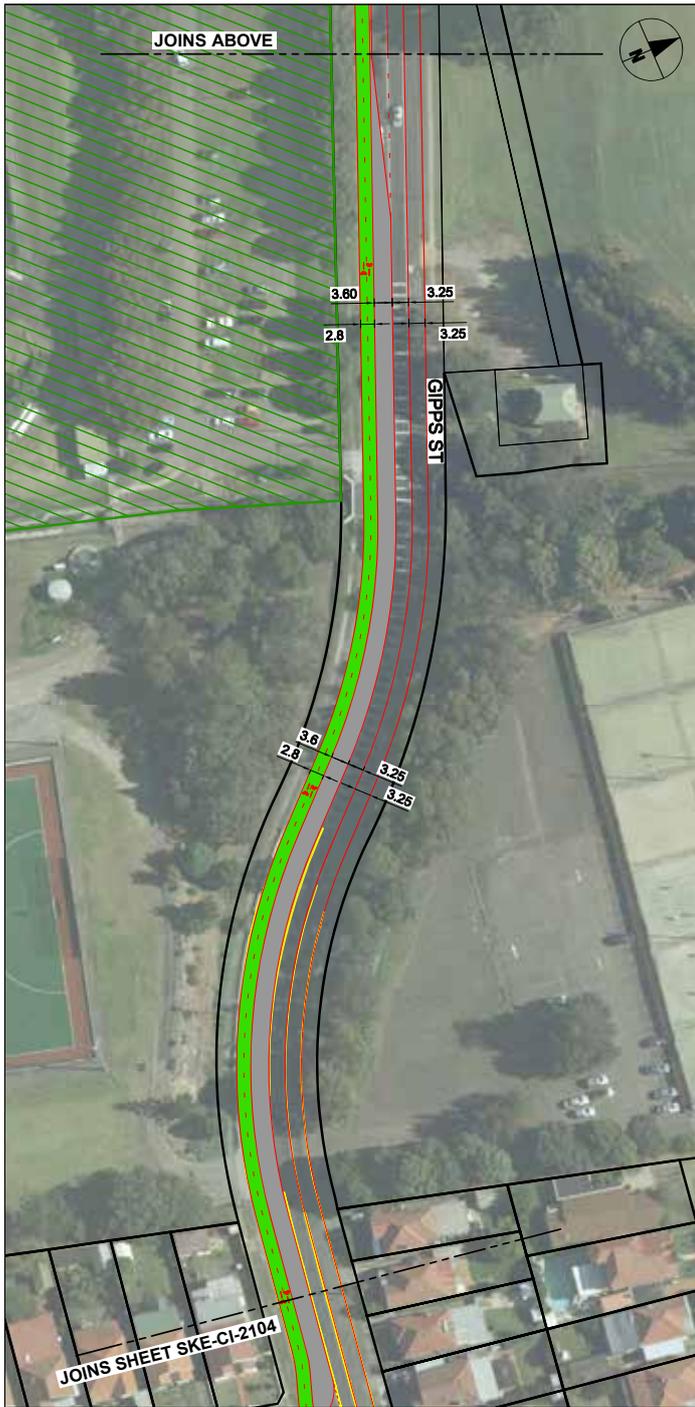
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PROJECT NUMBER
60328798

SHEET TITLE
BI-DIRECTIONAL CYCLE PATH
PATTERSON, GIPPS, QUEENS
SHEET 3 OF 7

SHEET NUMBER
60328798-SKE-00-0000-CI-2103

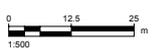
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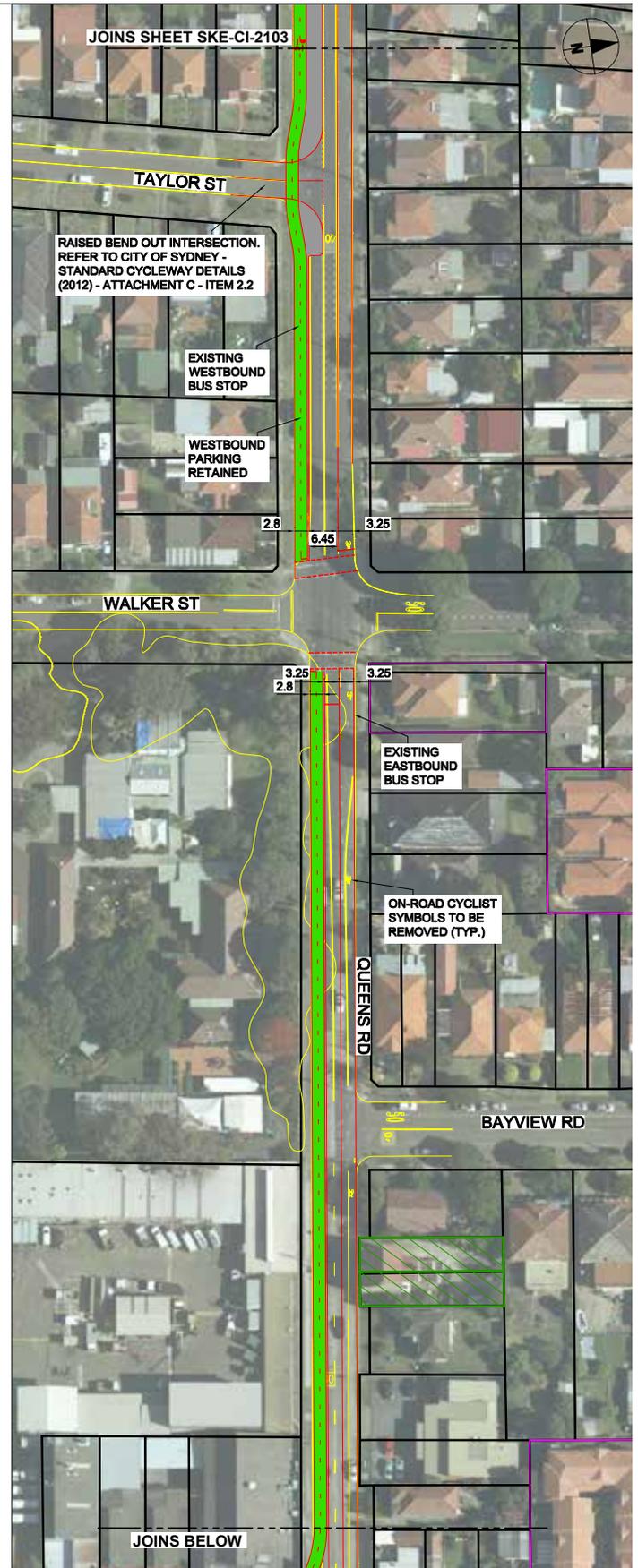
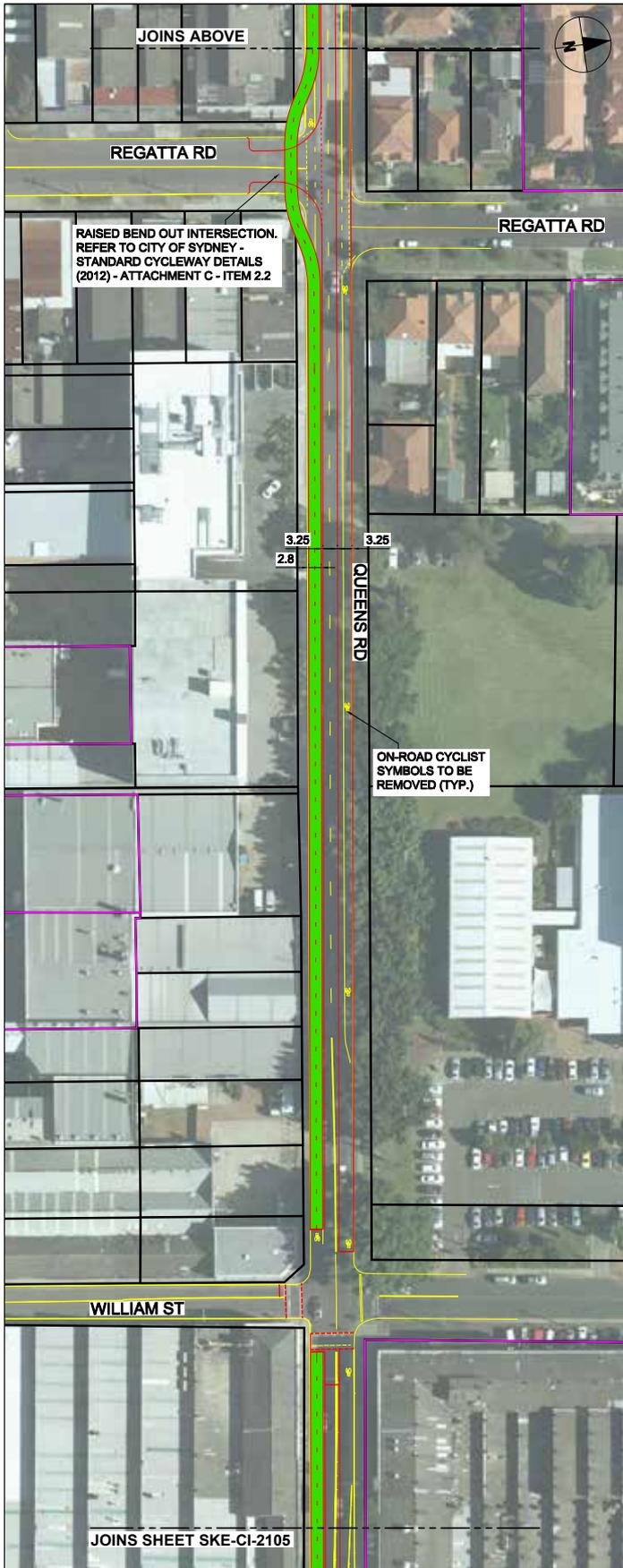
T.B.	S.A.	S.A.
DESIGNER	CHECKED	APPROVED

ISSUE/REVISION

NO	DATE	DESCRIPTION
01	07.08.15	STRATEGIC CONCEPT ISSUE
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SAFETY IN DESIGN INFORMATION
ARE THERE ANY ADDITIONAL HAZARDS/RISKS NOT NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING?
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PROJECT NUMBER

60328798

SHEET TITLE

BI-DIRECTIONAL CYCLE PATH
PATTERSON, GIPPS, QUEENS
SHEET 4 OF 7

SHEET NUMBER

60328798-SKE-00-0000-CI-2104

PROJECT MANAGEMENT INITIALS

T.B.	S.A.	S.A.
DESIGNER	CHECKED	APPROVED

ISSUE/REVISION

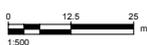
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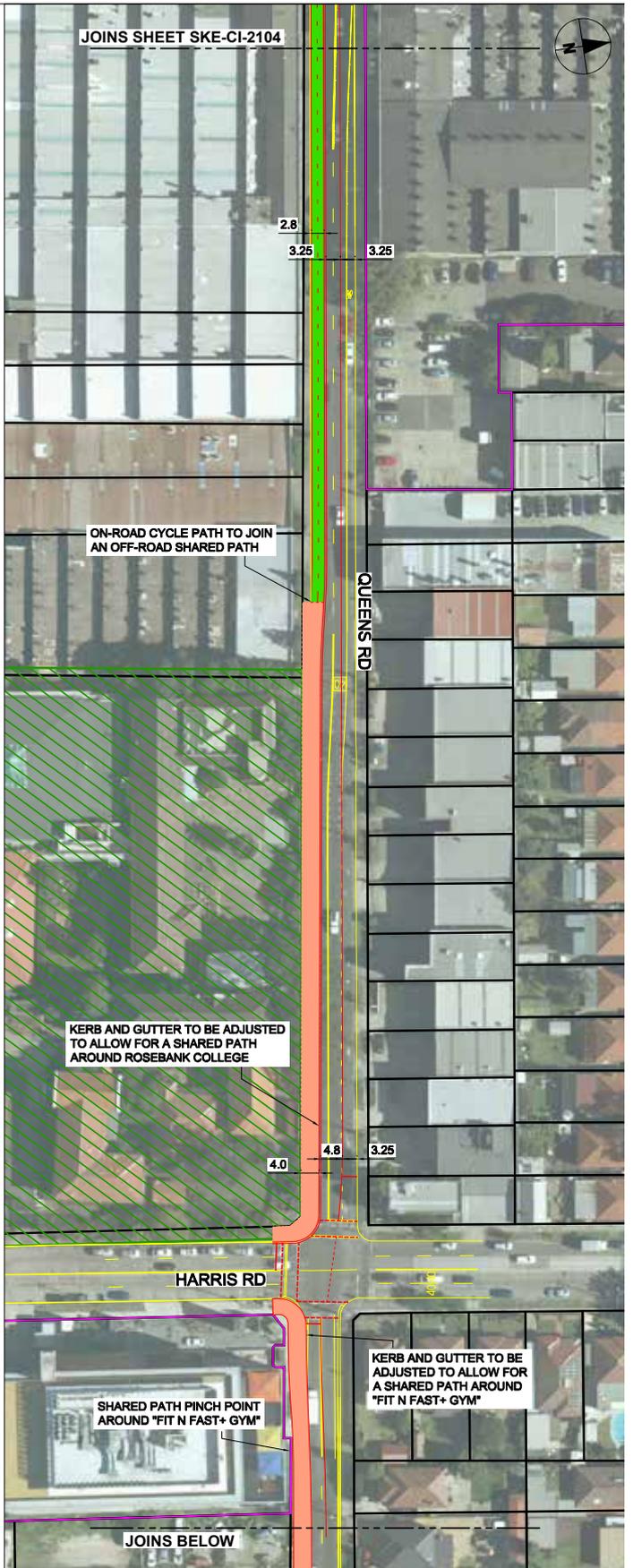
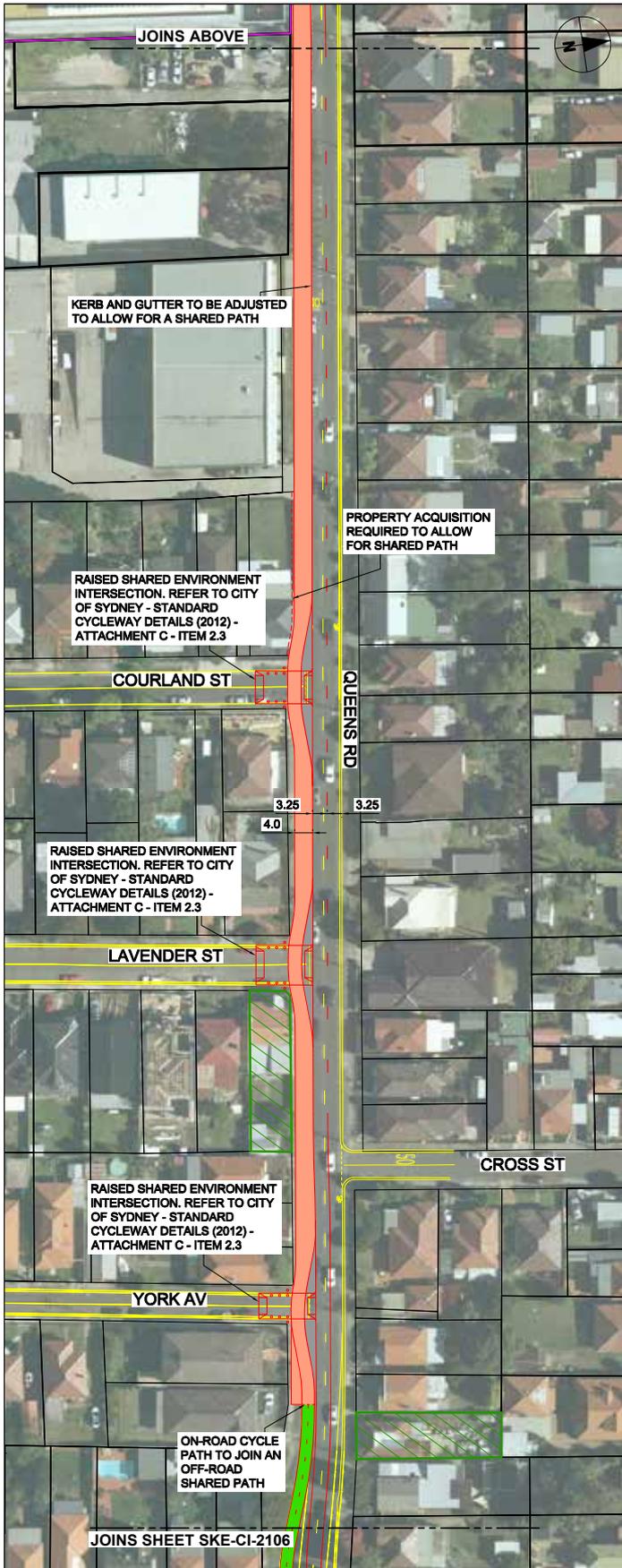
SAFETY IN DESIGN INFORMATION

ARE THERE ANY ADDITIONAL HAZARDS / RISKS NOT NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING?

NO

YES





PROJECT NUMBER
30328798

SHEET TITLE
BI-DIRECTIONAL CYCLE PATH
PATTERSON, GIPPS, QUEENS
SHEET 5 OF 7

SHEET NUMBER
30328798-SKE-00-0000-CI-2105

PROJECT MANAGEMENT INITIALS

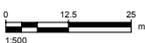
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DESIGNER	CHECKED	APPROVED

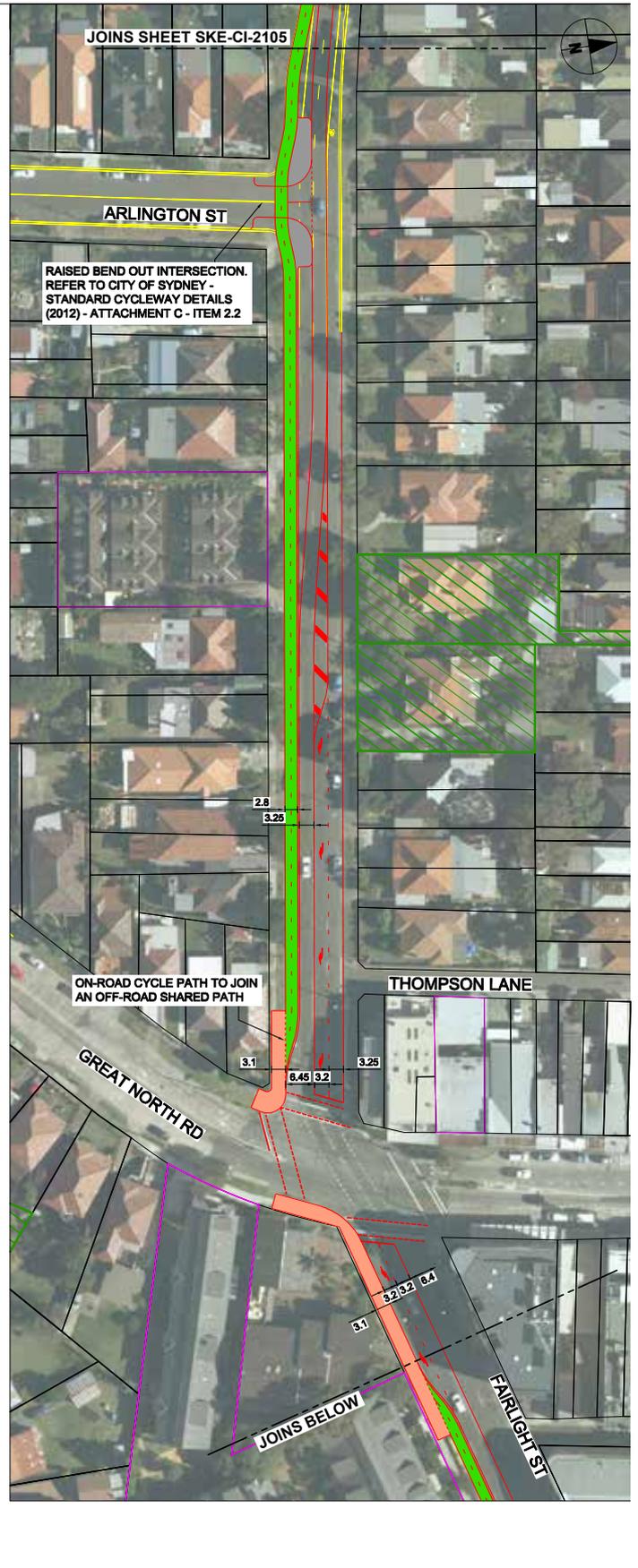
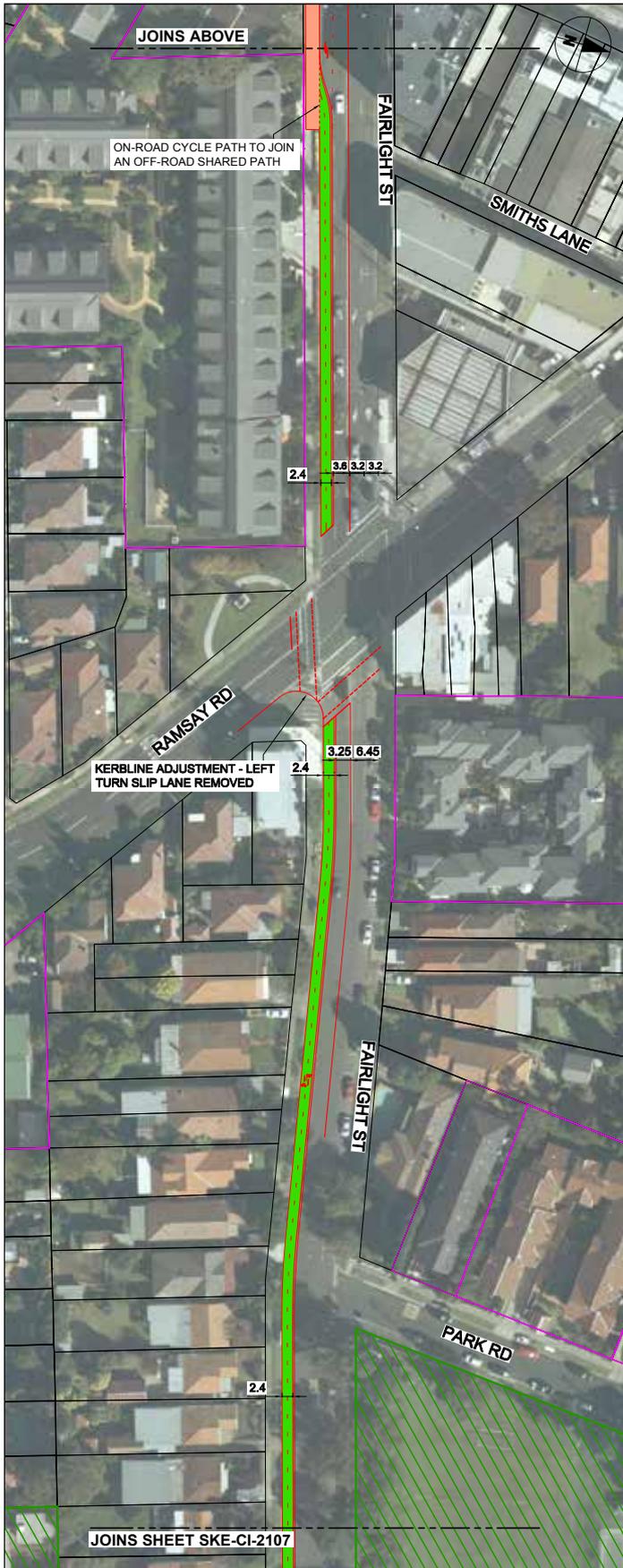
ISSUE/REVISION

NO	DATE	DESCRIPTION
01	07.08.15	STRATEGIC CONCEPT ISSUE
02		

SAFETY IN DESIGN INFORMATION
ARE THERE ANY ADDITIONAL HAZARDS / RISKS NOT NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING?

NO
 YES





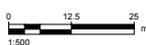
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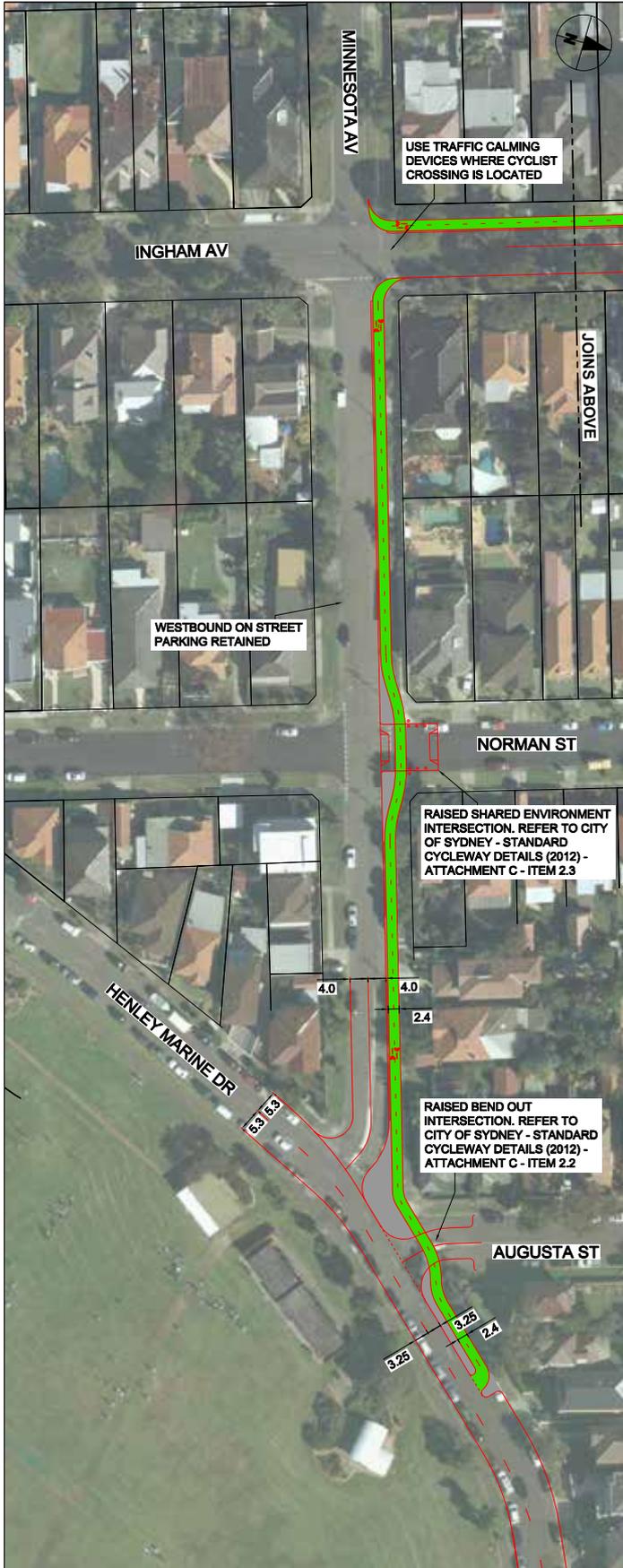
SHEET TITLE
BI-DIRECTIONAL CYCLE PATH
PATTERSON, GIPPS, QUEENS
SHEET 6 OF 7

SHEET NUMBER
60328798-SKE-00-0000-CI-2106

PROJECT MANAGEMENT INITIALS		
T.B.	S.A.	S.A.
DESIGNER	CHECKED	APPROVED
ISSUE/REVISION		
01	07.08.15	STRATEGIC CONCEPT ISSUE
NR		
	DATE	DESCRIPTION

SAFETY IN DESIGN INFORMATION
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 NO
 YES





PROJECT NUMBER
30328798

SHEET TITLE
3i-DIRECTIONAL CYCLE PATH
PATTERSON, GIPPS, QUEENS
SHEET 7 OF 7

SHEET NUMBER
30328798-SKE-00-0000-CI-2107

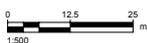
PROJECT MANAGEMENT INITIALS

T.B.	S.A.	S.A.
DESIGNER	CHECKED	APPROVED

ISSUE/REVISION

NO	DATE	DESCRIPTION
01	07.08.15	STRATEGIC CONCEPT ISSUE
02		

SAFETY IN DESIGN INFORMATION
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 NO
 YES







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