

Our Ref: 16241

4 August 2025

Tiberius (Holroyd) Pty Ltd
30 Kings Park Road
WEST PERTH WA 6005

Attention: Rebecca Mayne

Dear Rebecca,

**RE: CRESCENT PARKLANDS ACTIVE TRANSPORT LINKS
ACTIVE TRANSPORT LINKS**

As requested, please find herein The Transport Planning Partnership (TPPP)'s assessment and recommendations for the pedestrian and cycling links to the Merrylands Town Centre. This letter reviews the existing conditions and recommendations to improve to active transport links to Merrylands Station. This is in response to Council's request for:

b. Identifying any further line marking, signposting or works required for walking and cycling infrastructure between the site and Merrylands Station.

Background

TPPP has prepared the traffic and transport assessment for the Crescent Parklands project as part of the SSDA process. The development site is located at the corner of Crescent Street and Woodville Road. The proposal will include 1227 apartments, 2500m² retail floor area and 5000m² of commercial office.

Comments were received from Cumberland City Council requesting additional recommendations for improvements to active transport connections between the site and the Merrylands Station.

TPPP has reviewed the existing routes and identified upgrades of the key route between the site and Merrylands Town Centre for pedestrians and cyclists. We have also reviewed some of the background material.

Parramatta Cycle Routes

Parramatta City Council has published the Greater Parramatta Cycling Map. The map identifies routes that connect the site and Merrylands Station. The map shows these routes on either side of the rail line. On the western side this is via Holroyd Gardens and Pitt Street and on the eastern side would be via Woodville Road and Railway Terrace. The key cycle routes near the site are shown in Figure 1. This plan appears to be out of date and does not show the current roads between Walpole Street and Neil Street.

Figure 1: Greater Parramatta Cycle Routes



Source: Parramatta City Council

Cumberland City Council's Walking and Cycling Strategy 2024

In 2024, Cumberland City Council developed a walking and cycling strategy with the objective to vision to create a high-quality, well-connected walking and cycling network. The document identifies a corridor 6 that is identified as a Strategic Corridor and is therefore considered a Regional Corridor for the purposes of the Strategy. It provides a north-south connection between the northern and southern boundaries of Cumberland, while aiming to facilitate connections between centres, open space and public transport in the central part of Cumberland. However, there are no details in the strategy of the actual paths this route would take. Route 6 is shown in Figure 2.

Figure 2: Cumberland City Council Corridor 6



Source: Cumberland City Council's Walking and Cycling Strategy 2024

Active Transport Mode Share

The ABS journey to work data has been analysed to understand the existing walking and cycling mode share. The data was taken from the 2016 census data as the 2021 data was affected by the Covid-19 lockdowns that were in place at the time of the census. This data only captures the journey to work and would not include trips for other purposes such as recreation, shopping or education. It also does not capture those that use two modes such as walking or riding to a train station.

The data has been analysed for three SA1 collector areas that surround the site. The data is shown in Table 1.

Table 1: Journey To Work Mode Share

Mode	1148527	1148559	1148561	Total
Train	22	40	89	151
Bus	6	6	15	27
Ferry	0	0	0	0
Tram	0	0	0	0
Taxi	0	0	3	3
Car, as driver	69	77	201	347
Car, as a passenger	3	10	9	22
Truck	0	0	0	0
Motorbike/scooter	3	0	0	3
Bicycle	0	0	0	0
Walked only	0	3	7	10
Other Mode	0	0	0	0
Worked at home	3	5	13	21
Did not go to work	9	8	20	37
Not stated	0	3	3	6
Not Applicable	100	70	201	371
Total	223	221	566	1010

The data shows that there were no recorded cycle to work and 10 walk to work within the area selected. As a percentage of trips taken walking had a mode share of 1.6% and cycling was 0%. The mode share for Greater Sydney for the same census was 4% walked and 0.7% cycled. Based on this data we would expect the walking and cycling demand to be lower than the Sydney average.

However, the proposed development is a different type of land use to the surrounding low-density residential areas. The take up of e-bikes in the area is expected to increase the of cyclists since the 2016 census.

Guidelines

The walking and cycling infrastructure has been assessed based on Austroads Guides and Australian Standards. In addition, the following NSW Guidelines have been considered:

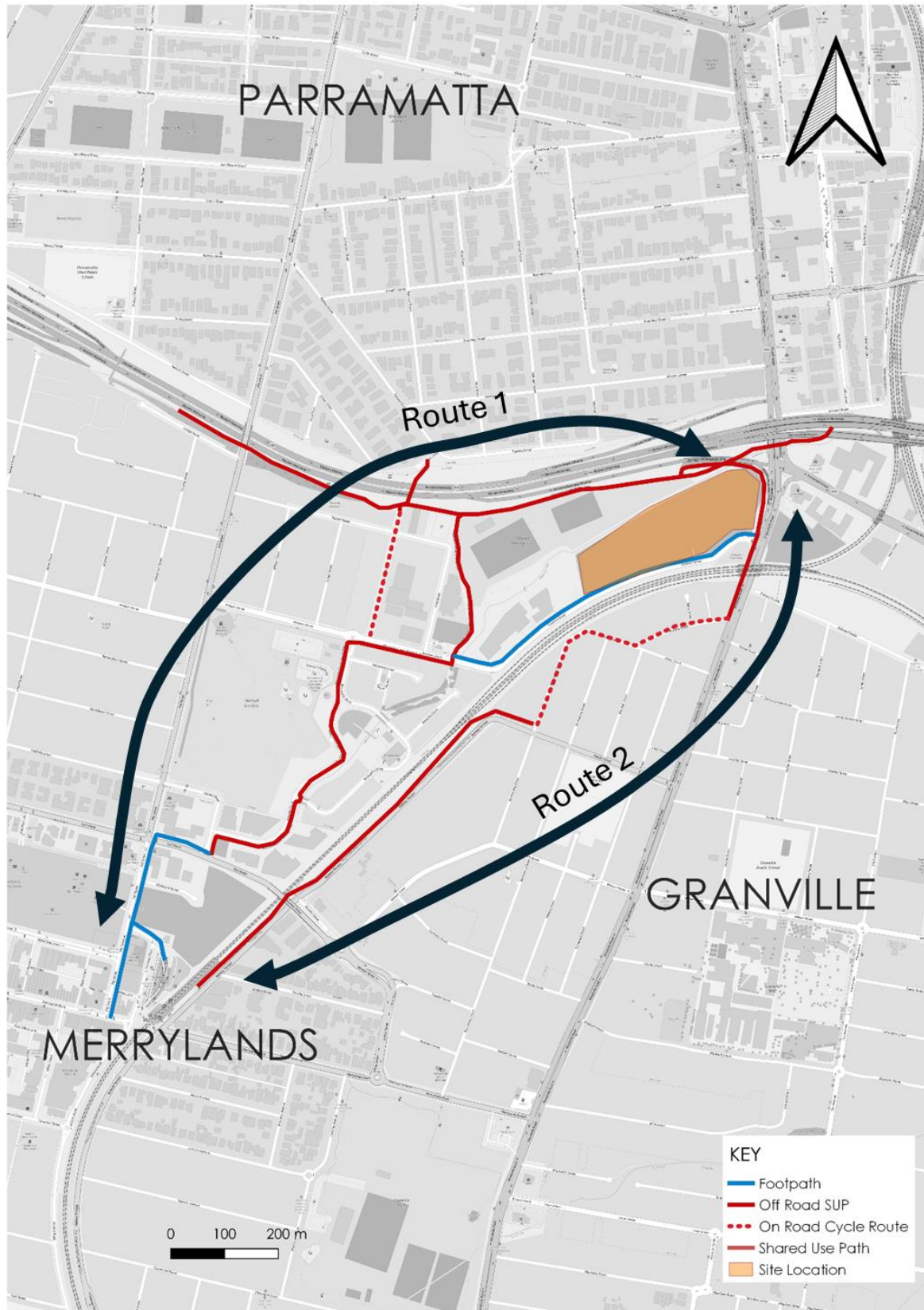
- Cycleway Design Toolbox – Provides guidelines for the cycleway infrastructure.
- Walking Space Guide – Provides guidelines for the width of footpaths

Existing Conditions

Overview

A review of the existing routes to and from the site to Merrylands Town Centre. The routes have been divided into two main routes either side of the railway line. These routes have been assessed to identify and constraints or deficiencies. The main two routes between the site and Merrylands Station are shown in Figure 3.

Figure 3: Active Transport Routes



Route 1 Existing Conditions

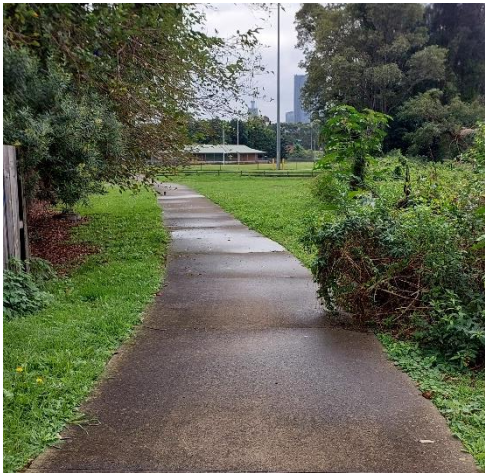
The existing route 1 site is mostly shared use paths. However, it was noted that most of the route was not properly signposted as shared use paths though it appears to be built for this purpose.

The existing footpath along Crescent Street is 1.2m wide which is the minimum width for a footpath as recommended in Austroads Guide to Road Design (Part 6). There is limited practical opportunity to widen this path given the existing poles and infrastructure located in the verge.

Closer to Merrylands Town Centre there are higher volumes of pedestrians however, the footpaths are wider and could accommodate shared use paths on Pitt Street.

A description of the route and constraints is provided in Table 2.

Table 2: Route 1

Location	Description	Image
1. Crescent Street		The footpath along Crescent Street is 1.2m wide. 1.2m is the minimum width in Austroads Guide to Road Design (Part 6). The proponents have investigated widening the footpath to 2m from Woodville Road to Walpole Street. However, it has been assessed that it is not practical to widen the existing footpath for the entire length due to existing poles and other infrastructure in the verge and land ownership issues. However, the proponents are to widen the footpath to 2m along the site frontage as part of the proposed widening works on Crescent Street.
2. Regional M4 Cycle Path		The shared use path along the northern boundary of the site runs parallel to the M4 Motorway. This path is of a high standard regional route with adequate width and lighting.
3. M4 to Walpole Street Cycleway		A connection from the to Walpole Street. While this route has sufficient width there is a lack of dedicated lighting for this off road route.

Location	Description	Image
4. Fox Street Cycle Route	 An alternative route that is signposted along Fox Street however there is no cycling infrastructure along Fox Street which is in an industrial area with no footpaths. There are a significant number of trucks parked in this street. The intersection of Fox Street and Walpole Street lacks a dedicated bicycle crossing to access the shared path along the southern side of the road.	
5. Walpole Street Shared Use Path	 After crossing Walpole Street the route uses a shared path along Walpole Street. This path is wide but is restricted by poles in the path. There is also a lack of sign posting along the route.	
6. Brickworks Road and Dressler Crescent	 The shared path Brickworks Drive and Dressler Crescent to Neil Street. This route although designed as shared path lack sign posting.	
7. Neil Street	 Neil Street has a wide footpath but the path is not marked as a shared use path.	

Location	Description	Image
8. Pitt Street		Pitt Street has wide footpaths with active street fronts. There is potential for this footpath to be used as a shared path.

Route 2

Route 2 follows the eastern side of the railway line and Woodville Road. The path on Woodville Road is marked as a shared use path but is some 1.5m wide and runs beside a busy arterial road with no buffer. The route then lacks facilities between the start of the shared use path on Railway Parade that starts at Boomerang Street.

A description of the route is shown in Table 3.

Table 3: Route 2

Location	Description	Image
1. Woodville Road		The shared use path along Woodville Road is narrow and runs alongside Woodville Road. Although marked as a shared path this route is not recommended for bicycles as it is substandard. For pedestrians, the path has poor amenity as it runs alongside a busy arterial road.

Location	Description	Image
2. Wallace Street, Union Street, Boomerang Street		The route along Wallace Street, Union Street and Boomerang Street is unmarked with no pavement parking.
3. Randle Street		The footpath along Randle Street is shown on plans as a shared use path but there are no markings. This could be an alternative to the on-street route.
4. Railway Terrace		Railway Street has a shared use path that connects from Boomerang Street to Merrylands Station.

Recommendations

The recommendations of this assessment focus on the upgrade of route 1. The constraint on Woodville Road and poorer amenity make this route less attractive as an active transport route despite.

The assessment of route 1 indicates that there is existing infrastructure but a lack of supporting infrastructure such as signage and line marking to support cycling and walking to Merrylands Station. The following recommendations are shown in Figure 4, Figure 5 and Figure 6 and described following.

Figure 4: Recommendations Map 1

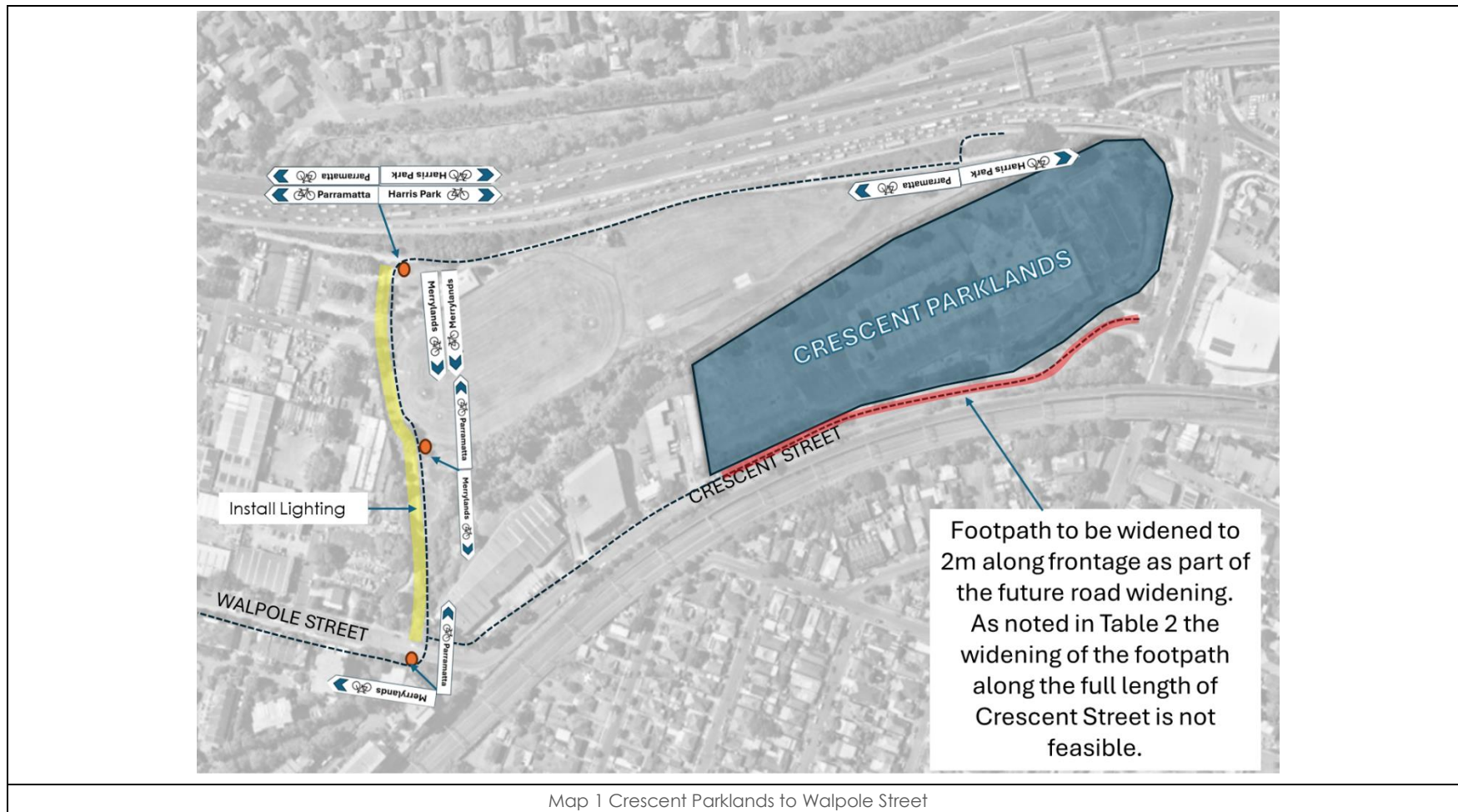
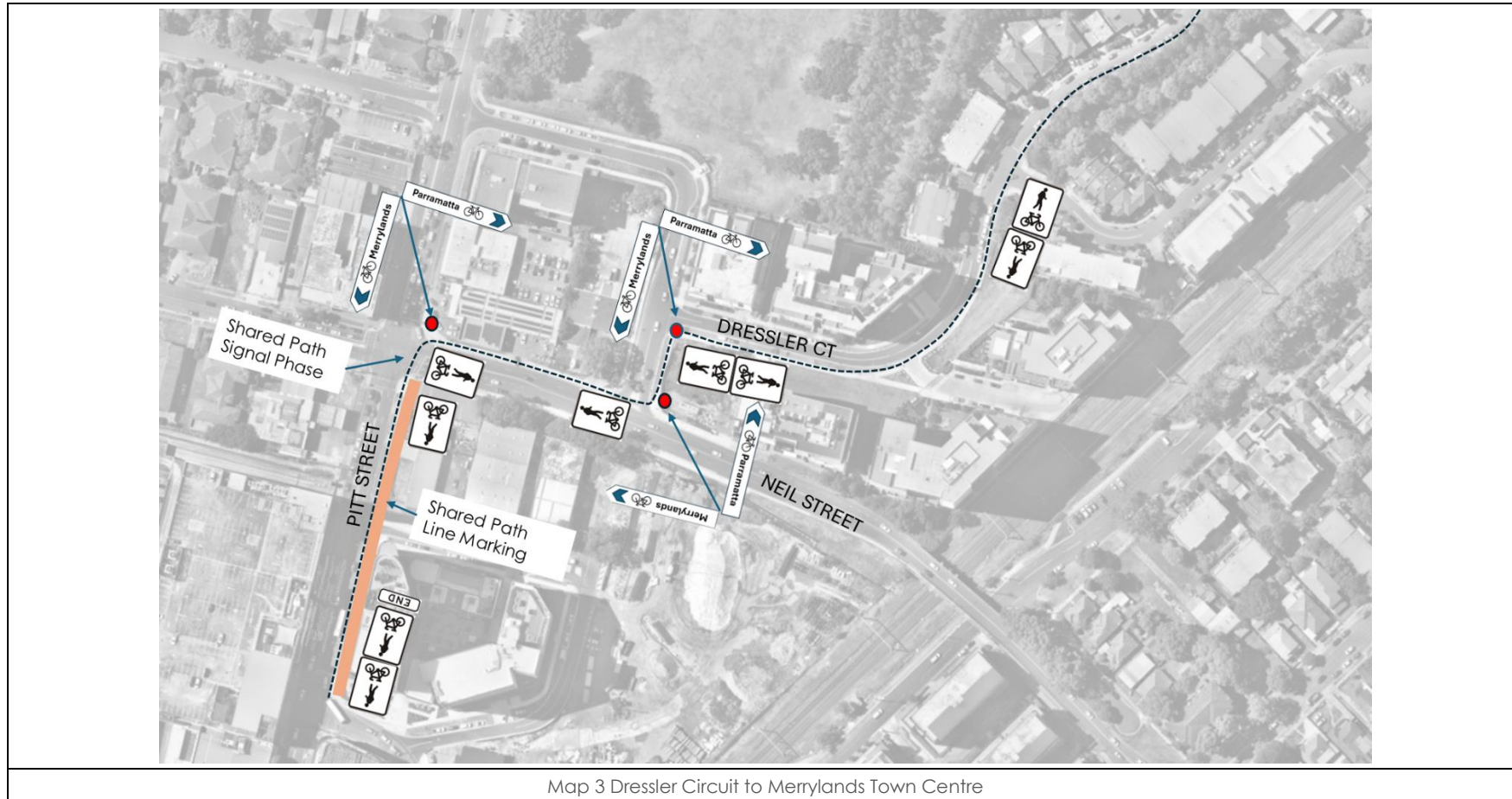


Figure 5: Recommendations Map 2



Figure 6: Recommendations Map 3



Recommendation 1

Wayfinding signage at key decision points to indicate the direction to travel. Currently the route to Merrylands is poorly defined.

Figure 7: Wayfinding Signage Finger Boards



Recommendation 2

Provide lighting on the off-road shared use path from Walpole Street to the M4 Motorway regional cycle route.

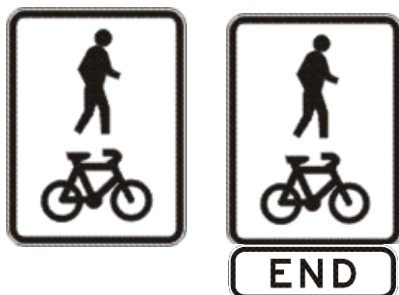
Figure 8: Off Road path from M4 to Walpole Street



Recommendation 3

Provide Shared Use Path signage along the route to indicate that the path can be cycled. Currently there is a lack of signage to indicate a shared use path.

Figure 9: Shared Path Signage



Recommendation 4

Shared Use Path line marking on Pitt Street between Neil Street and Terminal Place. This line marking has been used by City of Sydney and has been adopted in the Cycling Toolbox.

Figure 10: City of Sydney Typical Signage



Source: City of Sydney

Recommendation 5

New shared path signal phase at the intersection of Neil Street and Pitt Street intersection. This would involve minor changes

Figure 11: Shared Path Lanterns



Summary and Conclusion

We trust the above is to your satisfaction. Should you have any queries regarding the above or require further information, please do not hesitate to contact the undersigned on 8437 7800.

Yours sincerely,

Stephen Read
Associate

