

PARRAMATTA LIGHT RAIL STAGE 2 ENABLING WORKS

PEDESTRIAN AND CYCLING INFRASTRUCTURE STRATEGY (PCIS)



Acknowledgement of Country

We recognise the Dharug people as the Traditional Custodians of the land upon which the Project stands and acknowledge the deep and ongoing cultural ties of the Dharawal and Gai-mariagal peoples to this region.

We pay our respects to Elders past and present and acknowledge all Aboriginal peoples who contribute to the strength and diversity of this place. We are committed to walking alongside these communities - listening, learning, and embedding cultural knowledge into the heart of this Project and the communities it serves.

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PEDESTRIAN AND CYCLING INFRASTRUCTURE STRATEGY (PCIS)

Prepared for:



On behalf of:



By:

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Terms and Abbreviations

CBD Central Business District	TfNSW Transport for New South Wales
CPTED Crime Prevention Through Environmental Design	ARTIST IMPRESSION Drawing is illustrative and landscape is shown at full maturity
CoP City of Parramatta Council	The Project The active transport link and supporting movement connections as part of the Parramatta Light Rail Stage 2 - Enabling Works
CSSI Critical State Significant Infrastructure	
EP&A Act Environmental Planning and Assessment Act	
GPOP Greater Parramatta and the Olympic Peninsula	
GSC Greater Sydney Commission	
LCZ Landscape Character Zone	
LGA Local Government Area	
PDLP Place, Design and Landscape Plan	
PLR2 Parramatta Light Rail Stage 2	
SOP Sydney Olympic Park	
SOPA Sydney Olympic Park Authority	

Conditions of Approval

As part of the Parramatta Light Rail Stage 2 Enabling Works (PLR2-EW) the development of this Pedestrian and Cycling Infrastructure Strategy (PCIS) was required as part of Conditions of Approval (CoA) E122. Refer to the table for the applicable conditions to this Project.

CLAUSE NO	CLAUSE		DOCUMENT REFERENCE
Pedestrian and Cycling Infrastructure Strategy			
E122	A Pedestrian and Cyclist Infrastructure Strategy must be prepared in consultation with relevant council(s), TfNSW, SOPA (within Sydney Olympic Park), relevant pedestrian groups and relevant bicycle user groups. The Pedestrian and Cycling Infrastructure Strategy must identify and review active transport infrastructure along and adjacent to the CSSI corridor and must include (but not be limited to):		This strategy (PLR2EW-JHGRP-LRPEWRC-DU-STG-300001)
	(a)	details of active transport infrastructure to be delivered as part of the CSSI;	Chapter 6
	(b)	consideration of State and Council cycling strategies and maps (including draft strategies) integrating with active transport links as part of the CSSI ensuring that the CSSI does not preclude existing, under construction, and planned cycling/shared infrastructure;	Chapter 2
	(c)	consideration of consultation and advice provided by relevant Council(s), TfNSW, SOPA, relevant pedestrian groups and relevant bicycle user groups;	Chapter 7 (Refer to Consultation Report - PLR2EW-JHGRP-LRPEWRC-DU-RPT-300001 for details)
	(d)	infrastructure details, including lighting, safety, security and standards compliance;	Chapter 6.5, 6.7, 3.4
	(e)	signage and wayfinding;	Chapter 6.4, 6.2
	(f)	details of associated landscaping works; and	Chapter 6.6
	(g)	timing and staging of all pedestrian and cycling infrastructure works.	Chapter 6.9
	The Pedestrian and Cyclist Infrastructure Strategy must be prepared by a suitably qualified and experienced expert in active transport planning endorsed by the DRP and be consistent with the documents listed in Condition A1. The Pedestrian and Cyclist Infrastructure Strategy must be included as a component of the PDLP required by Condition E71 and be submitted to the Planning Secretary for approval, including details of consultation undertaken with all relevant stakeholders and a log detailing how matters raised by stakeholders have been considered and addressed, before construction of pedestrian/cyclist permanent built works (including the Active Transport Link) commences. The Strategy must be implemented no later than the commencement of CSSI operations.		Refer to PLR2 PDLP (PLR2EW-JHGRP-LRPEWRC-DU-PLN-300001)

1 Introduction

Aerial view over Project corridor

Artist impression only.
Image reflects design at the Preliminary Design Review stage. Design is subject to change based on development at the Detailed Design Review stage.

1 Introduction

1.1 The Project

The Parramatta Light Rail Stage 2 (PLR2) will connect local communities in the Greater Parramatta and Olympic Peninsula and bring the vision of a ‘30-minute city’ closer to reality. The Project comprises a new dual light rail track spanning 10 kilometres and 14 accessible stops, connecting Stage 1 and Parramatta’s CBD to Sydney Olympic Park via Camellia, Ermington, Melrose Park and Wentworth Point. Around 9.5 kilometres of new active transport links will also be provided between Camellia and the Carter Street precinct in Lidcombe, as well as connections to existing active transport links including to the Parramatta Valley Cycleway at Rydalmere and Melrose Park, and to Louise Sauvage Pathway via the River Walk at Wentworth Point. PLR2 will connect to the Sydney Metro West (under construction) and heavy rail in Parramatta and Sydney Olympic Park, and ferry services at Rydalmere and Sydney Olympic Park.

TfNSW have engaged John Holland to deliver the Parramatta Light Rail Stage 2 Enabling Works (PLR2-EW) as the first stage in the delivery of PLR2, comprising a new public and active transport bridge over Parramatta River between Melrose Park and Wentworth Point, including underpass access for road and active transport, new recreational facilities and approaches on either side of the river – totalling 1.3km.

The active transport bridge will comprise of the main Active Transport Link (ATL), the movement path on the bridge, and the supporting connections to the bridge and existing public transport infrastructure. These supporting connections will include shared paths, bicycle paths, and shared spaces.

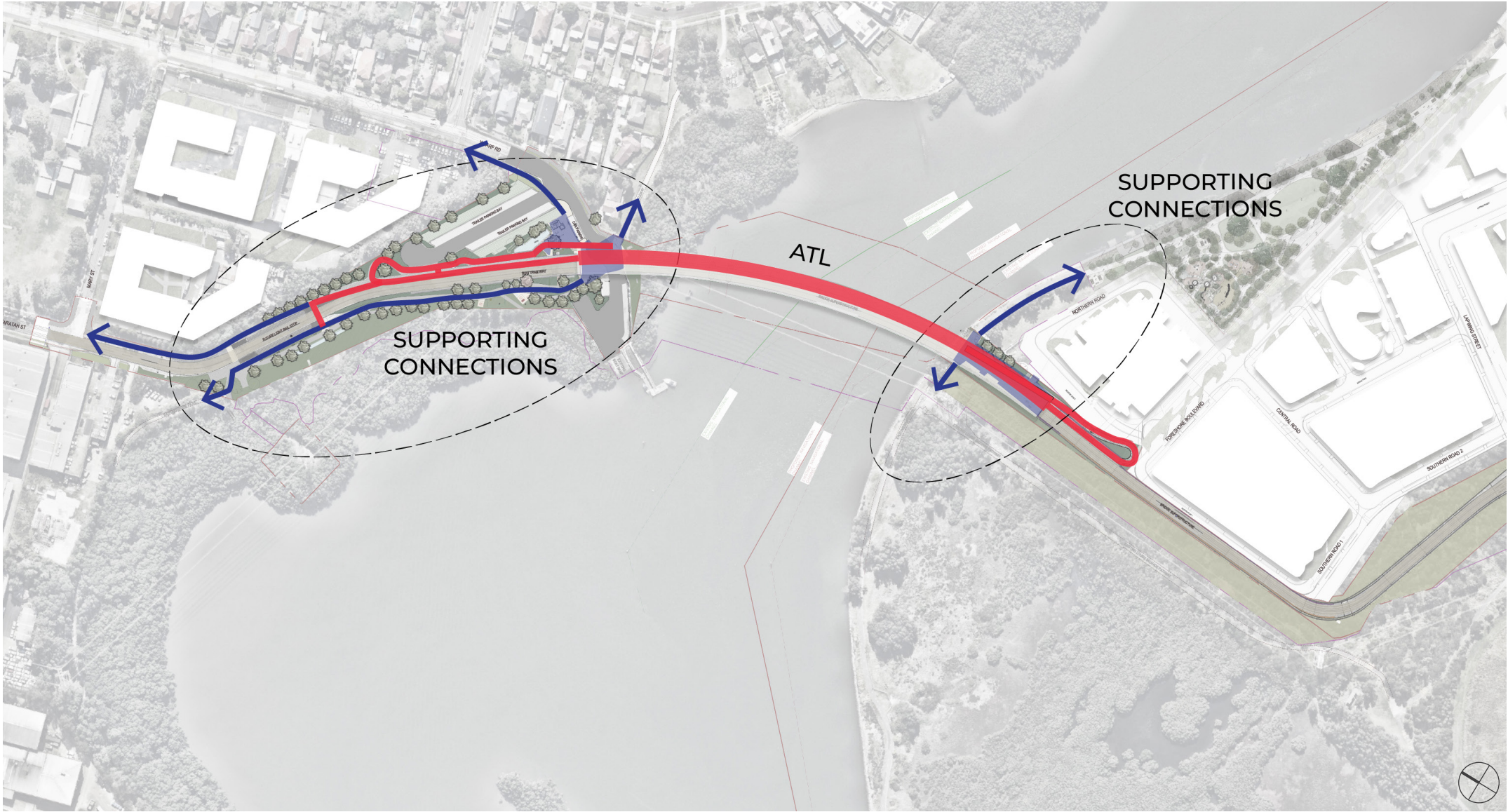
This strategy will refer to the ATL and supporting connections as The Project. (Refer to Figure 2)



Figure 1: Map of PLR Stage 2 Enabling Works

1.2 Purpose

This strategy, the Pedestrian and Cyclist Infrastructure Strategy (PCIS) identifies and reviews active transport infrastructure along and adjacent to the Critical State significant infrastructure (CSSI) corridor as it relates to the PLR2-EW. This includes the ATL and supporting movement connection components of the PLR2-EW. This strategy will outline the design principles and guidelines governing these components. This strategy will provide details of the implementation and integration of the ATL and supporting connections into the broader environment. This strategy will be considered for design outcomes for the PLR2-EW Place, Design and Landscape Plan (PDLP).



- ATL
- SUPPORTING CONNECTIONS

Figure 2: The Project - ATL and Supporting Connections

1.3 The team

The Pedestrian and Cyclist Infrastructure Strategy (PCIS, this document) has been prepared by:

- Dr. Mike Harris (Active transport planning expert, endorsed by the DRP in accordance with CoA E122)
- Conybeare Morrison (CM+) – Urban design, architecture and landscape
- John Holland – Principal contractor

1.4 Methodology

The PCIS has been developed in accordance with CoA E122 to identify and review active transport infrastructure adjacent to The Project and provide details of the active transport infrastructure to be implemented as part of The Project.

Key steps included:

- Establishing the desired future built form outcome
- Review of the existing and proposed pedestrian and cyclist infrastructure of The Project
- Reviewing policies and guidelines
- Establishing core principles
- Analysing the design for compliance
- Preparing contextual analysis
- Developing implementation strategies
- Conducting consultation with relevant stakeholders
- Implementing and considering received feedback

1.5 Key reference documents

Key documents include Planning Approval documents, GANSW / TfNSW guidelines and other policy based guidelines. As part of the greater PLR2-EW, the ATL is subject to the key reference documents as outlined in the PDLP. Specific key reference documents to the ATL include:

- Parramatta Light Rail Stage 2 Design Place and Movement Report (Transport for NSW, 2022)
- Greater Parramatta and the Olympic Peninsula Vision (Greater Sydney Commission, 2016)
- Aligning Movement and Place (Government Architect NSW, 2019)
- Practitioners Guide to Movement and Place (Government Architect NSW, 2020)
- Sydney Green Grid (Government Architect NSW, 2017)
- Beyond A to B (Transport for NSW, 2024)
- Beyond the Pavement (Transport for NSW, 2020)
- Providing for Walking and Cycling in Transport Projects (Transport for NSW, 2021)
- Walking Space Guide (Transport for NSW, 2020)
- Cycleway Design Toolbox Designing for cycling and micromobility (Transport for NSW, 2020)
- Parramatta Ways Walking Strategy (City of Parramatta, 2017)
- Parramatta Bike Plan (City of Parramatta, 2024)
- Guide to Road Design Part 6A - Paths for Walking and Cycling (Austroads, 2021)
- Sydney Olympic Park Master Plan 2030 [2018 Review] (SOPA, 2018)
- Sydney Olympic Park Master Plan 2030 Interim Metro Review (SOPA, 2021)
- Sydney Olympic Park Vision and Strategy 2050 Summary (SOPA, 2022)
- Crime Prevention and the Assessment of Development Applications (Department of Urban Affairs and Planning, 2001)
- Creating Walkable Neighbourhoods (NSW Healthy Planning Expert Working Group, 2018)

1.6 Document Structure

The key chapters of this strategy are as follows:

- **Chapter 1:** Introduction
- **Chapter 2:** Policy Review
- **Chapter 3:** Principles and Guidelines
- **Chapter 4:** Contextual Analysis
- **Chapter 5:** Adjacent Active Transport
- **Chapter 6:** Infrastructure Details
- **Chapter 7:** Consultation and Feedback
- **Chapter 8:** Conclusion and Recommendations



Introduction



Policy Review



Principles and Guidelines



Contextual Analysis



Adjacent Active Transport



Infrastructure Details



Consultation and Feedback



Conclusion and Recommendations

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2 Policy Review

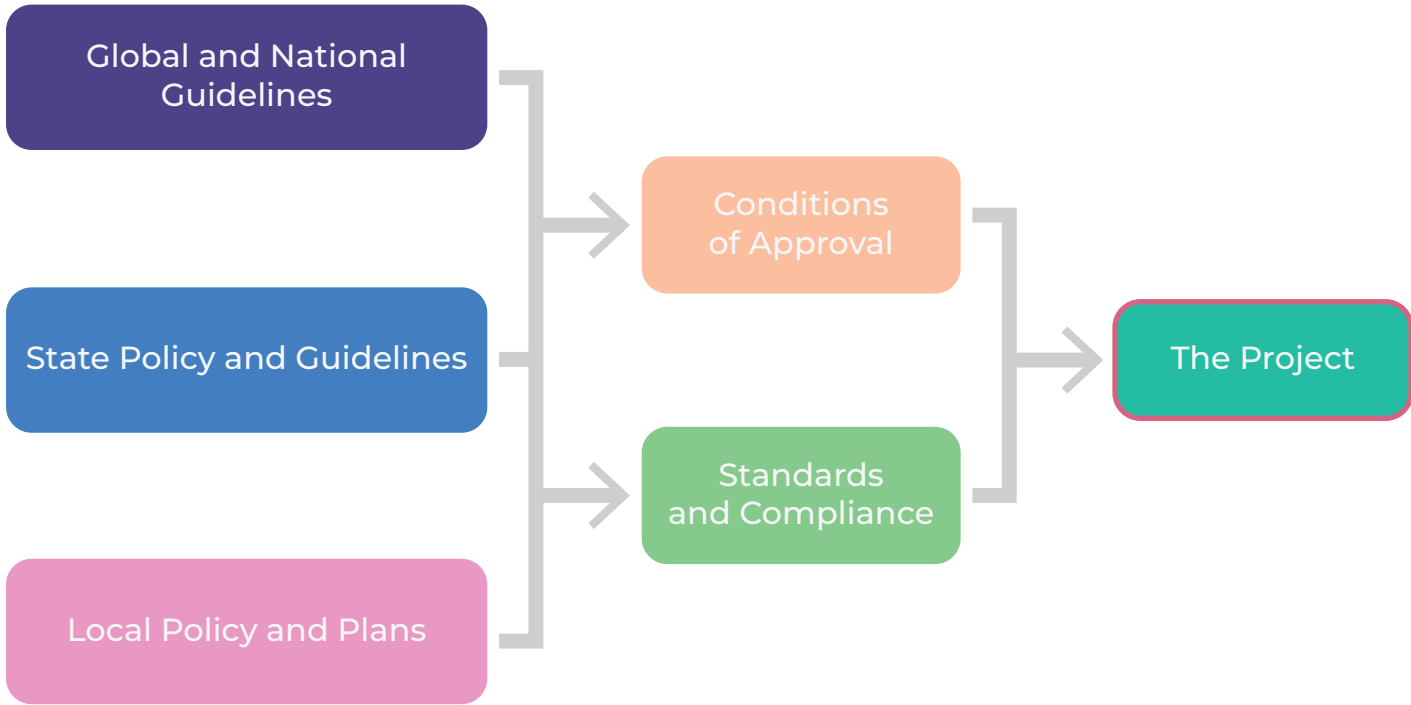


Northern foreshore separated path

Artist impression only.
Image reflects design at the Preliminary Design Review stage. Design is subject
to change based on development at the Detailed Design Review stage.

2 Policy Review

This chapter reviews the policy and guidelines that will inform the delivery of active transport infrastructure within NSW, and the specific guidance for areas in which the PLR2-EW is contained. The hierarchy of these policies and how they relate to The Project is illustrated below:



The policies and guidelines provide guidance for:

- Implementation of active transport infrastructure in planning framework and methodologies for adoption
- Overarching principles and guidelines for inclusion of active transport infrastructure in cities
- Strategic directions and visions for NSW and the Central River City, including the role of cycling and pedestrian mobility
- Pedestrian, cycling and shared path design, including dimensions, materials, movement paths and separation.



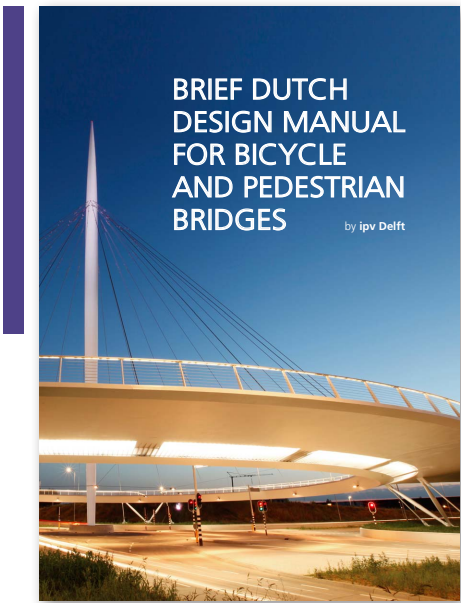
2.1 Global and National Guidelines

Global and National guidelines set the benchmark and top level outcomes for the implementation of active transport networks. These guidelines aim to improve pedestrian and cyclist mobility and develop more equitable and less car dependent built environments.

Global studies have informed the Australian active transport guidelines and policies. In this section some relevant guidelines have been reviewed.

“Every trip begins and ends with walking, and therefore everyone is a pedestrian on a city’s street at some point”

(p.72. Global Street Design Guide)



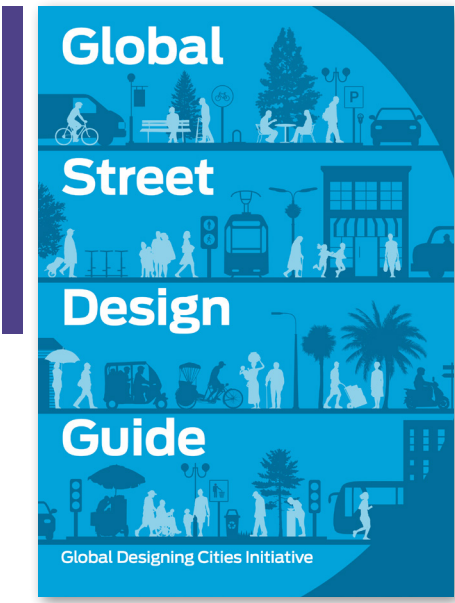
Design Manual for Bicycle and Pedestrian Bridges (CROW)

The Design Manual or Bicycle and Pedestrian Bridges is a summary document of the CROW manual produced by ipv Delft. The CROW manual is an international leading guide for bicycle infrastructure. Developed in The Netherlands, the CROW manual has influenced NSW implementation of cycle infrastructure, specifically the design principles of TfNSW’s Cycleway Design Toolbox: Design for cycling and micromobility.

This document provides specific detail regarding the implementation of pedestrian and cyclist bridges. The document includes design parameters including widths, slope, and railing conditions. The document identifies basic needs for both pedestrians and cyclists including:

- Have a smooth connection to the adjoining sidewalk or footpath
- Offer cyclists a clear view of the road
- Have a smooth transition between flat and sloping sections

The document acknowledges share paths for bridges can be achievable given additional width.



Global Street Design Guide

The Global Street Design Guide is a global guide developed in North America to provide guidance for shifting urban development towards a human-centric design approach. The guide provides design principles aiming to transform streets from car based spaces to environments accommodating of all users.

The guide promotes urban streets as an activated area, developing guidance for the conventional car user to six key user groups. The users group include, pedestrians, cyclists, transit riders, motorists, freight operators and service providers, and people doing business.

The guide encourages design for pedestrians to be viewed in the lens of “design pedestrians” - expanding the definition of a pedestrian to consider age, ability, speed, confidence and size. This promotes a more equitable and inclusive design philosophy.

A key design approach for cyclists is it promote a comprehensive network of cycling facilities and implement infrastructure that is safe and usable for all ages and abilities.



Guide to Road Design Part 6A - Paths for Walking and Cycling

The Guide for Road Design provides the framework for road and movement design across Australia and New Zealand. This framework helps form the basis for design and construction of infrastructure within Australia, as such the guide is based on Australia standards to ensure compliance.

Part 6A - Paths for Walking and Cycling provides detailed dimensions and design parameters required in the implementation of active transport connections. The guide provides a definition of a shared path and the appropriate application for them - “A shared path is where pedestrians and cyclists share the same path space...Shared paths can be used for a variety of purposes including recreation, local access and providing feeder links between high capacity paths”

The guide promotes matching infrastructure types to demand volumes. Demand volumes for both users act as metrics to define the required width and path type.

The guide also provides design envelopes for pedestrians and cyclists including users with mobility restrictions.

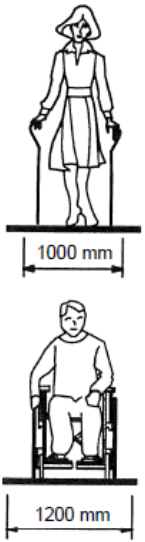


Figure 3: Width requirements for mobility impairment (Source: Guide to Road Design Part 6A)

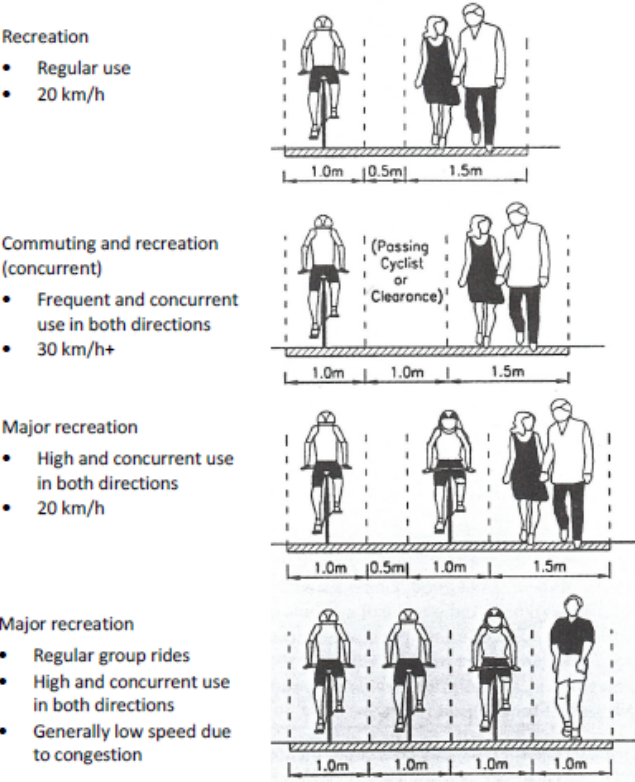


Figure 4: Shared path operation widths (Source: Guide to Road Design Part 6A)



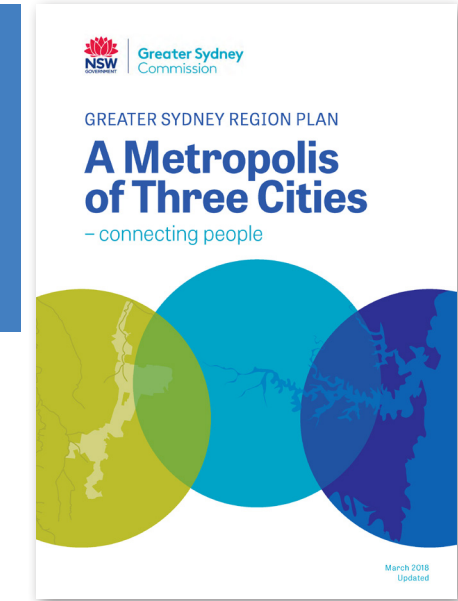
2.2 NSW Policy

NSW policies and plans set the planning and implementation framework across the state. These policies provide strategies specific to areas within Sydney - the following key documents have been reviewed as they relate to active transport and The Project area.

The TfNSW Walking Space Guide: Toward Pedestrian Comfort and Safety and TfNSW Cycleway Design Toolbox: Designing for Cycling and Micromobility are key reference and implementation documents within the NSW framework. Both documents provide overarching design principles, typology definitions, layouts and detailed dimensions and have influenced many of the NSW and local guidelines and policies. Refer to Chapter Section 2.4 and 3.2 for a detailed review and compliance matrix.

“Active transport improves the vitality of streets and centres and boosts local businesses”

(p.5, TfNSW Active Transport Strategy)



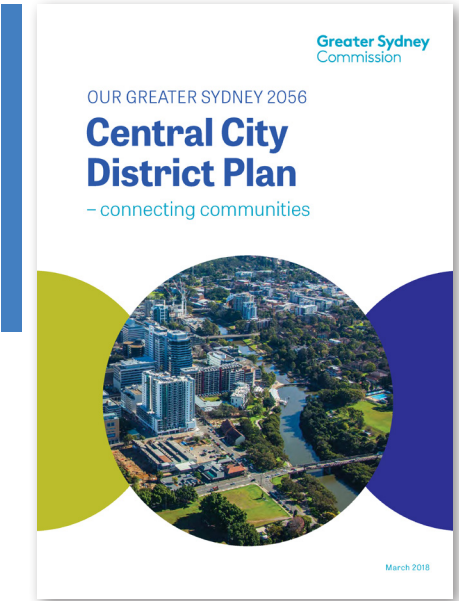
A Metropolis of Three Cities

The Greater Sydney Region Plan - A Metropolis of Three Cities (The Region Plan) by the Greater Cities Commission is a 40 year vision for Metropolitan Sydney. It envisions a 30-minute city, where residents live within 30 minutes travel of their jobs, education and health facilities, services and great places. The three cities identified in the Region Plan are:

- The Eastern Harbour City
- The Central River City
- The Western Parkland City

The vision sees the growth of Sydney across the greater metropolitan area, increasing the role and importance of three cities as opposed to the Sydney CBD. The Project is contained within the City of Parramatta LGA, which is identified to become one of three major CBDs within Sydney. Key outcomes include:

- Improving the walkability within and to centres
- Completing and improving a safe and connected cycling network to and within centres
- Meeting the future needs of growth within GPOP (Greater Parramatta and Olympic Peninsula)



Central River City District Plan

The Central River City District Plan follows the Region Plan providing planning priorities and actions specific to the Central River City - building on the vision of a 30 minute city.

The Central River City will play a vital role in the Sydney context acting as its geographic core. The Parramatta CBD is identified as the centre of this district. Substantial growth in the public and private sectors in housing, commercial development, health, recreation and infrastructure will lead to a major transformation of the centre. Connections amongst these facilities are a key objective to achieving the 30 minute city. Walking and cycling links will play an important role in achieving this objective:

- Providing safe and accessible walking and cycling connections to encourage greater physical activity is an identified planning priority throughout the plan.
- Pleasant and safe environments for walking and cycling contribute to great places.
- TfNSW will prioritise a network of high quality cycling links within 10km of Greater Parramatta.



Sydney Green Grid

The Sydney Green Grid document promotes the creation and implementation of an interconnected network of open spaces that supports recreation, ecological sustainability and biodiversity. The network aims to connect centres with public transport hubs and residential areas with a series of open spaces, green corridors and recreational facilities.

A key layer of the Green Grid is the recreational grid, including provisions for walking and cycling networks. Walking and cycling connections and links will play a key role in promoting a healthy and active lifestyle.

Additionally, walking and cycling connections are implemented to encourage sustainable transport connections. Improving accessibility to public transport hubs and increasing transport choice.

The Parramatta River Foreshore has been identified as a priority project. A future link between the Parramatta and Sydney CBD of contiguous open space on both sides of the river, connecting to key destinations along the route including Sydney Olympic Park.

Cycle and walking paths are considered green links.

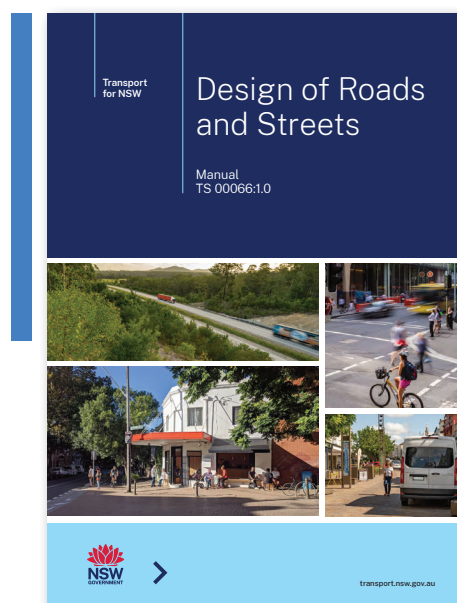


TfNSW - Future Transport Strategy

The Future Transport Strategy sets the strategic direction for transport initiatives across the state to achieve the vision of a safe, healthy, sustainable and accessible transport network.

Relevant outcomes include:

- Urban development can bring opportunities to include new active transport connections and embed walking and cycling as key travel choices.
- Well designed streets and centres should unlock convenient and direct routes that priorities bus, walking and cycling connections
- The Providing for Walking and Cycling in Transport Project Policy requires all TfNSW funded project to include walking and cycling infrastructure. This will continually strengthen the network.
- Support end-to-end journeys with multimodal mobility to encourage car-free, active sustainable transport options.
- Promote localised connections and links to key destinations to achieve a 15-minute neighbourhood.



NSW - Design of Roads and Streets

The Design of Roads and Streets is a manual as part of the NSW Government's Movement and Place framework. The manual implements a place based approach to street and road design, identify their role and context as local places.

The manual provides guidance on the applicable guideline for both walking and cycling paths based on urban context - prescribing the Walking Space Guide and Cycleway Design Toolbox for The Project.

The manual provides design parameters based on street type and hierarchy. The manual does not specifically include stand alone active transport routes, however provides details regarding interactions with intersections and other movement paths.

The manual's preferred implementation of walking and cycling infrastructure is separated paths, however notes that shared paths are suitable for local cycling routes.



TfNSW - Active Transport Strategy

The Active Transport Strategy is a targeted transport strategy focusing on active transport. The strategy sets the vision to double the number of active transport trips within the next 20 years. The key focus areas include:

- Deliver connected and continuous cycling networks
- Provide safer and better precincts and main streets
- Promote walking and riding and encourage behaviour change

Connecting cycleways across the network enables significant effective growth and increased mobility. The Project provides connection between the area of the northern and southern Parramatta River cycle networks. The link provides improved permeability and reduced travel distances. These types of network connections are identified as priority moves, targeted within 0-5 years.

The strategy establishes the Strategic Cycleway Corridor program, a targeted implementation strategy of active transport networks and infrastructure within each of the six districts.



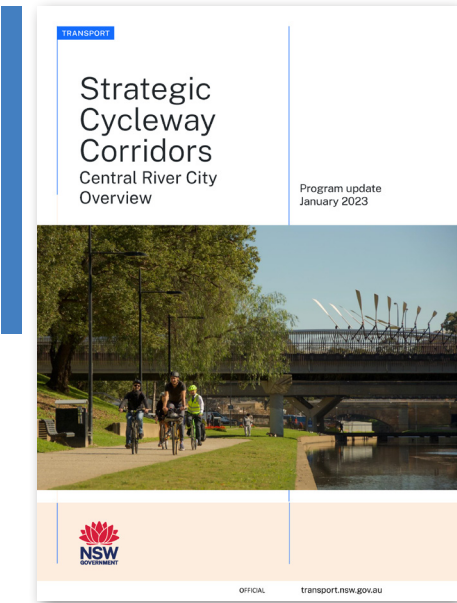
TfNSW - Road User Space Allocation Policy

The Road User Space Allocation Policy is a specific policy for TfNSW staff that establishes the mandatory principles and steps required to follow when determining physical space. In addition to principles, the policy outlines the needed documentation elements, decision and review processes and key considerations to be implemented during space allocation.

The policy is specific to roads, however, the overarching principles and space allocation considerations can be applied generally to movement routes. A key principle established in the Policy pertains to the hierarchy of road users:

1. People Spending Time/Pedestrians (People of all abilities)/Cyclists
2. Public Transport (On-road)
3. Trucks/Vans (Goods movement)
4. Ride Sharing
5. Motorists (Private vehicles)

This hierarchy determines the priority of road users TfNSW must consider in determining space allocation. This is reinforced with TfNSW's requirement to provide provisions for walking and cycling in all funded projects.



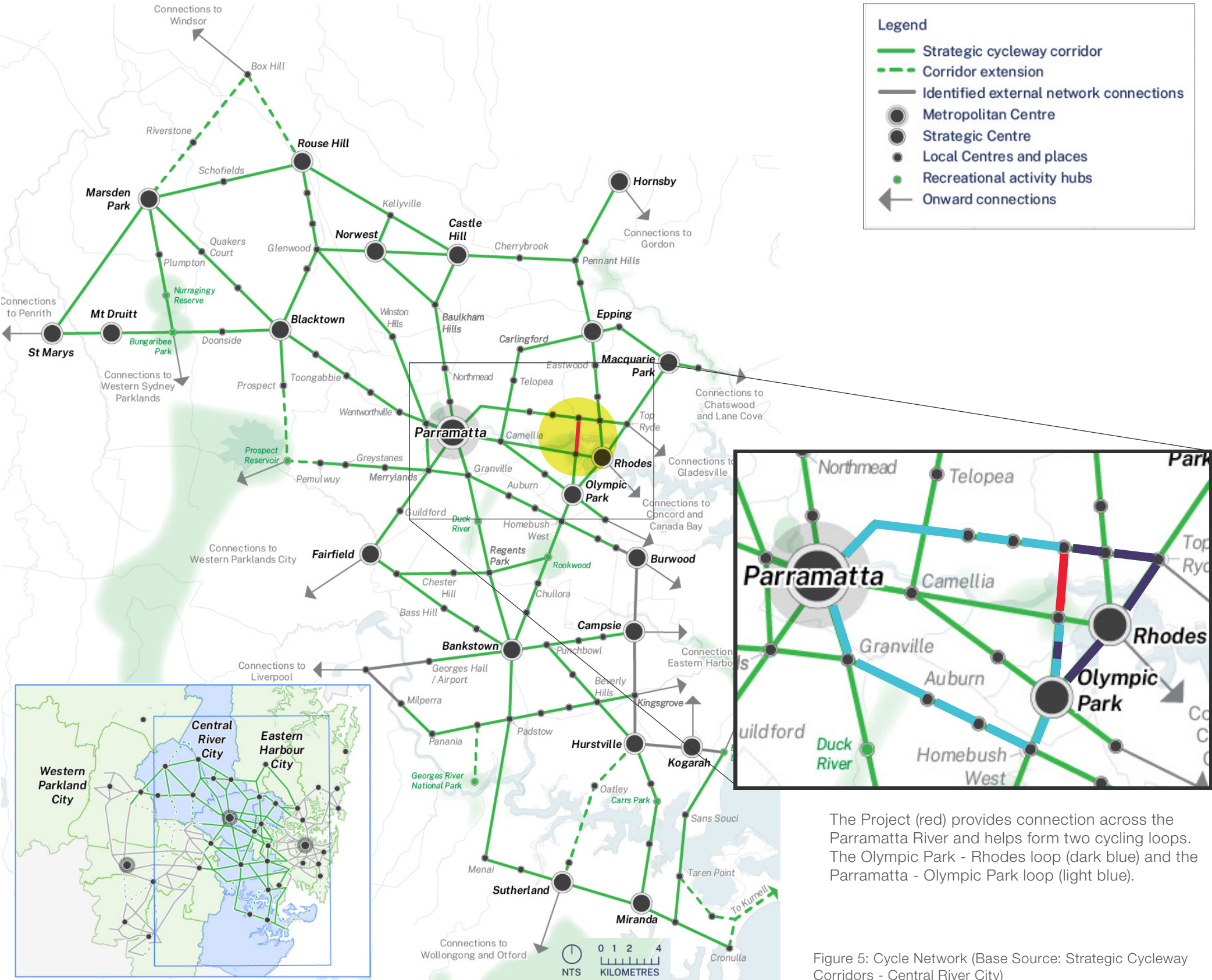
Strategic Cycleway Corridors - Central River City

The Strategic Cycleway Corridors - Central River City is a targeted cycle network strategy for the Central City District, part of the greater Sydney network. The network aims to develop internal connections, building on links between centres and destinations in the district.

A key opportunity is to shift people towards using public and active transport networks by making these facilities for attractive choices, improving access, accessibility and inter-connectivity between centres.

A Wentworth Point to Sydney Olympic Park connection is identified as an ‘immediate opportunity’, part of the Melrose Park to Bankstown corridor. The desired outcome of this corridor is to support the forecasted growth. The Project will form a key element in delivering this corridor, connecting Melrose Park to the southern area of the Parramatta River. This significance has been identified within the strategy as this connection is already included within the network.

This illustrates The Project has been included in the strategic and planning framework of NSW active transport future.



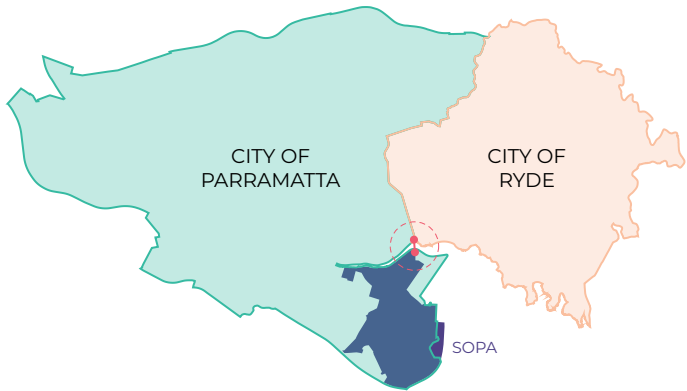
The Project (red) provides connection across the Parramatta River and helps form two cycling loops. The Olympic Park - Rhodes loop (dark blue) and the Parramatta - Olympic Park loop (light blue).

Figure 5: Cycle Network (Base Source: Strategic Cycleway Corridors - Central River City)



2.3 Local Policy

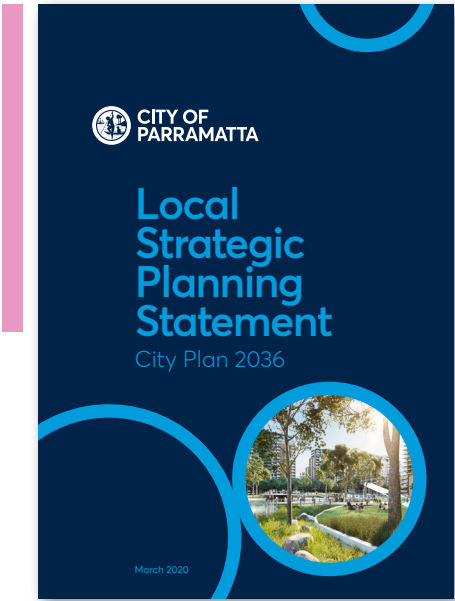
Local policies provide detailed and specific directions, outcomes and requirements for all development. Local policies are produced by councils and governing authorities. These policies cover high-level strategic visions established in council Local Strategic Planning Statements (LSPS), to detailed implementation strategies covering inclusivity and movement. The following relevant key documents have been reviewed as they relate to active transport, walking and cycling



The Project is predominantly contained within the City of Parramatta LGA, however, is adjacent to and has connections to the adjoining City of Ryde LGA. Additionally, The Project is adjacent to the area governed by the Sydney Olympic Park Authority (SOPA).

Despite being contained within the City of Parramatta LGA, SOPA as the legislative ability to function as a local council. (*Sydney Olympic Park Authority Act 2001 No 57*)

The Project is contained within the two suburbs across the river, Melrose Park (north foreshore) and Wentworth Point (south foreshore).



City of Parramatta - LSPS 2036

The City of Parramatta LSPS 2036 is 20 year vision for the strategic outcomes of the City of Parramatta LGA. The LSPS outlines the future forecasts including population and dwellings, guiding the development goals for centres across the LGA.

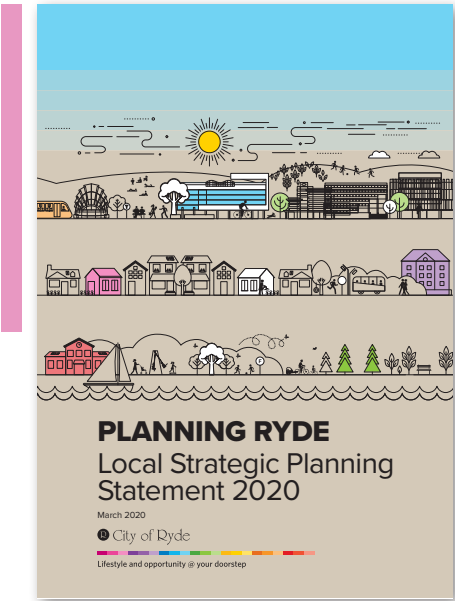
The vision is supported with an overarching structure plan. Wentworth Point is a local centre, and Melrose Park has been identified as a proposed local centre in the structure plan. These suburbs are both considered growth precincts, estimated housing by 2036 forecasts:

- Melrose Park - 6,330 additional dwellings
- Wentworth Point - 8,980 additional dwellings

The LSPS includes 16 major planning priority themes as the driving force to achieve the vision, the themes each contain directions and actions. A key relevant theme:

- Improve walking and cycling infrastructure and access to public and shared transport

Policy directions of this theme include the creation of a high quality and safe walking and cycling network across the LGA and providing improved active connections to major transport services.



City of Ryde - LSPS 2036

The City of Ryde LSPS 2036 is a 20 year vision for the strategic outcomes of the City of Ryde LGA. The LSPS outlines the future forecasts including population and dwellings, guiding the development goals for centres across the LGA.

The LGA is estimating housing demand of an additional 17,000 dwellings by 2031. Shepherds Bay, Meadowbank is identified as one of three areas expected to receive 80% of the new housing. Meadowbank is a centre along the Parramatta River foreshore adjacent to Melrose Park.

The vision is structured in four major areas: infrastructure and collaboration, liveability, productivity and sustainability. The development and implementation of active transport as a key action is key to achieve multiple planning priorities including:

- Managing parking
- Encouraging walking and cycling for commuting and recreation, prioritising safety
- Maximise transport efficiency, safety and accessibility
- Reduce carbon emissions



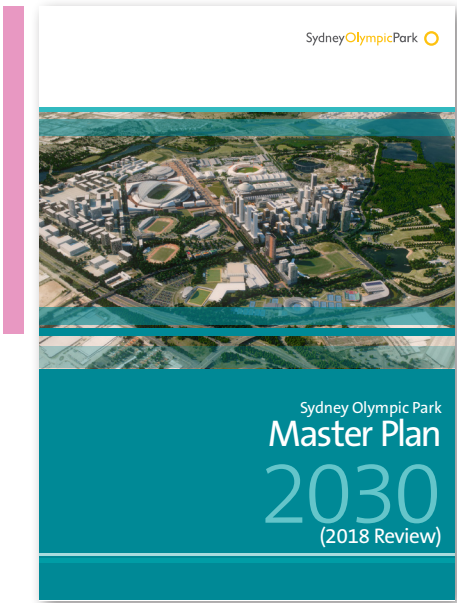
Sydney Olympic Park Master Plan 2050-Draft

The Sydney Olympic Park Master Plan 2050 is an updated long term development plan to achieve the strategic long term vision of Sydney Olympic Park. The master plan identifies the precinct will increase up to 30,000 residents and 32,000 jobs - accommodated within activated, mixed-use neighbourhoods as part of a 'car-lite' precinct.

The master plan aims to maximise the potential of key transport links including the Metro and PLR2. The metro will provide a major link to the Parramatta CBD, whilst the PLR2 will provide localised movement within the GPOP area - an active transport network will link residents to a range of recreational destinations. Key objectives of the active transport network include:

- Prioritise walking, cycling, micro-mobility and public transport
- Strengthen connections with surrounding residential neighbourhoods
- Create active transport circuits... including connection the Parramatta River foreshore

The Project will provide a key connection to this active transport network with the rest of the Parramatta LGA.



Sydney Olympic Park Master Plan 2030 (2018 Review)

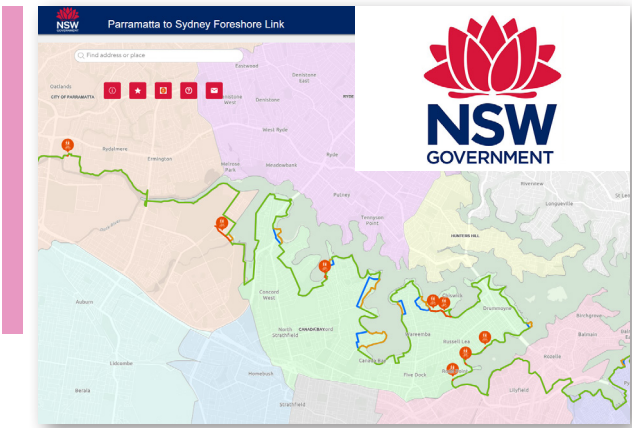
The Sydney Olympic Park Master Plan 2030 is the current long-term plan in effect for the Sydney Olympic Park Authority area. It will soon be replaced by the Sydney Olympic Park Master Plan 2050 – Draft.

The 2030 Plan provides a strategic, long-term framework for developing the area, guided by Vision 2025. Established in 2005, the Vision highlights the area's strengths in delivering a high-quality town centre with strong amenities, accommodating population growth within the Sydney metropolitan fabric.

Key objectives include supporting a daily population of approximately 31,500 workers, 20,000 visitors, 14,000 residents, and 5,000 students.

The plan outlines active transport infrastructure and identifies the potential 'Future Metropolitan Cycleway', now implemented as the Parramatta Valley Cycleway. It incorporates active transport principles:

- Designing pleasant, safe, well-connected streets to encourage walking and cycling
- Implementing well-signposted links to the regional cycling network



Parramatta to Sydney Foreshore Link

The Parramatta to Sydney Foreshore Link is a TfNSW project to create a 91km continuous active transport connect between the Parramatta and Sydney CBDs. The project aims to incorporate the foreshore as part of the recreational and green grid networks.

The project is to be delivered in stages, upgrading paths and filling in missing connections. The finalised foreshore link will ensure the foreshore between Parramatta Park and the Opera House is connected and the same quality.

The link will be made up of various walking, bicycle and shared paths. TfNSW will work with councils to fit the foreshore link within their existing bike plans and strategies.

The current investigation areas include a section of foreshore linking Meadowbank to The Project location in Melrose Park. The southern portion of The Project forms part of the existing shared path connection

The Project could be incorporated into the foreshore link as an alternative crossing point to the Silverwater Bridge, as a dedicated active transport bridge.



City of Ryde - Bicycle Strategy 2022-2030

The City of Ryde - Bicycle Strategy is a strategic framework focusing on the growth and implementation of cycling infrastructure. The strategy consists of four overarching visions, each including delivery priorities:

- Connect Ryde - connecting the network across the LGA and to adjoining councils
- Ryde Easy - the network will be easy to use, attractive and inclusive for all users
- Ryde More - normalising cycling as an everyday activity and transit method
- Ryde Ahead - implement future technologies and support cycling initiatives and programs.

The cycle network and strategy focuses on the Principle Bicycle Network (now part of the Strategic Cycleway Corridor), working with TfNSW to Ryde has implemented 80% of the regional bike network within the LGA. The strategy provides cycle path typologies and selection criteria, including:

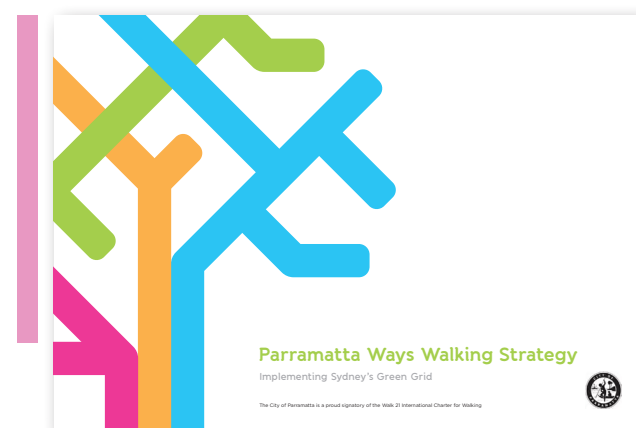
- Shared Path - Appropriate for less that 200 people per hour walking on the path



Parramatta Disability Inclusion Action Plan 2022 - 2026

The Disability Inclusion Action Plan is an updated planning framework aimed to increase disability awareness, improve inclusivity and employment opportunities, and develop positive community attitudes. The action plan goes beyond physical accessibility in design, aiming to ensure equity and inclusivity for all people with disability and their support networks. Addressing this aim is achieved through delivery of goals and actions - relevant goals include:

- Ensuring that early planning of parks and recreation projects considers access and inclusion with disability, with particular focus on universal design.
- Upgrading parks and open spaces to be compliant with current access legislation standards
- Planning and building new pedestrian and shared path facilities that improve mobility and accessibility for all community members.
- Deliver training on universal design principles to staff involved in planning and design
- Creation of quiet spaces in public spaces



Parramatta Ways Walking Strategy

The Parramatta Ways Walking Strategy is a planned network across the Parramatta LGA to improve mobility and walkability. The strategy integrates with the Sydney Green Grid, building on the identified routes and opportunities. Some key targets include:

- Identify and complete priority missing pedestrian network connections
- Increase walk to work/public transport trips
- Increase tree canopy cover along major routes
- Increase recreational walking participation

Each of the targets include an assessment criteria to track the delivery of the target. A key criteria is understanding the development and needs of key precincts within the LGA. The strategy was released in 2017, before the inclusion PLR2-EW in the planning framework. However, with the inclusion of The Project a key link is made between Melrose Park and Wentworth Point, both identified as key development precincts. The Project will provide interconnectivity between these precincts and a link to major and intermediate route across the Parramatta River Corridor.

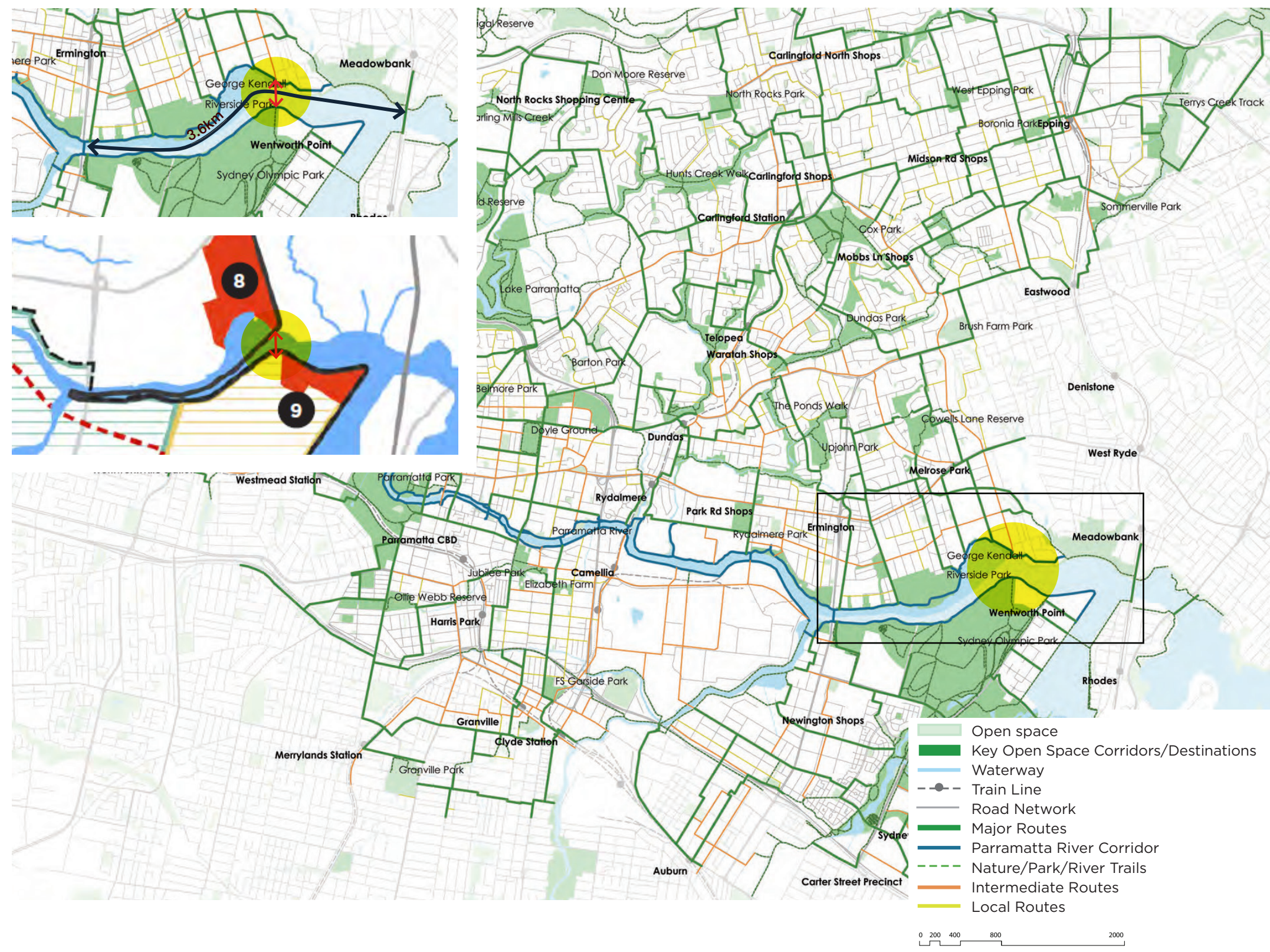


Figure 6: Detailed Cycle Route Map (Source: Parramatta Ways Walking Strategy)



Parramatta Bike Plan 2024

The Parramatta Bike Plan 2024 guides the implementation of cycling initiatives within the LGA. It provides a framework for road space allocation that aligns with TfNSW’s Road User Space Allocation Policy. This approach prioritises pedestrians first, followed by cyclists, then public transport, freight, and private motor vehicles. A key goal of the plan is to provide separated bicycle paths along the Parramatta Valley Cycleway.

The plan outlines four behavioural programs based on community consultation - one being the use of shared paths. The plan outlines that shared paths will be a key implementation into the future and that addressing community concerns will include:

- Use behavioural signage to communicate etiquette
- Use media to raise awareness and outcomes

The plan includes details regarding the implementation of signage and typology dimensions. These have been included as part of The Project.

This plan illustrates the immediate connections and links to The Project. The plan already includes The Project within the proposed cycle network. Similar to the Strategic Cycleway Corridors, this demonstrates implementation of the Project within the framework.

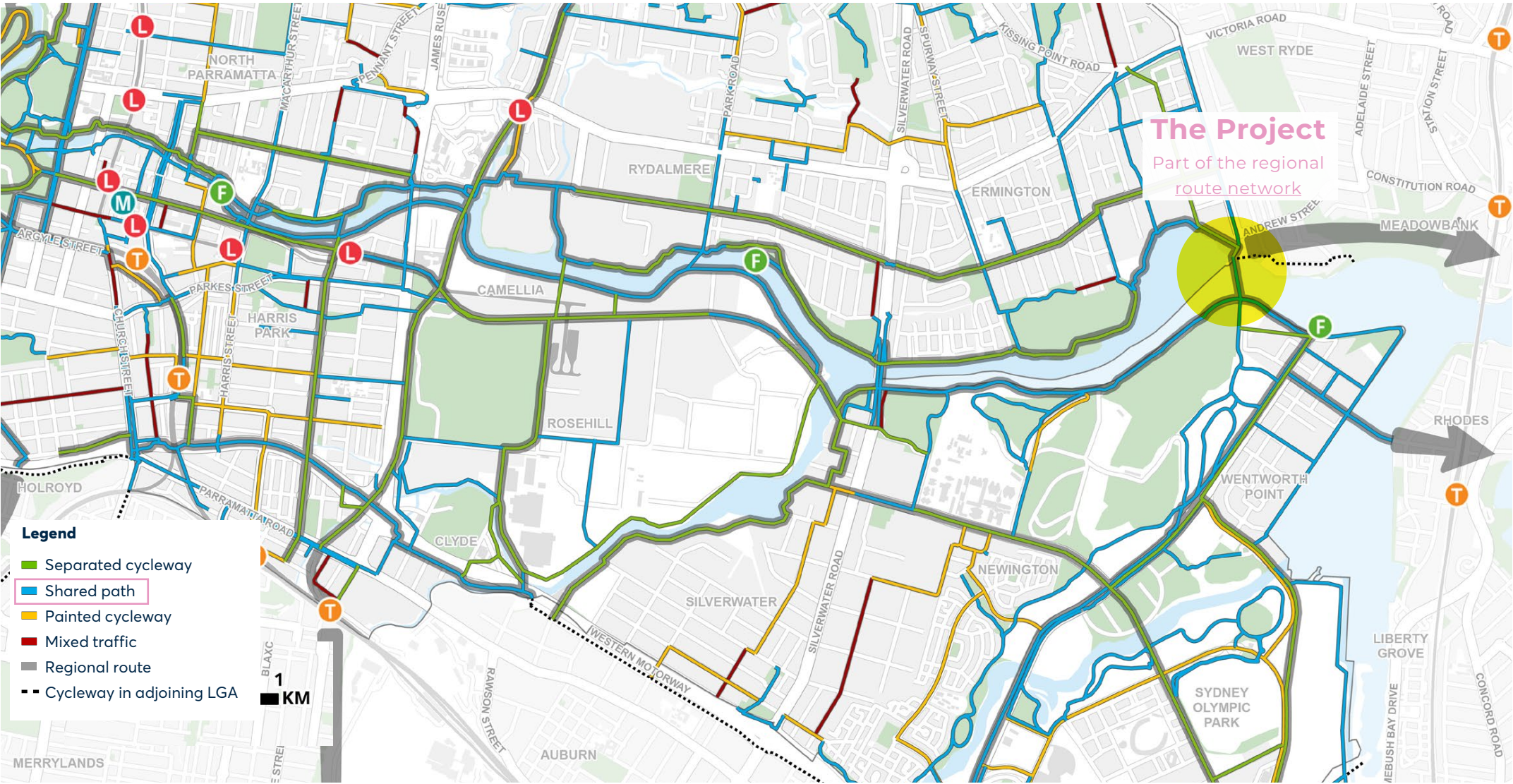


Figure 7: Future Parramatta Bicycle Network (Southeast) Map (Source: Parramatta Bike Plan 2024)

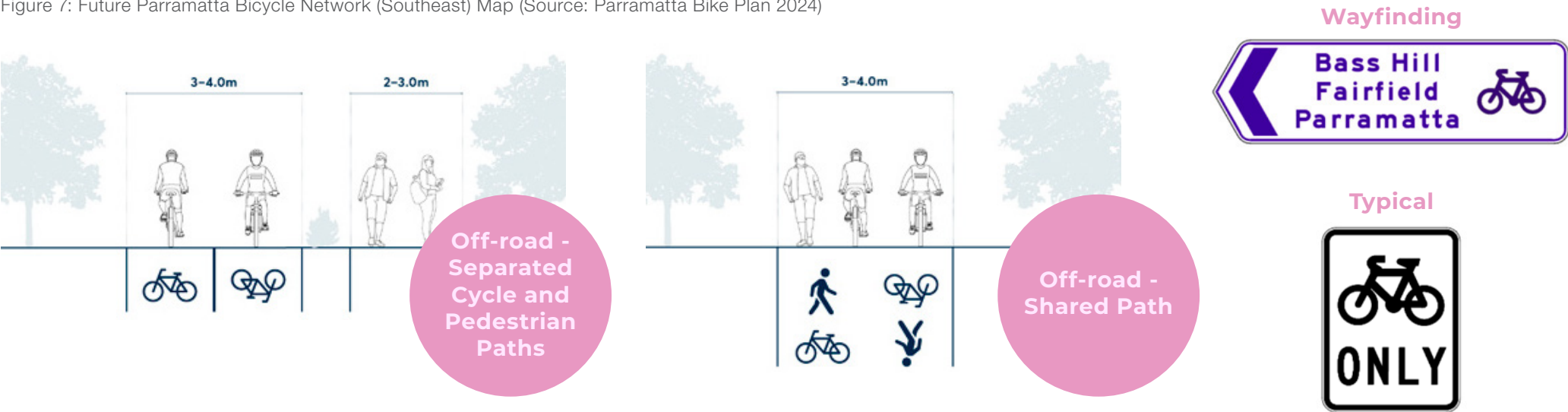


Figure 8: Typologies and Signage (Source: Parramatta Bike Plan 2024)

2.3.1 Local Cycle Networks

The Parramatta Bike Plan 2024, City of Ryde Bike Strategy 2022-2030 and Sydney Olympic Park Master Plan 2050 illustrate the proposed future active transport network within their catchment. The following map demonstrates the relationship between these networks and how The Project relates to them.

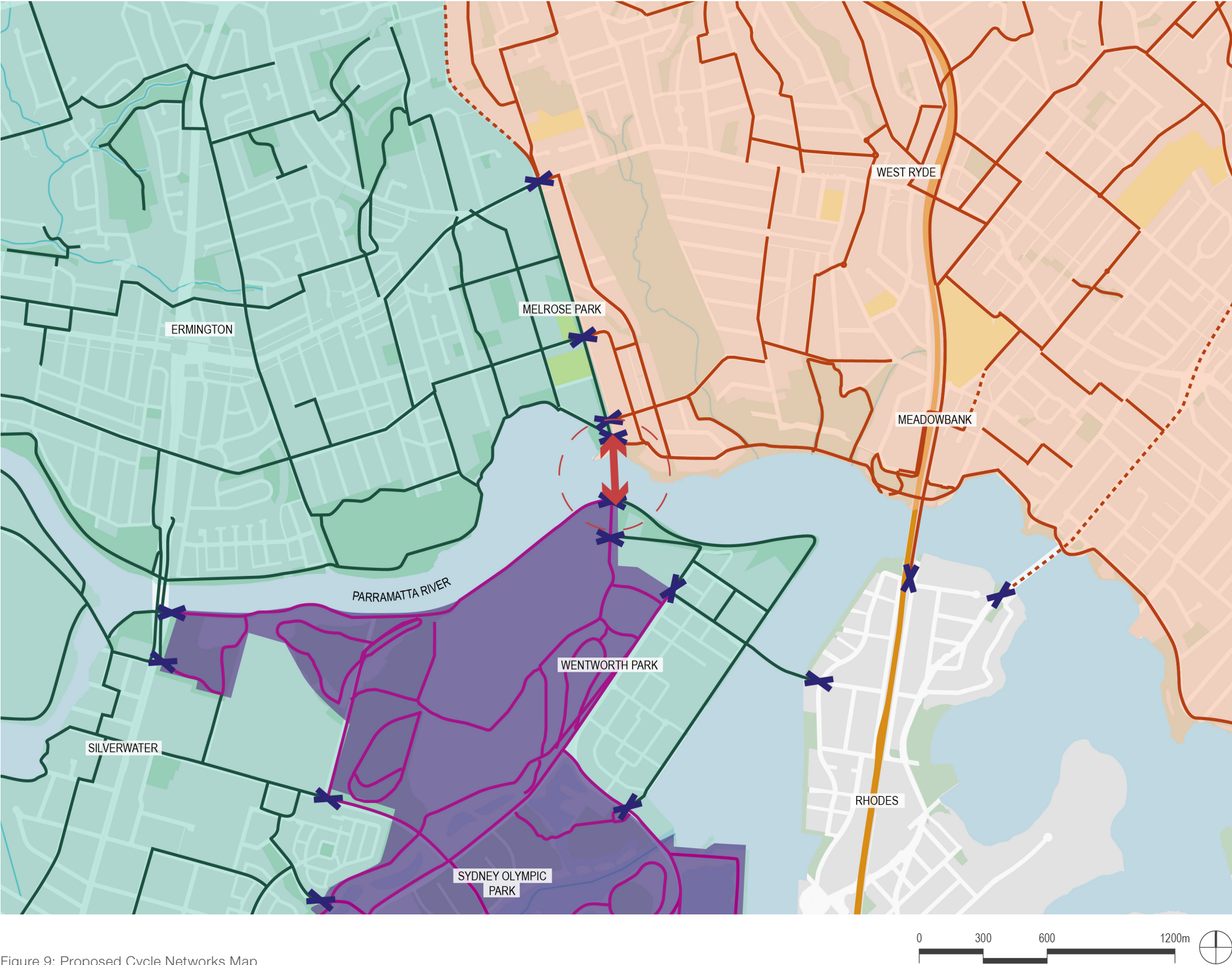
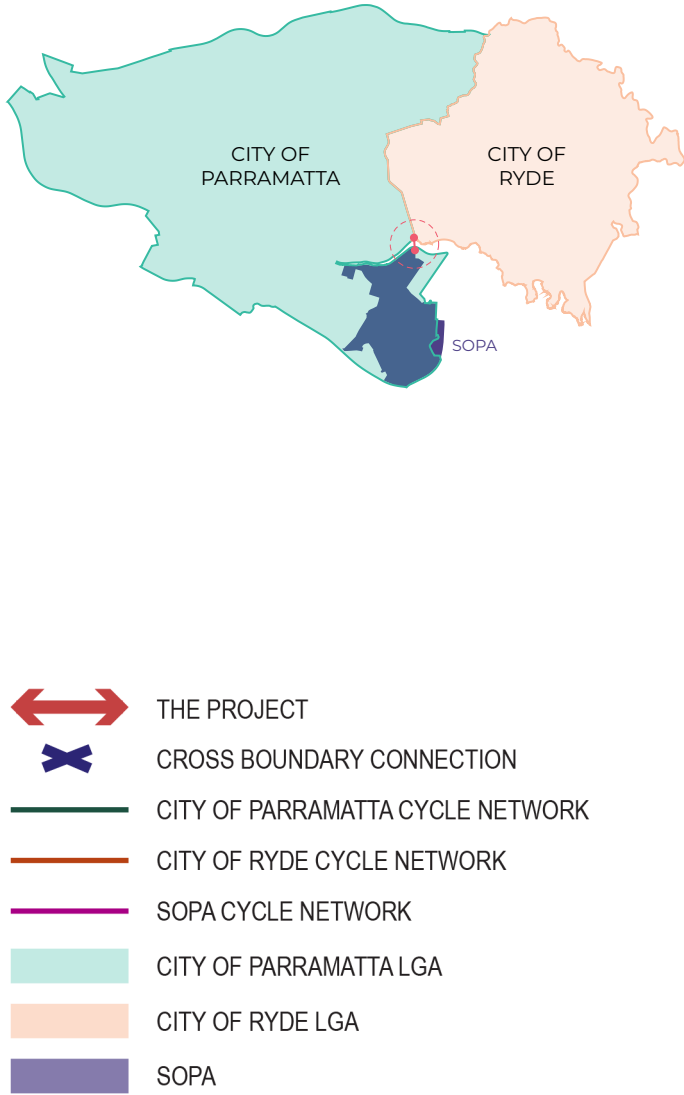
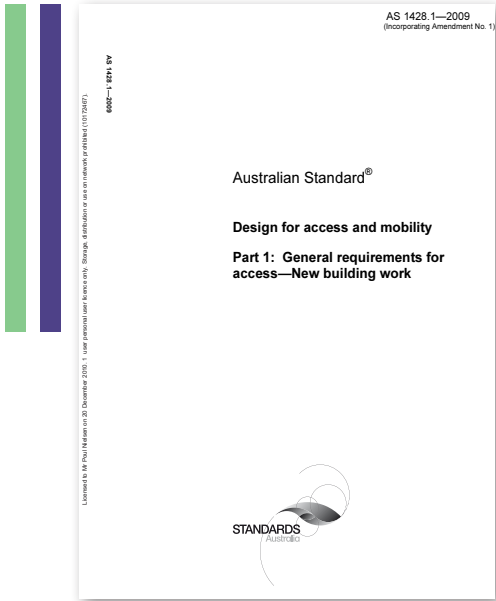


Figure 9: Proposed Cycle Networks Map

2.4 Standards and Compliance

Standards and compliance documents form part of the regulatory and approval framework. Australian Standards set the base level of compliance and must be met - these documents inform other policies and guidelines. Compliance documents such as CPTED is assessed at project approval stages, under the EPA Act 1979. The following documents have been reviewed and implemented into The Project when applicable.



AS 1428.1-2009 - Design for Access and Mobility

AS 1428.1-2009 is an Australia Standard, that sets requirements for design and accessibility in all development across Australia. The standard includes metrics and measurements that must be complied with in the design and construction of works. Dissimilar to the other guidelines that promote best practice design principles, the standard forms the baseline from which other guides are developed - the ‘must meet’ items.

Relevant to The Project, the standard sets the requirements for:

- Slope/Gradients
- Widths
- Built Forms (profiles and finishes)
- Handrails
- Accessibility Clearances



CPTED - Safer by Design

Crime Prevention through Environmental Design (CPTED) is a strategy that aims to reduce the opportunities for crime through the planning and design of the built environment. The strategy focuses on prevention of crime through physical design and place based management system.

The CPTED principles include:

Territorial re-enforcement

Well-maintained, well-used areas with community ownership encourage intervention in crime, fostering positive signals and effective supervision.

Surveillance

People feel safe with visibility and interaction; criminals avoid well-supervised areas, which can be monitored naturally or technically.

Access control

Access control directs people and vehicles through routes and barriers, increasing effort for criminals, deterring crime through physical/symbolic means

Space/activity Management

Space management ensures supervision and effective use, reducing vandalism and abuse in frequently used, well-maintained areas.

3 Principles and Guidelines

Bridge span looking north

Artist impression only.

Image reflects design at the Preliminary Design Review stage. Design is subject to change based on development at the Detailed Design Review stage.

3 Principles

3.1 Regional Context

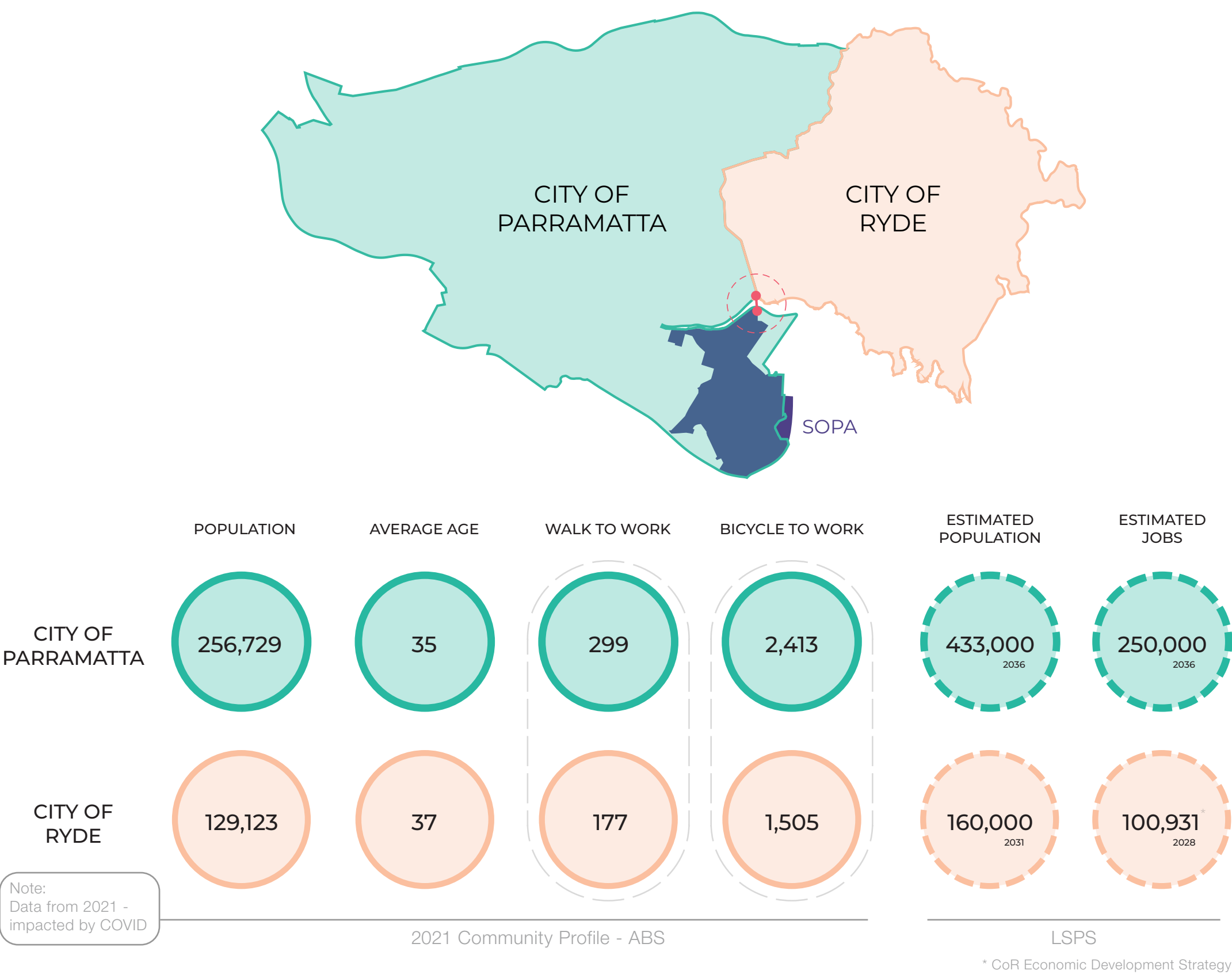
The Project is located within the City of Parramatta LGA and SOPA (contained within the City of Parramatta LGA), additionally, it is adjacent to the City of Ryde LGA.

Outlined in Chapter 2, the City of Parramatta LGA is an area of significant growth, transforming into a CBD as part of The Greater Sydney Regional Plan. The LGA is expected to have a population increase of 198,000 in a 20 year period between 2016 and 2036, up to 433,000 and provide an additional 86,000 job opportunities. This will lead to large movement of workers and residents to and from the CBD. As a result, it is important to understand the future direction of the neighbouring City of Ryde LGA. It can be assumed that many residents of the City of Ryde LGA will be commuting through the outer Parramatta suburbs to the CBD.

The City of Ryde LGA is estimated to have a population growth of 44,000 between 2016 and 2031, up to 160,000. This growth will increase the demand and usage for public open space and recreational facilities – such as the Parramatta Valley Cycleway, of which passes through the LGA connecting the Parramatta CBD.

Existing walking and cycling data from the ABS indicate a relatively low level of walking and cycling use as a method to commute to work, however, it must be noted that this data was collected in 2021 and is affected by the COVID19 pandemic.

Additionally, this data cannot capture a full picture of the level of walking, as it forms a critical part of public transport commuting, walking to and from transit stops. This is not reflected within the ‘walk to work’ respondents. TfNSW’s Walking and Cycling Counts data reveals that of the installed site counters, Ermington, Rydalmere and Sydney Olympic Park have the highest average daily user count - Rydalmere and Sydney Olympic Park have a ~30% usage increase on the year to date. Similarly, this data however, does not provide a complete picture of walking and cycling due to the location and limited number of measured sites.



3.2 Pedestrian Design Objectives and Principles

Pedestrian design objectives and principles are based on the TfNSW Walking Space Guide. The guide is used to deliver walking environments within streets, it provides metrics used to determine levels of service and appropriate widths. The metrics and widths are applicable to streets, the guide is not intended for transport facilities, however, the design objectives and principles provide high level direction that can be applied to all pedestrian walking infrastructure.

3.2.1 Pedestrian Design Objectives

The following pedestrian design objectives are based on the TfNSW Walking Space Guide and include:

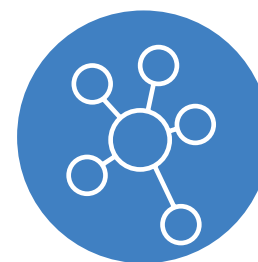
- 1. Enable comfortable pedestrian flow**
- 2. Provide health benefits for individuals**
- 3. Promote social interaction**
- 4. Provide a sense of safety**
- 5. Improve accessibility for people with limited mobility**
- 6. Design infrastructure that benefits everyone**
- 7. Promotes more sustainable, environmentally friendly and active travel**
- 8. Enhance the liveability of the area**

3.2.2 Pedestrian Design Principles

The following pedestrian design principles are based on the TfNSW Walking Space Guide:

DESIGNING FOR WALKING

Successful public places should be designed for and encourage walking through appropriate, comfortable footpaths and features like shade, furniture, and public amenities to enhance the experience.



MANAGING MULTIPLE OBJECTIVES

Managing objectives across differing policies and guides may compromise optimal walking infrastructure. Designing with the performance of the walking spaces as the key factor first will help establish the hierarchy of objectives and needs that can meet the target performance.

IMPORTANCE OF TREES AND SHADE

During hot periods, paths without continuous shade will not be used for pedestrian movement. The user experience provided from street trees and continuous shade is more important than spatial comfort.



PLANNING FOR FUTURE NEEDS

Planning and implementation must consider future population growth and walking routes to ensure infrastructure meets long-term pedestrian needs.

3.3 Cycling Design Principles

The following design principles are from the TfNSW Cycleway Design Toolbox.

ATTRACTIVE

Cycling facilities should be safe, aesthetically pleasing and connected to welcoming public spaces to demonstrate and encourage people to cycle as a mode of transport and recreation.

The Project will be a vehicle free, direct link over the Parramatta River. Both sides of The Project will be integrated into high quality public foreshore plazas, containing communal facilities, seating, shade trees and public art. The experience of crossing the river at a new location, the associated views, feature vegetation and lighting will also enhance the user experience.

CONNECTED

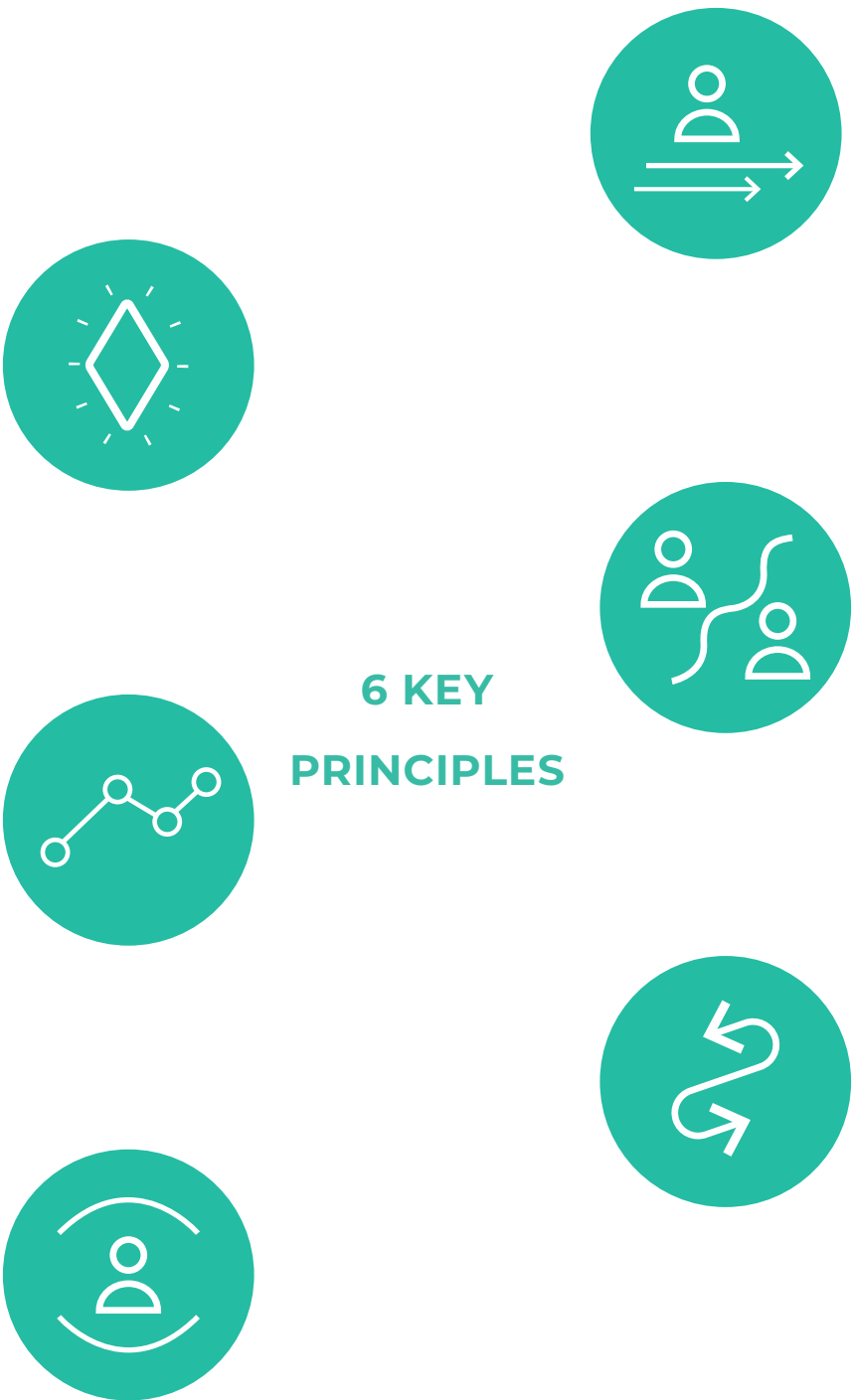
Cycling infrastructure should be well connected, easy to navigate and part of a high quality network to ensure safe, efficient and convenient travel.

The Project will provide a new north south crossing point over the Parramatta River - the connecting shared paths are designed to provide a continuation to the existing active transport network. The new active transport bridge will create a new link in local and regional cycle networks, establishing a river loop with the Bennelong Bridge connecting Rhodes, Wentworth Points, Meadowbank and Melrose Park.

COMFORTABLE

Cycling infrastructure should be clear, smooth, well maintained and appropriately sized to be inclusive and comfortable for all users.

The Project is designed to be simple, elegant and legible and align seamlessly with the existing network. Kinks, corner pockets or any abrupt starts or terminations are avoided. The main bridge ATL will be generous (6m) to ensure shared movement is maintained but also adequate width for users to stop, rest and enjoy views of the River.



DIRECT

Cycling routes should be short, direct and efficient - minimising effort and interruptions to make cycling convenient and an attractive method of transport and recreation.

The Project allows continuation of the Parramatta Valley Cycleway and River Walk, whilst adding an additional cross River connection to the network. This connection will improve permeability and movement within the broader area. The ATL and supporting connections will be an appropriate slope to allow a smooth transition up and down from the bridge.

SAFE

Cycling infrastructure should be safe, perceived as safe, and separate from motor traffic, with measures to reduce hazards and conflicts.

The Project provides a vehicle free connection and physical separation from the light rail line. Clear sight lines are considered when planting vegetation along the shared paths, particularly in areas where there is a change in direction, at approaches to shared areas or change in differing spatial conditions. Sight lines from the bridge abutments and undercroft areas also provide passive surveillance, reflecting CPTED principles.

ADAPTABLE

Cycling infrastructure should be adaptable, allowing easy maintenance and modification to accommodate changing user needs, technology and innovations over time.

The Project allows accessibility for all users - generous widths to accommodate multiple users such as cyclists, pedestrians and wheelchairs users, ensures adequate space for maintenance and future adaptation. The ATL may be delineated as a dedicated pedestrian path and bicycle path in the future if desired once user patterns are better understood. The 6m width provides significant asset adaptability.

3.4 Design Guidelines

The design guidelines for the implementation of active transport infrastructure within NSW are governed by three key documents:

- 1. Walking Space Guide: Towards Pedestrian Comfort and Safety (TfNSW, 2020)*
- 2. Cycleway Design Toolbox: Designing for Cycling and Mircomobility (TfNSW, 2020)
- 3. Guide to Road Design Part 6A - Paths for Walking and Cycling (Austroads, 2021)

Additional documents that will influence implementation include:

- 4. Parramatta Bike Plan 2024 (City of Parramatta, 2024)

*Not applicable to transport infrastructure.

Note:
It is understood from the Cycleway Design Toolbox and other supporting policies that the use of shared paths is not the preferred methodology of a combined pedestrian and bicycle infrastructure, and that separated paths is the recommended approach.

However, due the context of The Project’s established Conditions of Approval and pre-determined design requirements, the use of shared paths has been introduced. As such the ATL and shared paths do not meet the preferred vision of the Cycleway Design Toolbox, however, comply with the minimum widths of shared paths and separation from obstacles.

Generous widths of a minimum 6.0m along the ATL (on bridge) has been introduced to address the mixture of pedestrians and cyclists. Whilst 4.0m shared paths are wider than the existing adjoining network of 3.0m shared paths.

	WIDTH	SEPARATION	VERTICAL CLEARANCE	REQUIREMENT FOR FENCE/ BARRIER	MATERIAL
Walking Space Guide	Not applicable. The Guide should be used to design walking spaces on streets... The Guide is not intended to be used for assessing transport facilities or interchanges or for major events or where walking is highly managed. (p.5, Walking Space Guide)				
Cycleway Design Toolbox		Shared paths are not preferred in areas with high pedestrian activity. (Figure C1 1, shared paths may be appropriate if bicycle speed is kept below 20km/h)	min. 2.4m	min. 1.2m fence if required. Separation from fence: Preferred 0.5m min. 0.2m	Smooth surfaces, able to withstand weather
Shared Path	min. 4.0m	Delineation between directions using line markings or treatments may be considered	”	”	”
Cycle Path (Two-way)	Preferred 4.0m min. 3.0m	Line marking to distinguish direction. Preferred 1.0m to parking min. 0.4m where appropriate	”	”	”
Austroads-Part 6A (minimum)		Separation from obstacle: Preferred 1.0m min. 0.5m	min. 2.5m	Where a fixed object is, include buffer: 1.0m where >30km/h 0.5m where <30km/h Fence Barrier (1.2m) for vertical drop: No fence required - <2m and <.25 fall Partial fence - <5m, 0.25 to 2m fall Full fence - <5m, >2m fall	Bituminous concrete, concrete, spray seal Skid resistance
Shared Path (Regional)	Desired min. 3.0m min. 2.5m	”	”	”	
Cycle Path (Two-way, Regional)	Desired min. 3.0m min. 2.5m	”	”	”	
Pedestrian Path	min. 1.8m for wheelchairs	”	”	”	
Separated Path (Two-way)	Desired min. 4.5m total Cycle min. 2.0m Pedestrian min. 1.5m	Physical devices between bicycle and pedestrian path: Median kerb (additional 0.2m to device) Kerb (additional 0.2m to device) Fence (typical separation from obstacle)	”	”	Visual differentiation (material/ colour/texture)
Parramatta Bike Plan 2024					
Shared Path	min. 3.0m				
Separated Path	Cycle min. 3.0m Pedestrian min. 2.0m				
Proposed	Shared Path - min. 4.0m Cycle Path - 3.0m Pedestrian Path - 2.0m Separated Path - 5.0m	Separation from obstacles - 1.0m	ATL - 2.8m Shared Path - 3.1m	Guardrail - 1.4m	Footpath - Concrete/grey/broomed Cycleway - Concrete/grey - match PVC/broomed Shared path -Concrete/TBC/TBC (As per PLR2-EW design requirement)
Compliance	✓	Refer to Note.	✓	✓	✓

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4 Contextual Analysis



View of the bridge from the northern river bank

Artist impression only.
Image reflects design at the Preliminary Design Review stage. Design is subject to change based on development at the Detailed Design Review stage.

4 Contextual Analysis

4.1 The Area

The following aerial illustrates the connectivity of The Project site area, between the Parramatta CBD and Sydney Olympic Park.



Figure 10: Aerial Context - Key Connections between The Project, Parramatta CBD and Sydney Olympic Park

4.2 Existing Context

The Project is located along the Parramatta River corridor, an area of recreational foreshore paths, open space and water access points, in the suburbs of Melrose Park and Wentworth Point. The surrounding area of Melrose Park to the north, consists of a low 1-2 storey residential neighbourhood and an adjacent industrial precinct. Melrose Park, however, is an area undergoing significant development, transforming the industrial/manufacturing precinct into a mixed-use neighbourhood of high density residential apartments. Melrose Park and the surrounding suburbs of Rydalmere and Ermington are estimated to have a population increase of 37,000, up to 57,300 by 2041. (High Growth Areas, City of Parramatta)

Wentworth Point to the south is already in the process of undergoing a transformation from a former industrial area to a high-density mixed use precinct – increasing in population from 2,759 in 2011 to 12,700 in 2019, with estimates of 18,600 in 2041. (2011 Data, ABS, and High Growth Areas, City of Parramatta)

The nearest cycling and pedestrian cross river connections to The Project area are the Silverwater Bridge and John Whitton Bridge, ~3.6km apart. This is currently the furthest gap without a river crossing within the Parramatta LGA. The Project will be located between these bridges increasing the permeability and mobility in the broader area. The implementation of the Project will result in reduced distance between crossing of 2.2km and 1.4km for pedestrian and cycling connections.

- ↔ PLR2-EW ATL CROSSING
- ↔ EXISTING PEDESTRIAN/ CYCLIST CROSSING
- PLR2 LINE (FUTURE)
- PEDESTRIAN/CYCLIST INFRASTRUCTURE
- OPEN SPACE
- EDUCATION

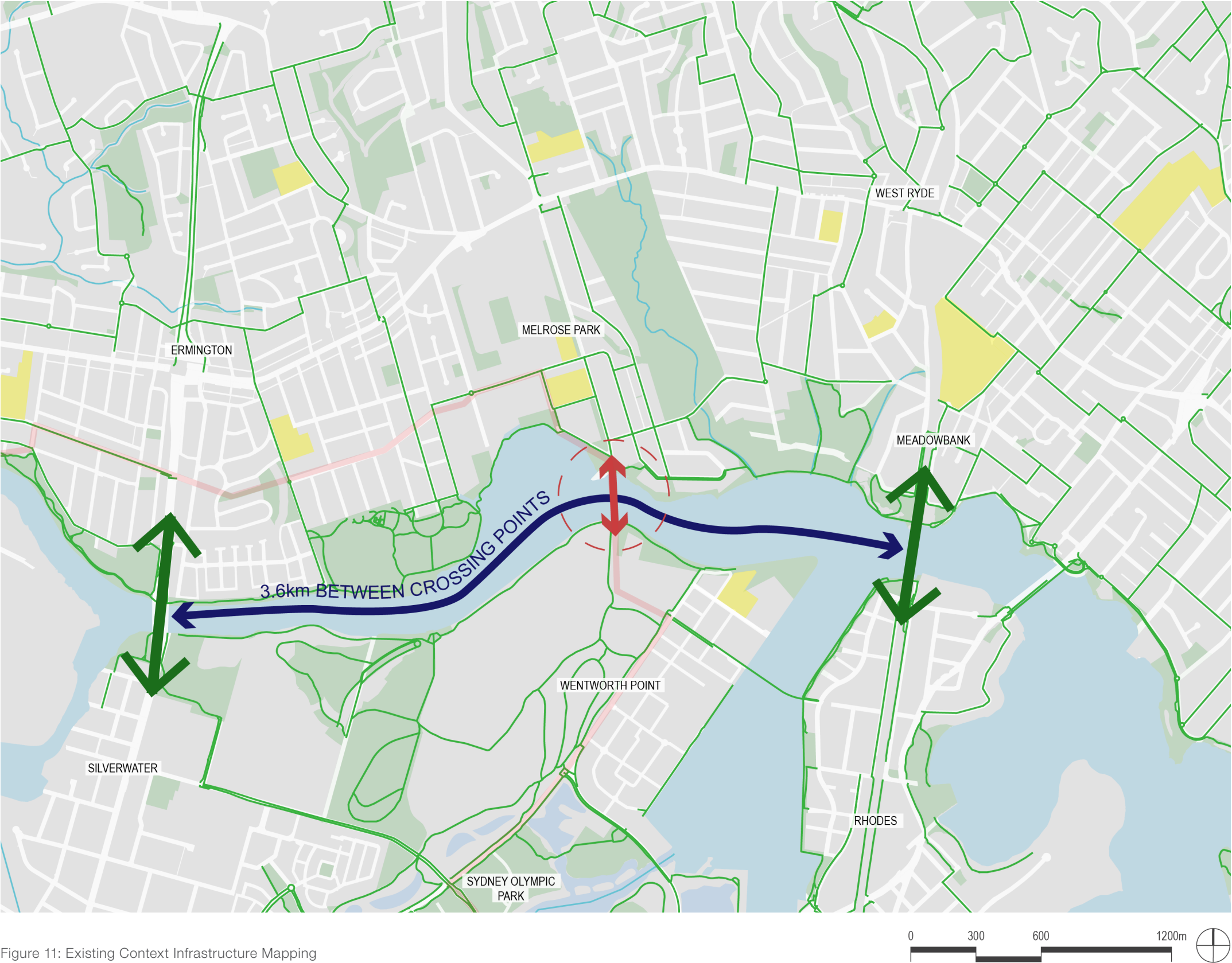


Figure 11: Existing Context Infrastructure Mapping

4.3 Topography

Located in the Parramatta River catchment, The Project connects two lower lying foreshore areas. The northern foreshore, Melrose Park, is a relatively flat inlet area, bounded by a small ridge line to the north. The ridge line connects Ermington to the higher areas of Deniston to Carlingford. The southern foreshore is located on the Wentworth Point peninsula, historically a marsh like environment it is a flat and low lying area.

The low lying conditions of the area provide comfortable gradients for pedestrian and cyclist movement. The Project will connect the two developing centres of Melrose Park and Wentworth Point, enabling pedestrian and cyclist movement between the two with comfortable, smooth and relatively flat conditions. Extending along the corridor these conditions enable an accessible corridor, creating a comfortable and equitable pedestrian flow - accommodating all users. Additionally, the vehicle free foreshores and connections to the Parramatta River and surrounding area are key factors supporting a pedestrian movement corridor. The implementation of The Project will improve permeability, providing a cross river connection without pedestrians and cyclists needing to navigate hills or along side vehicle traffic.

- SCOPE OF WORKS
- PEDESTRIAN/CYCLIST INFRASTRUCTURE
- CONTOUR 2m
- CONTOUR 20m
- ELEVATION (0-94m)

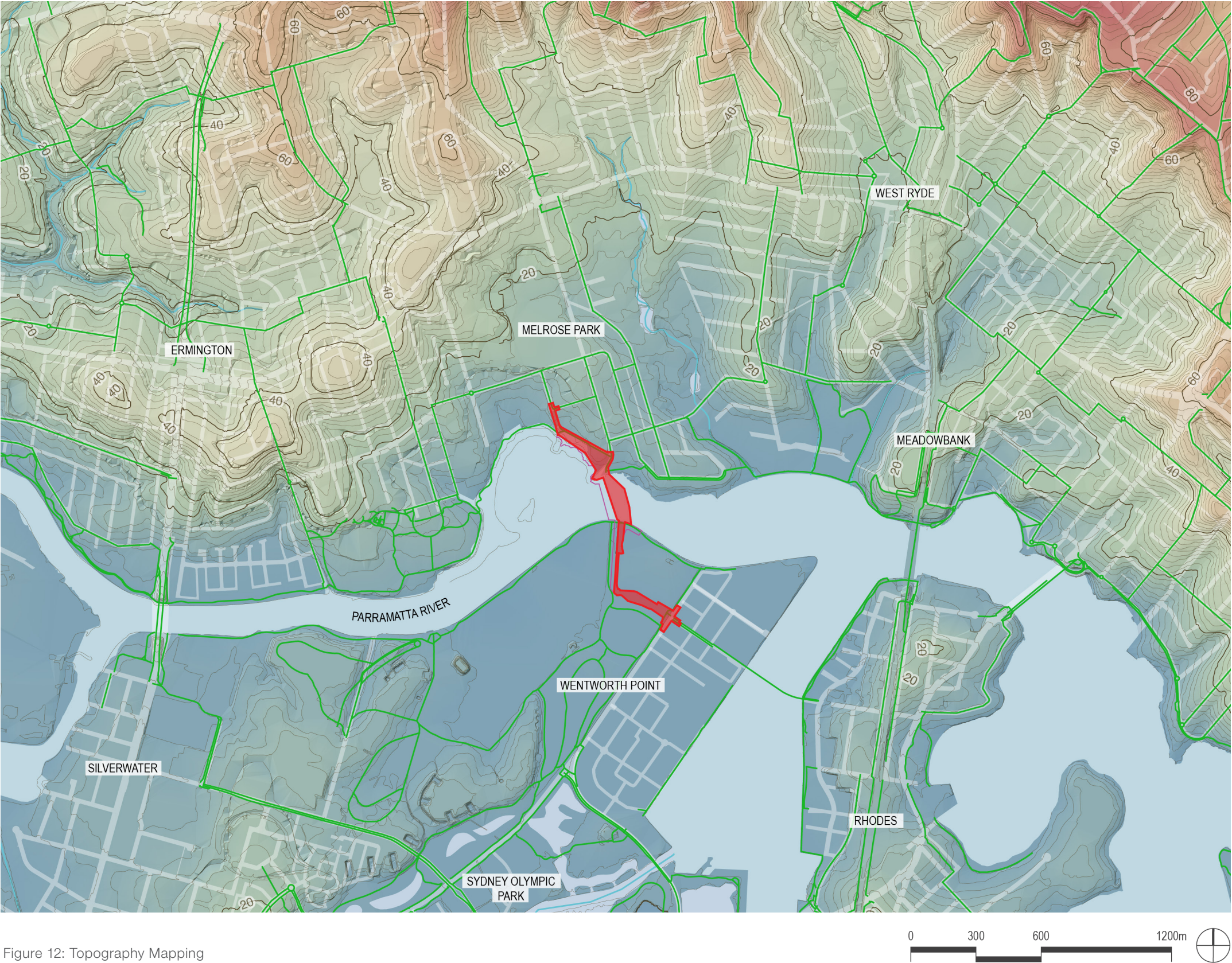


Figure 12: Topography Mapping

4.4 Public Transport

The Project location is located near bus, ferry and cycling links to the Parramatta CBD. The foreshore areas of The Project are approximately ~1.6km from the Meadowbank and Rhodes train stations. Implementing an active transport link will provide improved access to the Parramatta River ferry - The project will provide residents of Ermington, Melrose Park and Rydalmere access to the Sydney Olympic Park ferry wharf on the south side of the Parramatta River.

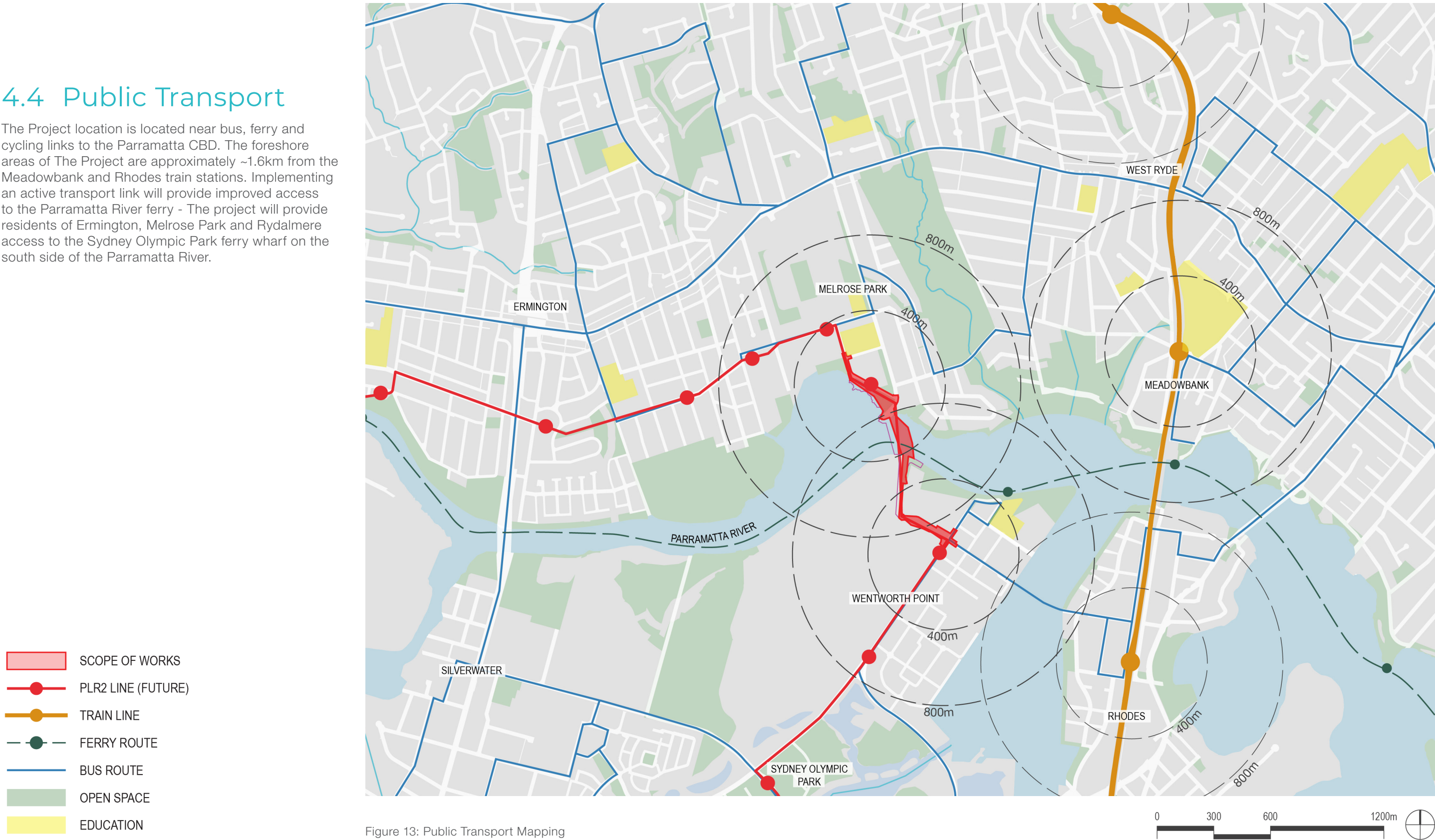


Figure 13: Public Transport Mapping

4.5 Network Summary

The pedestrian and cycling network surrounding The Project consists of several typologies and levels of service. The cycling infrastructure ranges from dedicated bicycle paths to mixed-traffic on road routes. This range accommodates local cyclists moving within a suburb to commuter and recreational walking and cycling, utilising regional routes connecting centres. The key pedestrian and cycling infrastructure adjacent to The Project is the Parramatta Valley Cycleway along the north foreshore and the River Walk along the southern – both identified as part of the regional route network as per the Parramatta Bike Plan 2024.

Key proposed cycle network additions:

1. Parramatta Valley Cycleway - proposed separated bicycle path under the Parramatta Bike Plan 2024
2. Proposed Duck River Nature Trail - forming part of the future cycling connection to the Parramatta CBD through Silverwater

Routes identified as ‘Mixed Traffic - On Road’ are part of the NSW Cycleway network, however, are not dedicated cycling routes, often identified streets without direct implementation of cycling infrastructure. This strategy has combined several route types* into the ‘Mixed Traffic - On Road’ category. This category does not provide direct cycling infrastructure and therefore is seen as the ‘secondary’ network.

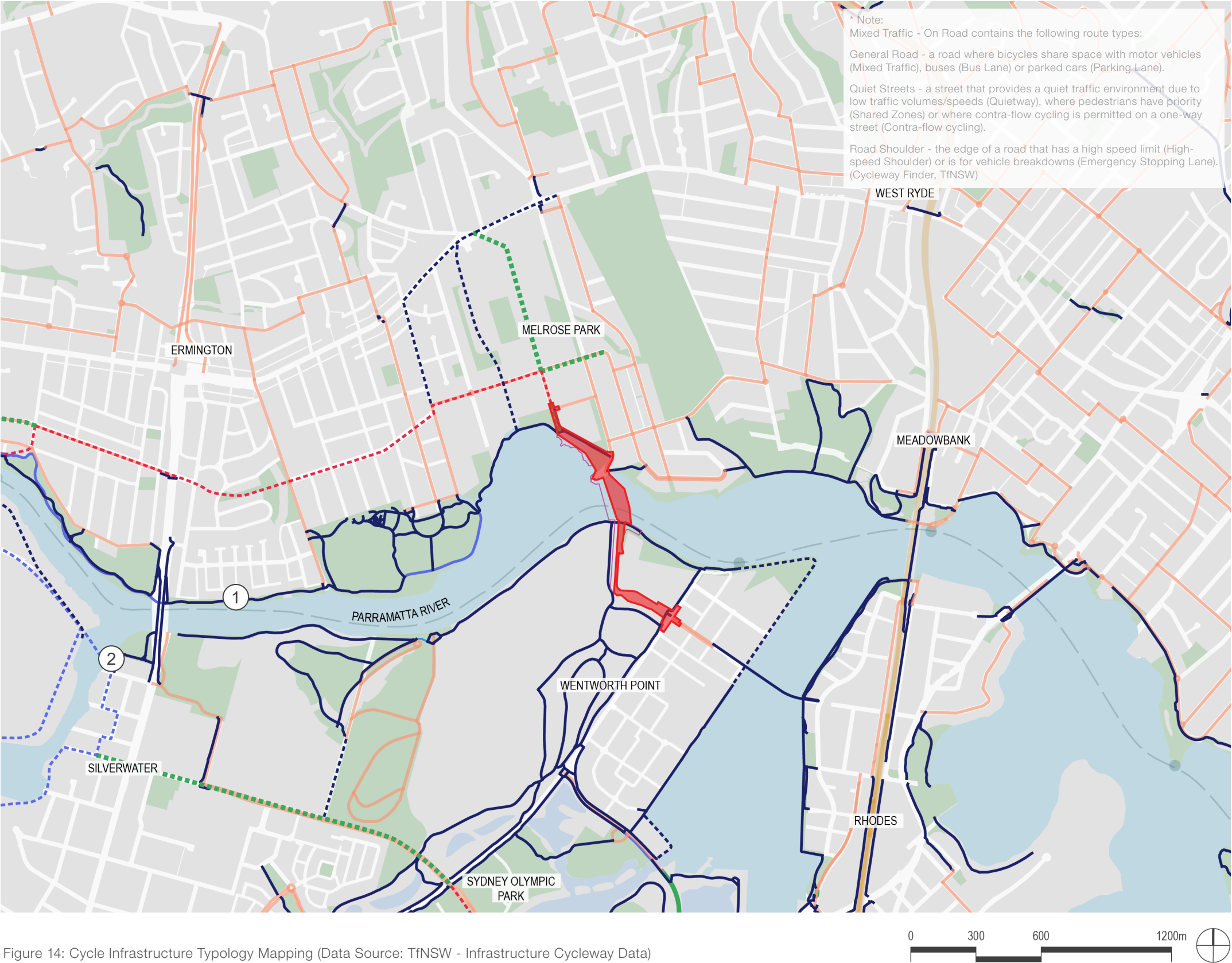
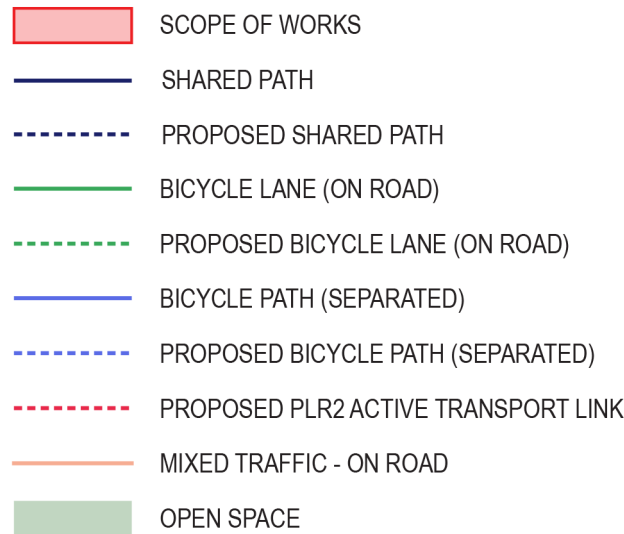


Figure 14: Cycle Infrastructure Typology Mapping (Data Source: TfNSW - Infrastructure Cycleway Data)

5 Adjacent Active Transport



Southern foreshore undercroft

Artist impression only.
Image reflects design at the Preliminary Design Review stage. Design is subject to change based on development at the Detailed Design Review stage.

5 Adjacent Active Transport

5.1 Existing Typologies

The existing key active transport infrastructure adjacent to The Project site includes the Parramatta Valley Cycleway along the northern extent of the Parramatta River and the River Walk along the southern extent. These movement paths are predominantly shared path facilities allowing both pedestrian and cyclist use (CoP is committed to provide separated paths along the Parramatta Valley Cycleway). The Parramatta Valley Cycleway between The Project site and George Kendall Riverside Park includes sections of boardwalk (Refer to Figure 24), the boardwalk is an elevated structure above areas of mangroves/tidal wetland - this segment maintains continuous movement. Active transport within Melrose Park currently predominantly consists of mixed traffic (on-road) facilities. This typology requires mixing cyclists with vehicles, it is not a preferred outcome.

The River Walk is a 3.5m shared path along the southern extent of the Parramatta River, it does not currently provide continuous movement along the foreshore as the Sekisui development (Orange) is currently under construction and does not permit foreshore access. The development will include an upgrade to the foreshore including a riverfront park area - the River Walk will be reinstated as part of this construction.

Another area of active transport infrastructure is the recently upgraded George Kendall Riverside Park, providing a mixture of shared path and separated cycle path facilities.

- SCOPE OF WORKS
- VIEWPORT
- SHARED PATH
- BICYCLE LANE (ON ROAD)
- BICYCLE PATH (SEPARATED)
- MIXED TRAFFIC - ON ROAD
- CONSTRUCTION ZONE (NO ACCESS)
- OPEN SPACE
- GEORGE KENDALL RIVERSIDE PARK

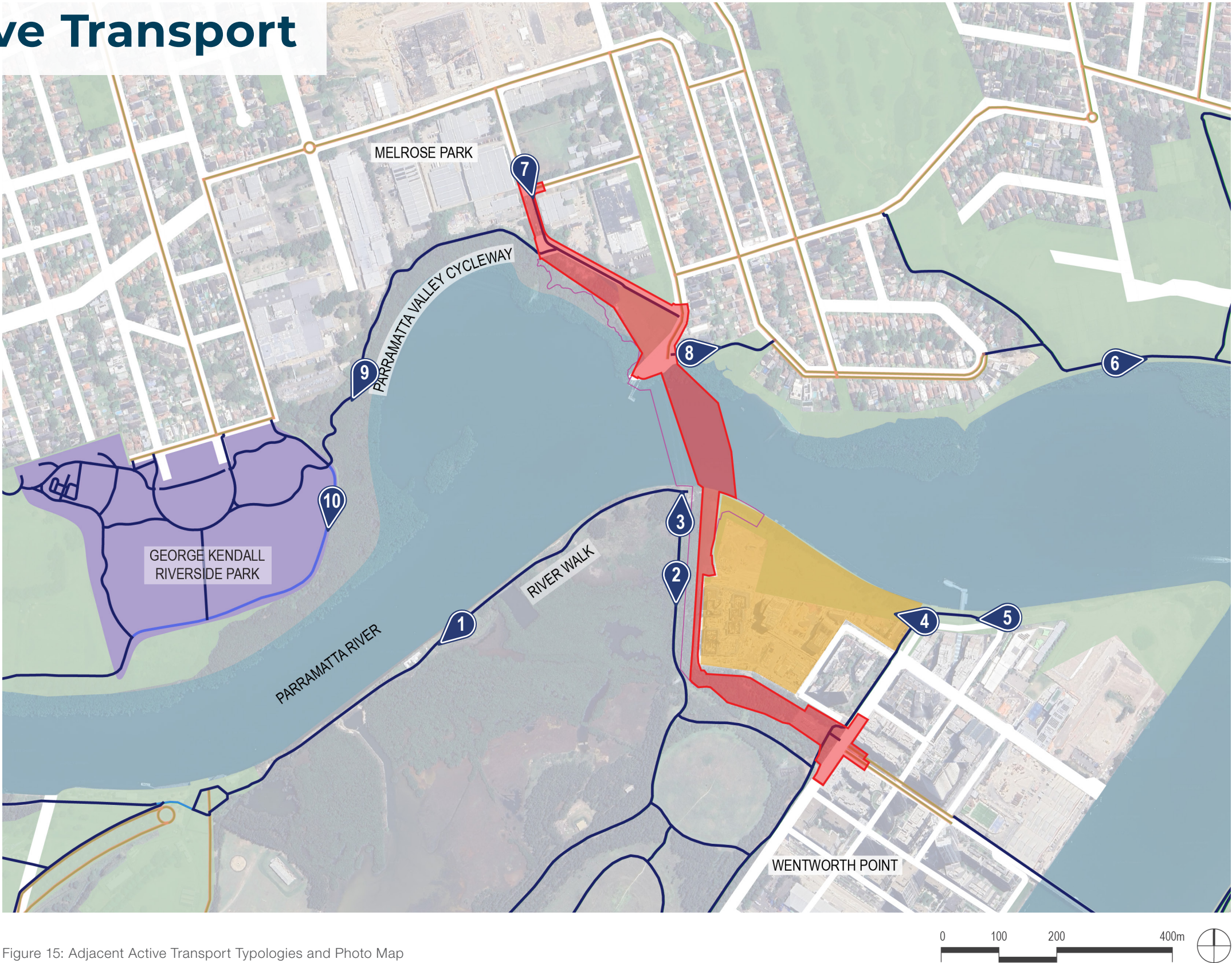


Figure 15: Adjacent Active Transport Typologies and Photo Map



Figure 16: River Walk - **Shared Path** - 3.5m



Figure 17: Louise Sauvage Pathway - **Shared Path** - 3.5m



Figure 18: Louise Sauvage Pathway approaching the River Walk - **Shared Path** - 3.5m



Figure 19: River Walk between Sydney Olympic Park Wharf and Peninsula Park - **Shared Path** - 4.0m



Figure 20: River Walk approaching the Seiksui Development - **Shared Path** - 4.0m



Figure 21: Parramatta Valley Cycleway - Along Meadowbank Park - **Shared Path** - 3.0m



Figure 22: Parramatta Valley Cycleway - Connection from Waratah St - **Shared Path** - 3.0m



Figure 23: Parramatta Valley Cycleway - Connection from Wharf Rd - **Shared Path** - 3.0m



Figure 24: Parramatta Valley Cycleway - Boardwalk - **Shared Path** - 3.1m



Figure 25: George Kendall Riverside Park - **Separated Path** - 3.0m Cycling + 2.0m Pedestrian

5.2 Existing Signage + Wayfinding

Substantial signage is currently located adjacent to The Project site, with the most common sign being the Shared Path (R8-2) (Refer to *Shared Path Signage* on the following page). Additionally, both the north and southern foreshore utilise warning signage. The warning signage provides advanced information on approaching changes in condition and directions (e.g. *Slow Down, Sharp Bend*).

Areas contained with the City of Ryde LGA and SOPA (Refer to Figure 9) include location/map boards to display current location and surrounding active transport network connections.

Land contained within the SOPA area implements rumble strips at the approach to junctions and potential conflict zones (Refer to Figure 49). The rumble strips provide both a visual and tactile indication of an approaching change in conditions.

Condition and ongoing maintenance should be a consideration for all operational authorities to ensure signage remains clean, legible and is not obscured with vegetation (Refer to *Regional Route Signage* on the following page - poor condition results in low legibility).

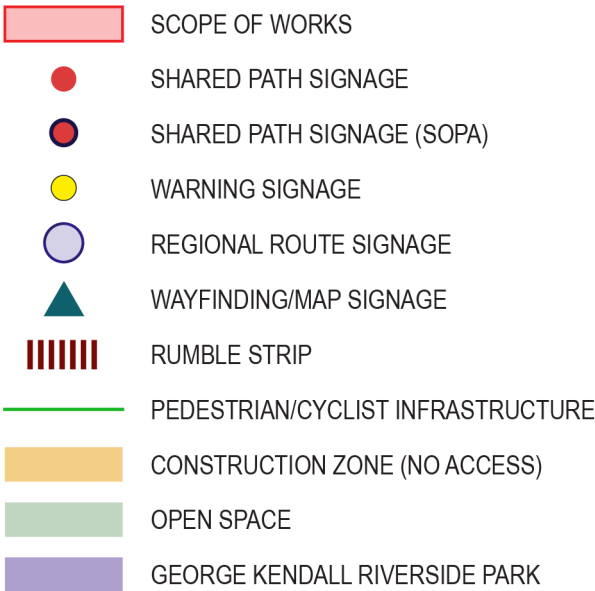


Figure 26: Adjacent Signage and Wayfinding Mapping



● Shared Path Signage



● SOPA - Shared Path Signage



● Warning Signage



● Warning Signage



● Regional Route Signage



● Regional Route Signage



▲ Wayfinding/Map Signage



||||| Rumble Strip

Figure 27: Existing Signs

5.3 Existing Associated Infrastructure

The existing infrastructure related to pedestrians and cyclists includes pathway lighting and security and surveillance elements such as help points and CCTV cameras.

Lighting surrounding The Project site includes typical street lighting within the adjoining streets and some lights along pathways. Public domain lighting is provided within The Project site's northern foreshore for the existing car park and boat ramp.

Lighting within the southern foreshore is limited to the existing street lighting, and around the Newington and Sydney Olympic Park wharfs. This is due to SOPA's Core Dark Zone, implemented to protect biodiversity by limiting light exposure.

Security and surveillance infrastructure was only observed on the southern foreshore. CCTV cameras are located at the Newington and Sydney Olympic Park wharfs. An emergency help point is located along the River Walk, however it could not be determined if it is operational (Refer to *Help Point* on the following page), as no identifying or operational signage is present.

- SCOPE OF WORKS
- LIGHTING ALONG PEDESTRIAN/CYCLIST INFRASTRUCTURE
- WHARF LIGHTING
- TYPICAL STREET LIGHTING
- HELP POINT
- CCTV CAMERA
- PEDESTRIAN/CYCLIST INFRASTRUCTURE
- CORE DARK ZONE (SOPA)
- CONSTRUCTION ZONE (NO ACCESS)
- OPEN SPACE
- GEORGE KENDALL RIVERSIDE PARK





■ Lighting along Pedestrian/Cyclist Infrastructure
- Parramatta Valley Cycleway



■ Lighting along Pedestrian/Cyclist Infrastructure
- River Walk



■ Lighting along Pedestrian/Cyclist Infrastructure
- North foreshore car park



— Typical Street Lighting



✱ Help Point (Operational Status Unknown)



▶ CCTV Camera at Sydney Olympic Park Wharf

Figure 29: Existing Associated Infrastructure

5.4 Existing Path Widths

The existing paths surrounding The Project predominantly consist of 3.0m shared paths around the northern foreshore and 3.5m shared paths to the south.

The surrounding shared paths do not meet the minimum width prescribed within the TfNSW Cycleway Design Toolbox (4.0m) - however, the shared paths are compliant with the Austroads - Part 6A requirements (3.0m).

Path widths were physically measured during site observations.

- SCOPE OF WORKS
- MEASURED PATH WIDTH
- SHARED PATH
- BICYCLE LANE (ON ROAD)
- BICYCLE PATH (SEPARATED)
- MIXED TRAFFIC - ON ROAD
- CONSTRUCTION ZONE (NO ACCESS)
- OPEN SPACE
- GEORGE KENDALL RIVERSIDE PARK

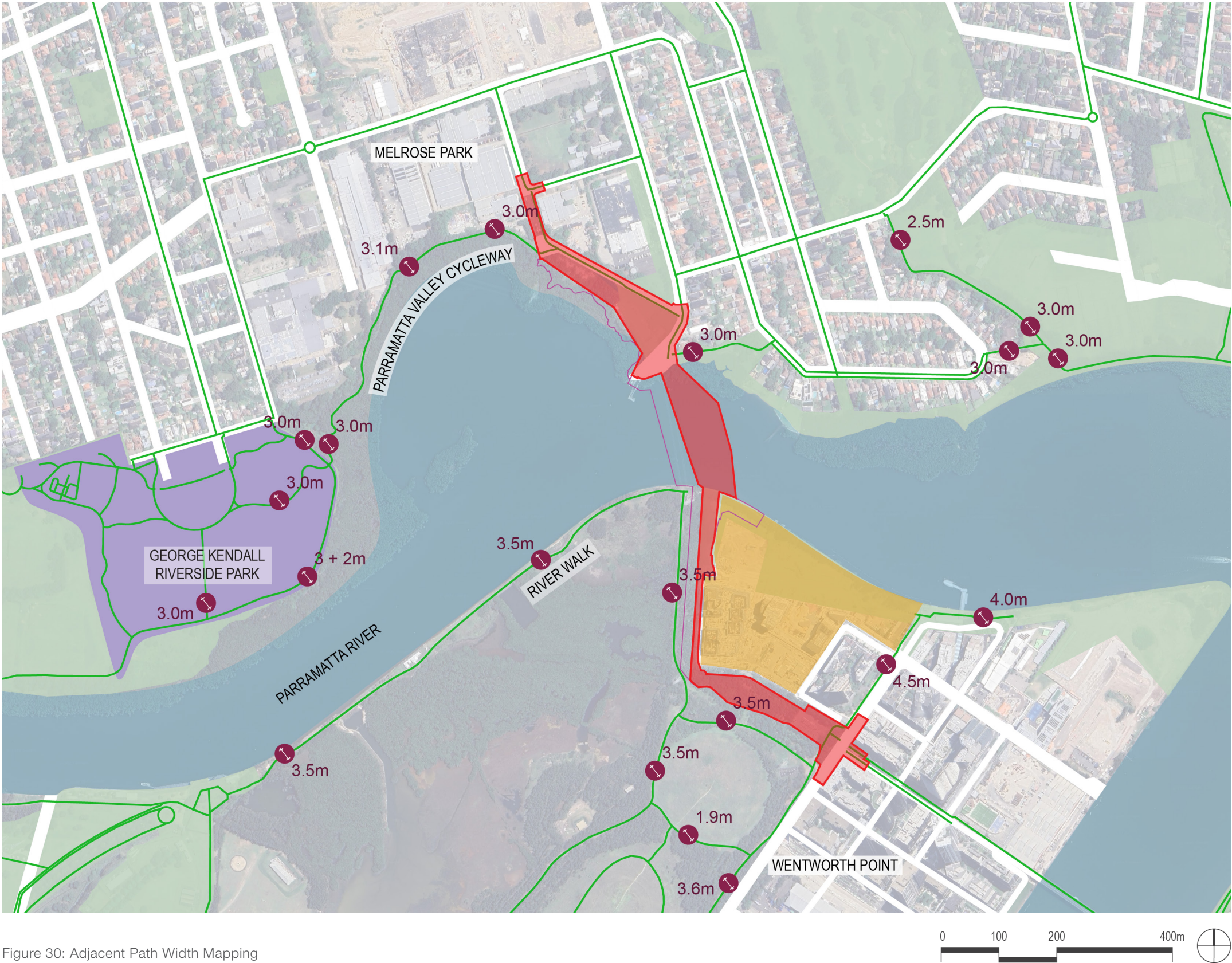


Figure 30: Adjacent Path Width Mapping

6 Infrastructure Details



Northern foreshore undercroft

Artist impression only.
Image reflects design at the Preliminary Design Review stage. Design is subject to change based on development at the Detailed Design Review stage.

6 Infrastructure Details

6.1 Overall Design

The PLR2-EW provides a key crossing over the Parramatta River for the future light rail whilst seamlessly integrating transit with a vibrant public domain.

The existing movement of people utilising public transport, vehicle, bicycles and foot traffic have been studied to best integrate the design and improve movement. Key links are the River Walk on the southern foreshore, and the Parramatta Valley Cycleway to the north. Both key movement paths are important informants shaping the public space design.

The major design elements consist of the bridge, northern and southern foreshores. The foreshores are developed as public plaza spaces, providing activation of the bridge undercroft and connecting the bridge with the surrounding movement networks. These public spaces contain furniture, feature lighting and public amenities, including bins and toilets (northern foreshore). Moving from these areas to the upper bridge can be achieved through either, stairs, a shared path ramp or a future elevator. The bridge itself contains the carriageway for the light rail vehicle, buses, and the ATL, a minimum 6m shared path. The ATL also contains a rest area, with seating and a shade shelter.

Refer to the PLR2-EW PDL for further details.

Note:

The area identified as Temporary Works will be developed during the construction phase of the PLR2-EW to match that of the adjacent future development (Sekisui House). The area is not contained within the PLR2-EW project area, and will not be operated by TfNSW, however is needed for temporary use during construction of the bridge.

 TEMPORARY WORKS



Figure 31: Detail - Overall PLR2 - EW Plan

6.2 Wayfinding

Wayfinding and movement across The Project can be divided into primary and secondary movement patterns.

Primary movement - consists of the dedicated pedestrian and cycling paths, both the movement across the river and the movement paths needed to access the bridge from both sides of the northern and southern foreshore. These paths connect back to the regional pedestrian and cycling networks and provide continuous movement across The Project. Similarly, these paths are wider to illustrate priority of movement patterns to improve navigation.

Secondary movement - consists of paths and connections to access areas of The Project site not part of the overall pedestrian and cycling network. These links include movement to and from carparking, the boat ramp and to other paths not part of the regional network.

Each foreshore is anchored by a foreshore public space providing seating, shade and opportunities to rest and relax.

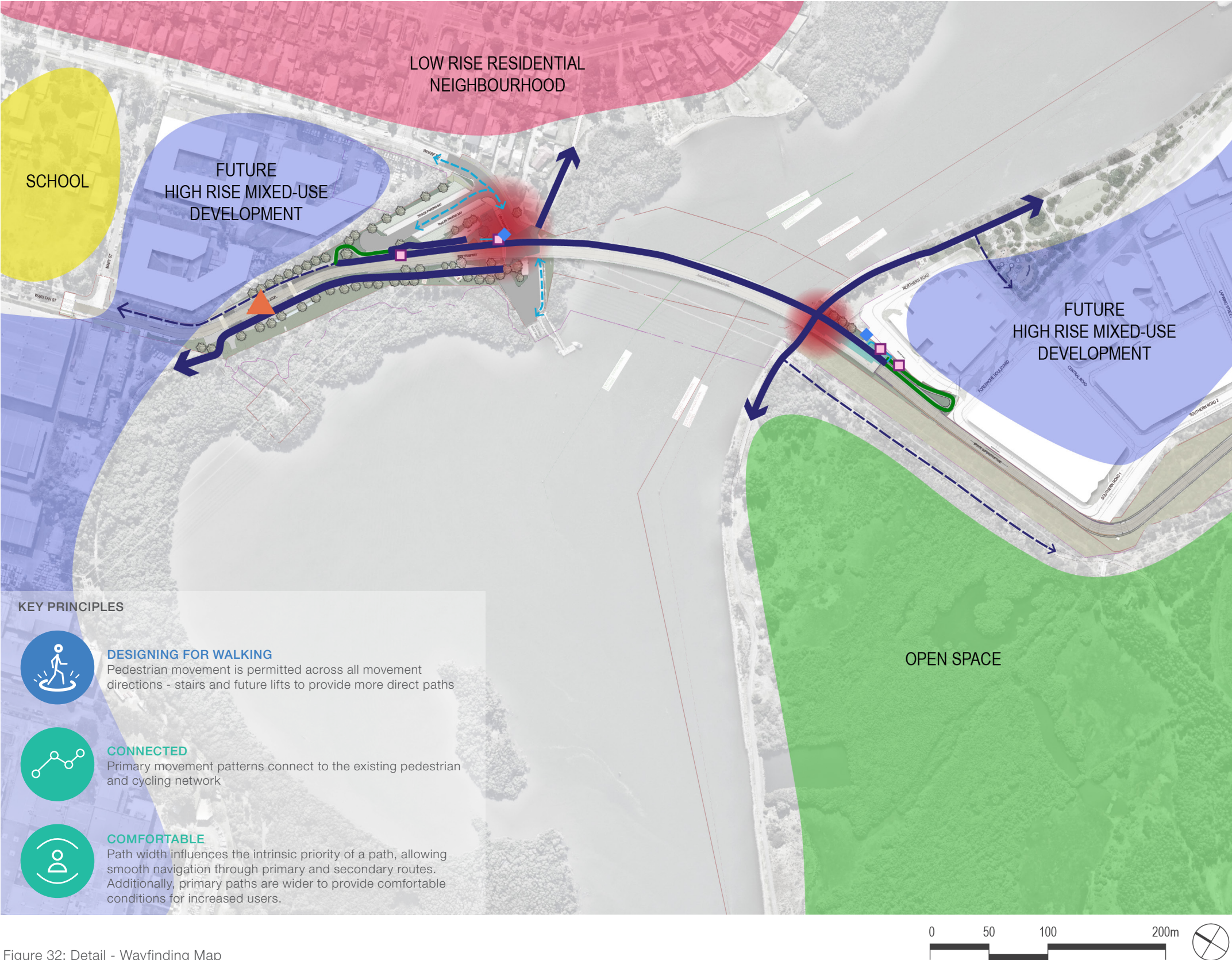
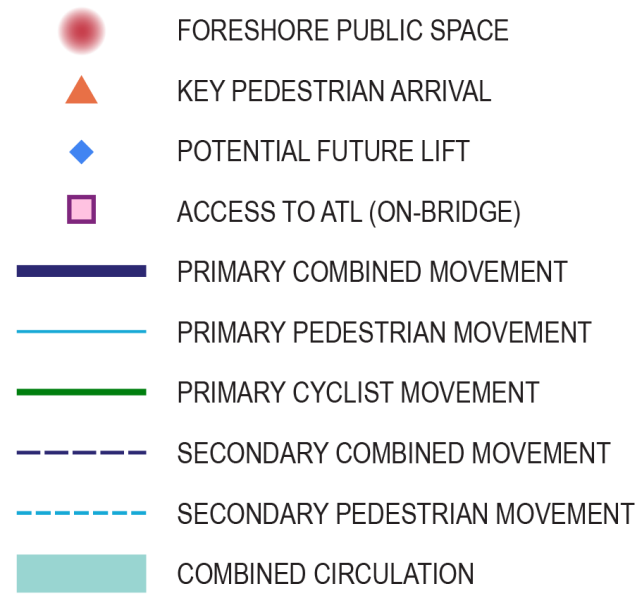


Figure 32: Detail - Wayfinding Map

6.3 Typologies

The Project contains multiple pedestrian and cycling path types. These typologies include:

- 1. ATL (on-bridge) - a generous 6m wide shared path (2m wider than prescribed in the Cycleway Design Toolbox) to provide adequate room for both pedestrians and cyclists.
- 2. ATL (off-bridge) - connecting the bridge with the existing network this is a 4m shared path.
- 3. Shared Path - accommodating both pedestrians and cyclists, these are a 4m path providing mixed user movement.
- 4. Separated Path - pedestrian and bicycle paths are separated, but adjacent to one another. Allowing cyclists and pedestrians to move at a different pace.
- 5. Bicycle Path - split from the separated path this 3m wide path connects to the northern foreshore shared space.
- 6. Pedestrian Path - a short undulated path between vegetation to the northern foreshore shared space.
- 7. Shared Space - the foreshore plaza spaces will provide an open area for circulation. Further opportunity for surface treatment and pattern to further help with legibility and create further interest.
- 8. Path Tying into Existing - matching the existing shared path on site

1. ATL (ON-BRIDGE)

2. ATL (OFF-BRIDGE)

3. SHARED PATH

4. SEPARATED PATH

5. BICYCLE PATH

6. PEDESTRIAN PATH

7. SHARED SPACE

8. PATH TIEING INTO EXISTING

CHANGE IN CONDITION

ACCESS TO ATL (ON-BRIDGE)

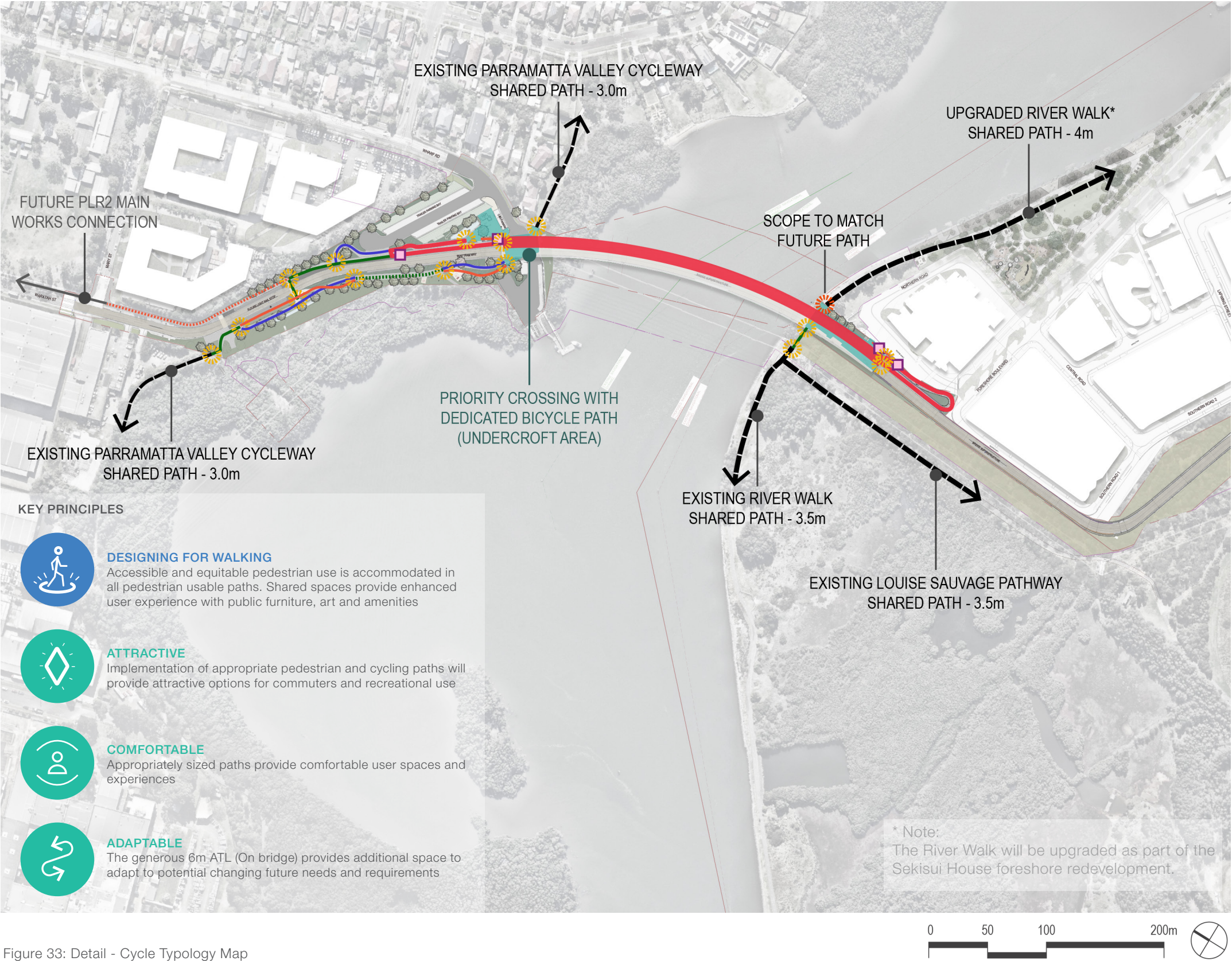
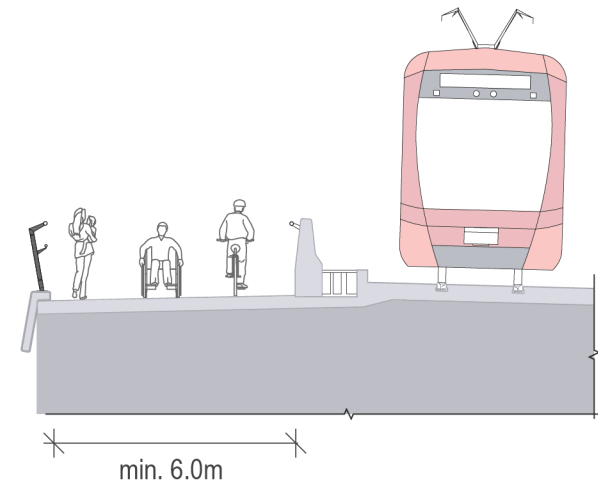


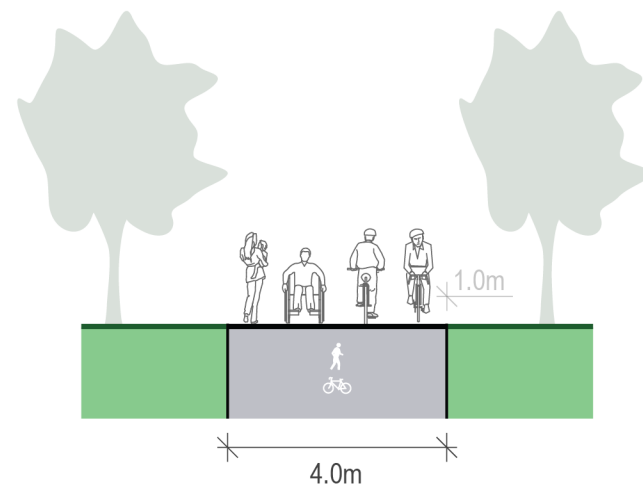
Figure 33: Detail - Cycle Typology Map

1. ATL
(on-bridge)

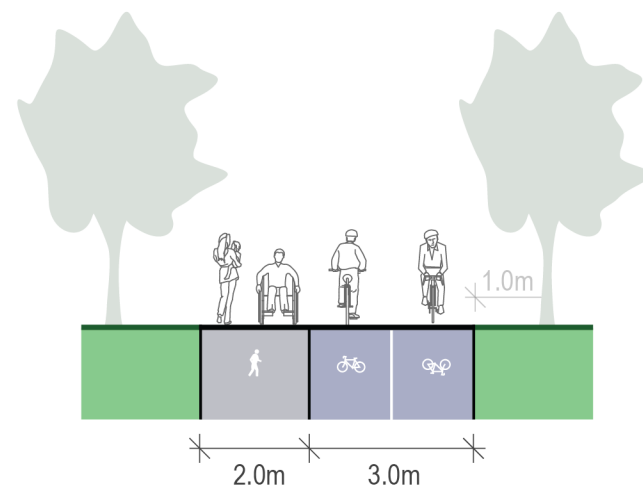


2. ATL
(off-bridge)

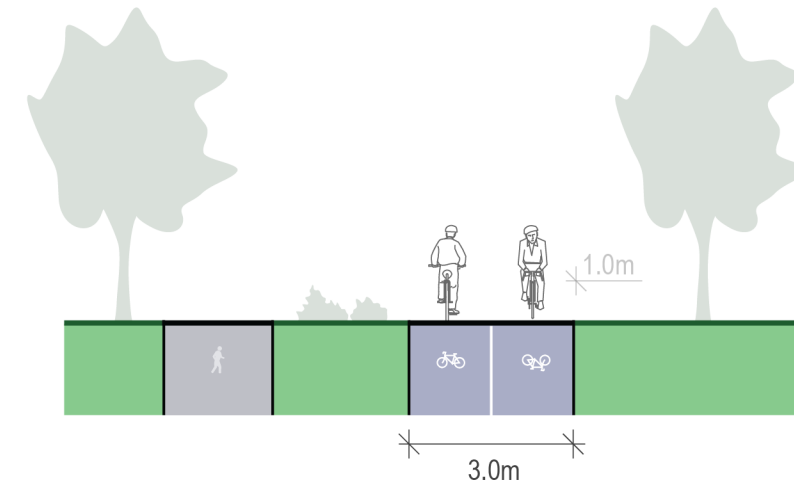
3. Shared Path



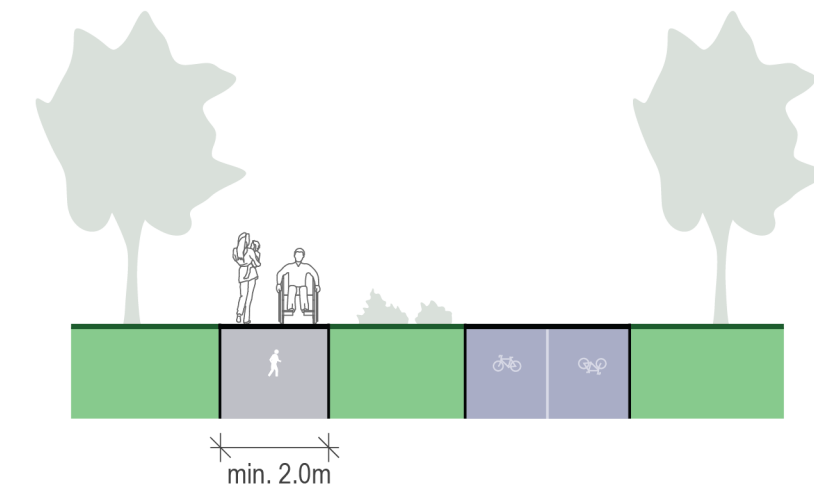
4. Separated Path



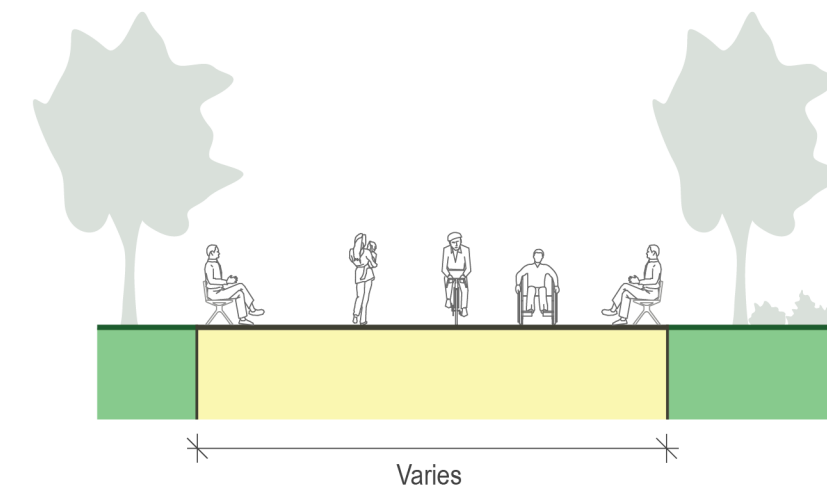
5. Bicycle Path



6. Pedestrian Path



7. Shared Space



Note:

Linemarking as per NSW Bicycle Guidelines:

- S3 Separation line
- PS-3 (Cyclist) + PS-4 (Pedestrian) pavement symbols (Shared Path)
- PS-2 (Cyclist) pavement symbol (Cycle Path)
- PA-1 Arrow

Figure 34: Typology Sections

6.4 Signage

The signage strategy aims to provide a clear, predictable and easy to navigate environment. Signage identifies path types, locations and allowed users. The signage strategy has been informed by the following:

- Parramatta Bike Plan 2024
- Bicycle Wayfinding, Austroads (2015)
- NSW Bicycle Guidelines, Roads and Transport Authority (2005)

The proposed signage pertaining to pedestrians and cyclists can be categorised into demarcation and navigation:

Demarcation signage - includes regulatory signs to communicate path type and allowed users, including shared and separated path signs, linemarking and warning signage.

Navigation signage - includes the regional route signs to communicate directions and distances to key centres within the active transport network.

A key outcome of the signage strategy is to provide direction along the three key alignments, the continuation along each foreshore and the network conditions across the bridge (destinations and distances). The Project forms part of the regional route within the broader cycle network. Implementation areas for regional signage have been identified and should include:

- Advance direction boards
- Reassurance boards
- Intersection fingerboards (on-line, two-directions)

- PROPOSED SHARED PATH SIGNAGE
- PROPOSED SEPARATED PATH SIGNAGE
- PROPOSED WARNING SIGNAGE (DIRECTIVE)
- AREA FOR REGIONAL ROUTE SIGNAGE
- PROPOSED LINEMARKING
- ↔ KEY ALIGNMENT FOR DIRECTIONS

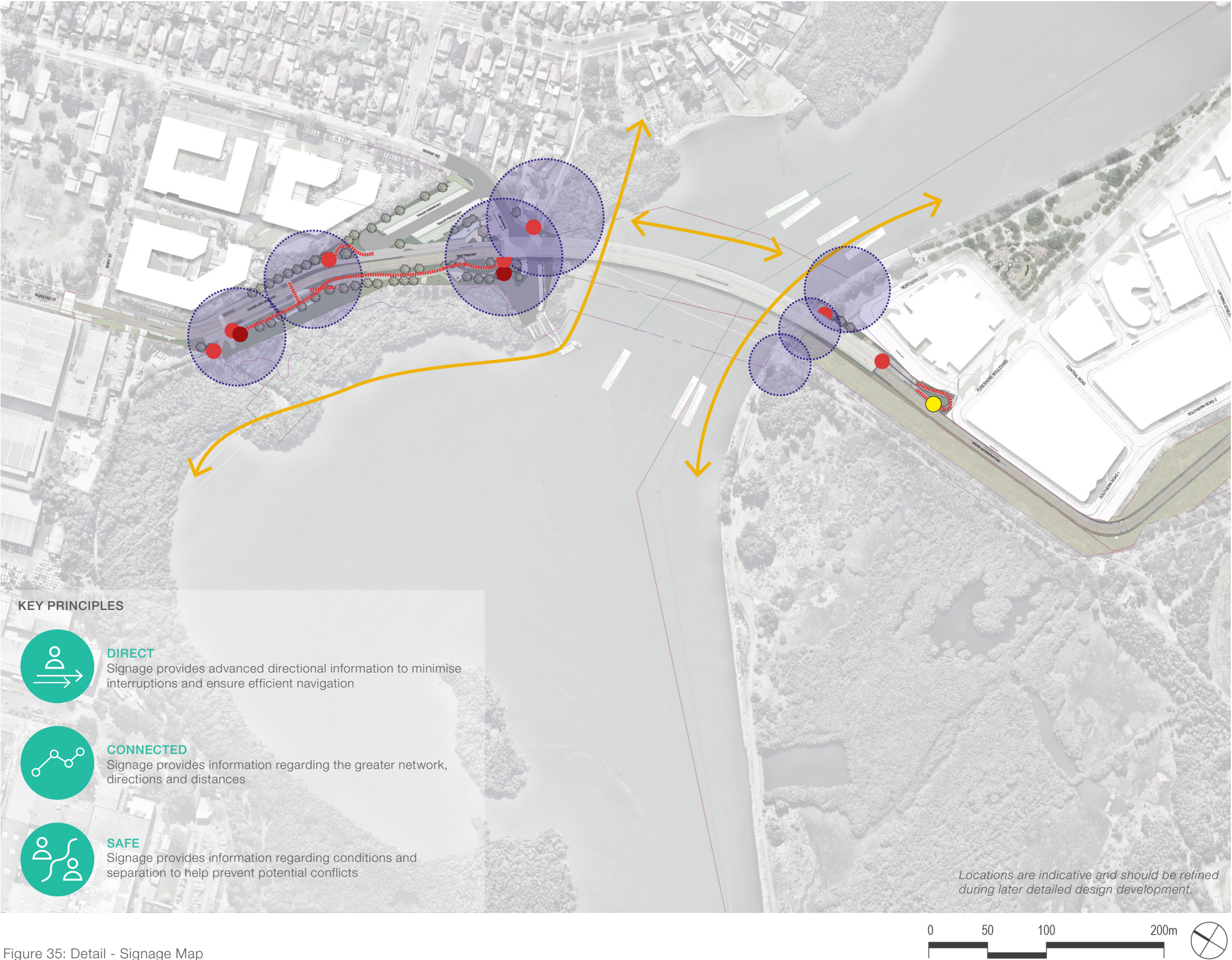


Figure 35: Detail - Signage Map



● Regulatory Signage - Shared Path (R8-2)



● Regional Route - Intersection fingerboard (one-line, two directions) (G2-203)



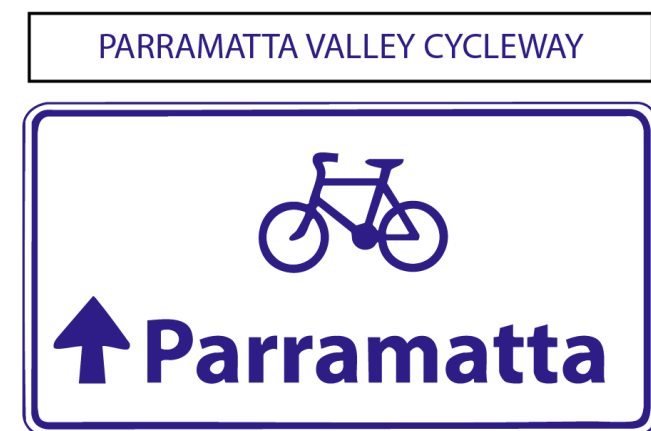
● Regional Route - Advance direction board (G1-205)



● Regulatory Signage - Separated Path (R8-3(L and R))



● Warning Signage (Directive)- Hairpin Bend



● Regional Route - Route Name Sign (G6-340-2) + Reassurance Board (G4-202-1)

Figure 36: Examples of signs to be included as part of The Project.

6.5 Lighting

The lighting strategy utilises an integrated approach making use of several different techniques to create a unified approach to lighting that is considered, efficient and sympathetic to the surroundings. Recognising the importance of the local ecology and the impact lighting may have, lighting infrastructure will be constructed and operated to minimise light spill to surrounding property and ecologically sensitive areas as per CoA E58 and the Updated Mitigation Measures in the EIS Amendment Report.

Where located sufficiently close, the multi-function poles are used to light the pedestrian and bicycle paths as well as the light rail corridor (on bridge). Where necessary, dedicated light poles are introduced to meet lighting compliance standards. This ensures appropriate lighting across The Project area to ensure pedestrian and cyclist visibility.

Handrail lighting is incorporated along the ATL, highlighting the pedestrian and cyclists bridge crossing.

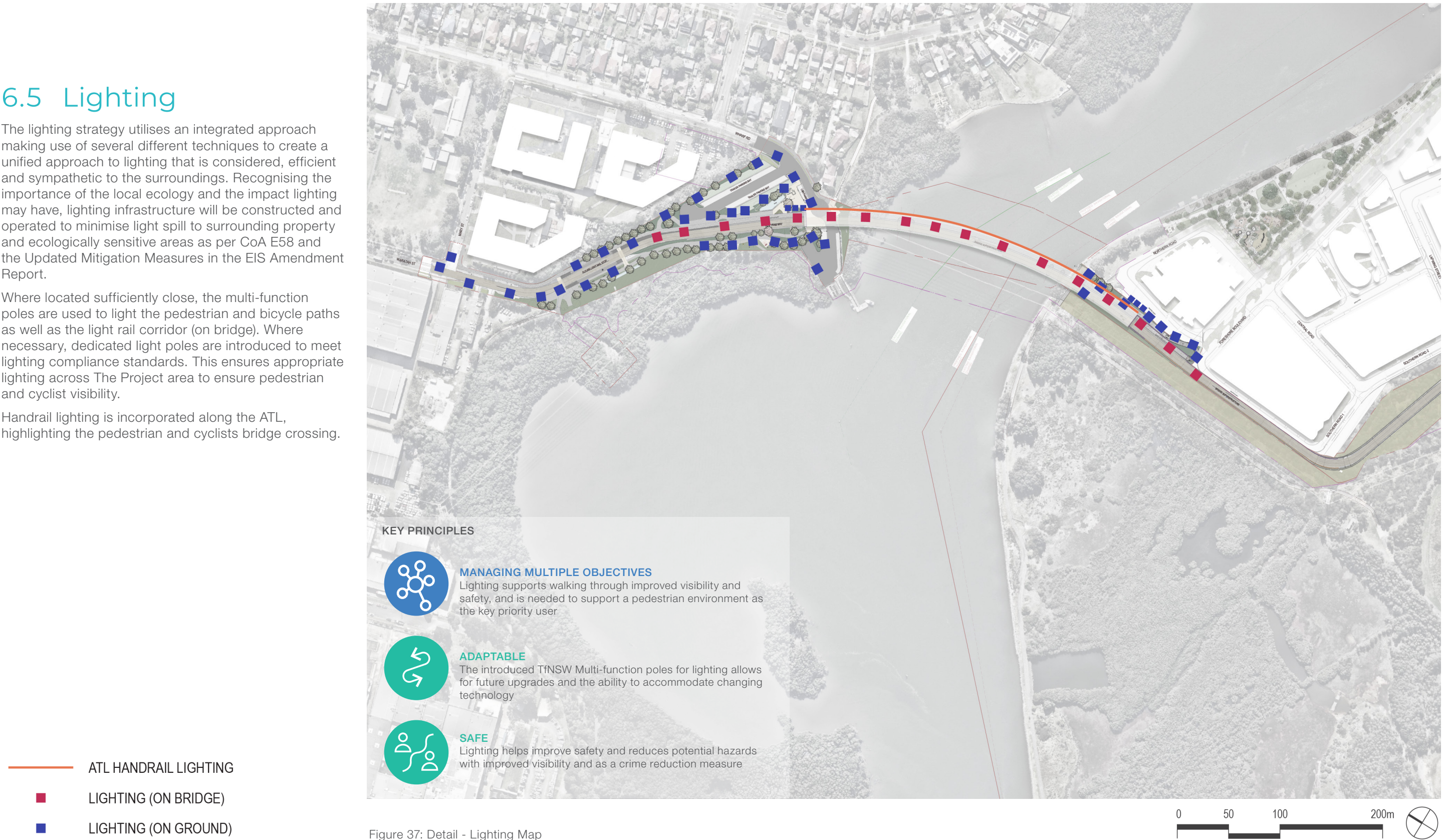


Figure 37: Detail - Lighting Map

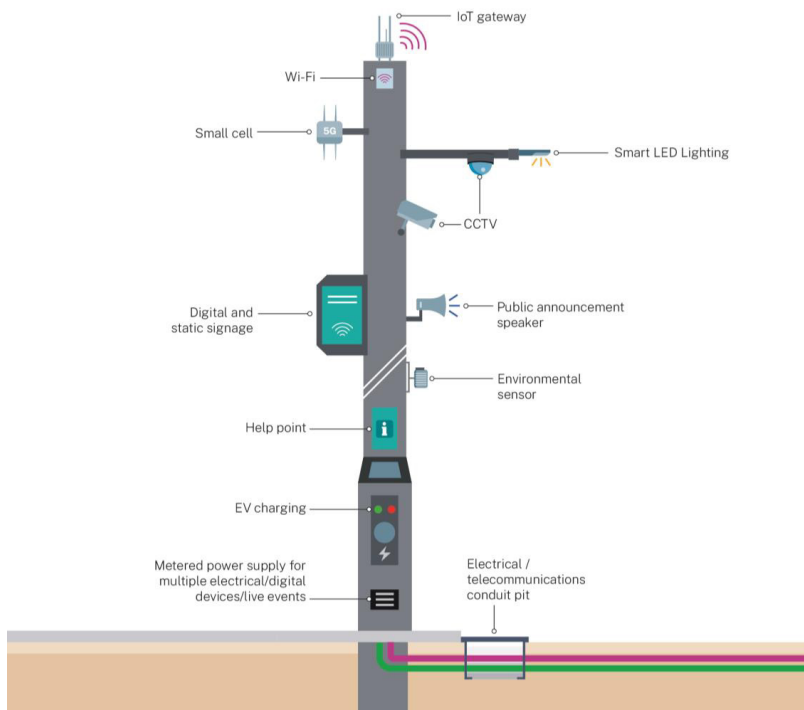


Figure 39: TfNSW Multi-function Pole (Source: Deploying Multi-Function Poles, Technical Guidance TfNSW)



Figure 40: Proposed Handrail Lighting.



Figure 38: Example of Lighting along a Sydney Light Rail Route (Source: Grimshaw)



Figure 41: Proposed Lighting Conditions along the ATL.

6.6 Landscape

The landscape strategy is intended to tie into the existing vegetation communities considering the visual, ecological, and biodiversity hierarchy of the site context and interplanting areas where necessary. Along the northern foreshore, the footpath along the mangroves is used as a natural buffer between the natural and managed landscape. The intent is to keep the area from the footpath towards the mangroves natural, tying into the existing ecology and contributing to the existing biodiversity and plant community types.

The cycleway and footpath are pulled back from the retaining wall, to create space for planting to soften the structure and integrate the bridge with the landscape. Trees are used to create a shaded avenue, planted along the footpath and cycleway where space allows. The straight path and low planting is intended to create open and clear sight lines.

Trees are incorporated as much as possible along the paths and resting places to provide shade and improve pedestrian and cyclist comfort. Trees create hierarchy and legibility within the landscape through structured planting and spacing of similar species. Clusters of shade trees around resting places, with structured, equal spacing along paths allow people to intrinsically understand the landscape.

Planting on the southern foreshore is limited underneath the bridge due to lack of water. This space underneath the bridge is utilised as a gathering space, transitioning to the planting on either side from hard pavement to permeable options and then planting.

-  **TREE PLANTING**
-  **MASS PLANTING 1+3**
-  **MASS PLANTING 2**
-  **MASS PLANTING 5**
-  **MASS PLANTING 6**
-  **MASS PLANTING 7**
-  **MANGROVE REGENERATION**
-  **SALT MARSH REGENERATION**

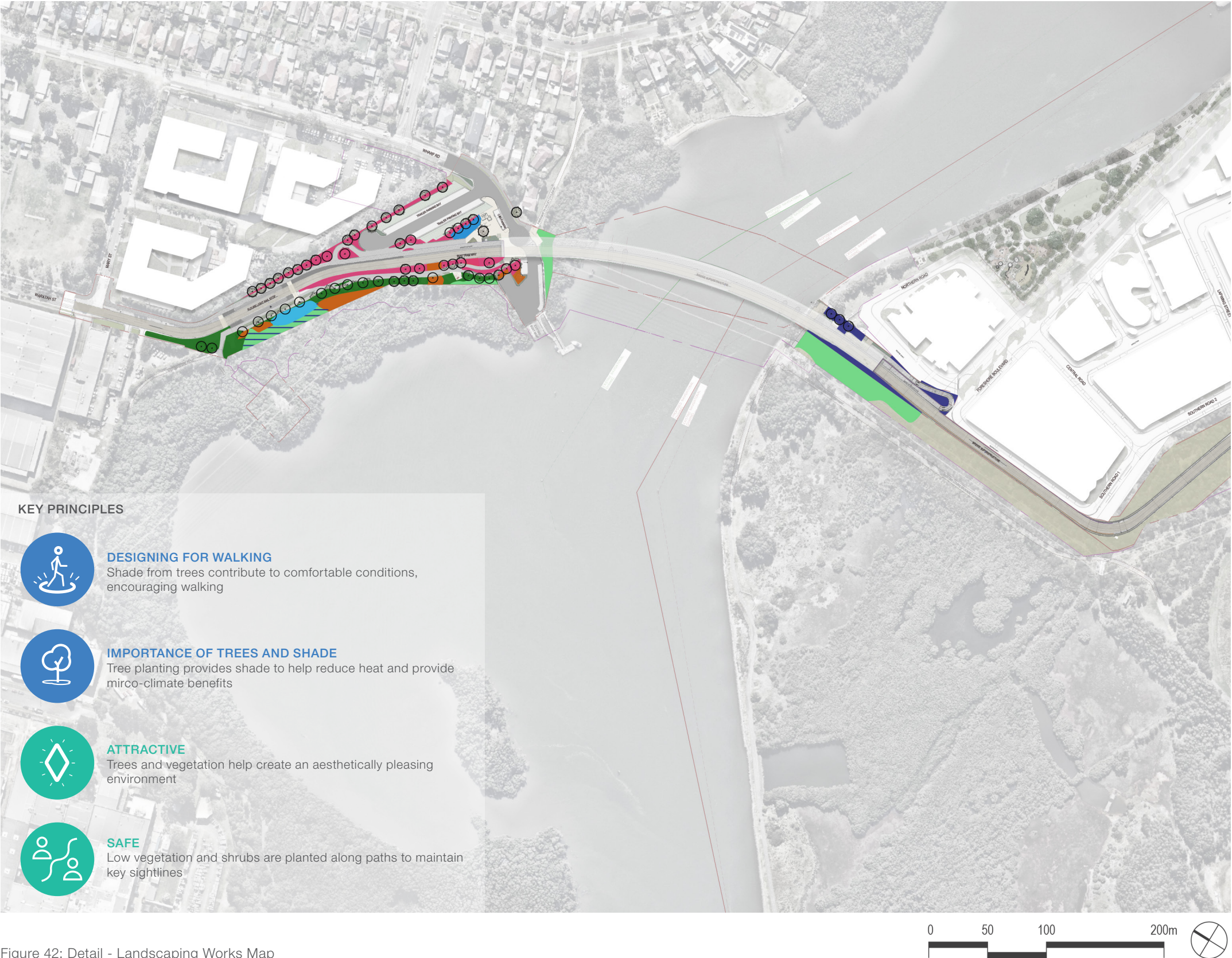


Figure 42: Detail - Landscaping Works Map

INFRASTRUCTURE DETAILS

Note:

Images only reflect some species. Refer to the
PLR2-EW PDLF for further detail.



Corymbia maculata



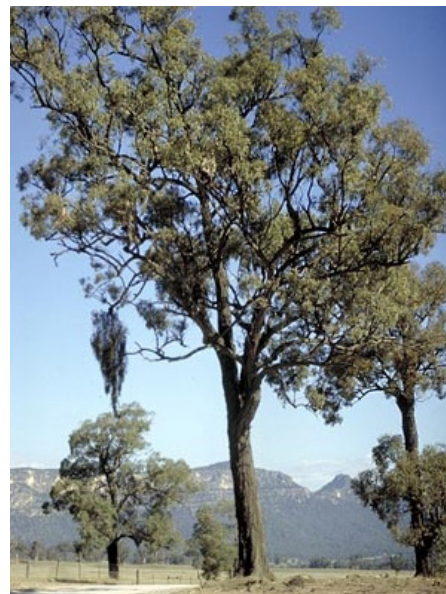
Melaleuca quinquinervia



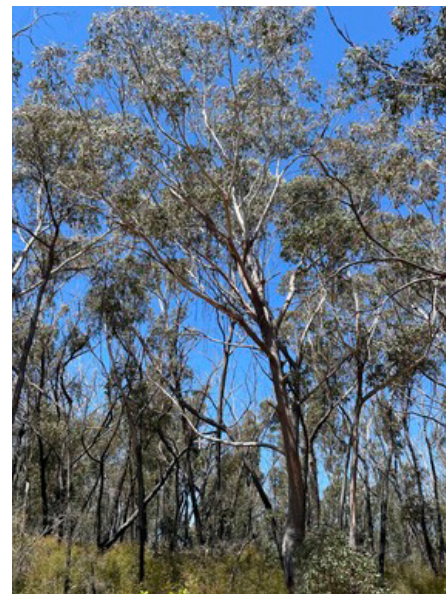
Syncarpia glomulifera



Angophora costata



Eucalyptus crebra



Eucalyptus piperita



Ceratopetalum gummiferum

6.7 Safety and Security

The safety and security strategy of The Project is underpinned by the CPTED principles, to discourage offenders from seeing potential places for crime and anti-social behaviour. The Project implements extend sightlines, CCTV, limiting blind corners and remove of dead-ends or choke points to help maximise safety and maintain a high quality area.

The introduction of CCTV aligns with the CPTED principles as a form of technical/mechanical surveillance, the presence of CCTV cameras can help reduce the chance of crime from occurring. CCTV cameras have been introduced to observe the light rail track, ATL and Parramatta River. The CCTV coverage requirements have been determined in accordance with the security risk assessment undertaken for The Project and for operational needs.

Extended sightlines are considered a safety design element to provide passive surveillance opportunities, and provide pedestrian and cyclists extended views of shared paths and spaces. Along the southern foreshore, the arrival sequence of the stairs and ramp is separated, making it possible for cyclists coming off the ATL to have a clear line of sight to the landing and help to integrate the different modes of transport while avoiding unsafe interface and integration at this point.

Note:
CCTV locations are subjected to design development.

- EXTENDED SIGHTLINE
- ELEVATED PEDESTRIAN VIEW CONE
- GENERAL CCTV
- MARITIME CCTV
- FUTURE LIGHT RAIL STOP CCTV

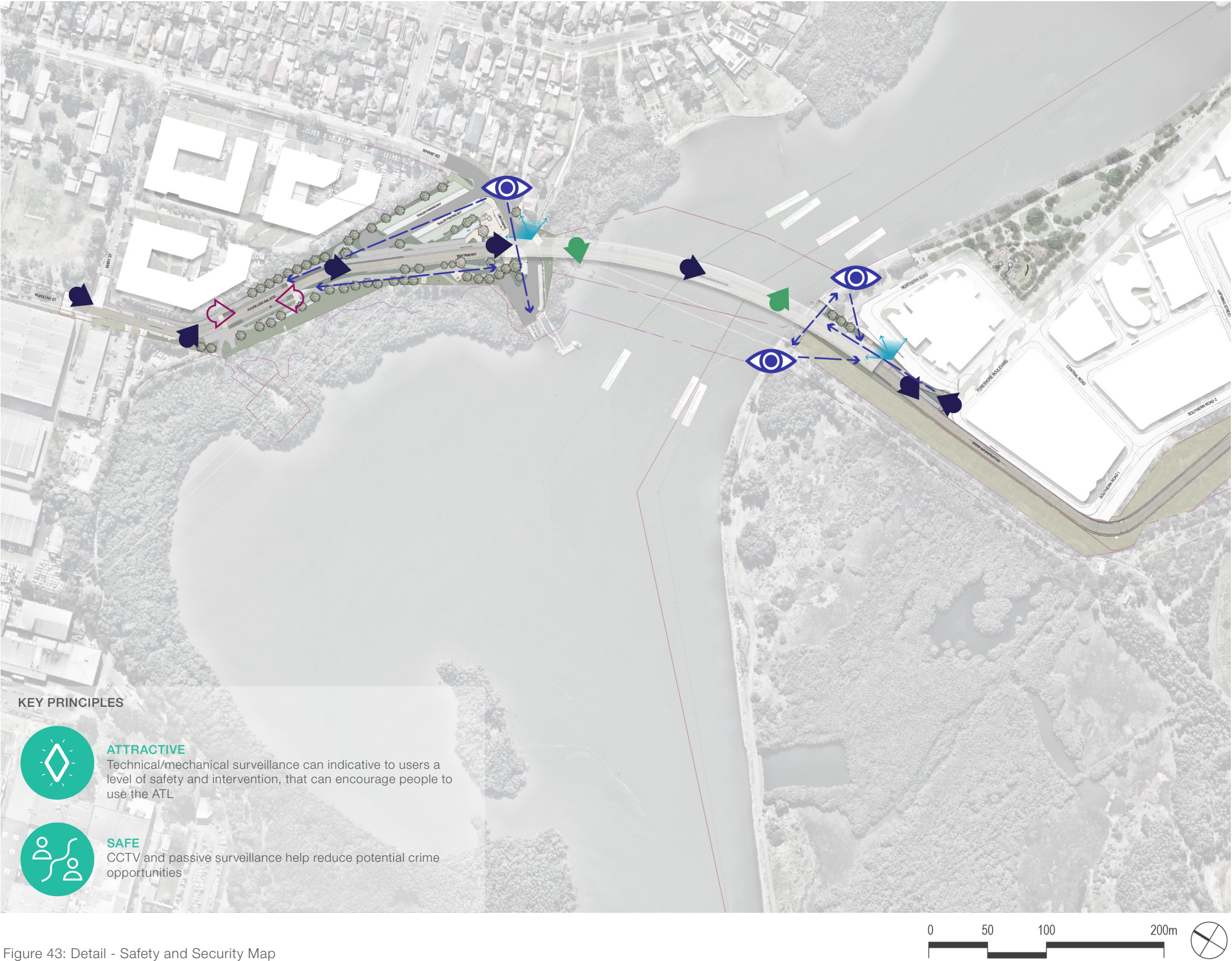


Figure 43: Detail - Safety and Security Map

6.8 Street Furniture

The street furniture strategy for The Project is designed to enhance the user experience by improving comfort, convenience, and flexibility throughout the area. Street furniture elements including seating, drinking fountains, bins, and bike racks, contribute to a more inclusive and user friendly public realm.

Seating and drinking fountains are provided within The Project area to offer pedestrians opportunities to rest, rehydrate, and enjoy the environment. These amenities enhance comfort and encourage pedestrians to spend more time in the space - strengthening their connection to the area and to the Parramatta River.

Providing seating also supports accessibility and equality. Rest areas benefit all users, particularly those with limited mobility, by ensuring the public space is welcoming and usable for everyone.

Bins are installed on both northern and southern foreshores to help manage litter. Their presence supports the management of a clean and enjoyable environment.

Bike racks are available on both the northern and southern foreshores. These facilities increase the flexibility of the space, allowing cyclists to safely and securely store their bicycles while they rest or engage with the area. This supports active transport and encourages a broader range of users to interact with the space.

- ←→

SEATING SEPARATION (WALKING DISTANCE)
- AT BRIDGE LEVEL

▽

SEATING (BENCH)
- AT FORESHORE LEVEL

▽

SEATING (BENCH)

+

BIKE RACK

□

DRINKING FOUNTAIN

□

BIN

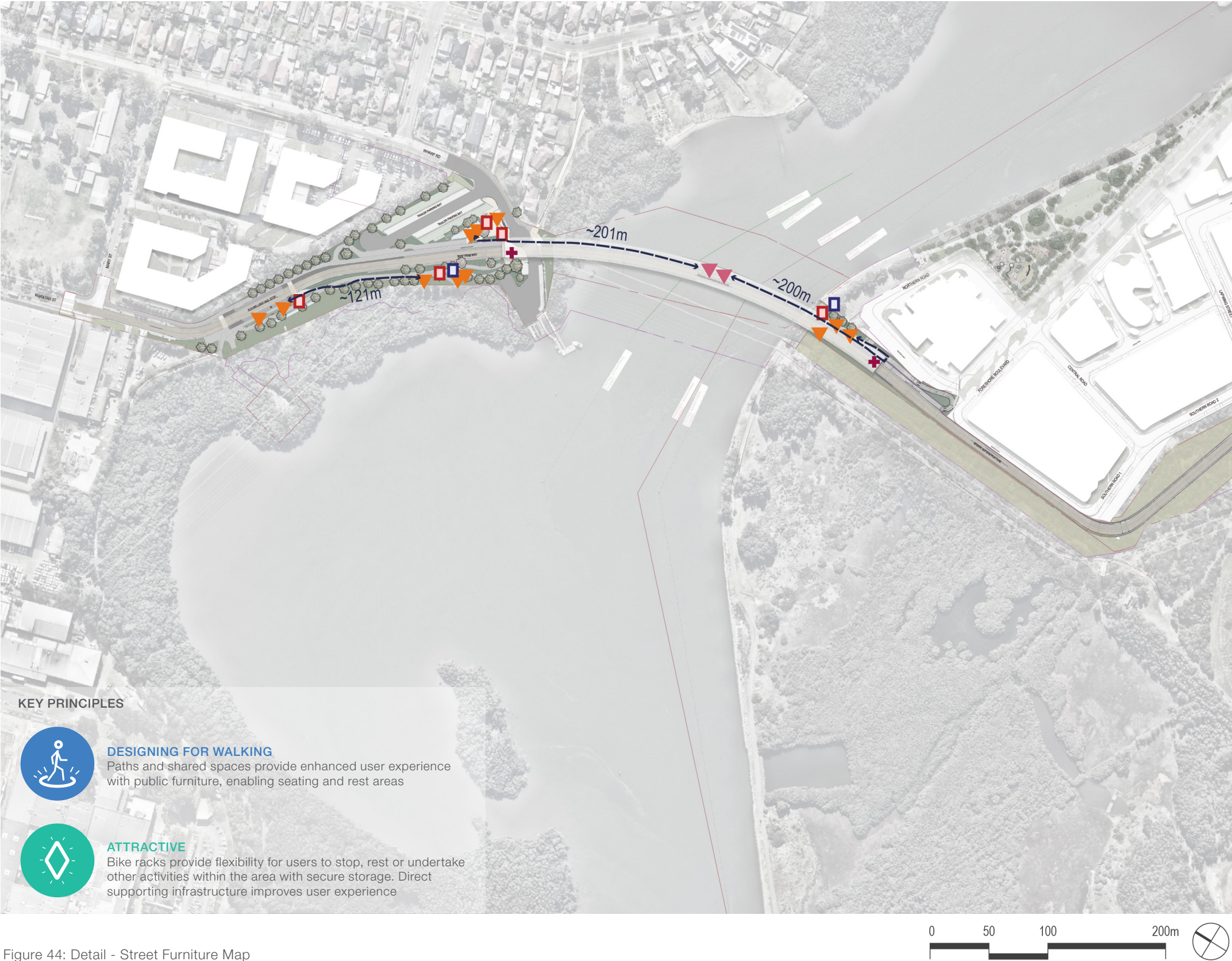


Figure 44: Detail - Street Furniture Map

6.9 Staging

The PLR2 project will be delivered in two phases. The scope of this project and document comprises the PLR2 Enabling Works phase (Phase 1).

The Enabling Works will deliver a public and active transport bridge, revitalised foreshore areas and connections to the existing pedestrian and cyclist network. The bridge will initially support bus and active transport movement.

Phase 2 of the PLR2 project comprises the Main Works. The Main Works will see the delivery of the light rail corridor along the identified route.

Once the PLR2 Main Works have been complete (phase 2), the bridge will then operate as a light rail and active transport link - ceasing to accommodate buses. Phase 2 will also see the delivery of the light rail stop on the northern foreshore.

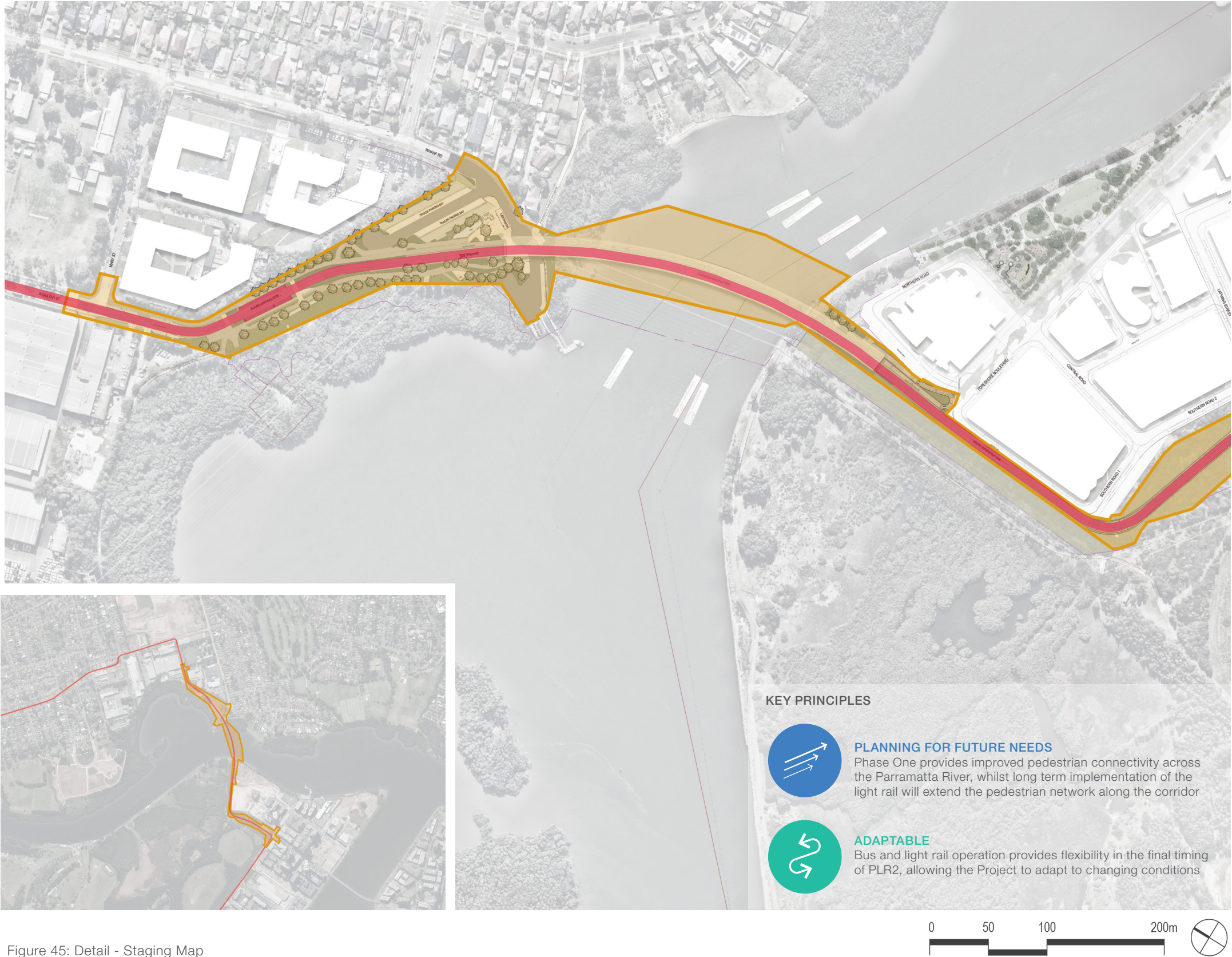


Figure 45: Detail - Staging Map

7 Consultation

View from south bank River Walk looking northwest

Artist impression only.
Image reflects design at the Preliminary Design Review stage. Design is subject to change based on development at the Detailed Design Review stage.

7 Consultation

Targeted consultation was undertaken for the development of the PCIS as per E122.

In April 2025, a DRAFT PCIS document was issued to key stakeholders and bicycle interest/advocacy groups for review. A period of 15 business days was provided to these stakeholders and groups to review and provide commentary and feedback on the draft PCIS document.

Additionally, a briefing presentation was held for representatives of bicyclist advocacy and interest groups including:

- NSW Bicycle
- CAMWEST - Bicycle User Group (Greater Parramatta)
- Bike North - Bicycle Club and Advocacy

In May 2025, further consultation occurred as the DRAFT PCIS was issued to pedestrian interest/advocacy groups for review and commentary. A period of 10 business days was provided for review and commentary.

Feedback received was reviewed and considered during the finalisation of the PCIS. The received feedback and responses have been included within a Consultation Report Appendix to the PCIS document. A total of seven responses comprising 66 comments were received, the number of comments is summarised below.

STAKEHOLDER	COMMENTS
City of Parramatta Council	24
SOPA	16
TfNSW	8
Bicycle NSW	7
CAMWEST	3
WalkSydney	5
Pedestrian Council of Australia	3

Comments received from consultation have been grouped into the following categories:

1. Connections - feedback to provide additional links into the Sekisui development and existing network
2. Associated infrastructure - feedback regarding additional elements that may be implemented
3. Typologies - feedback to provide dedicated and separated bicycle paths
4. Technical requirements - feedback outlining technical requirements for design elements
5. Landscape - feedback regarding tree species and planting mixtures
6. Editorial - document updates
7. Contextual Information - feedback regarding existing and proposed elements of the active transport network within The Project’s broader context

Updates have been made to the PCIS to address some of the received comments, as follows:

- All document housekeeping comments have been addressed
- Contextual information has been updated to reflect received SOPA and CoP comments
- Landscaping information has been updated to reflect the detailed landscape package. Additional information regarding tree species has been included
- Signage has been updated following the received feedback, including updating proposed signs
- An additional chapter has been included to provided greater context of the existing adjacent pedestrian and cycling infrastructure conditions (Chapter 5 - Adjacent Active Transport)

Refer to the Consultation Report - PLR2EW-JHGRP-LRPEWRC-DU-RPT-300001 for consultation and feedback details.

8 Conclusion and Recommendations



View from south bank River Walk looking northeast

Artist impression only.

Image reflects design at the Preliminary Design Review stage. Design is subject to change based on development at the Detailed Design Review stage.

8 Conclusion and Recommendations

The PCIS identifies and reviews active transport infrastructure along and adjacent to the CSSI corridor as it relates to the PLR2-EW. This strategy outlines the design principles and guidelines governing these components. This strategy has provided details of the implementation and integration of the ATL and supporting connections into the broader environment. Outcomes and recommendations from this strategy will be considered for design outcomes as apart of the PLR2-EW PDLP.

This implementation follows the principles derived from the Walking Space Guide; and though established for cyclist infrastructure, the Cycleway Design Toolbox have been implemented as universal principles to support both pedestrians and cyclists.

The location and alignment of the pedestrian and cyclist infrastructure provides a major benefit to the GPOP corridor, reducing the existing largest gap between crossings. The Project connects into the existing active transport network, forming part of the regional cycling network, it improves the overall connectivity and permeability across the broader area, providing a direct link between the growth precincts of Melrose Park and Wentworth Point.

Movement and circulation elements have been developed with the intention to allow a large variety of users to enjoy the paths, ensuring paths are appropriately shaded, smooth, simple and comfortable. These characteristics create comfortable conditions for both pedestrian and cyclist use. The introduction of 4m shared paths and a generous 6m ATL will allow the paths to be adaptable, accommodating pedestrians, wheelchair users and allows flexibility in future modifications and planning for future needs.

The paths avoid conflict with vehicles, creating a pedestrian and cyclist only environment including physically separated from the light rail corridor. Where possible pedestrian and cyclists should be separated, through path type and signage - further opportunity to utilise linemarking/public art will be further explored during a later stage of the PLR2-EW.

Understanding the users and role the bridge will support, the pedestrian and cycling infrastructure is supported with foreshore plazas, public amenities, street furniture public art and feature planting and lighting. These elements will provide an attractive and aesthetically pleasing environment.

The key recommendations for pedestrian and cycling infrastructure in The Project include the following:

- The PLR2-EW project should consider all design aspects through the lens of active transport (pedestrian and cyclists) as the priority user group as outlined in TfNSW’s Road User Space Allocation Policy (2024) and the City of Parramatta’s Bike Plan 2024.
- Future detailed design is to be compliant with the Cycleway Design Toolbox: Designing for Cycling and Mircomobility (TfNSW, 2020), Guide to Road Design Part 6A - Paths for Walking and Cycling (Austroads, 2021) and the relevant standards.
- Paths are to be optimised to provide appropriate position and curvature for their respective user:
 - Bicycle paths are to be relatively direct with low undulation, positioned adjacent to the bridge abutment and hard edges.
 - Pedestrian paths are to provide undulation and meander where possible, positioned adjacent to vegetation and soft edges.
- Separated paths for pedestrian and cyclists are to be included where possible - pedestrian path widths to be a minimum 2.0m and bicycle paths are to be a minimum 3.0m.
- Introduced shared paths provided for cyclists and pedestrians to be a minimum of 4.0m.
- Paths should integrate clearly with the existing active transport network—particularly the Parramatta Valley Cycleway and River Walk. As active transport networks evolve over time, each new section should contribute to a gradual and measurable improvement in the overall quality and functionality of the corridor.
- Maintenance access is to be maintained for the Parramatta Valley Cycleway and River Walk.
- Paths are to be well lit, to ensure users can see approaching changes, other pedestrians and cyclists with advanced warning.
- Minimum clearances are to allow wheelchair access.
- Paths are to be managed and maintained to ensure they remain in good condition and prevent vegetation over growth. This applies to both lateral and vertical clearances.
- Paths are to be sign marked, providing users adequate information regarding approaching conditions, directions, and separation.
- Trees planted alongside bicycle paths should be positioned to maintain a minimum clearance of 1m from the edge of the path to the mature edge of the trunk. In constrained locations, this distance may be reduced to a minimum of 0.5m.
- Pedestrian and cyclist movement to be supported with improved public domain amenity such as seating, bike racks, drinking fountains, and shade provision.
- Bollards are to be avoided where possible; following a security risk assessment.

Additional recommendation that may benefit the broader area but not subject to the Project scope include:

- Regional route signage to be increased within the southern foreshore and broader SOPA area.
- Ensure PLR2-MW delivers active transport paths and connections that supplement and align with the Parramatta Bike Plan 2024.
- Paths and signage should be well maintained and clean to ensure readability and clarity.
- Faded road markings on Mixed Traffic - On Road cycle routes should be repainted to clearly communicate the presence of potential road users to both drivers and cyclists.



Figure 46: Looking West along the Upgraded River Walk



Figure 47: Proposed Pedestrian Path next to Bicycle Path



Figure 48: Proposed Northern Foreshore Shared Space

Artist impression only.
Images reflect design at the Preliminary Design Review stage. Design is subject to change based on development at the Detailed Design Review stage.

