



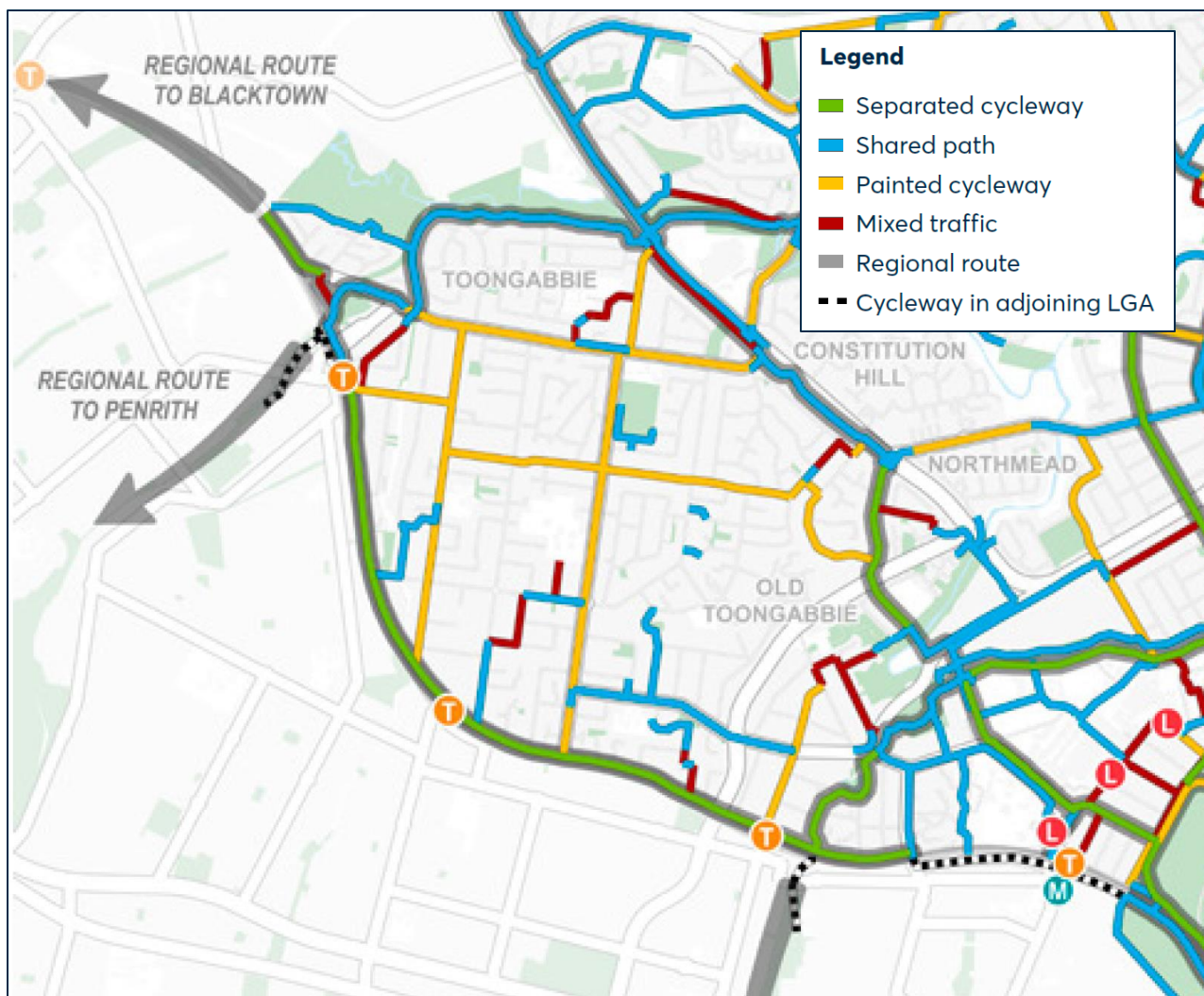
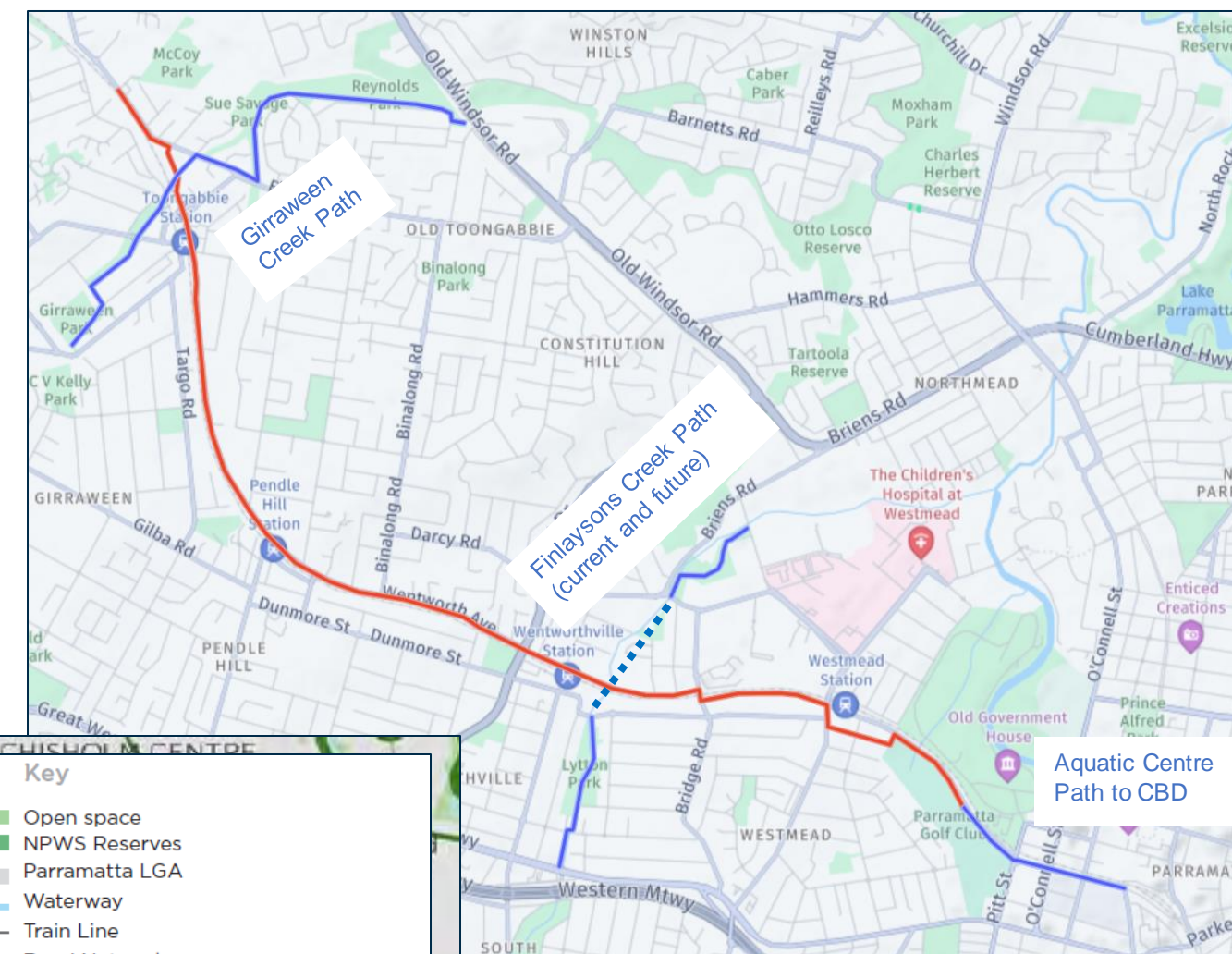
# **Toongabbie to Westmead Pedestrian and Cyclist Corridor Study Community Information Package**

**Background**



# Strategic Context - Council

- Identified in Bike Plan 2024 and Parramatta Ways 2017
- Connects Girraween Creek (existing) to Finlaysons Creek (existing south of Rail line and Milson Park, plans for connecting the two), then into Westmead, Westmead Metro and Parramatta Aquatic Centre.

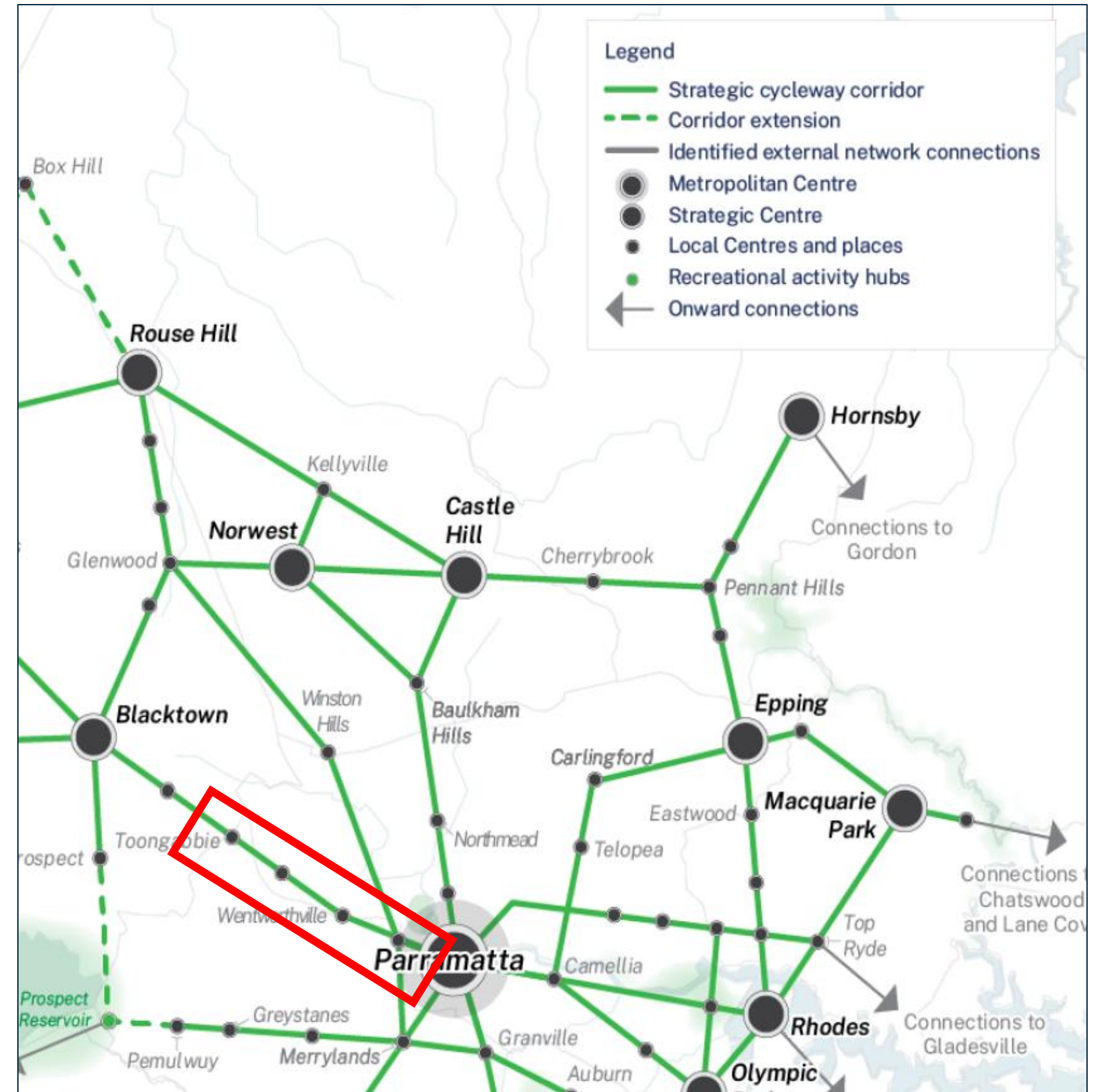


# Strategic Context – NSW Government

- Transport for NSW (TfNSW) Strategic Cycleways Corridors
  - One of 5 “immediate opportunities” in the Central City



- Regional Green Grid
  - Blacktown Creek and Rail Corridor



# Corridor Study Detailed Analysis



# What is a Pedestrian and Cyclist Corridor?

- The corridor is a long, regional pedestrian and cyclist route that also services local walking and riding trips.
- Infrastructure is proposed that will prioritise the time, safety and amenity of pedestrians and cyclists, this can include:
  - Paths (pedestrian, cyclist, shared), bridges and boardwalks,
  - Raised priority crossings, refuge islands, missing pedestrian legs at intersections,
  - Landscaping, water fountains, bike parking and other supporting infrastructure.

## Parameters

- Must meet TfNSW objectives, Austroads guidance and Australian Standards.
- Separate pedestrians and cyclists where possible on the main alignment.
- Where possible retain parking spaces where they are used by the community, especially at stations.
- Retain existing trees where possible and identify opportunities for new trees.
- Minimise kerb, utilities and stormwater adjustments.
- Retain existing traffic circulation where possible.
- Increase permeability to, and across rail corridor.
- Be a net positive contributor to the public domain.
- Retain heavy vehicle access between Burrabogee and Cumberland Highway.
- Propose mutually beneficial and self-reinforcing Local Area Traffic Management solutions.
- Work collaboratively with Cumberland Council.

# Concept Plans

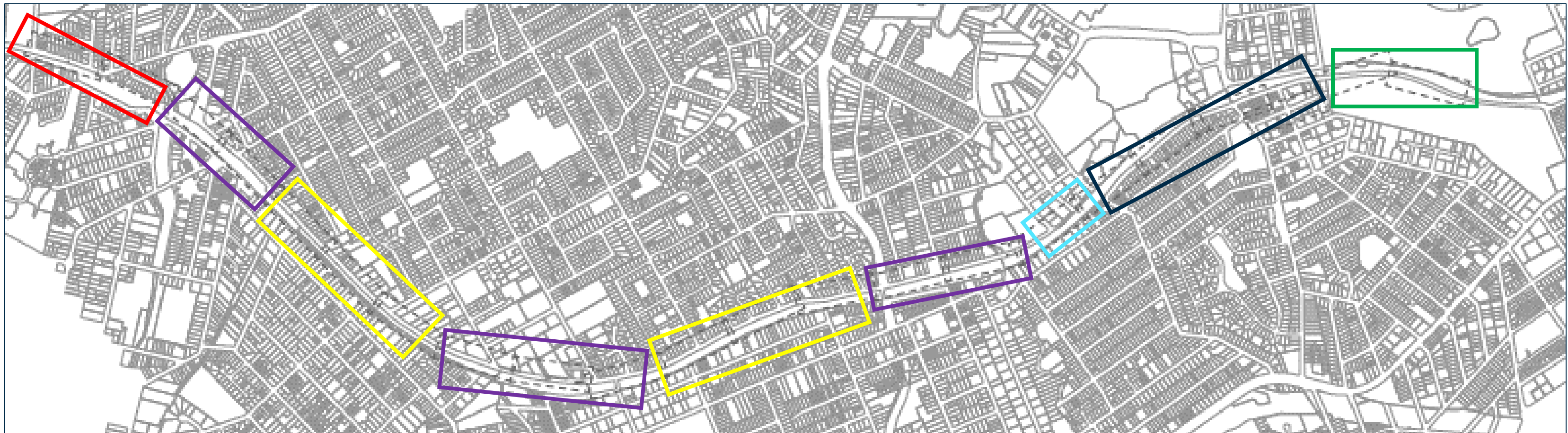


# Sections

The corridor is almost 6.5km long and varies greatly in space and character.

The corridor can be broken down into the following typologies.

- McCoy – local in nature, local shops and low density residential.
- Stations – busy activity centres, parking in higher demand.
- Between Stations – low density residential.
- Bridge Road – high density, very narrow street.
- Alexandra Ave / Bailey Street (Cumberland Council see <https://haveyoursay.cumberland.nsw.gov.au/westmead-south-masterplan-2023>)
- Parramatta Park – park edge, busy street with large proportion of buses.





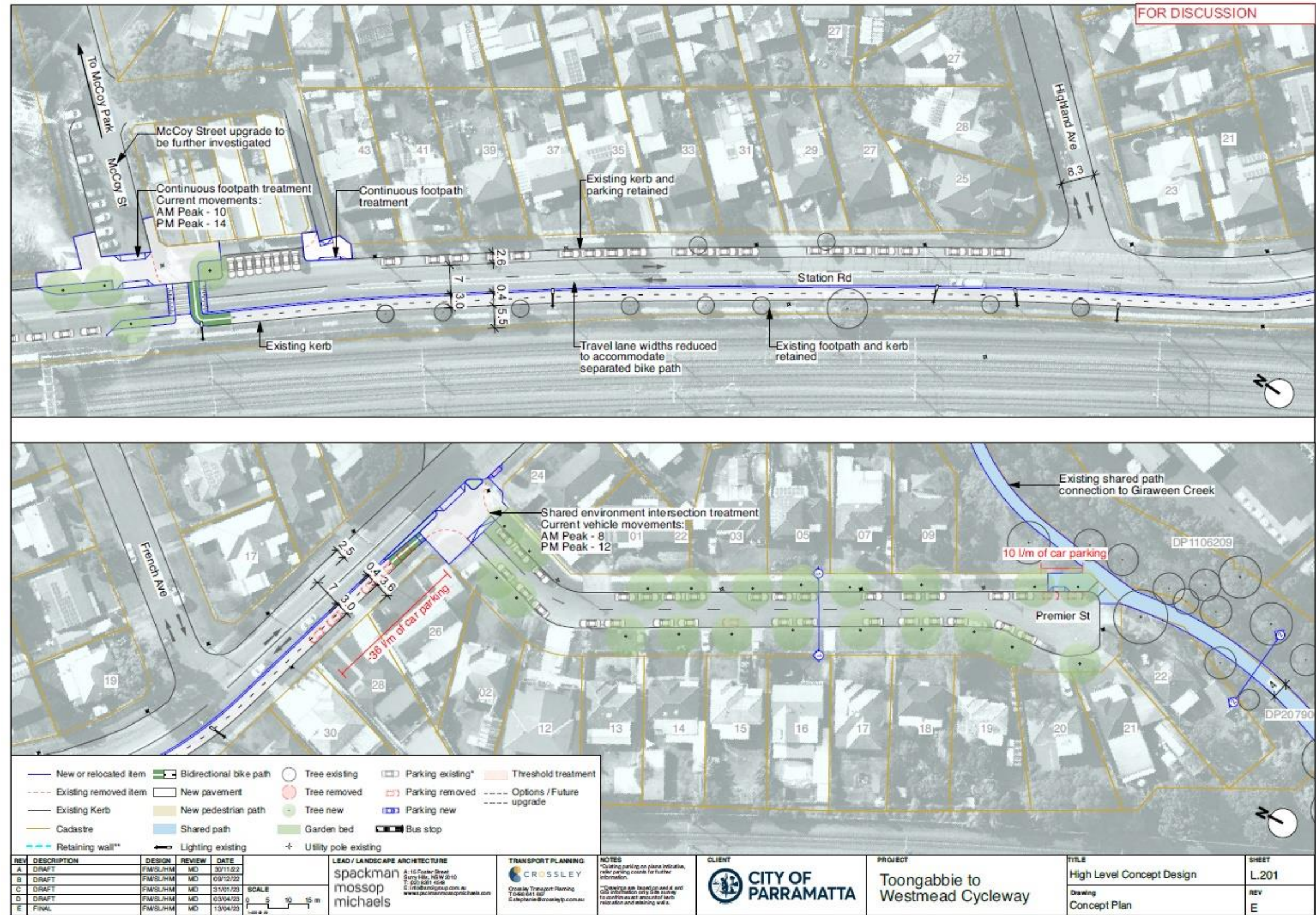
# McCoy

## Station Rd

- Raise existing painted crossing.
- Potential public domain improvements at shops.
- 5 parking spaces (peak use 2) on south near Premier St re-purposed, parking available to the east and on Premier St around the corner.
- Additional planting between footpath and bike path.

## Premier St

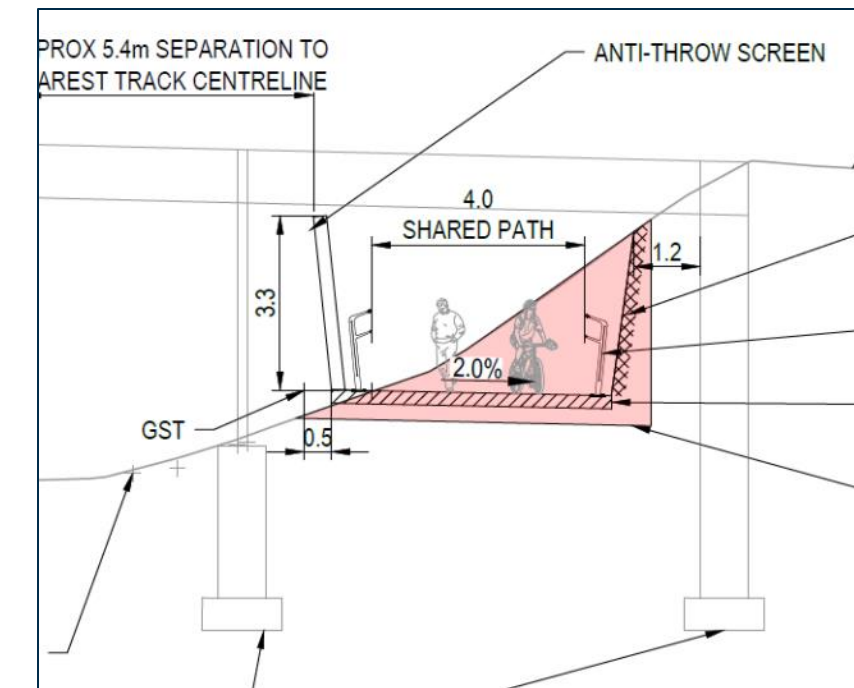
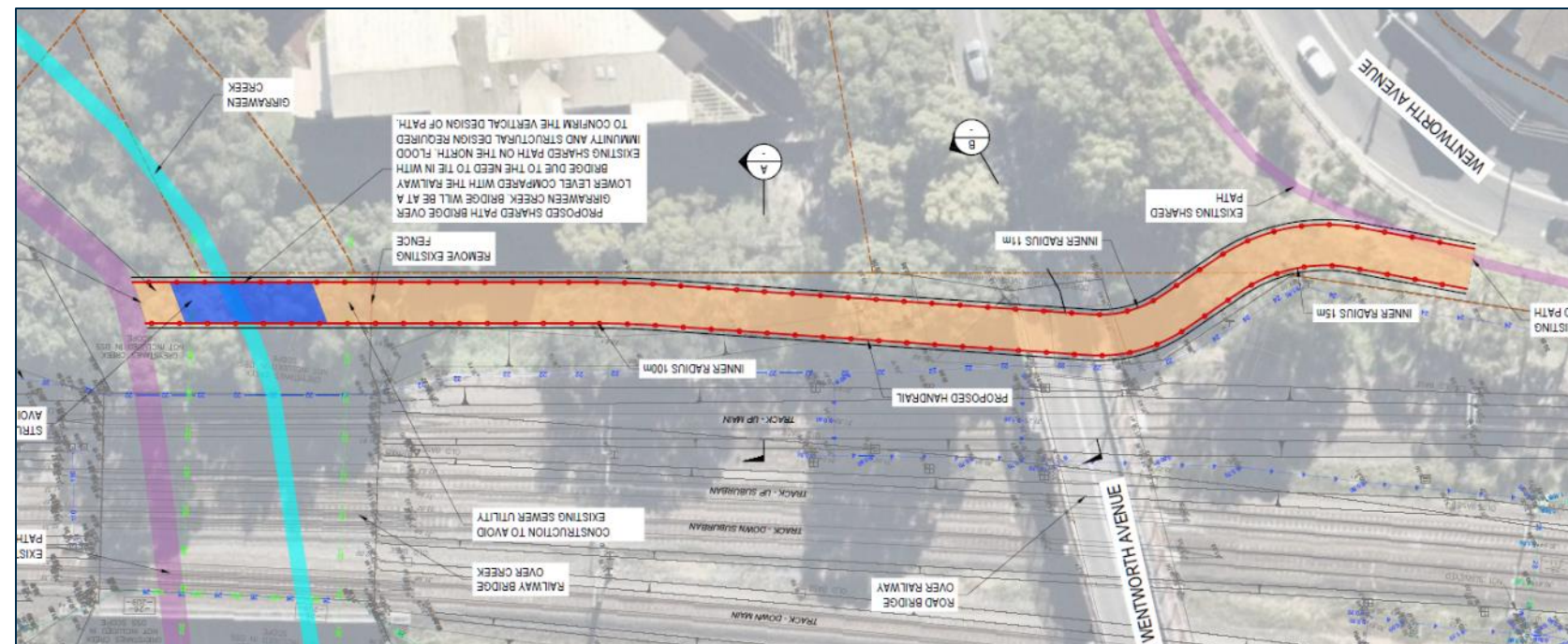
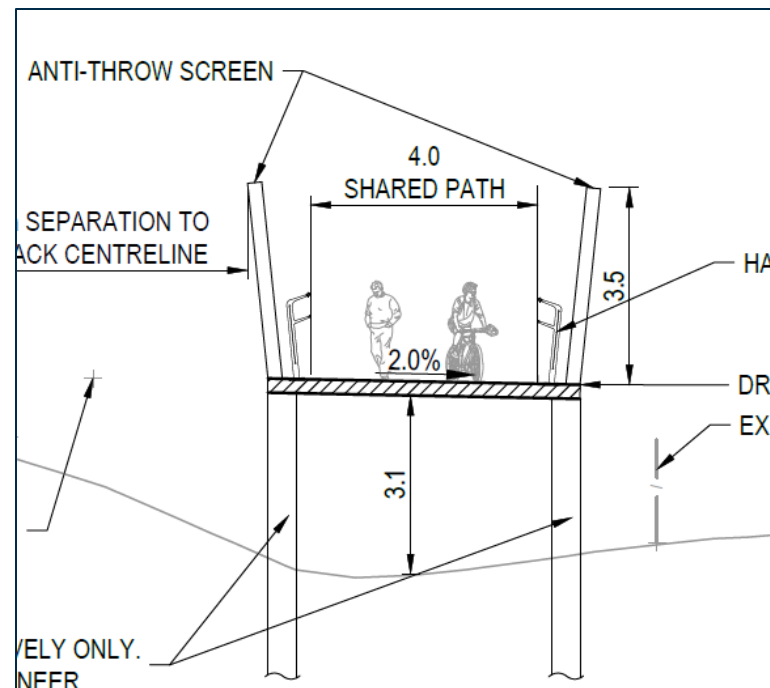
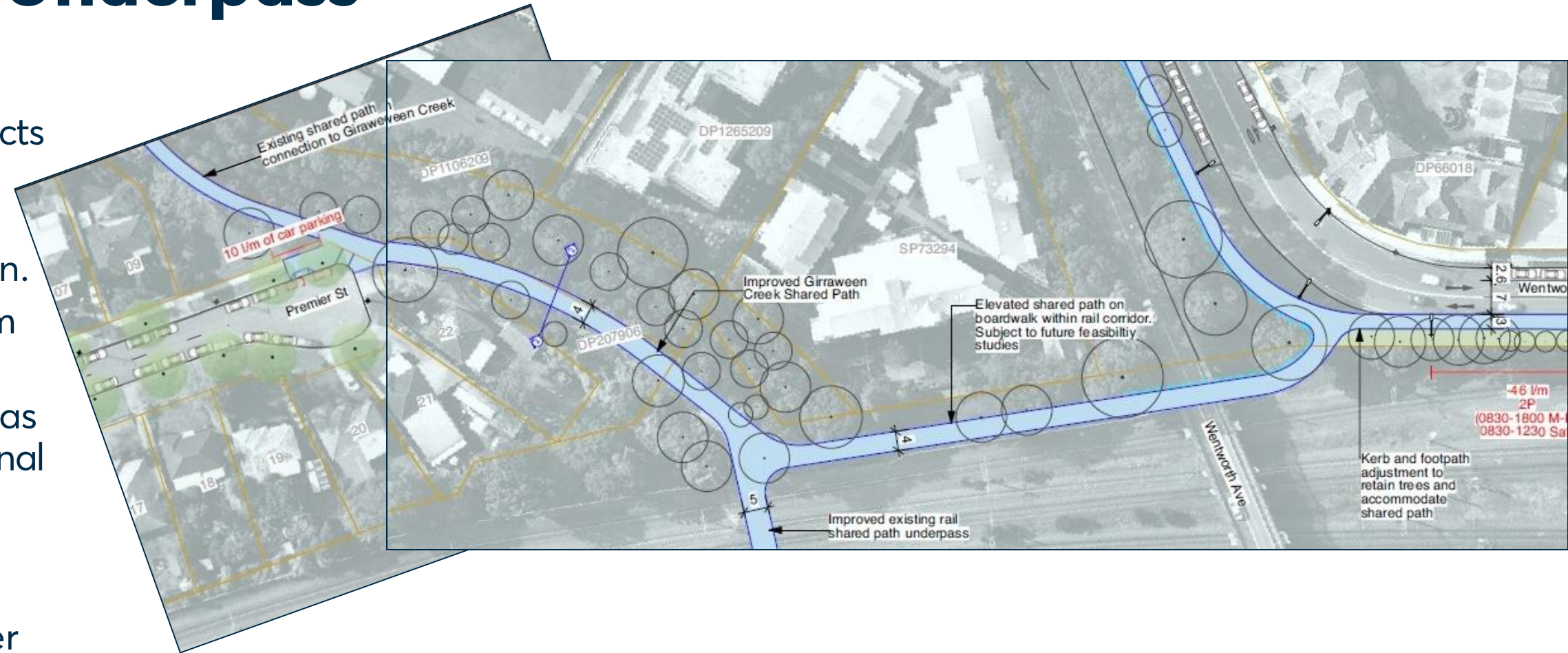
- 50 available spaces.
- Greatest use is 16 @ 3pm.
- Proposing to re-purpose 3 spots to improve access to Girraween Creek.



# Wentworth Avenue Underpass

## Wentworth Ave

- Underpass within rail corridor, connects to Girraween Creek path.
- Girraween Creek path will need upgrade as regional link to Blacktown.
- Avoids 600m diversion via Fitzwilliam Rd roundabout.
- Significant benefit for rail customers as well as shorter distance for recreational / commuter pedestrians and cyclists.
- 2 options were investigated, and Sydney Trains has issued conditional Gate 0 approval for boardwalk as per below.

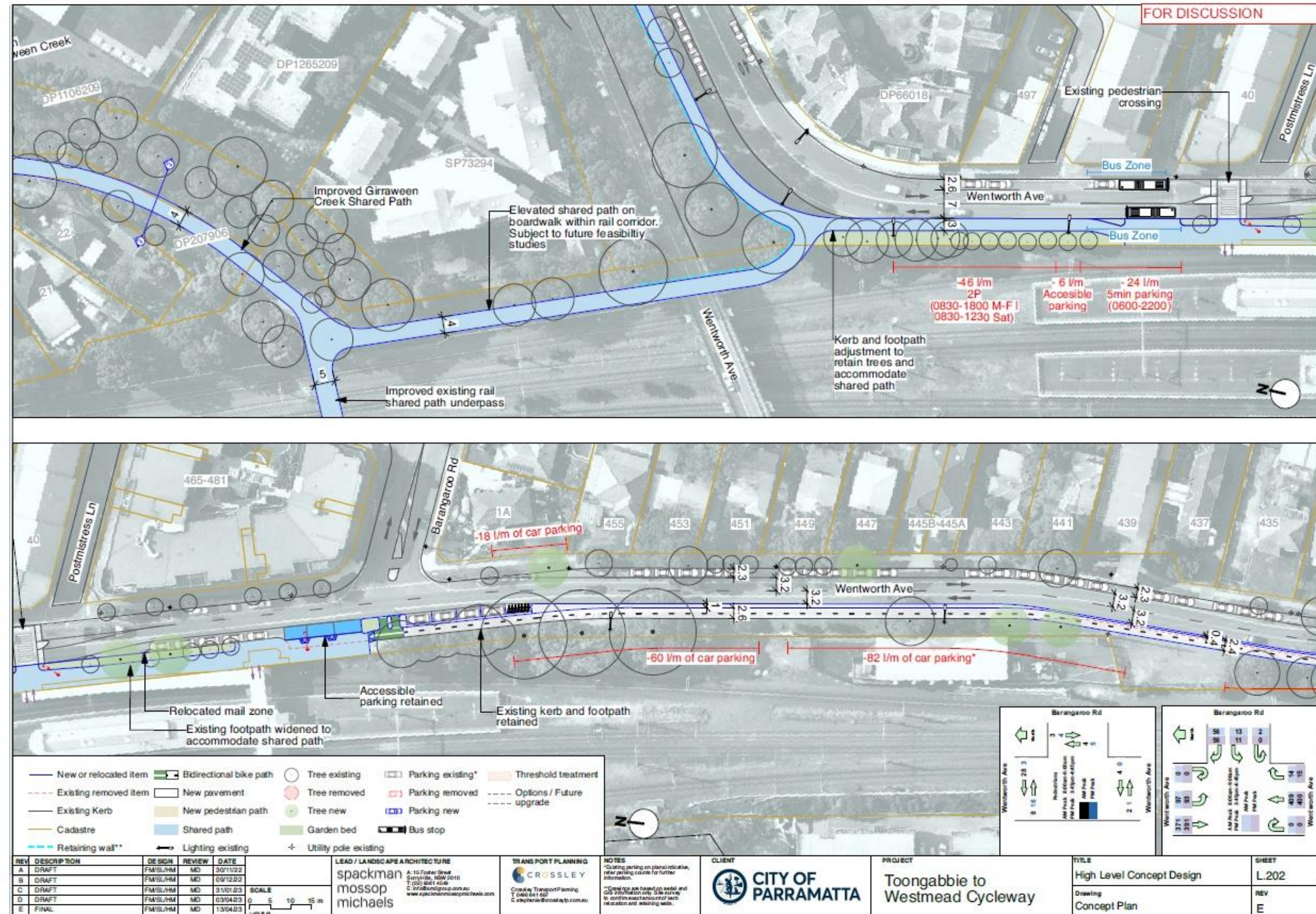


# Toongabbie

## Toongabbie Station

- Wide shared path between bridge and station retains stand of large trees.
- South of Barangaroo Rd bike path on west, footpath on east.
- Disabled parking retained.
- Outside of station, path on south-west side replaces 1 lane of parking on Wentworth Ave, (re-purpose approx 15 spaces).

- Parking retained on east between station and bridge.
- Parking retained on west between Postmistress Ln and Barangaroo Rd.
- Demand is for 200 unrestricted spaces in the area, approx 300 are retained in proposal (see detail next page).
- 2P, 1/4P, Accessible, Kiss and Ride on Wentworth Ave and side streets could be expanded to support local businesses.



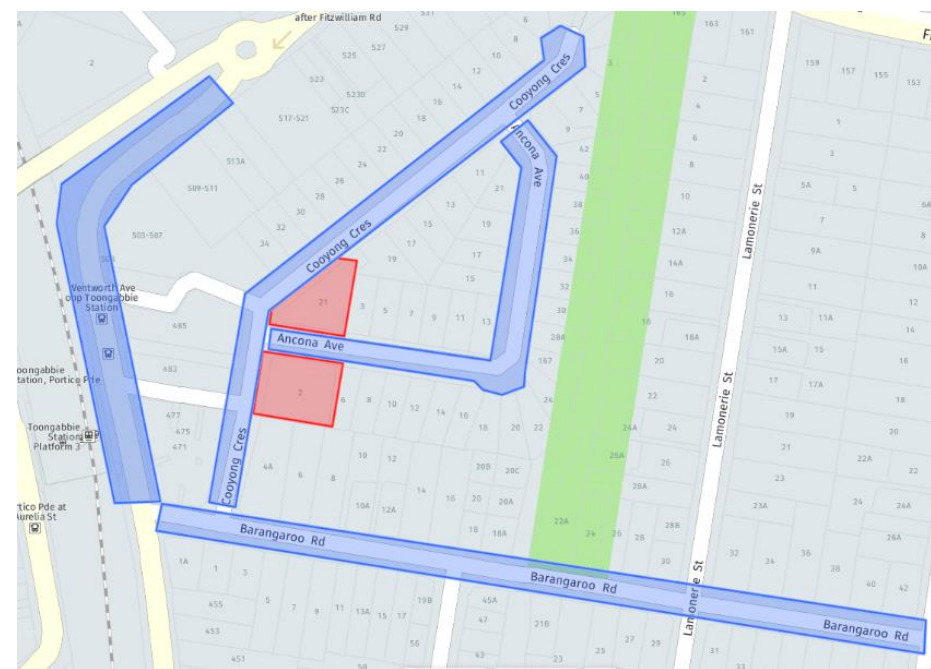
# Toongabbie Station parking

## Parking

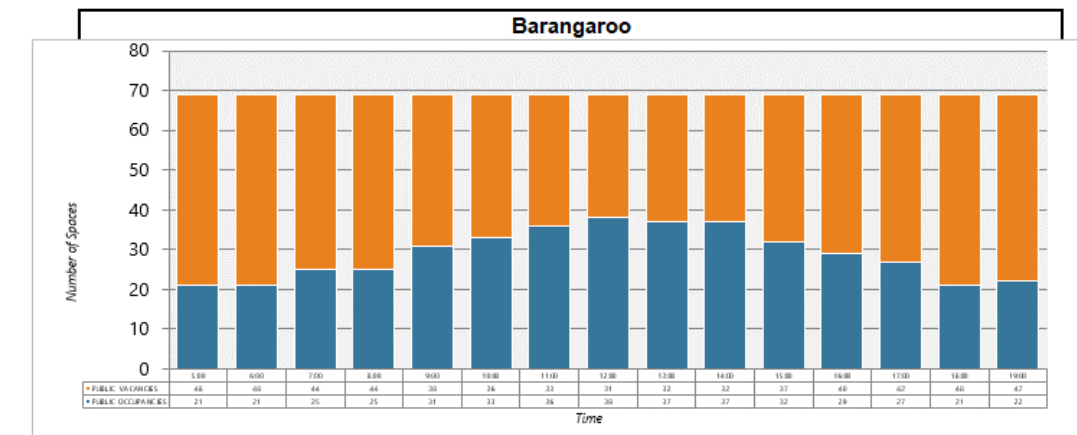
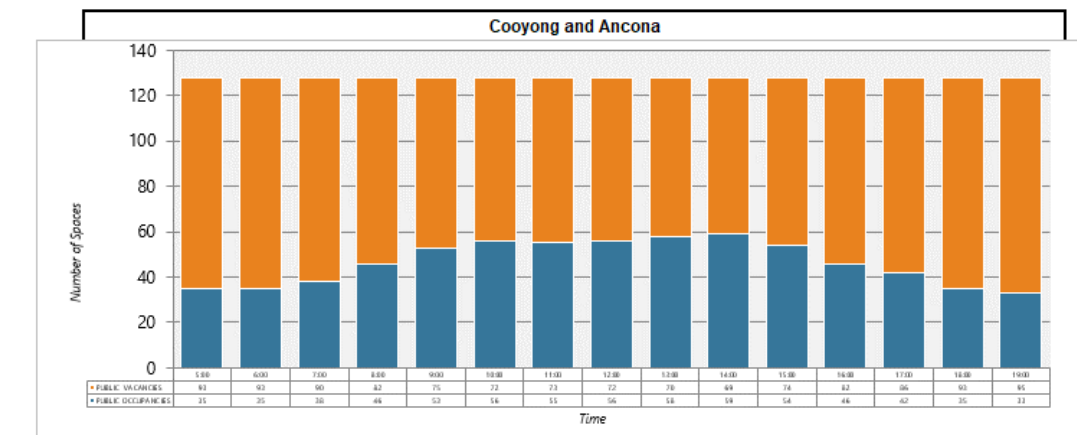
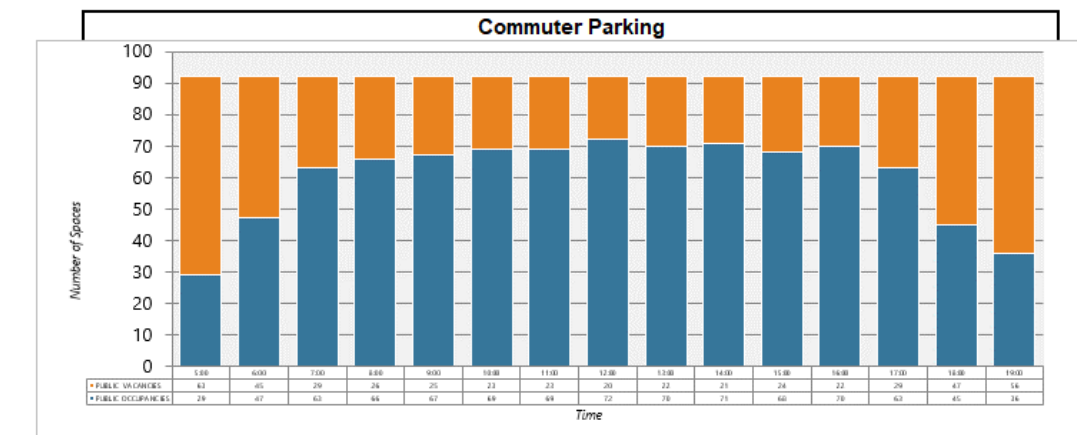
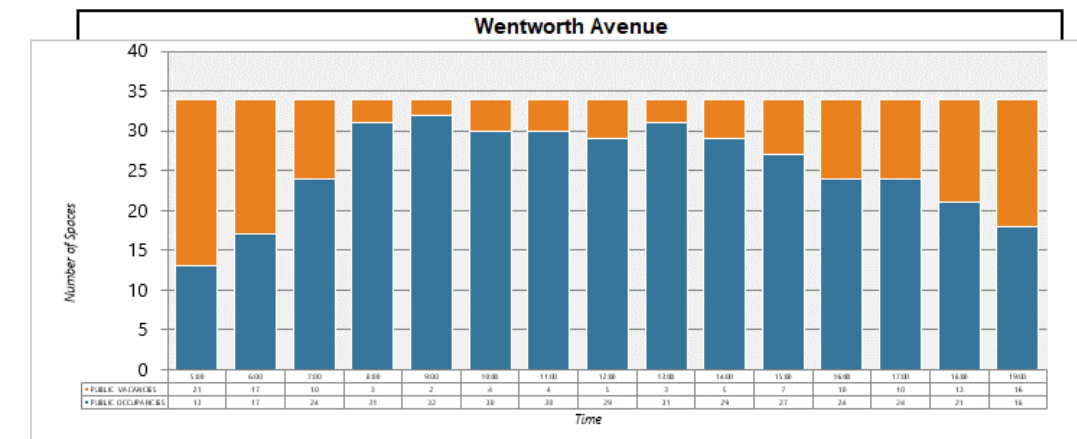
- 326 spaces available in the precinct
- Peak use of 202 @ early afternoon
- Proposing to re-purpose the following spaces (highlighted in green below)
  - Between pedestrian crossing and the bend (west), night ride bus to stop in lane.
  - Between Postmistress Ln and Barangaroo Rd (east)



## Parking survey locations



## Current parking utilisation



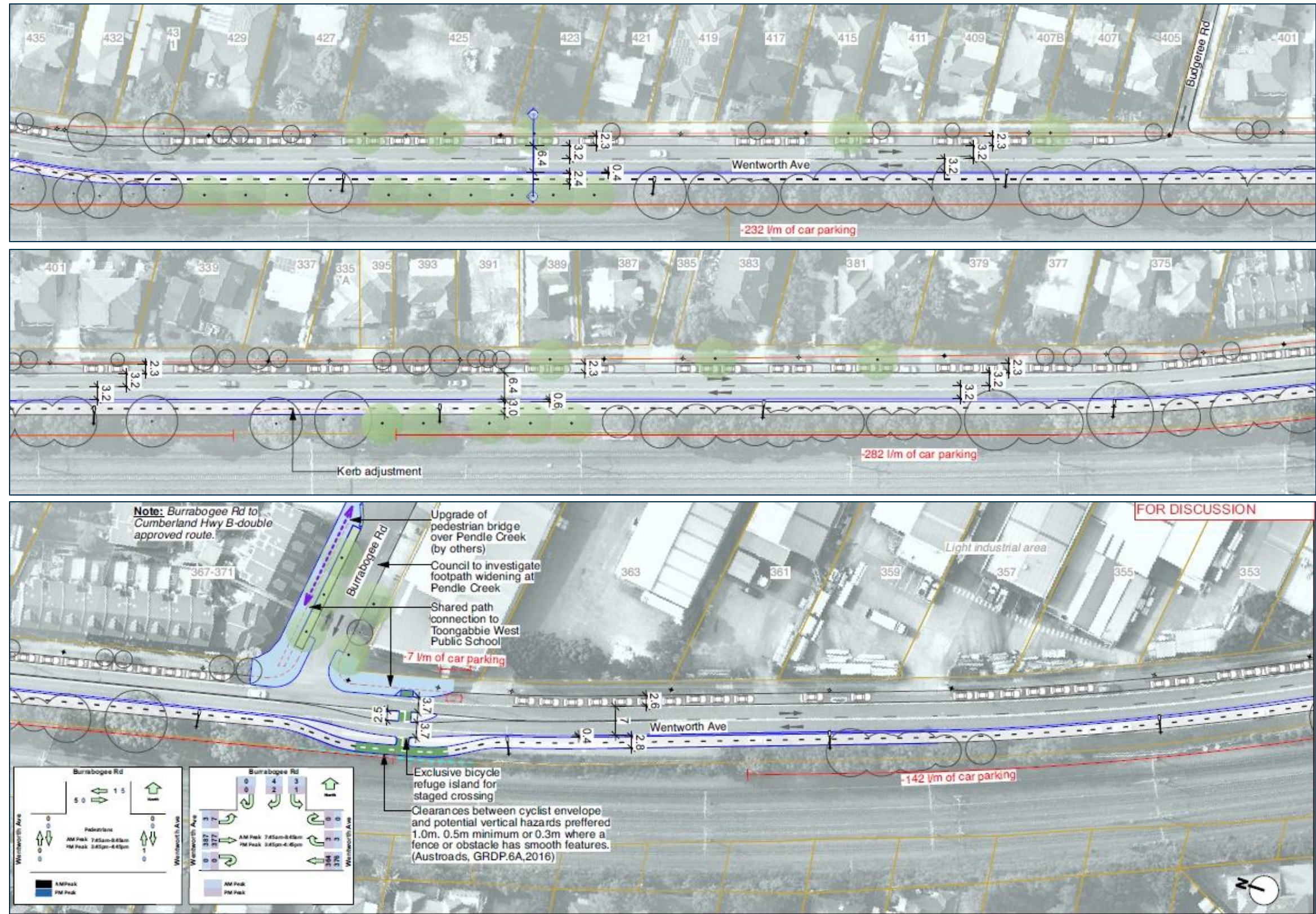
# Between Stations (Toongabbie to Pendle Hill)

## Wentworth Ave (Barangaroo Rd to Pendle Hill commuter parking)

- Uses predominantly empty western parking lane.
- 322 available spaces (141 east, 181 west).
- Greatest use is 97 @ 2pm.
- A majority of the kerb and gutter is retained along with mature trees.

## Burrabogee Rd

- Refuge crossing of Wentworth Ave.
- Shared path for connection to Toongabbie West Public.



# Pendle Hill

## Wentworth Ave

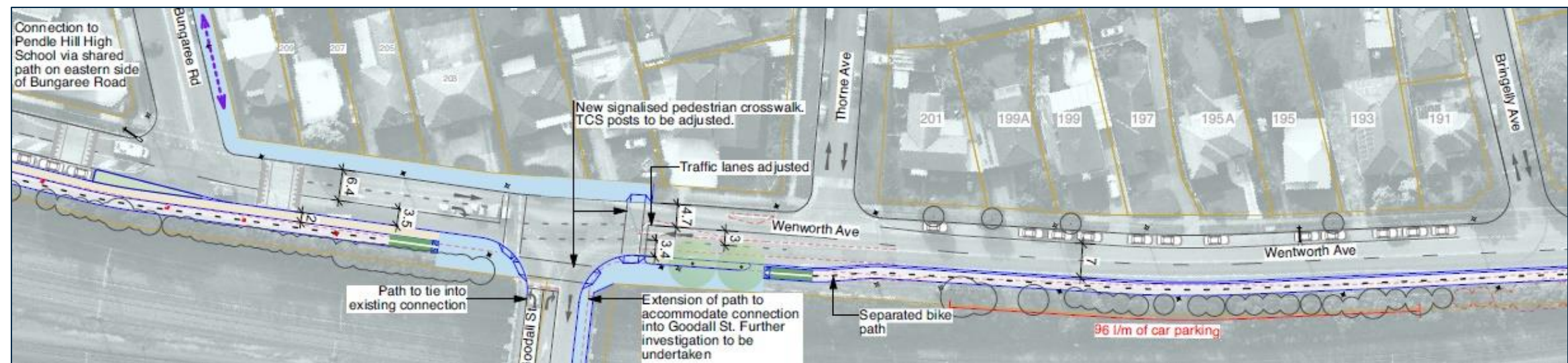
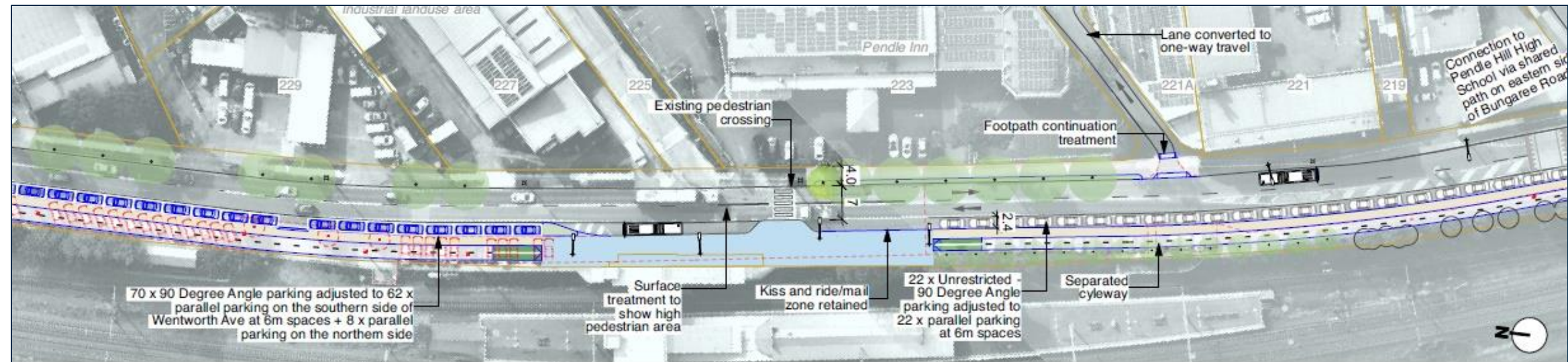
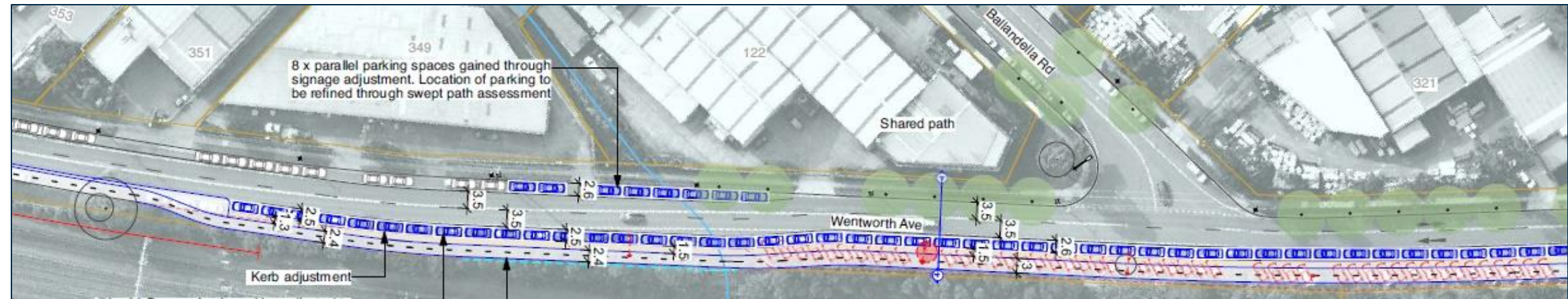
- Commuter parking retained by switching to parallel.
- Separate pedestrian/bike path on rail side.
- Some power pole adjustments.

## Bungaree Rd

- Shared path on eastern side for connection to Pendle Hill High.

## Goodall St

- Eastern leg added to signals.
- Potential to improve connection over rail line in the future.
- South-east of lights, footpath on north, bike path on south.



# Between Stations (Pendle Hill to Cumberland Highway)

## Wentworth Ave (Goodall St to Cumberland Hwy)

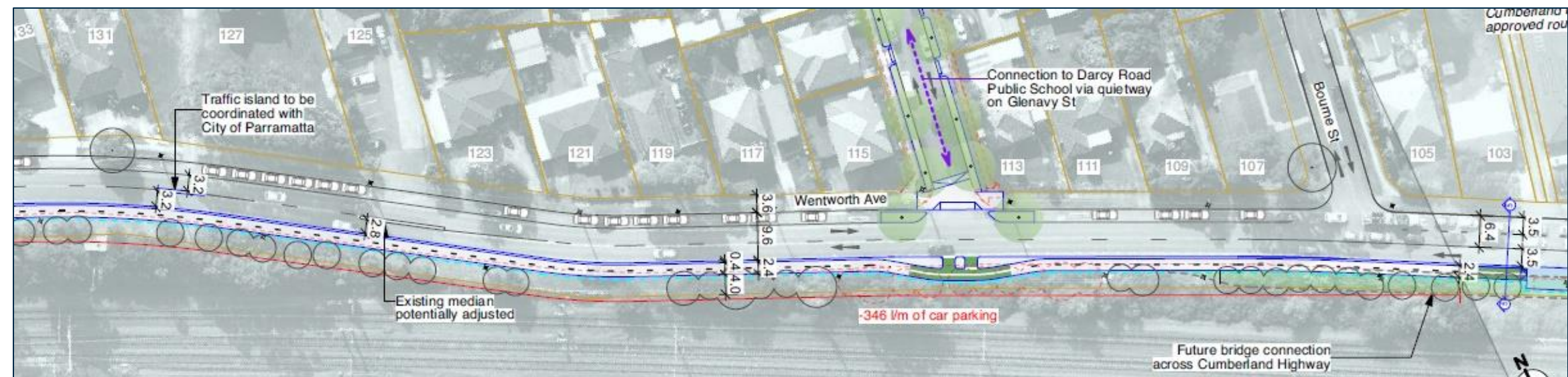
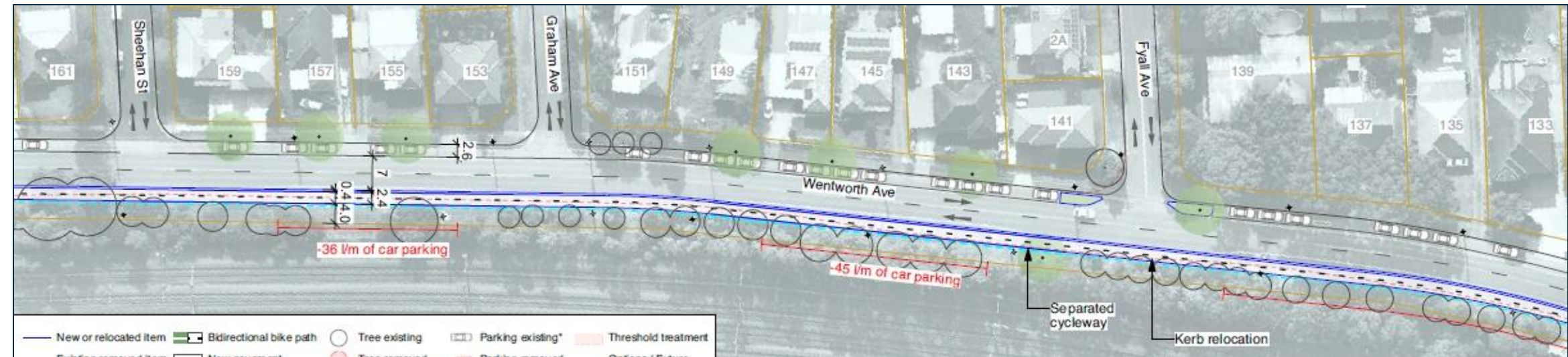
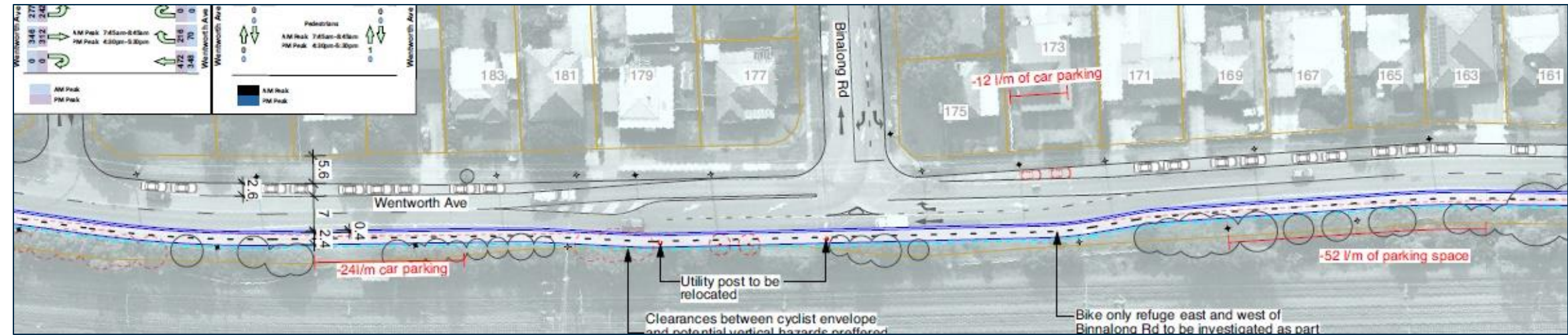
- Uses predominantly empty southern parking lane.
- 167 available spaces (79 north, 88 south).
- Greatest use is 29 @ 2pm.

## Binnalong Rd

- By-passes intersection, retains current layout.

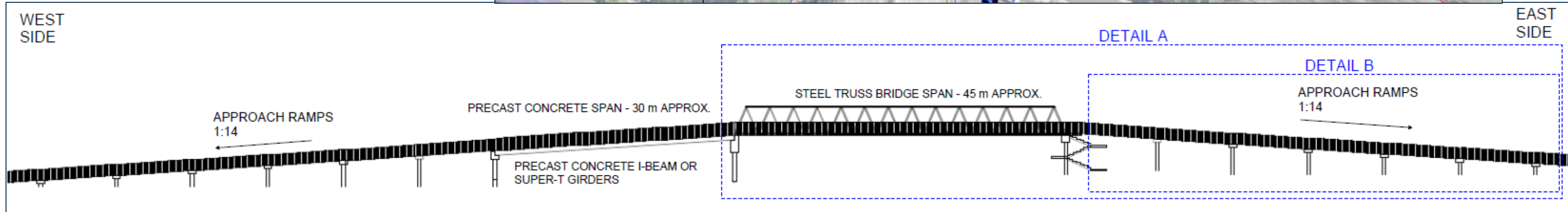
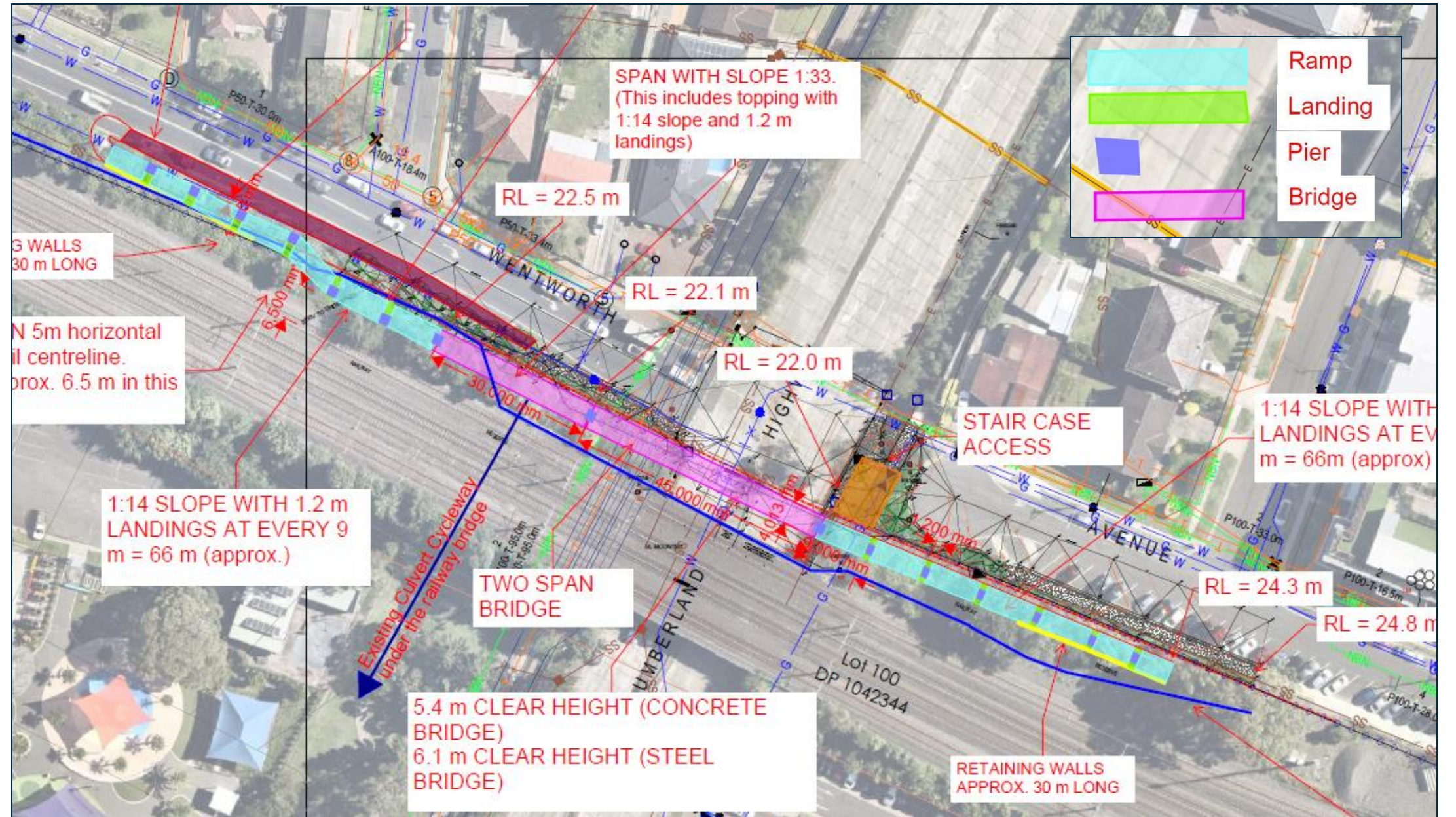
## Glenavy St

- Quiet local street to connect to Darcy Street Public.



# Cumberland Highway Overbridge

- Pedestrian and cyclist bridge proposed due to challenging access, amenity, safety and time.
- 4m wide due to Sydney Trains requirements.
- Single 45m span over Cumberland Hwy and creek culvert.
- Back span over path culvert.
- Concrete approach ramps each side.
- Potential additional stair access on eastern side.
- Sydney Trains has issued conditional Gate 0 approval for this concept design.



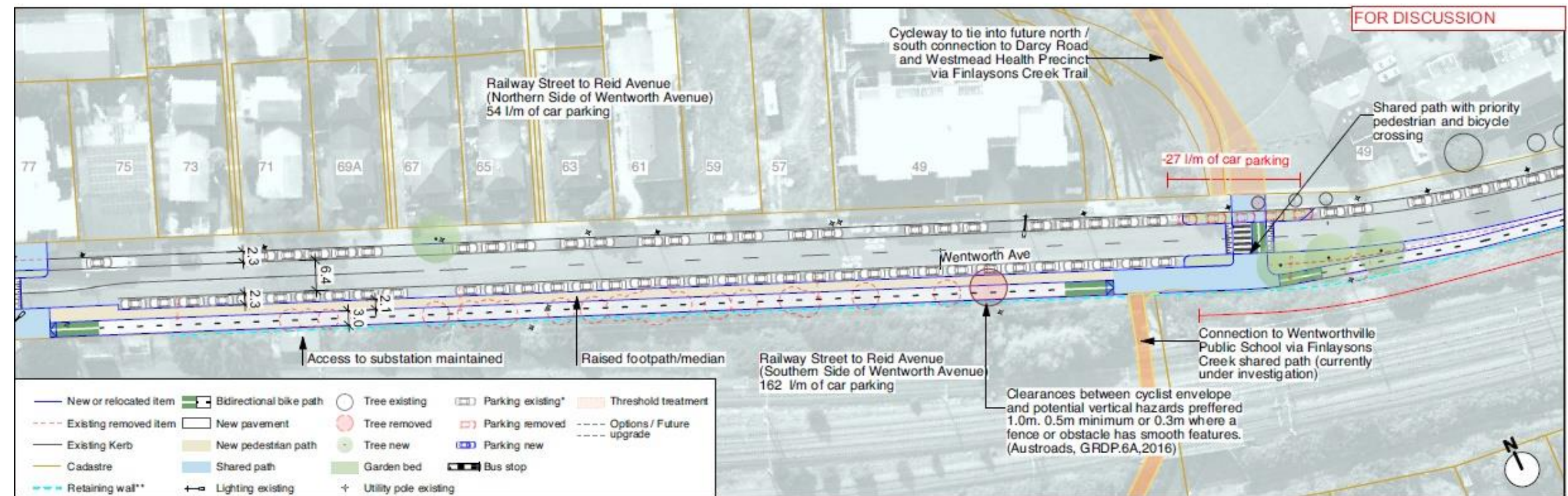
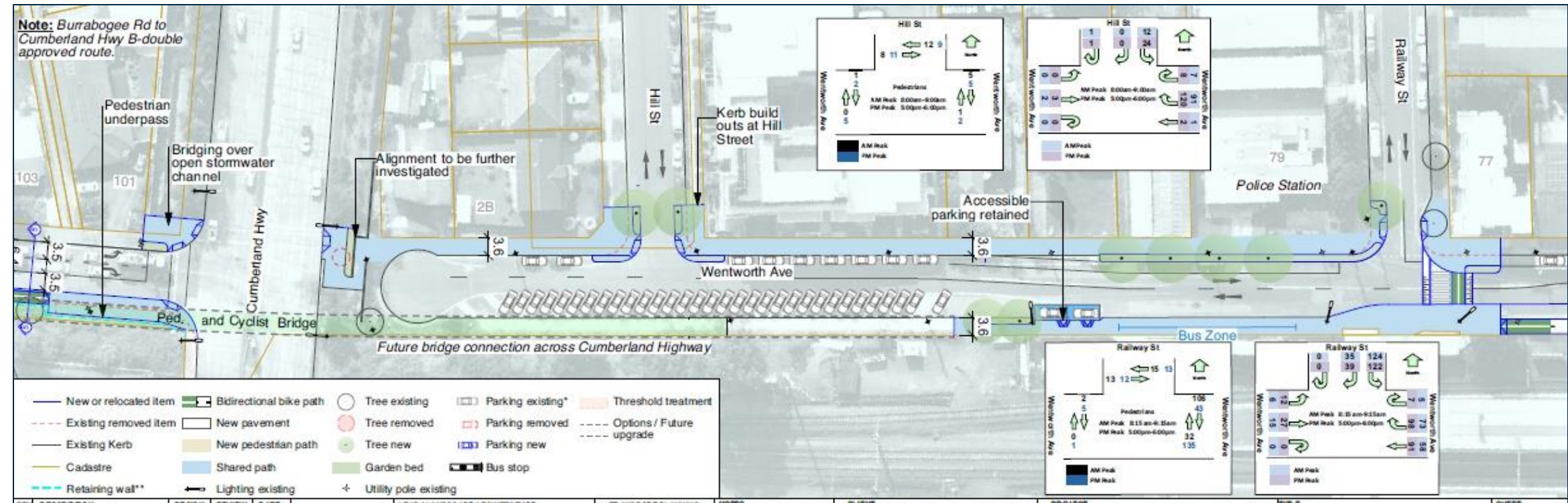


# Wentworthville Station

## Wentworth Ave

- 174 available spaces.
- 73 north, 101 south.
- Greatest use is 127 @ early evening.
- Re-purposing 45 spots (majority east of Finlaysons Creek).
- Current occupancy allows for spaces to be re-purposed as adjacent streets have additional 75 surplus spaces where vehicles can park.

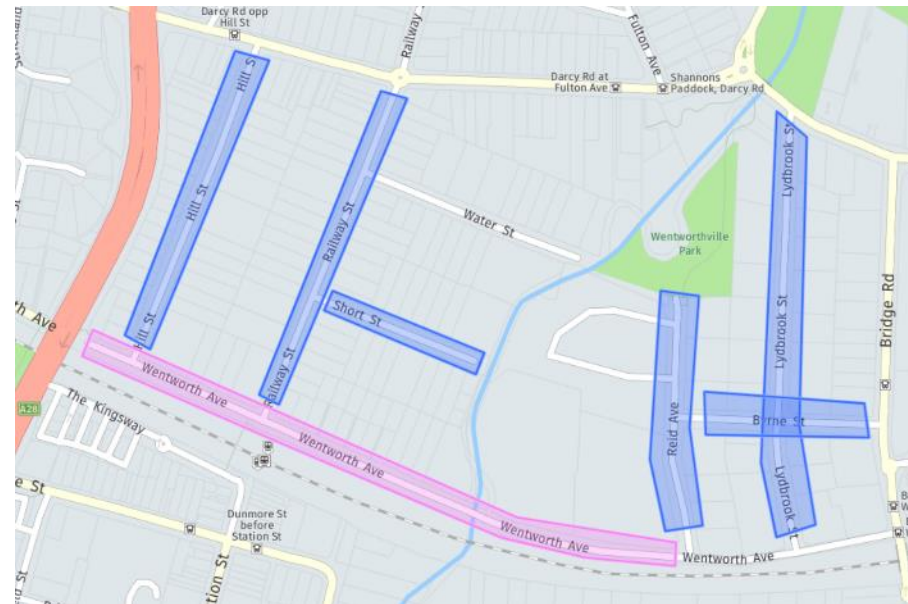
NOTE: parking removal within 1km of Wentworthville Station will require approval by TfNSW.



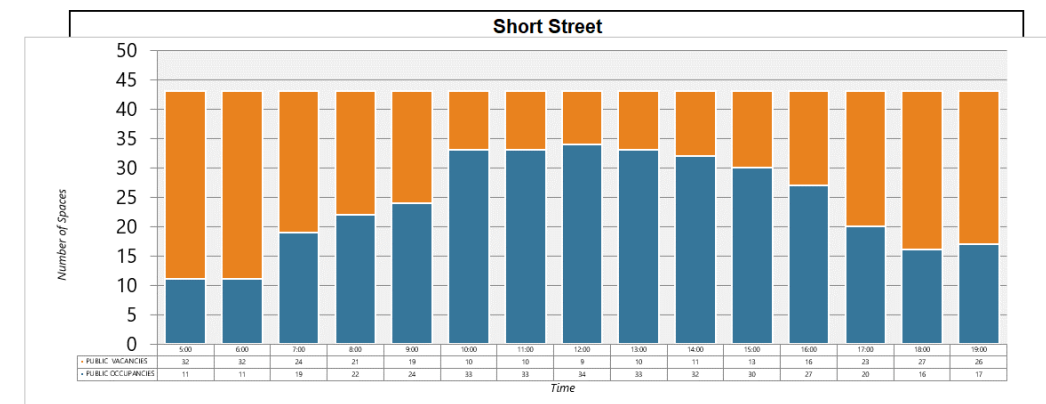
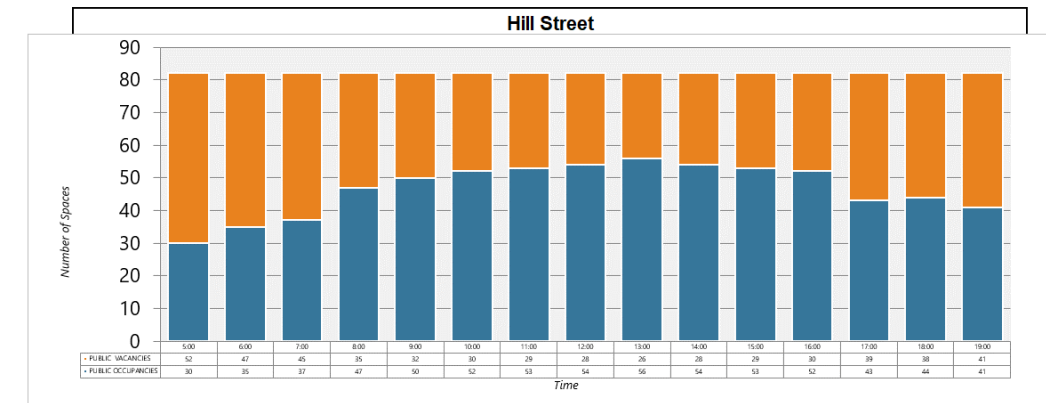
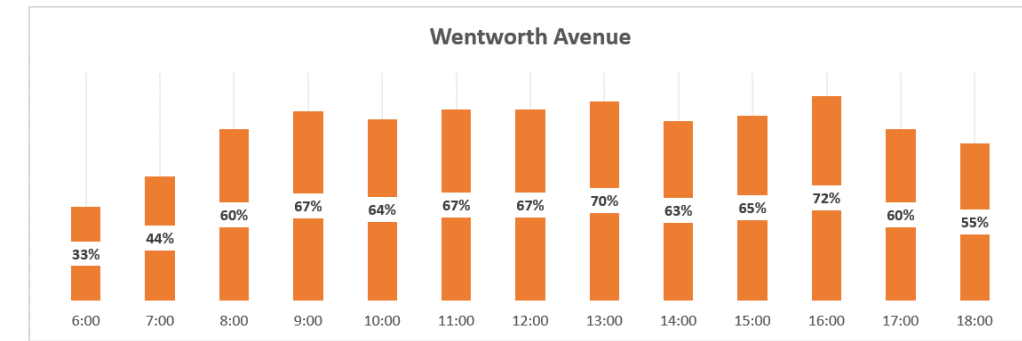
# Wentworthville Station parking – Part 1

## Parking

- 367 spaces west of Reid Ave – 328 are unrestricted.
- Only Wentworth Ave (32 spaces) and Railway St (7 spaces) have time limited spots.
- Greatest use is 259 @ early afternoon
- On each street, the peak utilisation is
  - Wentworth Ave – 125 out of 174
  - Railway St - 46 out of 68
  - Hill St - 54 out of 82
  - Short St - 34 out of 43.



## Current parking utilisation

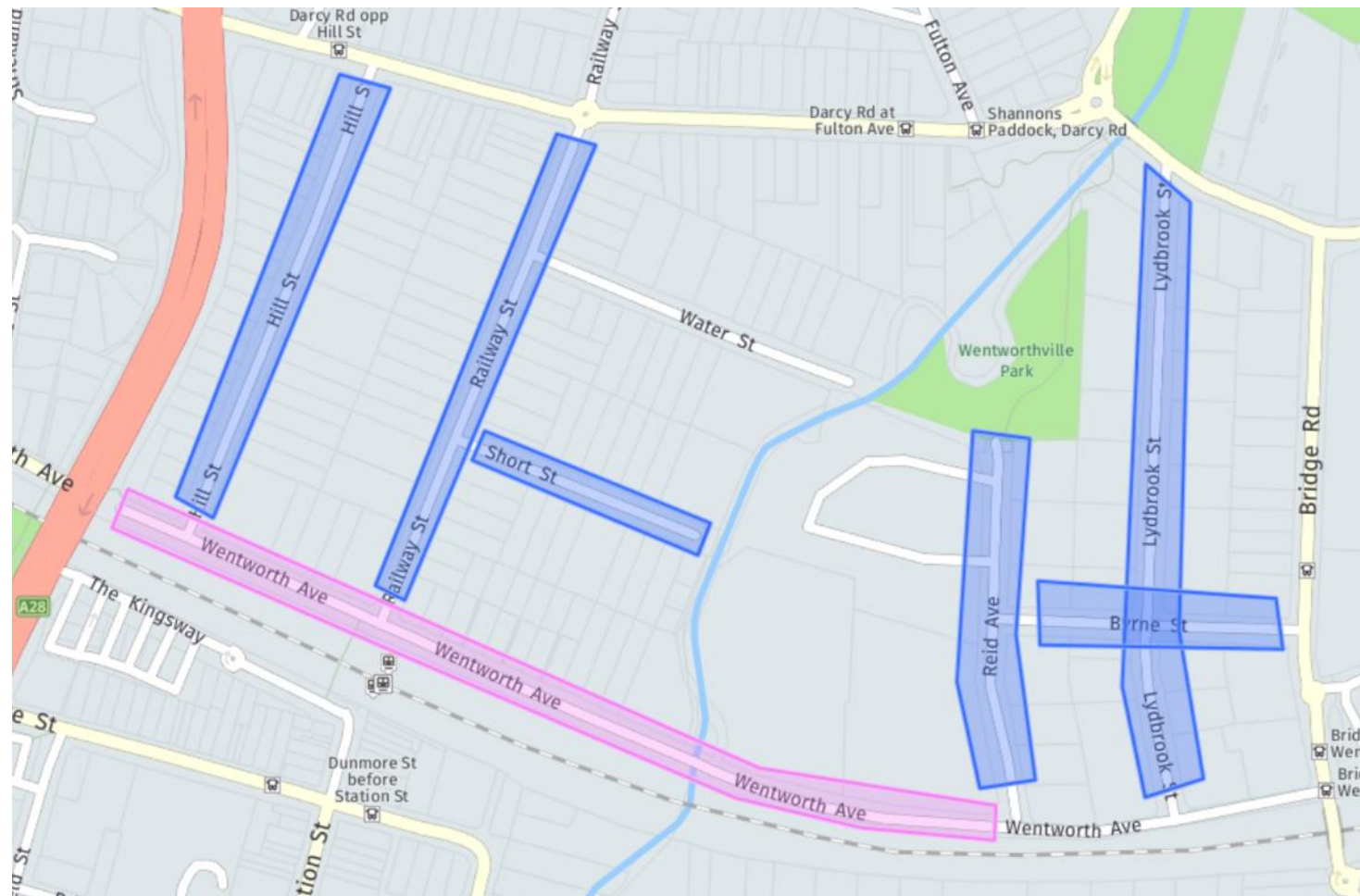


|                     |                    |                                |     |     |     |     |     |     |     |     |     |     |     |     |    |    |
|---------------------|--------------------|--------------------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|----|----|
| North               | Barrier to Hill    | Unrestricted                   | 2   | 2   | 2   | 2   | 2   | 2   | 2   | 2   | 2   | 2   | 2   | 2   | 2  |    |
|                     | Hill to Railway    | 2P (0800-1800 M-F)             | 9   | 3   | 3   | 2   | 7   | 8   | 6   | 7   | 6   | 5   | 5   | 7   | 9  | 10 |
|                     |                    | 1/2P                           | 5   | 1   | 1   | 1   | 4   | 4   | 2   | 1   | 2   | 3   | 3   | 6   | 3  | 5  |
|                     | Railway to Reid    | No Stopping (Police Vehicles)  | 0   | 2   | 2   | 1   | 1   | 0   | 1   | 2   | 2   | 1   | 1   | 2   | 0  | 0  |
|                     |                    | 1/4P (0800-1800 Mon-Sat)       | 1   | 0   | 0   | 3   | 1   | 1   | 2   | 1   | 1   | 1   | 1   | 1   | 3  | 0  |
| South               | Barrier to Railway | 2P (0830-1800 M-F   0830-1230) | 9   | 4   | 3   | 4   | 7   | 5   | 5   | 6   | 8   | 6   | 6   | 5   | 7  | 8  |
|                     |                    | Unrestricted                   | 47  | 19  | 23  | 26  | 27  | 25  | 30  | 32  | 30  | 26  | 26  | 28  | 21 | 19 |
|                     | Railway to Reid    | Unrestricted                   | 30  | 8   | 20  | 30  | 30  | 30  | 30  | 30  | 30  | 30  | 30  | 30  | 28 | 22 |
|                     |                    | Handicap Parking               | 2   | 0   | 0   | 0   | 0   | 1   | 1   | 1   | 1   | 1   | 2   | 2   | 2  | 2  |
|                     |                    | Handicap Parking               | 2   | 0   | 0   | 0   | 1   | 1   | 1   | 1   | 1   | 0   | 1   | 2   | 1  | 1  |
|                     | Barrier to Hill    | No Stopping (Kiss n Ride)      | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0  | 0  |
|                     |                    | 2P (0830-1800 M-F   0830-1230) | 7   | 2   | 4   | 6   | 6   | 4   | 6   | 4   | 7   | 6   | 6   | 7   | 6  | 6  |
| Unrestricted        |                    | 60                             | 16  | 18  | 30  | 30  | 30  | 31  | 30  | 32  | 29  | 30  | 33  | 23  | 21 |    |
| Total               |                    | 174                            | 57  | 76  | 105 | 116 | 111 | 117 | 117 | 122 | 110 | 113 | 125 | 105 | 96 |    |
| Unoccupied          |                    | 117                            | 98  | 69  | 58  | 63  | 57  | 57  | 52  | 64  | 61  | 49  | 69  | 78  |    |    |
| Percentage Occupied |                    | 33%                            | 44% | 60% | 67% | 64% | 67% | 67% | 70% | 63% | 65% | 72% | 60% | 55% |    |    |

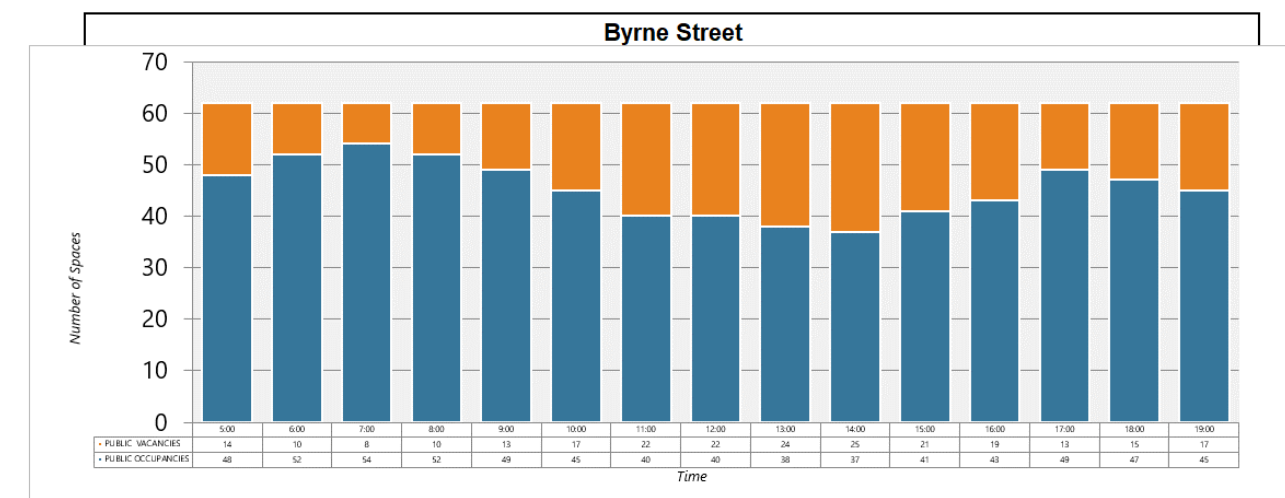
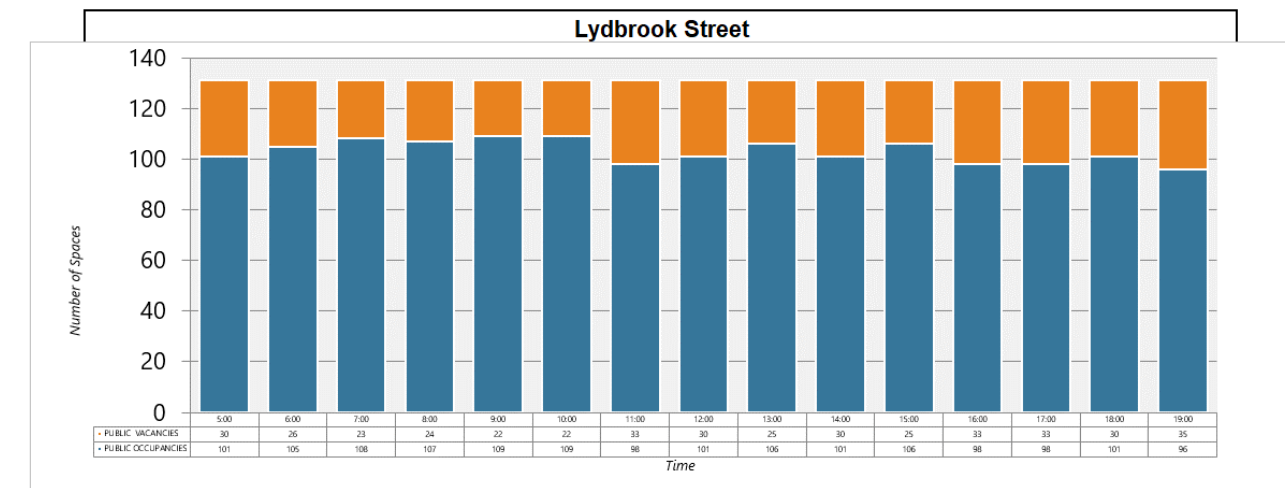
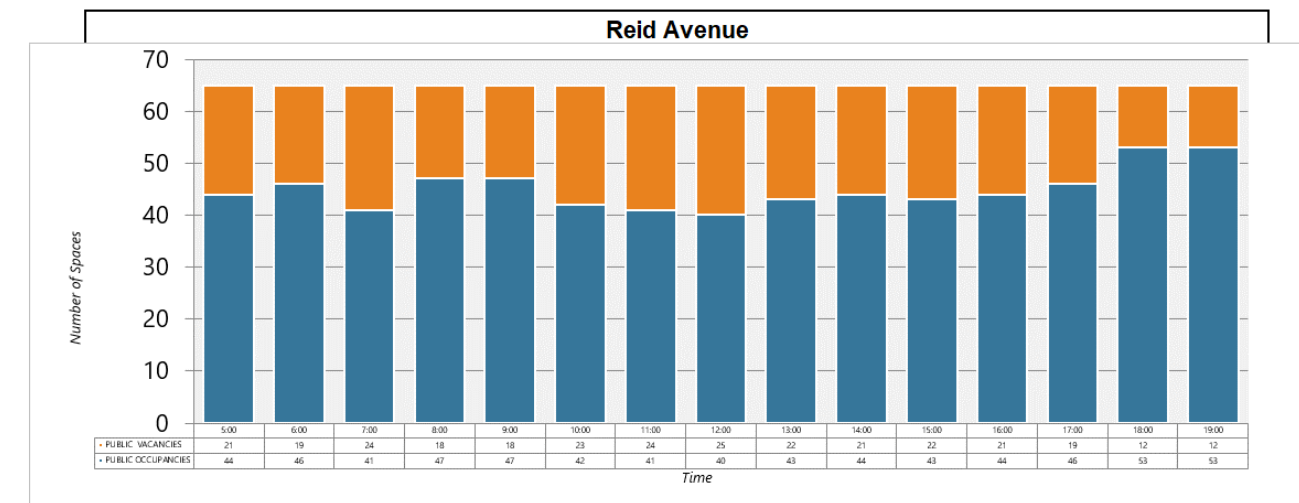
# Wentworthville Station parking – Part 2

## Parking

- 258 spaces east of (and inclusive of) Reid Ave, all unrestricted.
- Peak parking demand varies across the day, but is 200-220 in the morning and afternoon.
- On each street, the peak utilisation is
  - Reid Ave - 53 out of 65
  - Lydbrook St - 109 out of 131
  - Byrne St - 54 out of 62



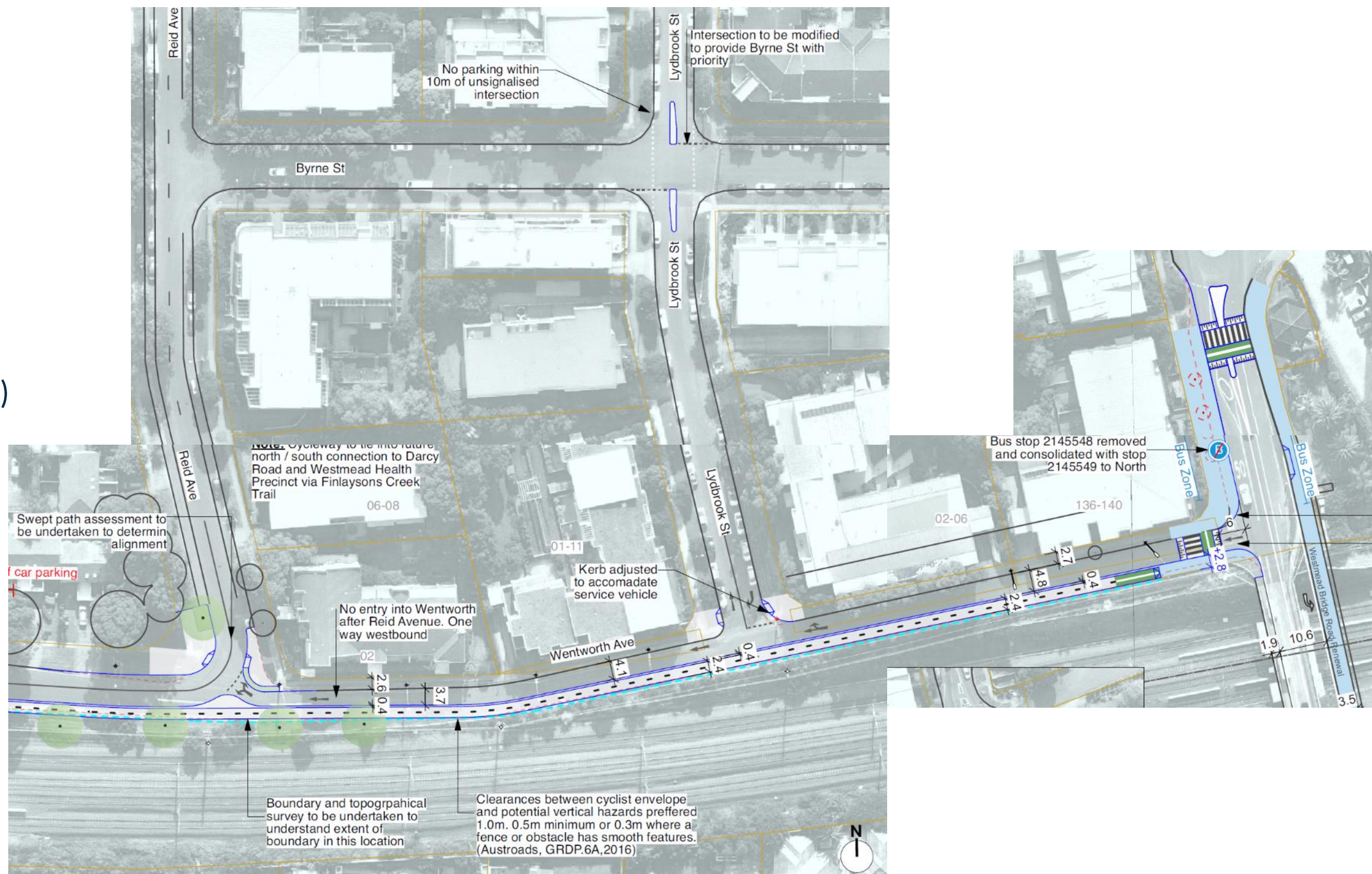
## Current parking utilisation



# Bridge Road

## East of Reid Ave

- Not enough space for two-way traffic and active transport in Wentworth Ave.
- Proposal is for one-way traffic west, with eastern diversion via Byrne St.
- Requires:
  - Intersection improvements at Byrne St / Lydbrook St
  - Intersection improvements at Reid Ave / Wentworth Ave.
- Bridge Rd bridge upgrade (by others) will introduce a footpath on the western side. Shared path on east.
- Priority crossing over Bridge Rd just south of roundabout.

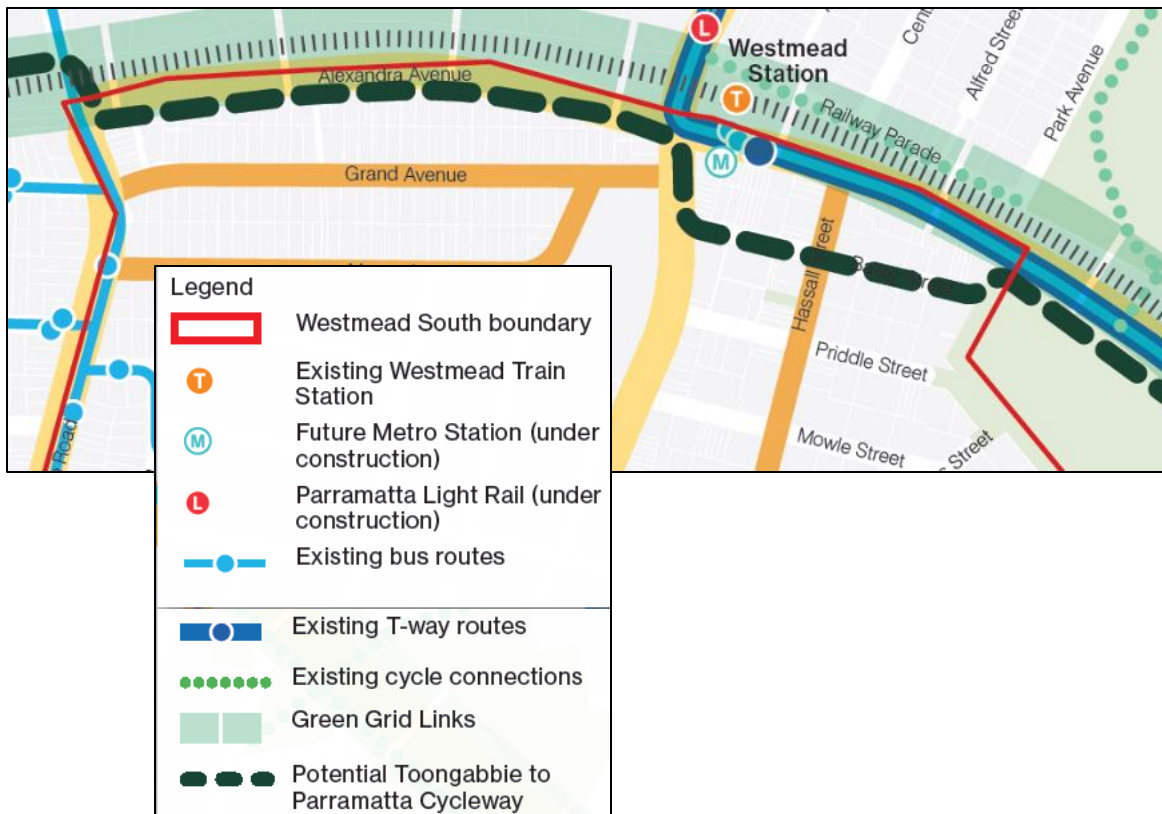


# Alexandra Avenue / Bailey Street

Within Cumberland Council

Alexandria Ave – Hawkesbury Rd – Bailey St is the Cumberland preferred connection through Westmead for a separated cycleway.

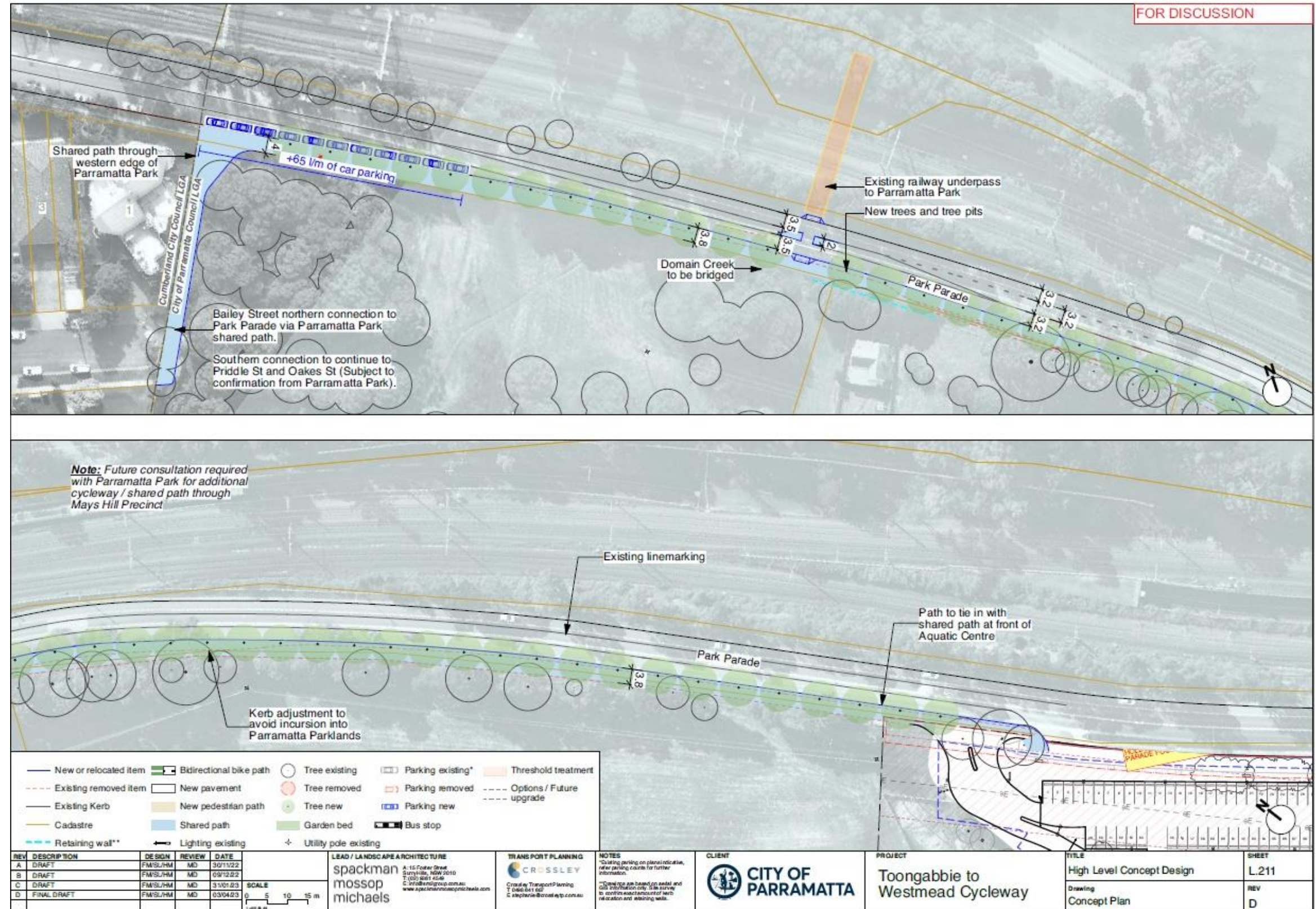
Snapshot of Cumberland exhibition materials below, see <https://haveyoursay.cumberland.nsw.gov.au/westmead-south-masterplan-2023>



# Parramatta Park

## Park Parade

- Formalise path from Bailey St (existing worn down desire line).
- Path along southern edge of Park Pde and avoid intrusion into Park property.
- Connect to proposed new refuge at Domain Creek.
- Connect to PAC path.
- Adding 11 car parking spots through more efficient use of road space.



# Parking Summary

- There are a number of changes proposed to parking arrangement along the corridor.
- Where parking has a demonstrated high demand, enough is retained to meet current needs.
- Between activity centres where parking demand is low, it is re-purposed on the rail side for pedestrian and cyclist paths.
- A summary is provided below for each section, demonstrating there is a surplus of hundreds of spaces along the corridor.

| Street  | Spaces      | Peak use     | Future spaces | Surplus    | Notes   |
|---|-------------|--------------|---------------|------------|---|
| Station Road  | 26          | 2 (on south) | 21            | N/A        | 5 spaces (peak use 2) on south can be accommodated in Premier.  |
| Premier Street                                      | 50          | 16           | 47            | 31         | 3 spaces removed to improve access to Girraween Creek path.   |
| Toongabbie Station Precinct                         | 326         | 202          | 311           | 109        | 10-15 spaces removed on Wentworth Avenue.<br>On western side, between station and Wentworth Ave overbridge.<br>On eastern side between Postmistress and Barangaroo.<br>12 spaces are timed parking, location and type of timed parking can be re-distributed to better support businesses and short-term / kiss & ride requirements of Station. |
| Toongabbie to Pendle Hill                           | 322         | 97           | 141           | 44         | Western parking lane occupied by bike path.   |
| Pendle Hill Station                                 | 106         | 102          | 106           | 4          | Commuter parking converted to parallel, extended by 120m to the west to retain current number.  |
| Pendle Hill to Cumberland Hwy                       | 167         | 29           | 79            | 50         | Western parking lane occupied by bike path.   |
| Wentworthville (Wentworth Ave only)                 | 174         | 125          | 129           | 4          | Southern parking lane, east of Finlaysons where parking is least utilised, replaced by bike path (45 spaces).   |
| Wentworthville (excl Wentworth, Lydbrook and Byrne) | 258         | 185          | 258           | 73         | Lydbrook and Byrne excluded as they are unlikely to be affected.  |
| Park Parade   | 0           | 0            | 11            | 11         | 11 additional spaces.   |
|   | <b>1408</b> | <b>758</b>   | <b>1082</b>   | <b>326</b> |   |