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24th June 2024

Draft Kleins Rd Pedestrian and Cyclist Corridor Feedback

Thank you for the opportunity to comment on the Kleins Rd Pedestrian and Cyclist Corridor (*The Plan*).^[1]

This appears to be another well planned and researched Active Transport corridor plan from the City of Parramatta. The centrepiece of the plan is the bridge over Darling Mills Creek. While placing more importance on the function than the form, we'd be very supportive of whichever bridge design is selected. The inclusion of the shared path 'branches' off the main corridor is a welcome addition to the project. Although we can see that the project aligns with one of the Central River City Strategic Corridors,^[2] we think it is a slight stretch to indicate that it encompasses Baulkham Hills, when in reality the planned route just touches the suburb boundary. We can see how via an on-road section of Junction Rd and shared path along Windsor Rd the Grove Square shopping centre can be reached.

One of our main concerns is that a key part of the corridor – through a chunk of Burlington Memorial Park where the ongoing sewage treatment works are occurring – is not accessible until the works are completed. Hopefully by the time other design elements are finalised and funding becomes available these works will be completed or close to.

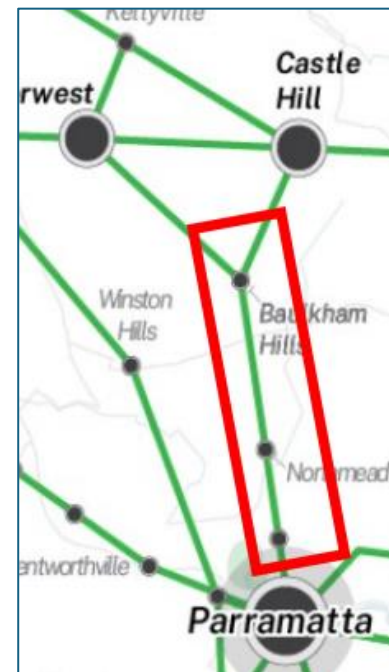


Image from Page 4 of the Community Information Package.^[3]

When we look at recreational or commuting routes, we're looking at several criteria. Sometimes these criteria can be contradictory:

- Safe, with the minimum number of potential conflict points with other road users. Lighting is an important factor if wishing to ride outside of daylight hours.
- Enjoyable. Part of this is being away from noisy traffic where feasible.
- Hills. Limiting 'unnecessary' ascents and descents to make it easier for a greater range of people on a greater variety of bicycles and other self-propelled vehicles to feel comfortable using.
- Facilities – Both End-of-trip and on route.

These considerations influence the following suggestions and comments.

➤ Possible Alternative Sections of the Route:

We have identified three potential alternative sections of the route which we believe would improve the attractiveness of the corridor for riders during daylight hours. Each uses sections of the Quarry Branch Ck reserves (or Nothmead Gully) to bypass sections of shared path in front of residential properties, with a reduction to the hill climbing of the currently planned main corridor.

We have since realised that the first of these, the Windsor Rd bypass, was explicitly ruled out in the Community Information Package. We imagine the second one would be too. Hopefully the third, which is basically along a grassed corridor in Model Farms Reserve, may be able to be considered. Additional lighting may need to be considered for this corridor if it were to fully replace the route along the southern section of Asquith Ave.

For completeness we've left the descriptions of all three in this document.

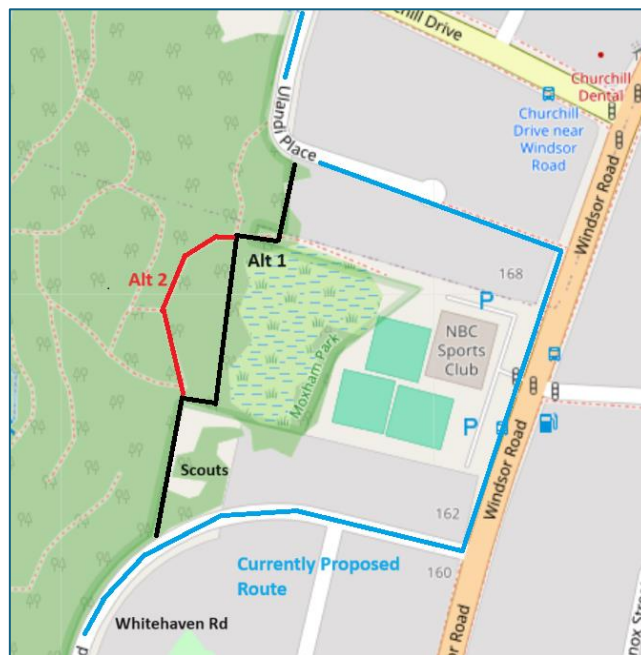
1. Windsor Rd Bypass Route:

We note that the statement '*Western side of Windsor Road (no choice as bushland precludes access west)*' is made on page 32 of the Community Information Package document.^[3]

Alternative 1 route in black starts on the access track along the western and northern boundaries of the 2nd Northmead Scout Group property on Whitehaven Rd, then alongside the western boundary of Hourigan's Quarry Wetland and up a bit of an ascent alongside a residential property to Ulandi Place.

Alternative 2 (in red) uses an existing walking track to bypass the wetlands and would probably be even less acceptable than Alternative 1.

These options offer an alternative to the reasonably steep planned shared path climb on Whitehaven Rd with its residential driveway crossings and exposure to traffic noise when alongside Windsor Rd.



Marked-up Open Street Map image.



Track outside western boundary of Scouts property



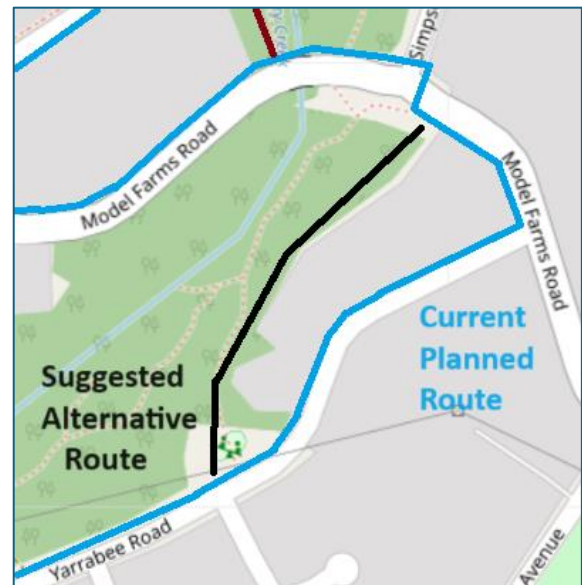
Track outside northern boundary of Scouts property (Boggy at present)



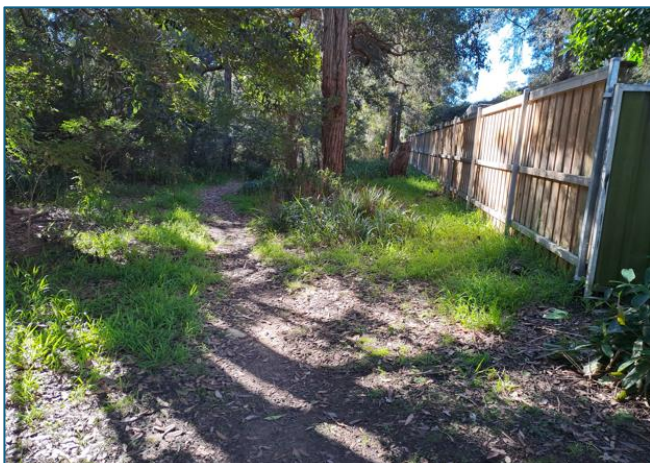
Looking up towards Ulandi Place alongside residential boundary fence from near Hourigan's Quarry Wetland.

2. Yarrabee Rd North Bypass Route:

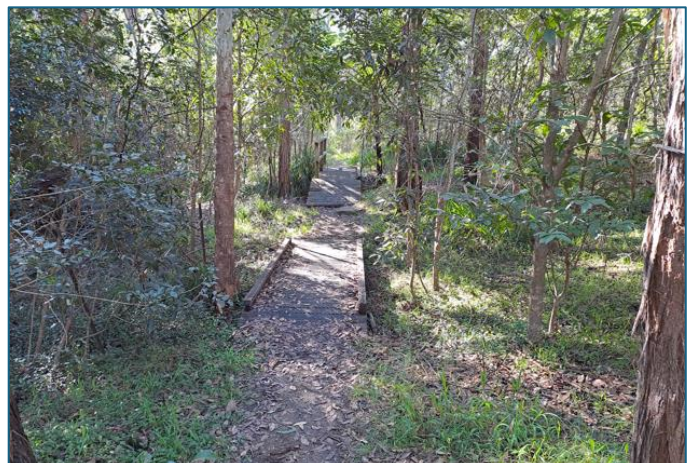
This alternative route would appear to be the most problematic of the three. The southern end starts at the Model Farms Reserve playground on Yarrabee Rd. The current walking track starts off through disturbed and thinned-out bushland at the rear of the first few residential properties, but then moves further away from the residential properties and becomes narrower and 'bushier' for the remainder of the track through to Model Farms Rd. There are a couple of small wooden bridges that are crossed. If feasible, a possibility may be to construct a new path closer to the rear of the residential properties, so the existing 'bushy' part of the path remains in its current state.



Alternative Route to avoid part of Yarrabee Rd and Model Farms Rd.



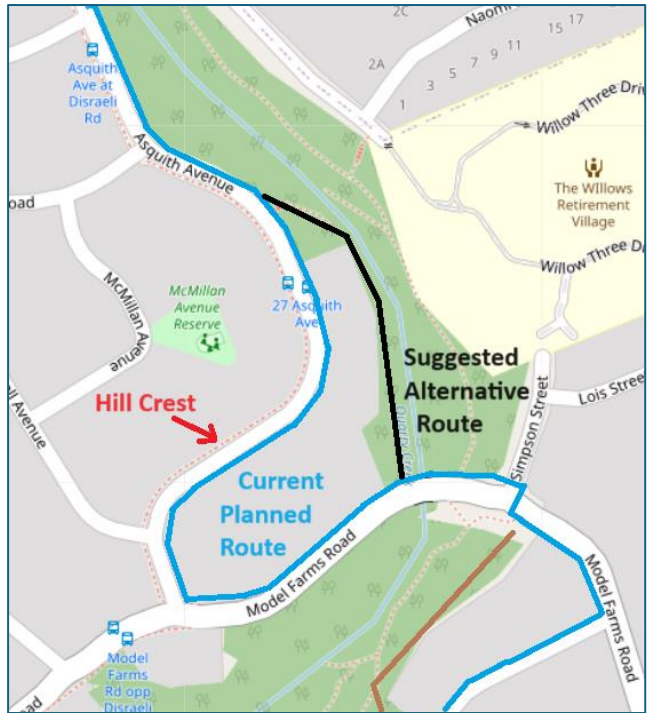
Pathway behind houses leaving the playground



Two wooden bridges further down the pathway.

3. Asquith Ave South Bypass route:

This is the most attractive of the three alternatives, as it bypasses the steep climb at the southern end of Asquith Ave and is shorter in distance than the equivalent shared path alongside Model Farms Rd and Asquith Ave. The main downside that we can see is that a ramp would need to be constructed at the northern end of the path, as the reserve is at a lower elevation than the roadway verge. There are several mature trees in the vicinity of a potential ramp location which may pose some challenges. There are currently stairs and access to a steep residential driveway (see photos) between the reserve and roadway levels.



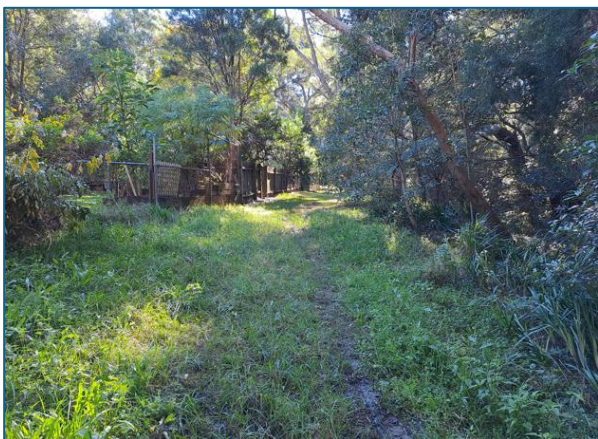
Marked-up Open Street Map image



Looking north from Model Farms Rd into the reserve.



A section of the reserve behind Asquith Ave residential properties.



Another section of the reserve behind Asquith Ave residential properties.



Looking from the reserve up the steep residential driveway towards Asquith Ave.



Looking down the steps from Asquith Ave to the reserve.



Looking from the reserve up the steps towards Asquith Ave.

➤ Other comments:

- We note the point made on page 25 of the Kleins Rd Study (Full Version) document ^[4] regarding parking at the Kleins Rd Northmead shops and the loss of car parking spaces when converting angled to parallel parking:

‘This could be fully offset by providing additional angled short stay parking nearby on Balmoral Road and on Kleins Road with pedestrian access support by new shared crossing proposed on side streets.’

From the plans we can’t see any additional angled parking being proposed on Balmoral Rd. It wasn’t obvious to us where additional parking could even go. We also can’t see any additional parking proposed for Kleins Rd, although in the Community Information document it states that timed parking will be extended to a further 8 car spaces.

- Needing to transition between the western and eastern sides of Kleins Rd around Northmead Primary School is not ideal. We presume that this part of the design was conducted in consultation with the school. It also increases potential for conflicts between riders using the planned eastern-side separated cycleway on Kleins Rd and vehicles turning right from Kleins Rd into Lombard St, which, as identified in the documentation and observed by us, is a popular ‘rat run’ route.
- There was no mention of additional facilities such as water bubblers along the corridor. Although several websites suggest there is a ‘doggy tap’ in Burlington Memorial Park, we didn’t spot it. There is a non-functioning water bubbler a short distance up Kleins Rd at Wilsford Homes Playground. With its large shady trees this could be an excellent rest stop for riders as they ascend the hill or for people who purchase food from the nearby Northmead shops that want somewhere pleasant to eat. The only functioning water bubbler that we located was at the park on Churchill Drive opposite Yarrabee Rd. This park also had a small picnic shelter. We think a water bubbler either in Burlington Memorial Park or Wilsford Homes Playground would provide worthwhile amenity for pedestrians and riders.
- We couldn’t see any indications that the existing bicycle parking hoops at the Kleins Rd shops would be reinstated after the cycle path reconfiguration. We’d like to see additional parking hoops installed at any new or upgraded water stops.


- We assume that the planned 'second stage' route alongside the Parramatta River between Bridge Rd and the planned Darling Mills Ck Bridge will be operational before major development work takes place involving heavy vehicle movements along the on-road sections of Eastern Circuit and Jacaranda Drive, which are proposed for the temporary cycling route between Fleet St and the Darling Mills Ck bridge.

➤ Closing Comments:

- We would be happy to clarify any of the points outlined in this document or assist in any other way to advance *The Plan*.
- This feedback was prepared by Rob Kemp on behalf of CAMWEST Bicycle User Group Inc.

References:

1. <https://participate.cityofparramatta.nsw.gov.au/kleins-road-corridor>
2. <https://www.transport.nsw.gov.au/system/files/media/documents/2023/Strategic-cycleway-corridors-Central-River-City-overview.pdf>
3. <https://participate.cityofparramatta.nsw.gov.au/projects/download/17779/ProjectDocument>
4. <https://participate.cityofparramatta.nsw.gov.au/projects/download/17788/ProjectDocument>



City Of Parramatta,
PO Box 32,
Parramatta NSW 2124.

Ref:F2023/01472

Attention Mark Crispin:

Re: the proposed Kleins road cycle way showing changes affecting our driveway, causing a detrimental safety effect on vehicles entry and exit.

Dear Mr Crispin,

The council's new cycle access proposal shows that the drive apron to our property would be "further" reduced in length to allow for the proposed bike path, this would mean whilst in use, vehicle protrusion onto to the road area thus creating dangerous conditions for ourselves and for the oncoming motor vehicles or cycle traffic.

Our original driveway when in use, gave pedestrian's especially local school children a safe area to walk around the front of any temporary stopped vehicles. The drive entry pad length we previously had, also allowed a visually decent good exit point area for drivers to get a good view of oncoming traffic. The apron area was reduced in length in 2018.

The recent changes to the roundabout at the intersection of Hammers and Kleins road by Council included the widening of the road surface on Kleins road and the reduction of the length of our original driveway Apron entry area. This has negated our original built in safety factors. It has also made it harder to be able to shut or open our gates without vehicles protruding onto the road hard surface. Road parking signs erected on both of the roadways adjoining our property over preceding years now allow for nil road stopping or parking in these areas. There are nil close parking spots on Kleins Road for us to access near our driveway entrance to enable us to stop and park for the opening and shutting of the gates.

The recently shortened driveway apron has now created for us, a traffic visibility problem. The changed area length of the drive apron means we are now when exiting and looking to clear oncoming traffic, visually obstructed from seeing the road in the northerly direction. This is due to the 5mt circumference of the Paper Bark tree with a 1.5mt width outside of 77B Kleins Road. (I did point out this particular obstructive tree to you.) It is growing on the council verge, right up beside the kerb and storm guttering.

Adding to the visibility obstruction is a recent planting south of that large tree and closer to our drive apron of a tree which will worsen the view as it grows. "A better choice of tree and positioning I'm sure could be achieved."

Other concerns are that the traffic coming from the North of our driveway on Kleins road is visually obstructed from view by a crest in the Kleins Road surface near Lombard street. The area after Lombard Street is visually blocked by aforementioned tree. Any views of oncoming traffic is hard to detect until it is breaching the area of the large tree. If the bike lane should encourage E bikes, given their often greater speed, and closeness to the kerbing area their approach would be even harder to safely detect.

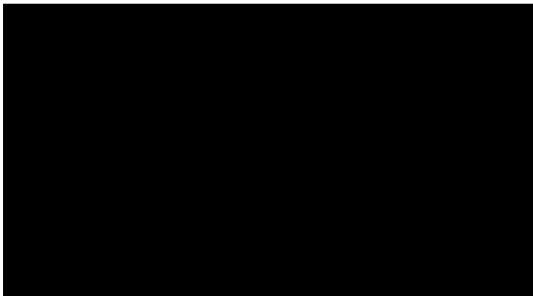
School drop off and departure times on Kleins and side roads and would be further adversely impacted by cycle lanes.

I believe the proposed and approved Development by the Baptist Church on Kleins road includes the installation of a roundabout opposite Lombard Street. I would hope the impending cycle lane will not negate this as a roundabout at that area would be a great benefit in traffic speeds on Kleins Road.

Would you please advise me as to where Council waste bins should be placed for collection?

Thank you for your time and I hope my raised points will be given consideration that will give resolution to safety concerns. Could the concerns re trees blocking road vision be given some appropriate action.

Yours sincerely





Att: Mr Mark Crispin.

City of Parramatta,

P.O. Box 32,

Parramatta. 2124.

Our Reference: F2023/01472.



Dear Mr. Crispin,

We recently received correspondence from the City of Parramatta Council, regarding the proposed Kleins Rd Pedestrian and Cycle Corridor and forward our feedback as requested.

My wife and I are against the proposed Kleins Rd Pedestrian and Cycle Corridor for several reasons and list our reason's below.

- 1- We have lived at our current address for over four years and use Kleins Rd regularly. We cannot recall ever seeing or passing a push bike (cycle) on Kleins Rd. Further to this, the only time we have seen any pedestrian using Kleins Road is for the brief period of before and after school near the Northmead Public School.

In Summary- This proposal is not required!

- 2- Push bikes do not pay an annual registration fee or government fees to use and repair our roads. A current Green Slip for one of our cars shows an invoice for \$657.97, with government charges of \$286.96. Also, one of our other cars shows an invoice for \$436.64 which includes government charges of \$170.71.

In Summary- Push bike (cycles) owners/users that benefit from this proposal aren't paying for this proposal.

- 3- There will be a decrease of car parking spaces for the patrons of the shopping centre at the intersection of Kleins Rd and James Ruse Drive. We gave up using that shopping centre due to the poor parking facilities.

In Summary- your proposal penalizes the patrons of the shops for the benefit of – a few if any push bike riders.

While our feedback is negative, and it is, we feel that there are more important items for the Council to worry about- like cleaning the road drain grates prior to rain and the cleaning of the drain holes on Moxham Rd wooden bridge prior to rain as it often fills up with water during heavy rain.



By letter dated 24 May 2024 I have received your information inviting feedback for the abovementioned study.

This is quite a large scale proposal for Northmead/Nth. Parramatta that will cause disruption and affect residents, business proprietors, motorists and pedestrians including parents and young children. The following are my comments:

1. The letter states that a regional corridor along Kleins Rd has long been identified by the State and Council as a safer, more enjoyable alternative to Windsor Rd. However, in recent years Briens Rd/Cumberland Highway has become a very busy road because of residential development further west and northwest of Northmead/Parramatta. Additionally there is a trend for single residences being demolished and replaced by duplex housing – this means an increase in vehicular traffic, and to a lesser extent, pedestrian traffic. Vehicular traffic, especially in peak hour, is a major challenge for Parramatta Council as I see it.
2. I don't know what the increase of cyclists is on such roads since the corridor was identified, so this morning 24 June 2024, I stood on the NW cnr of Briens Rd and Kleins Rd for half an hour from 7.20am to 7.50am. I counted 159 vehicles travelling north on Kleins Rd towards Moxhams Rd and 183 vehicles travelling south on Kleins Rd to Briens Rd (mostly turning left into Briens Rd) heading towards the Parramatta bypass. In that same period I counted only 1 cyclist travelling south on Kleins Rd who continued down Kleins Rd after crossing Briens Rd. I don't know what the strategy is for less cars and more cycleway users, but I can't see too many senior citizens and retirees like myself becoming regular cyclists.
3. I have concern for the proprietors of the shops along Kleins Rd between Briens Rd and Balmoral Rd in regard to losing some parking spaces outside their shops. The turnover of parking spaces is vital for their businesses. The proprietors have to vie for business with the shops at Northmead Plaza and also now with Woolworths at Nth Parramatta. This small Kleins Rd Shopping Centre has been part of the Northmead community for many many years, and there would be numerous local residents who would not like to see the established proprietors lose their business.
4. The shared pedestrian/cycleway along Kleins Rd from Briens Rd to Fleet St is a great idea which would open up access to Burlington Memorial Reserve. This part of the corridor would be good for some Kleins Rd proprietors, as corridor users could stop at the shops for food and refreshments.
5. If all the 8 dot points in the proposal are implemented, the cost would be of major proportions. I presume information on these costs will be forthcoming.

In summary, my comments are:

- a. Implement the pedestrian/cycle path and bridge over Darling Mills Creek along Kleins Rd from Balmoral Rd to Fleet St;
- b. Defer pedestrian/cycle paths along Kleins Rd from Moxhams Rd to Balmoral Rd to:
 - Gauge the success of (a);
 - Assess the cyclist usage in Northmead/Nth Parramatta at that time

Thank you for your work on developing infrastructural pathways as the demands on Parramatta's CBD grows and thank you for inviting the local community to comment.

As a resident in North Parramatta for over 20 years, I have been on the front line of transport, roads and infrastructure expansion in North Parramatta. Diversions and road works have affected my ability to live well here for years now. From not sleeping, to lack of access into our building by car, increased noise pollution and road rage, many traffic diversions and changes have occurred during 24/7 roadworks over the last four years.

As the light rail undergoes its testing phase, it is imperative that Transport NSW work closely with council and locals to understand the impact of traffic closures, diversions and limiting 'one way' signs that adjust traffic flow. As important as traffic flow is, so is the environmental impact cutting a pathway over Darling Mills Creek.

The issue of making Fleet Street one way is that there is no access for west side O'Connell Street residents to access their driveways by car. To get to O'Connell driveways, residents must travel one way in a northwest direction, making westside O'Connell Street, the only way into our driveway. Fleet Street is the only two-way road west side of O'Connell Street, North Parramatta having traffic lights with a green traffic arrow to access. Making Fleet Street one way would prevent street access for residents if made into a one way road. The former two way O'Connell Street, is now made into a four lane road with concrete divisions. There are clear and present dangers with turning into driveways west of O'Connell Street in that cars are reluctant to slow down. Could we have a sign '**Turning Traffic**' or other sign? This will avoid the road rage when residents living westside O'Connell Streets turn into their driveways between No's. 33-71, North Parramatta 2151.

Fleet Street must remain two way. Impact from major events has caused the CBD to be congested taking 20+ minutes plus to move two metres at a time post major events. Parramatta Leagues Club parking and stadium parking cannot cater to the amount of visitors, let alone when Riverside Theatres is re-developed.

The roads on westside O'Connell are not for major traffic, so when 'No Right Turn' signs appear on Victoria Road, Church Street, Fennell Street - left turn only and others, it limits travel and access routes to get home.

Considering the Light Rail will be functioning within months, I would stress the importance of keeping major and minor roads such as Church, Victoria and Campbell Streets two way with 'right hand turn' options. Together with minor roads such as Fleet Street, dual access will enable people to move and avoid traffic congestion. This includes bus diversions, especially during peak times.

The 900 bus needs to continue up O'Connell Street, North Parramatta and travel into Church Street to service more people, as well as provide a point connecting to Parramatta Station.

The Cyclist path you are proposing is unique in connecting Parramatta North to Northmead - but please consider the east west relationship of traffic flow access in the Parramatta CBD/North Parramatta precinct as it's stressful now - before further DA's and developmental divisions occur in North Parramatta.

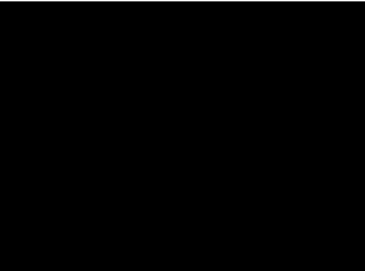
Keep Fleet Street two way. It's not just so I can access my driveway by car, but it will be an imperative thoroughfare when traffic pressures increase for visitors, residents and workers. As the commercial and business infrastructure continues to grow in these areas, the **Cumberland Precinct** visitors, community centres, NFP organisations, government/non-government departments and central business hubs, **will require access into Fleet Street - both ways.**

I'm proud to state the transport offered to Parramatta as train, metro, taxi, bus, ferry, light rail - as no other place in Australia offers so much variation in one city. You cordon off the roads, it will cause negative impacts and I fear, possible harm for our city. Visitors, residents, workers, government and non government business, together with social, cultural and network hubs will thrive if they have access. We want Parramatta to thrive, not choke. Keep the roads moving. 'No Right Turn' gives the wrong signal and blocks the demands of this ever expanding city. Provide more green arrow opportunities.

I wish you all the best for the cycle path proposal to adjoin North Parramatta to Northmead. I would ask the environment impact be provided for review to the stakeholders above and we are kept informed of the project's progress and any other project that is impacted by this one.

With the continuing and growing demands, Fleet Street must remain a two-way street to allow traffic flow to access a connecting gateway between Parramatta CBD, Northmead and North Parramatta precinct as there is no other road or way, west-side to provide or accommodate this.

The cycle-way proposal does what Fleet Street currently does for cars, pedestrians and cyclists.



To Whom it May Concern,

My main objections to the proposal is the removal of parking, particularly in the residential area of Kleins Rd.

The street parking is mostly used by the residents of Kleins road and their visitors. Removing this parking will mean that people who use this parking will need to park some distance away, in some cases, such as near my place where there will be little parking left, people will be forced to park in the side streets. This is far from ideal for families with young children or for elderly residents. It also means that this area becomes more attractive to criminals who will quickly learn that cars are parked some distance from their owners.

The removal of parking will be more pronounced as the area is further developed with higher density housing.

The removal of parking, particularly around my area, will also impact people who require trades to come and do repairs or who have bulky items such as refrigerators, couches etc delivered as there will be no convenient parking near the house.

The parking along Kleins Rd is also heavily used by parents of Northmead Public School for drop off and pickup. Removing this parking is going to make it harder for parents to do this. Similarly on Sundays parking on Kleins Rd as well as Thomas and Lombard St are heavily utilized by parishioners of the three local churches. Removing parking along Kleins Rd and forcing residents to park in side streets will make it harder for people to attend church.

Given how busy Kleins Rd gets during peak hour, along with the number of heavy vehicles that use the road, I can not see the cycleway being used, at least not by enough people to warrant taking away so much parking. I know that the Department of Education is keen for more cycleways near schools to encourage kids to ride to school. With all of the work and school traffic on this road, I would not let my children ride on it to school and I have not yet spoken to a parent that would.

Looking at the design of the cycle, it appears that cyclists will need to come up onto the footpath in order to get to the designated crossings. A number of corners along Kleins Rd have limited visibility. This is likely to mean that cyclists and/or pedestrians are going to have a collision.

While I have outlined the reasons I don't support the cycleway, I do support the level crossings that have been proposed as well as the roundabout at the intersection of Moxkams and Kleins Rds. Both of these will make it safer for kids to walk to school as they will automatically have the right of way. It should also help cut down the number of cars that perform illegal U-turns at the intersections of Thomas and Kleins Rd as well as Lombard St and Kleins Rd.

Kind Regards



Some photos of the traffic backed up on Kleins Road in front of my property. I also have parents dropping off their kids park in front of my property many times. The road has big construction vehicles, cranes & buses too continuously using the road even though it is not a bus route. Narrowing the road will be a problem for me backing out of my driveway as it will be hard to spot cyclists with trees on either side of the driveway. Also cars don't give me way at the moment to get out as they are in a hurry and cyclists will definitely not stop. I have to monitor pedestrians then cyclists blocked by the tree and then cars too. Also the road will be narrower to get out without going on the other side of the double line.









Submission on the draft Kleins Road Pedestrian and Cyclist Corridor to the City of Parramatta

Introduction

I write in support of the City of Parramatta's draft Kleins Road Pedestrian and Cyclist Corridor, and to make comment on specific aspects of the design which might be refined to better the project prior to implementation.

Support Bike Plan

Firstly, I commend council on their ongoing commitment to cycling infrastructure and the continued implementation of the Parramatta Bike Plan. The level of continued, carefully planned investment in this space sets council apart from its peers. As a step in implementing the Bike Plan, I am fully supportive of council's proposed approach to pursue a cycleway corridor along Kleins Road. This corridor will be highly beneficial in bettering the links into the Parramatta CBD from the northwest, as well as improving cycle infrastructure around the developing Parramatta North precinct.

The corridor

Section K1: Eels Place to Darling Mills Creek

I believe that the permanent route (D) identified in Working Paper A – Alignment review is an essential step to be pursued once the development of the Parramatta North precinct allows it, as this will provide a direct, level link into Parramatta Park and the pathway around the Old Kings Oval. In the meantime, the interim route (C) is a passable temporary solution, although it is constrained by having to detour uphill to reach Northcott Lane, and the level of traffic which can occur on Eels Place on game days.

Reducing Fleet Street to one-way vehicular traffic is a good solution to allow a separated cycleway while preserving the existing trees which enhance the heritage values of the former Parramatta Female Factory.

Section K2: Darling Mills Creek to Cumberland Highway

The proposed shared path bridge over Darling Mills Creek just upstream from its confluence with Toongabbie Creek will be a great addition, providing an alternative route into Parramatta which avoids the busy Westmead health precinct and the even busier Church Street/Windsor Road crossing of Darling Mills Creek. Currently, the Parramatta River (and tributaries) are quite inaccessible upstream of the Ross Street Causeway, so providing more access for active transport to this area is a good thing.

The path around Burlington Memorial Park is a good approach to managing the gradient rising out of the creek valley. The proposed bent-out raised zebra crossings along Kleins Road are excellent. The approach to reconfiguring parking at the Kleins Road / Cumberland Highway shops is sensible and makes better use of the available road space.

The incomplete 3-sided pedestrian crossings at the Kleins Road / Cumberland Highway intersection is an unfortunate constraint on the project, though pursuing a western side bidirectional cycleway does somewhat mitigate this.

Sections K3 and K4: Cumberland Highway to Moxhams Road

It is within sections K3 and K4 where I think the most significant improvements to the concept design should be made. In these sections the cycleway is proposed in a separated bidirectional format which would tic-tac from the western side of Kleins Road to the eastern side and back again. This introduces unnecessary additional crossings of Kleins Road, which is a poor outcome for both cyclists and drivers, as it creates conflict points between vehicular and cycle traffic which do not need to exist.

From a cyclist perspective, it also makes the route much less legible, as there are multiple occasions where the dedicated separated cycleway is proposed to disappear into shared paths around intersections, at which the next section of separated cycleway may not be readily visible. This increases the likelihood that cyclists will accidentally end up riding on the footpath on the wrong side of Kleins Road, or giving up and riding with traffic on the road, or even losing the route altogether and heading down a different street, all of which are poor outcomes. I think this is particularly likely to occur around the proposed Kleins Road / Hammers Road roundabout, where under the proposed design, the separated cycleway will disappear for over 100 metres of route distance before reappearing again on the far side of the intersection, on the opposite side of Kleins Road. I have noted an alternate design style for this junction at right.



Figure: The Kleins Rd / Hammers Rd roundabout could be improved by having the cycleway continue through it in a separated unidirectional design. An example of this, illustrated above, can be seen in the intersections of Moray St with Coventry St and Dorcas St in South Melbourne. Credit: [Victorian Infrastructure Delivery Authority](#).

As a better alternative, I believe that **the route should adopt a separated unidirectional each side cycleway format** between the proposed raised zebra crossing immediately north of Northmead Avenue all the way through to the end of Kleins Road, before returning to a bidirectional format along the north side of Moxhams Road. This style of cycleway is illustrated in Figure 12a on page 26 of the Parramatta Bike Plan 2017, and in Figure 2.5 at page 10 of the Austroads Guide to Road Design Part 6A: Paths for Walking and Cycling.

The road width cost of a separated twin unidirectional approach compared to a separated single bidirectional approach is negligible, as demonstrated in the recommended widths prescribed by Austroads. The benefit of switching to this approach is the opportunity to provide a much more legible route through the Kleins Road / Hammers Road roundabout, especially if the separated unidirectional cycle lanes continued all the way through the roundabout as shown in the figure. It would not only make the intersection easier to navigate for north–south cycle traffic, but would also make it easier for cyclists riding along Hammers Road in the existing on-road cycle lanes to turn onto the Kleins Road cycleway. This would accommodate links to both Toongabbie Creek and the Northwest T-Way Cycleway to the west and Windsor Road to the east.

The presence of a cycleway along the western side of Kleins Road past Northmead Public School might be considered a limitation of this approach. If this is the case, an alternative option might be for northbound cycle traffic to instead cross to the eastern side of Kleins Road around Moss Street, resulting in a separated bidirectional cycleway from Moss Street all the way to Moxhams Road along the eastern side of Kleins Road, avoiding the school. It would be better if this were built with only one road crossing to get to the shared path on Moxhams Road (on the eastern side of the proposed roundabout), rather than two as in the proposed design. In this alternative scenario, the separated unidirectional cycleway format would only exist between Northmead Avenue and Moss Street.

Beyond Kleins Road

The shared path links beyond the end of the dedicated cycleway at the end of Kleins Road will be a beneficial addition. However, further thought should be given to how they might better facilitate links west to Toongabbie Creek and east to Windsor Road towards Baulkham Hills. Even after the shared paths are completed, the most effective links to these destinations are likely to be via Hammers Road, due to the lack of a cycle connection through Impeesa Reserve, and the impenetrability of the M2 Motorway at the top end of Northmead Gully, respectively.

In particular, there is a longer term opportunity for a more level route from Kleins Road along Toongabbie Creek to the Girraween Creek Shared Path and Northwest T-Way Cycleway at Old Windsor Road. Both of these are major cycle routes from the Blacktown LGA which upon entering the Parramatta LGA are forced to climb up and over the peak of Constitution Hill to reach the Parramatta CBD. A route which instead continues along the natural gully of Toongabbie Creek would mitigate this.

To: City of Parramatta

Re: Kleins Rd. Pedestrian and Cyclist Corridor

Attention: Mark Crispin
Senior Transport Planner

I am a resident at 2-6 Albert Street, North Parramatta.

The Kleins Road proposal excludes adverse impacts for residents travelling from the north and northwest. Changes to Fleet Street will cause major traffic problems for vehicles travelling to the western side of O'Connell Street and Albert Street.

As a professional who regularly travels to Castle Hill, my current route home is via Windsor Road turning right at the Barney Street lights and right again at the traffic lights into Fleet Street. Fleet Street joins O'Connell Street where I turn left and then left again at the traffic lights on Albert Street to arrive home. For residents living in Albert Street and those living on the western side of O'Connell Street this is a convoluted yet necessary exercise to access our homes.

The Kleins Road proposition of creating one way traffic northward from Fennel Street to Greenup Drive effectively removes and disadvantages thousands of residents from travelling home.

There is an alternative route that poses several obstacles. The route from Windsor Road is to turn right at Barney Street traffic lights into O'Connell Street continue through the Albert St and O'Connell Street traffic lights and to turn left into Harold Street. To access Albert Street, one turns left into Trott St, a very narrow road that is ostensibly one lane because cars park on one side of the road. Frequently if a car is travelling in the other direction, someone must give way. To complicate matters North Parramatta Primary School skirts Trott Street and if travelling between 2.30pm to 4 pm at school pick up the road is virtually inaccessible. Compounding safety issues and traffic flow there is a (school) pedestrian crossing at the corner of Trott St and Albert Street. Due to congestion and excited children, I have personally experienced a child run onto the road in front of my car in Trott Street. After navigating this small and fraught stretch of Trott Street to reach Albert Street one needs to turn left and quickly get into the right-hand lane to drive straight ahead or to turn right for residents living along the western border of O'Connell Street.

Additionally, the stretch of road from Church and Albert Street traffic lights to the Albert Street and O'Connell Street traffic lights is approximately 100 metres which due to the

school zone and pedestrian crossing and the limitations of Trott Street as a main thoroughfare will result in heightened risk of mishaps occurring.

The Kleins Road proposition doesn't factor in the adverse impact of diverting many residents away from a segment of Fleet Street southbound. The flow on effect to Harold Street, Trott Street and the school is worrying, not to mention the frustration of an even more arduous and treacherous drive home for residents who work or travel from the north and northwest.

Further concerns include:

Less parking spaces.

Many Visitors to North Parramatta and surrounds drive to events and visit relatives.

Some residents require permanent street parking.

The paucity of parking spaces in this area adversely impacts residents and visitors. A reduction of parking spaces is ill considered.

Personally, I have relatives who live in the central coast and Hawkesbury regions who avoid visiting North Parramatta due to lack of parking.

Events at the nearby Stadium result in bedlam as visitors to the area vie for the few available parking spots on Fleet Street, Albert Street, Galloway Street, Trott Street, Harold Street and surrounds.

Additionally, any reduction or change to parking arrangements at Kleins Road shopping precinct is likely to create an adverse flow on effect for shop owners in what is already a trying time for small businesses.

A final concern is that minimal change occurs to the National Heritage Walk. Heritage in Parramatta and surrounds appears to be a secondary consideration to planners and developers despite the hard work and objectives of those who dedicate their time and energy to retain and elevate heritage listed indigenous and colonial history. It is important that the addition of a bridge over Darling Mills Creek does not denigrate the indigenous and heritage significance of Darling Mills.

Regards,



North Parramatta Residents Action Group

Email: infonprag2024@gmail.com

DATE: 24 June 2024

**RE: DRAFT KLEINS ROAD PEDESTRIAN AND CYCLIST CORRIDOR
THE BRIDGE OVER THE DARLING MILLS CREEK**

To Whom it May Concern,

The North Parramatta Residents Action Group (NPRAG) is an active local community group that takes an active role in the preservation of the Heritage within the Parramatta Council area, this includes the build form and sites within the area as well as the Cultural and Environmental attributes of the North Parramatta area.

The proposed area for the Cyclist Bridge construction over the Darling Mills Creek is a significant location for many reasons.

This location is at the conjunction of the Toongabbie and Darling Mills Creeks and the Parramatta River therefore it is **the headwaters of Sydney Harbour**.

This area has been preserved as a site that has NOT been significantly disrupted for over **230 years** and the opportunity is available for enhancing this precinct with considered and sympathetic management as a link between the prior settlement of the area and today's community.

The area surrounding the various waterways including the embankments and attached landscapes either adjoins very significant Heritage and Cultural assets including

- ❖ The Parramatta Park and the Wisteria Gardens.
- ❖ The Health Dept Precinct including both the Eastern and Western Sides of the Parramatta River.
- ❖ The Fleet Street precinct including the Parramatta Girls Home and the Mental health buildings dating from the earliest days of European settlement.
- ❖ The previous Parramatta Heritage Goal.
- ❖ Remnants of the former Grain Mill and associated buildings and earth works.
- ❖ The landing site of the **First Exploration** of the Parramatta River by Gov Phillip whilst searching for a viable drinkable water source. This finding in the Darling Mills Creek resulted in the decision that the **Colony of NSW was viable** to establish and therefore forerunner to the creation of the Australian Nation. This site is more significant than

an explorer sailing into a Harbor in search of a safe landing. No Cultural Nation would desecrate such a significant location.

- ❖ Also, in the vicinity is some of the earliest established farming land in this county's history.
- ❖ The Darling Mills Creek is the site of numerous **Aboriginal Cultural Sites** such as stone markings and identified Cultural rituals locations. Nearby Archaeological excavations indicate that occupation has been up to 35,000 years of continuous occupation.

This list above is not inclusive of ALL the identifiable and significant sites around and adjacent the site of the proposed Bridge and Bike path. Therefore, it is recommended that the above proposed location and concept be reconsidered.

- ❖ The bridge location is too close to the conjunction of the rivers and waterway thereby it could be relocated to less invasive site from a visual perspective.
- ❖ It is NOT considered acceptable that another obtrusive structure be added to the immediate area in addition to the Water Pumping Station.
- ❖ It is considered that the footings of the supporting structure and their construction could directly impact and damage Aboriginal Cultural Sites. In addition to impacting the natural environment and earth structures.
- ❖ At an onsite inspection undertaken with Council Staff it was pointed out that there is already a crossing of the Darling Mills Creek by a **Water Board Structure which could be adaptively repurposed** at a much lesser cost as an additional bridge over the Creek. This location would be more suitable as it is further away from the conjunction of the Water sources and the location has been previously disturbed.
- ❖ An examination of the available drawings and documents indicate mostly large obtrusive bridges of various configurations; however they generally have significant negative impacts upon the area in consideration, either visually or direct site impacts.

The proposal is NOT supported by a business case as to the potential benefits to off-set the significant cost of the proposed project. Based upon local feedback (via our Web Site and letter box replies) and observations regarding the numbers of cyclist's usage in the surrounding area,² there would appear to be little current usage nor possible potential need as there are alternative routes.

In discussions with many local residents and businesses of the area and particularly those in Klein's Rd Northmead, the creation of a Cycleway would greatly impact the area by reducing parking and cluttering transport / traffic needs in the area. A traffic study would clearly confirm the veracity of these concerns as there are little alternatives for the locals and businesses impacted by the proposal.

24 June 2024

In addition, the Cycle track route needs to re-considered when combined with the changes implemented by the Light Rail transport system, this has caused to the road and pedestrian network on the eastern side of the area being considered to be severely impacted by restricting their ability to access their properties, again a comprehensive traffic study should have outlined these concerns as the viability of proposal and associated works.

The proposed structure does not integrate with the adjoining neighbourhood and surrounds, advice would suggest that **there is NO funding to mitigate the projects impact** by the creation of appropriate walking tracks etc which would contribute to the enhancement of the publics use of the adjoining water ways and bushlands.

The project does **not assist with promoting** the significant local Heritage and Cultural resources to develop community activity, tourism or business development as outlined in the Councils Vision 2050 strategy.

The information provided upon the Council web site, regarding this project is questionable as it fails to provide to possible contributors intending to make a submission, a very partisan presentation of the facts. It also mitigates or glosses over significant concerns that will be passed over in the future. Many of the attached comments (in the attached rout map) to be part of a campaign by the advocates to justify their case.

The examination of the report on the significance of the Heritage and Cultural items needs a review as it has failed to detail the potential impacts and the detrimental influences of the Bridge and Cycle track. The proposal has taken a very limited envelope trying to justify the construction and building works potential impacts. This completely misses the point regarding this VERY significant area by taking a short-term perspective.

The Community of North Parramatta and NSW will prefer nothing be done if it risks such a significant Heritage and Cultural Area for both Aboriginal and European Groups.

I look forward to your prompt response.

Yours sincerely,

Mr P Russo, OAM

Former Deputy Lord Mayor Parramatta City Council

President of the North Parramatta Residents Action Group

THE WALKING VOLUNTEERS SUBMISSION DATED 23 JUNE 2024

RE: DRAFT KLEINS ROAD PEDESTRIAN AND CYCLIST CORRIDOR

THE BRIDGE AT DARLING MILLS CREEK

The Walking Volunteers support the concept of a pedestrian/cyclist bridge across Darling Mills Creek on condition that it is placed and designed in a way that truly respects the considerable heritage and environmental significance of the headwaters of the Parramatta River.

1. THE HEADWATERS

The Headwaters include the embankments and adjoining land on both sides of the Parramatta River from the Wistaria Gardens and the Female Factory to the Head of the River (where Toongabbie Creek meets Darling Mills Creek), and extend from there on both sides of Toongabbie Creek to the Redbank Rd bridge, and on both sides of Darling Mills Creek to where the Sydney Water pipes cross the Creek near the old Gaol.

It is the view of *The Walking Volunteers* that this waterway including the River and the Creeks and the embankments and the land adjoining is of national heritage significance. It includes evidence of Aboriginal occupation for thousands of years, is a natural environment that is exceptional and dominant, and tells the whole story of the nation when combined with the colonial past in Parramatta Park and the modern CBD.

2. POSITION OF BRIDGE

The proposed bridge across Darling Mills Creek is far too close to the Head of the River. This area has been identified from an Indigenous perspective as including a potential Song Line (access point across the Creek), and significant rock platforms and natural environment.

The nearest position it could arguably go would be to continue the proposed path on the north/eastern side of Burlington Memorial Park (next to Bus Depot) straight across Darling Mills Creek as set out approximately in the attached diagram 'WV DM Creek bridge proposal'.

The advantage of this position is that with sensitive design it may be able to minimise adverse impacts, including on views and the sense of remoteness one now experiences at the Head of the River. It would also take the positioning of the bridge away from the working infrastructure of the new Sydney Water pumping station.

Some may say that to place it here means that approvals or agreements may have to be reached with the local Aboriginal Land Council and the Bus Company, but we would submit that this is in fact a positive. Governments both State and Local often state how important it is for Government to work with community in all its forms to achieve best outcomes. This is such a case.

3. DESIGN

This should not be a bridge like that of the Alfred Street Bridge in the CBD. That design is appropriate in that position. But at Darling Mills Creek to emphasise or create an obvious structure is what you don't want to do. The art or skill needed is to make it as unobtrusive as possible so that it blends and disappears into the natural landscape. It is appreciated it has to be above the appropriate flood level, but what needs to be seen in this vicinity are the magnificent rock formations and trees and vegetation and the creek itself, not man-made structures. And that goes with the material and colour of the bridge – it needs to disappear into the natural environment. The proposed designs are monumental in form and frankly not appropriate.

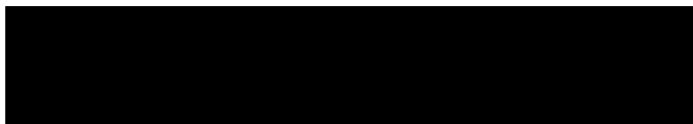
4. OTHER OPTIONS

Yes, there are other options for the positioning of the bridge. The pedestrian/cyclist track could swing left from Burlington Memorial Park below the Bus Depot and cross Darling Mills Creek closer to the Gaol or indeed where the Sydney Water pipes cross near the Gaol. This would have the advantage of being well away from the Head of the River and a more substantial structure may be appropriate in this vicinity.

Looking to the future, the Gaol will probably become a place of considerable interest for the public and a crossing near there makes sense.

The position of the proposed bridge in the draft documents needs to be moved further away from the Head of the Parramatta River towards the old Gaol and redesigned to have minimal impact on the significant heritage and environmental values of this special place.

Phil Jenkyn OAM on behalf of *The Walking Volunteers*



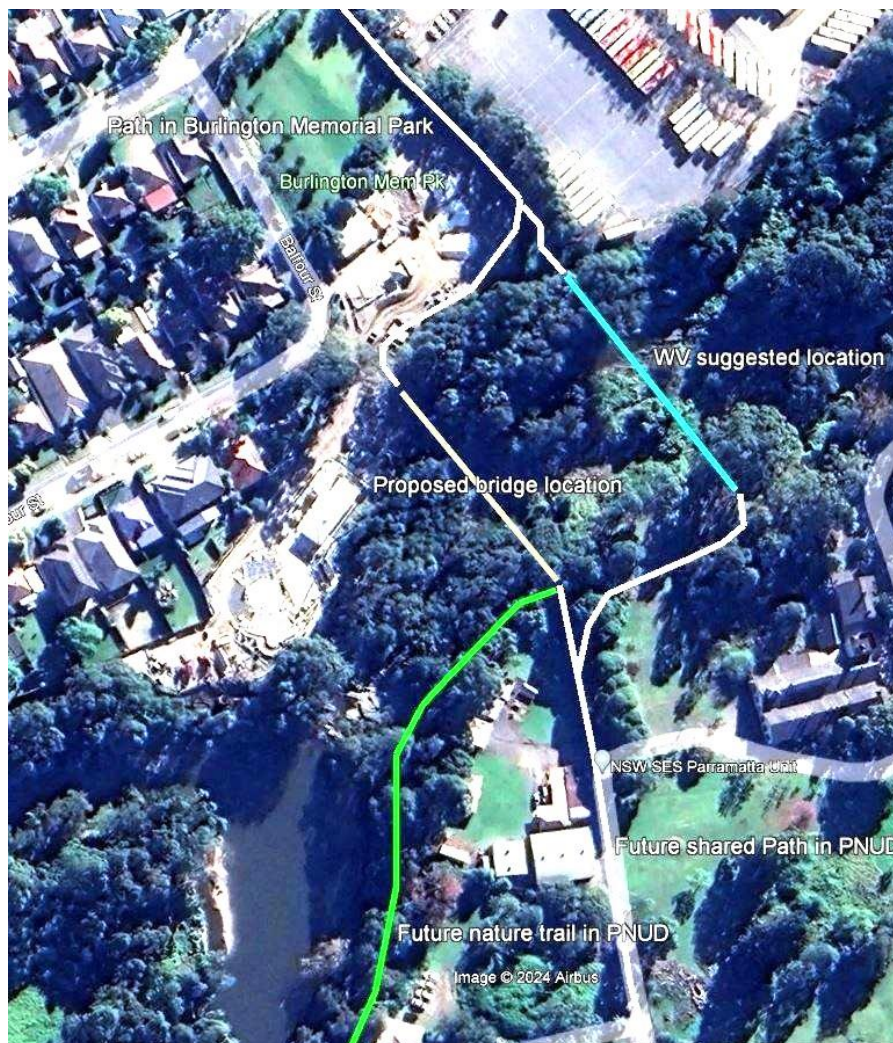
The Walking Volunteers are a group of experienced walkers who for over twenty years have been working in a voluntary capacity with government agencies and councils to develop an interconnected walking network for the Greater Sydney region.

Website: <https://walkingvolunteers.org.au>

Address: 191 Govetts Leap Rd, Blackheath 2785

ATTACHMENT TO THE WALKING VOLUNTEERS SUBMISSION 23 JUNE 2024

‘WV DM Creek bridge proposal’



Draft Kleins Road Pedestrian and Cyclist Corridor.

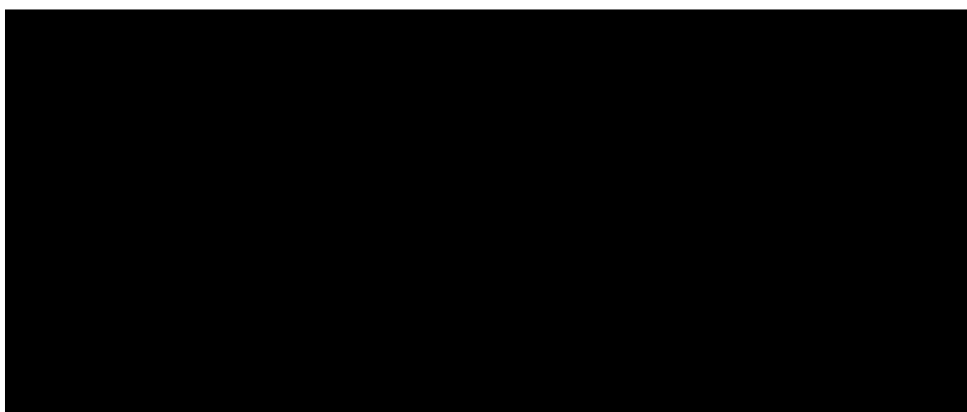
Submission re Ulandi, Churchill, Yarrabee, Model Farms, & Asquith shared paths.

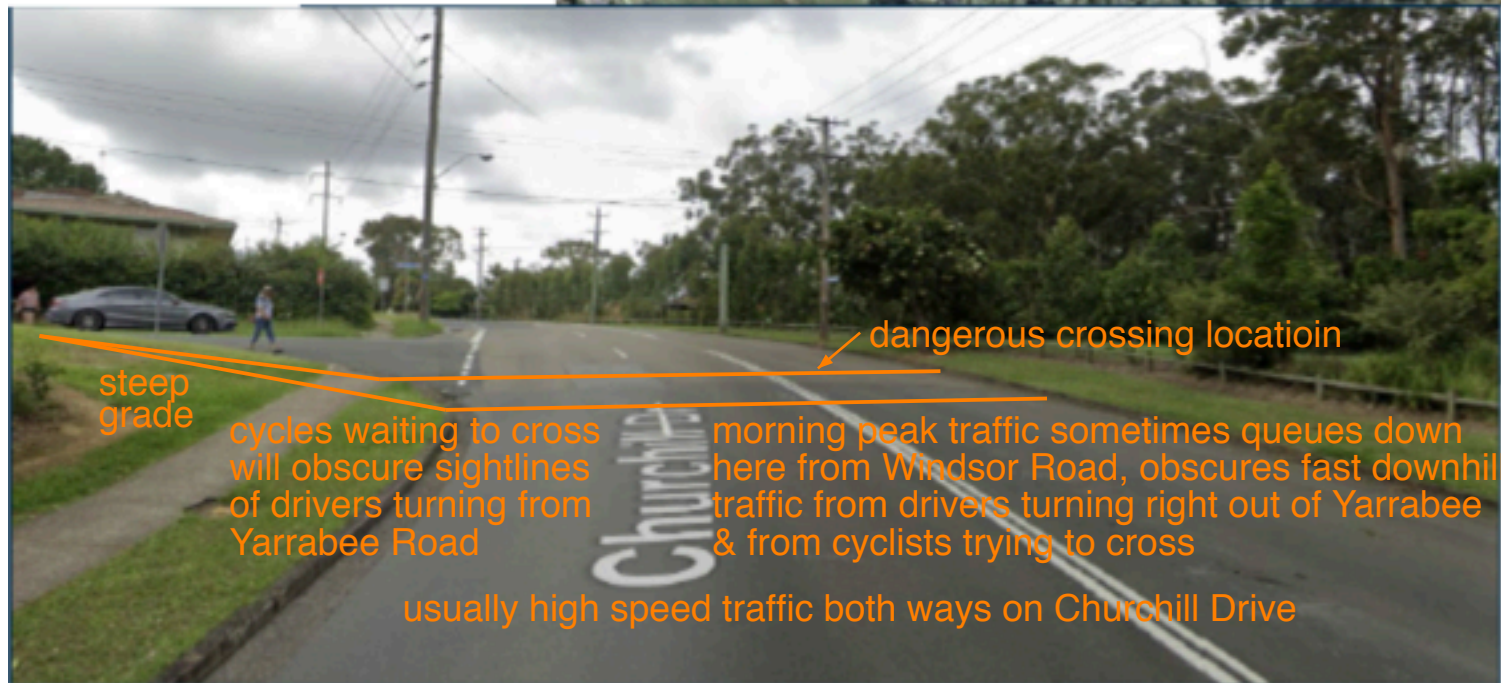
Contents

- 1 Ulandi-Churchill-Yarrabee alternate crossings.
- 2 Churchill Drive at Yarrabee Road.
- 3 Playground - Yarrabee Road, fence & gates.
- 4 Model Farms / Asquith Avenue altern. route - Goodin Road.

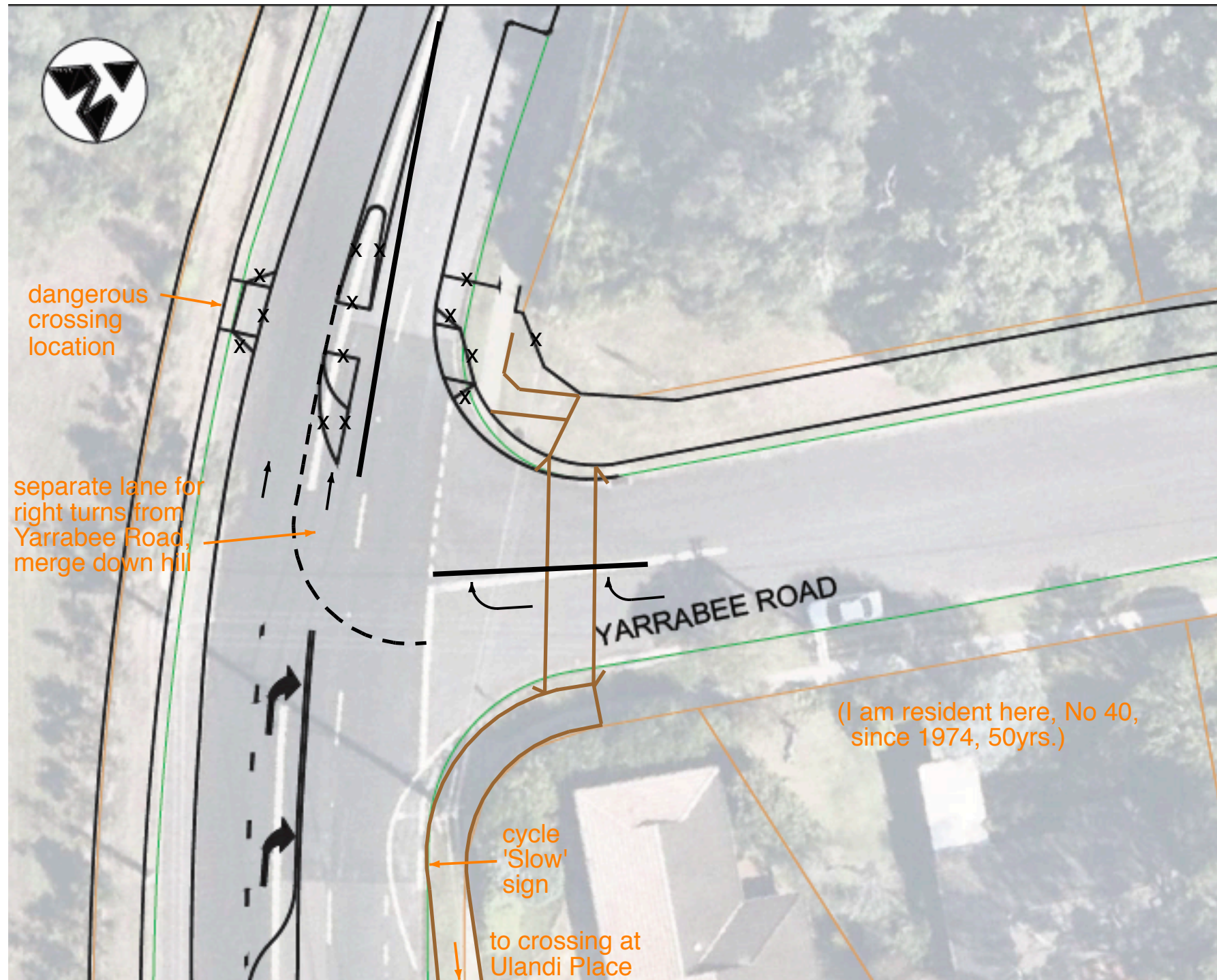
by

Phillip Johnston
Civil Engineer, MIEAust, CPEng
resident 50yrs





**ULANDI-CHURCHILL-YARRABEE
ALTERN. CROSSINGS**



Since M2 and Northconnex, more through traffic right turns from Yarrabee Road, provide separate right turn lane, and keep two uphill lanes, in Churchill Drive?

CHURCHILL DRIVE at YARRABEE ROAD



PLAYGROUND - Yarrabee Road opp Weemala Street
Fence & gates



Alternate route avoids 24 driveway crossings on Model Farms Rd & Asquith Ave., and narrow creek crossing on Model Farms Road.
Lighting and residences in 'The Willows' provide night time safety for cycle path.

MODEL FARMS/ASQUITH AVE ALTERNATIVE ROUTE - GOODIN ROAD

24 June 2024

City of Parramatta
Attn: Mark Crispin Senior Transport Planner
Via email: transportplanning@cityofparramatta.nsw.gov.au

Subject: Letter of Support – Draft Kleins Road Pedestrian and Cyclist Corridor

Dear Mark Crispin,

Western Sydney Local Health District (WSLHD), Centre for Population Health (CPH) welcomes the opportunity to comment on City of Parramatta’s (CoP) proposed Kleins Road Pedestrian and Cyclist Corridor.

The CPH acknowledges the achievements in infrastructure delivery to date via the CoP Bike Plan (2017, updated and endorsed on 11 June 2024), and Parramatta Ways Walking Strategy (2017), to enhance the accessibility, sustainability, productivity, and liveability for people who live and work in CoP. The commitment of CoP to invest in improved infrastructure which helps enable the community to be more physically active, via more opportunities for safe and sustainable travel options for work, study and/or recreation via the proposed Kleins Road Pedestrian and Cyclist Corridor is commended.

Informed by Policy.

We congratulate Council on the alignment of the Kleins Road Pedestrian and Cyclist Corridor with key NSW, Federal Government and WSLHD Strategic documents that support the health and wellbeing of the community by enabling people to be more physically active, with a corresponding reduction in rates of chronic disease.

Of note are the following supportive Strategies:

- [Active Transport Strategy 2022](#)
- [NSW Movement and Place Framework](#)
- [NSW Healthy Eating and Active Living Strategy](#)
- [National Health Preventative Strategy 2021-2039](#)
- [Western Sydney Local Health District Health Promotion Strategic Framework](#)

Equity approach that supports climate health.

We applaud the equity approach of this proposed project which provides more affordable and equitable travel options for people commuting to/from the Westmead Health Precinct and other key public places including Parramatta Stadium and Northmead Public School. In addition to, improving local active travel connections to parks/playgrounds and key destinations such as shops and childcare centres. We also acknowledge the important role active travel plays in supporting climate health. Policies and interventions designed to reduce greenhouse gas emissions and mitigate climate

change also have the potential to reduce health inequity, build community resilience, and protect and promote better health.¹

Aboriginal design principles.

We congratulate CoP's Aboriginal Co-design Engagement strategy to inform the project and propose principles that align with important guidelines, such as the Connecting with Country Framework. The design ideas gained from CoP's Walk on Country to gain initial thoughts about the Kleins Road Cycling Corridor study provided valuable feedback for how Dharug knowledge and design might be implemented into the project. CPH acknowledges CoP's active role in their commitment to aspire to a future where cultures, histories and rights of all First Nations people are understood, recognised, and respected by all Australians.

Listening to the community.

CPH acknowledges the proposed changes to the Corridor incorporate community feedback from cyclists, pedestrians, and other road users. Through your community and stakeholder engagement both online and through various community face to face engagement, you are listening to broad views to understand barriers and enablers to active travel and have aimed to address these in the new pedestrian and cyclist corridor.

Proposed structural changes to the environments.

We are encouraged to see the many proposed structural changes to the environments to prioritise safe active travel, such as separated pedestrian and cyclist paths along the length of Kleins Road, Northmead and part of Fleet Street, North Parramatta; a new pedestrian and cyclist bridge over Darling Mills Creek; new raised pedestrian crossing, as well as raised pedestrian/cyclist crossing across Kleins Road and side streets, Northmead and shared paths along several sections of the proposed corridor.

Strengthening existing paths and creating new paths where available will support greater positive health behaviours. Timely delivery of transport connections (including walking, cycling and public transport) is critical to reducing car reliance and preventing a decline in physical activity of people who live and work in CoP.

For consideration:

Journey experience and streetscape improvements.

Where practicable it is important to consider environmental factors that impact on user journey experience and maximises positive health outcomes of the corridor for all people who use it. This includes providing adequate lighting along the corridor, access to public amenities where practicable, opportunities to rest (seating), access to drinking water and adequate shading along the corridor. Suitable signage and way finding that meets the literacy needs of the diverse Western Sydney community is vital. As reported in the Bike Plan 2024, 62% do not use English as their first language at home. As a result, the importance of way finding becomes a critical navigator of a successful cycling network.

Separate cycle and pedestrian ways.

¹ Haines, A. (2017). Health co-benefits of climate action. *The Lancet Planetary Health*, 1(1): pp. E4-E5. doi: [10.1016/S2542-5196\(17\)30003-7](https://doi.org/10.1016/S2542-5196(17)30003-7)

CPH notes the inclusion of separate cycleways designs on sections of the Corridor and reiterates wherever possible, the separation of cyclists and pedestrians from motorised traffic to reduce fatalities and injuries, particularly along roads with high traffic volume counts². In addition, where possible, the separation of pedestrians and cyclists is the preferred option.

Future collaboration:

We are keen to collaborate with Council on the ongoing development and implementation of the Kleins Road Pedestrian and Cyclist Corridor. Specifically, we would like to explore possibilities to:

- Partner with Council and other organisations for intersectoral collaboration to implement walking and cycling research trials and pilot interventions.
- Support Council in advocacy efforts across all levels of government, for improvements in walking and cycling infrastructure.
- Conduct walkability audits of the Active Transport Corridors and take joint action on audit findings.
- Work together to increase active travel to the Westmead Precinct and any potential active travel to school related projects, such as a collaboration with Northmead Public School.
- Any potential community engagement projects that investigate change in health behaviours because of the Kleins Road Pedestrian and Cyclist Corridor.

If required, the Centre for Population Health is willing to provide additional evidence or information in relation to our comments. We look forward to continuing our working relationship with City of Parramatta Council to improve the health and wellbeing of residents.

For further information, please contact:

Helen Ryan: helen.ryan@health.nsw.gov.au or

Belinda Duckworth: Belinda.duckworth@health.nsw.gov.au

Yours sincerely,



Dr Shopna Bag
Director Centre for Population Health,
Western Sydney Local Health District

² WSLHD, Epidemiology and Health Analytics, Social and Health Atlas
<https://www.wslhd.health.nsw.gov.au/SocialHealthAtlas/>

Attention: Mark Crispin
Senior Transport Planner

Location: City of Parramatta

Re: Kleins Rd. Pedestrian and Cyclist Corridor

I am an owner at 2-6 Albert Street, North Parramatta.

I have several concerns over the Kleins Road proposal. The proposal does not consider the adverse impact on residents travelling from the north and northwest. Changes to Fleet Street will cause major traffic problems for vehicles travelling to the western side of O'Connell Street and Albert Street.

The Kleins Road proposition of creating one way traffic northward from Fennel Street to Greenup Drive effectively removes and disadvantages thousands of residents from travelling home.

I regularly travel NorthWest bound to Baulkham Hills, my current route home is via Windsor Road turning right at the Barney Street lights and right again at the traffic lights into Fleet Street. Fleet Street joins O'Connell Street where I turn left and then left again at the traffic lights on Albert Street to arrive home. For residents living in Albert Street and those living on the western side of O'Connell Street this is a complex yet necessary to access our homes.

There is an alternative route that poses several obstacles. The route from Windsor Road is to turn right at Barney Street traffic lights into O'Connell Street continue through the Albert St and O'Connell Street traffic lights and to turn left into Harold Street. To access Albert Street, one turns left into Trott St, a very narrow road that is ostensibly one lane because cars park on one side of the road. Frequently if a car is travelling in the other direction, someone must give way. To complicate matters North Parramatta Primary School skirts Trott Street and if travelling between 2.30pm to 4 pm at school pick up the road is virtually inaccessible.

Compounding safety issues and traffic flow there is a (school) pedestrian crossing at the corner of Trott St and Albert Street. This is dangerously congested around children. After navigating this small and fraught stretch of Trott Street to reach Albert Street one needs to turn left and quickly get into the right-hand lane to drive straight ahead or to turn right for residents living along the western border of O'Connell Street.

Additionally, the stretch of road from Church and Albert Street traffic lights to the Albert Street and O'Connell Street traffic lights is approximately 100 metres which due to the school zone and pedestrian crossing and the limitations of Trott Street as a main thoroughfare will result in heightened risk of mishaps occurring.

The Kleins Road proposition doesn't factor in the adverse impact of diverting many residents away from a segment of Fleet Street southbound. The flow on effect to Harold Street, Trott Street and the school is worrying, not to mention the frustration of an even more arduous and treacherous drive home for residents who work or travel from the north and northwest.

Further concerns include:

(1) Less parking spaces -

Many Visitors to North Parramatta and surrounds drive to events and visit relatives. Some residents require street parking.

(2) The lack of parking spaces in this area adversely impacts residents and visitors. A reduction of parking spaces is not taken into account.

(3) Since Church street has a metro, a lot of traffic is not diverted onto O'Connell, which further adds traffic congestion. Limiting access with one way restricts access further.

(4) Events at the nearby Stadium result is chaotic as visitors to the area vie for the few available parking spots on Fleet Street, Albert Street, Galloway Street, Trott Street, Harold Street, Grose Street and surrounds.

(5) Additionally, any reduction or change to parking arrangements at Kleins Road shopping precinct is likely to create an adverse flow on effect for shop owners in what is already a trying time for small businesses.

A final concern is that minimal change occurs to the National Heritage Walk. Heritage in Parramatta and surrounds appears to be a secondary consideration to planners and developers despite the hard work and objectives of those who dedicate their time and energy to retain and elevate heritage listed indigenous and colonial history. It is important that the addition of a bridge over Darling Mills Creek does not denigrate the indigenous and heritage significance of Darling Mills.

Kind regards

