



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

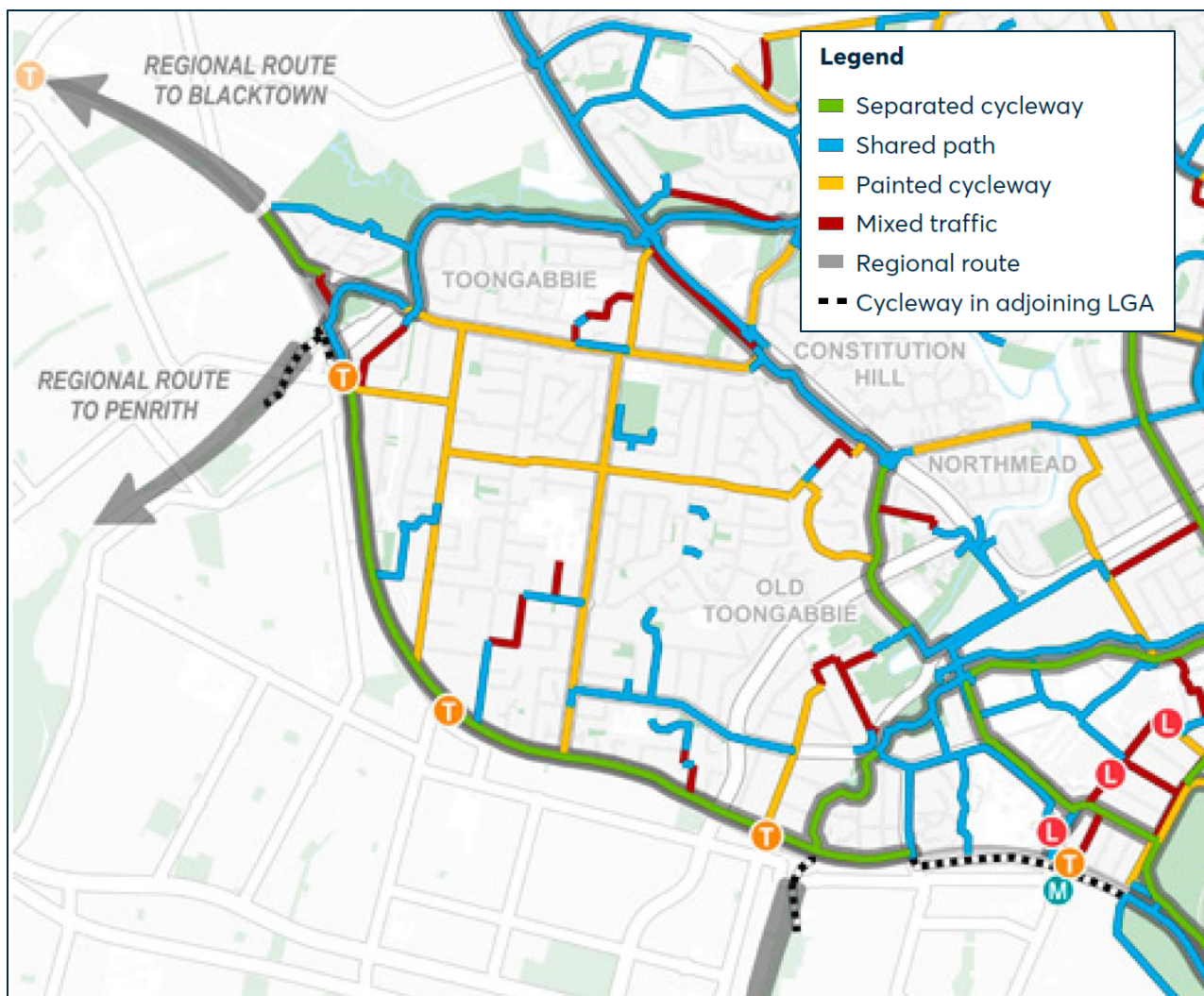
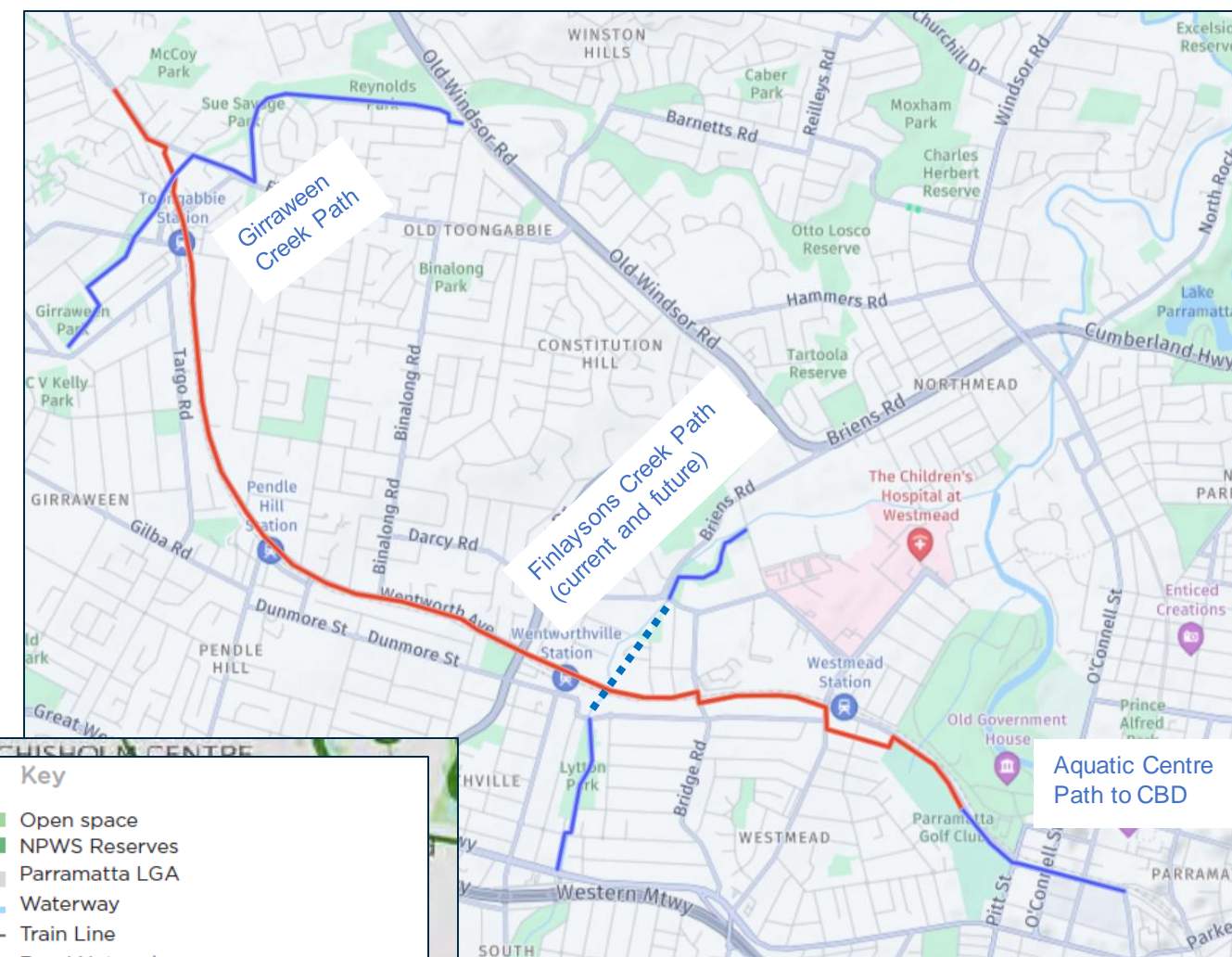


Background



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.

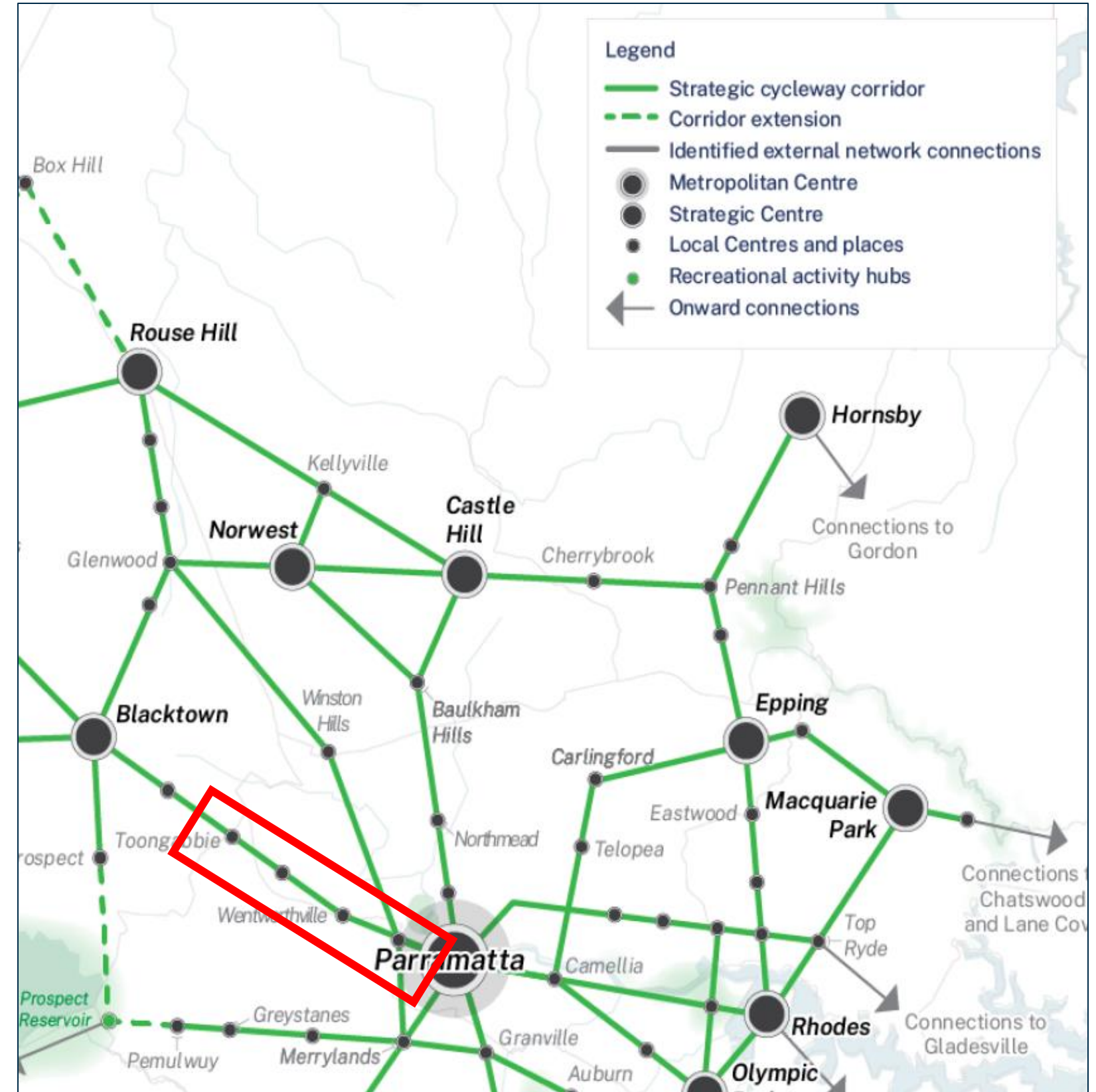


Strategic Context – NSW Government

- 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

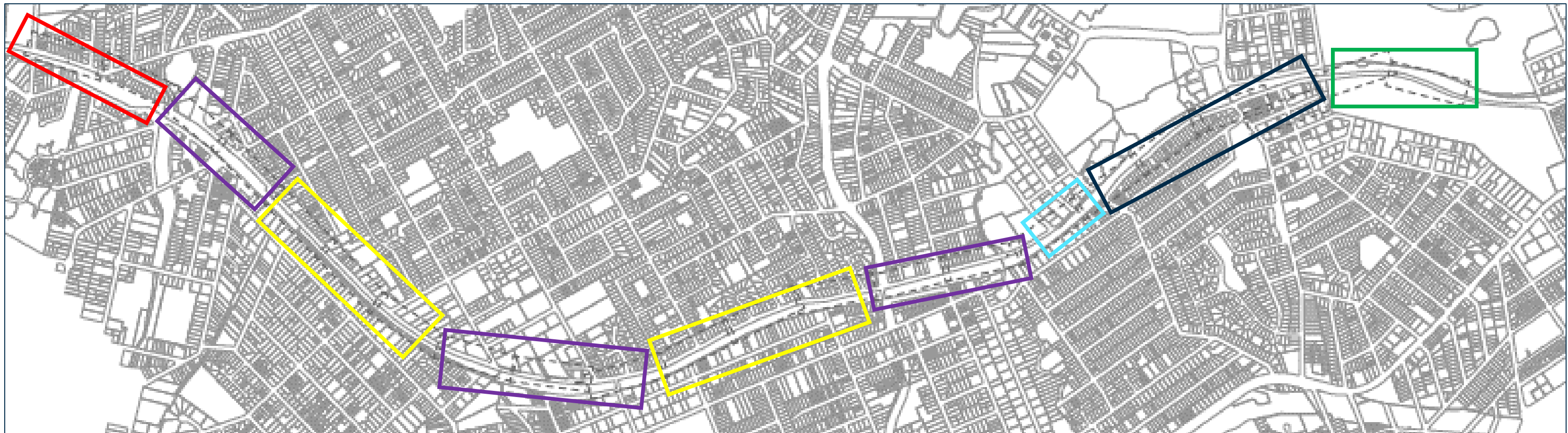


Sections

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.



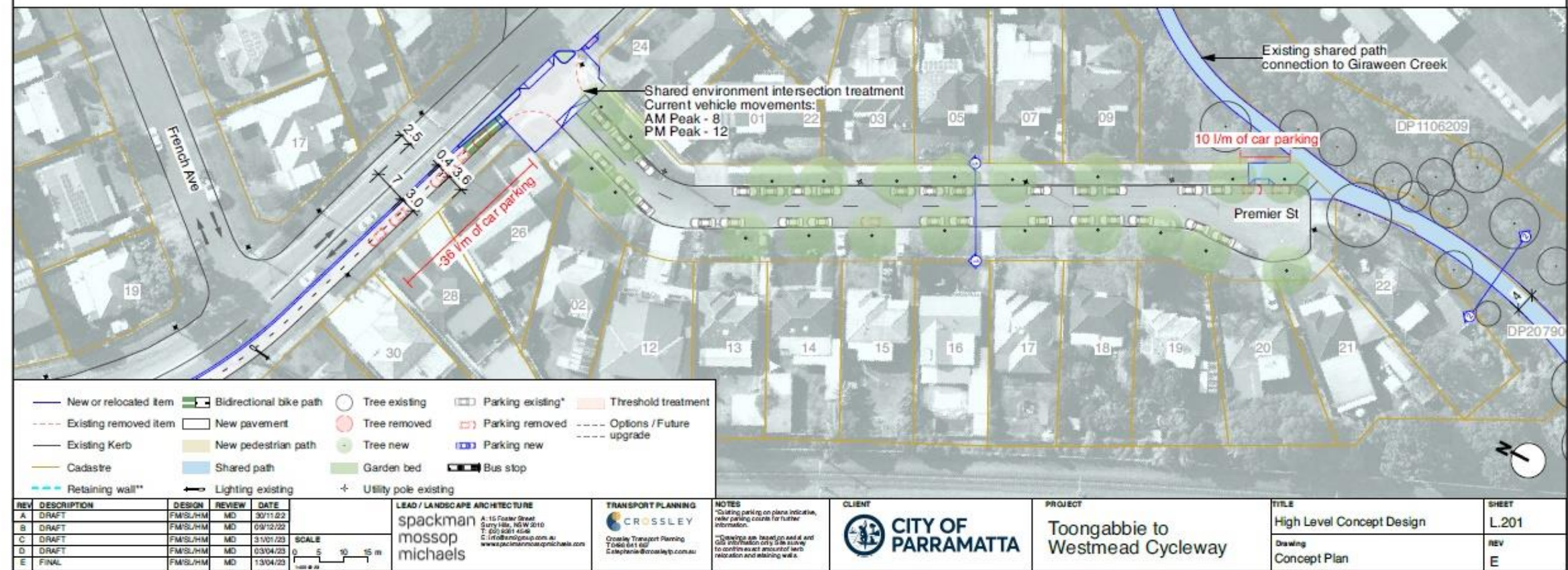
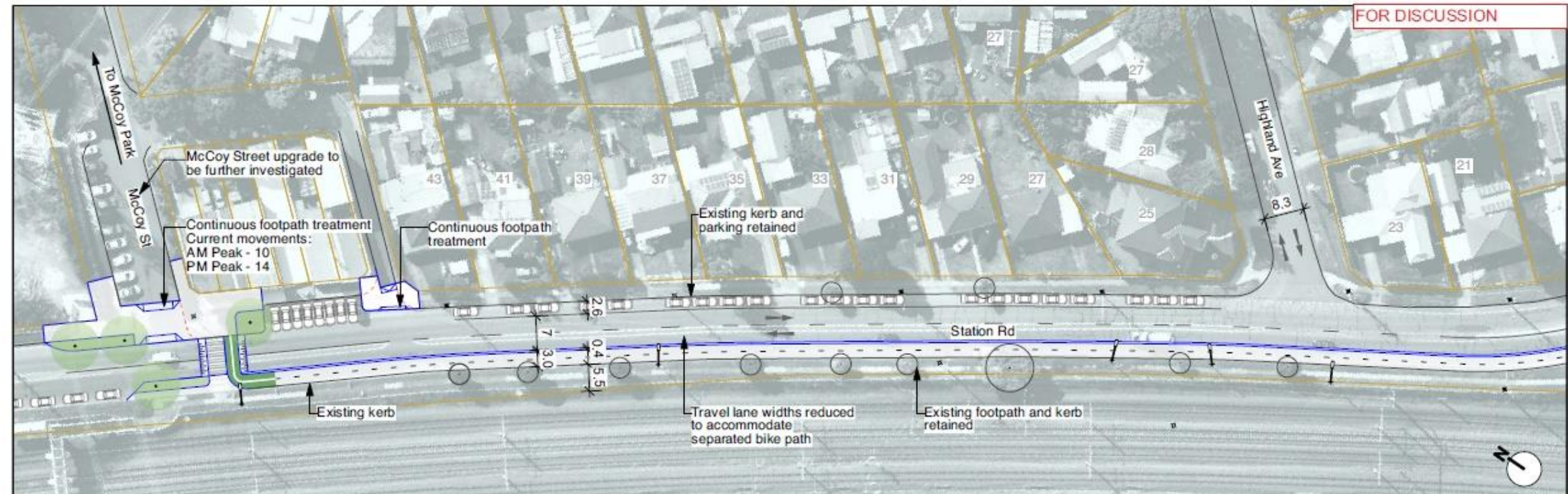
McCoy

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

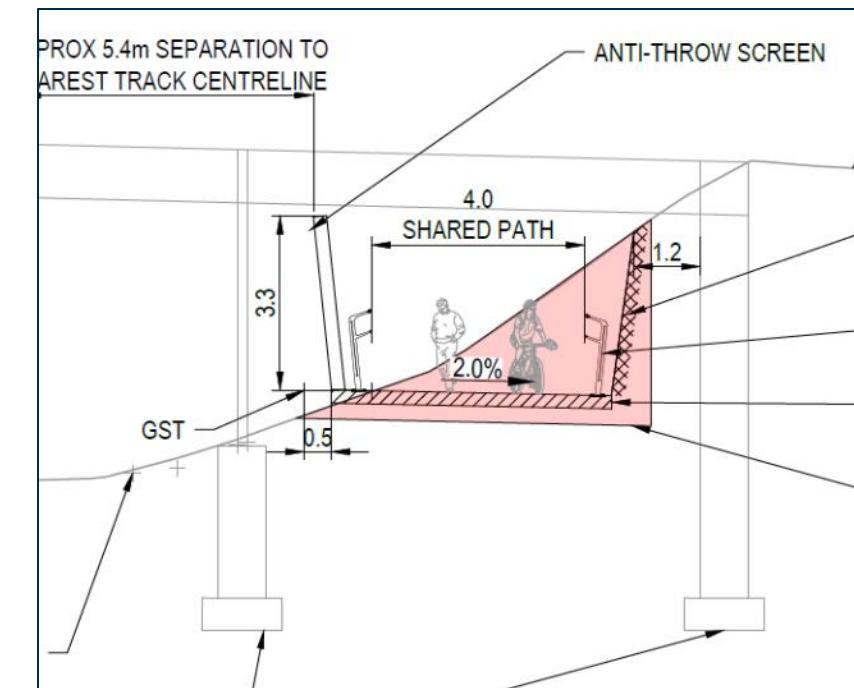
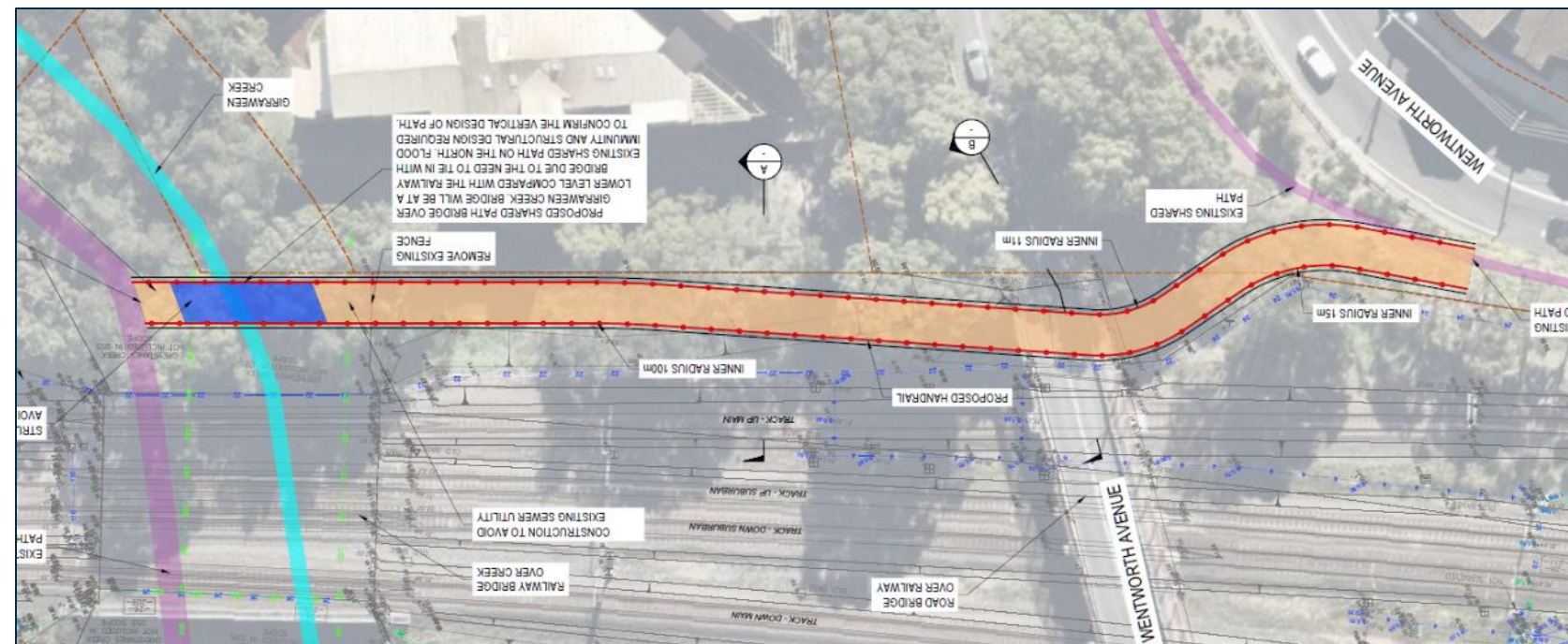
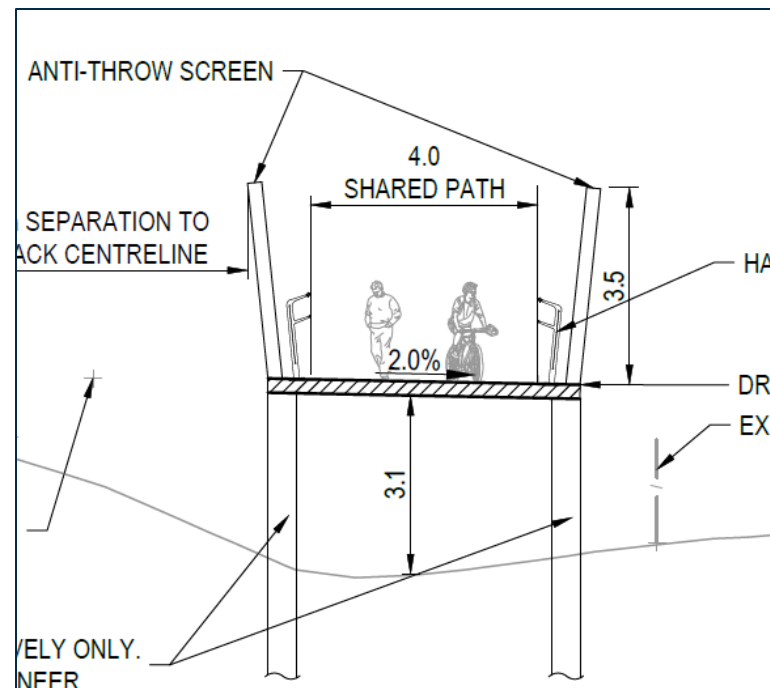
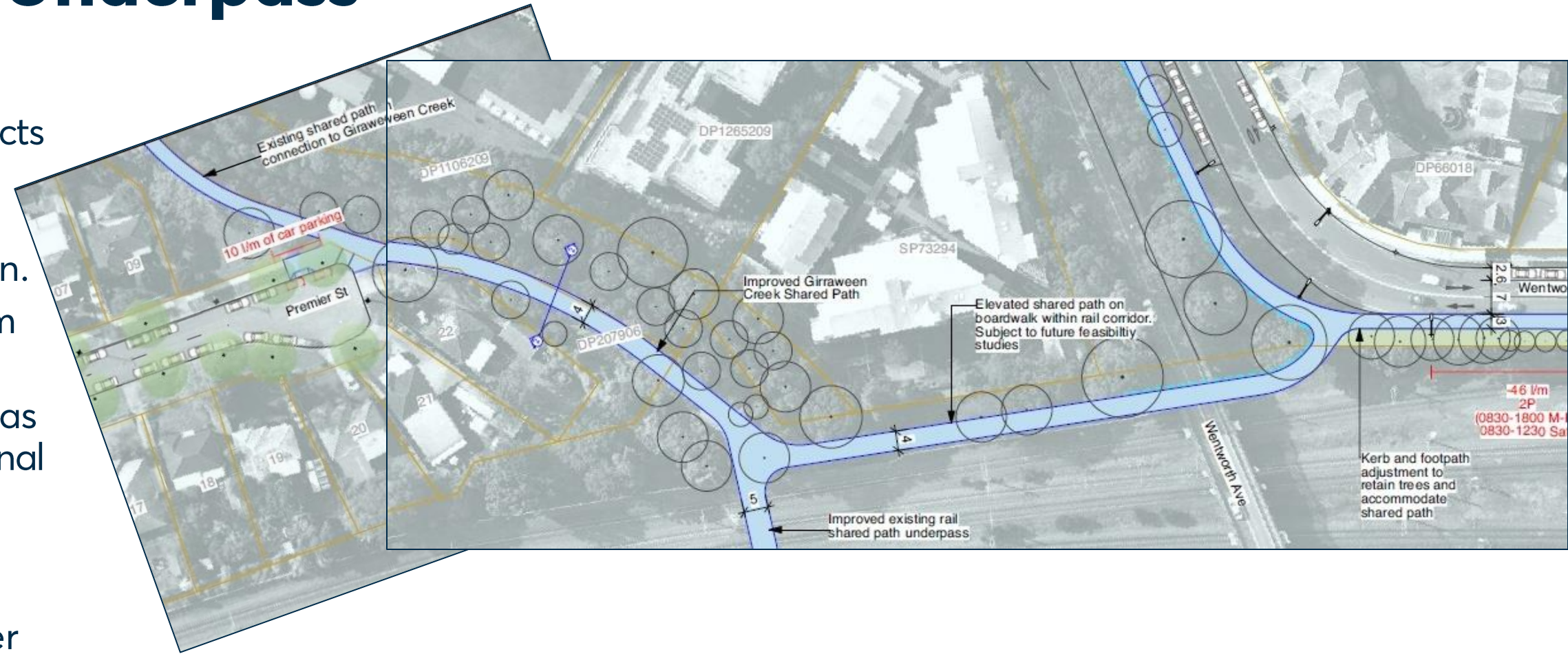
- 50 available spaces.
- Greatest use is 16 @ 3pm.
- Proposing to re-purpose 3 spots to improve access to Girraween Creek.



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.

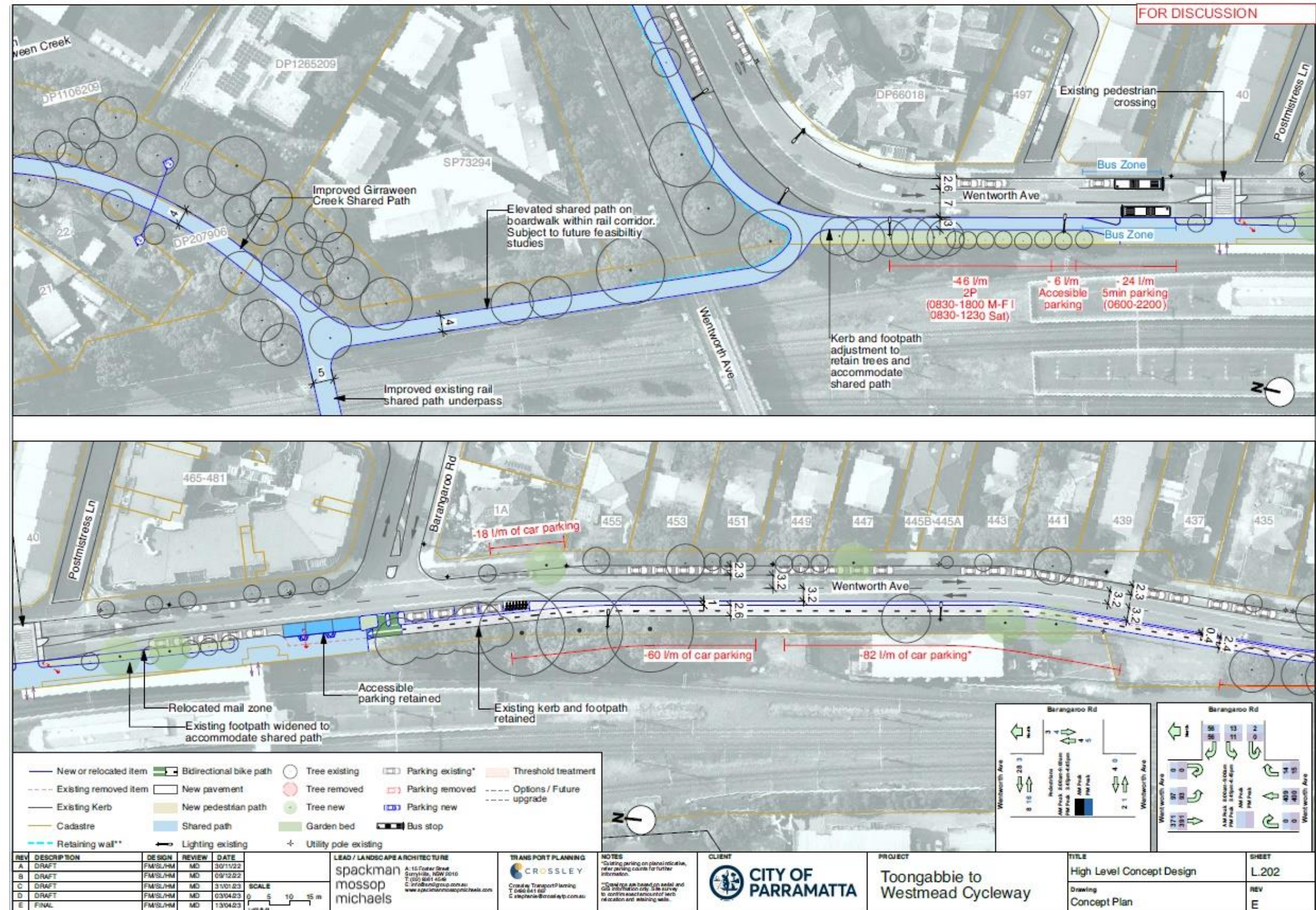


Toongabbie

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.



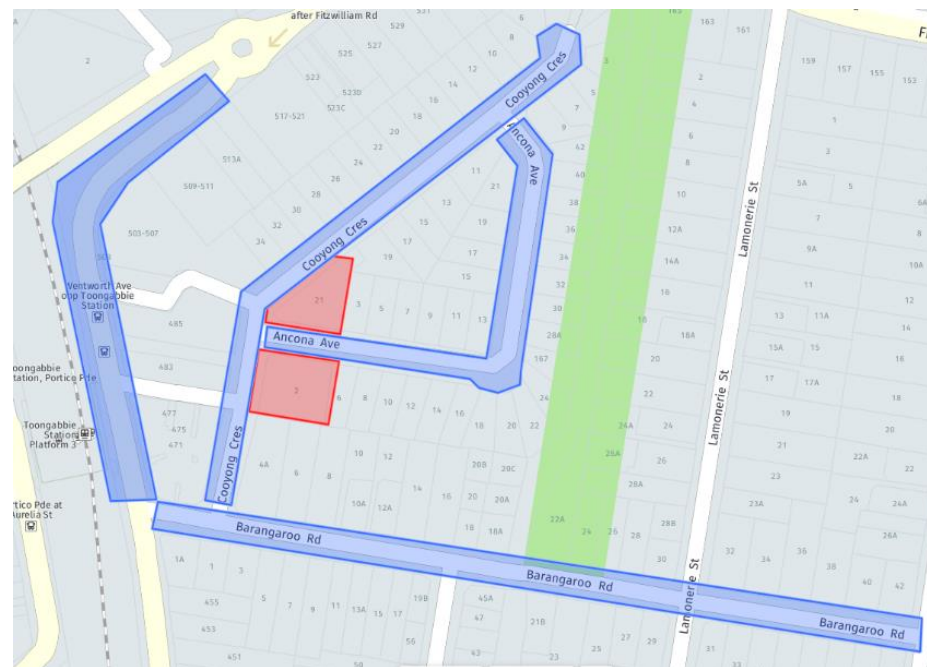
Toongabbie Station parking

Parking

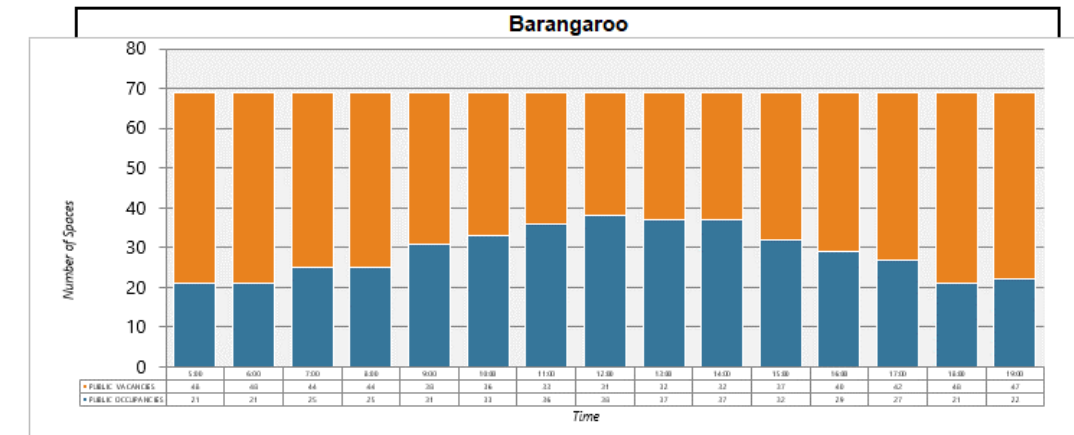
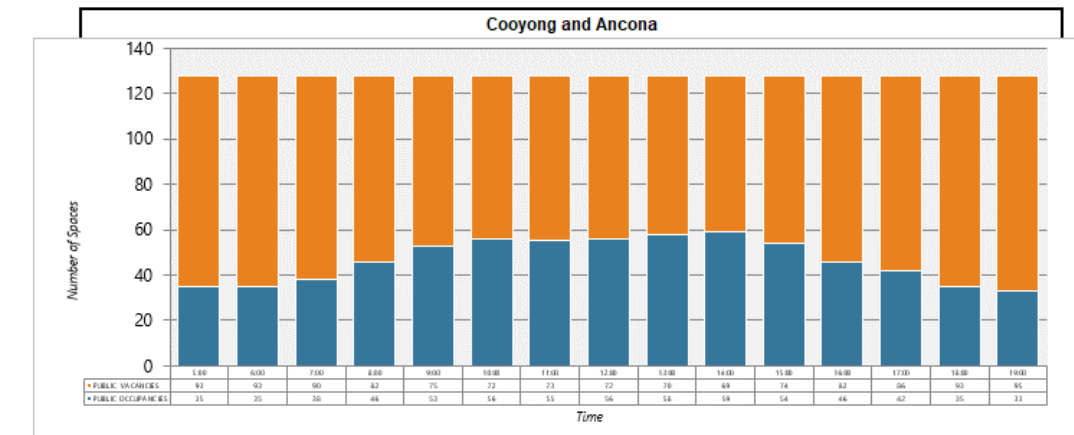
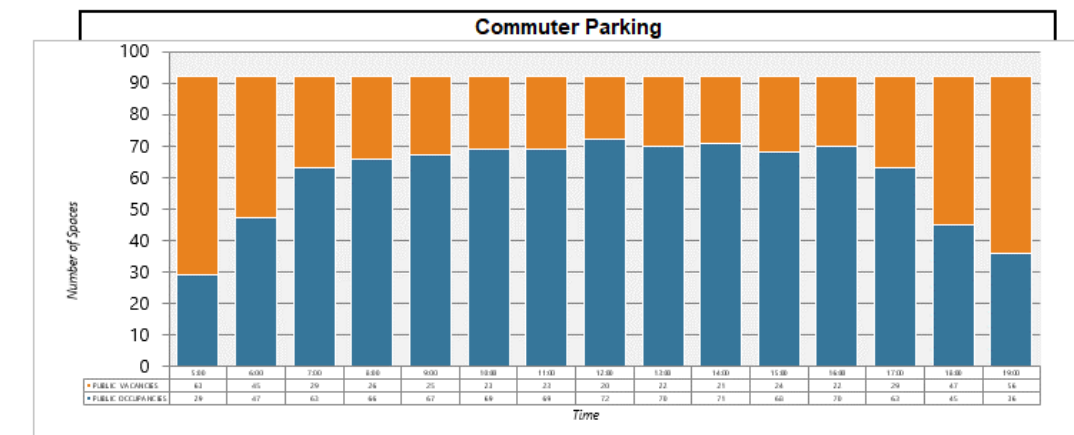
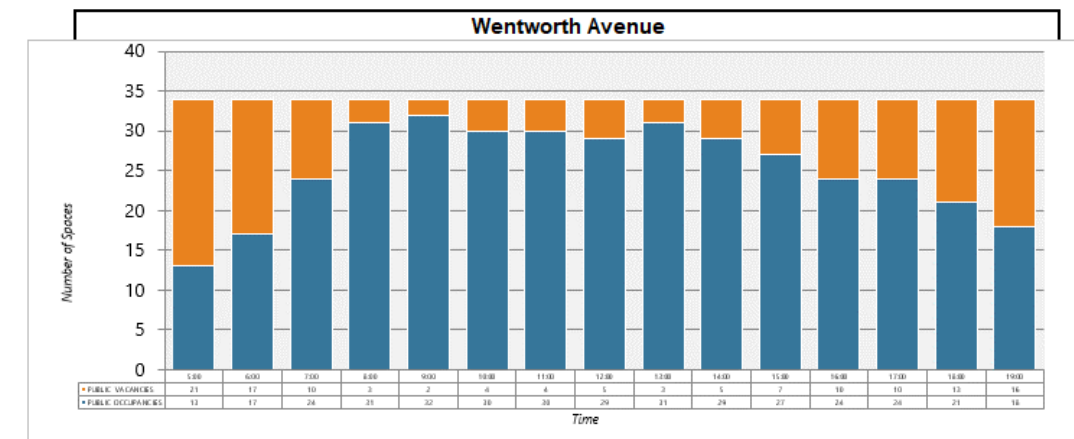
- 326 spaces available in the precinct
- Peak use of 202 @ early afternoon
- Proposing to re-purpose the following spaces (highlighted in green below)
 - Between pedestrian crossing and the bend (west), night ride bus to stop in lane.
 - Between Postmistress Ln and Barangaroo Rd (east)



Parking survey locations



Current parking utilisation



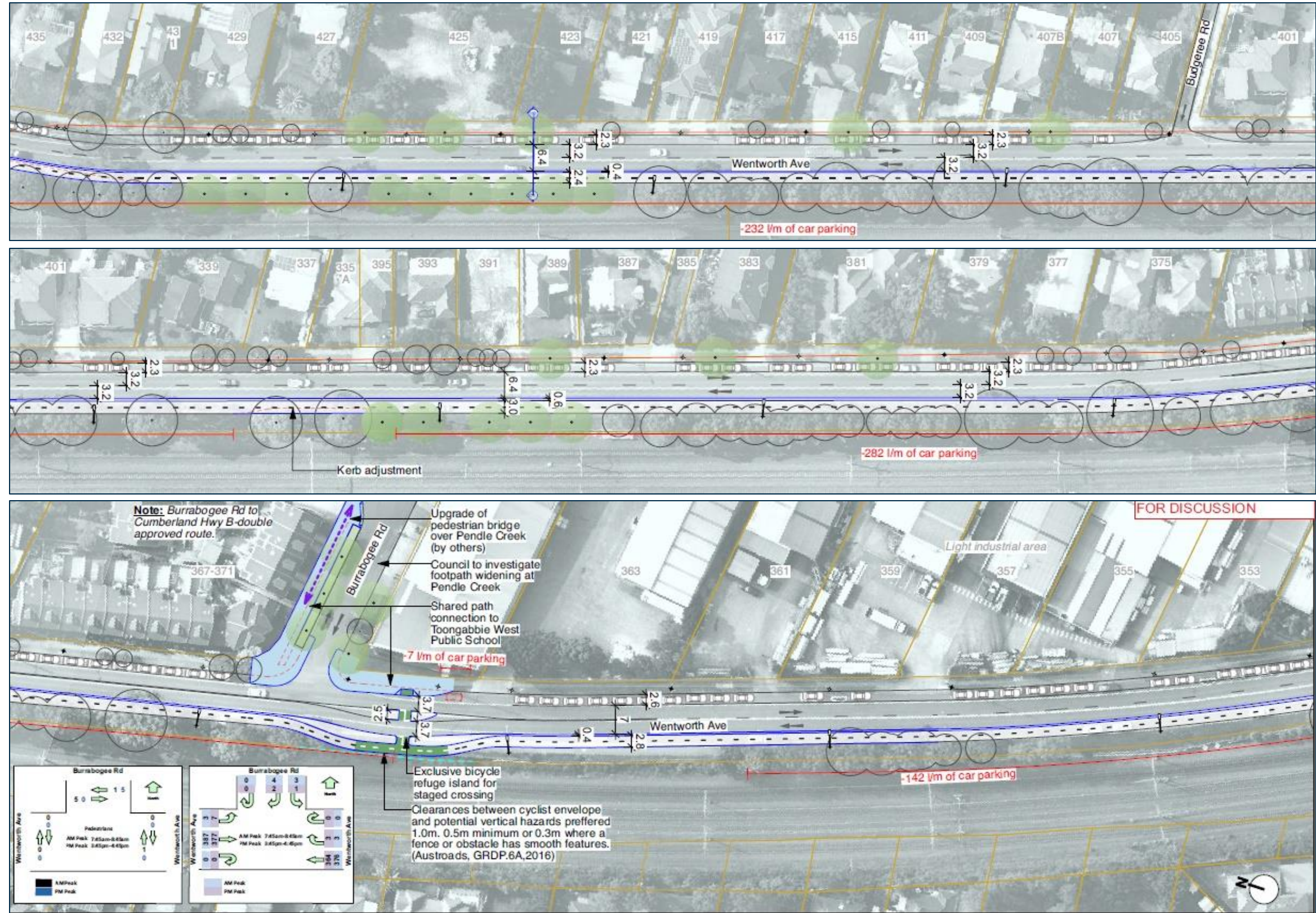
Between Stations (Toongabbie to Pendle Hill)

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

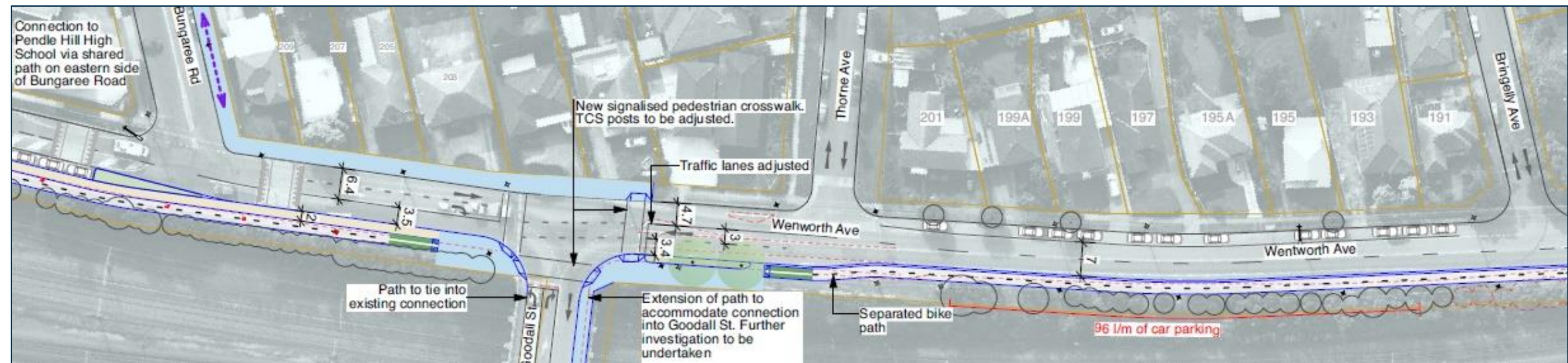
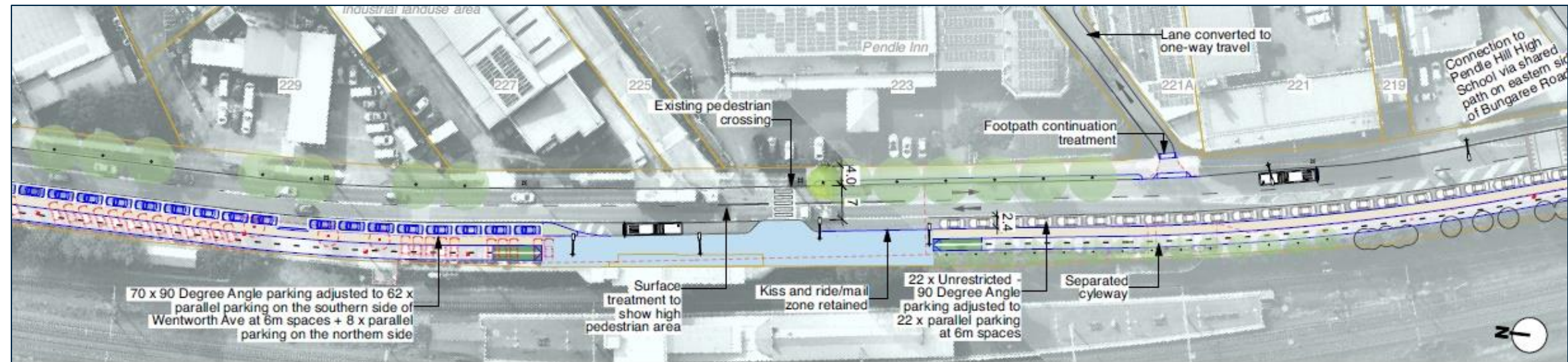
- Commuter parking retained by switching to parallel.
- Separate pedestrian/bike path on rail side.
- Some power pole adjustments.

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)

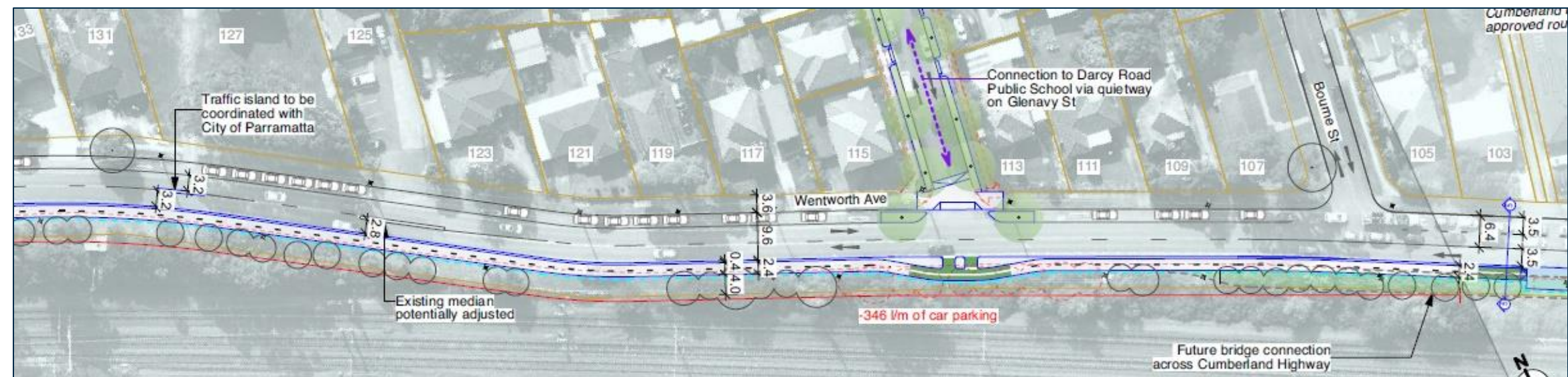
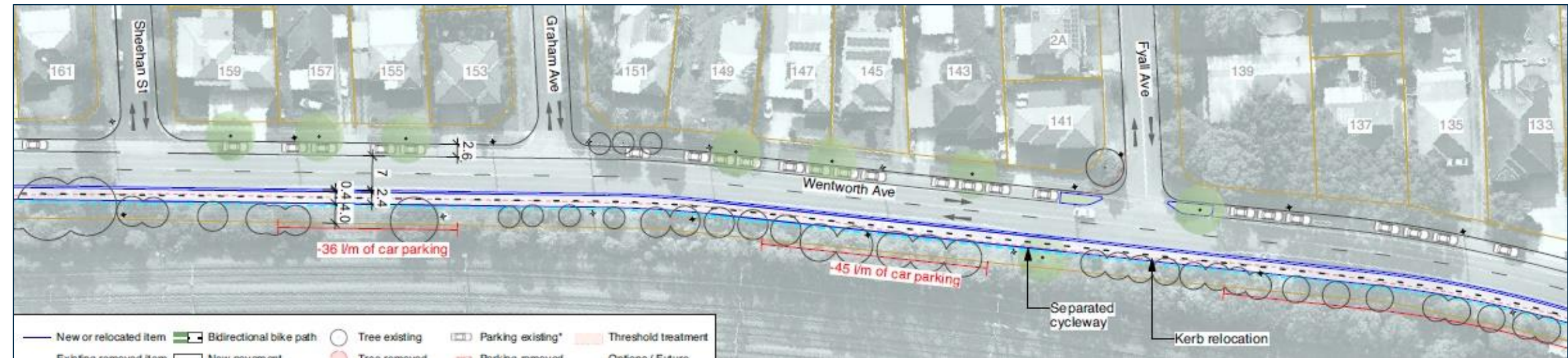
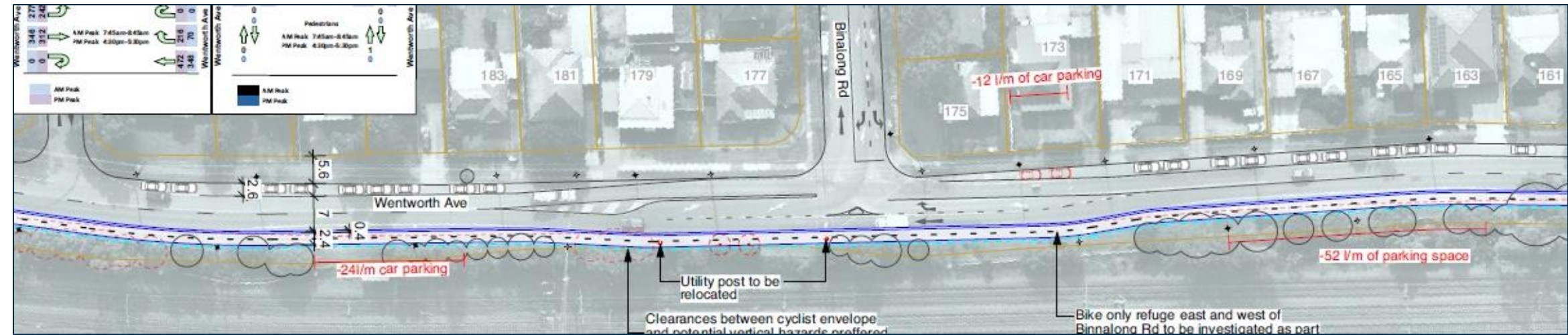
- Uses predominantly empty southern parking lane.
- 167 available spaces (79 north, 88 south).
- Greatest use is 29 @ 2pm.

Binnalong Rd

- By-passes intersection, retains current layout.

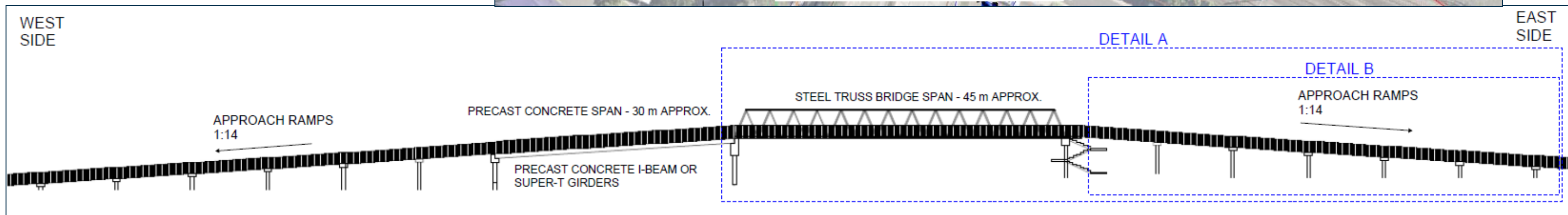
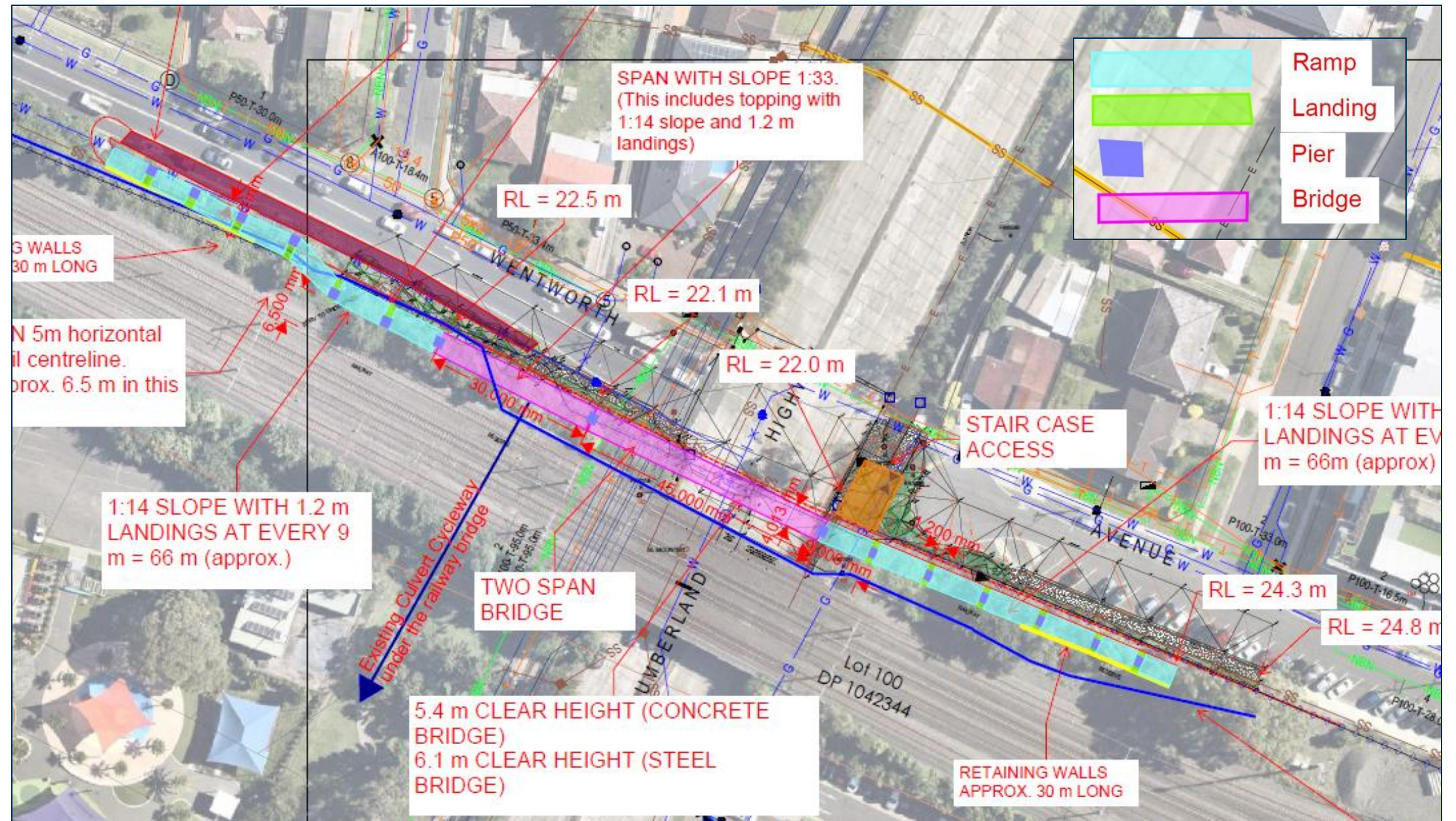
Glenavy St

- 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.

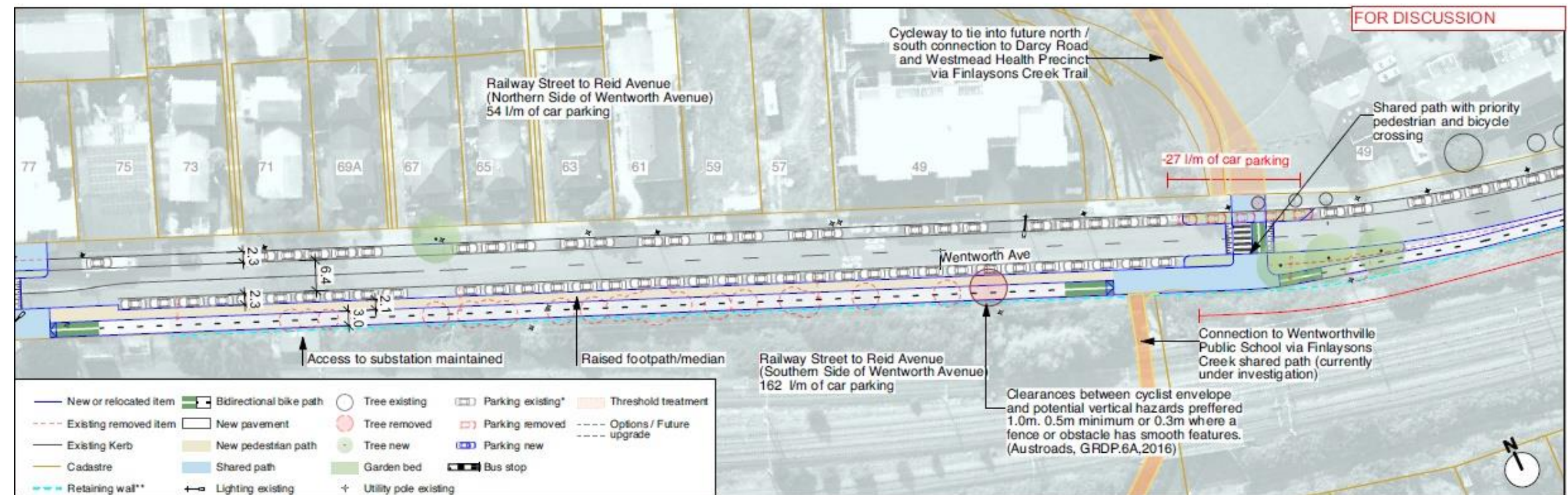
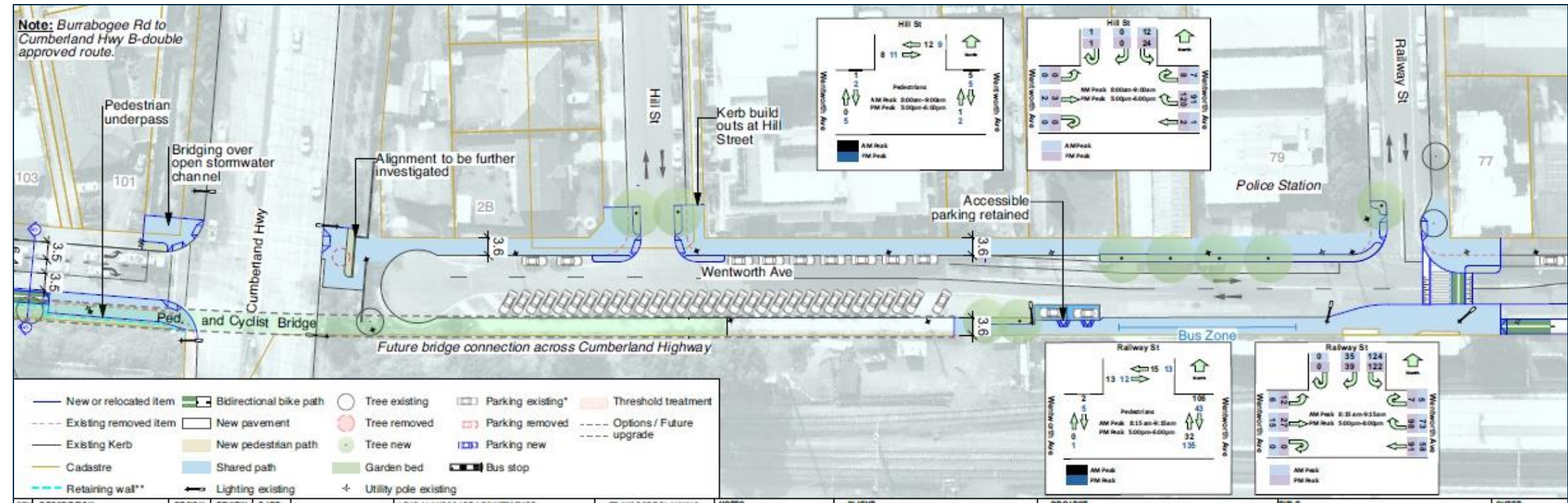


Wentworthville Station

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.

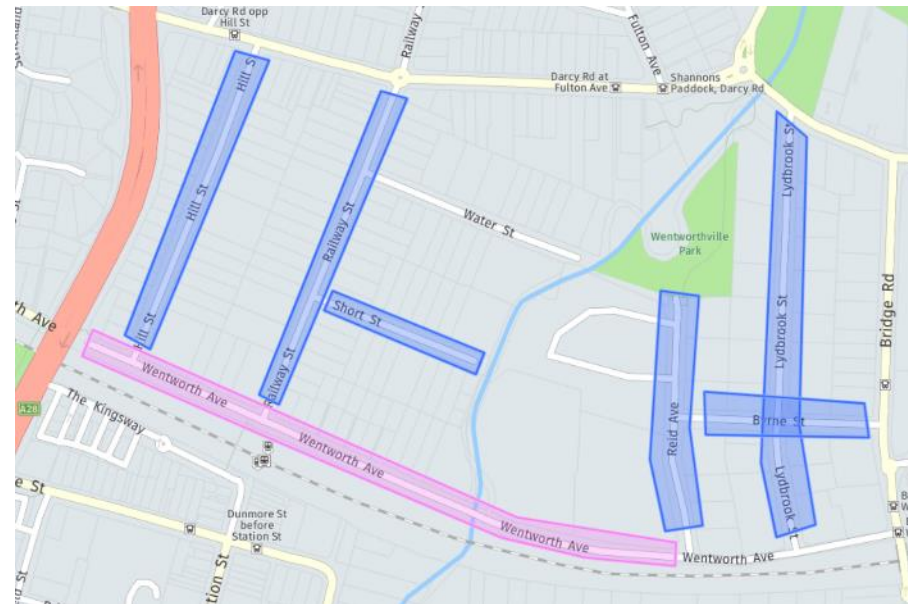
NOTE: parking removal within 1km of Wentworthville Station will require approval by TfNSW.



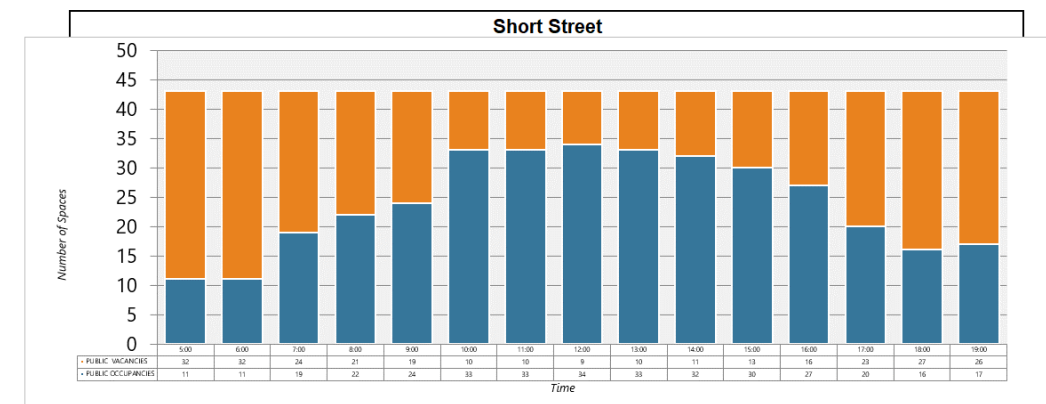
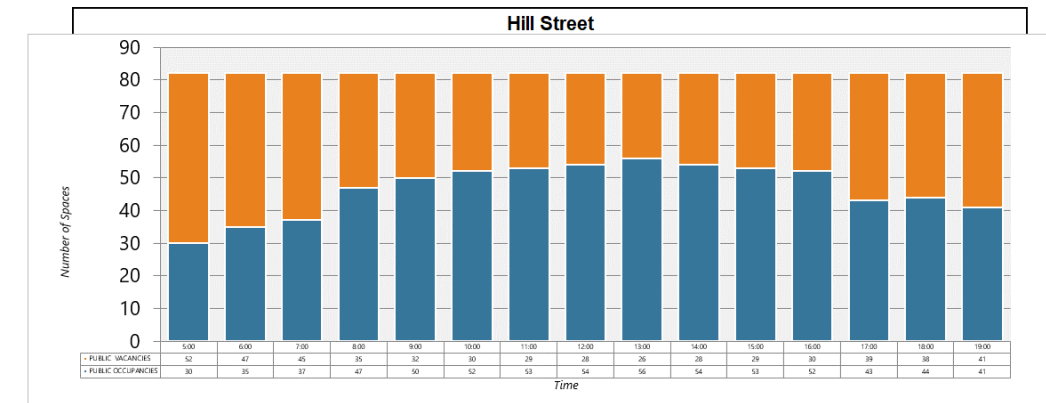
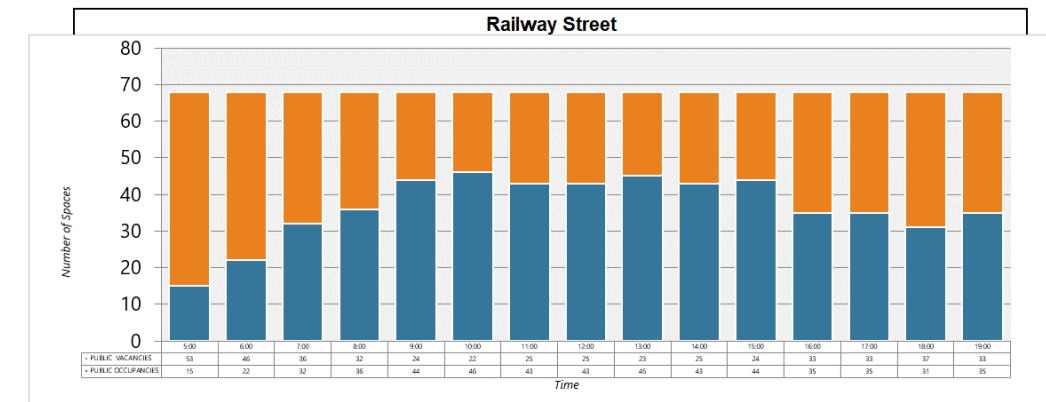
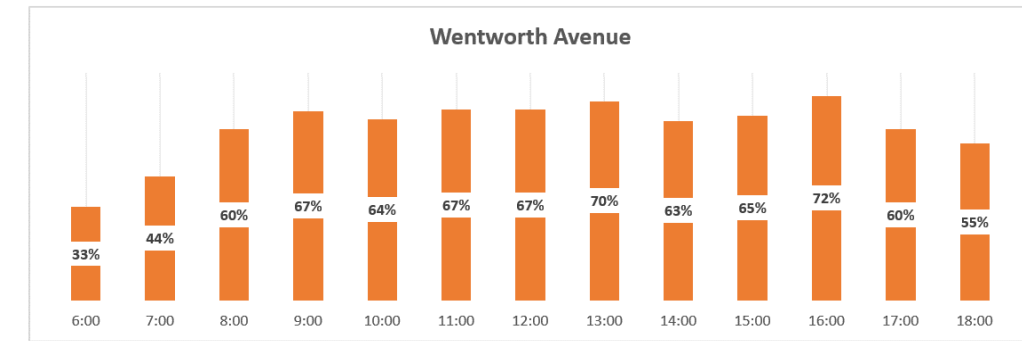
Wentworthville Station parking – Part 1

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

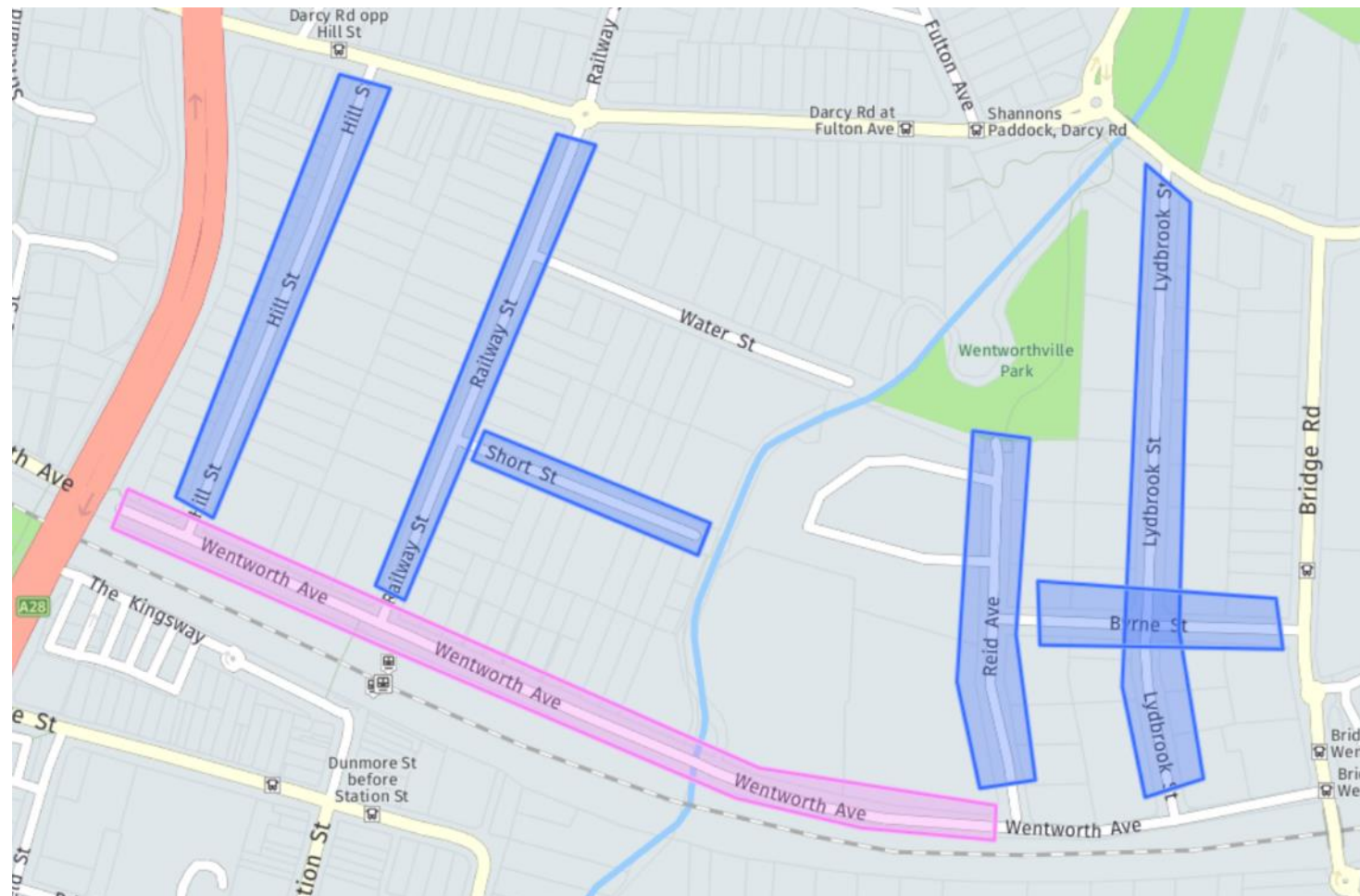


North	Barrier to Hill	Unrestricted	2	2	2	2	2	2	2	2	2	2	2	2	2	
	Hill to Railway	2P (0800-1800 M-F)	9	3	3	2	7	8	6	7	6	5	5	7	9	10
		1/2P	5	1	1	1	4	4	2	1	2	3	3	6	3	5
	Railway to Reid	No Stopping (Police Vehicles)	0	2	2	1	1	0	1	2	2	1	1	2	0	0
		1/4P (0800-1800 Mon-Sat)	1	0	0	3	1	1	2	1	1	1	1	1	3	0
South	Barrier 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
Railway to Reid	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%	

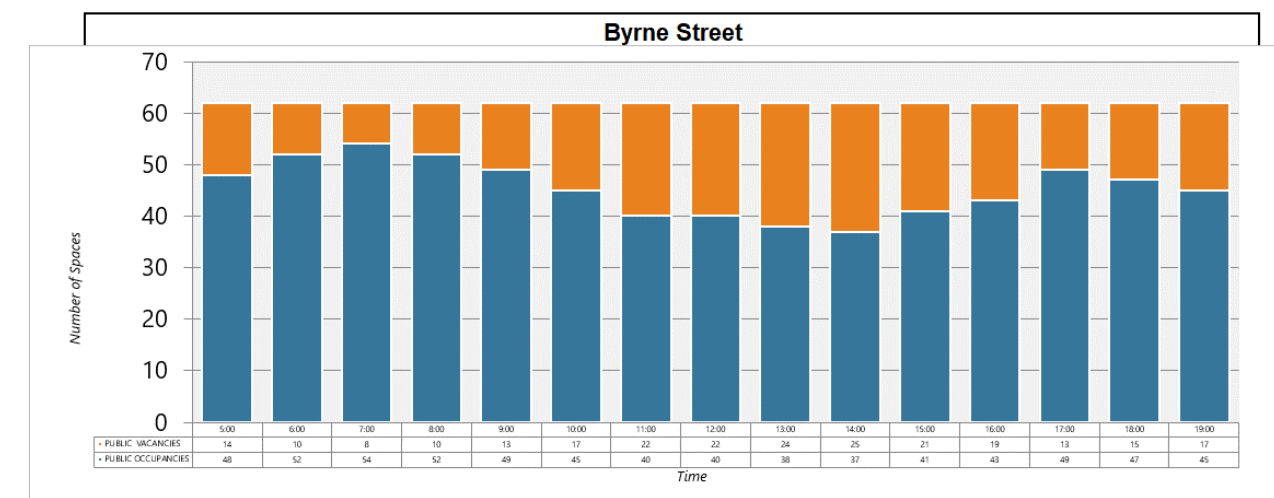
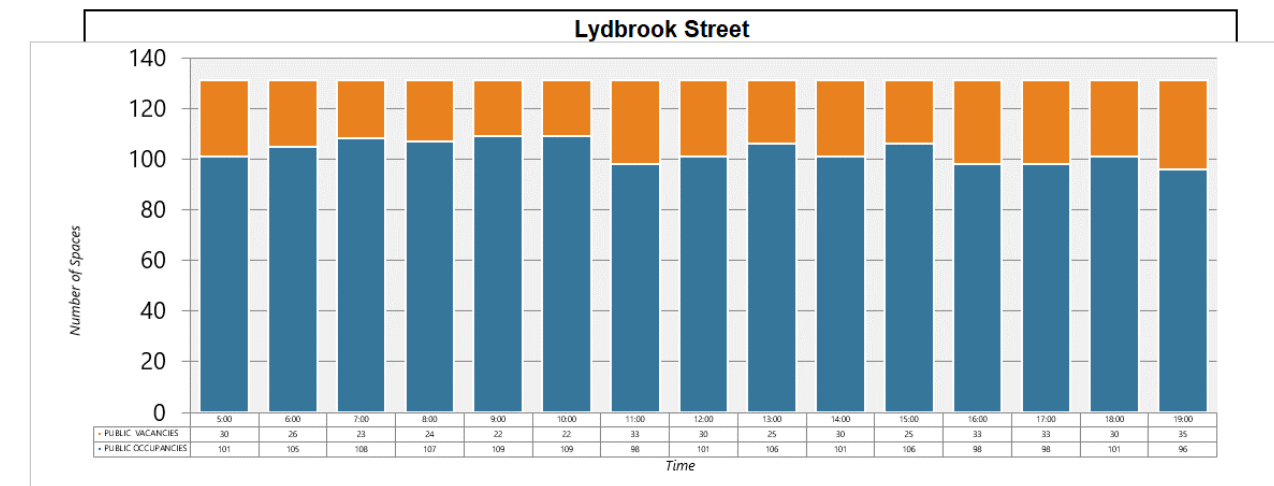
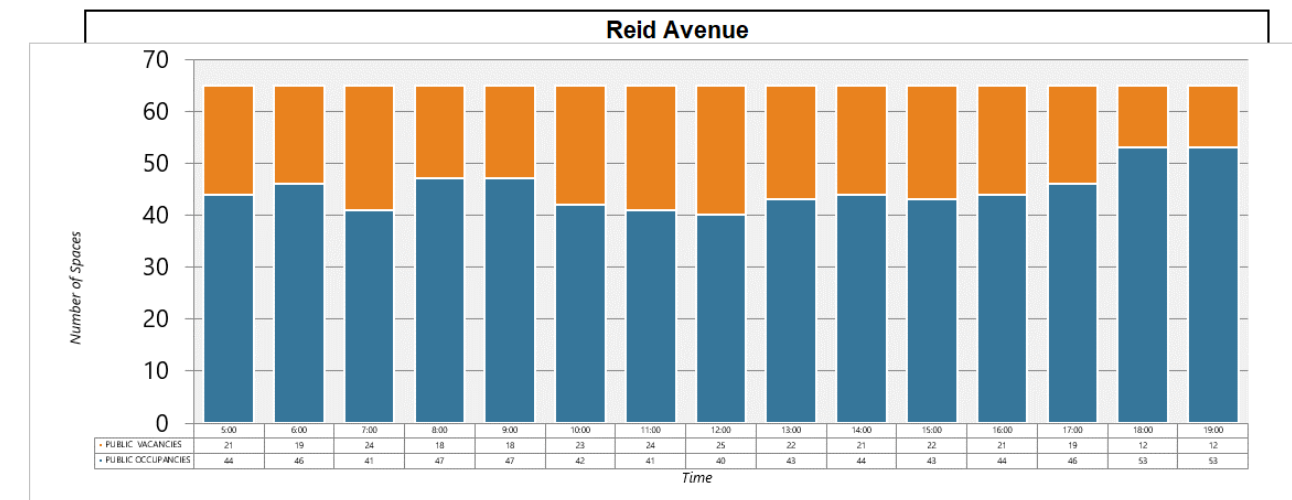
Wentworthville Station parking – Part 2

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



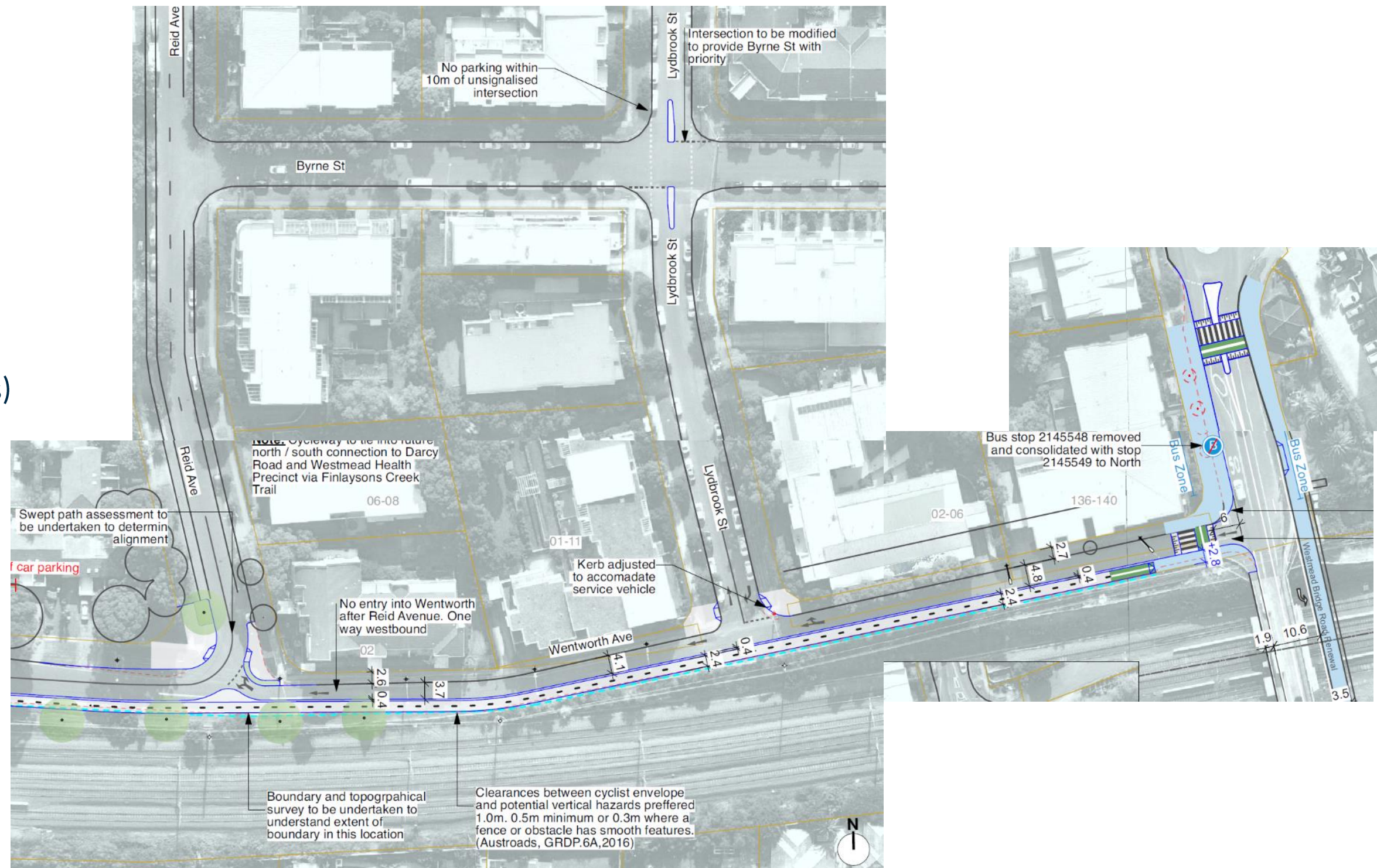
Current parking utilisation



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.

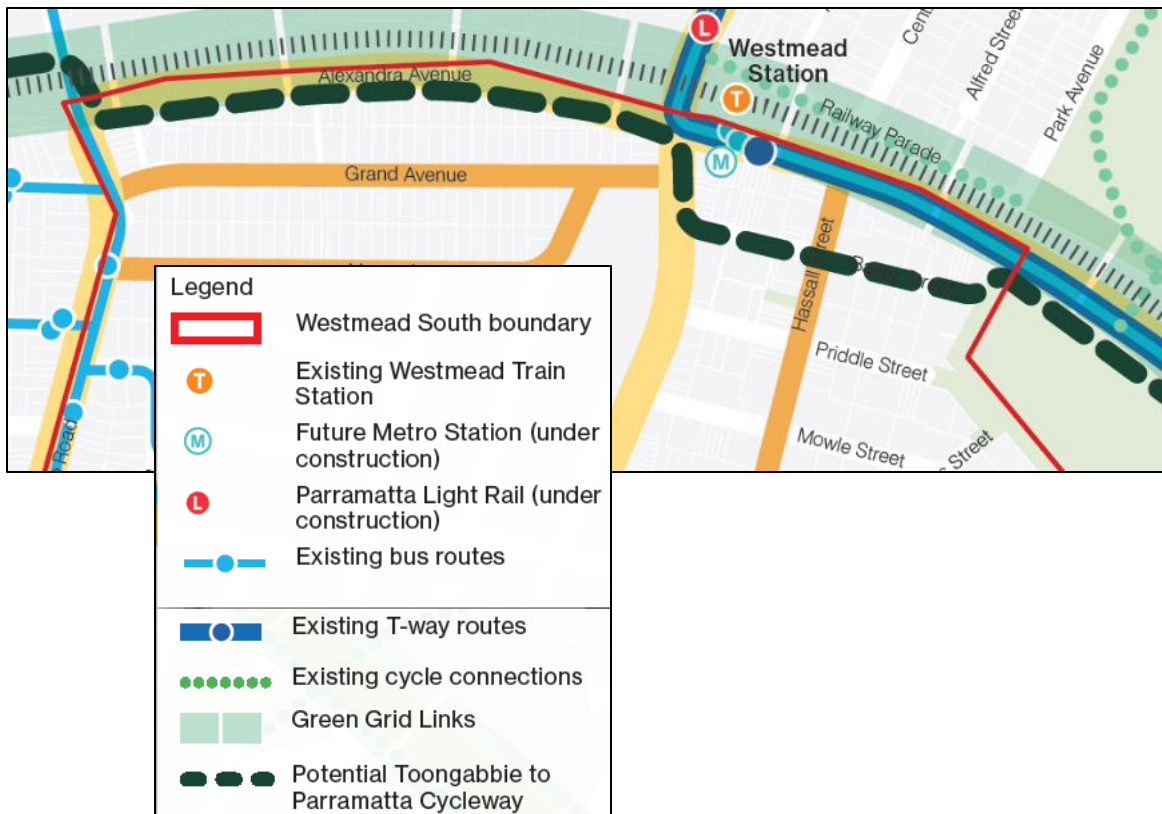


Alexandra Avenue / Bailey Street

Within Cumberland Council

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

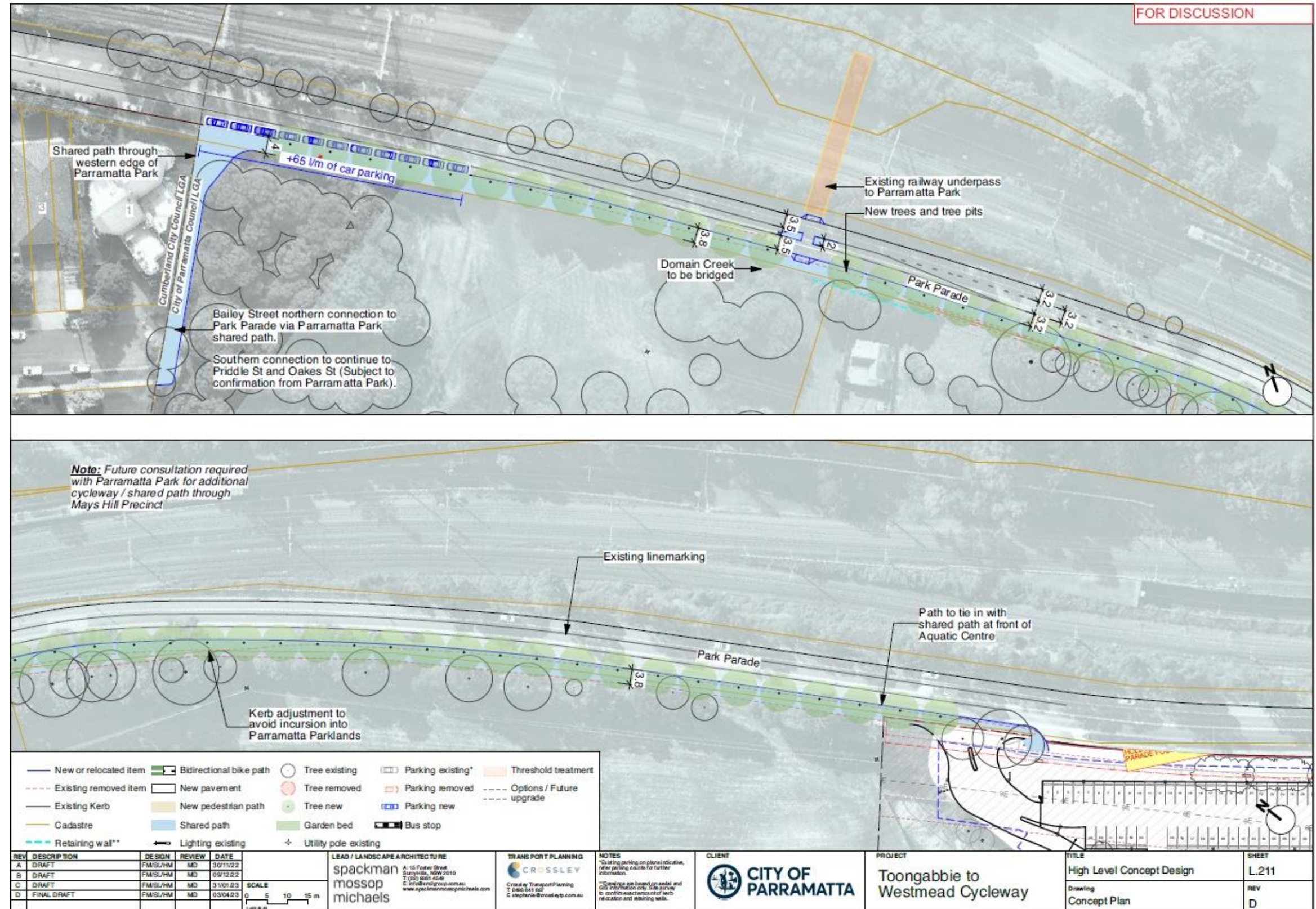
Snapshot of Cumberland exhibition materials below, see <https://haveyoursay.cumberland.nsw.gov.au/westmead-south-masterplan-2023>



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. On western side, between station and Wentworth Ave overbridge. On eastern side between Postmistress and Barangaroo. 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.
	1408	758	1082	326	