

Sydenham to Bankstown Walking and Cycling Strategy

SUMMARY REPORT – November 2020

Table of Contents

1.	Strategy Drivers	3
1.1.	Sydney Metro Product.....	3
1.2.	Sydney Metro's Commitment to Walking and Cycling	4
1.3.	Sydney Metro City & Southwest Project Commitments	4
1.4.	Purpose of the Walking and Cycling Strategy	5
2.	Context and Approach.....	6
2.1.	Regional Context.....	6
2.2.	Policy Context	6
2.3.	How the Walking and Cycling Strategy was developed	9
2.4.	Consultation in developing the Strategy.....	9
3.	Findings	12
3.1.	Principles and Strategic Themes	12
3.2.	Existing Conditions.....	14
3.3.	Proposed Walking and Cycling Infrastructure Priorities	15
3.4.	Behaviour Change	16
4.	Implementation.....	19
4.1.	East-west walking and cycling connections	20
4.2.	Station Design.....	22
4.3.	Other Infrastructure Options.....	24
5.	Conclusion.....	25
	Appendix A – Process Diagram.....	26
	Appendix B – Station Design	27
	Appendix C – Other Infrastructure Options	29

1. Strategy Drivers

1.1. Sydney Metro Product

Sydney Metro is Australia’s biggest public transport project. The Sydney Metro City & Southwest project includes a new 30 kilometre metro line extending from the end of Metro North West at Chatswood, under Sydney Harbour, through new CBD stations and southwest to Bankstown. It is due to open in 2024.

Sydney Metro City & Southwest will deliver new metro stations at Crows Nest, Victoria Cross, Barangaroo, Martin Place, Pitt Street, Waterloo and new underground metro platforms at Central Station. In addition, it will upgrade and convert all 11 stations between Sydenham and Bankstown to metro standards.

In 2024, customers will benefit from a new fully-air conditioned Sydney Metro train every four minutes in the peak in each direction, with lifts, level platforms and platform screen doors for safety, accessibility and increased security.

The success of the Sydney Metro program of works relies not only on the step change which comes with a new-generation metro rail service, but also heavily relies on effective integration into Greater Sydney. The city’s growth will be shaped by how well the Sydney Metro product improves liveability through vibrant places, enhances productivity and promotes easy connections across Greater Sydney.

Figure 1: The Sydney Metro Product



The integration of Sydney Metro into the broader transport system, by the provision of easy, seamless connections, is integral to the success of the Sydney Metro product. This is achieved through the delivery of quality interchange facilities, with the aim to improve travel choices, starting with a prioritisation of walking as a primary mode of access and enabling better cycling connections.

1.2. Sydney Metro's Commitment to Walking and Cycling

Walking and cycling are integral to the transport system. Over 1.1 billion trips a year in NSW are made on foot or by bicycle, including around 600 million trips associated with a public transport journey. People in metropolitan areas undertake 3.5 million walking-only trips and 448,000 cycling trips on an average week day.¹

Nearly every public transport journey starts or ends with a walking trip, while cycling helps to improve access by extending public transport catchments. More people traveling by active transport improves network outcomes overall (such as reducing road congestion) in addition to delivering positive health, wellbeing and environmental outcomes. That is why Sydney Metro is committed to enabling and encouraging people to walk or cycle as part of their everyday travel.

1.3. Sydney Metro City & Southwest Project Commitments

The Sydney Metro City & Southwest (Sydenham to Bankstown) project was approved by the NSW Minister for Planning in 2018. Condition of Approval E53 states:

The Proponent must prepare a Walking and Cycling Strategy to identify opportunities and works to connect stations with the surrounding communities, by connecting to or enhancing existing pedestrian and cyclist paths.

The Walking and Cycling Strategy must also identify opportunities and works to improve east west pedestrian and cyclist facilities between Sydenham and Bankstown.

The Walking and Cycling Strategy must be prepared in consultation with relevant council(s), local bike user groups and relevant stakeholder(s). Identified opportunities and works, where relevant, must be integrated with the relevant Station Design and Precinct Plan(s). Works that are identified as being the responsibility of the Proponent, including those associated with east west pedestrian and cyclist facilities must be delivered within twelve (12) months following commencement of Operation.

Condition E53 is directly related to Revised Environmental Mitigation Measure TO3, which is outlined in the project's Submissions and Preferred Infrastructure Report. This states:

Sydney Metro would develop a Walking and Cycling Strategy in consultation with Inner West Council, Canterbury-Bankstown Council and other relevant stakeholders, which would identify walking and cycling facilities to encourage active transport to the station precincts.

¹ Transport for NSW – Walking and Cycling Program

1.4. Purpose of the Walking and Cycling Strategy

The purpose of the Walking and Cycling Strategy ('the Strategy') is to help promote walking and cycling as a preferred mode of travel within the corridor, by identifying opportunities to improve walking and cycling environments. In doing so, it focuses on enhancing accessibility to and within the 11 station precincts located between Sydenham and Bankstown.

Improving connectivity within the station catchments is recognised to directly benefit all customers, the community as a whole and the creation of attractive, sustainable and liveable places. This aim aligns with NSW Government goals for managing growth through improving infrastructure and services, and supporting travel through effective planning and targeted enhancements to walking and cycling environments and the public transport system.

The preparation of the Strategy also provides a response to Condition of Approval E53 and Revised Environmental Mitigation Measure TO3, and helps to inform how Sydney Metro can contribute towards improving walking and cycling accessibility and enable better places.

While the focus of the Strategy is on the Sydenham to Bankstown corridor, it is noted that a number of other strategic planning documents consider pedestrian and cycling facilities to connect the city stations (Barangaroo, Martin Place, Pitt Street, Central and Waterloo) that form part of the City & Southwest project. These include Transport for NSW's Sydney City Centre Access Strategy and Principal Bicycle Network, and City of Sydney's Walking Strategy and Action Plan and Cycling Strategy and Action Plan.

The Summary version of the Strategy has been developed to communicate key information in the more detailed Technical Report, and outline Sydney Metro's infrastructure responsibilities as part of the delivery of the City & Southwest project.

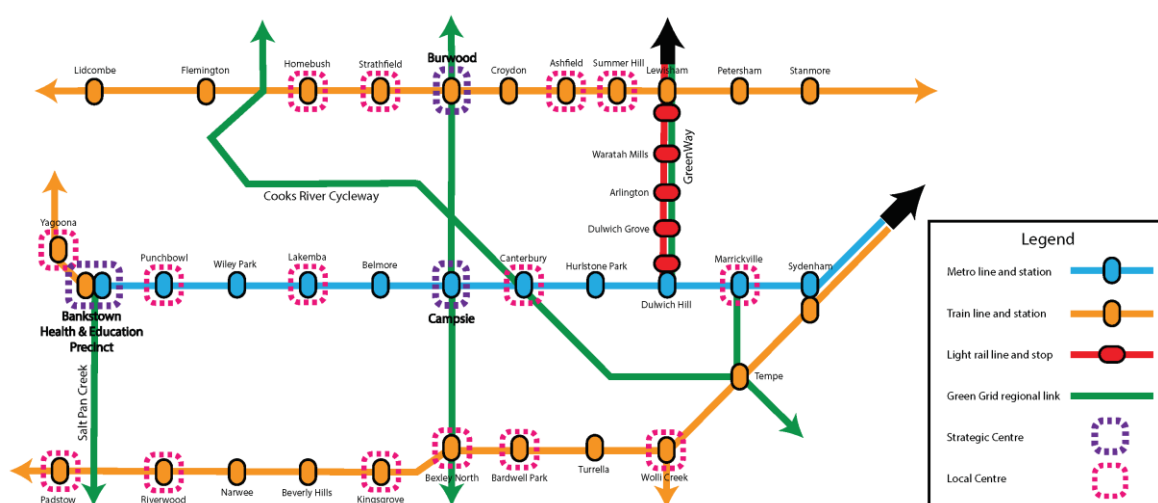
2. Context and Approach

2.1. Regional Context

Sydney Metro will deliver a world-class metro rail system for the people of Sydney. The primary benefit will be to people in local communities walking or cycling to their nearest metro station. The integration of walking and cycling will increase Sydney Metro's accessibility to more people in Sydney, helping to make journeys faster and more reliable and providing greater travel choices to communities.

The schematic map below demonstrates the role of the Sydney Metro City & Southwest project in the context of the wider transport system.

Figure 2. Integrated Network Schematic Map



2.2. Policy Context

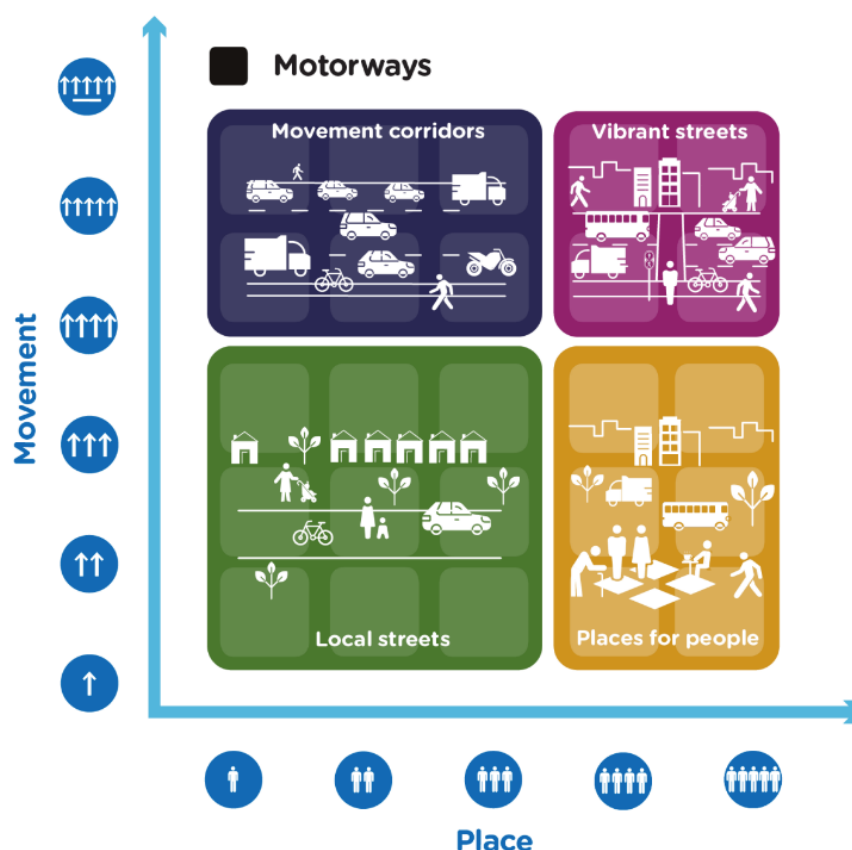
The *Greater Sydney Region Plan – A Metropolis of Three Cities*, is built on a vision of three cities where most residents live within 30 minutes of their jobs, education and health services in their nearest strategic or metropolitan centre. The Walking and Cycling Strategy supports this vision by identifying and enabling direct active transport links to and from stations, and key strategic centres such as Bankstown and Campsie.

The Greater Sydney Region Plan also supports the development of the Sydney Green Grid – a network of existing and proposed green space that connects town centres, public transport hubs and major residential areas.

Future Transport 2056 is Transport for NSW's long-term strategy – a 40-year vision for the transport system. It aims for more efficient transport options (such as walking, cycling and public transport) to have a greater role. The development of the Strategy is consistent with Future Transport 2056's goals of creating cycling connections to strategic centres such as Bankstown and Campsie, as well as investigating how stations along the project corridor can be connected via active transport links.

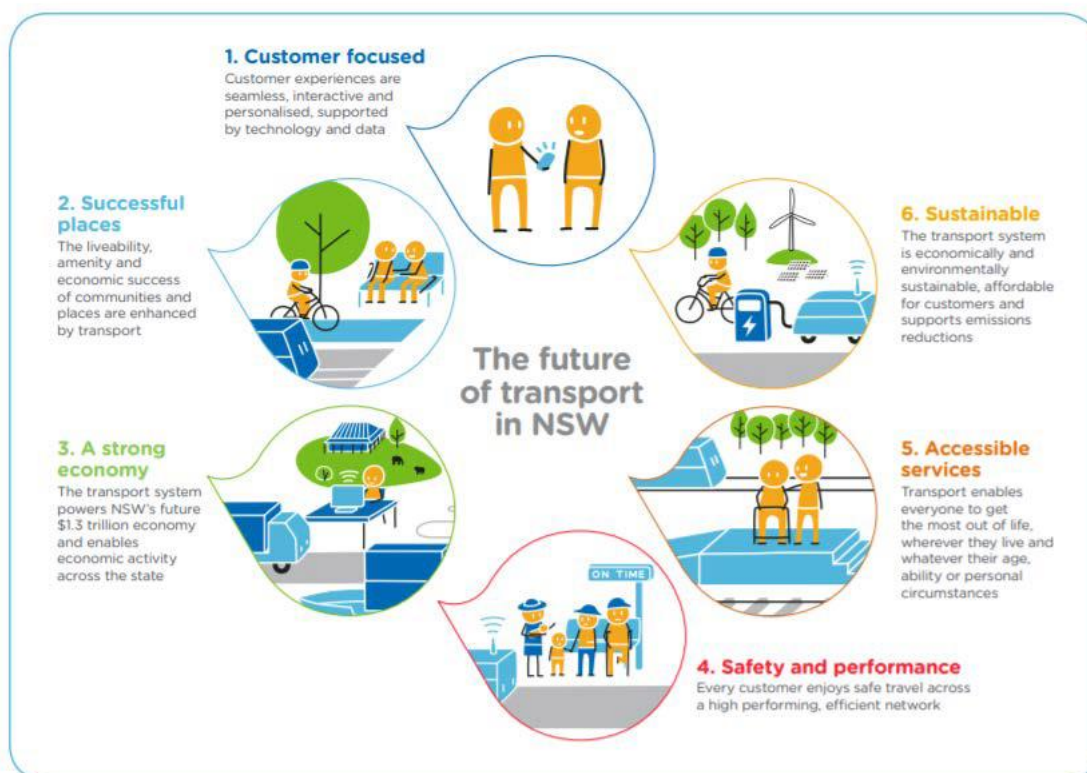
Future Transport 2056 embeds the ‘Movement and Place’ framework in transport planning decisions. Movement and Place supports walking and cycling by providing a framework by which streets can be designed and assessed to prioritise quality spaces for people and active transport infrastructure. The framework sets principles that work to prioritise different transport customers for different street environments – these have been reflected in the development of the Strategy.

Figure 3. Movement and Place



The Strategy aims to respond to challenges that relate to how Sydney Metro can support the movement of people to, from and within centres, precincts and interchanges. This is an important part of people’s everyday lives and is a key contributor towards the success of a place, beyond the typical focus on capacity needs. The Strategy aims to capture attributes that are important to customers in how they feel about and perceive places, which in turn helps inform decision-making that enables the success of centres, precincts and interchanges. Capturing these attributes will help to provide responses for all types of transport access needs and is directly aligned with achieving the six outcomes for NSW identified in *Future Transport 2056*.

Figure 4. Six Outcomes from Future Transport 2056



The *Building Momentum – State Infrastructure Strategy* establishes a strategic direction for the state by identifying challenges and opportunities as well as a series of recommendations for each of NSW's key infrastructure sectors. The Strategy aligns with recommendations for the need to plan and fund walking and cycling infrastructure.

The Walking and Cycling Strategy aims to capture these high level objectives and goals and effectively integrate and support the delivery of key objectives identified in Local Strategic Planning Statements published by Inner West Council and City of Canterbury Bankstown. To achieve this, its focus has been bringing together and capturing gaps, opportunities and methods that will aid the improvement of walking and cycling infrastructure that provide the highest value in supporting and promoting active transport trips.

2.3. How the Walking and Cycling Strategy was developed

The Walking and Cycling Strategy considers the current catchment environment for stations situated along the existing rail corridor between Sydenham and Bankstown. This together with a set of design principles and measures that were developed in consultation with key stakeholders helped to form the basis for the development of the Strategy. The outcomes are focused on improving both the corridor and access to each of the stations. This information was used to both inform and drive decision-making in terms of the proposed walking and cycling infrastructure priorities and how they can be delivered.

The proposed infrastructure includes other infrastructure options that could be delivered by stakeholders as part of other projects or considered for further investigation. These options were informed by demand and local factors surrounding each Sydney Metro station, including access mode share and population forecasts. Each proposed complementary option was qualitatively assessed using a scoring system that helps to define if it had a 'High 1, High 2 and Low' ranking. Other infrastructure options with the highest priority and potential implementation pathways are outlined in Section 4.3.

The overall process undertaken to develop the Strategy is summarised in [Appendix A](#).

2.4. Consultation in developing the Strategy

The preparation of the Strategy included engaging with key stakeholders from within NSW Government, local government and specialist user groups to both inform and drive integrated plans and strategy outcomes. These outcomes form a foundation to support customers who may choose to walk and cycle as a choice of travel. The stakeholder groups and key aspects of the overall stakeholder process undertaken are captured in Figure 5 and Table 1.

Figure 5. Stakeholders consulted in the development of the Strategy



State	•Transport for NSW •Department of Planning, Industry and Environment
Local	•Inner West Council •City of Canterbury Bankstown Council
Bike User Groups	•Bike Southwest •Bike Marrickville

Table 1. How we consulted

Workshop/date	Stakeholders	Purpose	Key outcomes
Workshop 1 30 August 2018	TfNSW (incl. Sydney Metro and former RMS)	- Discuss initial expectations for the Strategy. - Understand key principles and drivers behind expectations.	Generated project principles: - Safety and risk; - Behaviour change; - Community engagement and inclusion; - Walking and cycling facilities; - Design quality; - Connectivity; - Place-making.
Workshop 2 28 November 2018	- Inner West Council - City of Canterbury Bankstown	Introduction and discuss project principles.	Council representatives provided feedback to further develop the principles and underlying strategic themes (as seen above in Workshop 1).
Workshop 3 29 July 2019	Inner West Council	- Discuss detail of the land use plans and other relevant local government strategies for integration with the project. - Finalise principles and drivers.	An evaluation and recommendation method (way forward) was established.
Workshop 4 31 July 2019	- TfNSW (incl. Sydney Metro and former RMS) - DPIE	- Discuss progress of the Strategy. - Evaluation and recommendation approach (for walking and cycling priorities for each station). - Confirm next steps.	An evaluation and recommendation method (way forward) was established.
Workshop 5 1 August 2019	City of Canterbury Bankstown	- Discuss progress of the Strategy. - Evaluation and recommendation approach (for walking and cycling priorities for each station). - Confirm next steps.	An evaluation and recommendation method (way forward) was established.

Customer testing to inform the development of Sydney Metro

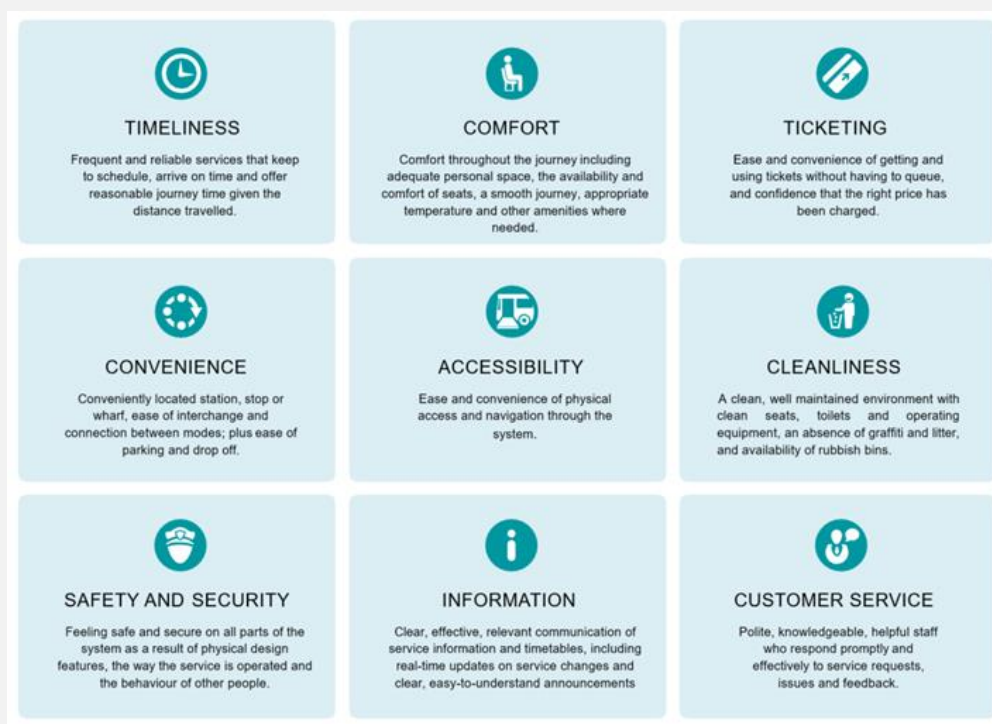
Sydney Metro uses customer centred design to put customers at the centre of the design of Sydney's future transport services and products.

As part of Southwest Metro, customer testing was undertaken on two types of stations, an interchange (Dulwich Hill) and a suburban station (Campsie). While there are specific findings related to these two stations, results have been processed to provide more generic insights that can be applied across other Southwest Metro stations.

Sixty customers were recruited for the three-stage design process. Recruitment was based on the Sydney Metro personas of different types of customers, including those with reduced mobility and restricted access, and those who choose to bring a bicycle on their journey. The personas are a useful tool to ensure that customers are kept at the centre of Sydney Metro design.

The below Transport for NSW Customer Satisfaction drivers were used to evaluate Campsie Station and Dulwich Hill Station designs.

Figure 6. Sydney Metro Customer Satisfaction drivers



Insights derived from the analysis have informed improved design solutions, including enhancements to the urban precinct design and connectivity that strengthens customer experience and satisfaction – helping Sydney Metro to deliver a world-class metro service.

3. Findings

This section highlights the principles and themes that guided the development of the Strategy. These principles and themes informed a number of findings also outlined in this section – including existing conditions surrounding each station and proposed walking and cycling infrastructure priorities.

3.1. Principles and Strategic Themes

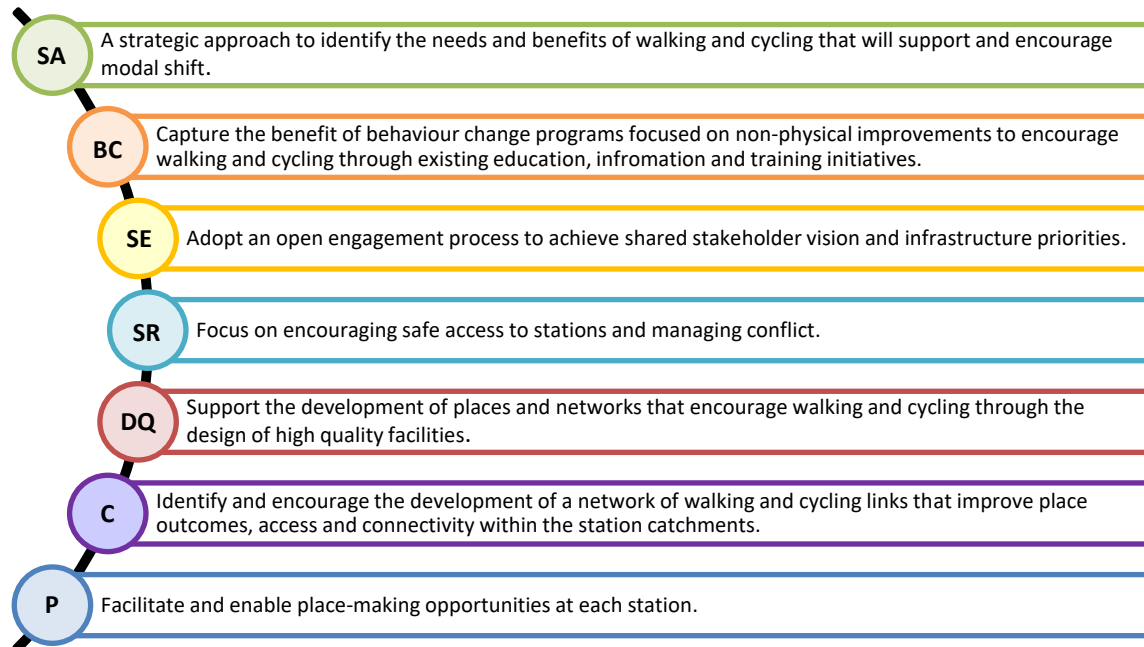
As outlined in Section 2.3, the Strategy has benefited from the input of key government and external stakeholders. The following principles were identified by these stakeholders and adopted to guide the Strategy development phase, including the identification and prioritisation of infrastructure options.

Figure 7. Principles used for the Strategy



The strategic themes and expectations underpinning each principle are outlined below.

Figure 8. Strategic Themes and Expectations



3.2. Existing Conditions

This section highlights a number of general themes relating to the existing conditions for walking and cycling access to stations between Sydenham and Bankstown. Further details, including specific site conditions and network deficiencies (i.e. gaps in the network) for each station are identified in the Technical Report.

Strategic Approach	•Promote stations and centres that attract higher levels of pedestrian and cyclist activity. •Focus on routes and nodes that have strategic importance, and the potential to serve several purposes and expand the traditional station catchments. •Focus on expanding and supporting place outcomes in Strategic Centres such as Bankstown and Campsie.
Safety and Risk	•The narrow widths of some shared paths increase the potential for conflicts between pedestrians and cyclists. •Some stations lack adequate pedestrian and cyclist crossings, for example at Punchbowl.
Design Quality	•Design of infrastructure and the public domain is not integrated and may not facilitate access by walking and cycling. •Access is sometimes not legible and reliant on wayfinding guidance, which can be insufficient for walking and cycling access. •The quality and quantum of bicycle parking at each station sometimes does not reflect role and importance.
Connectivity	•Lack of connected and dedicated cycling networks. •Lack of connections to existing walking and cycling facilities. •Some stations lack direct and efficient connections.
Place-making	•The quality of the pedestrian environment surrounding each station is variable with opportunities for improvements. •These opportunities should be built around enabling place outcomes. •Public space, footpath design, activation and facility capability, connectivity and access are key areas of focus.

3.3. Proposed Walking and Cycling Infrastructure Priorities

A key opportunity identified by the Strategy is a connected series of new and upgraded shared paths and cycle routes that improve walking and cycling access along the rail corridor. This route consists of new dedicated paths within the existing rail corridor and sections outside the corridor on local streets.

Improved east-west walking and cycling connections will be delivered by Sydney Metro as part of the Sydney Metro City & Southwest project as required under Condition E53 of the project approval. These connections are still being developed and subject to change.

More information about the east-west walking and cycling connections is provided at Section 4.1.

Sydney Metro is also undertaking station design upgrades to improve the environment for pedestrians and cyclists – *more information is provided at Section 4.2.*

A number of other infrastructure options are also identified that could be delivered by stakeholders as part of other projects or considered for further investigation. The Sydney Metro City & Southwest project will safeguard opportunities for stakeholders to deliver these other infrastructure options in the future.

More information about the other infrastructure options is provided at Section 4.3.

These infrastructure priorities have been detailed throughout the interchange and transfer requirements for each station and incorporated into the relevant Interchange Access Plan and Station Design and Precinct Plan.

The infrastructure priorities align with stakeholder feedback that the Strategy should:

- Promote better access for pedestrians and cyclists to Sydney Metro stations;
- Ensure the east-west walking and cycling connections will improve active transport links along the corridor – this forms a core component of the Strategy; and
- Integrate wider network improvements to be driven by Councils.

3.4. Behaviour Change

The purpose of this Strategy principle is to provide targeted information that can inform, influence and/or encourage walking and cycling as viable travel options for local travel. Behaviour change is typically developed as a program of established measures to help offer choices, manage vehicle demand, protect network reliability, and support the health, wellbeing and liveability of our communities.

A range of targeted behaviour change initiatives are identified below to support the Strategy. These initiatives focus on offering information, training and support tools that promote the benefits associated with walking and cycling and have the potential to increase customer awareness of active transport routes to and from stations. They are generally supported and implemented by NSW Government and local government planning initiatives, or in partnership with non-government organisations and private enterprises.

In the context of the Strategy, these behaviour change initiatives can be applied to a wide range of trip purposes and routes, including walking and cycling along the Sydney Metro City & Southwest corridor and within station catchments.

Travel Choices Program

Travel Choices is a Transport for NSW behaviour change program to help manage demand on the transport network in response to capacity constraints or disruption. It involves helping individuals, businesses and organisations prepare for and adapt to changes on the transport network.

Travel Choices is part of the Future Transport Greater Sydney Services and Infrastructure Plan as a key initiative focused on encouraging customers to change travel behaviours to support better use of transport capacity.

In response to the Coronavirus outbreak, the COVIDSafe Travel Choices project was launched to help businesses and their employees make the right decisions about if, when and how to travel for work. The dedicated COVIDSafe webpages host a suite of resources and collateral to enable people to make informed decisions about travel to work.

NSW Bike Week

NSW Bike Week is a Transport for NSW initiative that raises the profile of cycling as a healthy, easy, low cost and environmentally option for short trips. Sydney Metro supports events such as NSW Bike Week, and other similar events that promote walking and cycling.

Walking and cycling maps

Maps are a low cost and effective tool to encourage passengers to walk or cycle to stations. They show pedestrians and cyclists how to access stations using different routes and highlight places of interest.

Maps should include:

- Key routes
- Station locations and bicycle parking capacity
- Places of interest

Workplace travel plans and green travel planning commitments

Workplace travel and green travel plans are generally a set of practical initiatives that are put in place by building owners, body corporates and employers before occupying a new or existing development. They seek to encourage staff to choose alternatives to driving to work that are healthier and more sustainable. Elements of travel plans include information programs to encourage sustainable travel, active transport provision and initiatives, and employer initiated parking policy that support public transport use.

Councils together with Transport for NSW have the ability to encourage new employers and developments to implement workplace and green travel plans for sites situated within centres or a station walking catchment. This could be a condition of approval or established as part of planning framework. The planning agreements should aim to ensure that developers maximise opportunities for workers and residents to travel to work by walking, cycling or public transport, or some combination.

Support modal user group initiatives

Promote web sites, information portals and support local campaigns for recognised local user groups that encourage and promote walking and cycling and travel opportunities using local routes.

Personalised Travel Plans

Personalised travel planning involves the provision of tailored information and incentives directly to households with the aim of influencing travel behaviour and reducing car usage.

Travel Information

Providing customers with travel and modal information about local conditions and travel choice options to inform trip decision-making.

Marketing campaigns

Establish a marketing campaign that helps to develop a strong and overarching brand image for active and public transport use that has the potential to promote and encourage modal shift away from private vehicles. It is imperative that effective options are established before the promotion and marketing of a route can be considered as an effective tool.

Bike skills training

A major deterrent to participation in cycling is the fear of harm or injury caused by vehicular traffic when utilising on-road or off-road paths near busy roads. This perception is likely to be a barrier for some customers who would otherwise prefer to cycle to and from Sydney Metro stations. In particular, children and adults with low levels of experience may not have the skills necessary to ride safely in higher traffic areas, however they would otherwise be attracted to cycling as a means of transport and recreation. Dedicated workshops or events focused on skills training provide a safe learning environment that could help resolve some of these barriers to cycling and improve general ability and confidence.

Sydney Metro also supports the following initiatives identified in the Greater Sydney Services and Infrastructure Plan:

- **Expanding the Travel Choices Program** to encourage customers to change travel behaviours to support better use and optimisation of available modal access options and transport network and service capacity.
- **Supporting through education and processes** to ensure that planning and design allows and supports walking and cycling as part of implementation of new projects through the adoption of a Movement and Place Framework. Enabling and helping to balance the efficient movement of people and goods with a focus on supporting the liveable places and the part walking and cycling should play.
- **Innovative walking and cycling initiatives** – Development and testing of new approaches to encourage walking and cycling, especially for school age children through training and education providing visibility of health, efficiency and overall sustainability benefits from an early age.
- **Integrated Active Transport Policies** to support longer term integrated transport and land use planning with a focus on visibly making walking and cycling the most convenient and attractive option for short trips and the development design and operating procedures, through Green Travel Plans and Transport Access Guides for workplaces, recreation grounds and large residential schemes.
- **Technology** that makes all travel options clearly visible.
- **Adoption of modal hierarchy** to ensure walking and cycling provisions are considered and appropriately integrated as part of transport network and interchange upgrades.

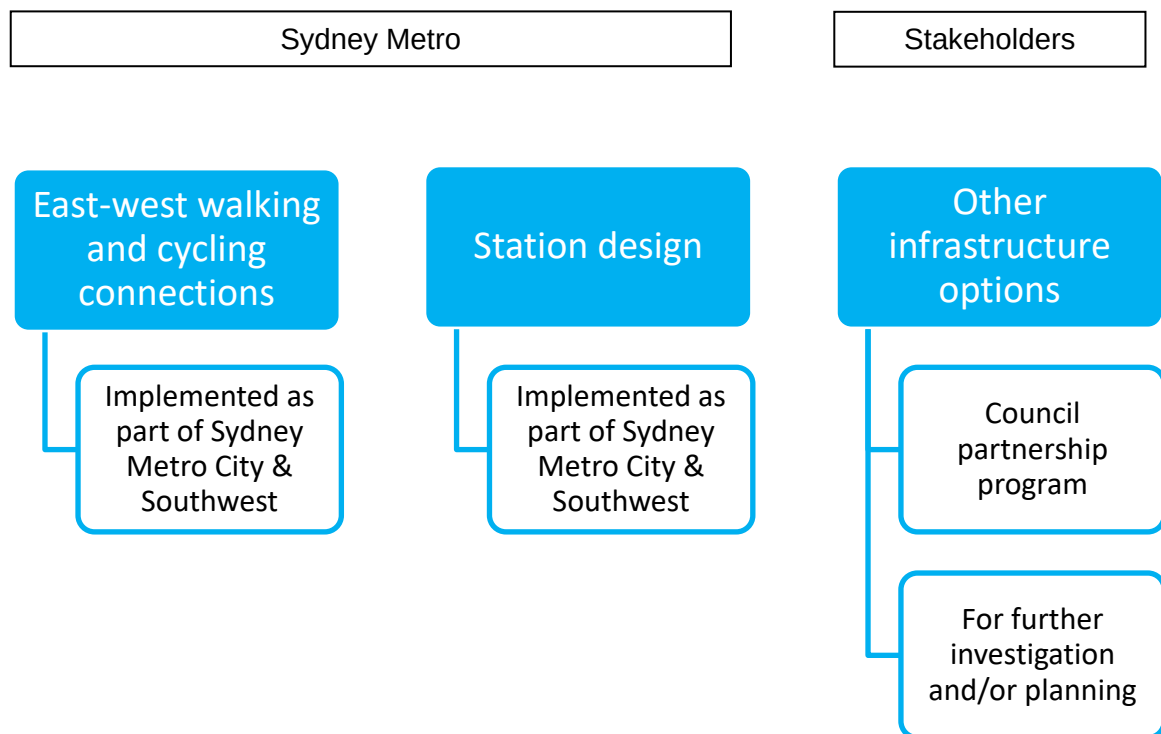
4. Implementation

Sydney Metro will implement the elements of the Strategy that are associated with east-west walking and cycling connections and station design.

While outside Sydney Metro's scope for the delivery of the Sydney Metro City & Southwest project, the other infrastructure options identified in Section 3.3 could be delivered by stakeholders as part of other projects or considered for further investigation. Sydney Metro will work with relevant stakeholders to understand opportunities for infrastructure staging and prioritisation of these other infrastructure options. This could include investigating pathways to implement eligible projects under a Council partnership program².

Implementation of the Strategy and any other initiatives will align with the Principal Bicycle Network.

Figure 9. Implementation Pathways



² Council partnership programs are listed as a Greater Sydney Committed Initiative (0-10 years) in Future Transport 2056. These Sydney-wide programs aim to improve local walking and cycling connections. Projects implemented under such a program are subject to a funding application.

Safeguarding for the future

The Sydney Metro City & Southwest project will safeguard opportunities for the future delivery of the other infrastructure options identified in the Strategy. This will be achieved by safeguarding the other infrastructure options as part of the interchange and transfer requirements for each station and considered as part of the relevant Interchange Access Plan and Station Design and Precinct Plan.

4.1. East-west walking and cycling connections

Sydney Metro has identified a connected series of new and upgraded shared paths and cycle routes that will improve walking and cycling access along the Sydney Metro line between Sydenham and Bankstown. This route consists of new dedicated paths within the existing rail corridor and sections outside the corridor on local streets.

It will be delivered by Sydney Metro as part of the City & Southwest project as required under Condition E53 of the project approval.

These new and upgraded shared paths and cycle routes were identified with consideration of the project scope for Sydney Metro, identifying actions which would be delivered as part of the project, as well as actions that can be delivered by other programs of work³. Priorities were determined based on the need to support access to Sydney Metro stations, improve walking and cycling connectivity and enable place-making opportunities.

The works are being being developed⁴ by focusing on:

- Potential to utilise lower volume footpaths and roads where there is capacity.
- Capitalising on existing connections that could be upgraded, are safe and provide direct connectivity.
- New in-corridor sections where there are opportunities to realise benefits, sufficient space and minimal constraints.
- New road crossing opportunities for pedestrians and cyclists.

New and upgraded sections, including the proportion that Sydney Metro will deliver, is identified in Figure 10 below. Together these sections create an end-to-end approach along the entire alignment.

³ Such as the Marrickville East cycleway concept that is being developed by Inner West Council.

⁴ The design is under development and is subject to change, with future changes to be reflected in subsequent updates to the Strategy.

Figure 10. Breakdown of new and upgraded sections

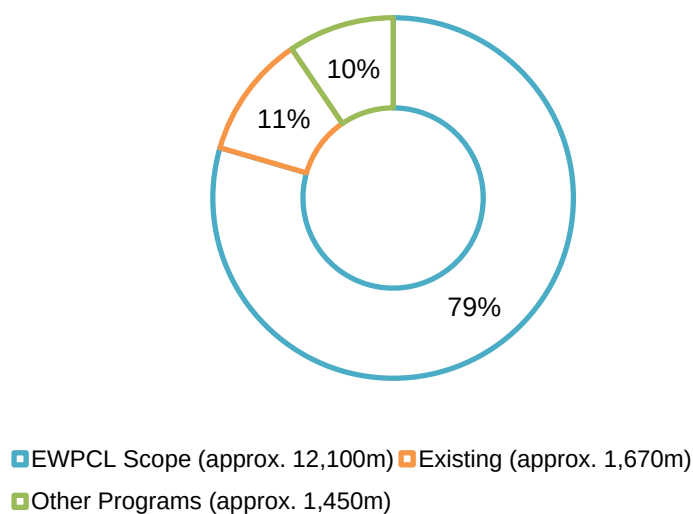
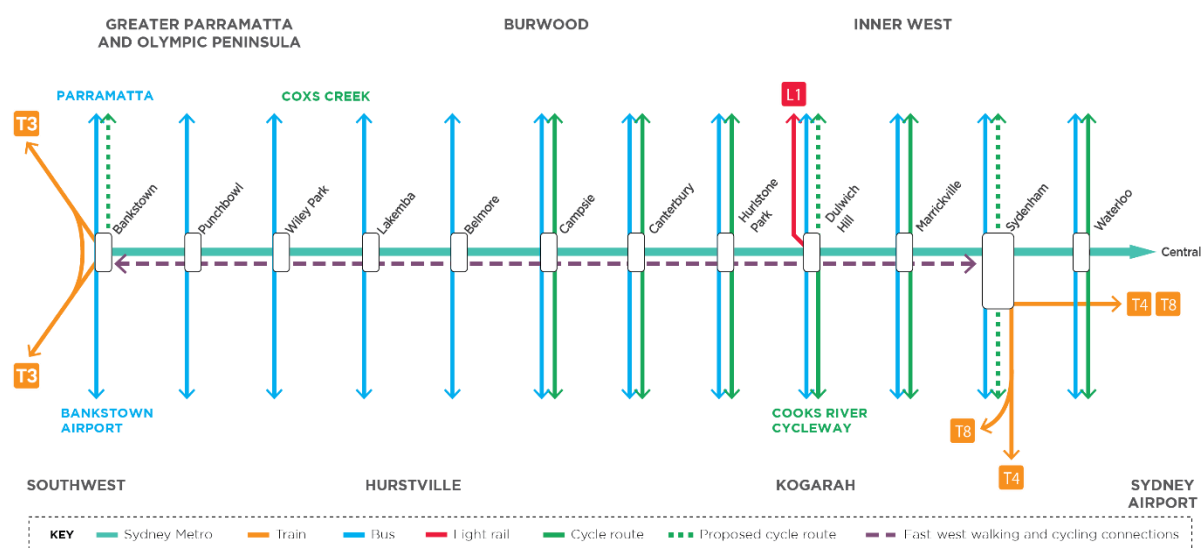


Figure 11 below provides a high level overview of the sections and their integration with the existing and future transport network.

Figure 11. East-west walking and cycling connections



4.2. Station Design

Sydney Metro is undertaking design improvements at stations along Southwest Metro to improve the environment for pedestrians and cyclists.

Some of the key upgrades being undertaken by Sydney Metro are highlighted below. Further details are provided at [Appendix B](#).

PLACE-MAKING



1. New or enhanced landscaping and high quality public plaza at station entries
2. Footpath extensions at intersections
3. Footpath widening, facilities and landscape enhancements
4. Concourse widening and design quality enhancements



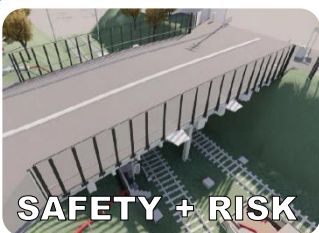
DESIGN QUALITY

1. New shelter and seating for Kiss and Ride and bus stops
2. Upgrade existing stairs to Disability Discrimination Act standards with screens



CONNECTIVITY

1. New cross rail corridor pedestrian connections
2. Safeguarding of new rail corridor connections
3. Safeguarding of new cross corridor connection
4. New/enhanced/widened shared path/footpaths
5. New bike parking facilities
6. New lifts



SAFETY + RISK

1. New marked or signalised midblock pedestrian crossings
2. Upgrade to pedestrian signal phasing at intersection
3. Landscaping, legibility, canopies, lighting and passive surveillance enhancements
4. Pedestrian fencing and footpath widening
5. Widening of pedestrian crossings
6. New vertical protection screens on/near bridges

In addition, a number of metro-wide designs will be implemented to improve user experience, including:

- Wayfinding and signage at the precinct and station concourse scale that clarifies movement for customers;
- Platform edge screens, screen doors and mechanical gap fillers to enhance safety; and
- Existing platforms raised to provide level access to metro services.

Sydney Metro's commitment to bicycle parking

The Strategy recommends minimum bicycle parking to meet forecast demand in 2026 and 2036 based on a two per cent access mode share target for Southwest Metro stations. This target represents a significant increase compared to existing cycling access rates for these stations.

Sydney Metro is ensuring that the project meets or exceeds the requirements for bicycle parking.

There are higher levels of bicycle parking (including secure facilities) provided at Sydenham, Campsie and Bankstown due to their role as a Strategic Centre and/or transport hub where all-day long-term parking is expected.

Additional bicycle parking will be safeguarded with reference to the designs for stations that are strategically located and where there is available land (such as Campsie). These facilities could be accommodated within the station footprint should the demand justify expansion of bicycle parking in the future.

4.3. Other Infrastructure Options

A number of other infrastructure options have been identified to achieve further improvements that enable an easy, safe and seamless transfer at each station beyond the Southwest Metro project.

Many of these options could be delivered by stakeholders as part of other projects or considered for further investigation to enable the progressive improvement of the wider station precincts.

Some of the other infrastructure options identified in the Strategy are highlighted below. Further details are provided at **Appendix C** and in the Technical Report.

PLACE-MAKING



1. Treatment quality improvement and widening of footpaths
2. Removal of obstacles and improve footpath/shared path treatments in and around car parks
3. New/enhanced/widened shared zone treatments



DESIGN QUALITY

1. Improve bridge design and functionality to promote pedestrian and cyclist access
2. Manage traffic in surrounding station precincts
3. Improve amenity in surrounding station precincts



CONNECTIVITY

1. On-road separated / shoulder bicycle lanes
2. Mixed traffic treatments on roads
3. Contra-flow on-road bicycle lanes
4. New or upgraded shared paths
5. Wayfinding
6. New bridge crossing



SAFETY + RISK

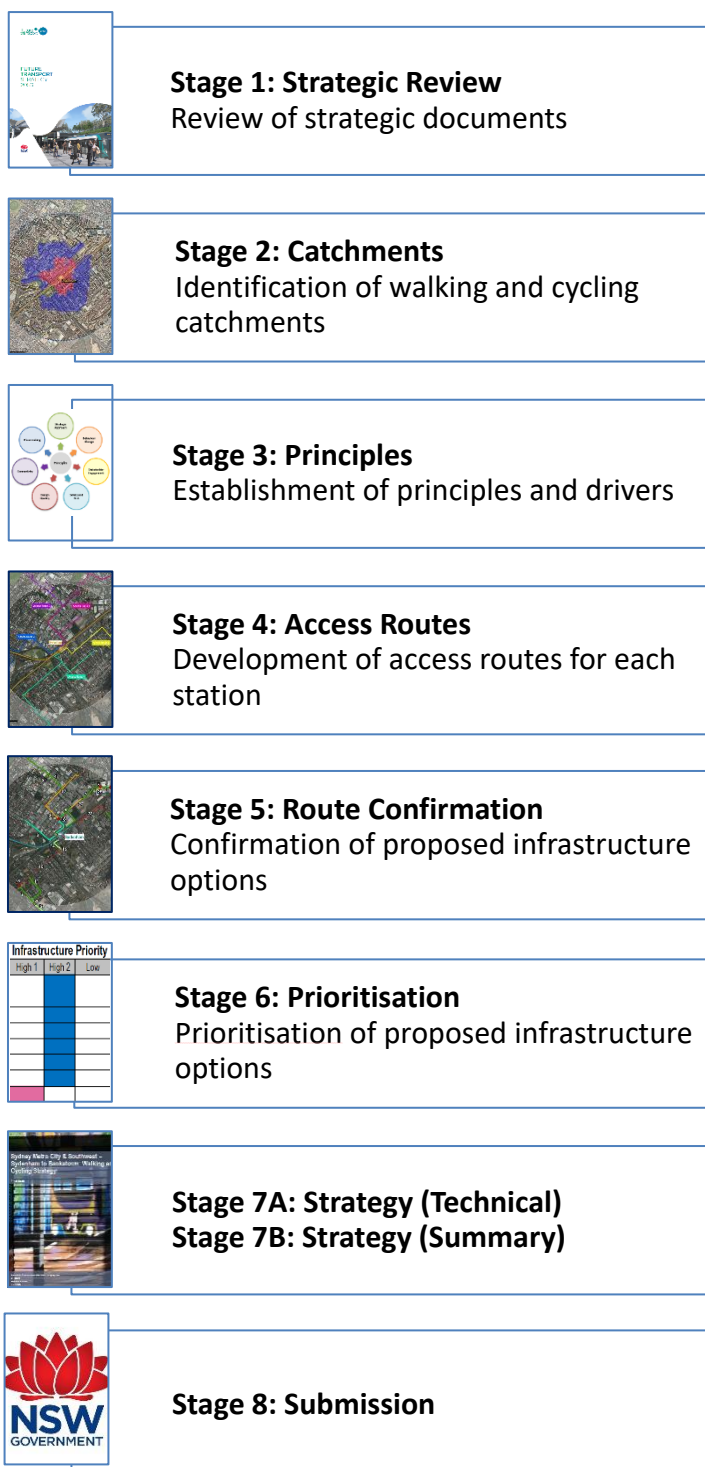
1. New pedestrian zebra crossings
2. New signalised pedestrian crossing
3. Upgrade existing signalised intersections with bicycle lanterns
4. New/enhanced/widened pedestrian or bicycle crossing facilities
5. Traffic signal priority for pedestrians and cyclists
6. Existing facility shared path transition treatments

5. Conclusion

The Summary version of the Strategy has been developed to communicate key information in the Technical Report, and outline Sydney Metro's infrastructure responsibilities as part of the delivery of the City & Southwest project.

The Summary is also used to highlight other infrastructure options (non-project initiatives) that if adopted and implemented by stakeholders would improve the pedestrian and cycling environment and encourage active transport for trips to and from Sydney Metro stations. These additional items address network integration and place-making opportunities and are aligned with other established funding programs, initiatives and established planning practices, controls and plans.

Appendix A – Process Diagram



Appendix B – Station Design

Station	Principle	Upgrades
Sydenham	Place-making	- New landscaped northern public plaza incorporating lighting, seating and access to new northern station entries. - New landscaped southern public plaza incorporating lighting, seating and access to a new southern station entries. - Footpath extension on Burrows Ave at the intersection with George St. - Proposed footpath extension along Railway Pde and combined with design and landscape enhancements.
	Connectivity	- New cross rail corridor pedestrian connection via the new Metro concourse and entrances. - Safeguarding of new east west connections adjacent to the rail corridor and Sydenham Rd.
	Safety and Risk	- A new marked pedestrian crossing in Burrows Ave providing efficient and safe customer access to the new Metro entrance. - New signalised midblock pedestrian crossing on Sydenham Rd intersection providing efficient and safe customer access to the new Metro entrance. - Proposed upgrade to signal phasing at the intersection of Gleeson Ave with Railway Pde to improve safety and pedestrian connectivity.
Marrickville	Connectivity	New widened and enhanced shared path with new lighting and landscaping.
	Safety and Risk	The design provides for passive surveillance and clear and legible paths of travel.
Dulwich Hill	Place-making	New landscaped public plaza incorporating lighting, seating and access to station entries.
	Design Quality	New shelter and seat for Kiss and Ride.
	Connectivity	New bicycle parking.
	Safety and Risk	- New pedestrian lighting to paths and plaza spaces. - New lift access to the station.
Hurlstone Park	Place-making	Extend existing concourse.
	Connectivity	New bicycle parking.
	Safety and Risk	New lift access to the station.
Canterbury	Design Quality	New bus shelters to replace existing.
	Connectivity	New bicycle parking.
	Safety and Risk	- Renewed lighting to walkway canopies and platforms. - New lift access to the station.
Campsie	Place-making	- New public plaza connected to enhanced station entry. - Footpath widening to 1.5 metres for a section of Lilian Ln.
	Connectivity	New bicycle storage.
	Safety and Risk	- New fencing to Beamish St footpath edge in front of main station access. - Proposed widening of existing pedestrian crossings on Beamish St.
Belmore	Design Quality	New shelter and seat for Kiss and Ride.
	Safety and Risk	- New lighting for street, pedestrian spaces and carpark. - New vertical protection screens to both sides of the adjacent bridge.
	Connectivity	New bicycle parking.
Lakemba	Place-making	New landscaped plaza.

Station	Principle	Upgrades
	Connectivity	New bicycle parking.
	Safety and Risk	New vertical protection screens to both sides of the adjacent bridge.
Wiley Park	Place-making	New paving to station entry and plaza.
	Design Quality	New platform building and canopy.
	Connectivity	New bicycle parking.
	Safety and Risk	- New vertical protection screens to the adjacent bridge. - New lift access to the station.
Punchbowl	Place-making	New plaza enhancements.
	Connectivity	- Widen existing pathway to underpass with renewed lighting, handrails and fencing. - New bicycle parking. - New mid-block signalised crossing.
	Design Quality	Upgrade existing stairs with new Disability Discrimination Act (DDA) compliant handrails, balustrade and screens.
Bankstown	Place-making	New cross-corridor connection and landscaped public plaza providing access to new Sydney Metro and Sydney Trains entrances.
	Design Quality	New shelter and seating for Kiss and Ride.
	Connectivity	- New pedestrian connection across rail corridor via new pedestrian plaza. - New pedestrian crossing on North Tce. - New bicycle parking.
	Safety and Risk	- Pedestrian lighting to new plaza spaces. - New lift access to the station.

Appendix C – Other Infrastructure Options

Station	Principle	Upgrades
Sydenham	Safety and Risk	Investigate crossing opportunities at key desire lines to connect to Sydenham station.
	Connectivity	- Investigate mixture of walking and cycling infrastructure improvements to enhance station catchment area based on local needs and conditions. - Cycle connections to adjacent shopping centre or education institutions. - Connections to open space/recreation.
Marrickville	Safety and Risk	Investigate crossing opportunities at key desire lines to connect to Marrickville station.
	Connectivity	Investigate mixture of walking and cycling infrastructure improvements to enhance station catchment area based on local needs and conditions.
Dulwich Hill	Safety and Risk	Investigate crossing opportunities at key desire lines to connect to Dulwich Hill station.
	Place-making	Investigate footpath widening to create more space for pedestrians.
	Connectivity	Investigate mixture of walking and cycling infrastructure improvements to enhance station catchment area based on local needs and conditions.
Hurlstone Park	Safety and Risk	Investigate crossing opportunities at key desire lines to connect to Hurlstone Park station.
	Place-making	Investigate opportunities to create a more pedestrian friendly environment.
	Connectivity	Investigate mixture of walking and cycling infrastructure improvements to enhance station catchment area based on local needs and conditions.
	Design Quality	Investigate opportunities to improve bridge design and functionality to promote walking and cycling access.
Canterbury	Safety and Risk	Investigate crossing opportunities at key desire lines to connect to Canterbury station.
	Place-making	Investigate footpath widening to create more space for pedestrians.
	Connectivity	Investigate mixture of walking and cycling infrastructure improvements to enhance station catchment area based on local needs and conditions.
	Design Quality	- Investigate opportunities to manage traffic in surrounding station precinct. - Investigate improvements to existing walking and cycling route.
Campsie	Safety and Risk	Investigate crossing opportunities at key desire lines to connect to Campsie station.
	Place-making	Investigate opportunities to create a more pedestrian friendly environment.
	Connectivity	Investigate mixture of walking and cycling infrastructure improvements to enhance station catchment area based on local needs and conditions.
Belmore	Place-making	Investigate footpath widening to create more space for pedestrians.
	Connectivity	Investigate mixture of walking and cycling infrastructure improvements to enhance station catchment area based on local needs and conditions.

Station	Principle	Upgrades
Lakemba	Safety and Risk	Investigate crossing opportunities at key desire lines to connect to Lakemba station.
	Place-making	Investigate opportunities to create a more pedestrian friendly environment.
	Connectivity	Investigate mixture of walking and cycling infrastructure improvements to enhance station catchment area based on local needs and conditions.
Wiley Park	Safety and Risk	Investigate crossing opportunities at key desire lines to connect to Wiley Park station.
	Place-making	Investigate footpath widening to create more space for pedestrians.
	Connectivity	Investigate mixture of walking and cycling infrastructure improvements to enhance station catchment area based on local needs and conditions.
Punchbowl	Safety and Risk	Investigate crossing opportunities at key desire lines to connect to Punchbowl station.
	Place-making	Investigate footpath widening to create more space for pedestrians.
	Connectivity	Investigate mixture of walking and cycling infrastructure improvements to enhance station catchment area based on local needs and conditions.
	Design Quality	Investigate upgrades to improve amenity in surrounding station precinct.
Bankstown	Safety and Risk	Investigate crossing opportunities at key desire lines to connect to Bankstown station.
	Place-making	Investigate opportunities to create a more pedestrian friendly environment.
	Connectivity	Investigate mixture of walking and cycling infrastructure improvements to enhance station catchment area based on local needs and conditions.