

Circulation and Movement Networks



Why This Activity Matters

Walking, cycling, wheeling and movement within parks are among the most common and widely accessible ways people use open space. These movement networks and circulation routes connect homes, parks, centres, schools, transport, waterways and everyday destinations while also supporting walking, jogging, bike riding, learning-to-ride activities and informal recreation within parks. They contribute to recreation, active transport, social connection, health and wellbeing, and equitable access to open space. Their value and effectiveness depend on continuity, accessibility, shade, safety and legibility rather than total pathway length alone.

Key Needs, Gaps and Pressure

Analysis identifies missing links, barriers, poor path connectivity, insufficient shade, lighting and safety concerns. Roads, rail lines, waterways, steep grades, cul-de-sacs and poorly located park entries can create practical access gaps even where a park is located within a mapped catchment. Shared routes may also experience conflict between pedestrians, cyclists, dogs, children and other faster-moving users.

Council's Strategic Position

Council will plan movement as a city-wide hierarchy of local park paths, neighbourhood links, park spines, shared paths, foreshore routes and natural trails. Investment will prioritise missing links, accessible entries, barrier removal, connections to key destinations and supporting amenity on routes with a clearly defined network role.

Lighting is to be provided selectively to support legitimate night-use routes and key activity nodes. Isolated, environmentally sensitive or low-use paths will not be lit solely to create a perception of coverage where this would introduce safety, ecological or maintenance risks.

Objectives

Objective	Strategic Intent
Complete the network	Prioritise missing links between parks, neighbourhoods, centres and public transport.
Improve universal access	Address gradients, surfaces, crossings, entries and rest opportunities to better facilitate practical access for users.
Support active travel	Integrate walking, wheeling and cycling within the open-space, public domain and broader movement network.
Improve comfort and safety	Provide shade, seating, wayfinding and targeted lighting according to route role and park typology.
Manage user conflict	Implement width, separation, speed management, sightlines, signage and user education.
Strengthen green infrastructure	Integrate movement networks with canopy, cooling, habitat and WSUD where compatible.

Technical and Desired Standards of Service Baseline

- Assess routes by continuity, destination value, demand, accessibility, barriers, width, surface, sightlines and user conflict.
- Provide sealed, accessible connections to streets and transport at primary park entries and key nodes.
- Design internal paths to reflect park function, anticipated use, accessibility requirements and applicable standards.
- Incorporate seating at appropriate rest intervals and key decision points, particularly on longer routes.
- Prioritise tree canopy along paths and at designated waiting, seating and crossing locations.
- Provide clear directional and regulatory signage at entries, junctions and shared-use conflict points.
- Incorporate CPTED-aligned lighting only where it supports intended night-use routes and is compatible with the park typology, while managing glare, light spill and ecological impacts.

CIRCULATION AND MOVEMENT NETWORKS

Strategic Priorities

Planning Priorities

Prepare a city-wide open space movement framework and route hierarchy that complements Council's active transport planning initiatives and strengthens connections between parks, waterways, bushland, centres and recreation destinations.

Deliver strategic missing links across the open space movement network, particularly the Parramatta River foreshore and key waterway corridors, including through park acquisition, redevelopment, shared-use arrangements and other alternative delivery mechanisms where required.

Assess barriers to practical access and prioritise practical access improvements that strengthen connectivity, accessibility and network performance

Improve user comfort and legibility along priority routes through shade, seating, water, wayfinding and targeted lighting.

Identify and respond to locations where shared-use conflicts affect safety, accessibility or overall network function through design, separation, signage or operating measures.

Coordinate movement improvements with transport, public-domain, flood, biodiversity and precinct planning initiatives.

Measures of Success

- ✓ Reduction in identified missing links and barrier-affected areas.
- ✓ Increased proportion of priority routes meeting accessibility and shade requirements.
- ✓ Improved walking and cycling access to parks and recreation destinations.
- ✓ Reduced reported conflict and safety issues on shared routes.
- ✓ Improved continuity of the open space movement network between parks, centres, waterways and community destinations.

Action Plan Cross Reference:

Sections 9.1.1, 9.1.2 and 9.1.4, particularly Actions EA1, CG1, CG2, CG3, IP1, SM1 and SM5.