



Wilderline to Duck River

Community Information Package



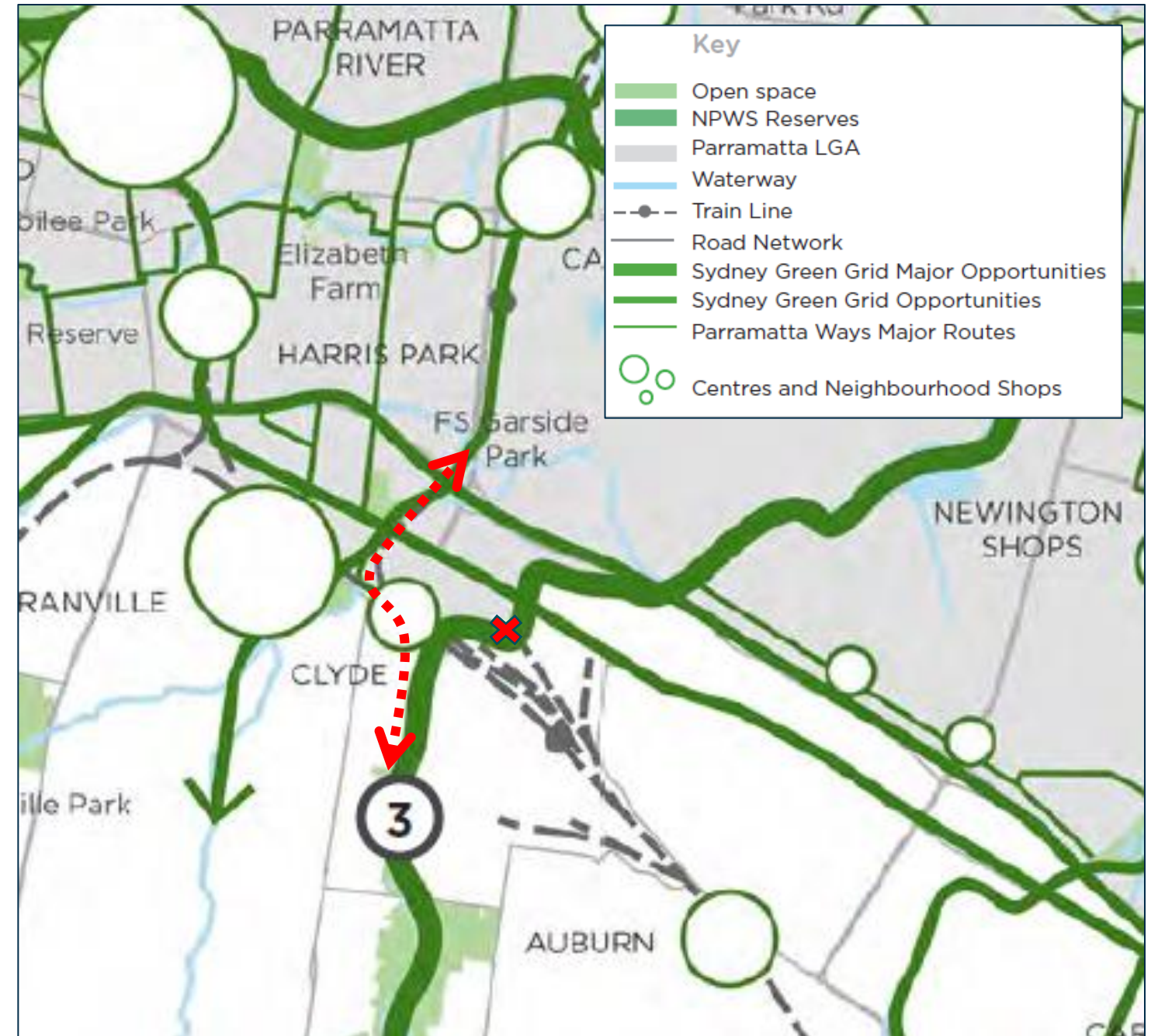
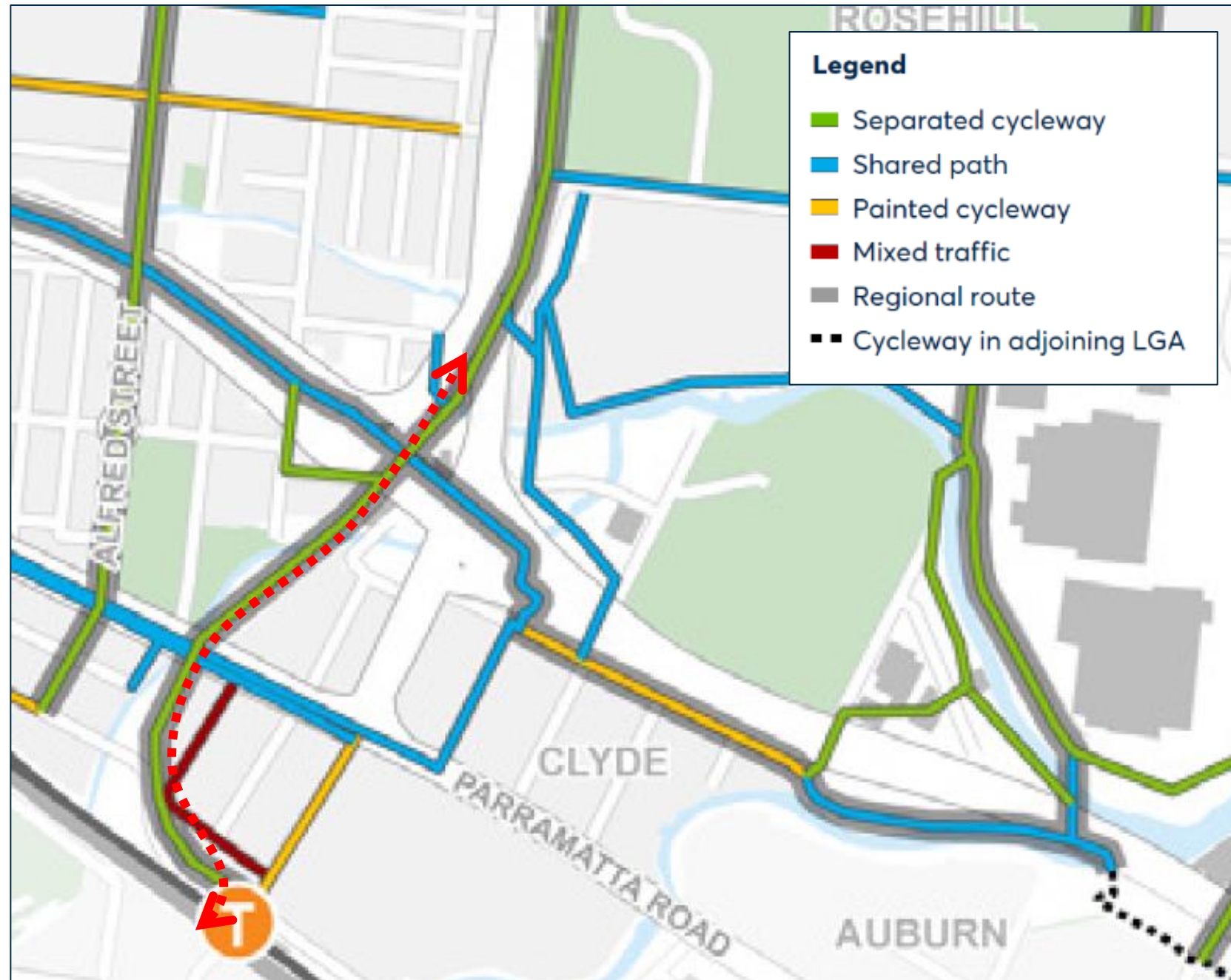
Strategic Context



Strategic Context - Local

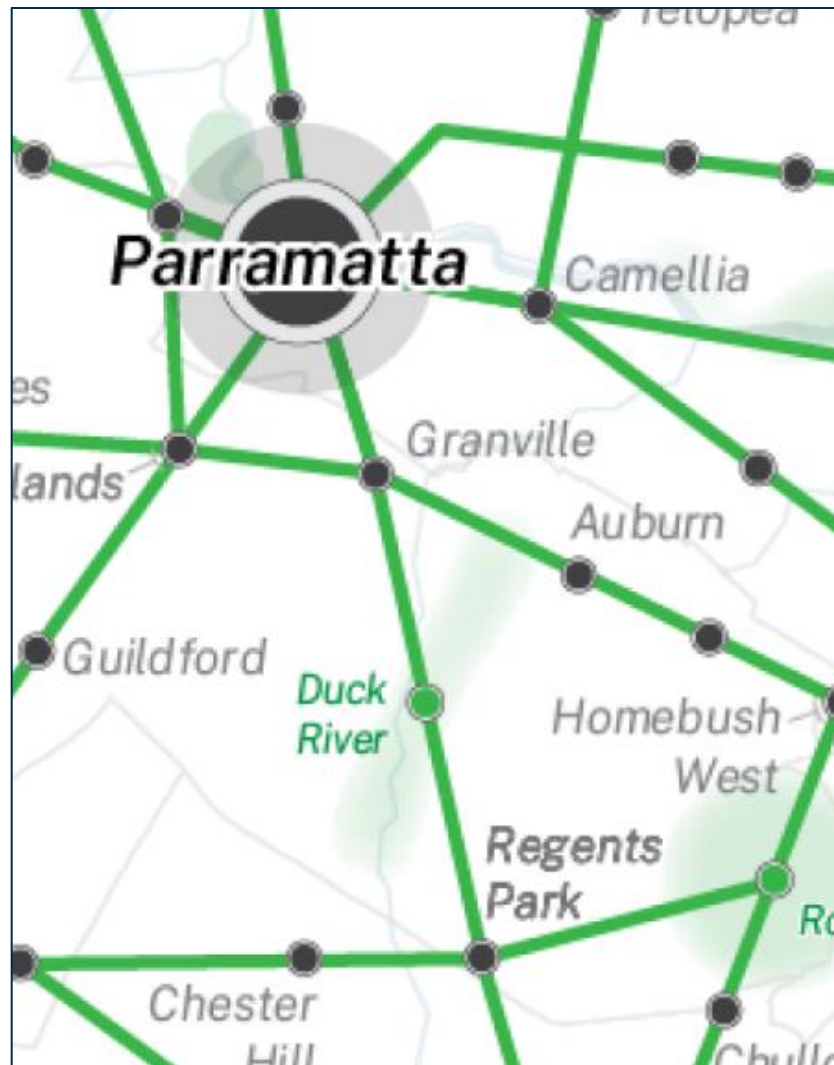
- Draft Bike Plan 2023 and Parramatta Ways

Note that Duck River from the M4 to the Rail line (as shown on Parramatta Ways) is currently impassible



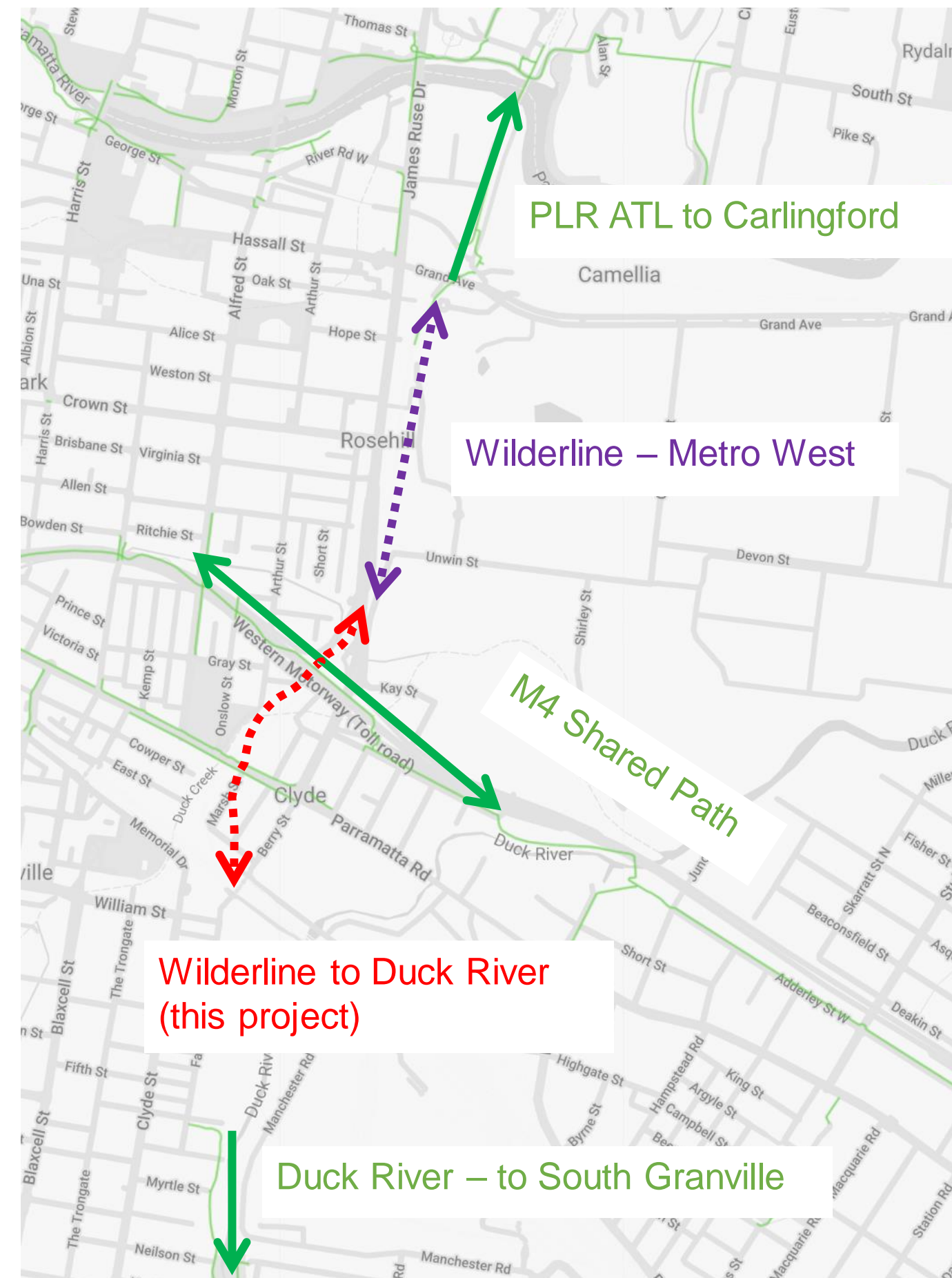
Strategic Context - State

- Regional Cycling Corridor and Regional Green Grid.
- Connects Wilderline (T6) to M4 Shared Path and onwards to Duck River South (Cumberland).



2. DUCK RIVER CORRIDOR

The Duck River tributary flows from Bankstown north to the Parramatta River. The floodplain is occupied by large amounts of open space and provides a number of sporting facilities for the neighbouring communities in Granville, Auburn and Bankstown. This projects aims to build on the existing open space assets along Duck River to establish the corridor as a regional destination with improved recreational open space, ecological enhancement and stormwater treatment. It will also create a continuous walking and cycling link north-south connecting Parramatta, Camellia and Olympic Park to Granville, Auburn, Chullora, Regents Park, Sefton and Bankstown.



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, particularly when they are used by local businesses.
- Retain existing trees where possible and identify opportunities for new trees.
- Minimise kerb, utilities and stormwater adjustments.
- Retain existing traffic circulation where possible.
- Be a net positive contributor to the public domain.
- Retain current heavy vehicle access to Clyde precinct.
- Propose mutually beneficial and self-reinforcing Local Area Traffic Management solutions.

Concept Plans



Northern Section - Wilderline

- Asphalt path with steel edging
- Lighting
- Amenity planting and landscaping – exact scope TBC contamination investigation.



Northern Section - Wilderline to M4 Shared Path

Arthur Street

- Raised priority crossing for M4 Shared Path.
- New footpath in eastern verge.
- Re-purpose parking for bike path.

Hamilton Street

- Footpath and bike path wholly within verge.

Parking Counts

- Total of 108 spaces available within 100m.
- Peak use is 54 on weekday, 58 on weekend.
- Peak use on Arthur Street is 43 out of 77.
- Proposing to re-purpose 28 spaces on Arthur Street for path.
- Enough capacity with 49 remaining on Arthur Street (exclusive of any other street).



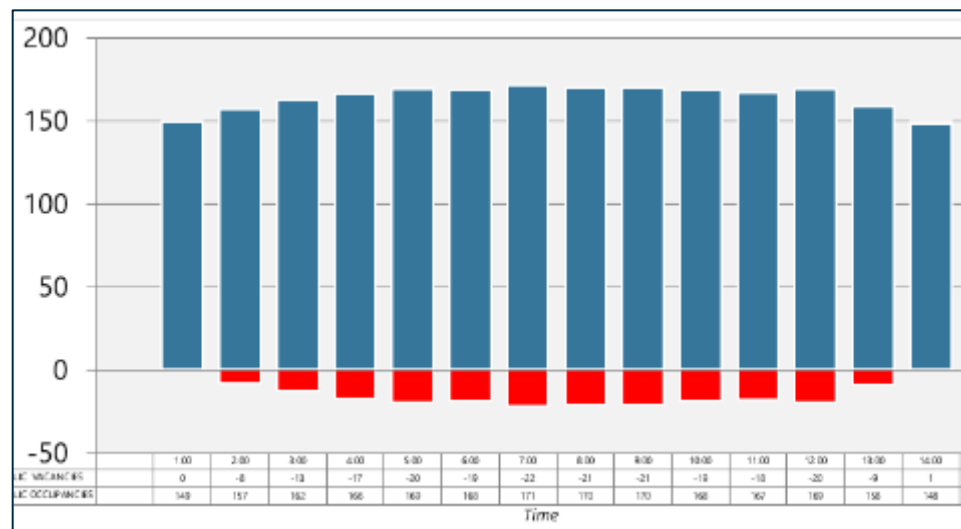
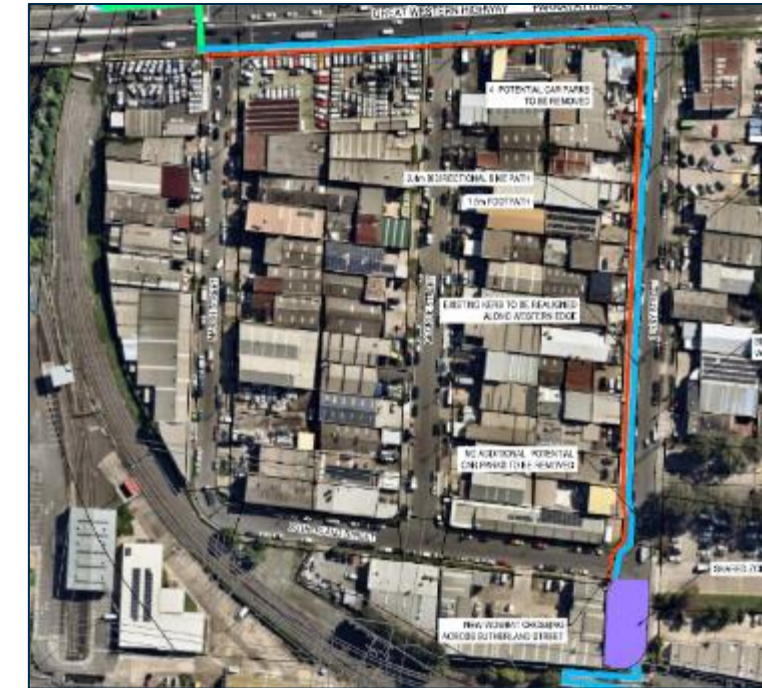


Feasibility Study

Parramatta Road to Clyde Station

Clyde

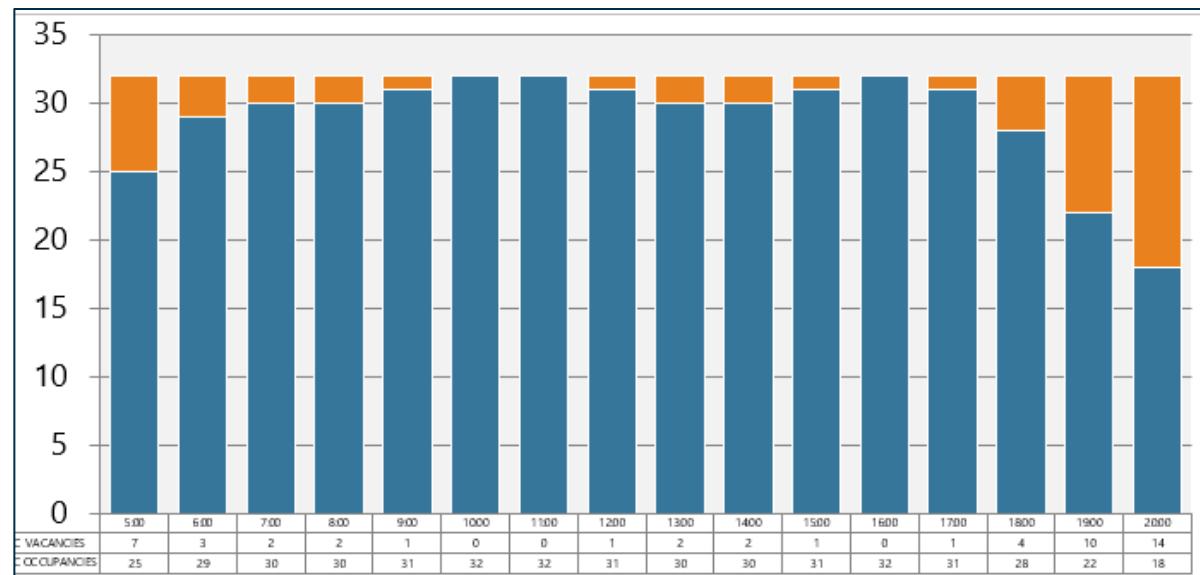
- Narrow streets.
- Variable lots.
- Parking and verge frequently parked out by vehicles.
- Constrained access (Berry in, Marsh out, no right turns at George / Parramatta).
- Multiple alignments tested.
- Approved B-double route Berry -> Sutherland -> Marsh.
- Limited opportunities for amenity planting



Parking utilisation in the precinct

Rail line – **feasible** – but not preferred

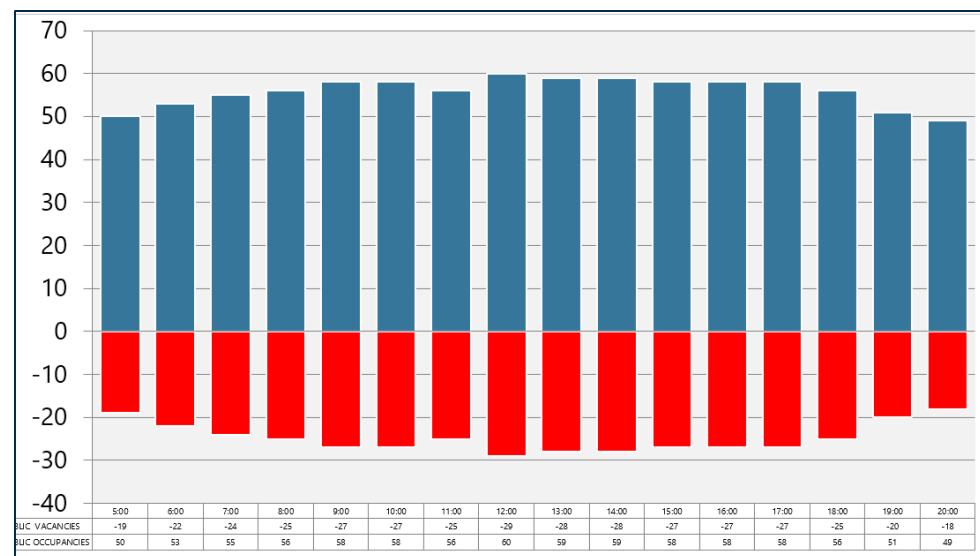
- No street crossings.
- Doubles back at Parramatta Road, but coherent alignment.
- Would need special exemption from Sydney Trains due to proximity to tracks.
- Likely raised boardwalk, squeezed to 2.5m at south.
- Corner of Sutherland / Marsh may be too tight for B-doubles.
- Requires re-purposing parking on Sutherland entirely (15 spaces), or make one way westbound Berry to George (only remove 8 spaces).



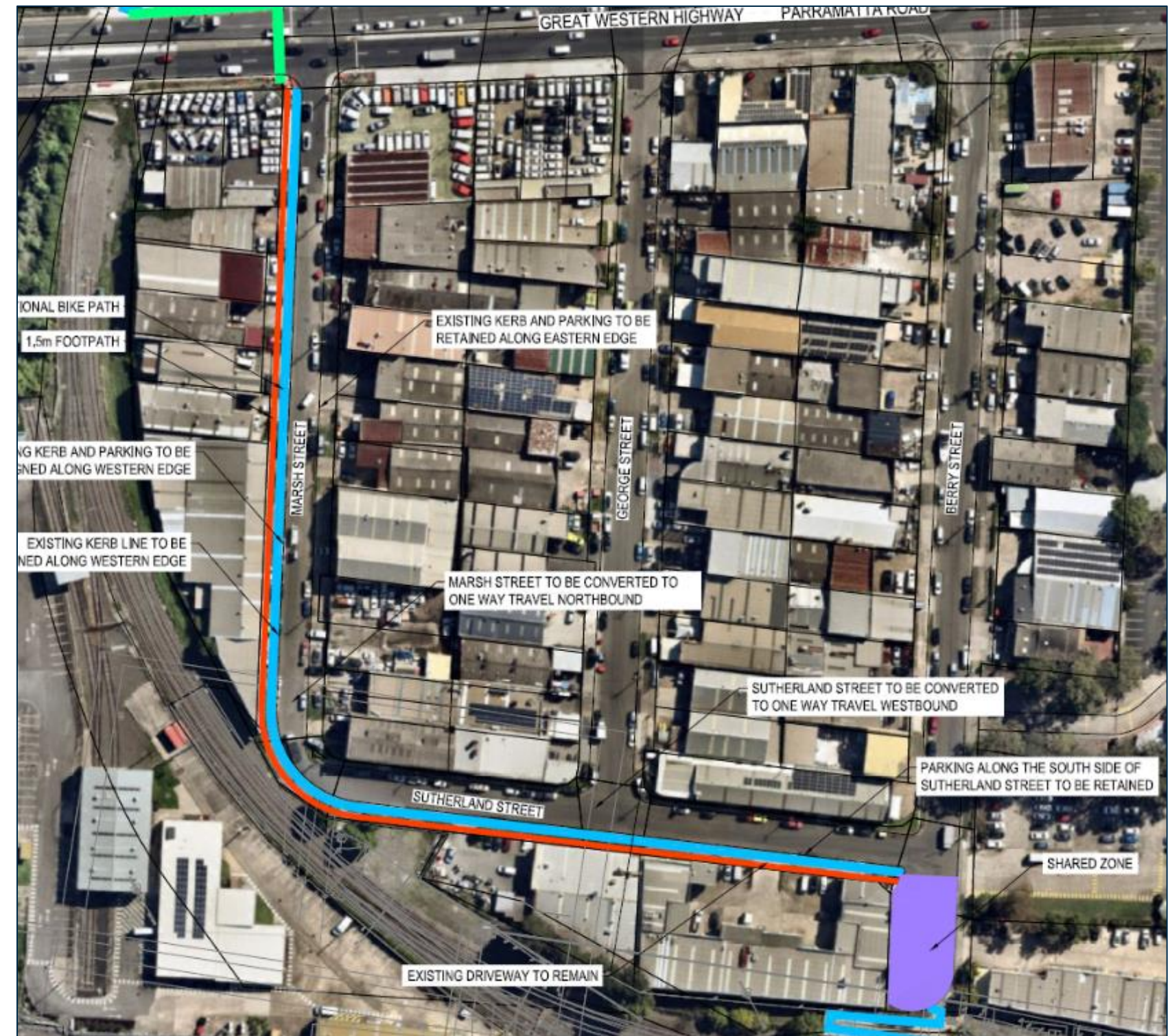
Sutherland Street parking utilisation

Marsh Street – not feasible

- Most coherent route for pedestrians and cyclists to follow.
- No street crossings.
- Greatest scale of verge parking.
- High vehicle volumes as all vehicles must exit at Marsh St.
- Corner of Sutherland / Marsh may be too tight for B-doubles.
- Marsh would need the following changes:
 - one way northbound and remove parking on one side (15 spaces).
 - And remove parking (15 spaces) on Sutherland, or make one way westbound Berry – George (8 spaces).
- Alternative is a shared path in verge of Marsh but numerous parked cars, no space for amenity planting.

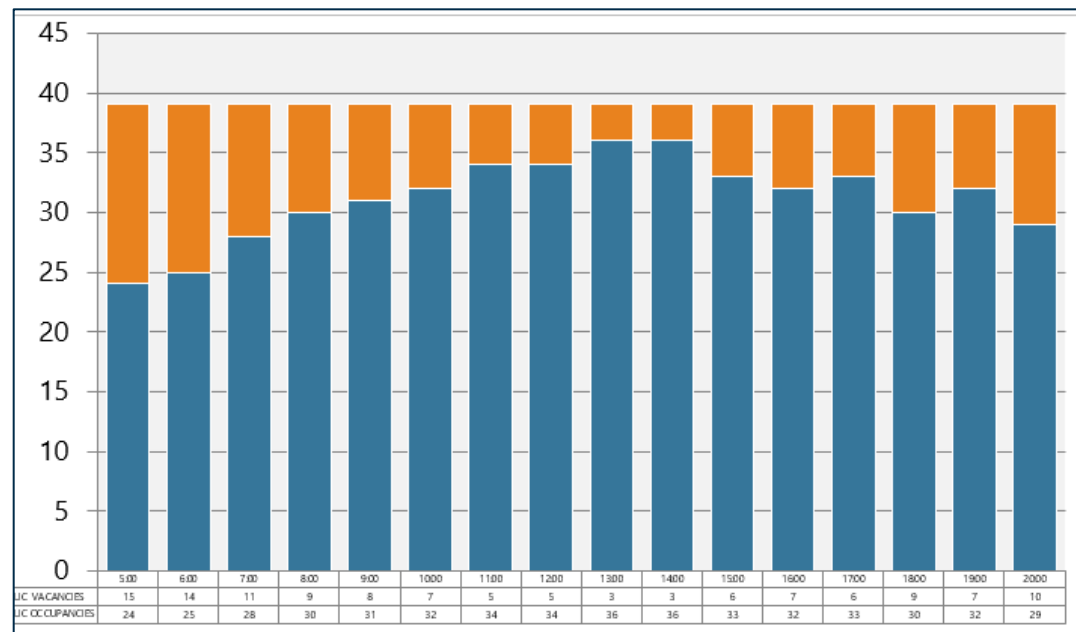


Parking utilisation on Marsh Street



George Street- not feasible

- Very narrow verges.
- George cannot be made one way due right turn restrictions at Parramatta Road.
- Would need to remove one side of parking (19 spaces – less for indented option) and even then travel lanes will be too narrow.
- Least coherent for pedestrians and cyclists with no 'line of sight' to destination in the middle of the route.
- Limited opportunities for amenity planting.
- If Sutherland retained two way, will be parking impacts.
- If Sutherland one way between Berry Street and George Street, parking loss will be limited.

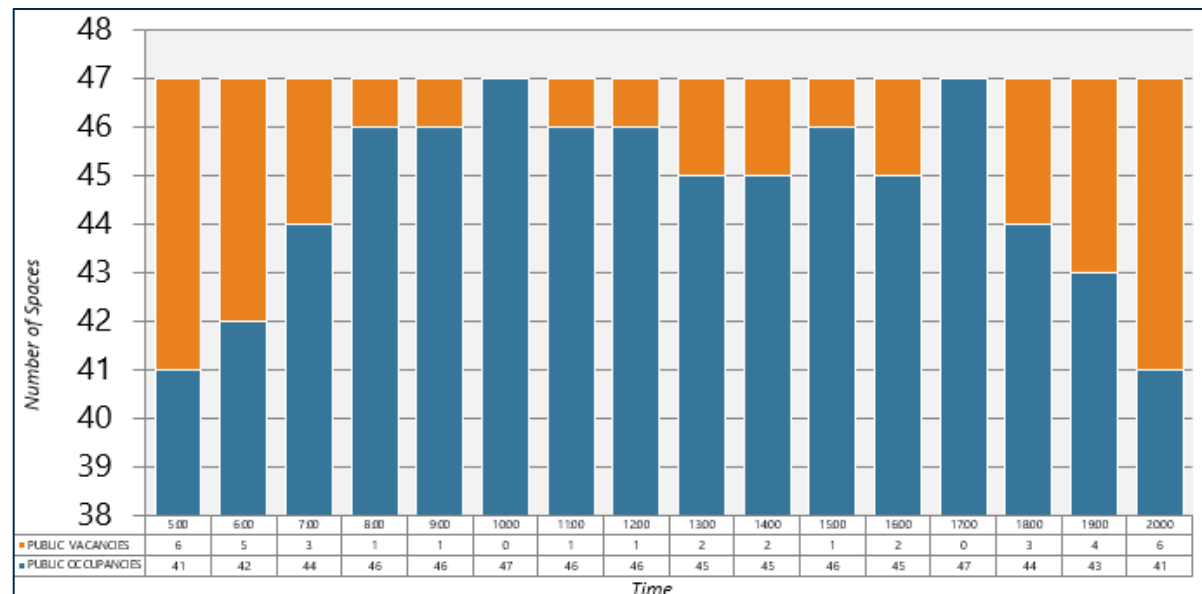


George Street parking utilisation

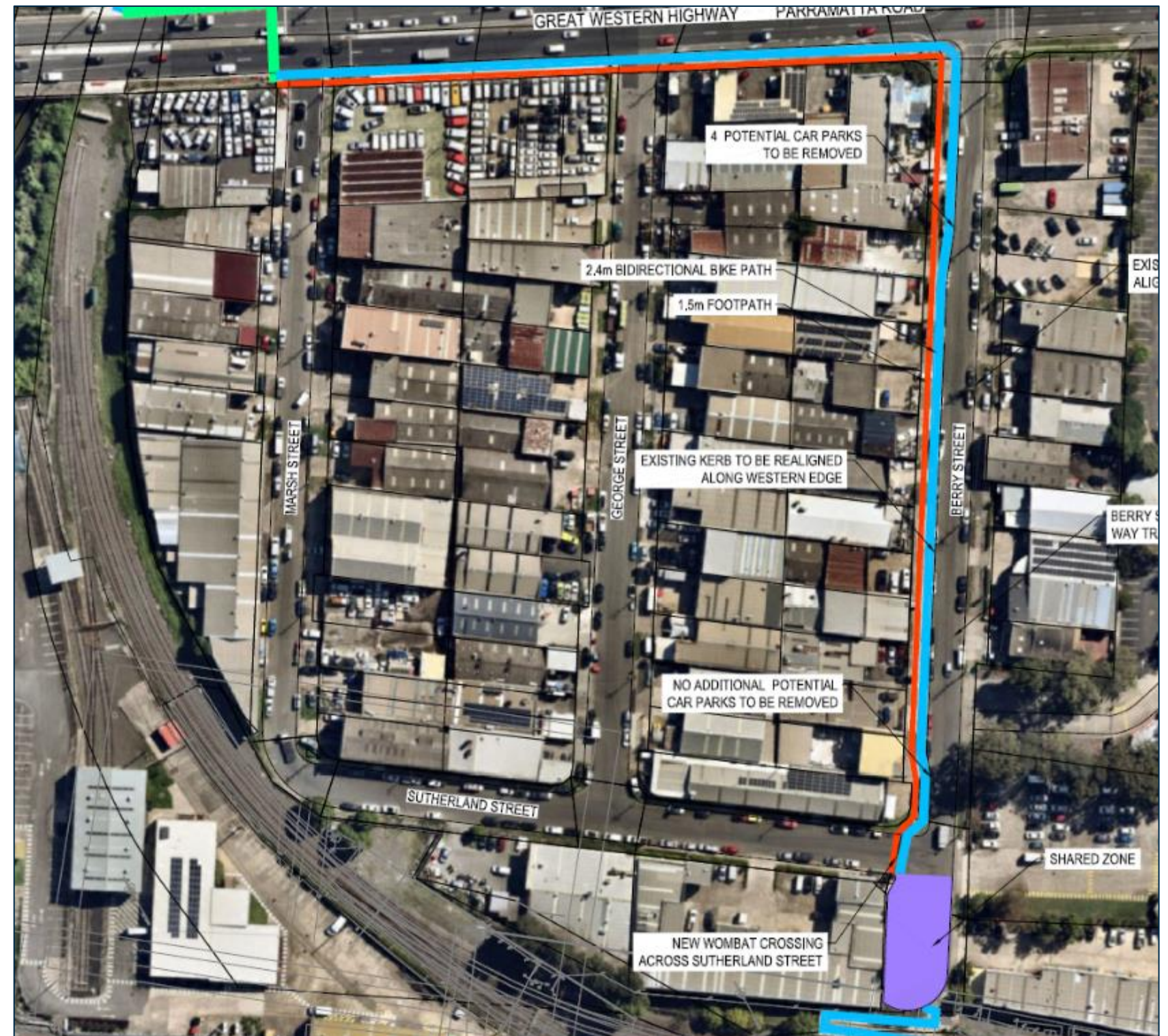


Berry Street – **feasible** – preferred alignment

- Most road crossings (3).
- Aligns with existing M4 connection to Kendall Street on north-east.
- Less vehicles parked on the kerb.
- Two parking spaces removed at south to allow for large vehicle access to warehouses.
- One parking space on Sutherland removed for no stopping adjacent to priority crossing.
- Western property boundary very consistent
- Currently one way southbound, therefore existing circulation could be retained along with parking both sides most of the length.



Berry Street parking utilisation



Berry Street – Preferred - Detailed Concept Plan

- Two spaces re-purposed at south for B-double access to warehouses.
- Two vehicles could park in shadow of blister at north, now one.
- One sapce re-purposed on Sutherland Street to meet no stopping requirements for crossing.
- Bottom end of Berry Street converted to shared zone and existing parking spaces retained.

