



Kleins Road Pedestrian and Cyclist Corridor Study:

**Community Summary of Additional
Circulation Investigations into Stage 2 -
Parramatta North**



Background

Kleins Road, Northmead, has been identified as a strategic pedestrian and cyclist link from the north to Parramatta Park, the River foreshore paths and the City Centre.

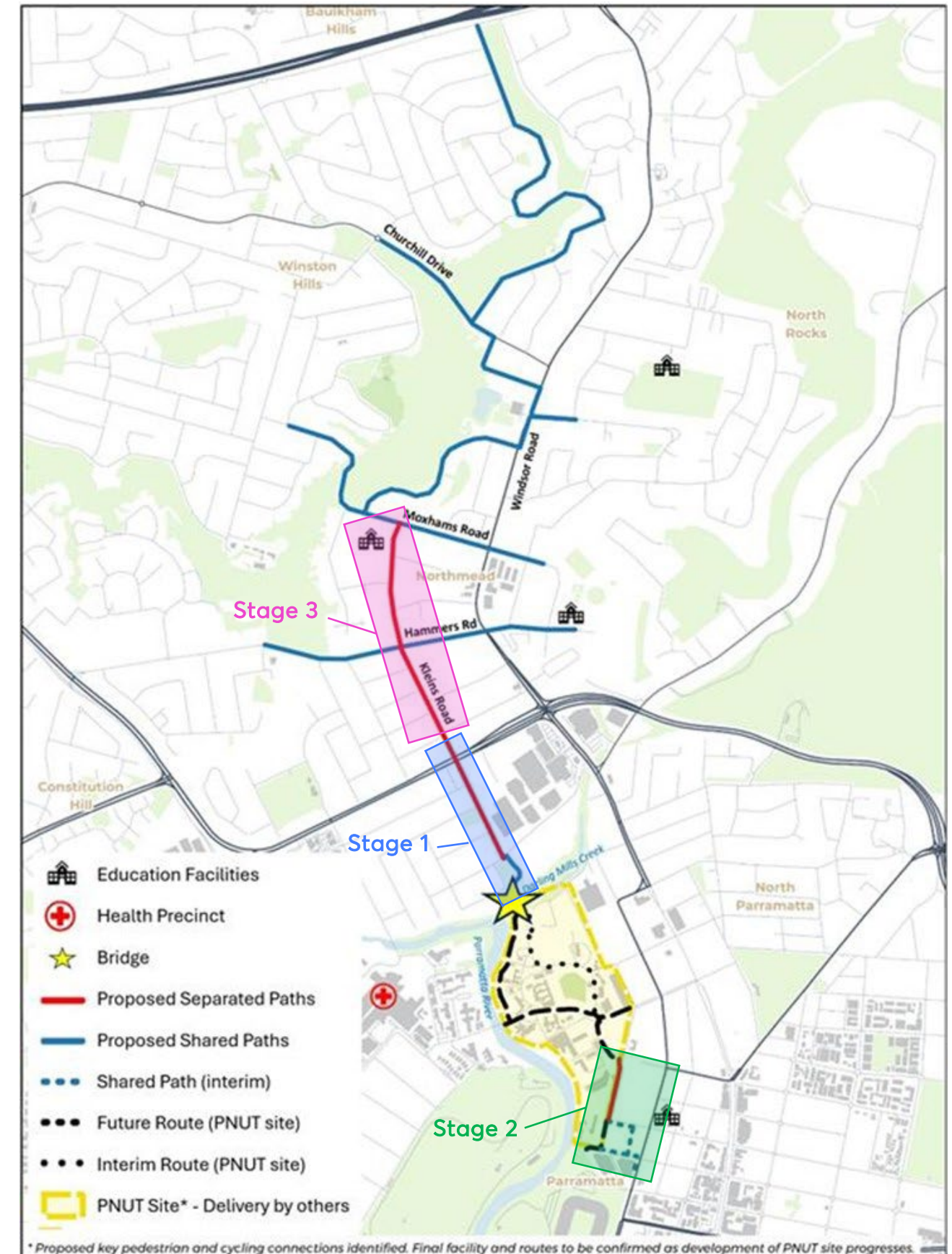
In 2024 a feasibility study and concept design for the corridor (funded by Transport for NSW), was prepared and was approved by Council in May 2024 for public exhibition. The outcomes of public exhibition were subsequently reported back to Council August 2024:

- Stage 1 of the corridor, inclusive of the bridge, and the supporting Shared Paths were approved to progress to technical review, approvals and funding applications.
- For Stage 2 of the corridor, Council requested further investigation of circulation alternatives for residents and businesses, and the heritage impacts of introducing any separated bike paths or other changes to Fleet Street.

This document summarises the findings of investigations into circulation alternatives that have informed the revised concept design for Stage 2, approved by Council for public re-exhibition. The full report is available in the Resources section.

A decision on Stage 3 has been deferred to a later date.

Figure 1: The Kleins Road Corridor



Circulation analysis

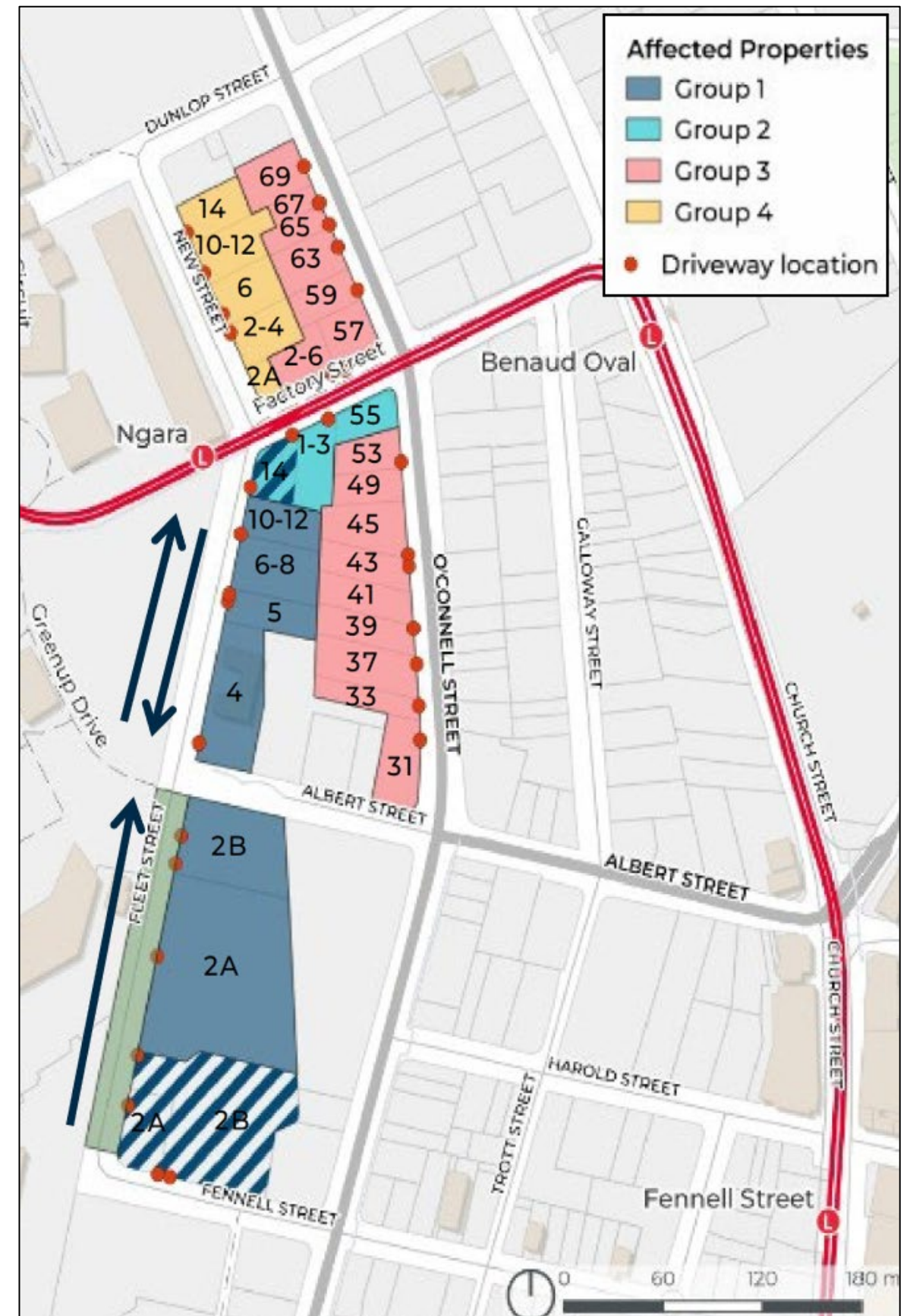
The three blocks west of O'Connell Street (between Dunlop Street and Fennell Street) have been significantly affected by PLR works (a suite of right turn bans were introduced as well as a median constructed in O'Connell St). As a result, most access movements are predominantly to and from the intersection of Fennell Street and O'Connell Street.

However, the proposal to make Fleet Street one way northbound (see Figure 2 below) will change local access, in particular affecting:

- Ingress to properties from the north.
- Egress from properties to the south.

To understand these impacts, each property was identified as one of four groups, based on their location and driveway street access (see Figure 2). The change in access resulting from the proposal were assigned a level of impact ranging between "None" and "High" based on the length of the diversion, and the number of additional turns. These results are summarised in Table 1 on the next page.

Figure 2: Grouping of affected properties



Circulation analysis

Group	Driveway	Access Impact				Overall Impact
		From N	To N	From S	To S	
1	Fleet St (N of Greenup)	Nil	Nil	Nil	Major 800m	Low
	Fleet St (S of Greenup)	Minor 450m	Nil	Nil	Major 1km	Medium
2	Factory St (South)	Nil	Major 550m	Nil	Major 1.8km	High
	Factory St (North)	Nil	Nil	Nil	No	None
3	O'Connell (S of Factory)	Minor 3 turns	Nil	Nil	Major 1km	Medium
	O'Connell (N of Factory)	Nil	Nil	Nil	Major 800m	Low
4	New St	Nil	Nil	Nil	Minor 200m	Low

Table 1: Access Impacts of the original proposal, by location

Mitigation Options

Five options were identified that could mitigate the impacts of the proposal. They are outlined in Table 2 below. Note the full detail of the investigation is available in the Resources section.

Option	Description	Commentary	Recommendation
1	Reverse the one-way on Fleet St (Greenup Dve to Fennell St) from northbound to southbound	• All movements south of Factory St directed to Fennell St / O'Connell St. • Capacity increase would likely require Fennell St / O'Connell St to be upgraded to traffic signals. Unlikely to be supported by TfNSW due to proximity to Grose St signals.	Not feasible – do not proceed
2	At Factory St and Fleet St, allow right turn (west to north).	• Not supported by TfNSW as it takes green time from PLR – at odds with their program actively seeking opportunities to reduce PLR delays and decrease run times.	Not feasible – do not proceed
3	Introduce roundabouts at New St / Dunlop St, and Greenup Dr / Fleet St	• 10.7m long vehicles can u-turn at Dunlop St. • Standard light vehicles (5-6m long) can u-turn at Greenup Dr mini roundabout, 10.7m vehicles at the larger proposed roundabout. • Helps manage vehicle movements from side streets now and in the future. • Also serves future traffic generation from PNUT at proposed Dunlop St connection.	Feasible – recommended for consultation
4	Fleet Street at Greenup Dr converted to cul-de-sac	• Northbound traffic on Fleet St (south of Greenup Dr) gives way to vehicles turning in the cul de sac. • Vehicles can do a three-point turn if required. • A roundabout (Option 3) will better serve the future volumes anticipated at this location.	Feasible – but not recommended for consultation as future vehicle volumes are likely to be too high.
5	Retain two-way function on Fleet St	• Parking lane re-purposed for the bike path (24 spaces). • New footpath, kerb and gutter on west. • Three trees removed on west (one small and two large) and replaced with new specimens.	Feasible - but not recommended due to tree impacts and desire to retain street parking to support existing and future land uses.

Table 2: Options to mitigate changes in access

Conclusion

Option 3, the introduction of roundabouts at New Street and Dunlop Street, as well as Greenup Drive and Fleet Street is recommended as it:

- Reduces all impacts to medium or lower for all properties. (see Table 3)
- Medium impact is limited to only the 2 properties with direct driveway access from the one-way section of Fleet St.
- Provides logical alternative routes to the existing, with right turns onto O’Connell St are made safer by diverting to the traffic lights at Dunlop St, rather than at the unsignalised Fennell St .
- The roundabouts will serve the current and anticipated future land uses in North Parramatta.

Group	Driveway	Overall Impact (original proposal)	Overall Impact (with roundabouts)
1	Fleet St (N of Greenup)	Low	Low
	Fleet St (S of Greenup)	Medium	Medium
2	Factory St (South)	High	Low
	Factory St (North)	None	None
3	O’Connell (S of Factory)	Medium	Low
	O’Connell (N of Factory)	Low	None
4	New St	Low	Low

Table 3: Mitigation of impacts with revised proposal (introduction of roundabouts)

