



# Traffic Management Plan (TMP) for the closure of Horwood Place (between George Street and Phillip Street, Parramatta) to "through" traffic – Block 3 (Stage 1)

## Table of Contents

---

TMP Purpose .....	2
A. Description of Proposed Measures .....	2
A.1. Civic Link Block 3 Project Overview.....	2
A.2. Project Proposal .....	2
A.3. Existing Traffic Conditions .....	3
B. Identification and assessment of impact of proposed measures .....	5
B.1. Traffic Counts .....	5
C. Measures to ameliorate the impact of re-assigned traffic .....	8
C.1 Proposed Access Arrangement .....	8
C.2 Proposed Carpark Access Arrangement .....	8
C.3 Proposed Pedestrian and Cyclist Access .....	8
D. Assessment of public transport services affected.....	9
E. Details of provision made for emergency vehicles, heavy vehicles, cyclists and pedestrians .....	10
E.1. Emergency Vehicle Access .....	10
E.2. Electrical Access .....	10
E.3. Other Service Access .....	10
E.4. Cyclists and Pedestrians .....	11
F. Assessment of effect on existing and future developments with transport implications in the vicinity of the proposed measures .....	11
G. Assessment of effect of proposed measures on traffic movements in adjoining Council areas .....	11
H. Public consultation process .....	11
I. APPENDIX .....	12
CHECKLIST .....	13

## TMP Purpose

The purpose of this TMP is to seek approval from TfNSW for the closure of Horwood Place (between Phillip Street and George Street) to "through" traffic, described as Civic Link Block 3 (Stage 1).

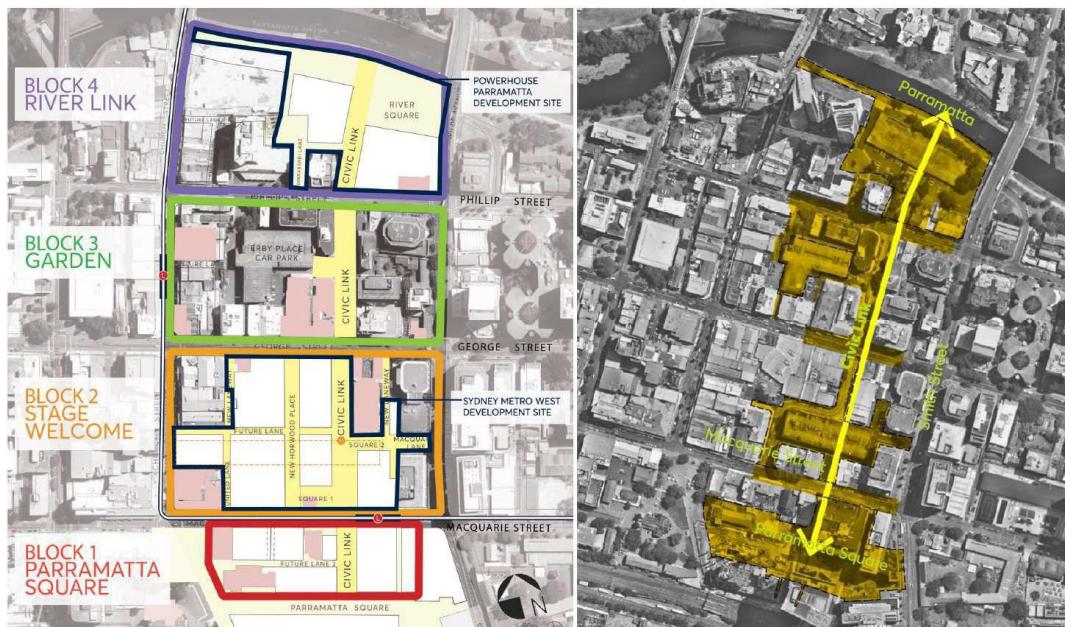
### A. Description of Proposed Measures

#### A.1. Civic Link Block 3 Project Overview

In response to the scale and pace of change currently being experienced in the Parramatta CBD, the City of Parramatta Council (Council) is moving forward with the development of Civic Link, which will be a major new pedestrianised public space between Parramatta Square and the Parramatta River. This new pedestrian connection will be approximately 500m in length, extending across four blocks between Parramatta Square and the Parramatta River along the existing Horwood Place alignment.

Block 1 was delivered by the City of Parramatta (Council) in 2022, Block 2 is under development for the Sydney MetroWest and due to open circa 2032, and Block 4 is under construction for the Parramatta Powerhouse (MAAS) and due to open late 2025. Block 3 Civic Link (Horwood Place) is the subject of this Traffic Management Plan (this report) which is seeking TfNSW approval to close Horwood Place (between George Street and Phillip Street) to "through" traffic.

The extent and blocks of Civic Link is shown in Figures 1 and 2.



Figures 1 and 2 Civic Link Special Area Extent and Blocks 1-4

#### A.2. Project Proposal

Block 3 of the Civic Link is located on Horwood Place and runs north south from Phillip Street to George Street. It includes integration with Erby Place Carpark and street cross overs between adjacent blocks. The long-term vision of the Civic Link will be a fully pedestrianised environment.

Existing vehicle access needs to be maintained with the proposed Civic Link particularly to Council's Erby Place Carpark and Auctioneer Lane. Council is proposing a two-stage delivery strategy.

1. **Stage 1:** The north end of Horwood Place (between Phillip St and George St) is closed to vehicular through traffic, and the southern end vehicular access is maintained to facilitate the entry and exit to Erby Place Carpark and Auctioneer Lane. Refer to Figure 3.
2. **Stage 2:** Future, Horwood Place is fully closed and full pedestrianisation is provided. (This will be subject to a separate TMP to be submitted to TfNSW at a future date).



Figure 3: Civic Link Stage 1 General arrangement plan for Stage 1. (Refer also Appendix A)

### A.3. Existing Traffic Conditions

Horwood Place is a dual lane local road with provision of on-street parking on both sides for a total of 32 cars (inclusive of two loading zones). As shown in Figures 4 and 5, Horwood Place has a north-south alignment, it intersects with Phillip Street (all-movement priority intersection) to the north and intersects with George Street (left-in / left-out intersection) to the south. It provides vehicular access to the 24-hour multi-storey Erby Place Carpark which is accessed via Erby Place from Phillip Street and Auctioneer Lane from Horwood Place. The car park currently provides 559 off-street car parking spaces.



Figure 4 Existing access to Horwood Place and Erby Place Carpark

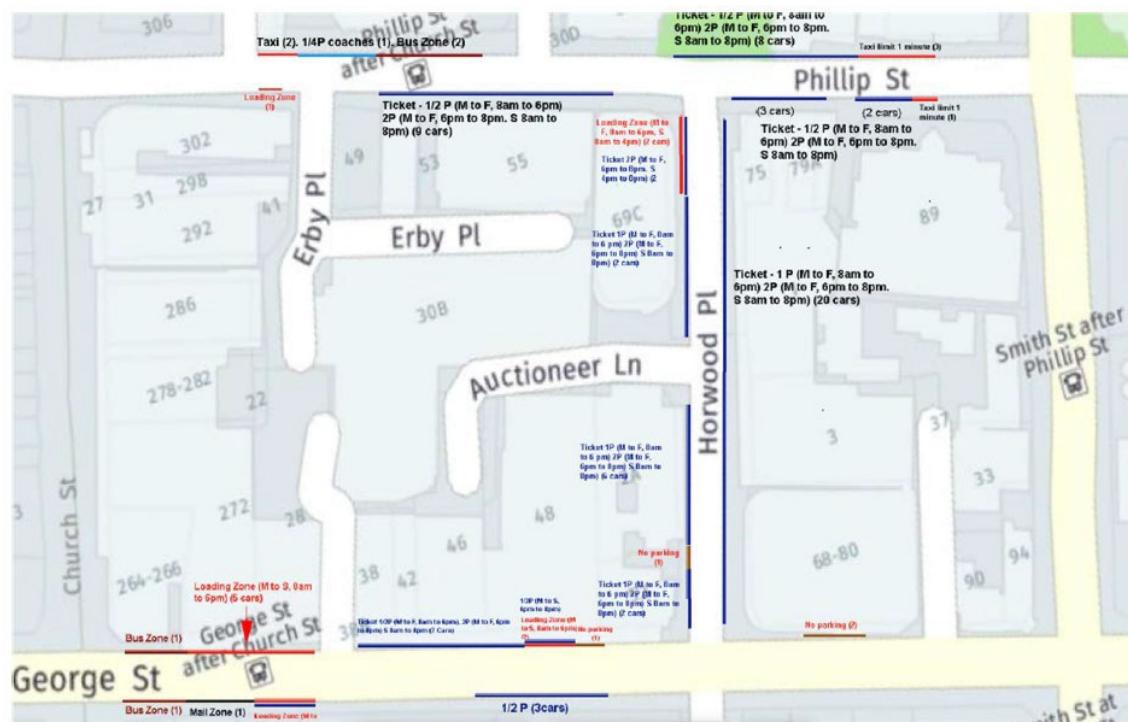


Figure 5 Existing carparking restrictions on Horwood Place, and nearby Phillip St and George St

## B. Identification and assessment of impact of proposed measures

Traffic Counts were undertaken to identify and assess impact of the proposed plan to permanently close Horwood Place to vehicular through traffic, while maintaining the interim state of dual single-lane vehicular access from George Street to access Auctioneer Lane and the Erby Place Carpark.

### B.1. Traffic Counts

To determine the traffic demand of the Erby Place Carpark and the external road network, traffic count surveys have been undertaken at the following intersections on Thursday 1 February 2024 from 8am to 11pm (15-hours). Refer to Figure 6.

1. Phillip Street / Marsden Street
2. Phillip Street / Erby Place (Erby Place car park access point 1)
3. Phillip Street / Horwood Place
4. Phillip Street / Smith Street
5. Horwood Place / Auctioneers Lane (Erby Place car park access point 2)
6. George Street / Marsden Street
7. George Street / Horwood Place
8. George Street / Smith Street

Note: During the traffic survey, it was noted that road works occurred at Intersection 8 from 9:30pm to 11:00pm with some lane closures. It is likely that the route choice of exiting traffic from the Erby Place Carpark may have been marginally affected for this of 1.5hour period occurring late at night.

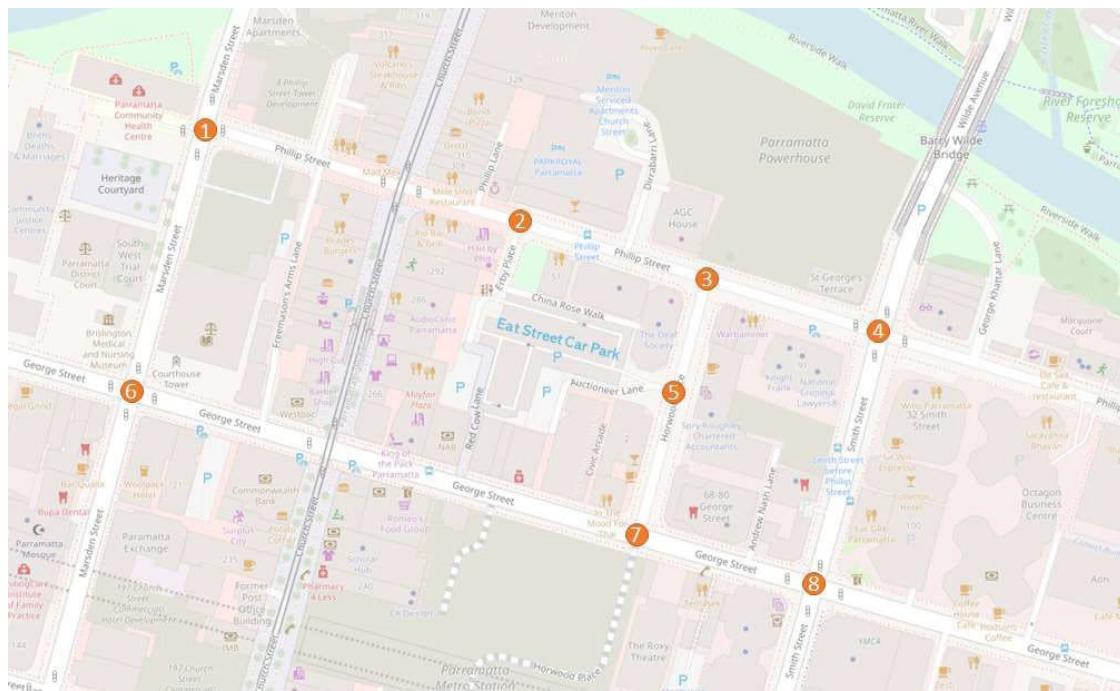


Figure 6 Traffic Count Survey Locations

Although Erby Place provides access for several properties within the block, it is assumed that relatively low volumes of trips are generated from them. The majority of the trips on Erby Place are known to be generated by the Erby Place Carpark.

Table 1 summarises the hourly entry and exit trips at the two carpark access points, Erby Place and Horwood Place in the external network and car park peak periods. 11:45am to 12:45pm and 6:15pm to 7:15pm were the peak hours of car park entry / exit trips (both car park access points).

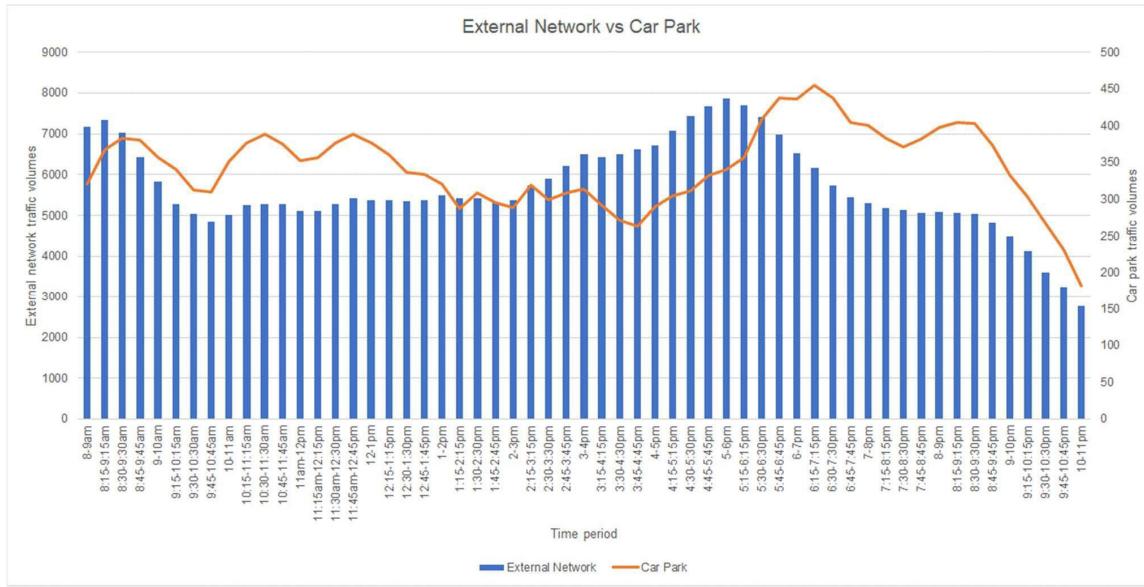


Figure 7 Temporal variation of total traffic volumes for the external network and the Erby Place Carpark (an exploded view is provided within Appendix A)

Access point	Car park access point 1 – Erby Place		Car park access point 2 – Horwood Place	
	Entry	Exit	Entry	Exit
External network AM peak (8:15am-9:15am)	91	28	97	0
Car park AM peak (11:45am-12:45pm)	61	131	64	0
External network PM peak (5pm-6pm)	54	125	45	2
Car park PM peak (6:15-7:15pm)	129	79	118	1

Table 1 Peak hour summary of trips at intersections 2 and 5

Figures 8 to 11 indicate the peak hour turning volumes and traffic flows at all the surveyed intersections during the external network and car park peaks.

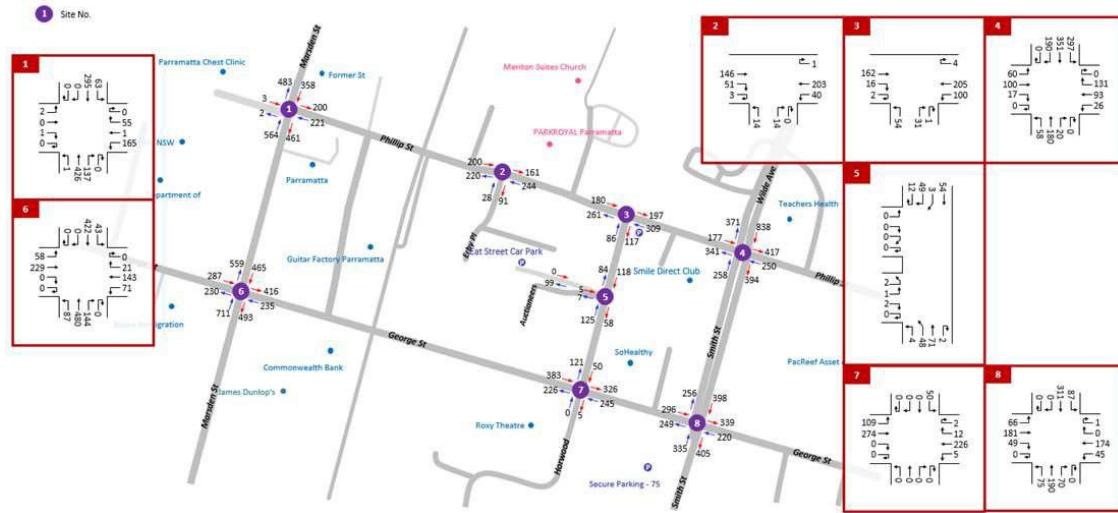


Figure 8 Peak Hour turning volumes and traffic flows during external network AM peak (8:15am – 9:15am)

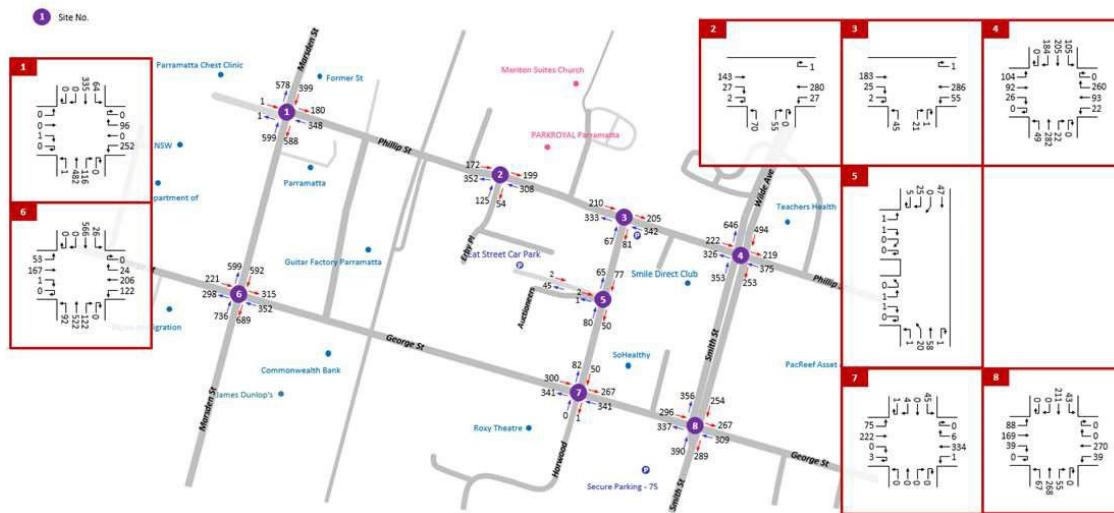


Figure 9 Peak Hour turning volumes and traffic flows during external network PM peak (5pm – 6pm)

## **C. Measures to ameliorate the impact of re-assigned traffic**

### **C.1 Proposed Access Arrangement**

As part of the Civic Link Block 3 Project works, City of Parramatta Council is proposing to close Horwood Road through traffic whilst retaining access from George Street, thereby reducing entry to the Erby Place Carpark from George Street only.

As shown in Figure 3 for Stage 1 the vehicular movements along Horwood Place will be limited to access from the south via a left-in/left-out intersection at George Street. This is the continuation of existing condition. However, vehicular access from the north at the Phillip Street intersection will be closed. The northern section of Horwood Place from Phillip Street to Auctioneer Lane will prioritise pedestrian and cyclist movements with no vehicular movements allowed. Access to the Erby Place Carpark will be retained via both Horwood Place (from the south via George Street) and Erby Place. The only difference in terms of access in the interim stage is the closure of the Phillip Street / Horwood Place intersection.

The existing marked pedestrian crossing on Phillip Street will be shifted eastward to provide direct connectivity between Horwood Place and the entry to the Powerhouse Museum.

### **C.2 Proposed Carpark Access Arrangement**

In a separate project currently in development, the City of Parramatta Council is proposing to install digital signage and payment systems and modify internal operations within the Erby Place Carpark which will reduce congestion in day-to-day carpark operations and at peak use times.

Due to limitations imposed by the internal carpark configuration, this tidal flow lane will be managed operationally by Council and is proposed for use for very short periods only in peak car park usage times, such as sports events game days. Additional Variable Message Sign (VMS) signage is proposed in the precinct which will forewarn motorists of carpark capacity.

### **C.3 Proposed Pedestrian and Cyclist Access**

Footpaths are provided on both sides of Horwood Place. The eastern footpath will remain the current width and the western footpath will be widened to accommodate both pedestrians and cyclists as a shared use pathway.

## D. Assessment of public transport services affected

The road closure will have no impact on any public transport service.

Parramatta train station is located within 500m of Horwood Place. There are no bus stop facilities along Horwood Place. Parramatta's free shuttle bus route 900 runs along George Street and Philip Street as shown in Figure 12 to connect the key destinations in Parramatta's CBD.



Figure 10 Parramatta CBD free shuttle bus route 900

## E. Details of provision made for emergency vehicles, heavy vehicles, cyclists and pedestrians

### E.1. Emergency Vehicle Access

Emergency service vehicle access will be maintained. The City of Parramatta consulted with FRNSW and received 26 October 2024 written endorsement (Refer to Appendix B and Appendix B Supplementary).

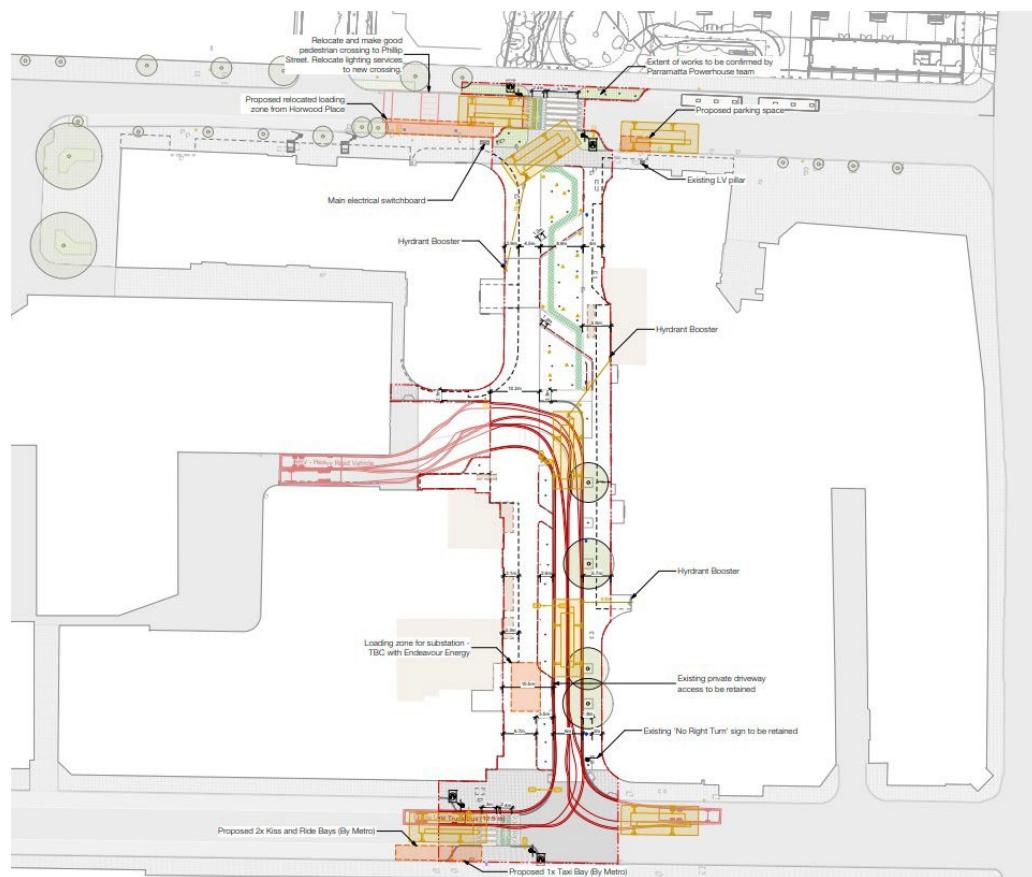


Figure 11 Fire Rescue NSW and 12.5m Heavy Vehicle Access (Refer also Appendix C)

### E.2. Electrical Access

There are two electrical substations belonging to Endeavour Energy on Horwood Place, one adjacent to 54 George Street and the other inside of 69 Phillip Street. For the substation adjacent to 54 George Street the proposal is for access to be via the adjacent foot path. For the substation inside of 69 Phillip Street access will not be changed as it is currently via the internal carpark which is accessed from China Rose Walk.

### E.3. Other Service Access

Access for a garbage truck has been confirmed to be maintained through to Auctioneer Lane. The existing Loading Zone at the northern end of Horwood Place is proposed to be moved to Phillip Street. Heavy Vehicle truck turning path (Garbage truck) is shown in Figure 11.

#### **E.4. Cyclists and Pedestrians**

The footpath on the western side is widened to create a generous boulevard of up to 8m width. The width is determined by the requirement to provide access for a FRNSW Appliance for the full length of the street in end state, beyond the existing fixed building awnings which facilitate a full active street life including outdoor dining in addition to pedestrian movements. The widened footpath is to be signed with blue line-marking as a 'Shared User Path' allowing cyclists to use the footpath. Further, at all three proposed raised marked crossings there will be dedicated green line-marked bicycle lanes to designate bicycle crossing.

### **F. Assessment of effect on existing and future developments with transport implications in the vicinity of the proposed measures**

The proposed road closure will have no impacts on current or future developments within the precinct. Horwood Place is a short stretch of road and lot configurations show four parcels each occupying a corner position thereby with access to either George Street or Phillip St frontages. Service lanes are provided by way of Andrew Nash Lane to the east, China Rose Walk to the nth-west, or Auctioneer Lane to the west.

### **G. Assessment of effect of proposed measures on traffic movements in adjoining Council areas**

The road closure will have no impact on adjacent/ adjoining Council areas.

### **H. Public consultation process**

Comprehensive public consultation was undertaken for the project which included plans depicting the proposed road closure, from 11 March – 15 April 2024 via direct consultation with Horwood Place Businesses, drop-in sessions, letter drop, Councils Have Your Say website, social media, and direct advertisement in ParraNews local newspaper. Overall, 128,000 people saw the Civic Link Block 3 project proposal inclusive of the road closure plan.

For the Horwood Place road closure, the following comments were received:

- the inability to circumnavigate the block (1 submission),
- loss of on-street parking (2 submissions),
- concerns regarding loading zone relocation (2 submissions),
- entire Horwood Place pedestrianised immediately (6 submissions).

#### **Have Your Say**

The project proposal publicly exhibited on Council's Have Your Say website to reach the wider community. There was an opportunity to provide feedback via a quick poll or by submitting feedback. Have Your Say was open for 5 weeks and advertised in ParraNews each of these 5 weeks. Opportunity was provided to over 30,361 subscribers to Have Your Say, 26,704 subscribers to City of Parramatta Business News, 17,569 Participate Parramatta Community newsletter, and Community Connective recipients.

#### **Letter Drop/ Postcards**

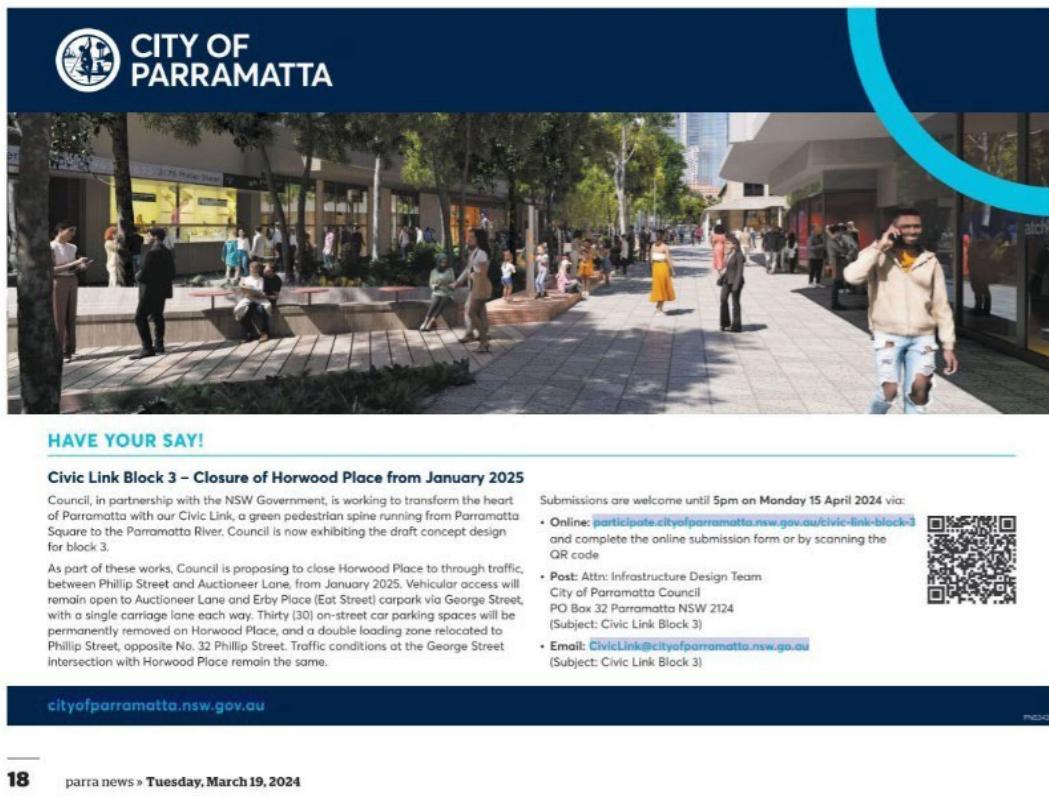
Consultation postcards were handed to approx. 100 residents and 83 property owners in the precinct targeting the community which will be directly impacted by the proposed changes.

#### **Social Media and Electronic Direct Mail, Other**

A campaign was hosted on social media targeting digital users within the greater local government area. This reached a total of 27,361 people. Digital content was also available on Council website landing page, Mayor's column, digital display screens, and displays in the public libraries.

#### Advertisement in Local Newspaper

General advertisements for the project were run weekly throughout the public exhibition period. In addition, a specific advertisement for the traffic proposal was published on the online and printed editions of the ParraNews on 19 March 2024, in accordance with the requirements of the NSW Roads Act. The QR code took the participant directly to the website where a plan depicting proposed changes was available for view and comment.



The advertisement features the City of Parramatta logo at the top left. The main image shows a vibrant, pedestrian-friendly street scene with people walking, sitting on planters, and interacting. Below the image, the text 'HAVE YOUR SAY!' is prominently displayed. Underneath that, the heading 'Civic Link Block 3 – Closure of Horwood Place from January 2025' is followed by a detailed description of the project. To the right, there is a QR code for online submission and contact information for post and email. The footer includes the website 'cityofparramatta.nsw.gov.au' and the date 'Tuesday, March 19, 2024'.

Figure 12 Advertisement in local paper ParraNews

## I. APPENDIX

- A. CLB3 General Arrangement Plan.
- B. Correspondence with FRNSW Civic Link Block 3 Project. Appendix B Supplementary document is plans included within that email chain.
- C. Heavy Vehicle Turning Paths Plan Stage 1.

## **CHECKLIST**

### **A. Description of Proposed Measures**

Description or detailed plan of proposed measures

Is a detailed plan of the proposed measures necessary?

Yes Refer Item A above

No

### **B. Identification and assessment of impact of proposed measures**

Is a detailed assessment required?

Yes Refer Item B above

No

### **C. Measures to ameliorate the impact of re-assigned traffic.**

Is an assessment required?

Yes

No Refer Item C above

### **D. Assessment of public transport services affected.**

Is an assessment required?

Yes

No Refer Item D above

### **E. Details of provision made for emergency vehicles, heavy vehicles, cyclists and pedestrians.**

Are these details required?

Yes

No Refer Item E above

### **F. Assessment of effect on existing and future developments with transport implications in the vicinity of the proposed measures.**

Is an assessment required?

Yes

No Refer Item F above

**G. Assessment of effect of proposed measures on traffic movements in adjoining Council areas.**

Is an assessment required?

Yes

No Refer Item G above

**H. Public consultation process.**

Is a public consultation process required?

Yes Refer Item H above

No